



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

Online

Meeting Date and Time

Wednesday May 13, 2020, 4:00 p.m.

Presenters

Caroline Mays, TxDOT

Elected Officials in Attendance

0

Total Number of Attendees (approx.)

24 (not including study team)

Total Number of Commenters

25

Contents

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

ATTACHMENT A
MEETING SUMMARY REPORT

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

May 13, 2020

4:00 p.m.

Online Virtual Public Meeting

On Wednesday, May 13, 2020, the Texas Department of Transportation (TxDOT) held a virtual public meeting for the Ports-to-Plains Corridor Feasibility Study that began at 4:00 p.m. This meeting was delivered in a virtual public meeting format (no in-person meeting was held due to social distancing restrictions resulting from the COVID-19 pandemic) which included a live presentation and comment opportunity via WebEx. It was recorded and available until Thursday, May 28, 2020. The Virtual Public Meeting page was available at <https://p2pseg2vpm.transportationplanroom.com/> to join the meeting or watch the presentation at a later date. Project materials were posted at www.txdot.gov and p2pseg2vpm.transportationplanroom.com for public viewing. All comments were due on or before Thursday, May 28, 2020. Public feedback provided at Public Meeting #2 was presented to the Segment Committee as they consider final recommendations for Segment #2. **Attachment B** includes the Comment/Response Matrix.

MEETING OBJECTIVES

Meeting objectives for this public meeting were to:

- provide the public an opportunity to learn about the Ports-to-Plains Corridor Feasibility Study; and
- to provide an opportunity to receive public input on preliminary recommendations provided by the Segment #2 Committee.

TARGETED SEGMENT OUTREACH

A postcard providing information regarding the upcoming public meeting was distributed to elected officials, project stakeholders and the public within Segment #2 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 within Segment #2 and are provided in **Attachment C**.

- April 24 A postcard was mailed to 194 stakeholders identified on the Segment #2 Stakeholder Database
- April 24 An email invitation with attached meeting notice was sent to Segment #2 elected officials
- April 26 A display ad was published in English in the San Angelo Standard Times

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

Approximately 24 meeting attendees logged their attendance into the WebEx, and ten (10) signed in on the Virtual Public Meeting web page (<https://p2pseg2vpm.transportationplanroom.com/>), in addition to members of the project team. A copy of the sign-in-sheet is provided in **Attachment D**.

INTERACTIVE PRESENTATION

The presenter of the WebEx was Caroline Mays, TxDOT Director of Freight, Trade and Connectivity Section, Transportation Planning and Programming Division. The meeting opened at 4:03 p.m. and

the presenter welcomed attendees to Public Meeting #2 representing Segment #2 of the Ports-to-Plains Corridor, and thanked them for their attendance.

The presenter made introductions, provided instructions for the virtual public meeting, and informed the audience that the meeting would be recorded and available online through May 28, 2020. All comments must be received on or before May 28, 2020 to help inform segment committees. The presenter gave instructions to submit written comments, online comments or by calling 512-486-5106. The presenter provided an overview of the discussion to follow.

Overview of HB 1079

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

The bill outlines that TxDOT must establish an Advisory Committee and three Segment Committees for the study, and that quarterly public meetings be held at designated locations along the corridor. The presenter said that this was the third public meeting for Segment #2.

Feasibility Study Milestone Dates

The Feasibility Study milestone dates were presented highlighting the following:

- The Advisory Committee met twice on October 1, 2019 and February 19, 2020. The next four meetings are anticipated to occur in July, August, September, and October 2020. The Advisory Committee is scheduled to provide final recommendations to TxDOT by October 31, 2020 as prescribed by HB 1079.
- The segment committees have met four times on November 18, 2019, February 5, 2020, April 2, 2020, and today, May 13, 2020. The fifth meeting is anticipated to occur in June 2020 with the final reports due to the Advisory Committee by June 30, 2020, as prescribed by HB 1079.
- As prescribed by HB 1079, TxDOT will submit the final report to the Governor and legislature by January 1, 2021.

Public Involvement

The presenter 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. This is the third round of meetings and two more virtual meetings are being held this week on May 11 and May 14, 2020, for Segments #3 and #1, respectively.

The presenter explained “Why is my participation important?” It is important to provide input into the preliminary recommendations and to the segment committee as they refine and define recommendations that can be prioritized as short-term (0-5 years), medium-term (6-10 years), and long term (11+ years).

Feasibility Study Scope and Overview

The presenter reviewed the Feasibility Study scope of work stating that the study is currently at the Preliminary Recommendations phase. The presenter then explained the corridor and three “segments” 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

The presenter provided a summary of the characteristics for Segment #2, which is 419 miles, passes through twelve counties and four TxDOT districts (Abilene, Lubbock, Odessa, and San Angelo), and no ports of entry. Major cities and towns in Segment #2 include Sonora, Eldorado, San Angelo, Sterling City, Big Spring, Midland, Lamesa, and Lubbock. The corridor highways include US-277 from Edwards County to Sterling City, US-87/SH-158/SH-349 from Sterling City to Lamesa, and US-87 from Lamesa to Lubbock.

Existing and Forecasted Socioeconomic Conditions - The presenter discussed maps that depict forecasted population data in 2020 and 2050. The segment corridor population is projected to increase by 1,057,921 persons (101 percent increase) from 2020 to 2050. The average median household income is projected to increase by 137 percent. In Segment #2, the overall segment employment rate is projected to increase by approximately 22 percent, the highest growth in the Corridor.

Existing and Forecasted Traffic Conditions – The presenter discussed the maps that displayed the Average Daily Traffic for 2017 and 2050 in Segment #2. The projected volumes in vehicles per day is a 69 percent increase and a 71 percent increase in truck volumes. Growth areas were described including US 277 north of Sonora, SH 158 near Midland, and US 87 south of Lubbock.

Existing and Forecasted Safety Conditions – The presenter gave an overview of current crash history between 2014-2018 and the 2050 baseline safety statistics. Planned and programmed projects are anticipated to reduce the expected crash rate by 22 percent.

Existing and Forecasted Freight Conditions – The presenter then introduced existing and forecasted truck freight growth conditions for the corridor. The total Segment #2 freight tonnage is anticipated to grow by 87 percent by 2050. International freight is projected to grow by 5.1 million tons by 2050. Agricultural freight is anticipated to be a mix of grain and oilseeds, and “other farm products”, which includes cotton and raw milk. Energy-related freight is dominated by petroleum products today and is expected to remain that way in 2050.

Feasibility Analysis of an Interstate – Next, the presenter explained the findings of the feasibility analysis to determine the improvements of the Ports-to-Plains Corridor changing to an interstate, where feasible. First, the presenter reviewed the feasibility analysis for relieving traffic congestion. If the corridor were improved to an interstate, 12 percent new lane miles would be added over the baseline. Traffic in 2050 is expected to grow 40 percent over the baseline. According to the data, 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.

Regarding safety and mobility, the interstate is expected to reduce crashes by 26 percent over the baseline (current conditions) and a travel time savings of 26 minutes over the length of Segment #2. The additional capacity and full access control of the interstate would reduce crashes and improve travel times throughout the corridor.

In terms of freight movement, the corridor is very freight heavy. It is projected that the interstate would carry an increase of 36 percent more trucks per day over the baseline. Many truck trips are diverted from US 62 and US 385 between Lubbock and Odessa, and from I-10 west of Sonora. The interstate would provide improved travel times and additional capacity to address the times of peak demand and decreased delays due to accidents.

The interstate is projected to add 89 million tons (135 percent) in freight tons above the 2050 forecast. Currently over half of the freight tons carried are energy related and future projections of freight are expected to remain energy related. The interstate would provide improved travel times, increased market access, and enhanced reliability for the transportation of energy products.

Preliminary interstate cost estimates for the interstate upgrade were provided. The presenter said that these are very high-level estimates and subject to change. The preliminary interstate cost estimate was shown for Segment #2 and the entire corridor. Data for the total number of miles of interstate, frontage roads in urban areas, and frontage roads in rural areas were provided for Segment #2 and the entire corridor. The preliminary cost estimates were broken down by construction, right of way, utilities, and total. The total preliminary interstate cost estimate for Segment #2 is \$12.048 billion in comparison to the entire corridor estimate at \$23.5 billion.

In summary, the economic benefits of the corridor include the following:

- Total Annual Travel Cost Savings of \$4.79B
- Total Annual Increase in GDP of \$2.84B
- Total Increase in Employment of 22,110 jobs
- Return on Investment of \$18B (76 percent)
- Benefit-Cost Ratio of 2.8 with a net present value of \$49B

Segment Committee #2 Preliminary Recommendations

On April 2, 2020, committee members gave preliminary recommended projects which were grouped into three categories:

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

The presenter described the interstate upgrade projects listed in the following table.

Roadway	From	To	Description of Work
US 87	Lubbock	Tahoka	Upgrade to Interstate (approx. 22 miles)
US 87	Tahoka	Lamesa	Upgrade to Interstate (approx. 26 miles)
SH 349	Lamesa	Midland	Upgrade to Interstate (approx. 41 miles)
US 87	Lamesa	Big Spring	Upgrade to Interstate (approx. 36 miles)
US 87	Big Spring	Sterling City	Upgrade to Interstate (approx. 39 miles)
SH 158	Midland	Sterling City	Upgrade to interstate (approx. 65 miles)
US 87	Sterling City	San Angelo	Upgrade to Interstate (approx. 22 miles)
US 277	San Angelo	Christoval	Upgrade to Interstate (approx. 20 miles)
US 277	Christoval	Sutton/Edwards Co. Line	Upgrade to Interstate (approx. 63 miles)

The presenter described the preliminary recommended relief route studies including two routes and eleven studies listed in the following table.

Description	Location
Tahoka Relief Route Study	Around City of Tahoka
O'Donnell Relief Route Study	Around City of O'Donnell
Lamesa Relief Route Study	Around City of Lamesa
Patricia Relief Route Study	Around City of Patricia
Midland Relief Route Study	Around City of Midland
Garden City Relief Route Study	Around City of Garden City
Sterling City Relief Route Study	Around City of Sterling City
Water Valley Relief Route Study	Around City of Water Valley
Carlsbad Relief Route Study	Around City of Carlsbad
Christoval Relief Route Study	Around Christoval
San Angelo Relief Route (study underway)	East side of San Angelo
Eldorado Relief Route Study	Around City of Eldorado
Sonora Relief Route (study underway)	Around Sonora

The presenter described the preliminary recommended safety and operational projects suggested by the committee members listed in the following table. The issues and challenges have been captured in case the project does not move forward as an interstate.

Roadway	Description of Work
I-27 and SH 289 (north end)	Develop interchange
I-27 and US 82	Develop interchange
I-27 and US 62	Develop interchange
I-27 and SH 289 (south end)	Develop interchange
Loop 88	Intersection (currently in development)
US 87 and SH 41	Add grade separation
US 87 and FM 211	Add grade separation
US 87 and FM 1317	Add grade separation
US 87 and FM 213	Add grade separation
US 87 and FM 2053	Add grade separation
I-20 at SH 158	Improve intersection
SH 158 and SH 137	Add grade separation
I-20 and Business 87	Improve intersection
US 87 and US 67	Improve overpass
US 87 at US 277 at LP 306	Improve intersection
Along US 277	Study bridge over river and access on and off
US 277 at FM 110	Add grade separation
US 277 at RM 189	Study overpass

At 4:36pm, The presenter asked for questions and input from the audience. The presenter once again explained that comments could be taken during the virtual meeting, submitted through the chat box, or provided through the online comment form, email, or regular mail. A phone number was also provided to ask questions. **Attachment E** includes comment forms received. All handouts, exhibits, and the presentation are provided in **Attachment F**. Images of the virtual public meeting web site are provided in **Attachment G**.

A question was asked in the chat box as follows: “Was the data and information discovered/developed in the Permian Basin Freight & Energy Sector study incorporated into this study?” The presenter said that yes, the data and study have been incorporated into the Ports-to-

Plains studies and vice versa. The traffic crash and volume data utilized in the Study are the same being used by other studies.

Mr. Jackson Hurst had two questions: "Who can the public contact if they want to get on the mailing list for the Ports-to-Plains study? Who do we contact to get a copy of the final Feasibility Report?"

The presenter directed Mr. Hurst to the phone line, and additional information on the study. Once the report is completed, The presenter told Mr. Hurst that he could request a copy of the study and it would be provided. To contact us, the number to call is 512-486-5106 and the email is portstoplains@txdot.gov. The participants were reminded that the information is posted on txdot.gov and will be updated when additional information becomes available.

The presenter asked if there were any other verbal comments or any others in the chat box.

The phone number and email address were read out loud to the public.

The presenter asked if there were additional comments. If not, the meeting will be concluded. The presenter asked participants to please provide comments by Thursday, May 28, 2020 in the ways listed in the slide: website, online comment form, print, email, and call if you have questions.

The presenter thanked everyone for attending and participating.

The meeting adjourned at 4:45 p.m.

ATTACHMENT B
COMMENT/RESPONSE MATRIX

COMMENT/RESPONSE MATRIX
 Ports-to-Plains Corridor Feasibility Study
 Segment #2 Public Meeting #3
 May 13, 2020

The comment form included three questions asking for prioritization of preliminary recommendations and an area for additional comments. Additional comments provided by the public are listed in the comment/response matrix below. The comment forms received are found in Attachment E.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
1a	Roy Allen	5/28/2020	email	Add safety projects/grade separations at SH 349/BS 349 of Midland and SH 349/FM 1788 between Odessa and Midland.	Safety and grade separation projects will be conveyed to the Segment Committee for consideration.
1b				Expand current study to look at additional routes connecting I-27 to I-20.	The current Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the designated highways that make up the Ports-to-Plains corridor as prescribed in HB 1079. The study must focus on the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
2a	Patricia and Joe Beauchamp	6/2/2020	mail	You should add an intersection at SH 158 and US 87 in Sterling City (north)	Comment noted. There is an existing interchange at this location.
2b				Why not just make all these roads 4 lane divided? Does it really all need to be an interstate?	The Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-

Number	Commenter Name	Date Received	Source	Comment Topic	Response
					lane divided highway that meets interstate standards in accordance with HB 1079.
3a	James Beauchamp	6/2/2020	email/mail	Go back and study all alternative routes.	Comment noted. Alternatives recommended by the Segment Committees will be considered for future studies.
3b				The Permian Basin (Midland-Odessa) constitutes the majority of economic and safety benefits.	Comment noted.
3c				A more western route would better serve New Mexico, as well, and build support for 2 states.	Comment noted.
4a	Terry Crutcher	6/2/2020	mail	TxDOT should also add safety projects and grade separations at SH 349/BS 349 of Midland and SH 349/FM 1788 between Odessa and Midland.	Safety and grade separation projects will be conveyed to the Segment Committee for consideration.
4b				Expand current study to look at additional routes that would connect I-27 to I-20.	The current Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the designated highways that make up the Ports-to-Plains corridor as prescribed in HB 1079. The study must focus on the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
5a	Robert R. Donnelly	5/27/2020	email	Alt. SH 349/BS 349 north of Midland and SH 349/FM 1788 between Midland and Odessa add safety projects to include grade separation.	Safety and grade separation projects will be conveyed to the Segment Committee for consideration.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
5b				Expand current study to look at additional routes that would connect I-27 to I-20 using the parameters in the proposed study.	The current Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the designated highways that make up the Ports-to-Plains corridor as prescribed in HB 1079. The study must focus on the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
6a	Renée Earls	5/28/2020	email	Odessa-Midland make up majority of economic and safety benefit shown in the study of designated Ports-to-Plains route.	Comment noted.
6b				Next logical step is to update study to include other viable routes like US 62/US 385 to Odessa!	Comment noted.
6c				Connect I-27 to I-20!	The current Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the designated highways that make up the Ports-to-Plains corridor as prescribed in HB 1079. The study must focus on the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
7a	J.D. Faircloth	5/28/2020	mail	Please add safety project/grade separations at SH 349/BS 349	Comment noted.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
				north of Midland and SH 349/FM 1788 between Midland and Odessa.	
7b				Please study additional routes connecting I-27 to I-20 and Midland/Odessa.	The current Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the designated highways that make up the Ports-to-Plains corridor as prescribed in HB 1079. The study must focus on the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
8	Autumn Fawcett	6/2/2020	mail	No additional comment provided.	No response required.
9	Brad Fawcett	6/2/2020	mail	No additional comment provided.	No response required.
10	Brian Fawcett	6/2/2020	mail	No additional comment provided.	No response required.
11	Dustin Fawcett	6/2/2020	mail	I believe we should be looking at all available routes from Lubbock to I-10 and Lubbock to I-20 for Segment 2.	The current Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the designated highways that make up the Ports-to-Plains corridor as prescribed in HB 1079. The study must focus on the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-lane divided highway that meets interstate standards.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
12	Jack Fawcett	6/2/2020	mail	No additional comment provided.	No response required.
13	Robin Fawcett	6/2/2020	mail	No additional comment provided.	No response required.
14	Julie Green	5/22/2020	email	Expand study to look at additional routes to connect I-27 to I-20.	The current Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the designated highways that make up the Ports-to-Plains corridor as prescribed in HB 1079. The study must focus on the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
15a	Ector County Judge Debi Hays/Ector County Commissioner's Court	6/2/2020	email/mail	Add safety projects/grade separations at SH 349/BS 349 north of Midland and SH 349/FM 1788 between Midland and Odessa.	Comment noted.
15b				Expand study to look at additional routes to connect I-27 to I-20.	The current Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the designated highways that make up the Ports-to-Plains corridor as prescribed in HB 1079. The study must focus on the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-lane divided highway that meets interstate standards.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
15c				The roadway segments leading directly to Midland-Odessa (SH 349 from Lamesa to Midland and SH 158 and Midland to Sterling City) should be placed in the top tier for prioritization in the finalized study.	It is noted that Ector County supports placing the highest priority on SH 349 from Lamesa to Midland and SH 158 from Midland to Sterling City. This comment will be provided to the Segment #2 Committee for their consideration in their project prioritization.
15d				Completing construction of the existing Midland Reliever Route should also be included in the top tier of priority projects. ROW already exists for the SH 349 Reliever Route from the junction of SH 349/BS 349 north of Midland down to SH 191.	It is noted that Ector County supports placing the highest priority on completing construction of the existing Midland Reliever Route. This comment will be provided to the Segment #2 Committee for their consideration in their project prioritization.
15e				Utilizing the same methodology as the current Ports to Plains Study and baseline economic data that the Texas Department of Transportation should expand this study to include all the routes from the 1993-1997 effort, and include other viable routes like US Highway 62/385 and focus on viability of connecting Interstate 27 to Interstate 20 or Interstate 10, to ensure that any improvements result in the maximum outcome for the public and provide the highest benefit for Texas taxpayers.	The current Ports-to-Plains Corridor Interstate Feasibility Study follows the study area and purpose prescribed in HB 1079 focused on the costs and logistical matters associated with improvements along that corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
15f				Texas Department of Transportation in their final report should provide a breakout of the	The economic results are unable to be broken out for each county This is because the TREDIS model used

Number	Commenter Name	Date Received	Source	Comment Topic	Response
				economic, safety, and cost benefit analysis, of the study by county, so that participants and the general public will have more transparency in the analysis and make this valuable data available for use and review by the entire area and entities within the 69-county study area.	for the analysis allows for a maximum of five simultaneous regions, preventing us from modeling each county independently. Moreover, the impacts of the corridor improvement are bigger than the sum of the parts – for example, if the improvements were only made to infrastructure within one county, the benefits to that county would be much smaller than they are with the whole corridor.
16	Jennifer Hubert	6/2/2020	mail	No additional comment provided.	No response required.
17	Jackson Hurst	5/13/2020	online	I approve of the recommended projects for the Ports to Plains Segment #2 project because these projects will upgrade US 277 and US 87 to Interstate Standards and will serve as a bypass around the cities of San Angelo and Midland.	Comment noted.
18a	Terry Johnson/Midland County Judge	5/28/2020	email	Midland County Resolution	This resolution will be shared with the project team and saved in the project file.
18b				The roadway segments leading directly to Midland-Odessa (SH 349 from Lamesa to Midland and SH 158 and Midland to Sterling City) should be placed in the top tier for prioritization.	It is noted that Midland County supports placing the highest priority on SH 349 from Lamesa to Midland and SH 158 from Midland to Sterling City. This comment will be provided to the Segment #2 Committee for their consideration in their project prioritization.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
18c				Completing construction of the existing Midland Reliever Route should also be included in the top tier of priority projects. ROW already exists for the SH 349 Reliever Route from the junction of SH 349/85 SH 349 north of Midland down to SH 191.	It is noted that Midland County supports placing the highest priority on completing construction of the existing Midland Reliever Route. This comment will be provided to the Segment #2 Committee for their consideration in their project prioritization.
18d				Utilizing the same methodology as the current Ports to Plains Study and baseline economic data that the Texas Department of Transportation should expand this study to include all the routes from the 1993-1997 effort, and include other viable routes like US Highway 62/385 and focus on the viability of connecting Interstate 27 to Interstate 20 or Interstate 10, to ensure that any improvements result in the maximum outcome for the public and provide the highest benefit for Texas taxpayers.	The current Ports-to-Plains Corridor Interstate Feasibility Study follows the study area and purpose prescribed in HB 1079 focused on the costs and logistical matters associated with improvements along that corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
18e				The Texas Department of Transportation in their final report should provide a breakout of the economic, safety, and cost benefit analysis, of the study by county, so that participants and the general public will have more transparency in the analysis and make this valuable data available for use and review by the entire area and	The economic results are unable to be broken out for each county. This is because the TREDIS model used for the analysis allows for a maximum of five simultaneous regions, preventing us from modeling each county independently. Moreover, the impacts of the corridor improvement are bigger than the

Number	Commenter Name	Date Received	Source	Comment Topic	Response
				entities within the 69-county study area.	sum of the parts – for example, if the improvements were only made to infrastructure within one county, the benefits to that county would be much smaller than they are with the whole corridor.
19a	Jack Ladd	6/2/2020	mail	I would like to see a safety project for SH 349/BS 349.	Comment noted.
19b				I would also like to expand the current study to look at additional routes that would connect I-27 to I-20.	The current Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the designated highways that make up the Ports-to-Plains corridor as prescribed in HB 1079. The study must focus on the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
20a	City of Odessa, Texas Mayor Pro Tem Peggy Dean/City Council	5/28/2020	email	Resolution No. 2020R-38 – A resolution of the city council of the City of Odessa, Texas, declaring support for the continued expansion of the Ports to Plains study to include all routes from the original study and include other viable routes, as well as to focus on the viability of connecting Interstate 27 to Interstate 20 to Interstate 10 to ensure that any improvements result in maximum outcome for the public and provide the highest benefit for Texas taxpayers;	This resolution will be shared with the project team and saved in the project file.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
				authorizing the City Manager to execute any documents necessary to implement this resolution; and declaring an effective date.	
20b				The roadway segments leading directly to Midland-Odessa (SH 349 from Lamesa to Midland and SH 158 and Midland to Sterling City) should be placed in the top tier for prioritization in the finalized study	It is noted that the City of Odessa supports placing the highest priority on SH 349 from Lamesa to Midland and SH 158 from Midland to Sterling City. This comment will be provided to the Segment #2 Committee for their consideration in their project prioritization.
20c				Completing construction of the existing Midland Reliever Route should also be included in the top tier of priority projects. ROW already exists for the SH 349 Reliever Route from the junction of SH 349/BS 349 north of Midland down to SH 191.	It is noted that the City of Odessa supports placing the highest priority on completing construction of the existing Midland Reliever Route. This comment will be provided to the Segment #2 Committee for their consideration in their project prioritization.
20d				Utilizing the same methodology as the current Ports to Plains Study and baseline economic data that the Texas Department of Transportation should expand this study to include all the routes from the 1993-1997 effort, and include other viable routes like US Highway 62/385 and focus on viability of connecting Interstate 27 to Interstate 20 or Interstate 10, to ensure that any improvements result in the maximum outcome for	The current Ports-to-Plains Corridor Interstate Feasibility Study follows the study area and purpose prescribed in HB 1079 focused on the costs and logistical matters associated with improvements along that corridor that create a continuous flow, four-lane divided highway that meets interstate standards.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
				the public and provide the highest benefit for Texas taxpayers	
20e				Texas Department of Transportation in their final report should provide a breakout of the economic, safety, and cost benefit analysis, of the study by county, so that participants and the general public will have more transparency in the analysis and make this valuable data available for use and review by the entire area and entities within the 69-county study area.	The economic results are unable to be broken out for each county. This is because the TREDIS model used for the analysis allows for a maximum of five simultaneous regions, preventing us from modeling each county independently. Moreover, the impacts of the corridor improvement are bigger than the sum of the parts – for example, if the improvements were only made to infrastructure within one county, the benefits to that county would be much smaller than they are with the whole corridor.
21	Sharon Poe	5/27/2020	email	No additional comment provided.	No response required.
22	Rose Anna Richardson	6/2/2020	mail	No additional comment provided.	No response required.
23	Yosenia Rubio	5/27/2020	email	No additional comment provided.	No response required.
24a	Courtney Sharp City Manager/City of Midland	5/28/2020	email/mail	The City of Midland will consider a resolution supporting the Texas Department of Transportation’s Port-to-Plains Corridor feasibility study. The resolution will be presented to the Mayor and Council on June 9, 2020. A copy of the draft resolution has been attached as	This comment and the attached copy of the City of Midland’s draft resolution will be shared with the project team and Segment Committee members and saved in the project file.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
				part of the City's response to comments.	
24b				The roadway segments leading directly to Midland-Odessa (SH349 from Lamesa to Midland and SH 158 and Midland to Sterling City) should be placed in the top tier for prioritization in the finalized study.	It is noted that the City of Midland supports placing the highest priority on SH 349 from Lamesa to Midland and SH 158 from Midland to Sterling City. This comment will be provided to the Segment #2 Committee for their consideration in their project prioritization.
24c				The City Council supports the placement of the Midland Reliever Route construction completion in the top tier for prioritization in TxDOT's finalized study because the right-of-way for the SH 349 Reliever Route, from the junction of State Highway 349/Business State Highway 349 to State Highway 191, has been acquired.	It is noted that the City of Midland supports placing the highest priority on completing construction of the existing Midland Reliever Route. This comment will be provided to the Segment #2 Committee for their consideration in their project prioritization.
24d				The City Council supports the expansion of TxDOT's Ports-to-Plains Study (utilizing the same methodology as the current Ports-to-Plains Study and baseline economic data) to include all of the routes from the original Lubbock to I-10 Study and other viable routes (e.g., U.S. Highway 62/385) with a focus on the viability of connecting I-27 to I-20 or I-10, and ensure that any improvements result in the maximum outcome for the public	The current Ports-to-Plains Corridor Interstate Feasibility Study follows the study area and purpose prescribed in HB 1079 focused on the costs and logistical matters associated with improvements along that corridor that create a continuous flow, four-lane divided highway that meets interstate standards.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
				and provide the greatest benefit for Texas taxpayers.	
24e				The City Council supports the inclusion of a county-by-county breakout of the economic, safety, and cost-benefit analysis in TxDOT's final report regarding the expanded Ports-to-Plains Study so that participants and the general public will have more transparency in the analysis and make the valuable data contained herein available for review and use by the people and entities within the 69 counties located along the Ports-to-Plains Corridor.	The economic results are unable to be broken out for each county. This is because the TREDIS model used for the analysis allows for a maximum of five simultaneous regions, preventing us from modeling each county independently. Moreover, the impacts of the corridor improvement are bigger than the sum of the parts – for example, if the improvements were only made to infrastructure within one county, the benefits to that county would be much smaller than they are with the whole corridor.
24f				Recommendations from Motran Letter attached to comment: Due to the significance of the Midland-Odessa area on the overall study results, we would suggest that the corridors leading directly to Midland-Odessa (SH 349 from Lamesa to Midland and SH 158 and Midland to Sterling City) should be placed in the top priority tier. These are the only 2 segments from Dumas to San Angelo that are not a four-lane divided roadway. ...we would also recommend: The Reliever Route which provides a	It is noted that the City of Midland supports placing the highest priority on SH 349 from Lamesa to Midland and SH 158 from Midland to Sterling City; and Reliever Route that provides a connection between Midland and Odessa. This comment will be provided to the Segment #2 Committee for their consideration in their project prioritization.

Number	Commenter Name	Date Received	Source	Comment Topic	Response
				connection between Midland and Odessa, is integral to ensuring that there is benefit for both communities.	
24g				Completing construction of the existing Midland Reliever Route should also be included in the top tier of priority projects. ROW already exists for the SH 349 Reliever Route from the junction of SH 349/BS 349 north of Midland down to SH 191.	It is noted that the City of Midland supports placing the highest priority on completing construction of the existing Midland Reliever Route. This comment will be provided to the Segment #2 Committee for their consideration in their project prioritization.
24h				Provide a breakout of the economic, safety, and cost benefit analysis, of the study by county, so that participants and the general public will have more transparency in the analysis to provide more constructive feedback regarding routing considerations, prioritization of improvements, and whether certain segments are more warranted than others, to provide the most prudent use of taxpayer dollars as opposed to an all-or-nothing approach.	The economic results are unable to be broken out for each county. This is because the TREDIS model used for the analysis allows for a maximum of five simultaneous regions, preventing us from modeling each county independently. Moreover, the impacts of the corridor improvement are bigger than the sum of the parts – for example, if the improvements were only made to infrastructure within one county, the benefits to that county would be much smaller than they are with the whole corridor.
24i				Based on the data available currently and achieving the best and highest use of taxpayer dollars the report being issued to state leaders, there should be a follow-up study of alternative routes that may	The current Ports-to-Plains Corridor Interstate Feasibility Study follows the study area and purpose prescribed in HB 1079 focused on the costs and logistical matters associated with improvements

Number	Commenter Name	Date Received	Source	Comment Topic	Response
				be able to provide more benefit for Texas taxpayers. In addition, this is a massive undertaking and significant expenditure for the state. The current membership of the study only includes representation from the 27 counties directly on the route. However, because the study area encompasses 42 additional counties, additional efforts need to be undertaken that allow for public input and voting privileges for those affected communities as well, rather than allowing a process whereby representatives of 27 counties are allowed to make and implement recommendations that impact 69 counties.	along that corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
25a	Tom Sprawls	5/28/2020	mail	We should expand this study to include additional routes to connect I-27 to I-20.	The current Ports-to-Plains Corridor Interstate Feasibility Study must evaluate the designated highways that make up the Ports-to-Plains corridor as prescribed in HB 1079. The study must focus on the costs and logistical matters associated with improvements along the corridor that create a continuous flow, four-lane divided highway that meets interstate standards.
25b				We should add grade separations at SH 349 north of Midland at SH 349 to FM 1788.	Comment noted.

This matrix only includes information provided via Comment Forms. Verbal comments and “Chat Box” questions made during the meeting presentation are summarized in Attachment A (Meeting Summary).

ATTACHMENT C
NOTICES

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 April 24, 2020.

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: Fwd: ANNOUNCEMENT: HB 1079 - PORTS TO PLAINS CORRIDOR FEASIBILITY STUDY SEGMENT 2 PUBLIC MEETING
Date: Friday, April 24, 2020 1:43:02 PM
Attachments: [image002.png](#)

Begin forwarded message:

From: Akila Thamizharasan [REDACTED]
Date: April 24, 2020 at 1:35:17 PM CDT
To: Neil Welch [REDACTED], "Abby Dye, Assitan to Mayor Dan Pope"
[REDACTED], "Arturo Fuentes, City Manager, City of Sonora"
[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], "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], Michael Looney VP of economic
development San Angelo Chamber of Commerce [REDACTED], "Mike
Braddock, Judge, Lynn County" [REDACTED], "Nicky Goode, Dawson
County Judge" [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], "Shawn Wade, Director Palins Cotton Growers"
[REDACTED], "Stephen H. Smith, Judge, Sutton County" [REDACTED]
[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], 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], Sarah Tankersley [REDACTED], John Osborne
[REDACTED], David Jones [REDACTED], Jenny
Hilton [REDACTED], Dan Pope [REDACTED], Kim
Halfmann [REDACTED], David Turner [REDACTED]
[REDACTED], "Parrish, Curtis" [REDACTED], John
Dewitt Jr [REDACTED], Rande Shields [REDACTED],
Kylan Francis [REDACTED], TPP Division Calendar [REDACTED],
[REDACTED], SLA Calendar [REDACTED],
Jarred Shaffer [REDACTED], Duffy Hinkle [REDACTED],
[REDACTED], Cheri Huddleston [REDACTED],
"Emma Krabill ([REDACTED])" [REDACTED], "Emma
Krabill [REDACTED], Sherry Pifer [REDACTED],
[REDACTED], Christine Allen [REDACTED],
[REDACTED], Kathryn
Wiseman [REDACTED], "Arms, April" [REDACTED],
[REDACTED], Michael Haithcock [REDACTED], Cliff
Hallford [REDACTED], Paula Dowell [REDACTED], Casey
Wells [REDACTED], Joe Kiely [REDACTED], Lauren
Garduno [REDACTED],
Cc: "Cohen, Sophie" [REDACTED], "Michel, Tracy L."
[REDACTED], "Penic, Michael" [REDACTED],
"McCullough, Kirsten J." [REDACTED], Robert Ryan [REDACTED]

[REDACTED], "Holder, Jerry D." [REDACTED],
"Bryan, Joseph G B." [REDACTED],
**Subject: ANNOUNCEMENT: HB 1079 - PORTS TO PLAINS CORRIDOR
FEASIBILITY STUDY SEGMENT 2 PUBLIC MEETING**

Good Afternoon Ports to Plains Segment 2 Committee Members,

We would like to inform that the Ports-to-Plains Corridor Feasibility Study has scheduled a round of public meetings in May. The Segment 2 public meeting will be held on Wednesday, **May 13, 2020, via WebEx at 4:00 p.m.** TxDOT will host a live online virtual public meeting to present information on the Ports-to-Plains Corridor Feasibility Study. This will be an online webinar format meeting which will include a live presentation and comment opportunity via WebEx. The meeting will be recorded and available online for the public to view through **Thursday, May 28, 2020.** Please note that no in-person meeting is being scheduled.

Attached is a flyer for the virtual public meeting. We would like your help with sharing the information with the public and stakeholders in your area. Please use the information below to join the public meeting at the scheduled time.

Webinar Link: [https://txdot.webex.com/txdot/j.php?
MTID=mf57cd84257fa515024d5bd2afaf5f630](https://txdot.webex.com/txdot/j.php?MTID=mf57cd84257fa515024d5bd2afaf5f630)
Meeting password: P2PStudy

Select the option for WebEx to call you, then enter your phone number, submit, and answer the call, *or*:

Join by phone: [\(415\) 655-0003](tel:(415)655-0003)
Meeting number (access code): 475 224 192

Please let me 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: [REDACTED]

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

<P2P Segment 2 May 13 2020 public mtg notice.pdf>



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

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

Join us for a Virtual Public Meeting

TxDOT will host a live virtual public meeting to present information on the Ports-to-Plains Corridor Feasibility Study. This public meeting will focus on Segment 2 from the Hale/Lubbock County line to the Sutton/Edwards County line. This will be a webinar format (no in-person meeting) which will include a live presentation and comment opportunity via WebEx, which will be recorded and available until Thursday, May 28, 2020.

WEDNESDAY, May 13, 2020 at 4 p.m.

Log in online at txdot.gov, keywords "Ports-to-Plains."

A meeting link will be provided on the project webpage for the presentation and to comment.

Written comments from the public regarding the study may also be submitted by mail to TxDOT, c/o Ports-to-Plains Study Team, 5835 Callaghan Rd, Ste. 200, San Antonio, Texas 78228, or by email to portstoplains@txdot.gov. All comments must be received on or before Thursday, May 28, 2020.

Meeting Purpose:

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

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.

For more information:

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



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

Organization	Name	Title
Big Spring Area Chamber of Commerce	Debbye ValVerde	Executive Director
City of Big Spring	Gloria McDonald	Commissioner
City of Big Spring	John Medina	Assistant City Manager
City of Big Spring	Shannon Thomason	Mayor
City of Eldorado	George Arispe	Mayor
City of Lamesa	Josh Stevens	Mayor
City of Lubbock	Dan Pope	Mayor
City of Lubbock	David Jones	
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	Nicky Goode	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
Midland	Sarah Tankersley	
MOTRAN Alliance, Inc.	James Beauchamp	President
Palins Cotton Growers	Shawn Wade	Director
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 Chamber of Commerce	Michael Looney	VP Economic Development
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
	John Osborne	
Subway Odessa	David Turner	
Port to Plaians	Duffy Hinkle	
Hance Scarborough Law	Cheri Huddleston	
Steward Health Care	Emma Krabill	

Attachment C
Postcard Mailout

*A postcard was mailed to stakeholders included on the following database on
April 24, 2020.*



PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

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

Join us for a Virtual Public Meeting

TxDOT will host a live virtual public meeting to present information on the Ports-to-Plains Corridor Feasibility Study. This public meeting will focus on Segment 2 from the Hale/Lubbock County line to the Sutton/Edwards County line. This will be a webinar format (no in-person meeting) which will include a live presentation and comment opportunity via WebEx, which will be recorded and available until Thursday, May 28, 2020.

WEDNESDAY, May 13, 2020 at 4 p.m.

Log in online at txdot.gov, keywords "Ports-to-Plains."

A meeting link will be provided on the project webpage for the presentation and to comment.

Written comments from the public regarding the study may also be submitted by mail to TxDOT, c/o Ports-to-Plains Study Team, 5835 Callaghan Rd, Ste. 200, San Antonio, Texas 78228, or by email to portstoplains@txdot.gov. All comments must be received on or before Thursday, May 28, 2020.

Meeting Purpose:

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

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.

For more information:

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



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

Type	Organization/ Business	Sal.	First Name	Last Name	Title
Members of Ports to Plains Alliance	Texas Pacifico				
State Rep (EO)	U.S. House of Representatives	Mr.	Will	Hurd	Congressional District 23
County (EO) Public Meeting #1	Tom Green County	Commissioner	Rick	Bacon	Commissioner, Pct. 3
County (EO)	Tom Green County	Commissioner	Sammy	Farmer	Commissioner, Pct. 2
County (EO) Public Meeting #1	Tom Green County	The Honorable	Steve	Floyd	Judge
County (EO)	Tom Green County	Commissioner	Bill	Ford	Commissioner, Pct. 4
County (EO)	Tom Green County	Commissioner	Ralph	Hoelscher	Commissioner, Pct. 1
County (EO)	Glasscock County	Commissioner	Charles	Gully	Commissioner, Pct. 1
County (EO)	Glasscock County	Commissioner	Mark	Halfmann	Commissioner, Pct. 2
County (EO)	Glasscock County	Commissioner	Gary	Jones	Commissioner, Pct. 3
County (EO)	Glasscock County	Commissioner	John	Seidenberger	Commissioner, Pct. 4
County (EO)	Sutton County	Commissioner	Fred	Perez	Commissioner, Pct. 4
Economic Development	Lamesa Economic Development	Mr.	Sean	Overeynder	Executive Director
County (EO)	Coke County	Commissioner	Donald	Robertson	Commissioner, Pct. 1
County (EO)	Coke County	Commissioner	Joe	Sefcik	Commissioner, Pct. 4
County (EO)	Coke County	Commissioner	Paul	Williams	Commissioner, Pct. 2
State Rep (EO)	U.S. House of Representatives	Mr.	Jodey	Arrington	Congressional District 19
Council of Governments	South Plains Association of Governments				
County (EO)	Sterling County	Commissioner	Reed	Stewart	Commissioner, Pct. 4
School District	Lubbock-Cooper ISD	Mr.	Keith	Bryant	Superintendent
School District	Wilson ISD	Mr.	Jerry	Burger	Superintendent
Members of Ports to Plains Alliance	Republic Services				
County (EO)	Coke County	Commissioner	Marshall	Millican	Commissioner, Pct. 3
Economic Development	Lubbock Economic Development Alliance	Mr.	John	Osborne	President & CEO
Chamber	Lubbock Chamber of Commerce	Mr.	Eddie	McBride	President & CEO
School District	San Angelo ISD	Dr.	Carl	Dethloff	Superintendent
School District	Lubbock ISD	Dr.	Kathy	Rollo	Superintendent
Airport	Lamesa Municipal Airport				
School District	Water Valley ISD	Mr.	Fabian H.	Gomez	Superintendent

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

County (EO)	Lynn County	Commissioner	John	Hawthorne	Commissioner, Pct. 2
School District	Stanton ISD	Dr.	Merl	Brandon	Superintendent
Economic Development	Midland Development Corporation	Mr.	John	Trischitti	Executive Director
School District	Christoval ISD	Dr.	David	Walker	Superintendent
Chamber	Sonora Chamber of Commerce				
School District	Schleicher ISD	Mr.	Robert	Gibson	Superintendent
County (EO)	Sutton County	Commissioner	Carl	Teaff	Commissioner, Pct. 3
School District	Lamesa ISD	Mr.	Jim	Knight	Superintendent
Groundwater Conservation District	Mesa UWCD	Mr.	Jacob	Hernandez	District Manager
School District	Tahoka ISD				
Economic Development	Big Spring EDC	Mr.	Terry	Wegman	Executive Director
Chamber	Big Spring Area Chamber of Commerce	Ms.	Debbye	ValVerde	Executive Director
Ports	Lubbock Port of Entry				
School District	Glasscock County ISD	Mr.	Scott	Bicknell	Superintendent
University	Angelo State University				
School District	Greenwood ISD	Mr.	Edward	Elliott	Superintendent
Utility	Reliant Energy				
Media Public Meeting #1	KLST	Mr.	Victor	Glenn	
County (EO)	Lynn County	Commissioner	Larry	Durham	Commissioner, Pct. 4
Council of Governments	Permian Basin Regional Planning Commission				
School District	Klondike ISD	Mr.	Steve	McLaren	Superintendent
County (EO) Public Meeting #1	Sutton County	The Honorable	Steve	Smith	Judge
County (EO)	Howard County	Commissioner	Craig	Bailey	Commissioner, Pct. 2
County (EO)	Howard County	Commissioner	John	Cline	Commissioner, Pct. 4
County (EO)	Howard County	Commissioner	Oscar	Garcia	Commissioner, Pct. 1
County (EO)	Howard County	Commissioner	Jimmie	Long	Commissioner, Pct. 3
Municipality (EO)	City of Midland	Council Member	Scott	Dufford	Council Member, District 1
Municipality (EO)	City of Midland	Council Member	Sharla	Hotchkiss	Council Member, District 3
Municipality (EO)	City of Midland	Council Member	J. Ross	Lacy	Council Member, District 4
Municipality (EO)	City of Midland	Council Member	John B.	Love, III	Council Member, District 2
Municipality (EO)	City of Midland	Council Member	Spencer	Robnett	Council Member, At-Large
Municipality	City of Midland	Mr.	Courtney	Sharp	City Manager
Municipality (EO)	City of Midland	Council Member	Michael	Trost	Council Member, At-Large
Members of Ports to Plains Alliance	Reece Albert, Inc.				
Groundwater Conservation District	Sutton County UWCD	Ms.	Meredith	Allen	Manager
Chamber	Midland Chamber of Commerce	Mr.	Bobby	Burns	President & CEO

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

Chamber	Midland Chamber of Commerce	Ms.	Helen	Cooley	Public Relations Specialist
County (EO)	Sutton County	Commissioner	Miguel	Villanueva	Commissioner, Pct. 1
Economic Development Public Meeting #2	Sonora EDC	Mr.	David L.	Smith	Manager
Municipality	City of Big Spring	Mr.	Todd	Darden	City Manager
Municipality (EO)	City of Big Spring	Councilmember	Jim	DePauw	Councilmember, District 6
Municipality (EO)	City of Big Spring	Councilmember	Doug	Hartman, Jr.	Councilmember, District 2
Municipality (EO)	City of Big Spring	Councilmember	Raul	Marquez, Jr.	Councilmember, District 1
Municipality (EO)	City of Big Spring	Councilmember	Terry	McDaniel	Councilmember, District 3
Municipality (EO)	City of Big Spring	Councilmember	Gloria	McDonald	Councilmember, District 4
Municipality (EO)	City of Big Spring	Councilmember	Camila	Strande	Councilmember, District 5
Groundwater Conservation District	Sterling County UWCD	Mr.	Jack	Clark	Chairman
Groundwater Conservation District	Glasscock Groundwater Conservation District	Ms.	Rhetta	Yanez	General Manager
Airport	Big Spring McMahon-Wrinkle Airport				
State Rep (EO)	U.S. House of Representatives	Mr.	Mike	Conaway	Congressional District 11
Federal Land	Twin Buttes Reservoir	Ms.	Lynn	Wright	Biologist
School District	Grady ISD	Mr.	Leanardo	Gonzales	Superintendent
Federal Land, Military	Goodfellow Air Force Base				
State Park	San Angelo State Park				
School District	Forsan ISD	Mr.	Randy	Johnson	Superintendent
Chamber	San Angelo Chamber of Commerce	Ms.	Kayla	Boyett	Communications Director
Chamber	San Angelo Chamber of Commerce	Mr.	Michael	Looney	Vice President of Economic Development
Chamber	San Angelo Chamber of Commerce	Mr.	Bruce	Partain	President/CEO
Members of Ports to Plains Alliance	Plains Cotton Growers, Inc.				
County (EO)	Midland County	Commissioner	Robin	Donnelly	Commissioner, Pct. 2
County (EO)	Midland County	Commissioner	Randy	Prude	Commissioner, Pct. 4
County (EO)	Midland County	Commissioner	Scott	Ramsey	Commissioner, Pct. 1
County (EO)	Midland County	Commissioner	Luis D.	Sanchez	Commissioner, Pct. 3
School District	O'Donnell ISD	Ms.	Cathy	Palmer	Superintendent
MPO, Public Meeting #1	San Angelo MPO	Mr.	Major	Hofheins	Director
MPO, Public Meeting #1	San Angelo MPO	Mr.	Pete	Madrid	MPO Planner/GIS Technician
Airport	Lubbock International Airport	Ms.	Kelly	Campbell	Director of Aviation
University	Lubbock Christian University	Mr.	John	King	Senior Vice President of University Relations
Municipality (EO)	City of Lamesa	Council Member	Marie	Briseno	Council Member, District 2
Municipality	City of Lamesa	Ms.	Shawna	Burkhart	City Manager

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

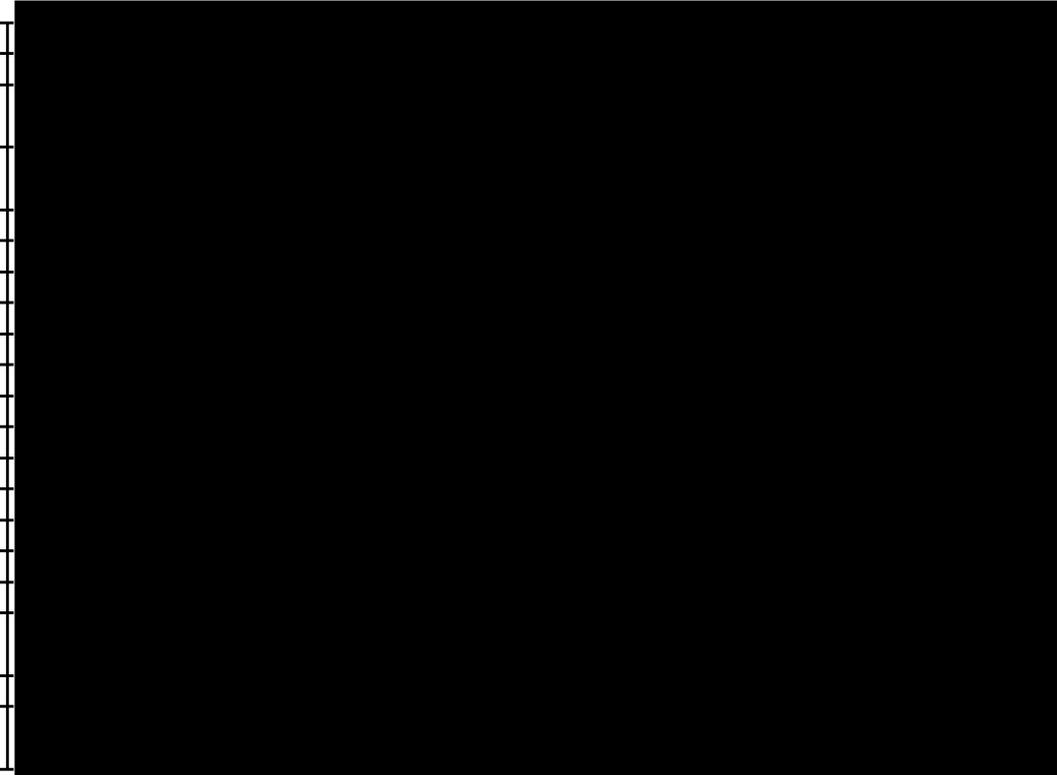
Municipality (EO)	City of Lamesa	Council Member	Bobby	Gonzales	Council Member, District 5
Municipality (EO)	City of Lamesa	Council Member	Rick	Moreno	Council Member, District 3
Municipality (EO)	City of Lamesa	Council Member	Doug	Morris	Council Member, District 6
Municipality (EO)	City of Lamesa	Council Member	Dore Evan	Rodriguez	Council Member, District 4
Municipality (EO)	City of Lamesa	Council Member	Brant	Stewart	Council Member, District 1
School District	Idalou ISD	Mr.	Jim	Waller	Superintendent
School District	Midland ISD	Mr.	Orlando	Riddick	Superintendent
Municipality (EO)	Sterling City	Council Member	Randy	Guetersloh	Council Member Ward #3/Mayor Pro Tem
Municipality (EO)	Sterling City	Council Member	Karen	Hodges	Council Member Ward #3
Municipality (EO)	Sterling City	Council Member	George	Rodriguez	Council Member Ward #2
Municipality	Sterling City	Mr.	Richard	Seals	Public Works Director
Municipality (EO)	Sterling City	Council Member	Bill	Smith	Council Member Ward #1
Municipality (EO)	Sterling City	Council Member	Charlie	Stevens	Council Member Ward #1
Municipality, Eco Develop, Public Meeting #1	City of San Angelo, Economic Development Dept.	Mr.	Guy	Andrews	Economic Development Director
School District	Sterling City ISD	Mr.	Bob	Rauch	Superintendent
School District	Big Spring ISD	Mr.	Jay	McWilliams	Superintendent
Groundwater Conservation District	Permian Basin UWCD	Ms.	Donna	Springer	
Municipality (EO) Public Meeting #1	City of San Angelo	Councilman	Lane	Carter	Council Member, District 5
Municipality (EO)	City of San Angelo	Council Member	Billie	DeWitt	Council Member, District 6
Municipality (EO)	City of San Angelo	Council Member	Lucy	Gonzales	Council Member, District 4
Municipality (EO) Public Meeting #1	City of San Angelo	Mrs.	Brenda	Gunter	Mayor
Municipality (EO)	City of San Angelo	Council Member	Tommy	Hiebert	Council Member, District 1
Municipality (EO) Public Meeting #1	City of San Angelo	Council Member	Harry	Thomas	Council Member, District 3 Mayor Pro Tem
Municipality (EO)	City of San Angelo	Council Member	Tom	Thompson	Council Member, District 2
Municipality, Public Meeting #1	City of San Angelo	Mr.	Daniel	Valenzuela	City Manager
School District	Wall ISD	Mr.	Russell	Dacy	Superintendent
School District	Sonora ISD	Mr.	Ross	Ashenbeck	Superintendent
School District	Grape Creek ISD	Ms.	Angie	Smetana	Superintendent
Airport	San Angelo Regional/Mathis Airfield				
Airport	Midland Airpark				
Municipality, Eco Develop	Sterling City Economic Development Corporation	Mr.	Fred	Thompson	EDC Director
County (EO)	Lubbock County	Commissioner	Jason	Corley	Commissioner, Pct. 2
County (EO)	Lubbock County	Commissioner	Gilbert A.	Flores	Commissioner, Pct. 3

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

County (EO)	Lubbock County	Commissioner	Bill	McCay	Commissioner, Pct. 1
County (EO)	Lubbock County	Commissioner	Chad	Seay	Commissioner, Pct. 4
Airport	Midland International Airport				
Groundwater Conservation District	Lipan-Kickapoo WCD	Mr.	Leon	Braden	General Manager
MPO	Permian Basin MPO	Ms.	Lorraine	Quimiro	Sr. Transportation Planner
MPO	Permian Basin MPO	Mr.	Cameron	Walker	Executive Director
County (EO)	Sterling County	Commissioner	Tommy	Wright, Jr.	Commissioner, Pct. 3
University	Texas Tech University				
County (EO)	Sterling County	Commissioner	Ross	Copeland	Commissioner, Pct. 1
County (EO)	Sterling County	Commissioner	Edward	Michulka, Jr.	Commissioner, Pct. 2
Economic Development	San Angelo EDC	Mr.	Guy	Andrews	Economic Development Director
Groundwater Conservation District	Coke County UWCD				
State Rep Public Meeting #1	Texas Senate	Ms.	Laura	Lewis	District Director
State Rep (EO)	Texas Senate	The Honorable	Charles	Perry	District 28
State Rep (EO)	Texas Senate	The Honorable	Kel	Seliger	District 31
County (EO)	Dawson County	Commissioner	Russell	Cox	Commissioner, Pct. 4
County (EO)	Dawson County	Commissioner	Nicky	Goode	Commissioner, Pct. 3
County (EO)	Dawson County	Commissioner	Tony	Hernandez	Commissioner, Pct. 2
County (EO)	Dawson County	Commissioner	Ricky	Minjarez	Commissioner, Pct. 1
County (EO)	Martin County	Commissioner	Robin	Barnes	Commissioner, Pct. 2
County (EO)	Martin County	Commissioner	Koy	Blocker	Commissioner, Pct. 4
County (EO)	Martin County	Commissioner	Bobby	Holland	Commissioner, Pct. 3
County (EO)	Martin County	Commissioner	Kenny	Stewart	Commissioner, Pct. 1
Public Meeting #1 Public Meeting #2		Ms.	Victoria	Powers	
County (EO)	Lynn County	Commissioner	Matt	Woodley	Commissioner, Pct. 1
Municipality	City of Lubbock	Mr.	W. Jarrett	Atkinson	City Manager
Municipality (EO)	City of Lubbock	Councilman	Juan A.	Chadis	Councilman, District 1
Municipality (EO)	City of Lubbock	Councilman	Randy	Christian	Councilman, District 5
Municipality (EO)	City of Lubbock	Councilman	Jeff	Griffith	Councilman, District 3
Municipality (EO)	City of Lubbock	Councilwoman	Latrell	Joy	Councilman, District 6
Municipality (EO)	City of Lubbock	Councilman	Steve	Massengale	Councilman, District 4
Municipality (EO)	City of Lubbock	Councilwoman	Shelia	Patterson Harris	Councilman, District 2
School District	Sands Consolidated ISD	Mr.	Wayne	Henderson	Superintendent
School District	New Home ISD	Mr.	Shane	Fiedler	Superintendent
School District	New Deal ISD	Mr.	Matt	Reed	Superintendent
Municipality (EO)	City of Tahoka	Mayor Pro-Tem	Ray	Box	Mayor Pro-Tem, District 5
Municipality (EO)	City of Tahoka	Council Member	Shiloh	Braddock	Council Member, District 3
Municipality (EO)	City of Tahoka	Council Member	Ryan	Curry	Council Member, District 4
Municipality (EO)	City of Tahoka	Council Member	Ronny	Jolly	Council Member, District 2
Municipality (EO)	City of Tahoka	Council Member	Johnny	Rosas	Council Member, District 1
Municipality	City of Tahoka	Mr.	Jerry W.	Webster	City Administrator

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

Airport	T-Bar Airport	Mr.	Jerry	Webster	Manager
County (EO)	Schleicher County	Commissioner	Johnny F.	Mayo	Commissioner, Pct. 1
Groundwater Conservation District	Plateau UWC and Supply District	Mr.	Jon	Cartwright	Manager
County (EO)	Sutton County	Commissioner	Bob	Brockman	Commissioner, Pct. 2
Ports	Midland Port of Entry				
County (EO)	Schleicher County	Commissioner	Kirk	Griffin	Commissioner, Pct. 3
County (EO)	Schleicher County	Commissioner	Lynn	Meador	Commissioner, Pct. 2
Municipality (EO)	City of Eldorado	Council Member	Vicki	Farmer	Council Member SMW #2
Municipality (EO)	City of Eldorado	Council Member	Dan	Halbert	Council Member SMW #1
Municipality (EO)	City of Eldorado	Council Member	Oscar	Martinez	Council Member SMW #3
Municipality (EO)	City of Eldorado	Council Member	Wayne	McGinnes	Council Member SMW #2
Municipality (EO)	City of Eldorado	Council Member	Paul	Rebuck	Council Member SMW #3
Municipality (EO)	City of Eldorado	Council Member	J. Mack	Redish	Council Member SMW #1
County (EO)	Schleicher County	Commissioner	Matt	Brown	Commissioner, Pct. 4
Utility	Lyntegar Electric Cooperative, Inc.		Greg	Henley	CEO
Utility	City of Lubbock Utilities				
Transit Agency	Citibus				
Utility	Concho Valley Electric Cooperative, Inc.		Kelly	Lankford	CEO
Utility	Southwest Texas Electric Cooperative	Mr.	William	Whitten	General Manager
Chamber	Lamesa Chamber of Commerce				



Attachment C
Newspaper Advertisement

*A display ad was published in English in the San Angelo Standard Times on
April 26, 2020.*

Plant your giant pumpkin seeds before May ends

Staff report

It's not too late to plant your pumpkin seeds. The People/Plant Connection, a nonprofit organization, is sponsoring their seventh-annual Giant Pumpkin Contest and Pumpkin Festival.

Whether you are a seasoned gardener or beginner, anyone who would like to participate can get two free seeds. This year we are mailing the seeds to anyone who would like to grow a giant pumpkin.

Simply call 325-656-3104 or go to their website: www.peopleplantconnection.org/contact.html and leave your name and address.

The seeds will be available through May or while supplies last.

The PPC had good results with the "First Prize Hybrid" pumpkins last year.

This year should be a great year for growing the giant beauties.

Pumpkins, as well as melons, like the dry hot summers and the seeds can be planted anytime from now until the end of May.

Because they grow fast, gardeners of all ages will enjoy watching them and taking care of these unique melons.

Not sure how to start? Each set of seeds has an instruction sheet with tips for gardeners.



Seeds to grow outstanding hybrid pumpkins are available from The People/Plant Connection in San Angelo. CONTRIBUTED

The annual Pumpkin Festival scheduled for Saturday, November 7 will be the time to bring your pumpkins to the weigh-in.

Ribbons will be awarded for first, second and third

place winners in each category. The categories are Adult (18 yr +), Youth (17 yr and below), and Judges Favorite.

During the growing time, contestants can submit their pumpkin photos to be posted on the PPC Facebook page and website. Submit photos to: stanfields@outlook.com.

To celebrate the People/Plant Connection 10th Anniversary, this year's Pumpkin Festival will include the Giant Pumpkin Weigh-in, the Pup-kin Costume Contest for your favorite canine and many more special activities.

There will be pumpkin themed crafts and games for kids, as well. The Pumpkin Festival will offer free hot dogs, chips and drinks while they last. Pumpkin flavored desserts will be served and door prizes given away.

Whether you have a pumpkin or not, mark your calendar for this special event with fun for the whole family coming this fall.

For information about The People/Plant Connection and to watch the entries grow, go to their website at www.peopleplantconnection.org or like them on Facebook.

You can also reach them at 325-656-3104 or write to: The People/Plant Connection, P.O. Box 62841, San Angelo, TX 76906.

San Angelo woman arrested in knife assault case

Alana Edgin

San Angelo Standard-Times
USA TODAY NETWORK - TEXAS

A San Angelo woman has been arrested after police said she knocked things off shelves and assaulted a store employee, according to a news release from San Angelo police.

Around 12:30 p.m. Friday, police responded to an assault at the Family Dollar Store, 3013 N. Chadbourne St, according to the release. The woman had left before

officers arrived.

The woman had been knocking things off shelves when an employee approached her. She became combative and attacked the employee, a 29-year-old woman, records state. At one point, she pulled out a knife and hit the employee while making threatening statements.

The employee was not injured, according to the release.



Sanchez

Officers found the woman in the 100 block of South Emerick Street with help from city marshals. During the arrest, the woman grew agitated and advanced toward an officer, according to the release.

The knife from the fight at the store was found in her purse, the release states.

Police arrested Yolanda Garcia Sanchez, also known by last name McGowan, on suspicion of aggravated assault with a deadly weapon. She remained in Tom Green County Jail with bond listed at \$25,000 at 4 p.m. Saturday.

Building

Continued from Page 1B

"Our families are here, some of us grew up here. We are raising kids here. Heck, my son graduated tech school at Goodfellow (Air Force Base). This team cares greatly about the community, because this is our home."

The Standard-Times' early beginnings

The *San Angelo Standard* was first published in an adobe shack just north of the Veck, Sterrett & Co. Bank building, which occupied the northeast corner of the intersection at Concho Avenue and Oakes Street in May 1884.

According to newspaper history, J.G. "Pat" Murphy, 26, originally of Toronto, Canada, and W.A. Guthrie, 22, originally of Scotland, found themselves working together on the San Angelo Enterprise and decided to go out on their own.

There were still soldiers across the river at Fort Concho then, and many of them were among the first subscribers of this newspaper, and they liked what they read.

The newspaper's earliest stock-and-trade was mostly items about fights in town, land deals, parties at the Pickwick Club, and stories about the weather. Besides that, there were interesting bits about life on the frontier, and pieces promoting this section of Texas.

The *Standard* developed an immediate following of loyal readers, and — frontier life being what it was — many volunteers showed up each week at press time on Friday, helping to put out the paper; just for something fun to do.

Working the old Washington press was a three-man chore, and if everyone present actually knew what they were doing, they were lucky to produce 150-200 copies per hour.

Only five months after the initial publication, on Oct. 4, 1884, *The Standard* produced its first eight-page newspaper, and 5,000 copies were printed, to satisfy the readership and allow for hundreds of copies to be sent on to the *New Orleans Exposition*, where the paper related news about the rich country around Tom Green County.

The *Standard* competed directly with *The Enterprise*, and the publications frequently traded barbs, as when the *Enterprise* reported one week that it had lost two subscribers, saying "one had died; the other was taken to an insane asylum."

The *Standard* was all-too-happy to report this information, adding that they believed if those subscribers had quit reading *The Enterprise* sooner, they might have enjoyed better health.

The Murphy-Guthrie partnership thrived, but the pair decided to part ways in July 1898.

Murphy and Guthrie had invested in a water and power plant, which they considered vital for San Angelo's growth, and that year they decided Murphy would take full ownership of the paper while Guthrie claimed the utilities.

(They remained dear friends until Guthrie died by accidental drowning in 1914.)

The *Enterprise* finally folded in August 1900, and since the now-prosperous *Standard* could afford a better location, operations were moved east to Chadbourne Street, just north of the Mays Building.

Nothing remains from that location, but just a few years later they moved up the street, to 106 S. Chadbourne, after Murphy's wife supervised the construction of a single-story building for *The Daily Standard*.

That address (directly across the street from Fuentes Café Downtown) today is home to the Texas-Pacific offices, and at that time, it was just south of the San Angelo National Bank and a harness maker.

The paper, always eager to help foster growth, con-

Learn more about the building

Anyone interested in more information about the building can reach Aidan B. Cleghorn of BellCornerstone at 315-565-8302.

"While it's hard to see this piece of our history change, it's time for another entity to use this building to its full potential."

News Director Jen Guadarrama

tinued to tout the benefits of living in the area, and prospered right along with it.

On May 3, 1905 — the newspaper's 21st anniversary — the *Evening Daily Standard* was established, and *Associated Press* reports first began to appear.

A second story was added to the building some years later.

For the next 15 years, it was business as usual as the newspaper continued to slowly grow with San Angelo.

'The newspaper business is not for the chicken-hearted'

The next major milestone for the paper came when a 27-year old graduate of the University of Missouri School of Journalism came to town in 1920 with the aim of buying out Murphy.

Houston Harte quickly implemented some modern ideas that wrinkled feathers all over town, which according to historical accounts eventually led to a couple of fistfights, but he knew what he was doing, and *The Standard* began to prosper as never before.

Harte met Bernard Hanks, owner of the Abilene newspaper, not long after arriving in West Texas, and the pair formed a partnership in 1923, jointly operating as Harte-Hanks Newspapers with the Harte family re-

taining full ownership of *The Standard* and Hanks keeping ownership of the Abilene papers. They operated several joint ventures over the next few years.

The next big change for *The Daily Standard* came in 1925, when Harte moved the paper to a larger building at 19 N. Chadbourne St.

This was the newspaper's home for the next quarter-century as Harte worked to expand coverage beyond San Angelo as far as possible.

By the end of World War II, he knew he was going to need a bigger building, as he had reporters covering a swath of West Texas roughly equal in size to the State of Ohio, and by 1948, Harte-Hanks formally incorporated, with papers all over the south.

Moving forward on construction of a new San Angelo plant was a top priority, but, with material shortages still plaguing the country, it took some time to make things happen.

The big day came in late summer of 1950, when the widow of Mr. Guthrie turned the first shovel-full of dirt for the groundbreaking at 34 W. Harris Ave. The architectural plans for the new facility called for a stout enough basement and first story to support the addition of several upper floors if needed.

Fourteen months later, in mid-October 1951, the first edition of *The Standard* rolled off the new Goss Cosmo Universal offset press, which could print a 64-page edition at a rate of 40,000-copies per hour.

The massive printing machine measured 55 feet, 2 inches in length, was 10 feet, 3 inches wide and stood 27 feet tall from the base, weighing in at 132,000 pounds.

It had the ability to print in three colors and black, and was driven by two 75-horsepower electric motors with generator backups in case of power failures.

Reece Albert did the primary excavation for the building.

At that time, the newspaper employed about 150 people.

Today the paper, which is owned by *USA Today's* parent company Gannett, has roughly 20 full time employees at the building, not including delivery drivers who are contract workers.

Press operations moved to Abilene in January of 2009.

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY

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

Join us for a Virtual Public Meeting

TxDOT will host a live virtual public meeting to present information on the Ports-to-Plains Corridor Feasibility Study. This public meeting will focus on Segment 2 from the Hale/Lubbock County line to the Sutton/Edwards County line. This will be a webinar format (no in-person meeting) which will include a live presentation and comment opportunity via WebEx, which will be recorded and available until Thursday, May 28, 2020.

WEDNESDAY, May 13, 2020 at 4 p.m.

Log in online at txdot.gov, keywords "Ports-to-Plains."

A meeting link will be provided on the project webpage for the presentation and to comment.

Written comments from the public regarding the study may also be submitted by mail to TxDOT, c/o Ports-to-Plains Study Team, 5835 Callaghan Rd, Ste. 200, San Antonio, Texas 78228, or by email to portstoplains@txdot.gov. All comments must be received on or before Thursday, May 28, 2020.

Meeting Purpose:

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

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.

For more information:

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



SA-GC1040920-01

**Attachment C
Project Website**

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



Search TxDOT



Due to technical difficulties, some website features are unavailable. We are working to resolve this issue quickly.

Virtual Public Meeting - Ports-to-Plains Corridor Segment 2 from the Hale/Lubbock County line to Sutton/Edwards County line

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

Where:	The virtual public meeting and materials is posted here .
When:	The virtual public meeting will be held on Wednesday, May 13, 2020, at 4 p.m. The meeting will be recorded and available online for the public to view through Thursday, May 28, 2020. All comments must be received on or before Thursday, May 28, 2020.
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 preliminary recommendations provided by the study's segment committees. This will be a webinar format (no in-person meeting) which will include a live presentation and comment opportunity via WebEx, which will be recorded and available through Thursday, May 28, 2020. Formal comments may be provided by mail or email as described in the notice and on the virtual public meeting website. If you do not have internet access, you may call 512-486-5106 to ask questions about the project and access project materials at any time during the study process.
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 the Sutton/Edwards County Line.

05-13-20 Ports-to-Plains, Segment 2, Virtual Public Meeting



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 two 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:

- Notice
- Aviso
- Maps - Committee Preliminary Recommendations
 - Relief Route Studies
 - Safety/Operational Studies
 - Interstate Upgrade Projects
- Comment Card - downloadable
- Tarjeta de Comentario -descargable
- Online Comment Form

Contact:

Texas Department of Transportation
125 East 11th St.
Austin, TX 78701
Email

Posted on April 23, 2020

Get Involved

About Public Hearings, Meetings and Notices ⋮

Committees

Volunteer ⋮

Archive ⋮

Sunset Review

Page Options ▾

Subscribe to Updates ✉

Contact Us 📞

Inside TxDOT

- ▶ Careers
- ▶ Get Involved
- ▶ Media Center
- ▶ Projects
- ▶ Forms & Publications
- ▶ Administration
- ▶ Districts
- ▶ Divisions

Get Engaged

-  Facebook
-  Twitter
-  YouTube
-  Texas Highways Magazine
-  Get Involved

What We Do

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

Connect With Us

- ▶ Contact Us
- ▶ Administration
- ▶ Districts
- ▶ Divisions

**ATTACHMENT D
SIGN-IN SHEETS**

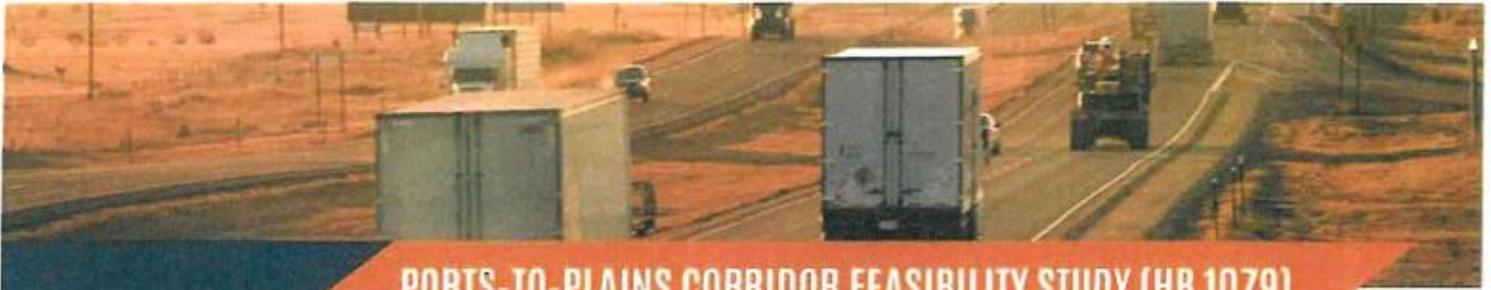
Online Form Sign-in Sheet

ID	Start time	Completion time	Email	Name	Name2	Email2	Zip Code
1					Major Hofheins		
2					Joe Kiely		
3					Jesica McEachern		
4					Michael Sexton		
5					Matt Carr		
6					Dhruva L		
7					Gary J. Law		
8					Cheri Huddleston		
9					Zeke Zieschang		
10					Jackson Hurst		

ATTACHMENT E
COMMENTS RECEIVED

Attachment E Comment Cards

Comment cards were submitted via an online comment form, via email, or mailed on a printed comment card. The comment submission method (source) is listed in the comment response matrix found in Attachment B.



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

COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 at SH 158: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)



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

4. Comments (Please Print)

- Add safety projects/grade separations at State Hwy 349/85849 of Midland and SH 349/FM 1788 between Odessa and Midland.
- Expand current study to look at additional routes connecting I-20 to I-27

Name: Roy Allen

Address: [REDACTED]

Email: [REDACTED]

Representing: Odessa Chamber of Commerce Transportation Committee

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Midland Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects
 Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 at SH 158: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)

*You should add an intersection
 at SH 158 and US 87 in
 Sterling City (north)*



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

4. Comments (Please Print)

Why not just make all these roads 4 lane divided? Does it really all need to be an interstate?

Name: Patricia & Joe Beauclaire

Address: [Redacted]

Email: [Redacted]

Representing: Ourselves

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

4. Comments (Please Print)

Go back and study all alternative routes. The Permian Basin (Midland-Odessa) constitute the majority of economic and safety benefits. A more western route would better serve New Mexico, as well, and build support from 2 states.

Name: James Beauchamp

Address: [REDACTED]

Email: [REDACTED]

Representing: self

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)





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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)



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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop Interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop Interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop Interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop Interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve Intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)





4. Comments (Please Print)

TXDOT SHOULD ALSO

- 1) ADD SAFETY PROJECTS & GRADE SEPARATIONS AT SH 349/BS349 NORTH OF MIDLAND + SH 349/ FM1788 BETWEEN MIDLAND + ODESSA;
- 2) EXPAND CURRENT STUDY TO LOOK AT ADDITIONAL ROUTES THAT WOULD CONNECT I-27 TO I-20.

Name: TREY CRUTCHER

Address: [REDACTED]

Email: [REDACTED]

Representing: _____

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





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

COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

4. Comments (Please Print)

At SA 349 / BS 349 north of Midland and SH 349 / FM 1788 between Midland and Odessa add safety projects to include grade separation.
Expand current study to look at additional routes that would connect I-27 to I-20 using the parameters in the proposed study.

Name: ROBERT R. DONNELLY

Address: [REDACTED]

Email: [REDACTED]

Representing: self

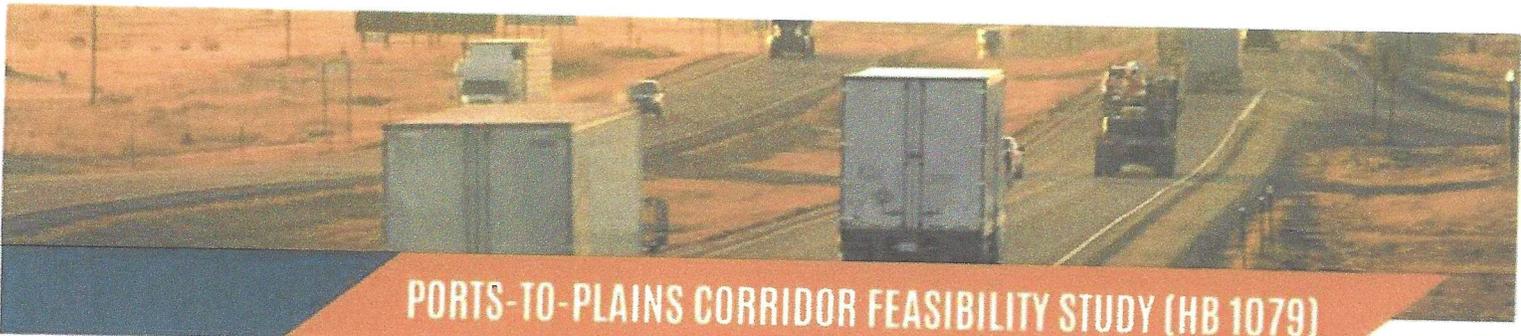
Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





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

COMMENT CARD

Wednesday, May 13, 2020
 Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1 Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

Odessa-Midland make up majority of economic and safety benefit shown in the study of designated ports to Plains route. Next logical step is to update study to include other viable routes like US 62/US 385 to Odessa!
Connect I-27 to I-20!

Name:

Renée Earls

Address:

[Redacted]

Email:

Representing:

Odessa Chamber of Commerce

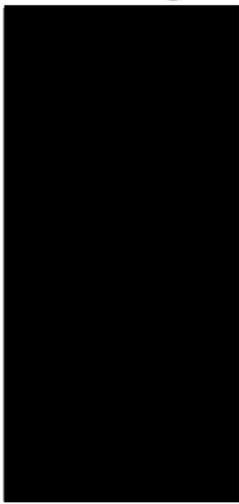
Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

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

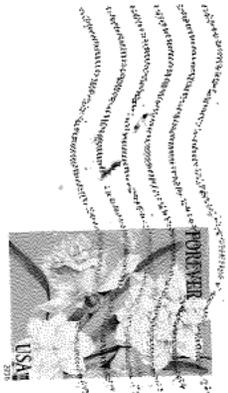
Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





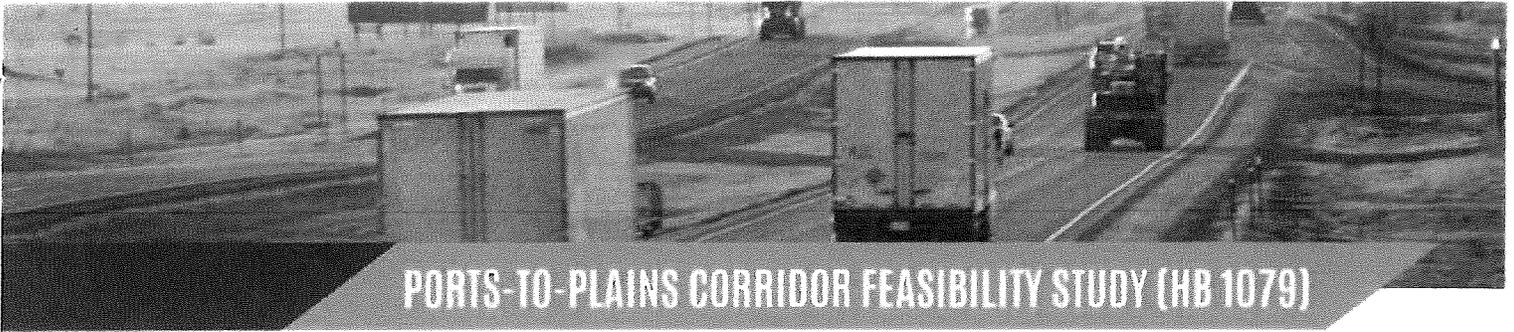
MIDLAND / ODESSA
TX 79711
27 MAY 2020 PM



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

782281224





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

COMMENT CARD

Wednesday, May 13, 2020
 Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

PLEASE ADD SAFETY PROJECTS / GRADE SEPARATIONS AT SH 349 / BS 349
NORTH OF MIDLAND AND SH 349 / FM 1788 BETWEEN MIDLAND AND ODESSA.
PLEASE STUDY ADDITIONAL ROUTES CONNECTING I-27 TO I-20 AND
MIDLAND / ODESSA.

Name: J. D. FAIRCLOTH

Address: [REDACTED]

Email: [REDACTED]

Representing: MOTRAN BOARD MEMBER

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





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

COMMENT CARD

Wednesday, May 13, 2020
 Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

Name: Autumn Fawcett
Address: [REDACTED]
Email: _____
Representing: _____

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





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

COMMENT CARD

Wednesday, May 13, 2020
 Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

Name: Brad Fawcett
Address: [REDACTED]
Email: _____
Representing: _____

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

Name: Brian Falceff

Address: [REDACTED]

Email: _____

Representing: _____

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

I believe we should be looking at all available routes from Lubbock to I-10 and Lubbock to I-20 for Segment 2.

Name: Austin Jawcett

Address: [REDACTED]

Email: _____

Representing: _____

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





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

COMMENT CARD

Wednesday, May 13, 2020
 Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

Name: Jack Farnett

Address: [REDACTED]

Email: _____

Representing: _____

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

Name: Robin Fawcett

Address: [REDACTED]

Email: _____

Representing: _____

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





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

COMMENT CARD

Wednesday, May 13, 2020
 Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

Expand study to look at additional routes to connect I-27 to I-26

Name: Julie Green

Address:

Email:

Representing: Permian Basin Petroleum Association

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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



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

3. Recommended Safety and Operational Projects Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop Interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 211: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 213: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(Continued)



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

COMMENT CARD

Wednesday, May 13, 2020
 Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

1. Add safety projects/grade separations at SH 349/BS 349 north of Midland and SH 349/FM 1788 between Midland and Odessa.

2. Expand current study to look at additional routes that would connect I-27 to I-20.

Name: Debi Hays

Address: _____

Email: _____

Representing: Ector County

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





COMMENT CARD

Wednesday, May 13, 2020
 Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

Name: Jennifer Hubert

Address: [REDACTED]

Email: _____

Representing: _____

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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



From: [Microsoft Power Apps and Power Automate](#)
To: [REDACTED]
Subject: P2P Segment #2 Public Meeting #3 Comment Submission
Date: Wednesday, May 13, 2020 5:14:21 PM

A comment form for the Ports-to-Plains Corridor Feasibility Study, Segment #2, Public Meeting #3 has been submitted.

Name: Jackson Hurst

Address: [REDACTED]

Email: [REDACTED]

Representing: Myself

Texas Transportation Code Fields: ["I could benefit monetarily from the project or other item about which I am commenting"]

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade: Prioritize the preliminary recommendations

Upgrade US 87 to Interstate: Lubbock to Tahoka: Short-Term (0-5 years)

Upgrade US 87 to Interstate: Tahoka to Lamesa: Mid-Term (6-10 years)

Upgrade SH 349 to Interstate: Lamesa to Midland: Short-Term (0-5 years)

Upgrade US 87 to Interstate: Lamesa to Big Spring: Mid-Term (6-10 years)

Upgrade US 87 to Interstate: Big Spring to Sterling City: Short-Term (0-5 years)

Upgrade SH 158 to Interstate: Midland to Sterling City: Short-Term (0-5 years)

Upgrade US 87 to Interstate: Sterling City to San Angelo: Short-Term (0-5 years)

Upgrade US 277 to Interstate: San Angelo to Christoval: Short-Term (0-5 years)

Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line: Mid-Term (6-10 years)

2. Relief Route Studies: Prioritize the preliminary recommendations

Tahoka Relief Route Study around the city: Short-Term (0-5 years)

O'Donnell Relief Route Study around the city: Short-Term (0-5 years)

Lamesa Relief Route Study around the city: Short-Term (0-5 years)

Patricia Relief Route Study around the city: Short-Term (0-5 years)

Midland Relief Route Study around the city: Short-Term (0-5 years)

Garden City Relief Route Study around the city: Short-Term (0-5 years)

Sterling City Relief Route Study around the city: Short-Term (0-5 years)

Water Valley Relief Route Study around the city: Short-Term (0-5 years)

Carlsbad Relief Route Study around the city: Short-Term (0-5 years)

Christoval Relief Route Study around the city: Short-Term (0-5 years)

San Angelo Relief Route on the east side of the city (study underway): Short-Term (0-5 years)

Eldorado Relief Route Study around the city: Short-Term (0-5 years)

Sonora Relief Route around the city (study underway): Short-Term (0-5 years)

3. Safety and Operational: Prioritize the preliminary recommendations

I-27 and SH 289 (north end): Develop interchange: Short-Term (0-5 years)

I-27 and US 82: Develop interchange: Short-Term (0-5 years)

I-27 and US 62: Develop interchange: Short-Term (0-5 years)

I-27 and SH 289 (south end): Develop interchange: Short-Term (0-5 years)

Loop 88: Intersection (currently in development): Short-Term (0-5 years)

US 87 and SH 41: Add grade separation: Short-Term (0-5 years)

US 87 and FM 211: Add grade separation: Short-Term (0-5 years)

US 87 and FM 1317: Add grade separation: Short-Term (0-5 years)

US 87 and FM 213: Add grade separation: Short-Term (0-5 years)

US 87 and FM 2053: Add grade separation: Short-Term (0-5 years)

I-20 at SH 158: Improve intersection: Short-Term (0-5 years)

SH 158 and SH 137: Add grade separation: Short-Term (0-5 years)

I-20 and Business 87: Improve intersection: Short-Term (0-5 years)

US 87 and US 67: Improve overpass: Short-Term (0-5 years)

US 87 at US 277 at LP 306: Improve intersection: Short-Term (0-5 years)

Along US 277: Study bridge over river and access on and off: Short-Term (0-5 years)

US 277 at FM 110: Add grade separation: Short-Term (0-5 years)

US 277 at RM 189: Study overpass: Short-Term (0-5 years)

4. Comments:

I approve of the recommended projects for the Ports to Plains Segment #2 project because these projects will upgrade US 277 and US 87 to Interstate Standards and will serve as a bypass around the cities of San Angelo and Midland.

If you want to unsubscribe from these emails, please use this [form](#).

RESOLUTION

WHEREAS, the Texas Department of Transportation is currently conducting a feasibility study of the designated Ports to Plains corridor, including segments from south of 1-27, stretching from Lubbock to Laredo and north of 1-27 from Amarillo to the Texas/Oklahoma/New Mexico border, along the designated corridor; and

WHEREAS, we view this effort as a continuation of the original Lubbock to 1-10 Study the department undertook from 1993-1997 where multiple routes were studied, where ultimately no route was identified for designation or build out to an interstate standard; and

WHEREAS, the initial findings reported included in the draft report are very positive, it is important to remember, that the Ports to Plains corridor is just one of those original routes studied; and

WHEREAS, the current economic analysis relies on impacts calculated using the 27 counties directly on the route, as well as, 42 counties, in surrounding area; and

WHEREAS, the current economic impact and feasibility is based significantly on the impact of the Permian Basin and particularly, Midland-Odessa Combined Statistical Area (CSA); and

WHEREAS, the Midland-Odessa CSA, alone, would account for 60% of the projected population growth from 2020 to 2050 for the 69 counties included in the entire corridor and 69% of that growth along Segment 2; and

WHEREAS, the three counties that comprise the Midland-Odessa CSA would account for just over 51% of the projected 2050 population on segment 2 and approximately 34% of the 2050 population for the 69 counties in the entire corridor study area; and

WHEREAS, the Midland-Odessa CSA, accounts for nearly a quarter of the baseline for total employment for the 69 counties included in the entire corridor study area and a third of all labor income in that same area; and

WHEREAS, the Midland-Odessa CSA, accounts for nearly a third of the baseline Gross Domestic Product among all 69 counties included in the entire corridor study area and half of Gross Domestic Product in Segment 2; and

WHEREAS, the study shows that the Midland-Odessa CSA as the most significant metropolitan area for economic benefit and the majority savings and cost benefit from reduced crashes; and

WHEREAS, the State Highway 349 corridor from Lamesa to Midland was recommended in the original report (1-27: Lubbock to 1-10 Extension, 1993-97) for build out as 4 lane divided, however, while improvements were made to other corridors, the SH 349 segment has not been built to that same standard and the segment of State Highway 158 from Midland to Sterling City is part of a National High Priority

RESOLUTION CONT'D

Corridor and a designated Phase 1 Texas Trunk System Project, with much of the ROW along the segment from Sterling City to the Glasscock/Sterling County line having already been acquired by TXDOT, and these roadways make up the only two segments from Dumas to San Angelo that are not four lane divided; therefore, be it

RESOLVED, the roadway segments leading directly to Midland-Odessa (SH349 from Lamesa to Midland and SH 158 and Midland to Sterling City) should be placed in the top tier for prioritization in the finalized study; and be it

FURTHER RESOLVED, that completing Construction of the existing Midland Reliever Route should also be include in the top tier of priority projects. ROW already exists for the SH 349 Reliever Route from the junction of SH 349/85 349 north of Midland down to SH 191; and

WHEREAS, the current economic and cost benefit analysis only studies a single route prescribed HB 1079. Of those 27 counties, many have lost population, employment, and revenues over the last 30 years, and in the latest projections from the Texas State Demographer, 10 of those 27 counties directly on the corridor are projected to lose additional population between now and 2050, the target year listed in the report; and

WHEREAS, over half of the baseline employment, labor income, GDP, and population used in the overall economic analysis are derived from Segment 2, and the percentage of those factors related to Segment 2 increases dramatically by the 2050 target year; and

WHEREAS, The Midland-Odessa CSA and Central Permian comprise some of the most significant contributions to these economic and cost saving factors and the positive results of the initial draft warrant expansion of the project throughout the Permian Basin; therefore, be it also

RESOLVED, Utilizing the same methodology as the current Ports to Plains Study and baseline economic data that the Texas Department of Transportation should expand this study to include all the routes from the 1993-1997 effort, and include other viable routes like US Highway 62/385 and focus on viability of connecting Interstate 27 to Interstate 20 or Interstate 10, to ensure that any improvements result in the maximum outcome for the public and provide the highest benefit for Texas taxpayers; and be it further

RESOLVED, That the Texas Department of Transportation in their final report should provide a breakout of the economic, safety, and cost benefit analysis, of the study by county, so that participants and the general public will have more transparency in the analysis and make this valuable data available for use and review by the entire area and entities within the 69 county study area.

Signed this 26th Day of May



Terry Johnson, Midland County Judge



PORTS-TO PLAINS CORRIDOR FEASIBILITY STUDY (HB 1079)

COMMENT CARD

**Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting**

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

4. Comments (Please Print)

I would like to see a safety project for SH 349/
BS 349. I would also like to expand the
current study to look @ additional routes
that would connect I-27 to I-20

Name: JACK LADD

Address:

Email:

Representing: City of Midland, City Councilman, Dist. 3

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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

RESOLUTION NO. 2020R-38

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ODESSA, TEXAS, DECLARING SUPPORT FOR THE CONTINUED EXPANSION OF THE PORTS TO PLAINS STUDY TO INCLUDE ALL ROUTES FROM THE ORIGINAL STUDY AND INCLUDE OTHER VIABLE ROUTES, AS WELL AS TO FOCUS ON THE VIABILITY OF CONNECTING INTERSTATE 27 TO INTERSTATE 20 TO INTERSTATE 10 TO ENSURE THAT ANY IMPROVEMENTS RESULT IN MAXIMUM OUTCOME FOR THE PUBLIC AND PROVIDE THE HIGHEST BENEFIT FOR TEXAS TAXPAYERS; AUTHORIZING THE CITY MANAGER TO EXECUTE ANY DOCUMENTS NECESSARY TO IMPLEMENT THIS RESOLUTION; AND DECLARING AN EFFECTIVE DATE.

WHEREAS, the Texas Department of Transportation is currently conducting a feasibility study of the designated Ports to Plains corridor, including segments from south of I-27, stretching from Lubbock to Laredo and north of I-27 from Amarillo to the Texas/Oklahoma/New Mexico border, along the designated corridor ; and

WHEREAS, we view this effort as a continuation of the original Lubbock to I-10 Study the department undertook from 1993-1997 where multiple routes were studied, where ultimately no route was identified for designation or build out to an interstate standard; and

WHEREAS, the initial findings reported included in the draft report are very positive, it is important to remember, that the Ports to Plains corridor is just one of those original routes studied; and

WHEREAS, the current economic analysis relies on impacts calculated using the 27 counties directly on the route, as well as, 42 counties, in surrounding area; and

WHEREAS, the current economic impact and feasibility is based significantly on the impact of the Permian Basin and particularly, Midland-Odessa Combined Statistical Area (CSA); and

WHEREAS, the Midland-Odessa CSA, alone, would account for 60% of the projected population growth from 2020 to 2050 for the 69 counties included in the entire corridor and 69% of that growth along Segment 2; and

WHEREAS, the three counties that comprise the Midland-Odessa CSA would account for just over 51% of the projected 2050 population on segment 2 and approximately 34% of the 2050 population for the 69 counties in the entire corridor study area; and

WHEREAS, the Midland-Odessa CSA, accounts for nearly a quarter of the baseline for total employment for the 69 counties included in the entire corridor study area and a third of all labor income in that same area; and

WHEREAS, the Midland-Odessa CSA, accounts for nearly a third of the baseline Gross Domestic Product among all 69 counties included in the entire corridor study area and half of Gross Domestic Product in Segment 2; and

WHEREAS, the study shows that the Midland-Odessa CSA as the most significant metropolitan area for economic benefit and the majority savings and cost benefit from reduced crashes; and

WHEREAS, the State Highway 349 corridor from Lamesa to Midland was recommended in the original report (I-27: Lubbock to I-10 Extension, 1993-97) for build out as 4 lane divided, however, while improvements were made to other corridors, the SH 349 segment has not been built to that same standard and the segment of State Highway 158 from

Midland to Sterling City is part of a National High Priority Corridor and a designated Phase 1 Texas Trunk System Project, with much of the ROW along the segment from Sterling City to the Glasscock/Sterling County line having already been acquired by TXDOT, and these roadways make up the only two segments from Dumas to San Angelo that are not four lane divided; and

WHEREAS, the current economic and cost benefit analysis only studies a single route prescribed HB 1079. Of those 27 counties, many have lost population, employment, and revenues over the last 30 years, and in the latest projections from the Texas State Demographer, 10 of those 27 counties directly on the corridor are projected to lose additional population between now and 2050, the target year listed on the report; and

WHEREAS, over half of the baseline employment, labor income, GDP, and population used in the overall economic analysis are derived from Segment 2, and the percentage of those factors related to Segment 2 increases dramatically by the 2050 target year; and

WHEREAS, the Midland-Odessa CSA and Central Permian comprise some of the most significant contributions to these economic and cost saving factors and the positive results of the initial draft warrant expansion of the project throughout the Permian Basin;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ODESSA, TEXAS:

Section 1. That the roadway segments leading directly to Midland-Odessa (SH 349 from Lamesa to Midland and SH 158 from Midland to Sterling City) should be placed in the top tier for prioritization in the finalized study; and

Section 2. That completing construction of the existing Midland Reliever Route should also be included in the top tier of priority projects. ROW already exists for the SH 349 Reliever Route from the junction of SH 349/BS 349 north of Midland down to SH 191; and

Section 3. Utilizing the same methodology as the current Ports to Plains Study and baseline economic data that the Texas Department of Transportation should expand this study to include all the routes from the 1993-1997 effort, and include other viable routes like US Highway 62/385 and focus on viability of connecting Interstate 27 to Interstate 20 or Interstate 10, to ensure that any improvements result in the maximum outcome for the public and provide the highest benefit for Texas taxpayers; and

Section 4. That the Texas Department of Transportation in their final report should provide a breakout of the economic, safety, and cost benefit analysis, of the study by county, so that participants and the general public will have more transparency in the analysis and make this valuable data available for use and review by the entire area and entities within the 69 county study area; and

Section 5. That the City Manager is authorized to execute any documents necessary to implement this resolution.

Section 6. That this resolution shall be effective at the time of its adoption.

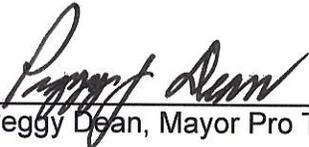
The foregoing resolution was approved and adopted on the 26th day of May, A.D., 2020, by the following vote:

Michael Shelton	AYE
Dewey Bryant	AYE
Detra White	AYE
Tom Sprawls	AYE
Mari Willis	AYE
Peggy Dean	AYE

David R. Turner

ABSENT

Approved this the 26th of May, A.D., 2020.



Peggy Dean, Mayor Pro Tem

ATTEST:



Norma Aguilar-Grimaldo, City Secretary

APPROVED AS TO FORM:



Natasha Brooks, City Attorney





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

COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Loop 88: Intersection (currently in development)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

Name: Sharon Poe

Address: [REDACTED]

Email: [REDACTED]

Representing: Self

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

PORTS-TO-PLAINS CORRIDOR FEASIBILITY STUDY (HS 10780)

3. Recommended Safety and Operational Projects
 Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop Interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 82: Develop Interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 62: Develop Interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and SH 289 (south end): Develop Interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 and Business 87: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)





4. Comments (Please Print)

Name: Rose Anna Richardson

Address: [Redacted]

Email: [Redacted]

Representing: _____

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





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

COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

Name: Yasenia Rubio

Address: [REDACTED]

Email: [REDACTED]

Representing: Self

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





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

COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

4. Comments (Please Print)

The City of Midland will consider a resolution supporting the Texas Department of Transportation's Port-to-Plains Corridor Feasibility Study. The resolution will be presented to the Mayor and Council on June 9, 2020. A copy of the draft resolution has been attached as part of the City's response to comments.

Name: Courtney SP

Address: [Redacted]

Email: [Redacted]

Representing: City of Midland

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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

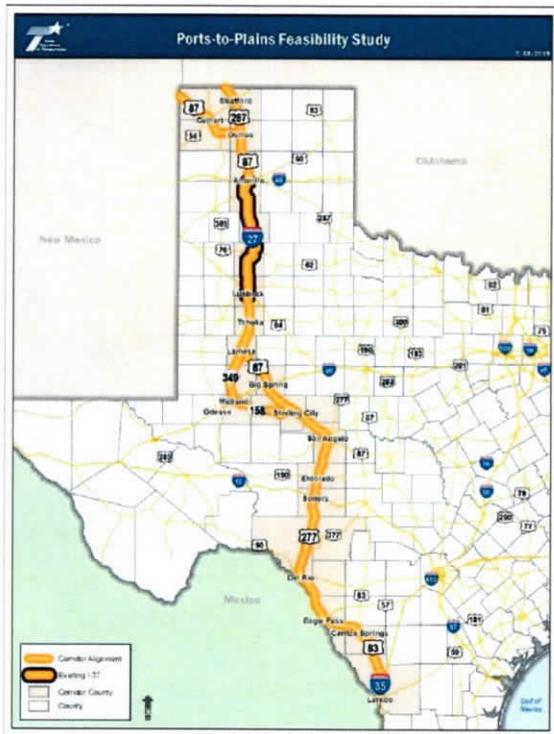




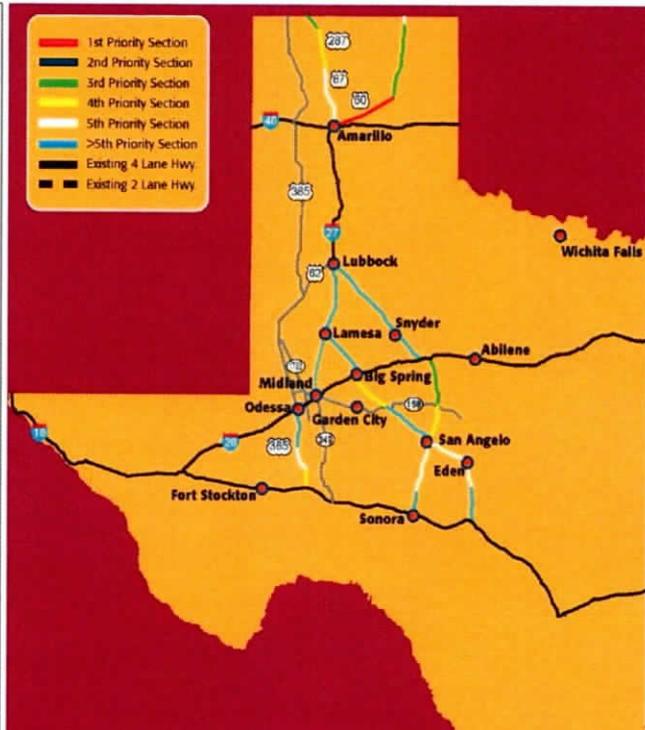
BACKGROUND:

The Texas Department of Transportation is currently conducting a study (HB 1079, passed during the 2019 Legislative Session) to determine the feasibility of a proposed extension of I-27 south from Lubbock to Laredo and north from Amarillo to the Texas/Oklahoma/New Mexico border, along the designated Ports to Plains corridor.

We view this effort as a continuation of the original Lubbock to I-10 Study the department undertook from 1993-1997 where multiple routes were studied. At the conclusion of that study, no route was identified for designation or build out to an interstate standard. While the initial findings reported during the recent meeting are very positive, it is important to remember, that the Ports to Plains corridor is just one of those original routes studied.



Ports to Plains Corridor (Current Study)



Segments Considered in Original Study (1993-1997)

There are 27 counties the Ports to Plains Corridor actually travels through, however, the economic analysis includes economic and demographic justification from 42 additional counties to make a positive case for the extension of I-27.

While the data being reported is for the overall corridor and the requisite segments, based on our review of data by counties, it appears that much of the positive economic review is contingent on the economic, population, and employment occurring in the Permian Basin.

Some of those key data points include:

- The Midland-Odessa CSA, alone, would account for 60% of the projected population growth for the 69 counties included in the entire corridor and 69% of that growth along segment 2.
- The three counties that comprise the Midland-Odessa CSA would account for just over 51% of the projected 2050 population on segment 2 and approximately 34% of the 2050 population for the 69 counties in the entire corridor study area.
- The Midland-Odessa CSA, accounts for 23% of the baseline for total employment for the 69 counties included in the entire corridor study area and 32.4% of all labor income in that same area.

OVERALL ANALYSIS

CORRIDOR	2020	2050	Diff 2020 to 2050	With I-27	Difference	
Employment	894,770	1,044,140	149,370	1,061,850	17,710	
Labor Income	95.0	161.8	66.8	163.1	1.4	(billions)
GDP	155.4	263.2	107.8	265.4	2.2	(billions)
Population	1,996,680	3,207,970	1,211,290	3,236,280	28,130	

SEGMENT 2	2020	2050	Diff 2020 to 2050	With I-27	Difference	
Employment	485,820	590,530	104,710	597,810	7,280	
Labor Income	61.6	107.8	46.2	108.4	0.6	(billions)
GDP	99.8	175.1	75.3	176.0	0.9	(billions)
Population	1,046,560	2,104,480	1,057,920	2,114,100	9,620	

MID/OD CSA	2020	2050	Diff 2020 to 2050	With I-27	Difference	
Employment	191,555					
Labor Income	(approximately 52% of segment 2 and 32% of the entire corridor 2020 base)					
GDP	49.4					(billions)
Population	354,644	1,080,477	725,833			

AREAS OF CONCERN AND PRIORITY RECOMMENDATIONS:

While the Midland-Odessa CSA (Combined Statistical Area) makes up a significant chunk of the economic justification, the corridors to our area are given less priority than other segments of US 87, that have less traffic and less safety benefits.

1) Due to the significance of the Midland-Odessa area on the overall study results, we would suggest that the corridors leading directly to Midland-Odessa (SH349 from Lamesa to Midland and SH 158 and

Midland to Sterling City) should be placed in the top priority tier. These are the only 2 segments from Dumas to San Angelo that are not a four lane divided roadway.

The SH 349 corridor from Lamesa to Midland was recommended in the original report (I-27 to I-10 Extension, 1993-97) for build out as 4 lane divided, however, while improvements were made to other corridors, the SH 349 segment has not been built to that same standard. The segment of SH 158 from Midland to Sterling City is part of a National High Priority Corridor and a designated Phase 1 Texas Trunk System Project. Much of the ROW along this corridor from Sterling City to the Glasscock/Sterling County line has already been acquired by TXDOT.

That report also called for construction of relief routes. The Midland Relief Route was only built to a two lane standard, as opposed to the build out of the Big Spring Reliever Route, and progress already underway in San Angelo. As such, we would also recommend: The Reliever Route which provides a connection between Midland and Odessa, is integral to ensuring that there is benefit for both communities.

2) Completing Construction of the existing Midland Reliever Route should also be include in the top tier of priority projects. ROW already exists for the SH 349 Reliever Route from the junction of SH 349/BS 349 north of Midland down to SH 191.

Current AADT and capacity constraints in the initial report also identified these projects as higher priorities than the other currently recommended projects. While public input and public opinion are vital parts of the process, we also believe that science and data should be a key factor, and the initial safety data we have reviewed, indicates that improvements to these segments of SH 349 and SH 158, comprise much of the safety benefit detailed in the report.

ADDITIONAL RECOMMENDATIONS:



Shaded Counties Included in the Economic Analysis

The current economic and cost benefit analysis incorporates data from 69 counties, 27 of which are on the prescribed corridor outlined in HB 1079. Of those 27 counties, many have lost population, employment, and revenues over the last 30 years. In the State Data Center projections, 10 of those 27 counties directly on the corridor are projected to lose additional population between now and 2050, the target year listed in the report.

Further, over half of the baseline employment, labor income, GDP, and population used in the overall economic analysis are derived from Segment 2, and the percentage of those factors related to segment 2 increases dramatically by the 2050 target year.

Utilizing your economic analysis utilized in the current study, we found that extending I-27 to I-20 would produce between 70 to 80% of the economic benefit at roughly a third of the cost. After running economic data for the counties included in the study, both on the prescribed corridor and off, it also appears a higher direct benefit could be achieved by looking at a single route direct to Midland-Odessa (US 87, SH 349, FM 1788) or by looking at an

alternative route to Odessa-Midland (US 62/US 385/FM 1788). By comparison, without the Midland leg, the counties directly along the corridor in segment 2, only account for around 25% of GDP and 40% of labor income.

Because the possible US 62/US 385/FM 1788 route is not included in the study prescribed by HB 1079, we would encourage the department to look at it and other routes to achieve the best cost/benefit ratio for taxpayers and comply with the National Environmental Protection Act (NEPA).

Based on this review, we would make the additional recommendations:

1) Provide a breakout of the economic, safety, and cost benefit analysis, of the study by county, so that participants and the general public will have more transparency in the analysis to provide more constructive feedback regarding routing considerations, prioritization of improvements, and whether certain segments are more warranted than others, to provide the most prudent use of taxpayer dollars, as opposed to an all-or-nothing approach.

2) Based on the data available currently and achieving the best and highest use of taxpayer dollars the report being issued to state leaders, there should be a follow-up study of alternative routes that may be able to provide more benefit for Texas taxpayers. In addition, this is a massive undertaking and significant expenditure for the state. The current membership of the study only includes representation from the 27 counties directly on the route. However, because the study area encompasses 42 additional counties, additional efforts need to be undertaken that allow for public input and voting privileges for those affected communities as well, rather than allowing a process whereby representatives of 27 counties are allowed to make and implement recommendations that impact 69 counties.

CONCLUSION:

The original Lubbock to I-10 Study was a lengthy and thorough study that took nearly 4 years. As stated earlier, that effort did not result in the build out of a particular route to an interstate standard, but rather the Commission deciding to make improvements needed to bring all three routes to a four lane divided design and other ancillary improvements that would accomplish many of the same benefits listed in this report such as improved safety, time/travel savings, and economic opportunity. We believe that the results of this study warrants an expansion of this effort and would encourage the department to apply the same methodology developed in this Ports to Plains corridor study to all viable routes in the study area.

RESOLUTION NO. _____

**RESOLUTION SUPPORTING THE TOP-TIER
PRIORITIZATION OF CERTAIN TEXAS
DEPARTMENT OF TRANSPORTATION PROJECTS;
AND SUPPORTING THE EXPANSION OF THE TEXAS
DEPARTMENT OF TRANSPORTATION PORTS-TO-
PLAINS STUDY**

WHEREAS, the Texas Department of Transportation (“*TxDOT*”) is currently conducting a feasibility study of the designated Ports-to-Plains Corridor, including segments from south of I-27 stretching from Lubbock to Laredo and north of I-27 from Amarillo to the Texas/Oklahoma/New Mexico borders, along the designated corridor; and

WHEREAS, the City Council views this effort as a continuation of the original Lubbock to I-10 Study that TxDOT undertook from 1993-1997, where multiple routes were studied and, ultimately, no route was identified for designation or build out to an interstate standard; and

WHEREAS, while the initial findings report included in the study are positive, it is important to remember that the Ports-to-Plains Corridor is only one of those original routes studied by TxDOT; and

WHEREAS, the current economic analysis within said study relies on impacts calculated using 69 counties located along the Ports-to-Plains Corridor; and

WHEREAS, said analysis is based significantly on the impact of the Permian Basin and the Midland-Odessa Combined Statistical Area (CSA); and

WHEREAS, said study shows that the Midland-Odessa CSA is the most significant metropolitan area for economic benefit and the majority savings and cost beneficiary from reduced vehicular crashes; and

WHEREAS, the State Highway 349 corridor from Lamesa to Midland was recommended in the original Lubbock to I-10 Study for build out as a four-lane divided highway; and

WHEREAS, the Permian Basin CSA and Central Permian comprise some of the most significant contributions to such economic and cost-saving factors, and the positive results of the initial draft warrant expansion of the project throughout the Permian Basin; and

WHEREAS, the City Council finds it to be in the public interest to support the designation of an extension of Interstate 27 as a future interstate of Texas;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MIDLAND, TEXAS:

SECTION ONE. That the City Council supports the placement of the roadway segments leading directly to Midland-Odessa (State Highway 349 from Lamesa to Midland and State Highway 158 from Midland to Sterling City) in the top tier for prioritization in TxDOT's finalized study.

SECTION TWO. That the City Council supports the placement of the Midland Reliever Route construction completion in the top tier for prioritization in TxDOT's finalized study because the right-of-way for the State Highway 349 Reliever Route, from

the junction of State Highway 349 and Business State Highway 349 to State Highway 191, has been acquired.

SECTION THREE. That the City Council supports the expansion of TxDOT’s Ports-to-Plains Study (utilizing the same methodology as the current Ports-to-Plains Study and baseline economic data) to include all of the routes from the original Lubbock to I-10 Study and other viable routes (e.g., U.S. Highway 62/385) with a focus on the viability of connecting I-27 to I-20 or I-10, and ensure that any improvements result in the maximum outcome for the public and provide the greatest benefit for Texas taxpayers.

SECTION FOUR. That the City Council supports the inclusion of a county-by-county breakout of the economic, safety, and cost-benefit analysis in TxDOT’s final report regarding the expanded Ports-to-Plains Study so that participants and the general public will have more transparency in the analysis and make the valuable data contained herein available for review and use by the people and entities within the 69 counties located along the Ports-to-Plains Corridor.

On motion of Council member _____, seconded by Council member _____, the above and foregoing resolution was adopted by the City Council of the City of Midland at a regular meeting on the _____ day of _____, A.D., 2020, by the following vote:

Council members voting “AYE”:

Council members voting “NAY”:

Patrick N. Payton, Mayor

ATTEST:

Amy M. Turner, City Secretary

RECOMMENDED AND APPROVED:

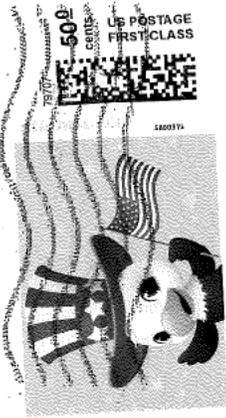
Courtney Sharp, City Manager

APPROVED ONLY AS TO FORM:

John Ohnemiller, City Attorney



MIDLAND ODESSA
TX 797 1 L
27 MAY 2020 1 PM



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

7822831224



COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)



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

2. Relief Route Studies

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Midland Relief Route Study around the city	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
I-27 and SH 289 (north end): Develop interchange	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I-20 at SH 158: Improve intersection	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Continued)

4. Comments (Please Print)

WE should expand this study to include additional routes to connect I-27 to I 20.
WE should add grade separations at SH 349 north of Midland at SH 349 to FM 1788.

Name: TOM SPRAWLS

Address:

Email:

Representing:

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

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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



**ATTACHMENT F
HANDOUTS & EXHIBITS**



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

FACT SHEET

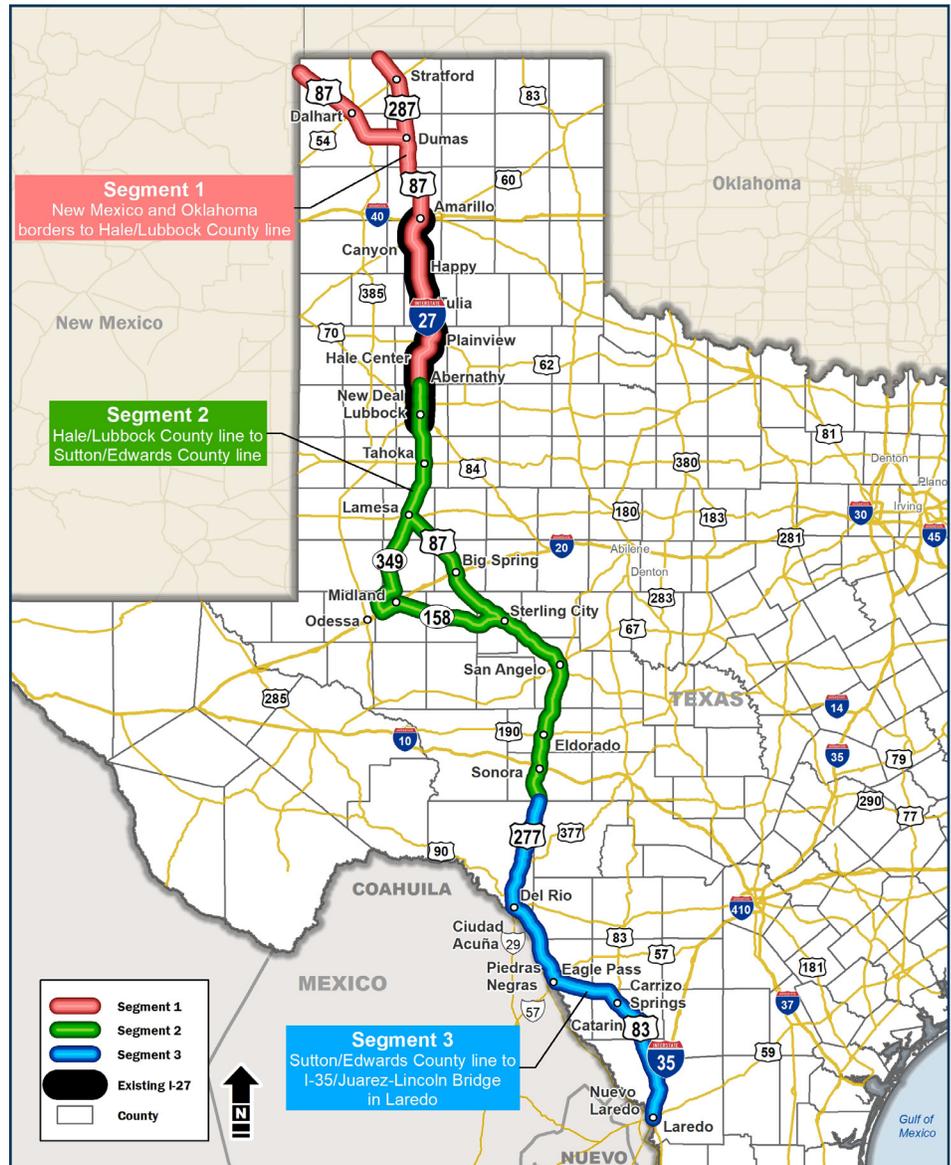
Spring 2020

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”

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

COMMENT CARD

Wednesday, May 13, 2020
Segment #2 Virtual Public Meeting

Thank you for participating in TxDOT's virtual public meeting. Please use the space below to submit written comments; attach additional pages if necessary. You may email to portstoplains@txdot.gov or mail to the address provided below. All written comments must be postmarked by Thursday, May 28, 2020. Thank you for your comments.

The Segment #2 Committee has identified the following preliminary recommended projects and studies. Please rank the recommendations with your priority for implementation.

1. Interstate Upgrade

Prioritize the preliminary recommendations.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 158 to Interstate: Midland to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Sterling City to San Angelo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: San Angelo to Christoval	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)

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

2. Relief Route Studies

Prioritize the preliminary recommendations.

**Short-Term
(0-5 years)** **Mid-Term
(6-10 years)** **Long-Term
(11+ years)**

Tahoka Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
O'Donnell Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lamesa Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Patricia Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Midland Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garden City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sterling City Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water Valley Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carlsbad Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Christoval Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
San Angelo Relief Route on the east side of the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Eldorado Relief Route Study around the city	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sonora Relief Route around the city (study underway)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)

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

3. Recommended Safety and Operational Projects

Prioritize the preliminary recommendations.

**Short-Term
(0-5 years)** **Mid-Term
(6-10 years)** **Long-Term
(11+ years)**

I-27 and SH 289 (north end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 82: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and US 62: Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-27 and SH 289 (south end): Develop interchange	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loop 88: Intersection (currently in development)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and SH 41: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 211: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 1317: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 213: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and FM 2053: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 at SH 158: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SH 158 and SH 137: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I-20 and Business 87: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 and US 67: Improve overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 87 at US 277 at LP 306: Improve intersection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Along US 277: Study bridge over river and access on and off	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at FM 110: Add grade separation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
US 277 at RM 189: Study overpass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(Continued)

4. Comments (Please Print)

Name: _____

Address: _____

Email: _____

Representing: _____

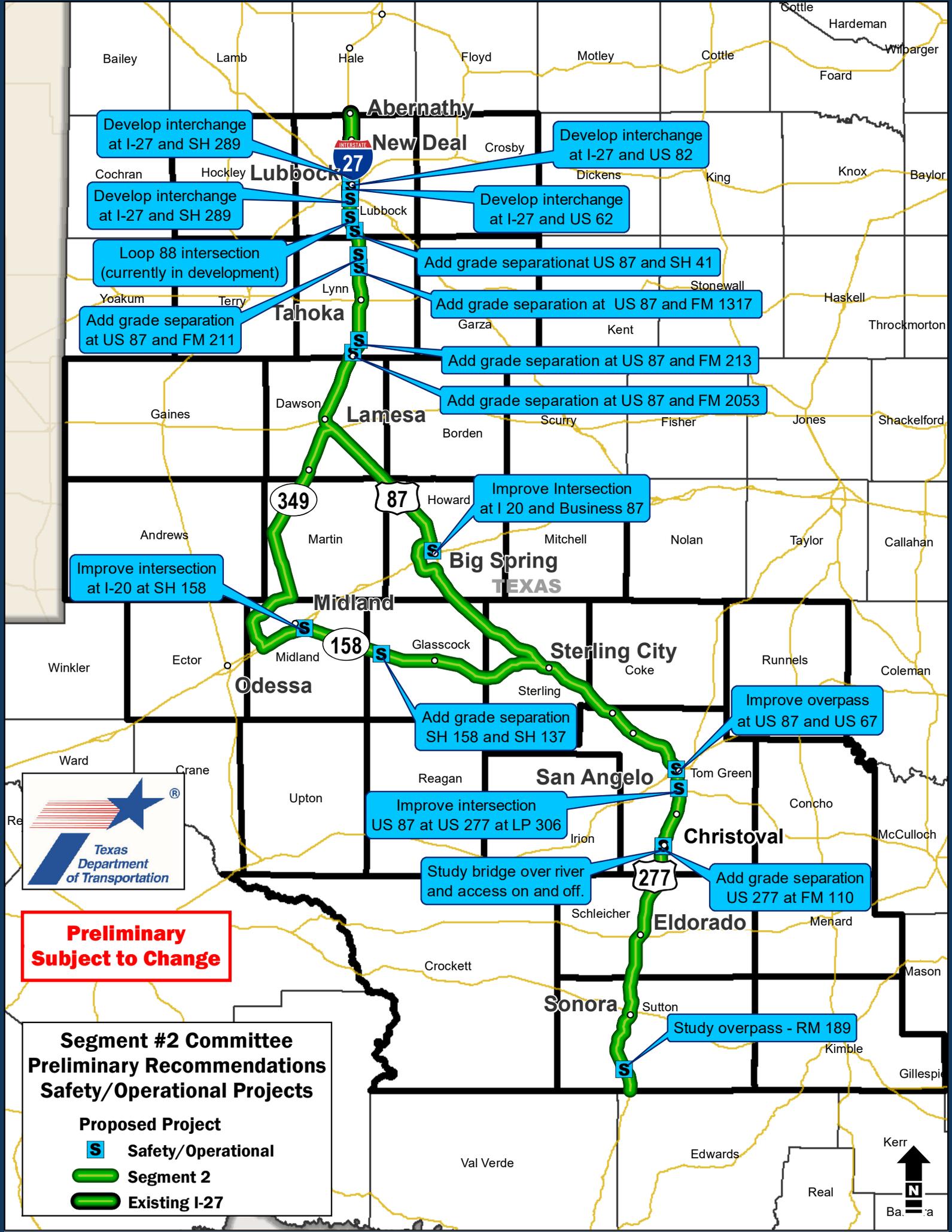
Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

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

Written comments submitted by mail must be postmarked by Thursday, May 28, 2020 and sent to

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





Develop interchange at I-27 and SH 289

Develop interchange at I-27 and US 82

Develop interchange at I-27 and SH 289

Develop interchange at I-27 and US 62

Loop 88 intersection (currently in development)

Add grade separation at US 87 and SH 41

Add grade separation at US 87 and FM 211

Add grade separation at US 87 and FM 1317

Add grade separation at US 87 and FM 213

Add grade separation at US 87 and FM 2053

Improve Intersection at I 20 and Business 87

Improve intersection at I-20 at SH 158

Add grade separation SH 158 and SH 137

Improve overpass at US 87 and US 67

Improve intersection US 87 at US 277 at LP 306

Study bridge over river and access on and off.

Add grade separation US 277 at FM 110

Study overpass - RM 189

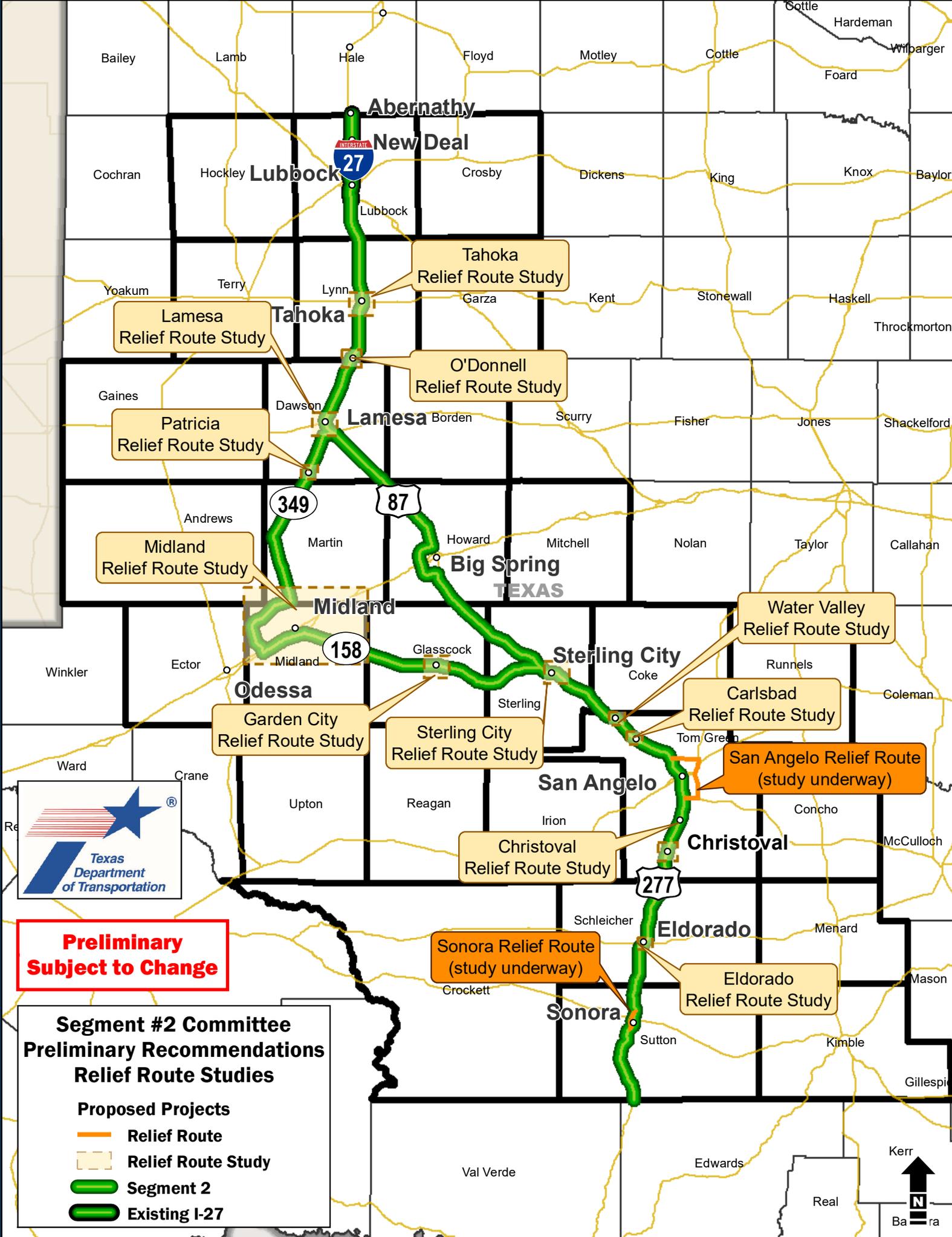
**Preliminary
Subject to Change**

Segment #2 Committee Preliminary Recommendations Safety/Operational Projects

Proposed Project

- Safety/Operational
- Segment 2
- Existing I-27





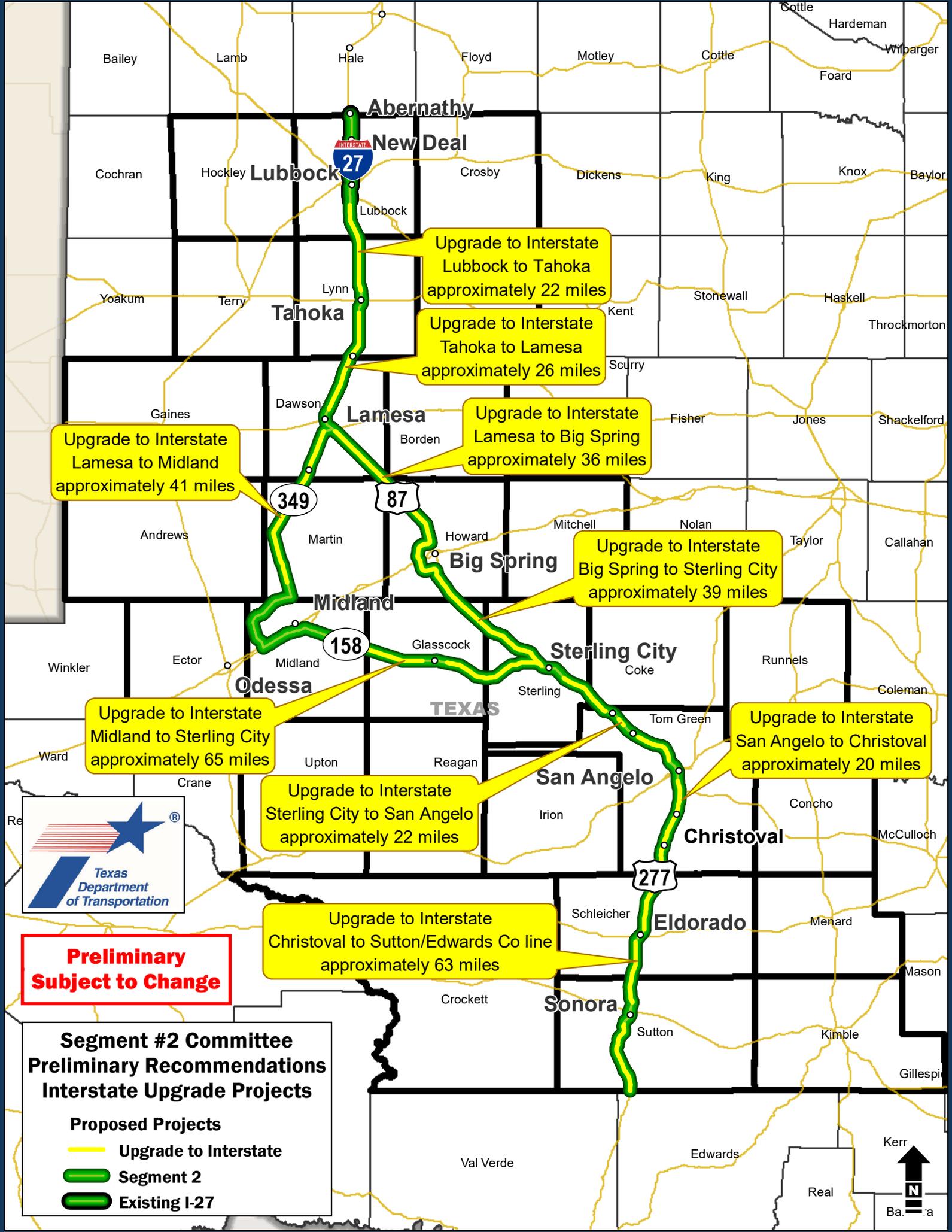
**Preliminary
Subject to Change**

Segment #2 Committee Preliminary Recommendations Relief Route Studies

Proposed Projects

- Relief Route
- Relief Route Study
- Segment 2
- Existing I-27





Upgrade to Interstate
Lubbock to Tahoka
approximately 22 miles

Upgrade to Interstate
Tahoka to Lamesa
approximately 26 miles

Upgrade to Interstate
Lamesa to Big Spring
approximately 36 miles

Upgrade to Interstate
Big Spring to Sterling City
approximately 39 miles

Upgrade to Interstate
Lamesa to Midland
approximately 41 miles

Upgrade to Interstate
Midland to Sterling City
approximately 65 miles

Upgrade to Interstate
Sterling City to San Angelo
approximately 22 miles

Upgrade to Interstate
San Angelo to Christoval
approximately 20 miles

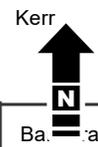
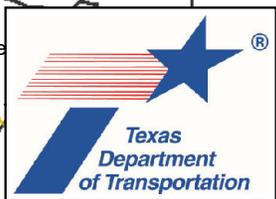
Upgrade to Interstate
Christoval to Sutton/Edwards Co line
approximately 63 miles

**Preliminary
Subject to Change**

**Segment #2 Committee
Preliminary Recommendations
Interstate Upgrade Projects**

Proposed Projects

- Upgrade to Interstate
- Segment 2
- Existing I-27





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

Segment #2, Public Meeting Round #3
Hale/Lubbock County Line to
Sutton/Edwards County Line

Virtual Public Meeting



- **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.



- **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 Thursday, May 28, 2020.
- **Project materials** are posted at www.txdot.gov and p2pseg2vpm.transportationplanroom.com for public viewing
- All comments must be received on or before **Thursday, May 28, 2020**. This will provide the Segment Committee an opportunity to consider public feedback before making its final recommendations.



- **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 p2pseg2vpm.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.



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



HB 1079 Overview





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

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





- HB 1079 requires TxDOT to establish a **P2P Advisory Committee (committee)**:
 - The committee is required to meet at least twice annually on a rotational basis in Lubbock and San Angelo.
 - Membership of the committee is limited to elected officials or their appointees specifically named in HB 1079.
 - The committee will review and compile reports from segment committees to form full advisory committee report.
 - TxDOT is required to incorporate reports submitted by the committee into the feasibility study.



- Additionally, TxDOT is required to establish **Corridor Segment Committees**. The segment committees are composed of:
 - Volunteers who may represent cities, counties, metropolitan planning organizations (MPOs), ports, chambers of commerce, and economic development corporations along the corridor;
 - The trucking industry;
 - TxDOT representatives; and
 - Other interested parties.

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
---	---	--	--	---



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

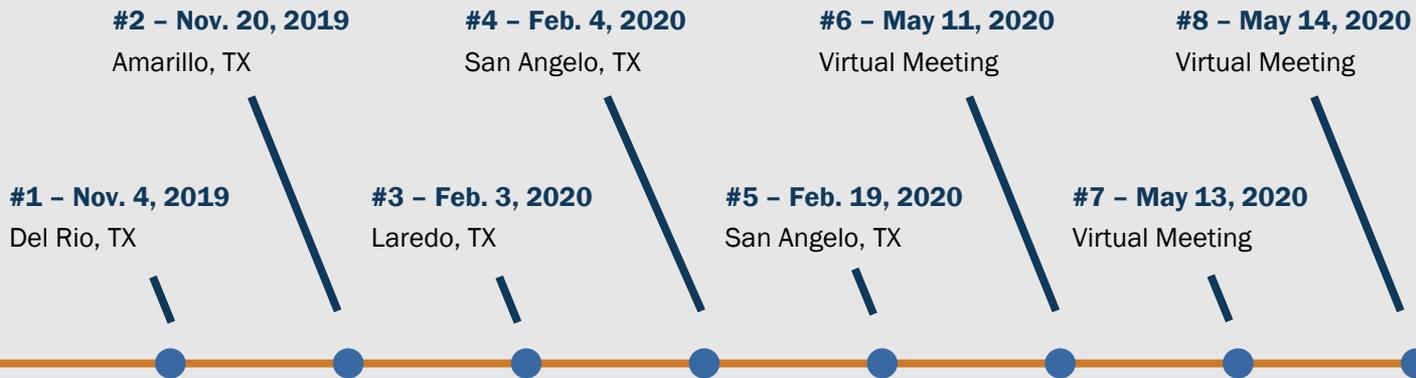


Quarterly Public Meetings

- 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.

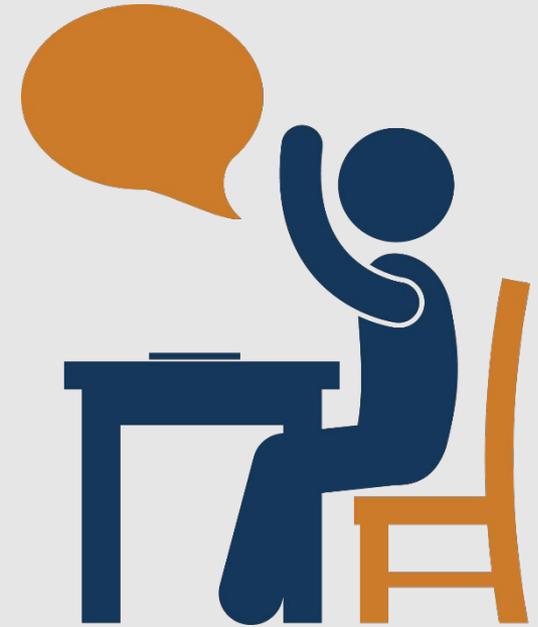


Public Meetings





Your participation gives you the opportunity **to provide input** on the Segment #2 Committee Preliminary Recommendations



Prioritize the recommended projects as

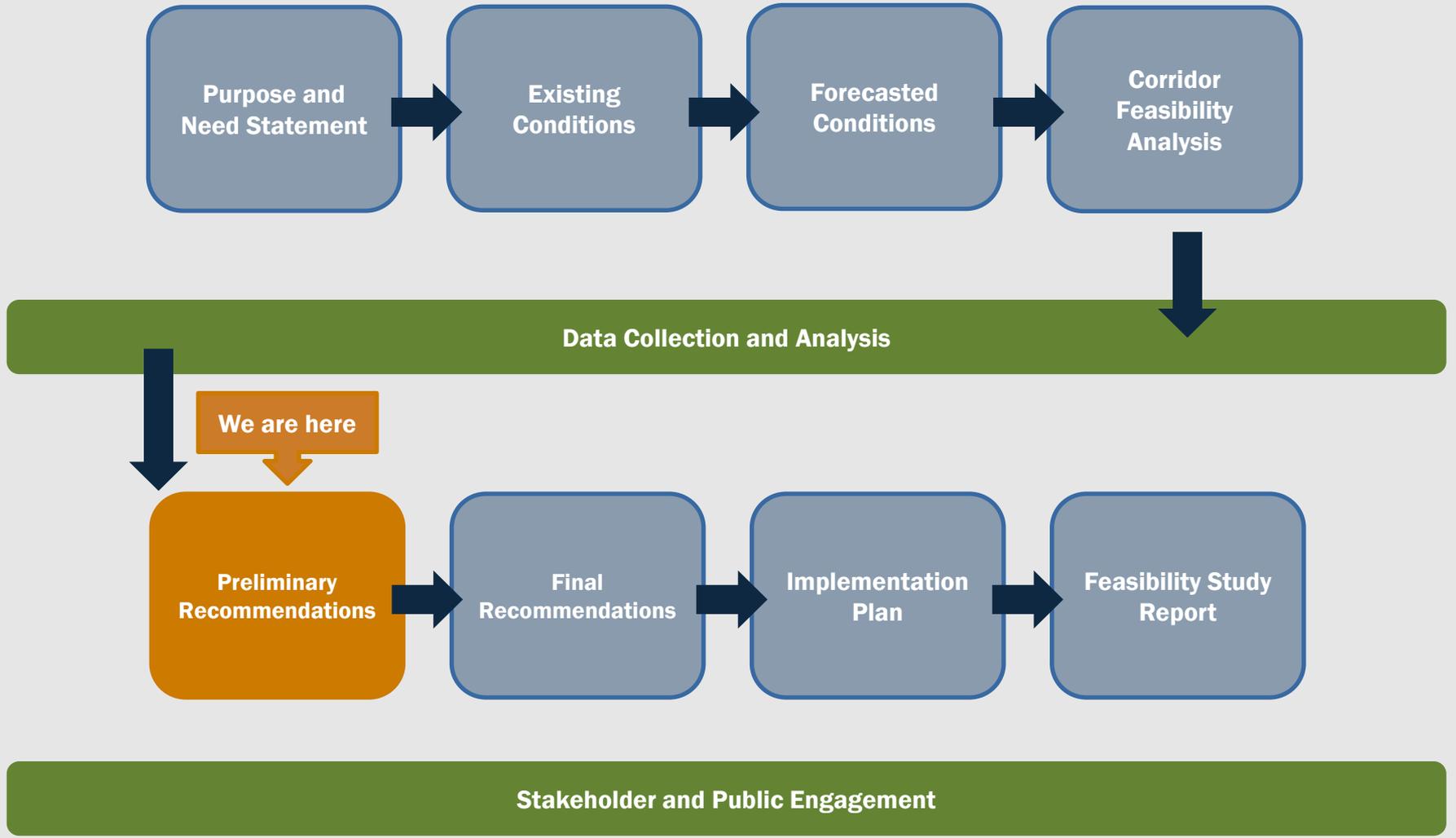
- Short-Term (0-5 Years)
- Medium-Term (6-10 Years)
- Long-Term (11+ Years)



Feasibility Study Overview



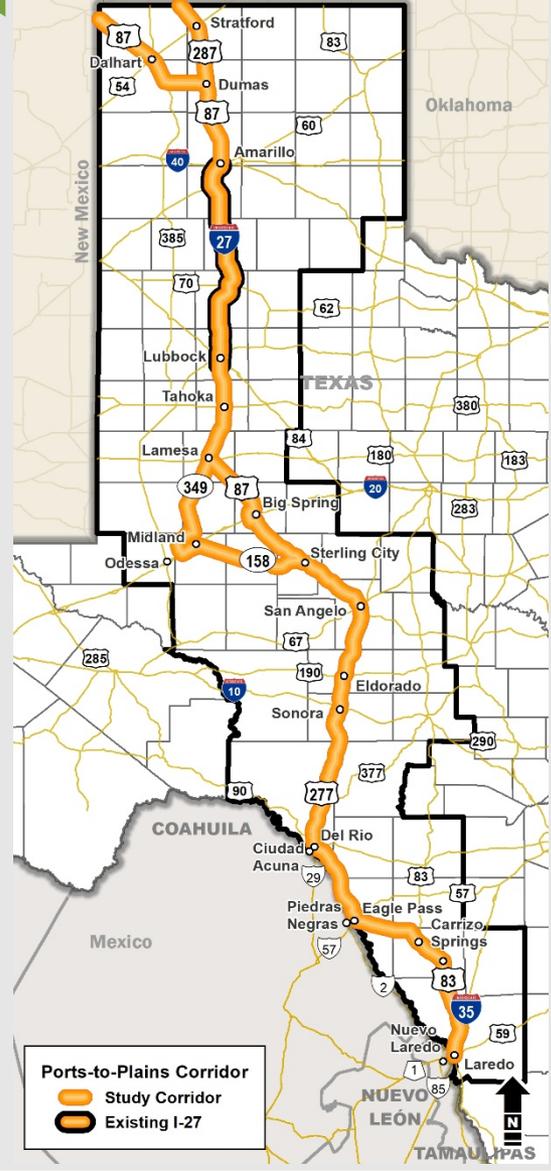
Ports-to-Plains Corridor Feasibility Study Scope



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





419 Segment Miles

12 Counties

4 TxDOT Districts

Abilene, San Angelo, Odessa, Lubbock

Major Cities and Towns

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

Corridor Highways

- US-277 from Edwards County to Sterling City
- US-87/SH-158/SH-349 from Sterling City to Lamesa
- US-87 from Lamesa to Lubbock

Segment #2 Existing and Forecasted Conditions - Socioeconomics



Population

- The population is projected to be 1,046,558 in 2020 and 2,104,479 in 2050, an increase of 101%, the highest growth in the Corridor.

Income

- Average median household income is projected to be \$52,941 in 2020 and \$125,376 in 2050, an increase of 137%.

Employment

- Employment is projected to be 485,513 in 2020 and 590,529 in 2050, an increase of 22%, the highest growth in the Corridor.

Segment #2 Existing and Forecasted Conditions - Traffic



2017 Traffic Volumes

- Average Traffic Volume: 10,200 vehicles per day
- Average Truck Volume: 2,100 trucks per day

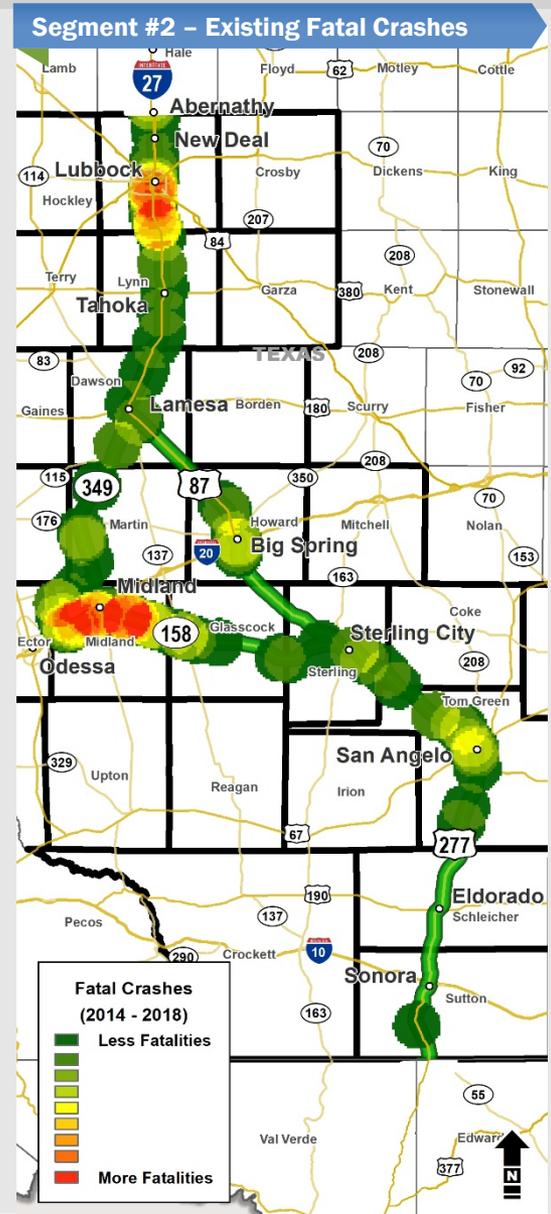
2050 Projected Volumes (Baseline)

- Average Traffic Volume: 17,200 vehicles per day (69% increase)
- Average Truck Volume: 3,600 trucks per day (71% increase)

Growth Areas

- US-277 north of Sonora
 - 3,000 to 4,600
- SH-158 near Midland
 - 16,900 to 31,000
- US-87 south of Lubbock
 - 11,000 to 18,600

Segment #2 Existing and Forecasted Conditions - Safety



Current Crash History (2014-2018)

- 7,460 Total Crashes
- 132 Fatal Crashes
- Crash Rate of 111 crashes per 100 MVMT

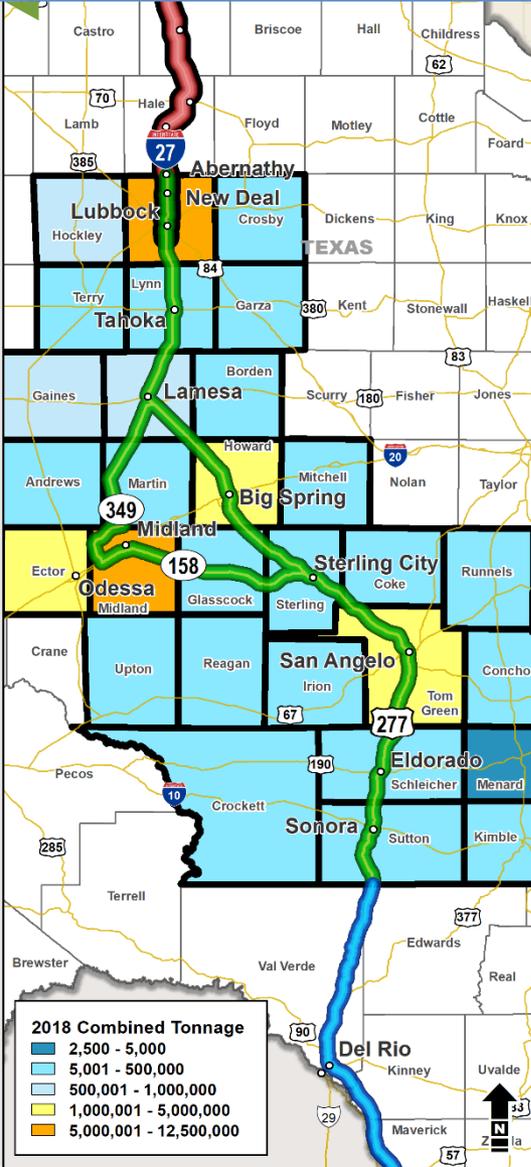
2050 Baseline Safety

- Planned and programmed projects are anticipated to lower the expected crash rate to 87 crashes per 100 MVMT (22% reduction)

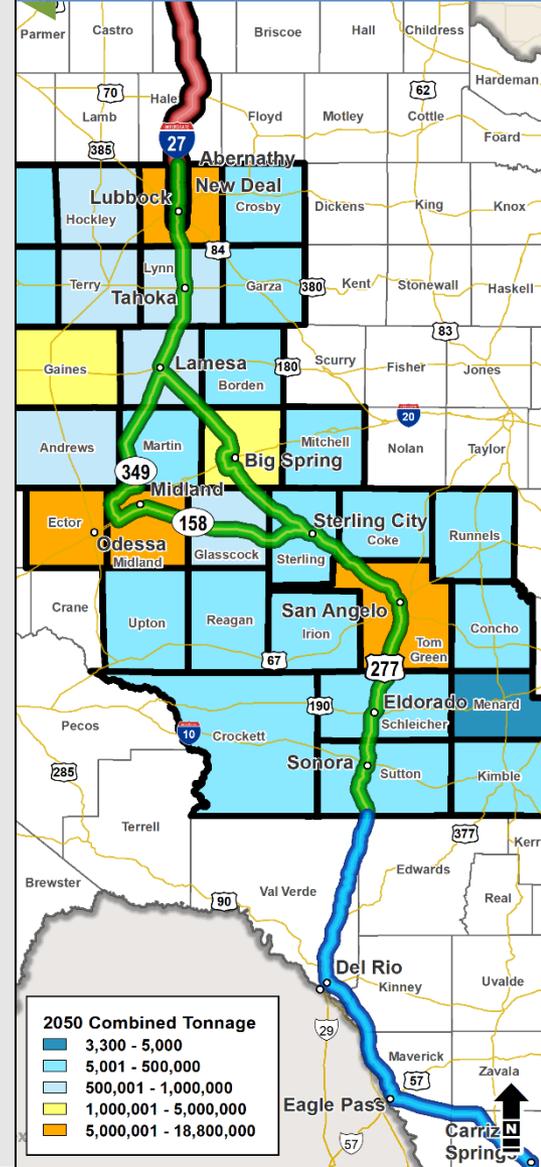
Segment #2 Existing and Forecasted Conditions - Freight



Segment #2 - Freight Tonnage 2018



Segment #2 - Freight Tonnage 2050



Total Freight Tonnage

- Total freight is anticipated to grow by 87% by 2050

International Trade

- International freight is projected to grow by 5.1 million tons by 2050

Agricultural Freight

- Agricultural freight is anticipated to be a mix of grain and oilseeds, and “other farm products” which includes cotton and raw milk

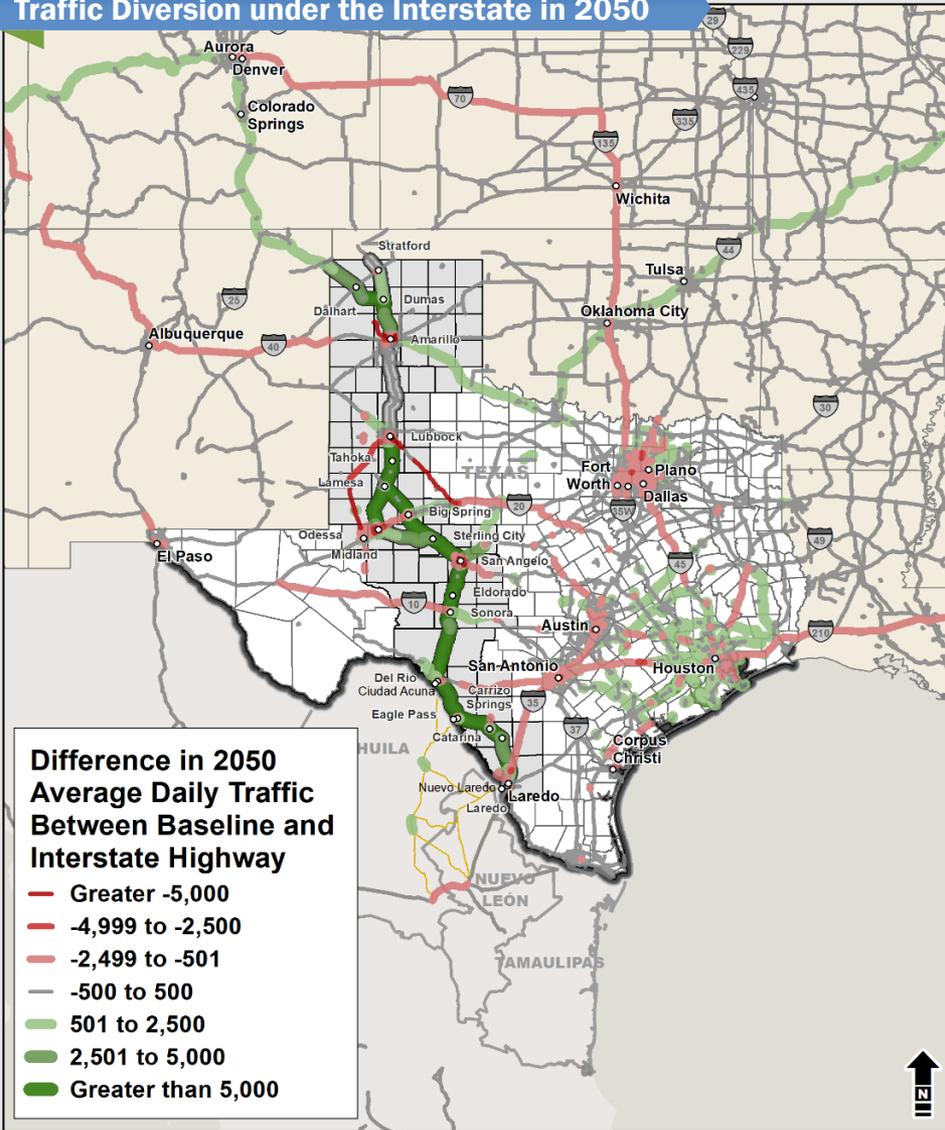
Energy Freight

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

Segment #2 Feasibility Analysis – Relieve Traffic Congestion



Traffic Diversion under the Interstate in 2050



Interstate



- The Interstate adds 12% new lane miles over the Baseline.
- Traffic in 2050 is expected to grow 40% over the Baseline.
- Trips are diverted from I-10 west of Senora and on US Highways connecting I-20 to Lubbock.

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.

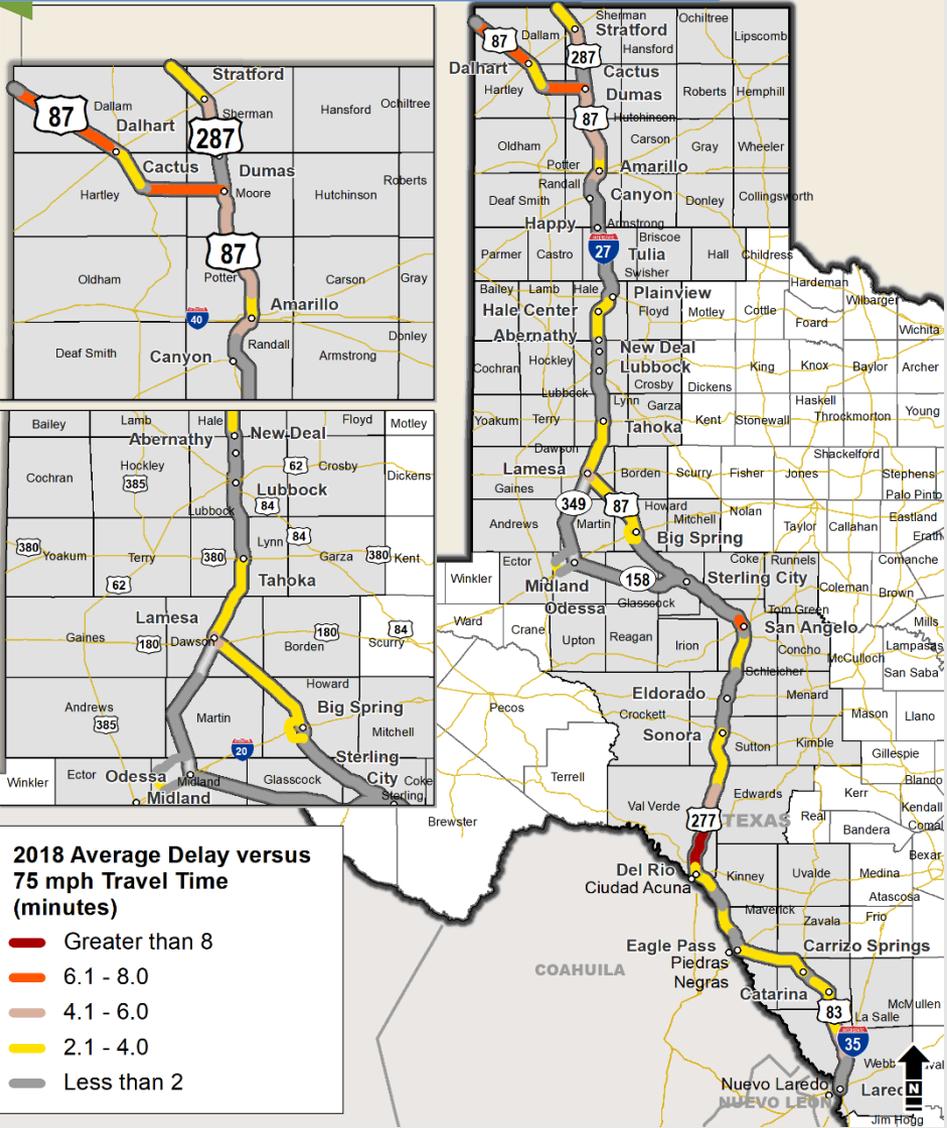
Segment #2 Feasibility Analysis – Safety and Mobility



- The Interstate is expected to reduce crashes by 26% over the Baseline.
- The Interstate provides an average travel time savings of 26 minutes over the Baseline for 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.

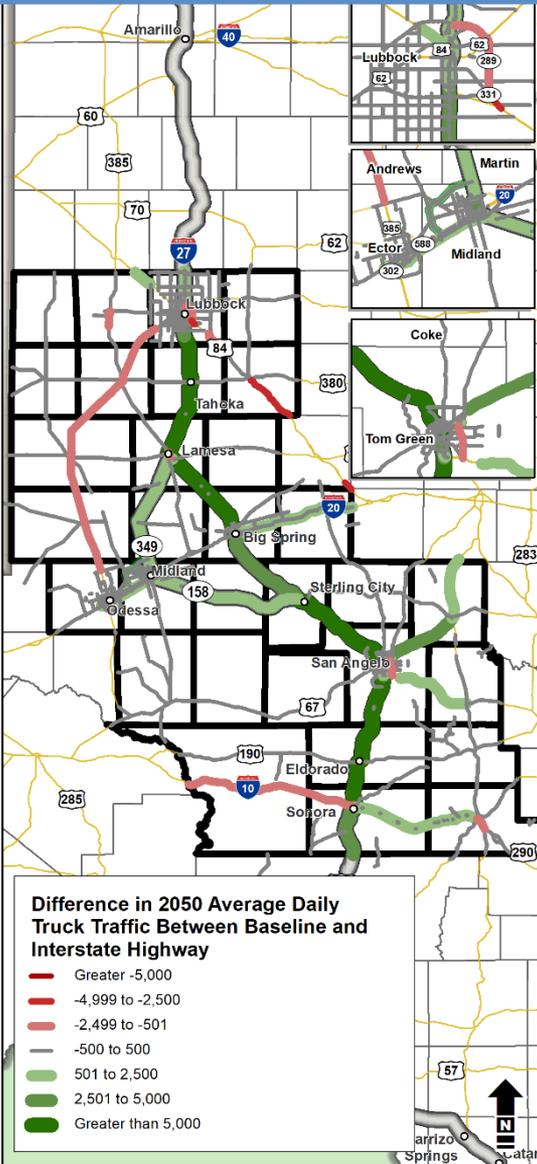
2050 Interstate Travel Time Savings (vs. Baseline)



Segment #2 Feasibility Analysis – Freight Movement



2050 Interstate Truck Traffic (vs. Baseline)



Interstate

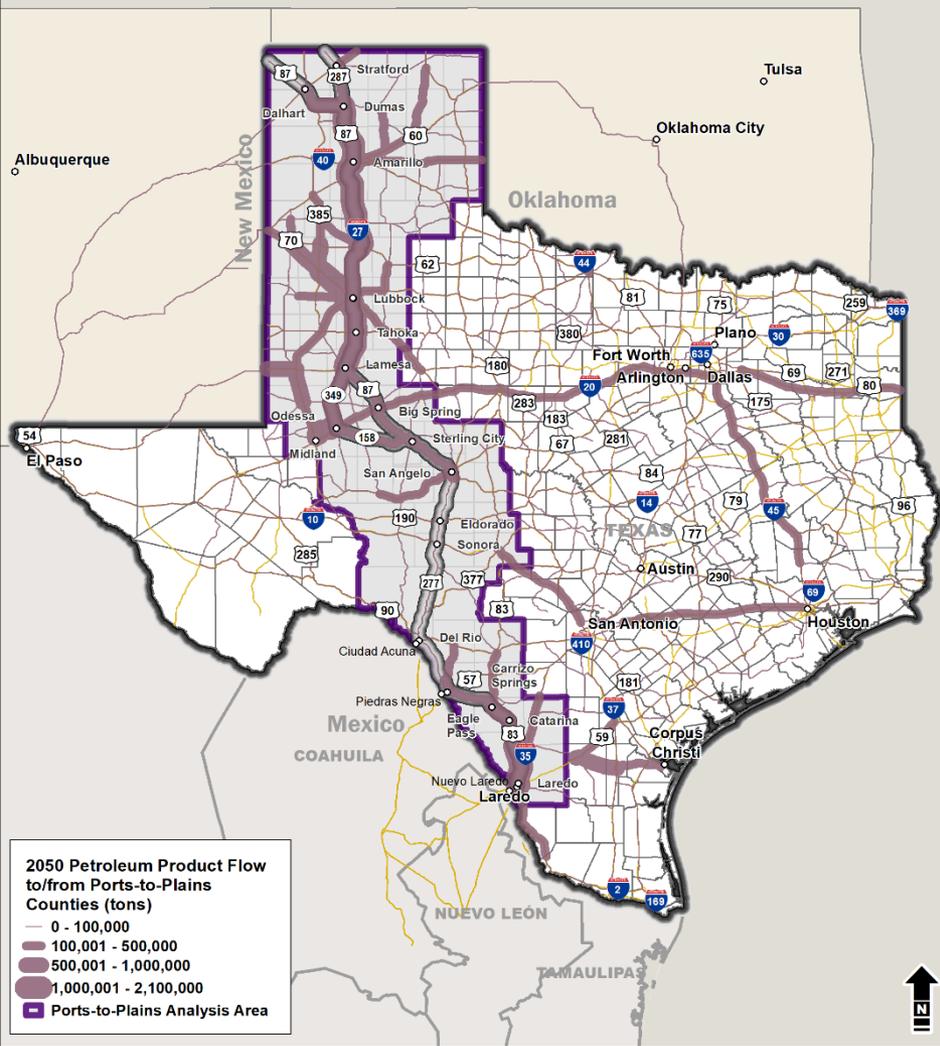


- The Interstate is projected to carry 4,900 trucks per day by 2050, an increase of 36% over the Baseline.
- Many truck trips are diverted from US-62 and US-385 between Lubbock and Odessa, and from I-10 west of Sonora. All portions of the Segment see increases.

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

Segment #2 Feasibility Analysis – Transporting Energy Products

Corridor Energy Freight Flow 2050 (Baseline)



Interstate



- The Interstate is projected to add 89 million freight tons (135%) above the Baseline
- Currently over half of the freight tons 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 #2 Preliminary Interstate Estimate <i>(Some Rural Frontage Roads)</i>	Corridor Preliminary Interstate Estimate <i>(Some Rural Frontage Roads)</i>
Interstate	<i>4-Lane Divided: 410 miles*</i>	<i>4-Lane Divided: 811 miles*</i>
Frontage Roads in Urban Areas***	<i>All (2-lane)</i>	<i>All** (2-lane)</i>
Frontage Roads in Rural Areas***	<i>236 out of 351 miles (1 lane)</i>	<i>533 out of 718 miles (1-lane)</i>
Construction	\$10.540 billion (\$25.7 M/mi)	\$20.584 billion (\$25.4 M/mi)
Right of Way	\$1.054 billion	\$2.058 billion
Utilities	\$0.454 billion	\$0.874 billion
Total	\$12.048 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 #2 Preliminary Recommendations





Committee members suggested preliminary recommended projects during a meeting held on April 2, 2020. Their recommendations were grouped into three categories.

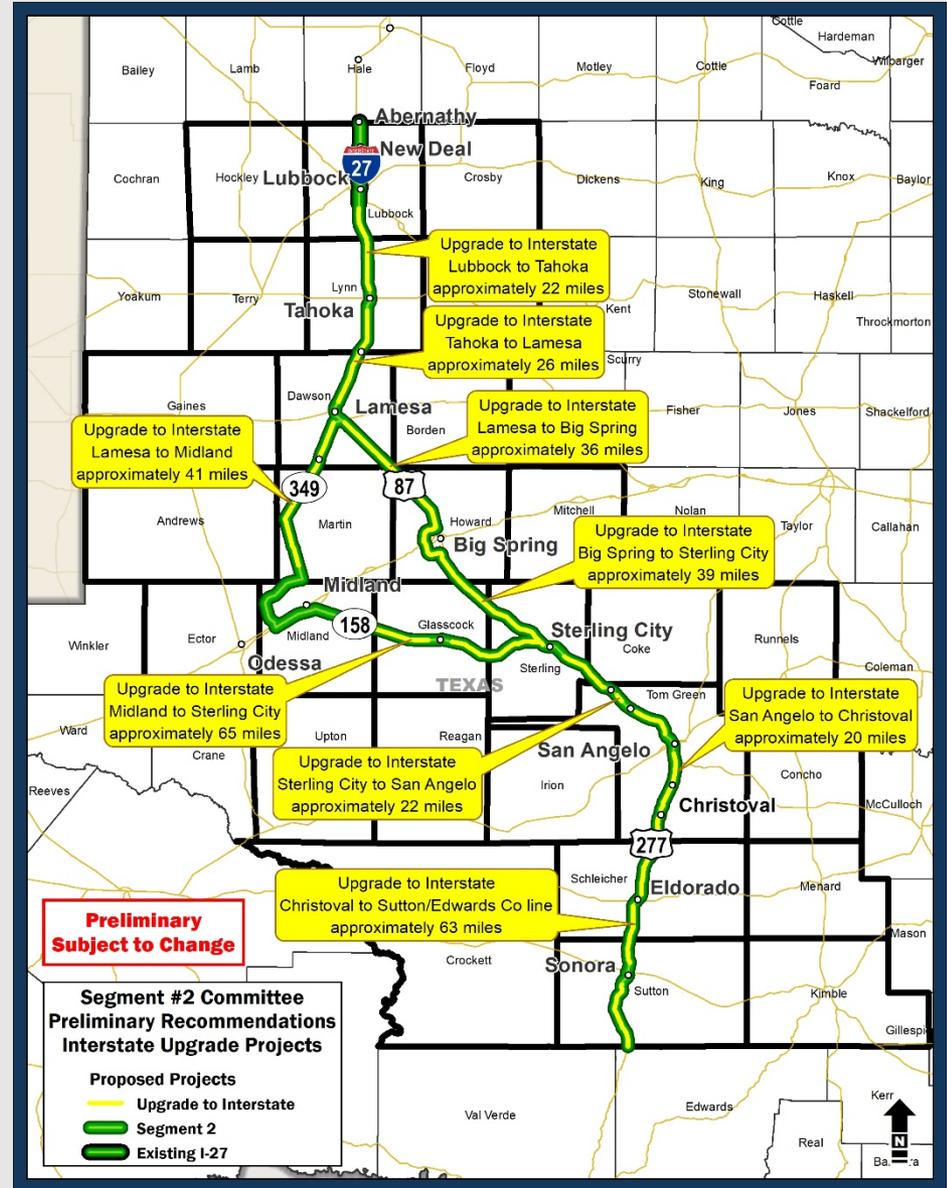
- **Interstate Upgrade Projects**
- **Relief Route Studies**
- **Safety and Operational Projects**

Interstate Upgrade Projects



Committee members suggested these preliminary recommended projects during a meeting held on April 2, 2020.

Roadway	From	To	Description of Work
US 87	Lubbock	Tahoka	Upgrade to Interstate (approx. 22 miles)
US 87	Tahoka	Lamesa	Upgrade to Interstate (approx. 26 miles)
SH 349	Lamesa	Midland	Upgrade to Interstate (approx. 41 miles)
US 87	Lamesa	Big Spring	Upgrade to Interstate (approx. 36 miles)
US 87	Big Spring	Sterling City	Upgrade to Interstate (approx. 39 miles)
SH 158	Midland	Sterling City	Upgrade to interstate (approx. 65 miles)
US 87	Sterling City	San Angelo	Upgrade to Interstate (approx. 22 miles)
US 277	San Angelo	Christoval	Upgrade to Interstate (approx. 20 miles)
US 277	Christoval	Sutton/Edwards Co. Line	Upgrade to Interstate (approx. 63 miles)

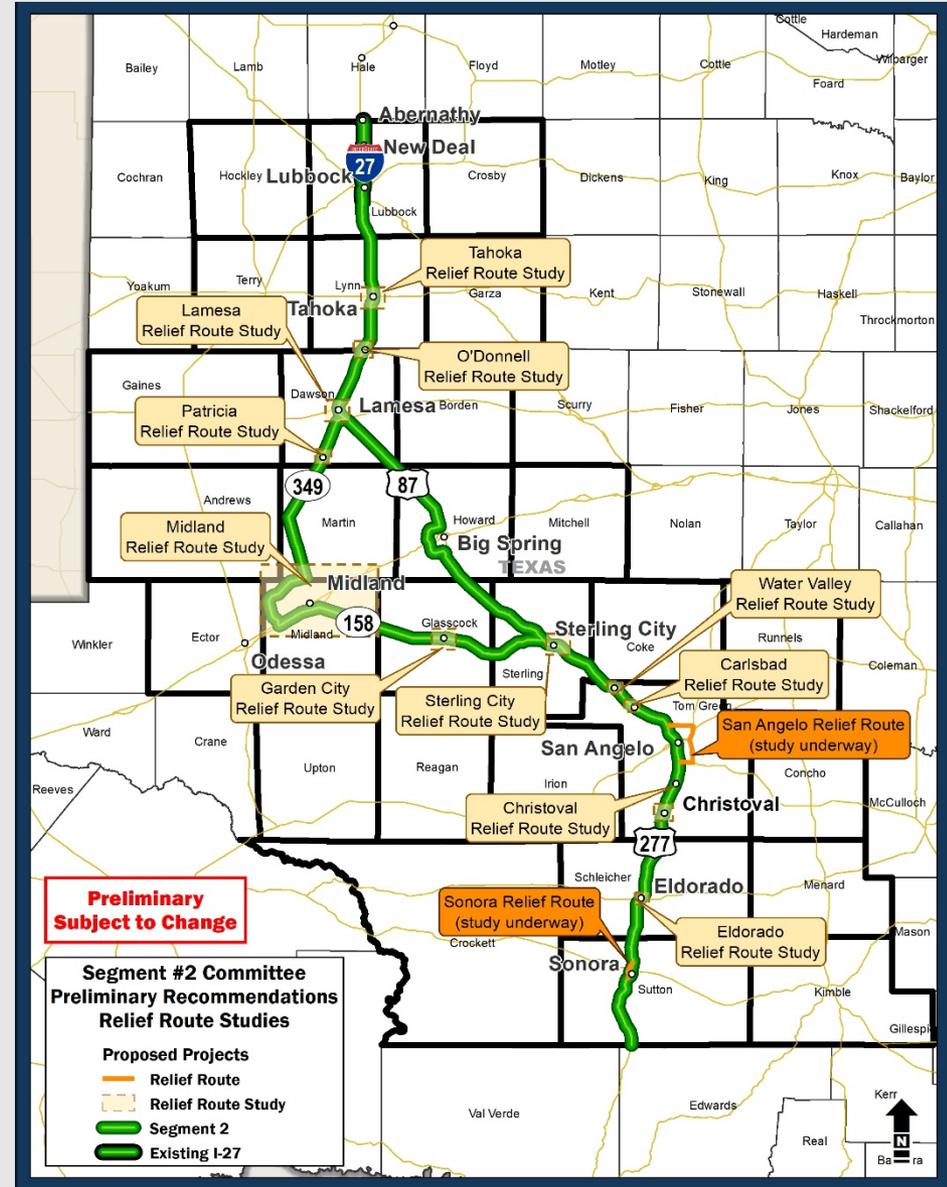


Relief Route Studies



Committee members suggested these preliminary recommended projects during a meeting held on April 2, 2020.

Description	Location
Tahoka Relief Route Study	Around City of Tahoka
O'Donnell Relief Route Study	Around City of O'Donnell
Lamesa Relief Route Study	Around City of Lamesa
Patricia Relief Route Study	Around City of Patricia
Midland Relief Route Study	Around City of Midland
Garden City Relief Route Study	Around City of Garden City
Sterling City Relief Route Study	Around City of Sterling City
Water Valley Relief Route Study	Around City of Water Valley
Carlsbad Relief Route Study	Around City of Carlsbad
Christoval Relief Route Study	Around Christoval
San Angelo Relief Route (study underway)	East side of San Angelo
Eldorado Relief Route Study	Around City of Eldorado
Sonora Relief Route (study underway)	Around Sonora

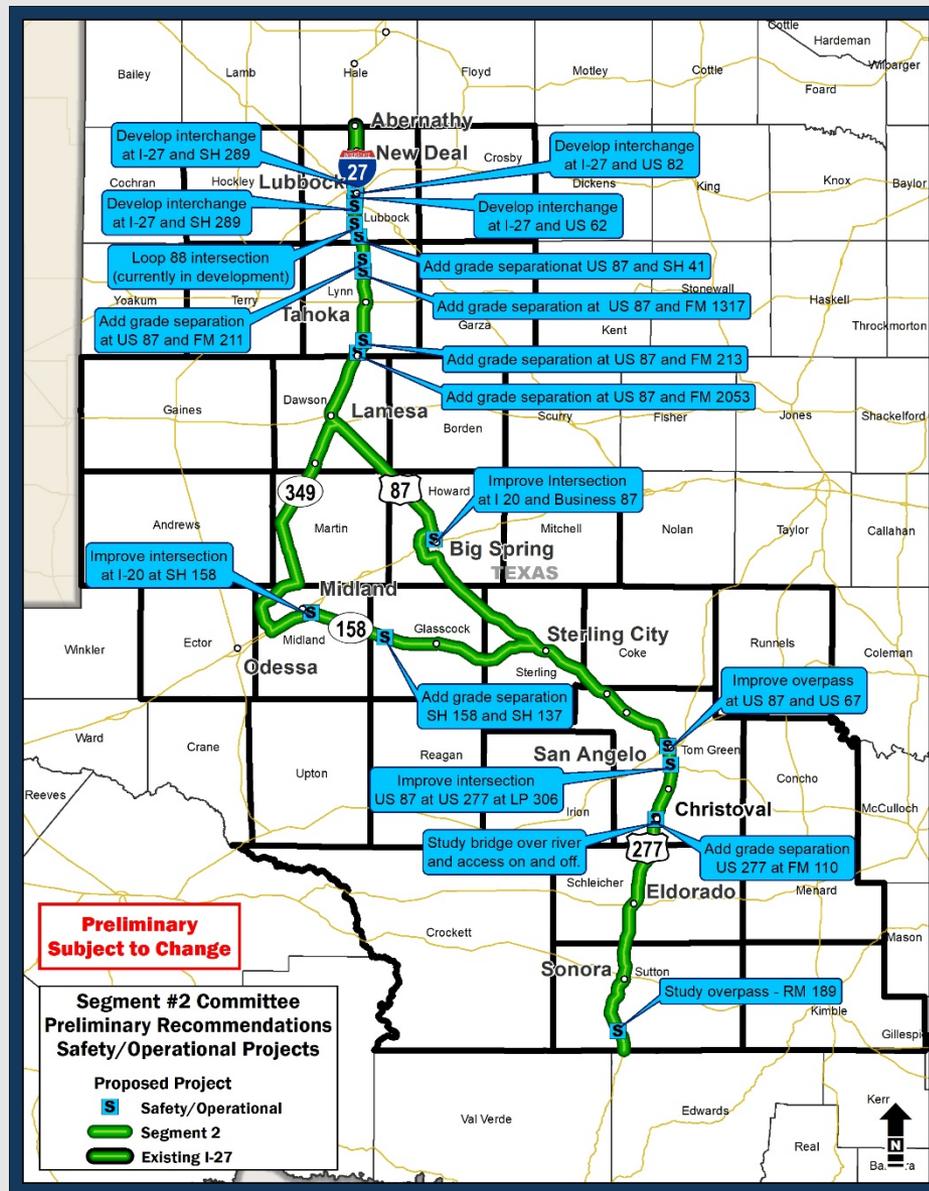


Safety and Operational Projects



Committee members suggested these preliminary recommended projects during a meeting held on April 2, 2020.

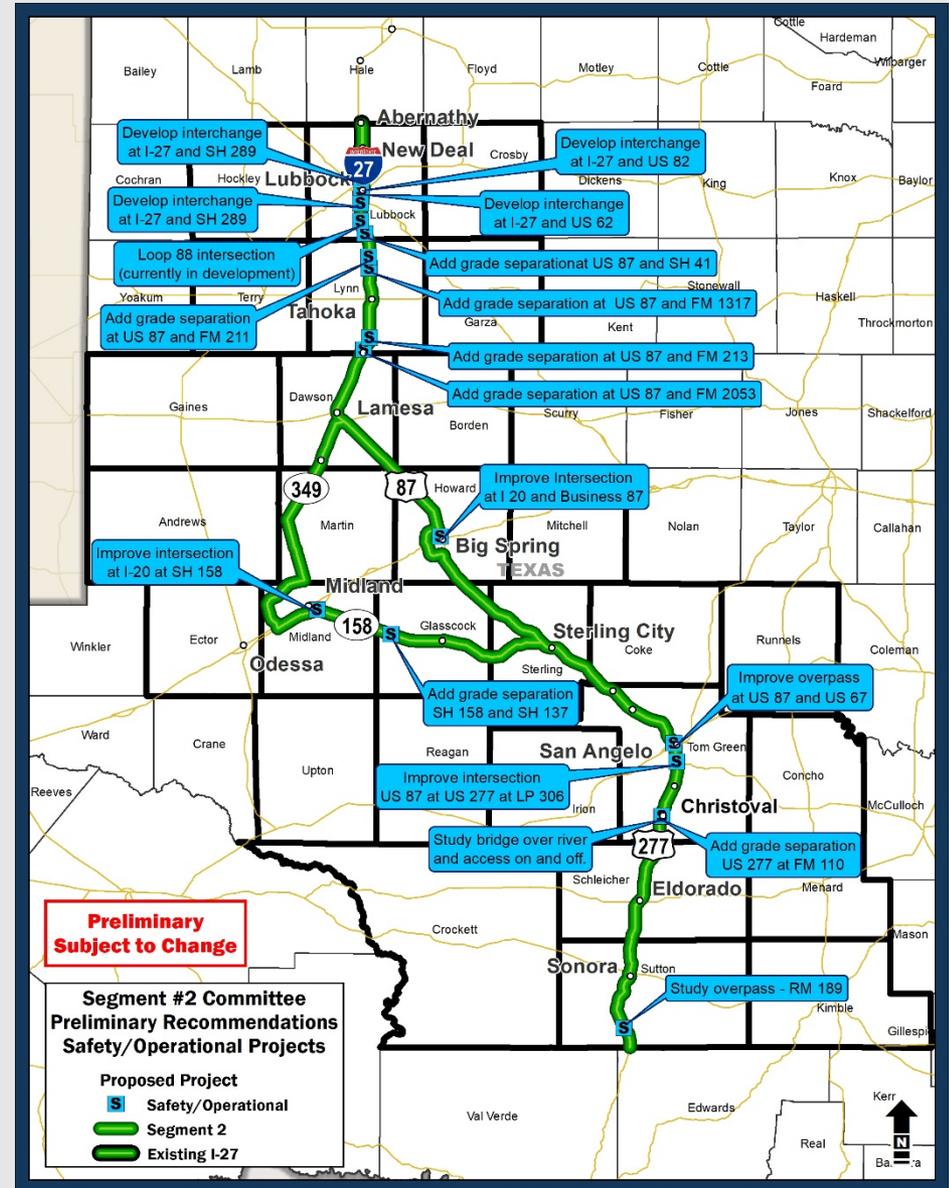
Roadway	Description of Work
I-27 and SH 289 (north end)	Develop interchange
I-27 and US 82	Develop interchange
I-27 and US 62	Develop interchange
I-27 and SH 289 (south end)	Develop interchange
Loop 88	Intersection (currently in development)
US 87 and SH 41	Add grade separation
US 87 and FM 211	Add grade separation
US 87 and FM 1317	Add grade separation
US 87 and FM 213	Add grade separation
US 87 and FM 2053	Add grade separation
I-20 at SH 158	Improve intersection
SH 158 and SH 137	Add grade separation



Safety and Operational Projects (continued)



Roadway	Description of Work
I-20 and Business 87	Improve intersection
US 87 and US 67	Improve overpass
US 87 at US 277 at LP 306	Improve intersection
Along US 277	Study bridge over river and access on and off
US 277 at FM 110	Add grade separation
US 277 at RM 189	Study overpass





Time for Q & A

(State your name before you begin)

Verbal questions or comments

Unmute your device now

Written questions or comments

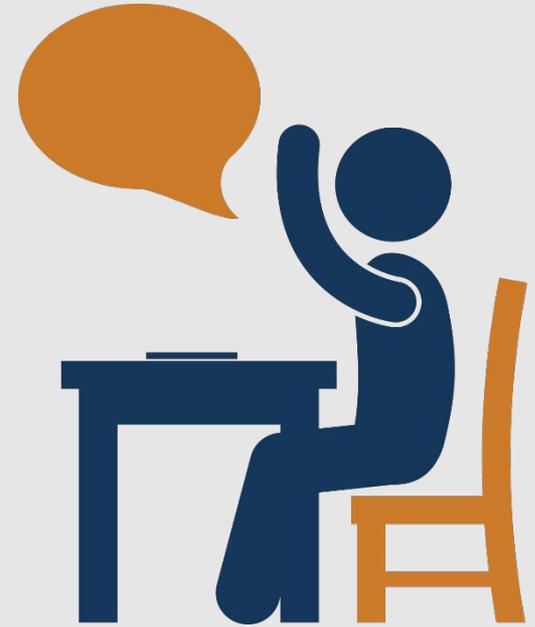
Use the chat box to submit



Public Feedback

What are your comments on the Segment #2 Preliminary Recommendations?

All comments must be received on or before **Thursday, May 28, 2020.**



p2pseg2vpm.transportationplanroom.com



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



portstoplains@txdot.gov



512-486-5106



THANK YOU!

ATTACHMENT G
VIRTUAL PUBLIC MEETING WEB SITE

<https://p2pseg2vpm.transportationplanroom.com/>

Ports-to-Plains Segment #2

PRESENTATION

Virtual Public Meeting

Wednesday, May 13, 2020

4:00 p.m.



Attend the Virtual Meeting

When it is time, join the virtual public meeting by clicking the graphic above.

- **Meeting number (access code):** 476 224 192
- **Meeting password:** P2PStudy
- **Select your desired audio option**
- **Or join by phone:** (415) 655-0003

The meeting will be recorded and available online for the public to view through Thursday, May 28, 2020.

Meeting Format

The public meeting will begin at 4 p.m. on Wednesday, May 13.

Project staff will give a presentation regarding the project. The presentation will include both audio and visual components and will be in English. After the presentation, the project team will respond to questions and comments from attendees.

- **Please type your name in the chat box when you enter the live event.**
- **To minimize background noise, please check your computer and phone 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.**

Submitting Questions or Comments

The public may, as an alternative to attending the virtual public meeting, submit questions and comments to the project team through email, letter, the online comment form, or by a phone call.

All comments must be received on or before Thursday, May 28.

The online and print versions of the comment form are located on the [Submit a Comment](#) page.

Exhibits & Materials

Exhibit materials and other information discussed during the online public meeting are located on this website. Visit the [Recommended Projects](#) page on this website to view or download materials.



Ports-to-Plains Segment #2

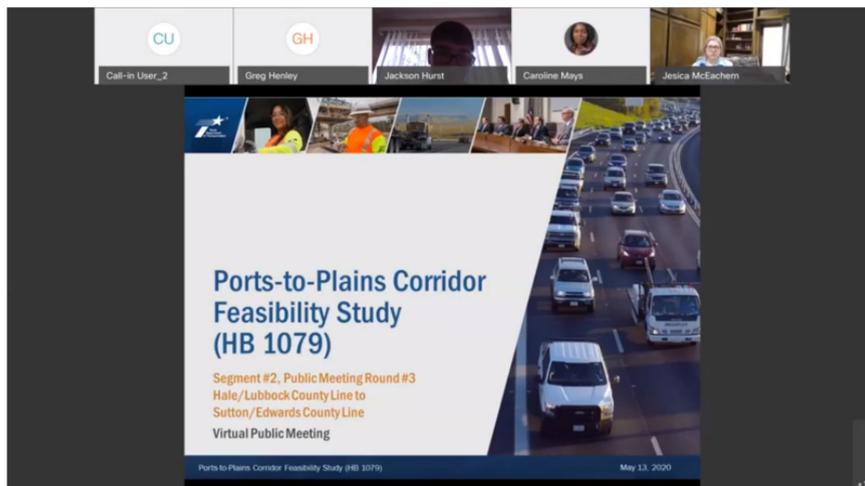
PRESENTATION

Virtual Public Meeting

Wednesday, May 13, 2020

4:00 p.m.

Presentation (video)



Presentation (pdf)



Presentation

A virtual public meeting was held on Wednesday, May 13, 2020. The meeting was recorded and will be available for the public to view through Thursday, May 28. Click on the presentation above to view or download the presentation slides.

Meeting Format

Project staff gave a presentation regarding the project. The presentation included both audio and visual components and was in English. After the presentation, the project team responded to questions and comments from attendees.

Submitting Questions or Comments

The public may, as an alternative to attending the virtual public meeting, submit questions and comments to the project team through email, letter, the online comment form, or by a phone call.

All comments must be received on or before Thursday, May 28.

The online and print versions of the comment form are located on the [Submit a Comment](#) page.

Exhibits & Materials

Exhibit materials and other information discussed during the online public meeting are located on this website. Visit the [Recommended Projects](#) page on this website to view or download materials.





Ports-to-Plains Segment #2

WELCOME

Sign In & Handouts

Thanks for attending this virtual public meeting. Take a moment to:

1. Fill out the meeting sign-in sheet
2. View the meeting handouts below

Sign-In Sheet

Segment #2 Public Meeting Sign-In

Ports-to-Plains Corridor Feasibility Study (HB 1079) Segment #2

1. Name

2. Email

3. Zip Code

Submit

Never give out your password. Report abuse

Comment Card (Print)

Tarjeta de Comentario

Fact Sheet



Ports-to-Plains Segment #2

COMMENTS

Submit a Comment

Thank you for participating in this online virtual public meeting. You may use the online or print versions of the comment form below to submit written comments. You may also email or mail to the address provided below. All written comments must be received on or before **Thursday, May 28, 2020**. Thank you for your comments.

Exhibits are included below for reference material as you fill out your comments.

Interstate Upgrade Projects



Relief Route Studies



Operational/Safety Projects



Comment Form (Online)

Scroll down to answer form fields and then click *Submit*.

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Comment Card (Print Version)

You may email or mail to the addresses provided below.

portstoplains@txdot.gov

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

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Tarjeta de Comentario

Puede enviar un correo electrónico o correo postal a la dirección que se indica a continuación.

portstoplains@txdot.gov

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

	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade US 87 to Interstate: Lubbock to Tahoka	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Tahoka to Lamesa	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade SH 349 to Interstate: Lamesa to Midland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Lamesa to Big Spring	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upgrade US 87 to Interstate: Big Spring to Sterling City	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Segment #2 Virtual Meeting, Round #3

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

Sign In & Handouts

[Learn More](#)

Virtual Public Meeting

[Learn More](#)

Recommended Projects

[Learn More](#)

Study Background

[Learn More](#)

Submit a Comment

[Learn More](#)

Frequent Questions

[Learn More](#)

TxDOT will host a live virtual public meeting 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. This public meeting will focus on Segment #2 from the Hale/Lubbock County line to the Sutton/Edwards County line.

Virtual Meeting: Wednesday, May 13, 2020

The virtual public meeting will be held on **Wednesday, May 13, 2020, at 4 p.m.** This will be a webinar format (no in-person meeting) which will include a live presentation and comment opportunity via WebEx, which will be recorded and available until Thursday, May 28, 2020. Visit the [Virtual Public Meeting](#) page to join the webinar or watch the presentation at a later date.

Phone Number

If you do not have internet access, you may call (512) 486-5106 to ask questions about the project and access project materials at any time during the study process. Comments must be received on or before Thursday, May 28, 2020 to be included in the official record.

Written Comments

All comments must be received on or before Thursday, May 28, 2020. Formal comments may be submitted by mail, email, or online comment form as described on the Submit a Comment page. You may also contact TxDOT to ask questions about the project at any time during the study process.

Study 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.

Special Accommodations

TxDOT makes every reasonable effort to accommodate the needs of the public. The virtual public meeting will be in English. If you need 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.



Ports-to-Plains Segment #2

CONTACT US

Contact Us

Contact

If you have any general questions or concerns regarding the study or the virtual public meeting, please contact:

512-486-5106

portstoplains@txdot.gov



PORTS-TO-PLAINS SEGMENT #2

[Segment #2 Virtual Meeting, Round #3](#)

[Sign In & Handouts](#)

[Virtual Public Meeting](#)

[Study Background](#)

[Recommended Projects](#)

[Submit a Comment](#)

[Frequent Questions](#)

[Contact Us](#)

Ports-to-Plains Segment #2

MATERIALS

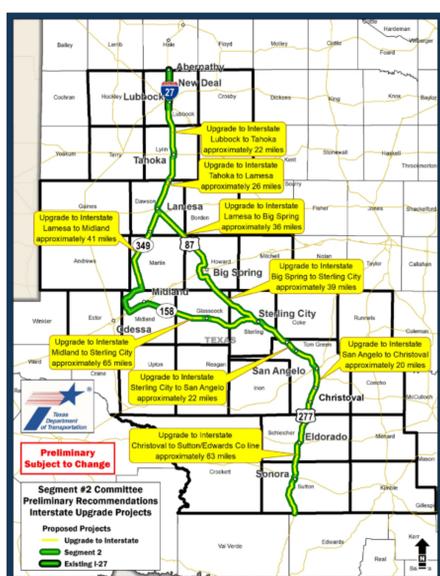
Recommended Projects

Public Meeting Exhibits

Segment #2 Committee members suggested these preliminary recommended projects during a meeting held on April 2, 2020.

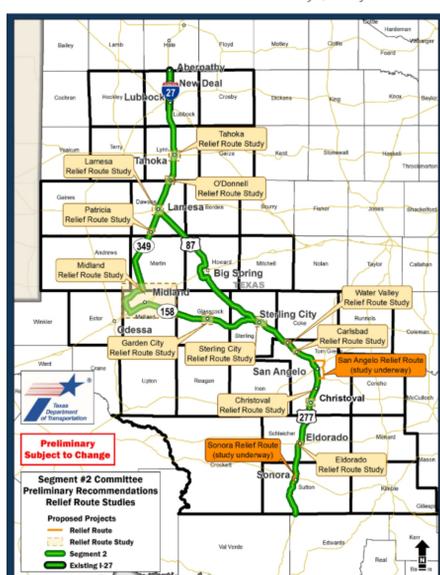
Committee Preliminary Recommendations: Interstate Upgrade Projects

- Upgrade US 87 to Interstate: Lubbock to Tahoka (approx. 22 miles)
- Upgrade US 87 to Interstate: Tahoka to Lamesa (approx. 26 miles)
- Upgrade SH 349 to Interstate: Lamesa to Midland (approx. 41 miles)
- Upgrade US 87 to Interstate: Lamesa to Big Spring (approx. 36 miles)
- Upgrade US 87 to Interstate: Big Spring to Sterling City (approx. 39 miles)
- Upgrade SH 158 to Interstate: Midland to Sterling City (approx. 65 miles)
- Upgrade US 87 to Interstate: Sterling City to San Angelo (approx. 22 miles)
- Upgrade US 277 to Interstate: San Angelo to Christoval (approx. 20 miles)
- Upgrade US 277 to Interstate: Christoval to Sutton/Edwards Co. Line (approx. 63 miles)



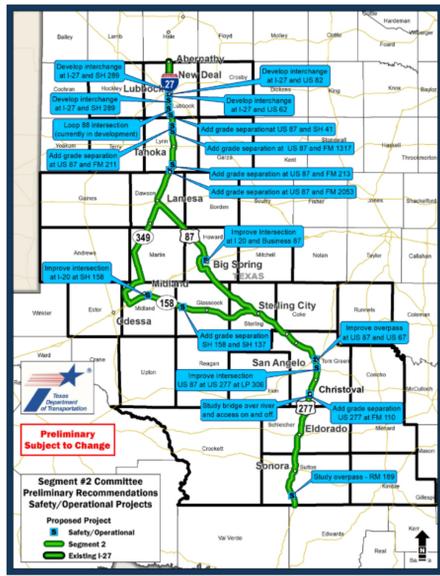
Committee Preliminary Recommendations: Relief Route Studies

- Tahoka Relief Route Study around the city
- O'Donnell Relief Route Study around the city
- Lamesa Relief Route Study around the city
- Patricia Relief Route Study around the city
- Midland Relief Route Study around the city
- Garden City Relief Route Study around the city
- Sterling City Relief Route Study around the city
- Water Valley Relief Route Study around the city
- Carlsbad Relief Route Study around the city
- Christoval Relief Route Study around the city
- San Angelo Relief Route on the east side of the city (study underway)
- Eldorado Relief Route Study around the city
- Sonora Relief Route around the city (study underway)



Committee Preliminary Recommendations: Safety/Operational Projects

- I-27 and SH 289 (north end): Develop interchange
- I-27 and US 82: Develop interchange
- I-27 and US 62: Develop interchange
- I-27 and SH 289 (south end): Develop interchange
- Loop 88: Intersection (currently in development)
- US 87 and SH 41: Add grade separation
- US 87 and FM 211: Add grade separation
- US 87 and FM 1317: Add grade separation
- US 87 and FM 213: Add grade separation
- US 87 and FM 2053: Add grade separation
- I-20 at SH 158: Improve intersection
- SH 158 and SH 137: Add grade separation
- I-20 and Business 87: Improve intersection
- US 87 and US 67: Improve overpass
- US 87 at US 277 at LP 306: Improve intersection
- Along US 277: Study bridge over river and access on and off
- US 277 at FM 110: Add grade separation
- US 277 at RM 189: Study overpass



Ports-to-Plains Segment #2

FAQS

Frequent Questions

What is the Ports-to-Plains Corridor?
Why is this study being conducted?
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?
Would only existing highway corridors be studied to extend I-27?
Is the Ports-to-Plains Corridor in Texas going to be constructed to interstate standards?
How is membership in the Advisory and Segment Committees determined?
Will the public have an opportunity to participate in the study?
What are the key milestones in the study?
Who can I contact for more information?

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.

[Top ^](#)

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.

[Top ^](#)

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.

[Top ^](#)

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.

[Top ^](#)

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.

[Top ^](#)

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.

[Top ^](#)

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.

[Top ^](#)

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.

[Top ^](#)

Who can I contact for more information?

Steve Linhart, TxDOT, 512-486-5106, portstoplains@txdot.gov

[Top ^](#)

