



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
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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
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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*
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*Prescribed by HB 1079

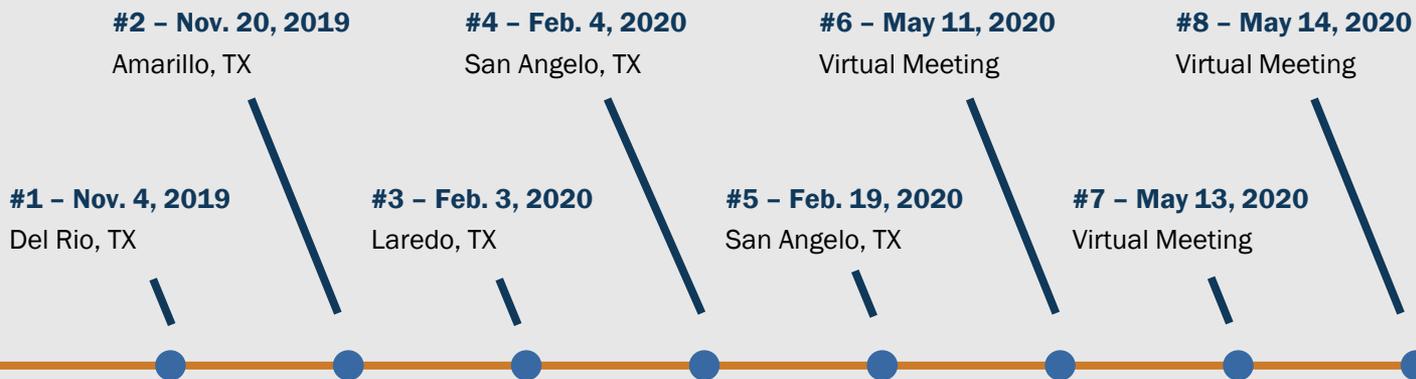


Quarterly Public Meetings

- 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.

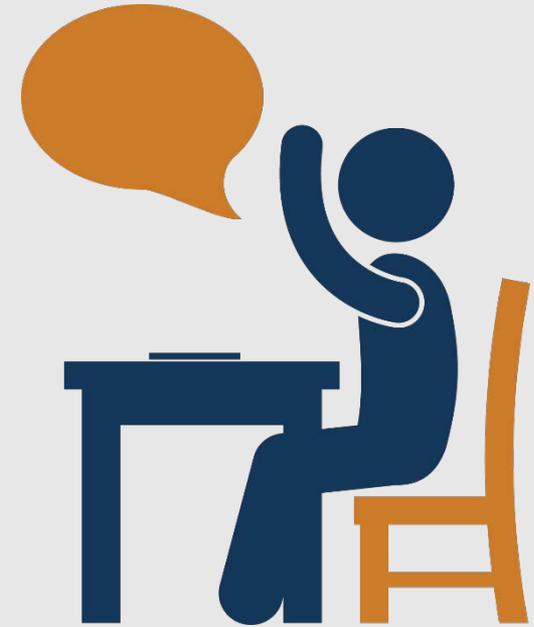


Public Meetings





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



Prioritize the recommended projects as

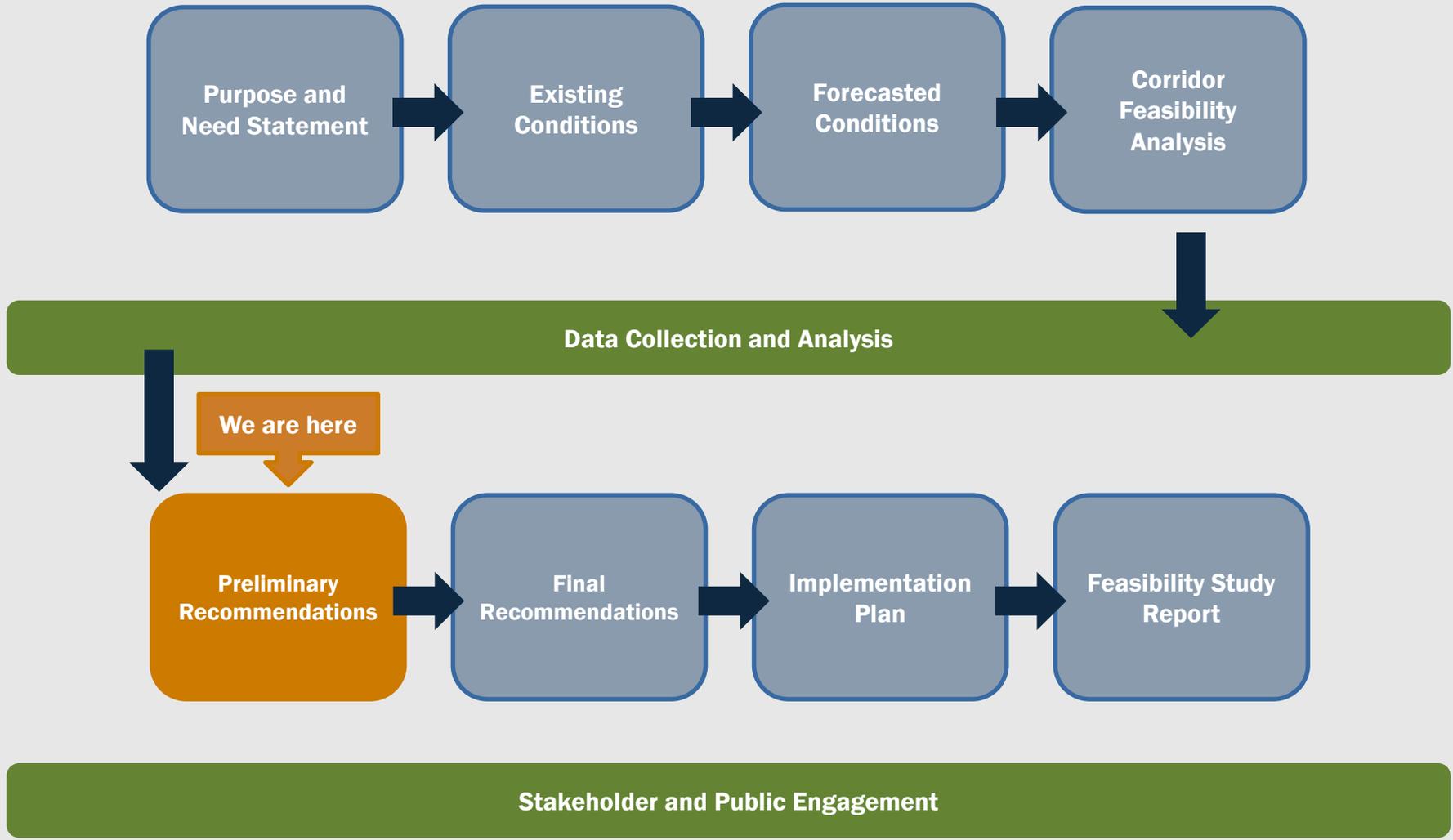
- Short-Term (0-5 Years)
- Medium-Term (6-10 Years)
- Long-Term (11+ Years)



Feasibility Study Overview



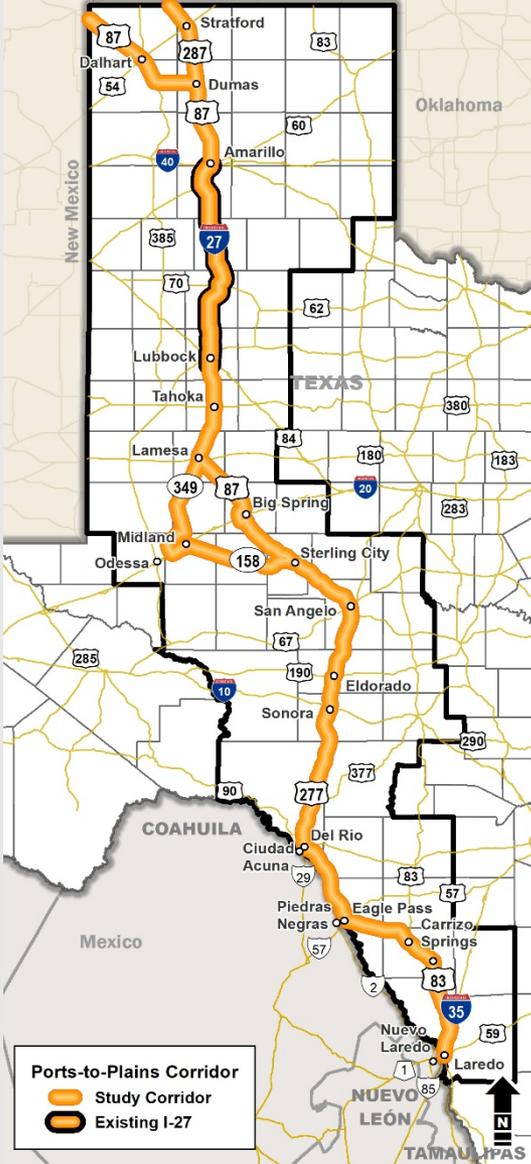
Ports-to-Plains Corridor Feasibility Study Scope



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





Corridor Segments



419 Segment Miles

12 Counties

4 TxDOT Districts

Abilene, San Angelo, Odessa,
Lubbock

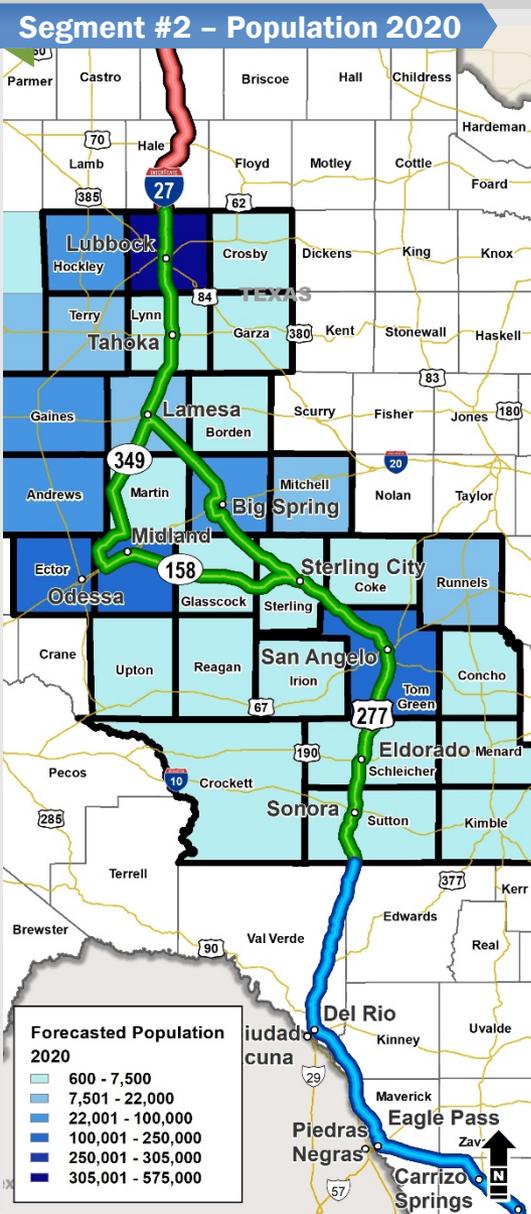
Major Cities and Towns

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

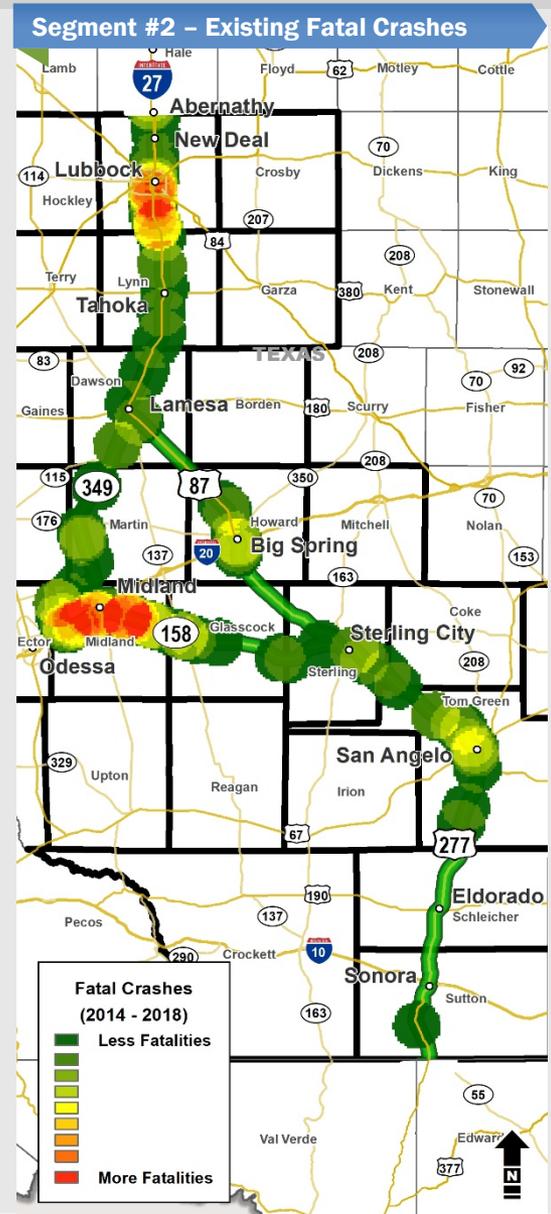
2050 Projected Volumes (Baseline)

- 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

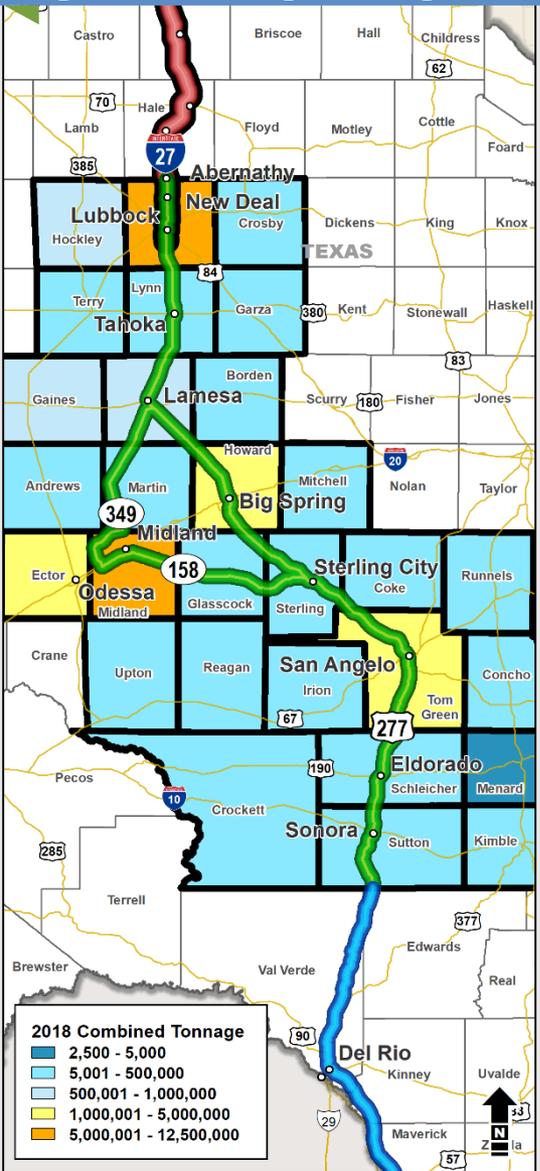
2050 Baseline Safety

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

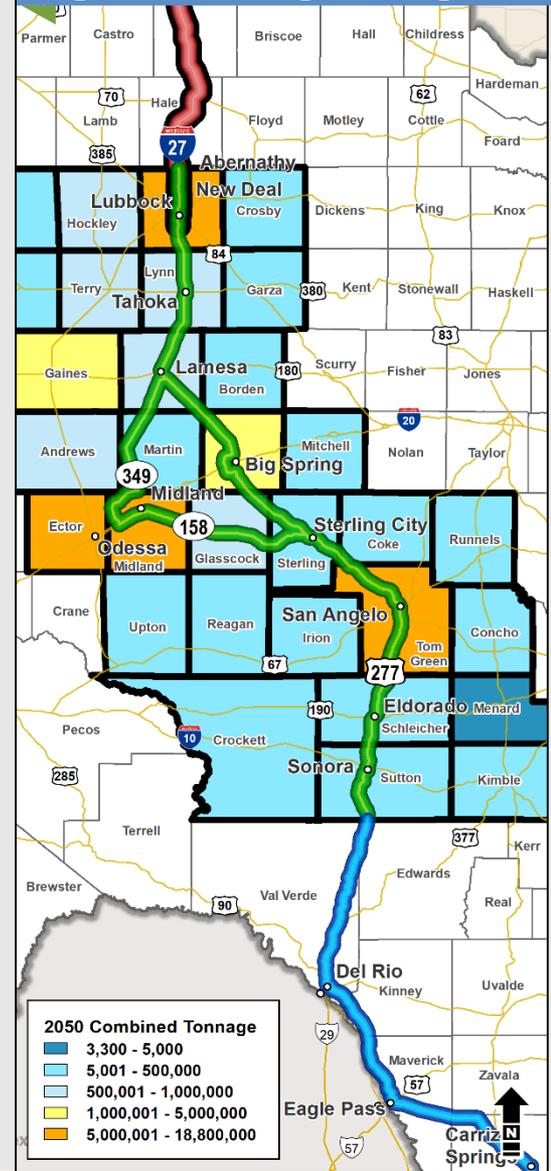
Segment #2 Existing and Forecasted Conditions - Freight



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

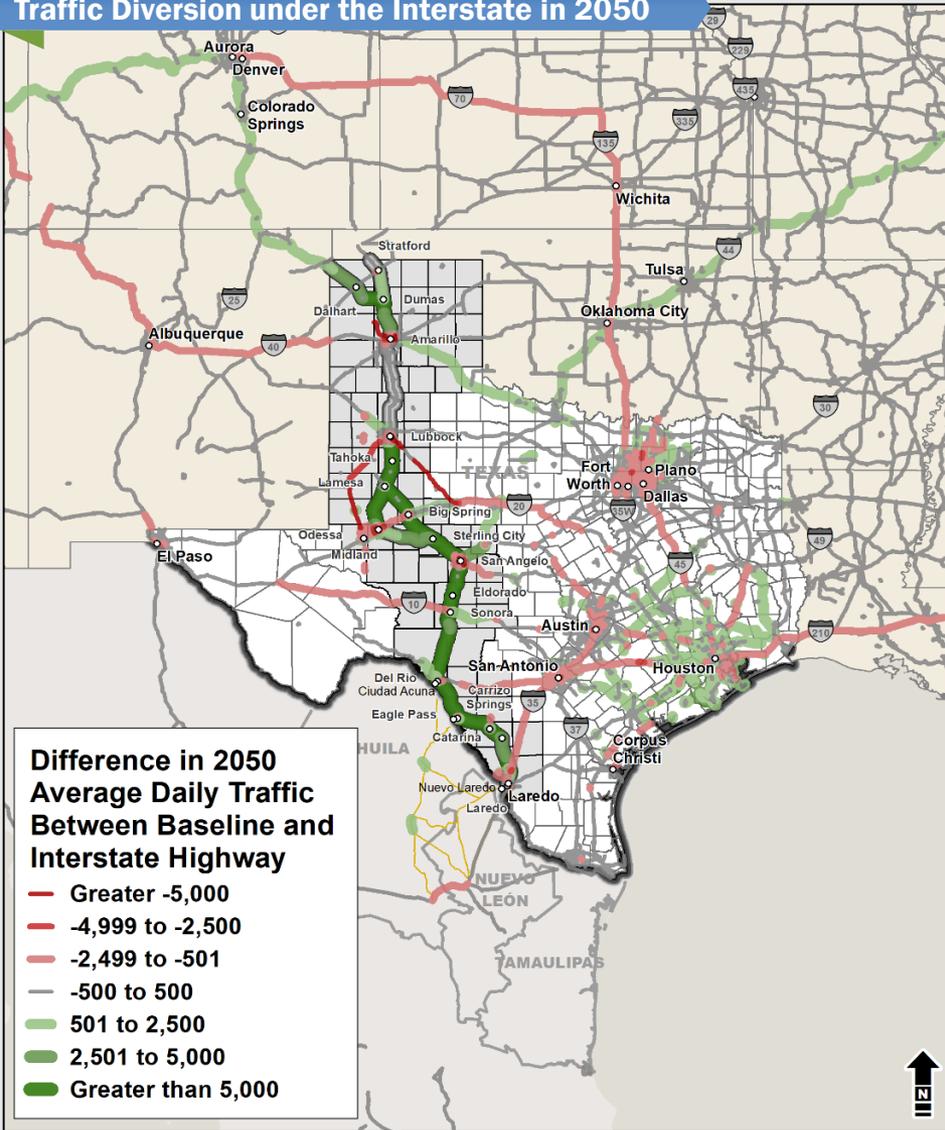
Energy Freight

- 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.

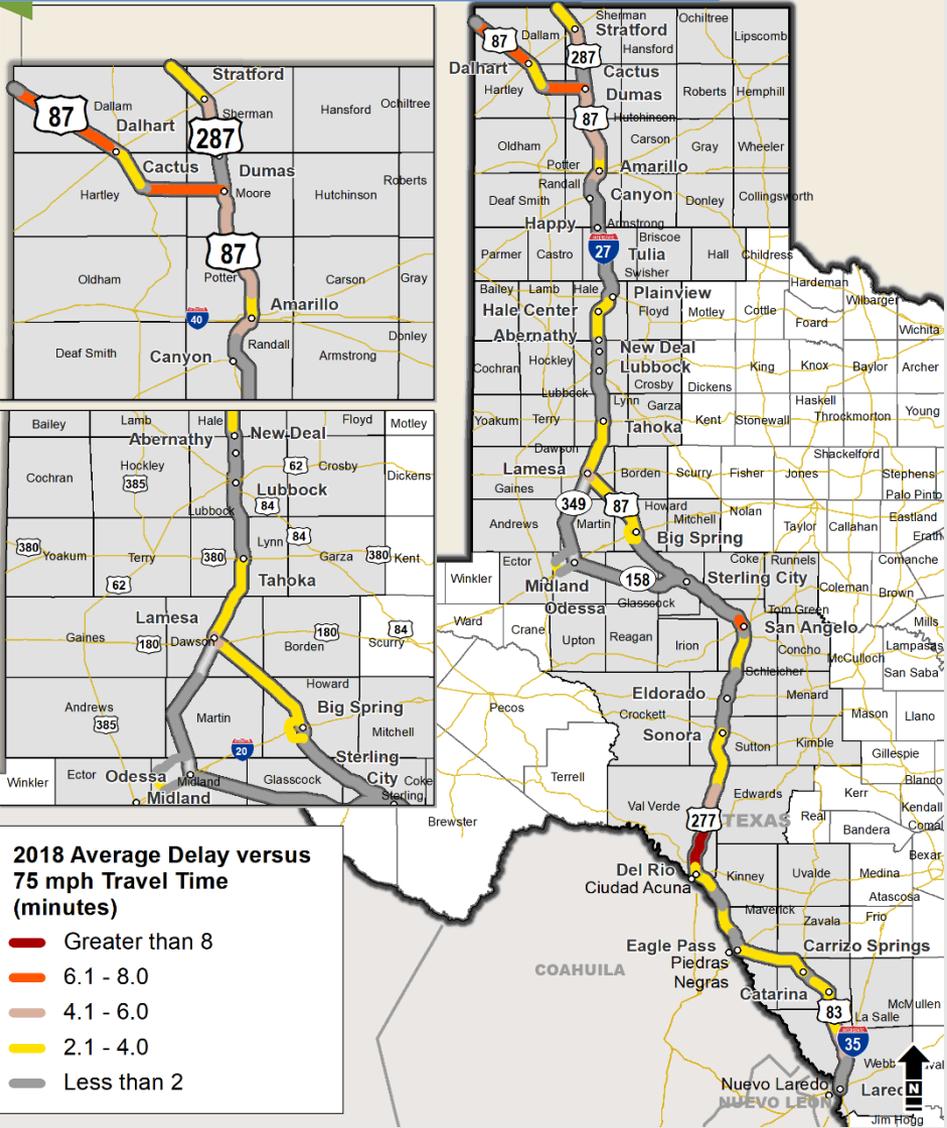
Segment #2 Feasibility Analysis – Safety and Mobility



- 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.

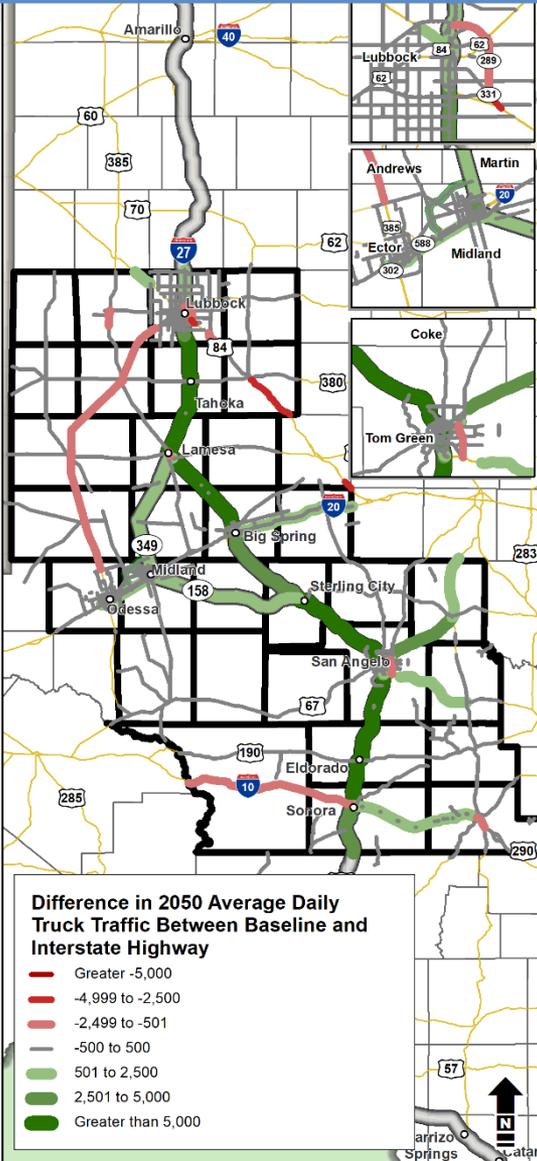
2050 Interstate Travel Time Savings (vs. Baseline)



Segment #2 Feasibility Analysis – Freight Movement



2050 Interstate Truck Traffic (vs. Baseline)



Interstate

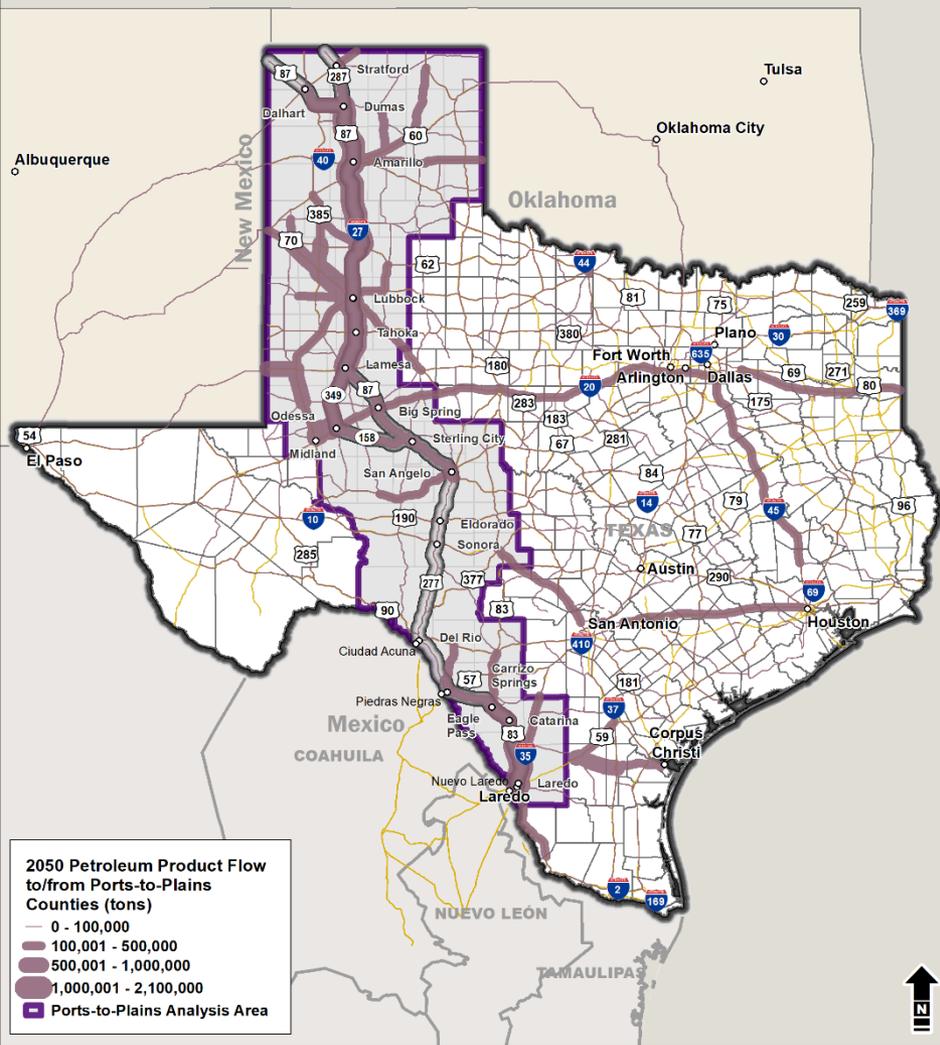


- The Interstate is projected to carry 4,900 trucks per day by 2050, an increase of 36% over the Baseline.
- Many truck trips are diverted from US-62 and US-385 between Lubbock and Odessa, and from I-10 west of Sonora. All portions of the Segment see increases.

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.

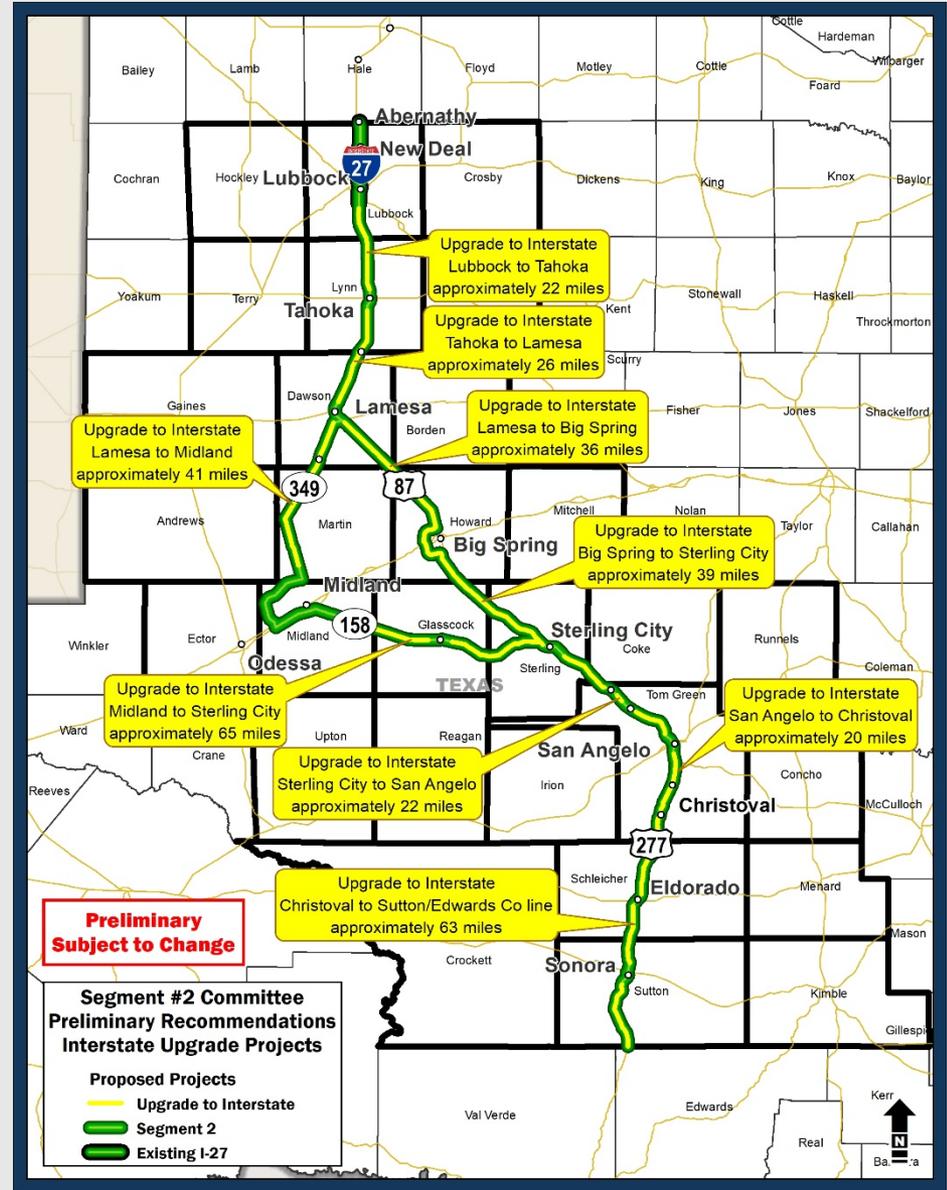
- **Interstate Upgrade Projects**
- **Relief Route Studies**
- **Safety and Operational Projects**

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)

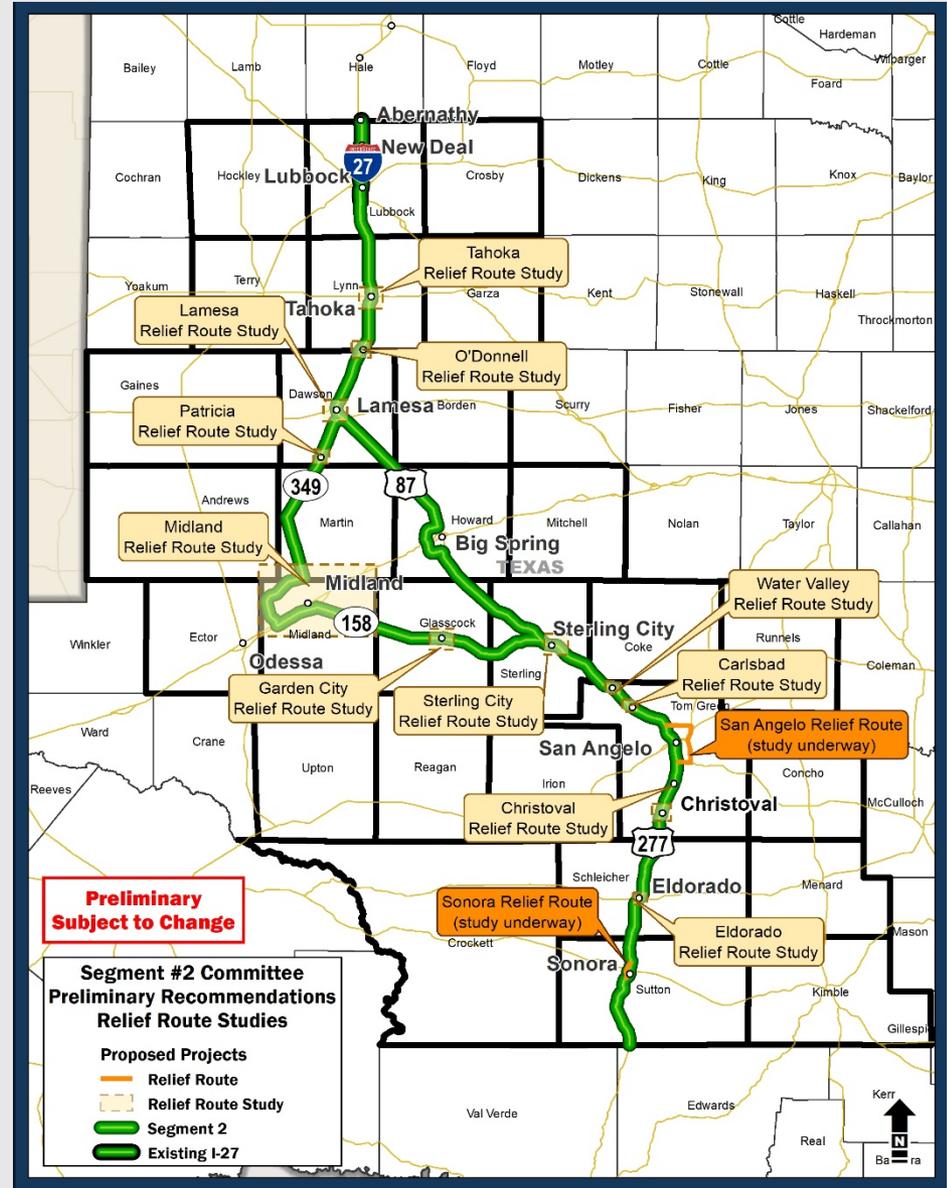


Relief Route Studies



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

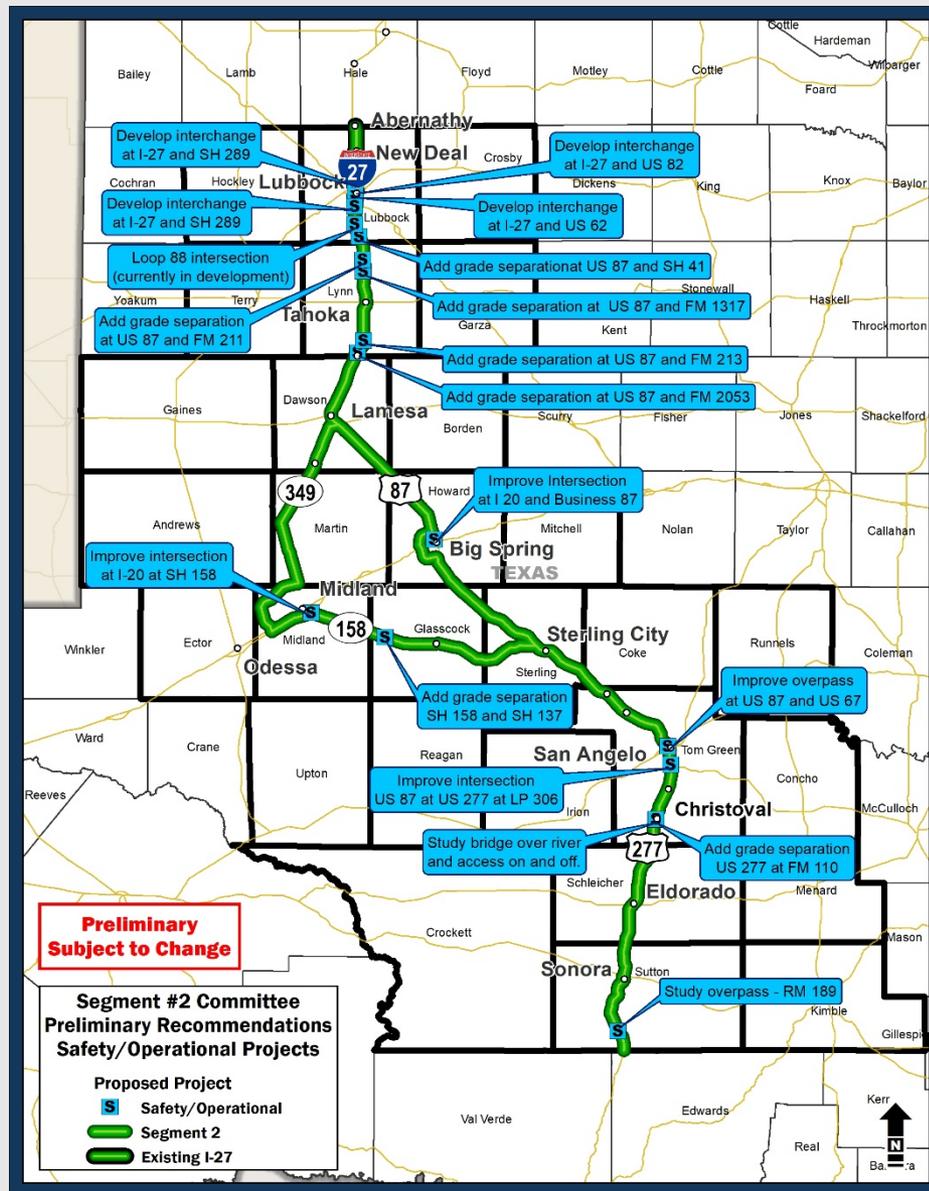


Safety and Operational Projects



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

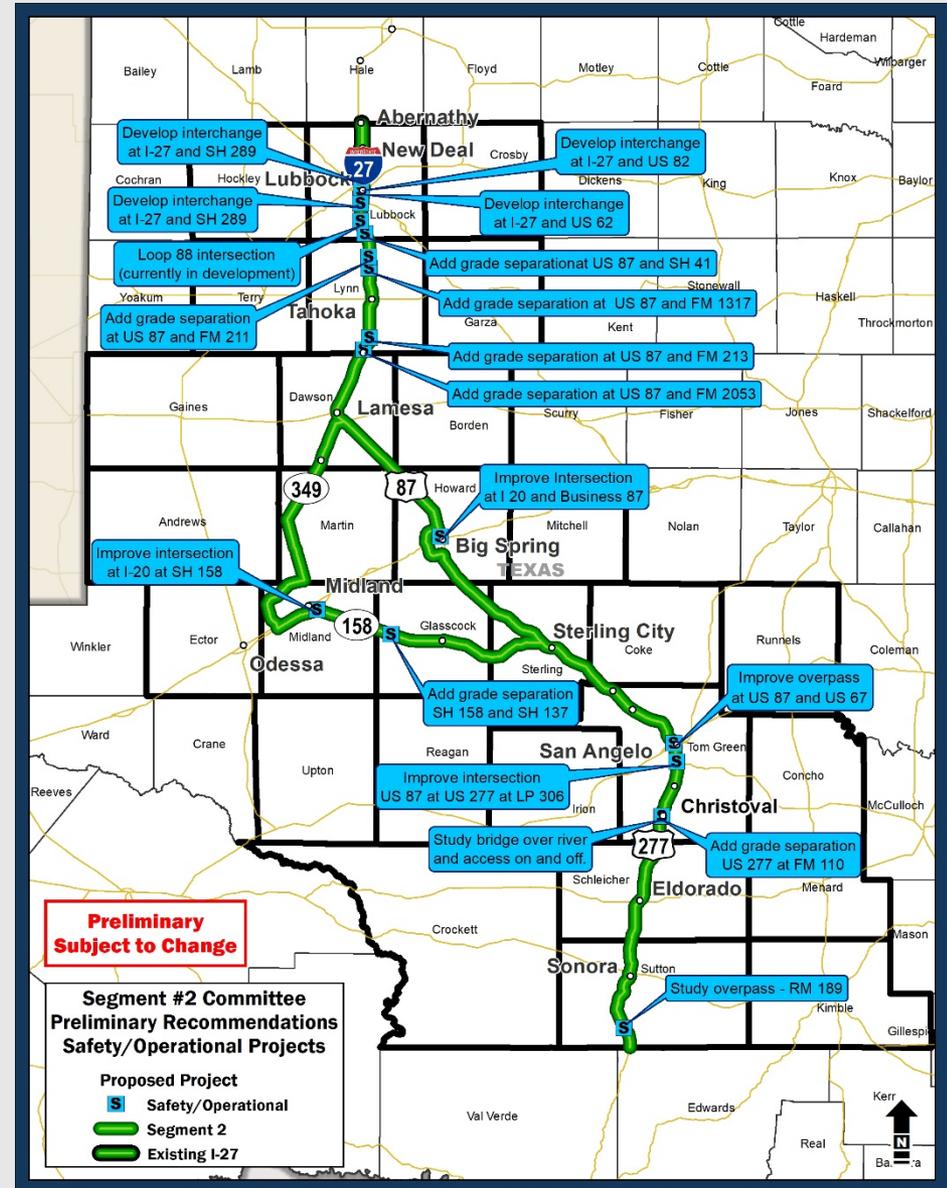
Roadway	Description of Work
I-27 and SH 289 (north end)	Develop interchange
I-27 and US 82	Develop interchange
I-27 and US 62	Develop interchange
I-27 and SH 289 (south end)	Develop interchange
Loop 88	Intersection (currently in development)
US 87 and SH 41	Add grade separation
US 87 and FM 211	Add grade 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

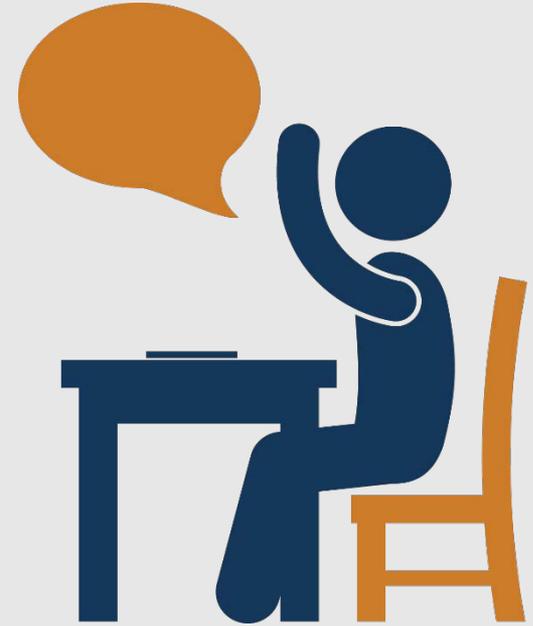
Use the chat box to submit



Public Feedback

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

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



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Texas Department of Transportation
c/o Ports-to-Plains Study Team
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512-486-5106



THANK YOU!