

Ports-to-Plains Segment 2 Committee Meeting #5 Summary

June 10, 2020, 8:00 a.m.

WebEx*

**Note: WebEx was required due to COVID-19 shelter in place orders*

Attendees

Segment Committee Member	Organization	Attendance
Guy Andrews	Economic Development Director, City of San Angelo	Present via WebEx
Mayor George Arispe	City of Eldorado	Not Present
Mayor John Baker	City of Tahoka	Present via WebEx
James Beauchamp	President, MOTRAN Alliance, Inc.	Dustin Fawcett (Designee) Present via WebEx
Brad Bouma	President, Select Milk	Not Present
Judge Mike Braddock	Lynn County	Present via WebEx
Judge Charlie Bradley	Schleicher County	Not Present
Bobby Burns	President and CEO, Midland Chamber of Commerce	Not Present
Kasey Coker	Executive Director, The High Ground of Texas	Present via WebEx
Judge Bryan Cox	Martin County	Not Present
John Esparza	Texas Trucking Association	Present via WebEx
Judge Steve Floyd	Tom Green County Designee: Rick Bacon	Present via WebEx
Donna Garrett	Executive Director, Sonora Chamber of Commerce	Not Present
Mayor Brenda Gunter	San Angelo	Present via WebEx
Judge Kim Halfmann	Glasscock County	Not Present
Judge Debi Hays	Ector County	Not Present
Major Hofheins	Director, San Angelo Metropolitan Planning Organization	Present via WebEx
Judge Deborah Horwood	Sterling County	Not Present
Mayor Lane Horwood	City of Sterling City	Present via WebEx
Judge Terry Johnson	Midland County	Not Present
H. David Jones	Director, Lubbock Metropolitan Planning Organization	Present via WebEx

Michael Looney	San Angelo Chamber of Commerce	Not Present
Eddie McBride	President and CEO, Lubbock Chamber of Commerce	Present via WebEx
Gloria McDonald	City Commissioner, City of Big Spring Designee: Big Spring Economic Development Corporation	Present via WebEx
Karen Mize	President, Lamesa Area Chamber of Commerce	Not Present
Judge Foy O'Brien	Dawson County	Not Present
John Osborne	Chairman, Ports-to-Plains Alliance Designee: Vice President of Membership and Marketing	Present via WebEx
Judge Curtis Parrish	Lubbock County	Present via WebEx
Mayor Patrick Payton	City of Midland	Not Present
Tim Pierce	Executive Director, South Plains Association of Governments	Kelly Davila (Designee) Present via WebEx
Mayor Dan Pope, Ports-to-Plains Advisory Committee Chair	City of Lubbock	Present via WebEx
Stephen Robertson	Executive Vice President, Permian Basin Petroleum Association Designee: Community Relations Coordinator	Present via WebEx
Mayor Wanda Shurley	City of Sonora Designee: City Manager	Arturo Fuentes (Designee) Present via WebEx
Judge Stephen H. Smith, Ports-to-Plains Advisory Committee Vice-Chair	Sutton County	Not Present
Judge Hal Spain	Coke County	Not Present
Mayor Josh Stevens	City of Lamesa	Not Present
John Austin Stokes	Executive Director, Concho Valley Council of Governments	Not Present
Mayor Shannon Thomason	City of Big Spring Designee: Assistant City Manager John Medina	John Medina (Designee) Present via WebEx
Fred Thompson	Director, Sterling City Economic Development Corporation	Not Present
Mayor David Turner	City of Odessa Designee: Assistant City Manager	Not Present
Debbye ValVerde	Executive Director, Big Spring Area Chamber of Commerce	Present via WebEx
Steve Verett	Executive Vice President, Plains Cotton Growers, Inc. Designee: Director of Policy Analysis and Research, Shawn Wade	Shawn Wade (Designee) Present via WebEx

Cameron Walker	Director, Permian Basin Metropolitan Planning Organization	Present via WebEx
Judge Kathryn Wiseman	Howard County	Present via WebEx

Elected Officials

Commissioner Rick Bacon	Sutton County
State Representative Brooks Landgraf	District 81
Shannon Harmon	State Senator Charles Perry's Office
Chase Sauvage	US Representative Michael Conaway's Office
Benjamin Lancaster	State Representative Brooks Landgraf's Office

Texas Department of Transportation (TxDOT)

Caroline Mays	Mark Jones
Roger Beall	Julie Jerome
Loretta Brown	Steve Linhart
Blake Calvert	Robert Ornelas
Emily Clisby	Sherry Pifer
Gabriel De Ochoa	Gabriel Ramirez
John DeWitt	David Salazar
Kylan Francis	Jarred Shaffer
Lauren Garduno	Randee Shields
Michael Haithcock	Peter Smith
Cliff Halford	Akila Thamizharasan
Cory Henrickson	Trent Thomas
Krista Jeacopello	Steve Warren
Carl Johnson	

Consultant Team

Wendy Travis	Garver	Sean Wray	Garver
Michele Lopez	Garver	Robert Ryan	Blanton & Associates
Tracy Michel	Garver		

Other Attendees

Paula Dowell	Cambridge Systematics
Duffy Hinkle	Ports-to-Plains Alliance
Cheri Huddleston	Hance Scarborough
Joe Kiely	Ports-to-Plains Alliance

The Chair of the Segment 2 Committee and City of San Angelo Mayor Brenda Gunter called the meeting to order at 8:02 a.m. A roll call was taken of committee attendees.

Introduction

Caroline Mays, TxDOT Director of Freight, Trade, and Connectivity introduced the TxDOT staff participating on the call.

TxDOT representatives (Peter Smith, TxDOT Transportation Planning and Programming (TPP) Division Director, and Roger Beall, TxDOT TPP Division Deputy Director) thanked everyone for their participation.

Advisory Committee Chair and City of Lubbock Mayor Pope thanked all the Segment Committee members for their continued participation. He said this is the last Segment Committee meeting and the Committee will submit its final report to the Advisory Committee at the end of this month. The Advisory Committee will combine the three Segment Committee reports to deliver the message. He thanked each of them for working through everything in your own areas and developing this study as required by the House Bill 1079 (HB 1079). This is a legacy type of project and will have many generations to benefit from this effort.

Mayor Gunter echoed Mayor Pope's thanks and added this work is about HB 1079 which is very prescriptive and asks the committee to do what it has been doing. She said she appreciates everyone's comments along the way. This meeting is to recap everyone's comments and to finalize this report.

Meeting Agenda Overview and Public Meeting Overview

Ms. Mays provided an overview of the meeting agenda, which is predominantly a final opportunity for the Segment Committee to review and revise its report before it is submitted to the Advisory Committee per HB 1079. She continued by providing a summary of the May 13, 2020 public meeting, which was conducted virtually because of the COVID-19 virus situation. The public meeting is a requirement of the HB 1079 to present the preliminary Segment Committee recommendations and provide the public an opportunity to comment. The meeting had good attendance. Twenty-five comments were received for Segment 2.

Ms. Mays discussed the comments received from the public meeting. Some comments asked about the scope of items outside of the HB 1079 requirements. Ms. Mays stated that responses have been prepared to emphasize the requirements set by the bill.

Dustin Fawcett of MOTRAN Alliance, stated some background information behind the reasoning of the resolution for studying SH 385. He said they are aware of the requirements of HB 1079 and are asking TxDOT to include that route in a future study

Mr. John Osborne of Ports-to-Plains Alliance responded by questioning MOTRAN comments that the study is based on a couple counties of economic data. He expressed that the segments are not independent of each other and that this is a whole corridor being studied. No one segment is benefitted but only from the entire corridor upgrade and not just by one segment or county.

Mr. Fawcett contended that substantial population growth is anticipated in the Midland/Odessa area, and, as such, this area will carry the load of the bill.

Ms. Mays asked whether MOTRAN is recommending that TxDOT needs to study those corridors at some point but not necessarily as part of this study.

Mr. Osborne asked Ms. Mays whether TxDOT already has studies underway in the Permian Basin area.

Ms. Mays stated that there are several studies including one study that Lauren Garduno (TxDOT) is spearheading (the Permian Basin Freight Study).

Regarding the 4-lane vs interstate comment, Mr. Osborne replied he thought the economic data showcases the need to be an interstate to show the best benefit.

Mr. Fawcett made a comment that the county-level economic analysis is what they would like to see because people are looking at how it affects them and want to be able to provide answers to the public.

Ms. Mays stated the districts have county information; however, this study is not tasked with a county level analysis. The committees were tasked with a corridor analysis to meet the requirements of the bill. She added responses to the comments will be made available and Mr. Fawcett be able to view them.

Segment Committee Draft Report Review

Chapter 1 (Introduction) and Table of Contents

Ms. Mays provided an overview of Chapter 1 which summarizes HB 1079, Segment Committee membership, the study development process, and the organization of the report.

Mayor Gunter mentioned multiple comments and issues that needed to be made have been submitted. This is now the overview and we have already provided most of our comments. This corridor was established 22 years ago, and we need to keep this study focused on HB 1079 and what it asks us to do.

The following comments were provided:

- Page 13 – Eagle Ford Basin –add a description of the location of the Eagle Ford Basin. (Mr. Osborne)
- Page 13 - The 87 percent is tremendously high. Segment 2 is 55 percent in 2019 according to TX Railroad Commission. Segment makes up 33 percent. Will send to you a breakdown by segment. We can provide and send in comment. (Mr. Fawcett)
 - The energy data came from the US Energy Administration. (Wendy Travis)
- Page 14 – sentence about span approaching 1000 miles, substantially rural: Repeated in the summary and fits well in the summary. Delete here in text. (Mr. Osborne)
- Page 19 – please add that J. Osborne is also CEO/President of the Lubbock Economic Development Board. (Mayor Gunter)

Chapter 2 (Existing Conditions and Needs Assessment)

Ms. Mays provided an overview of Chapter 2 which discusses the existing conditions of the corridor. She noted the committee spent quite a bit of time going over this information to lay the foundation for the study including safety, truck traffic, roadway conditions, socioeconomic factors, key issues of energy, agriculture, international trade, land use, and environmental issues of the corridor.

The following comments were provided:

- Section 2.3.3 – Segment 2 produces 9 percent of the corridor, but it is 55 percent of natural gas for the corridor. (Mr. Fawcett)
- Section 2.3.4 – Agriculture section – just some extra spaces in the third line. (Mr. Osborne)
- Page 38 – “despite low volumes of overall trucks...”: revise this text because it refers to 2.25 fig which shows on SH 158 show 30-40 percent (Mr. Osborne)

Chapter 3 (Forecasted Corridor Conditions)

Ms. Mays provided overview of Chapter 3 which discusses the forecasted conditions and projections to 2050.

The following comments were provided:

- Page 44-52 Data is representative of the baseline. Can we explain that for the reader to understand? I will email text to include as reminders to the reader of what this means. (Mr. Osborne)
- Page 44 – forecasted population – Segment #2 review of the number of counties written as 31 – need to confirm here versus 29 listed on other page. (Mr. Osborne)
- Page 53 – extra lines between paragraphs after bullet about Tom Green. (Mr. Osborne)
- On Section 3.3.1 the forecasted international trade, insert “for the baseline without the interstate upgrade” on line 1. (Mayor Gunter)
- On Section 3.3.2 insert “for the baseline without interstate upgrade” (Mayor Gunter)
- On Section 3.3.3 insert “for the baseline without interstate upgrade” (Mayor Gunter)
- Page 61 – 3.7 – and 3.8 goes back to baseline – suggest “forecasting of baseline for comparison with interstate upgrade” (Mayor Gunter)
 - Mayor Gunter to send these comments for specific text.

Chapter 4 (Interstate Feasibility Analysis and Findings)

Ms. Mays provided an overview of content for Chapter 4 which discusses the feasibility analysis of an interstate upgrade.

The following comments were provided:

- Page 74 – Section 4.3.2 “As discussed in chapter 2...is critical to the economy of the region.” Need to change “state” instead of “station”. (Mr. Osborne)
- Section 4.3.3 – energy products are projected to remain... - add space between 15 to 18 percent. (Mr. Osborne)
- Page 77 “Baseline has an average growth rate...”: conditions is misspelled. (Mr. Osborne)
- Page 81 – when compared to baseline – 21% across the corridor, interstate upgrade...reduce 26% - compares with the 41 reduction for interstate upgrade? (Mayor Gunter)
 - Ms. Travis replied that information was included because had to consider planned and programmed projects but can clarify with text on what those numbers mean.
 - Please note that in Chapter 6 includes the data of 43 percent (Mayor Gunter)
 - Ms. Travis confirmed this it was a comparison over current conditions. Revisions will be made to make that clearer on comparisons.
- Page 84 – check spacing. (Mr. Osborne)
- Mayor Pope asked Ms. Mays to discuss the rate of return change in the economic impact section.
 - Ms. Mays noted that Section 4.3.7 information is outlined in HB 1079. Three things it covered – 1) economic development impact for upgrading corridor interstate, 2)

return on investment, and 3) the cost ratio benefit. The statewide benefits were inadvertently double counted. The previous report stated 2.8, but the revised benefit/cost ratio is 2.4 which is still a good number. She also noted that the TREDIS tool was used for economic analysis. We cannot get the data public, which is built in, but we can publish the results.

- Do not need to see the formulas but would like to see totals by county. (Mr. Fawcett)
- Ms. Mays replied that certain data is available by county but not all data because this study focuses on the corridor level study.
- Page 86 expansion section – add “and” – Mayor Gunter to provide text.
- Page 87 Change table to 2050 Interstate on header. (Mayor Gunter)
- Page 88 Change table to say 2050 interstate on header. (Mayor Gunter)
- Page 91 – bullets – first bullet should be the intro to those bullet points and not a bullet. (Mr. Osborne)
- Page 93 – Add “of” in second bullet – Mayor Gunter to send text for additional change on page.
- Page 97 – state of Texas funding – funding comes from oil and gas – it would go back to Permian Basin. Funding would come from the region and going back to the region – should we mention that or highlight that here? Such as from oil and gas taxes. (Mr. Fawcett)
 - Mayor Pope said it is okay to add a sentence and agreed it was beneficial.
 - Ms. Mays asked Mr. Fawcett to send the language that he would like to add.

Chapter 5 (Public Involvement and Stakeholder Engagement)

Ms. Mays provided an overview of Chapter 5 as three components for the process of engagement: role of the Segment Committee; public involvement requirements under HB 1079; and, Segment Committee coordination with TxDOT Districts. No comments or questions were raised by the committee on Chapter 5.

Chapter 6 (Recommendations and Implementation Plan)

Ms. Mays provided an overview of Chapter 6. It included two components: the committee recommendations and the implementation plan.

The following comments were provided:

- P. 102 importance of the corridor – upgrading would reduce travel times and travel costs for “statewide” to update. Should this also reflect the rest of Texas GDP in 3rd bullet? Add 640 million for state.

Appendices

Ms. Mays provided an overview of the Appendix contents. No comments or questions were raised by the committee on the Appendices.

Executive Summary

Ms. Mays provided an overview of the executive summary.

The following comments were provided:

- Mayor Pope and Mayor Gunter stated their agreement of adding the figures and maps that Segment 3 had recommended into the Segment 2 Executive Summary (warehousing exhibit and truck movement webbing map).

- Segment 2 costs is relevant to the number of miles as part of the corridor. On page 21, add “although segment accounts for 50 of costs, it takes up about 50 percent of the total mileage of the corridor.”
- Mayor Gunter noted the implementation plan is meant to be a guideline and a long-term projection, so it does not prohibit these timelines from shifting.

Ms. Mays asked the committee to please send comments today.

Open Discussion

Ms. Mays stated the documents will be revised per the Segment Committee comments for the report. She asked the committee to have a consensus to have the Chair and Vice Chair handle the revisions and send it to the Advisory Committee on their behalf. No comments were made against the approach, so the Chair and Vice Chair will proceed with approving the final report for the Advisory Committee.

Mayor Pope will keep everyone posted on the progress of the Advisory Committee and said the Advisory Committee’s work will be done by the end of October to share with the legislature and the Governor.

Ms. Mays thanked Mayor Gunter, Mayor Pope and the Segment Committee members for their due diligence in this work and participation in committee meetings. She thanked each of the districts for their assistance and the consultant team for their work. She thanked TxDOT leadership including Commissioner New for their leadership.

Mayor Gunter thanked the Segment Committee members for their time, effort and ability for putting the data and strategy together and stated that she was very complimentary of the process and the people.

Mayor Pope thanked all the Segment Committee members for all their time and effort. He also thanked Steve Warren, the Lubbock District Engineer.

Mayor Gunter adjourned meeting at 10:15 am.

Action Items:

- Committee members to submit comments by the end of the day (6/10/20).
- Mayor Gunter and Judge Parrish to finalize the Segment Committee report when they meet with Mayor Pope the week of June 22nd.
- The final Segment Committee report will be sent to the Advisory Committee by June 30, 2020.