



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

Segment #1, Public Meeting Round #3
New Mexico and Oklahoma Borders to
Hale/Lubbock 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 Friday, May 29, 2020.
- **Project materials** are posted at www.txdot.gov and p2pseg1vpm.transportationplanroom.com for public viewing
- All comments must be received on or before **Friday, May 29, 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 p2pseg1vpm.transportationplanroom.com
- You also 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 #1 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

2019

2020

2021

AUG

SEP

OCT

NOV

DEC

JAN

FEB

MAR

APR

MAY

JUN

JUL

AUG

SEP

OCT

NOV

DEC

JAN

FEB

**Texas Transportation
Commission Minute
Order Adopted**

August 29, 2019*

**Segment Committee
Reports Due to
Advisory Committee**

June 30, 2020*

**Advisory Committee
Final Recommendations
Due to TxDOT**

October 31, 2020*

**TxDOT Submits
Final Report to
Governor & Legislature**

January 1, 2021*

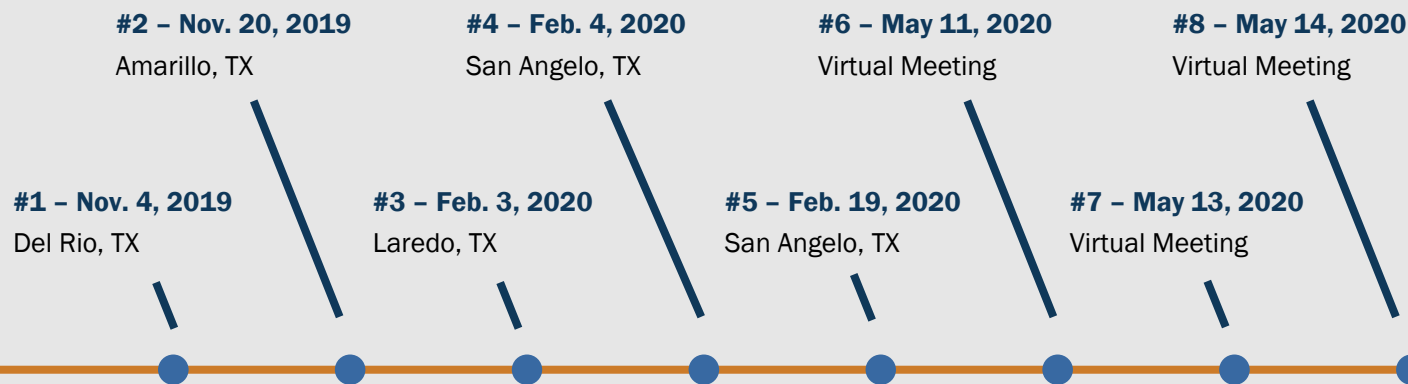
*Prescribed by HB 1079

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 #1 Committee Preliminary Recommendations



Prioritize the recommended projects as

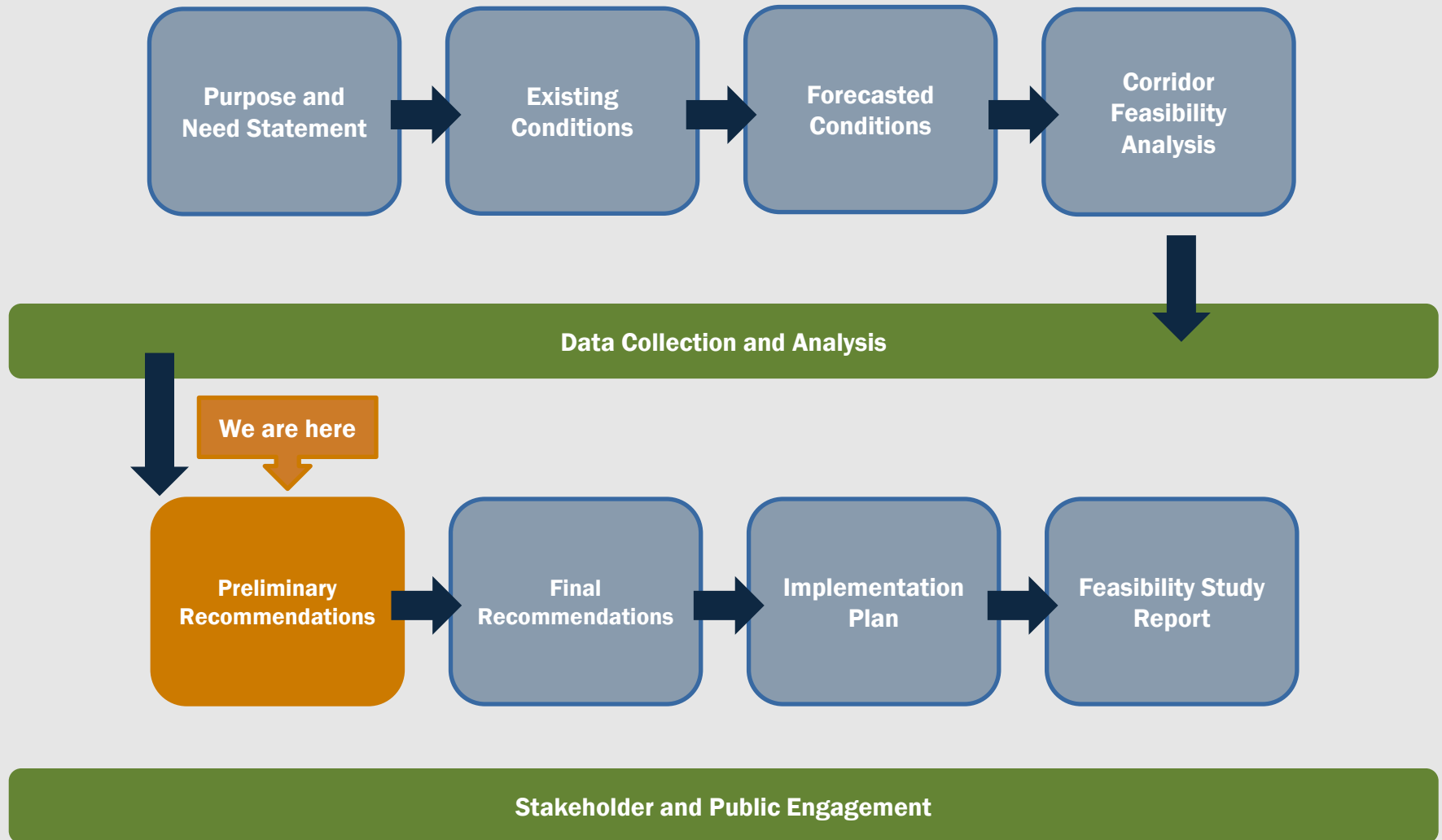
- Short-Term (0-5 Years)
- Medium-Term (6-10 Years)
- Long-Term (11+ Years)



Feasibility Study Overview



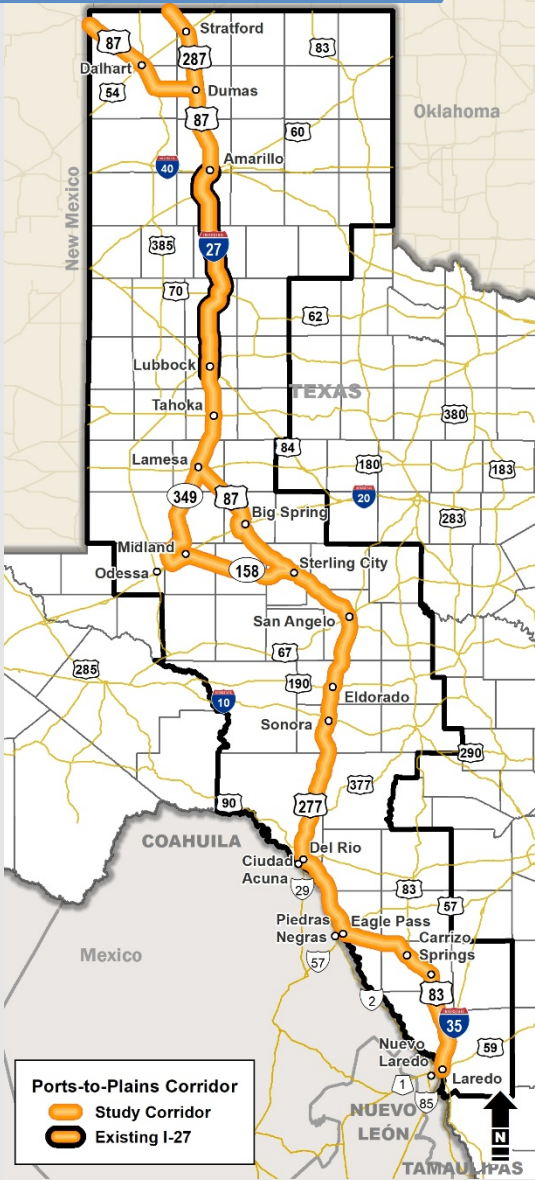
Ports-to-Plains Corridor Feasibility Study Scope



Ports-to-Plains Corridor and Segments



Ports-to-Plains Corridor



Segment 1

New Mexico and Oklahoma borders to Hale/Lubbock County line

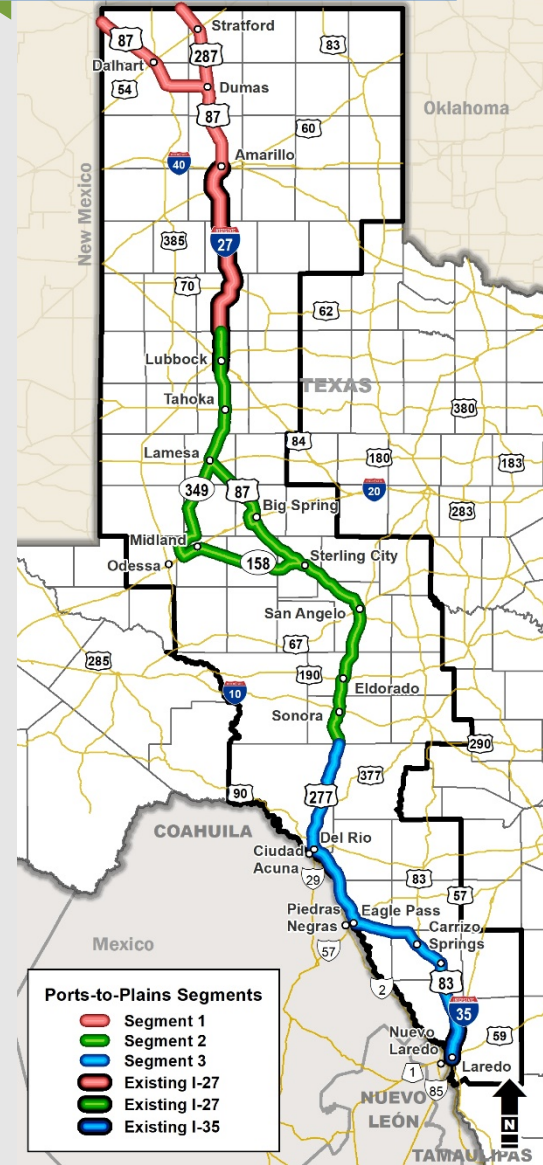
Segment 2

Hale/Lubbock County line to Sutton/Edwards County line

Segment 3

Sutton/Edwards County line to I-35/Juarez-Lincoln Bridge in Laredo

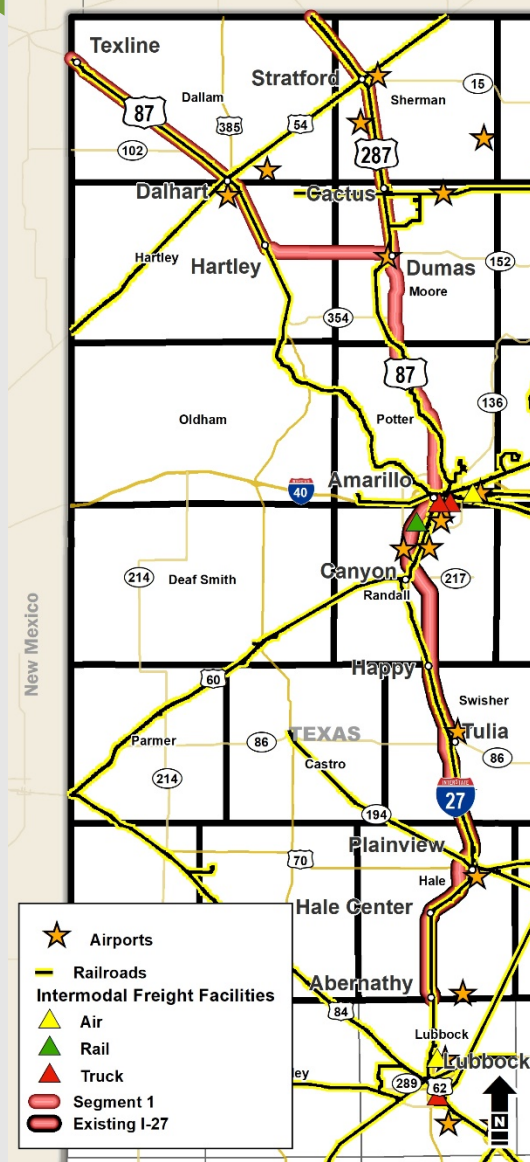
Corridor Segments



Characteristics of Segment #1



Corridor Segments



275 Segment Miles

8 Counties

2 TxDOT Districts

Lubbock, Amarillo

Major Cities and Towns

- Amarillo, Dumas, Dalhart, Stratford

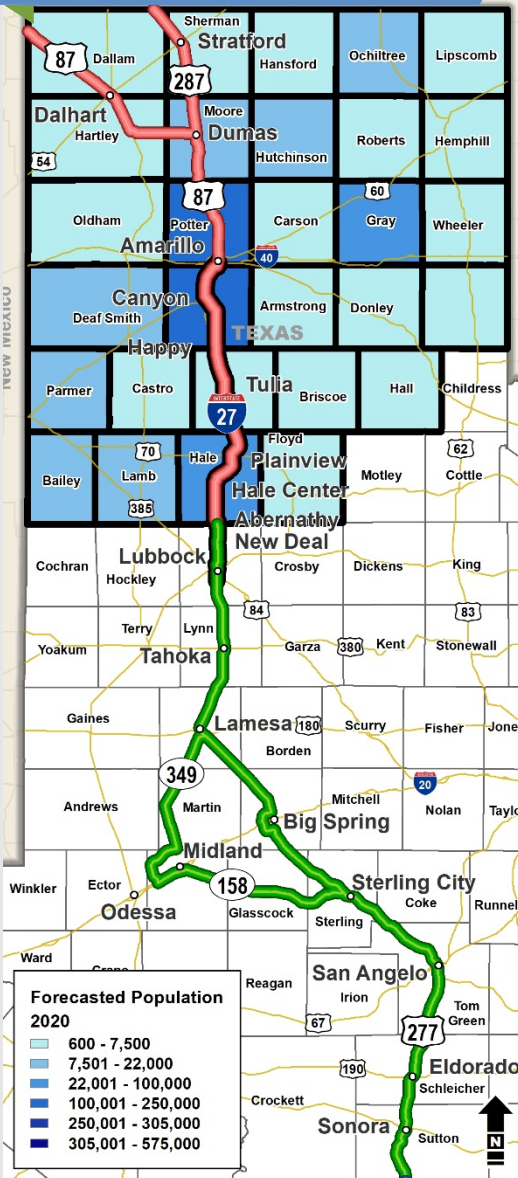
Corridor Highways

- I-27 from Lubbock to Amarillo
- US-87 from Amarillo to Dumas
- US-87 from Dumas to New Mexico State Line
- US-287 from Dumas to Oklahoma State Line

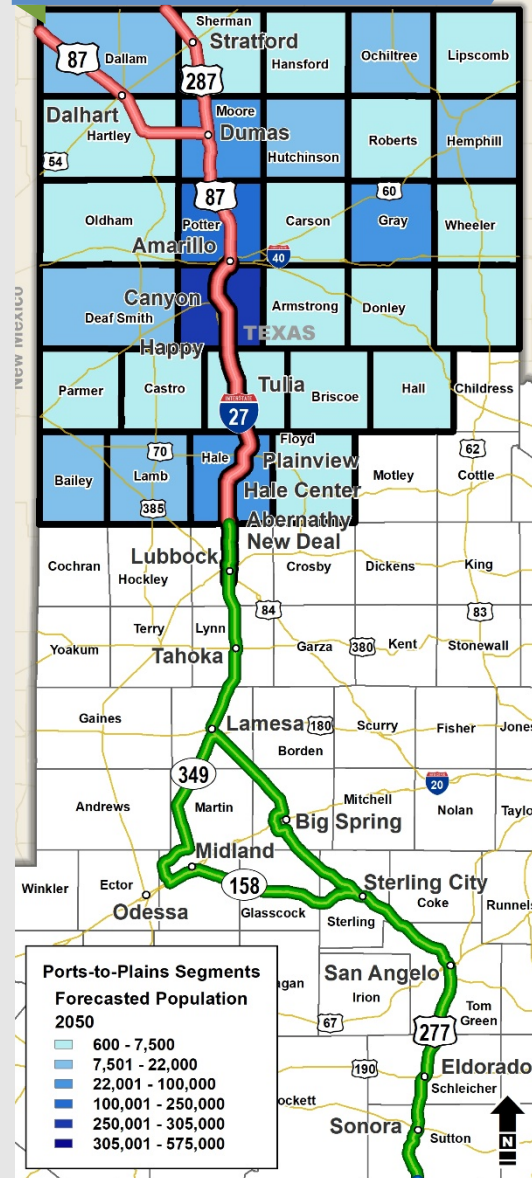
Segment #1 Existing and Forecasted Conditions - Socioeconomics



Segment #1 – Population 2020



Segment #1 – Population 2050



Population

- The population is projected to be 499,624 in 2020 and 602,827 in 2050, an increase of 21%.

Income

- Average median household income is projected to be \$53,650 in 2020 and \$153,632 in 2050, an increase of 186%.

Employment

- Employment is projected to be 224,060 in 2020 and 241,547 in 2050, an increase of 8%.

Segment #1 Existing and Forecasted Conditions - Traffic



Segment #1 - 2017 Traffic Volume

Segment #1 - 2050 Baseline Traffic Volume



2017 Traffic Volumes

- Average Traffic Volume: 12,200 vehicles per day
- Average Truck Volume: 2,800 trucks per day

2050 Projected Volumes (Baseline)

- Average Traffic Volume: 18,100 vehicles per day (48% increase)
- Average Truck Volume: 4,000 trucks per day (43% increase)

Growth Areas

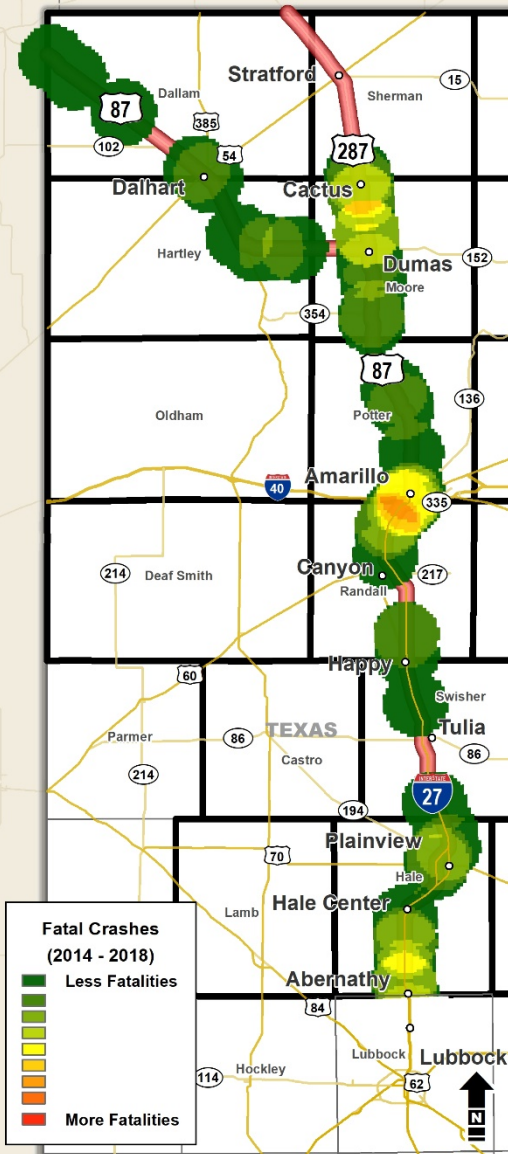
- US-87 near New Mexico
 - 6,500 to 10,700
- US-87 north of Amarillo
 - 11,700 to 14,600
- I-27 north of Lubbock
 - 21,200 to 32,100

Segment #1 Existing and Forecasted Conditions - Safety



Segment #1 - Existing Total Crash Rate

Segment #1 - Existing Fatal Crashes



Current Crash History (2014-2018)

- 5,716 Total Crashes
- 61 Fatal Crashes
- Crash Rate of 109 crashes per 100 MVMT

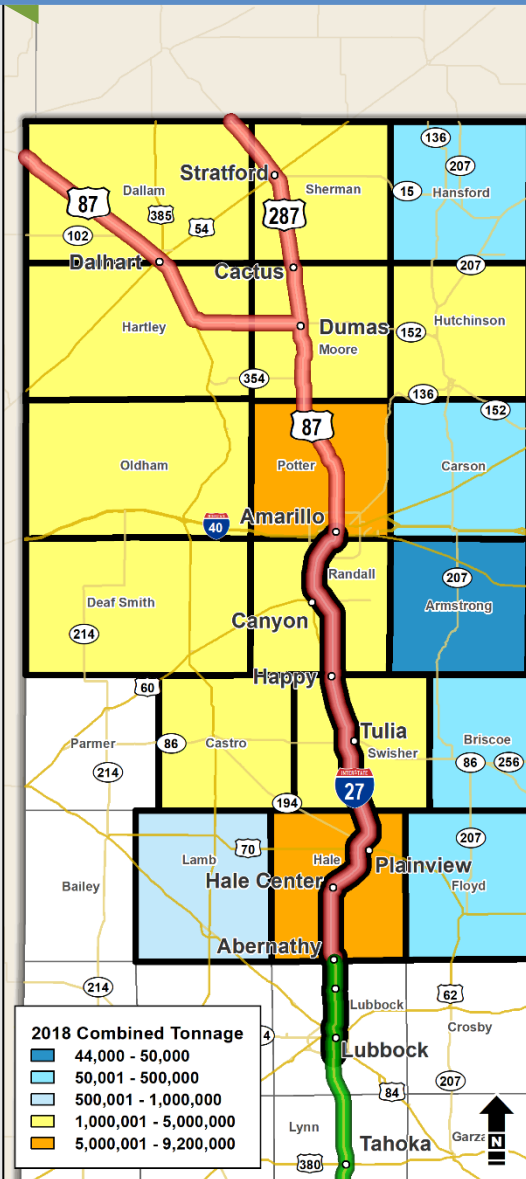
2050 Baseline Safety

- Planned and programmed projects are anticipated to lower the expected crash rate to 81 crashes per 100 MVMT (26% reduction)

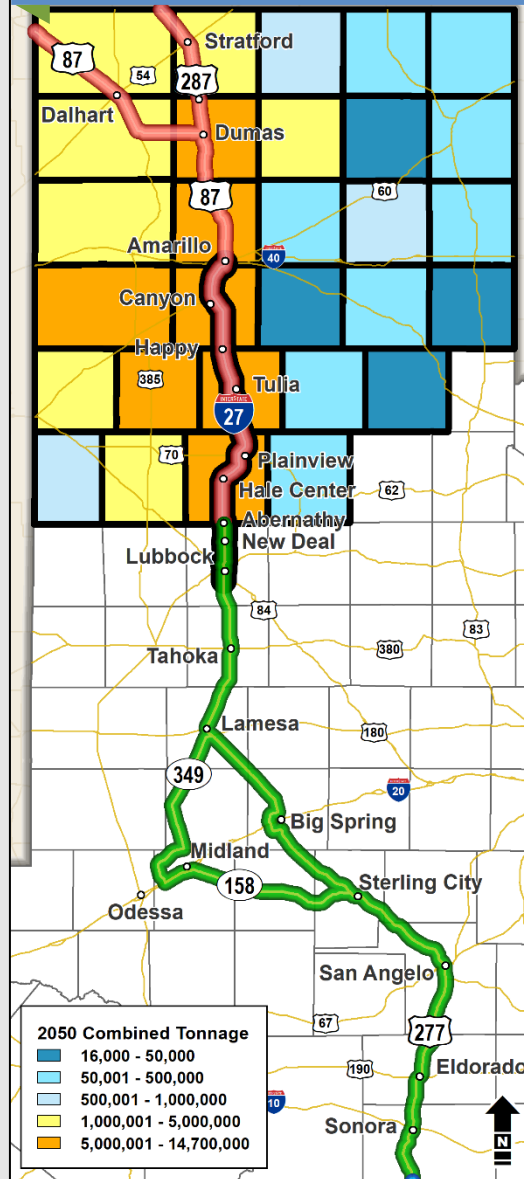
Segment #1 Existing and Forecasted Conditions - Freight



Segment #1 – Freight Tonnage 2018



Segment #1 – Freight Tonnage 2050



Total Freight Tonnage

- Total freight is anticipated to grow by 59% by 2050

International Trade

- International freight is projected to grow by 3.0 million tons by 2050

Agricultural Freight

- Agricultural freight is anticipated to be primarily grain and oilseeds, followed by “other farm products” which includes cotton and raw milk, and livestock

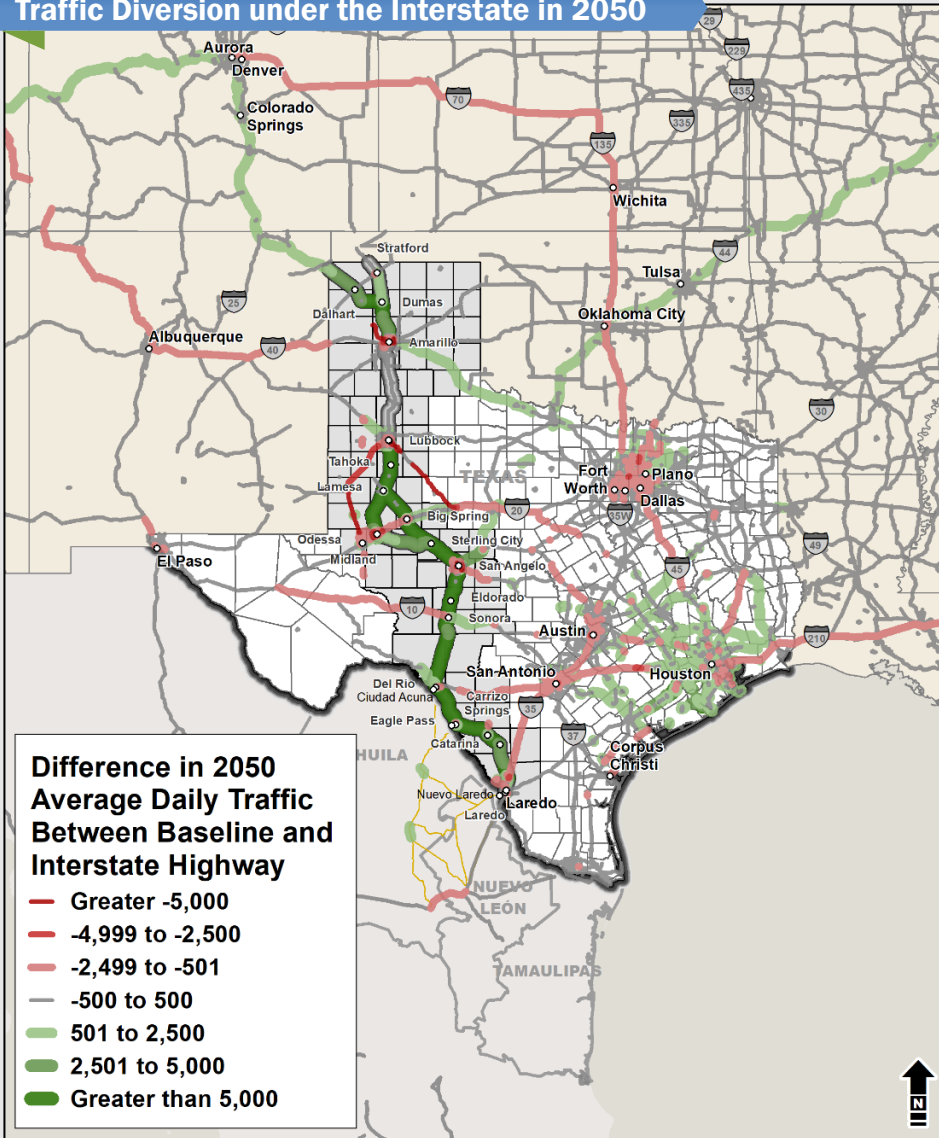
Energy Freight

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

Segment #1 Feasibility Analysis – Relieve Traffic Congestion



Traffic Diversion under the Interstate in 2050



Interstate



- The Interstate adds 3% new lane miles over the Baseline.
- Traffic in 2050 is expected to grow 20% over the Baseline.
- Trips are diverted from routes north of Amarillo (US 385, FM 1061, SH 354) and attracted to US 287 towards Dallas-Fort Worth.

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 #1 Feasibility Analysis – Safety and Mobility

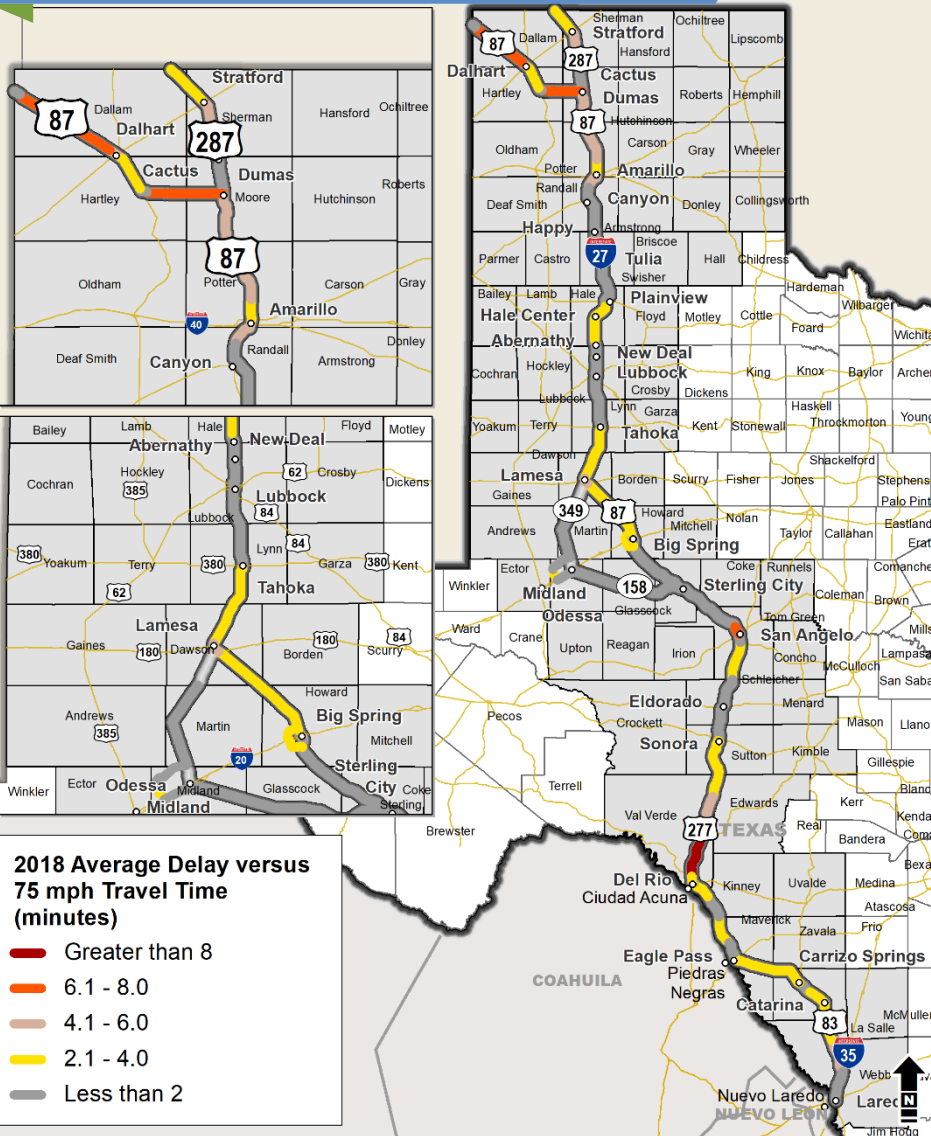


Interstate

- The Interstate is expected to reduce crashes by 4% over the Baseline.
- The Interstate provides an average travel time savings of 24 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.

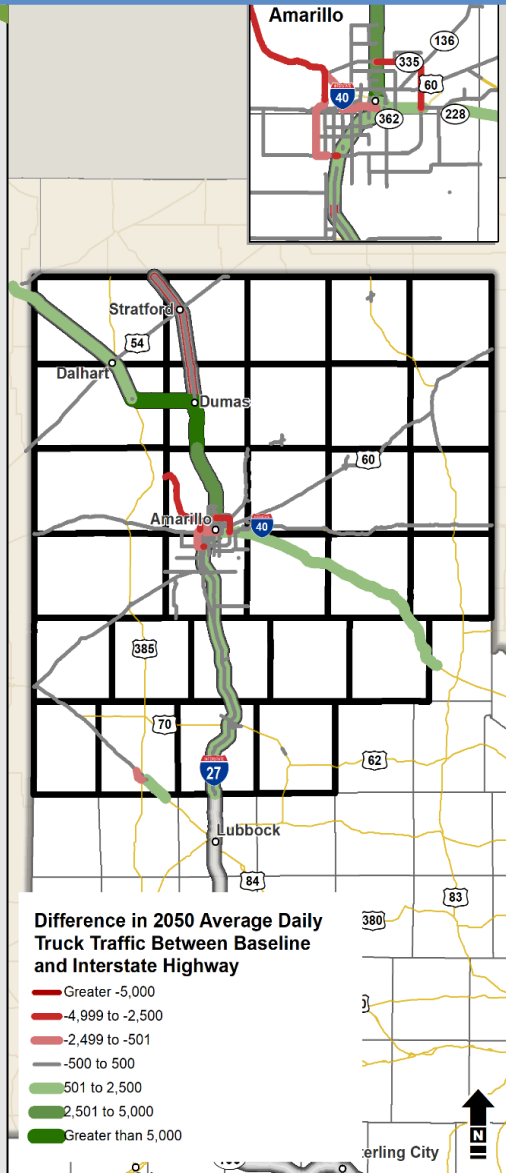
2050 Interstate Travel Time Savings (vs. Baseline)



Segment #1 Feasibility Analysis – Freight Movement



2050 Interstate Truck Traffic (vs. Baseline)



Interstate

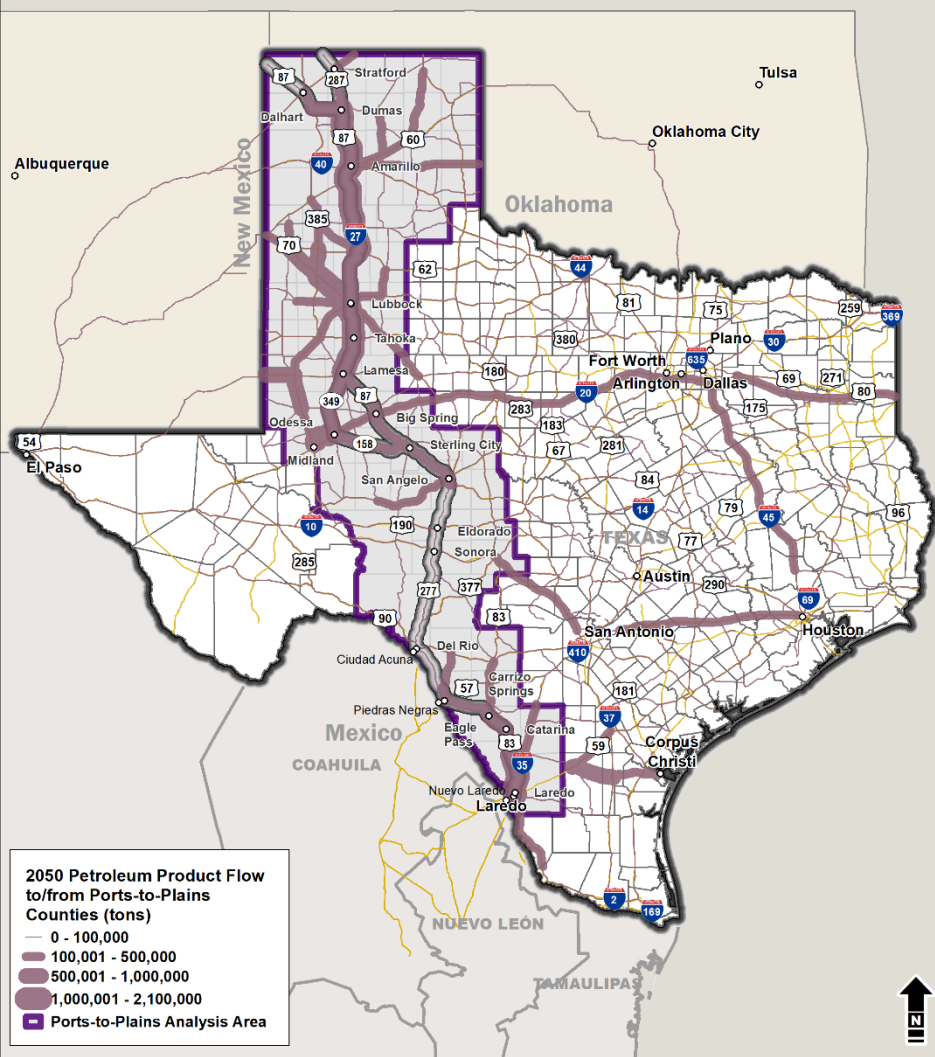


- The Interstate is projected to carry 4,900 trucks per day by 2050, an increase of 23% over the Baseline.
- The Interstate brings new truck demand in Dumas area and draws trips to US-287 southeast of Amarillo

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

Segment #1 Feasibility Analysis – Transporting Energy Products

Corridor Energy Freight Flow 2050 (Baseline)



Interstate



- The Interstate is projected to add 76 million freight tons (99%) above the Baseline
- Currently roughly 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 #1 Preliminary Interstate Estimate <i>(Some Rural Frontage Roads)</i>	Corridor Preliminary Interstate Estimate <i>(Some Rural Frontage Roads)</i>
Interstate	<i>4-Lane Divided: 172 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>All (157 out of 157 miles) (1-lane)</i>	<i>533 out of 718 miles (1-lane)</i>
Construction	\$4.220 billion (\$24.5 M/mi)	\$20.584 billion (\$25.4 M/mi)
Right of Way	\$0.422 billion	\$2.058 billion
Utilities	\$0.127 billion	\$0.874 billion
Total	\$4.769 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 #1 Preliminary Recommendations





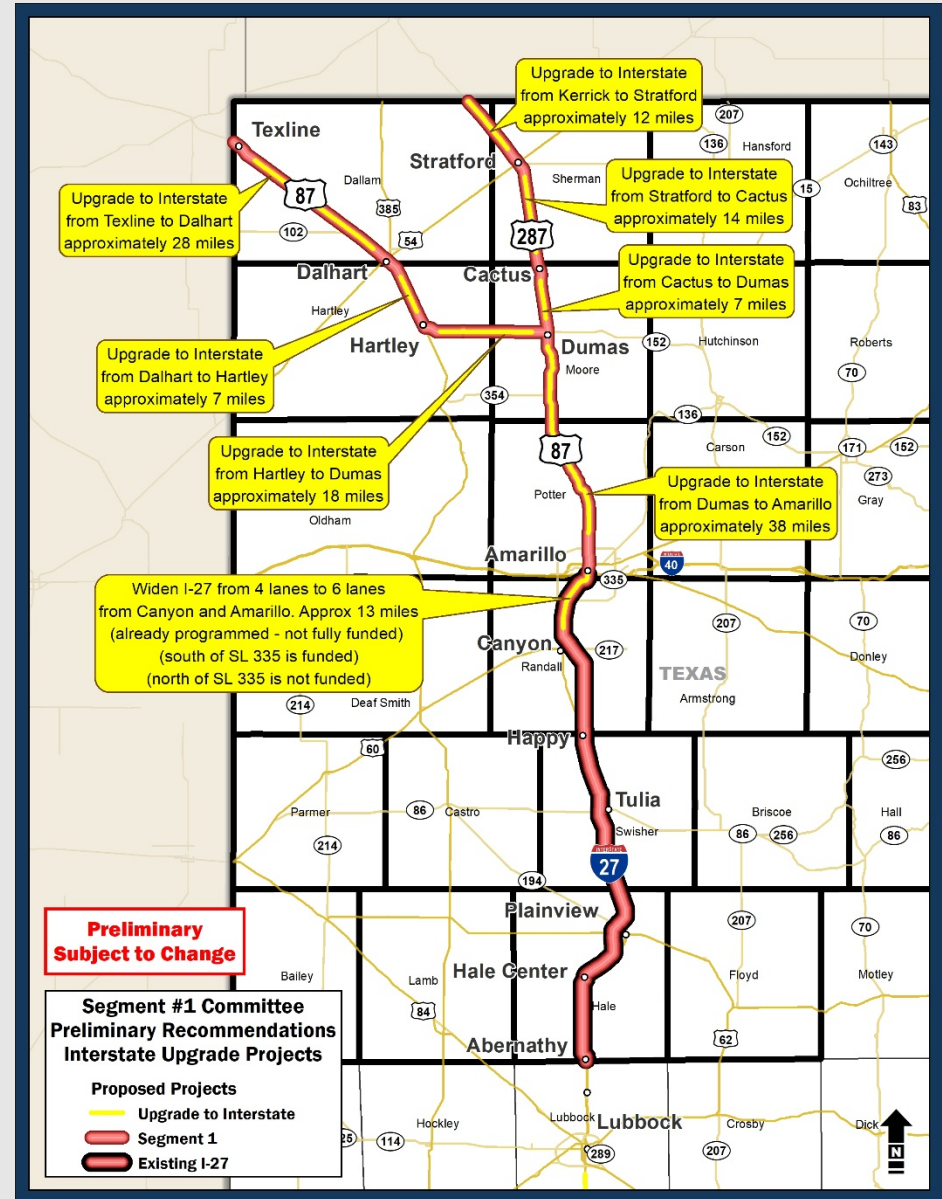
Committee members suggested preliminary recommended projects during a meeting held on April 1, 2020. Their recommendations were grouped into three categories.

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

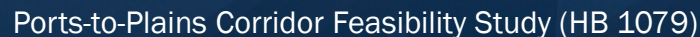
Interstate Upgrade Projects

Committee members suggested these preliminary recommended projects during a meeting held on April 1, 2020.

Roadway	From	To	Description of Work
US 287	Kerrick	Stratford	Upgrade to Interstate (approx. 12 miles)
US 287	Stratford	Cactus	Upgrade to Interstate (approx. 14 miles)
US 287	Cactus	Dumas	Upgrade to Interstate (approx. 7 miles)
US 87	Texline	Dalhart	Upgrade to Interstate (approx. 28 miles)
US 87	Dalhart	Hartley	Upgrade to Interstate (approx. 7 miles)
US 87	Hartley	Dumas	Upgrade to Interstate (approx. 18 miles)
US 87	Dumas	Amarillo	Upgrade to Interstate (approx. 38 miles)



* denotes a planned and programmed project
+ denotes project not fully funded

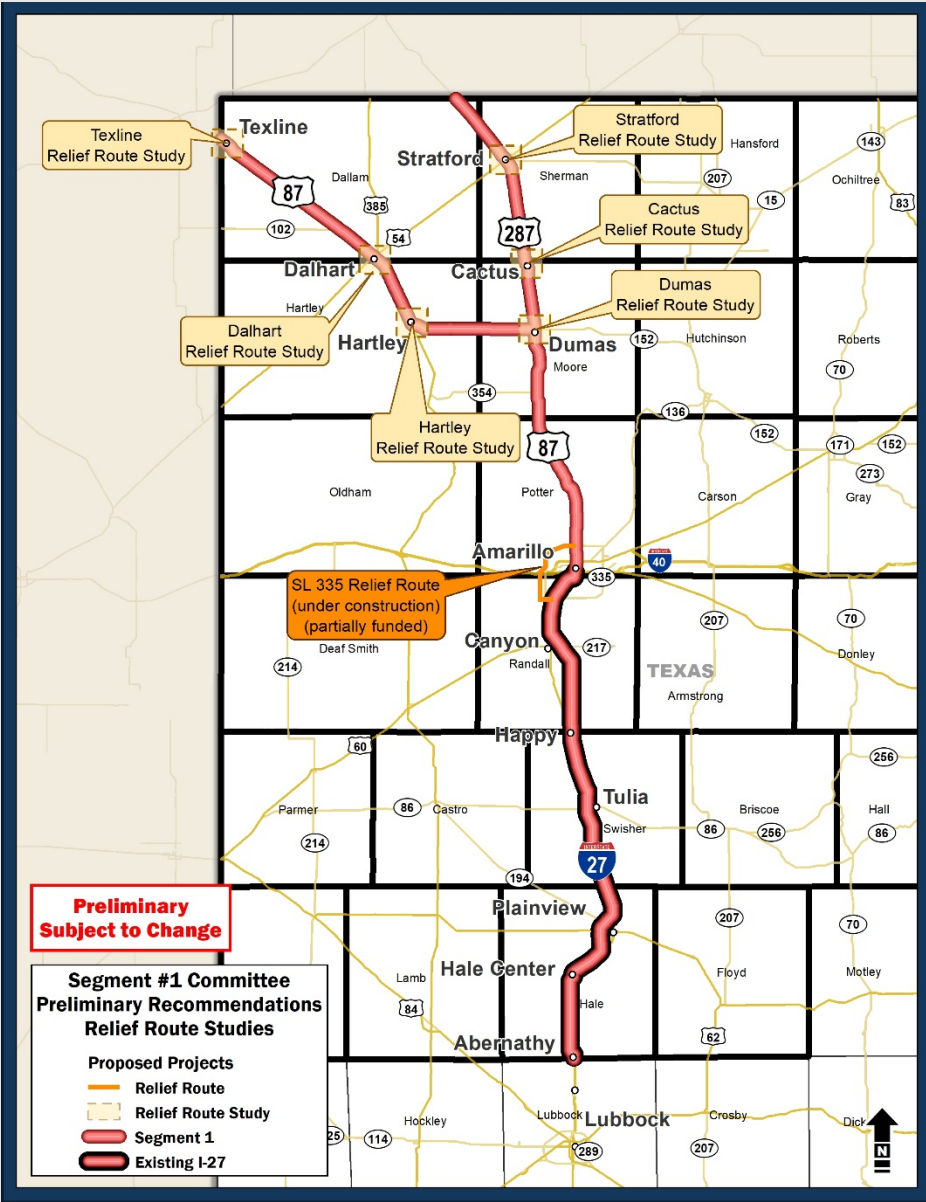


Relief Route Studies

Committee members suggested these preliminary recommended projects during a meeting held on April 1, 2020.

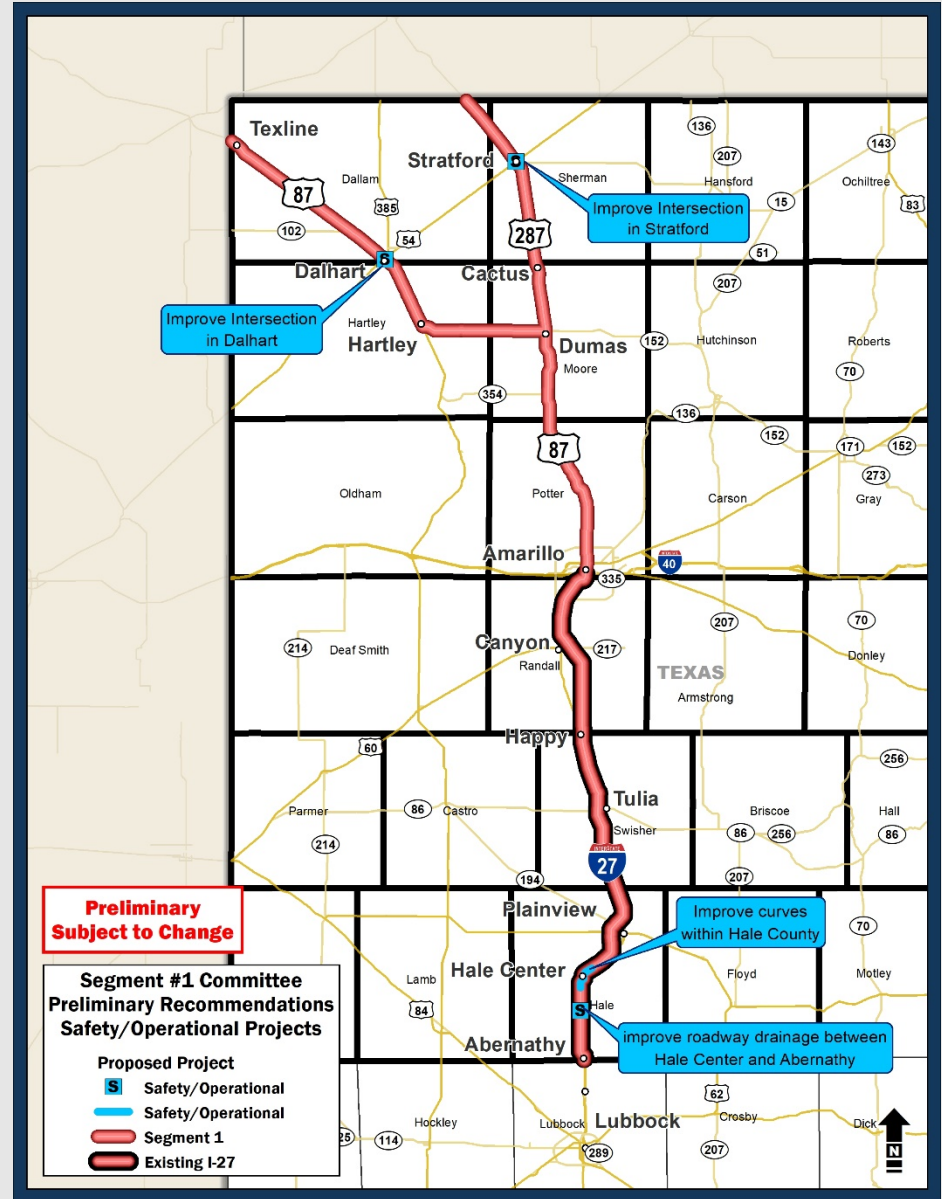
Description	Location
Texline Relief Route Study	Around City of Texline
Dalhart Relief Route Study	Around City of Dalhart
Hartley Relief Route Study	Around City of Hartley
Stratford Relief Route Study	Around City of Stratford
Cactus Relief Route Study	Around City of Cactus
Dumas Relief Route Study	Around City of Dumas
State Loop 335 Relief Route *+	Off US 87, extends along west side of Amarillo

* denotes a planned and programmed project
 + denotes project not fully funded



Committee members suggested these preliminary recommended projects during a meeting held on April 1, 2020.

Roadway	Description of Work
US 287 at US 54	Improve intersection in Stratford
US 87 at US 54	Improve intersection in Dalhart
I-27	Improve curves within Hale County (near Hale Center)
I-27	Improve roadway drainage between Hale Center and Abernathy





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 #1 Preliminary Recommendations?

All comments must be received on or before **Friday, May 29, 2020.**



p2pseg1vpm.transportationplanroom.com



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



THANK YOU!