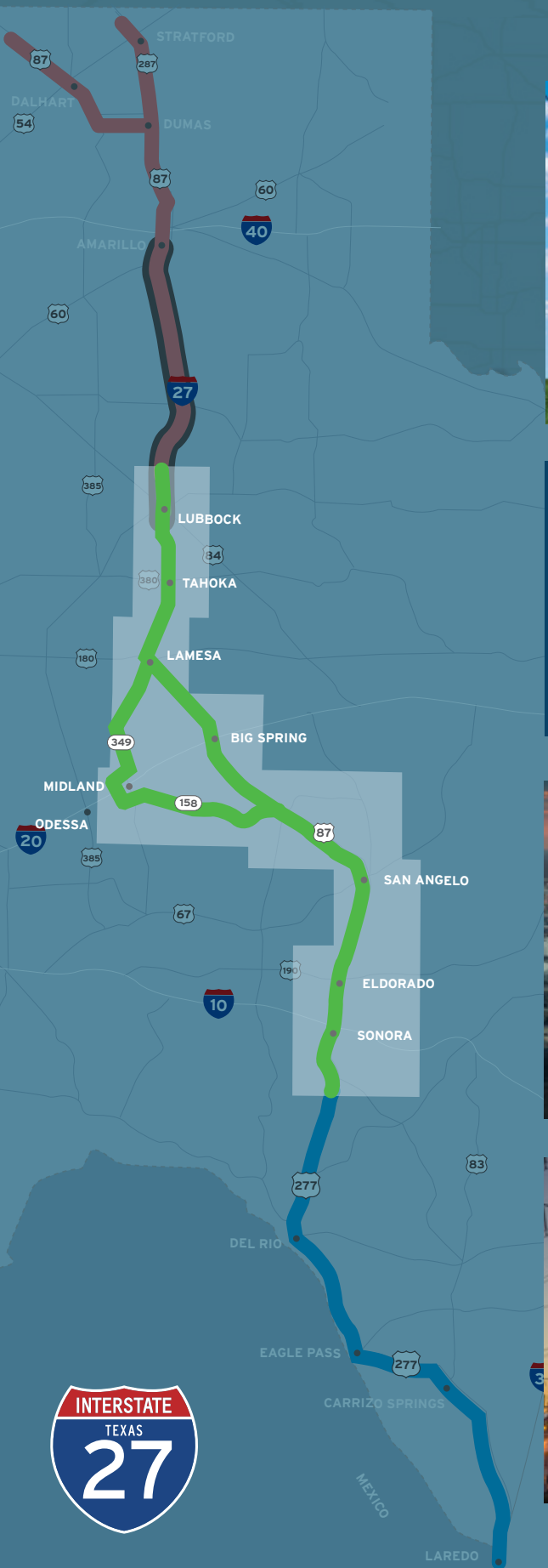


PORTS-TO-PLAINS CORRIDOR INTERSTATE FEASIBILITY STUDY



● SEGMENT 2 EXECUTIVE SUMMARY JUNE 30, 2020



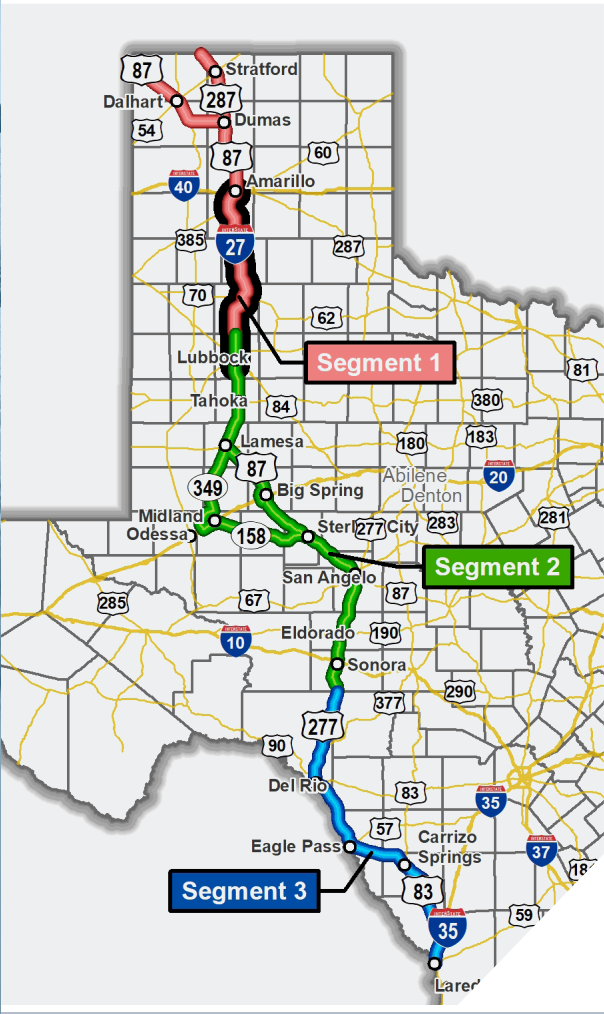


SEGMENT #2

EXECUTIVE SUMMARY



Ports-to-Plains Corridor Interstate Feasibility Study (House Bill 1079)



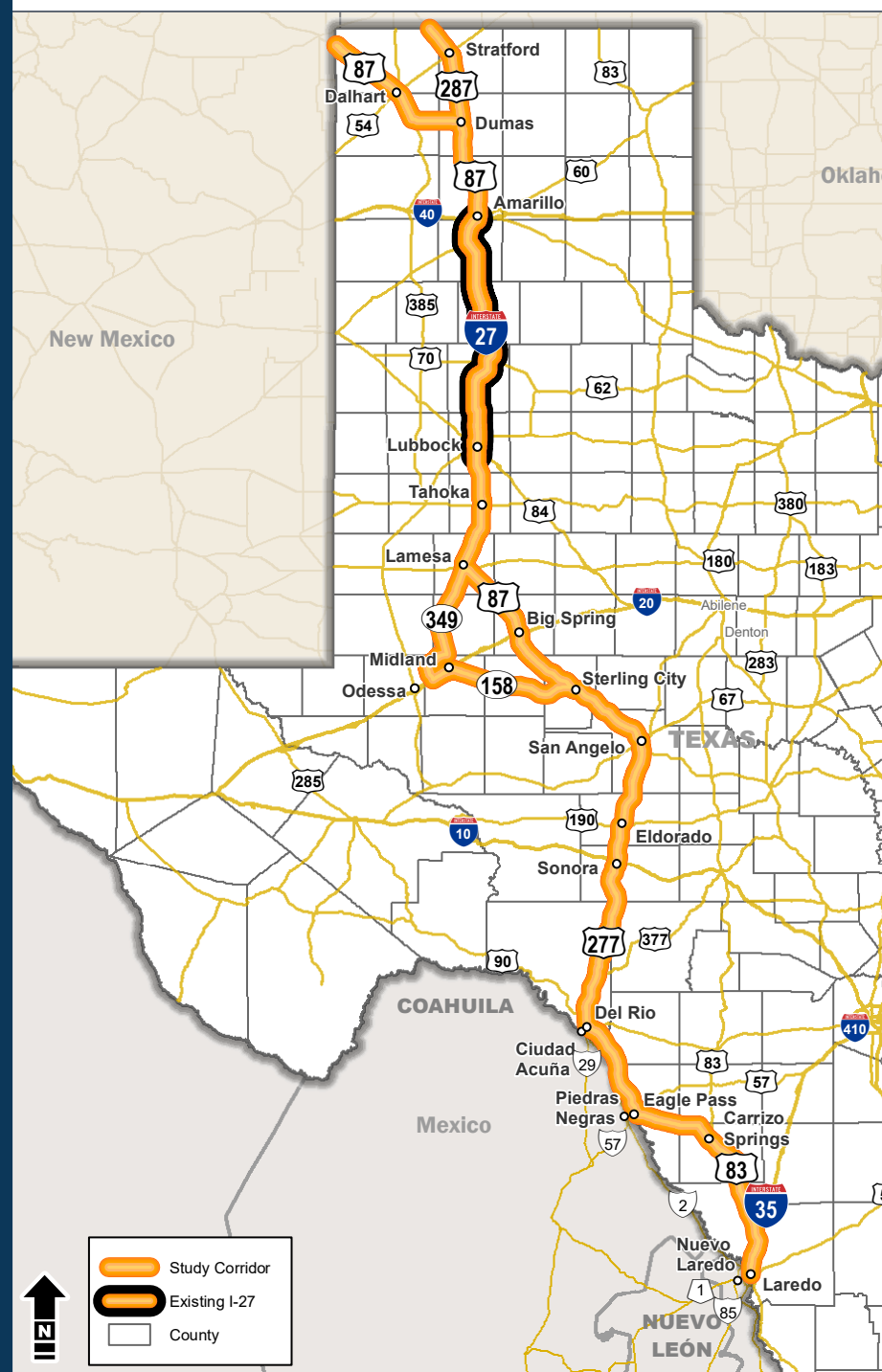
The Ports-to-Plains Corridor is an international, national and state significant transportation corridor that connects and integrates Texas’ key economic engines, international trade, energy production and agriculture. The corridor also plays a vital role in supporting the growing demographic and economic centers of South and West Texas. The corridor functions as the only north-south corridor facilitating the movement of people and goods in South and West Texas and beyond.

Purpose of this Report

The Segment #2 Committee Ports-to-Plains Corridor Interstate Feasibility Study Report (Segment #2 Committee Report) provides the recommendations and priorities of the Segment #2 Committee members for improvements to the Ports-to-Plains Corridor in Segment #2. The Segment Committee #2 Report meets the requirements outlined in House Bill 1079 that was signed into law by Governor Greg Abbott on June 10, 2019. The recommendations in this Segment #2 Committee Report will be used by the Ports-to-Plains Advisory Committee to make their recommendations on improvements to the Ports-to-Plains Corridor to the Texas Department of Transportation.

Ports-to-Plains Corridor Overview

- Approximately **963 miles** of primarily rural area in West and South Texas
- Designated by Congress as a **High Priority Corridor** on the National Highway System in 1998
- Spans **26 counties** and is comprised of sections of Interstate 20 (I-20), Interstate 27 (I-27), Interstate 35 (I-35), US 83, US 87, US 277, US 287, State Highway 158, and State Highway 349
- Connects to the state's and the nation's strategic trade gateways of **Laredo, Eagle Pass, and Del Rio** to destinations north, west and east



Significance of the Transportation Corridor

The Ports-to-Plains Corridor plays a critical role in the nation's food, energy, and national security.

Energy Production

The Ports-to-Plains Corridor is a vital energy trade corridor that connects the Permian Basin and Eagle Ford Shale production areas. Importing materials and equipment for extraction requires a significant amount of freight, much of which relies on the Ports-to-Plains Corridor energy development to grow.

The Permian Basin comprises...

32% of U.S. crude oil production
13% of U.S. natural gas production

The Permian Basin accounted for...

\$9 Billion of the state's taxes and royalties from oil and gas producers
67% of the total

The Eagle Ford Shale produced...

5.5 Million cubic feet of natural gas
990 Thousand barrels of oil per day in 2019

Wind is also a critical component of the energy economy in west Texas. Much of that production comes from the counties along the Ports-to-Plains Corridor.

Agriculture Production

Agriculture is a key driver of economic industry in the Ports-to-Plains Corridor, especially in the northern section of the corridor. The production and export of quality agricultural products (crops, livestock, dairy, etc.) generates billions of dollars and relies directly on highway networks for transport of products to market.

Annual Agriculture Sales within the Ports-to-Plains Corridor

\$11 Billion

Three of the top yearly agricultural commodities in Texas are:

Cattle
\$12.3 Billion

Cotton
\$2.6 Billion

Milk
\$2.1 Billion

International Trade

The corridor connects to the state's and the nation's strategic trade gateways of Laredo, Eagle Pass, and Del Rio. The corridor is critical to the continued economic prosperity of South and West Texas.

In 2018...

The three border crossings accounted for

50% of U.S.-Mexico cross-border trade

\$262 billion in trade

66% of Texas-Mexico cross-border trade

National Defense and Security

There are several military installations and border enforcement facilities located along the Corridor. Existing I-27 in Segment #1, portions of Segment #2 and Segment #3 are on the Strategic Highway Network. Improvements to the corridor could result in additions to the Strategic Highway Network and improve mobility on all that is currently designated.

House Bill 1079

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

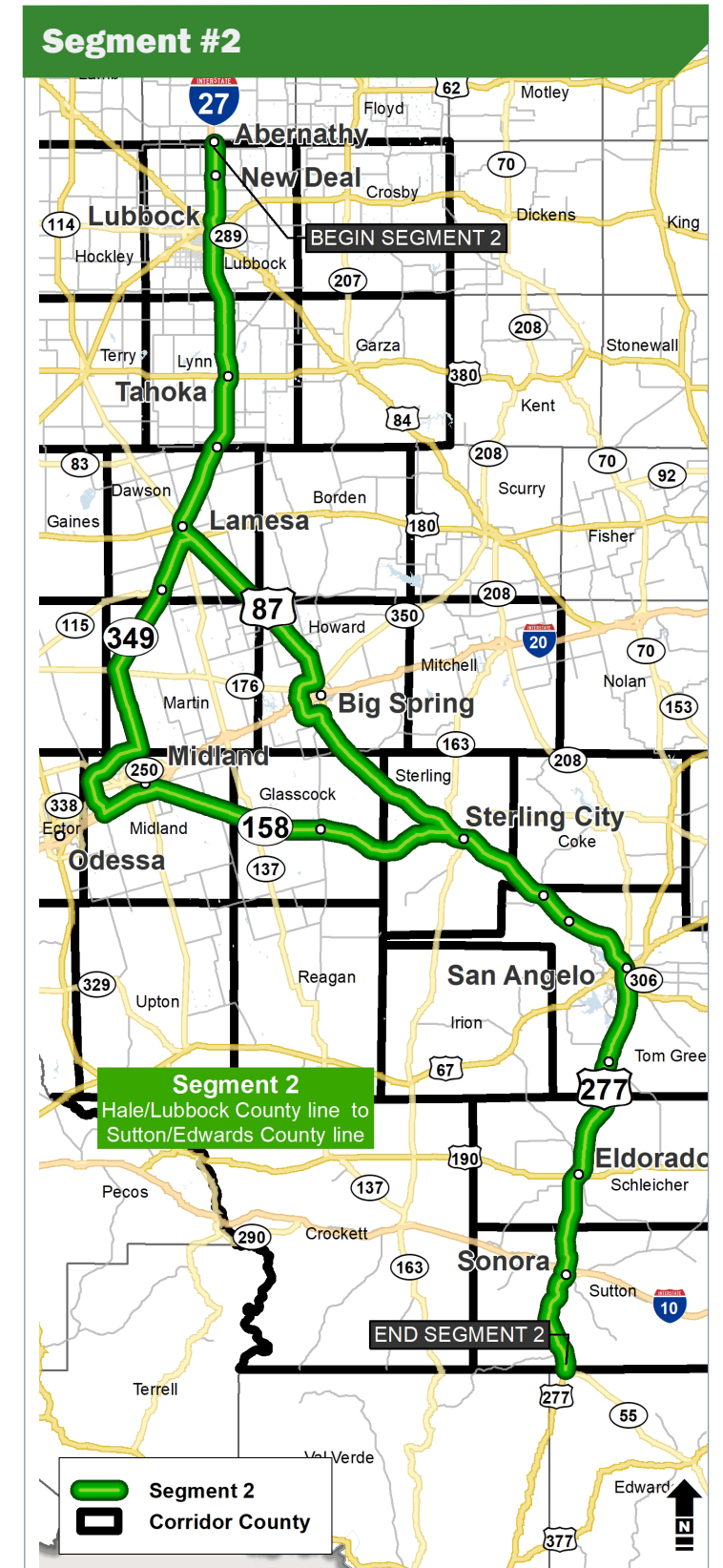
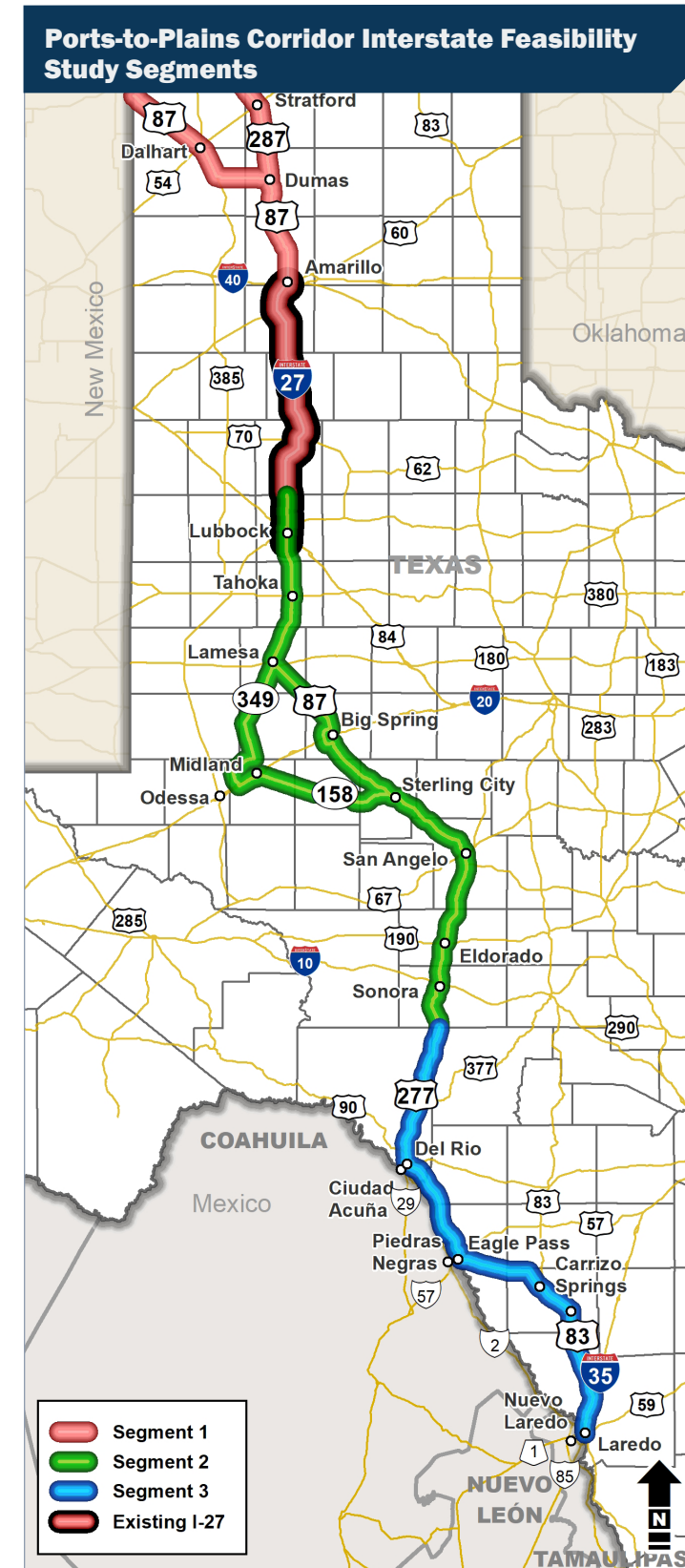
The study must evaluate the feasibility of, and costs and logistical matters associated with, improvements to the corridor that create a continuous-flow, four-lane divided highway that meets interstate standards to the extent possible.

HB 1079 describes the composition of the Segment Committees, consisting of volunteers who may represent municipalities, counties, metropolitan planning organizations (MPO), ports, chambers of commerce, and economic development organizations along the segment.

Ports-to-Plains Corridor Interstate Feasibility Study Milestone Dates



*Prescribed by HB 1079



Study Goals

► The goals of the Ports-to-Plains Corridor Interstate Feasibility Study include an examination and determination of:



Freight movement along the Ports-to-Plains Corridor



The ability of the energy industry to **transport products** to market



The economic development impacts of the Ports-to-Plains Corridor, including whether the improvement or expansion of the Ports-to-Plains Corridor would create **employment opportunities** in this state



Whether improvements or expansion of the Ports-to-Plains Corridor would **relieve traffic congestion** in the segment



Prioritization of improvements and expansion of the Ports-to-Plains Corridor that are warranted in order to promote safety and mobility, while **maximizing the use of existing highways** to the greatest extent possible and **striving to protect private property** as much as possible



The areas that are preferable and suitable for **interstate designation**



Project costs related to the improvement or expansion of the Ports-to-Plains Corridor



Federal, state, local, and private **funding sources** for a project improving or expanding the Ports-to-Plains Corridor

Segment Committee Meetings

The Segment #2 Committee met live five times during the Ports-to-Plains Corridor Interstate Feasibility Study. The Segment Committee's roles and responsibilities included electing a Chairperson and Vice Chairperson to assist in the development of meeting materials, attending Segment Committee meetings, providing feedback on corridor data and analysis presented by TxDOT, and providing segment-specific study recommendations for consideration by the Advisory Committee.



District Coordination

- Provided current studies and roadway construction projects
- Reviewed cost estimate methodology and cost estimates
- Provided insight for frontage roads in rural areas
- Participated in Segment Committee and Public meetings

Public Outreach

► The purpose of the outreach was to establish early and continuous public participation opportunities that provided information about transportation issues and decision-making processes to all interested parties.

► This provided access to information about the study to enhance the public's knowledge and ability to participate in the development of the study and to receive feedback on preliminary recommendations made by the committees before submitting reports.

► A key component of the stakeholder engagement for the Ports-to-Plains Corridor Interstate Feasibility Study was a robust public engagement process in accordance with requirements of HB 1079.

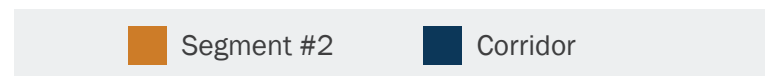
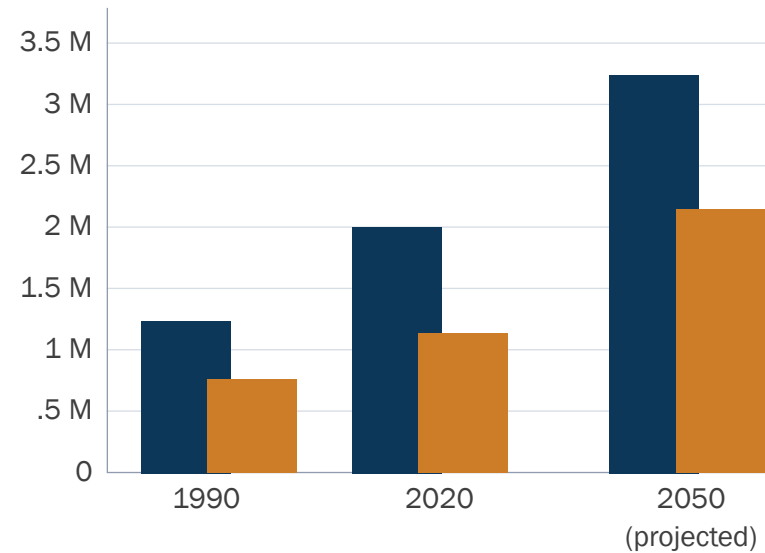
► Eight public meetings were held between November 2019 and May 2020 on a quarterly basis at key study milestones as per HB 1079 requirements.

Existing and Future Corridor Conditions

Population

- From 1990 to 2020, population in Segment #2 has grown **29%**, compared to **33%** in the overall Ports-to-Plains Corridor.
- Much of this growth has occurred in the **Permian Basin**, which has some of the highest growth rates in the corridor.
- At **954,316** people, (in 2017), Segment #2 makes up **approximately half** of the corridor population.
- Population is projected to more than double by 2050, reaching **2,104,479** people, an increase of **101%**.
- Future growth in Segment #2 is expected to outpace the rest of the Ports-to-Plains Corridor which is expected to grow by **61%**.

Segment #2 & Corridor Population

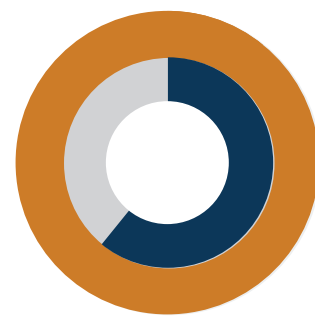


Population Growth Past 30 Years



Segment #2: **29%**
Corridor: **33%**

Population Growth Next 30 Years

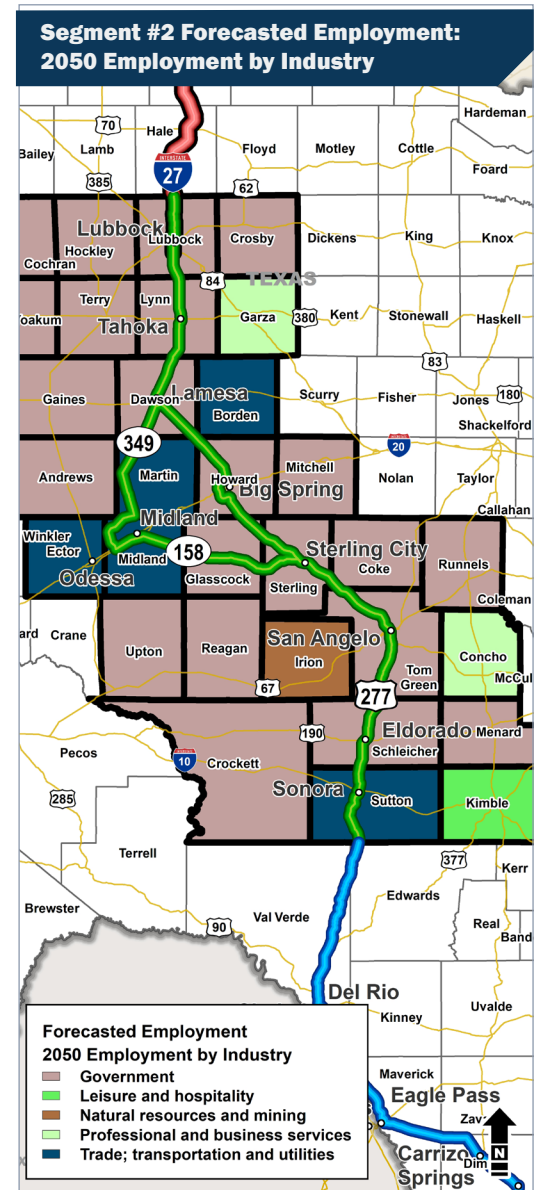
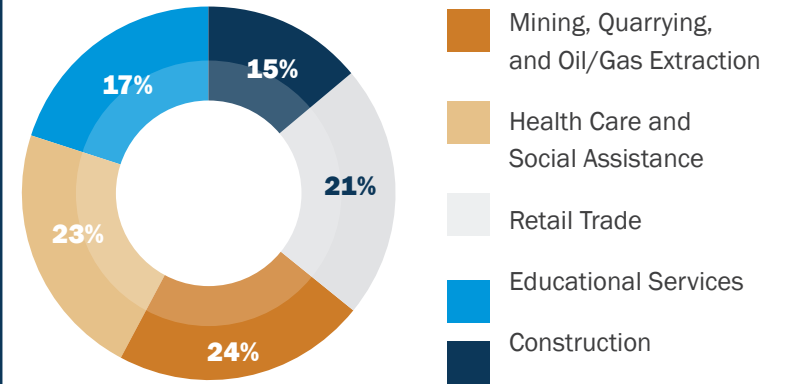


Segment #2: **101%**
Corridor: **61%**

Economic

- Economic indicators such as **employment, income, and gross domestic product (GDP)** indicate **substantial future growth** in Segment #2 and the Ports-to-Plains Corridor.
- Median household income in Segment #2 is anticipated to grow **135%** to **\$125,376** in 2050, compared to the Corridor at **161%**.
- Gross domestic product in Segment #2 is anticipated to grow **76%** by 2050, compared to the Corridor at **69%**.
- Health care, retail trade, and educational services** are all major employers in Segment #2.
- The top industry in Segment #2 is **Mining, Quarrying, and Oil/Gas Extraction**. Segment #2 is the only segment with this industry in the top five. Trade, transportation, and utilities are anticipated to rise in importance by 2050.

Segment #2 Top Industries



Source: Moody's Analytics County Forecast

Existing and Future Corridor Conditions

Traffic & Safety

Comparing Interstate Upgrade to Baseline:

- Total traffic volumes are projected to grow 34% corridor-wide and 40% in Segment #2.
- Total truck volumes are projected to grow 34% corridor-wide and 36% in Segment #2.
- The average crash rate in the corridor is projected to reduce by 21% and by 26% in Segment #2.
- Free flow travel times are projected to reduce by 34.2 minutes for the entire corridor and by 8.7 minutes in Segment #2.
- Average travel times are projected to reduce by 89.2 minutes for the entire corridor and by 26.1 minutes in Segment #2.
- Peak period travel times are projected to reduce by 145.7 minutes for the entire corridor and by 42.0 minutes in Segment #2.

➤ Total Traffic Volumes – Vehicles Per Day Growth

	2018	Baseline (2050)	Interstate (2050)	% Growth*
Corridor	10,600	17,700	23,800	34%
Segment #2	10,200	17,200	24,000	40%

➤ Truck Traffic Volumes – Vehicles Per Day Growth

	2018	Baseline (2050)	Interstate (2050)	% Growth*
Corridor	2,200	3,800	5,100	34%
Segment #2	2,100	3,600	4,900	36%

➤ Crash Rates – Reduction in Annual Crashes per 100M Vehicle Miles Traveled

	2018	Baseline (2050)	Interstate (2050)	% Reduction*
Corridor	115	86	68	-21%
Segment #2	111	87	64	-26%

➤ The interstate upgrade would result in yearly reductions across the state of approximately...

18 fatal collisions **329** injury collisions **906** property damage collisions

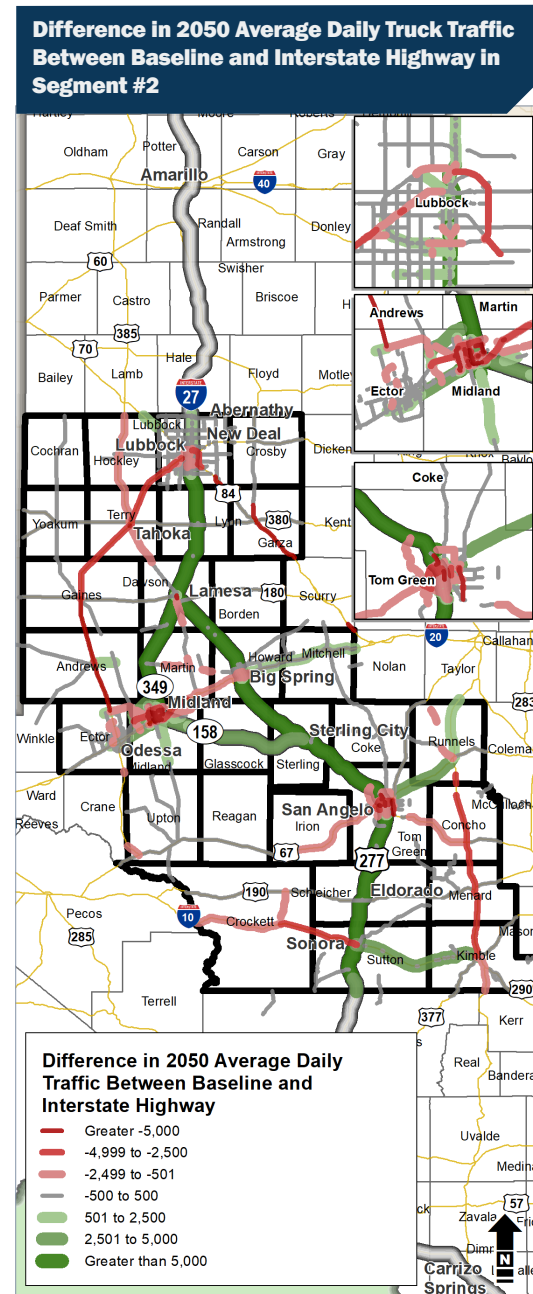
➤ Travel Times – Minutes Reduced

	Free Flow Conditions*	Average Conditions*	Peak Conditions
Corridor	34.2	89.2	145.7
Segment #2	8.7	26.1	42.0

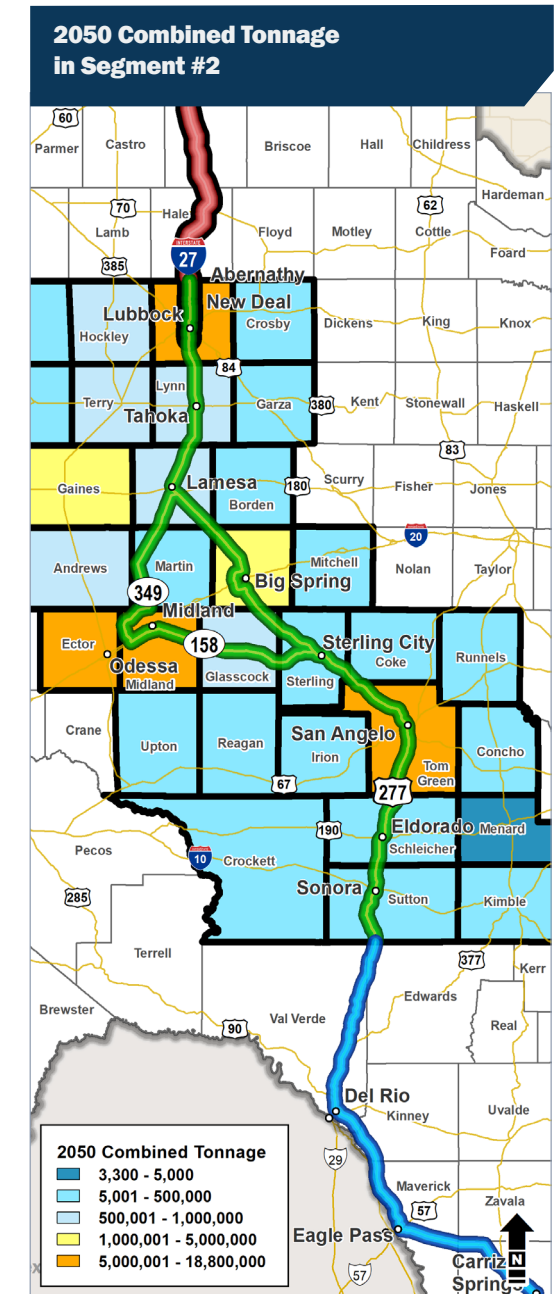
*Difference between baseline and interstate

Freight

- In Segment #2, the Baseline forecast projects total truck tonnage to grow 87% through 2050.
- Midland, Ector, and Lubbock Counties account for 75% of the total added truck tonnage in Segment #2.
- In Segment #2, much of the truck traffic is concentrated in Lubbock, Midland/Odessa, and San Angelo.
- The interstate would divert truck volumes from nearby parallel routes, as well as national routes. This diversion is expected to increase corridor truck traffic from 2,200 in 2018 to 5,100 in 2050, an increase of 132 percent, and 34 percent over the baseline.



Source: TxDOT SAM

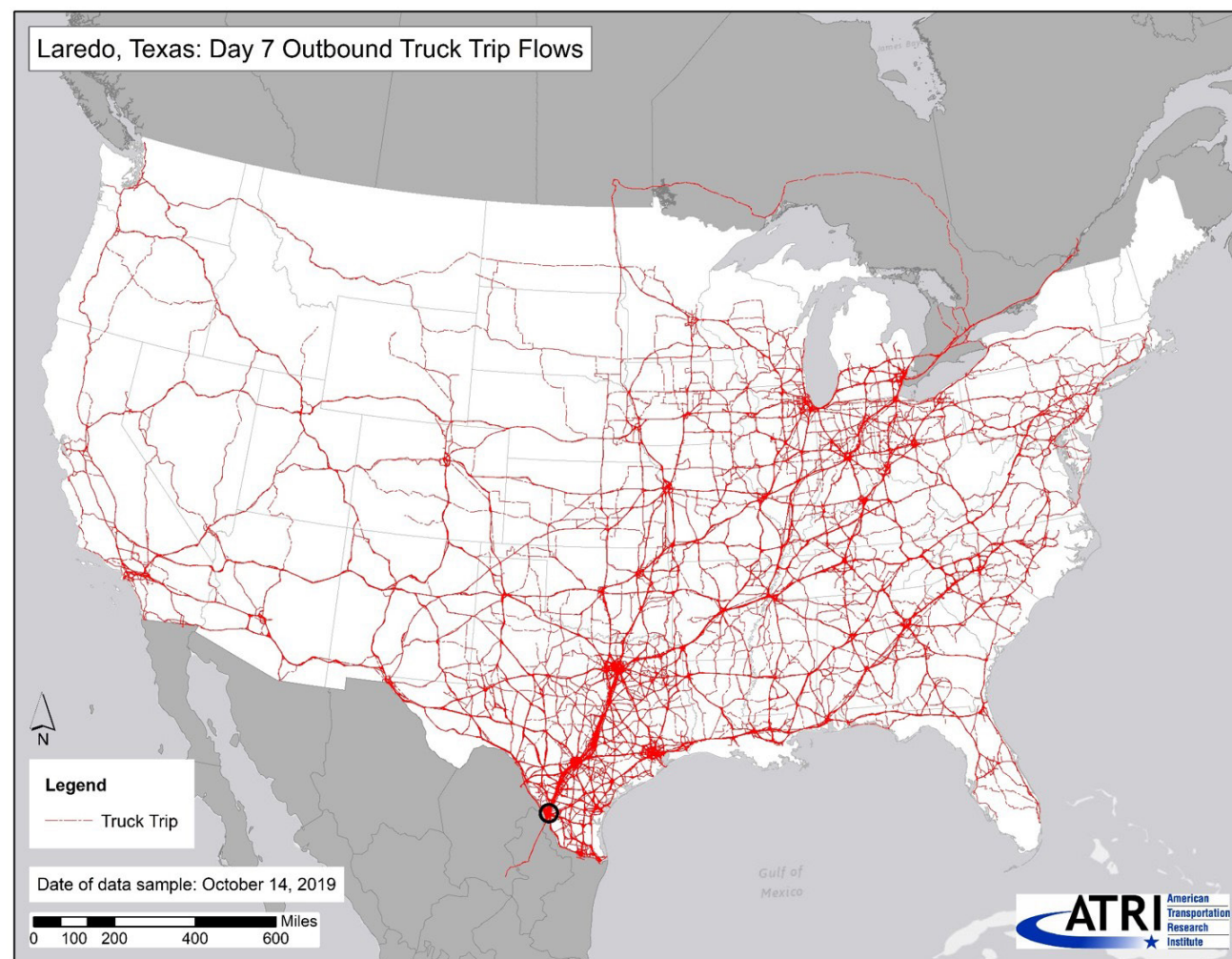


Source: TxDOT SAM and Transearch

Outbound Truck Trip Flows

As shown on the map below, outbound truck trips originating in Laredo were tracked for a 7-day period as compiled by the American Transportation Research Institute (ATRI). The map illustrates the magnitude of truck traffic flowing from the Port of Laredo with thicker red lines indicating the heaviest flows.

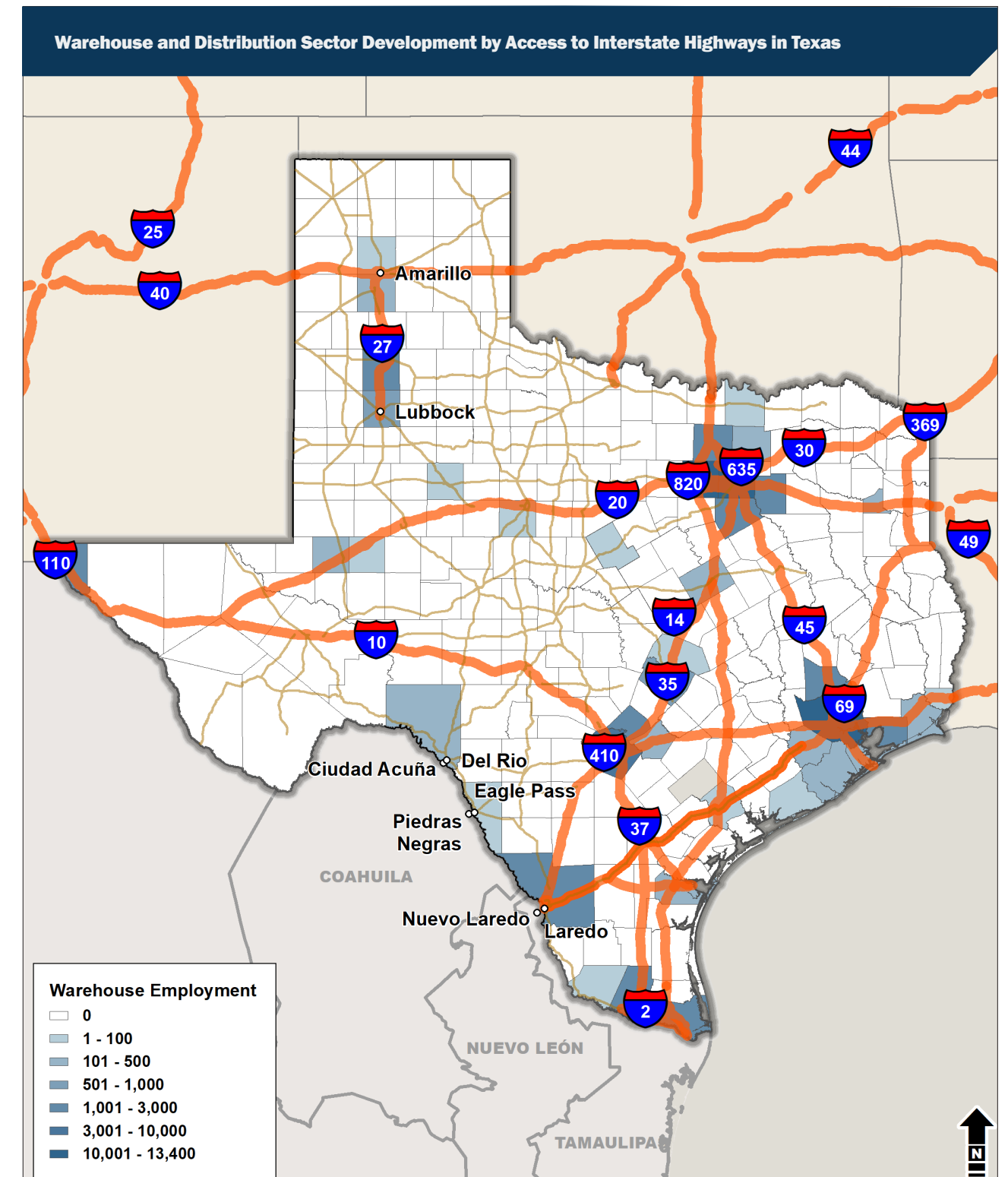
The strongest outbound truck demand from Laredo is along the I-35 corridor to the Dallas-Fort Worth metropolitan area with other strong flows throughout Texas using other interstates, U.S. highways, and Texas state routes. The truck flows from Laredo reach all regions of the United States and into Canada.



Source: ATRI, 2019

Warehouse and Distribution Sector Access

As shown on the figure below and supported by research by the National Academy of Sciences, warehouse and distribution sector development in Texas is driven by access to interstate highways.



Source: National Cooperative Freight Research Program Report 13

Corridor Interstate Feasibility Analysis

The Segment #2 Committee conducted an interstate feasibility analysis for the Segment #2 portion of the Ports-to-Plains Corridor to determine if upgrading the entire corridor to interstate standards, where feasible, would achieve the goals in HB 1079.

►► The Segment #2 Committee considered two scenarios:

Baseline	Interstate upgrade
Scenario assumes only currently planned and programmed projects are implemented along the corridor by 2050 as listed in TxDOT's FY 2020 Unified Transportation Program.	Scenario assumes improvements to provide a continuous-flow, fully access-controlled facility with a minimum of two lanes in each direction separated by a median within a typical 300- to 500-foot right-of-way.

The Segment #2 feasibility analysis was performed to determine whether implementing a continuous-flow four-lane interstate facility on the Ports-to-Plains Corridor would achieve the goals set out in HB 1079. Data collected during the existing conditions, forecasted conditions analysis and needs assessment was used to evaluate the scenarios against the goals.

Examination of Freight Movement

Findings		
►► Reduce travel times 89 to 146 minutes across the entire corridor and 26 to 42 minutes in Segment #2 over the baseline.	►► Improved travel time and access results in diverting truck volumes from nearby parallel routes as well as national routes like I-10, I-35 from Laredo to San Antonio, and I-35 to I-70 from Dallas to Denver. This results in truck traffic increasing 36% in Segment #2 over the baseline.	►► Attract corridor truck traffic from 2,200 in 2018 to 5,100 in 2050, a growth of 132 percent, and 34 percent over the baseline. ►► Provide improved access for petroleum products as well as imports from International Trade Gateways to the south.

Travel Time Savings = the amount of time saved due to upgrading the Ports-to-Plains Corridor to an interstate.

Determination of Ability to Promote Safety and Mobility

Safety Findings

Upgrading the Ports-to-Plains Corridor-wide to an interstate would lower crash rates since interstates have 15 to 25% fewer crashes than a typical US highway and 35% fewer crashes than a typical state highway.

►► Over 2018 conditions, the interstate is estimated to reduce the crash rate by approximately

►► In 2050, the interstate is estimated to reduce crashes over the baseline by

42% Segment #2

41% Corridor

26% Segment #2

21% Corridor

The interstate upgrade will lower the number of crashes and provide a statewide monetary benefit of \$450M when USDOT guidance regarding avoidance of fatal (\$9.6M), injury (\$174k) and property damage only (\$4.3k) crash reductions is considered.

Crash Rates = the number of crashes per 100 million vehicle miles.

Mobility Findings

The interstate upgrade would provide a travel time benefit over the existing non-interstate due to greater travel speeds provided by full access control. The interstate upgrade would reduce travel time over the baseline:

Corridor-wide	Segment #2
34 Minutes Free-flow travel time savings	9 Minutes Free-flow travel time savings
89 Minutes Average travel time savings	26 Minutes Average travel time savings
146 Minutes Peak travel time savings	42 Minutes Peak travel time savings

Ability of Energy Industry to Transport Products to Market

Findings

►► Create a fully access-controlled facility for the entire corridor with improved travel times and reliability for freight, including trucks transporting energy products to market.

►► Reduce travel times 89 to 146 minutes across the entire corridor and 26 to 42 minutes in Segment #2 over the baseline.

►► Provide a safer and more reliable route for trucks carrying energy products to market when traveling through cities and small towns.

This reduction in travel time, increased market access radius, and increase in route reliability provided by the interstate upgrade will help the energy industry transport products to market.

Determination of Traffic Congestion Relief

Findings

The interstate upgrade results in relatively higher speeds throughout the corridor. As a result, traffic would divert from parallel and intersecting roadways to take advantage of the improved travel time on the Ports-to-Plains Corridor.

Regional:

- ▶ Most diversion to the Ports-to-Plains Corridor comes from highways within 100 miles of the corridor.
- ▶ In Segment #2, the interstate upgrade also shows a significant forecasted traffic diversion from routes south of Lubbock such as US 385, US 84, and SH 137.
- ▶ The interstate upgrade shows a stronger traffic diversion capability over the baseline indicating the ability to reduce traffic congestion from nearby corridors in Segment #2 and from other corridors in the state.

Statewide:

- ▶ The interstate upgrade diverts traffic from other corridors state-wide. The data showed significant traffic diversion of more than 5,000 vehicles per day from US 385 south of Hartley, US 385 to US 62 between Odessa and Lubbock, and US 84 between Lubbock and I-20.
- ▶ Moderate diversion was shown from I-35 from Laredo to San Antonio.

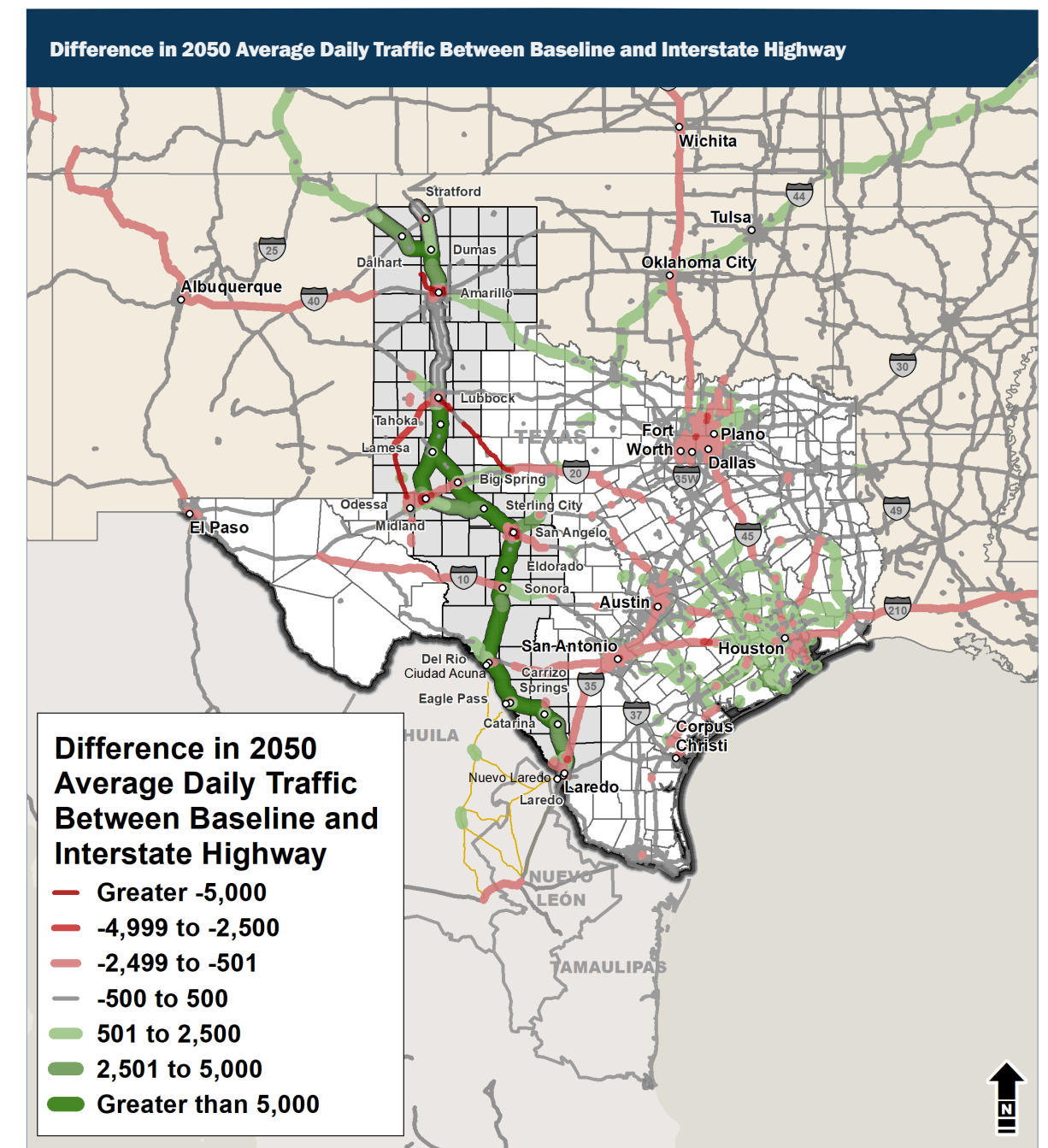
National:

The conversion of the Ports-to-Plains Corridor to an interstate would also create shifts in national travel patterns.

- ▶ The route diverts national trips presently using I-10 to the west and local trips from US 83 and attracts trips to US 67 east of San Angelo.
- ▶ Upgrading the Ports-to-Plains Corridor to an interstate would divert traffic from key national corridors such as I-40, I-70, I-35, and I-10, and alters long-distance travel patterns between different regions of the United States and either Mexico or the Gulf of Mexico coast.
- ▶ The Ports-to-Plains Corridor was found to attract trips to I-44 from St Louis, Missouri to Wichita Falls and continuing towards the corridor while diverting trips away from other east-west routes east of Texas, such as I-10.
- ▶ Diversion was also traced from the I-70/I-135/I-35 route from Denver to Dallas and instead favoring I-25 through New Mexico and connecting to US 87 in Texas.
- ▶ Smaller national diversions – such as trips from the Pacific Northwest being attracted across the Rockies towards Denver and southward to the Ports-to-Plains Corridor – were traced with diversions from I-10 and I-40 to the west.

Binational:

- ▶ Key diversion patterns include trips between the Mexican states of Coahuila, Nuevo Leon, and Tamaulipas south of Texas, the Rocky Mountain and Midwest states of New Mexico, Colorado, Kansas, Oklahoma, and Missouri, and trips between the Gulf of Mexico coast toward the north Mountain and Pacific Northwest states.
- ▶ The magnitude of diversion and growth are also a response from increases in foreign trade via land ports with industrial areas of Mexico, and international seaport trade that can more easily reach Gulf of Mexico ports due to the Panama Canal expansion.



Source: TxDOT SAM and TxDOT 2018 RID

Determination of Areas Preferable and Suitable for Interstate Designation

► There are three ways to obtain future interstate designation:

Method 1:

If the corridor currently meets interstate standards, the US DOT Secretary may designate as an interstate under 23 USC 103(c)(4)(A),

Method 2:

If the corridor does not currently meet interstate standards, TxDOT may submit a proposal requesting designation as future interstate under 23 USC 103(c)(4)(B), or

Method 3:

The corridor may be designated part of the interstate system by a congressional act.



Findings

Method 1

- The northern 25 miles of Segment #2 is I-27 and a central portion of the corridor, 7 miles, in Segment #2 is already designated as I-20. A 3-mile portion of the corridor in Lubbock south of and adjacent to I-27, from 82nd Street to one mile south of FM 1585, could meet urban interstate standards. However, the review criteria used to review applications under 23 USC 103(c)(4)(A) requires that the segment “be of sufficient length to provide substantial service to the traveling public.” The Committee determined that while it would be possible to apply for interstate designation under this provision, it might not meet the “substantial service” threshold. The remaining 410 miles in Segment #2 are on U.S. and state highways, consisting of generally 2 to 4 lanes, and have lower design speeds with smaller right-of-way widths. Therefore, the Segment #2 corridor—with the exception of I-20 and I-27—does not currently meet interstate standards and is not currently suitable for interstate designation under 23 USC 103(c)(4)(A).

Method 2

- The existing 441-mile corridor in Segment #2 does not currently meet interstate standards, except for I-20 in the Midland area and I-27 from Lubbock to Amarillo. The Segment #2 Committee then looked at whether the corridor could be designated as future interstate under Method 2. Based on this assessment of interstate eligibility requirements, the Segment #2 committee determined TxDOT could submit for interstate designation under Method 2.

Method 3

- Since a congressional action is a political process outside of the feasibility study, based on the Segment #2 Committee’s assessment they can pursue congressional act designation.

Assessment of Federal, State, Local, and Private Funding

Various funding sources would need to be explored from the federal, state, and local perspective to upgrade the corridor to an interstate. Potential funding sources at the federal, state, and local level and private sources include:

Federal Funding

- **Federal-Aid Highway Program**
- **Highway Safety Improvement Program (HSIP)**
- **United States Department of Transportation Build Program**
- **Infrastructure for Rebuilding America Discretionary Grant Program**

State of Texas

Programmed through the Unified Transportation Program (UTP) – a ten-year program of planning, development and construction projects

- **Proposition 1**
- **Proposition 7**
- **State Infrastructure Bank**
- **State Highway Fund**

Local Funding Sources

Metropolitan Planning Organization

- **Lubbock Metropolitan Planning Organization**
- **San Angelo Metropolitan Planning Organization**
- **Permian Basin Metropolitan Planning Organization**

Private Funding Sources

- **County Energy Transportation Reinvestment Zone**
- **Public-Private Partnerships**

Evaluation of Economic Development Impacts, Including Job Creation

► The interstate upgrade is essential to:

- Improve connectivity, safety, and mobility, including improving access to market for energy and agricultural products, and facilitating the efficient flow of goods and international trade;
- Reduce travel time and costs along the corridor;
- Create jobs, new warehouses and distribution facilities, and other new businesses; and
- Expand the local tax base.

► The interstate is projected to provide the following economic benefits corridor-wide:

Return on Investment

RETURN ON INVESTMENT OF

\$17.8 BILLION OR **76%**

Benefit Cost Ratio

BENEFIT COST RATIO OF 2.4

The economic benefits listed in this report come by fulfilling the implementation plan fully for the entire corridor. The economic benefits of the development of the corridor is important to each segment, but do not accrue to any individual segment without completing the entire corridor.

► Total Annual Travel Benefits

\$4.1 BILLION Statewide Travel Cost Savings

\$1.4 BILLION Segment #2 Travel Cost Savings

\$450 MILLION Statewide Safety Benefits

► Total Annual Increase in Employment

22,100 Corridor Employment

4,400 Employment in the Rest of Texas

► Total Annual Increase in Gross Domestic Product

\$2.2 BILLION Corridor GDP

\$0.9 BILLION Segment GDP

\$640 MILLION Rest of Texas GDP

► The interstate is projected to create the following economic impacts to industries in the corridor:

Food and Agriculture Industry Impacts

The food and agriculture industry is expected to experience significant benefits from the interstate, via reduced annual **travel costs of \$295 million** across the corridor.

- Increase jobs in the food and agriculture industry by **1,050 corridor-wide** and **530 in Segment #2**.
- Grow the food and agriculture sector GDP by **\$80 million corridor-wide** and **\$34 million in Segment #2**.

Energy Industry Impacts

The interstate will save energy companies approximately **\$505 million in time and money** across the corridor and make it easier to access workers and customers. The interstate will:

- Increase energy industry jobs by **3,120 corridor-wide** and **1,450 in Segment #2**.
- Grow the energy sector GDP by nearly **\$400 million**, with **\$170 million in Segment #2**.

Warehousing and Distribution Impacts

The two most important criteria in logistics facility site selection are access to key markets and interaction with the transportation network, which for highway transportation specifically means proximity to interstates and freeways. The interstate will:

- Generate **\$365 million more direct warehousing output across the corridor** and **\$190 million more in Segment #2**
- Add **2,550 more warehousing and distribution jobs**, including **1,450 additional jobs within Segment #2**.
- Generate **\$450 million more in GDP compared to the baseline across the corridor**, and **\$75 million in GDP in Segment #2**.

Economic Impacts of Construction and Maintenance Spending

Construction of the Interstate will create temporary statewide economic impacts **totaling \$17.2 billion in cumulative GDP and 178,600 job-years**, spread out across the duration of the design and construction period.

- Ongoing interstate maintenance will also support **2,090 long-term jobs** and **\$185 million in annual GDP statewide**.
- Jobs would primarily support the construction industry, but would also provide opportunities in countless other industries.

Examination of Project Costs

The planning level cost estimate is based on a methodology typically used to develop costs during the transportation corridor feasibility stage. The methodology used planning-level software with available mapping data for the corridor and assumptions developed in consultation with the TxDOT Lubbock, Abilene, Odessa, and San Angelo Districts. Costs were adjusted to account for planned and programmed projects in Segment #2 and used 2020 dollars.

**Corridor-wide
cost
estimate**

**\$23.5
BILLION**

**Segment
#2
cost
estimate**

**\$12
BILLION**

This cost estimate is preliminary for planning purposes only and is subject to change based on more detailed right-of-way and design information during future stages of project development.

The Segment #2 cost estimate is 50% of the total corridor cost and 50% of the mileage.

Cost Estimate Assumptions

- ▶ **A 75-mile per hour design speed and interstate standards for curves and grades**
- ▶ **2019 TxDOT District bid tabs to calculate prices for pavement, earthwork, and bridges for the TxDOT Lubbock, Abilene, Odessa, and San Angelo Districts**
- ▶ **Major utility relocations based on available mapping data, and minor utilities as a percentage of costs**
- ▶ **Seeding, mulching, lighting, and traffic control as a percentage of costs based on similar projects**
- ▶ **Frontage roads in all urban areas**
- ▶ **Frontage roads for approximately 236 miles in rural areas**
- ▶ **Right-of-way costs as ten percent of the construction costs**
- ▶ **Major utility relocation costs such as parallel pipelines, oil and gas wells, water wells, and parallel railroads**
- ▶ **Full reconstruction of the corridor**

Committee Recommendations and Implementation Plan

Recommendations

The Segment #2 Committee makes the following recommendations:

- 9** interstate upgrade projects that would extend I-27 by upgrading the existing primarily two-lane corridor to an interstate level facility.
- 13** relief route projects around communities where upgrading the existing facility to interstate standards would create significant adverse impacts.
- 18** safety and operational improvements along the corridor that are effective and low-cost strategies to improve safety on the existing corridor and compliment the interstate upgrade.
- ▶ Other general and policy recommendations to address the key issues along the corridor.

Implementation Plan

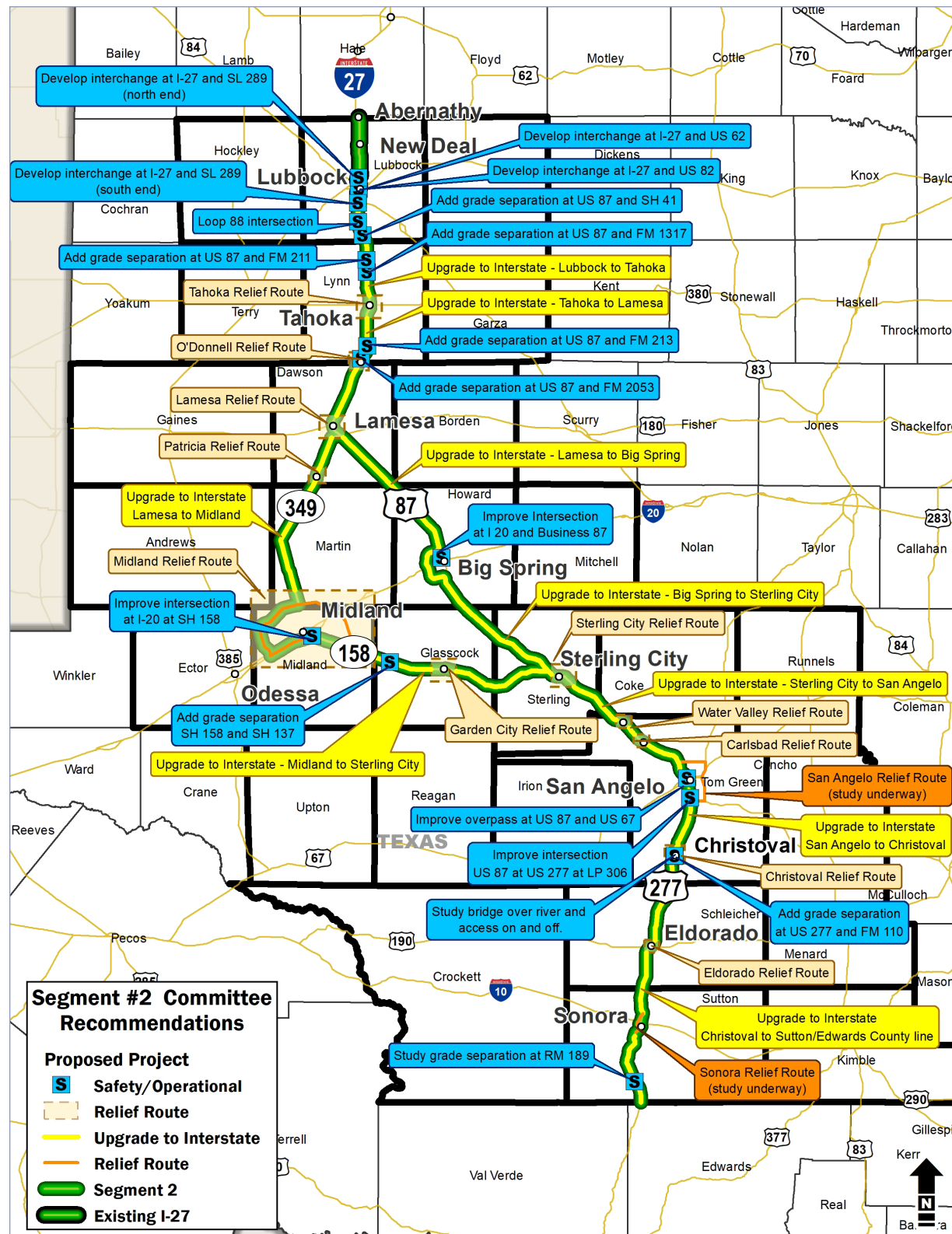
As outlined in HB 1079, the Segment #2 Committee prioritized their recommendations for improvement and expansion of the Ports-to-Plains Corridor into the short-, mid-, and long-term.

- | | | |
|---|--|--|
| <p>▶ Short-term projects
are recommended for implementation within one to five years</p> | <p>▶ Mid-term projects
are recommended for implementation within six to ten years</p> | <p>▶ Long-term projects
are recommended for implementation for 11 or more years</p> |
|---|--|--|

These implementation phases are planning recommendations made by the Segment #2 Committee; however, these identified projects may be accelerated or decelerated based on opportunities and reallocation of resources needed for construction and implementation.

Maps showing the Segment #2 Committee project recommendations and the implementation plan are provided on the following pages.

Committee Recommendations



Committee Policy and General Recommendations

Complete Planned and Programmed Projects

The Segment #2 Committee endorses efforts to complete the projects already planned and programmed by TxDOT and the Lubbock Metropolitan Planning Organization (MPO), the San Angelo MPO, the Permian Basin MPO.

Environmental Review and Public Input

The Segment #2 Committee recommends construction of any relief route undergo an extensive environmental process and require public input and comment.

Detailed Project-Level Planning Development Process

The Segment #2 Committee recommends TxDOT continues to further detailed project-level planning and development to implement the project recommendations outlined in this report to upgrade the Ports-to-Plains Corridor to an interstate facility. The activities should include the following:

- Develop a detailed district-level implementation plan outlining the project development process for each of the projects included in the recommendations of this plan.
- Specific location of items like frontage roads, bridges, and grade separations (overpasses or underpasses) as the planning and development processes continue, and,
- Future connections and interchanges with the proposed interstate to other regional highways that serve the region.

Importance of Community Support

The Segment #2 Committee recognizes the importance of community support including resolutions for supporting future interstate designation supported and adopted by communities, counties, organizations and businesses in Segment #2 and has included a signed resolution in the Segment #2 Committee Ports-to-Plains Corridor Interstate Feasibility Study Report.

Continued Role of the Advisory Committee

Once this Ports-to-Plains Corridor Interstate Feasibility Study is complete, the Segment #2 Committee recommends the Ports-to-Plains Advisory Committee continue to guide the Implementation Strategy to manage the continued development and designation of the interstate upgrade in Texas.

Committee Implementation Plan

Description	Location	TxDOT District	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade to interstate (approximately 22 miles) ^a	US 87 (from Lubbock to Tahoka)	Lubbock	Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction	–
Upgrade to interstate (approximately 26 miles) ^a	US 87 (from Tahoka to Lamesa)	Lubbock	–	Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction
Upgrade to interstate (approximately 41 miles) ^a	SH 349 (from Lamesa to Midland)	Lubbock	–	Preliminary Design & Environmental	Final Design & ROW Acquisition Construction
		Odessa	–	Project Feasibility c; Preliminary Design & Environmental;	Final Design & ROW Acquisition; Construction
Upgrade to interstate (approximately 36 miles) ^a	US 87 (from Lamesa to Big Spring)	Lubbock	Preliminary Design & Environmental	Final Design & ROW Acquisition	Construction
		Abilene	Preliminary Design & Environmental	Final Design & ROW Acquisition	Construction
Upgrade to interstate (approximately 39 miles) ^a	US 87 (from Big Spring to Sterling City)	Abilene	Project Feasibility c; Preliminary Design & Environmental	Final Design & ROW Acquisition	ROW Acquisition; Construction
		San Angelo	Project Feasibility c; Preliminary Design & Environmental	Final Design & ROW Acquisition	ROW Acquisition; Construction
Upgrade to interstate (approximately 22 miles) ^a	US 87 (from Sterling City to San Angelo)	San Angelo	Project Feasibility c; Preliminary Design & Environmental	Final Design & ROW Acquisition	Construction
Upgrade to interstate (approximately 65 miles) ^a	SH 158 (from Midland to Sterling City)	San Angelo	–	Project Feasibility c; Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction
		Odessa	–	Project Feasibility c; Preliminary Design & Environmental; Final Design & ROW Acquisition	Construction
Upgrade to interstate (approximately 20 miles) ^a	US 277 (from San Angelo to Christoval)	San Angelo	Project Feasibility c; Preliminary Design & Environmental	Final Design	ROW Acquisition; Construction

Description	Location	TxDOT District	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Upgrade to interstate (approximately 63 miles) ^a	US 277 (from Christoval to Sutton/Edwards County Line)	San Angelo	Project Feasibility c; Preliminary Design & Environmental	Final Design	ROW Acquisition; Construction
Tahoka Relief Route	Around City of Tahoka	Lubbock	Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction	–
O'Donnell Relief Route	Around City of O'Donnell	Lubbock	–	Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction
Lamesa Relief Route	Around City of Lamesa	Lubbock	–	Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction
Patricia Relief Route	Around City of Patricia	Lubbock	–	Preliminary Design & Environmental;	Final Design & ROW Acquisition; Construction
Midland Relief Route	Around City of Midland	Odessa	Project Feasibility c; Preliminary Design & Environmental	Final Design & ROW Acquisition	Construction
Garden City Relief Route ^d	Around City of Garden City	San Angelo	–	Project Feasibility c; Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction
Sterling City Relief Route ^e	Around City of Sterling City	San Angelo	Project Feasibility c; Preliminary Design & Environmental	Final Design & ROW Acquisition	Construction
Water Valley Relief Route ^e	Around City of Water Valley	San Angelo	Project Feasibility c; Preliminary Design & Environmental	Final Design	ROW Acquisition; Construction
Carlsbad Relief Route ^e	Around City of Carlsbad	San Angelo	Project Feasibility c; Preliminary Design & Environmental	Final Design	ROW Acquisition; Construction
Christoval Relief Route ^f	Around Christoval	San Angelo	Project Feasibility c; Preliminary Design & Environmental	Final Design	ROW Acquisition; Construction
San Angelo Relief Route (study underway)	East side of San Angelo	San Angelo	Preliminary Design & Environmental; Final Design	ROW Acquisition; Construction	–
Eldorado Relief Route ^g	Around City of Eldorado	San Angelo	Project Feasibility c; Preliminary Design & Environmental	Final Design	ROW Acquisition; Construction
Sonora Relief Route (study underway)	Around Sonora	San Angelo	Preliminary Design & Environmental; Final Design	ROW Acquisition; Construction	–



Description	Location	TxDOT District	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Safety/Operational Improvement	I-27 and SL 289 (north end)	Lubbock	-	-	Project Feasibility c; Preliminary Design & Environmental; Final Design & ROW Acquisition; Construction
Safety/Operational Improvement	I-27 and US 82	Lubbock	Project Feasibility c; Preliminary Design & Environmental	ROW acquired; Final Design; Construction	-
Safety/Operational Improvement	I-27 and US 62	Lubbock			Project Feasibility c; Preliminary Design & Environmental; Final Design & ROW Acquisition; Construction
Safety/Operational Improvement	I-27 and SL 289 (south end)	Lubbock	-	-	Project Feasibility c; Preliminary Design & Environmental; Final Design & ROW Acquisition; Construction
Safety/Operational Improvement	Loop 88 Intersection (currently in development)	Lubbock	Environmental process complete; Final design @ 30%; Construction	-	-
Safety/Operational Improvement	US 87 and SH 41 - Add grade separation	Lubbock	Environmental process complete; Final design @ 60%; Construction	-	-
Safety/Operational Improvement	US 87 and FM 211 - Add grade separation	Lubbock	Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction	-
Safety/Operational Improvement	US 87 and FM 1317 - Add grade separation	Lubbock	Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction	-
Safety/Operational Improvement	US 87 and FM 213 - Add grade separation	Lubbock	-	Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction
Safety/Operational Improvement	US 87 and FM 2053 - Add grade separation	Lubbock	-	Preliminary Design & Environmental	Final Design & ROW Acquisition; Construction

Description	Location	TxDOT District	Short-Term (0-5 years)	Mid-Term (6-10 years)	Long-Term (11+ years)
Safety/Operational Improvement	I-20 at SH 158 ^b - Improve intersection	Odessa	To be incorporated into Midland Relief Route	-	-
Safety/Operational Improvement	SH 158 and SH 137 - Add grade separation	San Angelo	Construction	-	-
Safety/Operational Improvement	I-20 and Business 87 - Improve intersection	Abilene	Preliminary Design & Environmental	Final Design & ROW Acquisition	Construction
Safety/Operational Improvement	US 87 and US 67 - Improve overpass	San Angelo	To be supplanted by San Angelo Relief Route	-	-
Safety/Operational Improvement	US 87 at US 277 at LP 306 - Improve intersection	San Angelo	Project Feasibility c; Preliminary Design & Environmental	Final Design	ROW Acquisition; Construction
Safety/Operational Improvement	Along US 277 - Study bridge over river and access on and off	San Angelo	To be incorporated in San Angelo to Christoval segment development		
Safety/Operational Improvement	US 277 at FM 110 - Add grade separation	San Angelo	To be incorporated into Christoval Relief Route		
Safety/Operational Improvement	US 277 at RM 189 - Study grade separation	San Angelo	To be incorporated into Christoval to Edwards/ Sutton County Line segment development	Included in Segment #3 Edwards County project	

Notes: ^a The mileage included in the table are approximations and do not include miles along the corridor covered by relief route recommendations.

^b Assuming a freeway to freeway connection.

^c This report is a Feasibility Study of the entire Ports-to-Plains Corridor. Project Feasibility listed in this table are project specific feasibility studies required before Preliminary Design.

^d To be conducted in conjunction with SH 158: Midland to Sterling City interstate upgrade project development process. Time frames shown here are contingent on development of that segment.

^e To be conducted in conjunction with US 87: Sterling City to San Angelo interstate upgrade project development process. Time frames shown here are contingent on development of that segment.

^f To be conducted in conjunction with US 277: San Angelo to Christoval interstate upgrade project development process. Time frames shown here are contingent on development of that segment.

^gTo be conducted in conjunction with US 277: Christoval to Sutton Edwards CL interstate upgrade project development process. Time frames shown here are contingent on development of that segment.

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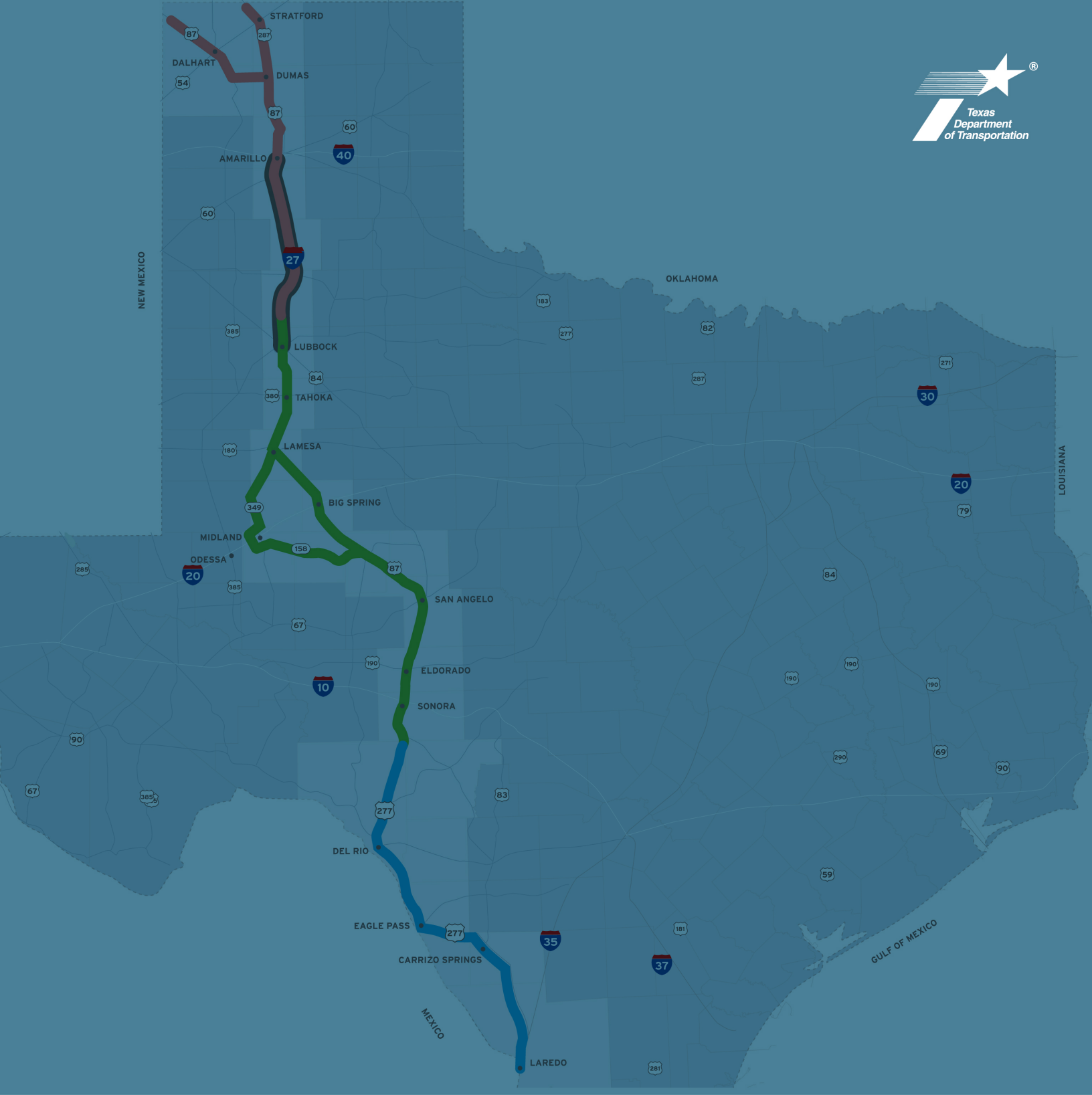
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