

**Ports-to-Plains Segment #1 Committee  
Meeting #4 Summary  
May 14, 2020, 8:00 a.m.  
WebEx\***

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

**Attendees**

<b>Segment Committee Member</b>	<b>Organization</b>	<b>Attendance</b>
Mayor Bob Brinkmann	City of Dumas	Not Present
Kevin Carter	President and CEO, Amarillo Economic Development Corporation	Present via WebEx
Judge Terri Beth Carter	Sherman County	Present via WebEx
Kasey Coker	Executive Director, The High Ground of Texas	Not Present
Judge Ronnie Gordon	Hartley County	Not Present
Mayor Phillip Hass	City of Dalhart Designee: City Manager	Designee: James Stroud Present via WebEx
Judge Ernie Houdashell	Randall County	Not Present
Kyle Ingham	Executive Director, Panhandle Regional Planning Commission	Present via WebEx
Joe Kiely	Vice-President of Operations, Ports-to-Plains Alliance	Present via WebEx
Tonya Keesee	Executive Director, Plainview Chamber of Commerce	Present via WebEx
Judge Harold Keeter	Swisher County Designee: Director, Tulia Chamber of Commerce	Present via WebEx
Gary Molberg	President and CEO, Amarillo Chamber of Commerce	Not Present
Judge David B. Mull	Hale County Designee: County Commissioner	Present via WebEx
Travis Muno	Administrator, Amarillo Metropolitan Planning Org.	Present via WebEx
Mayor Ginger Nelson Designee and Segment #1 Committee Chair: Jared Miller	City of Amarillo Designee: City Manager	Designee: Jared Miller present via WebEx
Milton Pax Segment #1 Vice-Chair	Vice Chairman, Ports-to-Plains Alliance	Present via WebEx
Ashley Posthumus	President, Dalhart Chamber of Commerce	Not Present
Mayor Ricky Reed	City of Stratford	Not Present

Segment Committee Member	Organization	Attendance
Judge Johnnie “Rowdy” Rhoades	Moore County Designee: Dee Vaughan County Commissioner Precinct 3	Present via WebEx
Judge Wesley Ritchey	Dallam County	Not Present
Judge Nancy Tanner	Potter County Designee: Director, Road and Bridge Dept.	Not Present
Carl Watson	Executive Director, Dumas Chamber of Commerce	Present via WebEx
Ross Wilson	President and CEO, Texas Cattle Feeders Association	Present via WebEx
Advisory Committee Members		
Mayor Dan Pope, Ports-to- Plains Advisory Committee Chairman	City of Lubbock	Present via WebEx

### Texas Department of Transportation (TxDOT)

Caroline Mays	Krista Jeacopello
Roger Beall	Julie Jerome
Kit Black	Steve Linhart
Loretta Brown	Commissioner Alvin New
Blake Calvert	Sherry Pifer
Emily Clisby	Peter Smith
Brian Crawford	Akila Thamizharasan
Gabriel De Ochoa	Steve Warren
Kylan Francis	

### Consultant Team

Wendy Travis	Garver	Michael Penic	WSP
Leigh Mercer	Garver	Rachel Lunceford	HG Consult
Tracy Michel	Garver	Robert Ryan	Blanton & Associates
Sean Wray	Garver	Lena Camarillo	PCI
Joe Bryan	WSP	Kari Sutton	PCI
Sophie Cohen	WSP		

### Other Attendees

Cheri Huddleston	Hance Scarborough
Duffy Hinkle	Ports-to-Plains Alliance

## Welcome

The Chair of Segment Committee #1 and Amarillo City Manager Jared Miller, called the meeting to order.

Roger Beall, TxDOT Transportation Planning and Program Deputy Director thanked everyone for participating in the meeting and said he appreciated everyone's hard work.

Advisory Committee Chair and City of Lubbock Mayor Dan Pope thanked everyone for attending the meeting. He said the week started with Segment #3 on Monday, Segment #2 on Wednesday, and today was the top of Texas. He told members they were in for a good day with the information that was being presented. He thanked Caroline and her team, and Wendy and her team as well as Commissioner New for their work on the project. He said since April, the sub-committee has met with the leadership of the Advisory and Segment Committees three times. They have also met with the TxDOT District Engineers for their input on the recommendations. He said the economic analysis would be discussed today, and it is very compelling and will be a big part of the discussion. The Segment #1 Committee has about six weeks of work left, with one more formal meeting before forwarding the segment report to the Advisory Committee. He said he was thankful for the Committee's willingness to work on this. When things got kicked off in October, there was no less convincing case for a north-south interstate to take the pressure off I-35 and more importantly, connect Texas to the rest of the U.S. and Canada. This is much more than faint hope, there are compelling reasons for us to continue the fight. He said he was thankful for Jared Miller for leading this among everything else he has had to do.

Mr. Miller said the virtual meetings have cut so much travel time that it has really made everything possible. It has been a great result. He commended TxDOT for the work as well as everyone on the call. He said he has relied on Joe Kiely and appreciates his help. He is looking forward to landing the plane without rushing it.

## Meeting Recap

Caroline Mays TxDOT Director of Freight, Trade, and Connectivity provided a recap of the April 1, 2020 Segment #1 Committee meeting.

## Economic Analysis

Joe Bryan with the consultant team provided the Committee with the economic analysis. He started with the background and objectives, including the HB 1079 requirements. He explained the economic model that was used to determine travel time changes, market access, and new development.

Based on the travel time analysis, an interstate would save 89 minutes in travel time along the entire corridor. Within Segment #1, an interstate would save 24 minutes in travel time from end-to-end. With additional savings in travel buffer time (the time drivers add to their journey to ensure a punctual arrival), a travel cost savings of approximately \$920 million in Segment #1 is anticipated.

Based on the safety analysis, an interstate is anticipated to improve safety and reduce crash rates. These safety improvements are equivalent to approximately \$457 million in savings per year.

With the interstate option, trucks will be able to access major international gateways more quickly, commuters save time, and allow for better job opportunities. Warehouse and distribution sector development is driven by access to interstate highways. The interstate would enhance access to markets for businesses.

Mr. Bryan said the interstate would attract new business, particularly within the food and agriculture, energy and extraction, and warehousing and distribution industries. Return on investment was studied as impacts and improvements will extend beyond the 2050 horizon year. A net return on investment of approximately \$17.8 billion or 76% return is expected statewide. He also explained the benefit/cost ratio would be 2.8 with a net present value of approximately \$49.4 billion.

In Segment #1, there would be projected economic gains of nearly 2,500 jobs and approximately \$400 million in annual Gross Domestic Product. Mr. Bryan ended the presentation by saying that across the state and country, Americans have learned what supply chains are and how important they are due to the COVID-19 pandemic. Food production and transportation is critical, and this project is talking about ways to protect it and help it grow. Within sourcing and distribution sectors, it is likely trade will be domestic and continental, meaning Mexico. The US-Mexico-Canada Agreement could not have come at a better time. They are looking for opportunity.

Joe Kiely, Ports-to-Plains Alliance thanked TxDOT for their work on the economic analysis.

Mr. Miller commented the growth is impressive, but compared to the other segments, Segment #1 seems muted. He asked what happens to the analysis if one segment is removed. He said he hoped it didn't leave their segment out.

Commissioner New commented that Segment #1 is connecting to New Mexico and Oklahoma, and after the bypass is complete in Amarillo, this Segment is a stone's throw from completion. That works in the segment's favor. There is a strong case to say, "let's get this part done." The entire corridor contributes, and Segment #1 has agriculture as a strong point. He encouraged the Segment #1 Committee to feel good about what they had.

Mr. Kiely noted he has been on all the phone calls and involved in the reports, and the other two segments call out the connection through the north to Colorado, the northwest, and Canada. They recognize the importance of this segment.

**Mentimeter Question #1: What future trends may impact the economic profile of this corridor in the future?**

**There were 12 responses. The number of responses is in parenthesis. They are summarized as: *Enhanced economic growth (3), growth in international trade (2), growth in agriculture production (2), lack of an interstate facility, population growth, USMCA and the Panama Canal, a veterinarian school in Amarillo, possible investment in satellite businesses connected with Bell or Pantex,***

## Mentimeter Question #2: How does increased connectivity of the interstate factor into any changes?

There were 8 responses. The number of responses is in parenthesis. They are summarized as: *Create jobs (2), enhance economic opportunity, attract manufacturing, population growth, create jobs (2), attract new businesses, data shows growth if it's built, and potential future trends to increase Return On Investment, Benefit/Cost Ratio, and Net Present Value.*

### Revised Cost Estimates

Rachel Lunceford, a member of the consultant team, reminded the Committee that although cost estimates were provided at the last Segment Committee meeting, they were updated based on having frontage roads in some rural locations. The revised estimate for Segment #1 is \$4.769 billion and assumes all rural roads (157 miles) will have frontage roads. The entire corridor estimated cost for frontage roads in 533 miles out of 718 miles is \$23.516 billion.

Mr. Miller asked if there was no difference between some frontage roads and all frontage roads costs.

Ms. Lunceford said yes, the recommendation was all the rural roads have frontage roads.

Ms. Mays said yes, rural areas that are heavy with agriculture need access to the interstate.

Brian Crawford, Amarillo District Engineer, said that the numbers are correct. To provide access to the landowner, frontage roads along the whole corridor, on both sides, are necessary. There might be locations that have a frontage road only on one side, but it would be a minor change in the cost estimate.

### Prioritization of Recommendations

Ms. Mays reviewed the Segment #1 Committee's recommendations that were presented at the April meeting. Committee Members were asked to prioritize these recommendations via a survey prior to today's meeting. She then reviewed the results of the survey.

Carl Watson, Dumas Chamber of Commerce, stated that from Amarillo to Dumas there are areas that could be on a 5-year period based on what was already done.

Mr. Kiely commented the terminology needs to be correct to know what the development process is. There needs to be feasibility, environmental, etc. and that needs to be outlined.

Mr. Miller said that he liked the list of projects, but financial constraints can stretch things out.

Mr. Crawford mentioned a few projects that would be an example of a logical sequence in terms of prioritizing.

Mr. Miller said the sub-committee would meet again in the morning and get input from the Amarillo District.

**Mentimeter Question #3: Do you agree with the Committee’s short-term priority rankings? Are there any you would consider moving to mid-term or long-term priorities?**

No responses.

**Mentimeter Question #4: Do you agree with the Committee’s mid-term priority rankings? Are there any you would consider moving to short-term or long-term priorities?**

No responses.

### **Review and Discussion of Report Chapters 5, 6, and Executive Summary**

Ms. Mays asked for any comments on draft Chapters 5 (Public Involvement and Stakeholder Engagement), Chapter 6 (Segment Committee Recommendations and Implementation), and the Executive Summary outline.

### **Comments on Chapters 5, 6, and Executive Summary from Segment #3 Meeting**

<b>Comment</b>	<b>Commenter</b>
<b>Chapter 5 Comments</b>	
None	-
<b>Chapter 6 Comments</b>	
Include benefits to the rest of Texas	Joe Kiely
<b>Executive Summary</b>	
None	-

### **Next Steps**

The draft report will be sent to the Committee for review on Tuesday, May 19<sup>th</sup>. Comments are due Tuesday, May 26<sup>th</sup>.

The draft final report will be sent to the Committee for review by Thursday, June 4<sup>th</sup>, with a final Segment Committee Meeting on Wednesday, June 10, via WebEx for a final page-turn.

Mr. Watson commented the sub-committee has put in a lot of time and effort and everyone appreciates it. We know it will not happen tomorrow, but you are doing the right things to make sure we’re cohesive with other segments, and it’s appreciated.

Mr. Miller asked for anyone who wanted to sit on the sub-committee call to contact him.

The meeting adjourned at 10:34 a.m.

**Action Items:**

- Jared Miller and Milton Pax will talk to the sub-committee and Amarillo District about priorities
- TxDOT will send the draft report on May 19, 2020
- Committee members will send all written comments to TxDOT by May 26, 2020
- TxDOT will send the revised final draft report by Friday, June 5, 2020
- The next Segment Committee Meeting will be held on Thursday, June 11, 2020