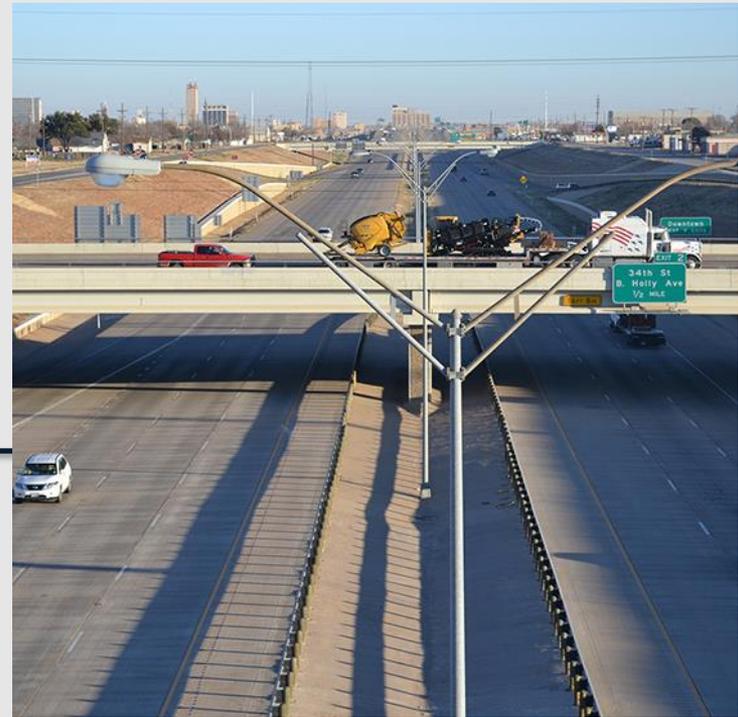




PORTS-TO-PLAINS

Corridor Planning



Stakeholder Workshop - Agenda

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Purpose of Stakeholder Workshops

- Review Ports-to-Plains history including current and future activities
- Review strategies to enhance corridor
- Information gathering sessions to facilitate determining path forward/next steps
 - Continue communication efforts and coordination with key stakeholders
 - Review/establish local consensus
- **Workshops being held:**
 - Wednesday, March 18 – Amarillo
 - Thursday, March 19 – Lubbock
 - Friday, March 20 – Midland
 - Friday, March 20 – Big Spring
 - Monday, March 23 – Eagle Pass
 - Tuesday, March 24 – San Angelo

Thank you for your participation!

Rural Transportation System Overview

Rural Transportation System Overview

Texas' rural highway system represents the most extensive portion of Texas' transportation network:

- 83% of total highway system mileage with over 66,000 centerline miles
- 57% of total highway system truck Vehicle Miles of Travel (VMT), with over 35 million total rural system truck VMT
- 61% of total on-system bridges with over 21,600 structures
- Since 2009, our rural system has experienced the highest rate of both total and truck traffic growth of our state highway system



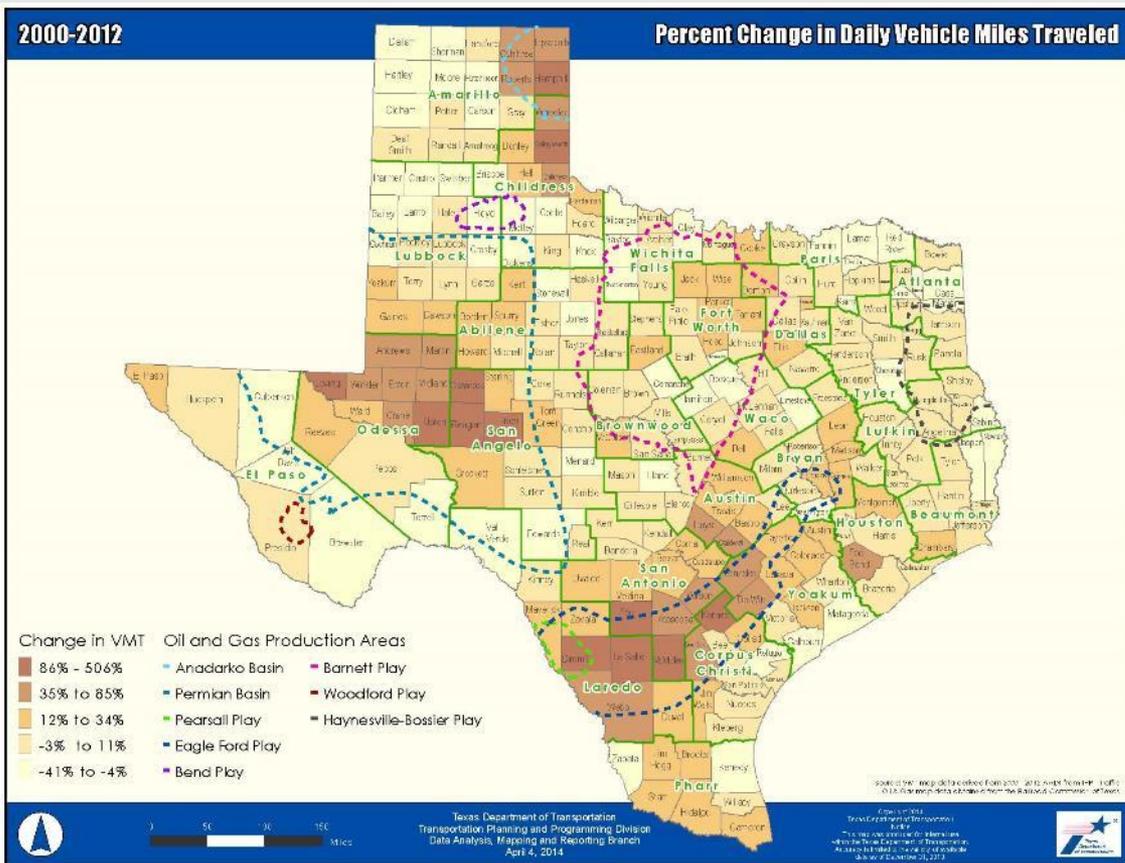
Rural Transportation System Overview

- The rate of growth in traffic volumes on rural highways has exceeded that of urban areas
 - Total Traffic
 - 4.8% Increase (Rural)
 - 1.9% Increase (Urban)
 - Truck Traffic
 - 7.4% Increase (Rural)
 - 1.5% Increase (Urban)

Texas Highway Network Usage

	Rural On System Highways	Urban On System Highways	Total On System Highways
Total Miles			
2009	66,170	13,734	79,903
2012	66,262	14,006	80,268
% Increase	0.1%	2.0%	0.5%
Total Lane Miles			
2009	147,371	45,996	193,366
2012	148,026	46,995	195,022
% Increase	0.4%	2.2%	0.9%
Total Daily Vehicle Miles of Travel			
2009	167,940,273	297,680,472	465,620,745
2012	176,067,741	303,446,401	479,514,142
% Increase	4.8%	1.9%	3.0%
Truck Daily Vehicle Miles of Travel			
2009	32,612,415	26,412,772	59,025,187
2012	35,028,274	26,798,329	61,826,603
% Increase	7.4%	1.5%	4.7%
Fatal Crashes			
2009	1069	964	2033
2012	1202	1044	2246
% Increase	12.4%	8.3%	10.5%

Rural Transportation System Overview



- Growth in rural highway travel has been driven by increased truck traffic
- Shading on the map illustrates those counties having the highest rate of traffic growth
- Up to 506% increase in VMT in energy producing counties of Texas

Ports-to-Plains

Ports-to-Plains

- The Ports-to-Plains Trade Corridor is a 2,300-plus mile highway system stretching from Laredo through West Texas, the Panhandle, Denver, Colorado, and ultimately, to Alberta, Canada
- The corridor will facilitate the efficient transportation of goods and services from Mexico through West Texas, Oklahoma, New Mexico, Colorado, and ultimately into Canada and the Pacific Northwest
- Designated as a High Priority Corridor by Congress in 1998
- The Ports-to-Plains Corridor route was adopted in 2000
- The corridor serves important agriculture and energy industries from Texas through the American Midwest
- In 2005, a Corridor Development and Management Plan was completed in partnership among Colorado, New Mexico, Oklahoma and Texas



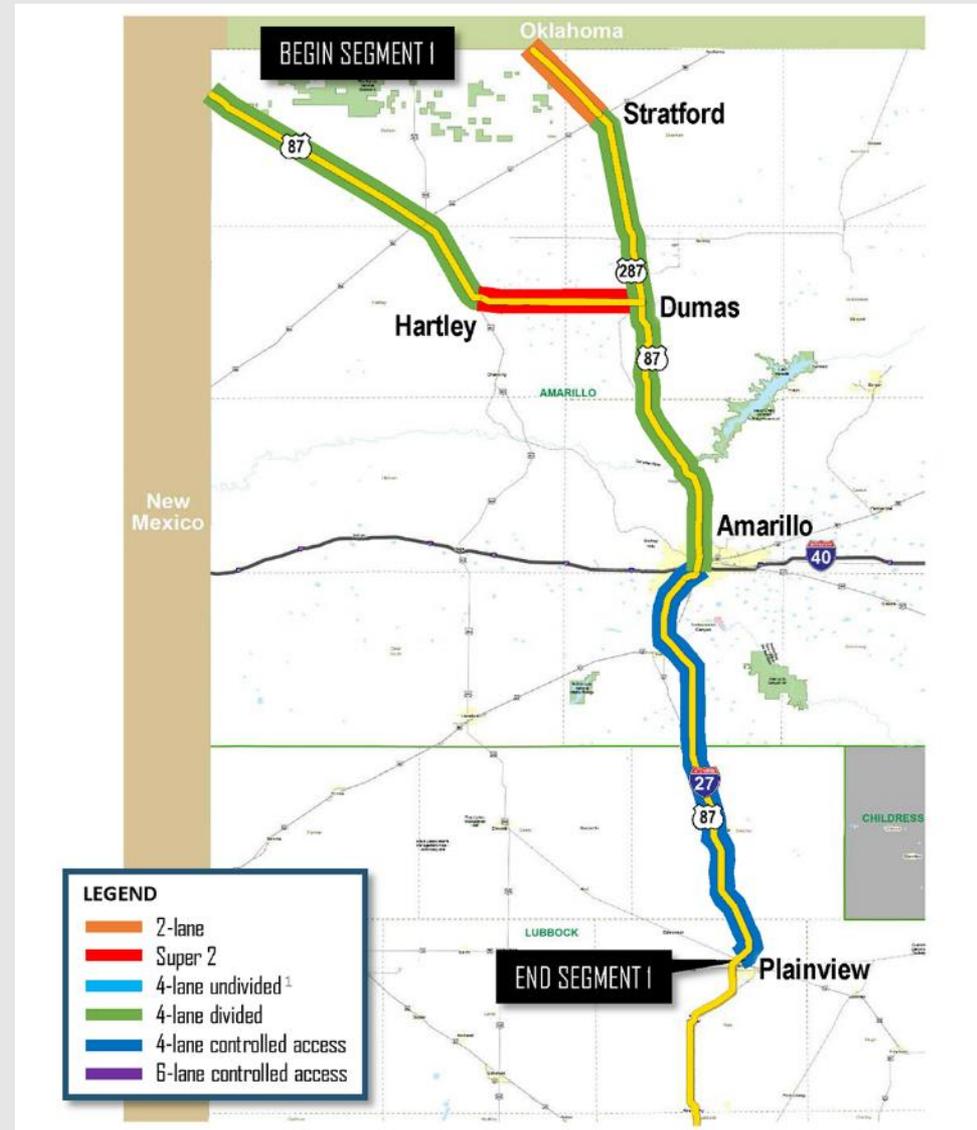
Ports-to-Plains

- The Corridor has the potential to:
 - reduce congestion at ports of entry along the Texas-Mexico border
 - provide travel alternatives to the state's most congested corridors located through major metropolitan areas
 - provide alternatives to other congested corridors that run through major metropolitan areas
 - help to increase trade between the U.S., Mexico and Canada



Segment 1 (Oklahoma Border to Plainview)

- Existing Super 2 US 287 OK/TX Border to Stratford – approx. 15 miles
- US 287 becomes 4-lane divided highway Stratford, through Dumas to Amarillo – approx. 80 miles
- US 287 transitions to 4-lane controlled access IH-27 at Amarillo and south to Plainview – approx. 77 miles
- Total segment length – approx. 172 miles

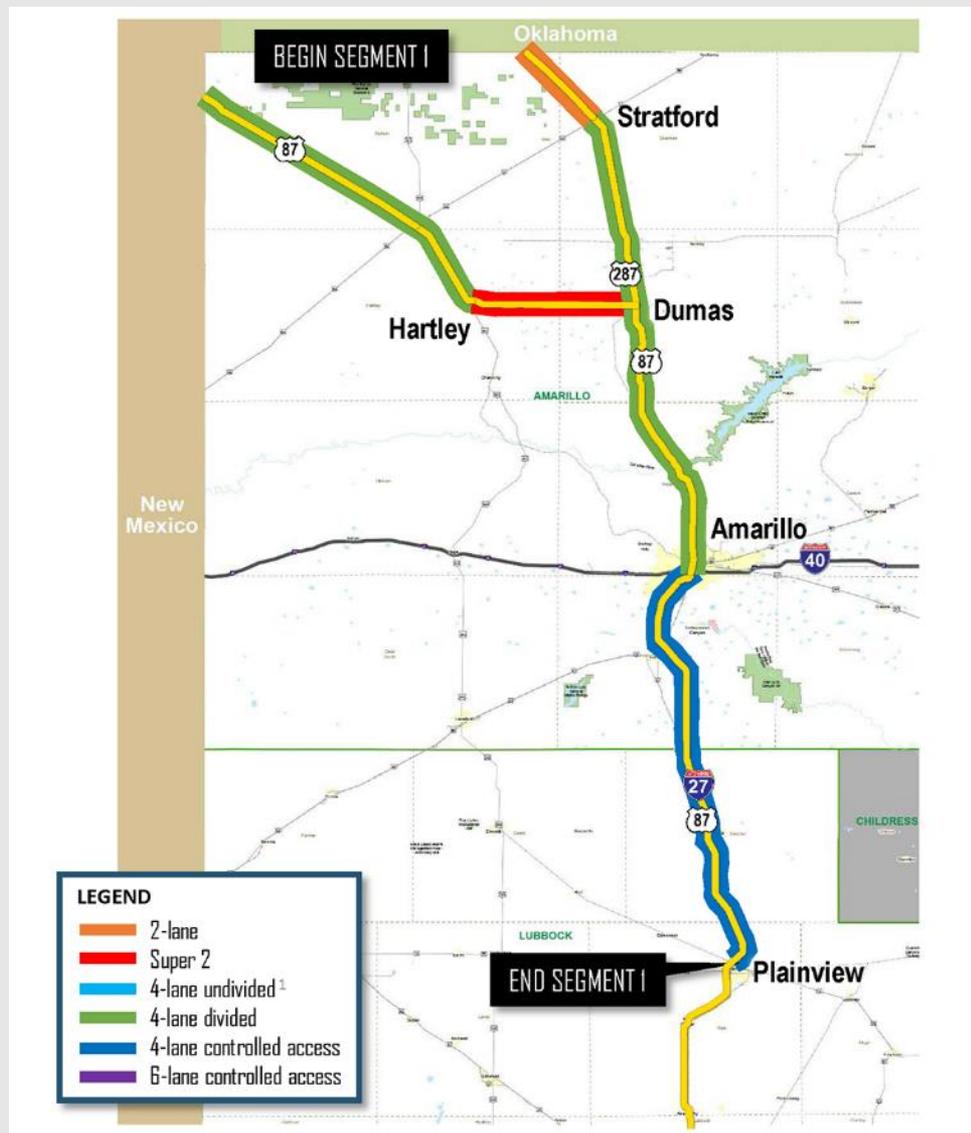


Segment 1 (New Mexico Border to Dumas)

- Existing 4-lane divided US 87 NM/TX Border to Hartley – approx. 52 miles
- US 87 transitions to Super-2 highway Hartley to Dumas – approx. 24 miles
- Total length of approx. 76 miles

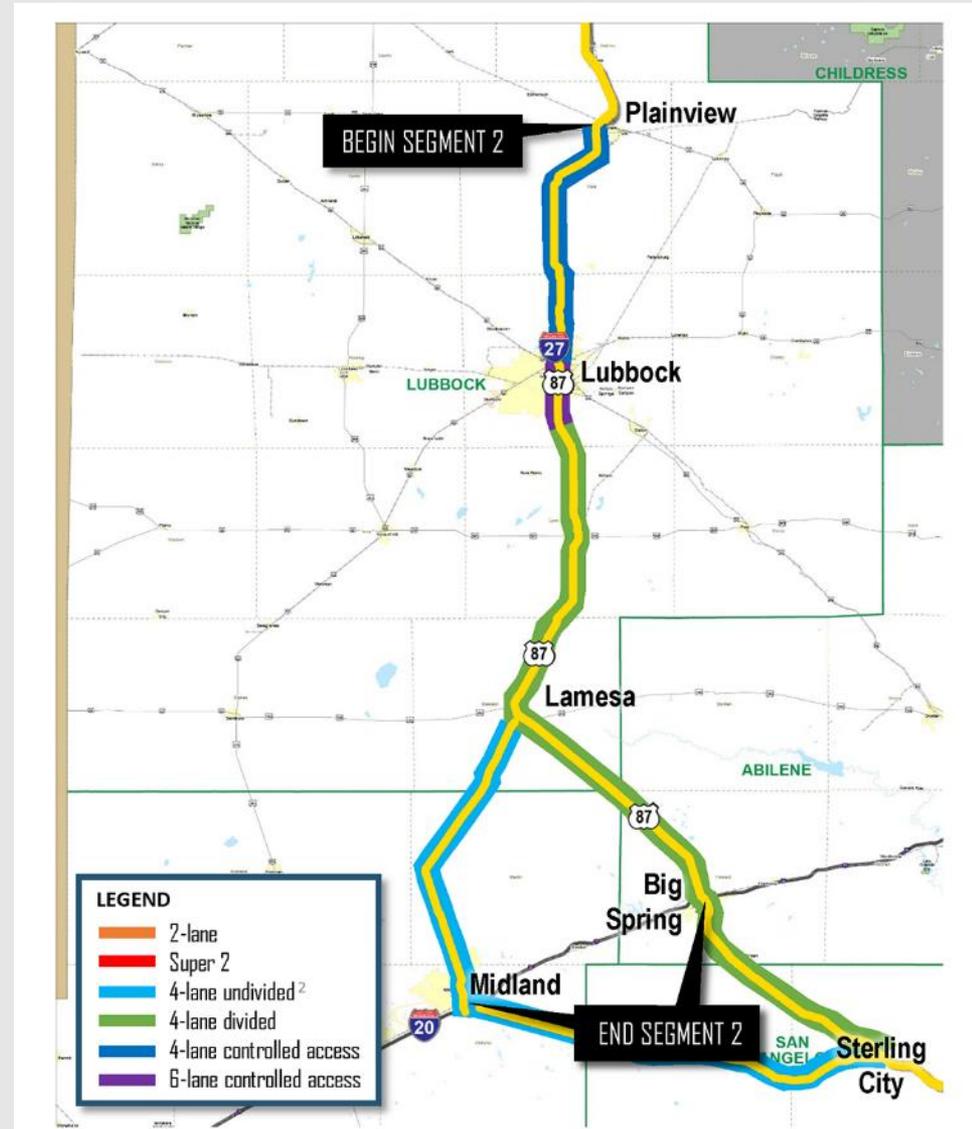


US 87 Dalhart to State Line



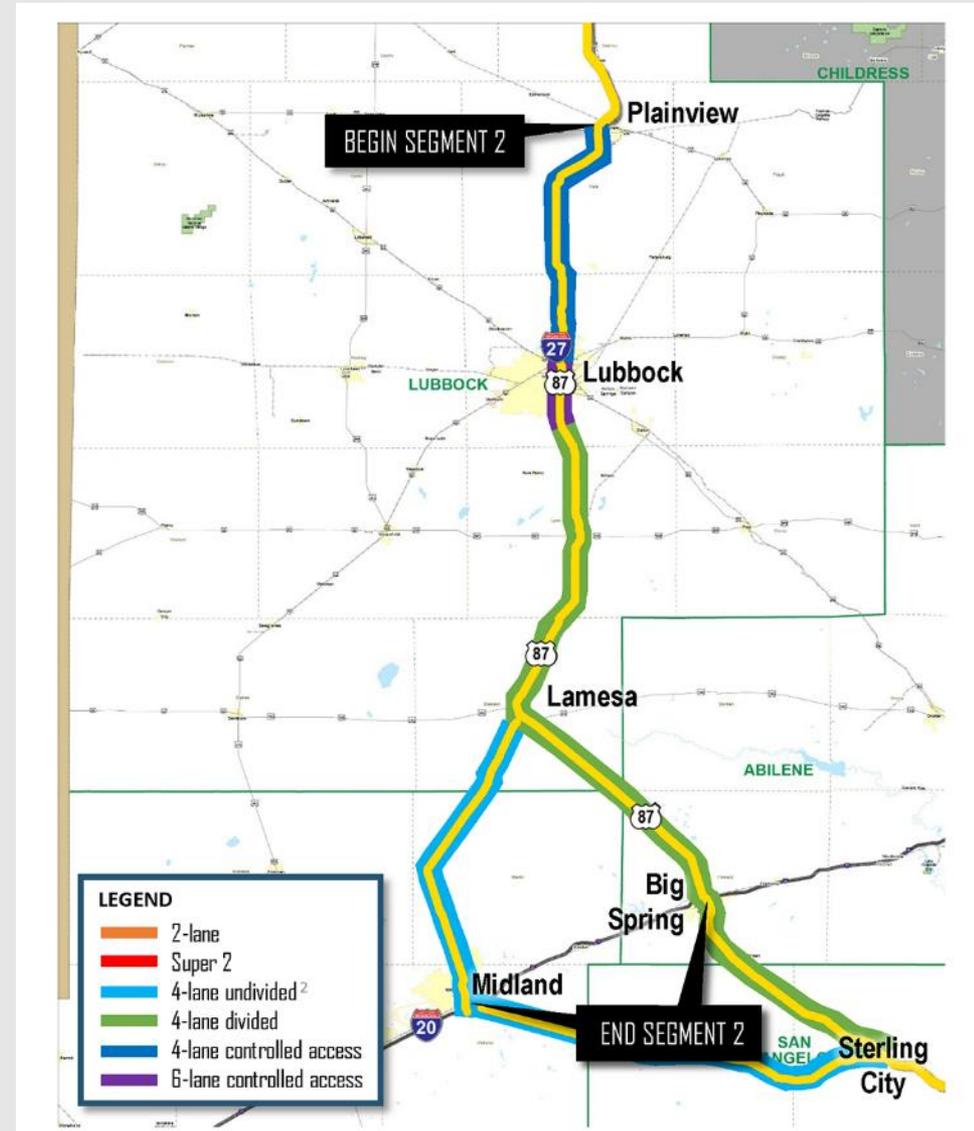
Segment 2 (Plainview to IH-20)

- Total segment length approx. 208 miles
- Existing 4-lane controlled access IH-27 Plainview to Lubbock – approx. 47 miles
- IH-27 increases to 6-lanes through Lubbock within Loop 289 – approx. 8 miles
- IH-27 reverts back to 4-lane controlled access highway south of Loop 289 to 146th St. – approx. 4 miles
- IH-27 becomes 4-lane divided US 87 – 146th St to Lamesa – approx. 53 miles



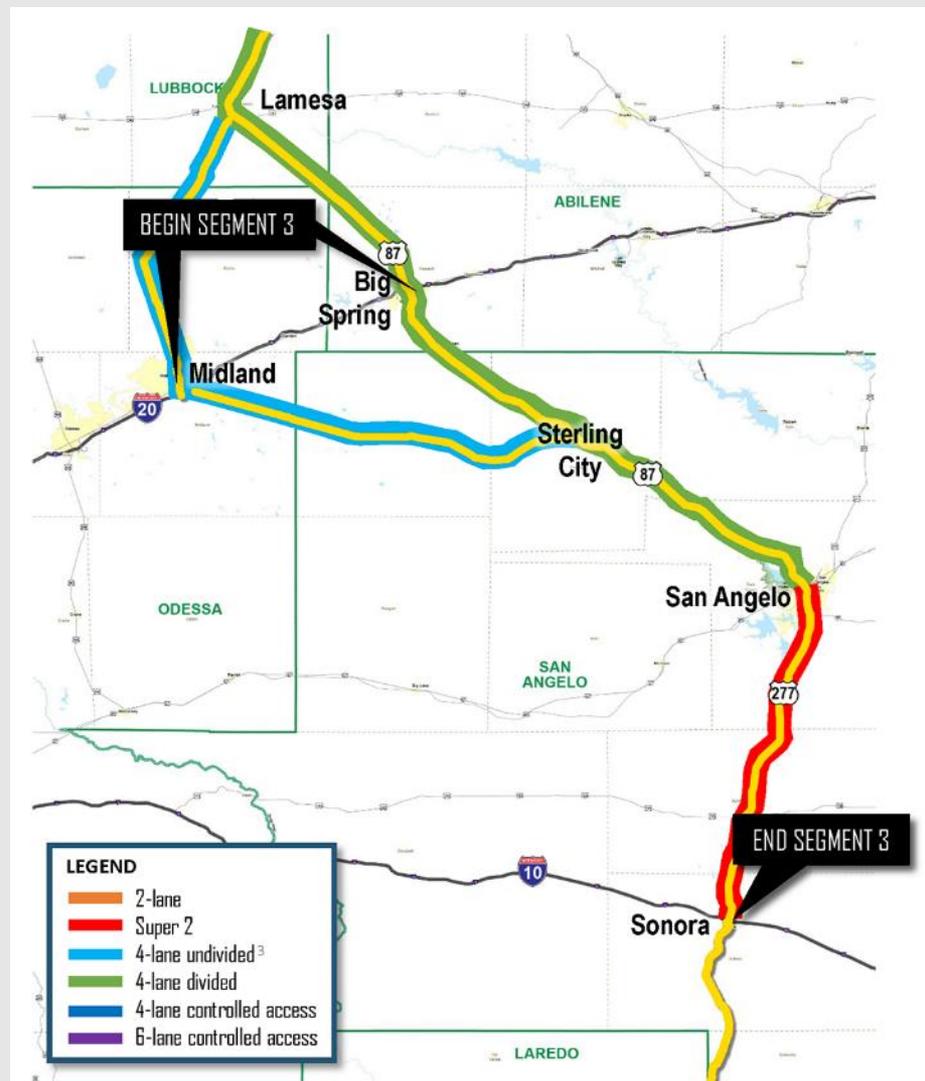
Segment 2 Continued (Plainview to IH-20)

- Ports-to-Plains Corridor splits at Lamesa
- East split – 4-lane divided US 87 to Big Spring at IH-20 – approx. 45 miles
- West split – 4-lane undivided SH 349 to Midland at IH-20 – approx. 56 miles



Segment 3 (IH-20 to IH-10)

- Total segment length 220 miles
- East split – Big Spring to US 87/SH 158 interchange northwest of San Angelo via 4-lane divided US 87 – approx. 40 miles
- West split – Midland to US 87/SH 158 interchange via 4 lane undivided SH 158 – approx. 67 miles
- US 87/SH 158 interchange to San Angelo via 4-lane divided US 87 – approx. 47 miles
- San Angelo to Sonora at IH-10 via Super-2 US 277 – 66 miles



Segment 4 (IH-10 to Border)

- Total segment length approx. 260 miles
- Sonora (IH-10) along 2-lane US 277 and US 83 via Del Rio to Eagle Pass – approx. 146 miles
- Super-2 US 277 from Eagle Pass via Carrizo Springs to US 83/IH-35 Interchange just north of Laredo – approx. 94 miles
- US 83/IH-35 Interchange along 4-lane IH-35 transitioning to 6 lanes south of IH-69W Interchange to the Mexico Border – approx. 20 miles



Ports-to-Plains Let Projects



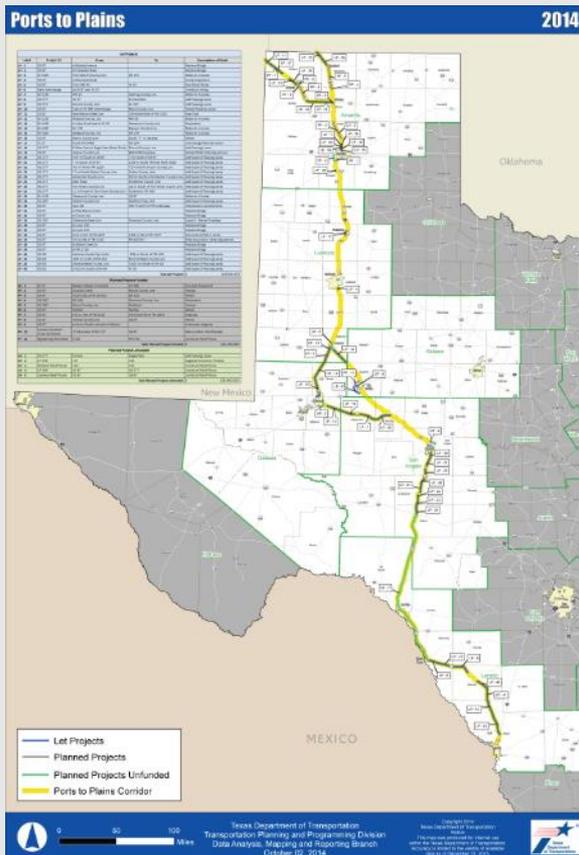
US 87 to Hartley Super 2



158 near Glasscock City

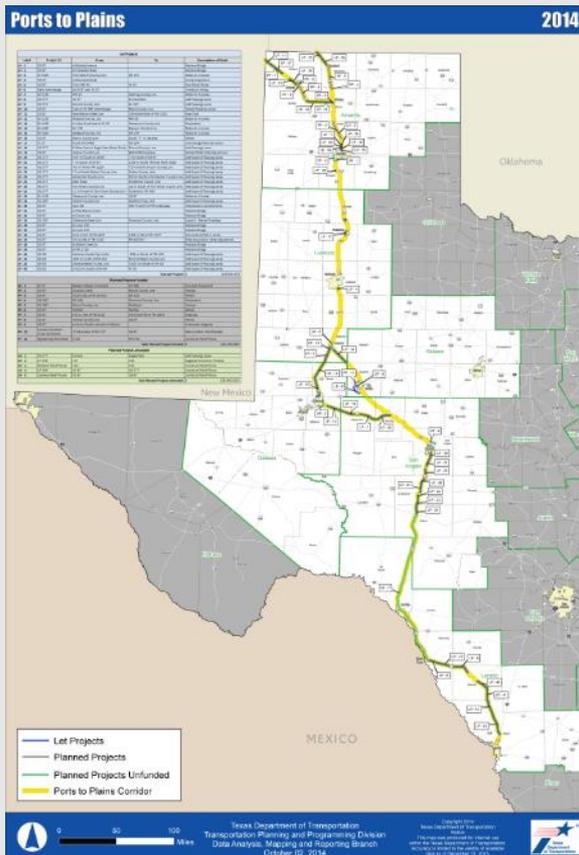
- Infusion of Proposition 12 bonds and cooperative partnerships between TxDOT Districts led to significant progress along the Ports-to-Plains Corridor
- An additional 106 miles of 4-lane and 192 miles of Super 2s are complete or under construction and include the following:
 - Super 2 between Hartley and Dumas on US 87 is nearing completion
 - Southeast portion of Loop 335 in Amarillo is under construction
 - Frontage road conversion project on IH-27 in Plainview is nearing completion
 - Woodrow Road interchange on US 87 south of Lubbock is under construction
 - All of SH 349 between Midland and Lamesa is under construction as 4-lane undivided
 - SH 158 from Sterling City to Midland County line is under construction as 4-lane undivided
 - The southwest portion of the US 87 Big Spring Relief Route is under construction
 - US 277 has been upgraded to Super 2 from San Angelo to Sonora
 - US 277 and US 83 has been upgraded to Super 2 from Eagle Pass to Laredo

Ports-to-Plains Planned Projects



- Continue to move projects forward through use of state and federal funds on several projects to address safety issues and maintain the system
- The Texas Transportation Commission recently funded three significant projects:
 - US 87 underpass upgrade in Dalhart – Will lower the roadway to improve bridge clearance (\$10.5M)
 - Lamesa Southern Cross Connector – Will relieve downtown congestion and provide improved corridor connectivity (\$22M)
 - US 87 Big Spring Northwest Bypass – Will relieve downtown congestion and provide improved corridor connectivity (\$68.3M)

Ports-to-Plains Future Projects/Activities



- Significant progress has been made, but there are some gaps to be filled:
 - The only rural portion of the Ports-to-Plains corridor remaining as 2-lane gap is US 277 from Sonora to Eagle Pass
 - Future work will include local relief routes in Amarillo, Lamesa, Midland, and San Angelo
 - The total estimated cost to complete all of these projects is approximately \$425 million as shown below:

Super 2 from Sonora to Eagle Pass (LRD)	\$89.4 million
Southwest portion Loop 335 in Amarillo (AMA)	\$138 million
Lamesa Relief Route (LBB)	\$68 million
Midland Relief Route (ODA)	\$100 million
Remainder of Loop 306 in San Angelo (SJT)	\$30 million

Ports-to-Plains Future Projects/Activities



I-20 & FM1788 Midland County



SH176 and SH137 Martin County

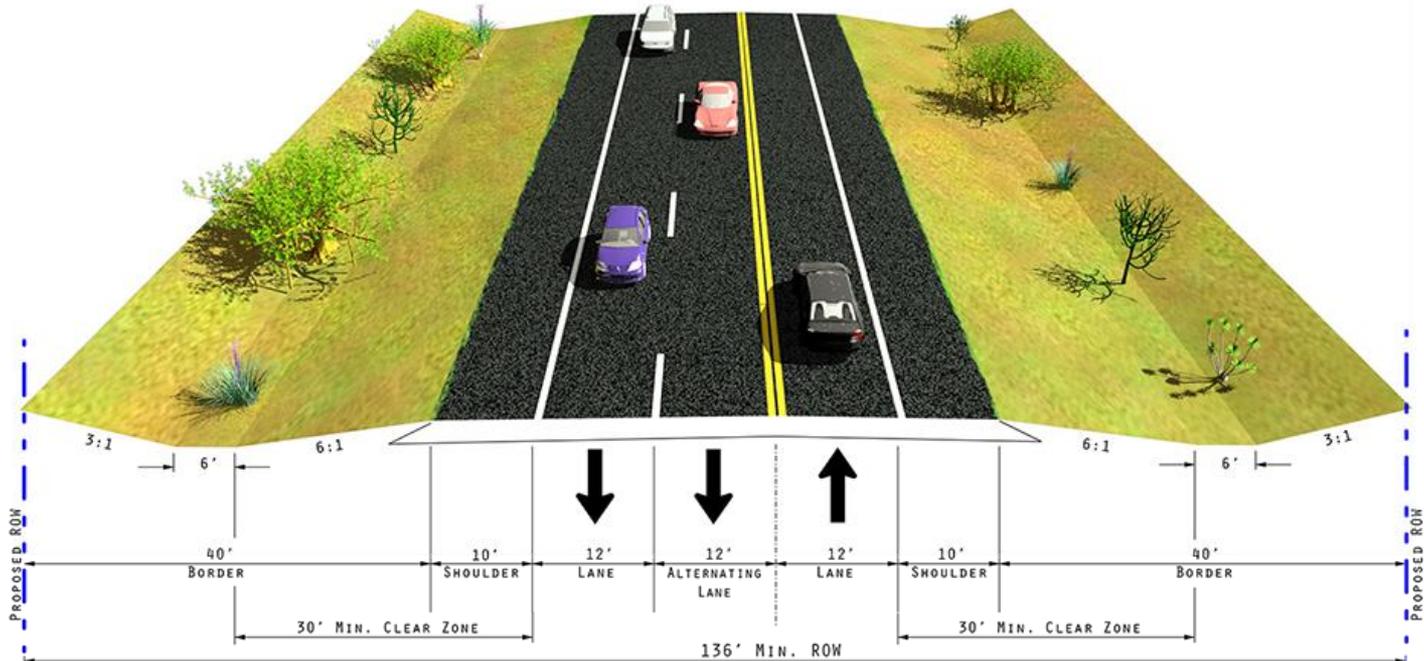
- TxDOT recognizes the need to continue and actually increase our planning efforts for the corridor. This will include:
 - Refining and updating previous corridor implementation plans based on needs and community priorities
 - Serve as a program manager to keep track of activities in the corridor
 - Investigating the extension of IH-27 to the north of Amarillo and to the south of Lubbock through a citizen-led process

Ports-to-Plains Typical Cross-section Options

Super Two Typical Section

Cost Per Mile

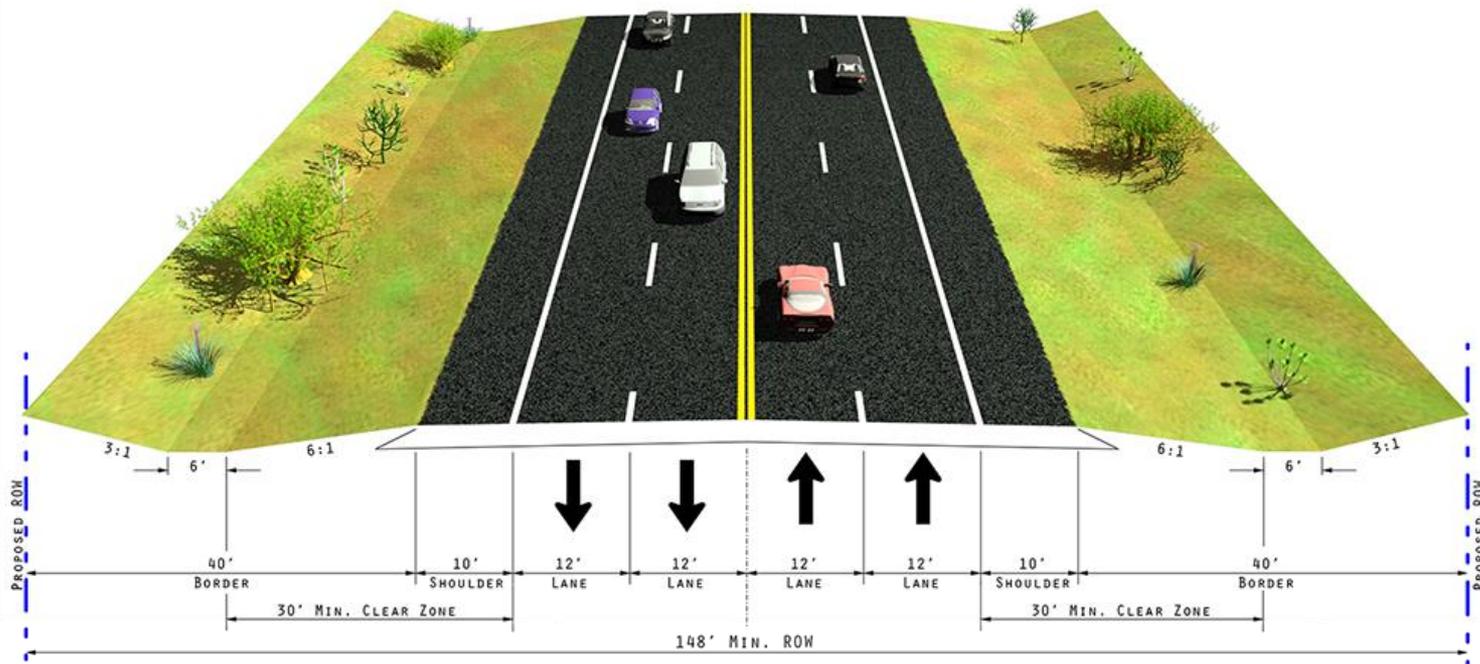
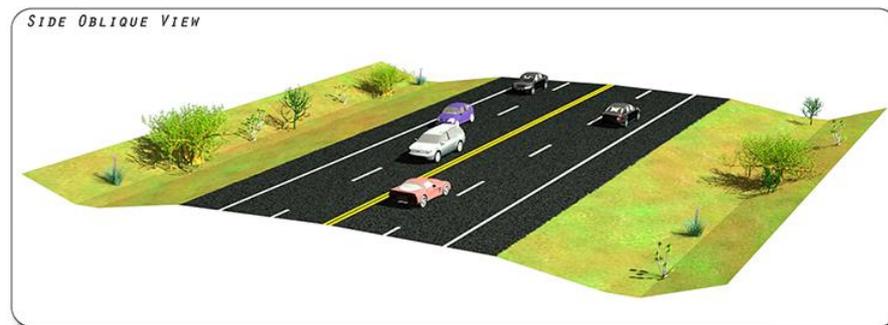
Description	Upgrade Existing 2 Lane	New Road
Cost	\$ 1,062,000	\$ 2,882,000
Right of Way	\$159,000	\$ 432,000
Total Cost	\$ 1,221,000	\$ 3,314,000



4-Lane Undivided Typical Section

Cost Per Mile

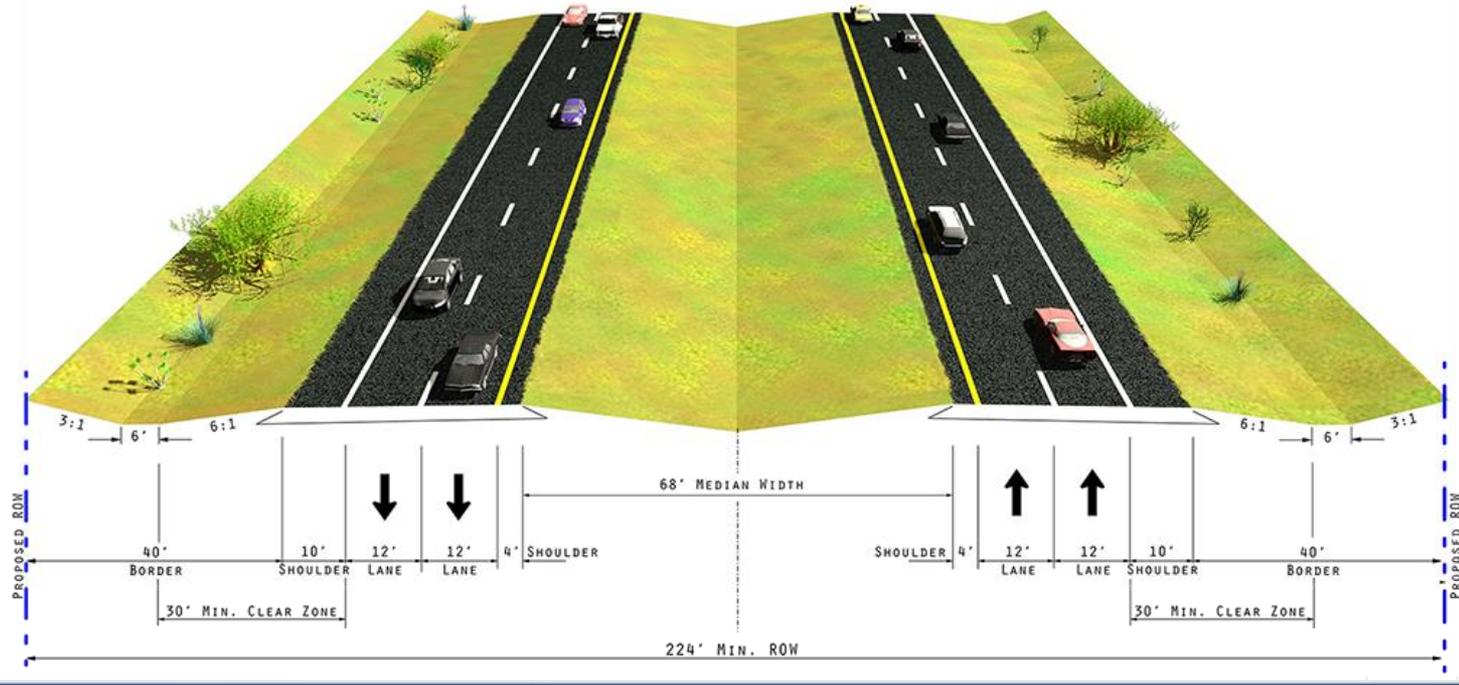
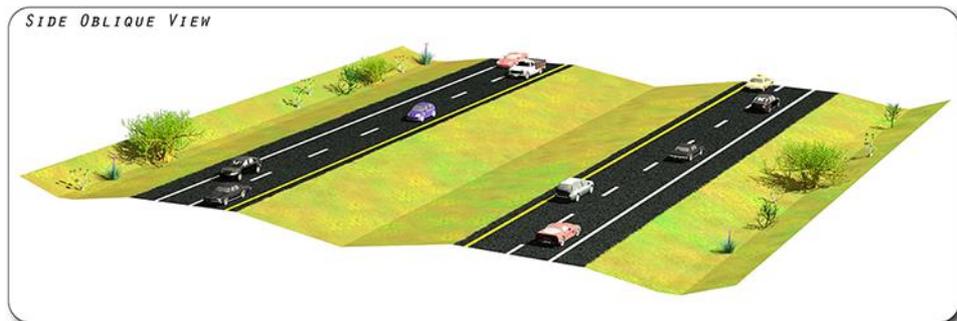
Description	New Road
Cost	\$ 3,409,000
Right of Way	\$ 511,000
Total Cost	\$ 3,920,000



4-Lane Divided Typical Section

Cost Per Mile

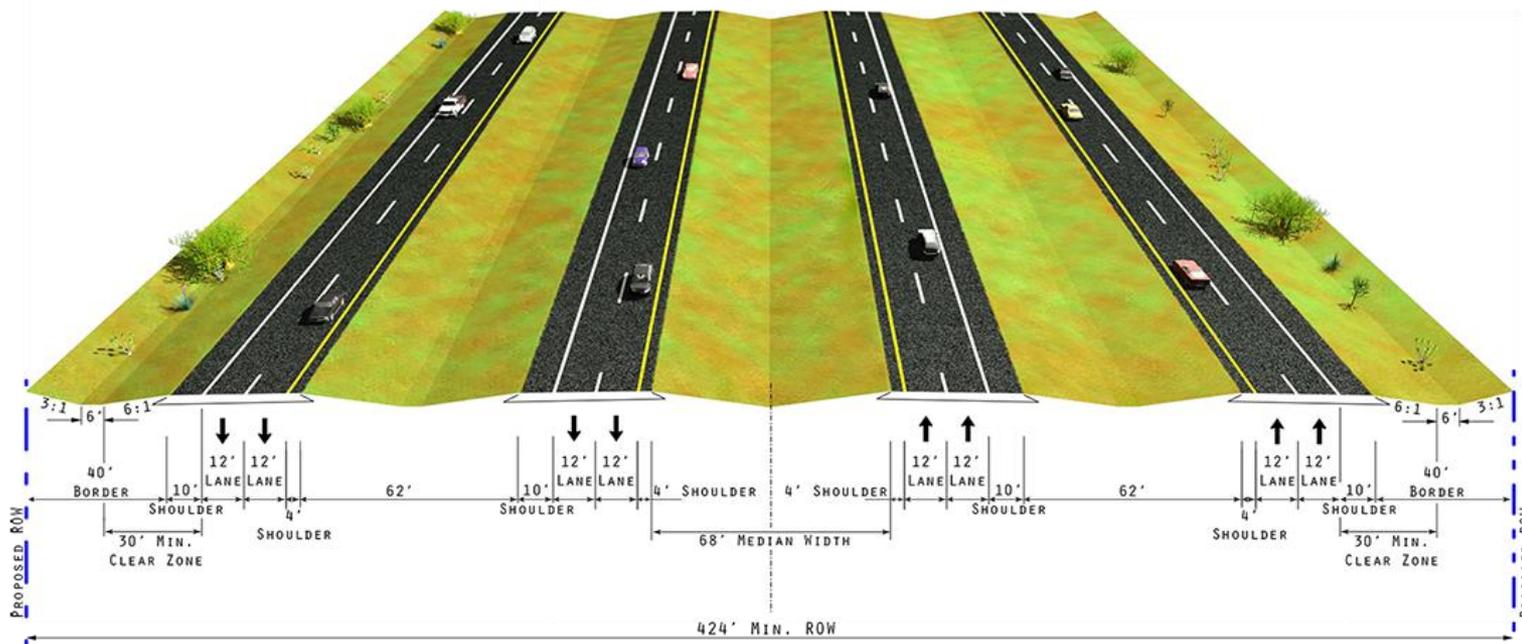
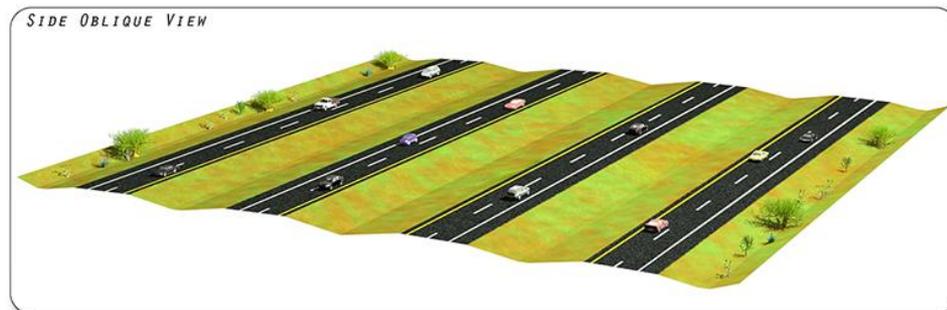
Description	Upgrade Existing 2 Lane	New Road
Cost	\$ 2,968,000	\$ 4,735,000
Right of Way	\$ 445,000	\$ 710,000
Total Cost	\$ 3,413,000	\$ 5,445,000



4-Lane Controlled Access Typical Section

Cost Per Mile

Description	New Road
Cost	\$ 8,631,000
Right of Way	\$ 1,294,000
Total Cost	\$ 9,925,000



IH-27 Expansion

IH-27 Expansion - Local and Regional Interest

- In summer of 2014, TxDOT was invited to speak with local officials about extending IH-27 north of Amarillo and south of Lubbock
- Local officials assembled more than 40 leaders on September 8, 2014 to discuss the possibilities with Commissioner Fred Underwood and TxDOT staff
- On Oct. 8, the mayor of Lubbock met with Commissioner Underwood and TxDOT staff at the Ports-to-Plains Conference to discuss local interest and potential study needs
- Continued talking with Ports-to-Plains participants and others within the corridor
- Received overwhelming interest and support throughout West Texas for additional study and input from regional stakeholders



IH-27 Extension - Next Steps

- Invite stakeholders to participate in working group
 - Public entities – cities, counties, metropolitan planning organizations, military
 - Private entities – railroads, trucking industry, oil and gas, manufacturing
 - Economic development councils, chambers of commerce
 - Other Entities – Southwest Cattlemen’s Association, Texas Farm Bureau
- Further examine interest level-and identify concerns
- Evaluate present conditions and assess future needs
- Ultimate goal is to answer the questions:
 - Is an interstate needed?
 - If so, when is it needed?



Key Considerations

Key Considerations – For Discussion

Interstate

Pros	Cons
Recognition and marketing benefit that comes with being on an “Interstate” corridor	Significantly higher cost per mile to construct May have greater social, economic, and environmental costs
Provides much higher capacity for people and freight	Requires significantly wider Right-of-Way
Potentially siphons off some load from IH-25 and IH-35 by providing an alternate NAFTA corridor	Lengthens implementation time
Enhances safety due to access control	Requires higher traffic projections for justification
Reduces travel time due to higher speed limits	May create access limitations/increase circuitry of travel
Provides new potential long-distance utility corridor	Requires higher maintenance costs once constructed

Phases of the Transportation Improvement Process



- 1** Planning - Potential transportation improvement projects are planned and programmed based on future land uses, projected travel demand, safety needs, public involvement and other planning evaluations. (Feasibility Study Conducted)
- 2** NEPA - This phase consists of the Project Development and Environment (PD&E) Study which includes the evaluation of alternatives to address the purpose and need objectives identified in the planning phase.
- 3** Project Design - Construction plans are prepared if the preferred alternative selected at the conclusion of the PD&E Study consists of proposed improvements.
- 4** Acquire Right-of-Way - Additional property (proposed right-of-way) necessary to construct the plans developed during the design phase is purchased.
- 5** Construction - The recommended improvement is constructed.
- 6** Maintenance - The constructed improvements are routinely maintained to provide safe travel.

Key Considerations – For Discussion

- Is there local support for Ports-to-Plains projects
 - Issues/opportunities
- IH-27 Expansion
 - Feedback on corridor boards
 - Facility type/cross-section options
- Proposition 1
 - Passed November 2014
 - Project selection
- Update of analysis from what was done in 2005
 - Travel demand forecast update (how much traffic is currently using the system and how many will use the system)
 - Where are the bottlenecks?



Key Considerations – Agency Coordination

- TxDOT
- Colorado DOT
- Oklahoma DOT
- New Mexico DOT
- FHWA
- Mexico
- Canada



Questions / Open Discussion

Next Steps

- Review input and comments
- Input drives strategy moving forward
- Continued stakeholder involvement
 - Continued communication over the next 30 - 60 days
- Should we proceed or not? Yes? No?
Your comments will help determine our next steps.

Thank you!

 TEXAS PORTS-TO-PLAINS STAKEHOLDER MEETING INVITATION

Save the Date



TxDOT continually programs priority projects designed to enhance mobility along the Ports-to-Plains corridor. The current study effort will build upon previous planning

Mark Your Calendar!

Please join us for an upcoming stakeholder meeting for the Ports-to-Plains / I-27 extension study.

TxDOT will be hosting six meetings in March to gather feedback for the Ports-to-Plains / I-27 extension study that is currently underway and we invite you to participate.

Lubbock Mayor Glen Robertson is advocating the expansion of IH-27 for West Texas, modeled after the approach that has led to the expansion of IH-69 in East Texas as a way to jump-start the expansion of the Ports-to-Plains corridor. Please join TxDOT and the Mayor for a discussion of this concept as well as a continuation of the conversation of the past two decades as, together, we look for strategies to enhance the corridor. Please join us at one of the six regional meetings

Meetings are expected to be approximately two hours in length.

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