



Initial Assessment Report

Extension of I-27/Ports to Plains Corridor

November 2015

[This page was intentionally left blank]

Contents

Summary 1

Transportation Needs and Challenges..... 3

Future Corridor Considerations 3

Segment 1: North Split – Oklahoma Border to Plainview 5

Segment 1: Northwest Split– New Mexico Border to Dumas 5

Segment 2: Plainview to I-20..... 7

Segment 3: I-20 to I-10..... 10

Segment 4: I-10 to the Mexican Border..... 12

Current and Projected Population Growth..... 14

Current Traffic Data..... 17

Oil and Gas Production 17

Crash Data and Information..... 19

Upgrading to Interstate Standards - Conceptual Layouts and Costs 20

Conceptual Cost Estimates – by Section Type 20

Conceptual Costs for the Entire Corridor 25

Analysis Methodology 25

Public Involvement and Outreach Summary 28

Stakeholder Feedback..... 29

Conclusions and Next Steps 32

Appendix A: Public Outreach Efforts and Citizen Comments

List of Figures

Figure 1 - Ports-to-Plains Region Intermodal Connectivity	1
Figure 2 - Ports-to-Plains Corridor in Texas	2
Figure 3 - Draft Texas Freight Network	3
Figure 4 - Future Corridor Considerations - Segment Map.....	4
Figure 5 - Segment 1 Map.....	5
Figure 6 - Segment 1 Snapshot	6
Figure 7 - Segment 2 Map.....	7
Figure 8 - Segment 2 Snapshot	9
Figure 9 - Segment 3 Map.....	10
Figure 10 - Segment 3 Snapshot.....	11
Figure 11 - Segment 4 Map.....	12
Figure 12 - Segment 4 Snapshot.....	13
Figure 13 - Population Change by County (2000 & 2010).....	15
Figure 14 - 2010 - 2050 Projected Population Change	16
Figure 15 - 2012 Average Daily Traffic along I-27/P2P Corridor.....	17
Figure 16 - Oil and Gas Sector Activity along Corridor.....	18
Figure 17 - Ports-to-Plains Corridor Crash Hot Spots (2010 - 2014).....	19
Figure 18 - I-27/P2P Current Corridor Sections.....	20
Figure 19 - Super 2 Typical Section	21
Figure 20 - 4 Lane Undivided Typical Section	22
Figure 21 - 4 Lane Divided Typical Section	23
Figure 22 - Controlled Access Typical Section.....	24

List of Tables

Table 1 - Population Growth and Projected Change 2000, 2010 & 2050	14
Table 2 - Cost per Mile, Super 2 Section	21
Table 3 - Cost per Mile, 4 Lane Undivided Section	22
Table 4 - Cost per Mile, 4 Lane Divided Section	23
Table 5 - Cost per Mile, Controlled Access Section.....	24
Table 6 - Conceptual Cost to Upgrade to Interstate Standards	27
Table 7 - Meeting Locations and Details	28

Summary

In early 2015, the Texas Department of Transportation (TxDOT) was approached by Lubbock Mayor Glen Robertson and the Ports-to-Plains Alliance to initiate a high-level planning and public outreach effort for the I-27/Ports-to-Plains (I-27/P2P) corridor. In response, TxDOT hosted six listening sessions along the corridor. The listening sessions considered stakeholder input regarding the evaluation and development of the I-27/P2P corridor as part of the interstate network, similar to what is occurring with I-69 in eastern Texas. The consensus of the stakeholders who attended the listening sessions was that additional study is timely and needed, since the previous study took place over a decade ago. There was overwhelming support for developing the corridor as an interstate. Further study could determine whether it is more effective for TxDOT to develop part or all of the corridor as an interstate facility or to continue with incremental enhancements.

The purpose of this document is to provide a high-level overview of 1) existing conditions; 2) potential upgrade options; 3) a summary of public outreach and reaction; and, 4) potential next steps for TxDOT to consider toward further planning, public outreach and corridor development. This document draws on previous corridor evaluations and the public involvement and agency outreach conducted in March 2015.

The Ports-to-Plains Trade Corridor is a 2,300-plus mile highway system stretching from Mexico to the US border at Laredo, Eagle Pass and Del Rio through west Texas, New Mexico, Oklahoma, Colorado, the northern plains into western Canada. The corridor is envisioned to facilitate the efficient transportation of goods and services from Mexico through the western U.S. and ultimately into Canada.

Figure 1 - Ports-to-Plains Region Intermodal Connectivity



Corridor History

Designated as a High Priority Corridor by Congress in 1998

The Ports-to-Plains Corridor route was defined and adopted in 2000

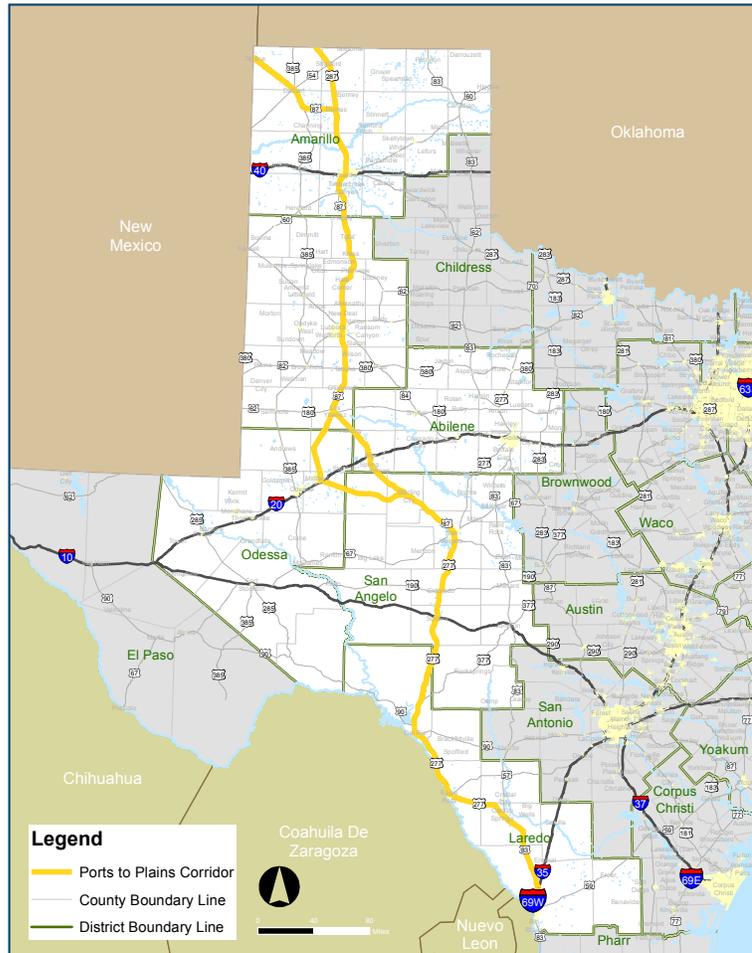
In 2005, a Corridor Development and Management Plan was completed in partnership among Colorado, New Mexico, Oklahoma and Texas

In Texas, the Ports-to-Plains corridor follows US 287, US 87, I-27, SH 349, SH 158, US 277 and US 83. To date, TxDOT has identified 37 separate projects which will improve and widen the corridor to four lanes within the state. Twenty seven projects are currently under construction along the corridor and include bridge replacements, pavement and shoulder upgrades and passing lanes (Super Twos or 4-lanes) which will improve safety.

The I-27/P2P corridor is viewed as a gateway for commerce with the potential to redirect traffic from congested corridor across Texas. Planned and programmed projects aim to:

- Increase corridor capacity and enhance safety;
- Reduce congestion at ports of entry along the Texas-Mexico border by dispersing freight to multiple border crossings (in addition to the heavily-used Laredo crossings);
- Provide travel alternatives to the state's most congested corridors located through major metropolitan areas (e.g. I-35);
- Provide alternatives to other congested north-south corridors that run through major metropolitan areas (e.g. I-25);
- Help to facilitate trade between the U.S., Mexico and Canada; and
- Provide facilities that can effectively meet the traffic volumes and vehicle types that are traversing the corridor.

Figure 2 - Ports-to-Plains Corridor in Texas



Transportation Needs and Challenges

The I-27/P2P corridor has the opportunity to serve as a major gateway for goods traveling from Mexico to Canada and the many destinations in between. The current Interstate system in Texas used to move freight is at or above operating capacity and additional freight routes are needed to ensure that Texas remains economically competitive into future decades.

The I-27/P2P corridor is anticipated to see moderate population and traffic growth over the next several decades. Traffic and most notably truck traffic, is very likely to increase significantly based on activity in the energy and agricultural sectors. Based on likely scenarios, truck traffic increases will outpace overall volume increases.

Further analysis is needed to identify potential bottlenecks and evaluate transportation capacity-enhancement needs along the corridor.

Safety is TxDOT's number one priority and there are several crash "hot spots" along the I-27/P2P corridor. Detailed analysis of crashes is needed to evaluate measures to improve roadway safety.

Figure 3 - Draft Texas Freight Network



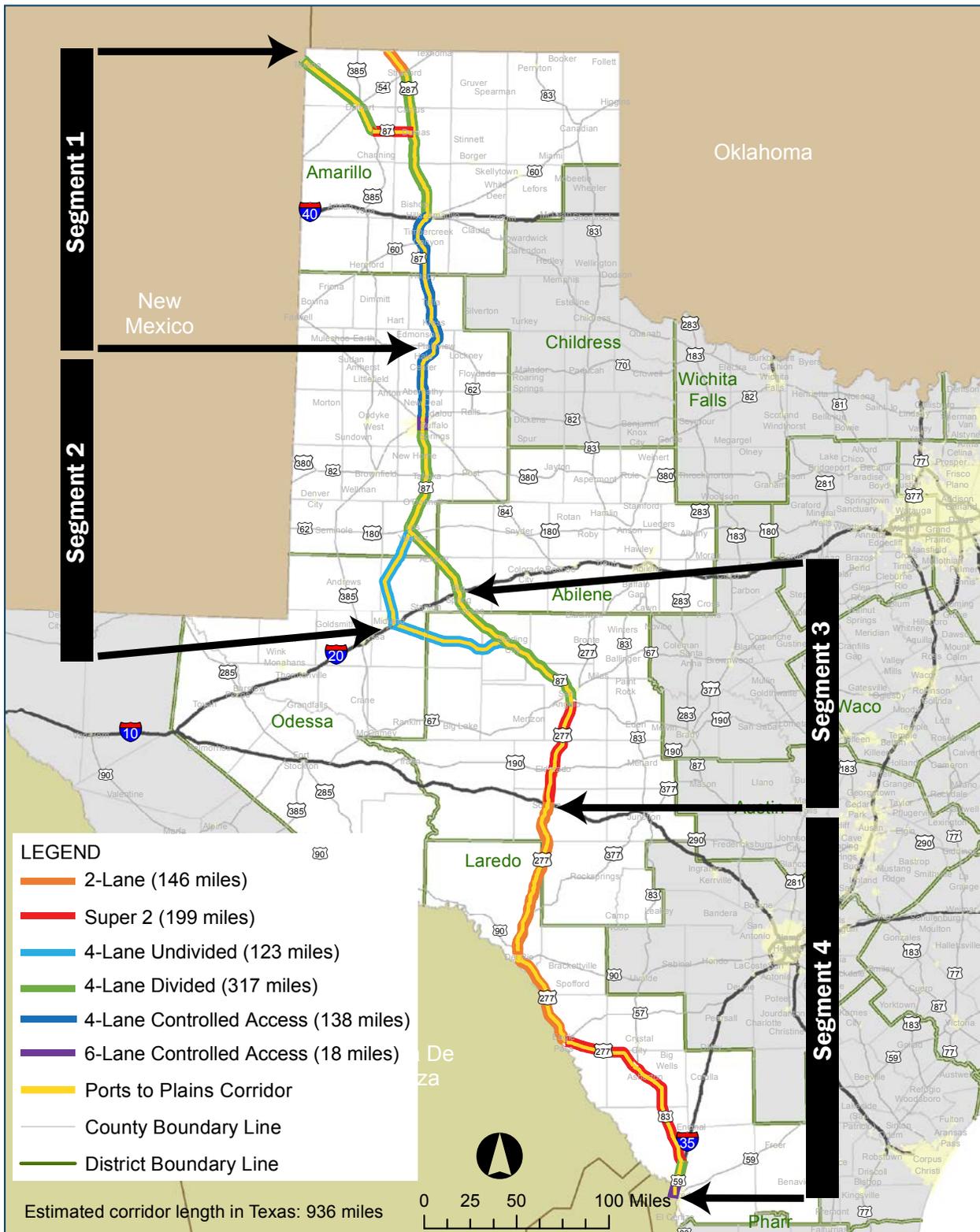
Source: Texas Freight Mobility Plan, Under Development

Future Corridor Considerations

The Texas portion of the corridor has been divided into four segments in this report for ease of discussion – the segmentation shown does not signify any environmental or planning limits. Any future corridor studies may develop different segments and logical termini based on factors such as independent utility, traffic demand and costs.

The information on what is currently planned, programmed or let along the corridor is current as of this report's publication; for the most accurate information, consult with TxDOT's six involved District Offices (Amarillo; Lubbock; Abilene; Odessa; San Angelo; and Laredo).

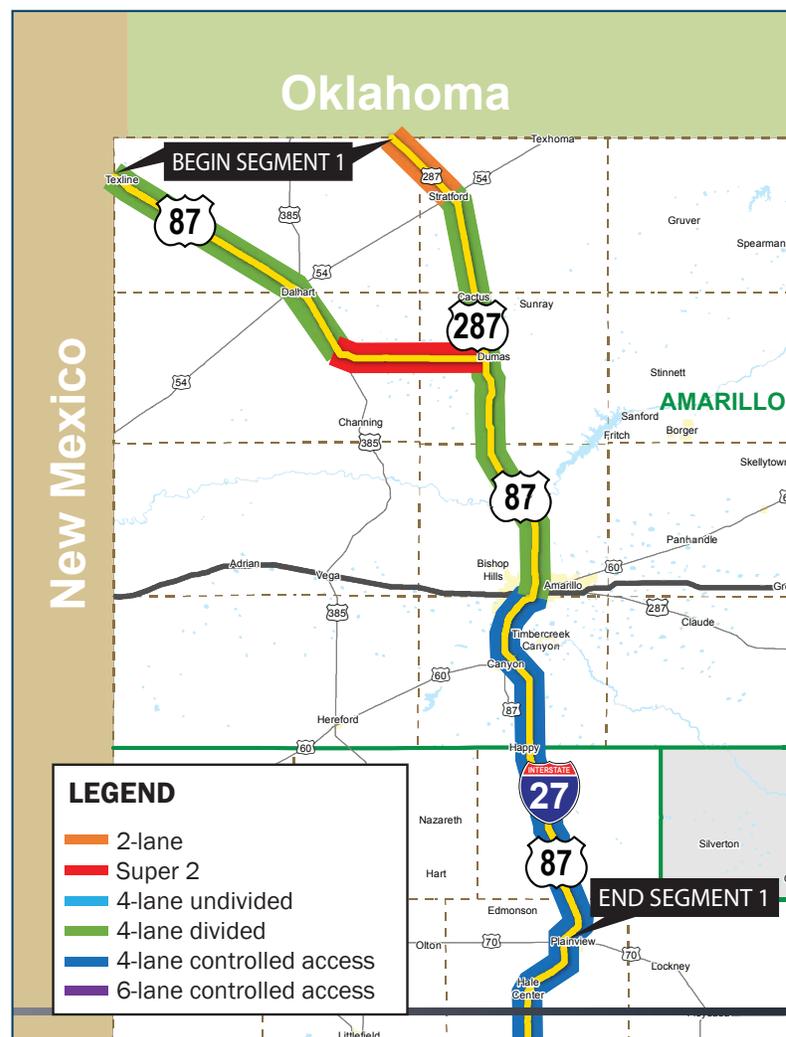
Figure 4 - Future Corridor Considerations - Segment Map



Segment 1: North Split – Oklahoma Border to Plainview

- The conceptual construction cost estimate to upgrade Segment 1 to full interstate standards is approximately \$1.48 billion (2015 dollars). See the “Upgrading to Interstate Standards—Conceptual Layouts and Costs” portion of this report (page 20) for further discussion.
- Total segment length is approximately 172 miles
- Existing Super 2 US 287 OK/TX Border to Stratford – approximately 15 miles
- US 287 becomes 4-lane divided highway Stratford, through Dumas to Amarillo – approximately 80 miles
- US 287 transitions to 4-lane controlled access I-27 at Amarillo and south to Plainview – approximately 77 miles

Figure 5 - Segment 1 Map



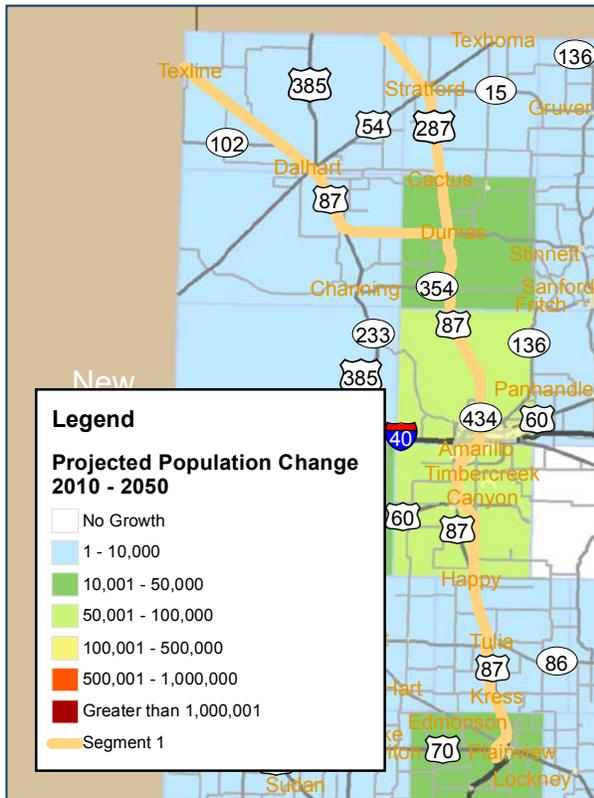
Segment 1: Northwest Split– New Mexico Border to Dumas

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

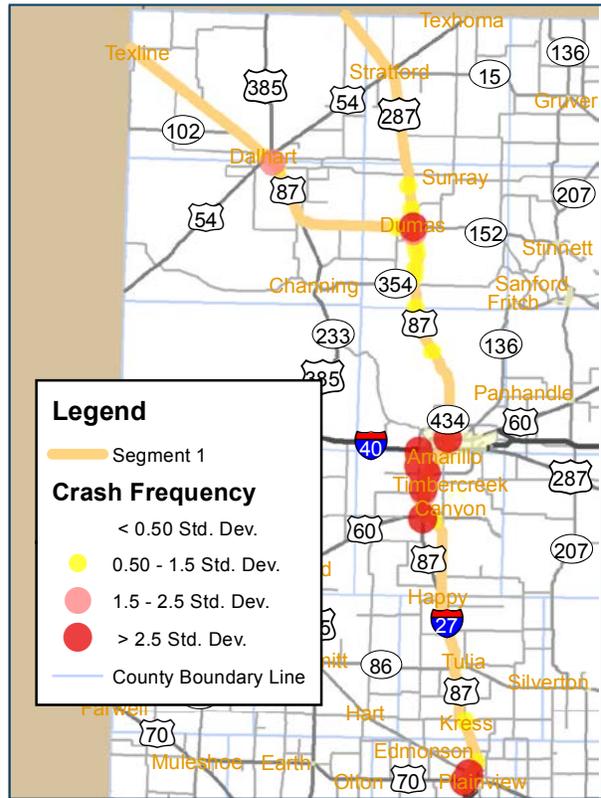
A number of projects aimed to enhance this section of the I-27/P2P corridor are underway or programmed. The Super 2 between Hartley and Dumas is nearing completion. The US 87 underpass upgrade in Dalhart is programmed and work on additional segments of Loop 335 in Amarillo on the northwest and north sides to connect to US 87 north is planned to begin in 2016 and 2017.

Figure 6 - Segment 1 Snapshot

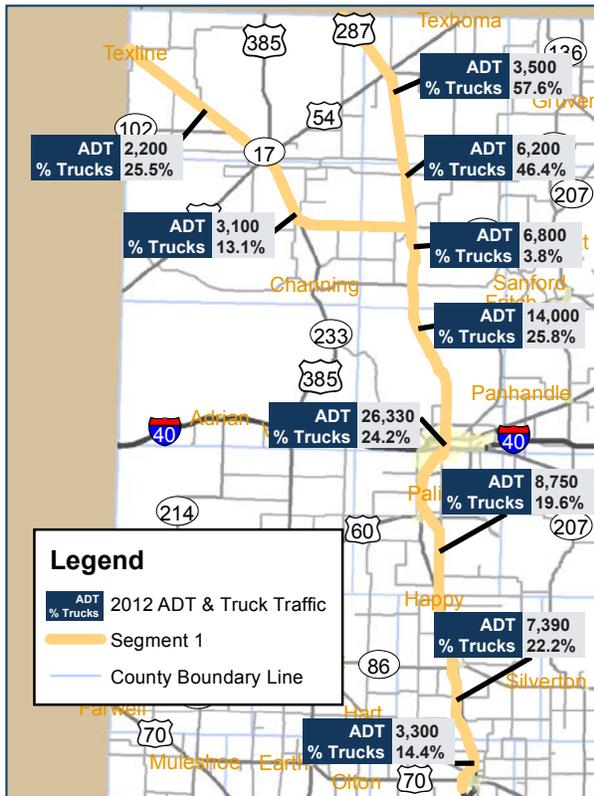
2010 - 2050 Projected Population Change



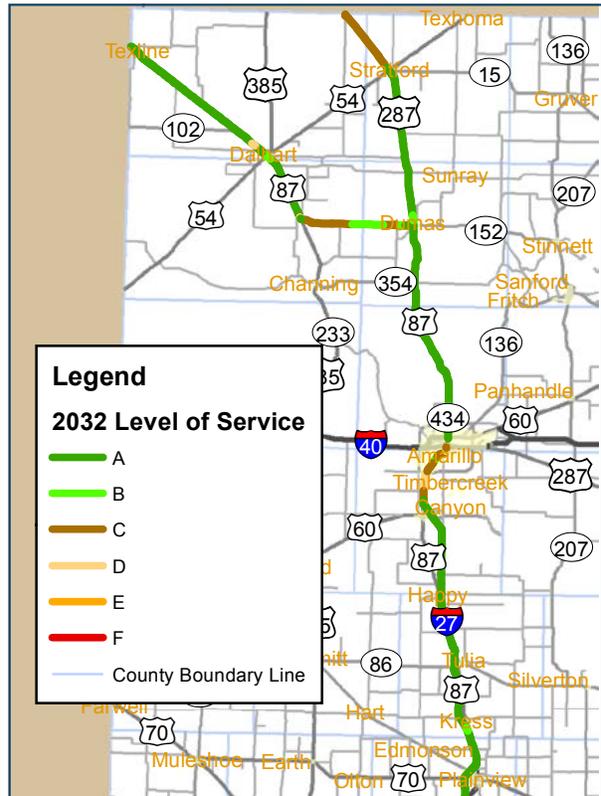
Crash Hot Spots (2010 - 2014)



2012 Average Daily Traffic



2032 Level of Service



- East split – 4-lane divided US 87 to Big Spring at I-20 – approximately 45 miles; the US 87 Relief Route around the west side of Big Spring, the southern half of which is currently under construction, would be the probable route of I-27/P2P through the Big Spring area. Funding for the northern part of the US 87 relief route to I-20 is committed and construction will be underway soon. While the US 87 Relief Route will have grade separations with ramps, it is not fully access-controlled, nor does it have sufficient ROW for future frontage roads. For these reasons, if this was a future I-27E alignment, additional construction and ROW costs would be incurred getting around Big Spring.
- West split – 4-lane undivided SH 349 to Midland at I-20 – approximately 56 miles (currently under construction); there are several options for getting to I-20 in Midland. The first option would be to use SH 349 along its designation to I-20 on the west side of Midland. The second option would be to bring the route in on SH 349-C to Loop 250, then take Loop 250 around the west side of Midland to I-20. The third option would be to use SH 349-C to Loop 250, then take Loop 250 around the east side of Midland to I-20. The fourth and less likely option would be to divert off of SH 349 north of its split with SH 349-C and proceed easterly over to FM 1208 and follow near that alignment to I-20 east of Midland.

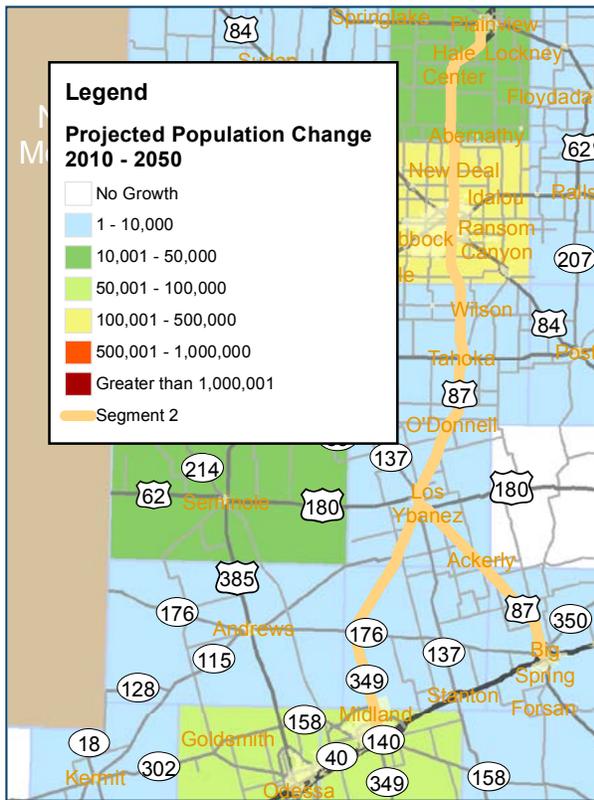
In addition to those projects noted above, there are a number of projects underway, programmed or planned along this stretch of the corridor. The Woodrow Road interchange on US 87 south of Lubbock is under construction. The southwest portion of Loop 335 in Amarillo will be under construction in 2016 and the west portion in 2017. The Lamesa “Southern Cross” connector will be under construction in 2016. Planned projects along this stretch of corridor include relief routes in Lamesa and Midland.

A schematic plan for the Lamesa Relief Route has been prepared and presented locally to the public, but has been met with concerns from certain stakeholders in the community. Currently, no consensus on this relief route plan has emerged. The “Southern Cross” east-west connector planned between US 87 and SH 349 in southwest Lamesa would provide a potential future connection from I-27/P2P/US 87 to the western leg of I-27/P2P that connects to Midland.

The precise connection between SH 349 on the north side of Midland to SH 158 on the southeast side of town as part of “P2P-West” was never defined. At least four options are currently considered possibilities, although more detailed feasibility studies have not been completed for all options. A key concern on this alignment is determining how far west the route should go to serve the Odessa side of the Permian Basin area and how the selected route will serve as a coincident alignment for the La Entrada al Pacifica route from Lamesa to I-20, given that La Entrada continues southwest of Odessa ultimately to Presidio.

Figure 8 - Segment 2 Snapshot

2010 - 2050 Projected Population Change



Crash Hot Spots (2010 - 2014)



2012 Average Daily Traffic



2032 Level of Service



Segment 3: I-20 to I-10

- The conceptual construction cost estimate to upgrade Segment 3 to full interstate standards is approximately \$1.83 billion (2015 dollars). See the “Upgrading to Interstate Standards—Conceptual Layouts and Costs” portion of this report (page 20) for further discussion.
- Total segment length is approximately 220 miles
- East split – Big Spring to US 87/SH 158 interchange northwest of San Angelo via 4-lane divided US 87 – approximately 40 miles
- West split – Midland to US 87/SH 158 interchange via 4 lane undivided SH 158 – approximately 67 miles
- US 87/SH 158 interchange to San Angelo via 4-lane divided US 87 – approximately 47 miles
- Loop 306 in San Angelo is partially complete as a non-controlled-access 4-lane roadway around the south and east sides of San Angelo, with a funded future extension north to and across US 67 and along US 277 to just north of FM 2105 in NE San Angelo. A later unfunded project would then turn to the west to intersect existing US 87 north of Fisher Lake
- San Angelo to Sonora at I-10 via Super-2 US 277 – approximately 66 miles

A number of projects are under construction, programmed or planned along this portion of the corridor. US 277 has been upgraded to a Super 2 from San Angelo to Sonora. The northwest portion of the US 87 Big Spring Relief Route has been funded and right-of-way acquisition is underway.

Loop 306 in San Angelo is partially complete around the south and east portions of town, but only as a 4-lane divided section with grade separations at the major cross-streets (i.e., state routes).

Sufficient right-of-way is available for conversion to full access control. An upcoming funded project will extend the 4-lane section northerly across US 67 and on to US 277 to near FM 2105. From that point, a future series of projects would be needed to connect back westerly to existing US 87 NW of San Angelo. No route studies have been conducted for this last north side portion of Loop 306 and no funding has been identified.

Figure 9 - Segment 3 Map

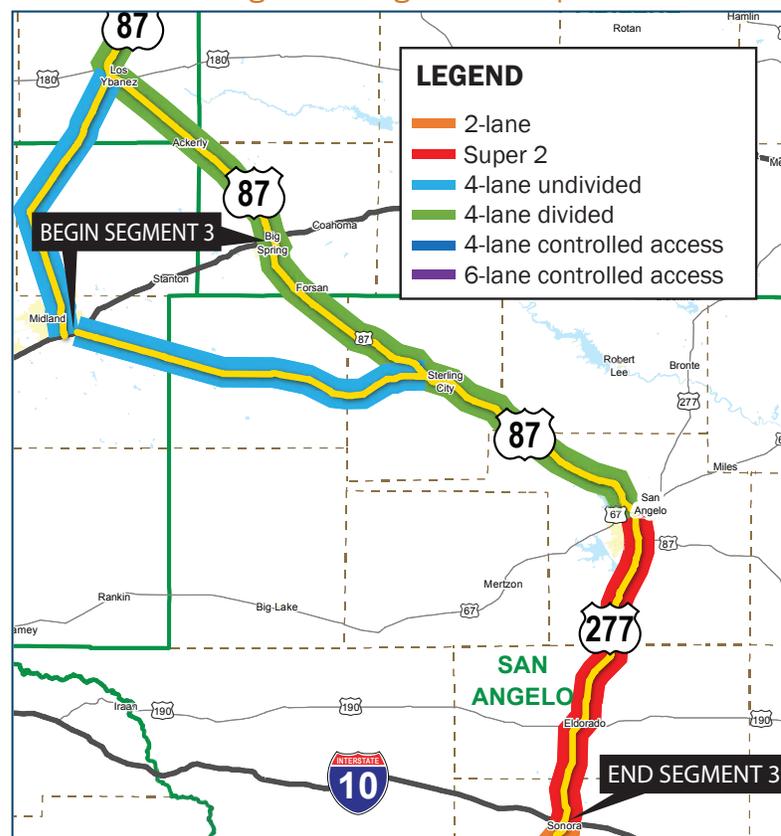
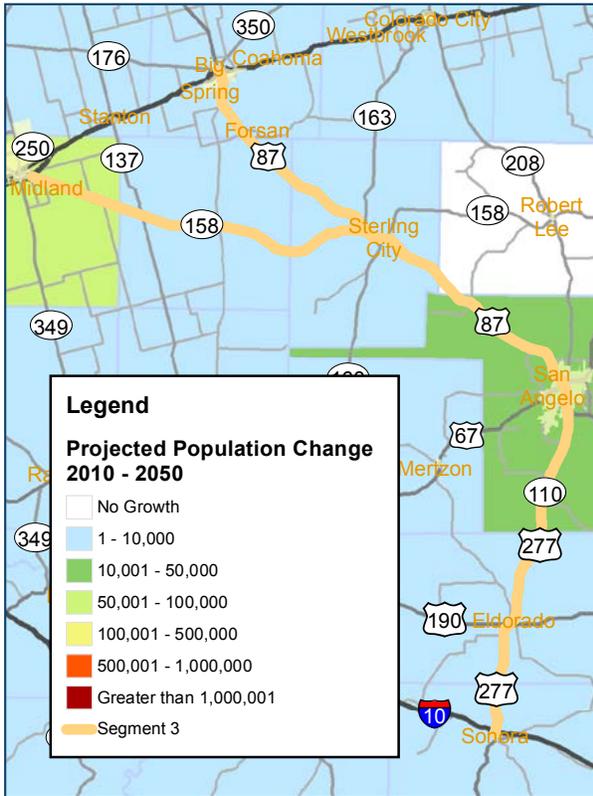
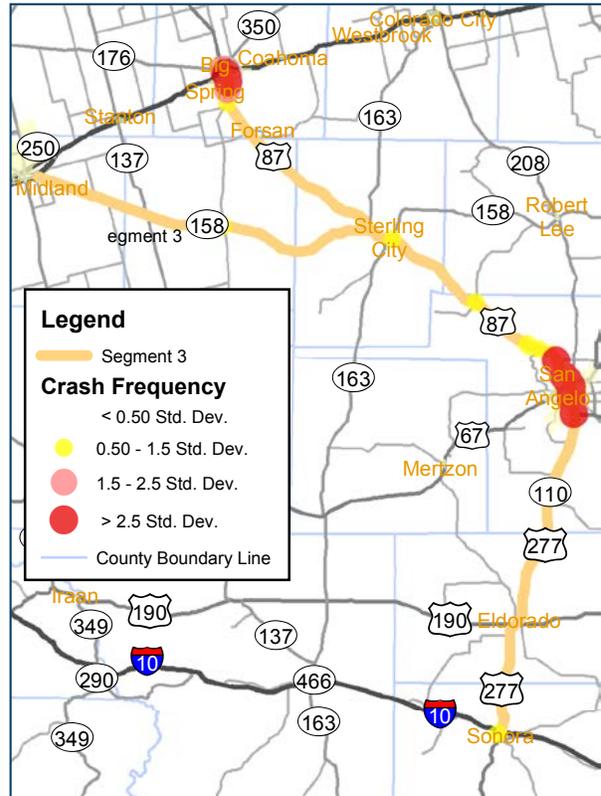


Figure 10 - Segment 3 Snapshot

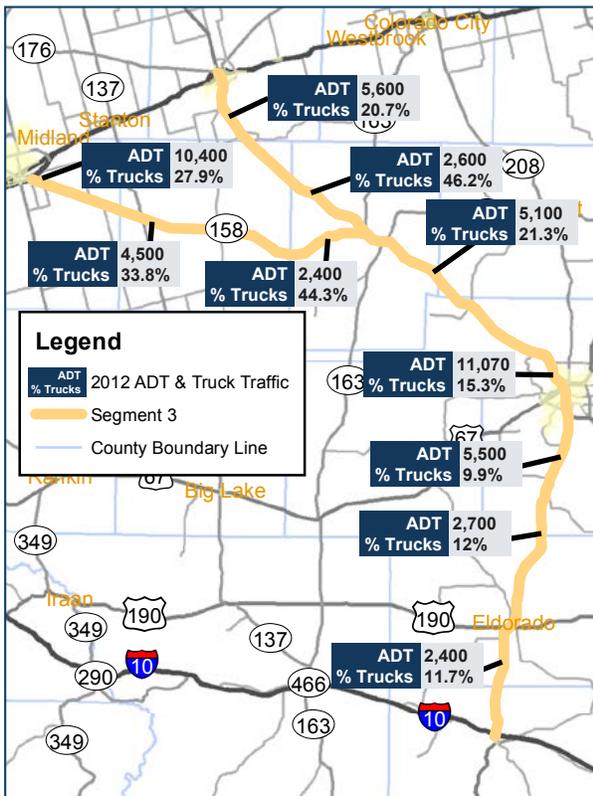
2010 - 2050 Projected Population Change



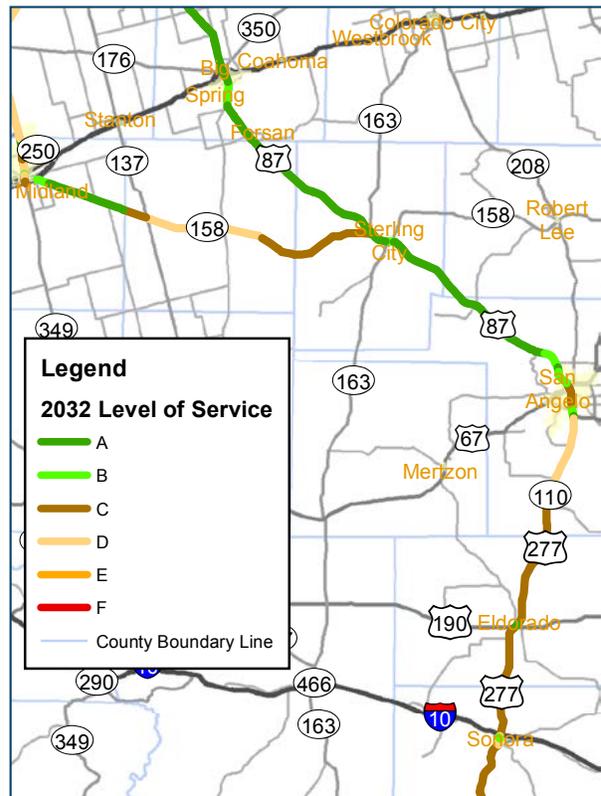
Crash Hot Spots (2010 - 2014)



2012 Average Daily Traffic



2032 Level of Service



Segment 4: I-10 to the Mexican Border

- The conceptual construction cost estimate to upgrade Segment 2 to full interstate standards is approximately \$2.35 billion (2015 dollars). See the “Upgrading to Interstate Standards—Conceptual Layouts and Costs” portion of this report (page 20) for further discussion.

- Total segment length is approximately 260 miles
- The I-27/P2P routing past Sonora will be challenging due to the hilly terrain. Four optional routes have been preliminarily studied and a small group of local citizens have recently initiated discussion with TxDOT to determine a preferable reliever route most beneficial to the town

- Sonora (I-10) along 2-lane US 277 and US 83 via Del Rio to Eagle Pass – approximately 146 miles. This segment of I-27/P2P will be the last to be upgraded beyond a 2-lane roadway in Texas. The estimated cost to upgrade to a Super 2 is \$90 million and the upgrade will greatly enhance safety

- Super-2 US 277 from Eagle Pass via Carrizo Springs to US 83/I-35 Interchange just north of Laredo – approximately 94 miles
- US 83/I-35 Interchange along 4-lane I-35 transitioning to 6 lanes south of I-69W Interchange to the Mexican Border – approximately 20 miles

I-69W will intersect I-35 north of Laredo and be coincident with I-35 to the Mexican border. Potentially, an extension of I-2 from the Rio Grande Valley generally along existing US 83 to Laredo could result in the convergence of a future I-27, I-35, I-69W and I-2 in Laredo. This could provide a plethora of freight shipping alternatives for trucks crossing the border in either direction through Laredo and potentially reduce future congestion on I-35.

Figure 11 - Segment 4 Map

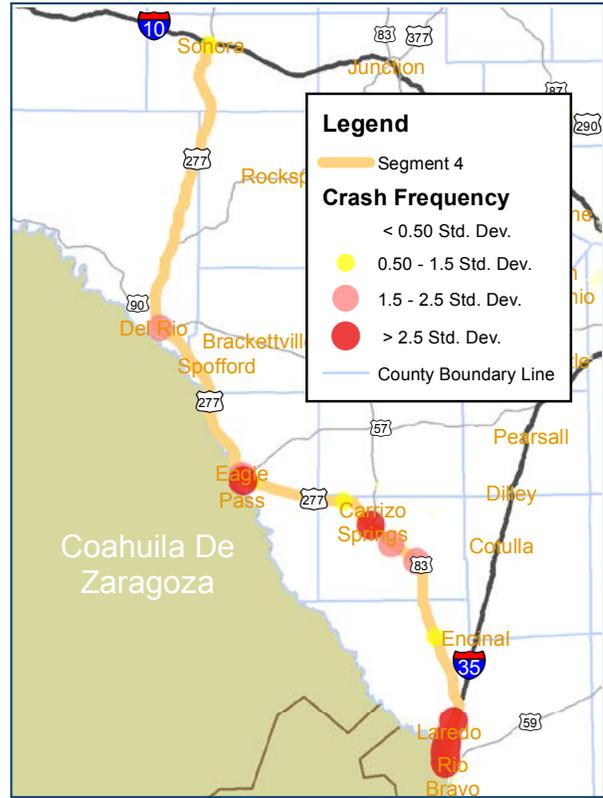


Figure 12 - Segment 4 Snapshot

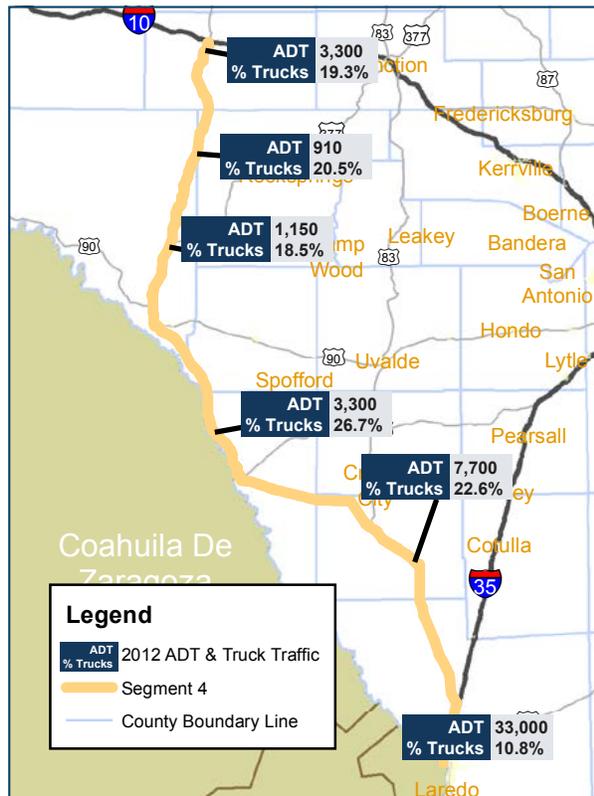
2010 - 2050 Projected Population Change



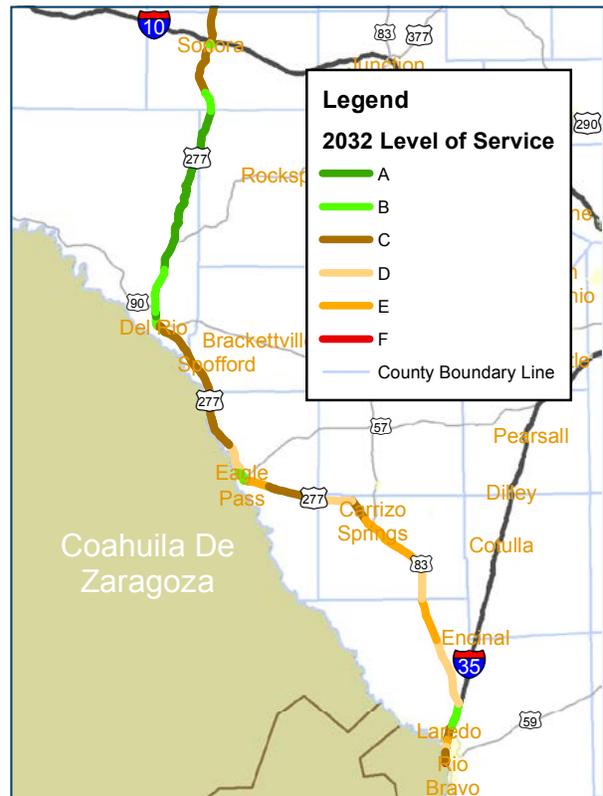
Crash Hot Spots (2010 - 2014)



2012 Average Daily Traffic



2032 Level of Service



Current and Projected Population Growth

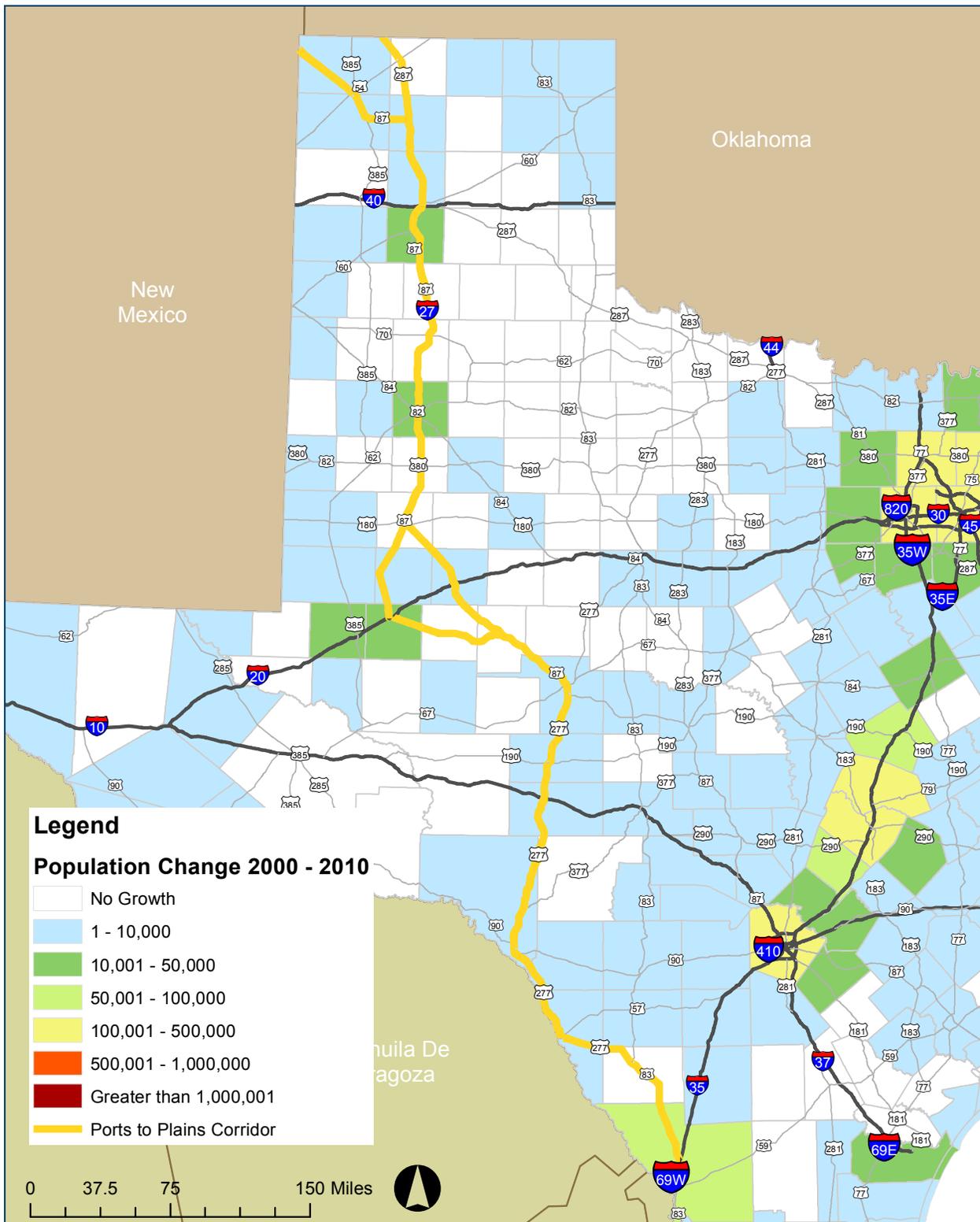
Between 2000 and 2010, the population of Texas grew by 3.5 million people or 17 percent. Texas is expected to grow to over 40 million people by 2050. Many of the counties that saw the highest growth are located along the I-27/P2P corridor. Population growth throughout the state has placed additional burdens on already congested facilities. Table 1 and Figures 8 and 9 provide an overview of existing and future population growth.

Table 1 - Population Growth and Projected Change 2000, 2010 & 2050

County	2000	2010	2050	2000 - 2010 Change	2010 - 2050 Change
Coke County	3,864	3,320	2,791	-14%	-16%
Dallam County	6,222	6,703	10,561	8%	58%
Dawson County	14,985	13,833	16,951	-8%	23%
Dimmit County	10,248	9,996	13,347	-2%	34%
Edwards County	2,162	2,002	2,110	-7%	5%
Glasscock County	1,406	1,226	1,424	-13%	16%
Hale County	36,602	36,273	48,700	-1%	34%
Hartley County	5,537	6,062	6,780	9%	12%
Howard County	33,627	35,012	40,183	4%	15%
Kinney County	3,379	3,598	3,771	6%	5%
Lubbock County	242,628	278,831	393,999	15%	41%
Lynn County	6,550	5,915	7,350	-10%	24%
Martin County	4,746	4,799	6,779	1%	41%
Maverick County	47,297	54,258	91,056	15%	68%
Midland County	116,009	136,872	207,093	18%	51%
Moore County	20,121	21,904	37,420	9%	71%
Potter County	113,546	121,073	175,083	7%	45%
Randall County	104,312	120,725	177,431	16%	47%
Schleicher County	2,935	3,461	4,358	18%	26%
Sherman County	3,186	3,034	3,981	-5%	31%
Sterling County	1,393	1,143	1,264	-18%	11%
Sutton County	4,077	4,128	5,138	1%	24%
Swisher County	8,378	7,854	9,051	-6%	15%
Tom Green County	104,010	110,224	130,632	6%	19%
Val Verde County	44,856	48,879	69,644	9%	42%
Webb County	193,117	250,304	494,081	30%	97%

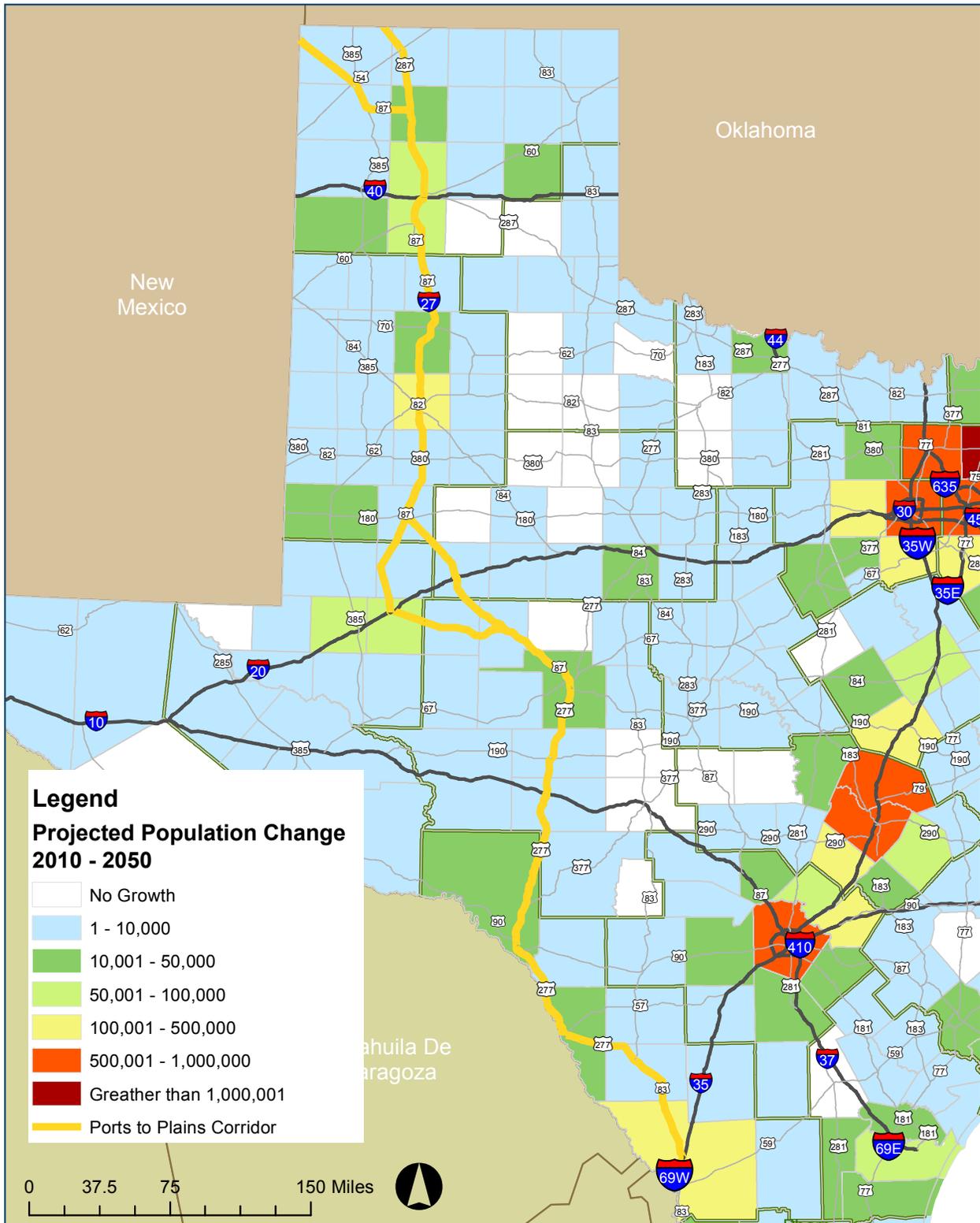
Source: US Census and Texas Office of State Demographer

Figure 13 - Population Change by County (2000 & 2010)



Source: US Census and Texas Office of State Demographer

Figure 14 - 2010 - 2050 Projected Population Change



Source: US Census and Texas Office of State Demographer

Current Traffic Data

The I-27/P2P corridor experiences intermittent congestion during peak travel times. Additionally, bottlenecks can occur causing congestion if there are incidents along the corridor such as an accident. Congestion varies and projected traffic will vary based on activity in the energy sector and agricultural industries in addition to population and employment changes along the corridor.

Figure 15 - 2012 Average Daily Traffic along I-27/P2P Corridor

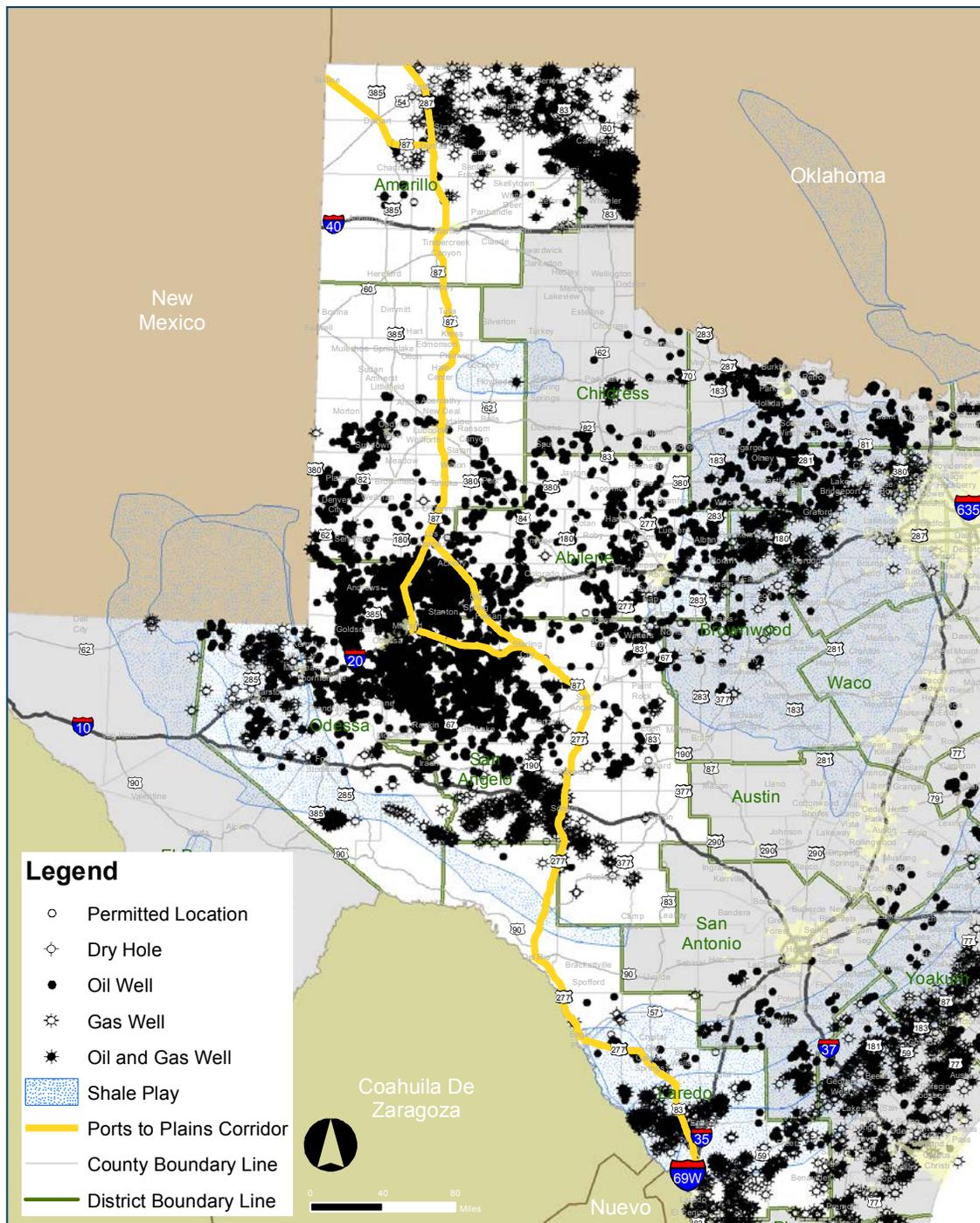


Source: TxDOT

Oil and Gas Production

Oil and gas production is vital to both the Texas and national economy and is a critical economic driver throughout west Texas and the I-27/P2P corridor. This energy production and the related need for high-quality, high speed facilities, is directly related to the identification of this corridor as a “High Priority Corridor.” As the Figure 11 indicates, the I-27/P2P corridor provide access to much of the production areas in western Texas.

Figure 16 - Oil and Gas Sector Activity along Corridor

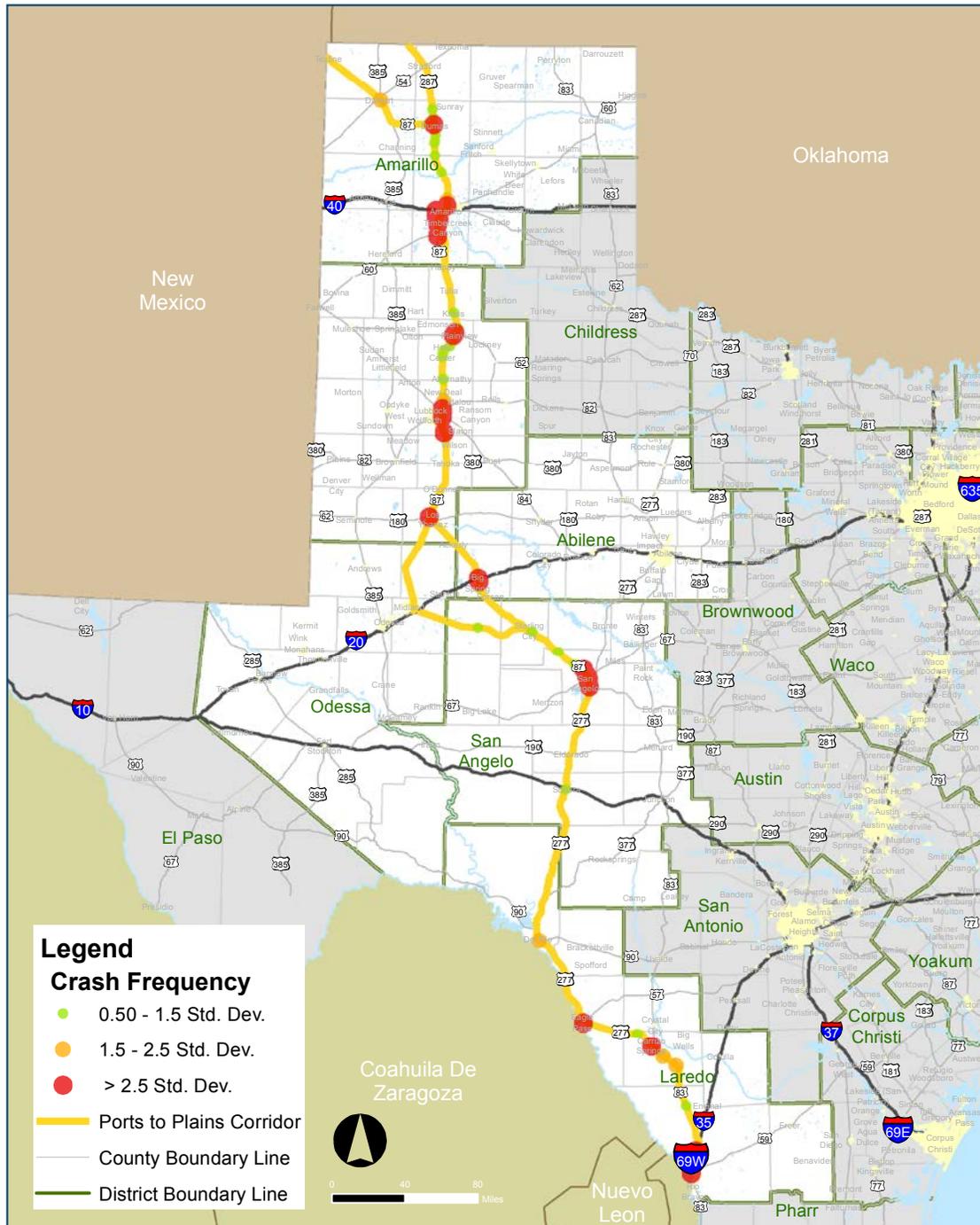


Source: TxDOT

Crash Data and Information

Crash data from 2010 – 2014 along the corridor was mapped and statically significant areas were identified. The map below show where potential crash “hot spots” exist. Additional analysis is needed to identify countermeasures or roadway changes that could decrease crash activity.

Figure 17 - Ports-to-Plains Corridor Crash Hot Spots (2010 – 2014)



Source: TxDOT

Upgrading to Interstate Standards - Conceptual Layouts and Costs

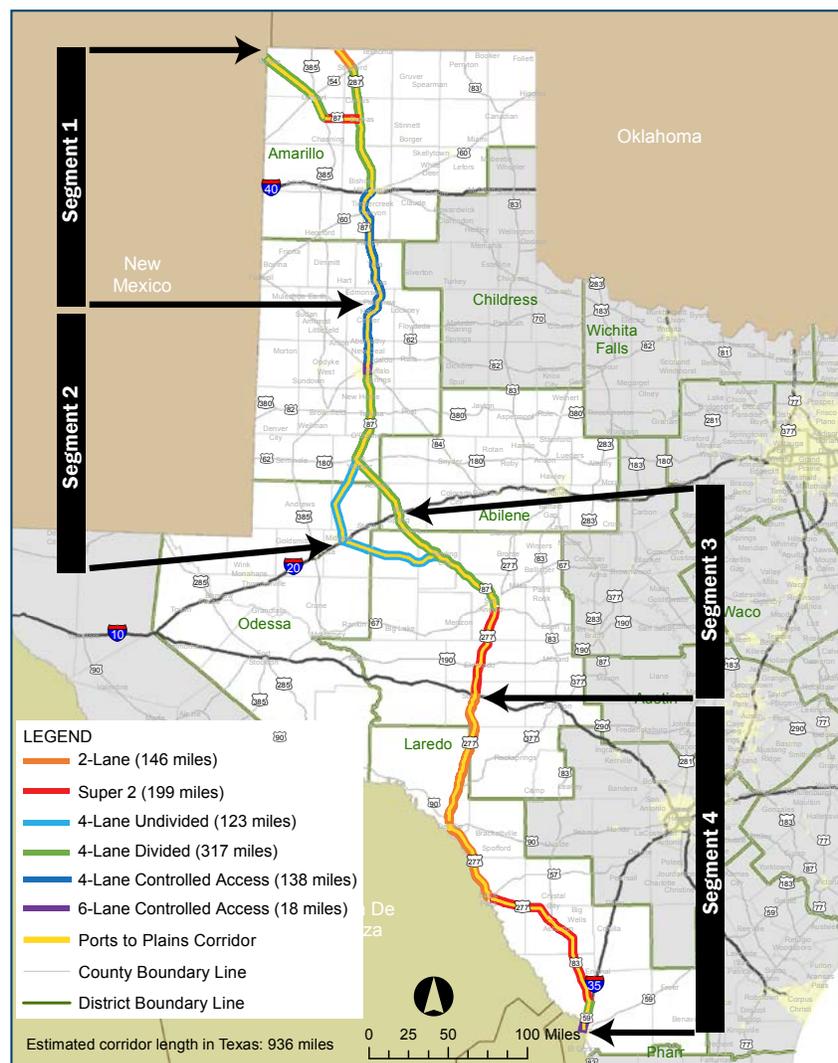
As part of the listening sessions, conceptual cost estimates were developed to provide stakeholders with a relative range of cost estimates based on four typical section options. These representative costs were developed based on current year (2015) dollars and are only intended for planning purposes.

In addition to these estimates, a conceptual cost estimate to bring the entire corridor up to interstate standards (a controlled access facility) was developed. The conceptual cost estimate for each segment and the entire corridor is provided following the information on typical section costs.

Conceptual Cost Estimates – by Section Type

The conceptual cost estimates assume full reconstruction of the existing highways. For Super 2 and controlled access sections, the costs include what would be needed if an existing facility were to be upgraded. This was not a financially constrained exercise and because it is uncertain when the improvements would be made, the costs are in 2015 dollars. It is important to note that costs will vary greatly by segment due to a variety of reasons (grade, soils, right of way, etc.) The costs do not include every drainage or rural road/FM road crossing, railroad crossing, or other minor overpasses

Figure 18 - I-27/P2P Current Corridor Sections

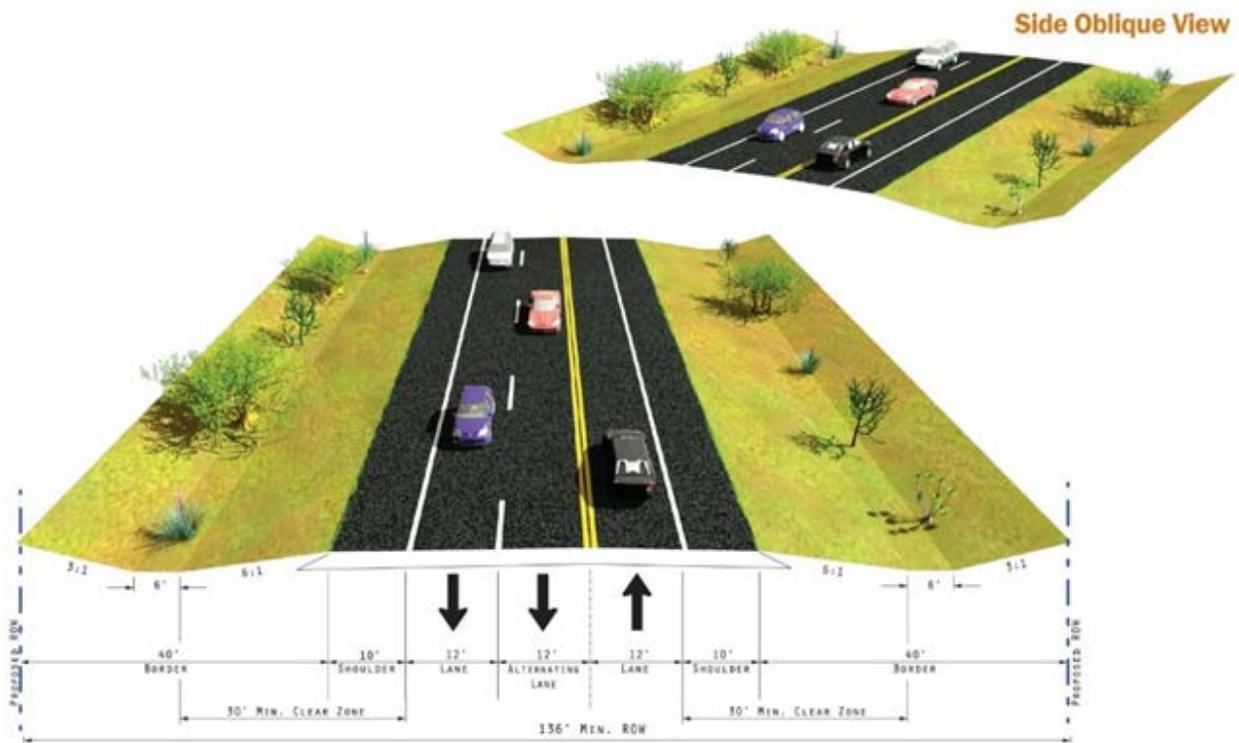


Super 2 Typical Section

Table 2 - Cost per Mile, Super 2 Section

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

Figure 19 - Super 2 Typical Section

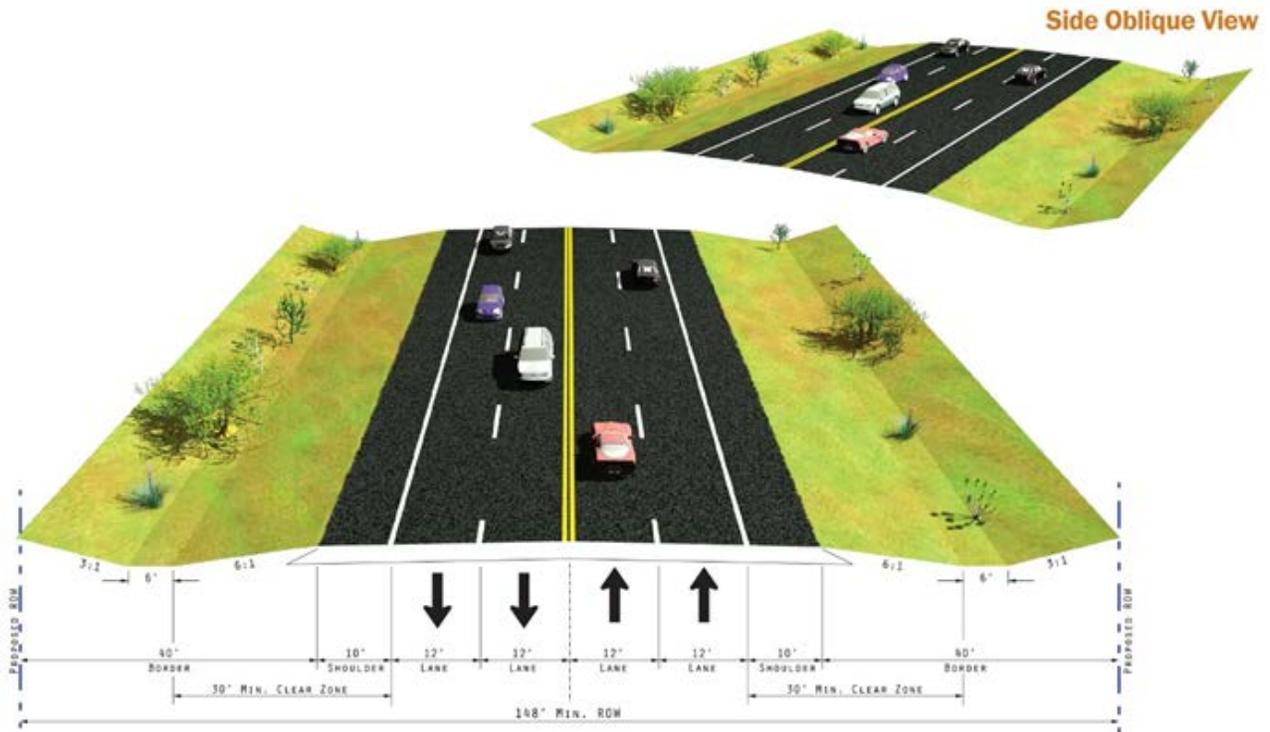


4 Lane Undivided Typical Section

Table 3 - Cost per Mile, 4 Lane Undivided Section

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

Figure 20 - 4 Lane Undivided Typical Section

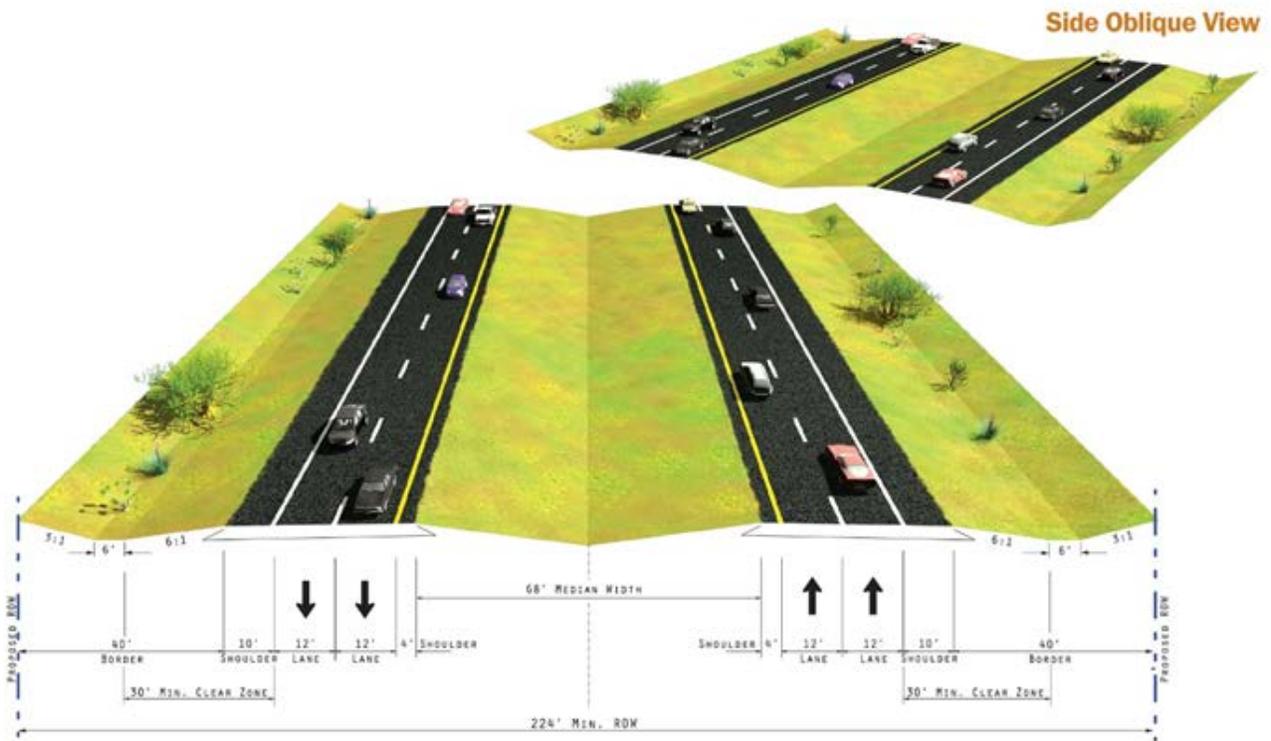


4 Lane Divided Section

Table 4 - Cost per Mile, 4 Lane Divided Section

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

Figure 21 - 4 Lane Divided Typical Section

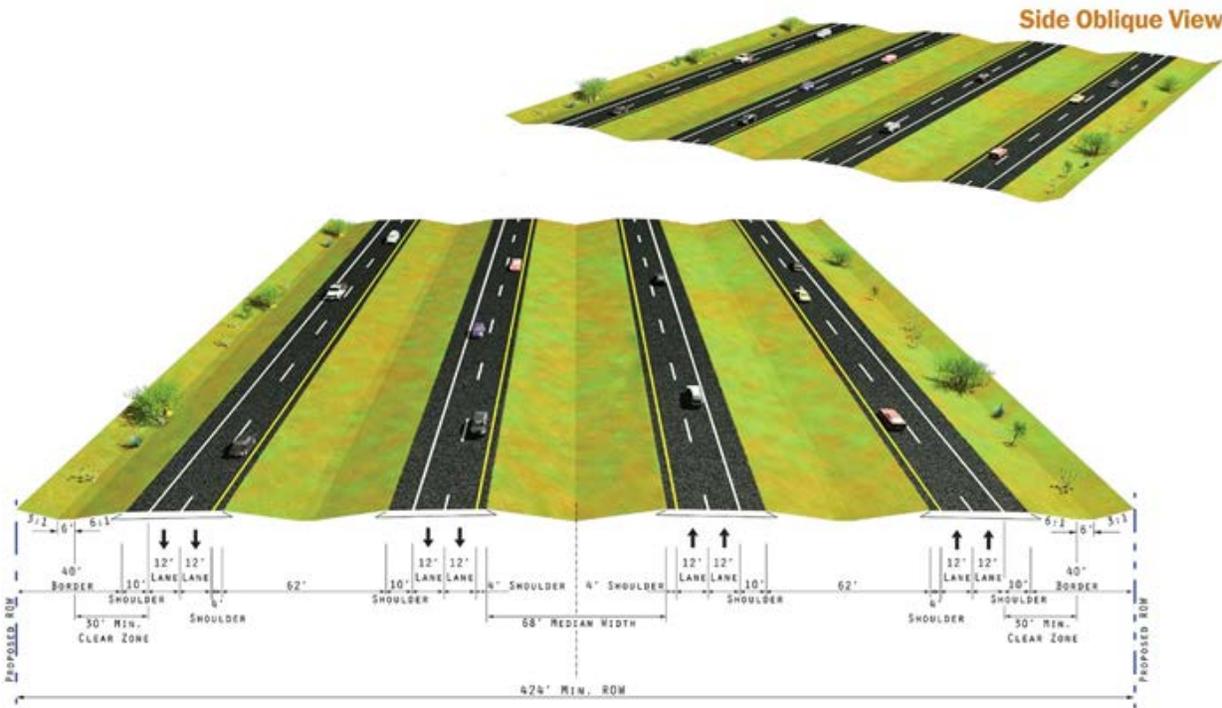


Controlled Access Section

Table 5 - Cost per Mile, Controlled Access Section

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

Figure 22 - Controlled Access Typical Section



Conceptual Costs for the Entire Corridor

The potential alignment for the I-27/P2P Corridor was reviewed using the cost/mile figures for the various types of typical sections, listed above. The typical sections were also used to assist with planning-level cost estimates regarding the cost differential/mile for upgrading the various existing typical sections (i.e., 2-lane; Super 2; 4-lane undivided; & 4-lane divided) to a full access-controlled typical section (to interstate standards), generally including continuous frontage roads. It was determined, however, that roughly 205 miles of the approximately 936 mile corridor would not require frontage roads due to remoteness and/or lack of access-restoration being required.

Disclaimer

It should be emphasized that the cost/mile figures are very preliminary in nature and will vary greatly throughout the corridor due to varying right-of-way costs, utility or water well impacts, environmental issues and potential mitigation costs (which have not been analyzed at all at this level) and soil and terrain factors. Therefore, these estimates should be considered early planning-level estimates – order-of-magnitude estimates that are likely to vary by plus or minus 25% for the entire corridor and with even greater percentage variation in shorter segments. Finally, all figures are shown in 2015 dollars and not escalated for anticipated inflation, which is risky to predict over the 40-year planning horizon.

Analysis Methodology

For the numerous relief routes that would be required around the many towns along the route, a new-location alignment and measured length of the reliever routes was estimated based on Google Earth /aerial imagery, avoiding to the extent feasible the apparent existing development for each town. These preliminary alignments do not account for environmentally-sensitive features that would have to be avoided nor do they take into account public and stakeholder opinions. In a few instances (e.g. Lamesa and Sonora), there are existing studies that provide potential options for likely relief route alignments.

As to existing loops around several of the larger cities, it was assumed currently-funded projects in the next 2-3 years would be in place. However, in Amarillo, for the Loop 335 west-side route, additional work would be required to provide an entirely controlled-access facility, including interchanges on the north and southwest sides of town. In San Angelo, it was assumed Loop 306 to the east of town would be completed and upgraded from northeast of town to south of town. A further north side portion of Loop 306 would be added on a new location alignment that would connect to US 87 on the northwest side of town. In Del Rio, it was assumed use of FM 79 as a route to upgrade for a bypass. In Eagle Pass, it was assumed a new location section of FM 480 and upgrade of part of existing FM 480 to create a bypass around the northeast side of town.

Since there was never a specifically-defined alignment for I-27/P2P West through Midland, an assumption was made to use SH 349 to Loop 250 west and around to the point where Loop 250 intersects I-20. To get from that location to SH 158 southeast of Midland, we assumed an alignment across southern Midland. Because of the numerous oil wells and pipelines in that area, it is entirely possible that the preliminary alignment depicted is not feasible and could require significant adjustment (i.e. greater length).

As for major interchanges (with direct-connectors), it was assumed a major interchange at:

- North and SW Amarillo (as mentioned above) at a cost of \$180,000,000 (only partial direct connectors required);
- Midland at I-20 – assumed \$100,000,000 for upgrading the existing Loop 250 interchange;
- I-20 in Big Spring – assumed the I-20 crossing would be dealt with by upgrading the currently-under-construction west-side loop around Big Spring from 4-lane divided to controlled-access;
- The southern split of the corridor north of Sterling City – assumed a cost of \$90,000,000 to upgrade that interchange;
- I-10 in Sonora – assumed a \$200,000,000 interchange to be built in conjunction with the Sonora relief route (which adds approx. \$50,000,000); and
- The terminus interchange at I-35 north of Laredo – assumed a cost of \$180,000,000 since it is a tee-interchange.

For the existing portion of I-27, it was assumed relatively-minimal upgrading of I-27 just through the Lubbock area of \$100,000,000.

For purposes of this analysis, it was assumed a cost/mile to upgrade from:

- An existing 2-lane road to a full controlled-access facility at \$8,425,000/mile \pm 25%;
- An existing Super 2 to a full access-controlled facility at \$7,925,000/mile \pm 25%;
- An existing 4-lane undivided to a full access-controlled facility at \$7,425,000/mile \pm 25%; and
- An existing 4-lane divided to a full access-controlled facility at \$5,925,000/mile \pm 25%.

The planning-level estimate to extend I-27/P2P for the overall approximately 936-mile corridor is \$7 billion (2015 dollars). The conceptual cost for each segment as defined earlier is provided in the table on the next page.

Table 6 - Conceptual Cost to Upgrade to Interstate Standards

Segment Number	Cost Estimate	Length
Segment #1	\$1.48 billion	Approximately 248 miles
Segment #2	\$1.54 billion	Approximately 220 miles
Segment #3	\$1.82 billion	Approximately 209 miles
Segment #4	\$2.35 billion	Approximately 259 miles
Total	\$7.1 billion	Approximately 936 miles

Public Involvement and Outreach Summary

At the request of stakeholders, TxDOT hosted six listening sessions in March 2015 to gather feedback on the I-27/P2P corridor. The planning team presented display boards and a twenty minute PowerPoint presentation providing background information on rural transportation in West Texas and a variety of options for expanding and improving the I-27 and Ports-to-Plains corridor. The two primary concepts presented: a continuation of the incremental upgrade approach that TxDOT has used over the past two decades; and pursuing an I-27 extension process (modeled after the I-69 corridor) to secure interstate designation for part or all of the corridor. This was followed by a facilitated discussion of the advantages and disadvantages of the various approaches.

The six stakeholder listening sessions were attended by local leaders in the various communities along the I-27/P2P corridor specifically invited based on their interest in and involvement with transportation. Since these stakeholders were assumed to have a higher focus on transportation and related economic development issues than the general populace, the results of the six listening sessions should be reviewed with this background in mind. One hundred and fifty-seven stakeholders attended the listening sessions.

Table 7 - Meeting Locations and Details

Location	Address	Date	Time	Attendees
Amarillo	TxDOT Amarillo District Office 5715 Canyon Drive Amarillo, TX 79110	Wednesday, March 18, 2015	1:30 p.m.	34
Lubbock	Lubbock Civic Center 1501 Mac Davis Dr Lubbock, TX 79401	Thursday, March 19, 2015	9:00 a.m.	53
Midland	Midland International Airport 9506 La Force Blvd Midland, TX 79706	Friday, March 20, 2015	9:00 a.m.	28
Big Spring	Hotel Settles 200 East 3rd Street Big Spring, TX 79720	Friday, March 20, 2015	1:30 p.m.	27
Eagle Pass	IBC Bank 2395 East Main Street Eagle Pass, TX 78852	Monday, March 23, 2015	1:30 p.m.	22
San Angelo	TxDOT San Angelo District Office 4502 Knickerbocker Road San Angelo, TX 76904	Tuesday, March 24, 2015	1:30 p.m.	28

Attendees included consultant and TxDOT employees

Stakeholder Feedback

Overwhelmingly, stakeholders expressed the urgency in TxDOT engaging in a new update of prior corridor studies, focusing on an extension of I-27, rather than upgrading incrementally the I-27/P2P corridor.

Stakeholders expressed sentiment that conditions along the corridor in Texas have changed so dramatically in the past decade that prior studies were no longer relevant:

- Energy sector activities also (not just petrochemical, but wind and solar) were cited as one reason for changed conditions; and
- Expanded two-way trade with Mexico and Canada, including agricultural shipping and maquiladora shipments (especially automotive parts and finished vehicles) along the Mexican border were mentioned.

Stakeholders, especially in the northern portion of the corridor, recognized that cooperation with adjacent states (New Mexico, Oklahoma and particularly Colorado) along the I-27/P2P corridor and Mexico would be critical for advancing the I-27 extension option in Texas. They also noted that US 87 and US 287 are already mostly upgraded to 4-lane sections within Texas.

Amarillo

Thirty-four people attended the Amarillo listening session which was held at the Amarillo District Office. Amarillo stakeholders saw the I-27 extension as a way to advance Loop 335 around Amarillo that has been planned for several decades.

Lubbock

The Lubbock listening session was attended by fifty-three people, it was held at the Lubbock Civic Center. Lubbock stakeholders were strongly supportive of the upgrade I-27 approach, looking to the south – especially to I-20 as a first phase terminus, given that they already have the Interstate link to Amarillo. Concern was raised by communities south of Lubbock regarding the length of time it takes to upgrade the roads (especially to Tahoka) even when right-of-way has been available.

Midland/Odessa

Twenty-eight stakeholders made it out to the Midland Airport for listening session hosted there. Midland/Odessa stakeholders were concerned about the exact P2P route through that area. The P2P routing through Midland/Odessa was previously noted to come in along SH 349 from the north and exit along SH 158 to the southeast, although the precise connection routing between the two highways has not been definitively set. There was also concern about the priority of I-27/P2P upgrades versus other needed area improvements that had been planned for a number of years and not yet completed – a concern that competition for limited funds would divert money to I-27/P2P to the detriment of existing commitments. This concern was primarily expressed by MOTRAN leadership. There was mention that the La Entrada al Pacifico route (which intersects P2P at Lamesa and crosses the Mexican border at Presidio) needs the attention and coordination with I-27/P2P.

Big Spring

The listening session in Big Spring was held at the Hotel Settles. Twenty-seven people attended. They were very supportive of the idea of extending I-27 to I-20 at Big Spring (cited as the more direct route versus going through Midland and therefore deserving priority attention). This takes advantage of the current Big Spring bypass construction to reduce the cost of construction in the I-20 area. There was discussion of the previous opposition to a reliever route around Lamesa, but assurance that if properly “sold” to the residents there, I-27/P2P could overcome those previous concerns. Significant increases in heavy truck traffic through Lamesa was seen as encouraging the need for a reliever route.

The planning team received many letters from residents of Big Spring in support of extending I-27 and endorsing a route that would go through Big Spring. These contents of these letters is included Appendix A.

Eagle Pass

Twenty-two people came to the IBC bank to attend the Eagle Pass listening session. Eagle Pass stakeholders focused on Mexican border crossings and freight shipping and the need to have ample infrastructure available on the American side to accept expected increases in truck volumes. In addition to increasing maquiladora shipments, the expected dramatic increase in



Mayor Robertson at the Eagle Pass Listening Session

Mexican oil activity once they get heavily into fracking was cited as a driver for improved transportation infrastructure needs. The connection of I-27 along the border to I-35/I-69W/ and I-2 in Laredo was seen as very helpful to dispersion of freight shipping. Safety on the primarily 2-lane section south of I-10 to Eagle Pass was a concern due to the increasing wide loads and heavy truck traffic.

San Angelo

The final listening session was held at the San Angelo district office, twenty-eight people attended the meeting. San Angelo stakeholders were supportive of continuing corridor upgrades and mentioned that San Angelo is one of the largest cities in the county now not served by an interstate highway (now that the Valley communities are getting I-69 and I-2.) Uniquely at this one meeting, concerns were expressed by small town stakeholders (Sonora and Sterling City in this case) about the “bypassing” of their communities being a negative for their survival.



San Angelo Listening Session

Conclusions and Next Steps

The purpose of this report was to document the status of the I-27/P2P corridor, provide an overview of the listening sessions and identify the initial factors driving the need for further evaluation of the corridor.

The initial assessment of the corridor reveals the following:

- Investments have been made within the corridor to improve safety and mobility; however, there are still sections that need to be addressed. Further investigation and input is needed from the local communities to address these needs.
- Some areas along the corridor have seen notable population growth and are projected to continue to grow. This translates to more demands on the transportation system.
- Preliminary traffic forecasts show continued growth in the number of passenger cars and especially trucks. More detailed analysis is needed to better understand the travel demand within the corridor.
- Stakeholder feedback indicates support for the corridor to be developed as a full interstate facility. However, there is some concern that such extensive investment is not warranted, this sentiment is most prevalent from some Midland/Odessa area stakeholders.
- To bring the entire Ports-to-Plains corridor to interstate standards would require a significant financial commitment from both the state and local communities. The very high-level, conceptual cost estimate is approximately \$7 billion in 2015 dollars. Even over a 40-year time-horizon, this would require an annual commitment of \$175 million to this corridor in 2015 dollars.

It is likely that full development of the corridor to interstate standards is not necessary to resolve many of the issues outlined in this report. Interim measures to address needs and project prioritization along the corridor can be resolved in cooperation with various stakeholders, particularly relative to available funding. Future planning work, responsibilities and project identification would require close cooperation with local and regional stakeholders, including TxDOT districts, MPOs, cities and counties.

There is a full spectrum of short-, mid- and long-term options available to address the needs of the corridor. In cooperation with districts, MPOs and local officials TxDOT may build off these options with further analysis to provide detailed recommendations, such as prioritization, phasing and timeline.

Examples of specific needs that could be addressed include:

- Safety,
- Truck/freight movement,
- Mobility/connectivity (bottleneck identification, capacity constraints, level of service and congestion, urban and rural connectivity, etc.),
- State of good repair and
- Economic competitiveness.

Potential options would not be limited to infrastructure improvements or facility expansion. For example, the following options could be considered:

- Operational solutions (traffic management, technology, signalization/signage, etc.),
- Geometric and design updates in certain sections (interchanges, queuing lanes, turning radii, etc.),
- Targeted infrastructure improvements (upgrade two lane to Super 2s, divided sections, etc.) and
- Other restrictions (load-restricted bridges, bridge vertical clearances, oversize/overweight corridors, etc.).

The corridor will continue to be a critical link to state, national and international trade, growing population centers and critical energy and agricultural business sectors. To fully weigh the need for a complete interstate facility and its impacts and costs against a continuation of a prioritized incremental corridor-upgrade approach, further studies would be needed to determine the following:

- Travel demand, origin/destination data and operational analysis,
- Environmental mapping, screenings and “fatal flaw” analysis,
- Route studies and corridor analysis,
- Engineering evaluations and concept/typical development and evaluations,
- Continued public outreach and agency coordination and
- A project implementation plan.

To determine the next appropriate step in analyzing the I-27/P2P Corridor, an assessment of the broad range of MPO and Districts’ needs must be balanced with other regional priorities and anticipated funding resources over the long-term time horizon.



Appendix A: Public Outreach Efforts and Citizen Comments

Notice

Notice of the meetings was disseminated through the following ways:

- Mailed postcard sent to corridor stakeholders
- eBlast sent to corridor stakeholders
- District engineers from the districts where listening sessions were to be held were also notified of the upcoming meetings and asked to invite potential stakeholders

TxDOT provided the consultant with a list of stakeholders for the eBlasts and mailing. TxDOT produced and sent out the mailed postcard. The postcard was mailed to all contacts who TxDOT had mailing address.

Figure A1 - Post Card

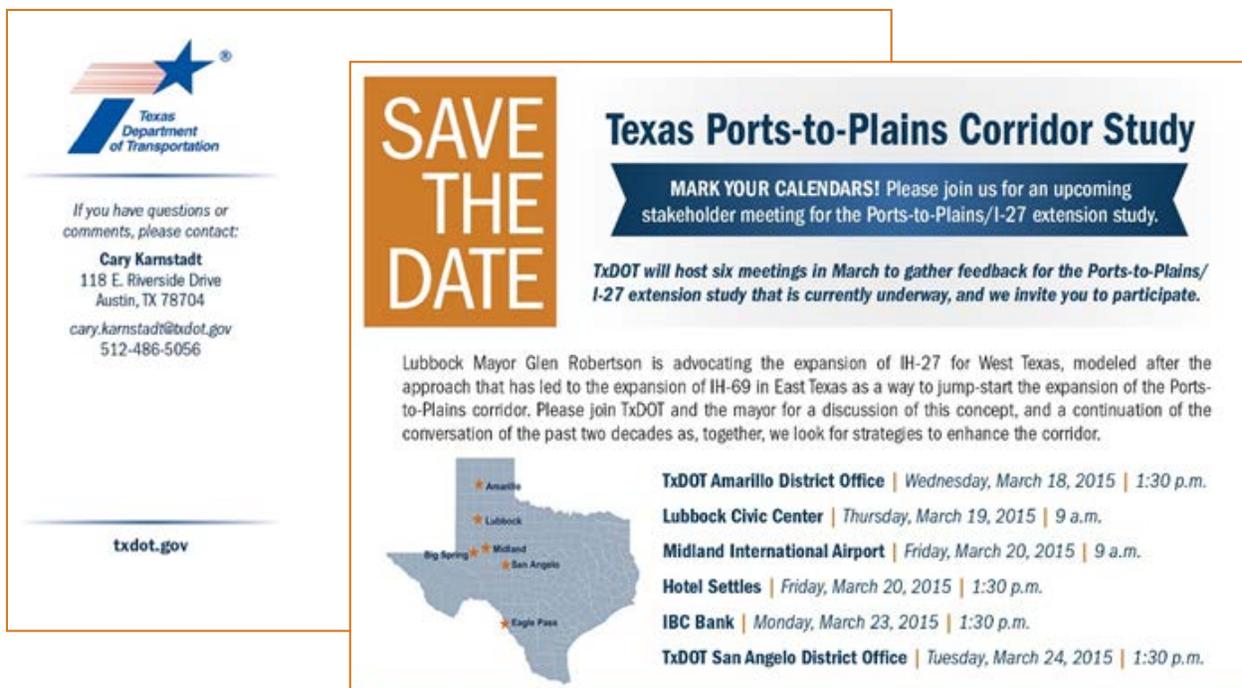


Table A1 - eBlast Dates, Recipients and Number of Opens

eBlast Subject	Date and Time Sent	Number of Recipients	Number of Opens
Attend a Ports-to-Plains Stakeholder Meeting	Friday, March 6, 2015 1:30 p.m.	338	98
Attend a Ports-to-Plains Stakeholder Meeting	Monday, March 16, 2015 10:00 a.m.	321	96
Thank you for attending a I-27/Ports-to-Plains Listening Session	Tuesday, April 7, 2015 10:00 a.m.	137	55

Figure A2 - eBlast from March 6, 2015

Information on TxDOT's Ports-to-Plains / IH-27 Extension Study

[View this email in your browser](#)



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 efforts and specifically look at the extension of I-27, north of Amarillo and south of Lubbock.

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.

Date	Location
Wednesday, March 18, 2015	Amarillo
Thursday, March 19, 2015	Lubbock
Friday, March 20, 2015	Midland/Odessa
Friday, March 20, 2015	Big Spring
Monday, March 23, 2015	Eagle Pass
Tuesday, March 24, 2015	San Angelo

Figure A3 - eBlast from March 16, 2015

Information on TxDOT's Ports-to-Plains / IH-27 Extension Study [View this email in your browser](#)

TEXAS PORTS-TO-PLAINS **STAKEHOLDER MEETING INVITATION**

A map of Texas with several locations marked with orange stars and labels: Amarillo, Lubbock, Midland, San Angelo, Eagle Pass, and Big Spring.

A photograph showing a group of people seated around a table in a meeting room, engaged in a discussion. A presentation screen is visible in the background.

Stakeholder Meetings Begin this Week

Mark your calendar to attend a stakeholder meeting for the Ports-to-Plains / I-27 extension study. We're headed to Amarillo, Lubbock, Midland and Big Spring this week.

TxDOT is hosting six meetings over the next two weeks 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.

Date	Location
Wednesday, March 18, 2015	Amarillo
Thursday, March 19, 2015	Lubbock
Friday, March 20, 2015	Midland
Friday, March 20, 2015	Big Spring
Monday, March 23, 2015	Eagle Pass

TxDOT continually programs priority projects designed to enhance mobility along the Ports-to-Plains corridor. The current study effort will build upon previous planning efforts and specifically look at the extension of I-27, north of Amarillo and south of Lubbock.

Figure A4 - eBlast from April 7, 2015

Information on TxDOT's Ports-to-Plains / IH-27 Extension Study [View this email in your browser](#)

I-27 Expansion Listening Sessions



THANK YOU!

TxDOT would like to thank you for taking the time to attend one of our listening sessions regarding possible further study of the expansion of Ports-to-Plains/I-27. Over 150 people came out to provide feedback, which is being processed and evaluated by TxDOT to determine whether further study is needed.



TxDOT continually programs priority projects designed to enhance mobility along the Ports-to-Plains corridor. Feedback from the public will build upon previous planning efforts to specifically look at the extension of I-27, north of Amarillo and south of Lubbock.

If you did not have an opportunity to comment at the listening sessions, please consider emailing us at I27@txdot.gov.

For more information, check out the project [website](#).

Copyright © 2015 Texas Department of Transportation, All rights reserved.

[unsubscribe from this list](#) [update subscription preferences](#)



Meeting Materials

Meeting materials included a display boards and a PowerPoint presentation. These materials are included on the following pages.

Figure A5 - Welcome Board

The graphic is a rectangular board with a dark blue header and footer. The header contains the text "Texas Department of Transportation" in white. The main body is white with the word "Welcome" in large orange font, followed by "Thank you for attending this stakeholder meeting on the Ports-to-Plains corridor." in dark blue. Below this is the text "Please sign in, thank you for your interest and participation!" in orange. The footer contains the Texas Ports-to-Plains Study logo and name in white.

Texas Department of Transportation

Welcome

Thank you for attending this stakeholder meeting on the Ports-to-Plains corridor.

Please sign in, thank you for your interest and participation!

 **Texas Ports-to-Plains Study**

Figure A6 - Corridor Map



Figure A7 - Segment 1 Display Board



Figure A8 - Segment 2 Display Board



Figure A9 - Segment 3 Display Board

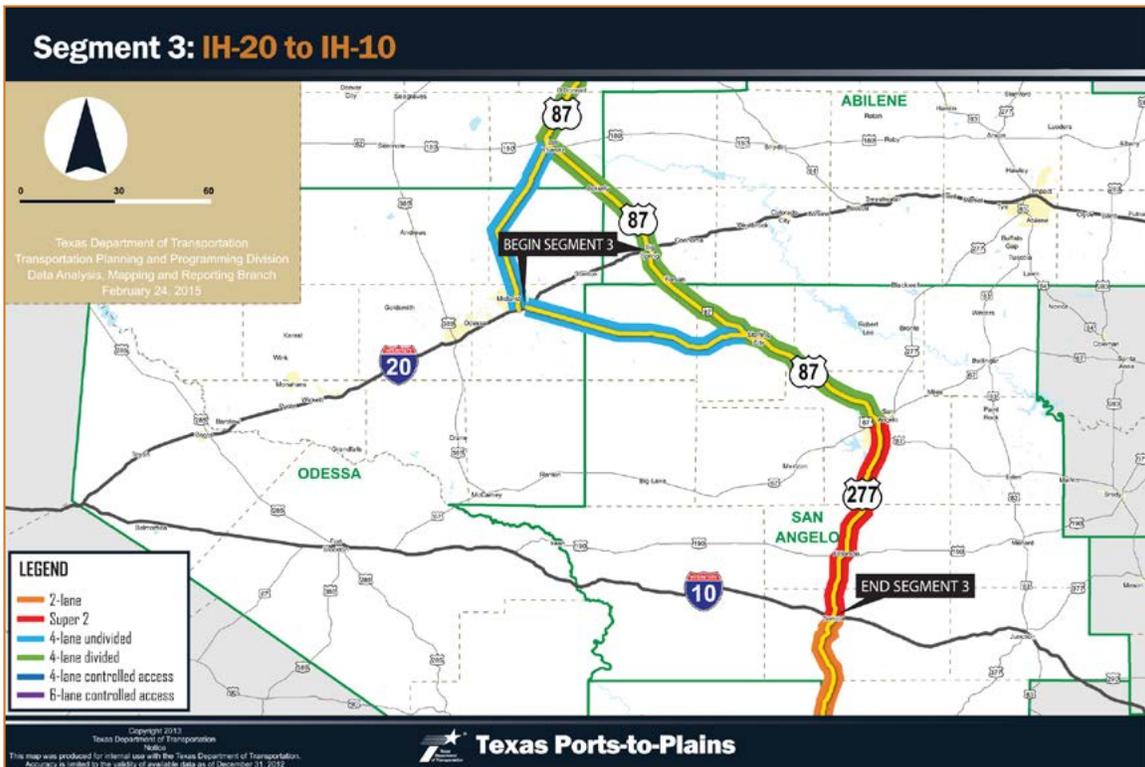


Figure A10 - Segment 4 Display Board



Figure A11 - Super 2 Typical Section Board

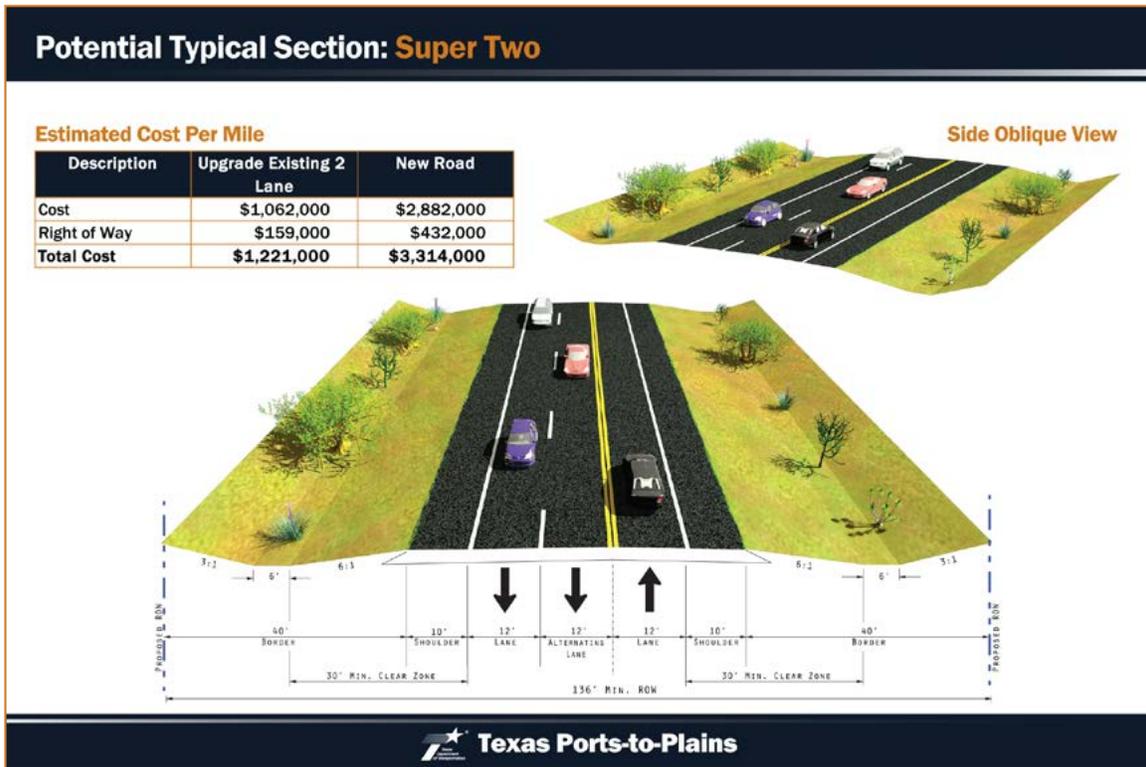


Figure A12 - 4-Lane Undivided Typical Section Board

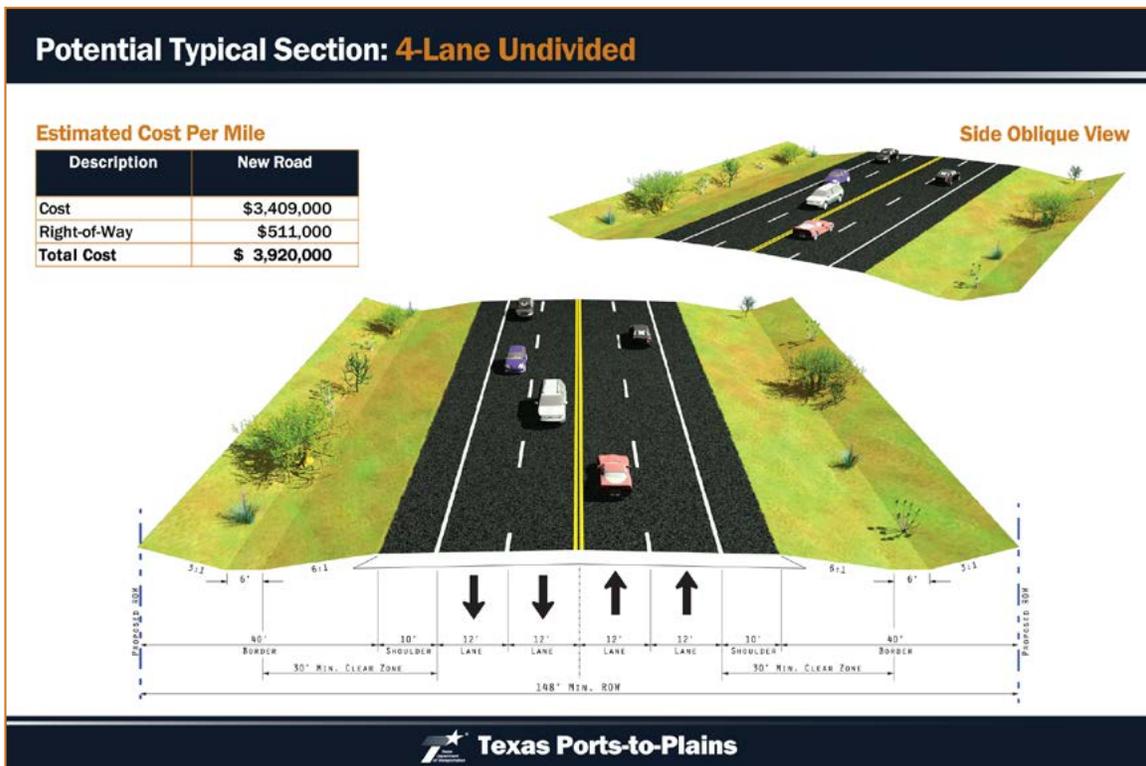


Figure A13 - 4 Lane Divided Typical Section Board

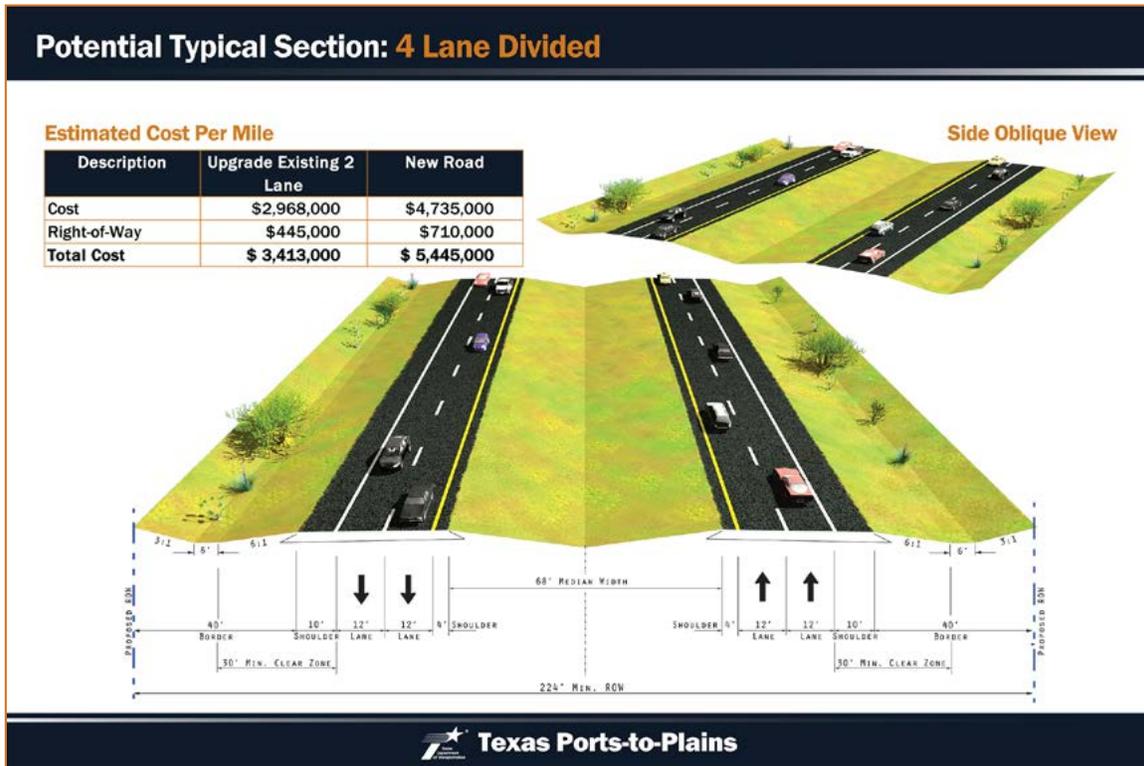
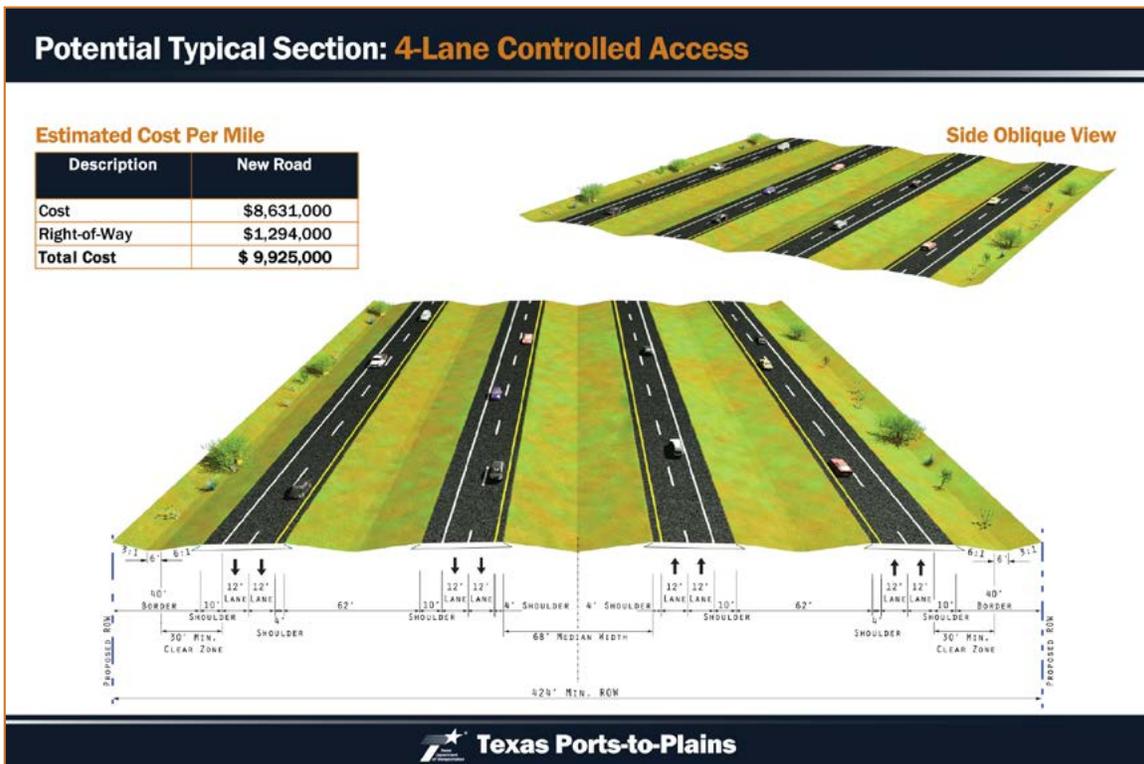


Figure A14 - 4-Lane Controlled Access Typical Section Board



Website

TxDOT developed a project webpage where information on the project is displayed. The webpage was linked from the final eBlast that was sent out to attendees of the stakeholder listening sessions.

Figure A15 - TxDOT Project Webpage

The screenshot displays the TxDOT website interface. At the top, the Texas Department of Transportation logo is on the left, and navigation links for 'A - Z Site Index', 'Contact Us', and 'Español' are on the right. A search bar labeled 'Search TxDOT' is also present. Below the header, a secondary navigation bar includes 'Inside TxDOT' and various departmental links. The main content area is titled 'Ports-to-Plains Corridor (I-27)' and includes a breadcrumb trail: 'Home > Inside TxDOT > Projects > Projects & Studies > Statewide'. The page features a 'Projects' sidebar with categories like 'Project Tracker', '100 Congested Roadways', and 'Planned Projects (Prop 14J)'. The main text describes the 'Ports-to-Plains Trade Corridor' as a proposed divided highway from Laredo to Denver, Colorado, designated as a High Priority Corridor in 1998. It lists three goals: improve safety, reduce congestion at ports of entry, and provide alternatives to congested corridors. A 'Get Involved' section mentions stakeholder listening sessions in March 2015. A 'Downloads' section provides links to a meeting presentation, display boards, a fact sheet, and a comment form.

Projects

- Project Tracker
- 100 Congested Roadways
- Prop 12
- Revenue-Backed Bond (Prop 14)
- Planned Projects (Prop 14J)
- Status Reports Awaiting Funding (Rider 19)
- Stimulus Funding
- Projects & Studies
- Project Updates
- Projects by Districts
- Project Web Sites
- Transportation Expenditure Reporting System
- Project Status Reports

Page Options

Ports-to-Plains Corridor (I-27)

Home > Inside TxDOT > Projects > Projects & Studies > Statewide

The **Ports-to-Plains Trade Corridor** is a proposed divided highway corridor stretching from Laredo through West Texas to Denver, Colorado. The corridor was designated as a High Priority Corridor in 1998 and will facilitate the efficient transportation of goods and services from Mexico, through West Texas, Oklahoma, New Mexico, Colorado and ultimately Canada and the Pacific Northwest.

The corridor will:

- Improve safety
- Reduce congestion at ports of entry along the Texas-Mexico border
- Provide alternatives to other congested corridors that run through major metropolitan areas
- Help to increase trade between the U.S., Mexico and Canada

Get Involved

In mid-March 2015, [stakeholder listening sessions](#) were conducted in Amarillo, Lubbock, Midland-Odessa, Big Spring, Eagle Pass and San Angelo to hear from surrounding communities regarding interest in further study of extending I-27 from Amarillo north to the Oklahoma border and Lubbock south to Laredo. More than 150 people attended the meetings and offered verbal and written comments.

TxDOT continues to seek input from the public regarding possible expansion of I-27.

Downloads

- [Stakeholder Meeting Presentation](#)
- [Stakeholder Meeting Display Boards](#)
- [Fact Sheet](#)
- [Comment Form](#)

Fact Sheet

The planning team developed a fact sheet for the project. This was made available at the Ports-to-Plains Energy Summit and on the TxDOT webpage for the project.

Figure A16 - Project Fact Sheet, Front

I-27 Ports-to-Plains Listening Sessions

April 2015

To Learn More:
www.txdot.gov

Keyword Search:
Ports-to-Plains

To Be Added to
Our Mailing List:
Please email:
I27@txdot.gov

Fact Sheet



Overview

The Ports-to-Plains corridor is a multi-state corridor stretching from Laredo, Texas to Alberta, Canada. This 2,300-plus mile highway system has the potential to become a major freight route from Mexico to Canada. TxDOT continually programs priority projects designed to enhance mobility along the Ports-to-Plains corridor. Currently, TxDOT is gathering information and input from communities along the corridor about possible extension of I-27, from Amarillo north to the Oklahoma border and from Lubbock south to Laredo, to serve as the Ports-to-Plains corridor.

Scope of Listening Sessions

Six listening sessions were conducted in Amarillo, Lubbock, Midland-Odessa, Big Spring, Eagle Pass and San Angelo in mid-March with the purpose of:

- Determining community interest in seeking interstate designation for the expansion of I-27.
- Reviewing strategies to enhance the corridor.
- Outlining next steps for TxDOT and other transportation stakeholders, which may include working groups, further stakeholder committee meetings, and general public input opportunities.



Texas Department of Transportation
Transportation Planning and Programming Division
Data Analysis, Mapping and Reporting Branch
February 24, 2015

April 2015

Figure A17 - Project Fact Sheet, Back

I-27

Ports-to-Plains

Listening Sessions

April 2015

To Learn More:
www.txdot.gov

Keyword Search:
Ports-to-Plains

To Be Added to
Our Mailing List:
Please email:
I27@txdot.gov



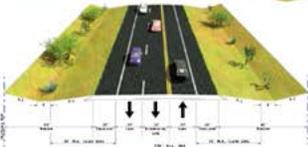
Fact Sheet

Potential Designs

Estimated Cost Per Mile

Description	Upgrade Existing I	New Road
Cost	\$1,000,000	\$2,900,000
Right of Way	\$100,000	\$430,000
Total Cost	\$1,100,000	\$3,330,000



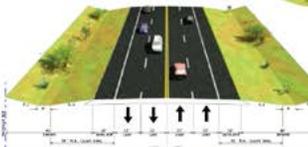


Super Two

Estimated Cost Per Mile

Description	New Road
Cost	\$3,400,000
Right of Way	\$100,000
Total Cost	\$3,500,000



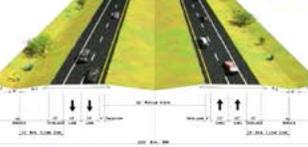


4-Lane Undivided

Estimated Cost Per Mile

Description	Upgrade Existing I	New Road
Cost	\$1,000,000	\$4,700,000
Right of Way	\$400,000	\$710,000
Total Cost	\$1,400,000	\$5,410,000



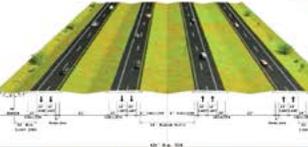


4-Lane Divided

Estimated Cost Per Mile

Description	New Road
Cost	\$4,610,000
Right of Way	\$1,200,000
Total Cost	\$5,810,000





4-Lane Controlled Access

Stakeholder meetings

Six stakeholder meetings gathered more than 150 members of surrounding communities to learn about the possibilities surrounding the extension of I-27 and enter the discussion through verbal and written comments. Below is the meeting in Amarillo.



April 2015

All Comments

<p>I would support the efforts of P2P, but would like to see the route address the barge ports of Corpus Christi, Victoria and Galveston. For these areas are where our agricultural products produced in the Panhandle are exported and fertilizer products need to be shipped back to Panhandle agriculture</p>
<p>I need input from the community before I can comment either for or against this project.</p>
<p>Very informative – good overview of the project and partners involved. I appreciate the time and effort put into the meeting. Overall, Dalhart and Dallam County will be supportive of the ideas presented. I think the local "town hall" meetings will go a long way in garnering support from the small towns along the route</p>
<p>Let's keep moving ahead - important discussion. Vision of a full corridor. Move ahead in whatever increments possible. Implement initial studies -NOW-!</p>
<p>Meeting was well presented and I would encourage TxDOT to proceed</p>
<p>Serving our county and being on the P2P Board, I am excited about the I-27 project. I am encouraged to see how TxDOT along with local communities see the need to work together. Since nearly everything we use on a daily basis comes to us through some form of transportation, small towns must make good surface transportation in the Panhandle a priority. Enjoyed the meeting. We are already planning steps to educate our citizens</p>
<p>A 25 year plan might sell</p>
<p>Concerned about the time frame of the study.</p>
<p>Is it strategic to split up the corridor or keep it together? Historically what has been more successful?</p>
<p>Can you express your intention to develop the whole route even if it is separated into segments over time? We don't see a point to go to Odessa to stop. It does not keep us in the ballgame. If one study passes and another is held up will the entire project be held up?</p>
<p>I can't imagine people would NOT be supportive. We would see agriculture base diversify north of us. We need to ship \$1.5 billion to South Texas a year. The idea of a full corridor and accepting sectioning out the environmental is fine. Keep the other states in it; I-69 was built by pressure on Feds by other states.</p>
<p>How much does East Colorado agriculture industry impact?</p>
<p>Two lane highways in certain areas are dangerous and scary.</p>
<p>We have 14% of population in Texas west of I-35 corridor. Are the other 86% of the population on board with taking those trucks off the road? We are doing them a favor by alleviating congestion. Lane costs are so much greater in the urban corridors than here.</p>
<p>13 million more people are expected in this state in the next 30 years. We have the cheap land to keep them off the urban corridors. If we don't do it now we will never get out from under the pressure.</p>
<p>Is there a traffic model generated on I-27 about getting traffic off I-35, I-25 and urban corridors?</p>

The only fallacy to access is that if you are on I-35 you can't go anywhere. Lost time waiting for congestion to die down.

I-69 in the Valley is an evacuation route. That was the big selling point; not necessarily taking traffic off I-35. Maybe we need several different reasons to build I-27.

I would like to see a 4-lane divided up to Canada. There is no corridor between I-35 and I-25. Due to sparse population an Interstate wants to connect metro areas and I don't see that. We do have truck traffic. It is hard to justify interstate in that area. Interstate is good, but costs twice of much for frontage and flyovers. Perhaps south, it does make sense to have an interstate. We need a truck route. We need a reliever route. One concept was to toll a road, but trucks don't use it. Will go out to the country.

Will be happy with four lane divided even if we don't get the interstate designation.

What is the minimum speed limit on an interstate?

I'm from Dumas- these smaller areas will have to have truck reliever routes prior to this going in. I think we need to sell this whole thing (P2P corridor) as a package. Little communities are putting money into compliance I think it will be much easier to sell. This is going to be a selling project. I think if the public realizes this will be from Laredo to Canada, it may be easier for them to buy into it.

Does TxDOT have the authority to acquire ROW without really buying it? Is there an expiration?

What we learned in Amarillo in regard to the loop is that we talked about it for 30 years and never took steps to put it into place. TxDOT is now putting us in a position to take the steps. Do we talk to the communities about taking the steps?

Does an interstate need to connect to something?

Are we really going to work with other states such as CO and OK? Does TxDOT do that?

I want to talk about the most affected cities in Amarillo TxDOT district: Dalhart, Stratford, Dumas. Just simply put, we are talking about steps. We are talking about how we get there. Step 1: feasibility study. Get a document in place that shows routes and alternatives. We take the feasibility study and Step 2 is schematics and environmental. These listening sessions are just to move forward with a feasibility study. After document is prepared, then the next step take this document that supports this to go to the next step to develop a schematic (blueprint) environmentally clear it, after that is funding and construction. This does not happen for each area. Have to have priorities. We already have done this for divided lanes and Super 2s on US 87 and US 287

Will all that documentation be in the feasibility study?

It is a corridor and someday it will all get built but it's far down the road. If you have a plan that we can talk about it all we want to and this is a good start.

One of the slides talks about local sentiment. Is there a timeline for local sentiment?

The sell will not happen overnight. We should have something like a town hall to give some direction to interact with citizens. Town hall is an excellent idea. Two of the biggest mayors sitting here saying that they will come to smaller communities and form a mayors coalition. Cover for each other. We want to help the entire west Texas region.

Shouldn't give up on getting other states involved either. We aren't the only state that is growing in the next 30 years.
Growth can strangle us.
In your analysis, did you evaluate other forms of transportation? I don't see anything in the analysis about other forms of transportation. Lubbock was a rail hub. What about rail instead of truck transportation?
What will Lubbock look like without P2P? What are the thoughts from local businesses or the Chamber? What will the benefit economically be to Lubbock if we move forward?
We need to use tax dollars wisely and get the designation for an interstate so we can acquire ROW.
Will the presentation be on the website?
In 1965 we had a four lane highway headed south. Always had the understanding that ROW was already purchased. It was wide enough to handle an interstate system down south. We have good roads leading out of Tahoka to Lubbock. We are part of the economic trade that comes to Lubbock. What is good for Lubbock is good for us. As a starting point we want to see it coming out of Lubbock going south. We want a four lane highway going all the way to Big Spring. We would like to see the P2P. We have nothing to offer except housing, but the transportation is so vital to us. The problem over the last few years is the participation from small communities. We need small town leadership to step up. Younger people need to step up.
When we started this interstate system, when the four lane was coming down from Amarillo, we had a lot more federal infrastructure such as the now closed military bases. Does it look like there is a potential for the designation?
I think we are ready to start flying on this.
Chamber Rep Eddie McBride: On behalf of the Chamber we want to thank the Mayor and Mike Reeves with P2P, the strategic thinking on this is great for the Chamber. Economic aspect is wonderful. We want to support your efforts. The Chamber has a \$900 million dollar economic impact to the area and we are 100% behind the efforts.
Initially with the Marsha Sharp freeway there was no interchange at other freeways. You have to get off one freeway, stop and get on the other freeway. Same thing like Hwy 289. Are these decisions (to eliminate fully directional interchanges) made to cut costs? There are many examples with no interchange. My basic question: who determines the interchanges, what is the cost, how is it funded? The truckers look at the costs of lack of interchanges. What is the process to determine why if or when there are interchanges?
What is the impact when you obtain ROW to that tax revenue to the municipality who loses that income?
It would be nice to have maintenance costs of the corridor in the figures. We should show the down turn years and upturn years.
What about other communities not included?

I was pleased to hear the Lubbock Mayor clarify his position with regard to supporting viable southern route options. I think it makes sense to evaluate all viable options to determine from the facts which option or options make the most sense. I was disappointed that one of the Austin TxDOT reps suggest the study should cover only the route that has been previously "pre-determined." In my mind a major aspect of the study should be to evaluate optional routes and comment on the virtues of each. Multiple non-interstate routes could be the best solution....improvements to more routes with less cost/mile.

The meeting brought out the high priority trade corridor "La Entrada el Pacifico" which goes through Midland and Odessa. We agree with the expansion of the study to include alternative routes through Midland-Odessa. A study of economic routes and future products that will effect economies and traffic routes.

Please include the Permian Basin Petroleum Association (PBPA) in all meetings moving forward. Some analysis of the port of Corpus Christi expanding and its impact on traffic and trade from Laredo to the north.

With any of these projects it begins with funding. We are woefully short on funding. It takes \$11-12 billion dollars a year to maintain. We are \$5-6 billion dollars short on that. There are bills in the Legislature to address that. Leadership is focused on those issues. TxDOT is working hard to stretch every dollar. The local MPO and the local community is important in the process. Absolutely important that they are heard. Not just here but in Austin. Thank you for being here, I look forward to working with you.

One of the things that John mentioned that it is important to get a Fed designation for a trade corridor. El Pacifico trade corridor already has one. I think it's important if we are talking about different routes to note we already have one, I wanted to mention.

Part of the discussion at the Oct 8th meeting in Lubbock was we had talked about options and routes. We need to narrow down the route we are considering. Our concern that it should be open. 3 southern routes, 2 northern routes. Hwy 345 coming down to Midland was our preferred corridor. It's not just a matter of existing corridors, due to significant truck impacts, but to include all the options I think that is a really big thing, I think the naming of the study of P2P limits that too. Snyder, Sweetwater and other communities in the southwestern corridor were eliminated. More than I-27 we want to bring people together, we applaud it. This split us up when I worked as legislative aide. I don't know based on what I've seen on traffic counts compared to then, if I-27 is warranted. But all that being said, we do know there are significant needs out there. Mike George w/ Odessa saw a 49 percent increase in traffic. It's huge but not uncommon. Looking at 2010- 14 the increase has been just under 4 million miles a day. There are ups and downs that have transpired that are astronomical in nature. If not I-27, maybe something more generic. Get TxDOT out here to look at the map from a safety perspective, mobility perspective. In 1997 when the primary south routes were looked at it was a four lane divided status, not interstate, but a good route. We haven't finished everything on those lists. There are still things on that list that haven't been done. We should identify those and pick them back up. There could be a project where interstate would be beneficial, but if we could get shoulders on some existing roadway we could save lives.

The mayor was talking about high priority corridor designations, since MAP-21 essentially did away with maintenance category now, what is the benefit of an interstate designation?

One of the meetings in two weeks is with Governor of Chihuahua to get started on the trade corridor there, There are new legs under that I will report back on that in a few weeks. There are parallels to I-27 and I-69.

One of things we looked at when we created that corridor was auto parts manufacturing in Mexico is ramping up. Odessa has a pretty good manufacturing base. I know that TxDOT wants to rebuild the bridge at Presidio; it is one of the reasons we looked at the corridor. We are looking at transportation and economic development together and we can complement what TxDOT is trying to do.

The Mexican denationalization of oil is interested in our energy technology. They are looking forward to bringing it across. They have inexpensive materials for our production and lots of resources. We need a trade route to do that. We need to look at that as a two-way trade corridor. Lubbock wants to ship agriculture south. Midland wants to ship energy south. We also have the trade coming north too. It sounds like to me we can look at Midland Odessa south. Two options make the whole corridor even stronger.

This helps us alleviate a lot of the problems we are dealing with. Went to the I-69 committee meeting at Texas Transportation Forum. They are extremely well organized and they have had committee meetings for years. Excited to replicate that. The city of Midland has a horizontal launch license for passenger air travel. A vertical launch license will go to space for goods, payloads, etc. Could be extremely important to get the vertical launch license. Will make spaceport more viable.

You mentioned the I-69 advisory committee talk about working groups and also heard about a study. What is it that we are actually looking at going forward or what is being proposed?

Part of my concern about advisory committees is they are limited in participants. If you look up corridors out here in a lot of cases the things that we need to promote trade or to improve from an economic standpoint is not always an interstate highway. Sometimes it's little improvements here and there that can make all the difference. We should look at basic simple things that don't cost as much.

Absent in this is energy industry. The petroleum industry should be at the table. Oil and gas products move east to west not north to south. Right now our energy efforts travels easterly down to the gulf coast to Corpus Christi. I would ask that this is included. While I am a fan of more roadway in West Texas for anticipated growth, I don't see that we are talking to the main industry (oil)

I want to jump on Judge's bandwagon energy sector extremely important. Especially when exporting energy.

Rail element should be part of this activity, I do know of a keen interest for north south corridor I think you should consider that.

Howard County expects this to happen. We came to see how we can help. We're excited about the plan to extend I-27 to I-20 and beyond. We look forward to not sharing our local city main roads with giant 18 wheelers loaded with oil field materials and win turbine blades.

We wholeheartedly support P2P and I-27. I think it is evident by the turnout and enthusiasm that Howard County and Big Spring support this project

I attended the Big Spring listening session for the Ports-To-Plains/I-27 Expansion Study. I am very encouraged by this potential project. I think the interstate routing is very important for the continued development of this area of the state and country. The routing through Big Spring, Texas, would be the most logical routing for traffic on the N-S corridor and be compatible to existing E-W routings. If the routing is decided upon early enough it would be very beneficial to the City of Big Spring and other communities to be able to plan for and take advantage of the new and, most likely, heavily traveled corridor as the door is opened wider for the Canada-Mexico traffic and for the increased inter-state travel taking advantage of the new travel and business opportunities. I would vote strongly for the continued progress of this study and for this forward looking project.

Very exciting for West Texas and the nation as a whole. We don't have north south interstates as plentiful as east west. I believe it is something that the community looks forward to and would support.

Does this have to go through the Legislature?

Purchase in today's dollars instead of more expensive dollars down the road. Have future designation in mind to spend tax dollars wisely.

If it's sensible to build an I-27 between I-25 and I-35. What seems insensible is to move it further west near I-25. Basically I-27 is to take the explosion of Mexico up to Canada on the shortest route. It seems the shortest route is through Big Spring. If you plan on doing it right now, the figures are one way, in the future it could be a lot more. You want to do the shortest route. I want to point out the west side loop happening in Big Spring right now will already be complete. Won't add to the cost of I-27. Why move I-27 150 miles to our west? El Pacifico is going a different route.

Does it not matter that the relief route now is built to interstate specs? Would that not play into it?

It's evident we understand the economic benefits. TxDOT should see the support from the community. Show of hands would show unanimous support. I can't speak for everyone, but we would support the project wholeheartedly.

Every time a relief route around somewhere like Lamesa is mentioned what it brings out to me is meetings like this grassroots meeting. We thought it was going to go through, then the funding disappeared, but we ended up finding it. We lost grassroots support for the project. After a few votes from council we were not able to still get the support. Lamesa is supportive now. We don't want it to go through Seminole or Snyder. We want it. Some challenges from agriculture is how to get equipment from one side to the other that need to be addressed.

You are going to run into costs with irrigated ground in the ROW. Values are tremendous on irrigated ground.

How do you transform from a four lane undivided road to interstate standards?

What is the minimal amount of distance between four lane divided?

What the history of I-27 from Lubbock to Amarillo? Did they eminent domain private land?

I am making an assumption that we have a reliever route now. I can't see a double decker going through Big Spring.

Is the hang up in Lamesa I imagine the plan won't be to put I-27 through town? Or maybe it would be like Canyon where you can see the town from the highway?

Speaking of money, is this totally TxDOT money, or is federal money involved?

If our nation was saved by interstate, it makes sense to put it in now, you won't ever get it cheaper than now. It makes sense to do interstate. Highway, maybe not.

As a planner, we are working on our comp plan. It's in the early stage not exactly sure where it's going. We do (a plan) 25 years out. Someone said 50 years out on this project. We need to start thinking about it now. We are prepared to go for some options.

Just a personal citizen comment. I think reliever is a perfect name for this. We have seen bumper to bumper traffic and fatalities. We have got to do something to free up the highways, if not for us for our children and grandchildren. I am wholeheartedly behind it. There are emotions behind it. You are asking me to give up my farm land that has been in my family for generations, but I think we might be prepared for that. If we can be better educated on where the money might come from. We need help in West Texas.

Although we (West Texas) have a small percentage of the population (of Texas) we have all the oil. We should get a bigger piece of funding.

I don't want to give away any more money than I have to, but I like to drive on safe roads, I like police, I like smooth roads. You cannot get 2015 entities on the 1965 tax base. Just doesn't work.

You are having these meetings along the I-27 corridor, but if you had these meetings along the I-35 corridor, ask them if they would like to have some relief.

Howard County is looking forward to this project.

As a community that's supporting this, what is the best way to convey to TxDOT that they understand that we support this?

WE WANT I-27

This would be an important project to support for Eagle Pass. Our ports of entry with the commerce flowing would be beneficial. I know everyone talks about Laredo, but Eagle Pass is right behind them as is Del Rio. West Texas has its plan and as we see it we are right there in the middle. The Valley has been a group of communities that has pushed together for I-69. We should push together especially for that middle section especially along the border. We are key factor, even though the rest of the state doesn't see that. We are supportive. I know on my behalf and other cities we are of course supportive. When we speak of development with MCDC (Maverick County Development Corporation) and the Chamber - I won't speak for them, but we all have one mission and that is to advance the region.

As a long term project, we need the infrastructure in the future. We have invested heavily over the last 7 years - we invested \$8 million in streets and infrastructure for our community. We want other communities along the route to have that infrastructure as well. The outer loops are fully complete. This is long term, but we want to make sure that those little projects are in place when this comes up.

This could open up a demand that we don't see yet.

Has any thought been given to extend I-44 through Wichita Falls through Abilene to San Angelo? Much of the traffic potential is from Mexico through here to San Angelo and then branch northeastward to Kansas City to Chicago. If that was developed within the whole scheme it could help sell a corridor in the thinner part. The traffic could be there potentially to justify this project.

Use the example of Eagle Ford and Permian Basin as far as traffic is concerned. We talked about it a little bit, in 5-10 years when Mexico takes off on the energy production, draw a 100 mile radius around Eagle Pass, the energy reserves and production in the vicinity creates a hub around Eagle Pass whether we like it or not. I don't want to exclude Laredo. I would like to see a statistic how much we import/export an hour. I don't know how often it (the border port of entry) is open- I believe we are open 12 hours/day; over in Laredo they are open 24 hrs and yet we are barely behind them. If Eagle Ford does continue, we would see a gateway for the Mexico energy sector. What sort of infrastructure are we looking for to carry all that? Is Eagle Pass going to be open 24 hours; will there be trains? I would like to touch base a little on that. We see the economic development and we are lacking; and behind. How can we prepare Eagle Pass and Del Rio for the infrastructure to be in place? We don't want them (shippers) to go to Laredo just because we don't have the infrastructure. They would rather go to Monterrey and go north to Laredo. Time is money for these truckers. Eagle Pass lives off import/exports. Can P2P be ahead of the learning curve on infrastructure to compete with Laredo?

Designations of future interstate with the bridges will help

The Eagle Ford traffic caught us off guard, we are reactive instead of proactive on maintaining our roads. If local officials are proactive this approach can be successful. This is proactive vs reactive. We know about Mexican energy movement. We know that automotive manufacturing (Kia, Audi) in Mexico is happening. This will help us plan for that growth.

<p>Even though low energy prices affect Eagle Ford and Permian Basin, it doesn't affect Mexican energy production and we will still see the traffic on the American side.</p>
<p>We need to also remember the two important port of entries for the state of Coahuila are Del Rio and Eagle Pass. We should offer another port of entry. It's not only what the Mexican side offers, but what we offer via infrastructure too. The (automotive) parts come from us, but are being assembled in Mexico and a finished truck comes back to America.</p>
<p>Voice of support for the expansion. A personal observation: the piece from Sonora to Del Rio has been increasing the number of wide loads taking that route in the last 3-5 years. It is a real safety concern. Talk about bottleneck! It slows everything down to about 45mph for a significant area. I am pleased to see that part included.</p>
<p>Del Rio will continue to work on the International Bridge, especially with the loop. We are centrally located and become a good distribution point. We are right in the middle of it all. This type of project would be important to us.</p>
<p>Benefits for rural west and central west Texas needs to be tied to the rest of the US. This extension benefits the states with shipment of products. 50 years is short on vision. Look where the last 50 years have gone. The increase alone in traffic commands and demands better, safer rural traffic control. This needs to happen sooner, not later!</p>
<p>I-27 is an excellent idea and should be expanded south from Lubbock to Big Spring to Del Rio. Highway 87 to Highway 277 is the logical route.</p>
<p>San Angelo is one of the largest cities in the country without interstate access. Interstate access is critical for continued economic growth. West Texas must diversify our energy economy to smooth out the boom/bust cycle. Interstate access helps local economies spread out and diversify. Designate the I-27 route as a future interstate now!</p>
<p>Excellent meeting. Excited to remain involved and supportive.</p>
<p>The San Angelo Chamber will formally re-affirm its support for I-27 soon. We are strongly behind the designation, knowing that there will be concerns that have to be addressed with small communities along the route.</p>
<p>This would be a great benefit to San Angelo and I will urge the Chamber and business community to support this. I certainly do. I was most impressed by and grateful for the time spent addressing the needs of smaller communities. San Angelo benefits from the commerce from smaller towns, so we should bear some of that (not official Chamber offer.) This is an excellent procedural approach to the project, thank you.</p>
<p>The development continues in importance for the vitality of San Angelo and West Texas communities. The I-27 corridor seems to be more of a benefit than a detriment to our region, state and other states in the nation. As staff, I would recommend further study and designation of I-27.</p>
<p>The width of ROW will be a major issue for landowners in rural West Texas who are asked to give up their land for commercial good. Sonora reliever route is an issue because we want to be close enough (to the relief route) so that local businesses are minimally impacted.</p>

We need an interstate to connect us with north/south or east/west. Growth happens with transportation. Air travel at our airport isn't growing. We need roads to move people and products.

As someone representing San Angelo, I don't see any negative to this at all. Makes us much more relevant in the world for economic development. The only downside to this is the cost. As new ROW is acquired, is that aggressive or reactive? Sharing the ROW with utility easement. Is there an opportunity for TxDOT to lease the ROW? Are you aggressive in that? We should be aggressive in leasing those for utilities. Just having a ROW is very valuable. Electricity from wind turbines etc.

There's a saying in West Texas that when you die you have to go through Dallas to get to heaven. It literally puts us so we don't have to go through Dallas. This benefits so many communities. Positives far outweigh the negatives. Will be safer. Deaths here due to high traffic volumes. We can travel much safer to the destinations they need to go. I will promote it.

From an economic development standpoint this is ideal. I am interested in the next steps and how long that this is going to take. Fully supportive.

I'm representing Sonora and we have a number of leaders here, so we are excited. We are going to be the crossroads of I-10 and I-27. I have dollars signs in my eyes due to potential. We are going to have to have a reliever route regardless if this is an interstate or not. One of our concerns is cutting off our little town by people going around us. My understanding if we get the exits we are going to have to as a community to fund a portion of that? Whether its 5 or 50 years, a town of 3,000 will not be able to come up with the money. We are having trouble with basic upkeep. Are we going to be taken out of the loop because we cannot afford it?

Ardently and fervently in support of this project. I am from Sonora. This is a good idea. The one issue you are going to get in rural areas is how wide the corridor going to be. Trying to sell 1400 wide corridor will not sell. Landowners will revolt.

Sonora made it clear in the last feasibility study that we could not pay for this. Try to be helpful to get ROW acquired.

I'm from a smaller town than that (Sterling City). We are afraid that this will bypass us and end up like those towns on Route 66 where they get bypassed and die. The issue is not only the cost of the road for us. Sterling City EMS would have to protect all those roads.

Sterling City is 50 miles from anywhere. We don't want anyone to walk all over us; like, who cares if we are against it? We want to be sure our concerns are weighed.

The larger oil companies are talking about profits in the various regions they are working in. They are causing tremendous damage to our roads and not paying for it.

More cons than pros for Sterling City.

Speaking from City of San Angelo, I think this is long overdue. We are a donor city (to P2P Alliance). We have also provided board members. P2P has been very effective. They have created a corridor from Canada to Mexico. We have done this. There is a strong coalition in West Texas. We can see from the Super 2 expansion on US277 from Sonora to San Angelo and it has caused economic development and partnership. US277 is a reality not because we could all afford it, but because of the partnership. We need to get this road built as quickly as possible.

This designation will help us stop going backward. You got US 87 and you can leave Big Spring and drive all the way to the north side of Amarillo. In Woodrow they put in a stop light. They should have put in an overpass instead.

Is there a current federal interstate construction program?

IF we plan this right we can be an asset to Sterling City, not hurt it.

I am from East Coast, we loved the interstate in PA. I saw many little communities flourish. The point is I hear and empathize with small towns. It is transitional. In 10-20 years after pavement you will have people say “remember when” and they will jump on the interstate. Whether you are bypassed or not will depend on local political leaders. Can you attract business? Encourage TxDOT to plot a path that (works with) your city borders. Embrace the roadway. It will be a major artery. I’m all for this. We are ready to move off "point 0" and get on down the road. Let’s get this thing going.

With our small communities I have no doubt that Sonora will embrace the ranching community. It is vital to our economy. We don’t want that disrupted. Looking for the least amount of disruption as possible.

I’m from Sonora we are tentatively pro, but it’s the details. There aren’t a lot of ranchers represented. Big companies don’t lower price, but ranchers are expected to do that. To take people’s land and put utilities on it and charge them isn’t right. Haven’t heard anything about tourism. I hope we won’t forget the landowners. When we put high power transmission lines down the landowner gets the least amount of money.

Initially this was about freight out of Mexico going north. Seems to be reversed now. You don’t see much traffic on the road there. It’s not about the population and the traffic. If you build this this you want it to be used. And safely.

Talking about landowners in general. They are paid one time, other people get paid regularly (e.g. oil well royalties). I ask people to consider landowners more. We need this land and it needs to be taken care of and respected. I don’t like that the conversation is “let’s take this land and make money off it for years to come.”

I have lived off and on for 67 years in Big Spring, TX. Guess you would call it my homewotnw – and I have great affection for it. So, I’m writing to express my approval of the possible designation of highway 87 – to and for Interstate status. As a member of Keep Big Spring Beautiful (for years and years). I vote for the new name!

I have been a proud citizen of Big Spring, TX since January of 1950. It has always been a mystery to me, because we are at the crossroads of West Texas, Highway 80 and Hwy 87, no IS 20 and possibly IS 27, that more companies, which sends their products and produce over a long distance, didn't set up shop here in Big Spring, TX a long time ago. If you lace a point of a compass on Big Spring, TX and set the radius to 300 miles and starting North at Amarillo and swing East to Ft. Worth, Dallas, then South to San Antonio and finally West to El Paso – 300 miles, give or take a few.

THEN –

Dropping the Radius to 100 miles, again starting North at Lubbock, going East to Abilene then South to San Angelo and West to Midland, Odessa plus all the other smaller communities within these boundaries it is even a greater mystery to me why lots of business have not taken advantage of this centralized Mecca of Millions of potential customers with money in their pockets ready to spend – Same thing here.

Add all that to the fact that we have excellent railroad facilities in Big Spring, TX with a rail spur going out to the old Webb AFB (Air Park), with lots of room for building new factories for all types of products. The Air Park also has great air craft landing facilities.

I, for one, can see all kinds of possibilities for growth and advantages to one and all if I 27 is routed by Big Spring, TX!

I [retracted] am totally in favor of bringing Interstate 27 through historic Big Springs reliever route. I know Midland is wanting it; but they have enough going for them with the recent oil boom.

Since TxDOT is already providing the money to build the reliever route across Big Spring, it would be foolish in my opinion to pay even more money to have I27 leave Highway 87 - go out of the way to Midland, and then rejoin Highway 87 south of Big Spring. Highway 87 will be the route taken from Mexico north through all of the states to the US board on the north. Why shouldn't Highway 87 be designated I27? Big Spring is the crossroads of west Texas and should receive this marvelous designation of I27 from Lubbock south to the Mexican border.

Everybody I've talked to is in favor of this. We deserve it. Midland has enough. Give Big Spring a break and save money by not building another highway (out of the way) through midland! Go Big Spring!

With the growth of the great state of Texas, clearly the proposal for the expansion of Interstate 27 starting in Lubbock, TX to join the Interstate 20 is a much needed investment. Efficient means of transportation is imperative to keep Texas flourishing and Big Spring is already primed for this endeavor. With Big Spring being the shortest route to Interstate 27 along with the existing four-lane Highway 87 already constructed and utilized, Big Spring is the straightforward cost effective choice. It is an unnecessary, economical burden to taxpayers to design, prepare, and construct a brand new interstate when improvements can be made to join and convert Highway 87 into Interstate 27. By utilizing an existing route there will be a swifter economic benefit for Texas. The citizens of Big Spring look forward to their opportunity to prospering the great state of Texas.

Logical thought supports building I-27 through the crossroads of West Texas at Big Spring, Texas.

Geometry: The Big Spring choice reduces north-south connections by 20 miles more than alternate routes.

Infrastructure: The runway at the old Webb Air Force Base is already available for large, heavy aircraft for connections to railroad and highway.

Infrastructure: Progress has already started toward installation of roads and pipelines to support additional growth in the area of town close to intersection with I-20.

People Support: Many citizens want to bring I-27 through historic Big Spring

Big Spring, Texas has always been known as the "Crossroads of West Texas." With Interstate 20 and US 87 through our town we know this to be true. With the possibility of Interstate 27 we will not only be the crossroads of West Texas but the whole southern US as well.

As I understand it, Interstate 27 will be in a straight line from US 87 all the way to major highways in Mexico. The key word here is straight line. Data shows that driving on an interstate is .19 cents cheaper per mile for autos and .38 cents for trucks. This can be a great savings for manufacturing and tourists who want to reduce costs.

Improving transportation to our town should strengthen local tourism and quality of life for residents. Higher quality of life and lower travel costs should encourage more people to move to our town thereby increasing our population and employment. Remember the straight line. Big Spring and Interstate 27 make a great combination!

It seems only logical to me to upgrade Hwy 87 to Interstate status. Most of the road is already 4 lanes and it is a direct route to the south. Let's take advantage and use common sense.

Yes it would relieve some of the truck traffic through B.S. and others too.

This will free up Hwy 87 to be able to get on Hwy 87 as well as be able to get on and out of Wall-mart anytime of day. Why should not Big Spring be a crossroads rather than any other town? It will help build our town.

Why Interstate 27 should come through History Big Spring?

Safety is the Key!

Daily the traffic on Hwy 87 going through our town is congested not only with citizens going to work, but with the 18 wheelers and commercial vehicles going through town. This combination generally gives way to an accident. I know there are citizens that will not drive on 87 because of the heavy traffic and they do not feeling safe to drive in that area of town. The street is not flat, it is more difficult for the truckers making the upgrades though this area of town lends to the chance of more traffic accidents. It has been by the Grace of God that we have not seen a very severe accident with the loss of lives.

Daily have seen some close calls and that is the reason having Interstate 27 would help resolve the problem!

Would I like to have Interstate 27 Designated to cross Interstate 20 in Big Spring, Texas? Absolutely my goodness YES. This is not only to bring commerce to and through Big Spring North and South but to complete the equation for East and West commerce. Seems to me the 27 interstate designation would create a port for Big Spring Texas and the United States for import of goods and service Distribution. Designate IT and let the traffic flow we have already provided a “reliever” Rte around the city to hook up with 27, Get it done and lets get on with Growing Texas and Big Spring.

I wholeheartedly support the improvement of US 87 through Big Spring, TX as Interstate 27. There are many obvious reasons to route the Ports-to-Plains route and I-27 through Big Spring, the lease of which are costs and distance. Most of the roadway along the current route of US 87 from Lubbock to San Angelo is four lane divided highway and this route is approximately 35 miles shorter than a route through Midland. Any route through Midland would cost hundreds of millions of dollars more than the preferred route through Big Spring.

The best reason to locate I-27 through Big Spring has to do with the economic benefits to our town. Big Spring currently has a household median income that is \$10,000 less than the median income of the state. Big Spring currently has a median home valuation less than half of the median home value of the state. Routing I-27 though Midland would not have the same economic benefit to their citizens who rank in the town of median incomes nationwide.

Wherever an interstate highway is built, opportunity follows. I believe that Interstate 27 through Big Spring would provide many opportunities to create new jobs, new businesses, and new opportunities for our citizens.

Reasons I would like to see Interstate 27 come through Big Spring:

To bring more businesses into our area that would build along the interstate

To bring more revenues to our city and to our businesses as people pulled off the interstate to eat, sleep and shop.

With possibly new businesses, this would probably lead to an increase in population for Big Spring, which hopefully in turn would bring up enrollment at Howard College, bring in doctors and nurses, or specialized professionals.

If a traveler had no intentions of stopping along the interstate for food, shopping, or over night state, volume of thru traffic could be diverted from the Gregg Street/Hwy 87, resulting in better traffic flow on Gregg Street/Hwy 87. Case in point would be at the Wal-mart entry/exit on Gregg Street/Hwy 87 in which thru traffic could possible be minimized at this location especially and several other areas as well.

We have I-20 running East/West, why not have I-27 running North/South?

Here are my reasons for Interstate 27 should come through Big Spring. One is for safety reasons. There is not as much traffic coming through our city as the other cities have. It also would be a straighter route. It wouldn't be crossing Highway 80 or Interstate 20. It would also be economical as there are 12 miles already finished and paid for. It would also be 40 miles shorter. Big Spring is historic and has much to offer to visitors and tourists. It is my hope that TxDOT will consider Big Spring.

This is a recommendation that Interstate 27 comes through Big Spring, Texas instead of Midland, Texas. There are many reasons I feel Big Spring would be a better solution for TxDOT and the United States than [Midland] and I will list just a few.

Safety – Trucks now have to drive through Big Spring and make a turn at 87 and FM 700. This is a very busy and dangerous intersection. Many of these trucks carry dangerous contents.

Economy – The cost of construction would be much less because the road would be about forty (40) miles shorter. Of these 40 miles, 12 miles is already completed and paid for. The highway would not have to cross over 80 or 20 as it would at Midland. So remodeling 349 from Lamesa to Big Spring would be more cost effective.

Trade – with all of Mexico's Federal Trade Agreements, they could use the Big Spring route more efficiently to transport their goods.

Do we need to talk about the beauty of our area over Midland?

To summarize, the people of Big Spring want 27 to come through our area. We would appreciate TxDOT proceeding with the original plans for this highway.

This letter is an appeal to the Texas Department of Transportation. Yes, we do want to bring Interstate 27 through Big Spring's reliever route!

WE have lived in Big Spring for only 6 years. We moved from Nacogdoches where we had lived for 40 years to Big Spring to be near children and grandchildren. WE have enjoyed the friendliness and hospitality of the people here. However, we were surprised at the lack of services – both business and professional. Traveling to cities – Midland/Odessa, Lubbock, Abilene or San Angelo – poses a definite hardship for us. In addition, the money spent there is not an investment here!

We believe that having Interstate 27 intersect Interstate 20 would bring more business and job opportunity to our area. This would result in a positive draw for more business and professional people to reside here because our economy could support them. It seems that would increase our tax base as well – having more families and businesses. In turn we would be better able to improve our city's infrastructure – water, roads, lighting, garbage services – give us more incentives as well as materials/equipment to our schools, police and fire departments.

This, too, would allow our local home owned businesses to continue to offer unique friendly services. They would flourish! Our area would become a place where people would want to visit and shop the smaller unique shops within Big Spring proper. More than likely the larger businesses would locate on or near the interstates.

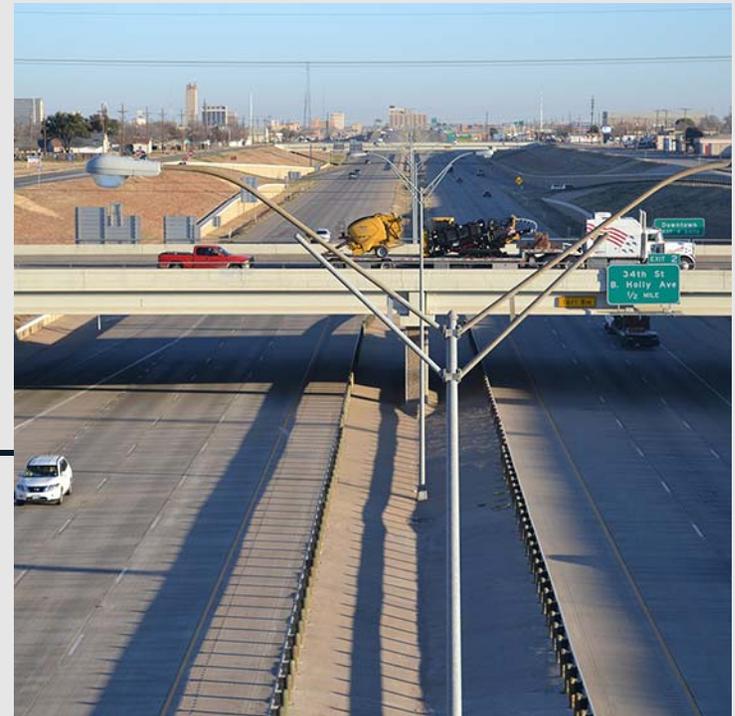
With several prisons as well as state and VA hospitals, we have great opportunity to meet needs – physical, emotional, material AND spiritual needs. We see the people of Big Spring already doing that with what they have. An increase in our economy would serve to greatly enhance that ability.

We are pleased to be residents of Big Spring!



PORTS-TO-PLAINS

Corridor Planning



Stakeholder Workshop - Agenda

1	Purpose of Stakeholder Workshops	3
2	Rural Transportation System Overview	4
3	Ports-to-Plains	8
4	I-27 Expansion	26
5	Key Considerations	30
5	Questions / Open Discussion	35
6	Next Steps	36
7	Contact Information	37

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



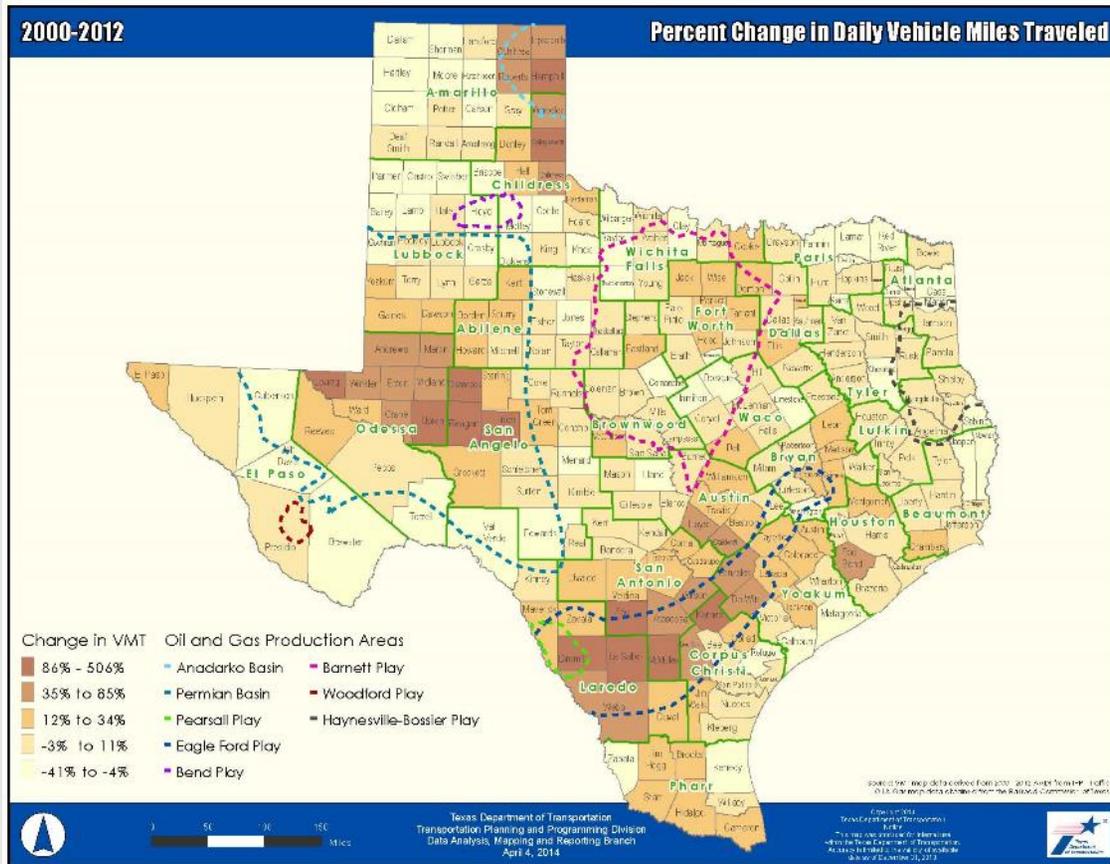
Rural Transportation System Overview

- 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



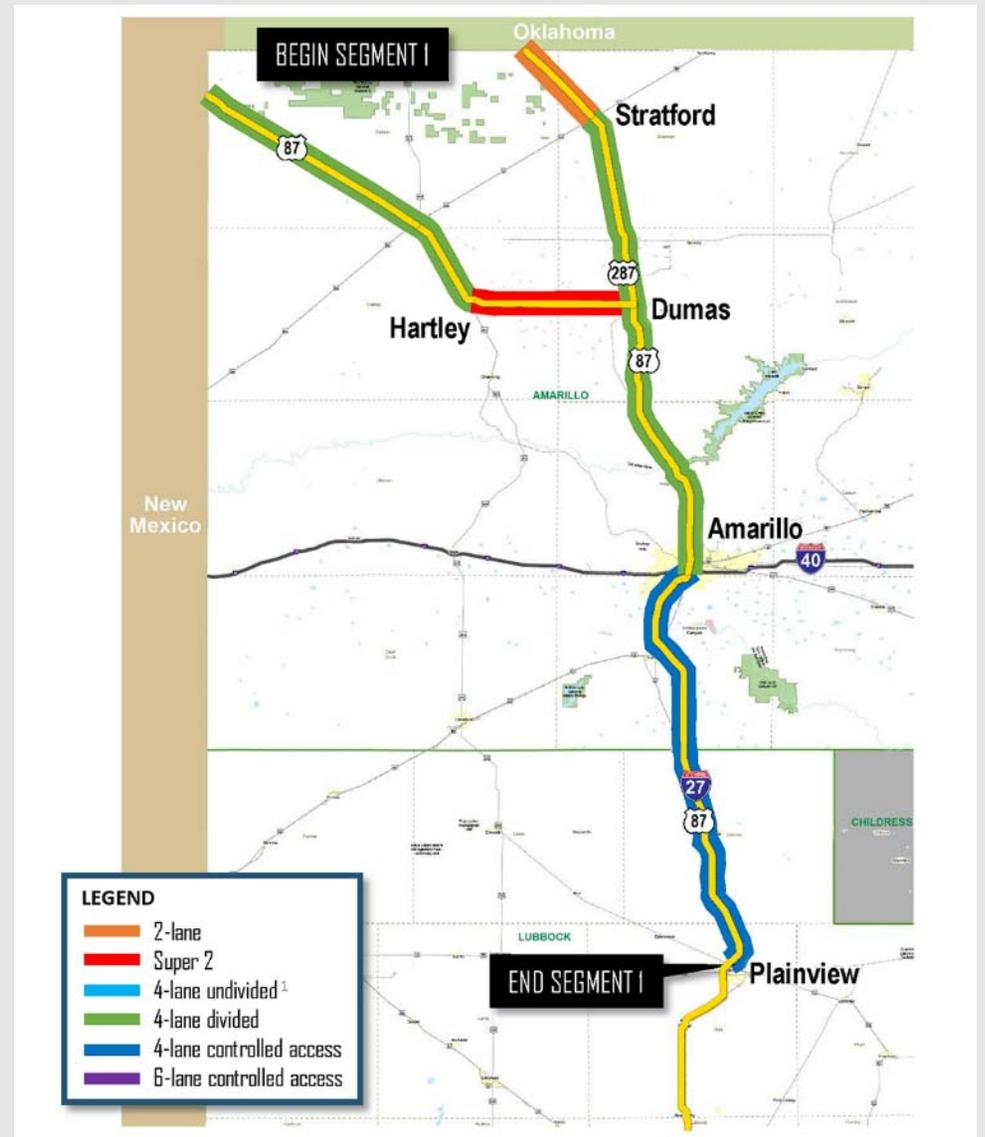
Ports-to-Plains

- 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

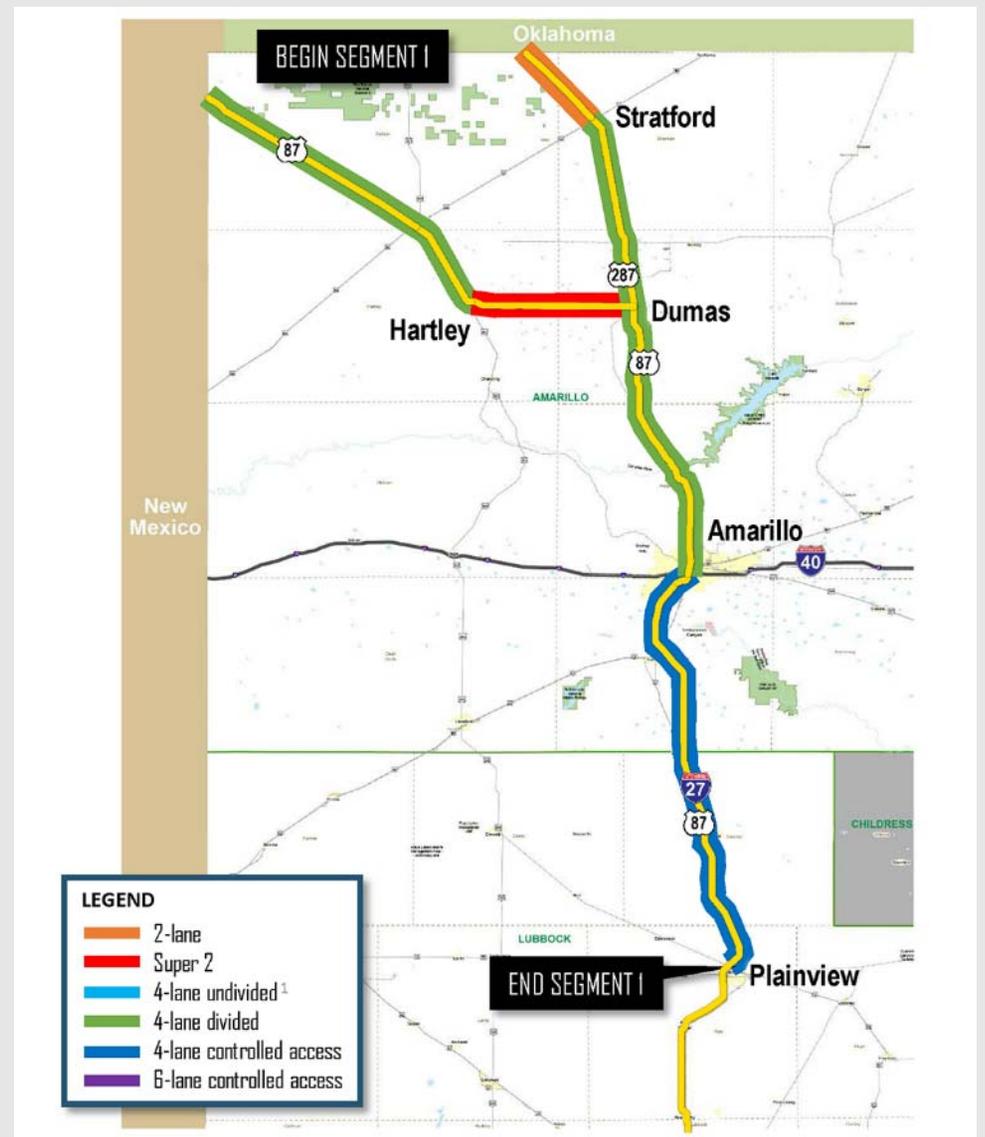


Segment 1 (New Mexico Border to Dumas)

- 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

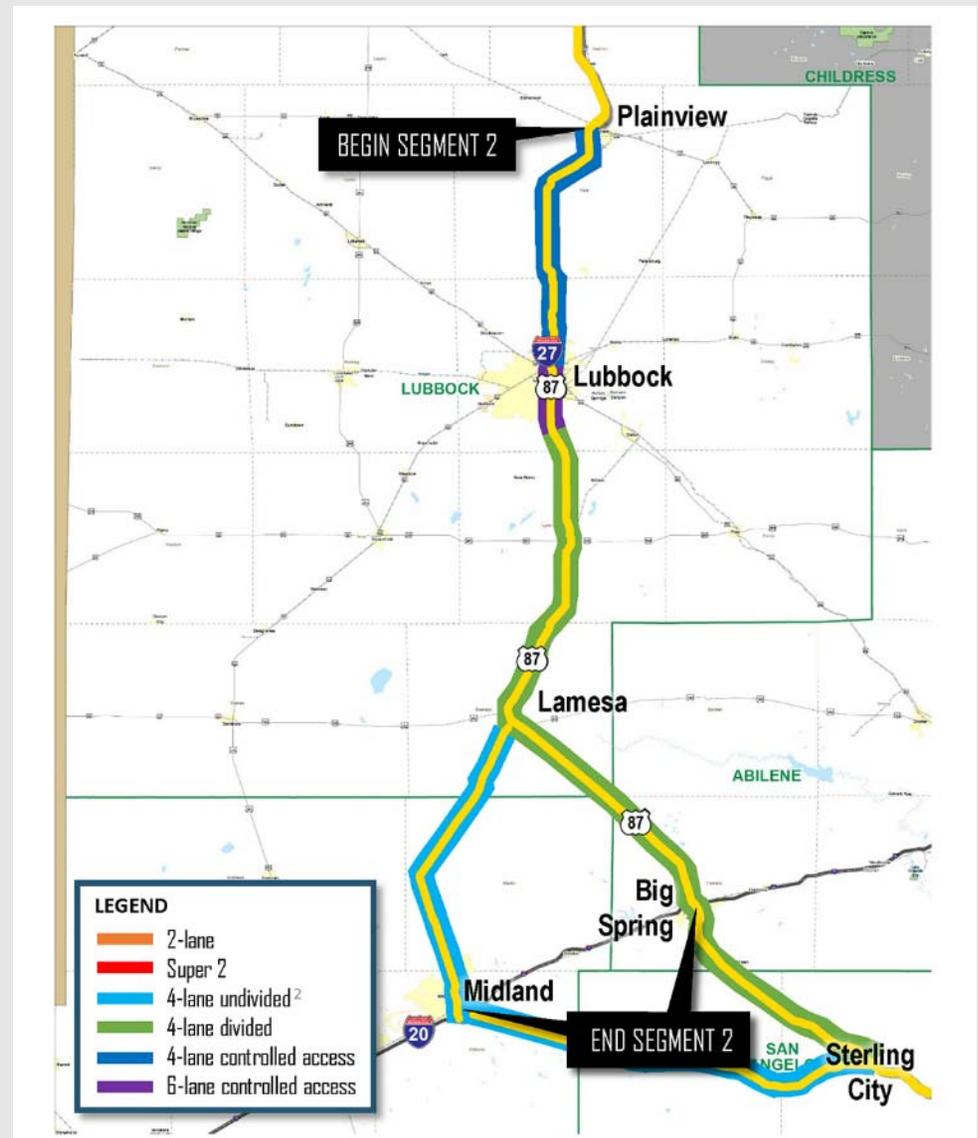


US 87 Dalhart to State Line



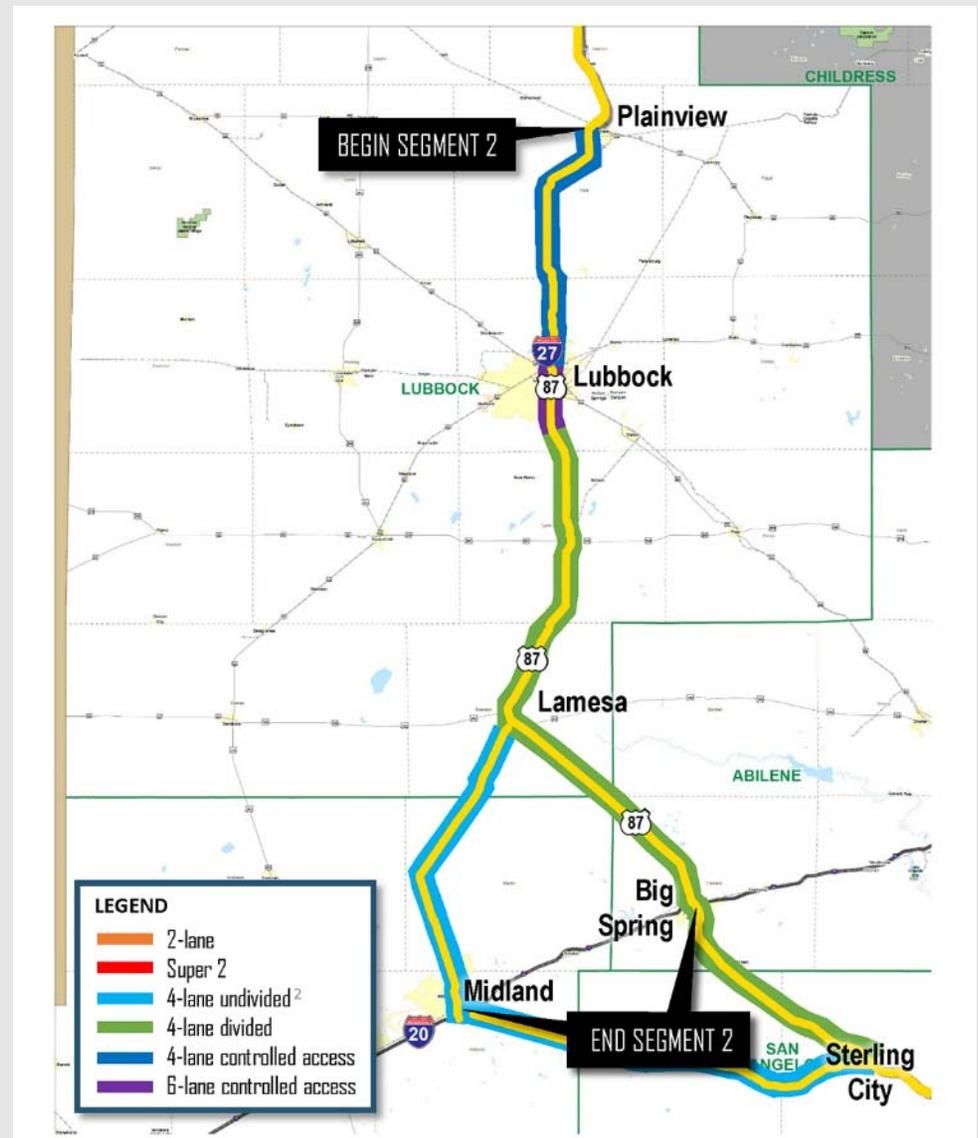
Segment 2 (Plainview to IH-20)

- 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



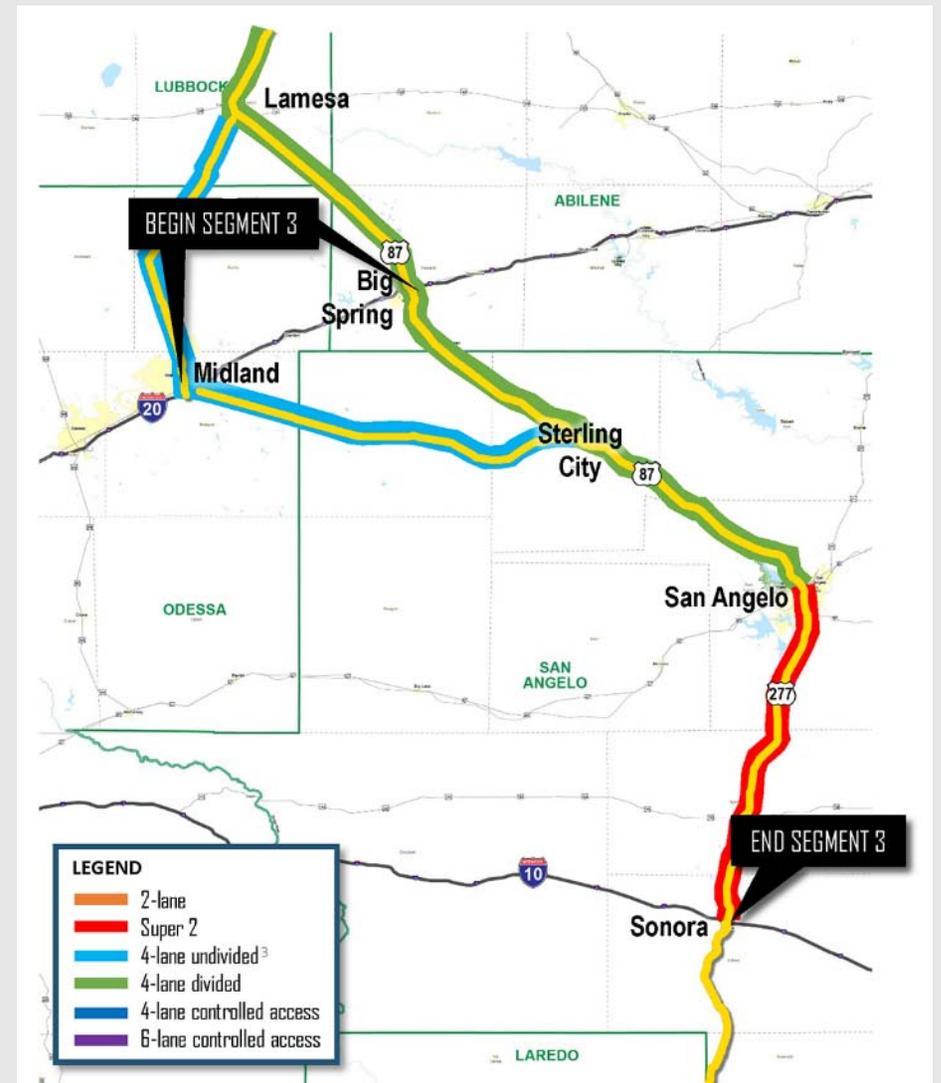
Segment 2 Continued (Plainview to IH-20)

- 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



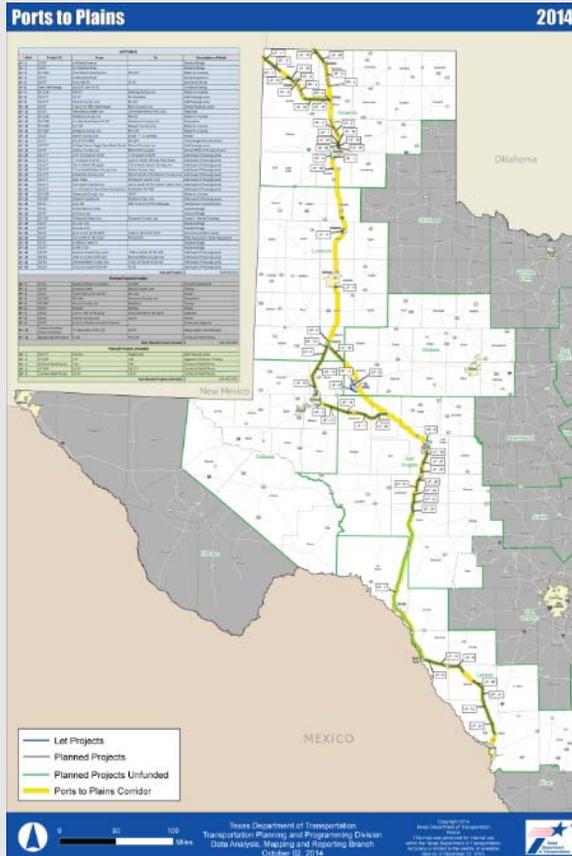
US 87 to Hartley Super 2



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

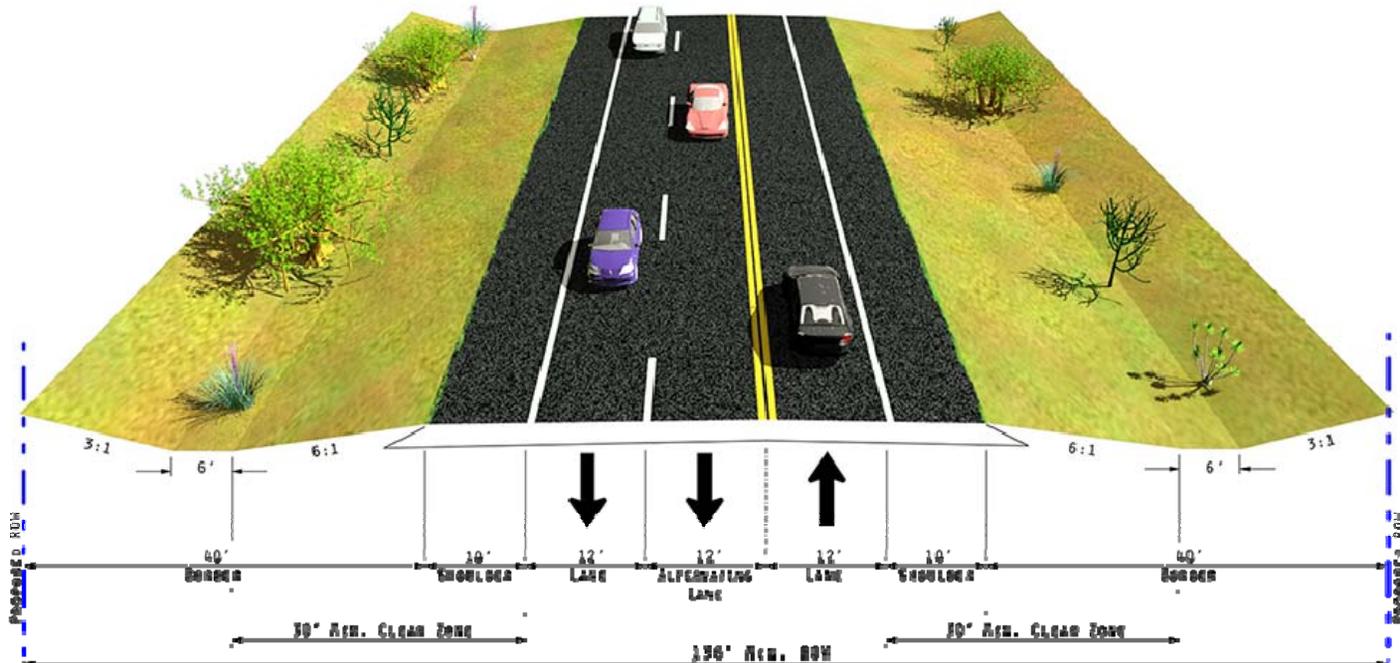
- TxDOT recognizes the need to continue and actually increase our planning efforts for the corridor. This will include:
 - Refining and updating previous corridor implementation plans based on needs and community priorities
 - Serve as a program manager to keep track of activities in the corridor
 - 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

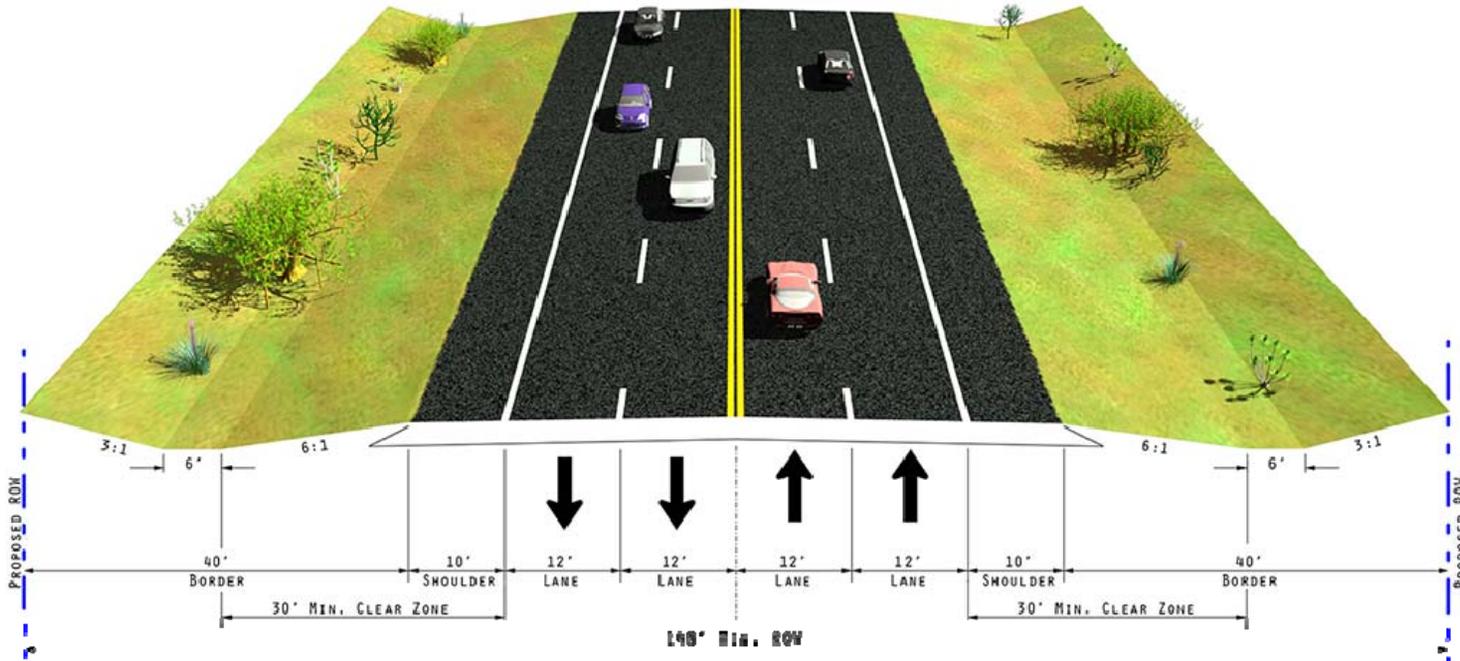
Description	Upgrade Existing 2 Lane	New Road
Cost	\$ 1,062,000	\$ 2,882,000
Right of Way	\$159,000	\$ 432,000
Total Cost	\$ 1,221,000	\$ 3,314,000



4-Lane Undivided Typical Section

Cost Per Mile

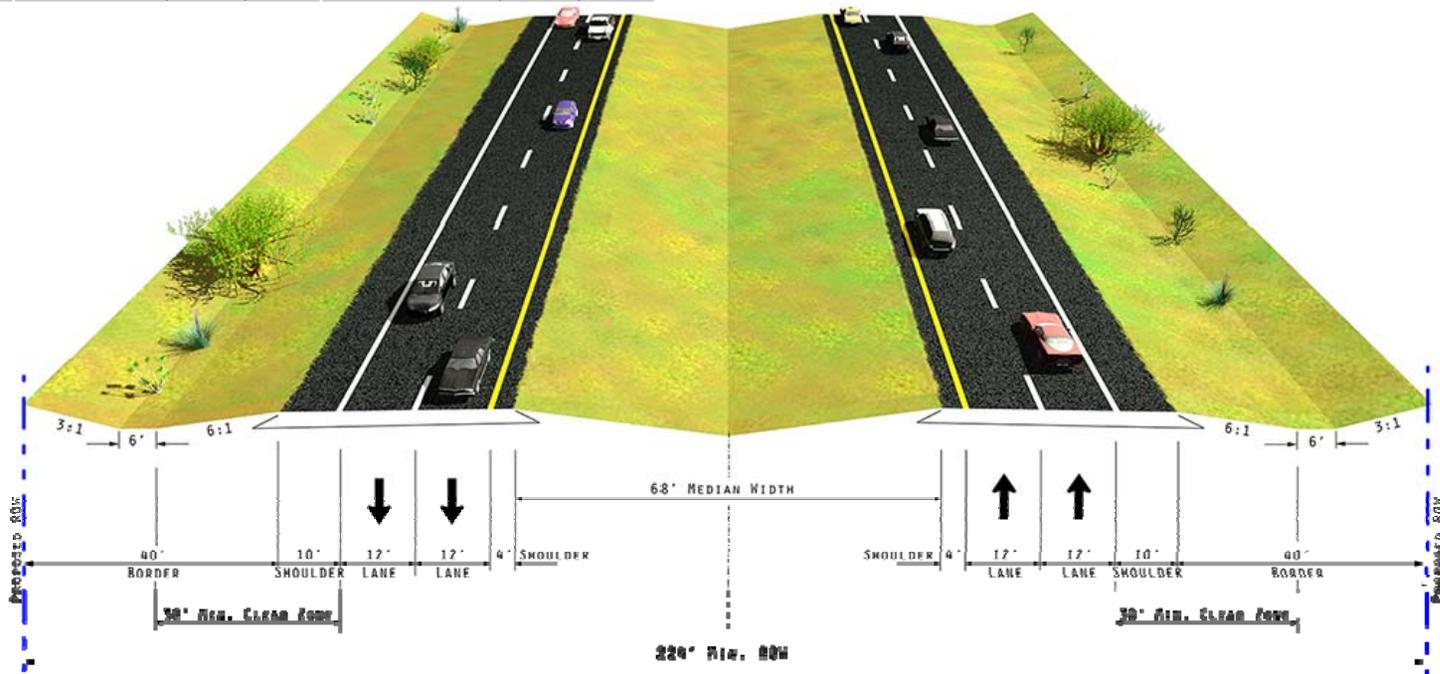
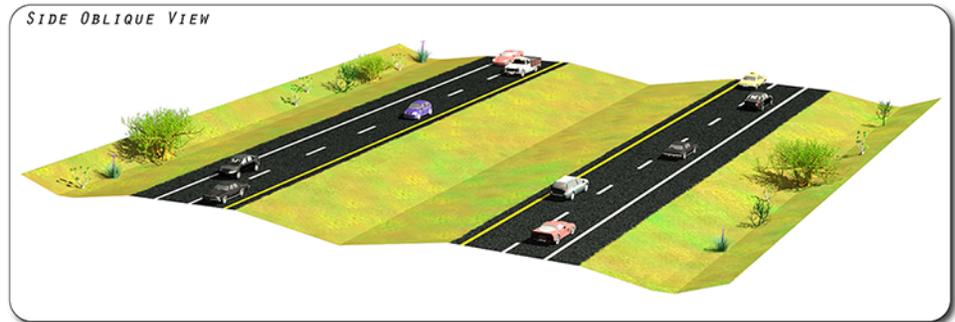
Description	New Road
Cost	\$ 3,409,000
Right of Way	\$ 511,000
Total Cost	\$ 3,920,000



4-Lane Divided Typical Section

Cost Per Mile

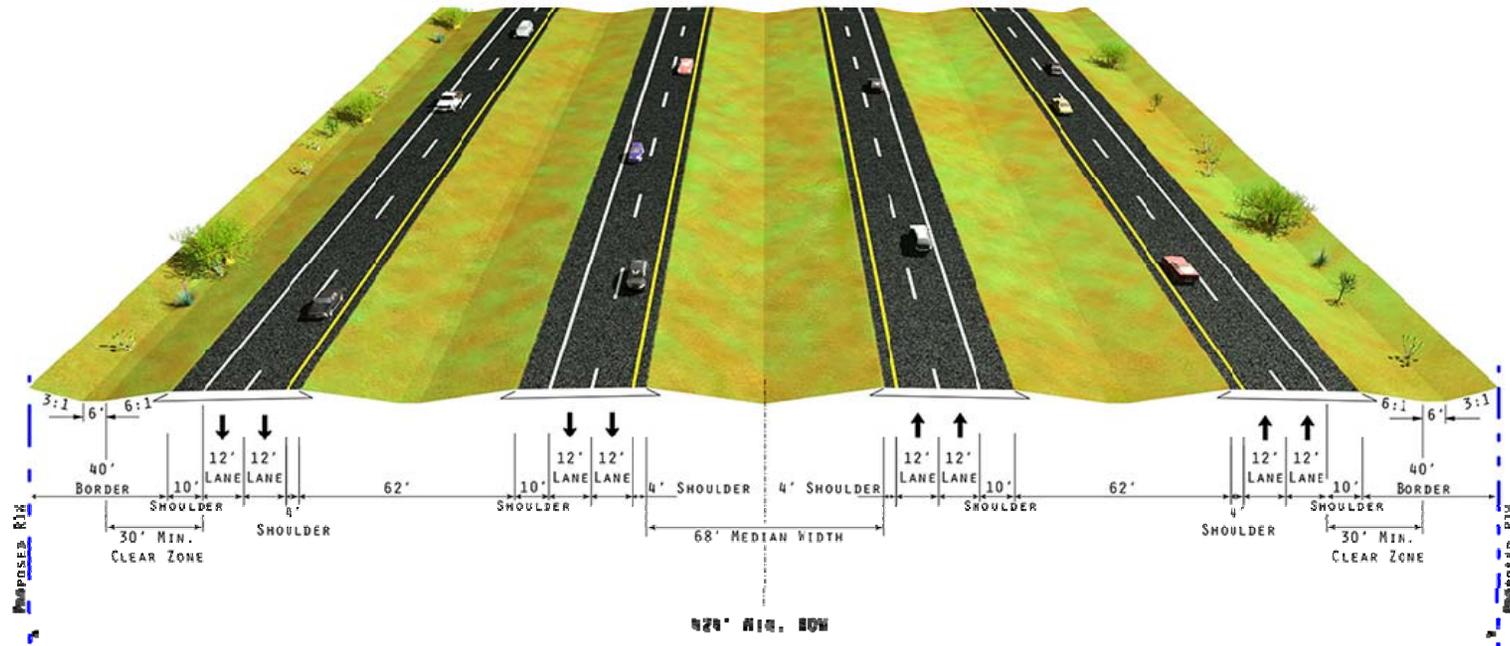
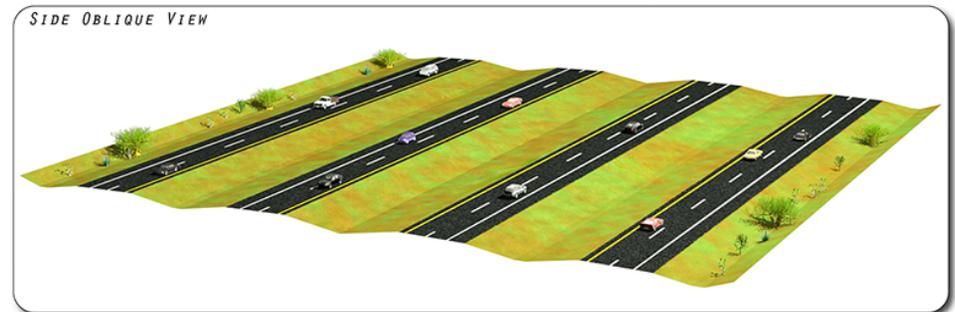
Description	Upgrade Existing 2 Lane	New Road
Cost	\$ 2,968,000	\$ 4,735,000
Right of Way	\$ 445,000	\$ 710,000
Total Cost	\$ 3,413,000	\$ 5,445,000



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



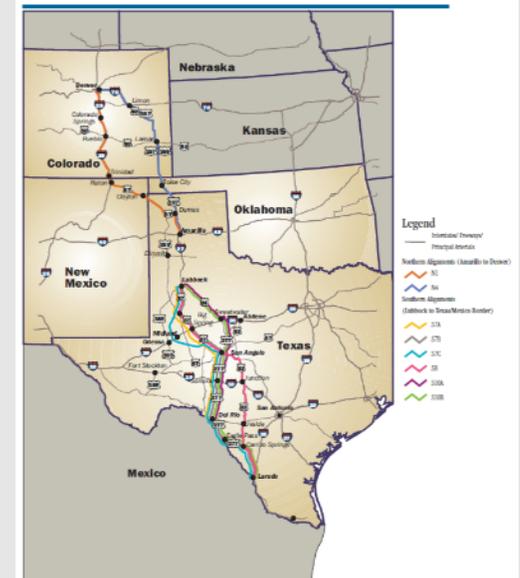
IH-27 Expansion

IH-27 Expansion

- Existing and future north/south interstates connect our Texas borders
- One exception is I-27 in the Texas Panhandle
 - Provides an important connection to I-40
 - Connects Amarillo and Lubbock, but does not extend beyond these two cities
- Several past studies have examined potential interstate options
- Last feasibility study was completed in 2001, before energy sector boom and increased trade with Mexico, etc.



North and South Alternatives Considered for Evaluation



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

Key Considerations – For Discussion

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.

Contact Information

Roger A. Beall, P.E.

Texas Department of Transportation

(512) 486-5154 Office

(512) 983-6521 Cell

Email: l27@txdot.gov



OFFICE OF THE MAYOR

March 13, 2015

The Honorable Greg Abbott
Governor of Texas
P.O. Box 12428
Austin, Texas 78711-2428

Governor Abbott:

Late last year, the Texas Department of Transportation and Texas Transportation Commission decided to instigate a study, at the request of the Mayor of Lubbock, to once again, study the proposed expansion of Interstate 27, both north of Amarillo and south of Lubbock.

At that time, concerns were raised about the process and how it would proceed. Several of our constituents from the Midland-Odessa area who were very involved in the previous study regarding this effort from 1993-1997, expressed concerns related to the lack of current funding just for purposes of maintaining the existing interstate in our area, especially since several of the original corridors included in the 1993-1997 study have actually lost traffic over the following years. There was also another study of this same potential designation for the Ports to Plains Corridor in 2001, that also indicated no such designation was warranted.

Attached is a letter from the MOTRAN Alliance to General Weber outlining some of these concerns and his response. This week, we learned of the first round of public hearings to be held in regard to this study next week. Unfortunately, none of the follow-up or input into the proposed scope of the study was every provided to many of our constituents.

In addition, TXDOT has labeled this study as the "Ports to Plains/I-27" Study. This along with comments from the Ports to Plains group, seem to make it very clear that this proposed extension will occur on a very specific path. Previous comments made to TXDOT both during their November Commission meeting and recently during a meeting in Lamesa, seem to confirm this suspicion.

Given the funding constraints faced by our existing transportation network, we feel it is imperative that these sorts of expansion efforts be governed by science and engineering data, not just the wishes or desires of a particular group. Further, the effort should be inclusive and gain input and participation by all of the communities in the area and not just a handpicked group that can provide the desired outcome. However, TXDOT staff during a recent stakeholder meeting in Midland indicated that it would be difficult to study multiple routes.

The letter from the MOTRAN Alliance also raises some very valid questions that, at the very least,

deserve answers. Over the last decade, the Texas Transportation Commission has exercised great discretion in the selection of projects and planning dollars, and this seems to be another such effort.

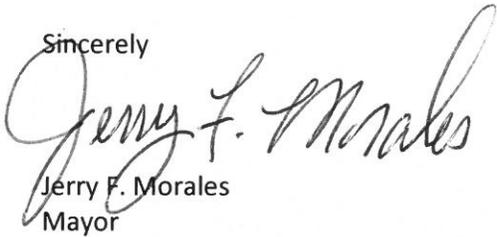
Meanwhile, communities like Midland-Odessa, with enormous growth in traffic, population, and roadway fatalities, cannot even get the department to approve a travel demand model, capacity constraint study, or safety analysis to determine the best results for limited funding.

At the conclusion of the original I-27 expansion study, the department concluded that traffic did not warrant an interstate designation, but did agree to make improvements to all 3 routes to a four lane divided roadway design, as part of the Texas Trunk System. However, while these design standards were met on two of the southern routes, the Midland-Odessa route did not achieve this same standard. No answers or responses have been made regarding why the route impacting Midland and Odessa has been built to a lesser standard, nor are there any plans to make the remaining improvements.

For the department to renew this effort, at this time, after making improvements for certain corridors and not others, they have in essence made one route more cost feasible and there for more likely to be designated. This is not good planning and subrogates public trust, best planning practices, and the entire federal NEPA process.

As the chief executive of our state, we would appreciate your help in ensuring that 1) if this process moves forward, it will do so in a way that is fair to all of our communities, 2) that the effort should not be guided by the desires of a particular community or interest but rather by actual data and professional engineering, 3) that the questions previously asked of the department are answered, and 4) that the department provide an audit of the original projects proposed under the 1993-97 effort, detailing which have been completed, which have not, and their plan and schedule for completing those projects necessary to bring all 3 routes to a similar design standard, as originally stated.

Sincerely

A handwritten signature in black ink that reads "Jerry F. Morales". The signature is written in a cursive style with a large, sweeping "J" and "M".

Jerry F. Morales
Mayor



P. O. Box 60816 • Midland, Texas 79711
(432) 563-6240 • FAX (432) 563-1288

April 13, 2015

The Honorable Greg Abbott
Governor of Texas
P.O. Box 12428
Austin, Texas 78711-2428

Governor Abbott:

Late last year, the Texas Department of Transportation and Texas Transportation Commission decided to instigate a study, at the request of the Mayor of Lubbock, to once again, study the proposed expansion of Interstate 27, both north of Amarillo and south of Lubbock.

At that time, concerns were raised about the process and how it would proceed. Several of our constituents from the Midland-Odessa area who were very involved in the previous study regarding this effort from 1993-1997, expressed concerns related to the lack of current funding just for purposes of maintaining the existing interstate in our area, especially since several of the original corridors included in the 1993-1997 study have actually lost traffic over the following years. There was also another study of this same potential designation for the Ports to Plains Corridor in 2001 that also indicated no such designation was warranted.

Attached is a letter from the MOTRAN Alliance to General Weber outlining some of these concerns and his response. This week, we learned of the first round of public hearings to be held in regard to this study next week. Unfortunately, none of the follow-up or input into the proposed scope of the study was every provided to our constituents.

In addition, TXDOT has labeled this study as the "Ports to Plains/I-27" Study. This along with comments from the Ports to Plains group, seem to make it very clear that this proposed extension will occur on a very specific path. Previous comments made to TXDOT both during their November Commission meeting and recently during a meeting in Lamesa, seem to confirm this suspicion.

Given the funding constraints faced by our existing transportation network, we feel it is imperative that these sorts of expansion efforts be governed by science and engineering data, not just the wishes or desires of a particular group. Further, the effort should be inclusive and gain input and participation by all of the communities in the area and not just a handpicked group that can provide the desired outcome. However, TXDOT staff during a recent stakeholder meeting in Midland indicated that it would be difficult to study multiple routes.

The letter from the MOTRAN Alliance also raises some very valid questions that, at the very least, deserve answers. Over the last decade, the Texas Transportation Commission has exercised great discretion in the selection of projects and planning dollars, and this seems to be another such effort.

Meanwhile, communities like Midland-Odessa, with enormous growth in traffic, population, and roadway fatalities, cannot even get the department to approve a travel demand model, capacity constraint study, or safety analysis to determine the best results for limited funding.

At the conclusion of the original I-27 expansion study, the department concluded that traffic did not warrant an interstate designation, but did agree to make improvements to all 3 routes to a four lane divided roadway design, as part of the Texas Trunk System. However, while these design standards were met on two of the southern routes, the Midland-Odessa route did not achieve this same standard. No answers or responses have been made regarding why the route impacting Midland and Odessa has been built to a lesser standard, nor are there any plans to make the remaining improvements.

For the department to renew this effort, at this time, after making improvements for certain corridors and not others, they have in essence made one route more cost feasible and there for more likely to be designated. For the department to designate one of those original corridors, without having made the same improvements to the others, at this time, would subrogate public trust, best planning practices, and the entire federal NEPA process.

In addition, the TXDOT Odessa District recently commissioned a study that calls for conversion of the current I-20 frontage roads in Midland and Ector Counties from 2-way traffic to 1-way traffic. The study goes on to note that there is no identifiable funding for such a project, but suggests the possibility of raising vehicle registration fees on Midland and Ector County residents to pay for the frontage road conversion. If TXDOT doesn't have the funding available to pay for the conversion of these interstate frontage roads, why would they start pushing for the designation and expansion of new interstate highway at a cost of approximately \$10.5 million per mile?

As the chief executive of our state, we would appreciate your help in ensuring that 1) if this process moves forward, it will do so in a way that is fair to all of our communities, 2) that the effort should not be guided by the desires of a particular community or interest but rather by actual data and professional engineering, 3) that the questions previously asked of the department are answered, and 4) that the department provide an audit of the original projects proposed under the 1993-97 effort, detailing which have been completed, which have not, and their plan and schedule for completing those projects necessary to bring all 3 routes to a similar design standard, as originally stated.

Sincerely,



Tom Craddick
State Representative



Brooks Landgraf
State Representative



Kel Seliger
State Senator



Mike Bradford
Midland County Judge



Susan Redford
Ector County Judge



Trey Crutcher
Chairman, MOTRAN

RESOLUTION

STATE OF TEXAS §
 §
COUNTY OF HOWARD §

A RESOLUTION OF THE HOWARD COUNTY COMMISSIONERS' COURT OF HOWARD COUNTY, TEXAS SUPPORTING THE CONSTRUCTION OF THE INTERSTATE 27 / HIGHWAY 87 CORRIDOR THROUGH HOWARD COUNTY AND REQUESTING THAT THE TEXAS DEPARTMENT OF TRANSPORTATION CONDUCT A NEW FEASIBILITY STUDY; AND PROVIDING AN EFFECTIVE DATE

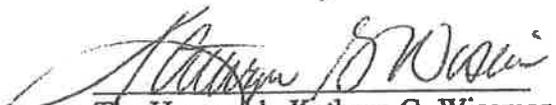
WHEREAS, the Howard County Commissioners' Court finds that the I-27/Highway 87 Corridor North/South Route would positively impact the economic growth in Howard County and the surrounding communities; and

WHEREAS, the last feasibility study was conducted by the Texas Department of Transportation in 2001;

NOW, THEREFORE, BE IT RESOLVED, that the Howard County Commissioners' Court supports the construction of the I-27/Highway 87 Corridor and respectfully requests a current feasibility study be conducted that would replace the previous study conducted in 2001.

BE IT FURTHER RESOLVED that a copy of this resolution is placed in the minutes of the Commissioner Court and that copies be forwarded to the Texas Department of Transportation and other appropriate State Officials.

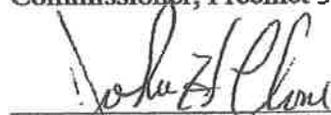
Passed and Adopted on the 27th day of April, 2015.


The Honorable Kathryn G. Wiseman
Howard County Judge


Oscar Garcia
Commissioner, Precinct 1


Craig Bailey
Commissioner, Precinct 2


Jimmie Long
Commissioner, Precinct 3


John Cline
Commissioner, Precinct 4

RESOLUTION NO. 004-2015

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BIG SPRING, HOWARD COUNTY, TEXAS SUPPORTING INTERSTATE 27/HIGHWAY 87 CORRIDOR AND REQUESTING THAT THE TEXAS DEPARTMENT OF TRANSPORTATION DO A NEW FEASIBILITY STUDY; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

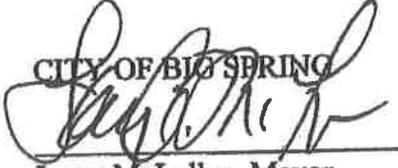
WHEREAS, The City Council finds that Supporting the I-27/Highway 87 Corridor North/South Route could be a economic boost to West Texas and would make a positive impact on all communities and continue our growth; and

WHEREAS, The City Council finds that a new feasibility study is necessary due to the late study was dated 2001 and out dated.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BIG SPRING, TEXAS, THAT:

PASSED AND APPROVED on first reading at a regular meeting of the City Council on the 14th day of April, 2015, with all members present voting "aye" for the passage of the same.

PASSED AND APPROVED on the second and final reading at a regular meeting of the City Council on the 28th day of April, 2015, with all members present voting "aye" for the passage of the same.

CITY OF BIG SPRING

Larry McLellan, Mayor

ATTEST:


Tami L. Davis, Assistant City Secretary

A RESOLUTION OF THE BOARD OF TRUSTEES OF THE BIG SPRING INDEPENDENT SCHOOL DISTRICT SUPPORTING INTERSTATE 27/HIGHWAY 87 CORRIDOR AND REQUESTING A FEASIBILITY STUDY BY THE TEXAS DEPARTMENT OF TRANSPORTATION.

At a lawfully called meeting held on May 19, 2015, in accordance with the authority granted to it under Texas Education Code, Chapter 11, the Big Spring Independent School District ("District") Board of Trustees ("the Board") does hereby make the following Resolution to support Interstate 27/Highway 87 Corridor and requesting that the Texas Department of Transportation do a new feasibility study; providing for severability; and providing an effective date.

WHEREAS, The Board of Trustees finds that supporting the I27/Highway 87 Corridor North/South Route could be an economic boost to West Texas and would make a positive impact on all communities and continue our growth; now, therefore, be it

RESOLVED the Big Spring Independent School District urges the Texas Department of Transportation to do a new feasibility study as the last study was dated 2001 and is currently out dated and be it further

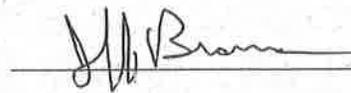
RESOLVED that a copy of this resolution be transmitted to The Texas Department of Transportation and Representative Drew Darby.

This resolution shall be in full force and effect from and after its passage, and it is so resolved.

PASSED AND APPROVED ON THIS 19TH DAY OF MAY 2015.



Chad Wash
President, Board of Trustees



Jeff Brorman
Secretary, Board of Trustees



May 22, 2015

TxDot TPP Division
Attn: Mr. Cary Karnsadt
PO Box 149217
Austin TX 78714-9217

RE: Support Expansion of IH-27

Big Spring Economic Development Corporation would like to express our support for the expansion of Interstate 27 through Big Spring, Texas.

As members of the Ports to Plains, Big Spring Economic Development Corporation has a vested interest in the expansion of trade and industry in North America. The corridor will facilitate trade between Canada, the U.S. heartland, Texas and Mexico. Ports to Plains members work as an alliance to improve transportation infrastructure and business networks, by ensuring appropriate funding levels, so business and industry can thrive.

Big Spring Economic Development is focused on economic, expansion, diversification and business interests that are the lifeblood of the region.

The extension of I-27 from Lubbock to Big Spring, through San Angelo and south would connect 3 interstate systems, I-40, I-20 and I-10. Construction of the TxDot relief route, west of Big Spring, makes Big Spring the logical choice for the best I-27 route expansion. With the expansion through Big Spring, any transport moving North or South will have a shorter, safer route.

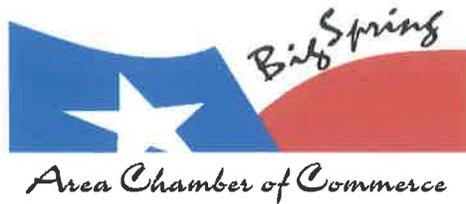
The expansion of I-27 through Big Spring would make Big Spring the 6th city in the state with 2 major interstates intersections. This alone will magnify economic development in Big Spring and Howard County.

We highly recommend Big Spring to be given top consideration for the I-27 designation adding economic development, safety and interstate connectivity to this region.

Sincerely,

Terry Wegman
Executive Director
Big Spring Economic Development Corporation
432-264-6032
terrywegman@bigspringtx.com

RECEIVED TPP
0229 MAY 27 15



June 2, 2015

TxDot TPP Division
Attn: Mr. Cary Karnsadt
PO Box 149217
Austin TX 78714-9217

RE: Support Expansion of IH-27

Big Spring Area Chamber of Commerce would like to express our support for the expansion of Interstate 27 through Big Spring, Texas.

As members of the Ports to Plains, the Big Spring Area Chamber of Commerce has a vested interest in the expansion of trade and industry in North America. The corridor will facilitate trade between Canada, the U.S. heartland, Texas and Mexico. Ports to Plains members work as an alliance to improve transportation infrastructure and business networks, by ensuring appropriate funding levels, so business and industry can thrive.

Big Spring Area Chamber of Commerce is focused on business interests, economic, expansion, and diversification that are the lifeblood of the region.

The extension of I-27 from Lubbock to Big Spring, through San Angelo and south would connect 3 interstate systems, I-40, I-20 and I-10. Construction of the TXDot relief route, west of Big Spring, makes Big Spring the logical choice for the best I-27 route expansion. With the expansion through Big Spring, any transport moving North or South will have a shorter, safer route.

The expansion of I-27 through Big Spring would make Big Spring the 6th city in the state with 2 major interstates intersections. This alone will magnify economic development in Big Spring and Howard County.

We highly recommend Big Spring to be given top consideration for the I-27 designation adding economic development, safety and interstate connectivity to this region.

Sincerely,

Debbye Valverde, IOM
Executive Director
Big Spring Area Chamber of Commerce
432-263-7641

debbyevalverde@bigspringchamber.com

Big Spring Area Chamber of Commerce

P.O. Box 1391 • Big Spring, TX 79721-1391 • 215 West 3rd • (432)263-7641 • Fax (432) 264-9111

www.bigspringchamber.com



June 2, 2015

TxDot TPP Division
Attn: Mr. Cary Karnsadt
PO Box 149217
Austin TX 78714-9217

RE: Support Expansion of IH-27

Keep Big Spring Beautiful would like to express our support for the expansion of Interstate 27 through Big Spring, Texas.

Big Spring is a member of Ports to Plains and has a vested interest in the expansion of trade and industry in North America. The corridor will facilitate trade between Canada, the U.S. heartland, Texas and Mexico. Ports to Plains members work as an alliance to improve transportation infrastructure and business networks, by ensuring appropriate funding levels, so business and industry can thrive.

Keep Big Spring Beautiful is focused on empowering Big Spring citizens, through education, to take responsibility of enhancing their community.

The extension of I-27 from Lubbock to Big Spring, through San Angelo and south would connect 3 interstate systems, I-40, I-20 and I-10. Construction of the TxDot relief route, west of Big Spring, makes Big Spring the logical choice for the best I-27 route expansion. With the expansion through Big Spring, any transport moving North or South will have a shorter, safer route.

The expansion of I-27 through Big Spring would make Big Spring the 6th city in the state with 2 major interstates intersections. This alone will magnify economic development in Big Spring and Howard County.

We highly recommend Big Spring to be given top consideration for the I-27 designation adding economic development, safety and interstate connectivity to this region.

Sincerely,

A handwritten signature in black ink, appearing to read 'Teresa Darden', is written over the typed name.

Teresa Darden
Secretary
Keep Big Spring Beautiful
432-264-6032
info@bigspringtx.com



RESOLUTION

June 8, 2015

WHEREAS, the I-27/Highway 87 Corridor North/South Route could be an economic boost to West Texas and the 13 county service area of the Howard County Junior College District, and

WHEREAS, the I-27/Highway 87 Corridor North/South Route would provide better connectivity between the communities for regional economic activity, and

WHEREAS, the I-27/Highway 87 Corridor North/South Route would enhance the regional workforce training capability of the Howard County Junior College District, and

WHEREAS, the I-27/Highway 87 Corridor North/South Route would improve the safety of citizens in this region, and

WHEREAS, the I-27/Highway 87 Corridor North/South Route will make a significant impact on the lives of current and future Howard County Junior College District students, their families, and communities.

BE IT THEREFORE RESOLVED, that the Board of Trustees of the Howard County Junior College District recommends a new feasibility study be completed and supports these efforts for the success of West Texas and its people.

Dr. John Arcena

Michael Flores

Marie Ethridge

Manuel Barr

Murray L. Murphy

Dr. Charles O. Warren

[Signature]



RECEIVED

JUN 18 2015

DED

June 9, 2015

TxDot Deputy Executive Director
John Barton
125 E 11th St
Austin TX 78701

RE: Support Expansion of IH-27

Keep Big Spring Beautiful would like to express our support for the expansion of Interstate 27 through Big Spring, Texas.

Big Spring is a member of Ports to Plains and has a vested interest in the expansion of trade and industry in North America. The corridor will facilitate trade between Canada, the U.S. heartland, Texas and Mexico. Ports to Plains members work as an alliance to improve transportation infrastructure and business networks, by ensuring appropriate funding levels, so business and industry can thrive.

Keep Big Spring Beautiful is focused on empowering Big Spring citizens, through education, to take responsibility of enhancing their community.

The extension of I-27 from Lubbock to Big Spring, through San Angelo and south would connect 3 interstate systems, I-40, I-20 and I-10. Construction of the TxDot relief route, west of Big Spring, makes Big Spring the logical choice for the best I-27 route expansion. With the expansion through Big Spring, any transport moving North or South will have a shorter, safer route.

The expansion of I-27 through Big Spring would make Big Spring the 6th city in the state with 2 major interstates intersections. This alone will magnify economic development in Big Spring and Howard County.

We highly recommend Big Spring to be given top consideration for the I-27 designation adding economic development, safety and interstate connectivity to this region.

Sincerely,

Teresa Darden
Secretary
Keep Big Spring Beautiful
432-264-6032
info@bigspringtx.com



RECEIVED

JUN 18 2015

DED

June 9, 2015

TxDot Deputy Executive Director
John Barton
125 E 11th St
Austin TX 78701

RE: Support Expansion of IH-27

Big Spring Economic Development Corporation would like to express our support for the expansion of Interstate 27 through Big Spring, Texas.

As members of the Ports to Plains, Big Spring Economic Development Corporation has a vested interest in the expansion of trade and industry in North America. The corridor will facilitate trade between Canada, the U.S. heartland, Texas and Mexico. Ports to Plains members work as an alliance to improve transportation infrastructure and business networks, by ensuring appropriate funding levels, so business and industry can thrive.

Big Spring Economic Development is focused on economic, expansion, diversification and business interests that are the lifeblood of the region.

The extension of I-27 from Lubbock to Big Spring, through San Angelo and south would connect 3 interstate systems, I-40, I-20 and I-10. Construction of the TxDot relief route, west of Big Spring, makes Big Spring the logical choice for the best I-27 route expansion. With the expansion through Big Spring, any transport moving North or South will have a shorter, safer route.

The expansion of I-27 through Big Spring would make Big Spring the 6th city in the state with 2 major interstates intersections. This alone will magnify economic development in Big Spring and Howard County.

We highly recommend Big Spring to be given top consideration for the I-27 designation adding economic development, safety and interstate connectivity to this region.

Sincerely,

Terry Wegman
Executive Director
Big Spring Economic Development Corporation
432-264-6032
terrywegman@bigspringtx.com



RECEIVED
JUN 19 2015
DED

June 10, 2015

TxDot Deputy Executive Director
John Barton
125 E. 11th St.
Austin, TX 78701

RE: Support Expansion of IH-27

Big Spring Area Chamber of Commerce would like to express our support for the expansion of Interstate 27 through Big Spring, Texas.

As members of the Ports to Plains, Big Spring Area Chamber of Commerce has a vested interest in the expansion of trade and industry in North America. The corridor will facilitate trade between Canada, the U.S. heartland, Texas and Mexico. Ports to Plains members work as an alliance to improve transportation infrastructure and business networks, by ensuring appropriate funding levels, so business and industry can thrive.

Big Spring Area Chamber of Commerce is focused on business interests, expansion, and diversification and economic that is the lifeblood of the region.

The extension of I-27 from Lubbock to Big Spring, through San Angelo and south would connect 3 interstate systems, I-40, I-20 and I-10. Construction of the TxDot relief route, west of Big Spring, makes Big Spring the logical choice for the best I-27 route expansion. With the expansion through Big Spring, any transport moving North or South will have a shorter, safer route.

The expansion of I-27 through Big Spring would make Big Spring the 6th city in the state with 2 major interstates intersections. This alone will magnify economic development in Big Spring and Howard County.

We highly recommend Big Spring to be given top consideration for the I-27 designation adding economic development, safety and interstate connectivity to this region.

Sincerely,

Debby Valverde, IOM
Executive Director
Big Spring Area Chamber of Commerce
432-263-7641
debbyev@bigspringchamber.com

Big Spring Area Chamber of Commerce

P.O. Box 1391 • Big Spring, TX 79721-1391 • 215 West 3rd • (432)263-7641 • Fax (432) 264-9111
www.bigspringchamber.com



RESOLUTION 2015-04

July 21, 2015.

WHEREAS, Big Spring Economic Development Corporation is a non-profit corporation specifically governed by Section 4a of the Development Corporation Act of 1979, Texas Revised Civil Statute, Ann. Article 5190.6 and later codified under Texas Local Government Code Chapters 501, 504 and 505.

WHEREAS, it is in the best interest of the Corporation to support the economic impact on local, state and national economies with the recommendation of the IH-27 North/South Route in Howard County, and

WHEREAS, the designation of IH-27 North/South Route would make goods more available and lower prices by more efficient transportation through Howard County, and

WHEREAS, the IH-27 North/South Route will help facilitate development of warehousing, transportation and logistics operations, and

WHEREAS, A range of industries will emerge to take advantage of the mobility provided by IH-27, and

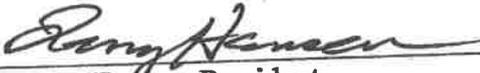
WHEREAS, the IH-27 North/South Route would improve the safety of Howard County citizens, and

WHEREAS, the IH-27 North/South Route will make a significant impact on the lives of current and future Howard County residents.

BE IT THEREFORE RESOLVED, that the Board of Big Spring Economic Development Corporation recommends a new feasibility study be completed and supports these efforts for success of Howard County and its residents.

This Resolution is hereby introduced and adopted by BIG SPRING ECONOMIC DEVELOPMENT CORPORATION at its regular meeting held on the 21st day of July 2015.

BIG SPRING ECONOMIC DEVELOPMENT CORPORATION:

By: 
Mr. Hansen, President

ATTEST:

By: 
Mr. Cole Morgan, Vice President



P.O. Box 2910
Austin, Texas 78768-2910

STATE OF TEXAS
HOUSE OF REPRESENTATIVES
DUSTIN BURROWS
District 83

512-463-0542
Fax: 512-463-0671

July 23rd, 2015

Texas Department of Transportation
Lubbock District
Attn: Douglas Eichorst, II, P.E.
135 Slaton Road
Lubbock, TX 79404

RE: Proposed Interstate 27 Extension from Lubbock to Interstate 20

Dear Mr. Eichorst,

The purpose of this letter is to express my full support for the proposed southern extension of I-27 to I-20. My understanding is that proposed plans call for the use of the already existing US 87 Highway which currently extends through a portion of House District 83. This project would greatly benefit House District 83 and surrounding communities by providing additional mobility for individuals travelling through the State and our region of Texas; which in turn, will create additional commercial and residential developments that will positively influence the local economies along the route.

I am excited about the possibility of this project for my District. If there is anything I can do to help, please to not hesitate to let me know.

Thanks you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Dustin Burrows".

Dustin Burrows
State Representative, House District 83
DB/jdk





TALKING POINTS

PORTS TO PLAINS CORRIDOR STUDY/I-27 EXTENSION STUDY

1) THE STUDY SHOULD INCLUDE ALL OPTIONS

The original 1993-1997 Study of extending I-27, which resulted in a conclusion that all routes (3 southern and 2 northern) should be improved as part of the Texas Trunk System to a 4 Lane Divided Status due to insufficient traffic volumes to justify an interstate designation. Since TXDOT has re-opened this process, all of the previous routes should be considered, with other viable options.

The initial meeting in Lubbock discouraged this. Additionally, TXDOT's naming this effort the Ports to Plains Corridor Study further delineates this study. Just as the federal NEPA process mandates review of alternatives and various options, so should this study.

SAVE
THE
DATE

Texas Ports-to-Plains Corridor Study

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

TxDOT will host 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.

www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html

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, and a continuation of the conversation of the past two decades as, together, we look for strategies to enhance the corridor.

TxDOT Amarillo District Office | Wednesday, March 18, 2015 | 1:30 p.m.

Lubbock Civic Center | Thursday, March 19, 2015 | 9 a.m.

Midland International Airport | Friday, March 20, 2015 | 9 a.m.

Hotel Settles | Friday, March 20, 2015 | 1:30 p.m.

IBC Bank | Monday, March 23, 2015 | 1:30 p.m.

TxDOT San Angelo District Office | Tuesday, March 24, 2015 | 1:30 p.m.

2) DATA DRIVEN DECISIONS

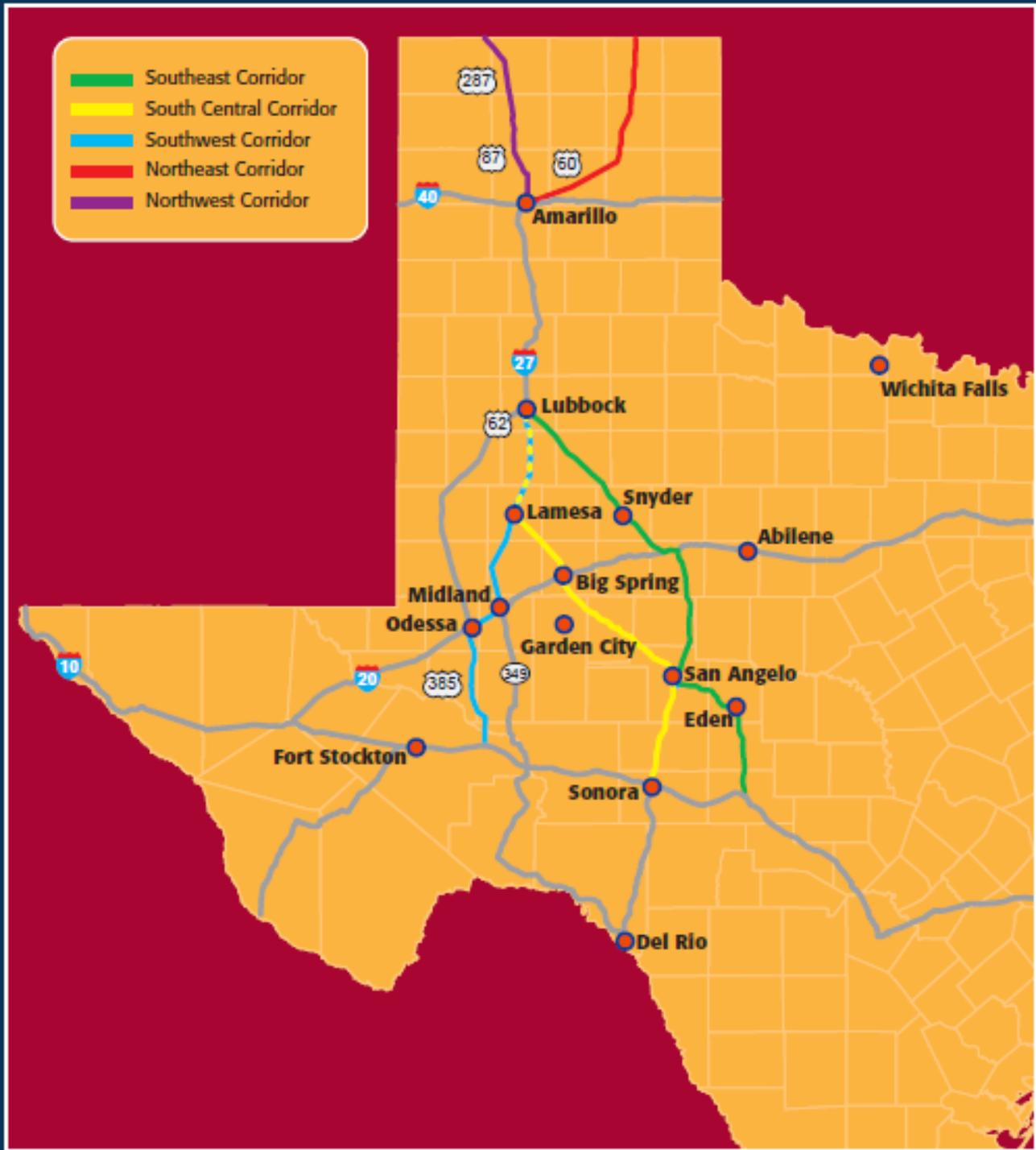
Any designation of interstate highways should be on actual needs based on engineering and traffic data, not just community desire. There have been several references to the Mayor of Lubbock's call to reopen this issue and approach designation of a route, similar to I-69. There has been no traffic or engineering data provided to justify the need to re-open the study process at this time.

In fact, review of the initial study routes illustrates that many of these corridors have actually seen traffic and/or freight traffic decrease.

People around the state have a desire for improved transportation infrastructure. Unfortunately, there simply are not enough dollars available to facilitate these requests.

Any decisions need to be based on professional review of actual traffic and safety data and compared across multiple alternatives to determine the cost effectiveness of any potential option.





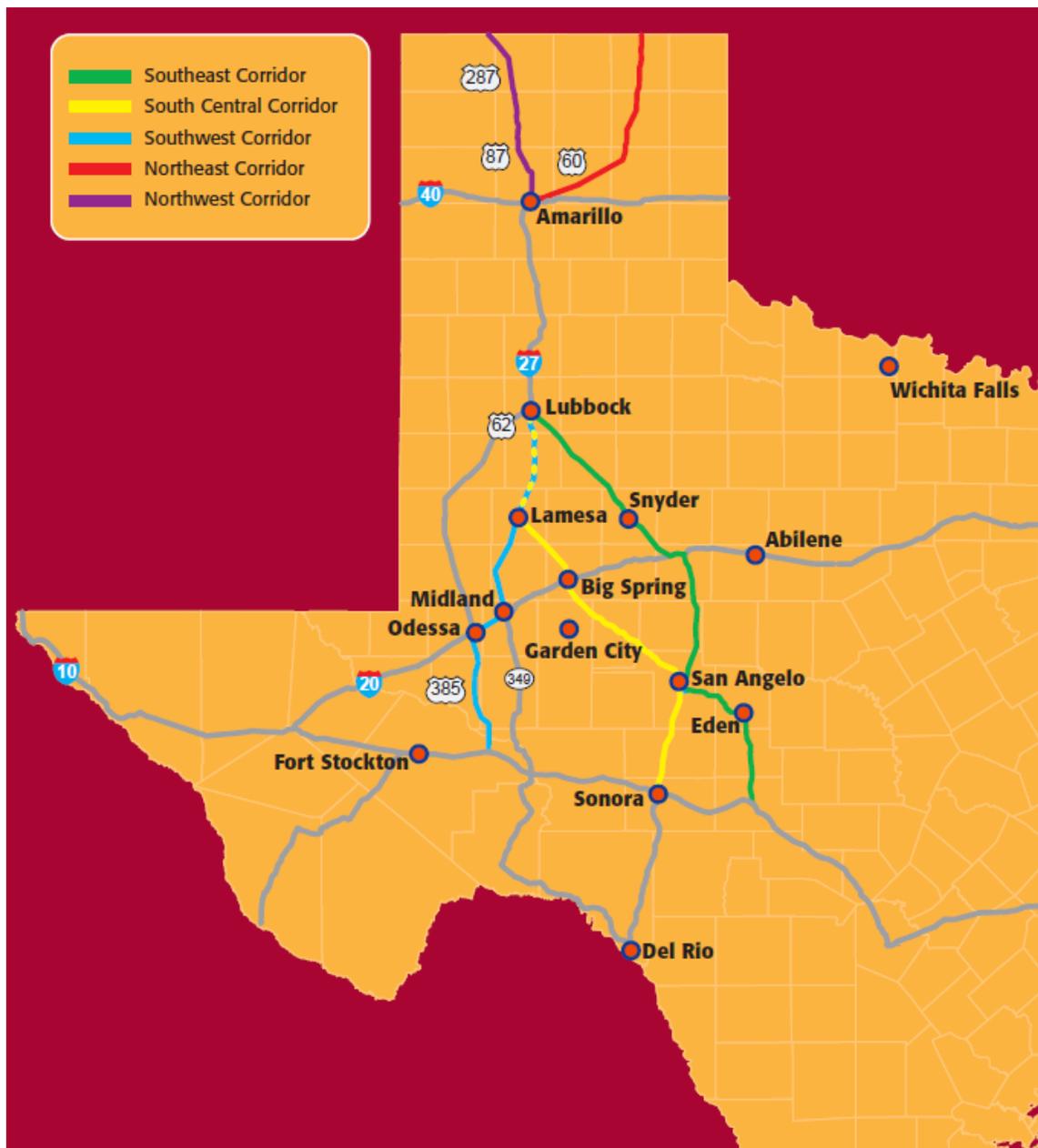
Original Lubbock to I-10 Study Corridors

**MOTRAN RESPONSE TO PROPOSED I-27 STUDY
AND ADVISORY COMMITTEE**

I. BACKGROUND

From 1993-1997, the Texas Department of Transportation (TXDOT) studied the possible extension of Interstate 27 from its current southern terminus in Lubbock via various routes to connect to I-20 and I-10, as well as, extending northward to the Texas/Oklahoma border from the northern terminus in Amarillo.

Upon completion of the multi-year study, the department determined that none of the routes warranted an interstate designation, but recommended numerous improvements to the various routes to achieve 4 lane divided status, along with various other improvements to address long term mobility and safety needs.

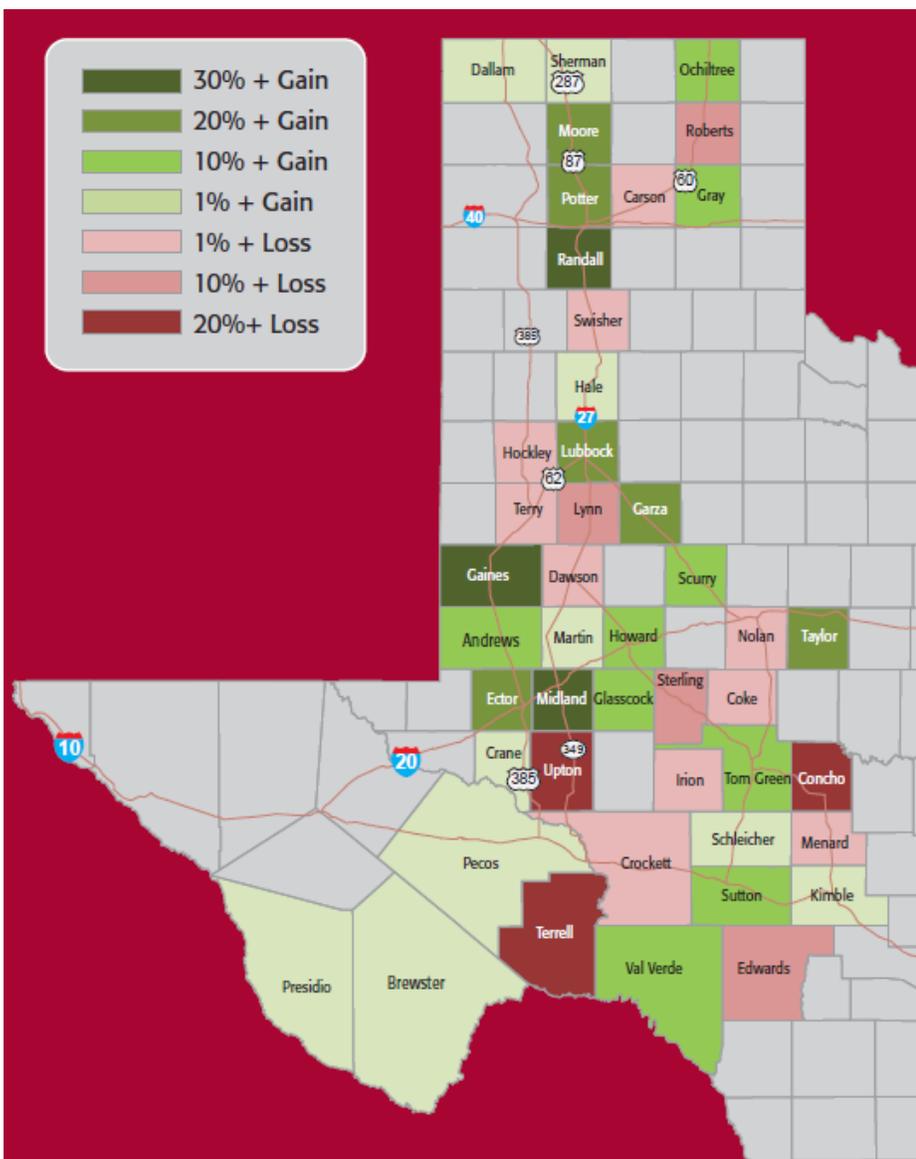


(POTENTIAL ROUTES INCLUDED IN THE FIRST STUDY)

II. SUBSEQUENT EVENTS

In 2007-2008, the MOTRAN Alliance contracted with the firm PSC, Inc., to update the subsequent progress made on the recommended improvements along the various corridors and presented the information to TXDOT, at both the district and statewide level. A number of the proposed improvements had not been made, and in fact, some are not currently included in long term planning. (Note: The Abilene District declined to provide information necessary to complete the update of the original study.)

Additionally, since completion of the original study, some of the original corridors, as well as, the US 62/US 385 segment between Lubbock and Odessa, have seen growth, while other have not. The most substantial growth in population, traffic, and other economic factors have been driven primarily by the resurgence in the state's energy sector. This growth, documented in various categories has led to actual capacity constraints, safety issues, as well as, the increased mobility needs from the original study.



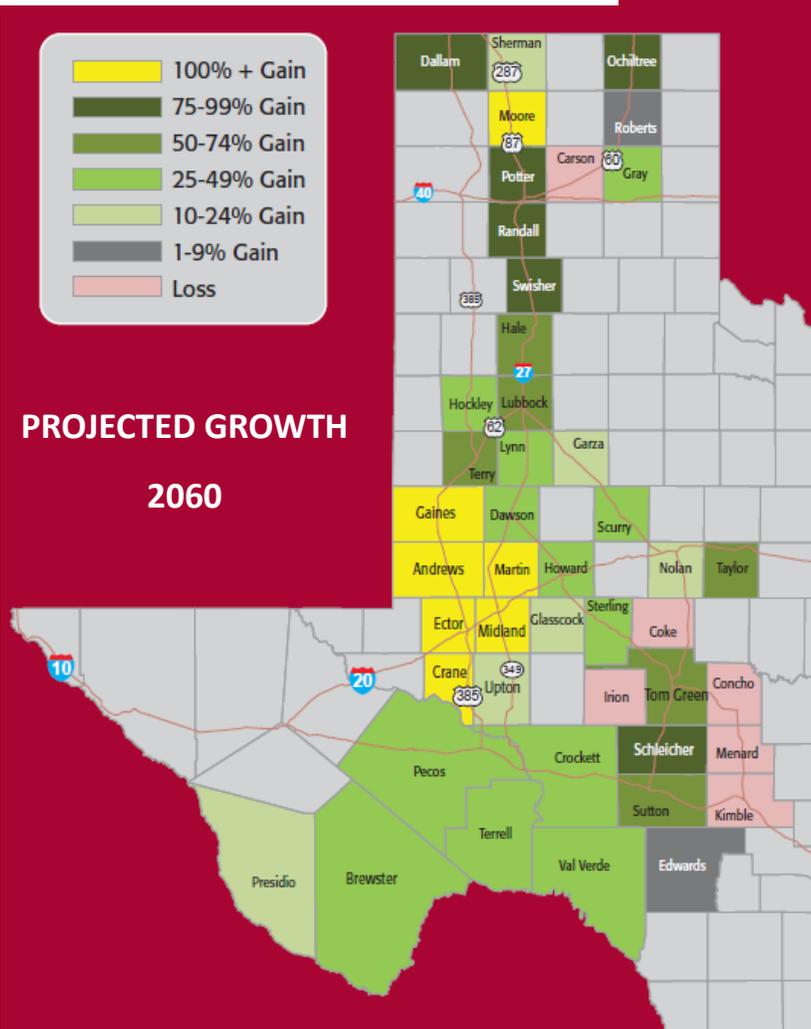
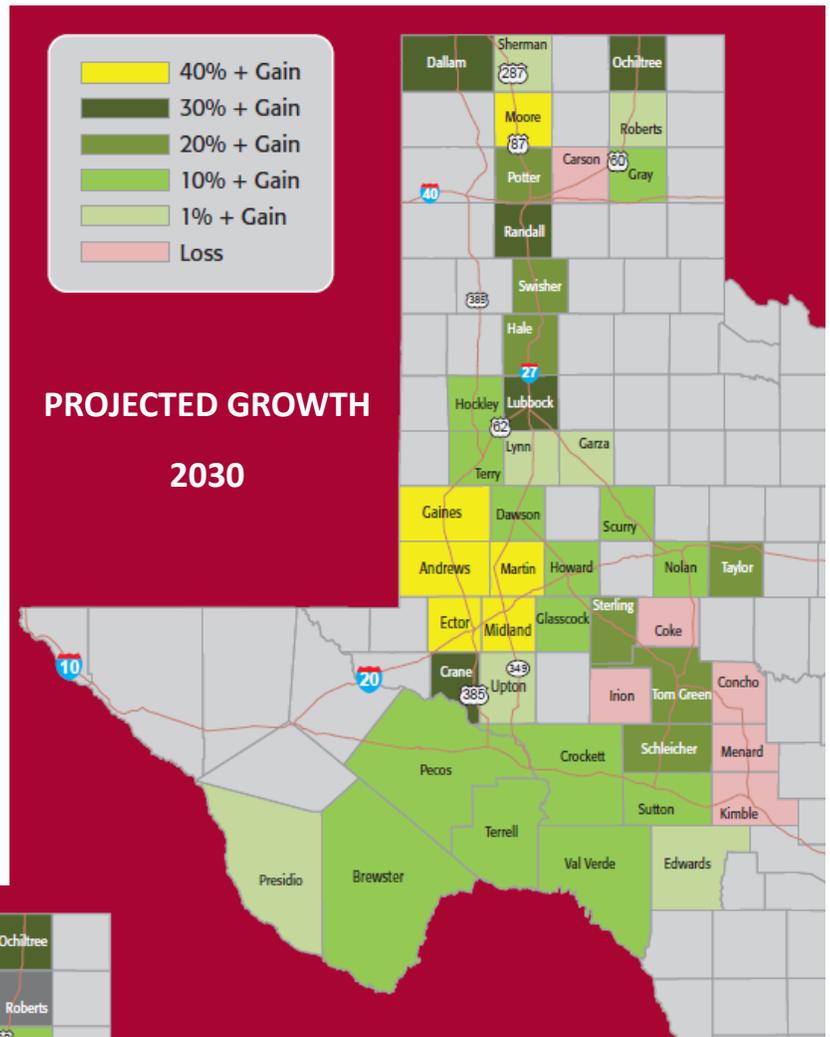
ACTUAL POPULATION GAINS/LOSSES

The map to the left depicts Population Growth for the counties affected by routes from the previous corridor study (1990-2013) as provided by the US Census Bureau.

During the period from 2010-2013 alone, the population in Midland and Ector counties grew by 26,844, or 5099 more than the 21,745 population increase in counties along the portion of the Ports to Plains corridor from the Texas/Oklahoma to Del Rio.

POPULATION PROJECTIONS

Population projections based on historic growth in the region attributed to US Census data from 1990, 2000, and 2010, as well as, more recent estimates, covering 2011, 2012, 2013, indicate continued growth, especially in those energy impacted areas that experienced the bulk of the region's growth during the most recent decade.



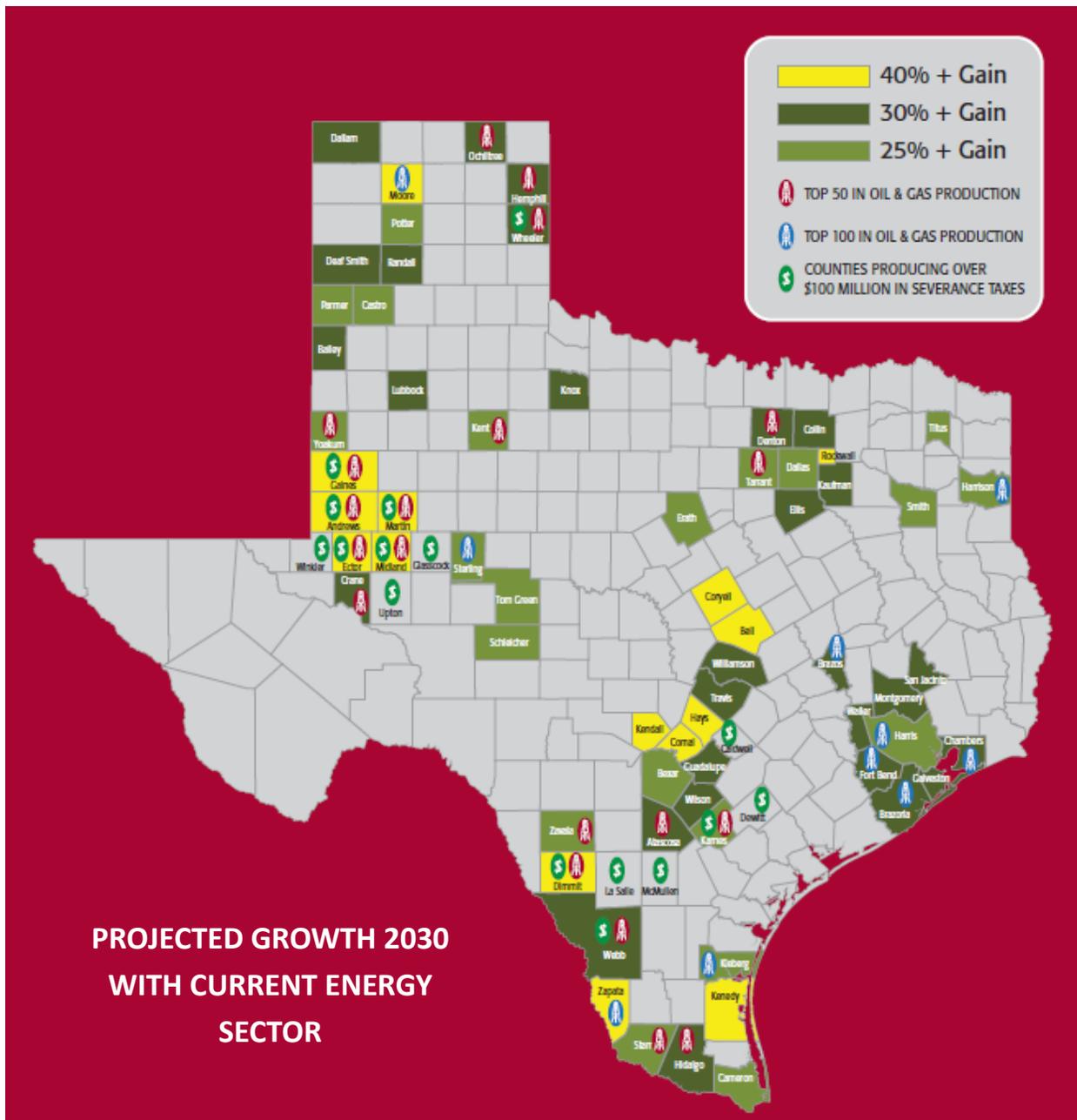
Most of the long term growth in both population and traffic has been concentrated in regional centers or metropolitan areas.

While MOTRAN understand the concern for enhanced regional mobility, due to the current constraint on resources available to the department, we also feel the majority of those limited dollars should be used to facilitate improvements in areas that have seen and projected to continue to experience the most dramatic growth.

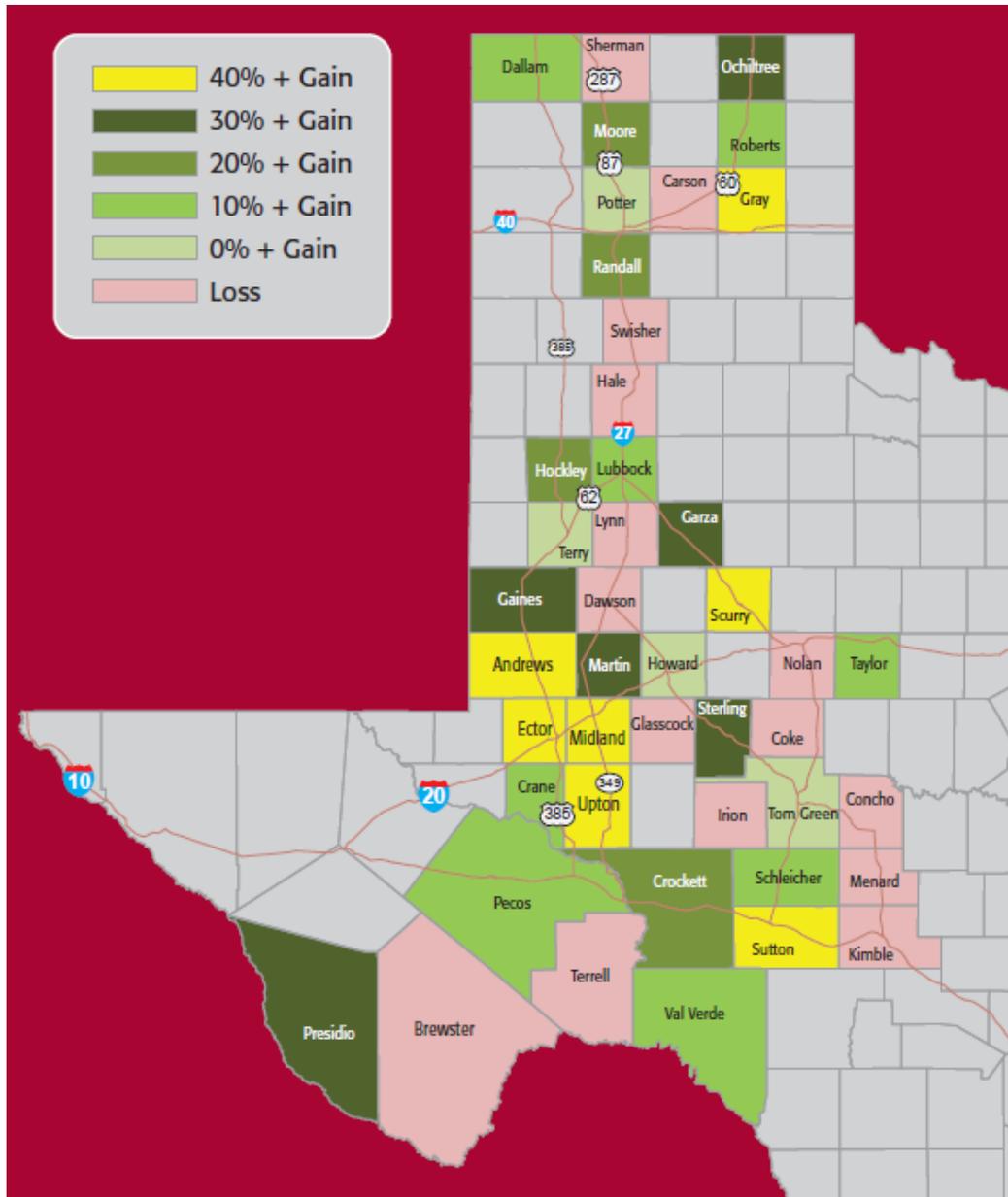
POPULATION AND ENERGY IMPACTS

There is a distinct correlation between statewide population growth and increased energy activity. While tremendous increases in population were expected in the DFW Metroplex, Harris County and the surrounding area, as well as, along portions of the I-35 corridor, there is significant and even more substantial growth areas are occurring in areas with the heaviest energy sector growth.

Even with recent declines in pricing, improved efficiencies in extraction technologies and water recycling are allowing most companies to proceed with their 15 and 20 year development plans, which are projected to continue this projected growth beyond 2030.



LABOR FORCE

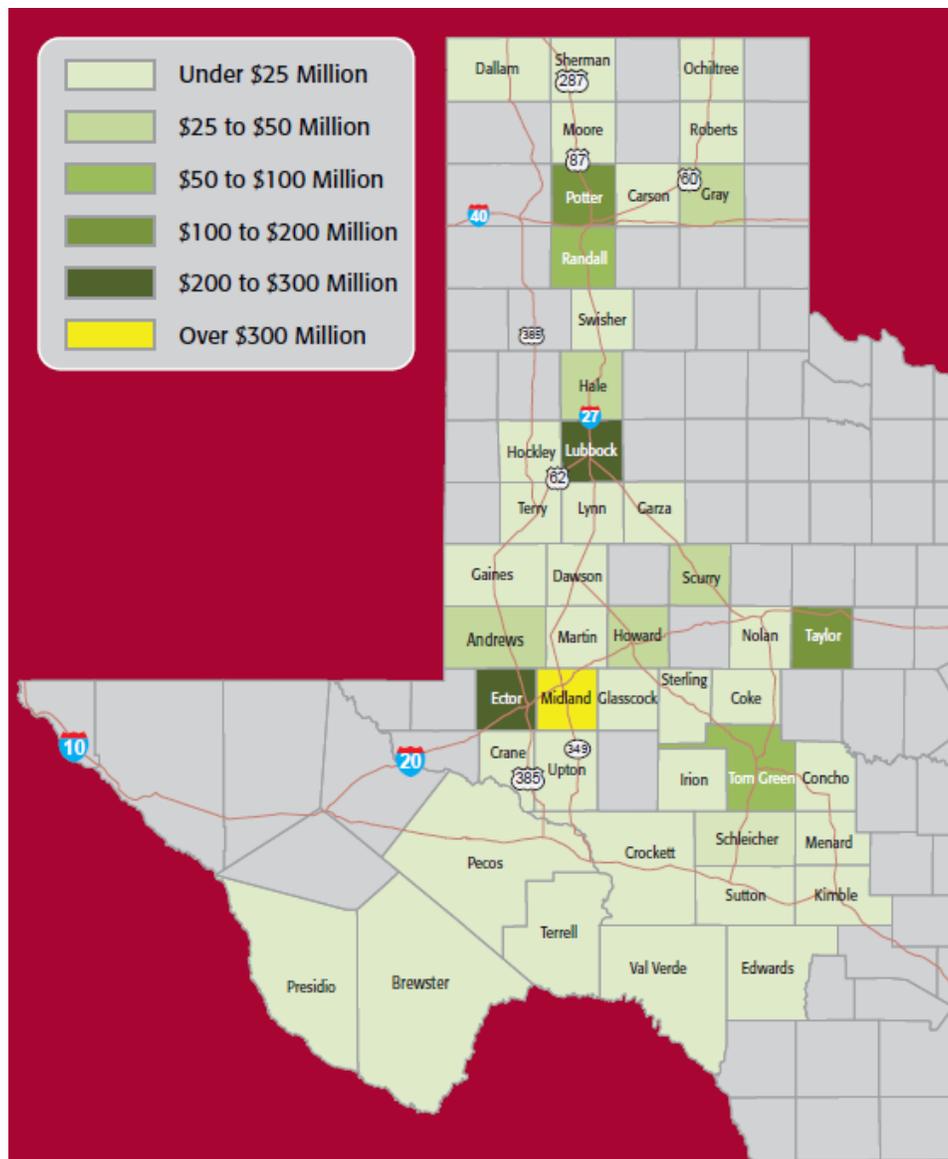


The map above depicts labor force (job) growth for the counties affected by the previous corridor study from 2000-2014 as provided by the Texas Workforce Commission.

The gains/losses in labor force also mirror many of the same trends seen in the previous analysis of population data and increased energy sector activity.

During this period (2000-2014), there were 66,565 additional jobs added in Midland and Ector counties, alone, or 22,675 more than the 43,890 created in counties along the portion of the Ports to Plains corridor from the Texas/Oklahoma to the International Port at Del Rio.

ECONOMIC IMPACT: STATE SALES TAX

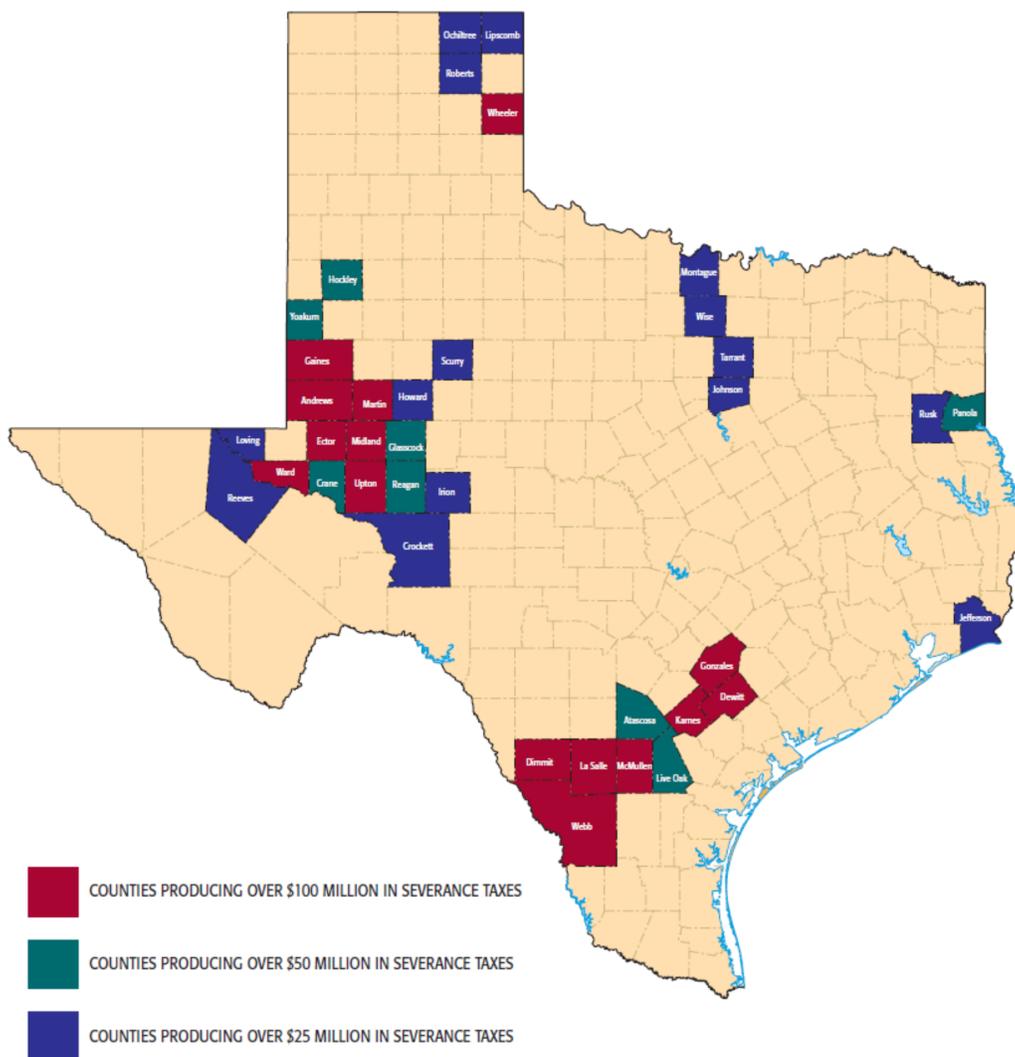


The most heavily energy impacted areas along the corridor have also been responsible for the most prolific economic impact for the state. The map above depicts total sales tax (excludes local portion) generated for the State of Texas.

From 2002-2013 gross sales for the counties along the Ports to Plains corridor from the Texas/Oklahoma to Del Rio, grew by \$24 billion, as opposed to \$21 billion in Midland and Ector Counties alone, according to the Texas Comptroller of Public Accounts.

In 2013, state sales tax generated in Midland and Ector Counties came to \$644 million, the same amount generated in Randall, Potter, Lubbock, Taylor, and Tom Green combined.

TEXAS TOP OIL & GAS PRODUCING COUNTIES



The map above depicts the top oil and gas producing counties based on severance taxes generated for the State of Texas.

In 2013, the 12 counties in the TXDOT Odessa District, which is traversed by the southwestern corridor from the original Lubbock to I-10 study, produces 24% of the crude oil and 10% of the natural gas produced in Texas, and accounts for \$938.5 million or 20% of all severance taxes in the State of Texas.

TRAFFIC

The Federal Highway Act of 1968 authorized the addition of I-27 to the U.S. Interstate System to provide Lubbock with access to the interstate highway system. In 1969, the Texas Highway Commission designated US 87 from Amarillo to Lubbock as I-27. The map below indicates overall traffic growth/loss along various segments for the period of 2007-2012, utilizing AADT data from TXDOT.



NORTHERN CORRIDORS	OVERALL TRAFFIC GAIN/LOSS
Northeastern	3.9%
Northwestern	-4.9%

EXISTING	OVERALL TRAFFIC GAIN/LOSS
I-27	-8.5%

SOUTHERN CORRIDORS	LUBBOCK TO I-20 SEGMENT OVERALL TRAFFIC GAIN/LOSS	I-20 TO I-10 SEGMENT OVERALL TRAFFIC GAIN/LOSS
Southeastern	-7.3%	-2.2%
South Central	-1.3%	5.3%
Southwestern	2.2%	29.0%

The map below indicates growth/loss of truck traffic on various segments of the corridors utilizing TXDOT AADT data from 2005-2012.



CORRIDORS	TRUCK TRAFFIC GAIN/LOSS
Northeastern	-1.7%
Northwestern	12%
Existing I-27	6.4%
Southeastern	-16.7%
South Central	-3.5%
Southwestern	14%

III. CONCLUSION

At the conclusion of the last study in 1997, the department determined that traffic volumes did not warrant the designation of any corridor as an interstate highway. However, the department did recommend the build out of all corridors to 4 lane divided highway status.

Significant work has taken place on the south central corridor (Ports to Plains). The Ports to Plains Alliance recently reported over \$900 million in TXDOT developments along their designated corridor in Texas, despite a tangible decrease in traffic and utilization of the existing corridor.

The southwestern corridor, which has seen the most significant increased traffic due to increased energy activity, has also seen development, most notably on the SH 349 and SH 158 corridors. However, even with private support for some of these projects, the department has only allowed for development of this corridor to a 4 lane undivided or lesser status.

Additionally, of the Transportation Commission's proposed allocation of \$69 million in energy sector and safety projects in the Odessa District, 61% of these unencumbered state dollars are being directed to pay for interstate maintenance projects in the district, with at least 37% or \$25.9 million being used to pay for exclusively for pavement rehabilitation on the interstate. This fact best illustrates a local concern that proposed interstate designation could diminish the already limited dollars to address other mobility concerns, safety needs, and existing capacity constraints in energy impacted areas.

IV. RECOMMENDATIONS

Before approval of another study or advisory committee to promote such a designation-

- Complete the implementation of recommendations from the original Lubbock to I-10 study before development of any corridor to interstate design/status
- Carefully consider the cost benefit of potential interstate development costs to other infrastructure projects in these energy impacted areas for best use of limited resources

If the Commission decides to proceed with this effort, we would like to suggest-

- Ensure appropriate representation from all previous corridors and alternative corridors like US 62/US 385 (TXDOT Advisory committees are limited to 24 members, but there are 35 affected counties in the original study)
- Any route designation should be weighted to ensure that any improvements also address existing/future capacity constraints due to the limitations the project could have on available funding for other projects in the region



RESOLUTION 2015-02

WHEREAS, the Big Spring Area Chamber of Commerce is a nonprofit community business organization, which plays a significant role in the communities of Big Spring, Coahoma, Forsan with an overall objective of promoting retail, economic growth, job creation, and business prosperity; and

WHEREAS, it is in the best interest of the Chamber of Commerce to support the economic impact on local, state and national economies with the recommendation of the IH-27 North/South Route in Howard County; and

WHEREAS, the designation of IH-27 North/South Route would make goods more available and lower prices by more efficient transportation through Howard County; and

WHEREAS, the IH-27 North/South Route will help facilitate development of hotels, restaurants and all other retail aspects as well as industry to improve the quality of life in Big Spring and Howard County; and

WHEREAS, a range of opportunities will emerge to take advantage of the mobility provided by IH-27; and

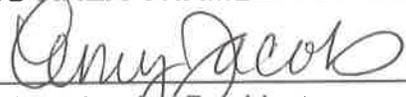
WHEREAS, the IH-27 North/South Route would improve the safety of Howard County citizens; and

WHEREAS, the IH-27 North/South Route will make a significant impact on the lives of current and future Howard County residents.

THEREFORE BE IT RESOLVED, that the Board of the Big Spring Area Chamber of Commerce recommends a new feasibility study be completed and supports these efforts for success of Howard County and its residents..

This Resolution is hereby introduced and ADOPTED THIS 19th DAY OF AUGUST 2015, BY THE GOVERNING BODY OF THE BIG SPRING AREA CHAMBER OF COMMERCE.

BIG SPRING AREA CHAMBER OF COMMERCE:

By: 
Amy Jacobs, President

By: 
Debra ValVerde, IOM, Executive Director



RESOLUTION 2015-02

WHEREAS, the Big Spring Area Chamber of Commerce is a nonprofit community business organization, which plays a significant role in the communities of Big Spring, Coahoma, Forsan with an overall objective of promoting retail, economic growth, job creation, and business prosperity; and

WHEREAS, it is in the best interest of the Chamber of Commerce to support the economic impact on local, state and national economies with the recommendation of the IH-27 North/South Route in Howard County; and

WHEREAS, the designation of IH-27 North/South Route would make goods more available and lower prices by more efficient transportation through Howard County; and

WHEREAS, the IH-27 North/South Route will help facilitate development of hotels, restaurants and all other retail aspects as well as industry to improve the quality of life in Big Spring and Howard County; and

WHEREAS, a range of opportunities will emerge to take advantage of the mobility provided by IH-27; and

WHEREAS, the IH-27 North/South Route would improve the safety of Howard County citizens; and

WHEREAS, the IH-27 North/South Route will make a significant impact on the lives of current and future Howard County residents.

THEREFORE BE IT RESOLVED, that the Board of the Big Spring Area Chamber of Commerce recommends a new feasibility study be completed and supports these efforts for success of Howard County and its residents..

This Resolution is hereby introduced and ADOPTED THIS 19th DAY OF AUGUST 2015, BY THE GOVERNING BODY OF THE BIG SPRING AREA CHAMBER OF COMMERCE.

BIG SPRING AREA CHAMBER OF COMMERCE:

By: _____

Amy Jacobs, President

By: _____

Debra ValVerde, IOM, Executive Director



Coahoma ISD

...leading the way into the future

**RESOLUTION OF THE BOARD OF TRUSTEES OF THE
COAHOMA INDEPENDENT SCHOOL DISTRICT
SUPPORTING INTERSTATE 27/HIGHWAY 87 CORRIDOR AND
REQUESTING A FEASIBILITY STUDY BY THE TEXAS DEPARTMENT OF TRANSPORTATION**

At a lawfully called meeting held on August 20, 2015, in accordance with the authority granted to it under Texas Education Code, Chapter 11, the Coahoma Independent School District Board of Trustees does hereby make the following Resolution to support Interstate 27/Highway 87 Corridor and request that the Texas Department of Transportation conduct a new feasibility study; provide for severability; and provide for an effective date.

WHEREAS, the I-27/Highway 87 Corridor North/South Route could be an economic boost to West Texas and would make a positive impact on all communities and continue our growth.

BE IT THEREFORE RESOLVED the Coahoma Independent School District urges the Texas Department of Transportation to conduct a new feasibility study, and

BE IT FURTHER RESOLVED that a copy of this Resolution be submitted to the Texas Department of Transportation and Representative Drew Darby.

This resolution shall be in full force and effect from and after its passage, and it is so resolved.

PASSED AND APPROVED ON THIS 20TH DAY OF AUGUST 2015.

Mr. Brian Moore
President, Coahoma ISD Board of Trustees

Mr. Michael Brooks
Secretary, Coahoma ISD Board of Trustees