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 35,000,000 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
Over the most recent three years of data, the rate of traffic and truck growth on rural highways has exceeded the growth in urban areas.

- **Total Traffic**
  - 4.8% Increase (Rural)
  - 1.9% Increase (Urban)

- **Truck Traffic**
  - 7.4% Increase (Rural)
  - 1.5% Increase (Urban)

Notes:
- OnSystem Routes are designated as Rural and Urban based on Functional Classification
- Fatal Crash totals do not represent total fatalities
- Sources: Year-End 2009 and 2012 On-System Roadway Inventory files, TPP; CRIS
Growth in rural highway travel has been driven by increased truck traffic.

Shading on the map illustrates darker counties having the largest increase in rate of traffic growth.

Up to 506% increase in vehicle miles of travel in energy counties of Texas.
Texas Freight Mobility Plan and Proposed Freight Highway Network

- TxDOT is leading efforts to work with local, federal and private stakeholders and develop the first Texas Freight Mobility Plan (TFMP)
- Plan will be completed later this year and will outline strategies to ensure the freight system can support the continued success of the Texas economy
- Second round of listening sessions will be held in June 2014
- www.movetexasfreight.com
On-Going Corridor Planning and Development Initiatives

- Throughout West Texas, TxDOT is working to continue planning and development of key regional connectivity projects
  - One example includes additional investment in Energy Sector Rehabilitation, with over $127M for projects in Amarillo, Laredo, Lubbock, Odessa, and San Angelo Districts
  - Another example is Strategic Corridor Projects/Plans. Illustrative examples of these include:
    - US 87 Railroad Underpass in Dalhart
    - Loop 335 Widening in Amarillo
    - Marsha Sharp Freeway and Planning for Lubbock Outer Route
    - I-20 and Mobility Corridor Plans in Midland/Odessa
The Statewide Super 2 Corridor Plan has been an important initiative to improve both safety and connectivity in our rural districts.

Significant progress on the implementation of the Statewide Super 2 Corridor Plan has been achieved.

Statewide Highlights since last update:
- 155 miles of 4-lane complete or under construction
- 558 miles of Super 2 complete or under construction
- Of the total 5,774 miles in the system, 4,185 miles (72.5%) are now 4-lane or Super 2
- $872 million overall cost to complete the plan

Regional Highlights since last update:
- Ports to Plains
  - 4-lane completed – 106 miles in Lubbock and Odessa
  - Super 2 completed – 192 miles in Amarillo, Laredo, San Angelo
- US 83 – 31 miles of Super 2 completed in Childress and San Angelo
Lubbock District’s Super 2 Corridor Program

- Approximately 275 miles complete (4-lane divided or better)
- A little over 60 miles remain in the original Super 2 Program for Lubbock:
  - US 82 from Plains to Brownfield city limits
    - Plans are ready
    - Estimated construction cost of $10M
    - Tentative letting in June 2015
  - US 82 and US 380 from Plains to New Mexico State line
    - Plans are at 95% completion
    - Estimated construction cost of $11.6M
    - No letting date
- Additional Super 2 Segments will be added in the future based on continued assessments of safety, freight and traffic needs
Ports to Plains – Progress in Texas

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 2 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 I-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
• 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, Big Spring and San Angelo
• The total estimated cost to complete all of these projects is approximately $483.4 million as shown below:

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Super 2 from Sonora to Eagle Pass (LRD)</td>
<td>$89.4 million</td>
</tr>
<tr>
<td>Southwest portion Loop 335 in Amarillo (AMA)</td>
<td>$138 million</td>
</tr>
<tr>
<td>Lamesa Relief Route (LBB)</td>
<td>$68 million</td>
</tr>
<tr>
<td>Midland Relief Route (ODA)</td>
<td>$100 million</td>
</tr>
<tr>
<td>Northwest portion of Big Spring Relief Route (ABL)</td>
<td>$58 million</td>
</tr>
<tr>
<td>Remainder of Loop 306 in San Angelo (SJT)</td>
<td>$30 million</td>
</tr>
</tbody>
</table>
- A major U.S. trading region generating $259.4 billion in trade with Canada and Mexico
- More than 24.5% of the total U.S. – North American trade
- 4 of top 10 farm states
- $23 billion in annual agricultural goods production
- 19.5% of total US agricultural production
- Mexico and Canada are top agricultural trade partners
Ports to Plains – North America’s Energy Corridor

- 5 of top 6 gas producing states
- 6 of top 10 oil producing states
- Alberta has world’s 3rd largest proven oil reserves
- 7 of the top 8 states for wind power potential are in the corridor
- 27.6% of U.S. ethanol refining capacity
Ports to Plains – Connection to Mexico and Asia

CORREDOR MATAMOROS-MAZATLÁN Y RAMALES A ACUÑA, P, NEGRAS Y N. LAREDO

Mazatlán → Asia

Ports To Plains → Mexico

Monterrey

Saltillo

Monclova

Torreón

Durango

Matamoros

Reynosa

Laredo

P. Negras

Acuña

Texas Transportation Commission Workshop
April 23, 2014
- Rural economic development
- Less congested alternative to other highways and border crossings
- Strong trade with Texas
Conclusion

TxDOT’s rural transportation and connectivity initiatives will continue to progress as the department works with others to provide safe and reliable transportation solutions.

Focus on:

- Maintaining a Safe System
- Addressing Congestion
- Connecting Texas Communities
- Best in Class State Agency

Questions?