

Ports-to-Plains Update

Paving the Future with an Interstate



Topics

- **Texas Ports-to-Plains Interstate Feasibility Study**
- **Future Interstate Designation Legislation**
- **New Mexico Progress**
- **Colorado Highway 71 Truck Freight Diversion Feasibility Study**
- **Ports-to-Plains Passing Lanes on US 287**



Texas Ports-to-Plains Corridor Interstate Feasibility Study



What is the Ports-to-Plains Corridor?



Traverses approximately 963 miles of primarily rural area in West and South Texas.



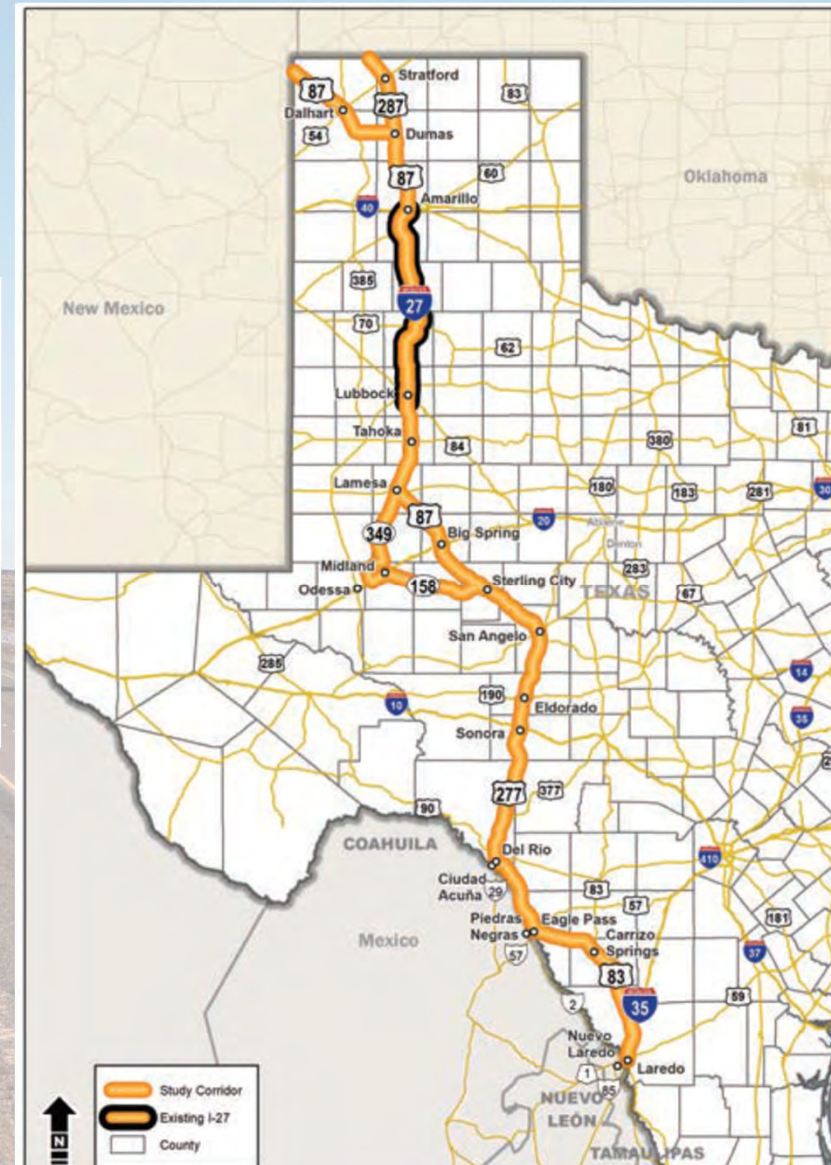
Designated by Congress as a High Priority Corridor on the National Highway System in 1998.



Spans 26 counties in Texas and is comprised of sections of Interstate 20 (I-20), Interstate 27 (I-27), Interstate 35 (I-35), US 83, US 87, US 277, US 287, State Highway 158, and State Highway 349.



Existing 124 miles of I-27 was authorized in 1968 and completed in 1992, more than 28 years ago.





Agriculture Production

\$11
billion

a year in agricultural
product sales.¹





Energy Production

In April 2020, the **Permian Basin** accounted for over

39%

of U.S. crude oil production, up from slightly over 18 percent in 2013.²

In 2019, the **Permian Basin** contributed

\$9 billion

in the form of taxes in royalties to the state of the \$13.4 billion (67 percent).³





International Trade

\$262
billion

in trade

66%

of Texas-Mexico
cross-border trade

50%

of U.S.-Mexico
cross-border trade



Key Challenges

- **Connectivity**

- Nation's largest inland port, Laredo, Texas is not connected by interstate to the primary sources of energy and agriculture production.
- Additionally, there are approximately 600 miles between I-25 in New Mexico and I-35 in Central Texas, making connectivity for most of Texas a challenge.

- **Economic Development**

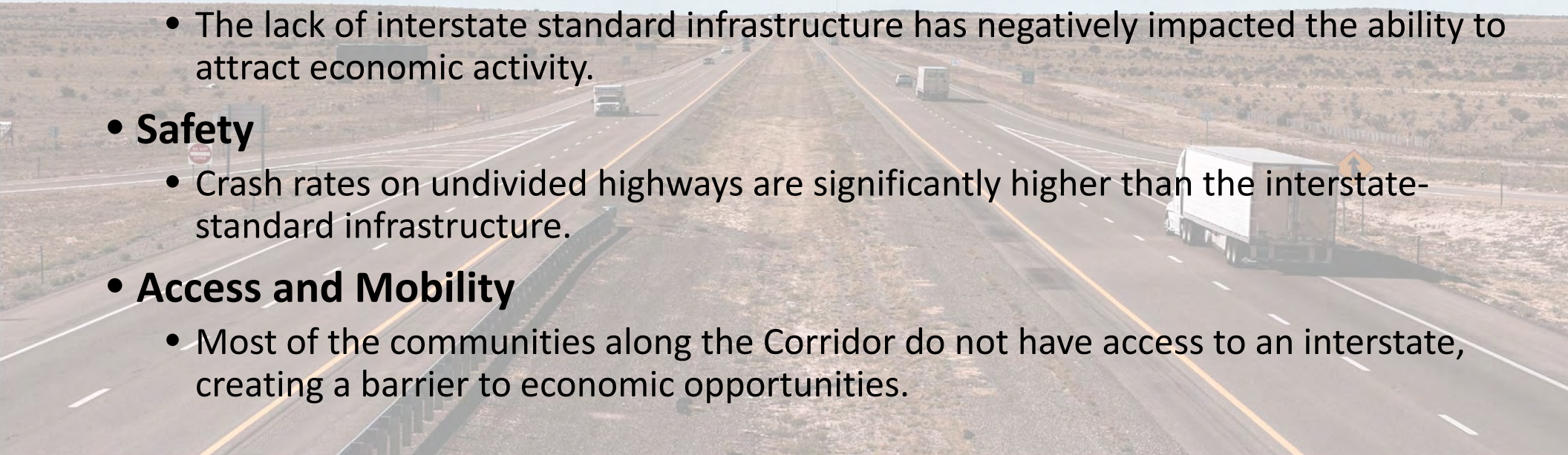
- The lack of interstate standard infrastructure has negatively impacted the ability to attract economic activity.

- **Safety**

- Crash rates on undivided highways are significantly higher than the interstate-standard infrastructure.

- **Access and Mobility**

- Most of the communities along the Corridor do not have access to an interstate, creating a barrier to economic opportunities.



Ports-to-Plains Corridor Trends

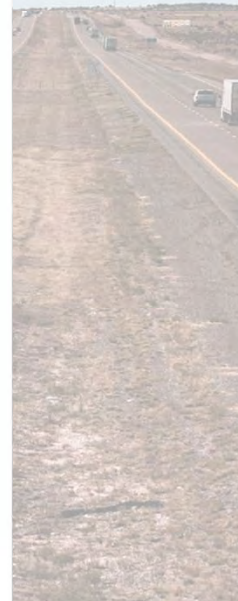
1990-2050



Population

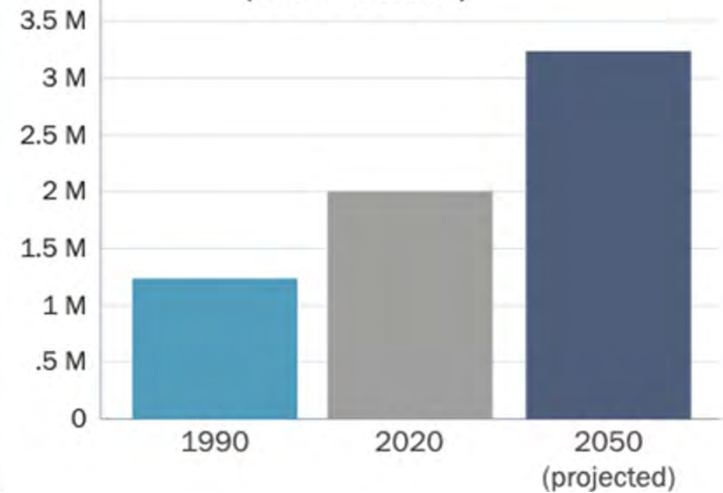
Counties along the Ports-to-Plains Corridor experienced steady growth from 1990 to 2017, **growing from 1.4 million in 1990 to 1.8 million in 2017**, an increase of 33 percent.

From 2020 to 2050, the corridor is **projected to grow 61 percent, adding over a million people**, from approximately two million in 2020 to over three million in 2050.

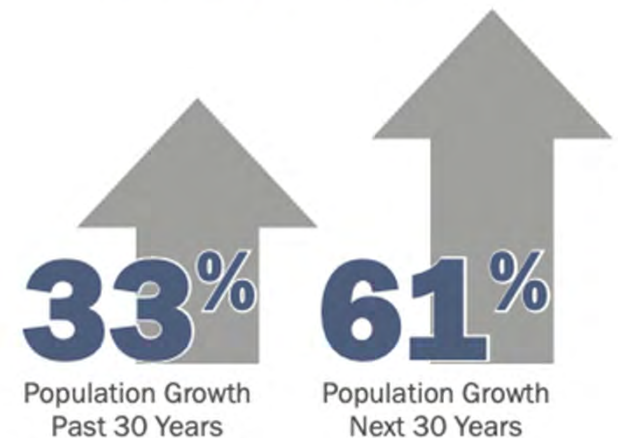


Historical and Forecasted Population

(1990 to 2050)



Corridor Population Growth



Economic Outlook

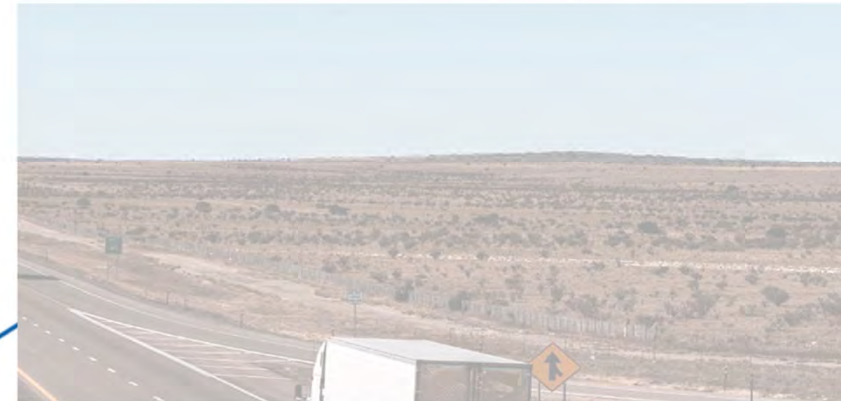
1990-2050 Baseline



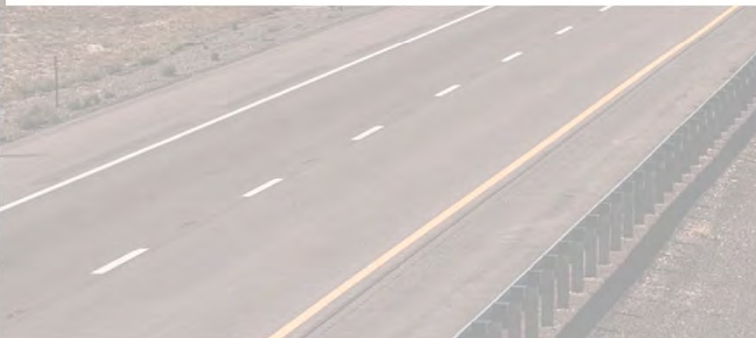
Employment
Growth



Median
Household
Income



Gross
Domestic
Product



Travel Times

2018-2050 Baseline

Travel Times (2018)

Average: 16.3 hours

Peak: 17.6 hours

Free Flow: 13.7 hours



Travel Times (2050 Baseline)

Average: 16.0 hours

Peak: 17.3 hours

Free Flow: 13.4 hours

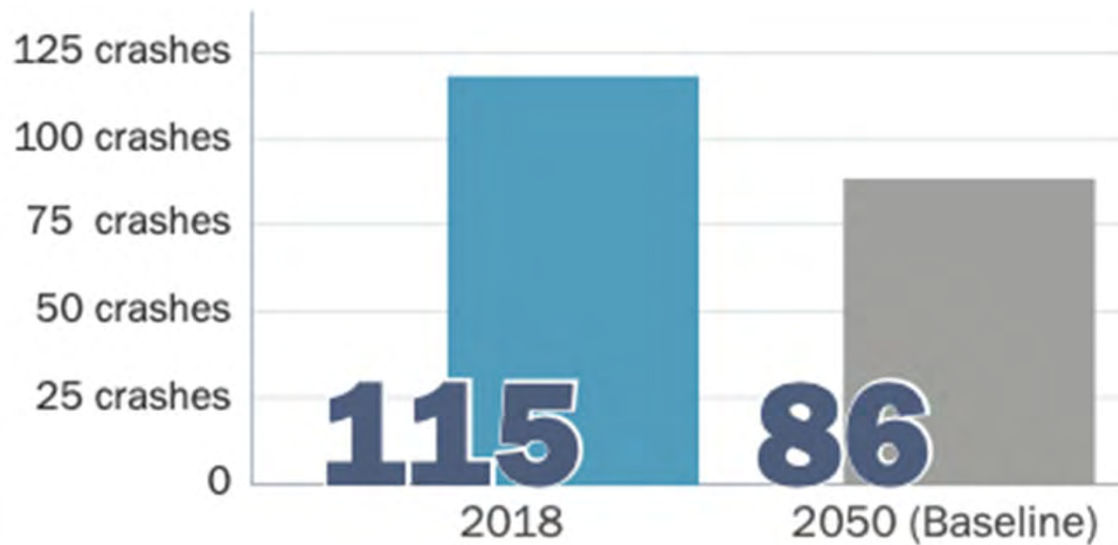
**Anticipated Reduction
of 0.3 hours**

Safety

2018-2050 Baseline

Average Crash Rate (2018 - 2050)

(per hundred million vehicle miles traveled)



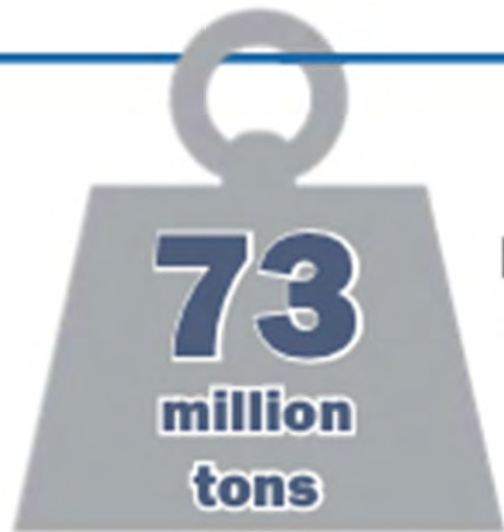
Crash Rates: Two/Four-Lane Roadways & Interstate Facilities

The corridor includes **350 miles** of two-lane roadway and **95 miles** of four-lane undivided roadway.

These facilities have statewide crash rates that are **48% to 97% higher** than statewide crash rates for interstate facilities.

Freight Flow & Tonnage

2018-2050 Baseline



Freight volumes in the Ports-to-Plains Corridor are expected to **grow by 78 percent** between 2018 and 2050.

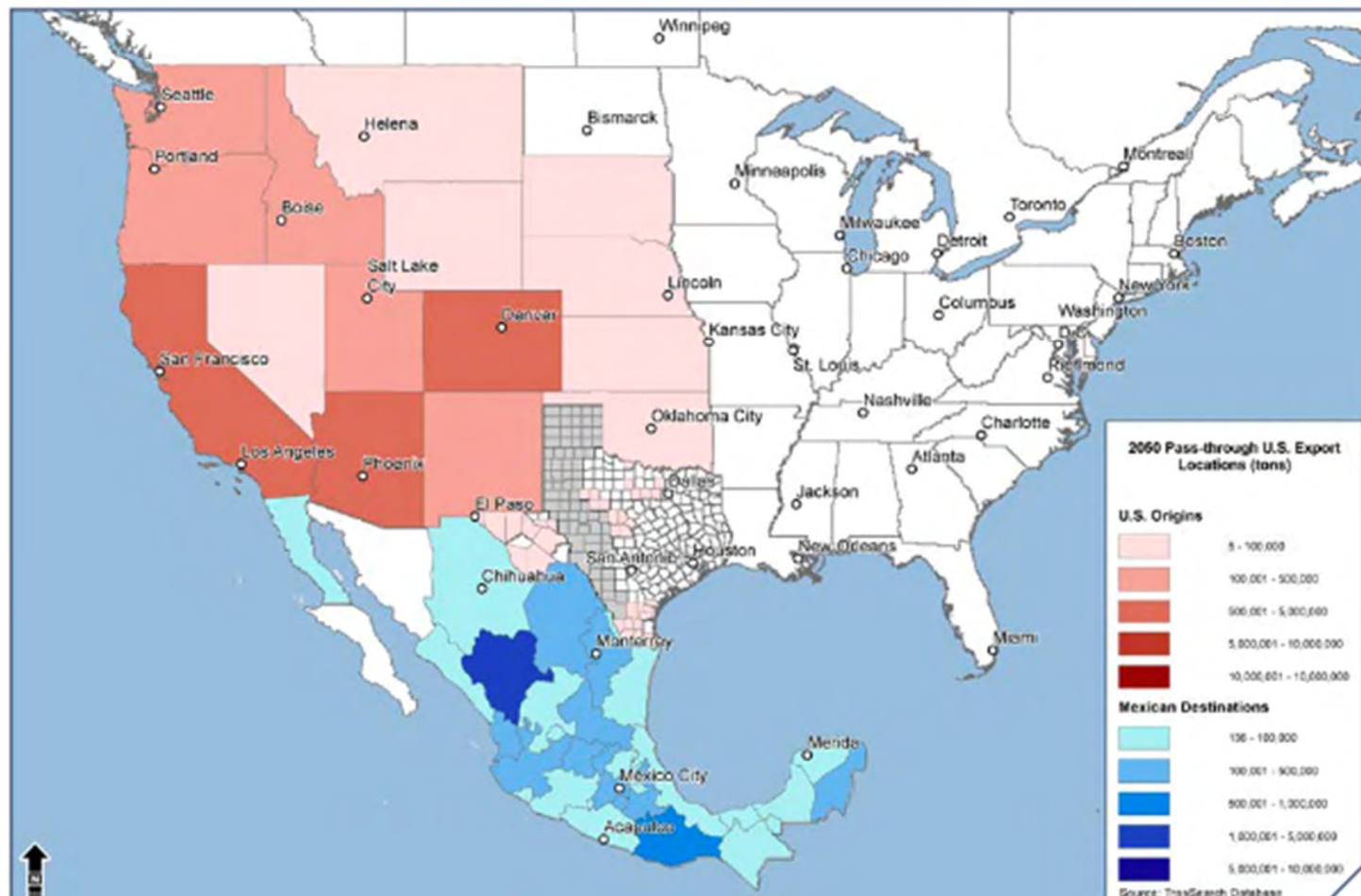


of trade moving across these border crossings is moved by trucks.



Freight Flow & Tonnage

Current Export Markets

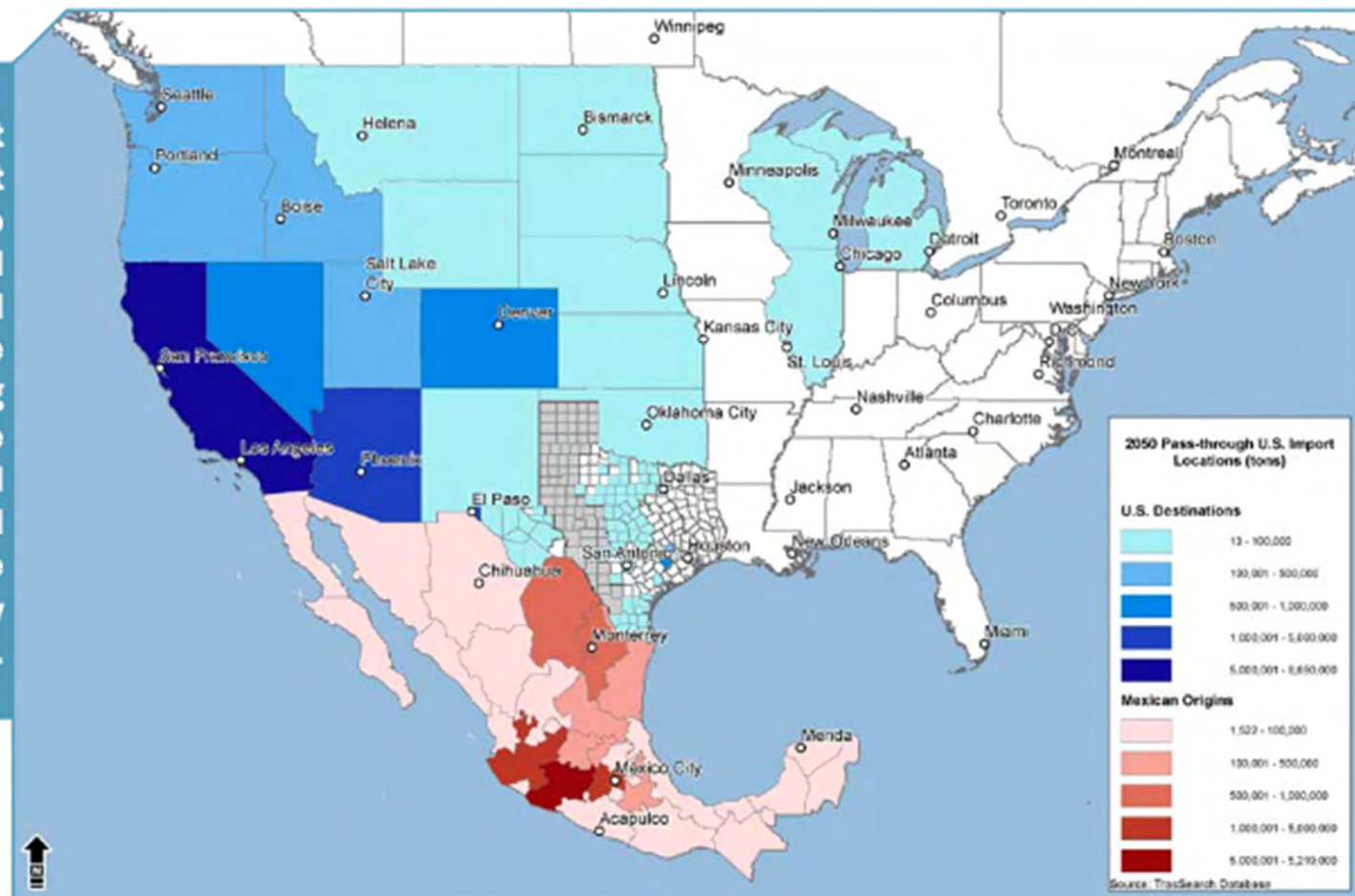


The most common export to Mexico from the United States is energy and oil field products.

Freight Flow & Tonnage

Current Import Markets

The most common import from Mexico to the United States is food and agriculture comprising 80% of the outbound and 70% of inbound truck tonnage growth by 2050.



Corridor Interstate Feasibility Analysis and Findings

Scenario assumes only currently planned and programmed projects are implemented along the corridor by 2050 as listed in TxDOT's FY 2020 Unified Transportation Program.

Baseline

Feasibility analysis

considered two scenarios

**Interstate
Upgrade**

Scenario assumes improvements to provide a continuous-flow, fully access-controlled facility with a minimum of two lanes in each direction separated by a median within a typical 300- to 500-foot right-of-way.

2050 Baseline

2050 Interstate Upgrade

Corridor Interstate Feasibility Analysis and Findings

EXTENDING I-27 IS ESSENTIAL TO:

- **Improve Connectivity, Safety, and Mobility**
- **Improve Travel Time and Reduce Travel Time Cost**
- **Improve Freight Movement**
- **Increase Access to Markets for Energy and Agricultural Products**
- **Improve Congestion and Reliability**
- **Facilitate the Flow of Goods and International Trade**
- **Create Jobs and Economic Opportunities**
- **Expand the Local Tax Base**

Corridor Interstate Feasibility Analysis and Findings



Safety Findings

Interstate upgrade
estimated crash
rate reduction
corridor-wide

21%

Annual economic
benefit resulting from
corridor-wide
crash reductions

\$450m

Corridor Interstate Feasibility Analysis and Findings



Mobility Findings

When compared to the 2050 baseline, the interstate upgrade would reduce travel times by



Corridor Interstate Feasibility Analysis and Findings



Freight Movement Findings



Increase corridor
average daily
truck traffic over
2050 baseline



Reduce
average travel
times across the
corridor



Corridor Interstate Feasibility Analysis and Findings



Energy Products to Market Findings

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

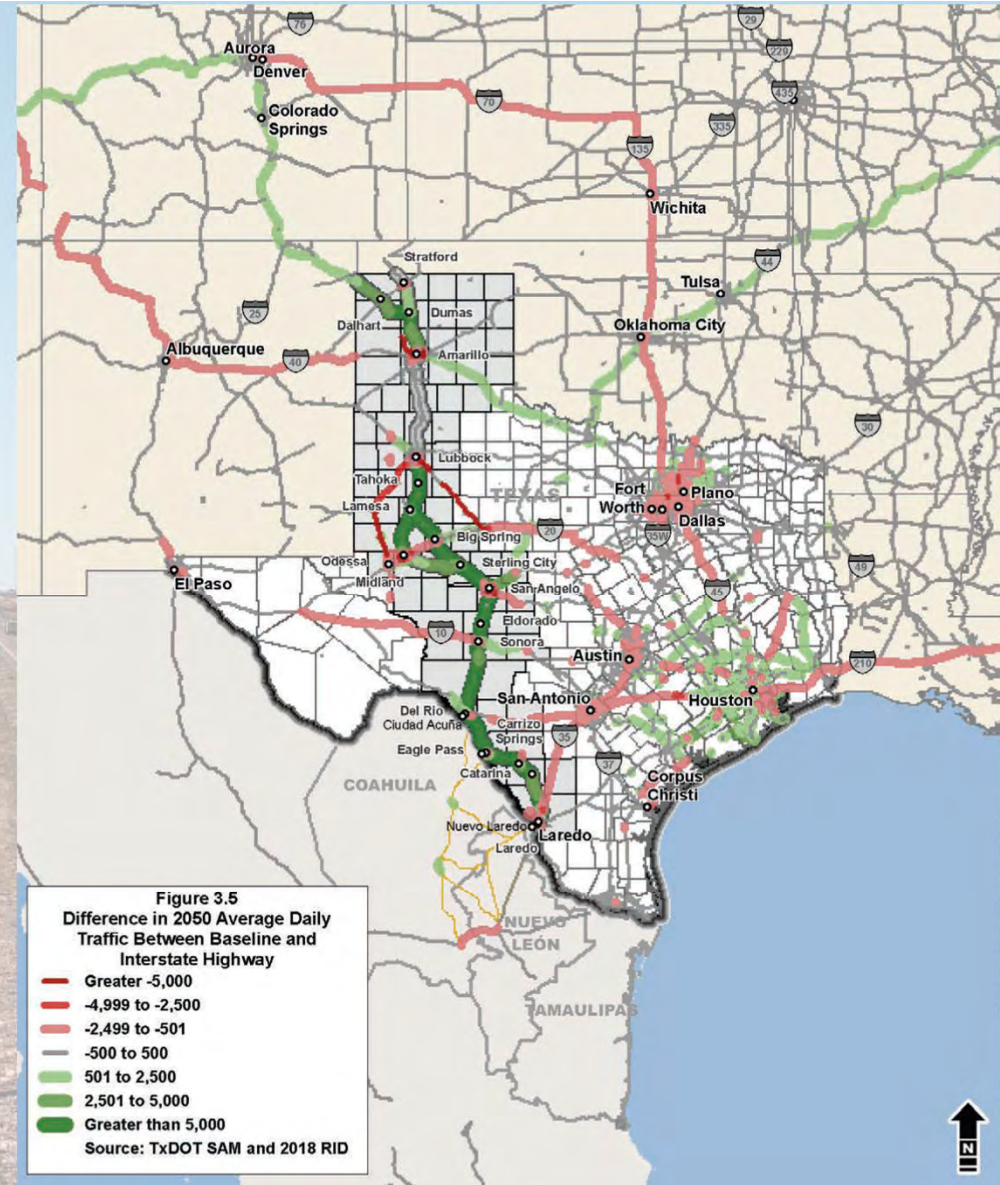
The interstate upgrade would create a **fully access controlled facility** for the entire corridor with improved travel times and reliability for freight, including trucks transporting energy products to market.

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

Corridor Interstate Feasibility Analysis and Findings

Traffic Congestion Relief Findings

- Statewide Diversions
- Regional Diversions
- National Diversions
- Bi-National Diversions



Economic Impact and Return on Investment

The estimated cost for upgrading the entire Ports-to-Plains Corridor to an interstate facility is \$23.5 billion.



Economic Impact and Return on Investment



Ports-to-Plains Corridor Statewide Benefits

- **\$4.1 Billion** Total Annual Travel Cost Savings
- **22,110 Jobs** Total Increase in Employment
- **\$2.84 Billion** Total Annual Increase in GDP

**Return on
Investment**

\$17.8b or **76%**



**Benefit
Cost
Ratio**

2.4

Advisory Committee Recommendations and Implementation Plan



		Interstate Upgrade Projects	Relief Route Projects	Safety / Operational Projects
59	Short-Term Projects	11	21	27
13	Mid-Term Projects	7	4	2
6	Long-Term Projects	2	1	3



Policy Recommendations

- Creation of I-27 Advisory Committee
- Complete planned and programmed projects
- Detailed project-level planning and development process
- Environmental review and public input
- Importance of community support
- Proposal requesting interstate designation



Future Interstate Designation Legislation



U.S. House of Representatives

H.R 7151 – The Ports-to-Plains Highway Act

Would designate the entire Texas, New Mexico, Oklahoma and Colorado Ports-to-Plains Corridor and a portion of the Heartland Expressway in Colorado as a Future Interstate Highway.



Arrington
(TX-19)



Cuellar
(TX-28)



Thornberry
(TX-13)



Lujan
(NM-3)



Hurd
(TX-22)



Granger
(TX-12)



Armstrong
(ND-At Large)

U.S. House of Representatives

H.R 2 – The Moving Forward Act



Arrington
(TX-19)



Cuellar
(TX-28)



Babin
(TX-36)



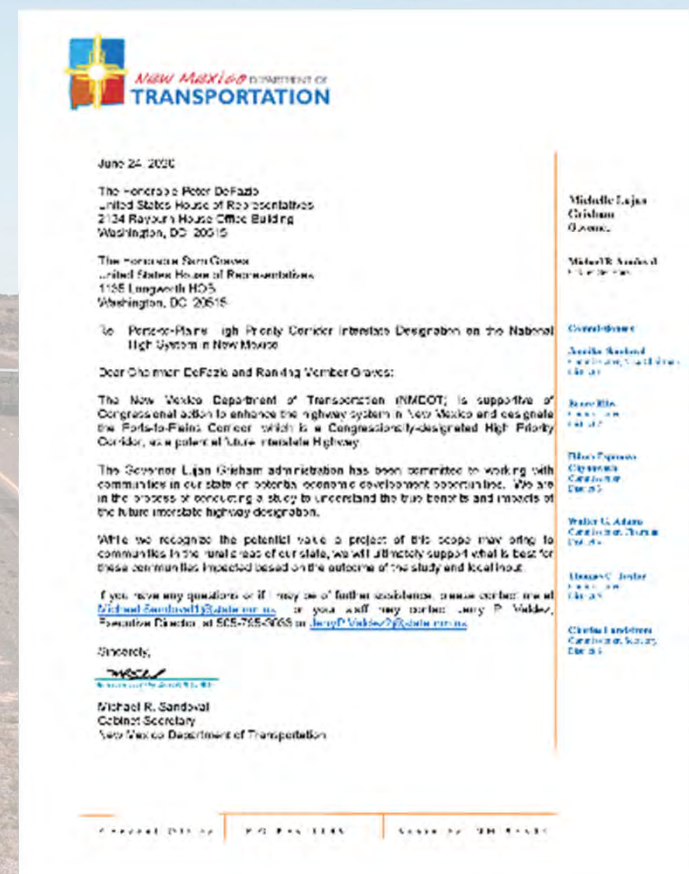
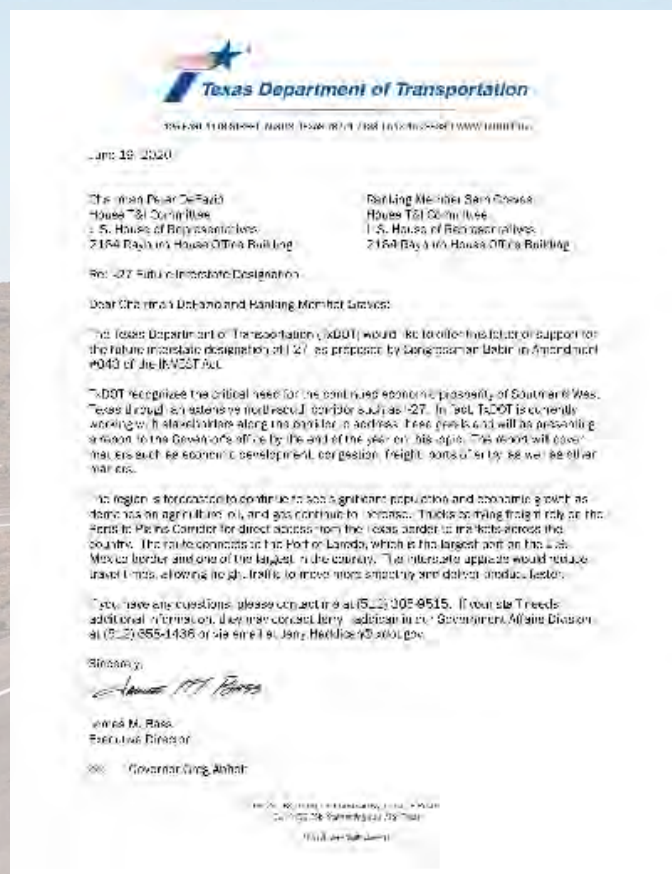
Lujan
(NM-3)



Fletcher
(TX-7)

U.S. House of Representatives

H.R 2 – The Moving Forward Act

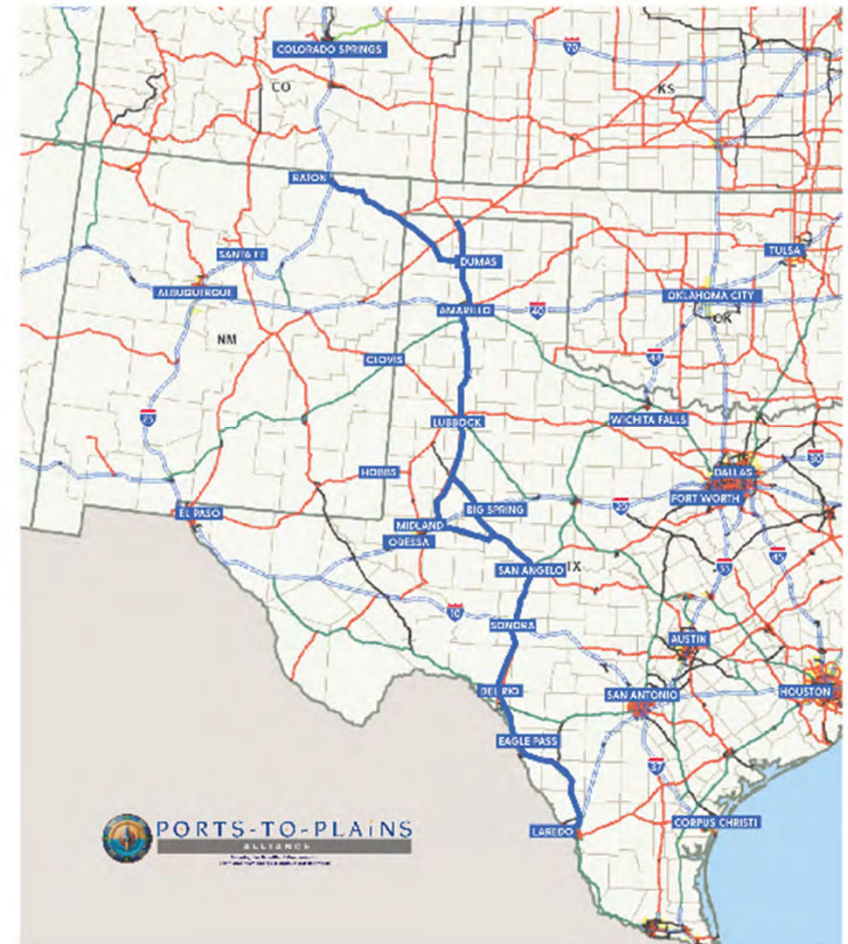


U.S. House of Representatives

H.R 2 – The Moving Forward Act

Designated the entire Texas and New Mexico Ports-to-Plains Corridor as a Future Interstate Highway

INTERSTATE ROUTE *SET FOR DESIGNATION*



U.S. Senate

S. 4701 – The Ports-to-Plains Highway Act of 2020

Would designate the entire Texas, New Mexico, Oklahoma and Colorado Ports-to-Plains Corridor and a portion of the Heartland Expressway in Colorado as a Future Interstate Highway.



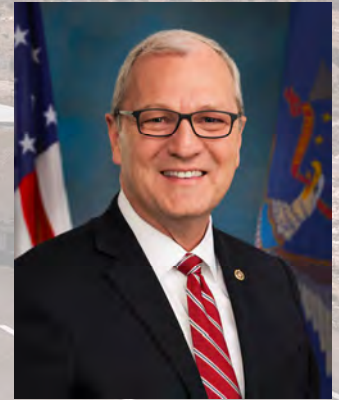
Gardner
Colorado



Cornyn
Texas



Cruz
Texas



Cramer
North Dakota

U.S. Senate

The 117th Congress



New Mexico Update





Charles Landrum
Columbia, S.C.
Dec 25

New Mexico DOT Support

DOT Funds Study of a Future
Interstate in New Mexico



CDOT Position on Future Interstate Designation





COLORADO
Department of Transportation
Office of the Executive Director

2829 W. Howard Place
Denver, CO 80204-2305

June 24, 2020

The Honorable Peter DeFazio
United States House of Representatives
2134 Rayburn House Office Building
Washington, DC 20515

The Honorable Sam Graves
United States House of Representatives
1135 Longworth HOB
Washington, DC 20515

Re: Ports-to-Plains High Priority Corridor Interstate Designation on the National
High System in Colorado

Dear Chairman DeFazio and Representative Graves:

The Colorado Department of Transportation (CDOT) is not opposed to Congressional action to designate the Ports-to-Plains Corridor, which is a Congressionally-designated High Priority Corridor, as a future Interstate Highway. Communities along the proposed route across rural eastern Colorado have strongly supported this designation.

It is important to note that while the state does not oppose the interstate designation, CDOT does not have the roughly \$3 billion it would cost to bring the facilities up to interstate standards, and does not project to have the resources to accomplish the task in the next twenty years. CDOT's current development plan of projects is a statewide \$4.8 billion plan that will take optimistically ten years or more to build, and does not make significant steps toward bringing these highways to interstate standards.

2829 W. Howard Place Denver, CO 80204-2305 P 303.757.9011 www.codot.gov



CDOT Position on Future Interstate Designation



Colorado Highway 71 Truck Freight Diversion Feasibility Study



Colorado Highway 71 Truck Freight Diversion Feasibility Study

Truck Modeling Results

Truck VMT reduction on I-25 is about 5-6% with super two improvements on CO 71

7-9% Truck VMT reduction with a four-lane divided highway on CO 71

Truck VMT reduction on I-25 with a four-lane divided highway represents about 1,100 trucks per day

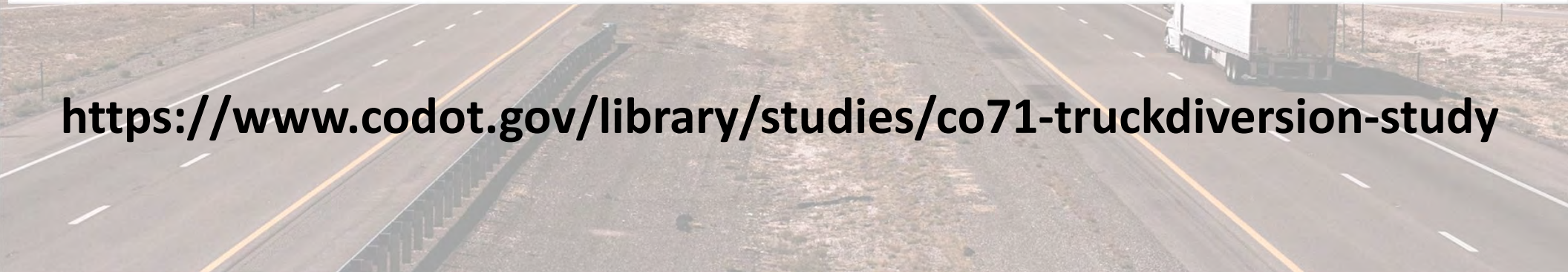
Colorado Highway 71 Truck Freight Diversion Feasibility Study

Published by CDOT Region 4

Purpose of The Study

OBJECTIVE: This Study uses modeling to analyze recommended Build and No-Build scenarios to determine if freight movements from the front range will divert to the CO 71/ US 24 corridor relieve congestion on the front range.

<https://www.codot.gov/library/studies/co71-truckdiversion-study>



Colorado Highway 71 Truck Freight Diversion Feasibility Study

Benefit-Cost Analysis

Source: Table 12: Summary of Benefit Cost Analysis, 2019 \$Millions, Present Value

	Shoulders with Passing Lanes (millions)	Four-Lane Highway (millions)
Total Benefits	\$321	\$593
Total Costs - Medium Range	\$231	\$483
BCR - Medium Range	1.39	1.23
Net Present Value – Medium Range	\$90	\$110

Ports-to-Plains Passing Lanes on US 287



Ports-to-Plains Passing Lanes on US 287



Please contact your Congressional Members and Departments of Transportation to urge continued investment in the Ports-to-Plains Corridor

For additional information, contact:
Joe Kiely or Duffy Hinkle and visit the Ports-to-Plains
Facebook page and website.

