
Creating an Advantage through a Feasibility Study

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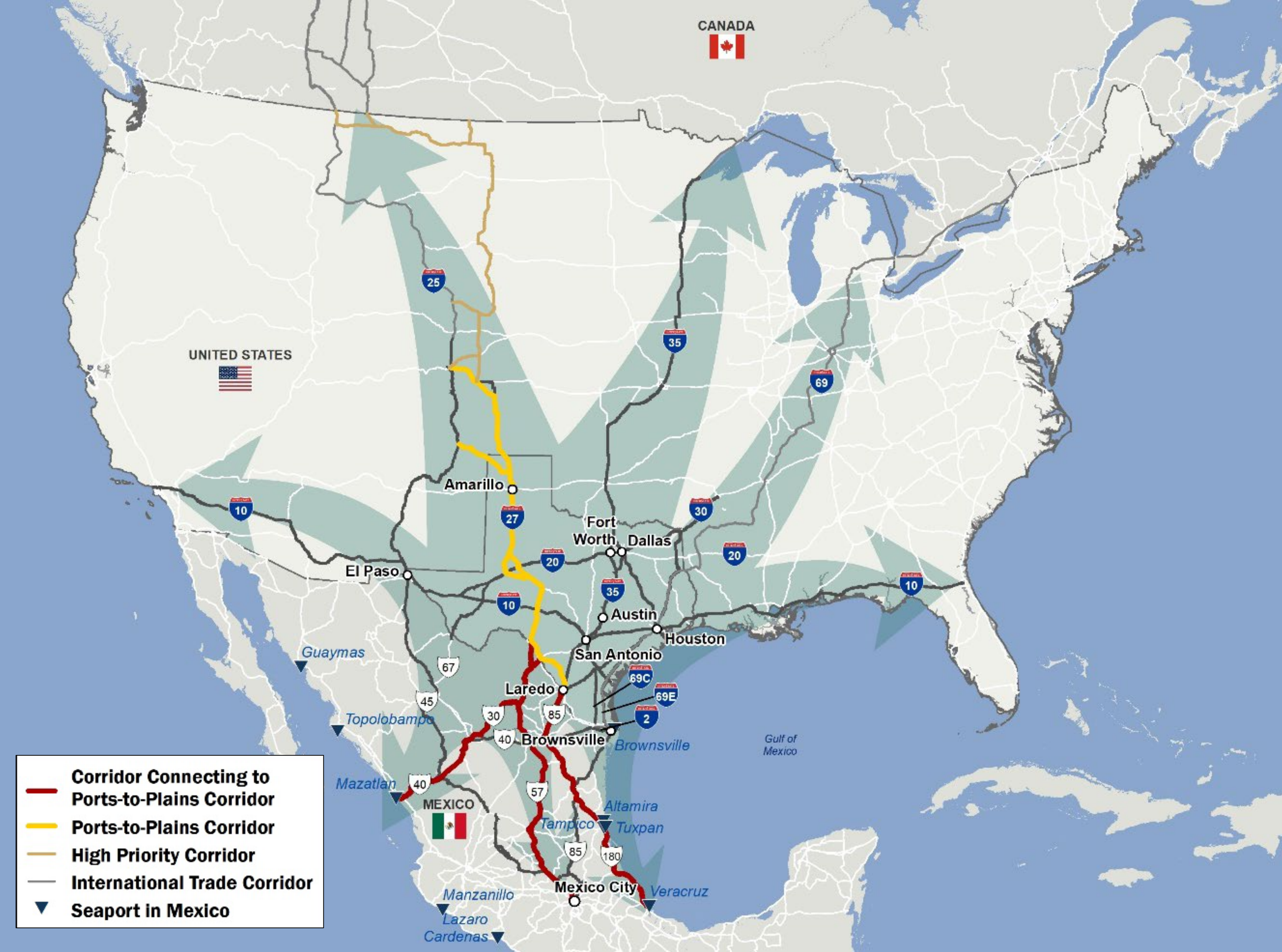


Ports-to-Plains System in Texas: Background



International Trade Corridor Connections

- **Mexico** connects with international trade gateways at:
 - Ciudad Acuña / Del Rio
 - Piedras Negras / Eagle Pass
 - Nuevo Laredo / Laredo
- This leads to **U.S.** destinations north, west and east, and ultimately to **Canada**



The Ports-to-Plains/ I-27 Corridor in Texas

963

Miles from
Mexico-Texas
border to
Oklahoma/New
Mexico

Intersects

4

U.S. Interstates

Touches

3

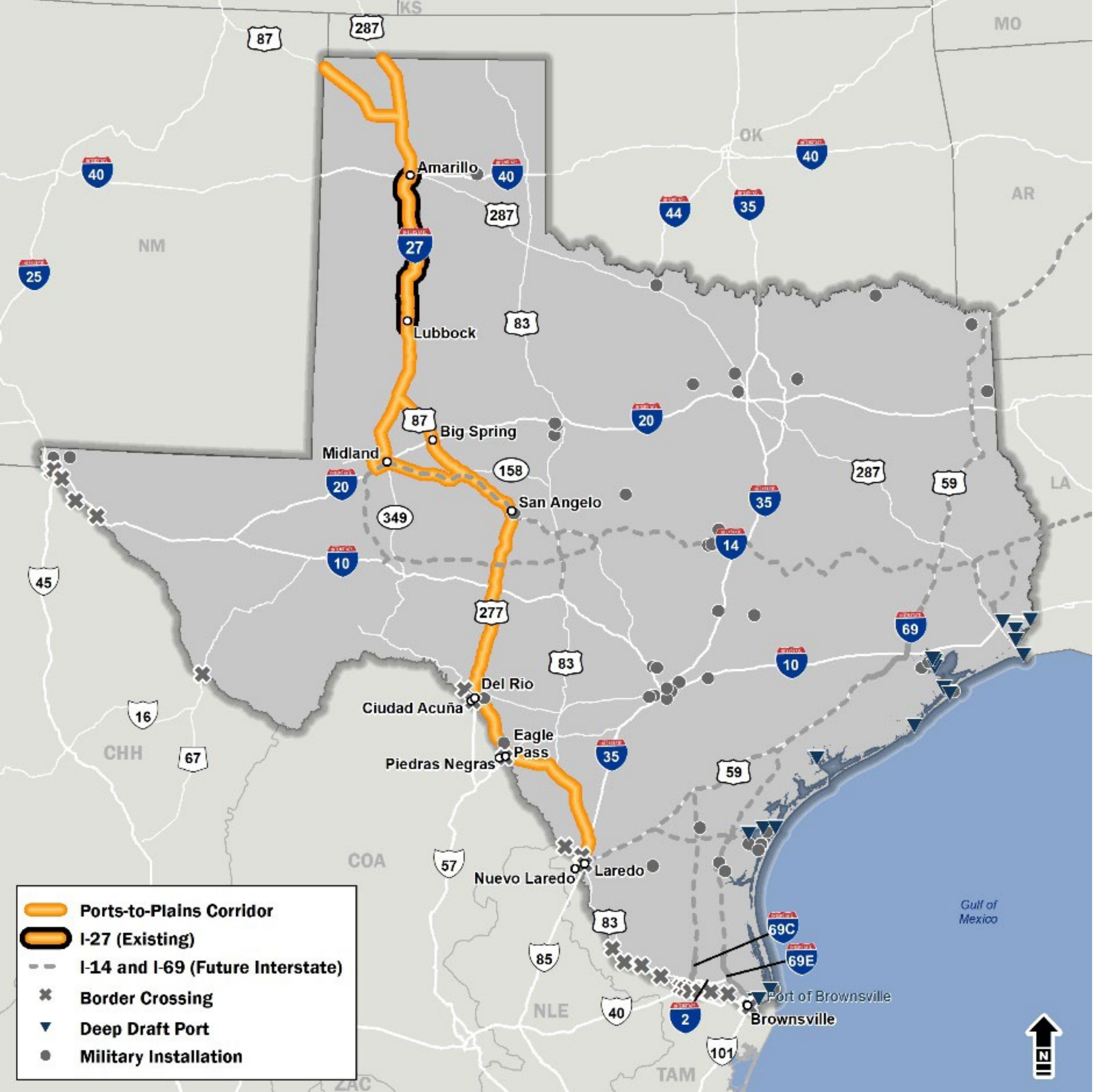
Border Ports
of Entry

Touches

3

Mexican Trade
Corridors

Only north-south corridor that connects the United States' and Texas' most **strategic economic sectors** of agriculture production, energy production and international trade



Importance of the Corridor

1 Opening Strategic Trade Gateways

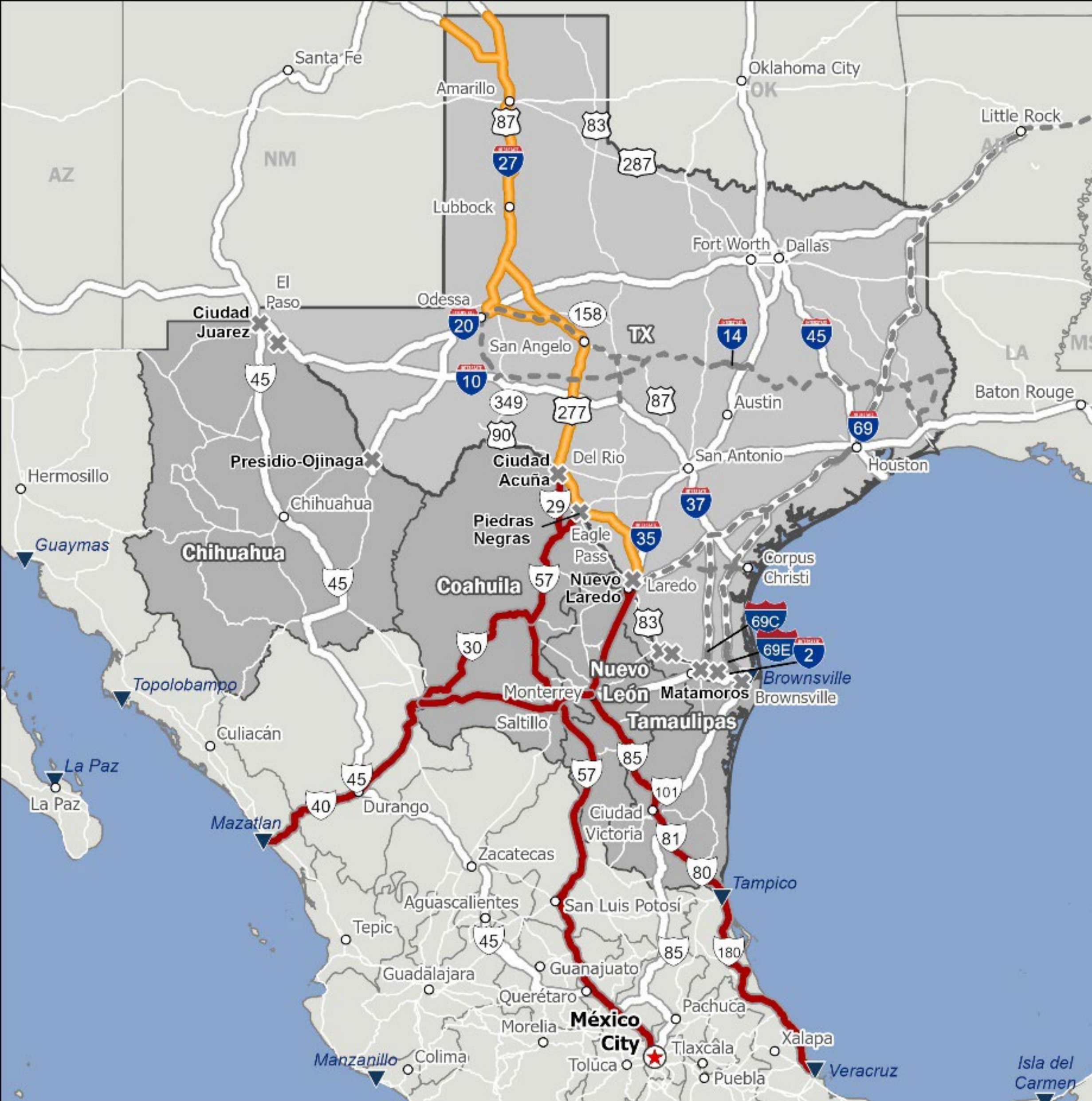
- The strategic trade gateways at Laredo, Del Rio, and Eagle Pass connect Mexico with Texas and the US

2 Competing Internationally

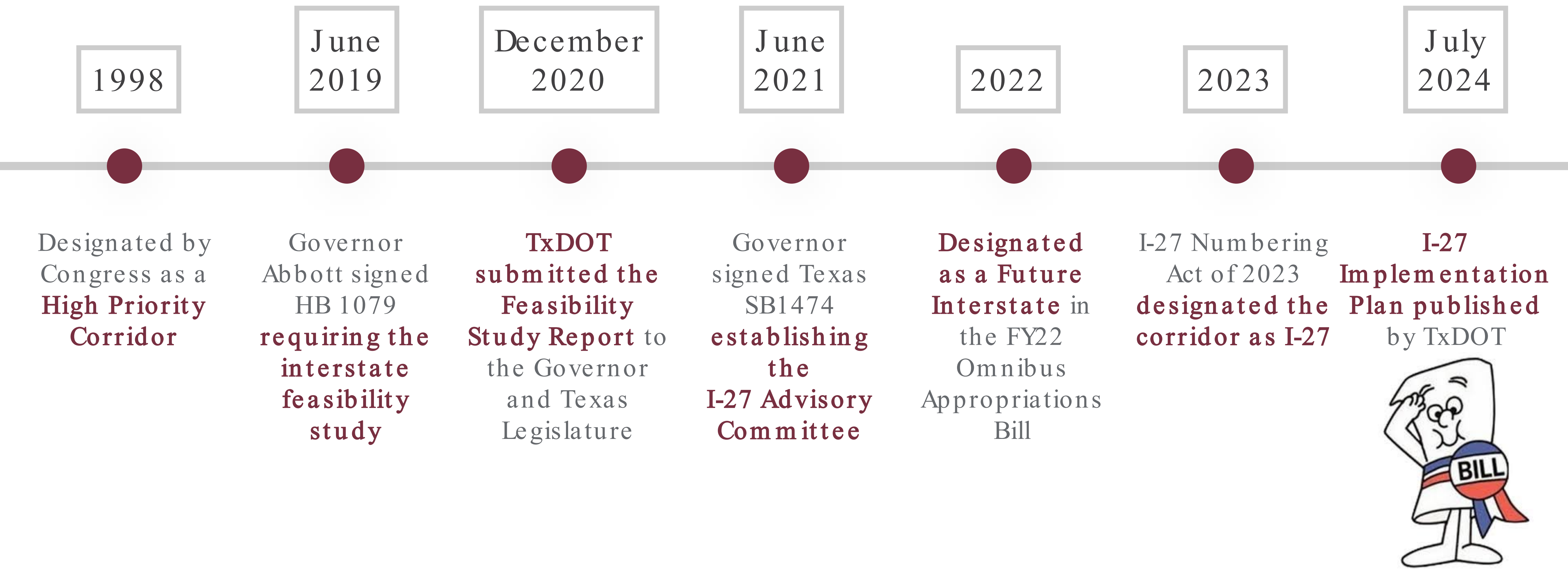
- The Ports-to-Plains Corridor is vital to the continued viability of the international trade gateways

3 Accessing International Trade

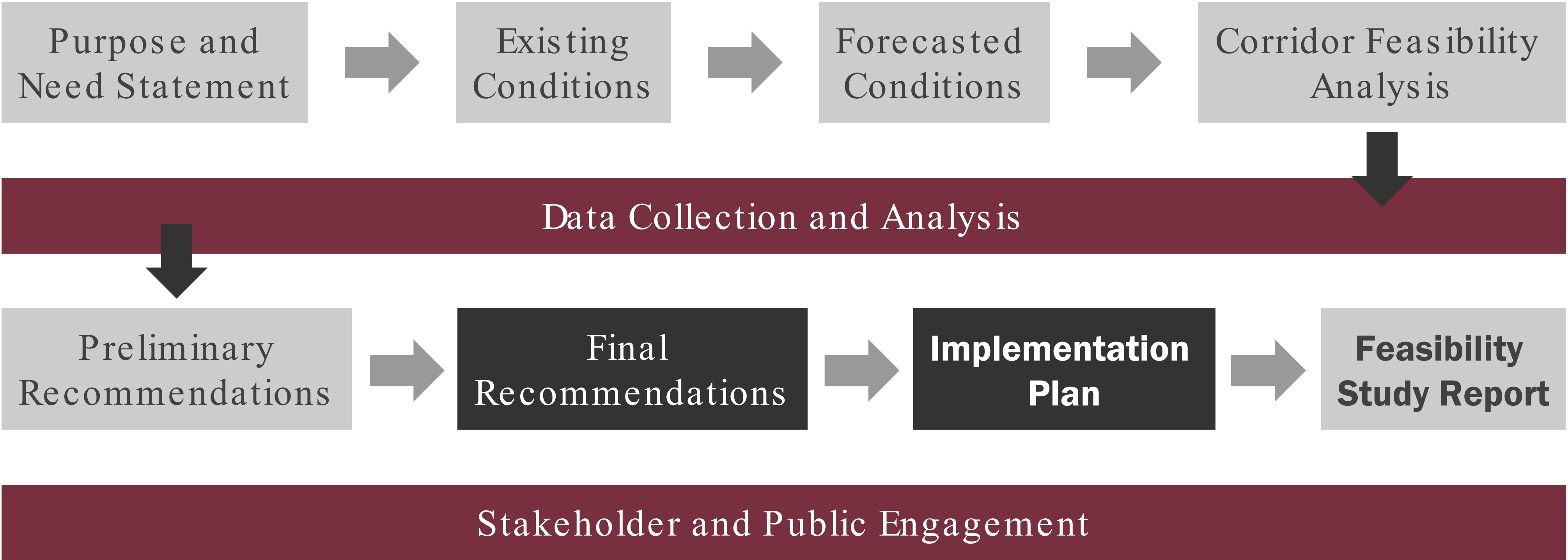
- The Ports-to Plains Corridor will provide improved access to the trade gateways

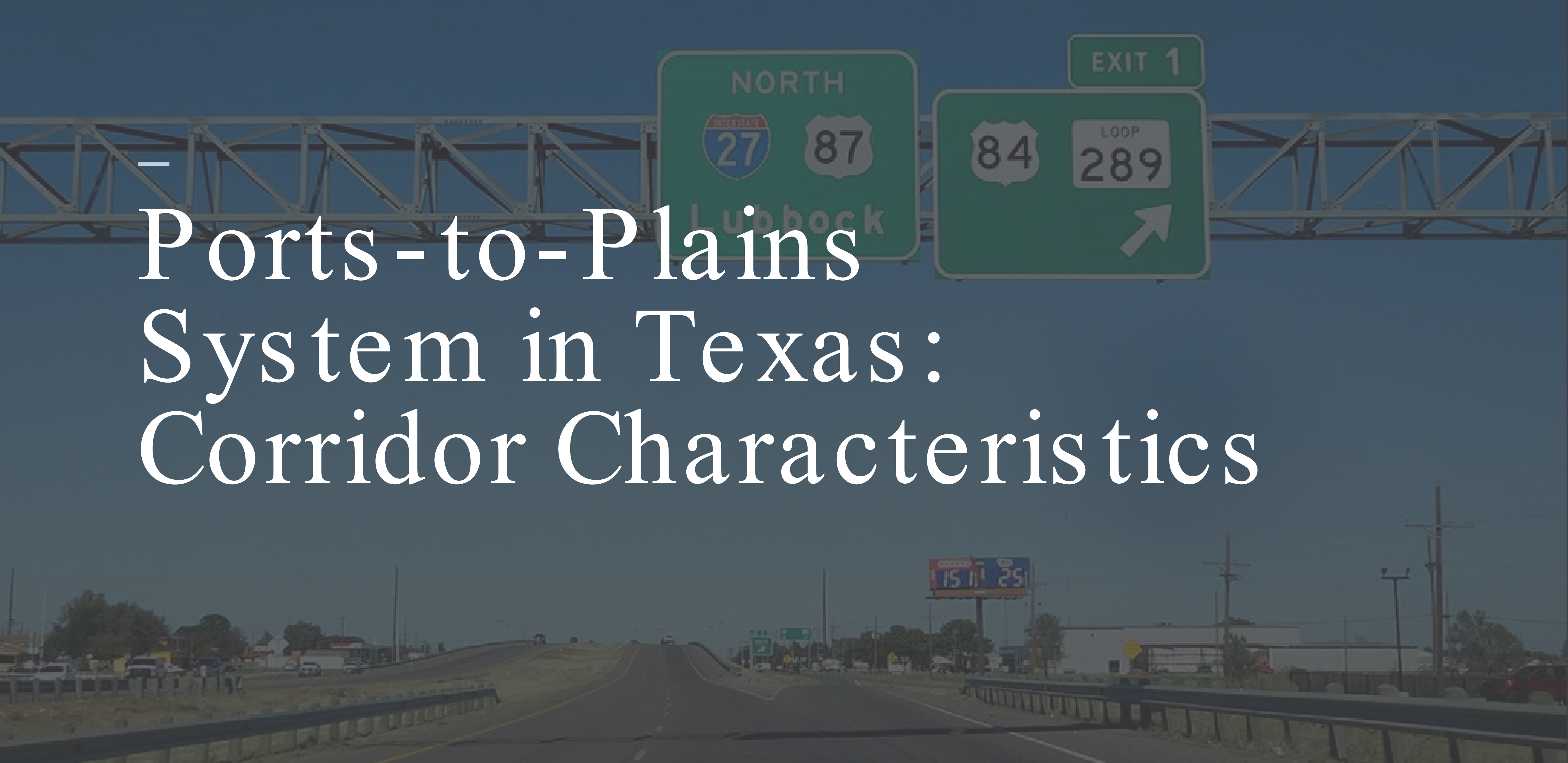


Enabling Legislation: Ports-to-Plains as an Interstate Highway



Ports-to-Plains Interstate Corridor Feasibility Study Process





– Ports-to-Plains System in Texas: Corridor Characteristics

Major Industries Along the Corridor



Agriculture

50% of U.S. Cotton is grown in the Ports-to-Plains Corridor



Energy

39% of U.S. Crude Oil Production was accounted for in the Permian Basin in 2020



International Trade

50% of the U.S. Mexico trade transits through Eagle Pass, Del Rio and Laredo

Defense Along the Corridor

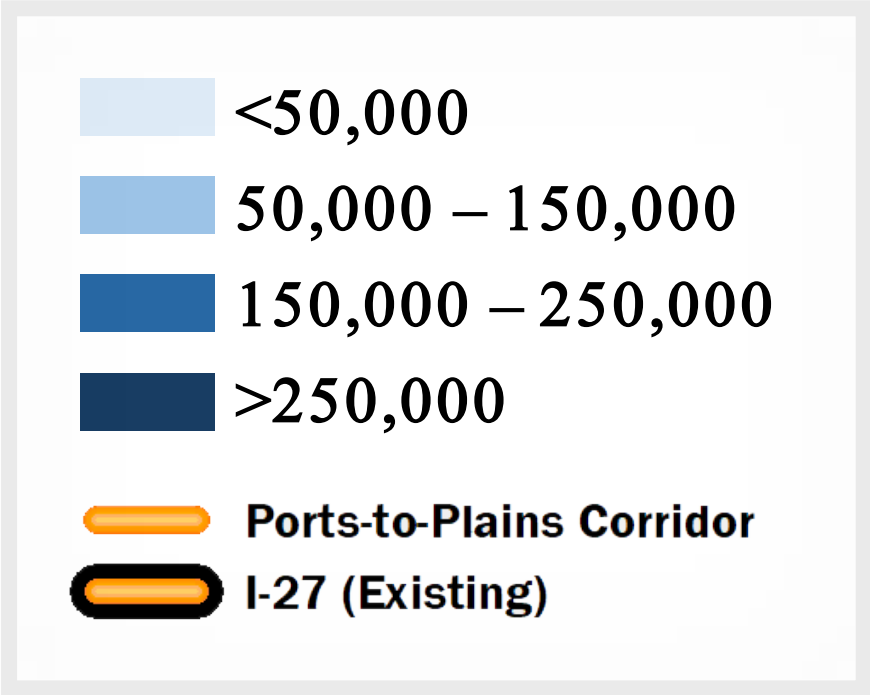
Four national defense and security assets:

- Laughlin (Del Rio) Air Force Base
- Goodfellow (San Angelo) Air Force Base
- Pantex (Northeast of Amarillo in Carson County)
- Bell Helicopter (Amarillo)

469 miles is on
the Strategic
Highway Network

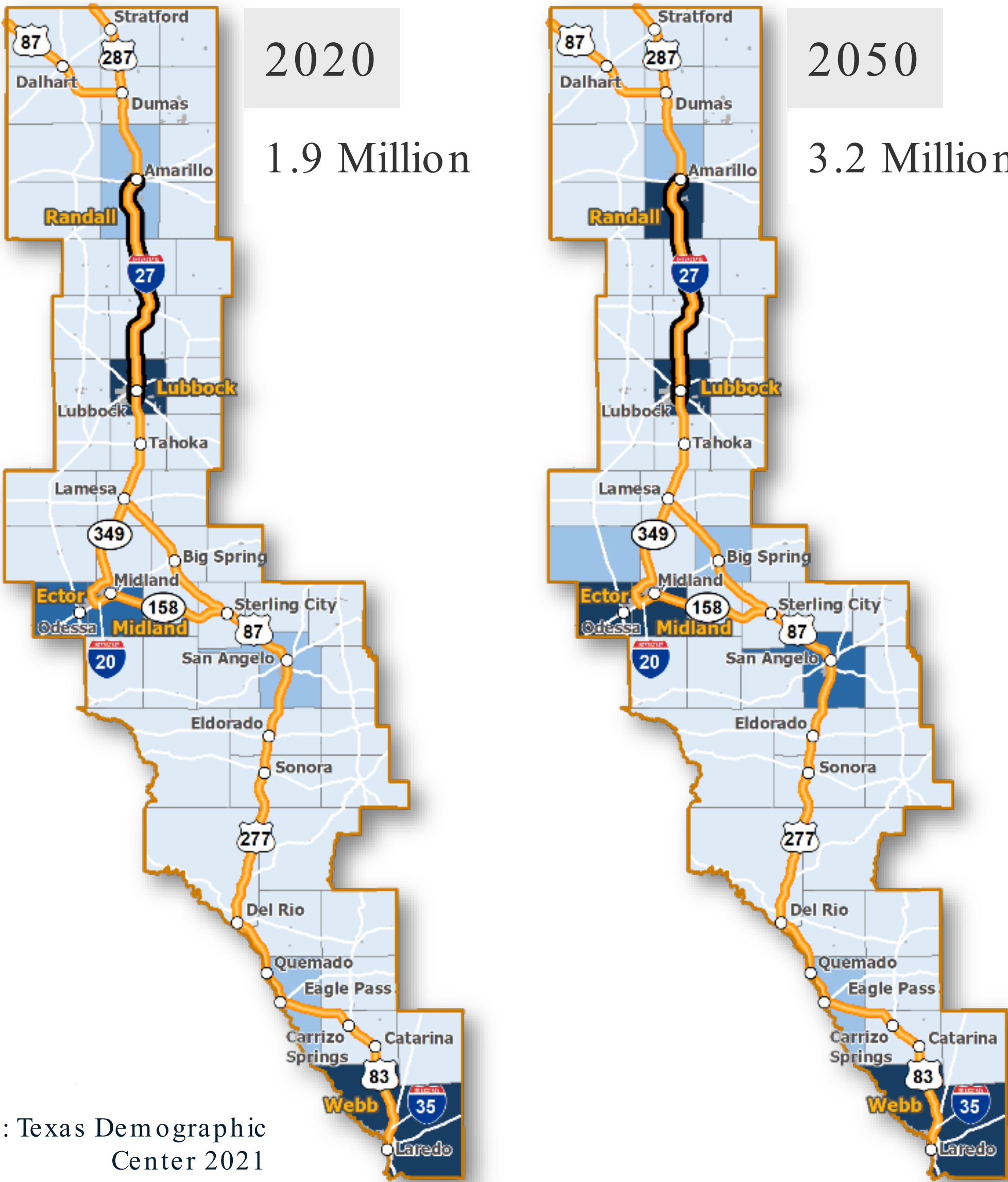


Total Population Along the Corridor

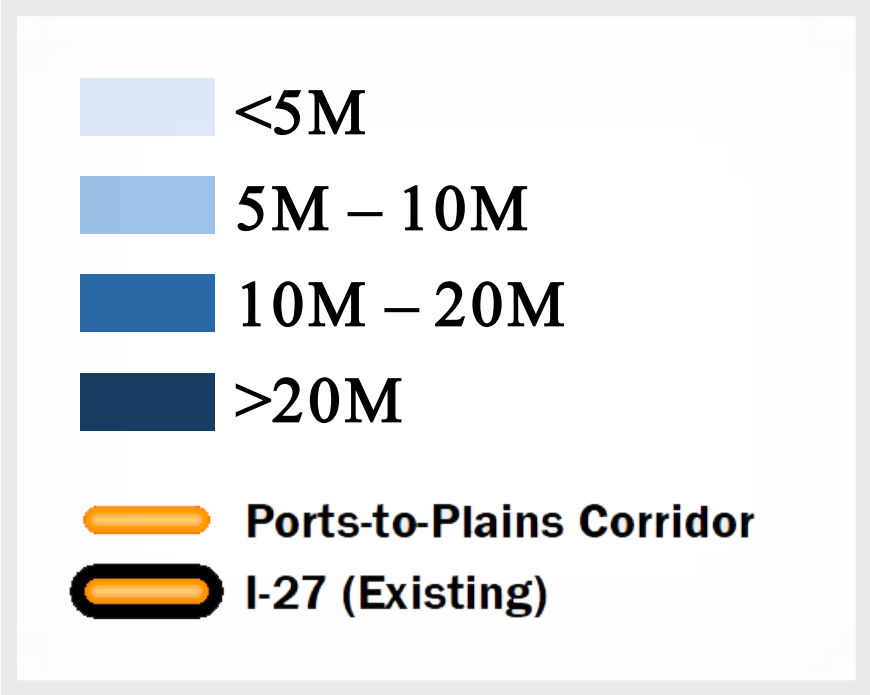


61% Growth

Source: Texas Demographic
Center 2021

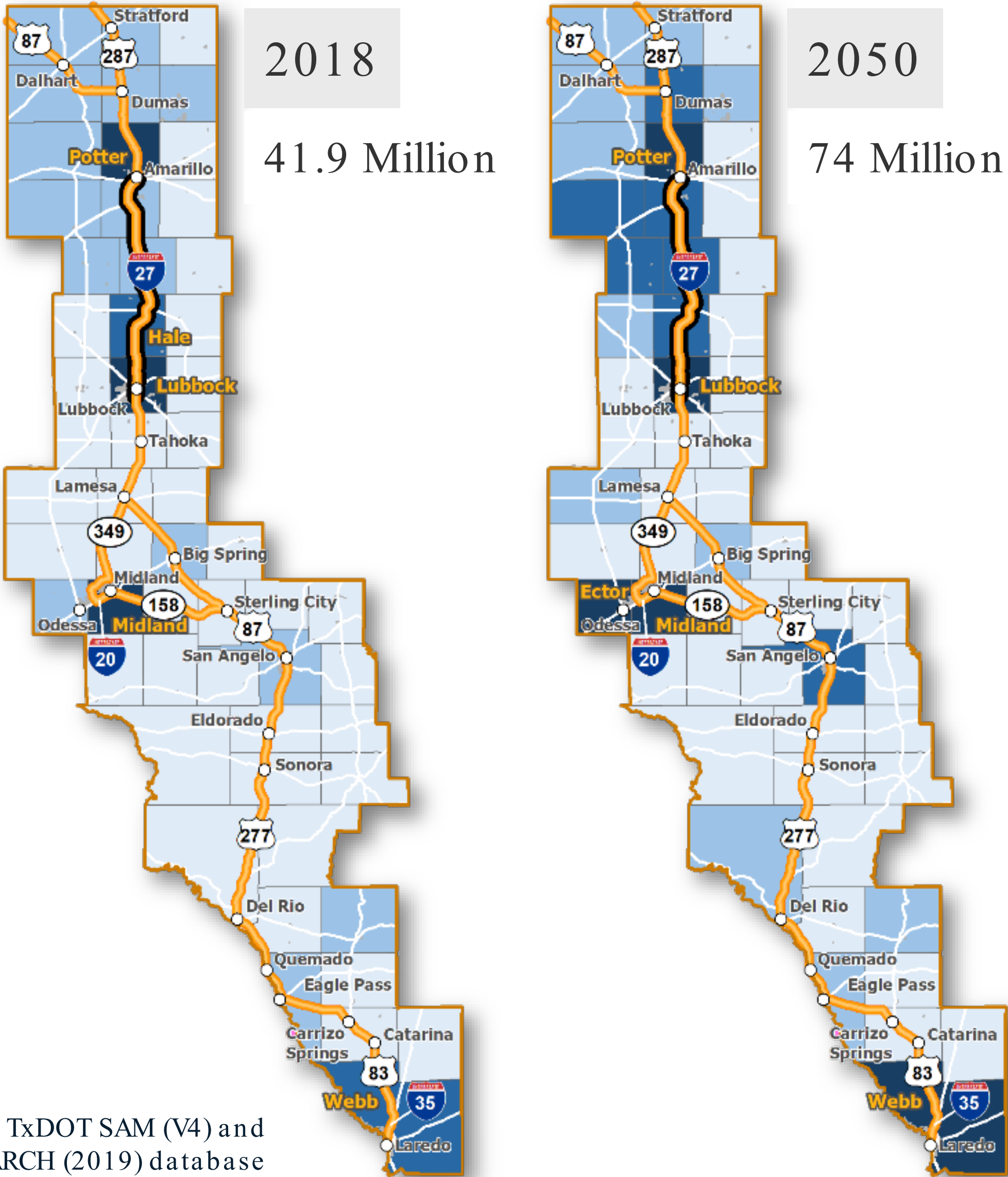


Total Freight Tonnage Along the Corridor

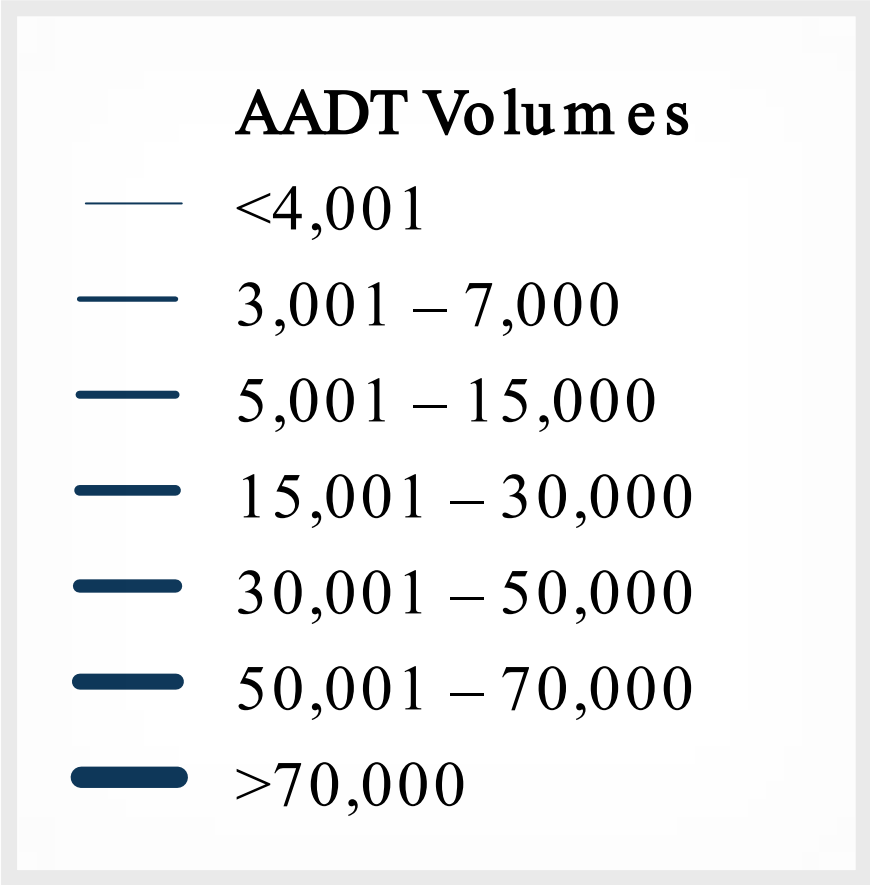


78% Growth

Source: TxDOT SAM (V4) and
TRANSEARCH (2019) database



Average Annual Daily Traffic Along the Corridor

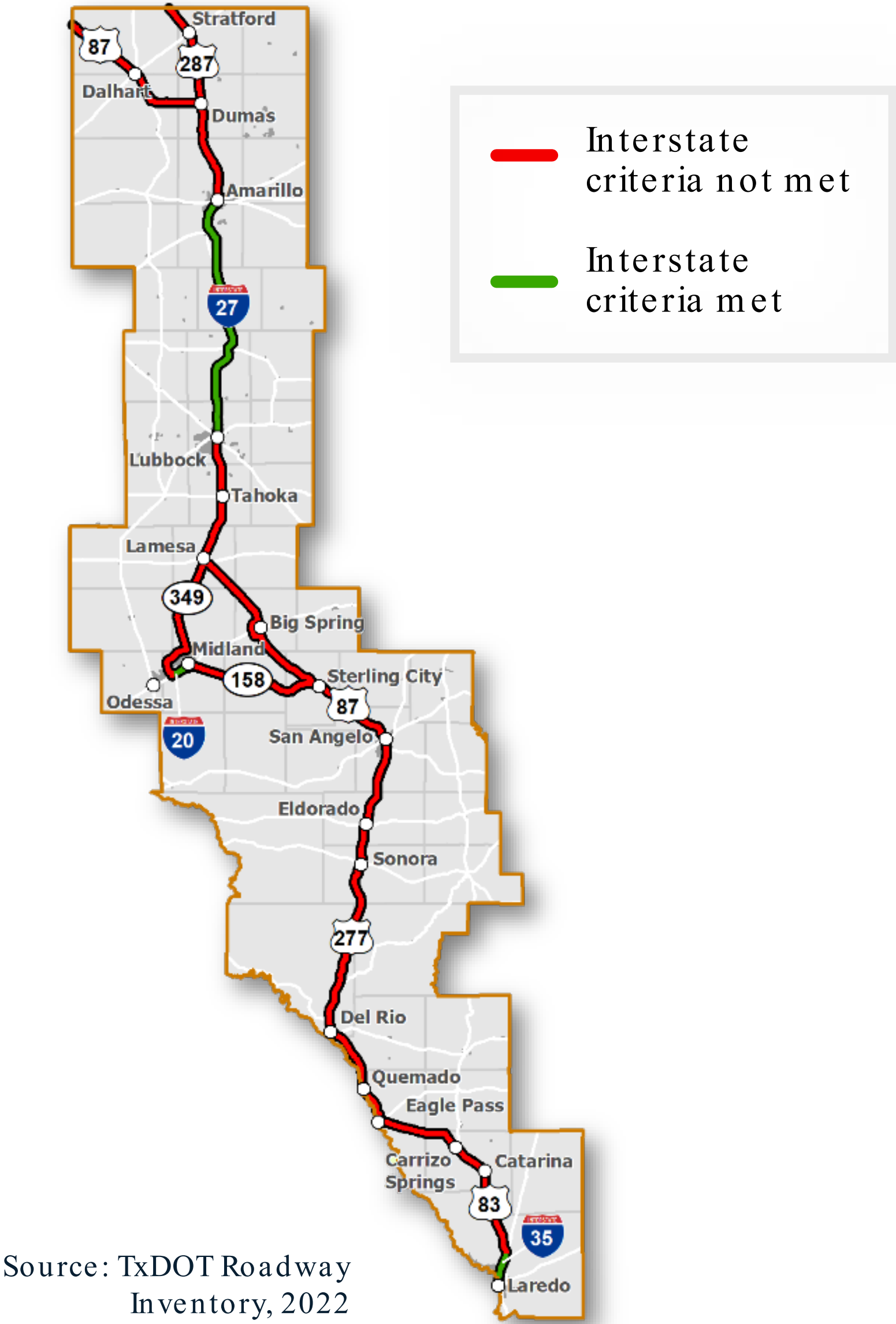
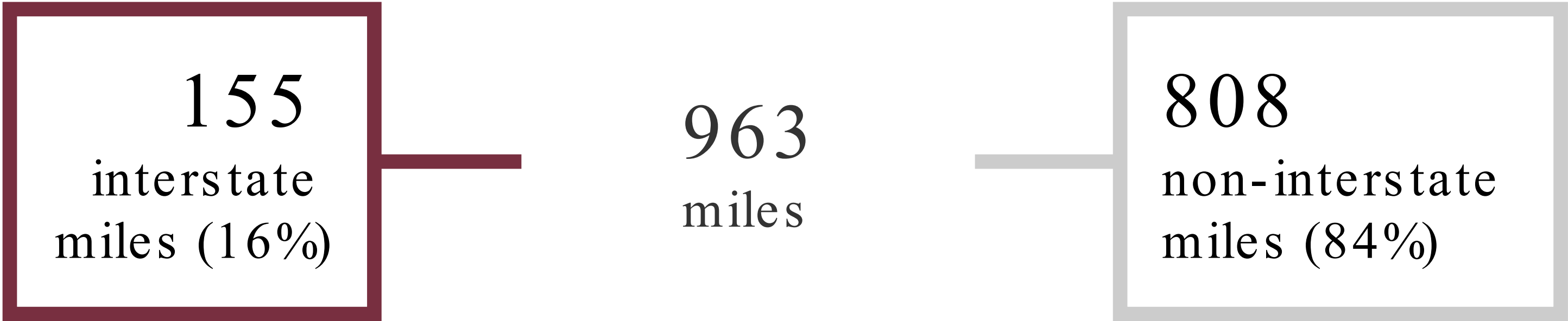


67% Growth

Source: TxDOT Roadway Inventory 2017,
TxDOT SAM and STARS2



Interstate Criteria Along the Ports-to-Plains Corridor



Advisory Committee and Segment Committees

- Advisory Committee
- Three Segment Committees
- Public meetings

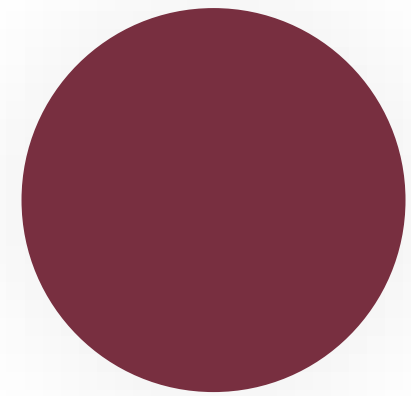
Who has been a part of a committee?



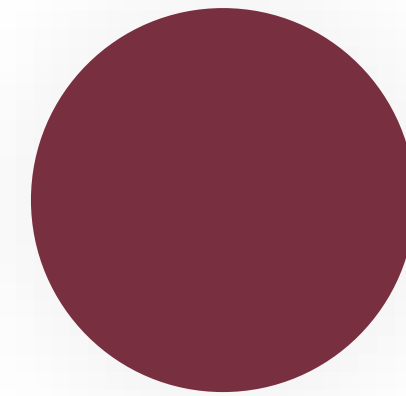


Benefits of an Interstate Upgrade

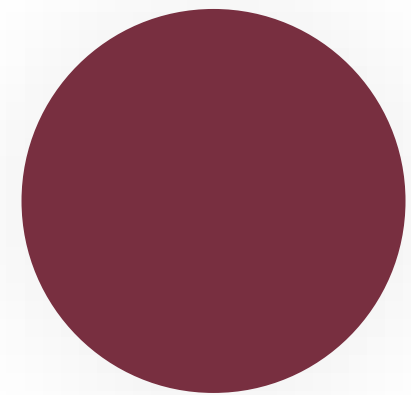
Benefits of an Interstate Highway



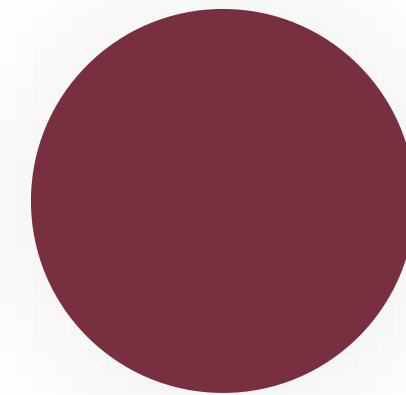
Improve Safety, Mobility, and Connectivity



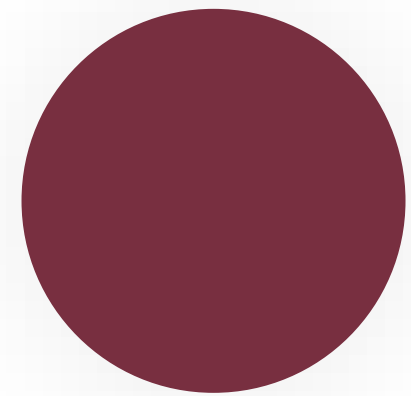
Improve Travel Time and Reduce Travel Time Costs



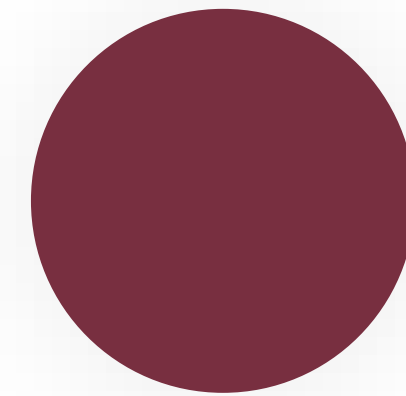
Improve Freight Movement and Facilitate the Flow of Goods and International Trade



Increase Access to Markets

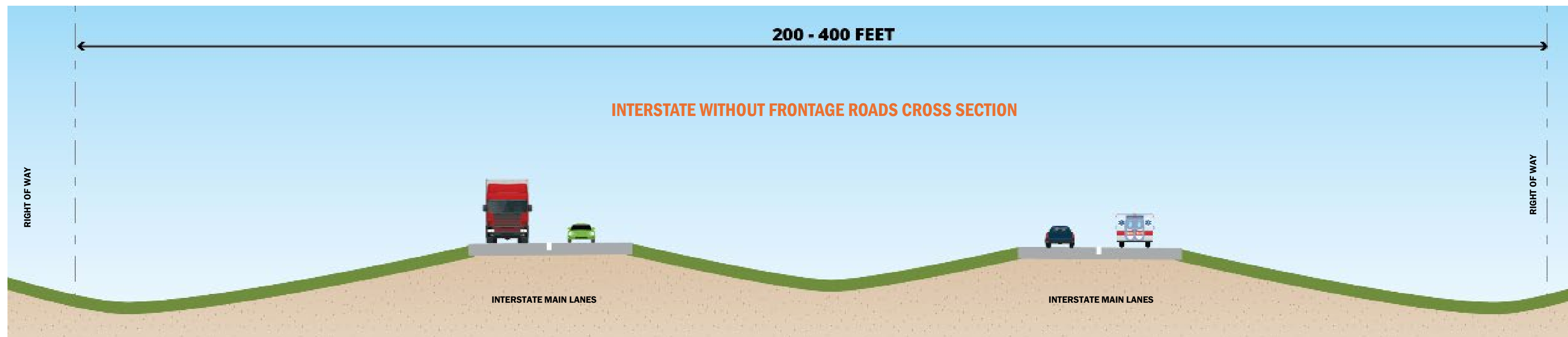
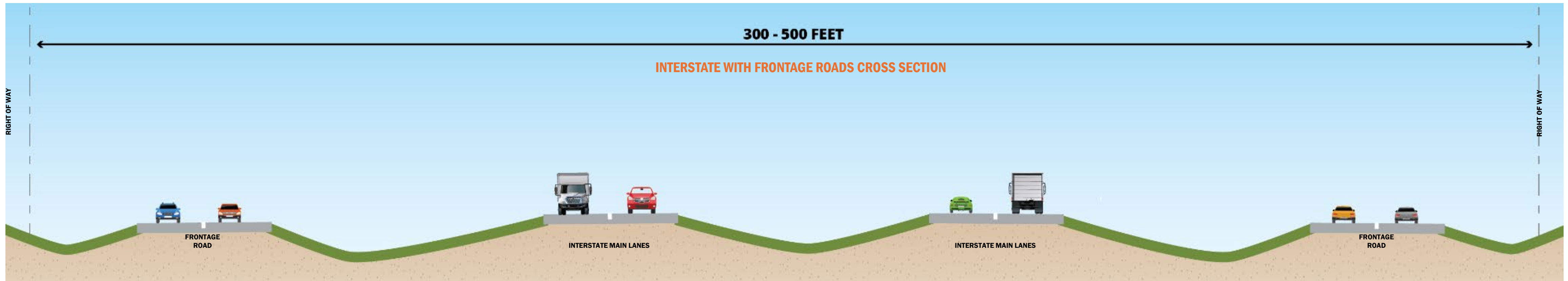


Alleviate Congestion and Improve Reliability

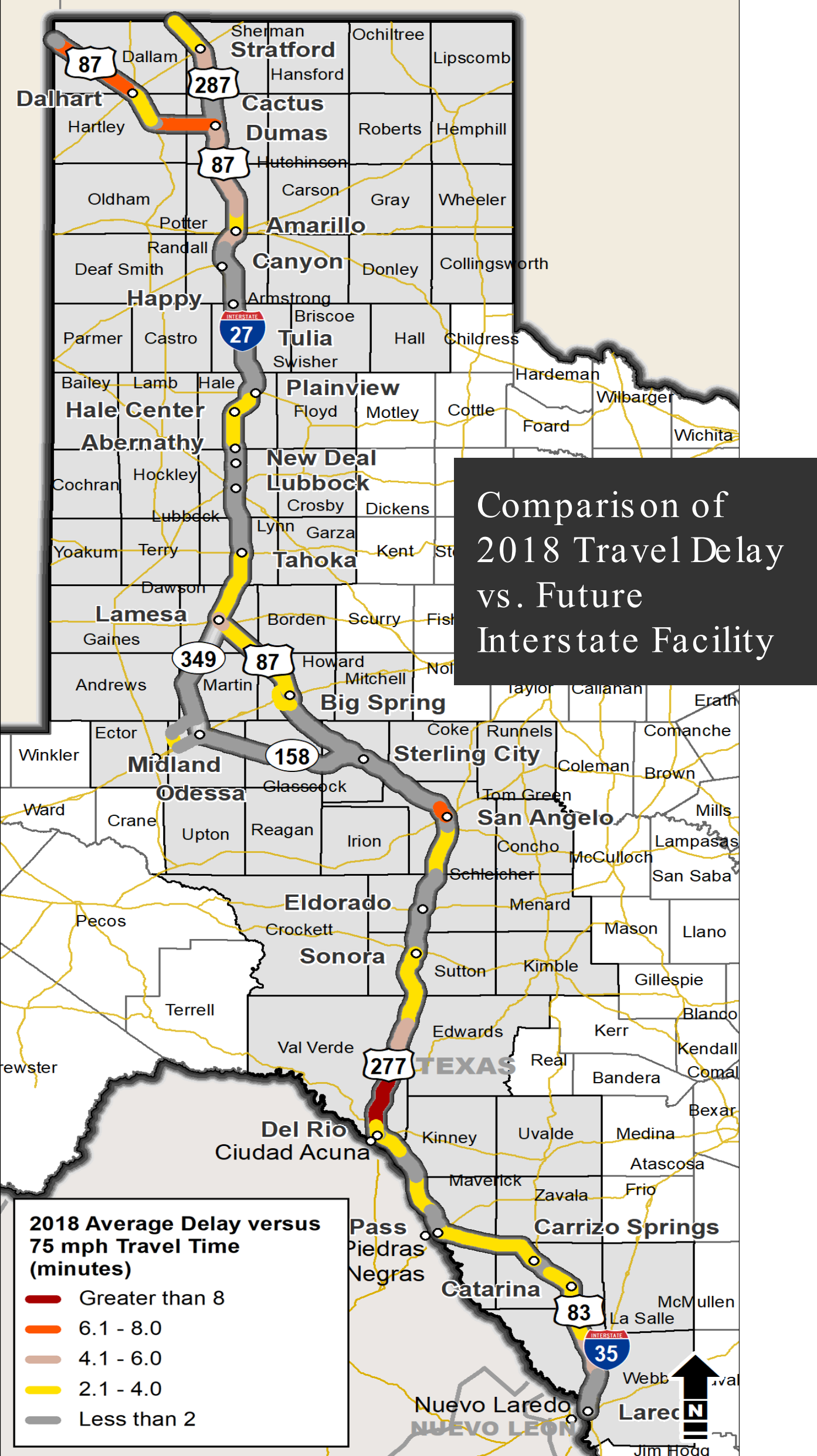


Create Economic Opportunities

Safety Design Standards of an Interstate Highway



- Full control of access
- Higher design speeds
- Grade separations needed
- Entrance and exit ramps



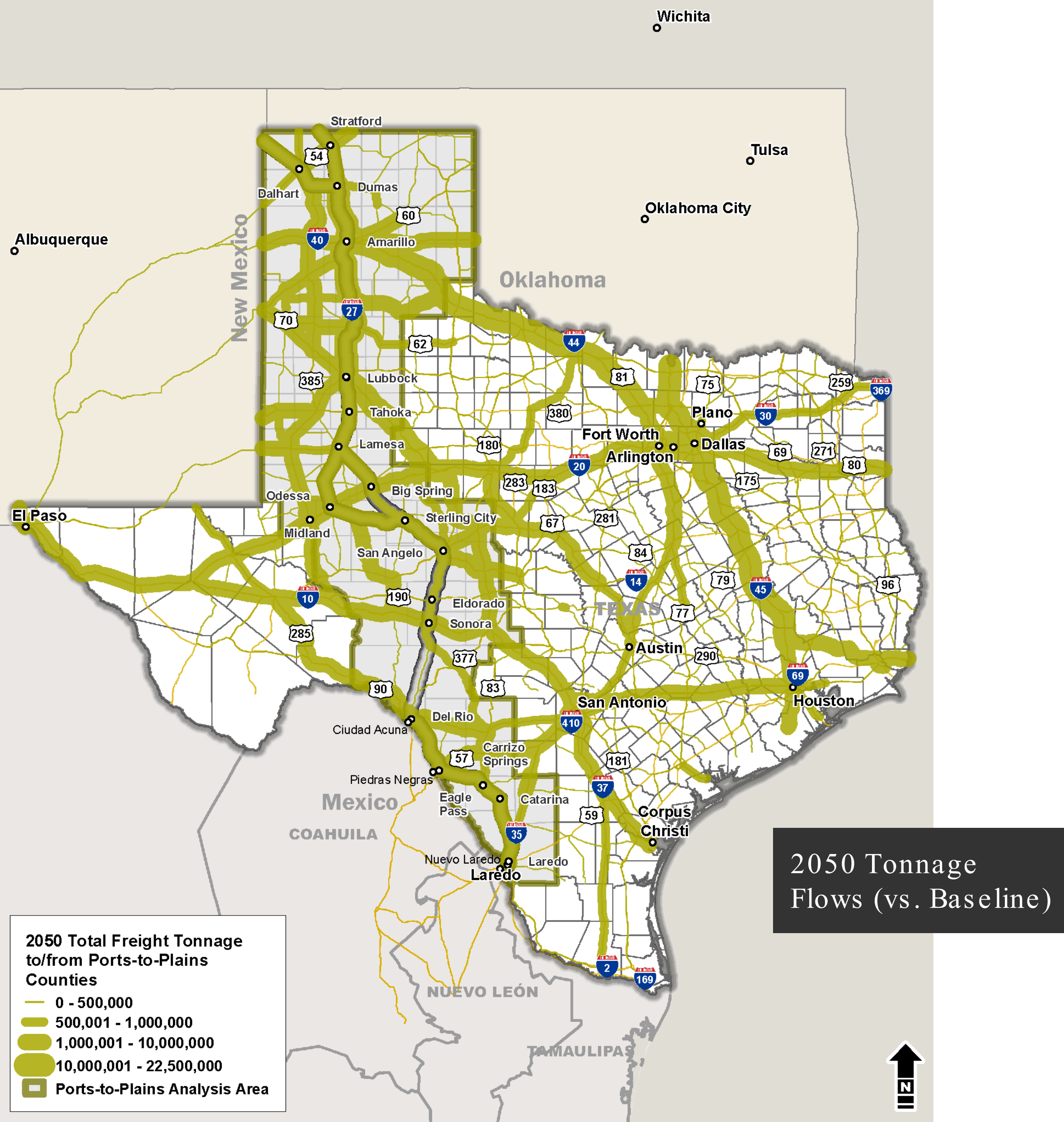
Interstate Benefits: Promotes Safety and Mobility

Expected to
Reduce
Crashes by

21%

Average
Travel Time
Savings of

1.5
Hours



Interstate Benefits: Improves Freight Movement

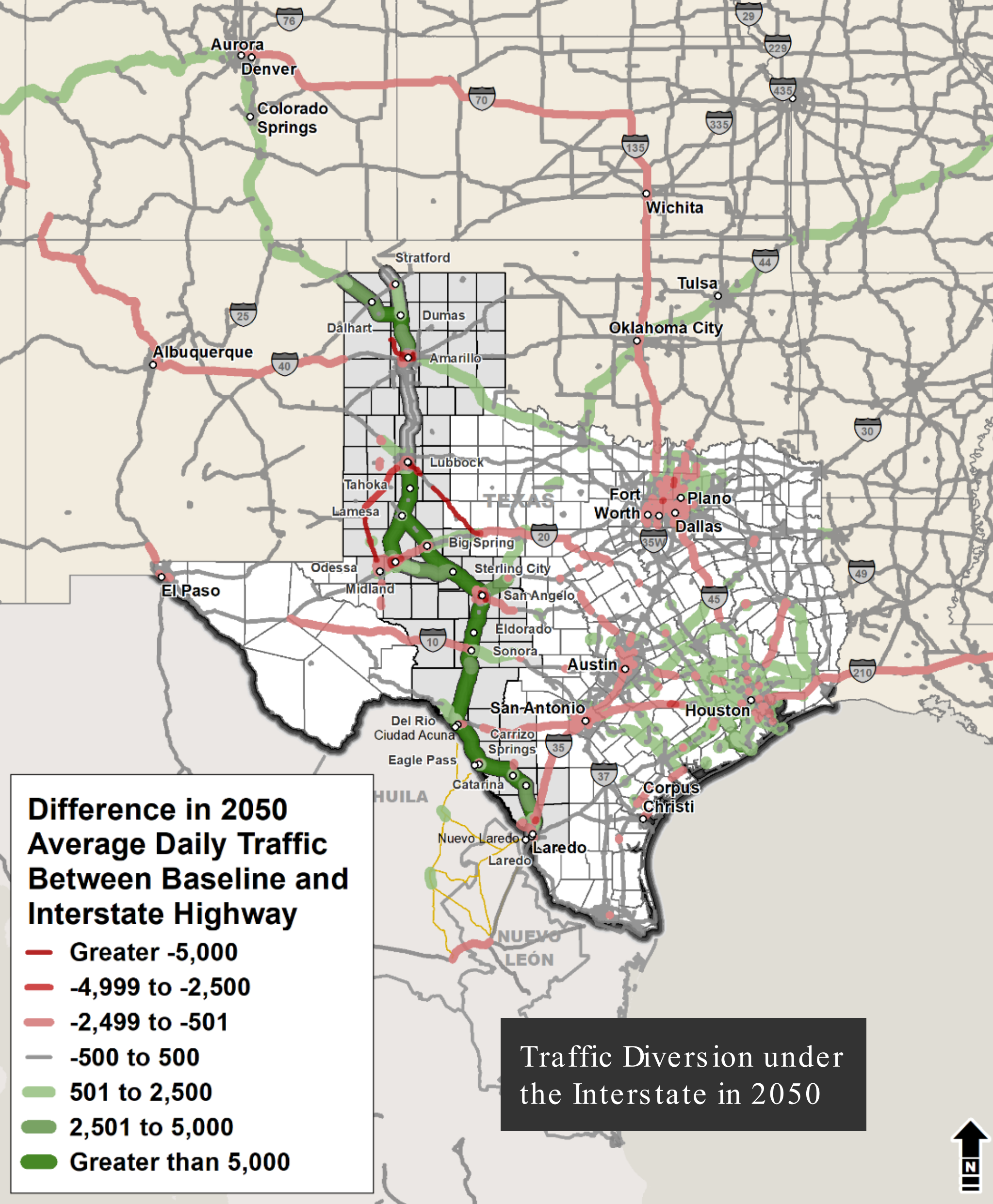
By 2050,
Projected to carry

4900

Trucks
per Day

Increase of

34%



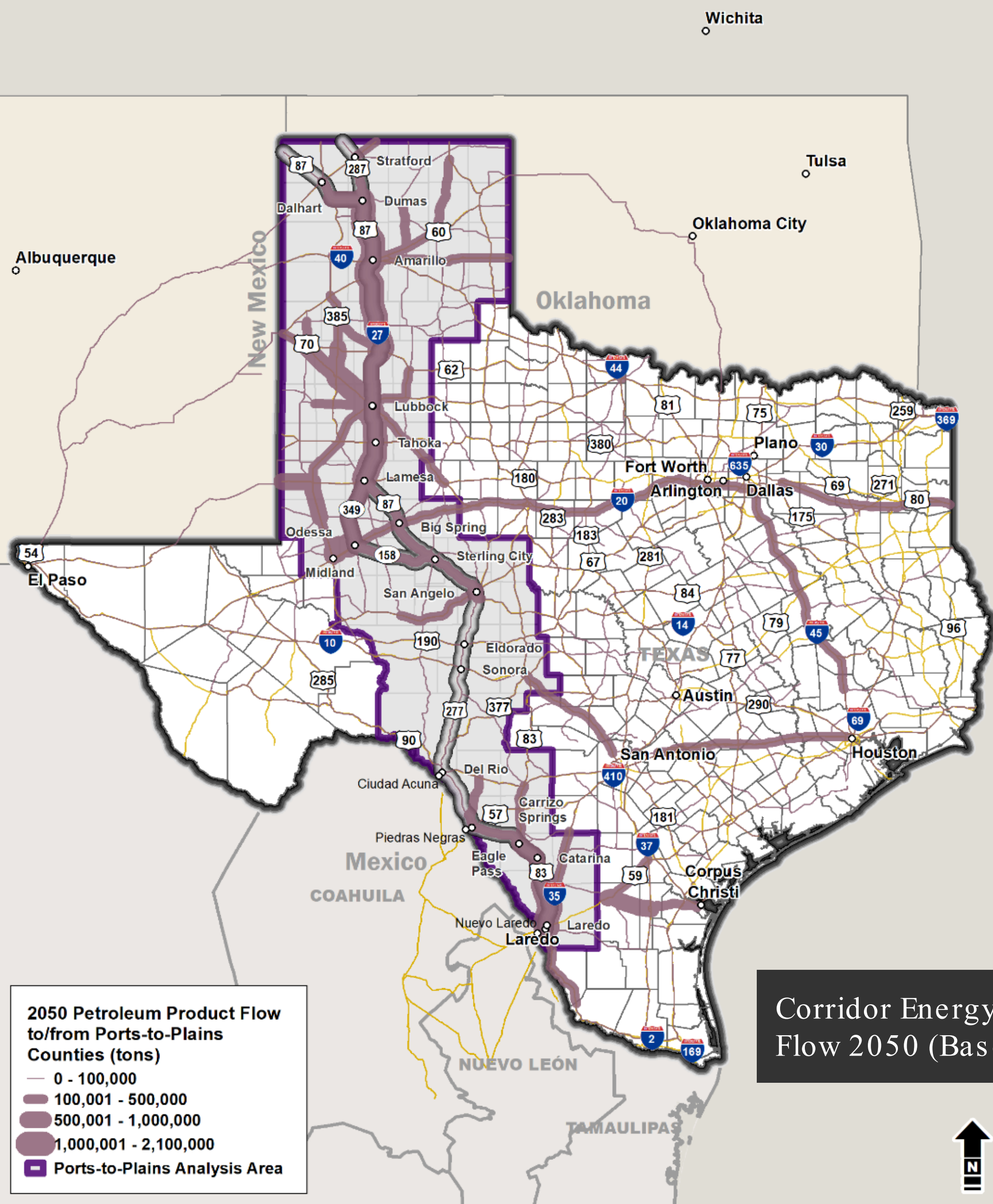
Interstate Benefits: Relieves Traffic Congestion

Traffic Congestion:

- Reduces congestion due to higher speeds
- Diverts traffic from parallel and intersecting roadways

Corridor Peak Travel Time Savings:

- Reduced by approximately 2 hours 25 minutes



Interstate Benefits: Improves the ability of the Energy Industry to Transport Products to Market

By 2050,
Projected to add

76M
Freight Tons
above non-interstate

Approximately

50%
Freight Tons
Energy-Related

What do you think the economic benefits of an interstate would be?

Economic Development Impacts and Return on Investment

\$4.1B

Annual Travel
Cost Savings

\$2.8B

Annual Increase
in GDP

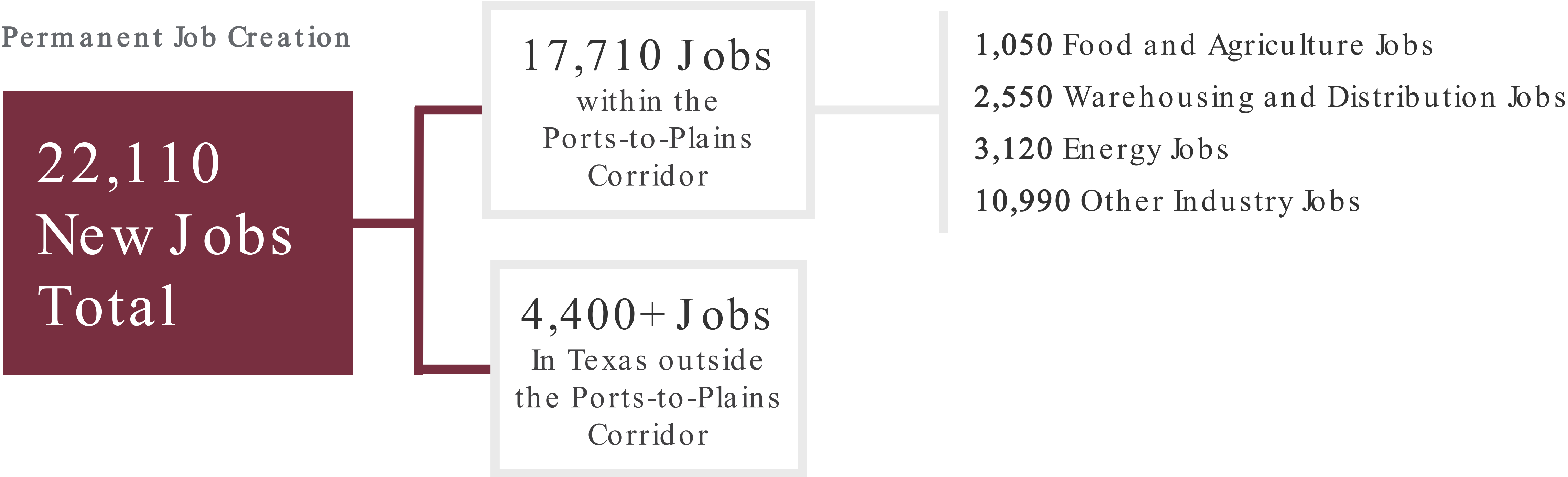
76%

Return on
Investment

2.4

Benefit-Cost
Ratio

Job Creation Impacts to the Ports-to-Plains



Corridor-wide Travel Cost Savings

\$526M

Personal Time
and Reliability Costs

\$1,729M

Business Time
and Reliability Costs

\$404M

Shipper/Logistics
Costs

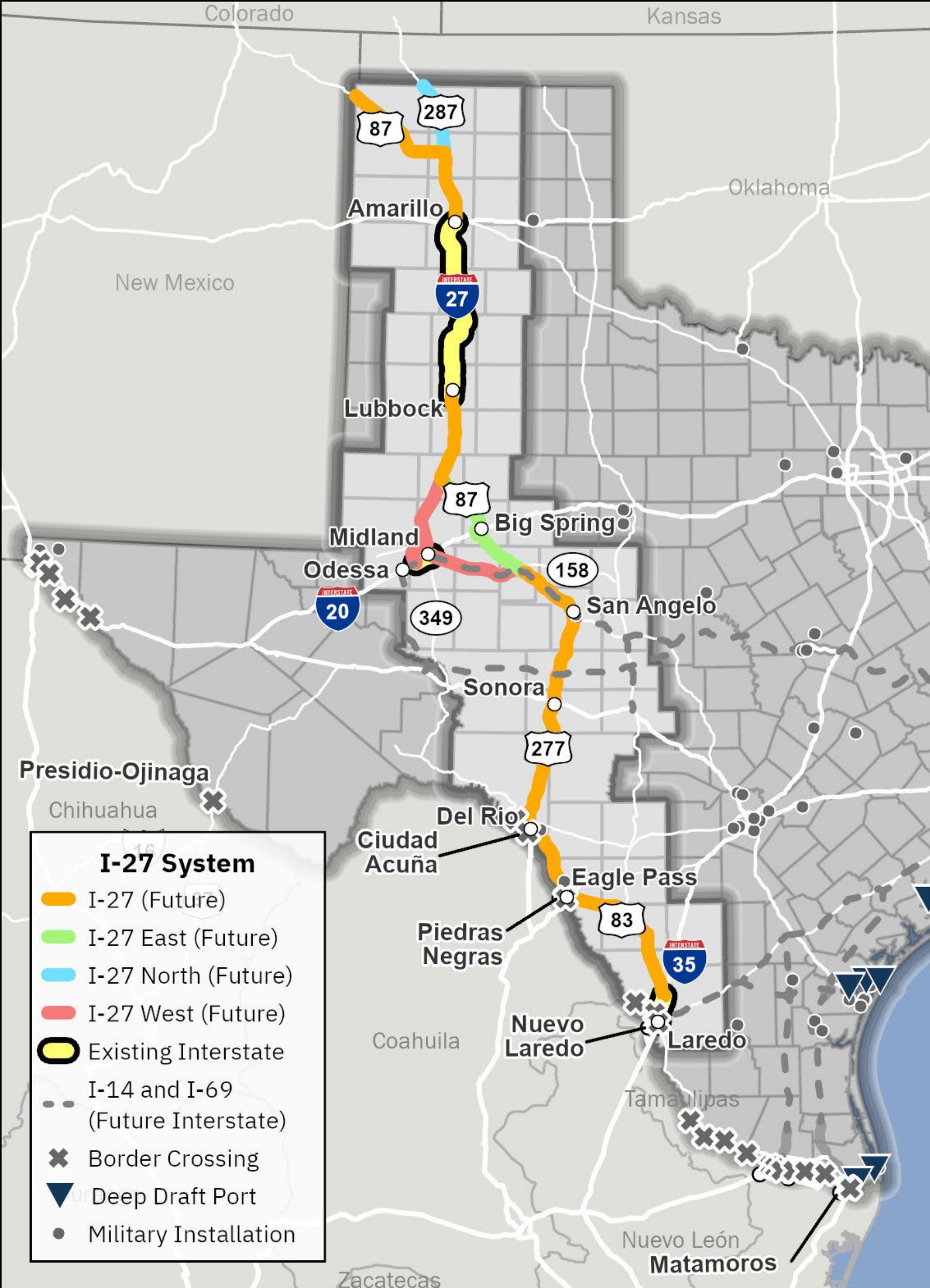
\$1,403M

Vehicle Operating
Cost Savings

●————— \$4.1 Billion in Travel Cost Savings —————●



I-27 System in Texas Implementation Plan



I-27 System in Texas Implementation Plan

Fiscal Year 2022 Omnibus Appropriations Bill

- Designated as a Future Interstate

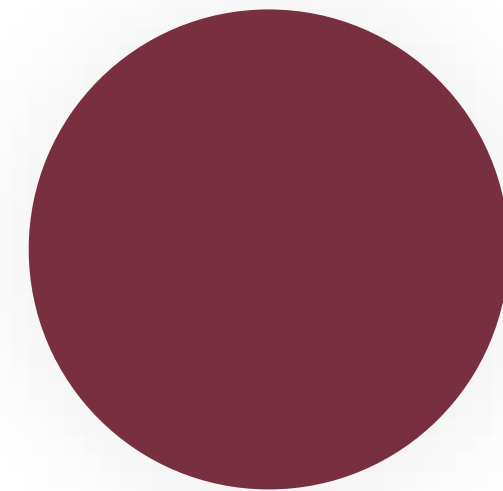
I-27 Numbering Act of 2023 (HR 3209)

- Designated the corridor as I-27 (w/east, north, and west designations)

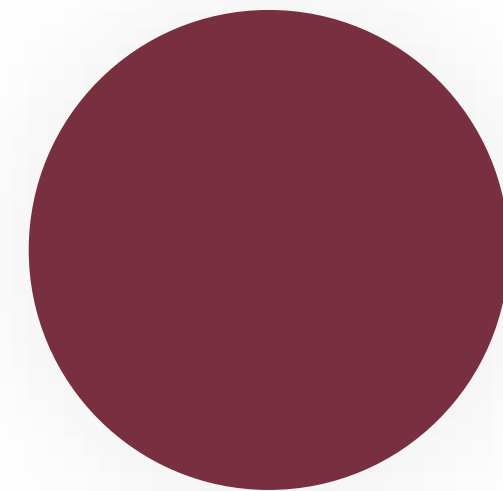


What is a TxDOT Interstate Implementation Strategy and Plan?

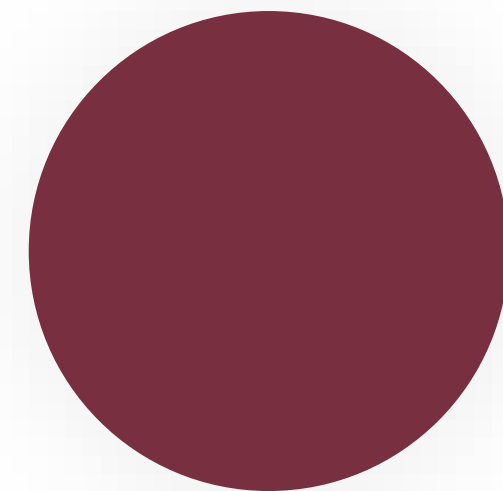
Comprehensive
Planning
Process to
Guide TxDOT



Prioritizes upgrading the roadways

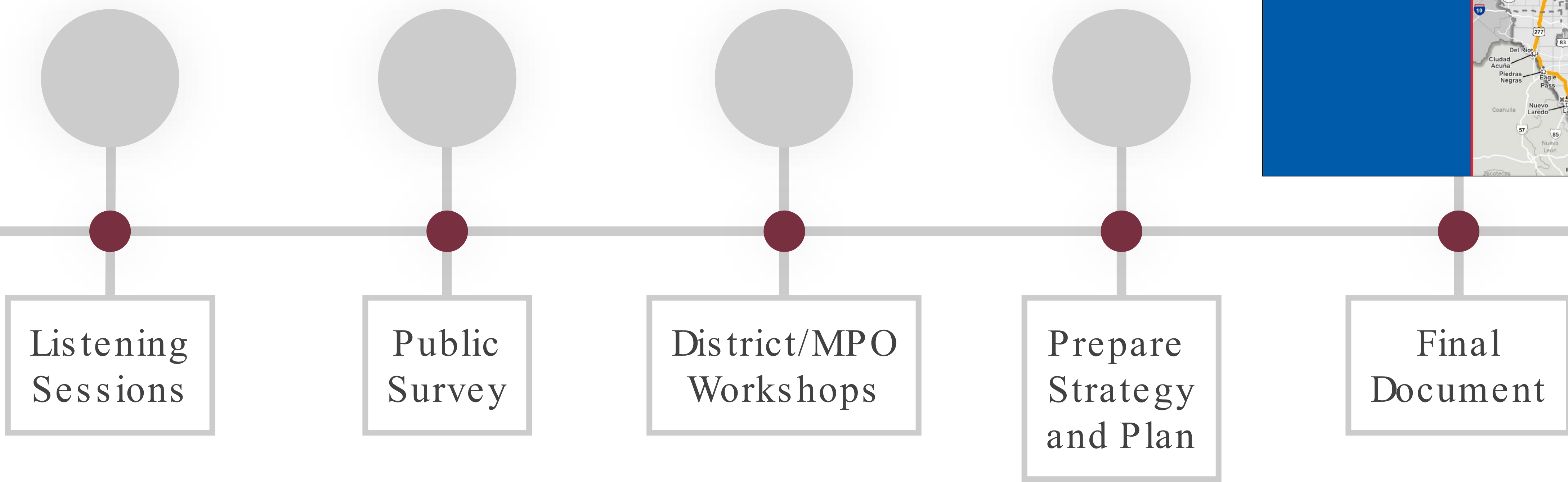


Estimates funding needed for construction



Identifies additional planning studies

Implementation Plan Process



I-27 Advisory Committee

Established 2021

Purpose

Provide TxDOT with **information on concerns and interests** along the Ports-to-Plains Corridor and **advise the department on transportation improvements** impacting the Ports-to-Plains Corridor.

Comprised of

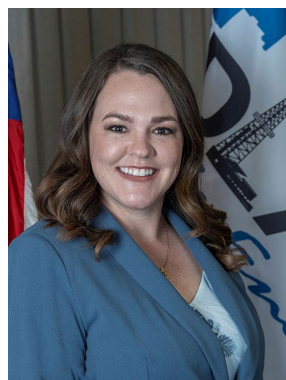
Mayors and County Judges along the corridor, 3 economic professionals, and 3 industry representatives



I-27 Advisory Committee Members



Committee Chair
Curtis Parrish
Lubbock County



Committee Vice-Chair
Mayor Lori Blong
City of Midland



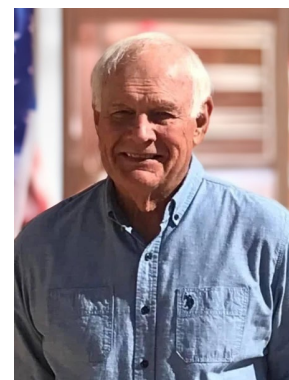
Mayor
Alvaro "Al" Arreola
City of Del Rio



Mayor
Cal Henrick
City of Odessa



Mayor
Mark McBrayer
City of Lubbock



Mayor
Robert Moore
City of Big Spring



Mayor
Cole Stanley
City of Amarillo



Mayor
Tom Thompson
City of San Angelo



Mayor
Dr. Victor D. Trevino
City of Laredo



Commissioner
Rick Bacon
Tom Green County



County Judge
Charlie Bradley
Schleicher County



County Judge
Dustin Fawcett
Ector County



County Judge
Randy Johnson
Howard County



County Judge
Terry Johnson
Midland County



County Judge
Alicia Law
Sherman County



County Judge
Lewis Owens
Val Verde County



County Judge
Rowdy Rhoades
Moore County



County Judge
Wes Ritchey
Dallam County



County Judge
Nancy Tanner
Potter County



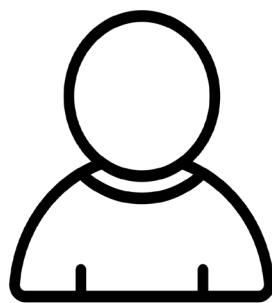
County Judge
Tano E. Tijerina
Webb County



President & CEO
John Osborne
Segment 1: Lubbock Economic
Development Alliance



Executive Director
Victoria Vara
Segment 2: Sonora Economic
Development Corporation



Economic
Development
Segment 3: Vacant



President & CEO
Tracee Bentley
Permian Strategic
Partnership



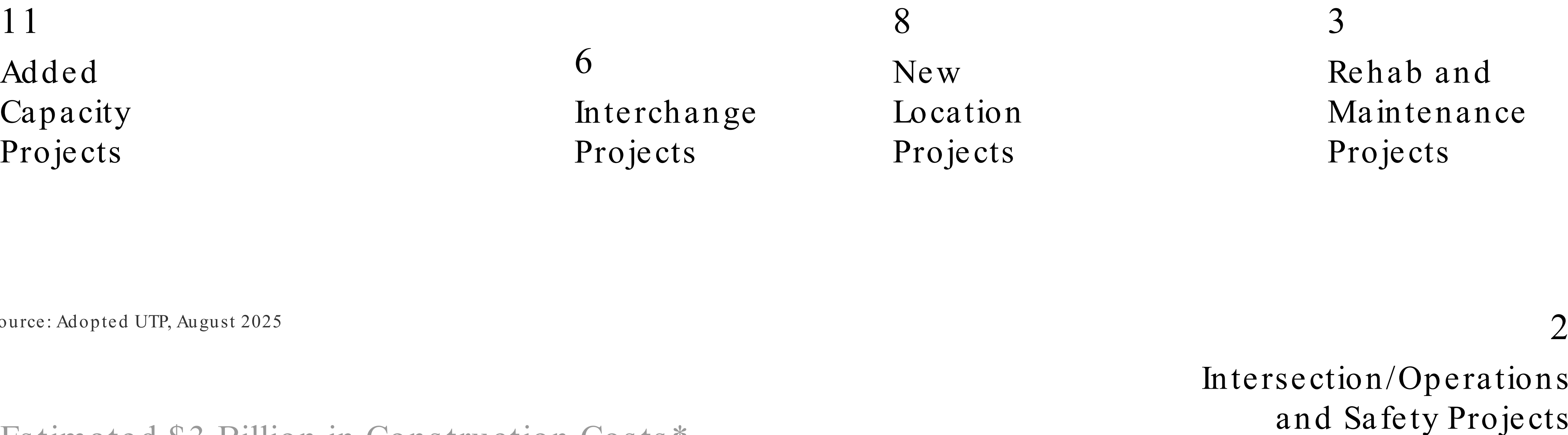
Executive Vice President
Gerry Schwebel
International Bank
of Commerce



Board Member,
County Commissioner
Dee Vaughan
Texas Corn Producers

I-27 Corridor Investments: All 2026 UTP Projects

●———— 30 Ongoing Projects (within UTP 10-year window) ————●



Source: Adopted UTP, August 2025

Estimated \$3 Billion in Construction Costs *

*Including Construction Funding (CAT 1- CAT 12)

I-27 Implementation Plan

Investments to Upgrade to Interstate Standards

Corridor View

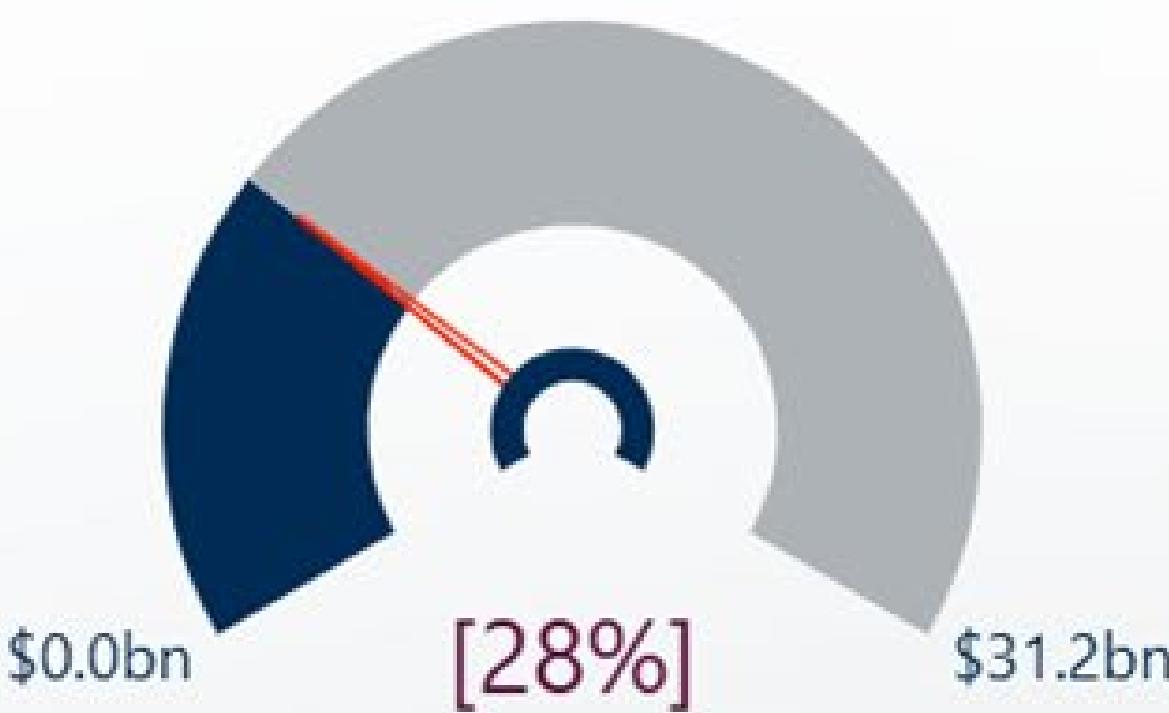
District View

Tabloid View

Project Viewer



I-27 Implementation Plan Status



% Funded of 2024 IMP Plan Estimated Cost

Status	Est. Construction Cost	Projects
Unfunded/Partially Funded	\$8,703,248,773	34
Fully Funded	\$113,698,316	3
Total	\$8,816,947,089	37

Investments to Update to Interstate Standards

\$31.2 Billion
Implementation Plan Estimated Cost - Circa 2024



Key Takeaways



Significant
Impact of Early
Stakeholder
Engagement

Maintaining
Momentum is
Crucial for the Success
of Future Project
Development

Benefit of
Analyzing the
Economic Impacts
of the Improvement

Questions and Discussion

Use the QR code to send
me an email if you want to
discuss feasibility studies.



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Southwest Regional Director, Transportation

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