PORTS TO PLAINS ALLIANCE

2021 POLICY PRIORITIES

The Ports-to-Plains Alliance is a non-profit, bipartisan grassroots alliance made up of regional communities and businesses whose mission is to advocate for robust international transportation infrastructure to promote economic security and prosperity throughout America's Heartland.

The 2,300-mile Ports-to-Plains Alliance Corridor runs from Mexico to Canada through nine rural states and serves several major international border crossings, including Laredo, Texas. The Corridor includes three congressionally designated High Priority Corridors on the National Highway System (NHS):

- Ports-to-Plains Trade Corridor #38
- Heartland Expressway #14
- Theodore Roosevelt Expressway #58

OUR GOAL

Our goal is to upgrade and modernize the Corridor to a four-lane, divided highway or Interstate Highway capable of safely and efficiently delivering the food, fiber and fuel that secure the quality of life of America's great cities.

THIS OUTLINE IS ORGANIZED AS FOLLOWS:

- ON PAGES 2 – 4: Recommendations for the 117th Congress
- ON PAGES 5 – 7: Benefits of upgrading the Corridor
- ON PAGES 8 - 9: Detailed map of the Corridor and a list of the congressional representation
- ON PAGES 10-13: Additional information related to our policy recommendations and priorities
  - Appendix A: A copy of the designation language.

- Appendix B: Executive Summary of the Ports-to-Plains Corridor Interstate Feasibility Study in coordination with the Texas Department of Transportation (TxDOT).
- Appendix C: Letters of support for the designation from Texas, New Mexico, Colorado, and Oklahoma.
- Appendix D: A multi-state listing of community resolutions supporting the designation.

2021 ALLIANCE PRIORITIES

As Congress considers surface transportation reauthorization, infrastructure legislation, and transportation appropriations in the 117th Congress, we recommend the following priorities:

1. FUTURE INTERSTATE HIGHWAY DESIGNATION (I-27)

   a. The Alliance recommends designating the Ports-to-Plains Corridor in Texas, New Mexico, Oklahoma, and Colorado and a portion of the Heartland Expressway in Colorado (between I-70 at Limon, CO and I-76 at Brush, CO) as a future addition to the Interstate Highway System.

   b. A designation establishes a long-term planning vision for the Corridor, leaving the timeline and federal and state funding to be attained at another time. The benefit of the designation will be for the nine-state region as well as the entire nation, along with continued development of the entire north-south Corridor.

2. CONGRESSIONALLY DIRECTED INVESTMENT

   a. The Alliance understands that members of Congress may be given an opportunity to submit requests for specific highway and transit projects that are consistent with state and local infrastructure plans. We also understand that Congress is considering a transparent process to identify projects that build a safer transportation network, increase access for underrepresented communities and populations, and strengthen our nation's multi-modal transportation systems.

   b. The Alliance strongly supports the congressionally directed investment which we believe is transparent, fair, and recognizes the needs of the nation's rural transportation systems. We look forward to working with our members of Congress to identify worthy projects along the Corridor.

3. GENERAL POLICY PRIORITIES

a. We are focused on advocating for the modernization of transportation within multi-state rural corridors—like the Ports-to-Plains Alliance Corridor—from unsafe and inefficient two-lane roadways to safe and efficient four-lane divided highways.

b. Given the economic downturn caused by COVID-19, it is imperative Congress reauthorize the surface transportation programs on time without any lapses or extensions. The Fixing America's Surface Transportation (FAST) Act expires on September 30, 2021.

c. The Alliance supports a multi-year reauthorization bill with a substantial increase in investment in the national transportation network. The solution needs to be a long-term, sustainable fix for the Highway Trust Fund with continued project delivery reforms to reduce the times for approvals and permitting. And we see the need to address disparities in rural transportation infrastructure to significantly improve safety and economic competitiveness in all parts of the country.

d. The Alliance recommends Congress:

   i. Increase and prioritize investment in the National Highway System (NHS)

      The NHS are the highways of highest Federal interest. Modernizing the NHS, which includes the Interstate System, should be the focus of Federal investment, policies, and decision making. Within the NHS, modernizing rural multi-state corridors to safe, four-lane divided highways—including Interstate Highways where appropriate—should be a priority. Accomplishing these objectives will require a substantial increase in Federal investment directed to the states for modernizing the infrastructure.

   ii. Emphasize Connectivity

      Connectivity to other rural communities and the nation's cities, as well as national and international economies provides economic improvements to rural communities, resulting in increases in population, employment, and income; improved job matches for businesses and employees; and improved broadband opportunities for rural communities.

iii. Restore Federal Leadership

Modernizing multi-state corridors requires the coordinated and sustained efforts of each state involved. The benefits to not only the national transportation system, but to the nation as a whole, far outweigh the benefits to a singular state or area. For that reason, federal leadership in promoting and modernizing multi-state corridors is essential and should be reflected in the reauthorization legislation and USDOT policies and decision making.

In developing transportation policies and priorities, Congress must also recognize that what works in urban America does not always work in rural America, and vice versa. Federal policies and decision making should account for this and refrain from adopting one-size-fits-all policies.

PUBLIC-PRIVATE PARTNERSHIPS

Public private partnerships (PPP) and other types of investment that rely on a dedicated revenue stream from the project may be good options for projects in urban America, but they are not viable options for most transportation projects in rural America. Federal policies and decision making should not put rural America at a disadvantage by explicitly or implicitly requiring or leveraging use of PPPs or similar financing options in order to qualify for assistance. Rural projects, especially development of rural multi-state corridors, require other forms of support, which primarily include grants. Federal policies must recognize these differences.

OVEREMPHASIS ON TRAFFIC COUNTS AND FREIGHT VOLUME

An overemphasis on traffic counts and freight volume in federal decision making and policies disadvantages rural America, especially multi-state rural corridors which often have much lower traffic counts and freight volumes. Yet, providing connectivity to rural towns and communities, giving our urban and suburban areas access to food, fuel and fiber resources, connecting rural America to the national and international economies, and reducing fatalities and injuries on rural highways are important policy objectives that should be recognized in Federal decision-making and policies.

"FIX-IT-FIRST" INVESTMENTS

Prioritizing "fix-it-first" investments could make it difficult or impossible to add capacity to our transportation network. While maintaining existing infrastructure is important, it is equally important to provide additional capacity where necessary. Upgrading antiquated two-lane rural highways on the NHS to modern four-lane divided highways or Interstate Highways is important for a variety of reasons, including reducing the high traffic fatality rates in rural America.

EXPANDING LOCAL CONTROL OVER TRANSPORTATION DECISION MAKING

While expanding local control may be desirable for some federal transportation investments, both in urban and rural areas, it should not extend to investments on the NHS, which, as the backbone of our national transportation network, is of the highest federal interest. Building and maintaining a national network requires strong federal leadership in partnership with the states, who own and maintain most of the highways on the NHS. Expanding local control over these investment decisions will lead to balkanization of the national network. Local decision makers will be inclined to address local projects and priorities rather than projects that may have lesser local benefits but are critical to maintaining and improving a national and regional network.

THE BENEFITS

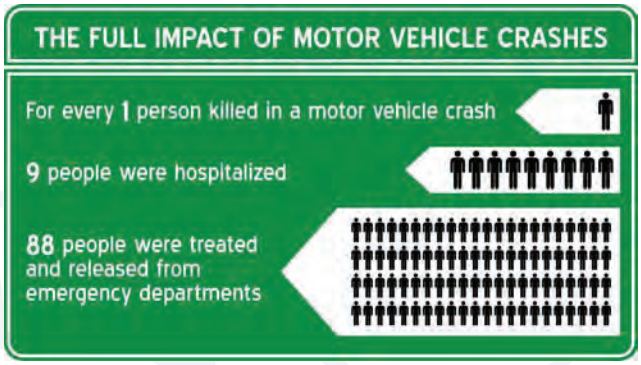
Upgrading the Corridor to a four-lane, divided highway, or an Interstate Highway, will produce substantial benefits locally, regionally, and nationally.

SAFETY

Travel on modern, four-lane divided highways, including Interstate Highways, is significantly safer than travel on all other roadways. The antiquated two-lane roadways on the Corridor were not designed to safely carry the number or size of the trucks it is currently experiencing, especially given the mix of personal, tourist, and truck traffic. Not only will safety be greatly improved by upgrading the Corridor, but fatalities and injuries will be reduced as well.

- For example, the recent Ports-to-Plains Corridor Interstate Feasibility Study completed indicated an interstate upgrade along the Corridor in Texas alone would result in a 21% reduction in the annual crash rate.

> *According to USDOT, while only 19% of the U.S. population lives in rural areas, 46% of all roadway fatalities and 39% of all highway-rail grade crossing fatalities occur on rural roads, and the fatality rate on rural roads is 2.1 times higher than on urban roads.*



ECONOMIC DEVELOPMENT

While the Alliance recognizes the benefit of investment in any transportation infrastructure to job creation and economic stimulus, the Corridor, with the recent approval of USMCA, provides a significant opportunity in terms of trade. The Corridor connects to domestic and international markets across North America and serves

three of the top eight border crossings on the Texas-Mexico Border: Laredo, Eagle Pass and Del Rio. The Texas-Mexico Border Transportation Master Plan evaluated the future economic growth for the region served by these three border crossings on the Corridor. Results from the study concluded that from 2017 to 2050 growth will include:

1. GDP driven by the movement of goods on the highway network using trucks is expected to grow $287 billion (288%) in the Region served by the Corridor.
2. The movement of goods and highway network using trucks will increase U.S. jobs by 1.7 million (306%).

The Ports-to-Plains Corridor Interstate Feasibility Study in Texas returned some astounding economic benefits when comparing the baseline to an interstate upgrade. During the first 20 years of operation of the Corridor as an interstate highway, the Texas GDP would increase by $55.6 billion and would create 22,110 new jobs in Texas. Those operating benefits are in addition to the immediate creation of 178,000 construction jobs creating an immediate economic benefit. (Include the graphics here)

EQUITY

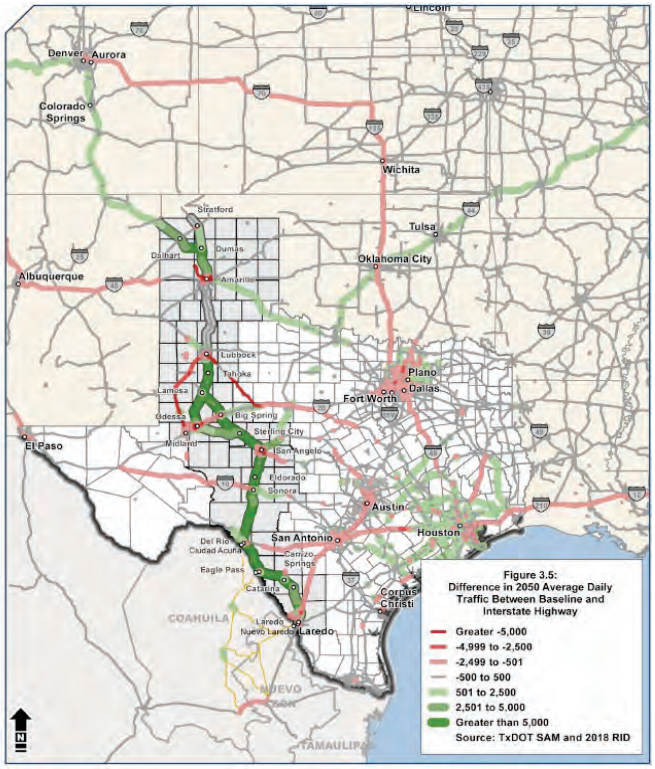
Upgrading the Corridor will also increase access for underrepresented communities and population, giving people and businesses located in the small communities and rural areas along the Corridor greater north-south access. Because parallel north-south corridors are often more than one hundred miles east or west of the proposed Ports-to-Plains Corridor, users often have to contend with lengthy detours when a bridge is not accessible due to restrictions or it being taken out of service. This affects the region's competitiveness and quality of life.

Moreover, upgrading the Corridor will also give minority populations greater access to economic opportunities. For example, in Texas, minorities make up 62% of the population of the counties through which the Corridor would travel. Better transportation in these rural communities results in high-quality job creation, greater business opportunities, and a better quality of life.

CONGESTION RELIEF

Recent studies in Texas and Colorado highlight the opportunity the Corridor provides in diverting freight traffic from congested infrastructure like Interstate 35 in Texas and Interstate 25 in Colorado.

In 2020, the Colorado Department of Transportation published the Truck Freight Diversion Feasibility Study that indicated that expansion to the Heartland Expressway in Colorado would divert up to 10% of the multi-unit trucks currently adding to congestion on Interstate 25 to the Corridor. This translates to over 1,100 trucks diverted daily. The Diversion Study indicated that in terms of travel time savings, the diversion to the Corridor results in 17,454 fewer daily vehicle miles traveled for multi-unit trucks on Interstate 25. This means 6.4 million hours in travel time savings annually for multi-unit trucks. This results in an annual reduction on the non-attainment area along Interstate 25 of 4.1 metric tons of total hydrocarbons (HC), 12.7 metric tons of carbon monoxide (CO), 38 metric tons of nitrogen oxides (NO_X), and 1.35 metric tons of fine particulate matter ($PM_{2.5}$).



In Texas, the Ports-to-Plains Corridor Interstate Feasibility Study was completed in October 2020. This study evaluated an interstate upgrade to a baseline described as the current corridor as well as the next ten years of TxDOT and Metropolitan Planning Organization planned and programmed projects. The interstate upgrade would create significant diversion from the congested Interstate 35. The magnitude of diversion and growth is also a response from increases in foreign trade with industrial areas of Mexico, and international seaport trade that can more easily reach Gulf of Mexico ports due to the Panama Canal expansion. This diversion will translate into emissions reductions in the large, congested urban areas along I-35 in Texas, Oklahoma and Kansas.

ENVIRONMENT

In addition to the environmental benefits of congestion relief, the nine-state region served by the Corridor serves as the backbone to the emerging wind and solar energy sector. Over 59% of the current wind energy production in the United States takes place in the Corridor states. In terms of potential wind energy, the nine-state region accounts for over 47% of available energy, including seven of the top ten states.

The Corridor states are significant contributors to ethanol and biodiesel and provides a transportation backbone to move ethanol resources from production areas and facilities to consumers. Led by Nebraska, three of the top ten producing states are located along the Corridor. In total, the Corridor states produce over 27% of U.S. ethanol. Texas ranks second in the nation for production of biodiesel with over 15% of U.S. production. Overall, Corridor states produced over 20% of all U.S. produced biodiesel.

RESILIENCE

Antiquated two-lane roadways are a prone to dangerous conditions in the result of a weather event or other natural disaster. The lack of resilience along the current infrastructure should be a top priority among law makers who serve the communities along the Corridor. Upgrading the roadways to modern, four-lane divided highways will create more long-lasting road conditions.

As the current COVID-19 pandemic has unfolded, the crucial role of rural highway corridors has been placed under the microscope, especially when supply chains and logistics issues created by the pandemic resulted in empty shelves in urban areas across the country. Suddenly, rural highways became essential. Rural highways continued to be essential as they provide connectivity across the country. These are the highways capable of safely delivering the food, fiber and fuel that secure the quality of life of America's great cities.

PORTS-TO-PLAINS
ALLIANCE
Securing the Benefits of Commerce to
North America's Energy & Agricultural Heartland
0 70 140 280 420 560 Miles
CANADA
ALBERTA
SASKATCHEWAN
ONTARIO
Edmonton
Calgary
Brooks
Medicine Hat
Regina
Winnipeg
Vancouver
Sweetgrass
Wild Horse
Raymond
Portal
Williston
WASHINGTON
Seattle
Great Falls
MONTANA
NORTH DAKOTA
MINNESOTA
Billings
Minneapolis
WISCONSIN
OREGON
IDAHO
Rapid City
WYOMING
Casper
Torrington
Scottsbluff
IOWA
Chicago
Salt Lake City
Cheyenne
NEBRASKA
Fort Collins
Brush
UNITED STATES
ILLINOIS
Denver
Limon
Indianapolis
Sacramento
NEVADA
UTAH
Colorado Springs
Pueblo
Kansas City
St Louis
KANSAS
Lamar
MISSOURI
Wichita
Fresno
Las Vegas
Boise City
Raton
Clayton
CALIFORNIA
COLORADO PLATEAU
Dumas
Amarillo
Oklahoma City
Nashville
Memphis
ARIZONA
NEW MEXICO
OKLAHOMA
ARKANSAS
Los Angeles
Phoenix
Plainview
Lubbock
Lamesa
San Diego
Tijuana
Tucson
Big Spring
Midland
Dallas
El Paso
San Angelo
TEXAS
Austin
LOUISIANA
Hermosillo
Chihuahua
Del Rio
San Antonio
Houston
New Orleans
Ciudad Acuña
Eagle Pass
Laredo-Columbia
Laredo
Coahuila
Laredo-World Trade
Sinaloa
Monterrey
Nuevo Leon
Culiacan
Durango
MÉXICO
Tamaulipas
San Luis Potosi
Gulf of Mexico
Mazatlan
Leon
Merida
LEGEND:
Cities
Border Crossings
States
Theodore Roosevelt Expressway
Heartland Expressway
Ports-to-Plains
US Major Roads
SPIRIT 54
Canada Major Roads

PORTS TO PLAINS ALLIANCE

117th Congress

MONTANA

Sen. John Tester
(D)
311 Hart SB
(202) 224-2644

Sen. Steve Daines
(R)
320 Hart SB
(202) 224-2651

Rep. Matt Rosendale
(R) At-Large
1037 LHOB
(202) 225-3211

NORTH DAKOTA

Sen. John Hoeven
(R)
338 Russell SB
(202) 224-2551

Sen. Kevin Cramer
(R)
400 Russell SB
(202) 224-2043

Rep. Kelly Armstrong
(R) At-Large
1740 LHOB
(202) 225-2611

WYOMING

Sen. Cynthia Lummis
(R)
G12 Dirksen SB
(202) 224-3424

Sen. John Barrasso
(R)
307 Dirksen SB
(202) 224-6441

Rep. Liz Cheney
(R) At-Large
416 CHOB
(202) 225-2311

SOUTH DAKOTA

Sen. John Thune
(R)
511 Dirksen SB
(202) 224-2321

Sen. Mike Rounds
(R)
502 Hart SB
(202) 224-5842

Rep. Dusty Johnson
(R) At-Large
1714 LHOB
(202) 225-2801

COLORADO

Sen. Michael Bennet
(D)
261 Russell SB
(202) 224-5852

Sen. John Hickenlooper
(D)
B85 Russell SB
(202) 224-5941

Rep. Dianna DeGette
(D) CD 1
2111 RHOB
(202) 225-4431

Rep. Joe Neguse
(D) CD 2
1419 LHOB
(202) 225-2161

Rep. Lauren Boebert
(R) CD 3
1609 LHOB
(202) 225-4761

Rep. Ken Buck
(R) CD 4
2455 RHOB
(202) 225-4676

Rep. Doug Lamborn
(R) CD 5
2371 RHOB
(202) 225-4422

Rep. Jason Crow
(D) CD 6
1229 LHOB
(202) 225-7882

Rep. Ed Perlmutter
(D) CD 7
1226 LHOB
(202) 225-2645

NEBRASKA

Sen. Deb Fischer
(R)
454 Russell SB
(202) 224-6551

Sen. Ben Sasse
(R)
107 Russell SB
(202) 224-4224

Rep. Jeff Fortenberry
(R) CD 1
1514 LHOB
(202) 225-4806

Rep. Don Bacon
(R) CD 2
1024 LHOB
(202) 225-4155

Rep. Adrian Smith
(R) CD 3
502 CHOB
202) 225-6435

TEXAS

Sen. John Cornyn
(R)
517 Hart SB
(202) 224-2934

Sen. Ted Cruz
(R)
127A Russell SB
(202) 224-5922

Rep. August Pfluger
(R) CD 11
1531 LHOB
(202) 225-3605

Rep. Ronny Jackson
(R) CD 13
118 CHOB
(202) 225-3706

Rep.Vicente Gonzalez
(D) CD 15
113 CHOB
(202) 225-2531

Rep. Jodey Arrington
(R) CD 19
1107 LHOB
(202) 225-4005

Rep. Tony Gonzalez
(R) CD 23
1009 LHOB
(202) 225-4511

Rep. Henry Cuellar
(D) CD 28
2372 RHOB
(202) 225-1640

NEW MEXICO

Sen. Ben Luhan
(D)
B40C Dirksen SB
(202) 224-6621

Sen. Martin Heinrich
(D)
303 Hart SB
(202) 224-5521

Rep. Deb Haaland
(D) CD 1
1421 LHOB
(202) 225-6316

Rep.Yvette Herrell
(R) CD 2
1305 LHOB
(202) 225-2365

Rep. Teresa Leger Fernandez
(D) CD 3
1432 LHOB
(202) 225-6190

OKLAHOMA

Sen. James Inhofe
(R)
205 Russell SB
(202) 224-4721

Sen. James Lankford
(R)
316 Hart SB
(202) 224-5754

Rep. Frank Lucas
(R) CD 3
2405 RHOB
(202) 225-5565

APPENDIX A

FUTURE INTERSTATE HIGHWAY DESIGNATION LANGUAGE

117TH CONGRESS
1ST SESSION

S. _____

To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to future interstate designations, and for other purposes.

IN THE SENATE OF THE UNITED STATES

Mr. CRUZ (for himself, Mr. CORNYN, and Mr. CRAMER) introduced the following bill; which was read twice and referred to the Committee on _____

A BILL

To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to future interstate designations, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Ports-to-Plains Highway Act of 2021''.

SEC. 2. FUTURE INTERSTATE DESIGNATION AND OPERATION.

(a) INCLUSION OF CERTAIN ROUTE SEGMENTS ON INTERSTATE SYSTEM.—Section 1105(e)(5) of the Inter-

modal Surface Transportation Efficiency Act of 1991 (Public Law 102–240; 109 Stat. 597; 118 Stat. 293; 129 Stat. 1422; 133 Stat. 3018) is amended—

(1) in subparagraph (A), in the first sentence—

(A) by inserting ''subsection (c)(14)(A)(ii) (relating solely to the portion from Limon to I–76 in the vicinity of Brush),'' after ''subsection (c)(13),''; and

(B) by inserting ''subsection (c)(38),'' after ''subsection (c)(37),''; and

(2) in subparagraph (C)(i), by adding at the end the following: ''A State having jurisdiction over any segment of the routes referred to in subsection (c)(14)(A)(ii) (relating solely to the portion from Limon to I–76 in the vicinity of Brush) or (c)(38) shall erect signs, as appropriate and approved by the Secretary, identifying such segment as a future addition to the Interstate System.''.

(b) VEHICLE WEIGHT LIMITATIONS.—Section 127 of title 23, United States Code, is amended by adding at the end the following:

''(v) OPERATION OF VEHICLES ON CERTAIN TEXAS, OKLAHOMA, COLORADO, AND NEW MEXICO HIGHWAYS.—If any segment of the routes referred to in paragraph (14)(A)(ii) (relating solely to the portion from Limon to

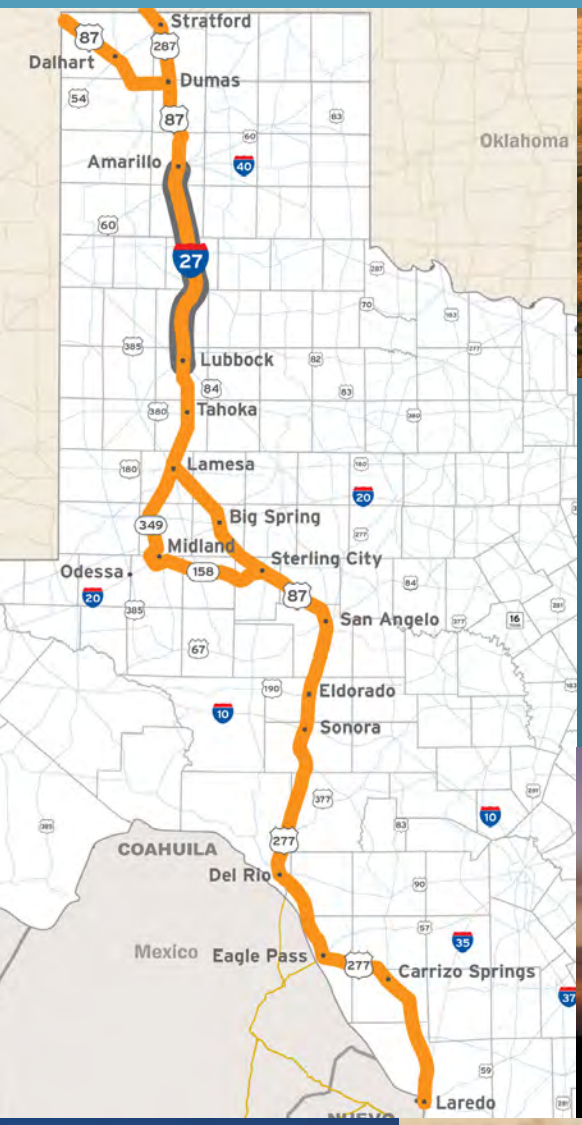
I–76 in the vicinity of Brush) or paragraph (38) of section 1105(c) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102–240; 105 Stat. 2032; 114 Stat. 2763A–202; 119 Stat. 1210) is designated as a route on the Interstate System, a vehicle that could operate legally on that segment before the date of such designation may continue to operate on that segment, without regard to any requirement under this section.''.

APPENDIX B

EXECUTIVE SUMMARY OF I-27 DESIGNATION REPORT

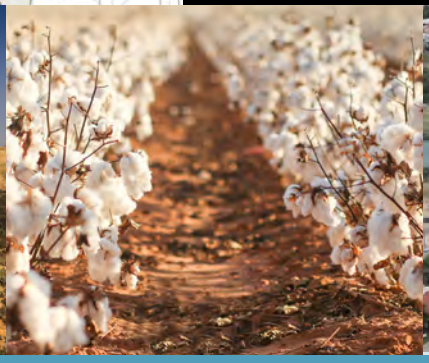
PORTS-to-PLAINS CORRIDOR INTERSTATE FEASIBILITY STUDY

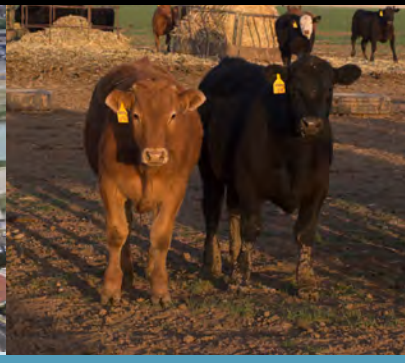
(HOUSE BILL 1079)



ADVISORY COMMITTEE EXECUTIVE SUMMARY

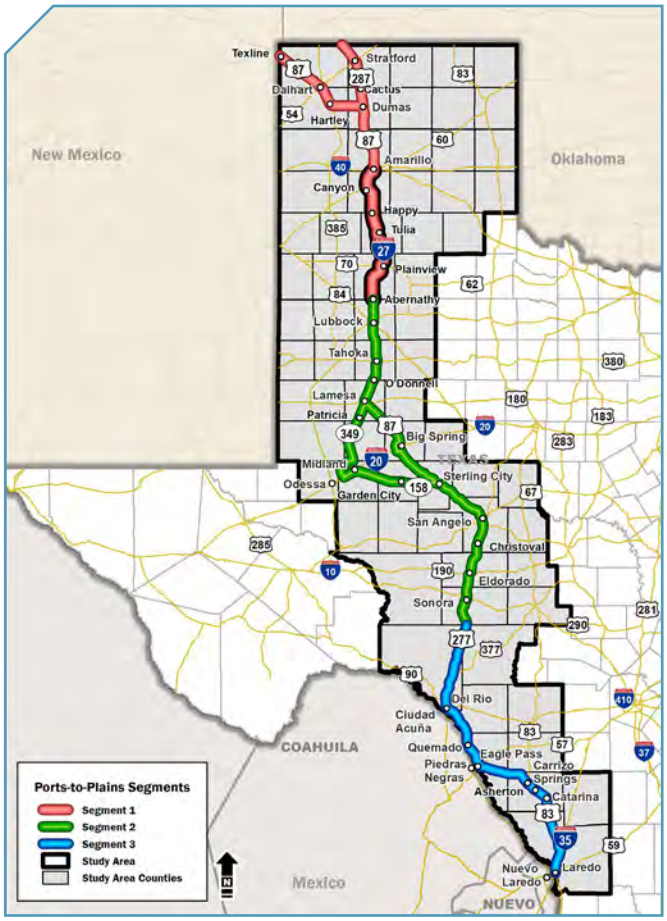
OCTOBER 15, 2020





ADVISORY COMMITTEE EXECUTIVE SUMMARY

PORTS-TO-PLAINS CORRIDOR INTERSTATE FEASIBILITY STUDY (HOUSE BILL 1079)



The Ports-to-Plains Corridor is an international, national and state significant transportation corridor that connects and integrates Texas' key economic engines of international trade, energy and agricultural production. The Corridor also plays a vital role in supporting the growing demographic and economic centers of South and West Texas. The Corridor functions as the only north-south corridor facilitating the movement of people and goods in South and West Texas and beyond. Upgrading the entire Ports-to-Plains Corridor to an interstate will result in significant economic benefits and stimulate the economic prosperity of the region, the state of Texas and the nation.

Purpose of this Report

The Ports-to-Plains Corridor Advisory Committee Report provides the findings of the Corridor Interstate Feasibility Study and the recommendations and priorities of the committee for upgrading the Corridor to an interstate facility. The Advisory Committee Report meets the requirements outlined in House Bill (HB) 1079 signed into law by Governor Greg Abbott on June 10, 2019. Per HB 1079, TxDOT, in conjunction with the Ports-to-Plains Corridor Advisory Committee, established three Segment Committees to guide the Corridor Interstate Feasibility Study. The geographical segments for the Corridor are shown on the map.

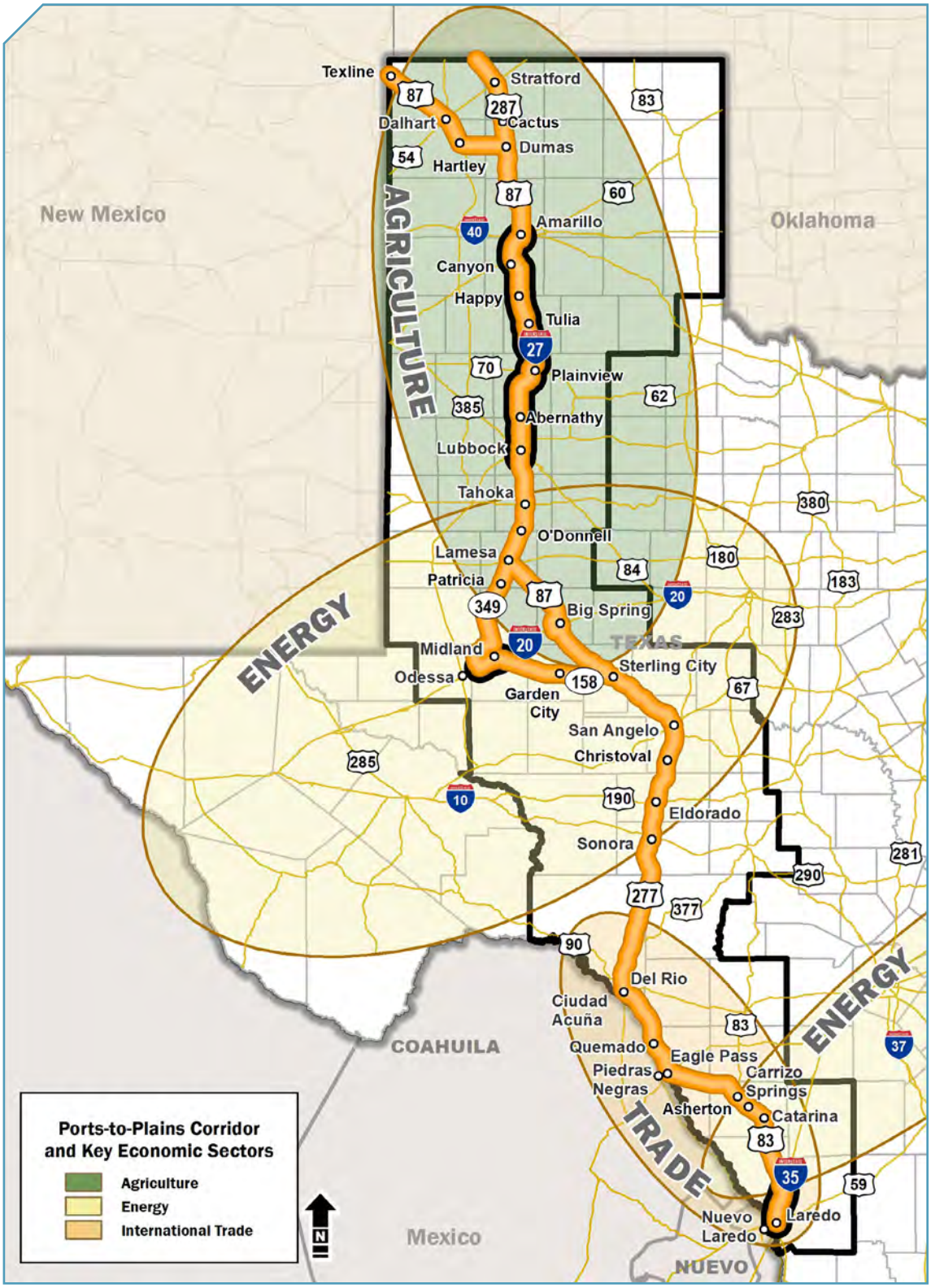
Ports-to-Plains Corridor Overview

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.



Why is the Ports-to-Plains Corridor Important to Texas and the Nation?

The Ports-to-Plains Corridor is the only north-south transportation corridor that connects and integrates the nation's and Texas' most strategic economic engines of agriculture production, energy production and international trade.

Agriculture Production

The Ports-to-Plains Corridor supports the **largest agricultural production** in the country.

The Ports-to-Plains Corridor supports the production and export of agricultural products, generating approximately **$11 billion** a year in agricultural product sales.[1]

The production and export of quality agricultural products (crops, livestock, dairy, etc.) generates billions of dollars and **relies directly on highway networks for transport** of products to national and global markets through Texas seaports and border crossings.

Energy Production

The Corridor facilitates the transportation of supplies for development of energy products to refineries in the Texas Gulf and to border crossings and seaports for exports to global markets.

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

In 2016, the **Eagle Ford Shale** contributed **$3.1 billion** in state and local revenues.[4]

Wind is also a critical piece of the energy economy in South and West Texas. Much of that production comes from the counties along the Ports-to-Plains Corridor.

International Trade

The Corridor connects the state's and the nation's **strategic trade gateways of Laredo, Eagle Pass, and Del Rio** to destinations north, west and east. In 2019, these border crossings handled[5]

$262 billion in trade

66% of Texas-Mexico cross-border trade

50% of U.S.-Mexico cross-border trade

[1]United States Department of Agriculture, Census of Agriculture 2017.

[2]Calculated by the Federal Reserve Bank of Dallas from the U.S. Energy Information Agency, Drilling Productivity Report, July 13, 2020.

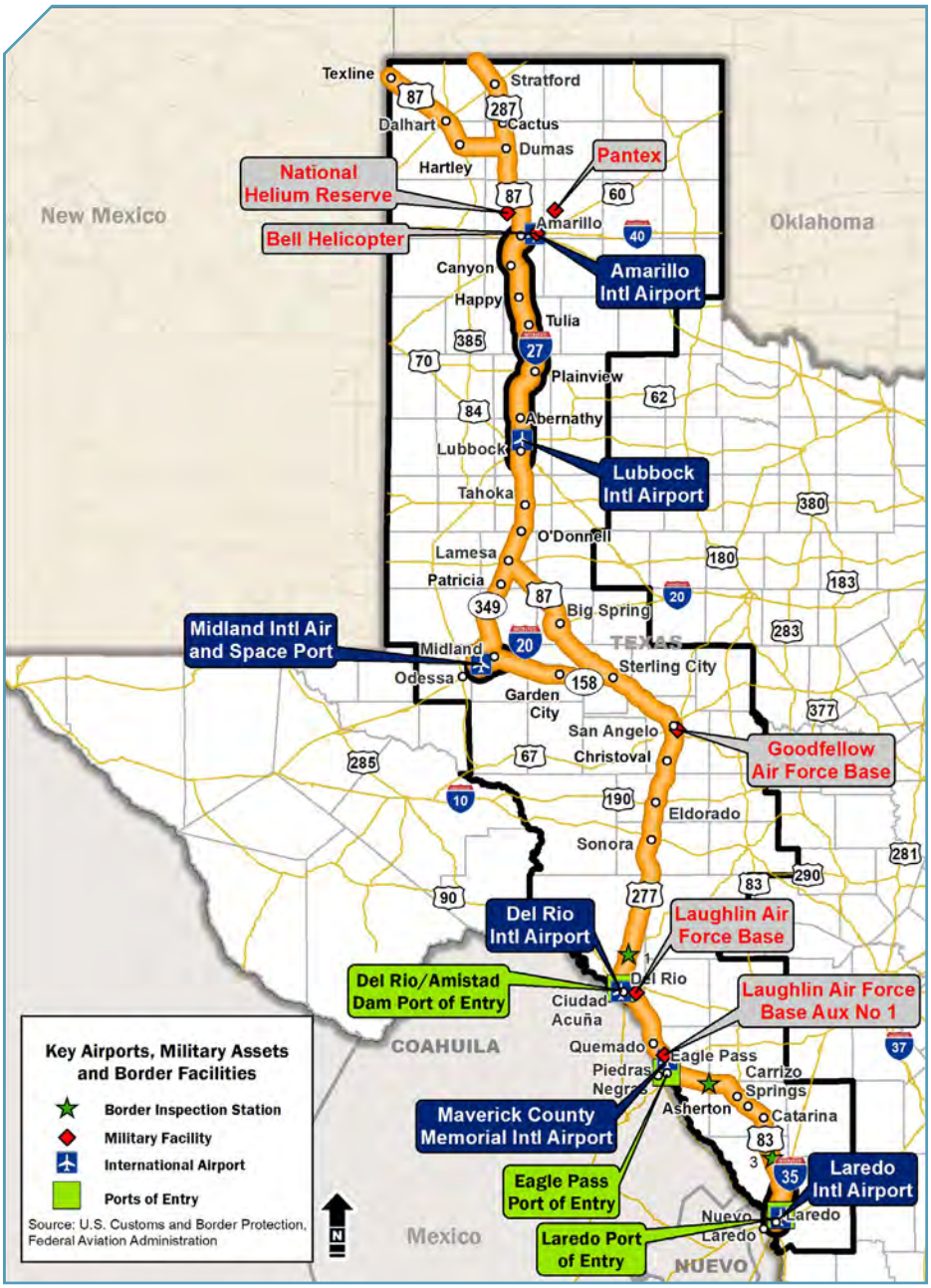
[3]Calculated by Permian Basin Petroleum Association Report Developed with the Texas Taxpayer and Research Association.

[4]Economic Impact of the Eagle Ford Shale - Business Opportunities and the New Normal, Scope of Study 2014-2016. Institute for Economic Development, Center for Community and Business Research, The University of Texas at San Antonio. June 2017.

[5]United States Customs and Border Patrol Truck Volumes by Bridge, 2009-2018 and Bureau of Transportation Statistics Transborder Freight Data 2006-2019.

National Defense and Security

The Ports-to-Plains Corridor plays a key role in the nation's defense, food, and energy security with several **military installations and border security and enforcement facilities** located along the Corridor.



Key National Defense and Security Assets Along the Corridor

Laughlin (Del Rio) Air Force Base
Conducts pilot training for fixed wing aircraft.

Goodfellow (San Angelo) Air Force Base
Conducts training installation educating airmen in fire emergency and intelligence professions.

Pantex (Northeast of Amarillo in Carson County)
United States Department of Energy's primary facility for the final assembly, dismantlement and maintenance of nuclear weapons.

Federal Helium Reserve
The United States Bureau of Land Management operates and maintains a helium storage reservoir, enrichment plant, and pipeline system near Amarillo (Cliffside Gas Field and Plant).

Bell Helicopter (Amarillo)
Military Aircraft Assembly and Delivery Center.

What are the Key Corridor Challenges?

Economic Development

- The existing 124 miles of I-27 was authorized in 1968 and completed in 1992, more than 28 years ago and prior to the North American Free Trade Agreement being ratified in 1994.
- The value of trade has changed since 1992. Trade through Laredo, Eagle Pass and Del Rio was $25.1 billion in 1994. Today it is $261.6 billion and is projected to be $676 billion in 2050.
- Importing materials and equipment for extraction relies on the Ports-to-Plains Corridor for energy sector growth. The Corridor plays a critical role in the energy industry's ability to move energy products to market efficiently and stay competitive.
- The lack of an interstate in the Corridor will affect the ability to attract robust economic activity in the future.

Connectivity

- The nation's largest border crossing, its largest agricultural production, and the primary source of its energy independence are all located in this single part of Texas, which is not supported by an interstate facility.
- There are approximately 600 miles between I-35 in central Texas and I-25 in New Mexico; this is as far as a truck can drive in a full day's work, without a north-south interstate highway making it one of the longest gaps without interstate connectivity in the United States.
- There is no north-south interstate connecting Texas' agriculture and energy production to the three border crossings at Laredo, Eagle Pass and Del Rio.

Safety

- Between 2014 and 2018, there were 17,554 total crashes in the Corridor.
- 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.
- Crash rates for 227 miles of roadway segments within the Corridor, which includes 88 miles of two-lane facilities, exceed the respective statewide rate.

Access and Mobility

- The population of the Corridor in 1990 was 1.36 million. Today, it is 1.99 million and is projected to be 3.20 million in 2050. Most of this population is not within 25 miles of an interstate facility. San Angelo, without interstate access, is an example of an urbanized area that is farther than 25 miles from an interstate.
- Many of the 56 counties, cities, and communities along the Ports-to-Plains Corridor do not have access to an interstate, and this has created a barrier to economic opportunities and quality of life. Historically, access to an interstate has been credited with spurring national, state, regional, and local economic development growth.
- Eagle Pass and Del Rio are the only southern border crossings without direct access to an interstate highway, which has impacted their ability to attract cross-border related trade activities compared to Laredo.

Corridor Interstate Feasibility Study Charge, Study Goals, and Milestones

On June 10, 2019, Governor Greg Abbott signed HB 1079 into law, charging the Texas Department of Transportation (TxDOT) with conducting an interstate feasibility study of the Ports-to-Plains Corridor, as defined by Section 225.069, Texas Transportation Code, from Laredo to the Oklahoma and New Mexico state lines in West Texas. The purpose of the study is to evaluate the feasibility of, and costs and logistical matters associated with improvements that create a continuous flow, four-lane divided highway that meets interstate standards to the extent possible, including improvements that extend I-27.

HB 1079 describes the composition of the Corridor Segment Committees, consisting of volunteers who may represent municipalities, counties, metropolitan planning organizations, ports, chambers of commerce, and economic development organizations along the segment.

The study considered eight goals, including an examination and determination of:

- Safety and Mobility
- Traffic congestion relief
- Freight movement
- Moving energy products to market
- Economic impact
- Interstate upgrade costs
- Interstate designation areas
- Potential funding sources

Milestones

Public Involvement and Stakeholder Engagement

The Advisory Committee

- Comprised of city mayors and county judges along the Ports-to-Plains Corridor.
- Guided the study and made recommendations to TxDOT by October 31, 2020 based on the Segment Committee reports.
- Met on a rotational basis in Lubbock and San Angelo. Between October 2019 and October 2020, met six times. Two meetings held in-person in Lubbock and San Angelo. Last four conducted virtually due to the COVID-19 pandemic.

Advisory Committee Chair and Lubbock Mayor Dan Pope speaks on November 20, 2019

Segment Committees

- Members of three Segment Committees selected by Advisory Committee.
- Guided and provided input to the interstate feasibility study, developed recommendations, and addressed study goals.
- Each met five times during the study development to provide feedback on the analysis, findings, and recommendations.
- Final Reports submitted to the Advisory Committee on June 30, 2020.

Public Meetings

- Segment Committees held eight public meetings, including five in-person and three that were held virtually due to the COVID-19 pandemic.
- Received input on Corridor challenges, needs and findings of the analysis, and on the preliminary recommendations.
- Advisory Committee held two virtual public meetings to receive public input on their preliminary recommendations.

Advisory Committee Meeting on October 1, 2019 in Lubbock, Texas

Current and Future Conditions and Needs Assessment

The Ports-to-Plains Corridor Advisory Committee reviewed findings on current and forecasted conditions and analysis for the Corridor to determine future needs and challenges of the Corridor between 2020 and 2050. The future analysis presents the baseline condition, which includes the existing roadways in the Corridor, plus any currently planned and programmed projects by TxDOT or Metropolitan Planning Organizations in the Corridor. The baseline condition does not include upgrading the Corridor to an interstate.

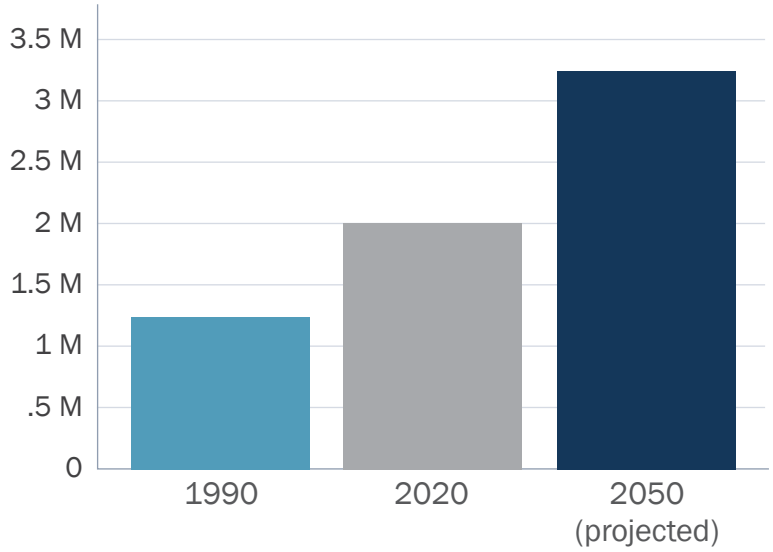
What are the Population Trends in the Corridor?

Population

The Ports-to-Plains Corridor experienced steady growth from 1990 to 2017, **growing from 1.36 million in 1990 to 1.81 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 1.99 million in 2020 to 3.20 million in 2050.

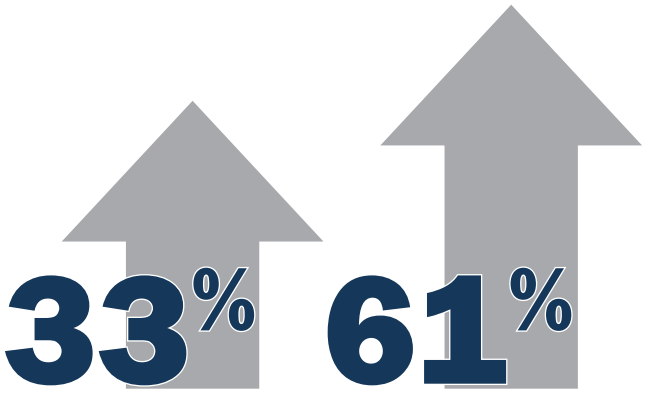
Historical and Forecasted Population



Source: U.S. Census (1990) and Texas Demographic Center (Projections Developed in 2018)

Andrews (352%) and Midland (206%) counties led the Corridor in projected population growth, potentially due to oil and gas continuing to play a prominent economic role in the Corridor.

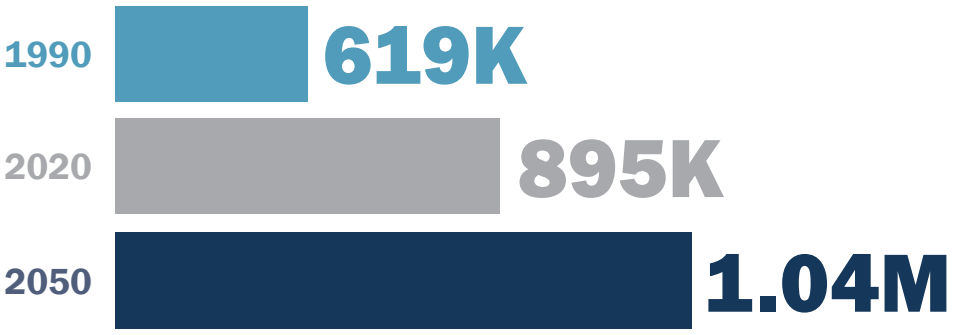
Corridor Population Growth



What is the Current and Future Economic Outlook for the Corridor?

The economy of the Ports-to-Plains Corridor shows consistent growth.

Employment Growth (Jobs)



Source: U.S. Census (1990) and Moody's Analytics (2020 and 2050 Projection Data)

Median Annual Household Income

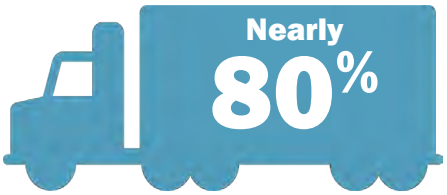
Source: U.S. Census (1990) and Moody's Analytics (2020 and 2050 Projection Data)

Annual Gross Domestic Product (GDP)

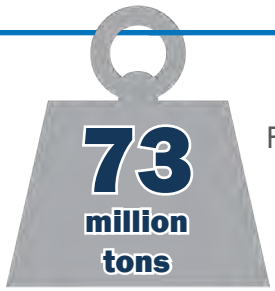
Source: Moody's Analytics (1990) and Moody's Analytics (2020 and 2050 Projection Data)

What is the Freight Flow and Tonnage in the Corridor?

Freight flow along the Corridor is generated by the **three international border crossings of Laredo, Eagle Pass and Del Rio.** The truck flows from these ports-of-entry reach all regions of the United States and into Canada. The lack of an interstate facility at Eagle Pass and Del Rio international border crossings limits their ability to attract business and be economically competitive.



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

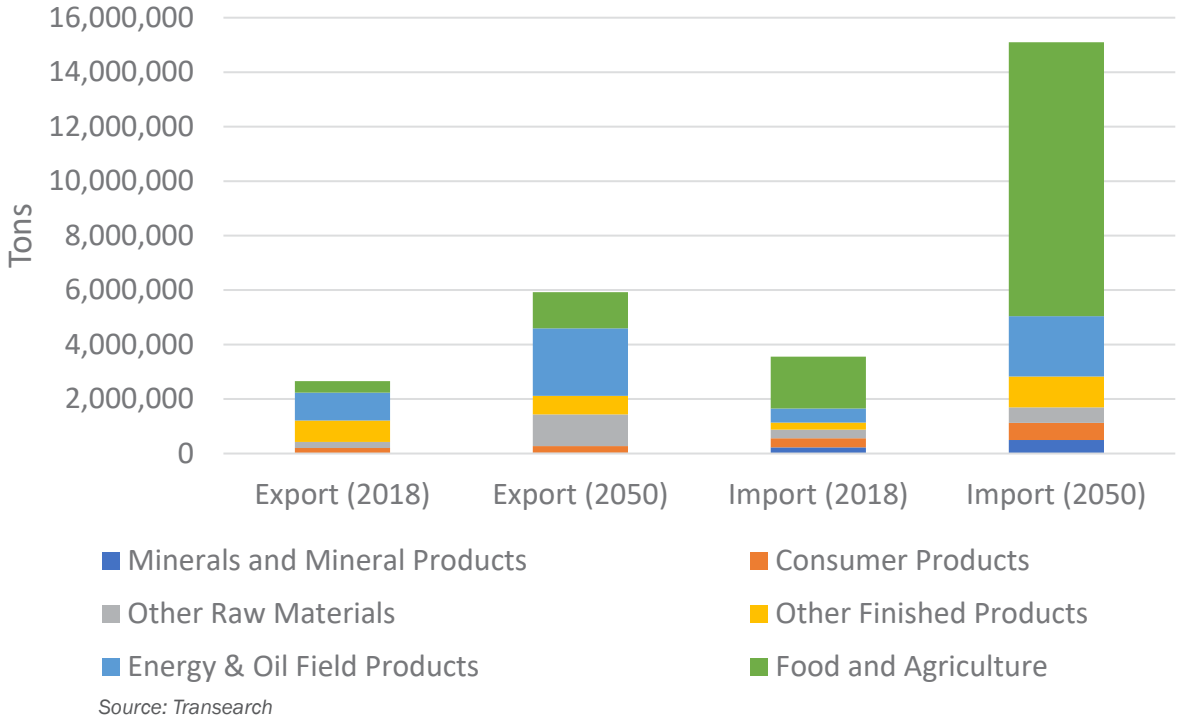


Freight volumes in the Ports-to-Plains Corridor are expected to **grow by 78 percent** between 2018 and 2050.

The total volume transported is anticipated to reach 167 million tons with the top locations generating new tonnage consisting of Laredo (Webb County), Midland/Odessa (Midland/Ector counties) and Lubbock (Lubbock County).

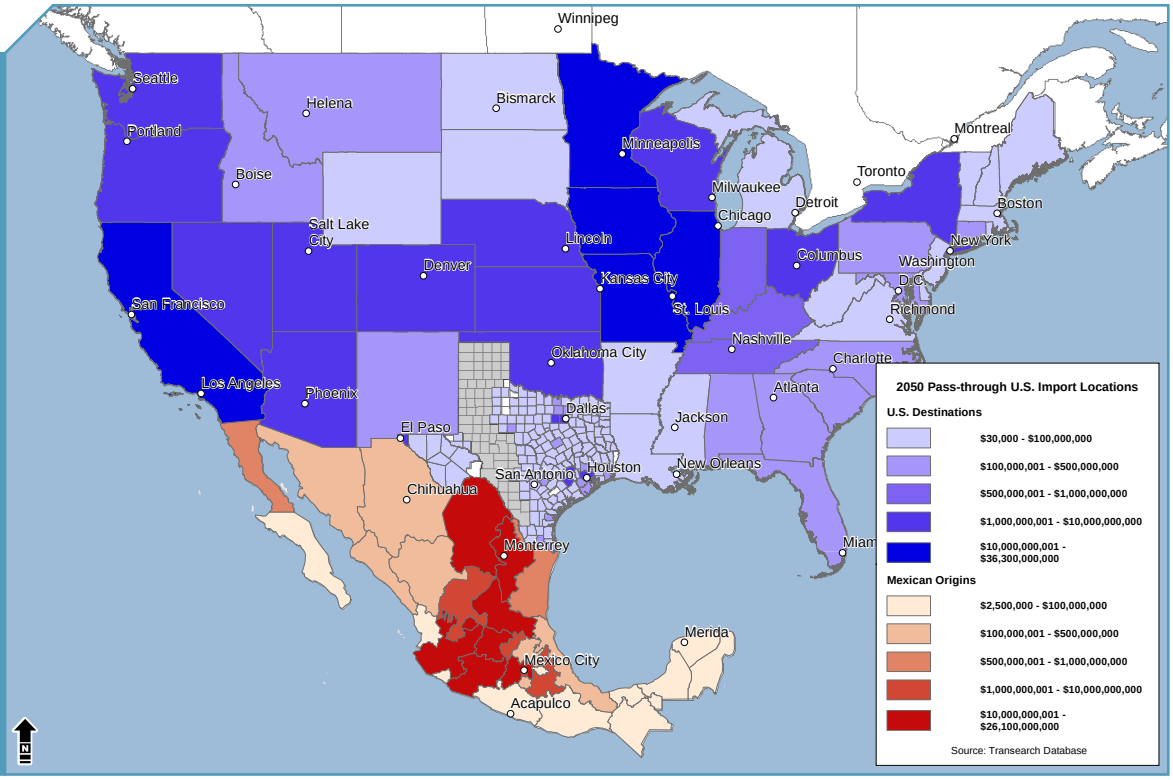
Commodity Export and Import Tonnage

(2018 and 2050)

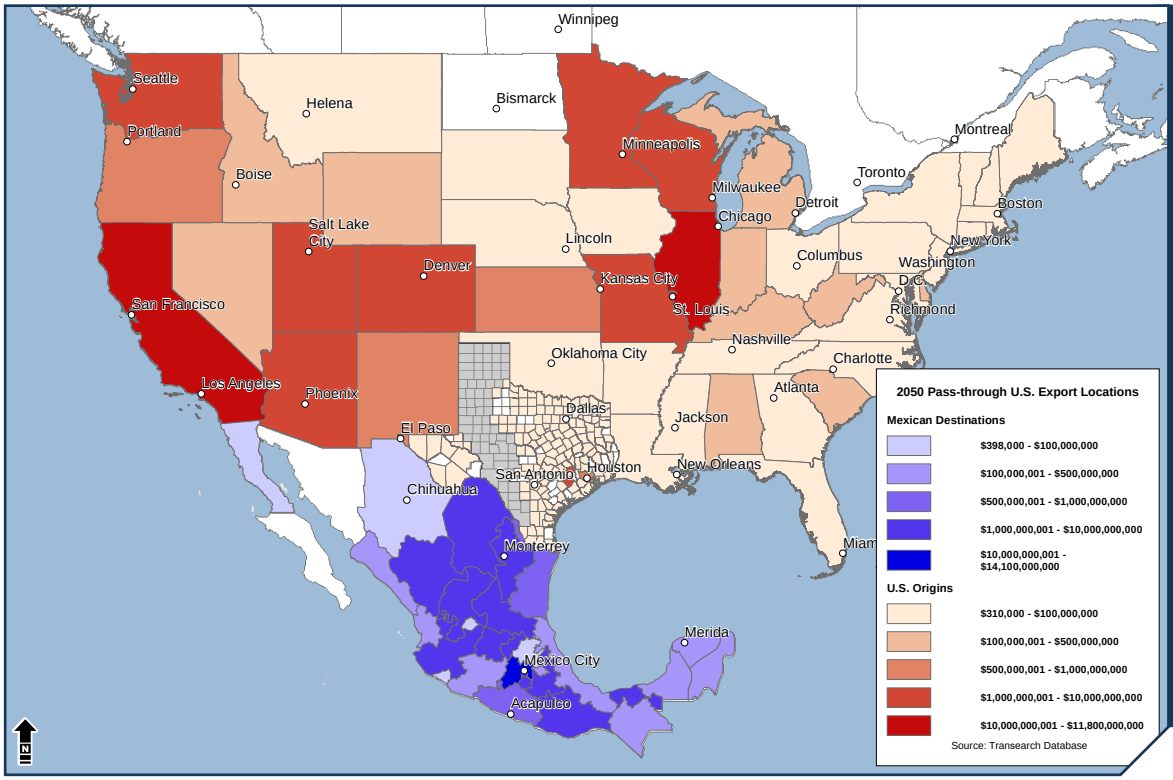


Source: Transearch

$138 billion worth of imports from Mexico will pass through the Ports-to-Plains Corridor in 2050, trucked to states other than Texas. California ($36 billion) and Illinois ($22 billion) are the two largest import beneficiaries. $102 billion, or nearly three-quarters of the total imported value, will be bound to states west of the Mississippi River, with $36 billion bound to states in the east.



$53 billion worth of U.S. exports to Mexico will pass through the Ports-to-Plains Corridor in 2050, trucked from states other than Texas. California ($12 billion) and Illinois ($11 billion) are the two largest export beneficiaries. $36 billion, or just over two-thirds of the total exported value, will come from states west of the Mississippi River, with $17 billion coming from states in the east.

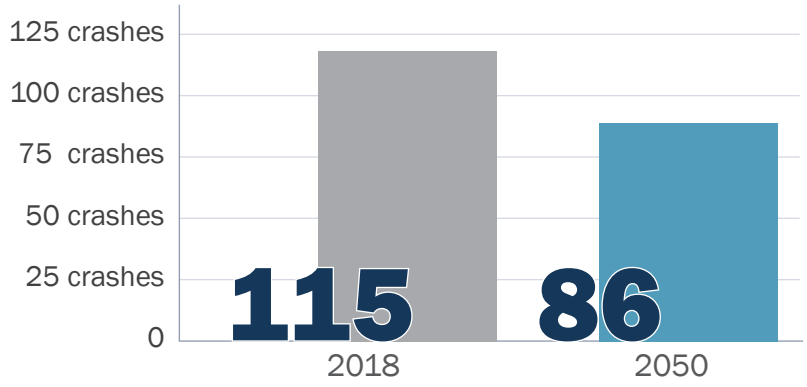


What are the Travel Times in the Corridor?*

Source: National Performance Management Research Data Set (NPMRDS)

What are the Safety Conditions in the Corridor?*

Average Crash Rate (2018 and 2050)
(per 100 million vehicle miles traveled)



2014 - 2018 Crashes in the Corridor

- **17,554** total crashes
- **2,958** truck-related (17 percent)
- **242** fatal crashes (297 fatalities)

Source: TxDOT CRIS (Crash Records Information System)

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

The 963-mile 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.

*The 2050 forecast is for the baseline, which includes the existing roadways in the Corridor plus any planned and programmed projects by TxDOT and the MPOs in the Corridor and does not include the interstate upgrade.

Corridor Interstate Feasibility Analysis and Findings

Feasibility analysis considered two options

Baseline

The baseline analysis assumes only currently planned and programmed projects are implemented along the Corridor by 2050.[6]

Interstate Upgrade

The interstate upgrade analysis 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.

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**
- **Alleviate Congestion and Improve Reliability**
- **Facilitate the Flow of Goods and International Trade**
- **Create Jobs and Economic Opportunities**
- **Increase and Expand the Local Tax Base and State Sales Tax Revenues**

Safety Findings

The Texas state crash rates indicate the interstate upgrade would have **15 to 25 percent fewer crashes** than a typical U.S. Highway and **35 percent fewer crashes** than a typical State Highway.

These findings indicate the interstate upgrade would lower crashes over the baseline.

Crash rates = the number of crashes per 100 million vehicle miles.

In 2050, the interstate upgrade estimated crash rate reduction Corridor-wide over the 2050 baseline

21%

Average annual economic benefit resulting from Corridor-wide crash reductions

$450M

[6]As listed in TxDOT's FY 2020 Unified Transportation Program and the long-range transportation plans of the MPOs in the Corridor.

Traffic Congestion Relief Findings

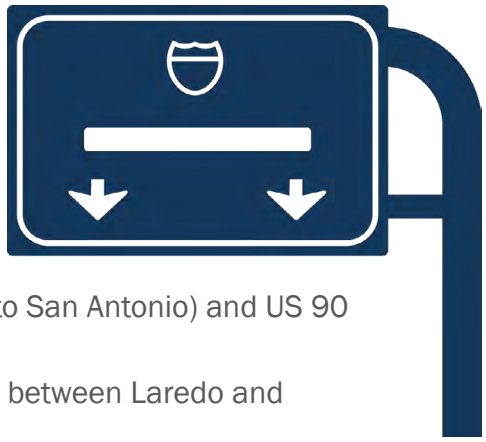
The interstate upgrade would **result in relatively higher speeds** throughout the Ports-to-Plains Corridor when compared to the Corridor without the interstate.

The interstate will **reduce congestion on other facilities** in 2050 as compared to the baseline condition.

The interstate upgrade is anticipated to cause regional, statewide, national, and bi-national **traffic diversions from other corridors**.

The magnitude of diversion and growth is also a response from increases in foreign trade with industrial areas of Mexico, and international seaport trade that can more easily reach Gulf of Mexico ports due to the Panama Canal expansion.

Traffic would **divert from parallel and intersecting roadways** to take advantage of the improved travel time on the Ports-to-Plains Corridor.



Regional Diversions

- Trips from the US 57 (Eagle Pass to San Antonio) and US 90 (Del Rio to San Antonio) corridors.
- Trips from US 83, SH 55, and I-35 between Laredo and San Antonio.

Statewide Diversions

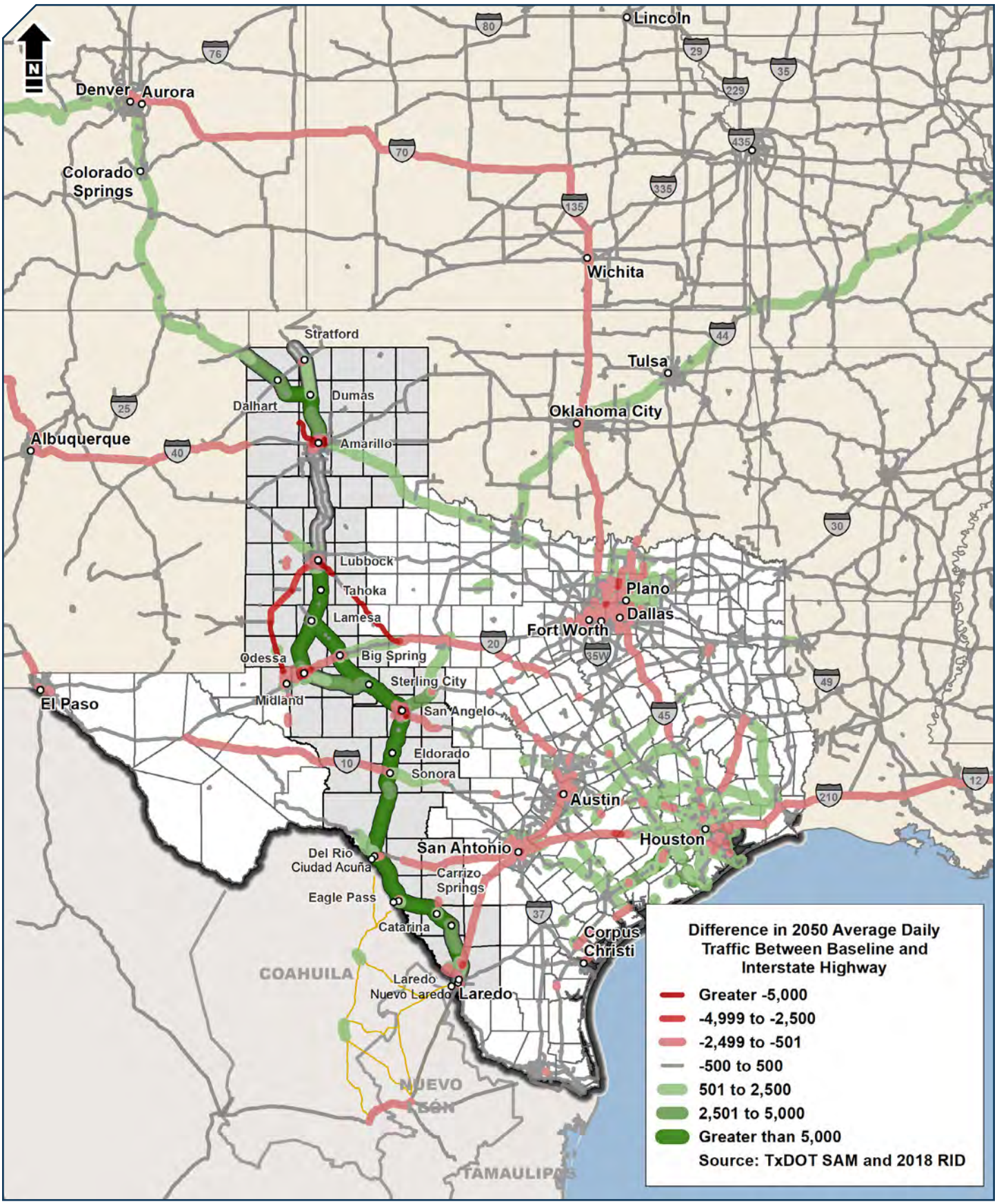
- Trips from US 385 south of Hartley, US 385 to US 62 between Odessa and Lubbock, and US 84 between Lubbock and I-20.
- Trips from I-35, Laredo to San Antonio.

National Diversions

- Trips from I-40, I-70, I-35, and I-10, and altering long-distance travel patterns between different regions of the United States and either Mexico or the Gulf of Mexico coast.
- Trips from the I-70/I-135/I-35 route (Denver to Dallas), favoring I-25 through New Mexico and connecting to US 87 in Texas.
- Trips from the Pacific Northwest across the Rockies toward Denver and southward to the Ports-to-Plains Corridor, with diversions from I-10 and I-40 to the west.
- Trips to I-44 from St. Louis, Missouri to Wichita Falls and continuing toward the Corridor, while diverting trips away from other east-west routes east of Texas, such as I-10.

Bi-National Diversions

- Trips between the Mexican states of Coahuila, Nuevo Leon, and Tamaulipas south of Texas, the Rocky Mountain and Midwest states of New Mexico, Colorado, Kansas, Oklahoma, and Missouri, and trips between the Gulf of Mexico coast toward the north Mountain and Pacific Northwest states.


N
Lincoln
Denver
Aurora
Colorado Springs
Wichita
Stratford
Dumas
Dalhart
Amarillo
Tulsa
Oklahoma City
Albuquerque
Lubbock
Tahoka
Lamesa
Plano
Dallas
Fort Worth
Odessa
Big Spring
Sterling City
Midland
El Paso
San Angelo
Eldorado
Sonora
Austin
Houston
San Antonio
Del Rio
Ciudad Acuña
Carrizo Springs
Eagle Pass
Catarina
Corpus Christi
COAHUILA
Laredo
Nuevo Laredo
Laredo
NUEVO LEÓN
TAMAULIPAS
Difference in 2050 Average Daily Traffic Between Baseline and Interstate Highway
Greater -5,000
-4,999 to -2,500
-2,499 to -501
-500 to 500
501 to 2,500
2,501 to 5,000
Greater than 5,000
Source: TxDOT SAM and 2018 RID

Ports-to-Plains Corridor Advisory Committee

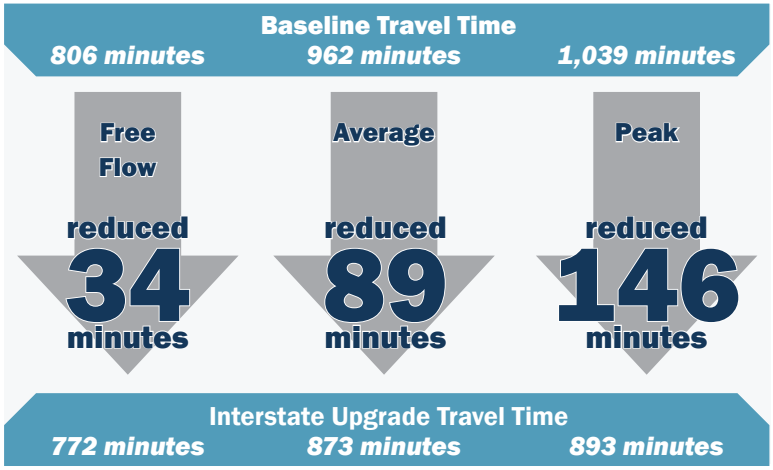
Mobility Findings

The interstate upgrade would reduce Corridor travel time in 2050 over the baseline.

The interstate upgrade will provide a travel time benefit over the baseline due to **greater travel speed provided by full access control**.

The findings demonstrate the interstate upgrade would provide a travel time benefit over the existing facility.

Travel Time Savings = the amount of time saved due to upgrading the Ports-to-Plains Corridor to an interstate.



Freight Movement Findings

The interstate upgrade would **attract truck traffic from nearby parallel routes**, as well as national routes like I-10, I-35 from Laredo to San Antonio, and I-35 to I-70 from Dallas to Denver.

The interstate upgrade would also provide **improved access to international trade gateways** of Del Rio, Eagle Pass and Laredo.

Increase Corridor average daily truck traffic over 2050 baseline

34%

Reduce average travel times across the Corridor

89 minutes

Energy and Agricultural 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 and agricultural products to market.

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

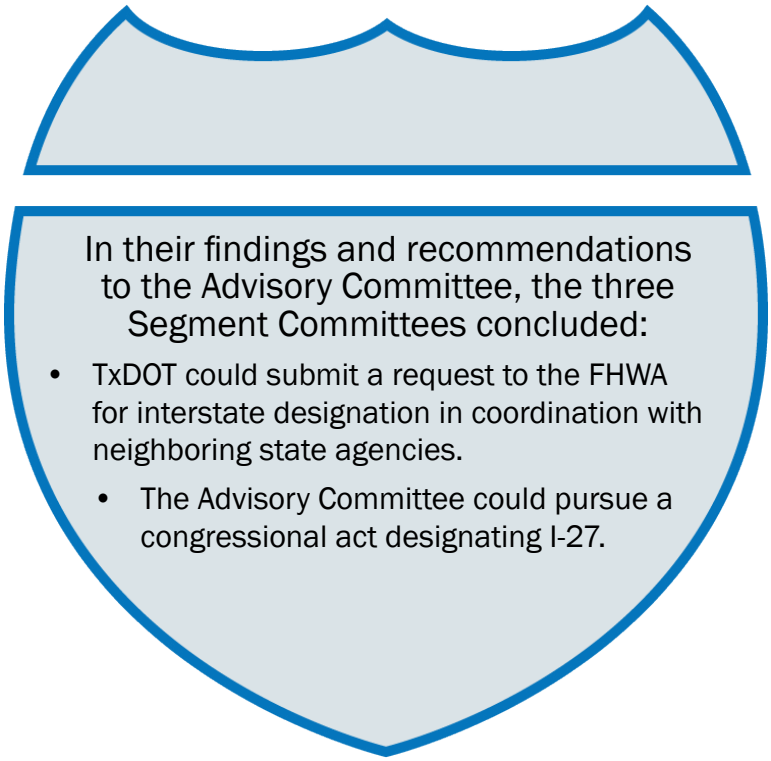
Determination of Areas Preferable and Suitable for Interstate Designation

The Ports-to-Plains Corridor is currently designated as a High Priority Corridor by a congressional act, but the route is not currently designated as interstate under a congressional act. The ways to obtain interstate designation include administrative and congressional paths.

Administrative Path	Congressional Path
A State (or States) requests FHWA designation of a route as interstate by presenting a case for the Corridor to be designated as a logical addition to the Interstate System, coordinating with other States and with Metropolitan Planning Organizations (MPOs), where appropriate, and making a commitment to complete the route to an interstate design level within 25 years and requests FHWA designation.	The Corridor may be designated as a future part of the Interstate System by a congressional act.

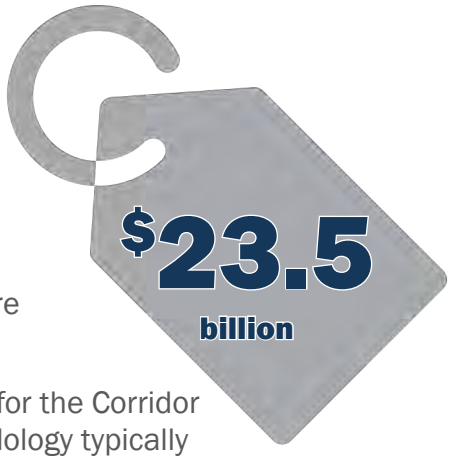
The Segment Committee Reports analyzed the ways to obtain interstate designation. In their analysis, the Segment Committees concluded that although portions of the 963-mile Ports-to-Plains Corridor are already designated interstate (17 miles of I-35, 11 miles of I-20, and 124 miles of I-27), the remaining 811 miles of the Corridor are on U.S. and state highways.

These highways consist of generally two to four lanes, and have lower design speeds with smaller right-of-way widths that do not currently meet interstate standards or are suitable for interstate designation.



Examination of Interstate Upgrade Costs

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



Of the 963 miles of the Ports-to-Plains Corridor, 811 miles are currently non-interstate.

A planning level cost estimate for the Corridor was developed using a methodology typically used to develop costs during the Corridor feasibility stage.[7]

The methodology used planning- level software with available mapping data for the Corridor and assumptions developed in consultation with the TxDOT Laredo, Lubbock, Abilene, Odessa, San Angelo, and Amarillo Districts.

This cost estimate is preliminary for planning purposes only and may be updated based on more detailed right-of-way and design information during future stages of each project development along the Corridor.

The cost estimate was adjusted to account for planned and programmed projects and used 2020 dollars.

[7]Costs are preliminary for planning purposes only, subject to change. Costs are in 2020 dollars.

The planning-level cost estimates included these inputs and assumptions:

- A 75-mile per hour design speed and interstate standards for curves and grades.
- 2019 TxDOT District bid tabs to calculate prices for pavement, earthwork, and bridges for the TxDOT Laredo, Lubbock, Abilene, Odessa, San Angelo, and Amarillo Districts.
- Major utility relocations based on available mapping data, and minor utilities as a percentage of costs.
- Seeding, mulching, lighting, and traffic control as a percentage of costs based on similar projects.
- Frontage roads in all urban areas.
- Frontage roads for approximately 553 miles in rural areas.[8]
- Right-of-way costs as ten percent of the construction costs.
- Major utility relocation costs such as parallel pipelines, oil and gas wells, water wells, and parallel railroads.
- Full reconstruction of the Corridor.[9]

[8]The mileage was determined based in consultation with the TxDOT Districts on where frontage roads may be warranted in rural portions of the Corridor.

[9]Costs may be reduced if existing pavement can be used, contingent on the pavement condition and the ability to meet design speeds.

Economic Impact and Return on Investment

The interstate upgrade is essential to:

- **Improve connectivity, safety, and mobility**, including improving access to market for energy and agricultural products, and facilitating the efficient flow of goods and international trade.
- **Reduce travel time and costs** along the Corridor.
- **Create jobs**, new warehouses and distribution facilities, and other new businesses.
- **Expand the local tax base** (from the increase of employment and population as a result of the interstate upgrade).

Upgrading the Ports-to-Plains Corridor to an interstate facility is **critically important to the economic prosperity and future growth** of the cities, counties and all communities along the Corridor, and of West and South Texas, the state, and the nation. The economic benefits described below would result from the interstate upgrade of the entire Corridor.

Ports-to-Plains Corridor Statewide Benefits

- **$4.1 Billion** Total Annual Travel Cost Savings
- **22,110 Jobs** Total Increase in Employment
- **$2.8 Billion** Total Annual Increase in GDP

Return on Investment

$17.8B in GDP gains

The GDP gains are $17.8B more than the upfront capital costs of $23.5B, representing a return on investment of 76%.[10]

Benefit Cost Ratio

2.4[11]

Create Permanent Jobs in the Corridor

- **+ 1,050** jobs in Food and Agriculture
- **+ 2,550** jobs in Warehousing and Distribution
- **+ 3,120** jobs in Energy
- **+10,990** jobs in other Industries
- **17,710** total jobs

Increase Average Annual GDP from the Interstate Upgrade in the Corridor

- **+$80 million** in Food and Agriculture
- **+ $450 million** in Warehousing and Distribution
- **+ $400 million** in Energy
- **+$1.27 billion** in Other Industries
- **$2.2 billion** total

Average Annual Savings to Industries and Consumers

- **$295 million** travel cost reduction in Food and Agriculture
- **$365 million** in more direct Warehousing output
- **$505 million** time and cost savings in Energy

These lower travel costs to transport goods and services will ultimately save consumers money as well.

Food and agriculture and energy/extraction are key industries in the Corridor in the TREDIS economic model. Warehousing and distribution was also a focus of the analysis since that industry is anticipated to be significantly impacted by the interstate upgrade.

[10] $17.8B in GDP gains/$23.5B in construction costs = 76%. The ROI calculation excludes operating and maintenance costs.

[11] The cost-benefit ratio is calculated by dividing the total discounted benefits of $66.6B by the total discounted capital and operations and maintenance costs of $27.4B. Statewide economic benefits of the interstate upgrade accumulate to $90.3B over 20 years of operations, which translates to $66.6B when discounted using a 3% rate.

What are the Potential Funding Sources for an Interstate Upgrade?

Various potential funding sources would need to be explored from the local, state, and federal perspective to construct an interstate highway. The graphic below shows the sources of public funding. Potential private sources of funding include public-private partnerships and County Energy Transportation Reinvestment Zone opportunities.

Federal

- **Federal-Aid Highway Program**
  Supports state highway systems
- **USDOT BUILD Grant Program**
  Max award is $25M. Projects should have significant local and/or regional impacts.
- **Infrastructure for Rebuilding America Grant Program**
  Grant to rebuild aging infrastructure and may be used for up to 60% of project's eligible cost

Local

Metropolitan Planning Organizations

- Amarillo MPO
- Lubbock MPO
- San Angelo MPO
- Permian Basin MPO
- Laredo Webb County Area MPO

State of Texas

- **Proposition 1**
  Tax-based to construct, maintain, or acquire ROW for public roadways
- **Proposition 7**
  Tax-based to construct, maintain, or acquire ROW for public roadways; or repay bonds
- **State Infrastructure Bank**
  At or below market rate loans for ROW acquisition, utility relocation, etc.
- **State Highway Fund**
  Primary source of transportation funding for Texas
- **2019 Legislative Session**
  SB 500 and HB 1 fund county roads in energy sectors. Grant process. Local match.

Advisory Committee's Project Recommendations

Recommended Projects

20
Interstate Upgrade Projects

26
Relief Route Projects

32
Safety/Operational Improvement Projects

The Advisory Committee concurs with the Segment Committees to upgrade the entire Ports-to-Plains Corridor to an interstate highway and **recommends twenty projects that would extend I-27 by upgrading 811 miles of the remaining non-interstate highway to an interstate standard.** The interstate upgrade projects identified would have to go through the project planning, development, and programming process prior to any construction to upgrade the Corridor to an interstate-level facility.

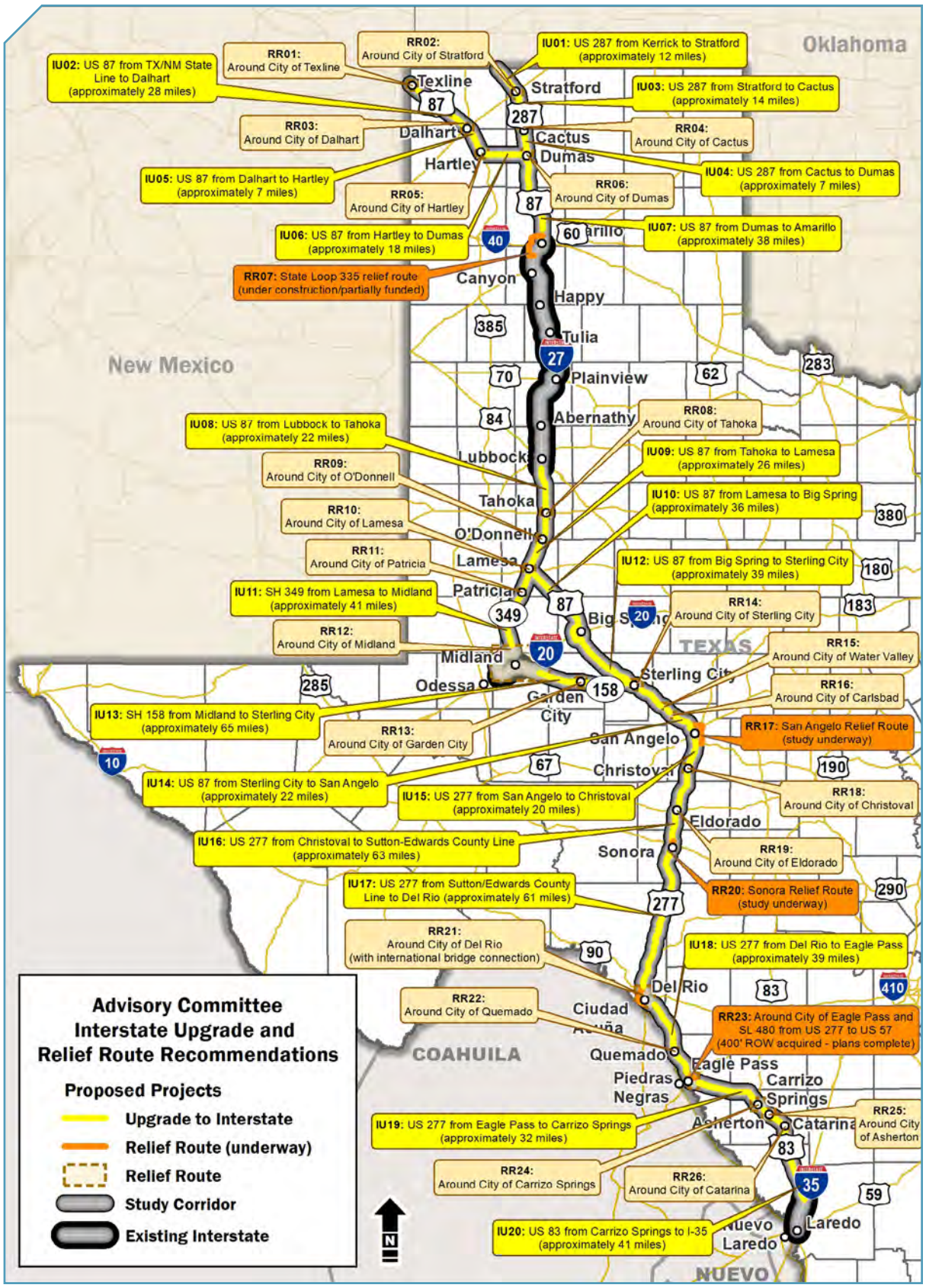
The Advisory Committee concurs with the Segment Committees and **recommends twenty-six relief route projects for cities along the Corridor.** The relief route projects are recommended around communities where upgrading the existing facility to interstate standards would not be feasible. The Advisory Committee concurs with the Segment #1 Committee's recommendation to make State Loop (SL) 335 in Amarillo a relief route for an interstate upgrade for Amarillo and to dually designate it as SL 335 and US 87 with the existing US 87 being re-designated by TxDOT as Business 87. The Committee supports the completion of the current San Angelo Northern Relief Route Study as a relief route for an interstate upgrade for San Angelo. The Committee also concurs with the Segment #3 Committee's recommendation on implementing relief route projects from Eagle Pass to Laredo as a single plan.

The Advisory Committee concurs with the Segment Committees and **recommends thirty-two safety and operational improvement projects** along the Ports-to-Plains Corridor. These projects compliment the interstate upgrade and are low-cost strategies to improve safety and operations along the existing Corridor. The types of safety and operational improvements are categorized into the following types of projects:

- Intersection improvements
- Grade separation projects
- Interchange projects
- Roadway improvements
- Border patrol check point improvements
- Overpass projects

Although the Advisory Committee's recommendations and implementation plan is not financially constrained, it serves as a blueprint for action that should be carried out through deliberate and concerted Corridor-wide project planning, development and programming to upgrade the Ports-to-Plains Corridor to an interstate facility within the next 30 years.

Ports-to-Plains Corridor Advisory Committee



SO02: US 87 at US 54: Improve Intersection
SO01: US 287 at US 54: Improve Intersection
SO03: I-27 Hale County (near Hale Center): Improve curves in roadway
SO04: Between Hale Center and Abernathy: improve roadway drainage
SO05: I-27 and SL 289: Develop Interchange
SO06: I-27 and US 82: Develop Interchange
SO07: I-27 and US 62: Develop Interchange
SO08: I-27 and SL 289: Develop Interchange
SO09: Loop 88 intersection (currently in development)
SO10: US 87 and SH 41: Add grade separation
SO11: US 87 and FM 211: Add grade separation
SO12: US 87 and FM 1317: Add grade separation
SO13: US 87 and FM 213: Add grade separation
SO14: US 87 and FM 2053: Add grade separation
SO15: I-20 and Business 87: Improve Intersection
SO16: I-20 at SH 158: Improve Intersection
SO17: SH 158 and SH 137: Add grade separation
SO18: US 87 and US 67: Improve Overpass
SO19: US 277 at LP 306: Improve Intersection
SO20: US 277 bridge over river: Study and access on and off
SO21: US 277 at FM 110: Add grade separation
SO22: US 277 at RM 189: Study Overpass
SO23: US 277 to SH 55: Study southbound Overpass
SO24: US 277: Study access to the interstate
SO25: US 277: Expand Border Patrol Inspection Facilities
SO26: US 277: Look at tie-ins to the interstate
SO27: US 83: Expand Border Patrol Inspection Facility or possibly relocate
SO28: FM 133: Improvements needed
SO29: US 83 and SH 44: Improve Intersection
SO30: US 83: Expand Border Patrol Inspection Facility or possibly relocate
SO31: I-35 and Bob Bullock Loop: Improve Intersection
SO32: US 83 and I-35: Future Direct Connector
Advisory Committee Safety/Operational Improvement Recommendations
Project Category
Intersection Improvement
Add Grade Separation
Roadway Improvement
Interchange Project
Border Patrol Checkpoint Improvement Project
Study Overpass
Study Corridor
Existing Interstate
New Mexico
Oklahoma
TEXAS
COAHUILA
Mexico
NUEVO
Texline
Stratford
Dalhart
Cactus
Dumas
Hartley
Amarillo
Canyon
Happy
Tulia
Plainview
Lubbock
Tahoka
O'Donnell
Lamesa
Patricia
Big Spring
Midland
Odessa
Garden City
Sterling City
San Angelo
Christoval
Eldorado
Sonora
Del Rio
Ciudad Acuña
Quemado
Eagle Pass
Piedras Negras
Asherton
Catarina
Laredo
Nuevo Laredo

Advisory Committee's Implementation Plan

The Advisory Committee outlines a practical and realistic implementation plan based on the recommendations of the three Segment Committees and input from the six TxDOT Districts along the Corridor.

The Advisory Committee understands that it will take TxDOT many years to complete these projects as they will go through several phases from planning, environmental analysis, right-of-way acquisition, design, engineering and construction.

Therefore, the Advisory Committee recommends a full upgrade of the Ports-to-Plains Corridor to an interstate facility with **59 projects starting in the short-term (0-5 years), 13 mid-term (6-10 years), and 6 long-term (10+ years)**.

The recommended projects are not prioritized. The implementation timeframes are the Advisory Committee's recommendations for planning purposes. However, projects may be accelerated or decelerated based on funding opportunities and other resource allocations needed for implementation and construction.

		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

Advisory Committee Policy Recommendations

Creation of an I-27 Corridor Advisory Committee

The Ports-to-Plains Advisory Committee recommends TxDOT establish an I-27 Corridor Advisory Committee. The Corridor Advisory Committee will be charged with providing advice and guidance to TxDOT on the implementation priorities of the interstate feasibility study project recommendations to upgrade the Corridor to an interstate facility and the interstate designation of the Ports-to-Plains Corridor in Texas. The Committee will also be responsible for engaging national, state, regional and local stakeholders on I-27 extension status and project development.

I-27 Corridor Implementation Strategy

The Advisory Committee recommends TxDOT develop a Ports-to-Plains Corridor improvements implementation strategy within six months of TxDOT's Ports-to-Plains Corridor Interstate Feasibility Study Report submission to the Governor and State Legislature.

Detailed Project-Level Planning and Development Process

The Committee recommends TxDOT continues to further conduct detailed project-level planning and development to implement the project recommendations in this document. The activities should include:

- Developing detailed TxDOT District-level implementation plans outlining the project development process for each recommended project.
- Determining the specific location of items like frontage roads, bridges, and grade separations (over and underpasses) as the planning and development process progresses.
- Planning for future connections and interchanges with the proposed interstate to other regional highways serving the region.

Complete Planned and Programmed Projects

The Advisory Committee recognized TxDOT has already begun the process of funding projects that will improve highways in the Ports-to-Plains Corridor by enhancing safety and mobility in the Corridor. The Advisory Committee endorses TxDOT's efforts to complete these projects already planned and programmed.

Proposal Requesting Interstate Designation

The Advisory Committee recommends TxDOT submit a proposal requesting designation of the Ports-to-Plains Corridor as a future interstate by FHWA that includes developing agreements with the New Mexico Department of Transportation, Oklahoma Department of Transportation, and Colorado Department of Transportation committing to the construction of the Corridor to interstate standards within 25 years that includes extending:

- US 287 for 190 miles through Oklahoma and Colorado, terminating at I-70 in Limon, Colorado, and
- US 87 for 90 miles through New Mexico, terminating at I-25 in Raton, New Mexico

Environmental Review and Public Input

The Advisory Committee recommends construction of any relief route undergo an extensive environmental process and require public input and comment.

Importance of Community Support

The Advisory Committee recognizes the importance of community support and has included a resolution supporting future interstate designation adopted by 72 communities, counties, organizations, and businesses along the Ports-to-Plains Corridor.

Advisory Committee Members

Dan Pope
Mayor, Committee Chair
City of Lubbock

Stephen H. Smith
Judge, Committee Vice-Chair
Sutton County

Ginger Nelson
Mayor
City of Amarillo

Jared Miller*
City Manager
City of Amarillo

Shannon Thomason
Mayor
City of Big Spring

Wayne Seiple
Mayor
City of Carrizo Springs

Phillip Hass
Mayor
City of Dalhart

Bruno Lozano
Mayor
City of Del Rio

Bob Brinkmann
Mayor
City of Dumas

Luis Sifuentes
Mayor
City of Eagle Pass

George Arispe
Mayor
City of Eldorado

Josh Stevens
Mayor
City of Lamesa

Pete Saenz
Mayor
City of Laredo

Patrick Payton
Mayor
City of Midland

David Turner
Mayor
City of Odessa

Brenda Gunter
Mayor
City of San Angelo

Wanda Shurley
Mayor
City of Sonora

Lane Horwood
Mayor
Sterling City

Ricky Reed
Mayor
City of Stratford

John Baker
Mayor
City of Tahoka

Hal Spain
Judge
Coke County

Wesley Ritchey
Judge
Dallam County

Foy O'Brien
Judge
Dawson County

Francisco G. Ponce
Judge
Dimmit County

Souli Asa Shanklin
Judge
Edwards County

Kim Halfmann
Judge
Glasscock County

David B. Mull
Judge
Hale County

Ronnie Gordon
Judge
Hartley County

Kathryn Wiseman
Judge
Howard County

James Tullis Shahan
Judge
Kinney County

Curtis Parrish
Judge
Lubbock County

Mike Braddock
Judge
Lynn County

Bryan Cox
Judge
Martin County

David R. Saucedo
Judge
Maverick County

Terry Johnson
Judge
Midland County

Johnnie "Rowdy" Rhoades
Judge
Moore County

Nancy Tanner
Judge
Potter County

Ernie Houdashell
Judge
Randall County

Charlie Bradley
Judge
Schleicher County

Terri Beth Carter
Judge
Sherman County

Deborah Horwood
Judge
Sterling County

Harold Keeter
Judge
Swisher County

Steve Floyd
Judge
Tom Green County

Lewis G. Owens Jr.
Judge
Val Verde County

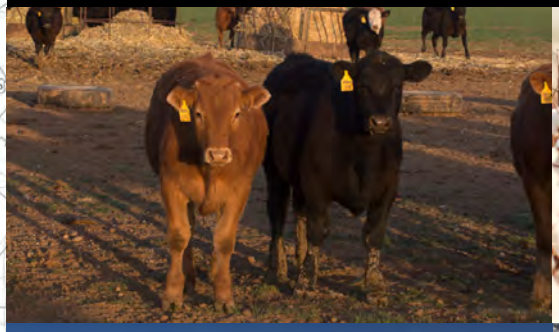
Tano E. Tijerina
Judge
Webb County

*Jared Miller served as a designee for Ginger Nelson.

This Page is Intentionally Left Blank

This Page is Intentionally Left Blank

This Page is Intentionally Left Blank



For more information:
Caroline A. Mays, AICP
Director, Freight, International Trade, and Connectivity Section
(512) 936-0904
caroline.mays@txdot.gov

Texas Department of Transportation
125 East 11th Street
Austin, TX 78701

APPENDIX C

STATE LETTERS REGARDING I-27 DESIGNATION

Texas Department of Transportation

125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

June 19, 2020

Chairman Peter DeFazio
House T&I Committee
U.S. House of Representatives
2164 Rayburn House Office Building

Ranking Member Sam Graves
House T&I Committee
U.S. House of Representatives
2164 Rayburn House Office Building

Re: I-27 Future Interstate Designation

Dear Chairman DeFazio and Ranking Member Graves:

The Texas Department of Transportation (TxDOT) would like to offer this letter of support for the future interstate designation of I-27, as proposed by Congressman Babin in Amendment #043 of the INVEST Act.

TxDOT recognizes the critical need for the continued economic prosperity of South and West Texas through an extensive north-south corridor such as I-27. In fact, TxDOT is currently working with stakeholders along the corridor to address these needs and will be presenting a report to the Governor's office by the end of the year on this topic. The report will cover matters such as economic development, congestion, freight, ports of entry, as well as other matters.

The region is forecasted to continue to see significant population and economic growth as demands on agriculture, oil, and gas continue to increase. Trucks carrying freight rely on the Ports-to-Plains Corridor for direct access from the Texas border to markets across the country. The route connects to the Port of Laredo, which is the largest port on the U.S.-Mexico border and one of the largest in the country. The interstate upgrade would reduce travel times, allowing freight traffic to move more smoothly and deliver product faster.

If you have any questions, please contact me at (512) 305-9515. If your staff needs additional information, they may contact Jerry Haddican in our Government Affairs Division at (512) 658-1436 or via email at Jerry.Haddican@txdot.gov.

Sincerely,

James M. Bass
Executive Director

cc: Governor Greg Abbott

Congressman Brian Babin (TX-36)
Congressman Henry Cuellar (TX-28)
Congressman Jodey Arrington (TX-19)
Congressman Mike Conaway (TX-11)
Congressman Mac Thornberry (TX-13)
Congressman Will Hurd (TX-23)

New Mexico DEPARTMENT OF TRANSPORTATION

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 New Mexico

Dear Chairman DeFazio and Ranking Member Graves:

The New Mexico Department of Transportation (NMDOT) is supportive of Congressional action to enhance the highway system in New Mexico and designate the Ports-to-Plains Corridor, which is a Congressionally-designated High Priority Corridor, as a potential future Interstate Highway.

The Governor Lujan Grisham administration has been committed to working with communities in our state on potential economic development opportunities. We are in the process of conducting a study to understand the true benefits and impacts of the future interstate highway designation.

While we recognize the potential value a project of this scope may bring to communities in the rural areas of our state, we will ultimately support what is best for these communities impacted based on the outcome of the study and local input.

If you have any questions or if I may be of further assistance, please contact me at Michael.Sandoval1@state.nm.us or your staff may contact Jerry P. Valdez, Executive Director, at 505-795-3033 or JerryP.Valdez2@state.nm.us

Sincerely,

Michael Sandoval (Jun 25, 2020 08:12 MDT)

Michael R. Sandoval
Cabinet Secretary
New Mexico Department of Transportation

Michelle Lujan Grisham
Governor

Michael R. Sandoval
Cabinet Secretary

Commissioners

Jennifer Sandoval
Commissioner, Vice-Chairman
District 1

Bruce Ellis
Commissioner
District 2

Hilma Espinoza Chynoweth
Commissioner
District 3

Walter G. Adams
Commissioner, Chairman
District 4

Thomas C. Taylor
Commissioner
District 5

Charles Lundstrom
Commissioner, Secretary
District 6

OKLAHOMA Transportation

Office of the Executive Director
Tim J. Gatz
200 NE 21st St.
Oklahoma City, OK 73105
(405) 522-1800

March 3, 2021

The Honorable Peter DeFazio
House T&I Committee
U.S. House of Representatives
2164 Rayburn House Office Building
Washington, DC 20515

The Honorable Sam Graves
House T&I Committee
U.S. House of Representatives
1135 Longworth House Office Building
Washington, DC 20515

Re: Ports-to-Plains Alliance for Future Interstate Designation

Dear Chairman DeFazio and Raking Member Graves:

The Oklahoma Department of Transportation (ODOT) is providing this letter as support of the concept of the future interstate designation of US287 in the Oklahoma panhandle.

The Oklahoma Department of Transportation recognizes the importance of the corridor, often referred to as the Ports-to-Plains corridor, as it provides a significant connection for international trade between the Port of Laredo and points north, and the route in Oklahoma (currently US287) provides the fastest travel times between Amarillo and Denver. We have made nearly $45 million in significant investments in the corridor and have plans to invest nearly $24 million in programmed funds, in recognition of the importance of the corridor to the nation, as well as the local communities along the route. While current and future planned improvements are not to interstate standards, and funding is not available to implement that level of improvement at this time, we recognize that the long-term vision of planning for the future is critical and the states along the corridor and the other states (Texas, New Mexico, and Colorado) are in agreement.

If you have any questions, please contact me at (405) 522-1800. If your staff needs additional information, please contact Dawn Sullivan, ODOT Deputy Director at (405) 521-4768 or dsullivan@odot.org.

Sincerely,

Tim J. Gatz
Secretary of Transportation

c: Director of Capital Programs
District 6 Engineer

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.

Furthermore, it is important to note as Congress considers reauthorization of the FAST Act, CDOT supports providing formula funds to states, with categorical program guidelines and requirements, and in a manner that allows for the state to prioritize funds towards those projects that have been identified as part of our State Transportation Improvement Program (STIP,) as required by FHWA. Of note, CDOT's STIP currently being updated to conform to the planning process that we conducted, working collaboratively with stakeholders across the state including all 64 counties in Colorado. Importantly, CDOT would oppose earmarks if proposed as part of the next surface authorization bill and believes it is important to prioritize funds for projects that have been fully studied from both an economic and environmental standpoint.

If you have any questions or if I may be of further assistance, please contact me at shoshana.lew@state.co.us or your staff may contact Eric Richardson in our CDOT Federal Affairs Section at 303-757-9105 or eric.richardson@state.co.us.

Sincerely,

Shoshana M. Lew
Executive Director

APPENDIX D

COMMUNITY RESOLUTIONS SUPPORTING I-27 DESIGNATION

PORTS-TO-PLAINS ALLIANCE

Securing the Benefits of Commerce to
North America's Energy & Agricultural Heartland

RESOLUTIONS SUPPORTING THE DESIGNATION OF THE PORTS-TO-PLAINS AND A PORTION OF THE HEARTLAND EXPRESSWAY CORRIDORS AS A FUTURE INTERSTATE

The Ports-to-Plains Alliance has received the following Resolutions to date Supporting Future Interstate Designation from Texas.

Amarillo Chamber of Commerce
Dated: June 20, 2019
Executed by: Executive Vice President, Business Development and Governmental Affairs, Jason Harrison

Amarillo College
Dated: July 2, 2019
Executed by: President Russell Lowery-Hart

Amarillo Economic Development Corporation
Dated: April 16, 2019
Executed by: Chairwomen Laura Street

Amarillo Metropolitan Planning Organization
Dated: July 18, 2019
Executed by: Vice Chairman, MPO Policy Committee Jared Miller

Big Spring Chamber of Commerce
Dated: May 23, 2019
Executed by: President Randy Johnson

Big Spring Economic Development Corporation
Dated: April 16, 2019
Executed by: President Jeff Ward

Central 57 Importers & Exporters, Inc.
Dated: August 1, 2019
Executed by: Assistant Secretary of the Organization Sonia Shannon

City of Amarillo
Dated: April 18, 2019
Executed by: Mayor Ginger Nelson

City of Big Spring
Dated: March 26, 2019
Executed by: Mayor Larry McLellan

City of Canyon
Dated: September 9, 2019
Executed by: Mayor Gary Hinders

City of Dalhart
Dated: March 12, 2019
Executed by: Mayor Phil Hass

City of Del Rio
Dated: March 12, 2019
Executed by: Mayor Bruno J. Lozano

City of Dumas
Dated: March 18, 2019
Executed by: Mayor Pat L. Sims

City of Eagle Pass
Dated: June 4, 2019
Executed by: Mayor Ramsey English Cantu

City of Eldorado
Dated: July 8, 2019
Executed by: Mayor George Arispe

City of Hale Center
Dated: March 19, 2019
Executed by: Mayor W.H. Johnson

City of Happy
Dated: May 21, 2019
Executed by: Mayor Sara Tirey

City of Lamesa
Dated: June 18, 2019
Executed by: Mayor Josh Stevens

City of Laredo
Dated: February 18, 2020
Executed by: Mayor Pete Saenz

City of Lubbock
Dated March 26, 2019
Executed by Mayor Dan P. Pope

City of New Deal
Dated: March 20, 2019
Executed by: Mayor Pro-tem Gayla Tetter

City of O'Donnell
Dated: April 9, 2019
Executed by: Mayor Mark Roye

City of Plainview
Dated: April 4, 2019
Executed by: Mayor Wendell Dunlap

City of San Angelo
Dated: March 19, 2019
Executed by: Mayor Brenda Gunter

City of San Angelo Development Corporation
Dated: March 27, 2019
Executed by: President Todd Kolls

City of Sonora
Dated: July 15, 2019
Executed by: Mayor Pro-tem Juanita Gomez

City of Tahoka
Dated: April 8, 2019
Executed by: Mayor John B. Baker

City of Tulia
Dated: March 19, 2019
Executed by: Mayor Russell Procter

Dalhart Area Chamber of Commerce
Dated: July 5, 2019
Executed by: Chairman Tim Yee

David L. Hettler PC
Dated: July 9, 2019
Executed by: President David Hettler

Del Rio Area Development Foundation
Dated: June 7, 2019
Executed by: President Frank Larson

Del Rio Chamber of Commerce
Dated: June 7, 2019
Executed by: Executive Director Blanca Larson

Del Rio Hispanic Chamber of Commerce
Dated: August 14, 2019
Executed by: President Sergio Diaz

Dumas Economic Development Corporation
Dated: April 8, 2019
Executed by: Board President Shawn Frische

Dumas / Moore County Chamber of Commerce
Dated: June 17, 2019
Executed by: President Carl Watson

Eagle Pass Chamber of Commerce
Dated: July 30, 2019
Executed by President William W. Davis

Hale County
Dated: March 25, 2019 0020
Executed by: County Judge David B. Mull

High Ground of Texas
Dated: July 18, 2019
Executed by: Executive Director Kasey Coker

Howard College
Dated: July 30, 2019
Executed by: Board Chairman John E. Freeman

Howard County
Dated March 20, 2019
Executed by: County Judge Kathryn G. Wiseman

Lamesa Economic Development Corporation and Lamesa Economic Project Board of Directors
Dated: June 19, 2019
Executed by: President Scott Leonard

Laredo Economic Development Corporation
Dated: October 20, 2020
Executed by: President/CEO Gene A. Lindgren and Chairman of the Board Antonio S. Arce, Jr.

Levelland Economic Development Corporation
Dated: August 5, 2019
Executed by: President Elgin Conner

Lubbock Christian University
Dated: July 29, 2019
Executed by: Vice President for University Relations John King

Lamesa Chamber of Commerce
Dated: June 10, 2019
Executed by: Chairman Mark Ray

Lubbock Chamber of Commerce
Dated: May 30, 2019
Executed by: Chairman Abel Castro

Lubbock County
Dated: May 28, 2019
Executed by: County Judge Curtis Parrish; Commissioner Precinct 1 Bill McCay; Commissioner Precinct 2 Jason Corley; Commissioner Precinct 3 Gilbert A Flores; Commissioner Precinct 4 Chad Seay

Lubbock Economic Development Alliance
Dated: May 22, 2019
Executed by: President/CEO John Osborne

Lubbock Metropolitan Planning Organization
Dated: May 21, 2019
Executed by: Chairperson of LMPO Transportation Policy Committee Jeff Griffith

Lynn County
Dated: June 24, 2019
Executed by: County Judge Mike Braddock

Moore County
Dated: March 25, 2019
Executed by: County Judge Rowdy Rhoades

Panhandle Regional Planning Commission
Dated: July 25, 2019
Executed by: Chairman Ricky White

Permian Basin Regional Planning Commission
Dated: January 8, 2020
Executed by: Chair Foy O'Brian

Plains Cotton Growers, Inc.
Dated: June 17, 2019
Executed by: President Stacy Smith

Plainview Chamber of Commerce
Dated: July 12, 2019
Executed by Executive Director Tonya Keesee

Plainview Convention & Visitor Bureau
Dated: August 5, 2019
Executed by: President Ranada Jack

Plainview Hale County Economic Development Corp
Dated: March 28, 2019
Executed by: Executive Director Michael Fox

Reece Albert, Inc.
Dated: June 17, 2019
Executed by: President/CFO Roger Albert

Ryan and Ryan International
Dated: June 18, 2019
Executed by: Chairman and CEO Brint Ryan

San Angelo Chamber of Commerce
Dated: August 14, 2019
Executed by CEO Bruce Partin

San Angelo Metropolitan Planning Organization
Dated: June 24, 2019
Executed by: Chair Policy Board Brenda Gunter

Sherman County
Dated: September 11, 2019
Executed by: County Judge Terri Beth Carter

Sonora Economic Development Corporation
Dated: April 9, 2019
Executed by: President Jim Polonis

Stratford Grain Company
Dated: May 13, 2019
Executed by: President Donald K. Riffe

Sonora Chamber of Commerce
Dated: June 28, 2019
Executed by: Executive Director Donna Garrett

South Plains Association of Governments
Dated: August 13, 2019
Executed by: President Lee Norman

Sutton County
Dated: June 24, 2019
Executed by: County Judge Steve Smith

Swisher County
Dated: March 25, 2019
Executed by: County Judge Harold Keeter

Tom Green County
Dated: March 19, 2019
Executed by: County Judge Steven C. Floyd; Commissioner Ralph Hoelscher; Commissioner Sammy Farmer; Commissioner Rick Bacon

Valero Energy
Dated: July 10, 2019
Executed by: Refinery Controller Benton Murphy

Val Verde County
Dated: July 24, 2019
Executed by County Judge Lewis G. Owens Jr.

Wayland Baptist University
Dated: August 21, 2019
Executed by: Chair David Foote

Webb County
Dated: November 12, 2019
Executed by: Judge Tano Tijerino

The Ports-to-Plains Alliance has received the following Resolutions to date Supporting Future Interstate Designation from New Mexico.

Union County, New Mexico
Dated: March 12, 2019
Executed by: County Commission Chair Justin Bennett

The Ports-to-Plains Alliance has received the following Resolutions to date Supporting Future Interstate Designation from Oklahoma.

Northern Oklahoma Regional Transportation Planning Organization
Dated: July 25, 2019
Executed by: Chair Richard Raupe, Jr.

The Ports-to-Plains Alliance has received the following Resolutions to date Supporting Future Interstate Designation in Colorado.

Colorado Freight Advisory Council
Dated: November 18, 2019
Executed by Chair Jenyce Houg

Colorado Motor Carriers Association
Dated: September 6, 2019
Executed by: President Greg Fulton

East Central Council of Governments
Dated: September 10, 2019
Executed by Chair Julie Coonts

Kiowa County
Dated: September 10, 2019
Executed by: Chair Richard Scott

City of Brush
Dated: January 27, 2020
Executed by: Mayor Charles R. Bain

City of Lamar
Dated: October 14, 2019
Executed by: Mayor Roger Stagner

Town of Limon
Dated: September 5, 2019
Executed by Mayor Julie Coonts

Limon Chamber of Commerce
Dated: September 12, 2019
Executed by: Vice President Ruth McMillen

Lincoln County
Dated: September 6, 2019
Executed by: Chair Ed Schifferns, Commissioner Steve Burgess, and Commissioner Doug Stone

Lincoln County Economic Development Corporation
Dated: August 21, 2019
Executed by: President Jim Herron

Metro Denver Economic Development Corporation
Dated: August 15, 2019
Executed by: Executive Committee Co-Chair Carla Dore

Morgan County
Dated: February 18, 2020
Executed by: Chair Mark Arndt, Commissioner Jon Becker and Jim Zwetzig

Move Colorado
Dated: September 25, 2019
Executed by: President Carla Perez

Pro 15
Dated: September 15, 2019
Executed by: Chair Tammy Berbee

Washington County
Dated December 10, 2019
Executed by: Chair Lea Ann Layborne,
Commissioner Leland Willeke, and
Commissioner Tony Wells