



Ports-to-Plains Corridor Update

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2023 REGIONAL UPDATE
FORT MORGAN COLORADO
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Ports-to-Plains in New Mexico

US Designates the P2P Corridor as part of the Interstate Highway System

(LUBBOCK, TX) – The designation of future Interstate became official on Tuesday, **March 15, 2022** as President Biden signed into law the appropriation bill.

The designation recognizes the **Ports-to-Plains Corridor from Laredo, Texas to Raton, New Mexico** as an addition to the Interstate Highway System. This includes the route to Midland/Odessa and the route north to the Texas/Oklahoma border.

Ports-to-Plains in New Mexico

- ❑ In 2023 Clayton New Mexico with the support of Ports to Plains, Raton New Mexico, Union County, Colfax County and the Clayton-Union Economic Development submitted a Community Funding Request with the New Mexico Congressional delegation.
- ❑ The funding request for \$2 million to be used for interstate upgrade planning along the corridor.
- ❑ This amount includes a \$400k state match which was approved by NMDOT

Ports-to-Plains in New Mexico

- ❑ I-25 Raton/Clayton Interchange Study (US Highway 64/87)
- ❑ US 64/87 Pavement Rehabilitation - segment 1 of 2 (US 64 east of the NM 193 Junction) (\$3.4 million)
- ❑ US 64/87 Pavement Rehabilitation - segment 2 of 2 (US 64 east of the NM 453 Junction) (\$3.4 million)
- ❑ Clayton Port of Entry Parking Lot (\$1.2 million)

Ports-to-Plains in Oklahoma

- Work Plan - Reconstruct / Rehabilitate existing facility **US-287**: Begin 14.94 Mi SE of JCT US-64 (US-412), extend NW 7.00 MI (estimate \$7.5 million) (FY 2029)
- Construction - **US-287**: Begin approximately 9.3 miles north of Van Buren St in Boise City, extend north approximately 3.98 miles (\$23.4 million)
- Work Plan - **US-287**: Begin approximately 13.28 miles N OF Van Buren St in Boise City, extend north approximately 4.5 miles (estimate \$10 million) (FY 2026)

Ports-to-Plains in Colorado

- CDOT completed work to add four passing lanes on #US287 between Kit Carson and Lamar.
- CDOT completed work on the **US 40/287 Passing Lanes** project.

This project strategically added new passing lanes or extended existing passing lanes at six critical locations along this international freight route. **It is the goal of the Region to provide a minimum of 8 miles of passing lanes for every 20-mile stretch along freight corridors.** The project cost is \$20 million.

2023 RECENT PASSING LANE PROJECTS (POWERS AND KIOWA COUNTY)

US 287 Passing Lanes Kit Carson to Lamar Project Location Map

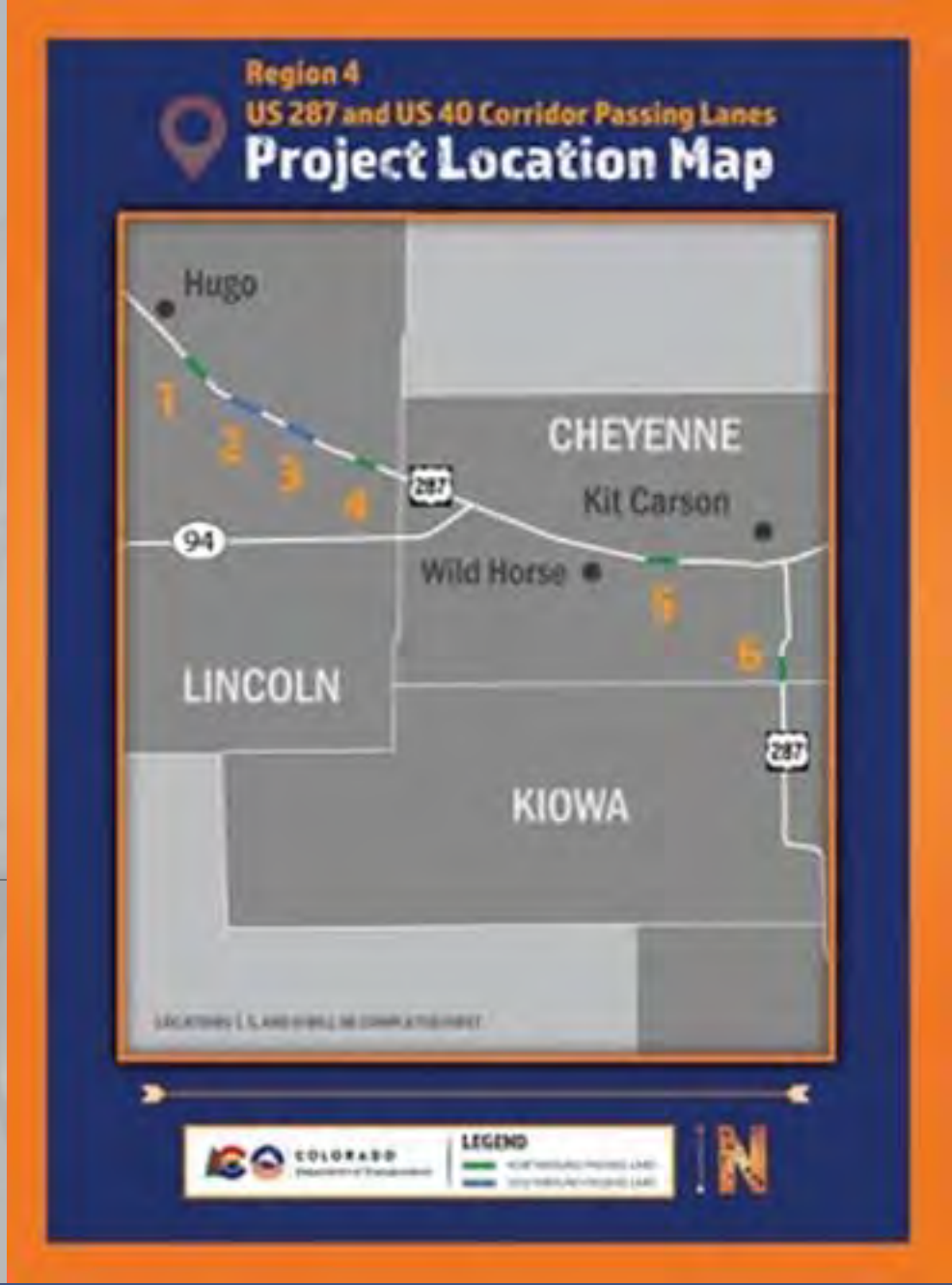


 COLORADO
Department of Transportation

 Project Site Limits



2023 RECENT PASSING LANE PROJECTS (LINCOLN AND CHEYENNE COUNTY AND CHEYENNE COUNTY)



Ports-to-Plains in Colorado

- U.S. 287 from Limon to Oklahoma on the Ports-to-Plains Corridor was one of the six corridors in Colorado approved by FHWA as an Electric Vehicle Corridor

2023 NEW FEDERAL ELECTRIC VEHICLE CORRIDORS IN COLORADO

Federally Designated Electric Vehicle Corridors in Colorado

Existing Designated Corridors



Legend

- Existing Corridors
- Newly Approved Corridors

Ports-to-Plains in Colorado

- ❑ In the Southeast Region, there are two projects in the **10-Year Vision**. The **US 287 Lamar Downtown PCCP - Phase I & Phase 2** provided reconstruction of US 287 from Savage South to County Road CC (MP 73) and from Hickory Street to Beech Street by the Amtrak station in Lamar in Prowers County. Funding available is \$18 million.
- ❑ The **US 287 Bridge Preventative Maintenance - Phases 1 and 2** maintains two bridges north of Eads and seven close to Springfield in Baca and Kiowa counties. \$5 million is funded through SB 267.

Ports-to-Plains in Texas

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Future Interstate Highway

- In 2022, the **TEXAS** and **NEW MEXICO** portions of the Ports-to-Plains Corridor were **designated** by Congress as a **Future Interstate Highway**.



Advisory Committee's Project Recommendations

The Advisory Committee concurs with the Segment Committees and makes these recommendations:

The interstate upgrade projects would extend I-27 by upgrading 811 miles of the existing primarily two-lane corridor to an interstate.

The relief route projects are recommended around communities where upgrading the existing facility to interstate standards would not be feasible. This includes making State Loop 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. Also the completion of the current San Angelo Northern Relief Route Study as a relief route for an interstate upgrade for San Angelo, along with implementing relief route projects from Eagle Pass to Laredo as a single plan.

The safety/operational improvement projects complement the interstate upgrade and are low-cost strategies to improve safety and operations along the existing corridor. They are categorized into following types of projects: intersection improvements, grade separation projects, interchange projects, roadway improvements, border patrol check point improvements, and overpass projects.

Although the Committee's recommendations and implementation plan is not financially constrained, it serves as a blueprint for action that should be carried out through a 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.

Recommended Projects
20 Interstate Upgrade Projects
26 Relief Route Projects
32 Safety/Operational Improvement Projects

Implementation Plan
59 Short-Term Projects
13 Mid-Term Projects
6 Long-Term Projects

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 projects in the short-term (0-5 years), mid-term (6-10 years), and long-term (11+ years).

The recommended projects are not prioritized. The implementation timeframe is 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.

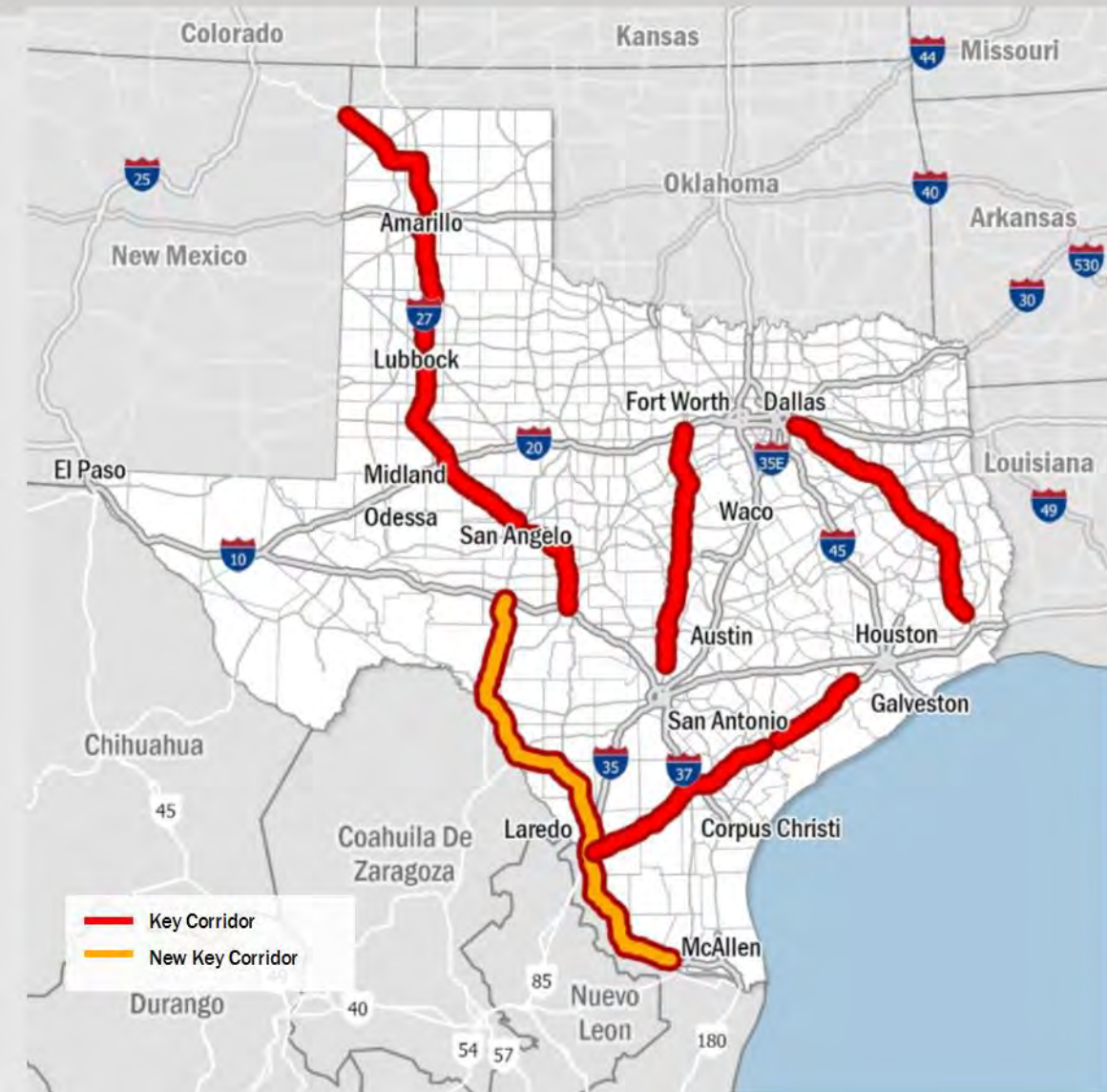


I-27 Advisory Committee

32 Safety/Operational Improvement Recommendations



Proposed New Key Statewide/Rural Connectivity Corridor: US 83 and Ports-to-Plains (P2P)



- **US 87 & US 83**
TX/NM State Line to I-10
- **US 69 & US 175**
Beaumont to Dallas
- **US 59**
Laredo to Houston
- **US 281**
San Antonio to I-20
- **US 83 and P2P – New Key Corridor**
I-2 to I-10

Draft 2024 UTP Estimated Investment (Update)



- The draft 2024 UTP includes a total of \$100.6 billion dollars distributed across the 12 UTP funding categories for construction
- Projects in the UTP are selected by TxDOT Districts, Metropolitan Planning Organizations (MPOs), or the Texas Transportation Commission using performance-based selection processes
- The UTP guides and authorizes the development of projects estimated to let over the next 10-years, which totals \$34.2 billion

Category and Description		Draft 2024 UTP Distribution (\$B)
1	Preventive Maintenance & Rehabilitation	\$18.7
2	Metro and Urban Corridor Funding	\$11.5
4R	Statewide Connectivity (Rural)	\$10.0
4U	Statewide Connectivity (Urban)	\$7.8
5	Congestion Mitigation and Air Quality	\$2.3
6	Bridge	\$4.7
7	Federal Metropolitan Mobility	\$5.8
8	Safety	\$3.7
9	Transportation Alternatives	\$1.7
10	Supplemental Transportation Projects	\$1.2
10CR	Carbon Reduction Program	\$1.3
11	District Discretionary	\$1.5
11ES	Energy Sector	\$3.5
11SF	District Safety	\$1.2
11CO	Cost Overruns/Change Orders	\$0.8
12	Strategic Priority	\$14.0
12CL	Strategic Priority (Texas Clear Lanes)	\$6.0
	Sub-Total Distribution (Less Cat 3)	\$95.6
3	Non-traditional (SUBJECT TO CHANGE)	\$5.0
	Total UTP Distribution	\$100.6
	Estimated Development Costs	\$34.2
	Estimated Routine Maintenance Contracts	\$7.5
	Total Ten-Year Estimated Investment in Projects	\$142.3

Ports-to-Plains in Texas (2024 UTP)

- Abilene – (1 Project) **US 87** around Big Spring (16.2 million)
- Amarillo – (**US 87**, \$153 million)(**SL 335**, \$258.5 million)(**IH 27**, \$271.9 Million)
- Lubbock – (**SL 88**, \$263.3 million)(**US 87**, \$146 million)
- San Angelo (**US 277**, \$15 million)(**US 87**, \$3.5 million)
- Odessa – (**IH 20**, \$415.5 million)(**SH 349**, \$5 million)
- Laredo – (**US 277**, \$11 million)(**SL 480**, \$119.5 million)(**US 83**, \$76 million)(**IH 35**, \$419.8 million)

Ports-to-Plains in Texas

- ❑ Federal Community Funding Requests in Texas totaled **\$12 million** in planning and **\$8 million** in Construction
- ❑ At the State level language was included in Rider 11 of Article VII in the State appropriations directing TxDOT to emphasize planning on corridors within **60 miles of the border**. This includes 115 miles of our P2P corridor. Project Prioritization will be selected by the Border Trade Advisory Committee.

Questions!

Ports-to-Plains is a grassroots alliance of over 200 communities and businesses, including alliance partners Heartland Expressway and Theodore Roosevelt Expressway, whose mission is to advocate for a robust international transportation infrastructure to promote economic security and prosperity throughout North America's energy and agricultural heartland including Mexico to Canada.

Additional information on the Ports-to-Plains Alliance is available at
<http://www.portstoplains.com/>