



# Ports-to-Plains Corridor History

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# TRADE CORRIDOR

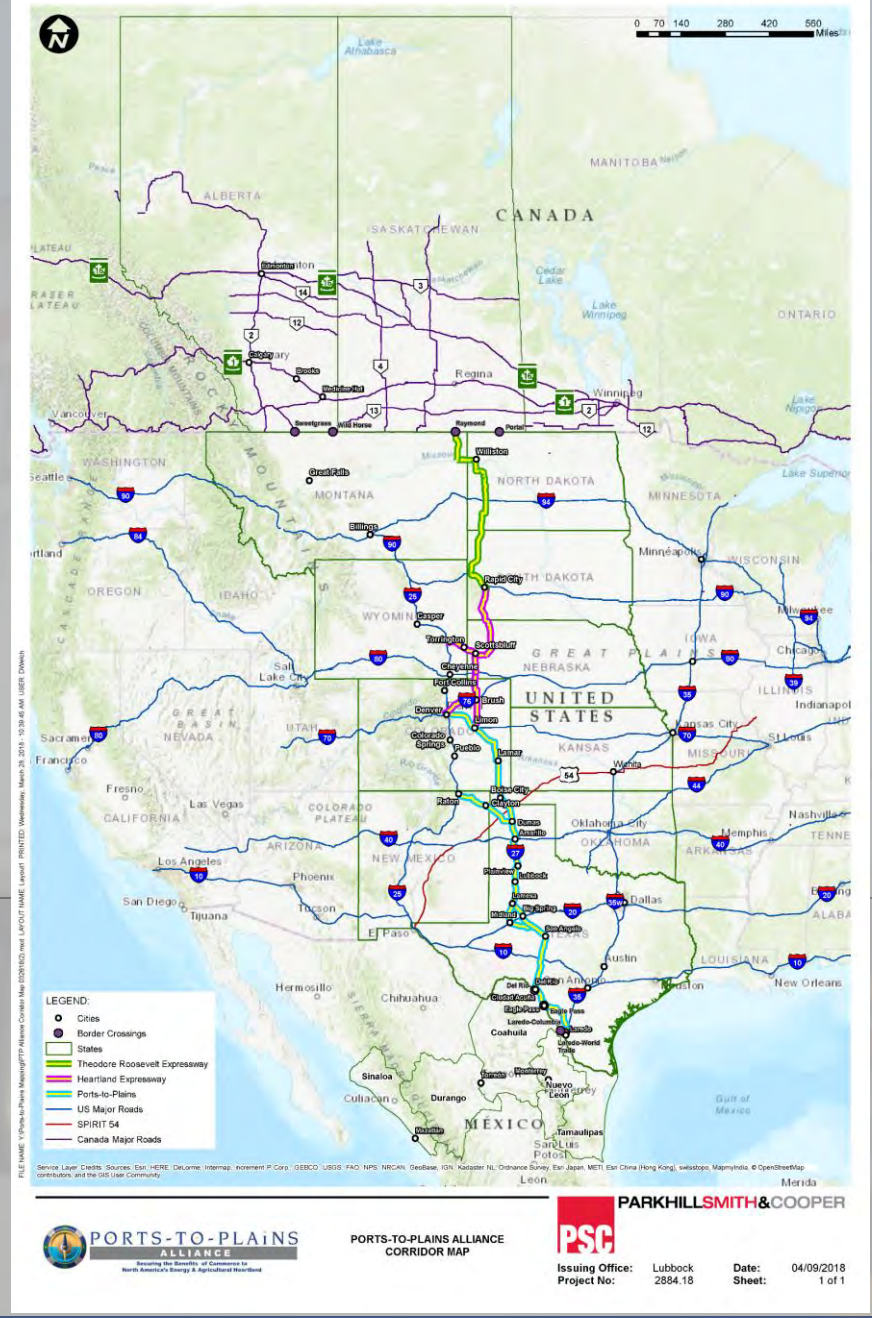
- **Heartland Expressway** designated by Congress as High priority Corridor on the NHS in 1991 from Denver, CO to Rapid City, SD Via Scottsbluff, NE
- **Ports-to-Plains Corridor** designated by Congress as High priority Corridor on the NHS in 1998 from Laredo, TX, via I-27 to Denver, CO
- **Theodore Roosevelt Expressway** designated by Congress as High priority Corridor on the NHS in 2005 from Rapid City, SD through Williston, ND to Canada through the Port of Raymond in Montana
- **Ports-to-Plains Alliance** formed in 2009

# PORT TO PLAINS TRADE CORRIDOR

PORTS TO PLAINS CORRIDOR

HEARTLAND EXPRESSWAY

THEODORE ROOSEVELT EXPRESSWAY



# P2P TRADE CORRIDOR

## HEARTLAND EXPRESSWAY

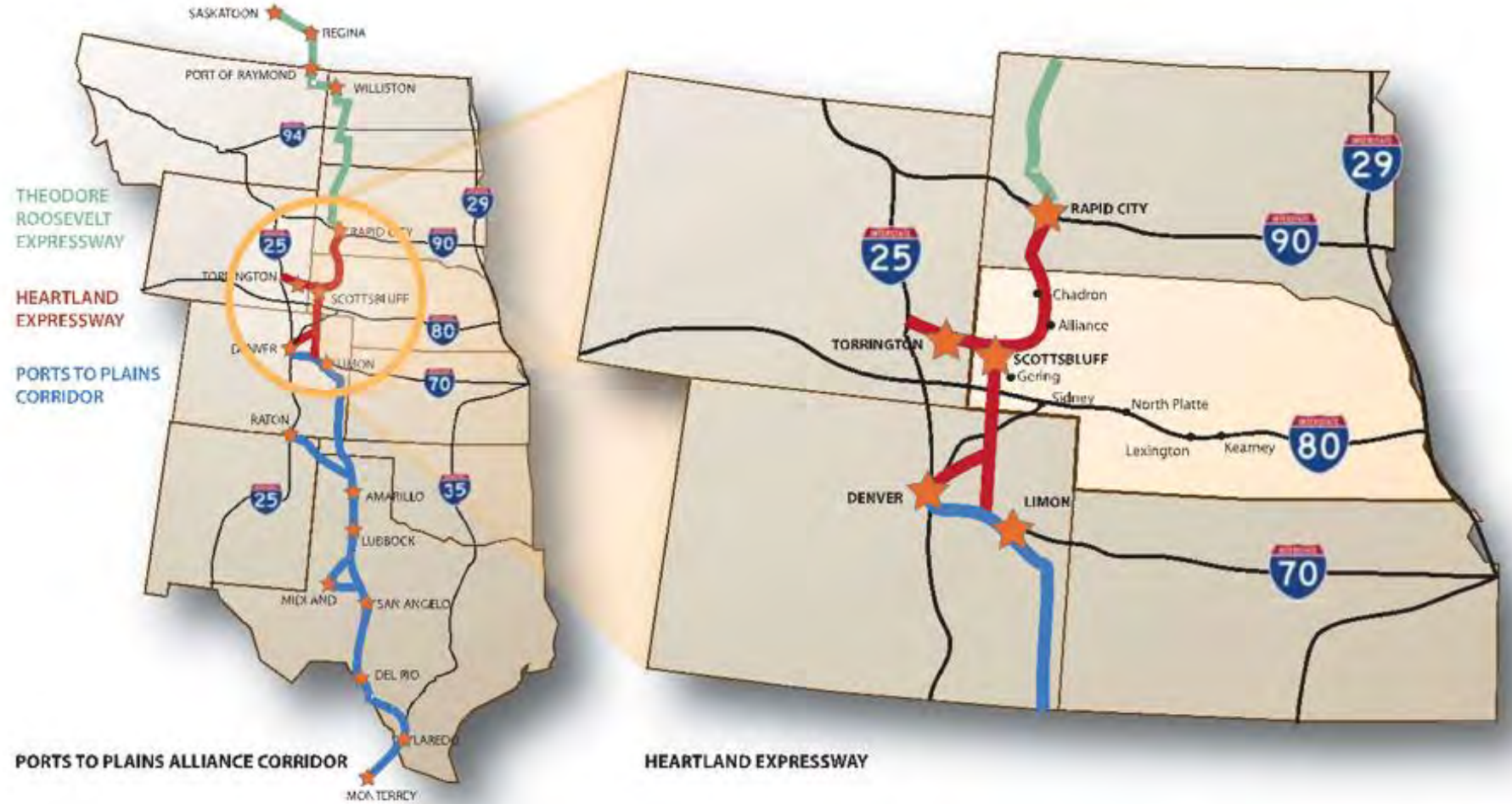


Figure 1.1- The Ports to Plains Alliance Corridor



## History of the Heartland Expressway Corridor

- Heartland Expressway's vision of a four-lane highway connecting Denver, Colorado to Rapid City, SD was born in 1988.
- The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) identified the Heartland Expressway from Denver through Scottsbluff to Rapid City as a high priority corridor.
- Feasibility study was completed in 1993 for Kimball to Rapid City and a study for Kimball to I-76 route was done in 1995.



## History of the Heartland Expressway Corridor

- Kimball to Scottsbluff-Gering 4-lane expressway completed in 2005.
- The Heartland Expressway Association was incorporated in 2009.
- Heartland Expressway joined Port-to-Plains Alliance as a member on December 31, 2009.
- Kimball 4-lane bypass completed in 2011.
- South Dakota completes 4-lane highway from Rapid City to the Nebraska Stateline August 2014.

# P2P TRADE CORRIDOR

## THEODORE ROOSEVELT EXPRESSWAY





## History of the Theodore Roosevelt Expressway Corridor

- Theodore Roosevelt Expressway Designated a High Priority Corridor on the National Highway System in 2005
- Designated from U.S.-Canada Border to Rapid City via Willison
- 2013-2015 - U.S. 85 – Nine Projects – Watford City to Williston - Four Lane including bridge over Missouri River
- 2014 - U.S. 2 – Multiple Projects - Montana/North Dakota State Line to Junction U.S. 85





## History of the Theodore Roosevelt Expressway Corridor

- 2014 - Williston Four-lane Truck Reliever Route Completed
- 2014 - S.E Watford City SE & SW Four-lane Reliever Routes Completed
- 2014 - Alexander Four-Lane Reliever Route Completed
- 2018 - Approved EIS for U.S 85 Four-lane Expansion from I-94 to Watford City Reliever Route - 62 miles
- 2020 - Four-lane Long X Bridge Replacement Completed



## History of the Theodore Roosevelt Expressway Corridor

- 2023 – Four-lane Expansion from Watford City to the New Long X Bridge let - 10.29 miles – Construction Underway

# Ports-to-Plains Corridor History

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- ❑ The **Ports-To-Plains Corridor**, also known as **National Highway System High Priority Corridor 38**, is a highway corridor between the United States Mexico border at Laredo, Texas and Denver, Colorado. It is the southern third of the Ports-to-Plains Alliance.
- ❑ The Ports-To-Plains Corridor starts in South Texas and traverses through Texas, New Mexico, Oklahoma, and ends in Denver, Colorado. This includes the route to Midland/Odessa.
- ❑ The Intermodal Surface Transportation Efficiency Act of 1991 (**ISTEA 1991**) made the Ports-to-Plains Corridor National Highway System **High Priority Corridor 38** in 1998.

# Ports-to-Plains Corridor History

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- A principal reason for evaluating transportation improvement needs in the Ports to Plains corridor was related to the implementation of the **North American Free Trade Agreement (NAFTA) in 1994**, which created a free trade zone between the US, Mexico and Canada.
- This treaty dramatically increased the volume and value of trade between these North American countries, with the majority of Mexico trade passing through the Texas ports of entry.

(Executive Summary Ports to Plains Feasibility Study, Wilber Smith & Associates, 2001)

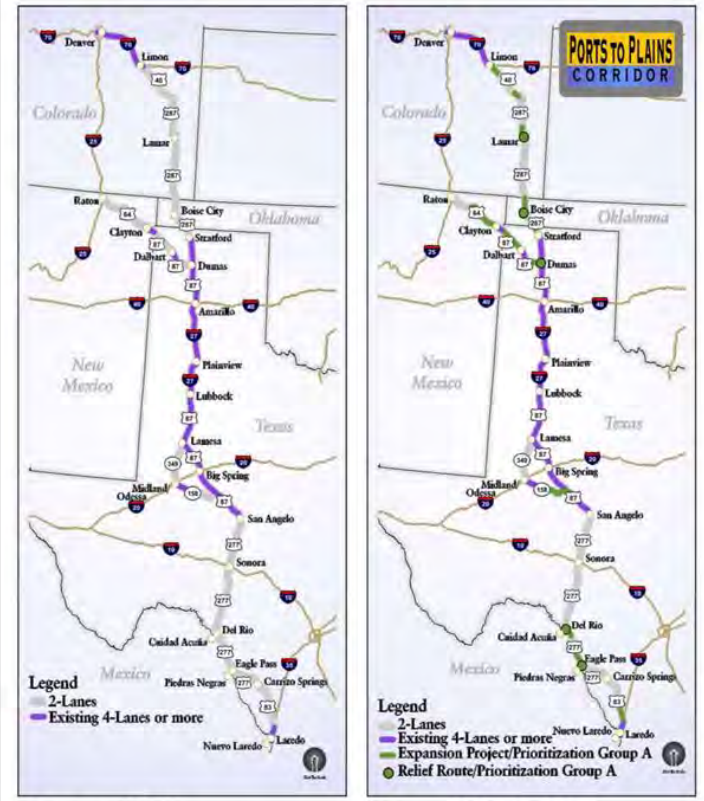
# Ports-to-Plains Corridor History

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- ❑ In 2004, the Departments of Transportation from Colorado, Texas, New Mexico, and Oklahoma developed a **Corridor Development and Management Plan (CDMP)** for the Ports to Plains Corridor.
- ❑ The CDMP outlined a series of priorities and steps to improve the corridor and served as an essential tool for securing federal funding for corridor development.
- ❑ The main improvement considered increasing the corridor from **two-lanes to four-lanes**

# 2004 PORTS TO PLAINS DEVELOPMENT & MANAGEMENT PLAN

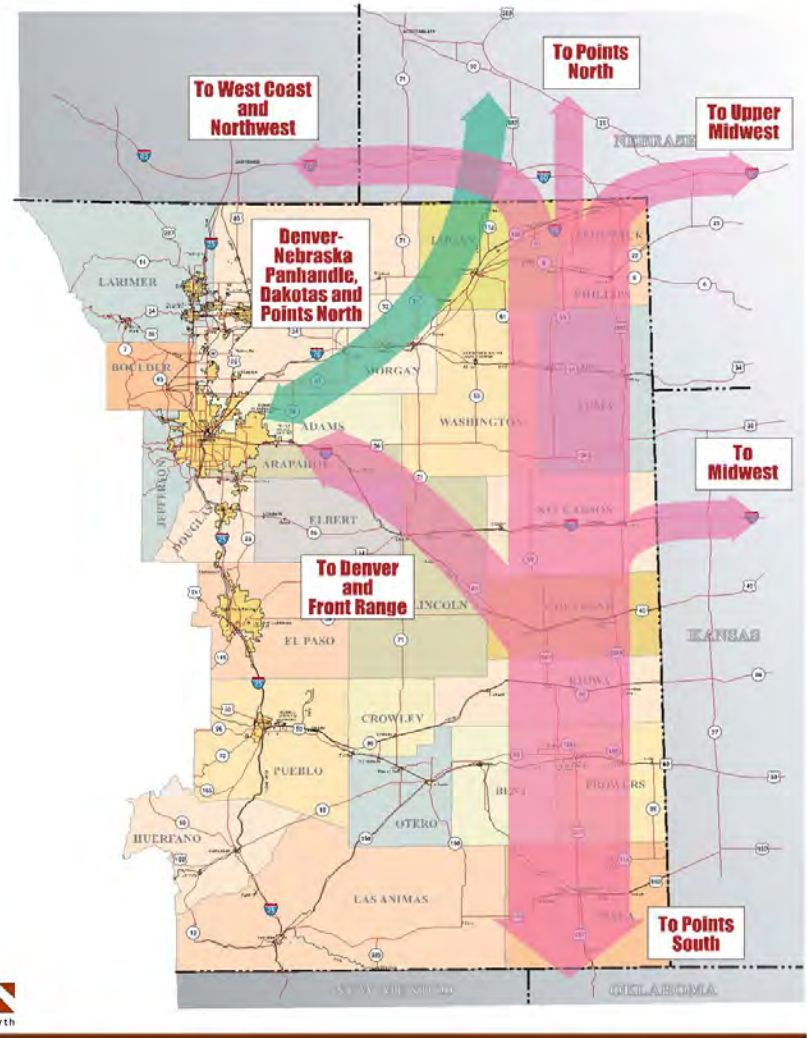
## Corridor Development Plan: Study Recommendations



Existing (2004)                      Group-A (2005-2010)

1. The corridor Development Plan shown is part of the Ports to Plains Corridor Development and Management Plan, and is not necessarily an indication of State DOT programmed projects.
2. Relief Route construction may include initial 2-lane facilities, followed by 4-lane construction by corridor completion.

# 2002 EASTERN COLORADO MOBILITY STUDY TRUCK FLOW MAP



# Ports-to-Plains in Colorado (2004)

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- ❑ The Colorado transportation planning process identified the roadway in the Ports to Plains Corridor from Hugo on the north to Campo on the south as a Strategic Project.
- ❑ Funding for the US 287 Strategic Project was made available through State Senate Bill 97-001 (SB 1), and through a funding program called **Transportation Revenue Anticipation Notes (TRANS)**.
- ❑ Due to a weakened Colorado economy, revenues from these sources were not realized, and consequently **the US 287 Strategic Project was, along with other Statewide Strategic Projects, put on hold until the economy recovered.**



# Ports-to-Plains in New Mexico

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- ❑ The Ports to Plains Corridor in New Mexico was improved from 2 lanes to 4 lanes under Governor Richardson's GRIP program.
- ❑ The State issued bonds to complete the estimated \$113 million upgrade to 4 lane standards.
- ❑ New Mexico's 4 lane upgrade on the P2P Corridor was completed before 2010

# New Mexico GRIP Projects 2000-2008



## Recent Highway System Expansion: The CHAT and GRIP programs

While New Mexico's highway network has gradually expanded over time, two major gubernatorial initiatives in recent years dramatically expanded the network.

In the mid-1990s, Governor Gary Johnson launched a highway construction program financed through bonding. The program was named after the "Citizens Highway Advisory Taskforce" (CHAT), a group convened to develop the project list. It was designed to connect parts of rural New Mexico to the Interstate system and major metropolitan areas through the construction of four-lane highways. One of its aims was to facilitate freight movement throughout the state. It was also influenced by the "Ports to Plains Corridor" concept identified in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Just as Ports to Plains aimed to expedite the transportation of goods and services from Mexico to Colorado, the CHAT program facilitated easier transport throughout New Mexico. Major efforts during the CHAT bonding program included expanding several state-owned roads from two to four lanes. These included US 550 from Bernalillo to the Colorado border (174 miles) and US 285 from Clines Corners to Carlsbad (217 miles). The program also involved construction of bypasses around Santa Fe and Roswell to facilitate transportation of nuclear waste to the Waste Isolation Pilot Plant (WIPP) in Carlsbad.

The second major recent expansion program was undertaken between 2000 and 2008. Governor Bill Richardson expanded the bonding program to include several other major transportation projects around New Mexico. Whereas CHAT was targeted to facilitate specific transportation routes, Governor Richardson's Investment

Figure 22 GRIP Projects throughout New Mexico



# Ports-to-Plains in Oklahoma (2004)

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- ❑ The Oklahoma Department of Transportation (ODOT) FFY 2004 – FFY 2011 Construction Work Plan report identified 10 projects in the Corridor from 2004 to 2011.
- ❑ The first project was in 2004, and included \$675,000 for 4-lane ROW purchase for 4.3 miles directly north of Boise City.
  - ❑ Utility adjustments and expansion to 4-lanes in this same section were planned to follow in 2006 and 2007.
  - ❑ Another 6.5 miles of ROW acquisition, utility relocation, and expansion projects were scheduled from 2007 to 2011 north toward the Colorado border.
- ❑ **No projects** were scheduled south of Boise City on US 287.

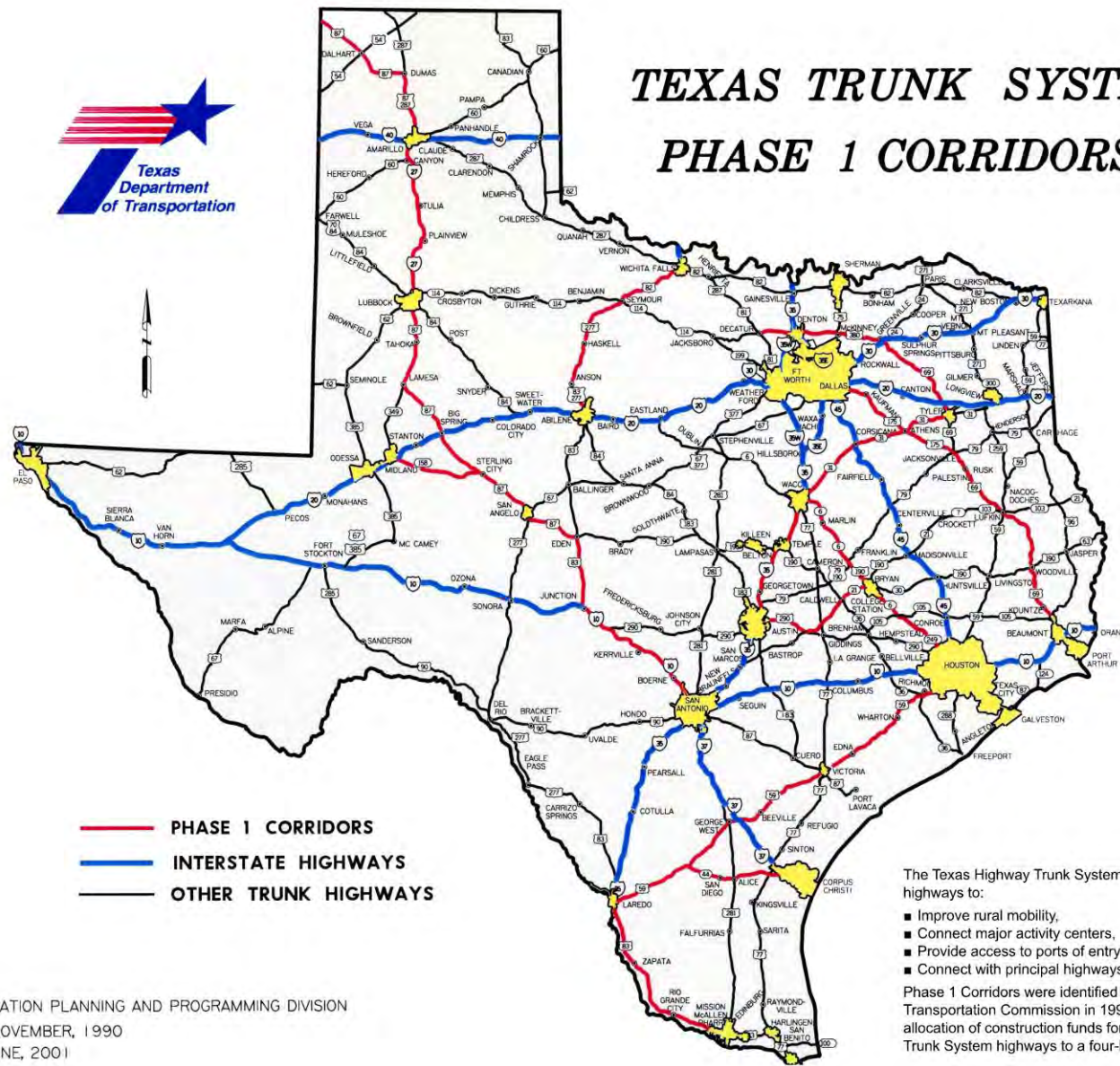
# Ports-to-Plains in Texas

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- ❑ The entire Ports to Plains Corridor is on the **Texas Highway Trunk System**.
- ❑ The Texas Highway Trunk System is a **10,500-mile** planned rural network of 4-lane divided highways that both includes and complements the Interstate system.



# TEXAS TRUNK SYSTEM PHASE 1 CORRIDORS



- PHASE 1 CORRIDORS
- INTERSTATE HIGHWAYS
- OTHER TRUNK HIGHWAYS

The Texas Highway Trunk System is a network of rural highways to:

- Improve rural mobility,
- Connect major activity centers,
- Provide access to ports of entry into Texas, and
- Connect with principal highways from adjacent states.

Phase 1 Corridors were identified by the Texas Transportation Commission in 1998 as priority corridors for allocation of construction funds for expanding two lane Trunk System highways to a four-lane divided highway.

TRANSPORTATION PLANNING AND PROGRAMMING DIVISION  
ADOPTED NOVEMBER, 1990  
REVISED JUNE, 2001

# Ports-to-Plains in Texas

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## Texas Funding History

- ❑ 2004 to 2008 statewide corridor funding averaged \$140 million per year statewide
- ❑ **2008 to 2015 Basically no funding for statewide corridors**
- ❑ **2014 and 2015 Prop 1 and Prop 7 passed (Oil and Gas Severance, Sales)**
- ❑ 2016 \$60 million per year programmed for statewide corridor development
- ❑ 2017 \$1.2 Billion per year programmed for statewide corridor development
- ❑ **2023 \$1.8 Billion per year programmed for statewide corridor development**

# Ports-to-Plains in Texas

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- ❑ **In 2018** TxDOT completed the **Texas Freight Mobility Plan**. The stated purpose is: “provides the state with a blueprint for facilitating continued economic growth through a comprehensive, multimodal strategy for addressing freight transportation needs and moving goods efficiently and safely throughout the state.
- ❑ **The I-27 Extension** – from Lubbock to Laredo was identified as one of two Strategic Projects.
- ❑ It was also recommended that TxDOT complete a more detailed study of the extension to determine whether an incremental improvement approach or a complete interstate facility approach would meet safety and mobility needs.

# Ports-to-Plains in Texas

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- ❑ In **June 2019**, Governor Greg Abbott signed Texas **House Bill 1079** introduced by **Senator Charles Perry and Representative Four Price** which directed TxDOT to conduct a comprehensive study of the Ports-to-Plains Corridor.
- ❑ The study evaluated the feasibility of, and the costs and logistical matters associated with, improvements that create a four-lane divided highway which meets interstate highway standards to the extent possible.
- ❑ This study detailed improvements to extend Interstate 27 both north and south which included the Ports-to-Plains Corridor north of Amarillo to the Texas-Oklahoma border, to the Texas-New Mexico border, and south of Lubbock to Laredo.



# Ports-to-Plains in Texas

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- ❑ TxDOT established **(SB 1474)** an **Interstate 27 Advisory Committee** which is composed of the **county judge**, an elected county official, or the administrator of the county's road department, as designated by the county judge, of each county along the Ports-to-Plains Corridor.
- ❑ Also included are **city officials** from Amarillo, Big Spring, Carrizo Springs, Dalhart, Del Rio, Dumas, Eagle Pass, Eldorado, Lamesa, Laredo, Lubbock, Midland, Odessa, San Angelo, Sonora, Sterling City, Stratford, and Tahoka.
- ❑ The advisory committee meets at least **twice each year** on a rotational basis.

## 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



# Ports-to-Plains this last year

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## 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.

# 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**.

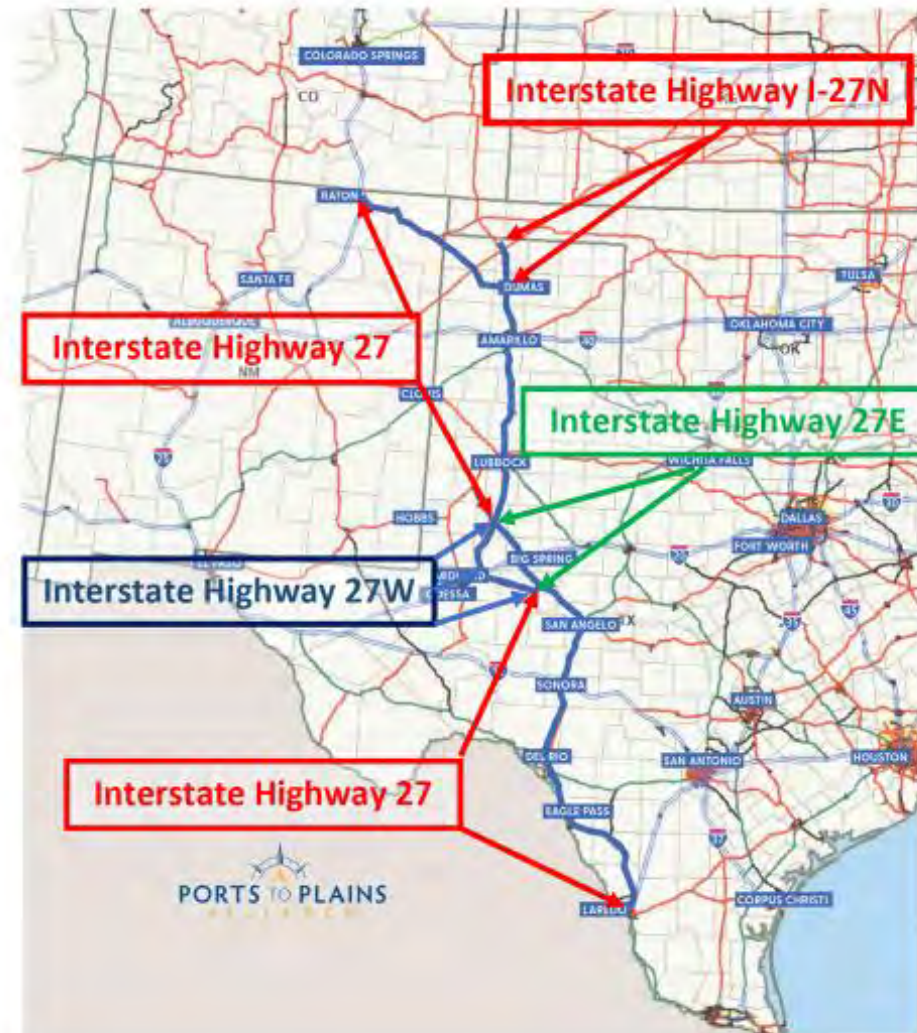


# Interstate Numbering Considerations

Patterned the numbering after the IH 35 corridor.

Federal bill is currently introduced to use the East, West and North designations on the divergent routes.

## Future Interstate Designation



# 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/>