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**TRB** TRANSPORTATION RESEARCH BOARD

# TRB Webinar: Urban and Rural Freight Movement— Statewide Corridor Considerations

*April 28, 2025*

*11:00 AM – 12:30 PM*



# PDH Certification Information

1.5 Professional Development Hours (PDH) – see follow-up email

You must attend the entire webinar.

Questions? Contact Andie Pitchford at [TRBwebinar@nas.edu](mailto:TRBwebinar@nas.edu)

*The Transportation Research Board has met the standards and requirements of the Registered Continuing Education Program. Credit earned on completion of this program will be reported to RCEP at RCEP.net. A certificate of completion will be issued to each participant. As such, it does not include content that may be deemed or construed to be an approval or endorsement by the RCEP.*



# AICP Credit Information

1.5 American Institute of Certified Planners Certification  
Maintenance Credits

You must attend the entire webinar

Log into the American Planning Association website to claim your  
credits

Contact AICP, not TRB, with questions

# Purpose Statement

This webinar will explore statewide multimodal connectivity planning and strategies in Texas for enhancing connectivity between rural and urban communities while addressing growing population and workforce demands. Presenters will highlight major corridor improvements, the role of community engagement in transportation planning, and considerations for multimodal connectivity to support the movement of people and goods across Texas, the U.S., and Mexico.

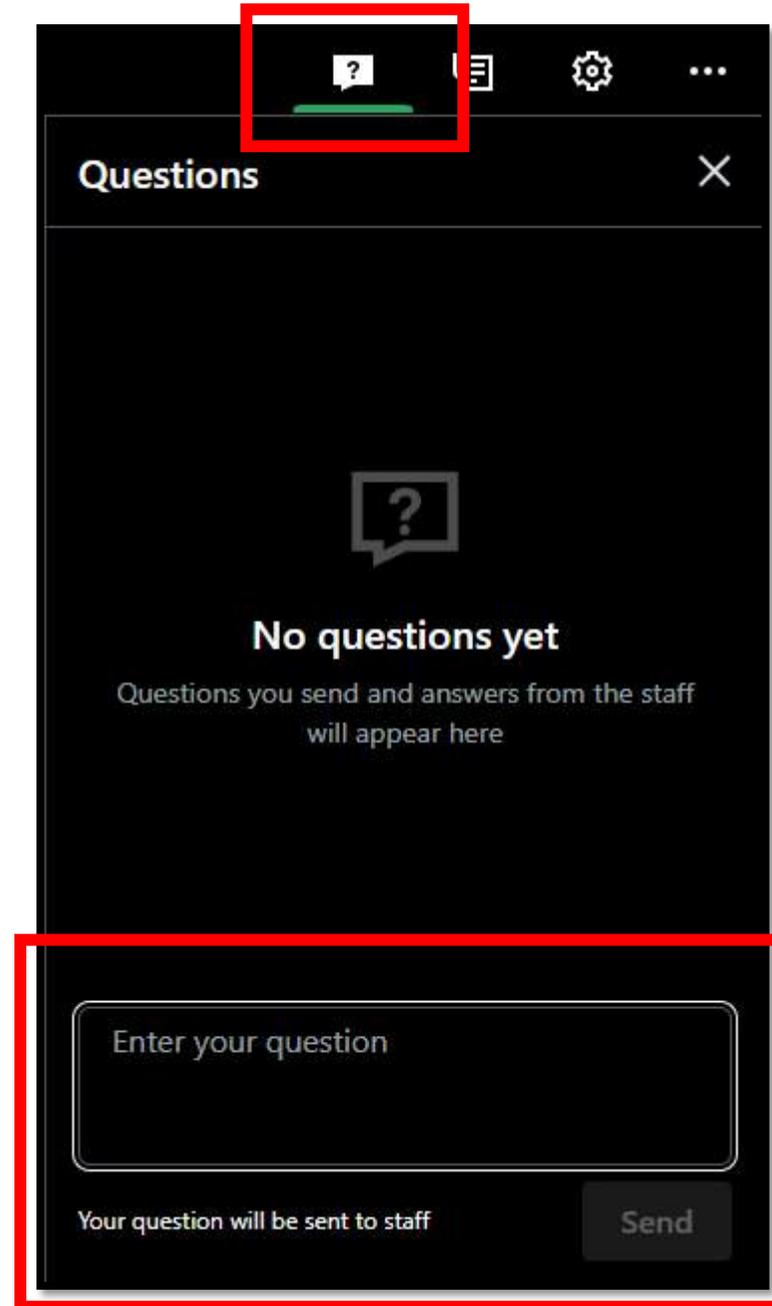
# Learning Objectives

At the end of this webinar, you will be able to:

- Explain successful strategies for enhancing connectivity between rural and urban communities

# Questions and Answers

- Please type your questions into your webinar control panel
- We will read your questions out loud, and answer as many as time allows



# Today's Presenters



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# Urban and Rural Freight Movement in Texas: Statewide Corridor Considerations



April 28, 2025

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## Safety Minute - TxDOT Road to Zero and End the Streak



**HELP**  
**#EndTheStreakTX**  
End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)

   #EndTheStreakTX Toolkit



- The Texas Transportation Commission's Road to Zero goal aims at ending all fatalities on Texas roads by 2050
- Texas has lost at least one person every day on Texas roads since November 7, 2000



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# Why is this Important?

## Texas Leading Industries

# Texas 2050 - Population Growth



**+40%** increase

**Population**



**Metro**  
**+44%**  
to  
37.5 million



**Micro**  
**+6%**  
to  
1.8 million



**Rural**  
**-2%**  
to  
1.3 million

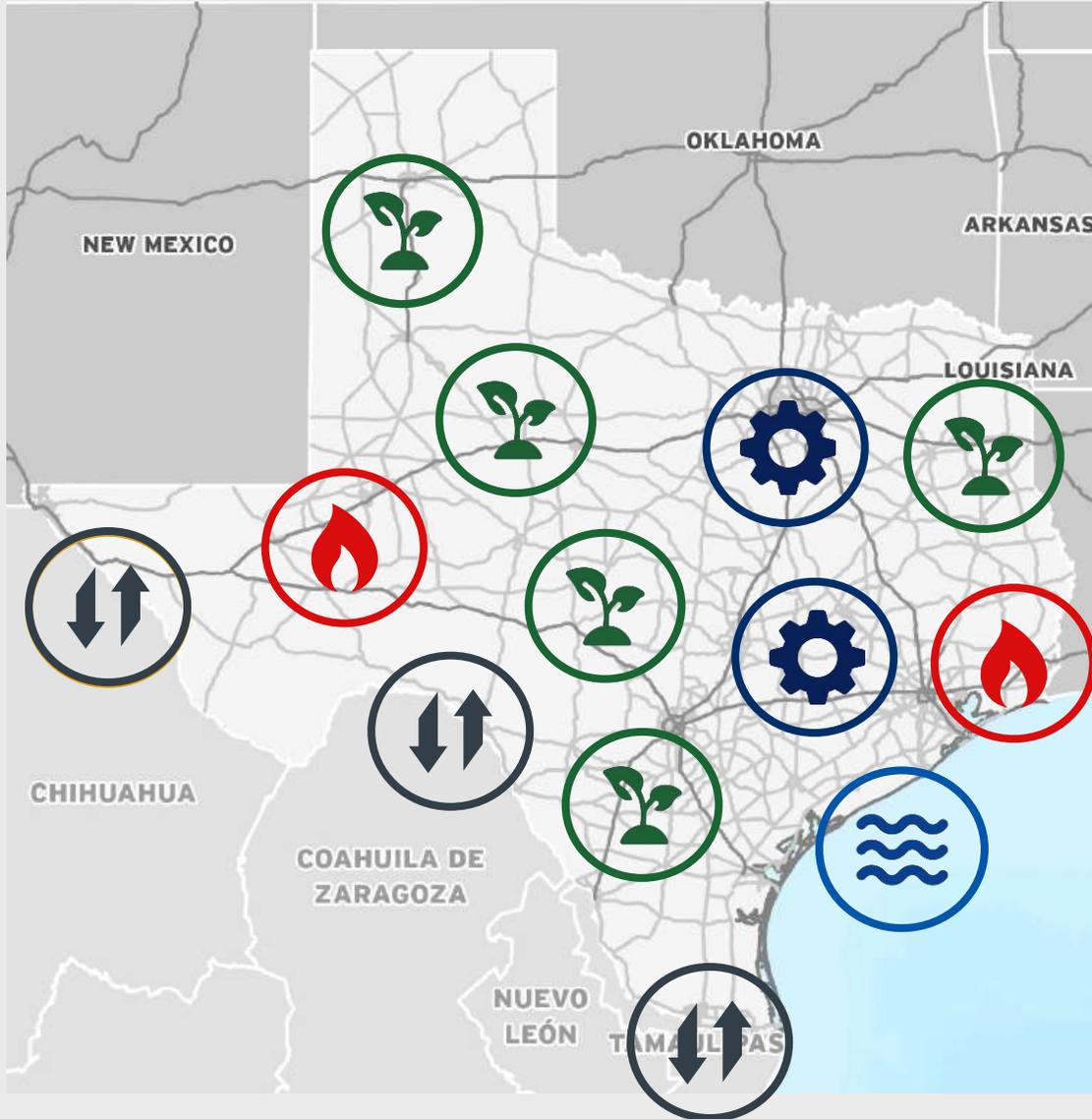
# Texas 2050 - Freight Growth



	2019 (tons)	2050 (tons)	Growth
 Truck	1.7B	3.7B	↑ 118%
 Rail	500M	1.1B	↑ 120%
 Water	600M	1.1B	↑ 83%
 Air	1.8M	4.7M	↑ 161%
 Pipeline	1.2B	2.4B	↑ 100%

Source: Texas Delivers 2050: Texas Freight Mobility Plan, 2023.

# Texas Multimodal Freight Network Supporting Growth Across the State



**Agriculture and Food Manufacturing Sector**  
**\$867.9B** of Texas's economic activity in 2024

**Oil and Natural Gas Sector**  
**\$719B** of total private sector Texas GSP in 2023

**Advanced Manufacturing Sector**  
**\$64B** of Texas GSP in 2021

**National Defense and Security**  
**\$89B** of Texas GSP in 2023

**U.S. ↔ Mexico Trade**  
**\$840B** of U.S.-Mexico Freight in 2024  
**52%** of U.S.-North America Freight in 2024

**International Maritime Trade**  
**19%** of US Maritime Trade in 2023  
**\$261B** in exports and **\$149B** in imports  
**\$731.9B** in economic activity (28% of Texas GSP)

## Advanced Manufacturing Industry



- ▶ Plans to invest over **\$18 billion** through 2029 to construct **3 new 300mm semiconductor wafer fabrication facilities** (2 in Sherman, Texas)



- ▶ Investing **\$17 billion** through 2026 to construct **semiconductor manufacturing hub** in Taylor, Texas



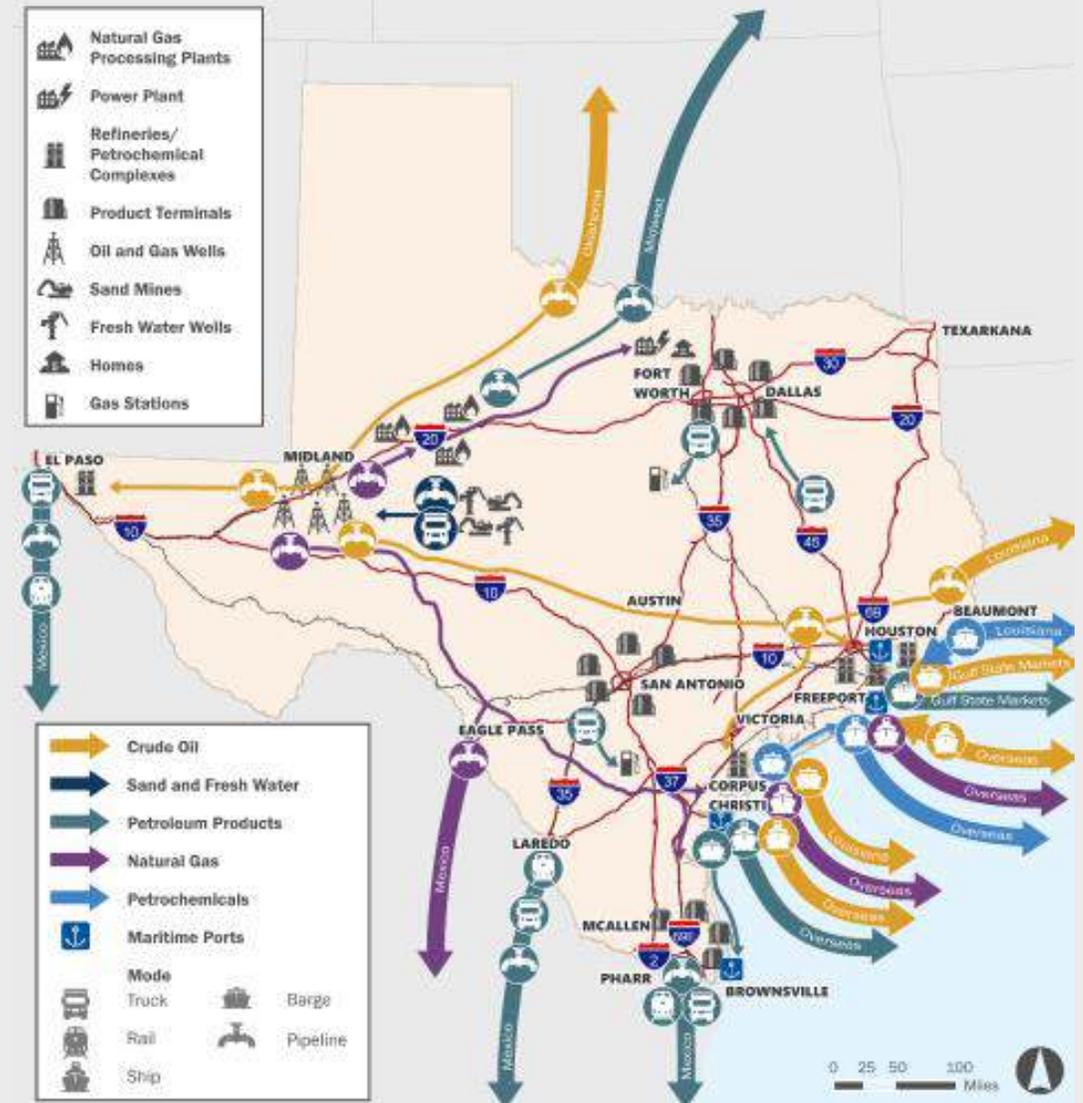
- ▶ **\$280 million** capital investment to expand its **semiconductor R&D** and **advanced packaging facility** in Bastrop, Texas



- ▶ Investing **\$80 million** to expand **R&D operations** in Austin, Texas

# Oil & Gas Industry

- ▶ Oil production was **2+ billion barrels**; 1<sup>st</sup> time passing 2 billion threshold
- ▶ Record **\$27 billion** paid in State/Local Taxes & Royalties
- ▶ Translates to **\$75 million** every day that pays for Texas' public schools, universities, roads, first responders and other essential services
- ▶ **492K Texans** earned an average of **\$128k/year** in O&G—additional **2 million** jobs supported by the industry across Texas



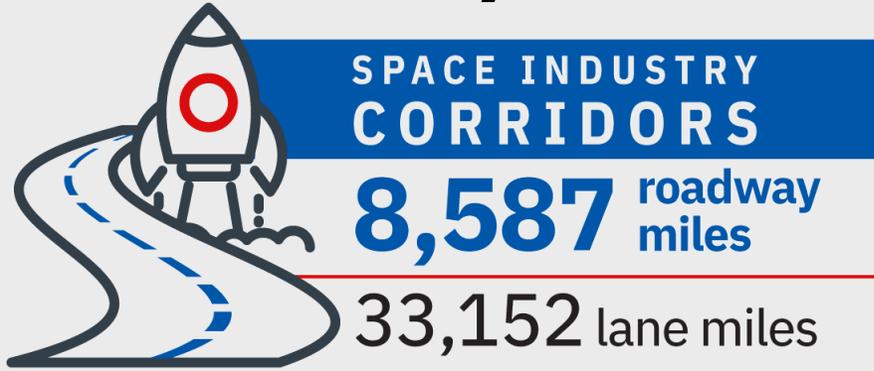
# Aerospace Aviation and Defense Industry

- ▶ Texas' **60-plus-year legacy** boldly leading America's space industry
- ▶ **Texas Space Commission established in 2023** after Governor Greg Abbott signed House Bill 3447
- ▶ **\$350 million initial investment** from the Texas Legislature
- ▶ Industry forecast to be **valued at \$1.8 trillion nationally** by 2035



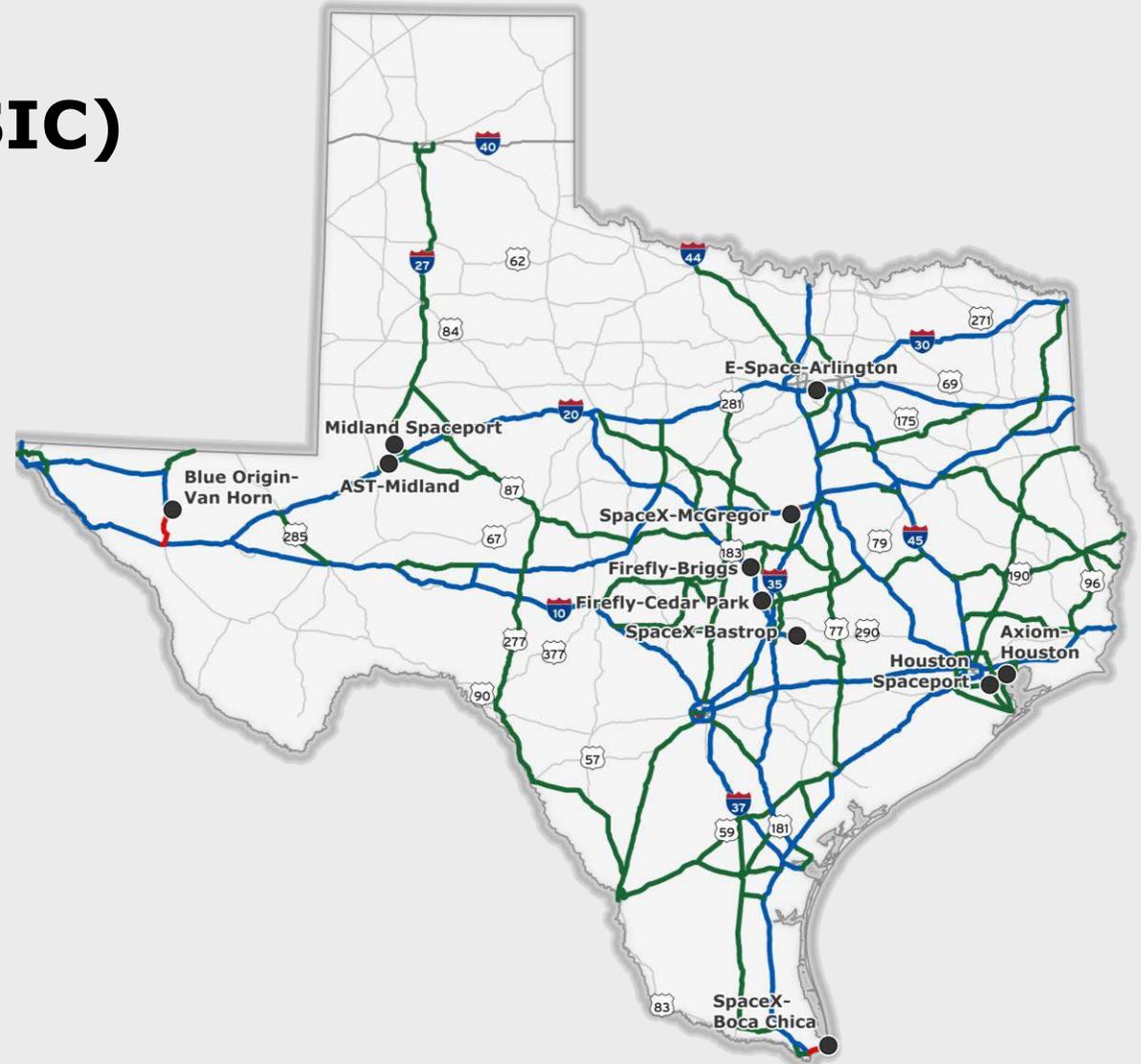
# Aerospace Aviation and Defense Industry

## Space Industry Corridors (SIC)



### SIC Tiers

- CRITICAL**  
98 roadway miles
- PRIMARY**  
4,063 roadway miles
- SECONDARY**  
4,426 roadway miles





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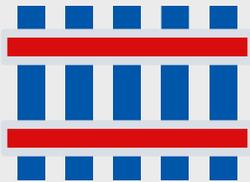
# How Freight and the Texas Multimodal Freight Network Power Economic Growth

# Texas Multimodal Freight Network (TMFN)



**80K+**  
miles  
of TxDOT  
system  
roadways

- ▶ **23K+ miles** on Texas Highway Freight Network
- ▶ **745 miles** on Critical **Rural** Freight Corridors
- ▶ **372 miles** on Critical **Urban** Freight Corridors



**14k+** miles  
of railroad  
on the TMFN



**18 commercial  
international  
border crossings,**  
all on TMFN



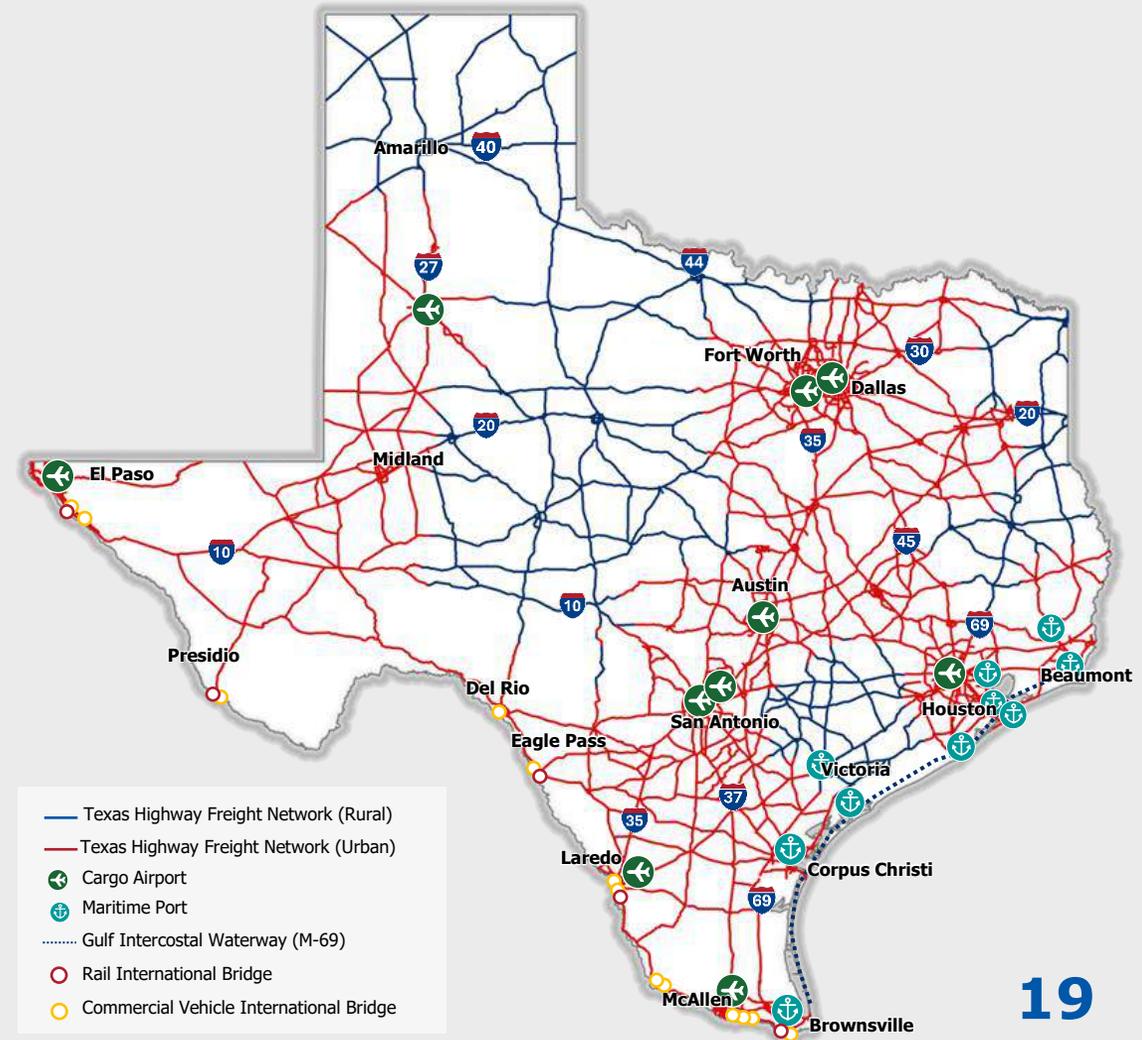
**20 ports, 9  
deep-water  
and 1 shallow  
draft** on TMFN



**24 commercial  
airports, 10 cargo  
airports** on TMFN



**470k miles of pipelines, 1/6th  
of all mileage in the country**



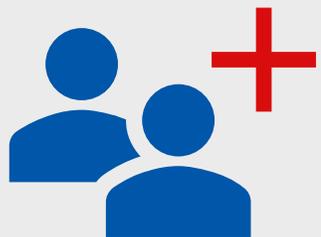
## Texas Growth



**8<sup>th</sup>** largest economy in the world\*



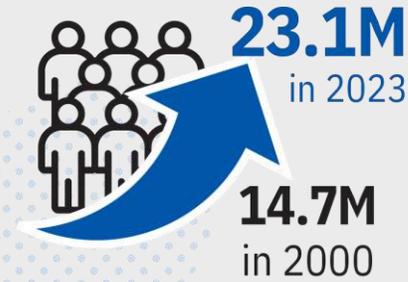
**5** of the 12 most populous cities in the U.S.



**6.1M** people added since 2010 (a 25% increase)  
25M in 2010 to 31M in 2024

## Texas Triangle

POPULATION



**GDP**

**+\$1.8** trillion in 2022



Home to **51** of the state's 52 Fortune 500 companies in 2024

Home to **70%** of Texas' **population** and **75%** of Texas' **jobs**

**77%** of Texas' economic output, **larger than** GDP of **Russia** and **Canada**

\* Poised to pass France to become the 7<sup>th</sup> largest economy in the world.

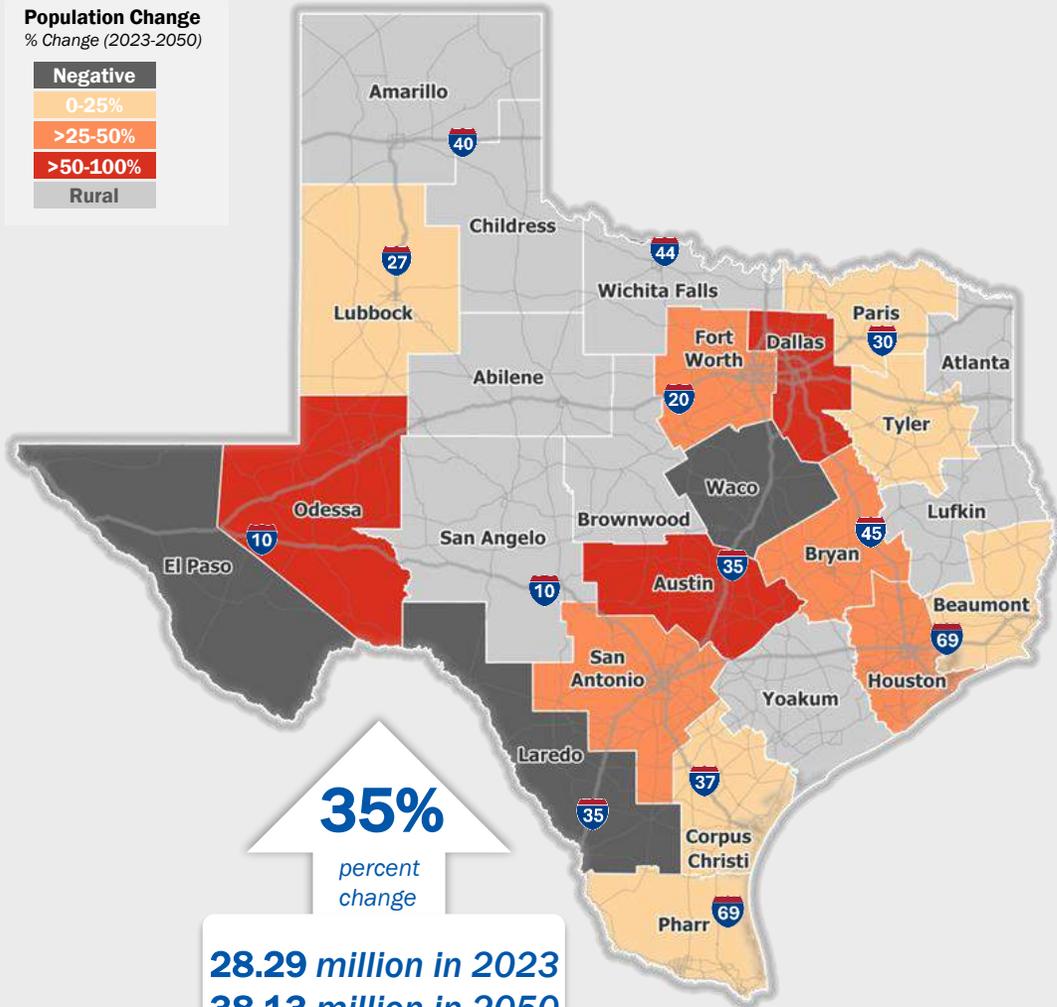


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# Sociodemographic Trends and Economic Significance to Texas

## Population Change in Texas Urban/Metro Districts\* 2023-2050

Population Change  
% Change (2023-2050)



**35%**  
percent change

**28.29 million in 2023**  
**38.13 million in 2050**

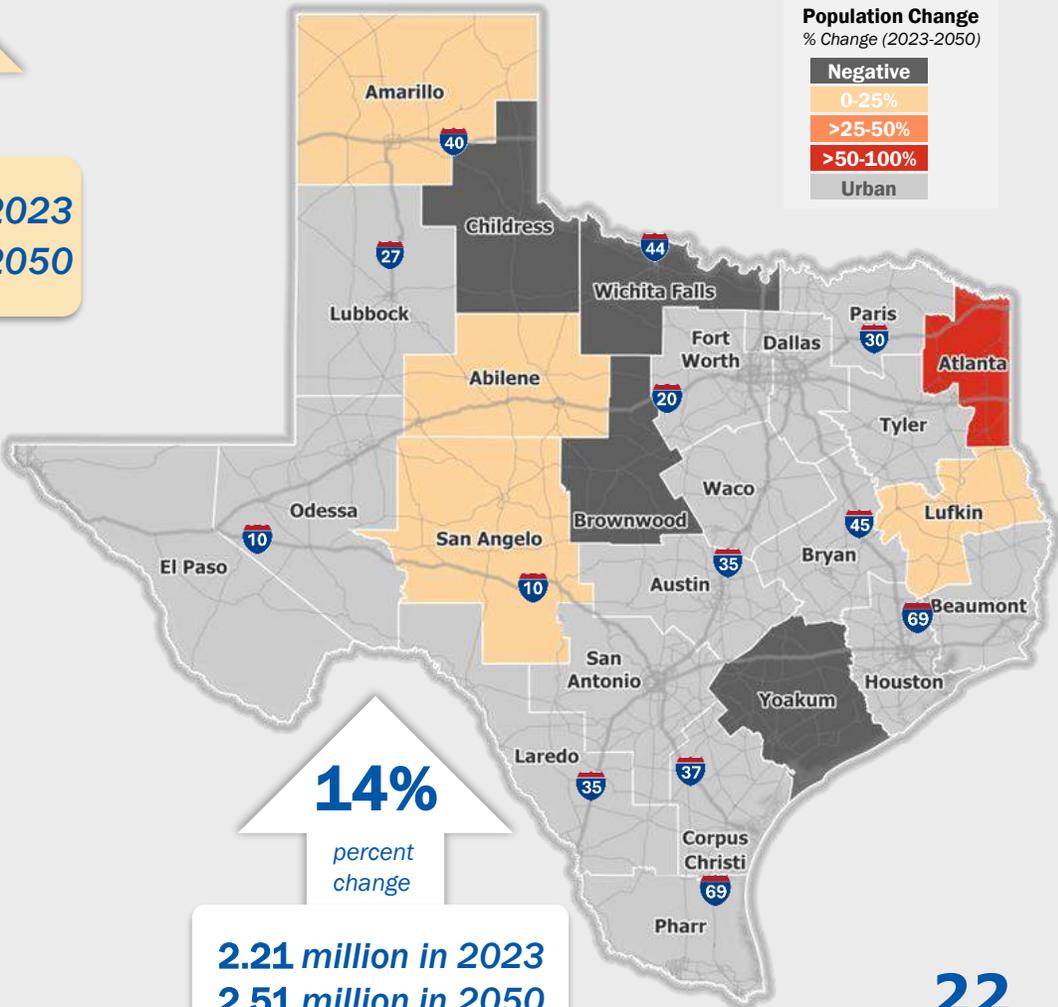
## Texas



**30.50 million in 2023**  
**40.64 million in 2050**

## Population Change in Texas Rural Districts 2023-2050

Population Change  
% Change (2023-2050)



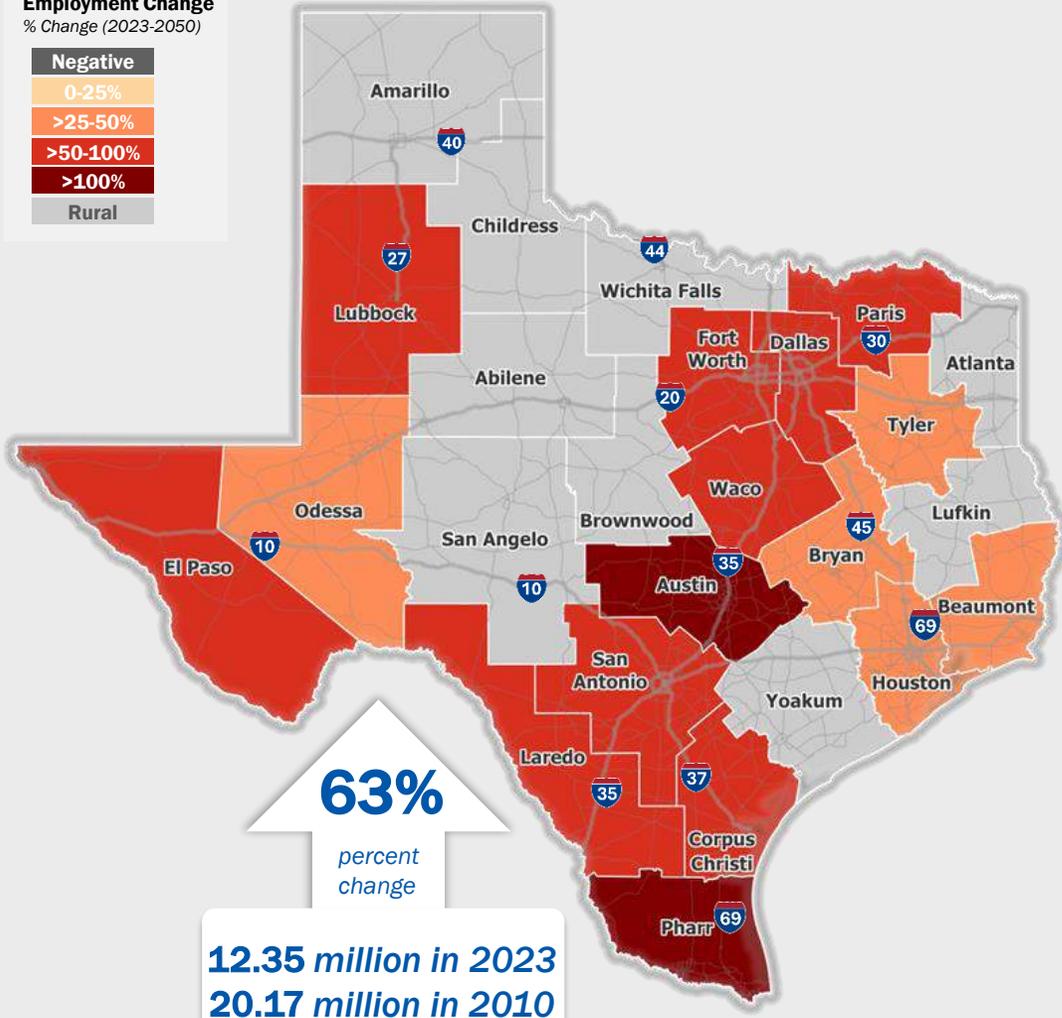
**14%**  
percent change

**2.21 million in 2023**  
**2.51 million in 2050**

\* The following six Metro Districts are displayed in the map along with the Urban Districts: AUS, SAT, DAL, FTW, HOU, PHR

## Employment Change in Texas Urban/Metro Districts\* 2023-2050

Employment Change  
% Change (2023-2050)



## Texas

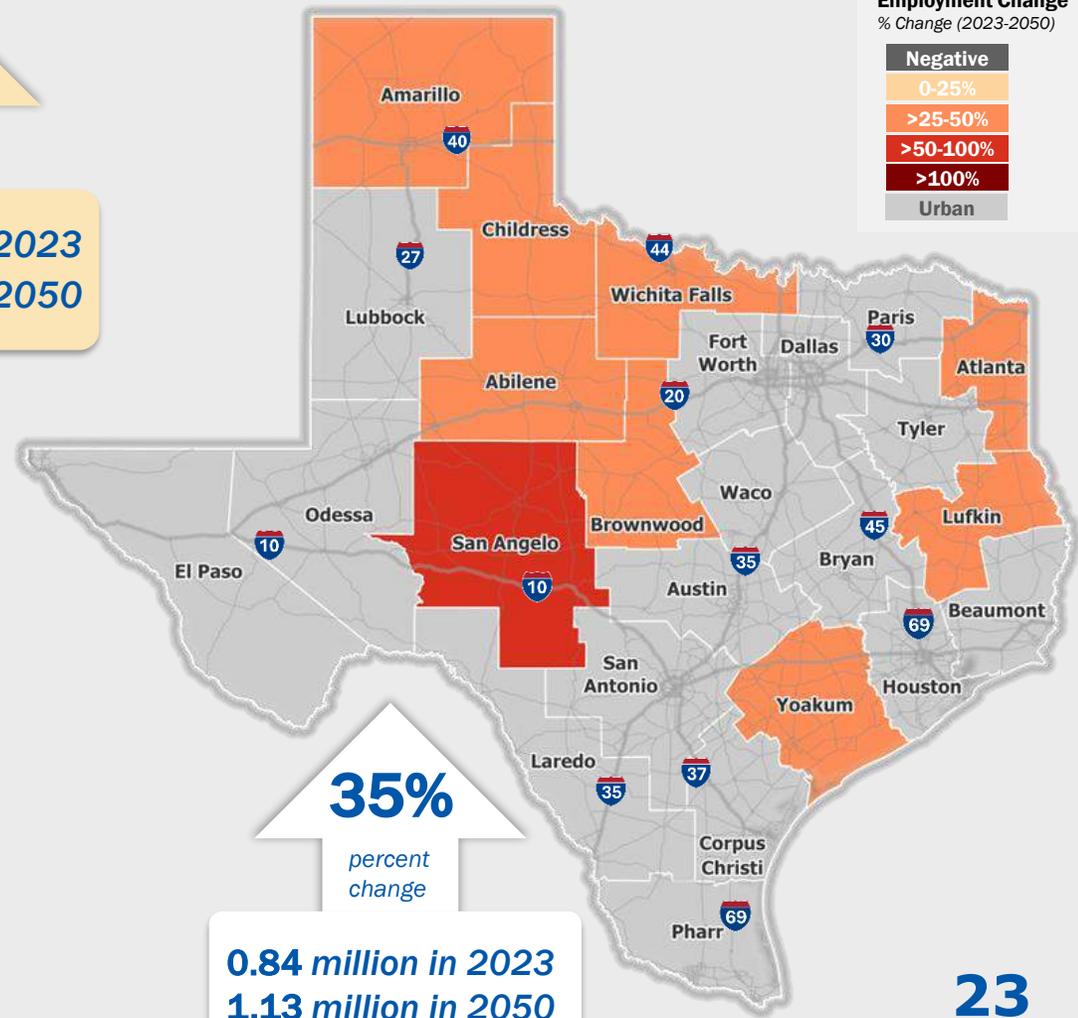
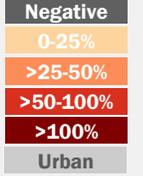
**56%**

percent change

**13.70 million in 2023**  
**21.31 million in 2050**

## Employment Change in Texas Rural Districts 2023-2050

Employment Change  
% Change (2023-2050)



\* The following six Metro Districts are displayed in the map along with the Urban Districts: AUS, SAT, DAL, FTW, HOU, PHR

## Freight and the Economy



Texas has the **2<sup>nd</sup> largest economy in the U.S.** and has been the **top state for goods exports** for 22 consecutive years



Texas is the **national leader in Foreign Direct Investment (FDI)** over the past two decades



Texas is an economic powerhouse that relies on a **strong multimodal transportation network** to move and distribute freight

## Utilization of the THFN in Urban and Rural Districts Across the State

- ▶ Higher proportion of trucks in rural districts
- ▶ Higher truck Vehicle Miles Traveled (VMT) in urban/metro districts

2022	Urban Districts*	Rural Districts	Texas
<b>Lane Miles</b>	61,201 (75%)	20,289 (25%)	81,490
<b>Truck Volume/Mile</b>	3,252	2,576	3,061
<b>Truck %</b>	18.9%	28.0%	21.5%
<b>All VMT</b>	404.3 M (88%)	57.5 M (12%)	461.8 M
<b>Truck VMT</b>	55.5 M (76%)	17.2 M (24%)	72.7 M

\* The following six Metro Districts are included in the analysis with the Urban Districts: AUS, SAT, DAL, FTW, HOU, PHR

## Utilization of the THFN in Urban and Rural Districts Across the State

- ▶ All Urban: **13,478** volume/mile, **30.5%** truck %, **28.4 M** truck VMT
- ▶ All Rural: **10,565** volume/mile, **42.4%** truck %, **6.1M** truck VMT

2022		Urban Districts*	Rural Districts	Urban Districts*		Rural Districts
Truck Volume/Mile		10,127	8,943		18,512	11,515
Truck %		34.7%	41.9%		33.6%	23.7%
Truck VMT		6.4 M	2.2 M		7.1 M	249 K
Truck Volume/Mile		13,704	10,776		13,280	-
Truck %		36.3%	41.5%		23.2%	-
Truck VMT		5.4 M	2.6 M		3.8 M	-
Truck Volume/Mile		14,800	15,178		11,472	-
Truck %		27.0%	53.2%		10.3%	-
Truck VMT		2.3 M	1.1 M		858 K	-

\* The following six Metro Districts are included in the analysis with the Urban Districts: AUS, SAT, DAL, FTW, HOU, PHR

## Truck Parking in Urban and Rural Districts Across the State

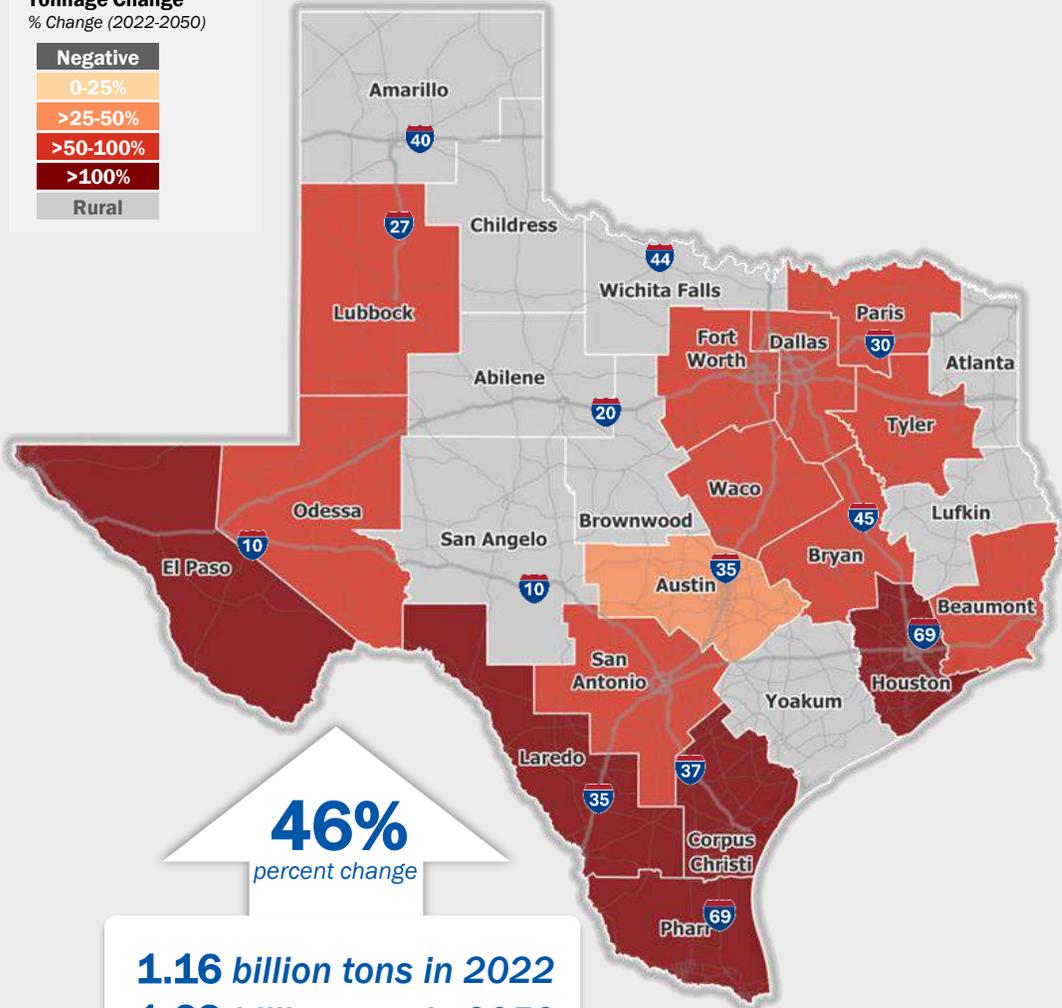
- ▶ Truck parking demand is expected to grow at a faster rate in urban/metro districts compared to rural areas
- ▶ Urban/metro districts experienced a shortage of truck parking spaces, whereas a surplus was identified in rural districts

Units = Parking Spaces	Urban Districts*	Rural Districts	Texas
<b>Truck Parking Demand 2018</b>	21,205	5,492	26,697
<b>Truck Parking Demand 2050</b>	37,184	9,411	46,595
<b>% Increase</b>	<b>75%</b>	<b>71%</b>	<b>74%</b>
<b>Truck Parking Supply 2018</b>	20,894	6,227	27,121
<b>Shortage/Surplus 2018</b>	<b>-311</b>	<b>+735</b>	<b>+424</b>

\* The following six Metro Districts are included in the analysis with the Urban Districts: AUS, SAT, DAL, FTW, HOU, PHR

### Freight Tonnage Change in Texas Urban/Metro Districts\* 2022-2050

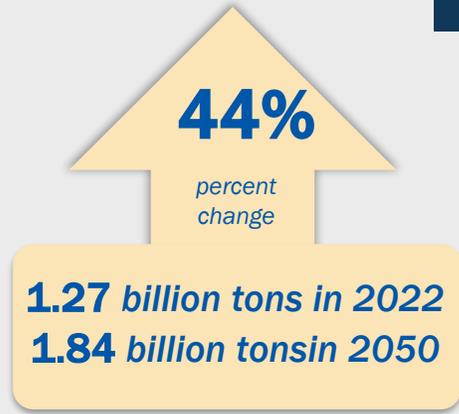
Tonnage Change  
% Change (2022-2050)



**46%**  
percent change

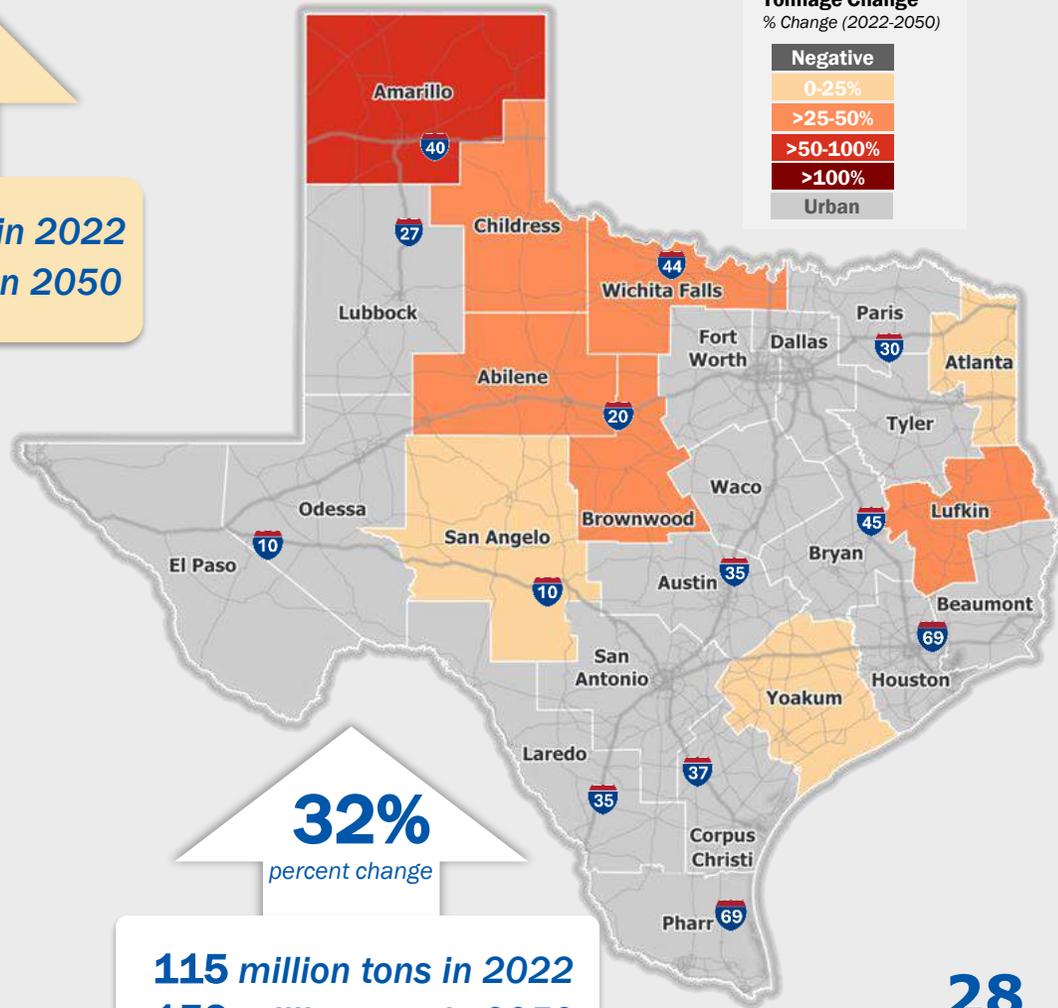
**1.16 billion tons in 2022**  
**1.69 billion tons in 2050**

## Texas



### Freight Tonnage Change in Texas Rural Districts 2022-2050

Tonnage Change  
% Change (2022-2050)

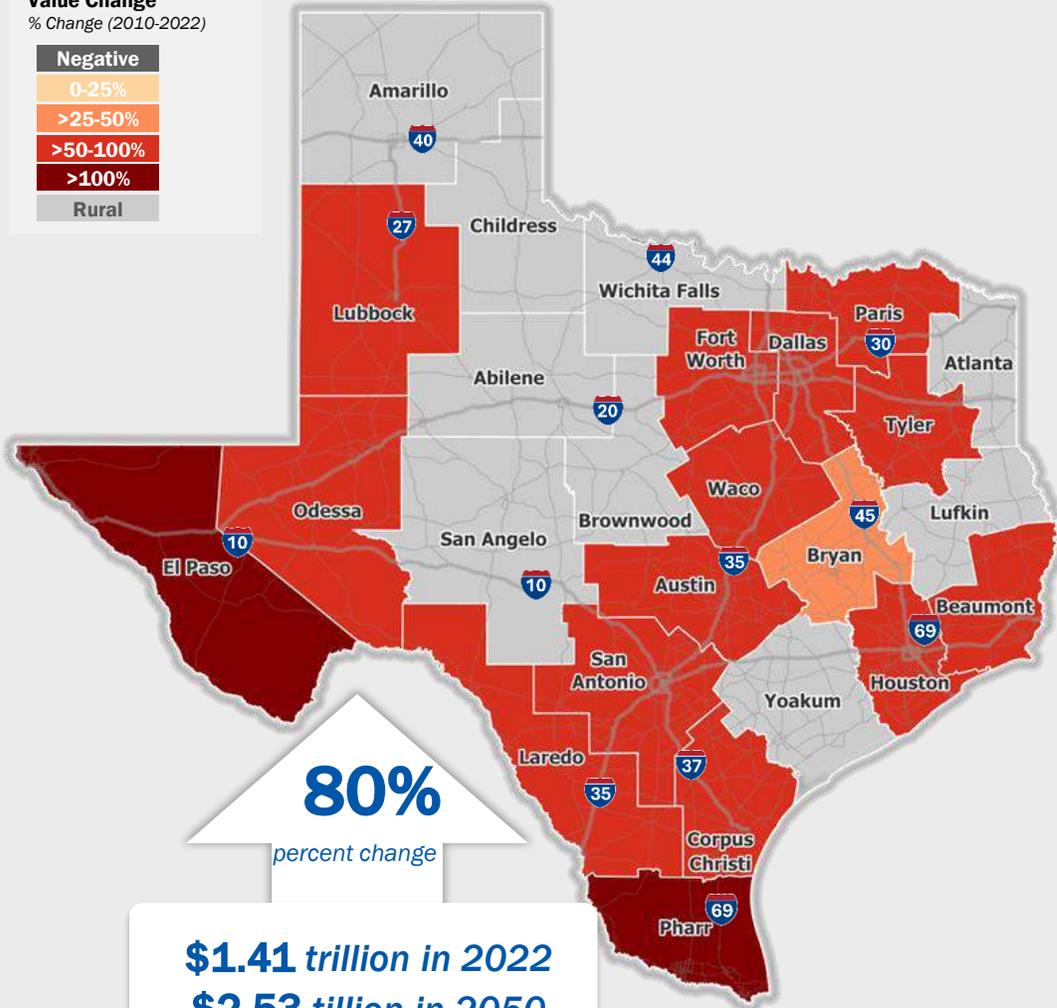
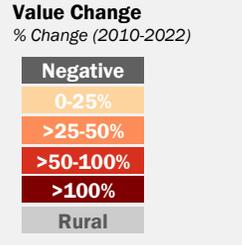


**32%**  
percent change

**115 million tons in 2022**  
**152 million tons in 2050**

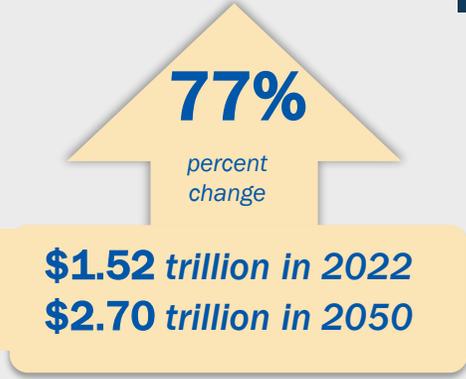
\* The following six Metro Districts are displayed in the map along with the Urban Districts: AUS, SAT, DAL, FTW, HOU, PHR

## Freight Value Change in Texas Urban/Metro Districts\* 2022-2050

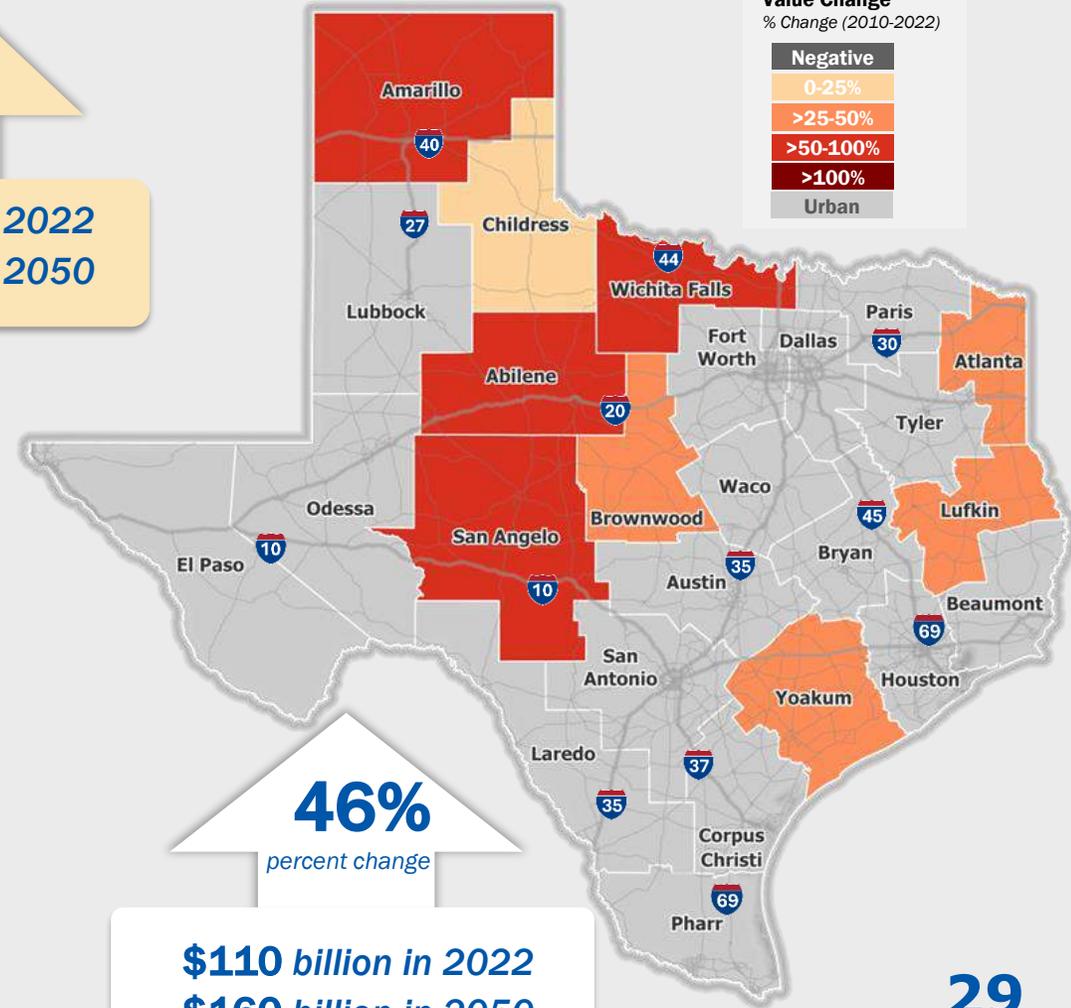
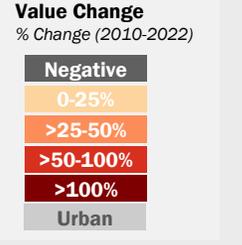


**\$1.41 trillion in 2022**  
**\$2.53 trillion in 2050**

## Texas



## Freight Value Change in Texas Rural Districts 2022-2050



**\$110 billion in 2022**  
**\$160 billion in 2050**

\* The following six Metro Districts are displayed in the map along with the Urban Districts: AUS, SAT, DAL, FTW, HOU, PHR

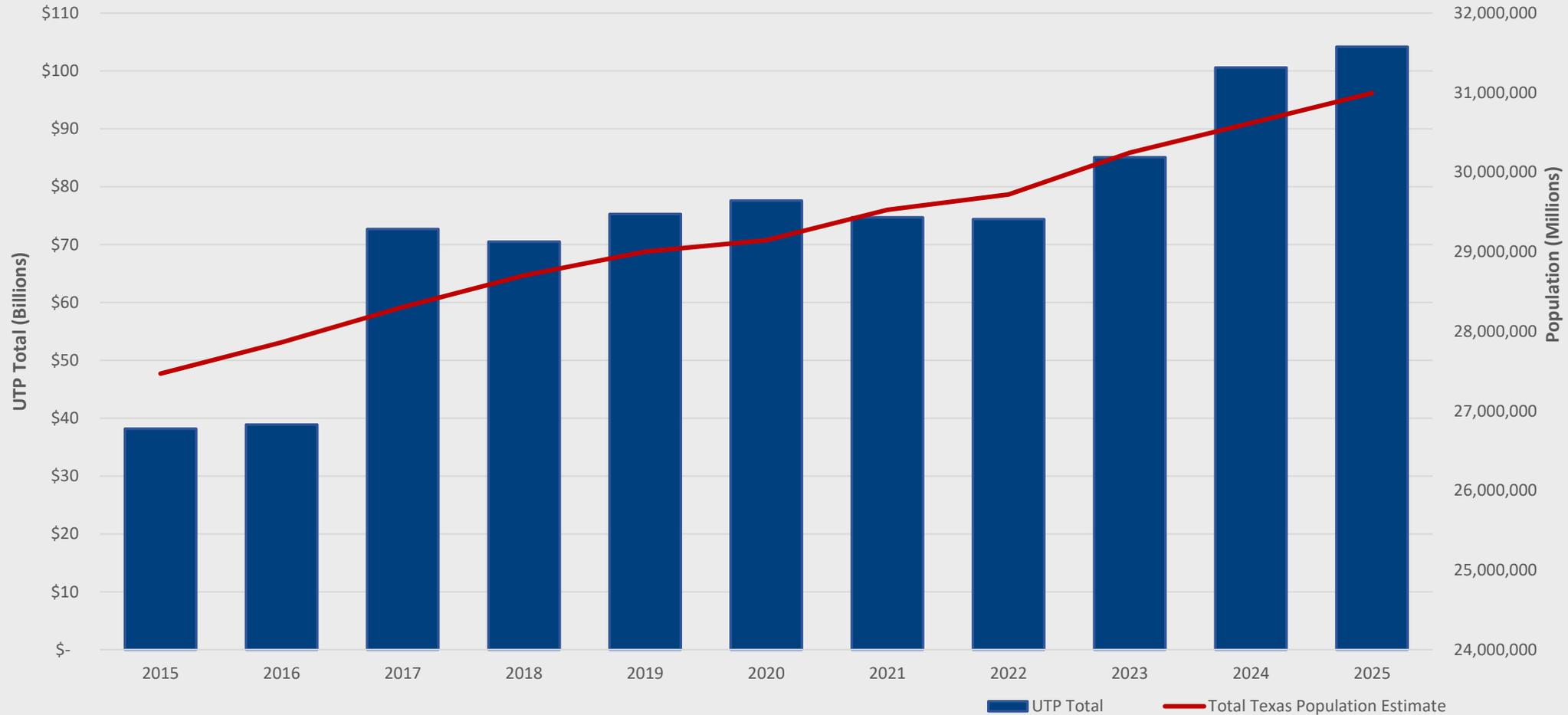


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# Paving the Way: The Legacy of TxDOT Investments

# Historical Investment in Texas' Infrastructure

## UTP Funding (\$147.8B) - Texas Population (\$30.9M)



# Successful strategies to enhance connectivity between rural and urban communities

## Texas Delivers 2050 Freight Plan

- Comprehensive framework to improve freight transportation across the state
- Identify Critical Rural/Urban Freight Corridors (CRFC/CUFC) within the NHFN

## Texas Clear Lanes Initiative

- Address the most congested chokepoints in the state
- Use data to identify and prioritize congested roadways
- Work with local transportation leaders to develop critical projects to address congestion

## Texas Connected Freight Corridors Project

- Public-Private Partnership to deploy connected vehicle technologies to more than 1,000 commercial vehicles
- Advance safety of the traveling public
- Improve safety and mobility of commercial vehicles

# Thank you!



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# Texas Corridor Planning and Development

Urban and Rural Freight Movement: Statewide Corridor Considerations



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# Presentation Outline

- 1 Statewide Corridor Planning
- 2 Statewide and Rural Connectivity Program
- 3 Future Interstates in Texas
- 4 Long-Range Corridor Studies and Statewide Partnerships: US 90 Texas Corridor Study

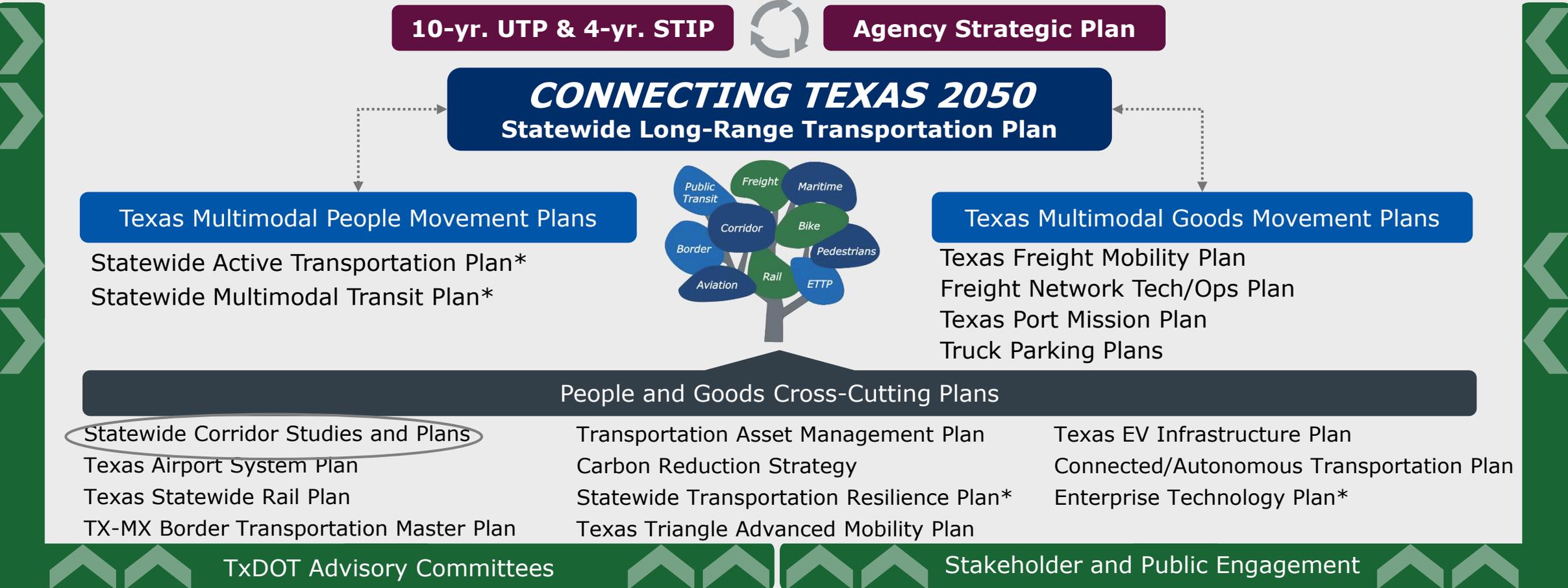


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# Statewide Corridor Planning

\* Under development

# Multimodal Planning and How it All Fits Together



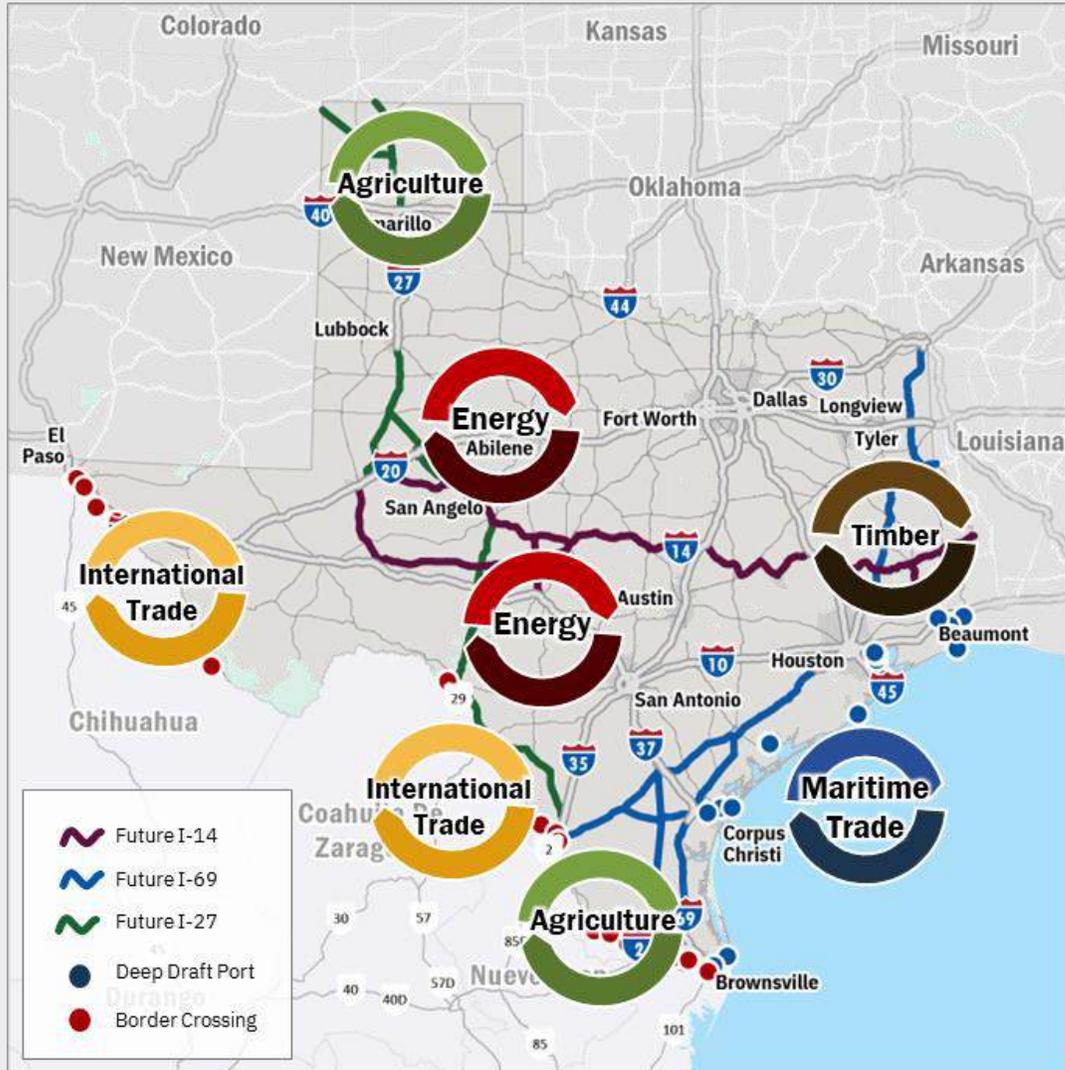
- TxDOT Advisory Committees**
- Texas Freight Advisory Committee
  - Border Trade Advisory Committee
  - I-27 Advisory Committee
  - Public Transportation Advisory Committee

- Bike and Ped Advisory Committee
- Port Authority Advisory Committee
- Aviation Advisory Committee
- CAV Taskforce

- Stakeholder and Public Engagement**
- TxDOT Administration
  - TxDOT Divisions
  - TxDOT Districts
  - MPOs and RPOs

- Transportation Partners
- Public
- Other stakeholders
- Statistically valid survey

# Linking Largest Economic Sectors in Texas



## Oil and Natural Gas Sector

**\$751 B** of total private sector Texas GSP in 2022

Source: 2023 Annual Energy & Economic Impact Report, Texas Oil & Gas Association



## Timber Sector

**\$41.6 B** of total industry output in 2021

Source: 2021 Texas Forest Service Economic Report



## Agriculture Sector

**\$32.2 B** of sales in 2022

Source: Texas Department of Agriculture: Texas Ag Stats



## U.S. ↔ Mexico Trade

**70%** of US/Mexico Trade (**\$562B** of **\$799B**) in 2023

Source: Bureau of Transportation Statistics: Transborder Freight Data



## International Maritime Trade

**19%** of US Maritime Trade in 2023  
**\$261B** in exports and **\$149B** in imports

Source: U.S. Census Bureau: Economic Indicators Division USA Trade Online



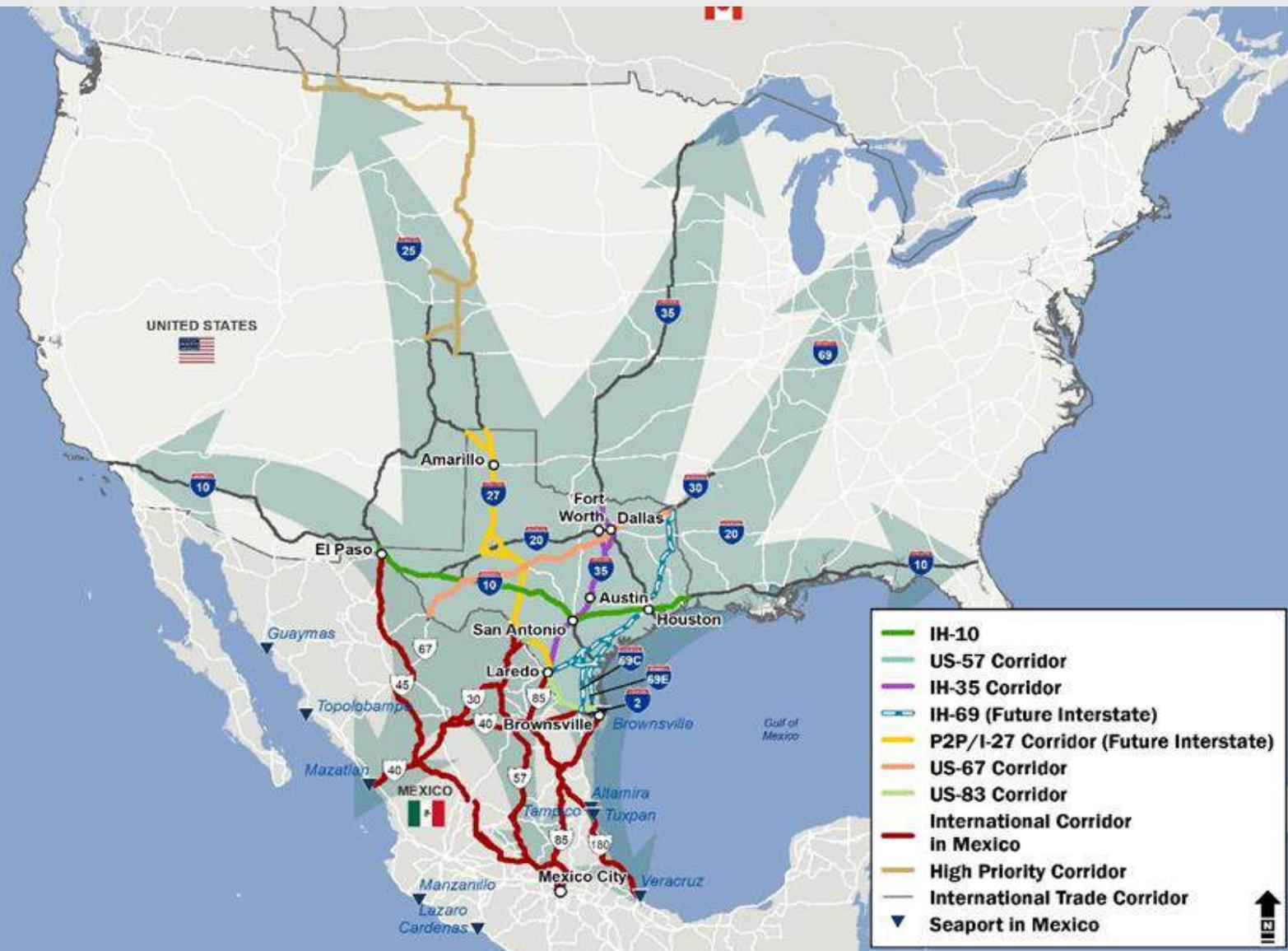
## National Defense and Security

**\$89 B** in GDP in 2023

Source: Texas Comptroller of Public Accounts: Military Snapshot

# Importance of the Texas–Mexico International Border

- **70% (\$562B) of all U.S.-Mexico trade (\$799B) in 2023** passed through Texas.
- Six international trade corridors facilitate north to south movement:
  - I-10 (El Paso)
  - I-35 (Laredo)
  - I-69 (Laredo)
  - I-69 (Brownsville)
  - Future I-27 (Eagle Pass)
  - US 67 (Presidio)



# TxDOT's Statewide Corridor Planning

## CORRIDOR PLANNING



### PURPOSE:

- Develop the statewide comprehensive and multimodal corridor planning program.

### STATEWIDE CORRIDOR PLANS:

- Perform border-to-border high level analysis of a transportation corridor.
- Evaluate needs of moving people and goods across all modes.
- Identify transportation current and future needs within a corridor in consideration of:
  - Safety (total crashes and fatal crashes)
  - Traffic (total ADT and CMV ADT)
  - Population
  - Economic impact (GDP, employment, freight tonnage and flow, industries served)
- Provide the link from the Statewide Long Range Transportation Plan (SLRTP) to the Unified Transportation Program (UTP).

Corridor Planning involves the comprehensive analysis of a transportation corridor from a multimodal approach. It focuses on a mix of transportation needs as it relates to the complex **ECONOMIC, DEMOGRAPHIC, AND SOCIAL CHARACTERISTICS** of communities within the corridor.

# Corridor Studies and Planning for Future Interstates

## 1 Statewide Corridor Studies and Plans

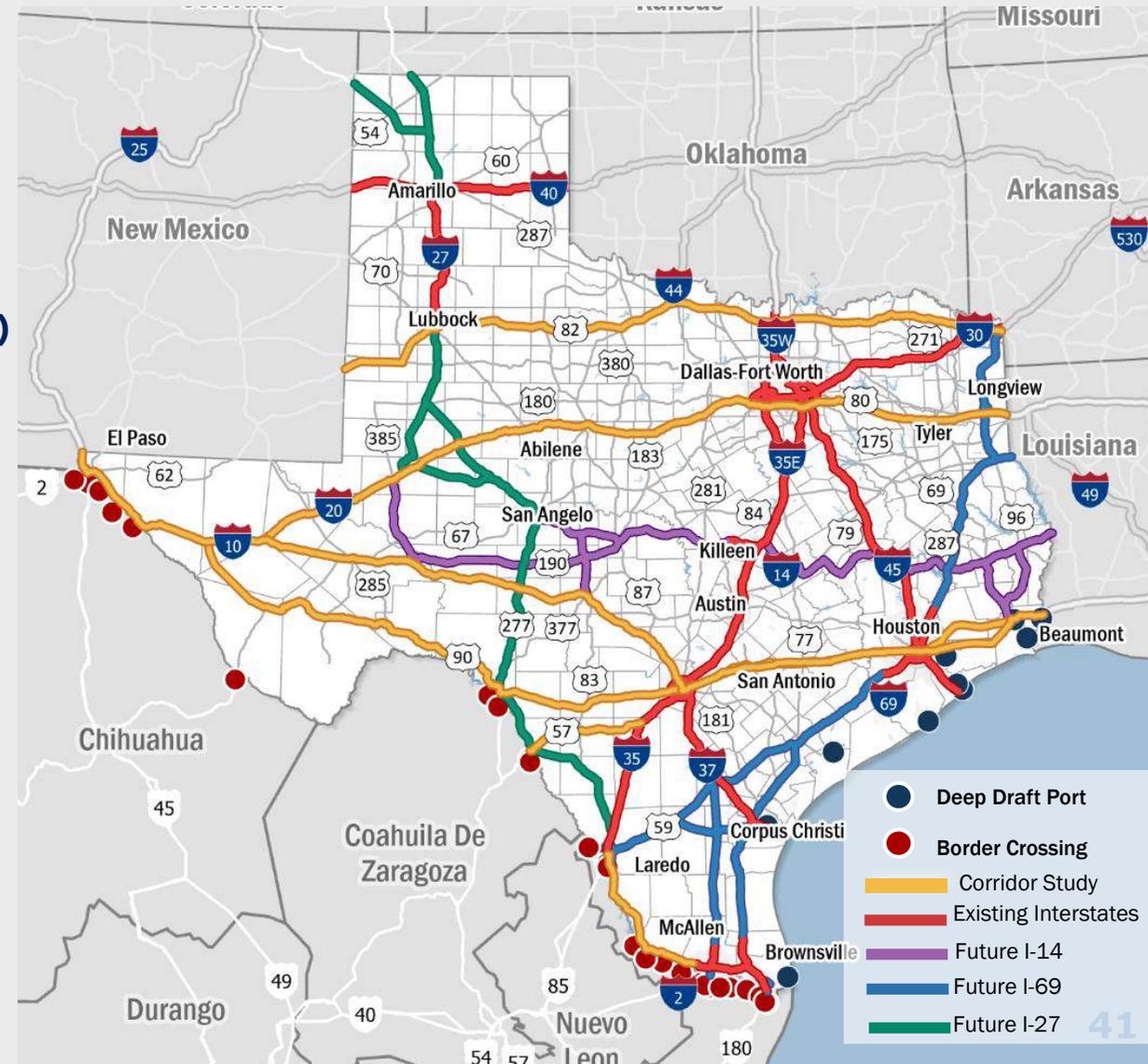
- I-10 Texas Corridor Study (July 2023)
- I-20 Texas Corridor Study (August 2023)
- US 82 Texas Corridor Study (July 2024)
- US 90 Texas Corridor Study (July 2024)
- **US 287 Corridor Interstate Feasibility Study (Spring 2025)**
- **US 377 Texas Corridor Study (Summer 2025)**
- **I-35 Texas Corridor Study (kickoff early 2025)**

## 2 Implementation Planning for Future Interstates

- I-14 System in Texas (March 2024)
- I-27 System in Texas (July 2024)

## 3 Interstate Designation and Development

- I-69 System in Texas (March 2016)





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# Statewide and Rural Connectivity (SRC) Program

# Importance of the Texas Trunk System



## Texas Trunk System

A network of **rural highways outside urbanized areas** to connect cities, major activity centers, marine ports, and ports of entry through rural Texas.

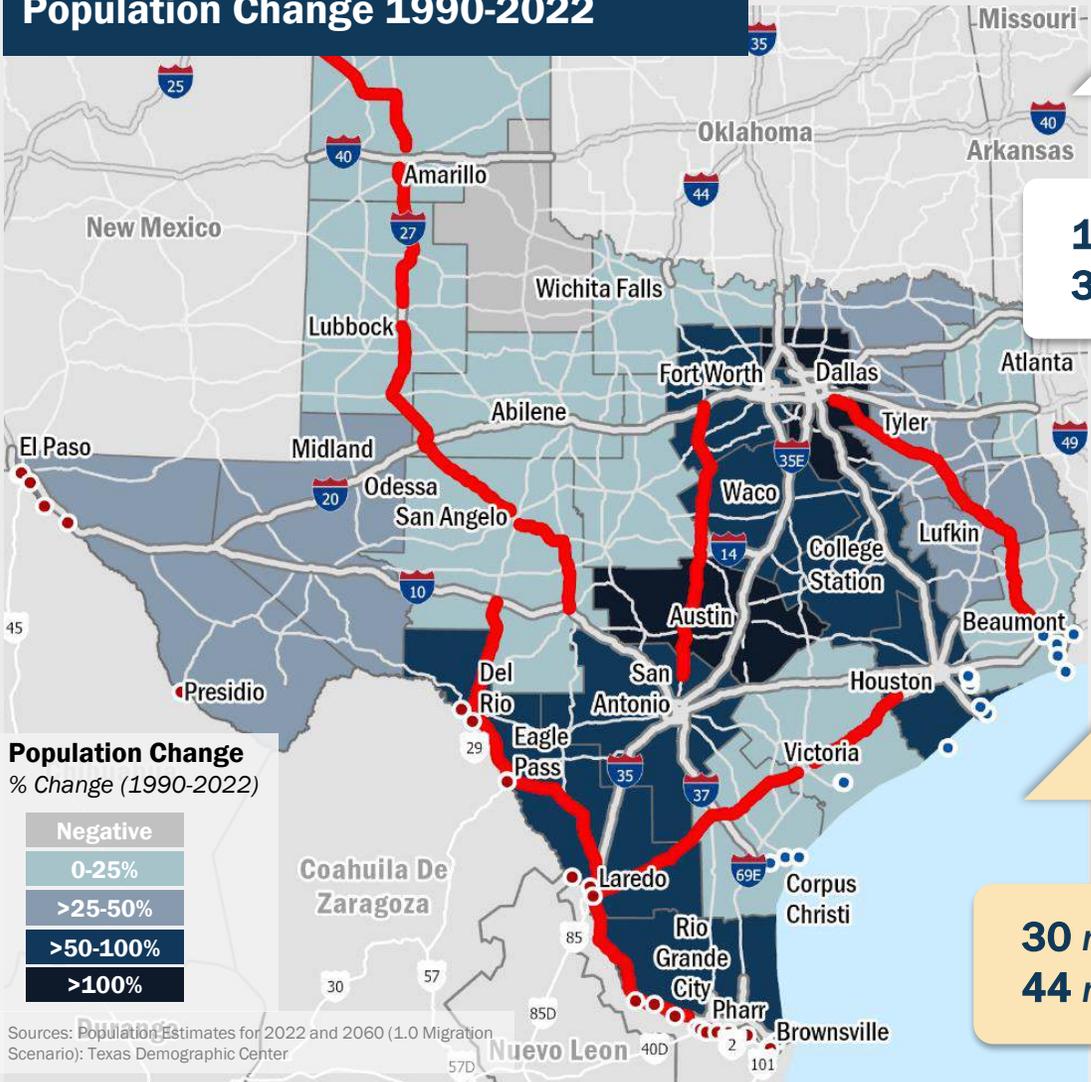
- System objective is to **complement the Interstate Highway System** and **upgrade the network to at least four-lane divided.**

## Rural Key Corridors

A subset of the Texas Trunk System, the Rural Key Corridors promote statewide connectivity, relieve urban congestion by providing high-capacity parallel routes, support international trade, and address safety needs in rural areas.

# Rural Key Corridors Support Future Population Growth

## Population Change 1990-2022



**Population Change**  
% Change (1990-2022)

Negative
0-25%
>25-50%
>50-100%
>100%

Sources: Population Estimates for 2022 and 2060 (1.0 Migration Scenario); Texas Demographic Center

**82%**

percent change

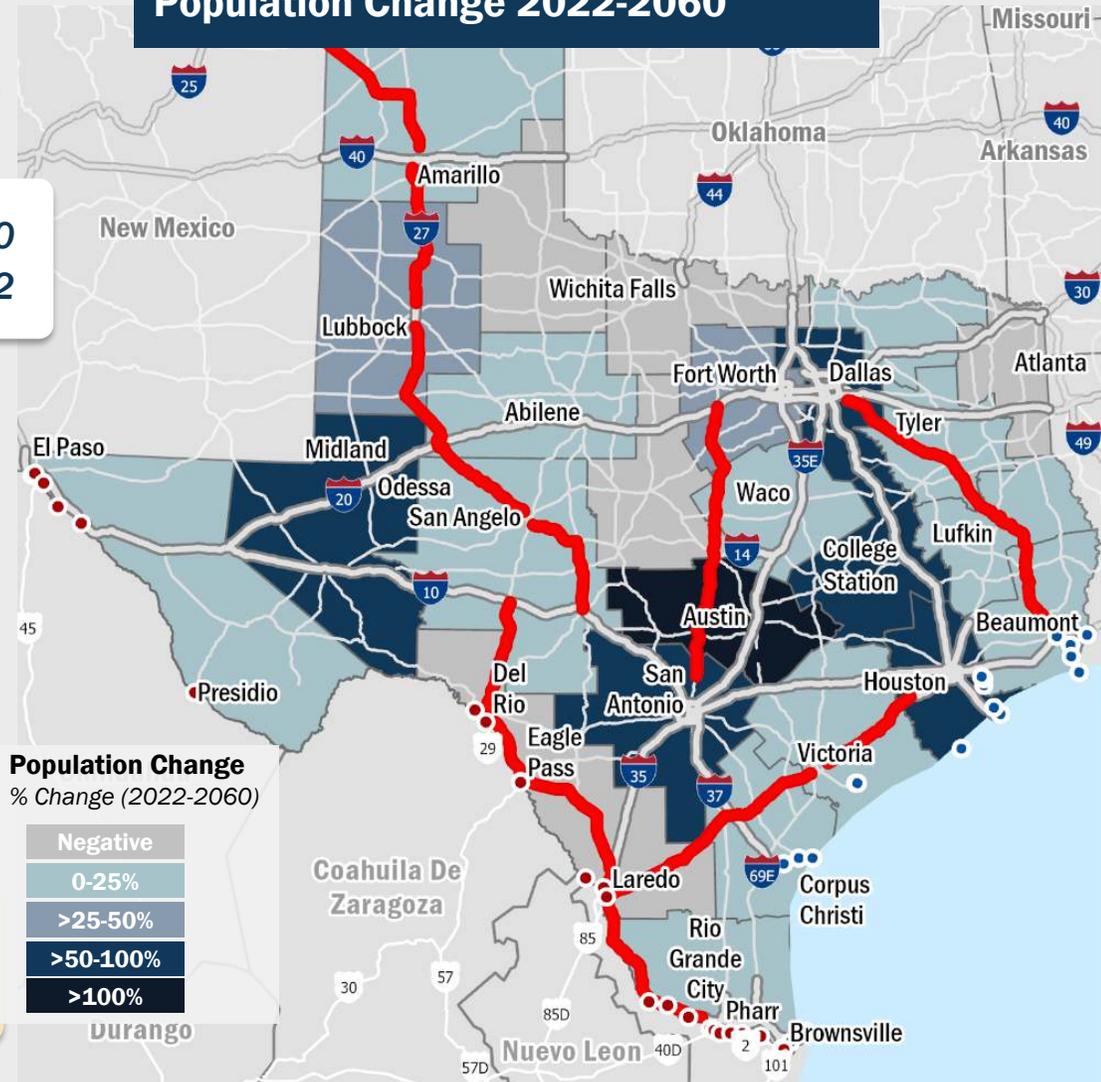
**15 million in 1990**  
**30 million in 2022**

**51%**

percent change

**30 million in 2022**  
**44 million in 2060**

## Population Change 2022-2060

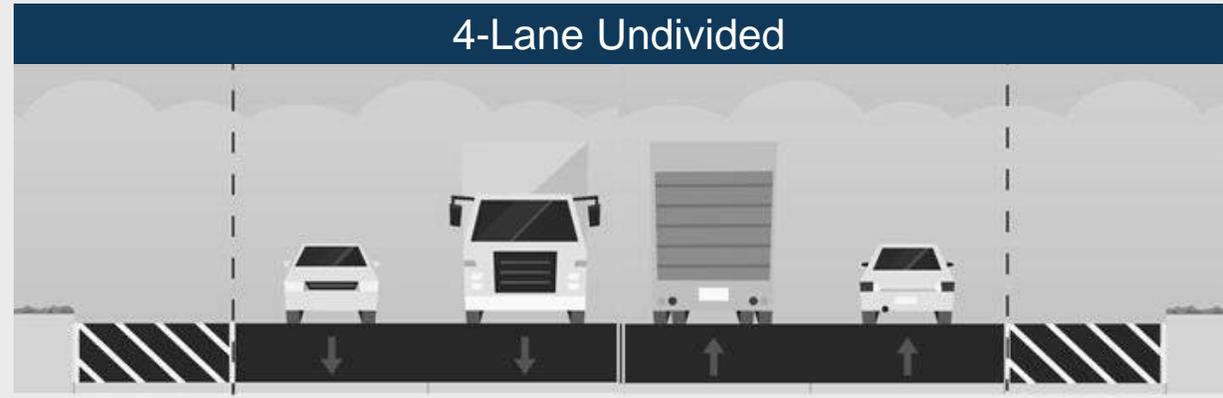
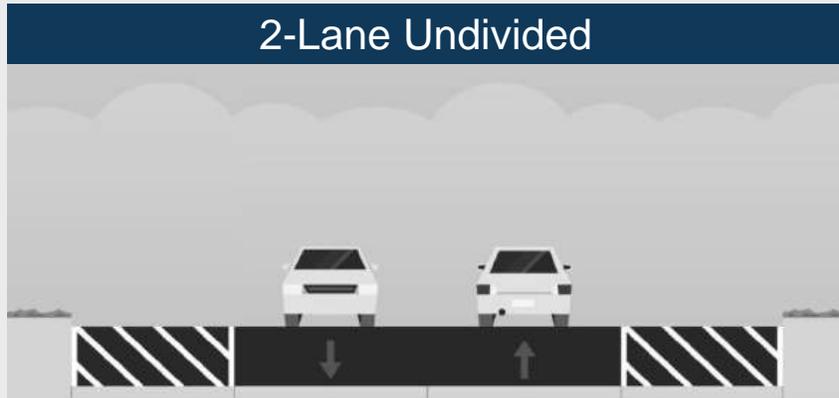


**Population Change**  
% Change (2022-2060)

Negative
0-25%
>25-50%
>50-100%
>100%

Sources: Population Estimates for 2022 and 2060 (1.0 Migration Scenario); Texas Demographic Center

# Safety Benefits of Improving Corridors to 4-lane Divided



2-lane to 4-lane divided

**60% decrease in fatality rates**

4-lane undivided to 4-lane divided

**41% decrease in fatality rates**

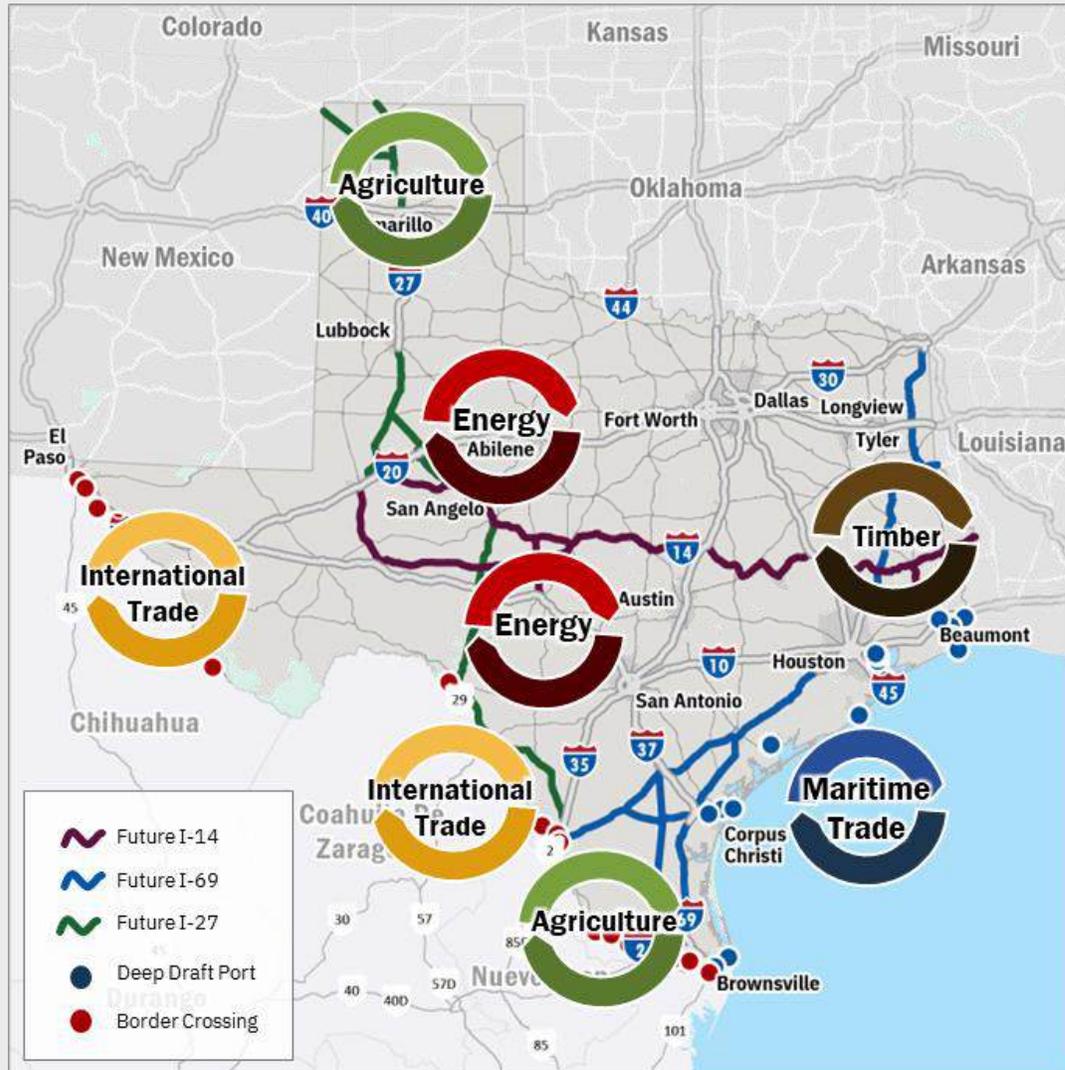




April 28, 2025

# Future Interstates in Texas

# Designated and Future Interstates in Texas



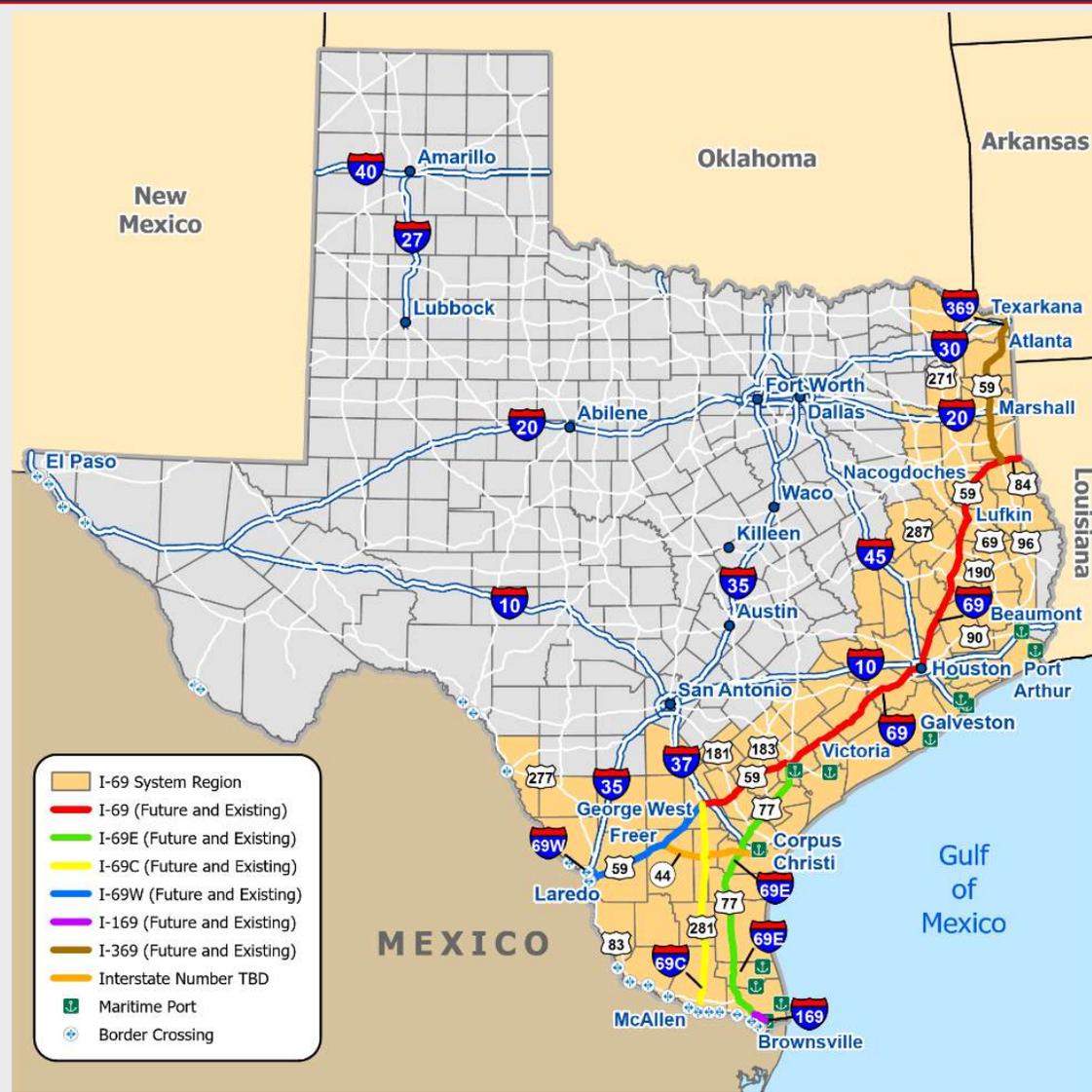
Future Interstate Highway	Corridor Length (mi.)	Current IH (mi.)
I-69	1,088	172
I-14	1,031	26
I-27	963	128
<b>Total</b>	<b>3,082</b>	<b>326</b>

**When completed, the three future interstates will connect state, national and global markets through Texas seaports and border crossings.**

Texas is the state with the most miles of the interstate highway system with over 3,400 centerline miles in Texas

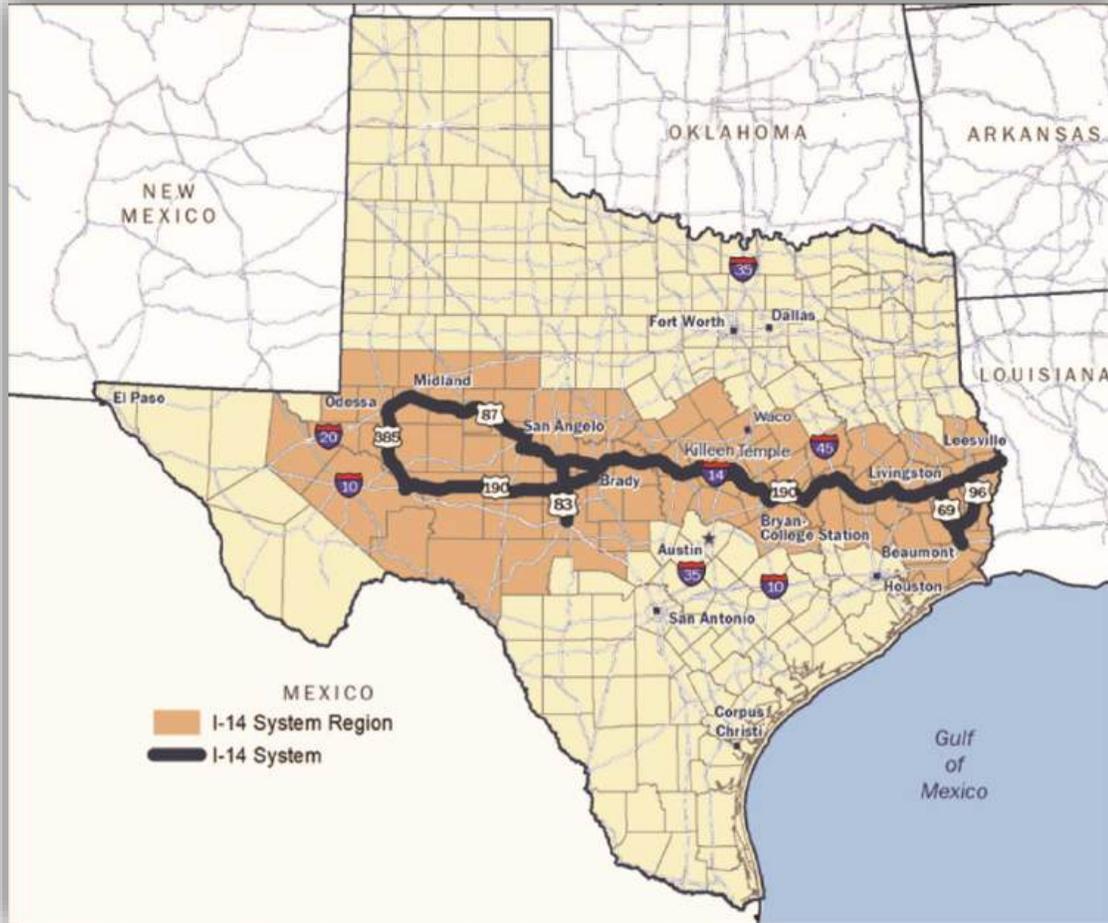
## I-69 System in Texas

- I-69 system extends from Texas to Michigan, connecting Canada, the US, and Mexico.
- In Texas, approximately **172 miles have been designated** as interstate highway.
- Once constructed to interstate standards and designated as interstate, there will be approximately **1,100 miles** of I-69 system roads in Texas.
- I-69 System in Texas Implementation Plan was completed in 2016.



[www.TxDOT.gov](http://www.TxDOT.gov)  
**Keyword: I-69 System**

## I-14 System in Texas

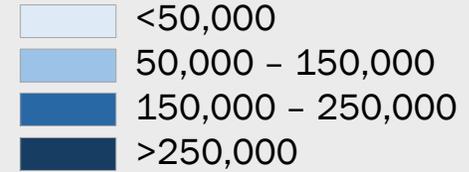
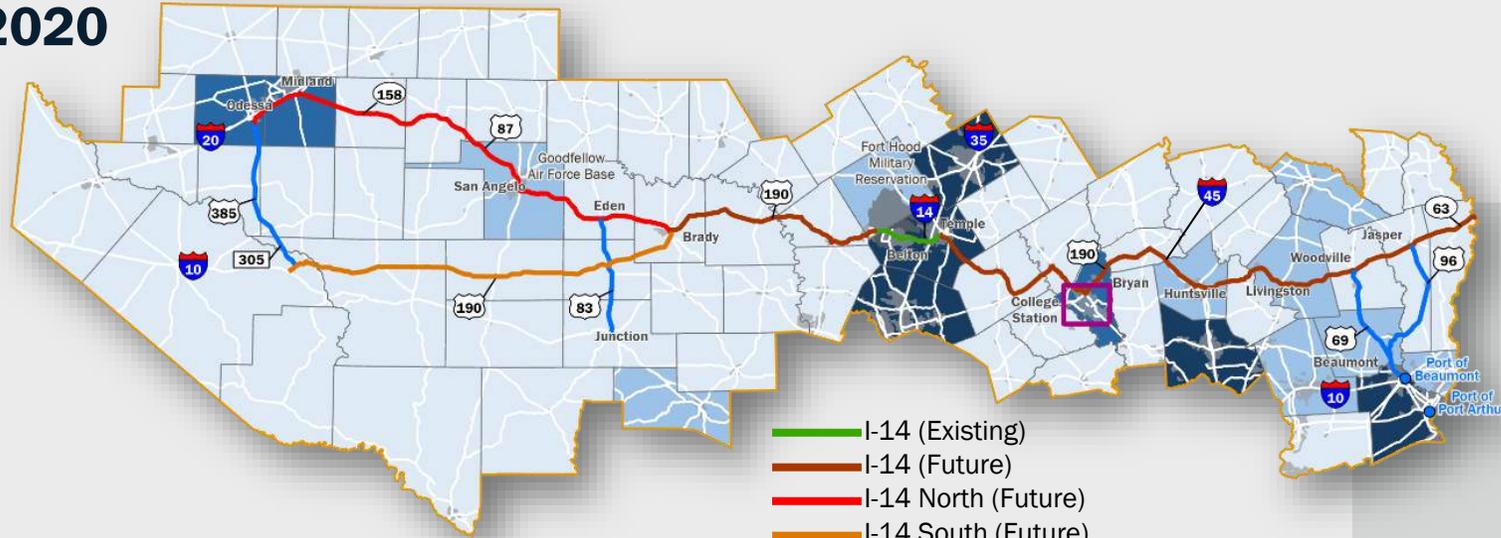


- I-14 system spans five states in southern U.S. from Texas to Georgia, connecting the southern belt's **military forts to major marine ports used for deployment.**
- In Texas, the system extends from west Texas to the Louisiana State Line.
- Texas is the **only state with a designated and signed I-14 section** on the Interstate Highway System.
- First **25-mile section located in central Texas** was added in 2017, from Copperas Cove to I-35 near Belton.

Once constructed, there will be approximately **1,000 miles** of I-14 System roads in Texas.

# Population in the I-14 System Region – 2020 & 2050

2020



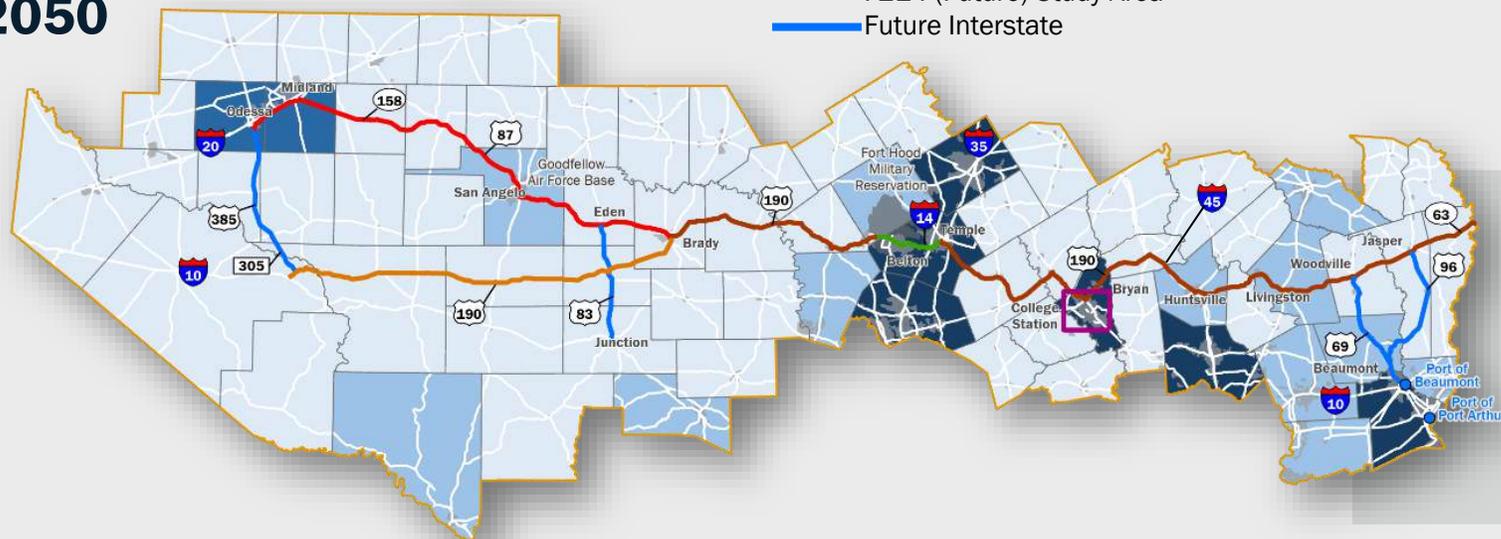
## Top 5 Counties

1. Montgomery
2. Williamson
3. Bell
4. McLennan
5. Jefferson

4.2M  
(14.5%)



2050



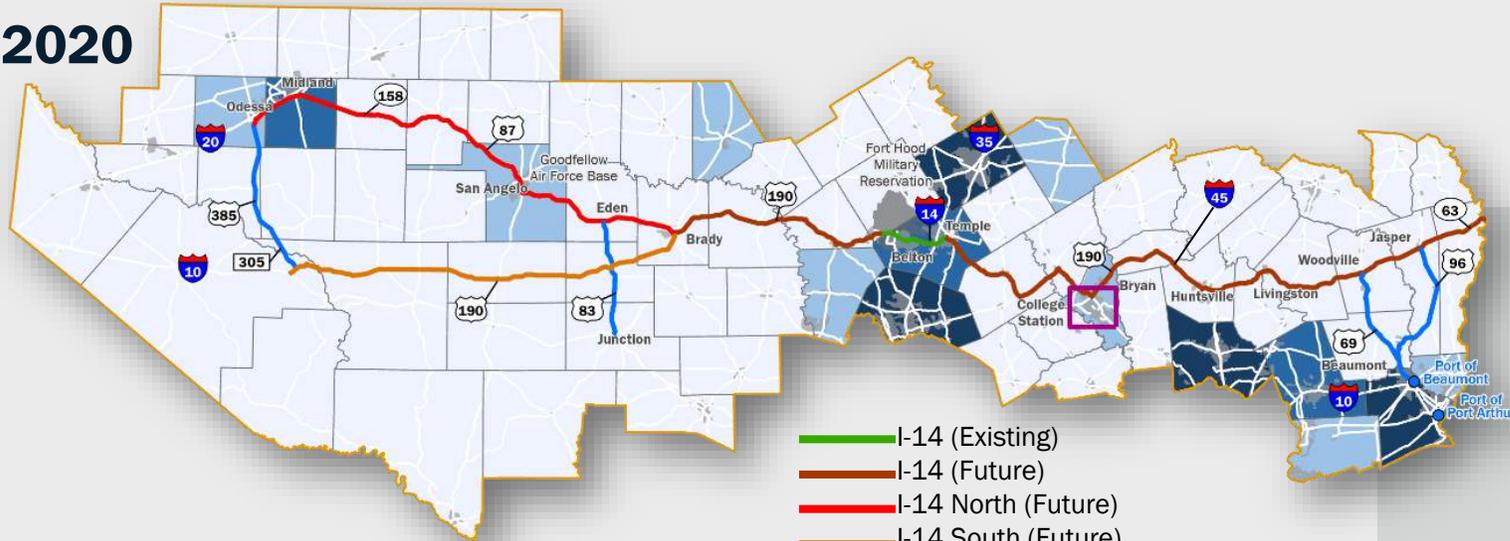
## Top 5 Counties

1. Williamson
2. Montgomery
3. Bell
4. Brazos
5. McLennan

6.2M  
(15.0%)

# I-14 System Economic Impact: Total Freight Tonnage by County

2020



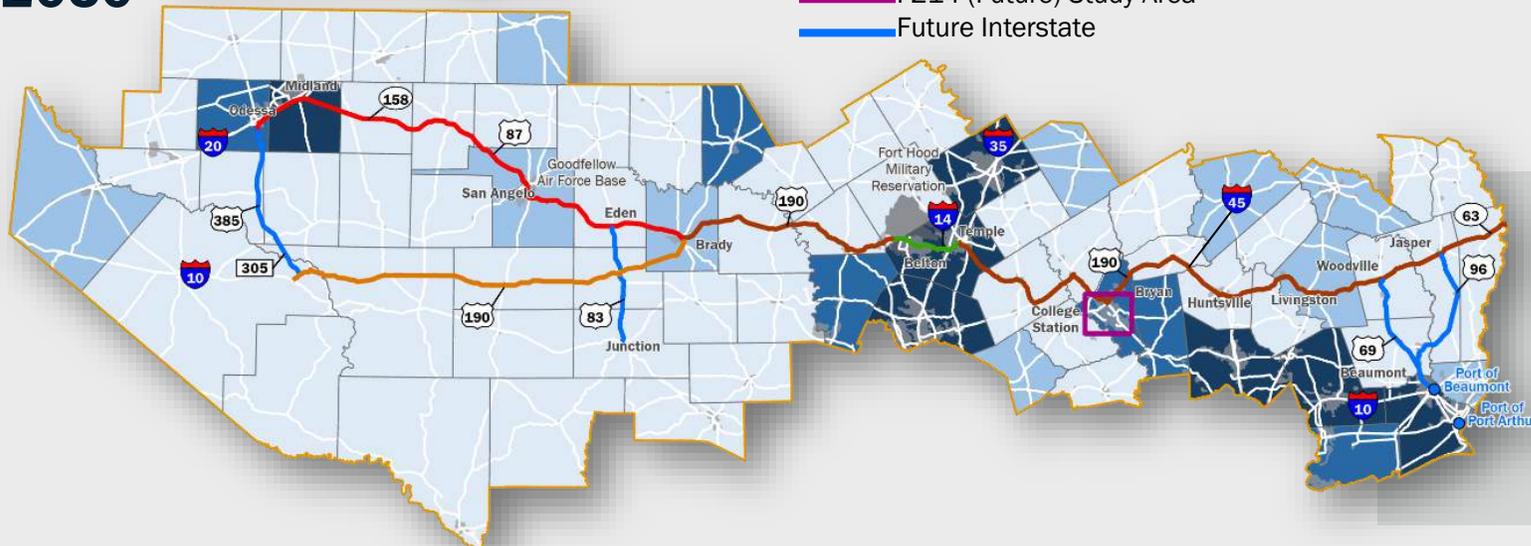
## Top 5 Counties

1. Jefferson
2. Williamson
3. Montgomery
4. McLennan
5. Bell

264.2M

88.1%  
growth

2050

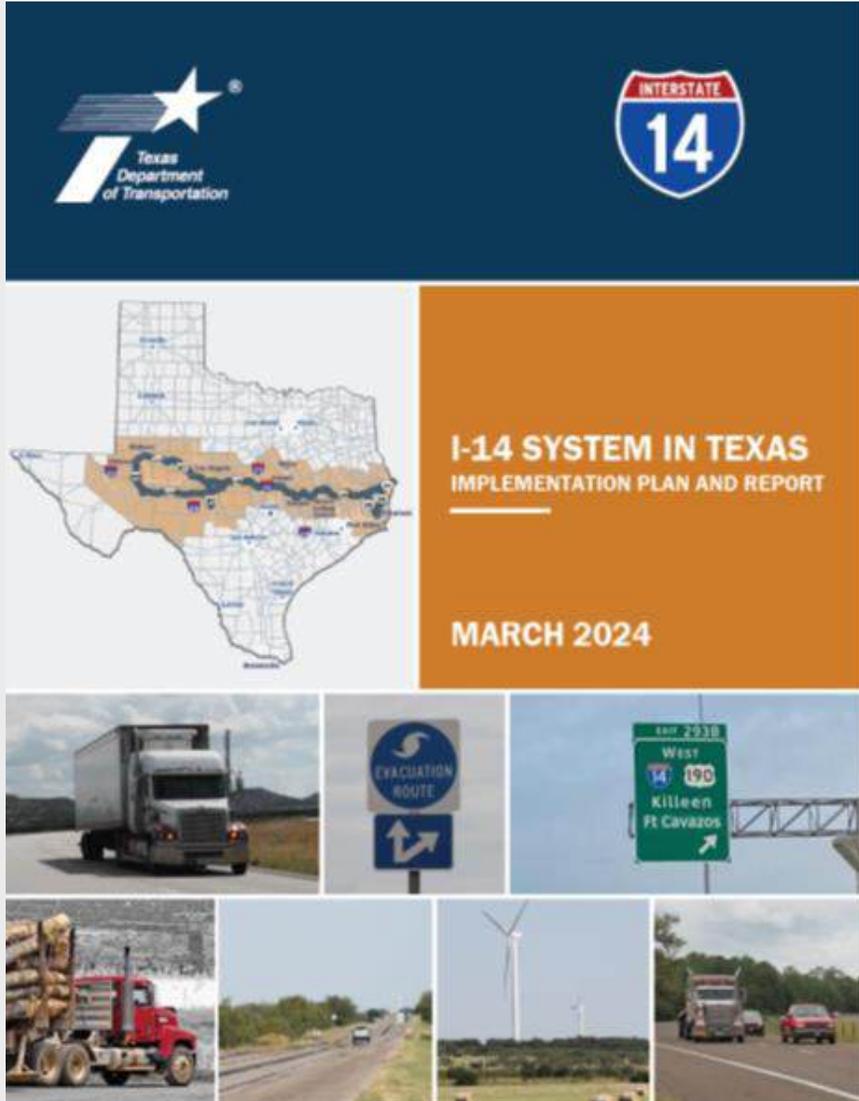


## Top 5 Counties

1. Jefferson
2. Montgomery
3. Williamson
4. McLennan
5. Bell

497.0M

# I-14 System in Texas – Interstate Implementation Plan



## Purpose

The purpose of the implementation strategy and plan is to **identify short-, mid-, and long-term improvements that upgrade the corridor to interstate standards.**

**Over 1,000 miles**

*I-14 (Existing): 25 miles*

**44** Cities/Towns along route

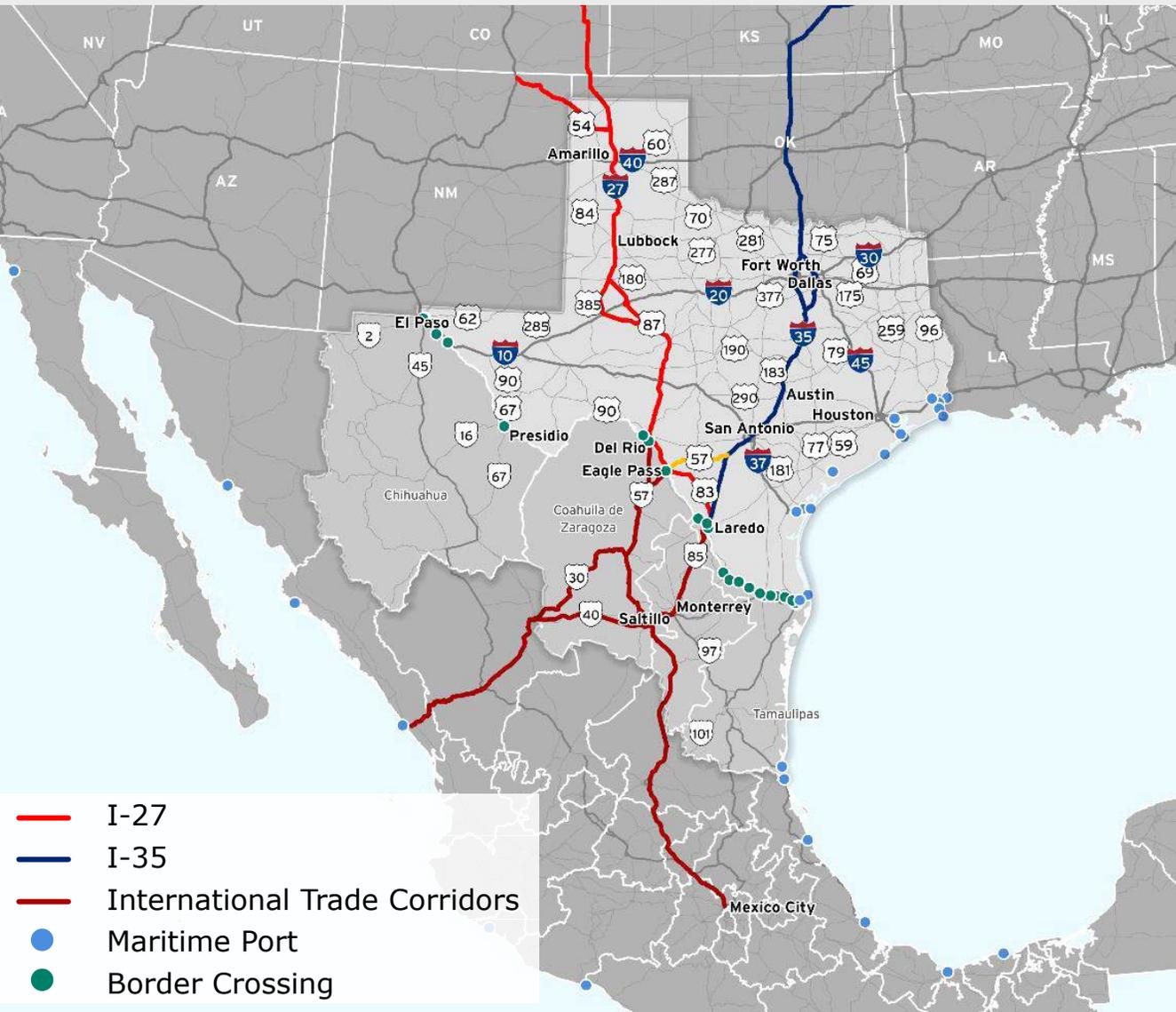
**32** Counties

**7** TxDOT Districts

**5** MPOs

[www.TxDOT.gov](http://www.TxDOT.gov)  
**Keyword: I-14 System**

# I-27 System International Trade Significance



## Opening Strategic Trade Gateways

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



## Accessing International Trade

The I-27 Corridor will provide improved access to the trade gateways



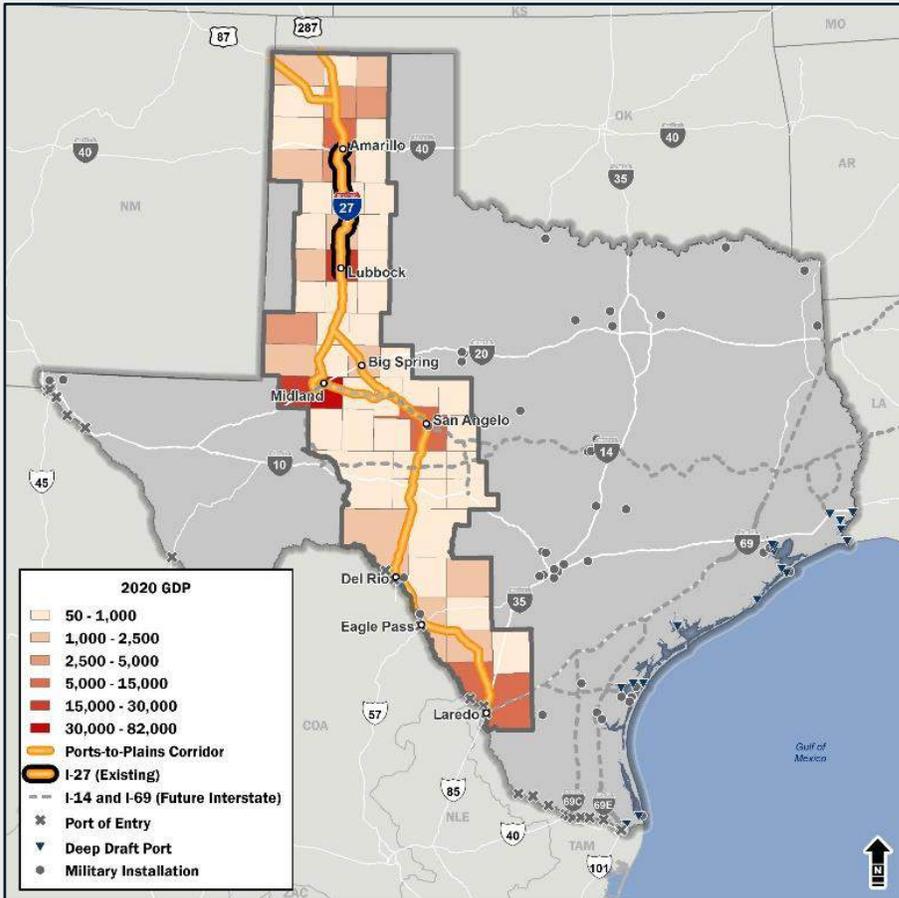
## Competing Internationally

The I-27 Corridor is vital to the continued viability of the international trade gateways

# I-27 System Economic Impact: Gross Domestic Product (GDP)

2020

2050



**\$155B**

**Top 5 Counties**

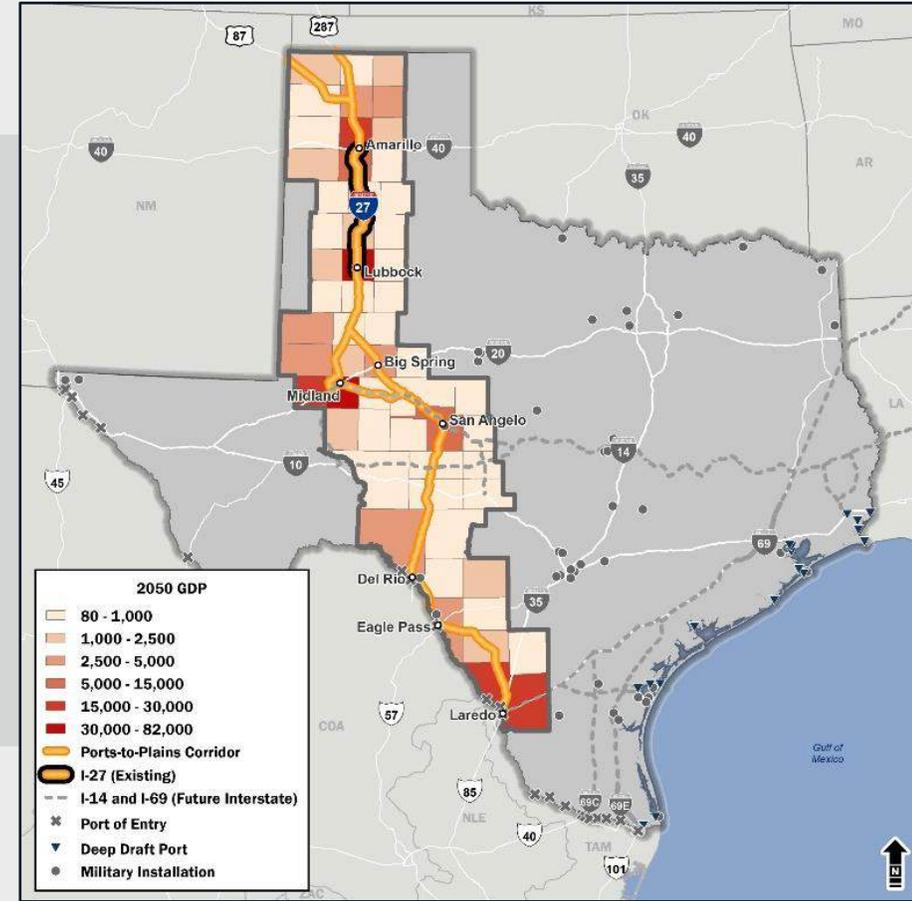
1. Midland
2. Lubbock
3. Ector
4. Webb
5. Potter

**\$263B**

**Top 5 Counties**

1. Midland
2. Lubbock
3. Ector
4. Webb
5. Potter

**69%**  
growth



**54**

# I-27 System – Interstate Implementation Plan

## I-27 System in Texas Implementation Plan



### Purpose

The purpose of the implementation strategy and plan is to identify short-, mid-, and long-term improvements that upgrade the corridor to interstate standards.

**963 miles**

*I-27(Existing): 128 miles*

**30** Cities/Towns along route

**26** Counties

**6** Districts

**5** MPOs

**2** RPOs

[www.TxDOT.gov](http://www.TxDOT.gov) Keyword:  
**I-27 System**

Constructed in 1969, Texas is the first and only state with a signed **124-mile section** of I-27.



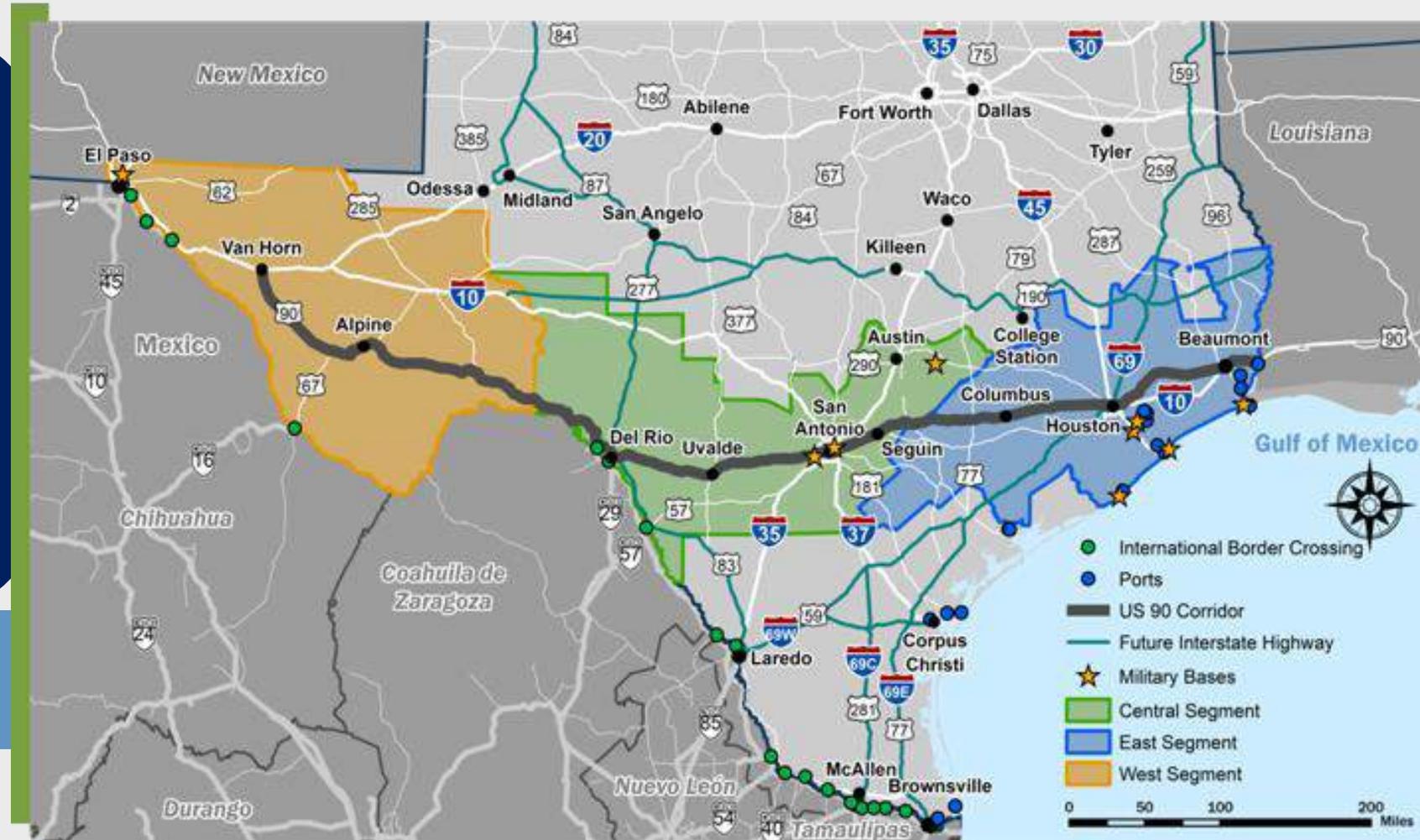
# Advancing Corridor Development Through Long-Range Corridor Studies and Statewide Partnerships



# US 90 Texas Corridor Study

## Purpose of the Study

Identify multimodal needs and prioritize proposed improvements that promote the movement of people and goods along the corridor.





April 28, 2025

# Three Best Practices

**Right-sizing the Study Area**

**Knowing the Character of the Study Area**

**Increased Accessibility to Participate**



April 28, 2025

# Right-sizing

# US 90 Texas Corridor Regional Segments



## West

- Approximately 230 miles
- 1 MPO and 2 COGs
- 11 counties
- 5 adjacent cities
- 7 state parks
- 2 national parks
- 1 military base
- 2 TxDOT districts
- 2 National parks
- 1 Port of Entry



## Central

- Approximately 287 miles
- 2 MPOs and 4 COGs
- 23 counties
- 5 adjacent cities
- 16 state parks
- 3 military bases
- 3 TxDOT districts
- 1 Port of Entry



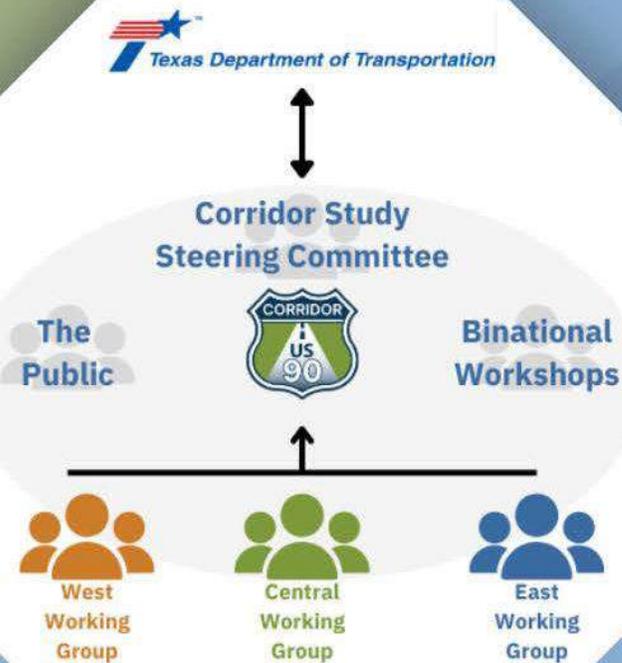
## East

- Approximately 246 miles
- 2 MPOs and 3 COGs
- 26 counties
- 36 adjacent cities
- 9 state parks
- 5 military bases
- 3 TxDOT districts
- 1 Maritime Port



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# Knowing the Character



## Guided through a Corridor-wide Steering Committee, three Segment Working Groups, and TxDOT Districts & Divisions, key stakeholders include:

- County Judges and City Mayors, or their representatives
- Metropolitan Planning Organizations (MPOs), Councils of Government (COGs), and Rural Planning Organizations (RPOs)
- Chambers of Commerce and Economic Development Organizations
- Regional interest groups
- Statewide trade associations representing industry
- Deep draft ports, class 1 railroads, intermodal freight facilities, and general cargo airports
- Military installations
- Business / Private Sector

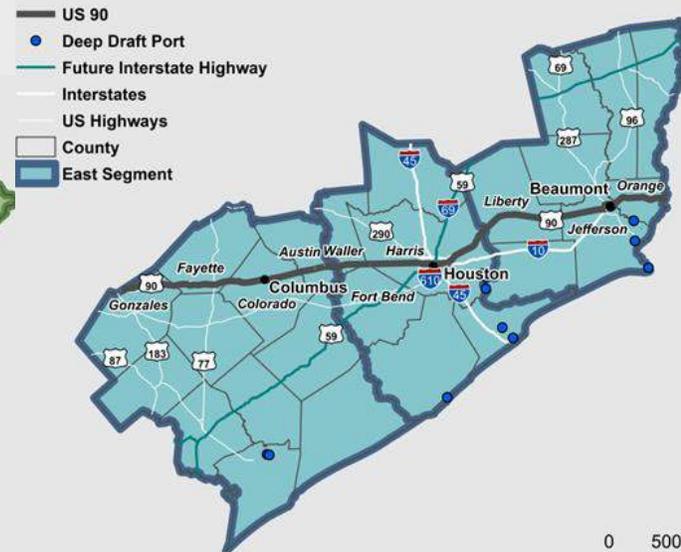
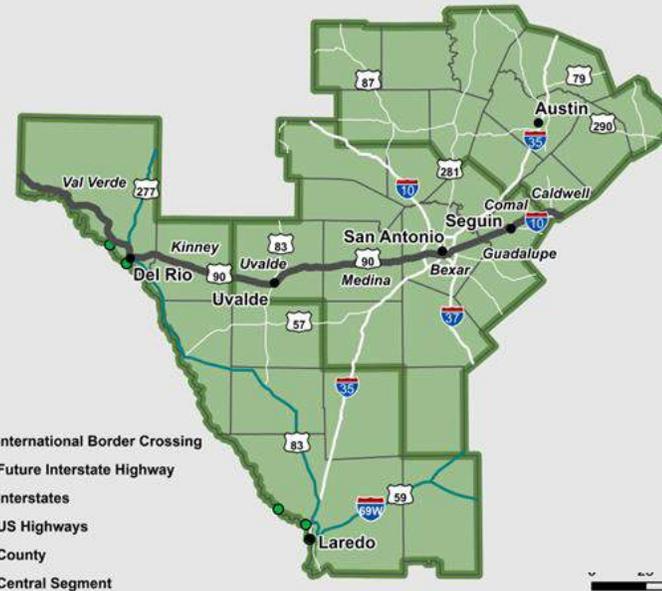
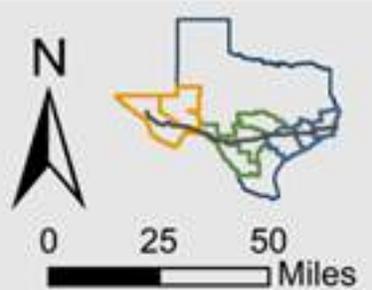


**Steering Committee**  
Honorable Judge Peter Sakai  
Bexar County

**West**  
Judge Greg P. Henington  
Brewster County

**Central**  
Judge Lewis Owens  
Val Verde County

**East**  
Judge Jay H. Knight  
Liberty County





April 28, 2025

# Increased Accessibility to Participate

# US 90 Texas Corridor Public Survey

925

Survey Participants

2,894

Mapped Comments

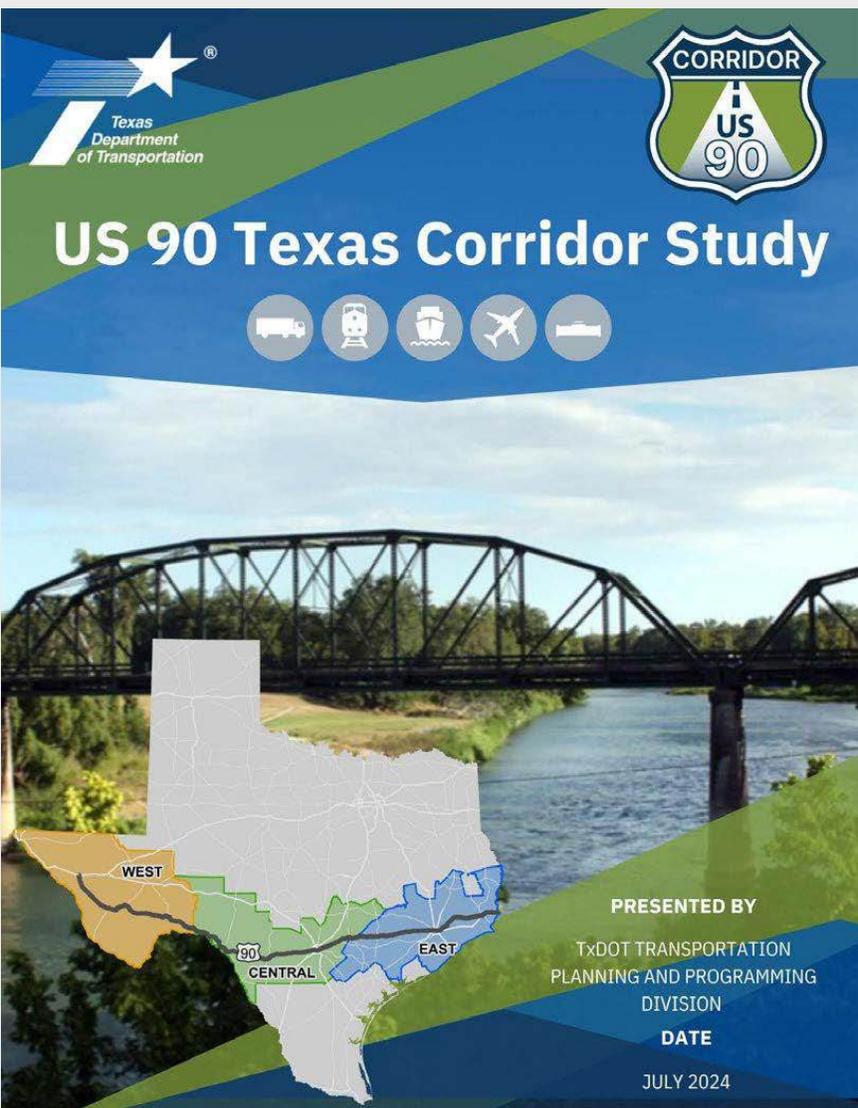
English & Spanish

Multiple Languages

The screenshot shows the first screen of a five-part survey. At the top, it says "1 We want to hear from you!" and "Learn about the US 90 Texas Corridor Study". The main content area has a "WELCOME" sidebar on the left and a navigation bar on the right with five tabs: "1 WELCOME", "2 VISION AND GOALS", "3 CHALLENGES RANKING", "4 MAP MARKERS", and "5 WRAP UP". The main text reads: "Welcome to the US 90 Texas Corridor Study survey. Your opinion matters to us! The Texas Department of Transportation is conducting a study of the US 90 corridor across Texas, from the I-10 junction in Van Horn to the Louisiana state line, approximately 763 miles. The study's purpose is to identify multimodal needs and prioritize improvements that promote the movement of people and goods along the corridor. Please navigate through the five colored tabs to complete this short survey that will help us plan for the future of US 90!". Below the text is a navigation bar with "US 90 Texas Corridor" and "Español" buttons, and a "Next" button. The background image shows a bridge over a river. At the bottom, there is a text box: "US 90 is approximately 763 miles of roadway that connects small towns and major metropolitan areas with ports, international border crossings, airports, natural areas, and neighboring states." and the Texas Department of Transportation logo.

TxDOT used a survey tool called MetroQuest. Participants could access the English and Spanish versions of the survey via the project web page. The survey was able to be taken on a computer, smart phone, or tablet. Participants were guided through a series of five screens that provided project information and gathered important input.

# US 90 Texas Corridor Study Implementation Plan



- 9 Corridor-wide Strategies
- 74 proposed improvements (safety, intersection/interchange, added capacity, bridge)
  - Total investment of nearly \$978.8M
  - Prioritized according to Short, Mid, Long-Term timeframes



**Thank you!**

Lorena Echeverria de Misi, P.E.

Manager, Corridor Planning Branch

Transportation Planning and Programming (TPP) Division

[lorena.echeverriademisi1@txdot.gov](mailto:lorena.echeverriademisi1@txdot.gov)



April 28, 2025

# The Economic and Trade Impacts of the Ports-to-Plains Transportation Corridor

TRANSPORTATION RESEARCH BOARD

MARCH 20, 2025

LAUREN GARDUÑO



**PORTS TO PLAINS**  
ALLIANCE

# Ports-to-Plains Alliance

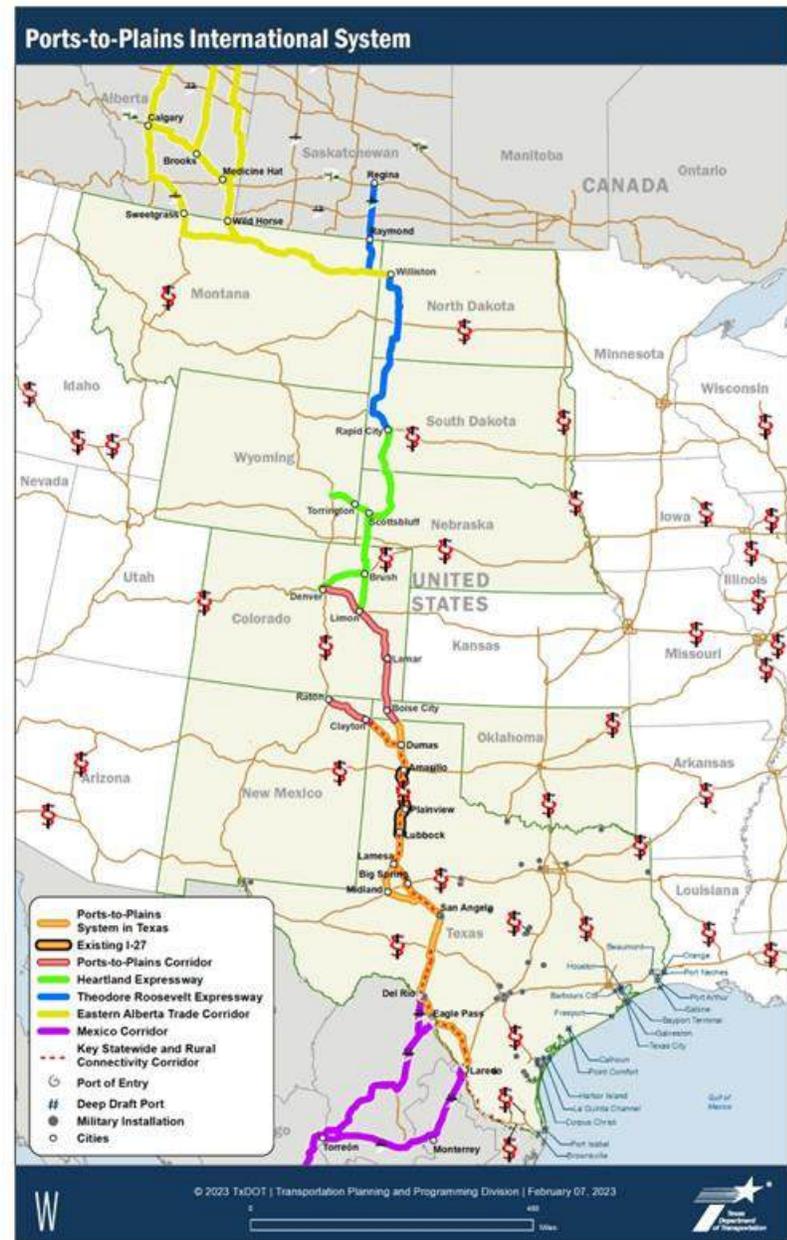
PORTS-TO-PLAINS CORRIDOR (HPC #38)

HEARTLAND EXPRESSWAY (HPC #14)

THEODORE ROOSEVELT EXPRESSWAY  
(HPC #5)

THE 2300-MILE CORRIDOR RUNS FROM MEXICO TO CANADA THROUGH NINE RURAL STATES.

APPROXIMATELY 1100 OF THE 2300-MILE CORRIDOR (47%) IS UPGRADED TO FOUR-LANE OR BETTER.



# Why are the P2P Corridors Important

---

- ❑ Promote Economic Development and Trade
- ❑ Enhance National Energy Security
- ❑ Protect National Food Security



# The Ports-to-Plains Corridor Future Interstate Would Impact the Economy

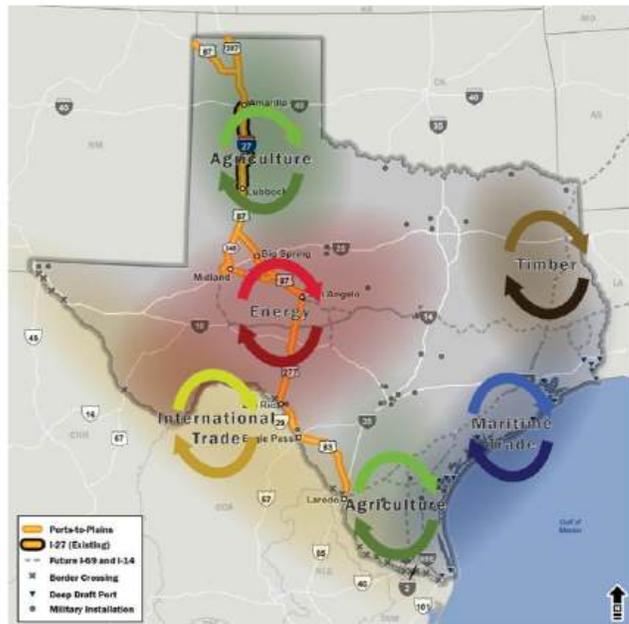
## I-27 Advisory Committee



The Ports-to-Plains Corridor was designated as a future interstate in Texas and New Mexico in the federal Fiscal Year 2022 omnibus appropriations bill. Interstate 27 (I-27) is part of the Ports-to-Plains Corridor and exists between Lubbock and Amarillo. It is assumed the Corridor will be designated I-27 as it extends south from San Angelo and north from Amarillo. Route numbering is ultimately the responsibility of the American Association of State Highway and Transportation Officials (AASHTO) and the United States Department of Transportation. The **963-mile corridor spans 26 Texas counties** and includes portions of I-20, I-27, I-35, US 83, US 87, US 277, US 287, SH 158, and SH 349.

### Key Industries in Texas

Statewide connectivity supports Texas' key economic sectors highlighted in the map, including agriculture, energy, and international trade along the Ports-to-Plains Corridor.



### Economic Benefits of the Interstate

Upgrading the Ports-to-Plains Corridor to an interstate facility is critical to the economic prosperity and growth of counties along the corridor, in Texas, and across the nation. To remain economically competitive, industries in West and South Texas need access to an interstate-level facility that connects with expanding markets and to the international gateways of Laredo, Del Rio and Eagle Pass.

The industries expected to economically benefit as a result of an upgraded interstate include those that significantly contribute to the Ports-to-Plains' economy today – such as energy, food, and agriculture – as well as industries that heavily depend on the transportation of goods, like warehousing and manufacturing.

### Economic Impacts to the Ports-to-Plains Corridor and All of Texas

The interconnected nature of the economy means there are spillover or multiplier effects across regions, such that increased economic activity in one area creates more economic activity in other areas nearby.

#### Estimated Interstate-Projected Economic Impacts

Rest of Texas		Ports-to-Plains Corridor
<b>\$690M</b>	Travel Costs Saved Annually	<b>\$3.4B</b>
<b>4,400</b>	Jobs Created	<b>17,710</b>
<b>\$640M</b>	Annual GDP Increase	<b>\$2.2B</b>

### Economic Impacts on Construction and Maintenance Spending

Construction and ongoing maintenance of the interstate would create:



### Long-term Economic Returns

Return on Investment (ROI) is a common measure for determining whether an investment is worthwhile. In this case, it is calculated as the gain in GDP relative to the upfront capital cost. The ROI calculation excludes operating and maintenance costs.



\*Includes Time Value of Money (3% discount rate)

The future interstate would provide a greater demand for gas stations, truck stops, restaurants, lodging, and other businesses serving passenger and commercial travelers. This provides opportunities for development and expansion of roadside businesses in communities across the corridor.

Fact Sheet Sources: Ports-to-Plains Corridor Interstate Feasibility Study (October 2020)



Click the shield at the top of the page or scan the QR code to visit TxDOT's I-27 Advisory Committee webpage at: <https://www.txdot.gov/government/partnerships/i-27-advisory-committee.html>



# International Trade is a Key Economic Sector for the Ports-to-Plains Corridor Future Interstate I-27 Advisory Committee



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## International Trade

The **Ports-to-Plains Corridor improves freight movement and service with Mexico** throughout the United States, making it faster, safer, and less costly to trade. Northbound commercial vehicle crossings<sup>1</sup> are expected to reach 7.1 million in 2050, an increase of 173% since 2009.



**THE PORTS-TO-PLAINS CORRIDOR IS VITAL TO INTERNATIONAL TRADE BECAUSE IT CONNECTS WITH THE THREE GATEWAYS OF LAREDO, EAGLE PASS, AND DEL RIO**

## Imports and Exports Passing through the Ports-to-Plains Corridor

Below are imports from Mexico that will be trucked to states other than Texas and exports from the U.S. to Mexico that will be trucked from states other than Texas and will pass through the Corridor in 2050<sup>1</sup>.



## Port of Laredo

In 2021, the Port of Laredo was ranked the third largest U.S. port of entry based on its total import/export trade value of \$249 billion<sup>3</sup>.

### Port of Laredo Trade Operation<sup>4</sup>



**4.5**  
Million Trucks  
Annually



**\$250**  
Billion in  
Trade Annually



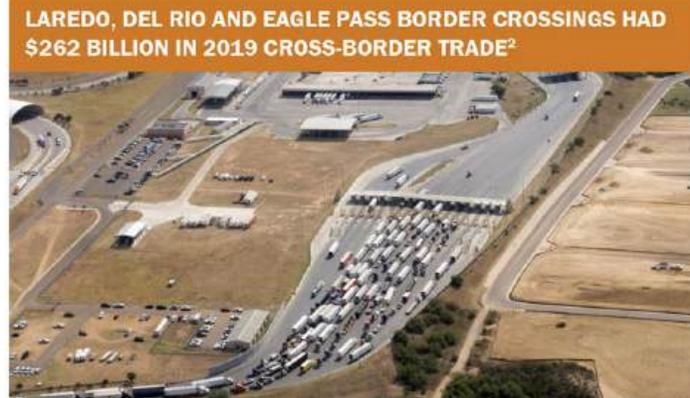
**60%** Increase in commercial traffic in the past 10 years

**30%**

Total U.S. world trade that transits through Texas ports of entry

**40%**

Total trade between the United States and Mexico



**LAREDO, DEL RIO AND EAGLE PASS BORDER CROSSINGS HAD \$262 BILLION IN 2019 CROSS-BORDER TRADE<sup>2</sup>**



**1**

**PORT OF LAREDO - TOP INLAND COMMERCIAL PORT OF ENTRY AT THE U.S. AND MEXICO BORDER<sup>3</sup>**

<sup>1</sup>TxDOT SAM and Transearch

<sup>2</sup>United States Customs and Border Patrol Truck Volumes by Bridge, 2009-2018 and Bureau of Transportation Statistics Transborder Freight Data 2008-2019

<sup>3</sup>Economic Outlook Report, Texas Center, April 2022

<sup>4</sup>Bureau of Transportation Statistics Transborder Freight Data 2008-2019



Click the shield at the top of the page or scan the QR code to visit TxDOT's I-27 Advisory Committee webpage at: <https://www.txdot.gov/government/partnerships/i-27-advisory-committee.html>



### Opening Strategic Trade Gateways

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



### Competing Internationally

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



### Accessing International Trade

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





# Energy is a Key Economic Sector for the Ports-to-Plains Corridor Future Interstate

## I-27 Advisory Committee



The Ports-to-Plains Corridor was designated as a future interstate in Texas and New Mexico in the federal Fiscal Year 2022 omnibus appropriations bill. Interstate 27 (I-27) is part of the Ports-to-Plains Corridor and exists between Lubbock and Amarillo. It is assumed the Corridor will be designated I-27 as it extends south from San Angelo and north from Amarillo. Route numbering is ultimately the responsibility of the American Association of State Highway and Transportation Officials (AASHTO) and the United States Department of Transportation. The **963-mile corridor spans 26 Texas counties** and includes portions of I-20, I-27, I-35, US 83, US 87, US 277, US 287, SH 158, and SH 349.

### THE PRIMARY SOURCE OF THE NATION'S ENERGY INDEPENDENCE IS LOCATED ALONG THE PORTS-TO-PLAINS CORRIDOR



<sup>1</sup>Essential Energy: The Importance of the Permian Basin to the U.S., Texas, and New Mexico Economies. The Perryman Group, March, 2022

<sup>2</sup>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

<sup>3</sup>Texas Railroad Commission, 2019

<sup>4</sup>American Wind Energy Association, U.S. Wind Industry Market Reports, 2019

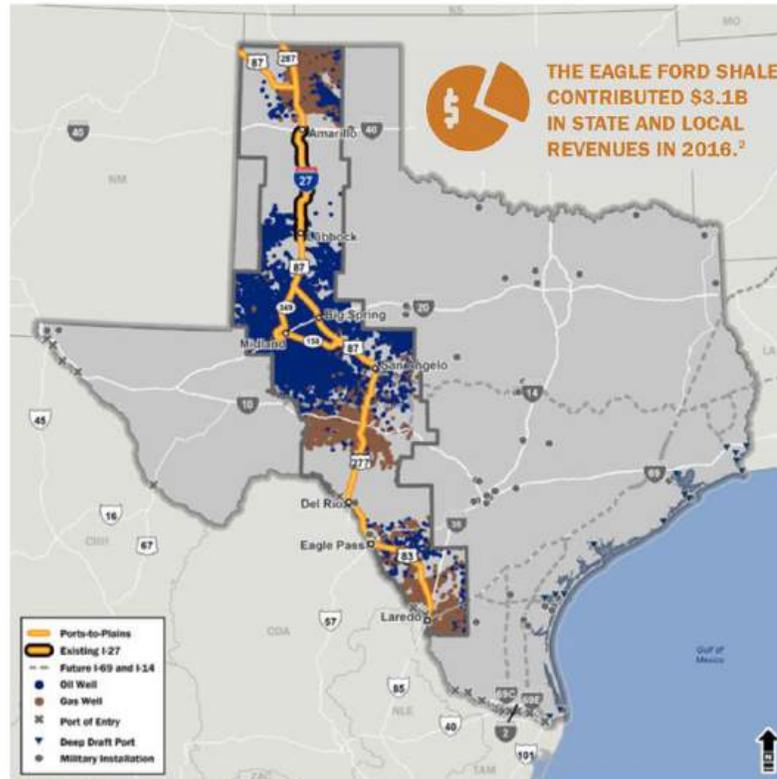
<sup>5</sup>U.S. EIA, Electric Power Monthly

<sup>6</sup>American Wind Energy Association, U.S. Wind Industry Market Reports, 2019

### Oil and Gas Energy

#### The Permian Basin's Impact on Texas Economy:<sup>1</sup>

MARCH 2022	PROJECTED 2050 low growth	PROJECTED 2050 high growth
<b>\$129</b> billion in gross product	<b>\$145</b> billion in gross product	<b>\$219</b> billion in gross product
<b>508K</b> jobs in Texas	<b>558K</b> jobs in Texas	<b>778K</b> jobs in Texas



Corridor Oil and Gas Wells, 2019<sup>3</sup>

### Renewable Energy



**17.4%**

Percent growth between 2010 and 2020 of wind and solar power generated in Texas



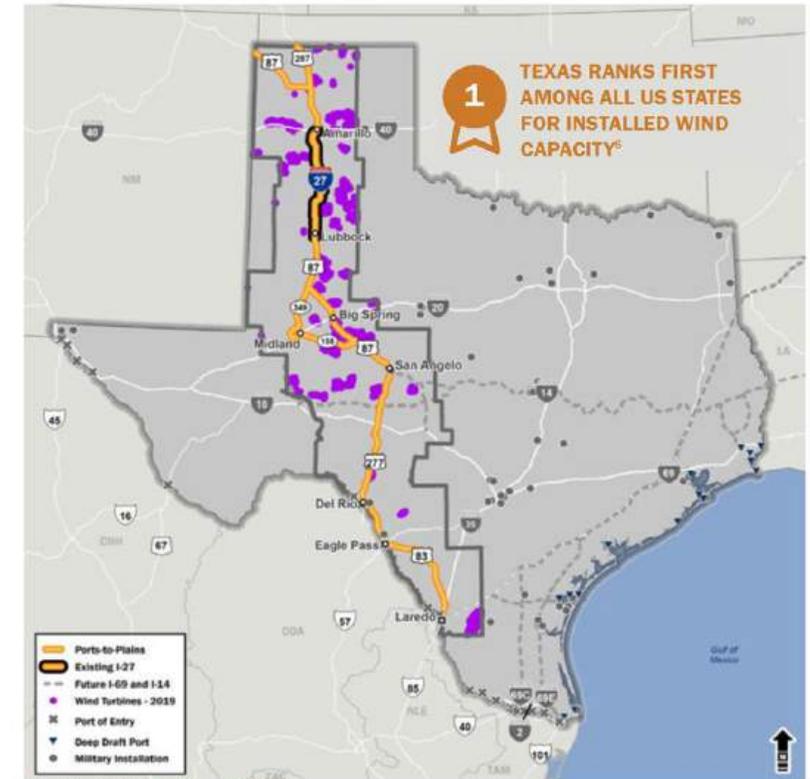
**2,821**

Wind Turbines in the Ports-to-Plains Corridor in 2019<sup>4</sup>



**4,869**

Megawatts of Solar Capacity in Texas<sup>5</sup>



Corridor Wind Turbines, 2019<sup>3</sup>

# Three of the Nations Largest Agricultural Exports in 2022:

## Cattle, Cotton, Dairy

P2P supports \$11 billion  
per year in Agricultural  
production sales

(Texas)

Cattle	\$12.3 billion
Cotton	\$2.6 billion
Dairy	\$2.1 billion



### 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** and it supports growing population and economic centers of West and South Texas.

#### 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.<sup>1</sup> Statewide, the three top agricultural commodities are: cattle generating over \$12.3 billion a year, cotton over \$2.6 billion a year, and milk products generating over \$2.1 billion a year.<sup>2</sup> 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 market. Delays in the transport of livestock may create health and safety issues for the animals.

Agriculture is a Key economic engine in the Ports-to-Plains Corridor and for the State of Texas.



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

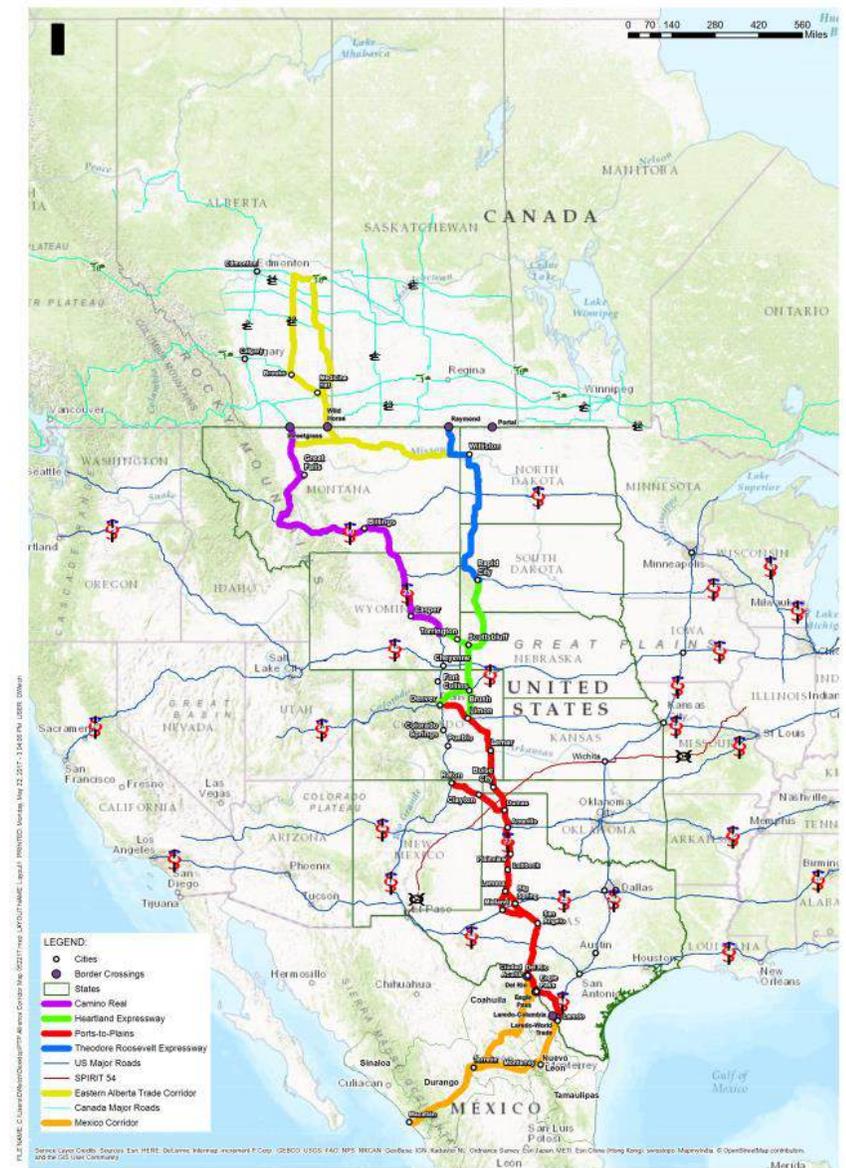
# Top Ten Cattle Numbers 2023(NCBA)

## Beef Cattle (28.9 million head)

1. Texas	(4.3 million head)	(15.0%)
2. Oklahoma	(1.98 million head)	(6.9%)
4. Nebraska	(1.7 million head)	(5.9%)
5. South Dakota	(1.53 million head)	(5.3%)
7. Montana	(1.27 million head)	(4.4%)
9. North Dakota	(876 thousand head)	(3.1%)

# Connecting North America's Economy

- Connect three nations under the current free trade agreement. Connect the Providence of Alberta and Saskatchewan to the deep-water port of Mazatlán Mexico.
- Connect two of the nations largest oil fields, the Permian Basin in Texas and New Mexico to the Bakken in North Dakota.
- Connect 12 of the nation's top 20 feedlots
- Connect to 40% of the Nation's Cotton



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**May 8, 2025**

TRB Webinar: Navigating Current  
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**June 2-4, 2025**

TRB's Summit on the Future of the  
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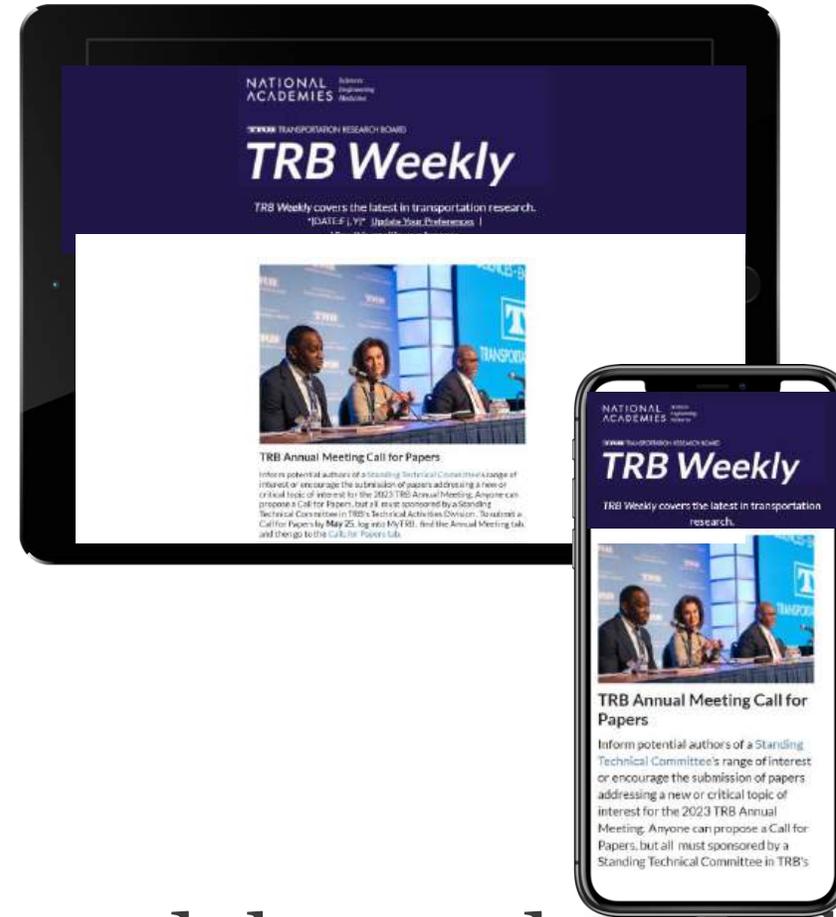


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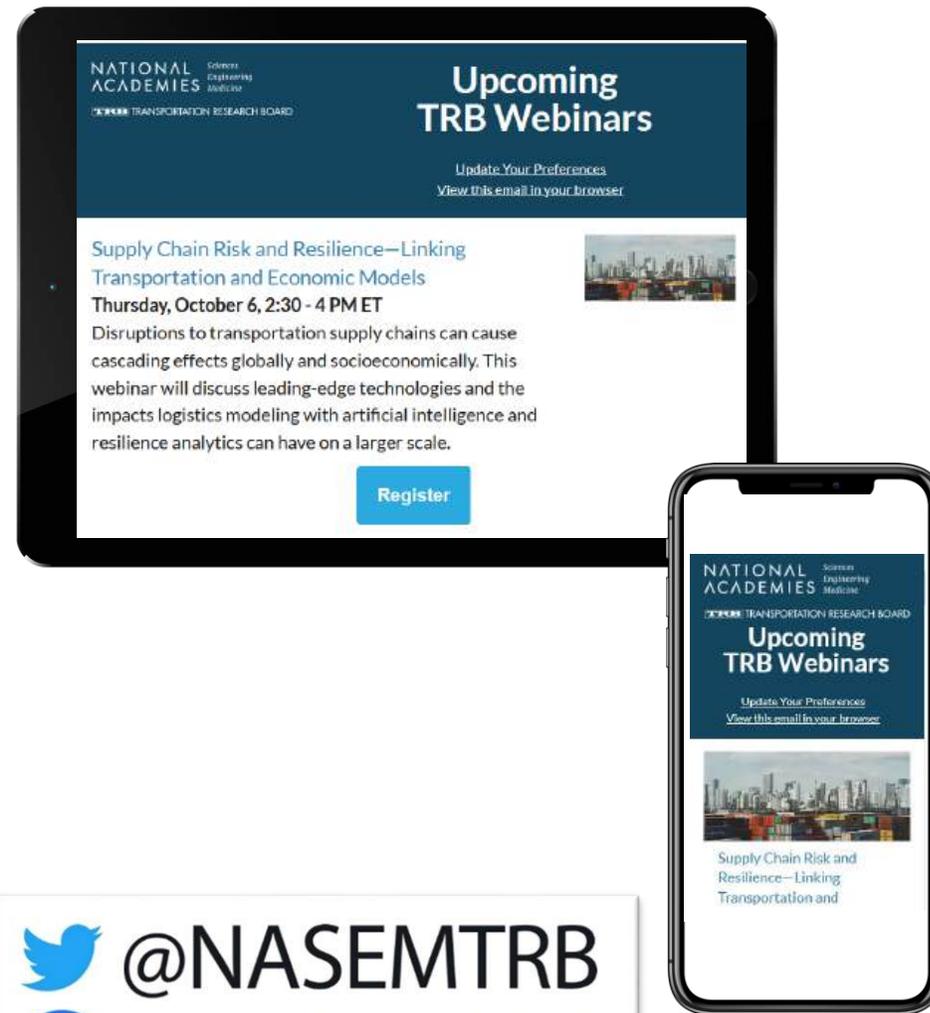
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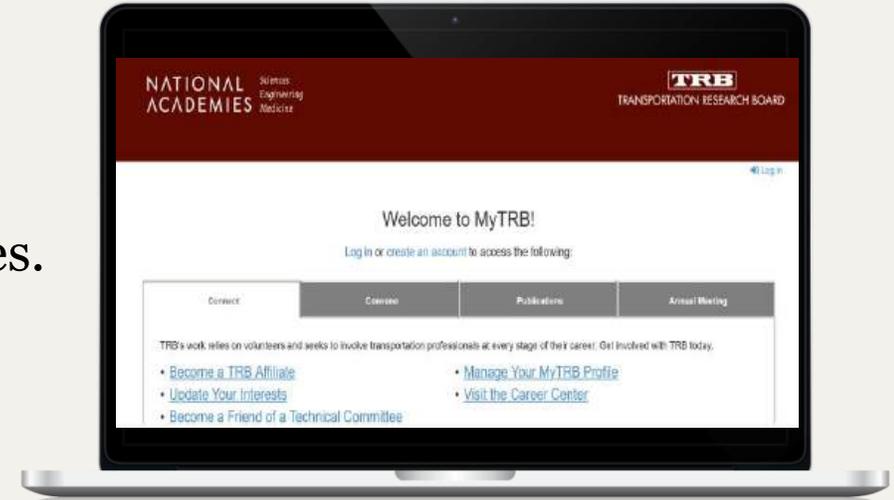


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