



# Ports-to-Plains Corridor New Mexico Update

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TRANSPORTATION INFRASTRUCTURE REVENUE SUBCOMMITTEE  
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# AGENDA

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- Ports-to-Plains History
- Ports-to-Plains in New Mexico
- Ports-to-Plains the last five years
- Ports-to-Plains this last year
- Infrastructure Funding in New Mexico

# Ports-to-Plains 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 leg 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 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.

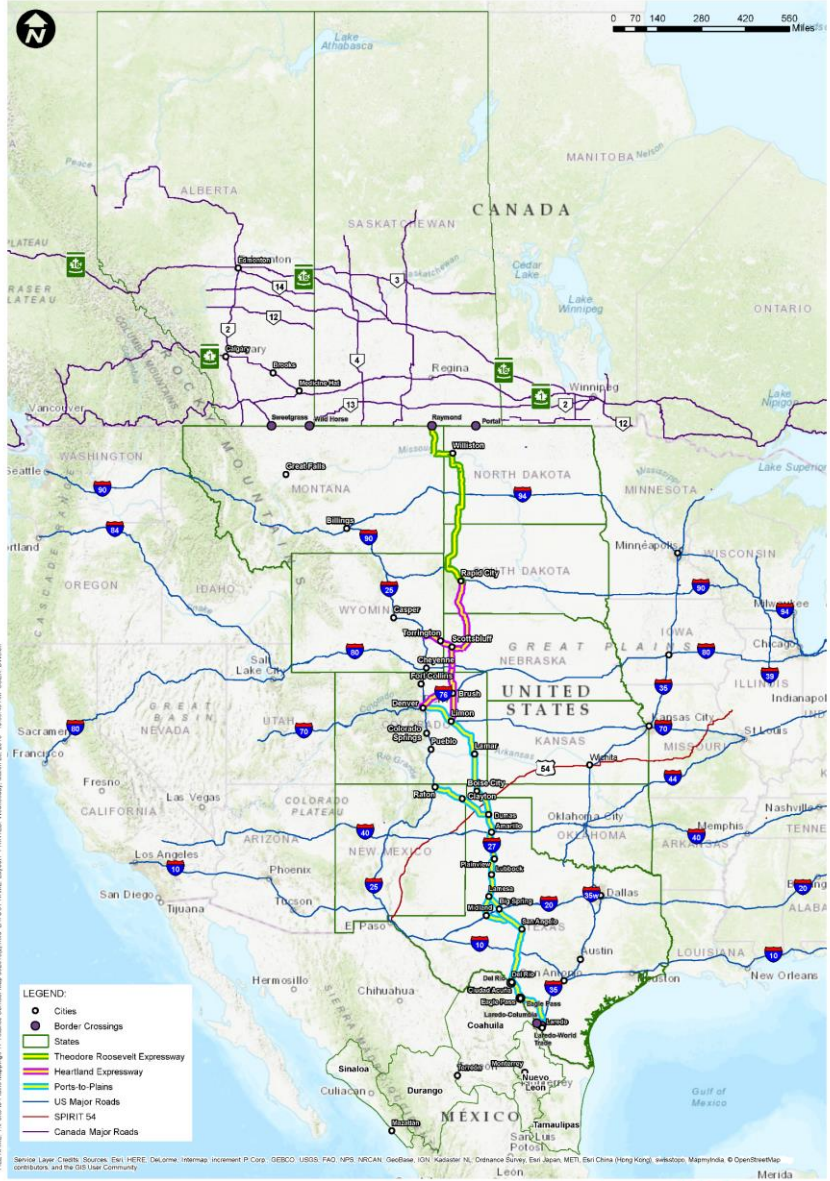
(Executive Summary Ports to Plains Feasibility Study, Wilber Smith & Associates, 2001)



# Ports to Plains Trade Alliance

PORTS TO PLAINS CORRIDOR

HEARTLAND EXPRESSWAY

THEODORE ROOSEVELT EXPRESSWAY





**PARKHILLSMITH&COOPER**  
 PORTS-TO-PLAINS ALLIANCE CORRIDOR MAP  
 Issuing Office: Lubbock Date: 04/09/2018  
 Project No: 2884.18 Sheet: 1 of 1

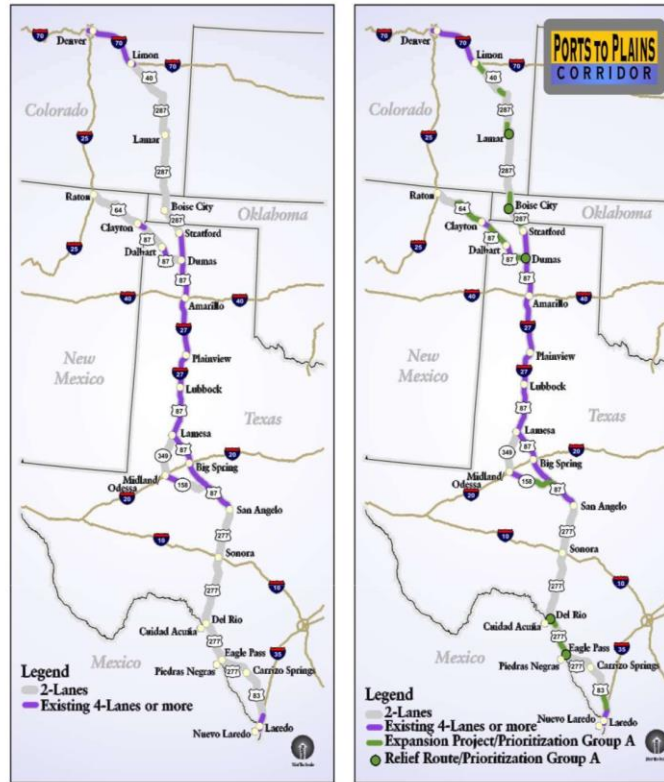
# Ports-to-Plains History

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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 CDMP Project Recommendations

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.

# 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 **\$138 million** upgrade to 4 lane standards.
- ❑ New Mexico's 4 lane upgrade on the P2P Corridor was completed by **2012**



# New Mexico GRIP Projects 2000-2008

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

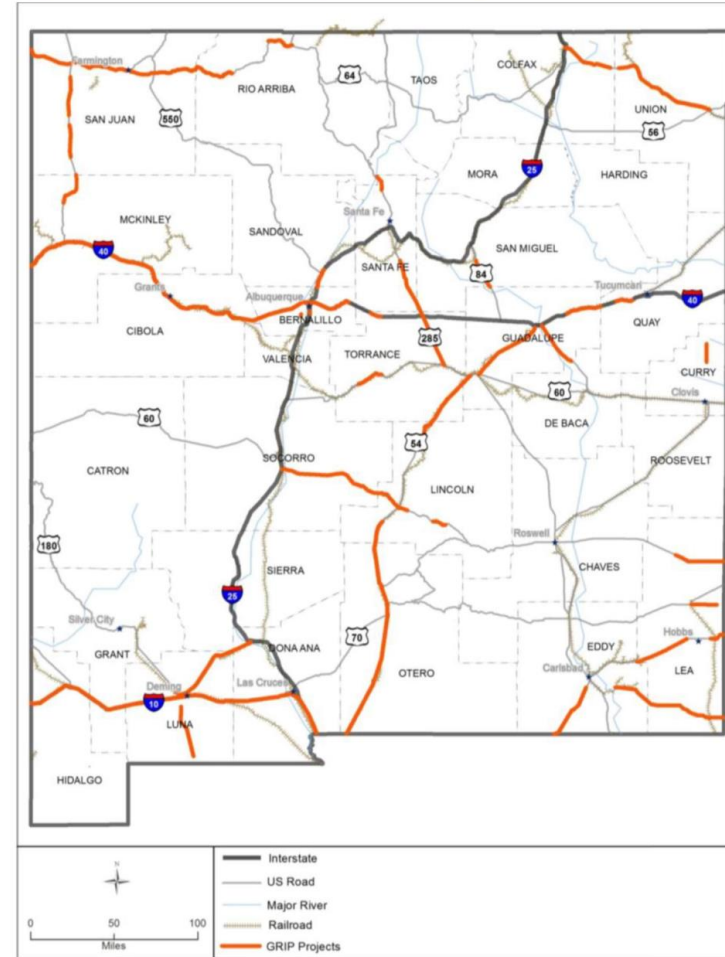
While New Mexico's highway network has gradually expanded over time, two major gubernatorial initiatives in recent years dramatically expanded the network.

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

New Mexico Freight Plan

Figure 22 GRIP Projects throughout New Mexico



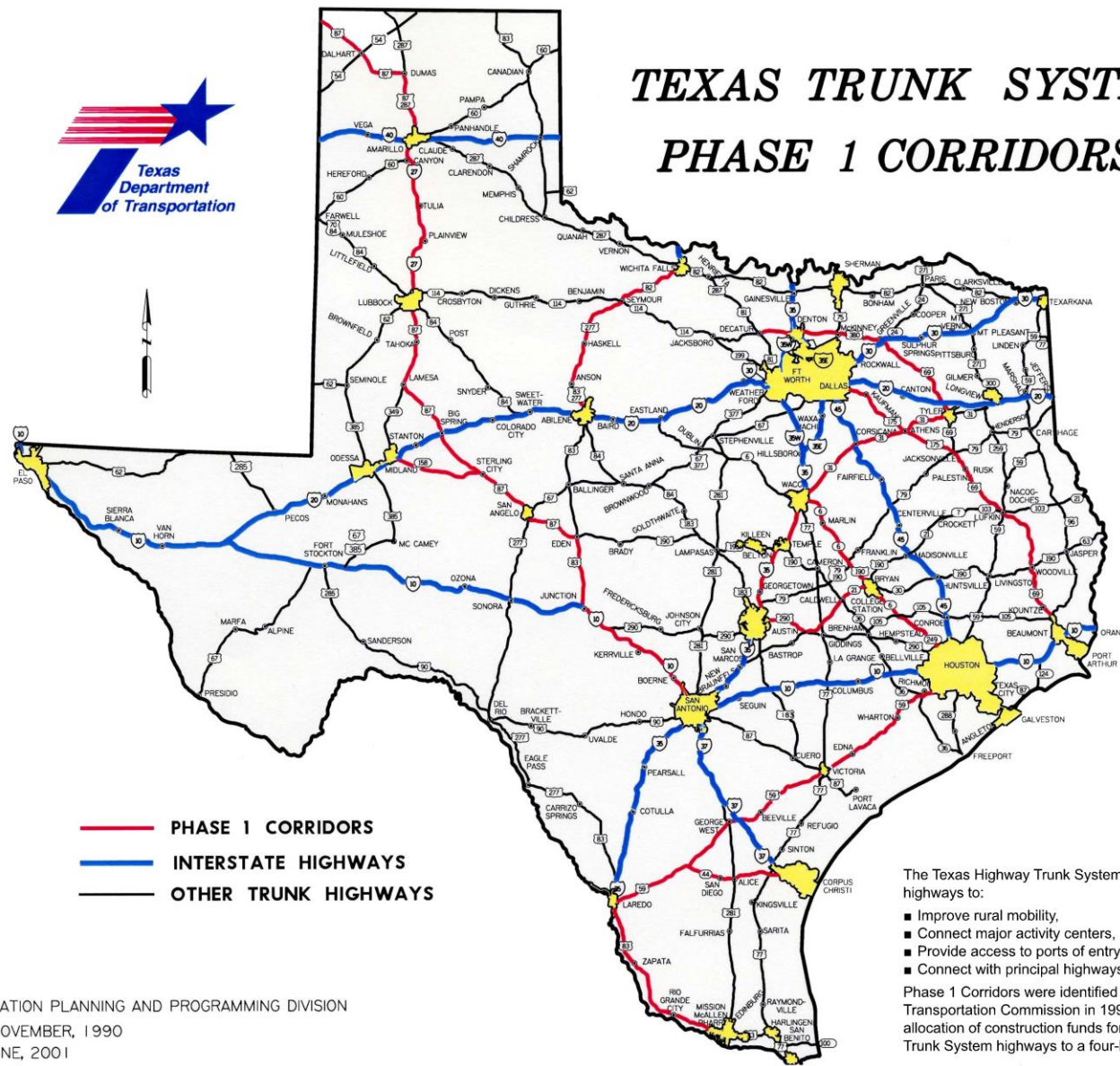
# Ports-to-Plains in Texas

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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 shows the impact of oil and gas severance, and sales tax on transportation

- ❑ 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 the last five years

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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 the last five years

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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.

# Economic Impact and Return on Investment



## Ports-to-Plains Corridor Statewide Benefits

- **\$4.1 Billion** Total Annual Travel Cost Savings
- **22,110 Jobs** Total Increase in Employment
- **\$2.84 Billion** Total Annual Increase in GDP

**Return on  
Investment**

**\$17.8b** or **76%**



**Benefit  
Cost  
Ratio**

**2.4**

# Ports-to-Plains in the last five years

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- ❑ In **June 2021**, Eastern Plains Council of Governments along with NMDOT completed for New Mexico a **Ports to Plains Corridor Impact Study**.
  - ❑ Interstate upgrades showed positive impacts on **agriculture, tourism, and energy**.
  - ❑ Interstate upgrades would create over **10,000 construction related jobs**
  - ❑ Interstate upgrades would create over **20,000 indirect jobs by 2040**
  - ❑ The study projected an **accident reduction between 17% and 63%**.



# Ports-to-Plains this last year

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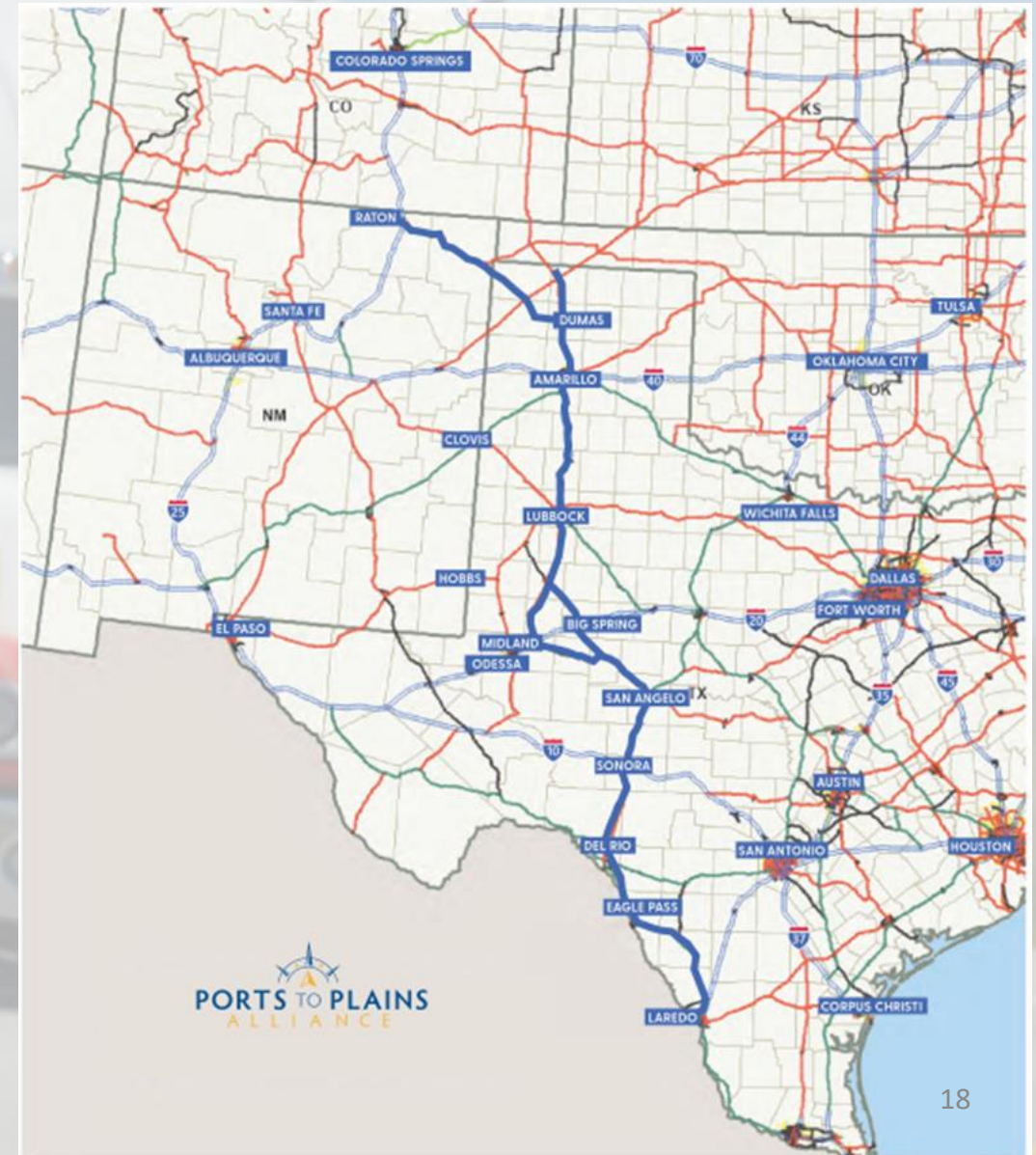
## US Designates the P2P Corridor as part of the Interstate Highway System

(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 leg to Midland/Odessa.

# 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**.

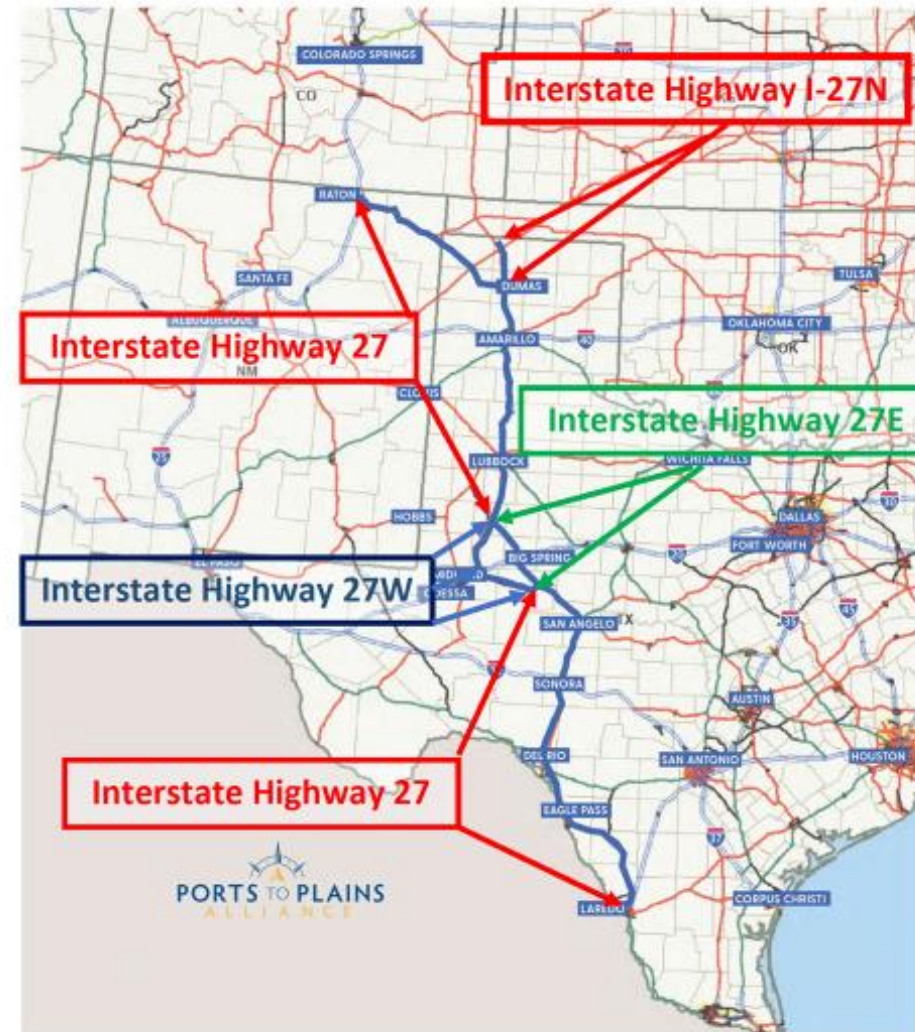


# Interstate Numbering Considerations

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



# Infrastructure Funding in New Mexico

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## ☐ NMDOT FY 2024 Executive Recommendation Summary

- ☐ 80500 Department of Transportation \$ 1.183 billion (-2.8% FY 2023)
- ☐ P562 Project Design & Construction \$ 763.3 million (-1.4% FY 2023)
- ☐ P563 Highway Operations \$ 295.0 million (-7.2% FY 2023)
- ☐ P564 Program Support \$ 48.9 million (-2.0% FY 2023)
- ☐ P565 Modal \$ 76.5 million ( 0.1% FY 2023)

# Infrastructure Funding in New Mexico

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## Existing Infrastructure Funding Sources for New Mexico

State Motor Fuel Tax

Federal Motor Fuel Tax (Infrastructure Investment and Jobs Act)

Leased Vehicle and Other

Highway Bonds

# Infrastructure Funding in New Mexico

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## Potential Infrastructure Funding Sources for New Mexico

- State Match of Infrastructure Investment and Jobs Act (IIJA)
- Highway Bonds
- Oil and Gas Severance Tax (Early Childhood Trust Fund)
- Annual Fee on Electric Vehicles (\$200 annually in Texas)
- SIB and TIFIA Loans (Federal Regional Infrastructure Accelerator Program)

# 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/>