



# The Ports-to-Plains Corridor Future Interstate Would Improve Freight Movement





## 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.

### Benefits of Future Interstate to Freight Movement<sup>1</sup>

The future interstate would improve freight movement by:

-  Reduce the time to travel the corridor by 1.5 hours by 2050
-  Creating a fully access controlled facility with improved travel times, safety and reliability for trucks transporting energy, agriculture, and international trade products to markets throughout the United States
-  Eliminate at-grade rail crossings
-  Providing an alternate route for truck traffic from I-10, I-35 from Laredo to San Antonio, and I-35 to I-70 from Dallas to Denver

### Freight Flow in the Ports-to-Plains Corridor

Freight flow along the Corridor is generated by the energy and agriculture industries and the international border crossings of Laredo, Eagle Pass and Del Rio. Both Eagle Pass and Del Rio ports lack interstate connectivity, which limits their ability to attract economic development opportunities.



**80% of trade moving through the Del Rio, Eagle Pass and Laredo border crossings is transported by trucks.**

### Projected Growth in Freight in the Ports-to-Plains Corridor<sup>1</sup>

Freight Volumes are expected to grow **78%** between 2018-2050



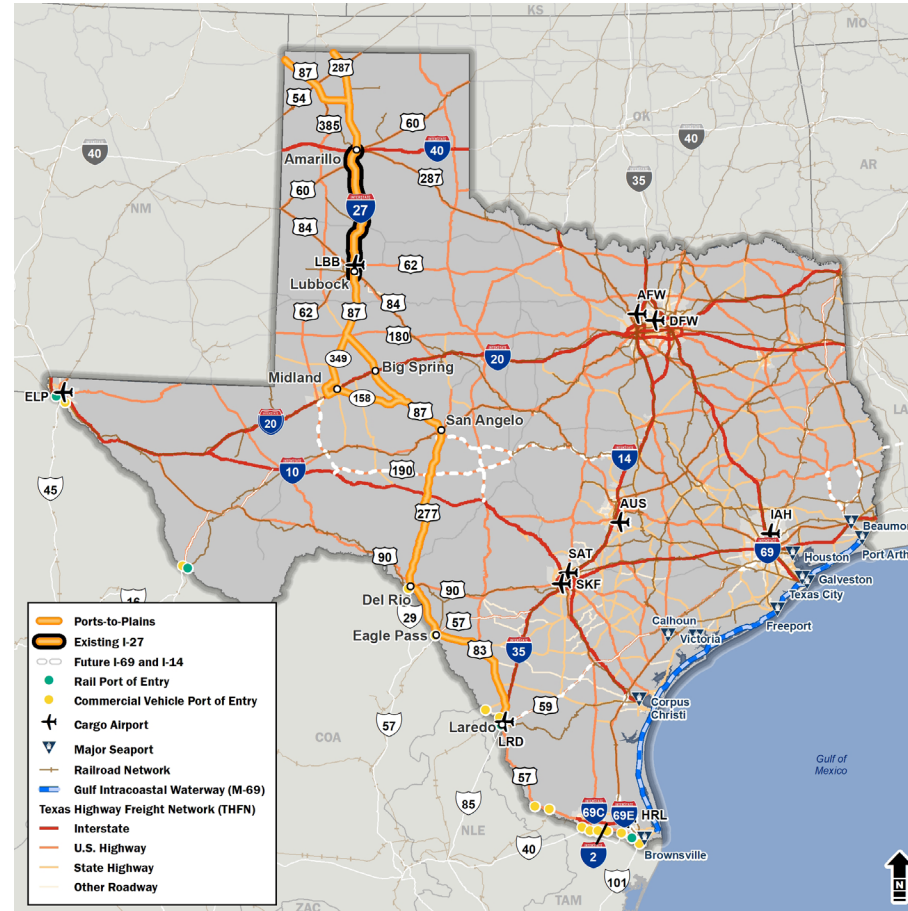
Freight Tonnage is projected to grow **73M TONS** to a total of **167M TONS**

The Ports-to-Plains Corridor Future Interstate would improve freight movement and service to Mexico, making it faster, safer, and less costly to transport goods.

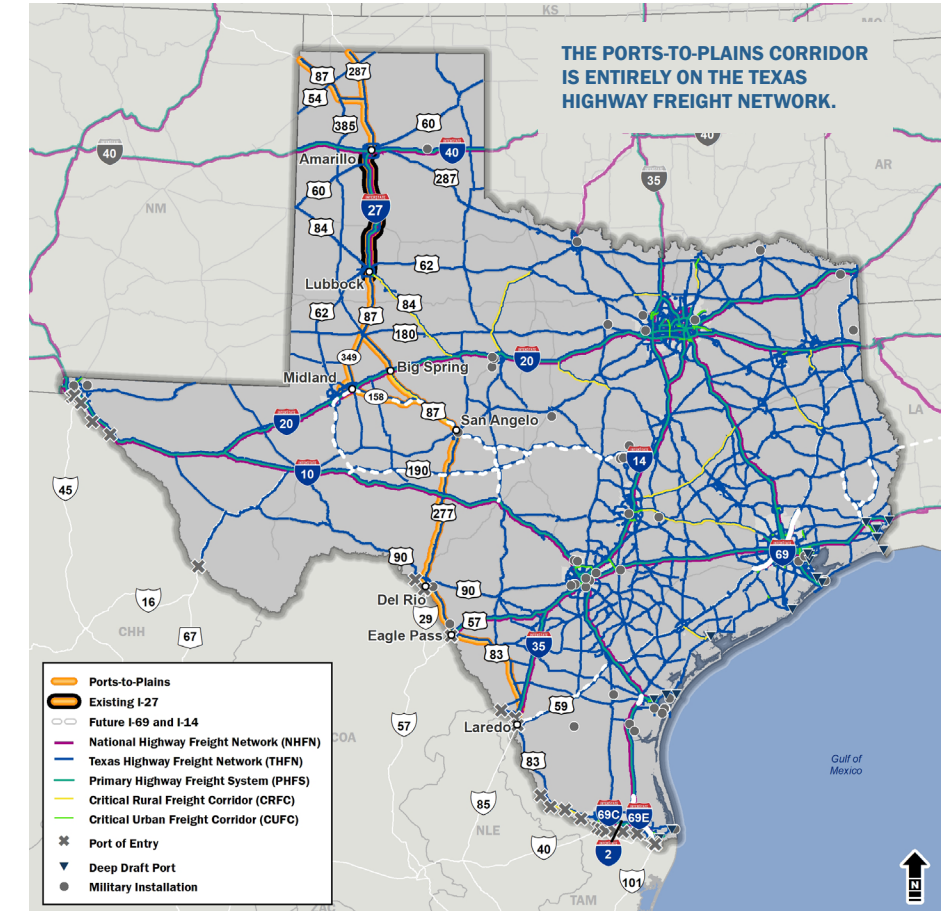


Click the shield at the top of the page or scan the QR code to visit TxDOT's I-27 Advisory Committee webpage at: <https://www.txdot.gov/government/partnerships/i-27-advisory-committee.html>

### Texas Multimodal Freight Network



### Designated Freight Corridors in Texas



### U.S. and Texas Freight Facility Designations<sup>2</sup>

- Texas Highway Freight Network (THFN)** is the freight highway network prioritized by the state for freight movement. All **963 miles of the Ports-to-Plains Corridor<sup>3</sup>** are designated on the THFN.
- Texas Multimodal Freight Network (TMFN)** consists of key highways, railroads, airports, pipelines, ports and waterways prioritized by the state for freight movements. All **963 miles of the Ports-to-Plains Corridor<sup>3</sup>** are designated on the TMFN.
- National Highway Freight Network (NHFN)** is the nationally prioritized network for freight movements; all of the NHFN is included in the THFN. All **963 miles of the Ports-to-Plains Corridor<sup>3</sup>** are designated on the NHFN.
- Critical Rural Freight Corridor (CRFC)** is a designation by the state for critical freight on rural corridors on the NHFN. Approximately **80 miles of the Ports to Plains Corridor<sup>3</sup>** (US 87 and SH 349) are designated as a CRFC.
- Primary Highway Freight System (PHFS)** is the network of highways within the NHFN most critical to U.S. freight movements. Approximately **168 miles of the Ports-to-Plains Corridor<sup>3</sup>** are designated on the PHFS (I-27, I-35, a section of existing I-20, and sections of US 87). PHFS network roadways intersect the corridor: at I-40 in Amarillo; I-20 in Midland and Big Spring; I-10 in Sonora; and I-35 in Laredo.
- Critical Urban Freight Corridor (CUFC)** is a designation by the state for critical freight on urban corridors on the NHFN. CUFCs are selected by Metropolitan Planning Organizations. No roadways along the corridor are designated as CUFC. The corridor connects two CUFCs: US 59 in Laredo and US 84 in Lubbock.

<sup>1</sup>P2P Feasibility Study Advisory Committee Report (2020). Retrieved January 2023.  
<sup>2</sup>Texas Delivers 2050 Texas Freight Mobility Plan (TxDOT 2023). Retrieved January 2023.  
<sup>3</sup>Texas National Highway Freight Network. TxDOT Open Data Portal. (2016, August). Retrieved January 2023

# Future U.S. Interstate Highway and International Connections

