



# Future Interstates

In Texas

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## I-14 and Ports-to-Plains

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

[TxDOT.gov](https://www.txdot.gov) (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit



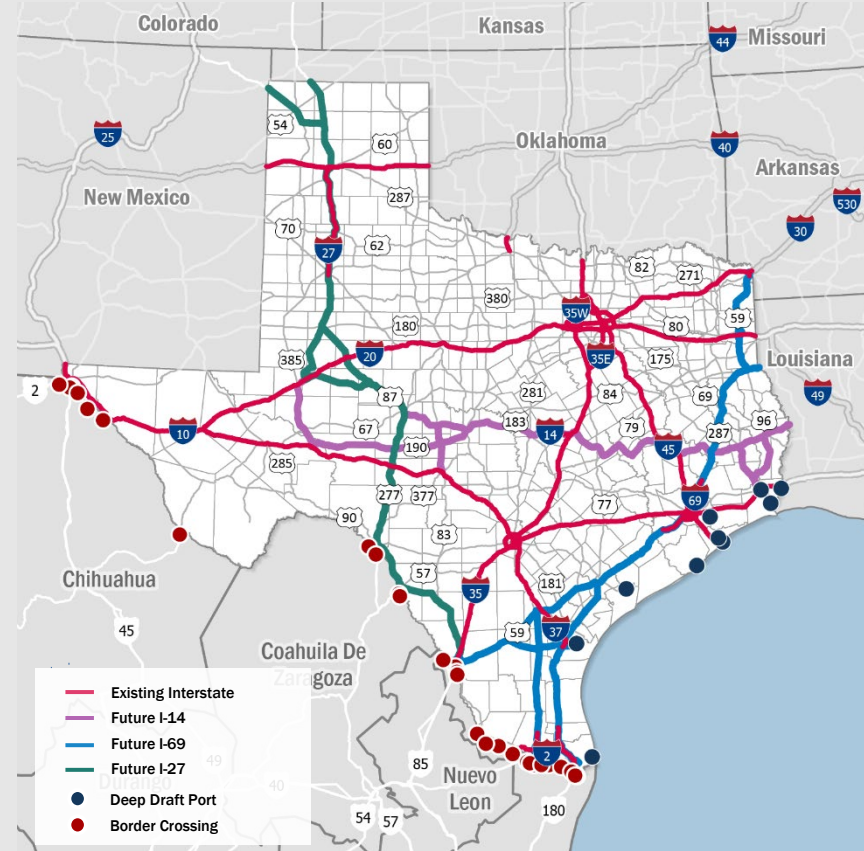


- 1 Overview of the Future Interstates in Texas
- 2 Interstate System Benefits and Statewide Connectivity
- 3 I-14 System in Texas
- 4 Ports-to-Plains System in Texas
- 5 Implementation Strategy and Plan

# Congressionally Designated High Priority Corridors as Future Interstates



# Future Interstates in Texas



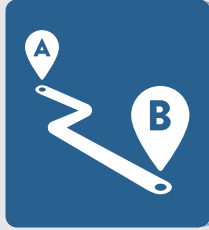
Future IH Corridor	Corridor Length (mi.)	Current Interstate Highway Designation (mi.)	Shared Designation with Other Interstates
I-69	1,134	161	0
I-14	1,031	26	53
I-27*	963	124	28
<b>Total**</b>	<b>3,003</b>	<b>311</b>	<b>382</b>

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

\*Ports-to-Plains Corridor assumed will be designated as I-27.

\*\* The I-27 and I-14 corridors overlap along I-20 in Midland-Odessa, SH 158 from Midland to Sterling City, and US 87 from Sterling City to San Angelo. Totals have been adjusted to avoid double-counting.

# Benefits of an Interstate Highway



**Improve Safety, Mobility, and Connectivity**



**Improve Travel Time and Reduce Travel Time Costs**



**Improve Freight Movement  
Facilitate the Flow of Goods and International Trade**



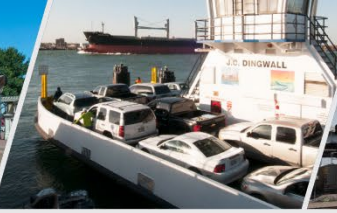
**Increase Access to Markets**



**Alleviate Congestion and Improve Reliability**

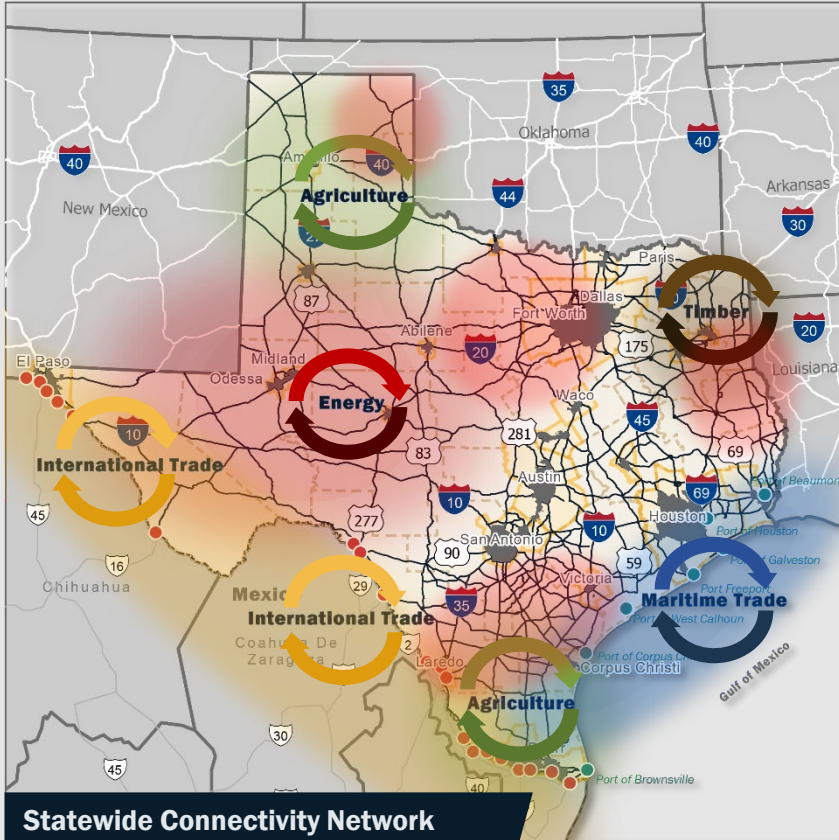


**Create Economic Opportunities**



# The Role of Statewide Connectivity in the State's Economic Health

# Statewide Connectivity Supports the State's Key Economic Sectors



## Agriculture Production

- Generates approximately \$25 billion a year in sales statewide and \$12.6 billion in GSP as of 2017 agricultural census.

## Energy Production

- Texas accounted for 41% of U.S. crude oil production in 2021.
- In 2021, the Texas oil and gas industry paid \$15.8 billion in taxes and royalties.

## Timber and Lumber Production

- In 2021, the forest sector contributed \$41.6 billion in total industry output, including \$10.5 billion in income and 172,000 jobs.

## International Trade

- In 2021, Texas ports-of-entry supported 69% of U.S.-Mexico international trade or \$459 billion of total \$661 billion U.S./Mexico trade.

## International Maritime Trade

- In 2021, Texas maritime ports accounted for \$328 billion in trade value, including over \$200 billion in exports and \$127 billion in imports.

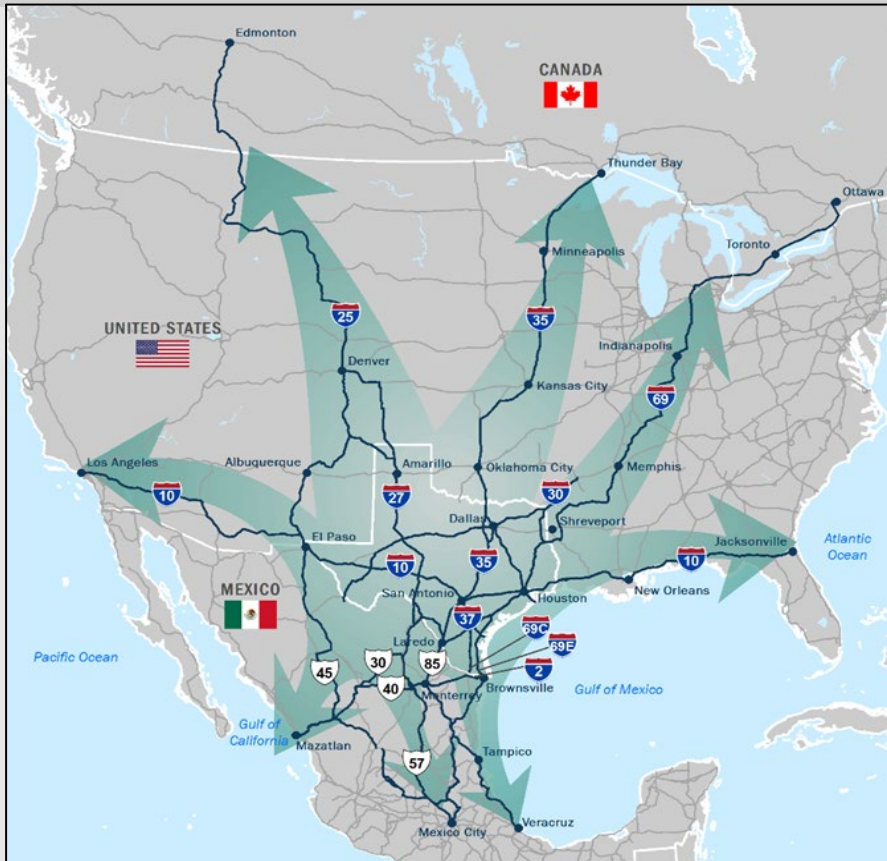
## National Defense and Security

- In 2019, Texas military bases generated over 600 K direct and indirect employment and added \$68 billion to the State's GDP

Statewide Connectivity Network



# Statewide Connectivity Supports United States - Mexico Trade



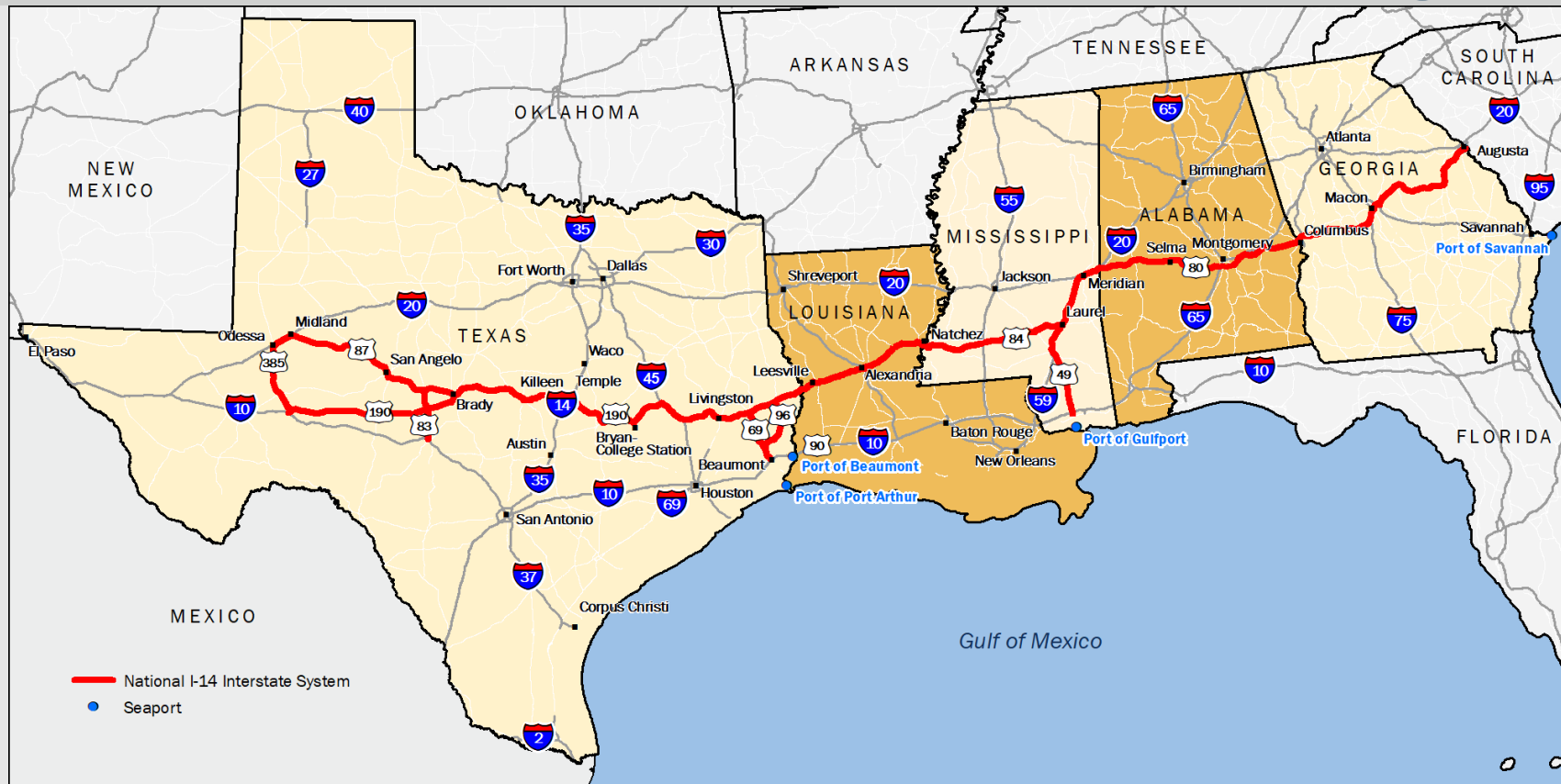
- Texas is the gateway and has **more border crossings** than any other state.
- Mexico is the number one trading partner and a **major player in the Texas economy**.
- Grown almost **7 times** between 1994 and 2021, increasing from \$98 billion to \$661 billion.
- **69% of trade** passes through Texas.
- Six corridors facilitate the **north to south trade** movements
  - I-10 / Mexican Federal Highway (FH) 45 through El Paso
  - I-27 / FH 57
  - I-35 / FH 85
  - I-69 through Brownsville
  - I-69 through Laredo
  - US 67 / FH 67
- Five interstates support the **east to west trade** movements
  - I-10
  - I-20
  - I-30
  - I-37 through Port of Corpus Christi
  - I-45 through Port of Houston

Source: 2020 BTS Transborder Freight Data



# I-14 System in Texas

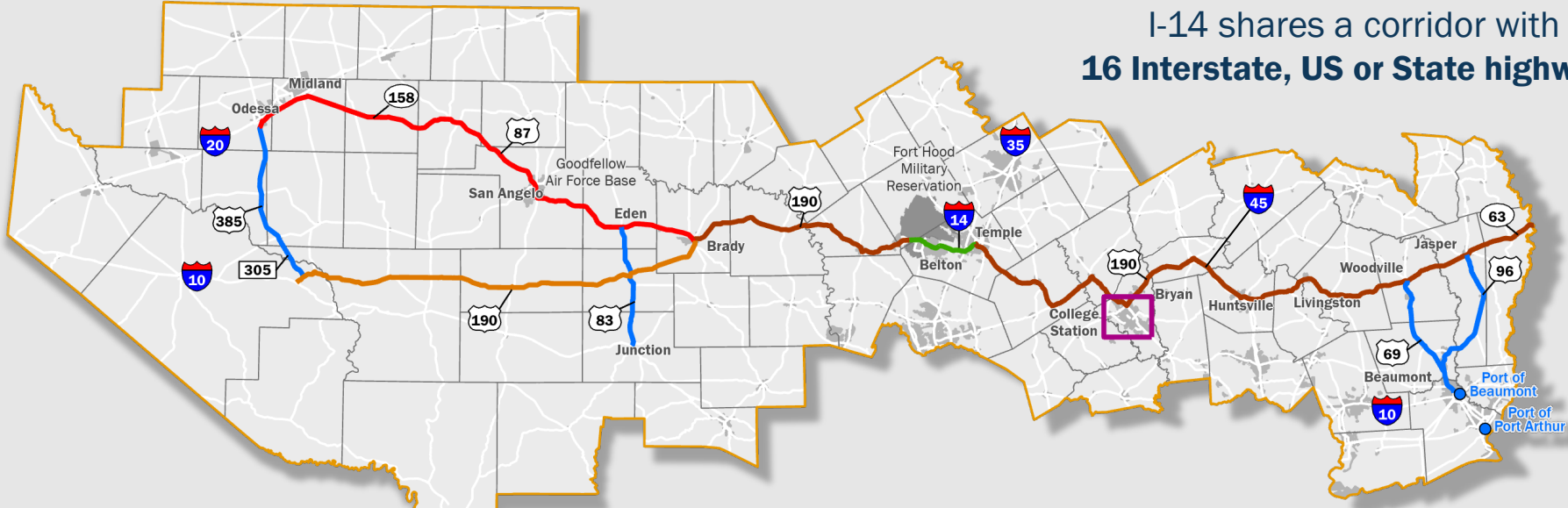
# National Significance of the I-14 System



# I-14 System in Texas: Regional Characteristics



I-14 shares a corridor with **16 Interstate, US or State highways**



**Over 1,000 miles**

*I-14 North (Future): 210 miles*

*I-14 South (Future): 175 miles*

*I-14 (Future): 409 miles (including 25 miles of existing I-14)*

*Future Interstate: 234 miles*

*I-214 to be determined*

**44** Cities/Towns along route

*283 cities/towns in region*

**5** MPOs

*8 MPOs in study area*

**32** Counties

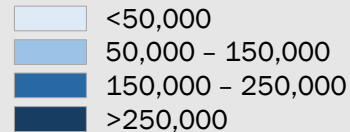
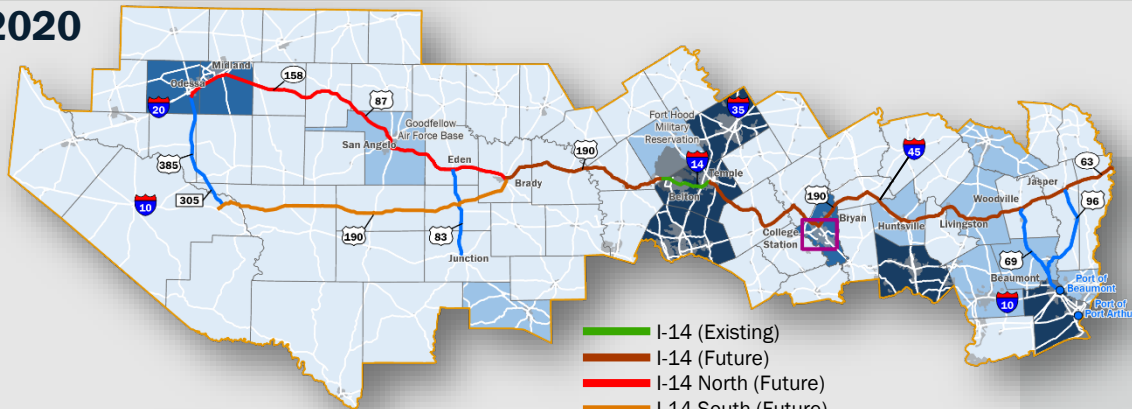
*74 counties in study area*

- I-14 (Existing)
- I-14 (Future)
- I-14 North (Future)
- I-14 South (Future)
- I-214 (Future) Study Area
- Future Interstate
- County Boundary

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



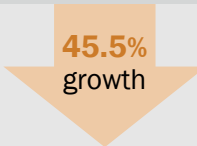
**2020**



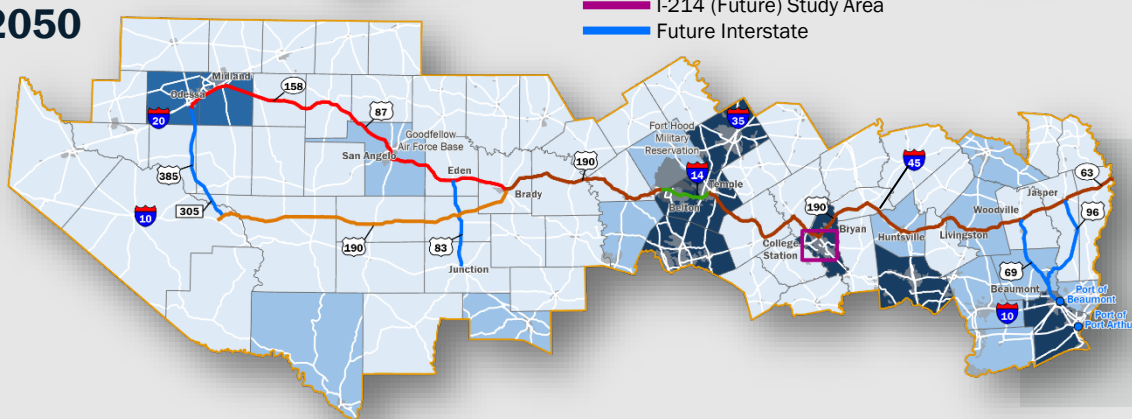
## Top 5 Counties

**4.2M**  
**(14.5%)**

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



**2050**



**6.2M**  
**(15.0%)**

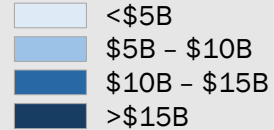
## Top 5 Counties

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

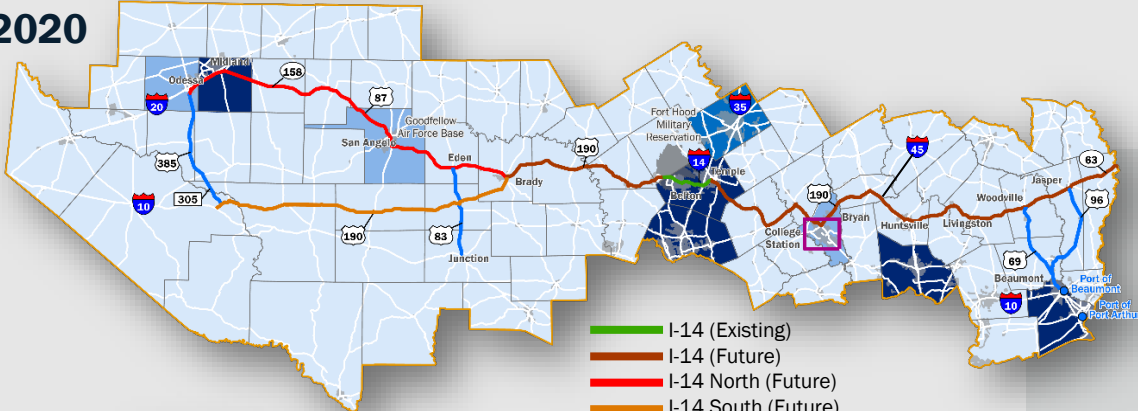
Source: Woods & Poole, 2022

# I-14 System Economic Impact: Gross Domestic Product (GDP)

## 2020 & 2050



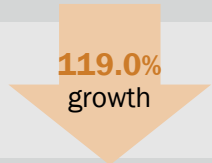
2020



### Top 5 Counties

**\$202.0B**  
(12.7%)

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



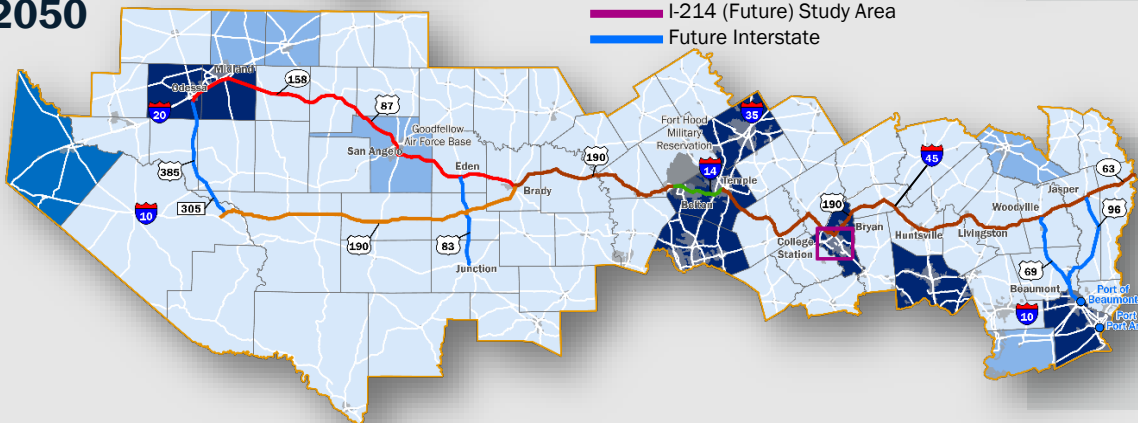
### Top 5 Counties

**\$442.4B**  
(12.2%)

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

Source: Woods & Poole, 2022

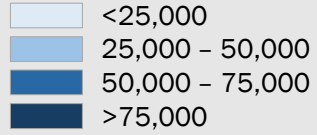
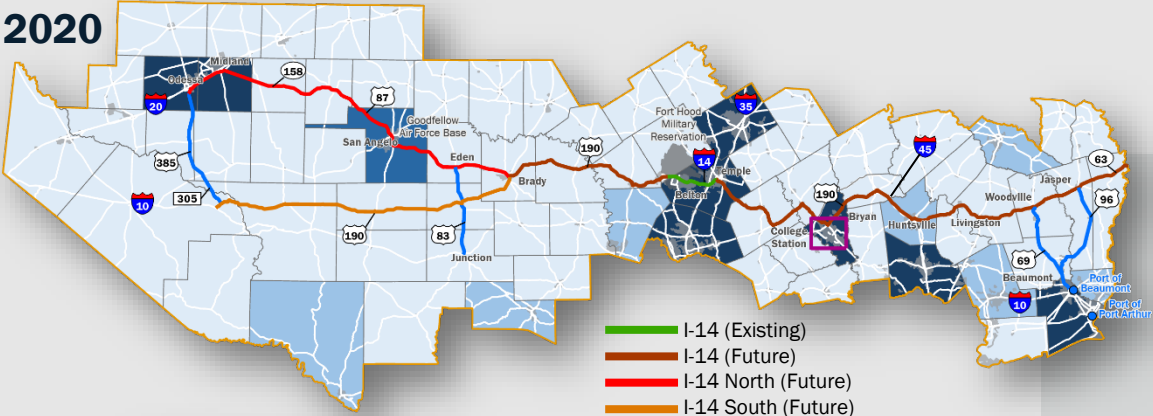
2050



# I-14 System Economic Impact: Total Employment 2020 & 2050



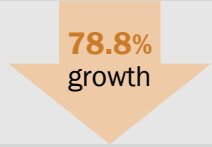
**2020**



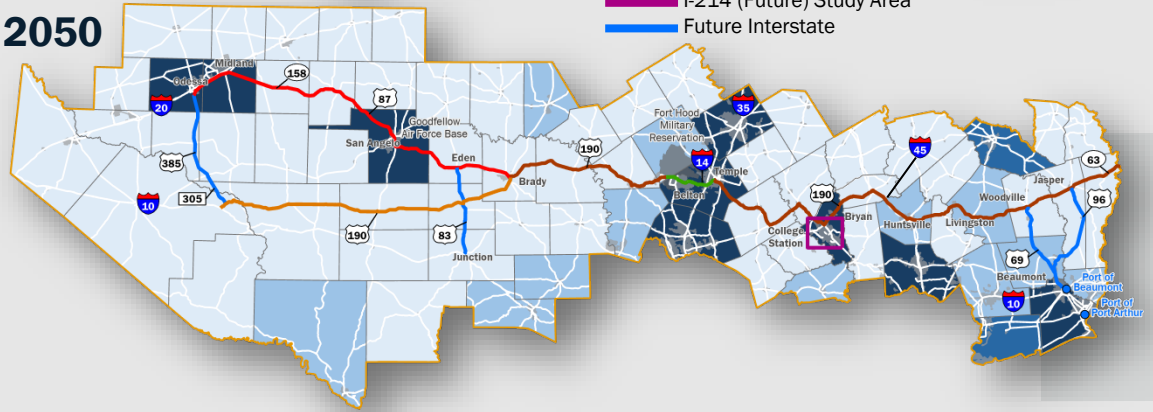
## Top 5 Counties

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

**2.2M**  
**(12.8%)**



**2050**



## Top 5 Counties

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

**3.9M**  
**(12.8%)**

Source: Woods & Poole, 2022



# Ports-to-Plains System in Texas



# International Ports-to-Plains System



# Ports-to-Plains System in Texas: Regional Characteristics



Ports-to-Plains shares a corridor with  
**9 Interstates, US or State highways**

**963 miles**

*I-27(Existing): 125 miles*

*I-35 (Existing): 30 miles*

*Future Interstate: 808 miles*

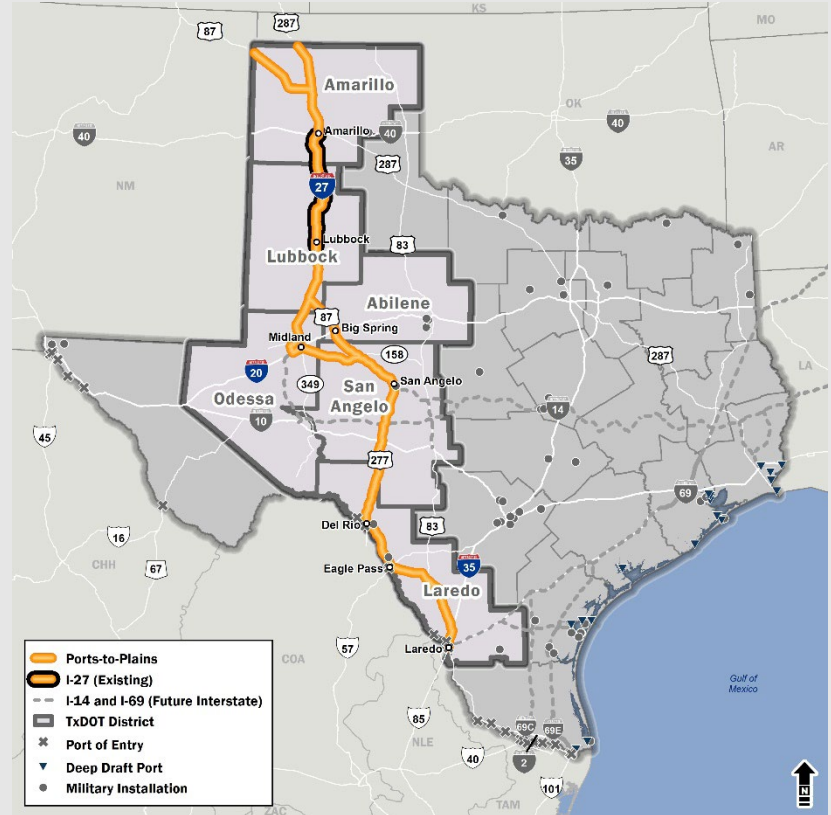
**30** Cities/Towns along route

**26** Counties

**6** Districts   **5** MPOs   **6** RPOs

**SH 158 and US 87 are also part of the I-14 System**

authorized by Congress to be upgraded to interstate standards and designated as an interstate highway.

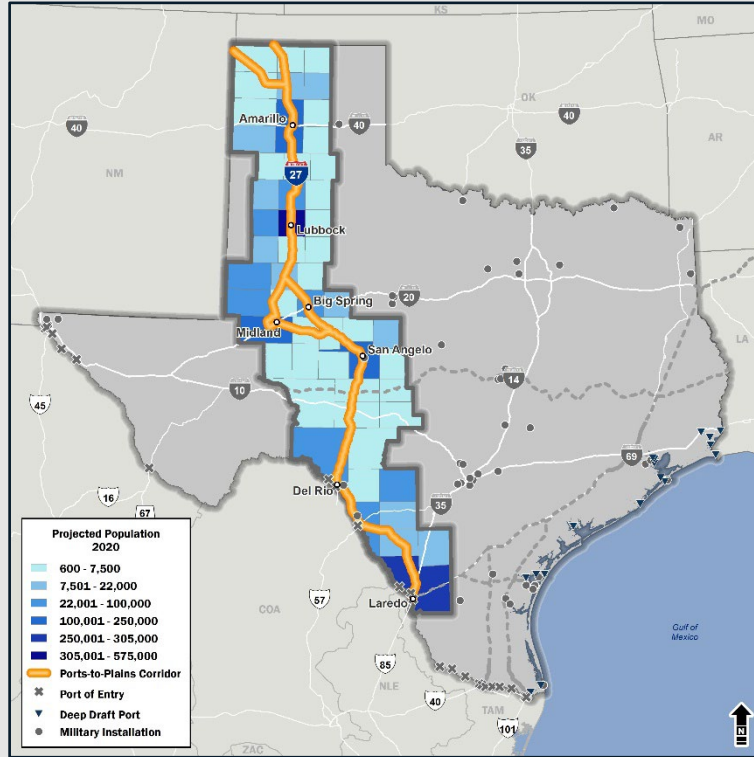


# Total Population in the P2P System Region – 2020 & 2050

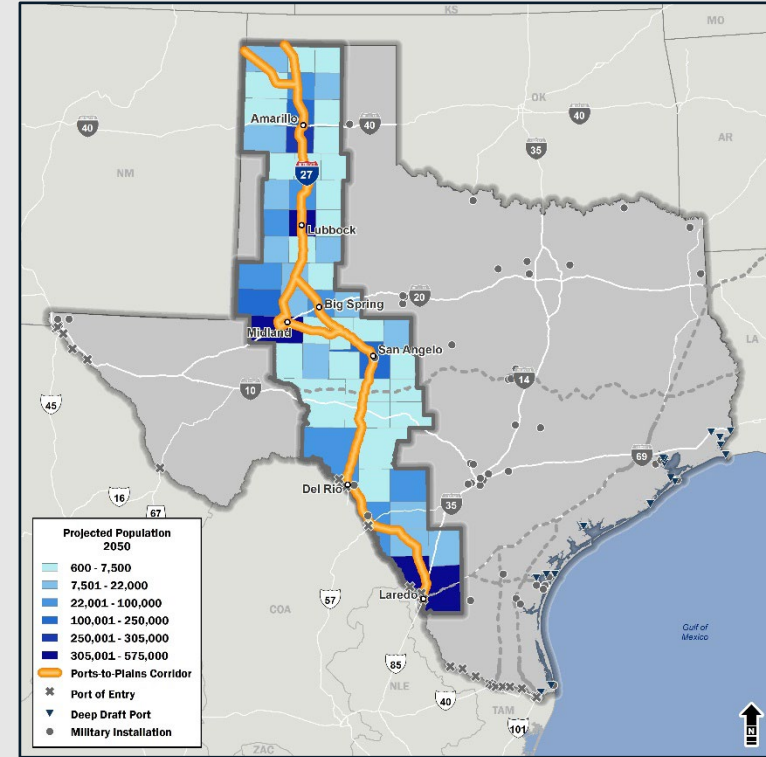


- Corridor total population projected to **increase by \$1.2 Million**
- Population projected to **grow by 61%** through 2050

(2020) **2.0 Million**



(2050) **3.2 Million**

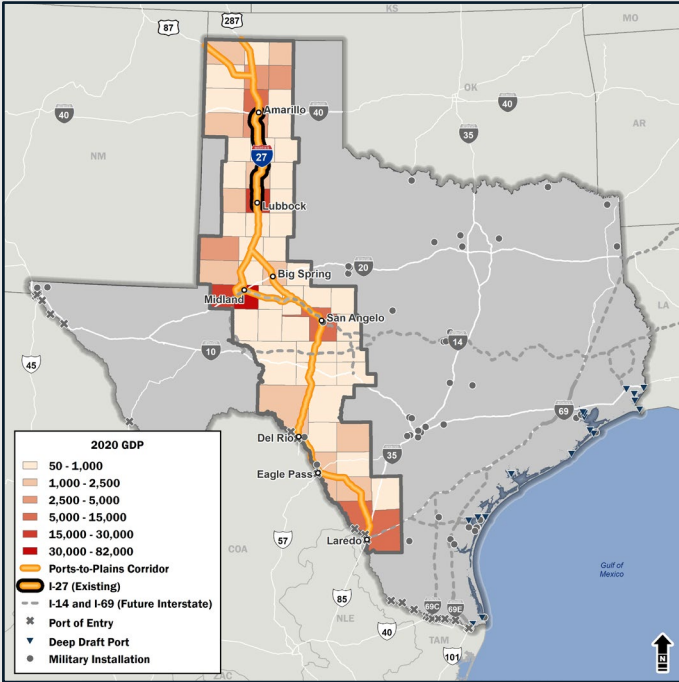


# P2P System Economic Impact: GDP 2020 & 2050



2020

2050



**\$155B**

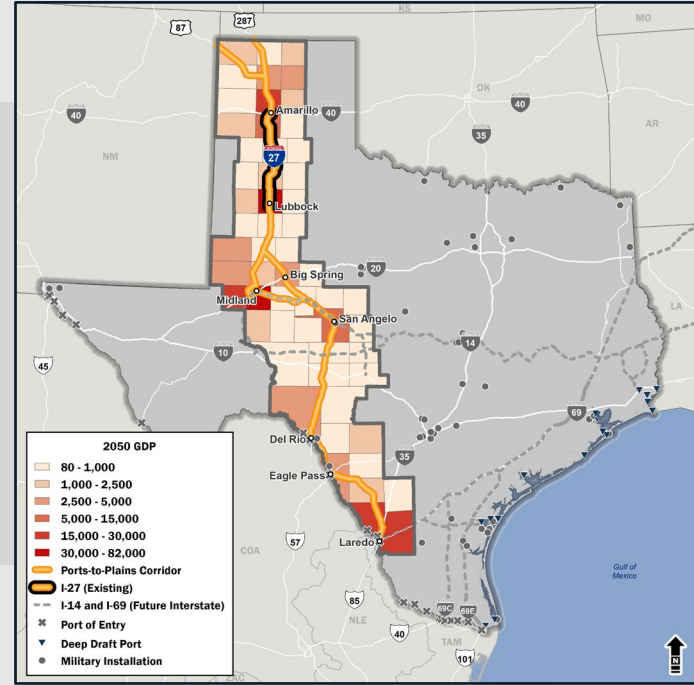
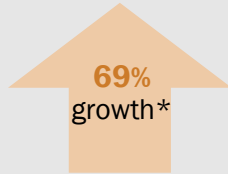
**Top 5 Counties**

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

**\$263B**

**Top 5 Counties**

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



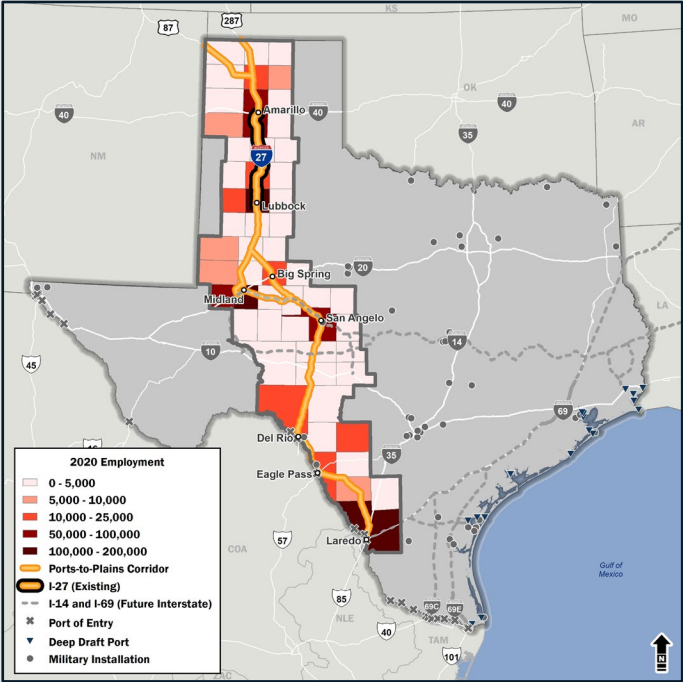
\* = projected growth for the corridor  
Source: Moody's Analytics, 2021

# P2P System Economic Impact: Employment 2020 & 2050



**2020**

**2050**



**850K  
employed**

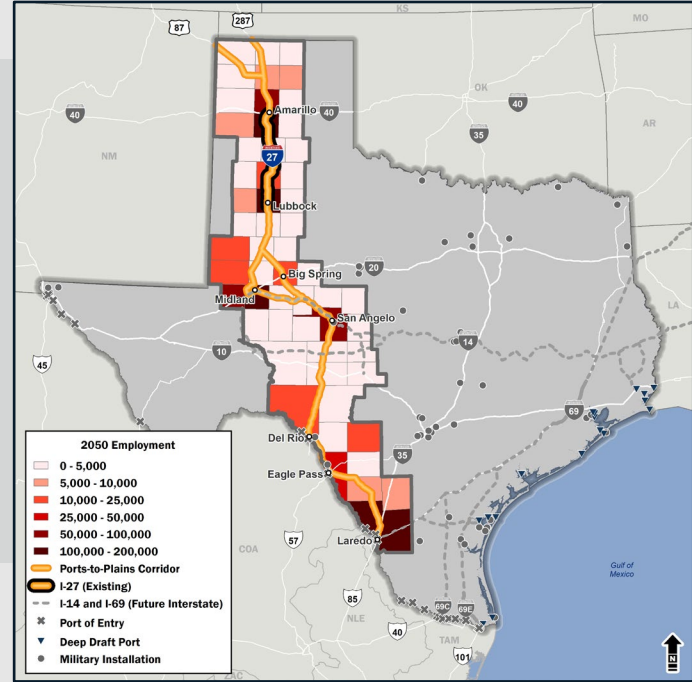
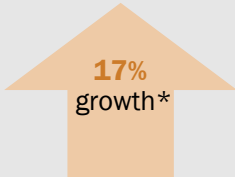
**1M  
employed**

**Top 5  
Counties**

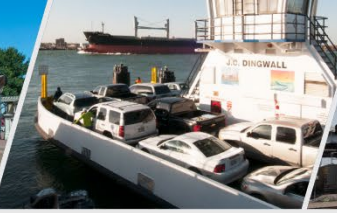
**Top 5  
Counties**

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

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



\* = projected growth for the corridor  
Source: Moody's Analytics, 2021



# Future Interstates: Implementation Strategy and Plan

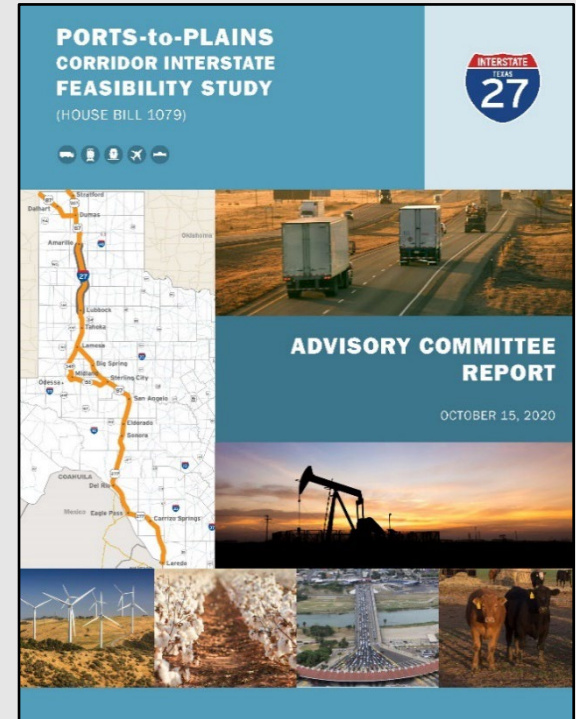


# Why an Implementation Strategy



- Signed federal legislation has dictated the type of highway to be developed
- Comprehensive planning document to guide TxDOT, particularly Districts, on
  - Project identification and sequencing to develop to interstate standards
  - Identifying where relief route studies are needed
  - Estimated funding needed for construction

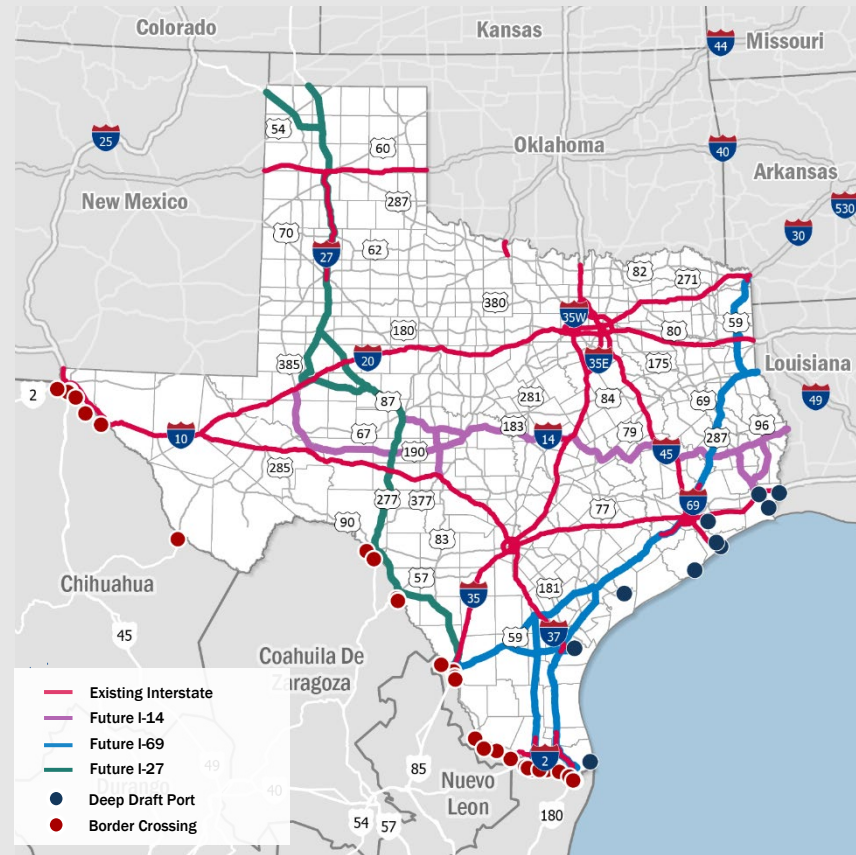
*This is not a study.*



# Implementation Strategy: General Tenets



- Obtain interstate designations as quickly as possible
- Build from existing interstate highways (I-10, I-14, I-20, I-35, I-45), not just radiate from existing I-27 or I-14
- Prioritize project planning to interstate standards in areas that connect to an existing interstate
- Identify 4-lane highway sections (undivided and divided) that are also adjacent to existing interstate highways for initial phase of planning and development
- Some highways serve as the “Main Street” for communities
  - New alignments (relief routes) are likely in some areas to avoid a significant number of displacements
- Avoid federal and tribal lands to the extent practicable





# Implementation Strategy: Key Elements



- Integration of multimodal planning initiatives
- Emerging technologies
- Stakeholder Engagement and Public Involvement
  - Host virtual Listening Sessions by sub-region
  - Conduct online public information survey
  - Webpage and Fact Sheets
- Joint workshops with Districts, MPOs, COGs, and RPOs
  - Identify planned and programmed projects to interstate standards in the UTP
  - Conduct gap analysis of areas with no current planning for interstate upgrade
  - Identify areas warranting a relief route study
- Document the planning process in an **Implementation Strategy and Plan Report**
- Anticipated completion: Winter 2024



## Funding

Currently, no specific federal or state funding program set aside to build future interstate highway projects.

- Projects compete with all other Texas highway improvement projects for funding
- Continually balance competing interests throughout the state
  - New construction
  - Maintenance and preservation



***Congressional designation for a future interstate does not promote future interstates above other projects***

## Project Selection

- Annual project scoring system evaluates all projects prior to developing the Unified Transportation Program (UTP) each year
- Each project competes for funding during the annual project selection process in the UTP



## Spring 2023

- Kickoff TxDOT District coordination and project review
  - Discuss infrastructure and gap analysis
- I-27 Advisory Committee: April 13
- Stakeholder listening sessions
  - I-14 System in Texas: April 25 – 27
  - Ports-to-Plains System in Texas: TBD

## Summer 2023

- Public Outreach Survey
- Joint workshops with Districts, MPOs, COGs, and RPOs to identify proposed improvements for interstate standards



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