

I-27 Advisory Committee Meeting Summary

Center Pointe Event Center, Lubbock/Teams | April 11, 2024 | 9:00 a.m. – 11:30 a.m.

Advisory Committee Member	Organization	Attendance
Mayor Brenda Gunter, Committee Chair	City of San Angelo	Present
Judge Curtis Parrish, Committee Vice-Chair	Lubbock County	Present
Mayor Alvaro “Al” Arreola	City of Del Rio	Not Present
Mayor Lori Blong Proxy: Jose Ortiz	City of Midland	Proxy Present
Mayor Robert Moore	City of Big Spring	Present
Mayor Tray Payne Proxy: Steve Massengale	City of Lubbock	Proxy Present
Mayor Cole Stanley	City of Amarillo	Present
Mayor Dr. Victor D. Trevino	City of Laredo	Not Present
Judge Lane Carter Proxy: Rick Bacon	Tom Green County	Proxy Present
Judge Alicia Law	Sherman County	Present
Judge Randy Johnson Proxy: Brian Klinksiek	Howard County	Proxy Present
Judge Terry Johnson	Midland County	Present
Judge Lewis Owens	Val Verde County	Not Present
Judge Rowdy Rhoades	Moore County	Present
Judge Wes Ritchey	Dallam County	Present
Judge Nancy Tanner	Potter County	Not Present
Judge Tano E. Tijerina	Webb County	Present
Tracee Bentley Proxy: Debra Richmond	Permian Strategic Partnership	Proxy Present
Kevin Carter	Amarillo Economic Development	Present
John Osborne	Lubbock Economic Development	Present
Jorge Ramon	Del Rio Economic Development	Not Present
Gerry Schwebel	IBC Bank	Present
Dee Vaughan	Texas Corn Producers	Not Present

Texas Department of Transportation (TxDOT)

Lorena Echeverria de Misi

Dinah Ascencio

Kit Black

Andrew Canon

Emily Clisby

Billy Dezern

John DeWitt

Yvette Flores

Humberto "Tito" Gonzalez Jr.

Epigmenio "Epi" Gonzalez

Tyler Graham

Sonja Gross

Michael Haithcock

Brandye Hendrickson

Cory Henrickson

Carl Johnson

Blair Johnson

Curtis Jones

Cary Karnstadt

Laura Kolstad

Nicole Lawson

Eric Lykins

Caroline Mays

Alejandro "Alex" Meade III

Alvin New

Wesley Starnes

Meera Nguyen

Gabriel Ramirez

Roberto Rodriguez

Trent Thomas

Steve Warren

Austin Valentine

Sergio Vasquez

Consultant Team

Wendy Travis Garver

Keegan Doan Garver

Jon Hetzel Garver

Leigh Mercer Garver

Tracy Michel Garver

Shelby Shockley Garver

Sean Wray Garver

Rachel Lunceford HG Consult

Kari Sutton PCI

Lena Camarillo PCI

Other Attendees

Lauren Garduno Ports-to-Plains Alliance

Milton Pax Ports-to-Plains Alliance

Cheri Huddleston Ports-to-Plains Alliance

Tina Scarborough Ports-to-Plains Alliance

Joe Kiely Ports-to-Plains Alliance

David Green Freese & Nichols

Victoria Vara City of Sonora

Donna Corbin District Director HD84

Mona Ferguson City of Lamesa

Stacey Benningfield RK&K

Angie Hernandez City of Lamesa

Bobby G. Gonzales City of Lamesa

Gloria McDonald

Carl Tepper

Lindsey Adams

John Medina

Jessica Andrews

Danelo Gonzalez III

Brandon Seale

Annalisa Bailey

Cayden McCord

Sawyer Hennig

Bobby Schuman Jr.

Jessica Carpenter

City of Big Spring

Texas State House

City of Midland

City of Big Spring

Freese and Nichols

Rep. Ryan Guillen

West Texas Gas

Amarillo EDC

Texas State House

Hance Scarborough

Texas State Senate

SE Legacy

Welcome and Opening Remarks

Committee Chair Brenda Gunter, Mayor of San Angelo, welcomed the Committee to the I-27 Advisory Committee Meeting and provided opening remarks. Mayor Gunter emphasized the recognition that the project has gained in Washington, D.C., and encouraged members to get involved. She clarified the purpose of the meeting is implementation.

Humberto “Tito” Gonzalez Jr., Texas Department of Transportation (TxDOT) Transportation Planning and Programming (TPP) Division Director, provided opening remarks and thanked members for attending.

Caroline Mays, TxDOT Director of Planning and Modal Programs, provided remarks and acknowledged the attendance of the commissioners.

Texas Transportation Commissioner Alvin New provided remarks, stating that continued efforts are what will keep I-27 in motion. Commissioner New shared the goal of zero deaths on Texas highways and how interstates will help.

Texas Transportation Commissioner Alejandro “Alex” Meade III introduced himself to the committee and shared an anecdote of working in a city that did not have an interstate. He emphasized interstates are crucial when a company is deciding where to locate, and the progress made would change the trajectory of the region as seen by the progress made along other interstates.

Roll Call/Safety Minute

Cary Karnstadt, Project Manager, TxDOT-TPP Division took roll call and provided a safety minute.

Prior to the workshop, Commissioner New acknowledged the End the Streak – Road to Zero initiative, emphasizing the attainability of this goal. He highlighted four key areas of improvement that would help achieve this goal – engineering, enforcement, education, and innovation.

Ports-to-Plains System in Texas – Interstate Implementation Plan Recommendations and Committee Workshop

Wendy Travis, Garver Consultant Team Lead, began the workshop by introducing herself and highlighted her involvement with the Ports-to-Plains Corridor Interstate Feasibility Study and the I-27 System in Texas Implementation Plan. Ms. Travis explained the segmentation of the corridor into 13 Future Interstate Sections (FIS) with logical end points by Control Section Job (CSJ) Number. City Location Studies (CLS) were also identified to determine the best location for the interstate in these locations.

Ms. Travis explained the purpose of the Ports-to-Plains Advisory Committee during the Feasibility Study and their previous recommendations. The FIS and CLS being presented in the meeting were based on recommendations from the Ports-to-Plains Advisory Committee.

Tracy Michel, Garver Consultant Team, provided a technical overview of how the FISs were identified, evaluated, and prioritized. Lauren Garduno, Ports-to-Plains Alliance, clarified with Ms. Michel that the CLS were not included in the prioritization process. Ms. Michel explained in further detail how FISs were evaluated by utilizing the Corridor Evaluation Tool (CET), criteria for interstate and intermodal criteria, and incorporating stakeholder feedback.

Ms. Travis presented the stakeholder outreach efforts to date, including regionally based listening sessions, public survey through Social Pinpoint, and Metropolitan Planning Organization (MPO)/Regional Planning Organization (RPO) meetings. Feedback from stakeholder outreach was gathered and incorporated into the implementation process.

One of the outcomes of this outreach was being able to conceptualize short- mid- and long-term planning for each phase of FIS and CLS. Ms. Travis presented the total TxDOT project phases along the I-27 corridor grouped into these timelines.

Ms. Travis began the interactive portion of the workshop using Mentimeter, asking that only the committee members participate. TxDOT provided a booklet to members that included maps with the recommended FIS prioritization rankings.

TxDOT Amarillo District was discussed first. Committee members were asked to provide input on any planned developments or connections along the three FISs in the Amarillo District that TxDOT would need to consider in future interstate planning. Ms. Travis explained that the low Statewide Corridor Prioritization (SCP) rankings of the FIS in Amarillo District had to do with a lack of interest from the state of Oklahoma to advance the corridor to an interstate. Ms. Travis clarified that a lower SCP does not necessarily mean projects will not advance, it means that TxDOT will not make shielding that section as interstate a high priority.

One Mentimeter comment highlighted the subdivision development between Dalhart and Texline in the SH 102 area.

Cole Stanley, Mayor of Amarillo, stated that the North Loop (SL 335) connection to US 287/US 87 is the Amarillo District's greatest need. Mayor Stanley remarked with all the investments going in on the south side to Helium Road, traffic navigates downtown through several traffic lights, heavy traffic and construction to get to US 287/US 87, and that prioritizing this stretch of SL 335 would greatly benefit the corridor. Blair Johnson, TxDOT Amarillo District Engineer, explained that the district is in the Schematic and Environmental (SCH/ENV) phase for the intersection, and they recently held a public meeting. Mayor Stanley and Mr. Johnson discussed funding for the intersection. Mayor Stanley noted pursuing funding should be prioritized.

Blair Johnson highlighted the feasibility study between Amarillo and Dumas that is being kicked off and will ensure this section has the most logical connection to I-27. The district is also looking toward Dumas to begin its CLS. Mr. Johnson explained that Dumas to Hartley is currently a Super 2 and the district is working on upgrading this section to a four-lane divided highway anticipated to let next year (2025). The outcome of this upgrade would complete US 87 as a four-lane divided through Amarillo District.

A message in the online chat was acknowledged and highlighted the agricultural production in the Dalhart region, including dairies, hog farms, cheese plants and renewable natural gas facilities. This region is evolving daily.

Other Mentimeter answers were acknowledged. One comment highlighted a grain exchange facility that is being constructed 5 miles south of Stratford and will include a railroad loop, potentially

increasing truck traffic. One comment highlighted the planned development anticipated on the north side of Amarillo that will contribute to and benefit from the prioritization of this section. One comment highlighted the Beacon Alliance and Permian Basin Behavioral Health Center being established in Midland/Odessa as something to consider.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Texline CLS in Amarillo District. One comment on Mentimeter stated that concerns for Texline would be engaging the community.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Dalhart CLS in Amarillo District. Rick Bacon, Tom Green County Commissioner, remarked that, as a citizen, Dalhart is a difficult drive. Blair Johnson confirmed that Dalhart and Stratford are on the district's radar for a CLS, but that Dumas is a greater priority. One commenter on Mentimeter emphasized that engagement of the community is critical, and that identifying a feasible alternative route could pose issues. Another comment stating that traffic through the city of Dalhart is an issue and improvements would be needed to speed up and enhance the flow of traffic.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Hartley CLS in Amarillo District. No in-person or Mentimeter comments were provided for the Hartley CLS.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Stratford CLS in Amarillo District. Blair Johnson shared that south of Stratford is already four-lane divided, and north of Stratford to Oklahoma is a Super 2. He recommended going through town is not feasible, therefore a route on new location will be required. One commenter on Mentimeter remarked that the roadway is four-lane divided through Stratford.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Cactus CLS in Amarillo District. Blair Johnson noted Cactus is already four-lane divided through town, and with some interchange improvements this roadway could easily be upgraded to interstate standards. No Mentimeter comments were entered for the Cactus CLS.

The workshop continued by focusing on the Lubbock District next. Committee members were asked to provide input on any planned developments or connections along the three FISs in the Lubbock District that TxDOT would need to consider in future interstate planning. Mayor Gunter commended the work that has been done on the west side of the Big Spring loop; the loop has already been connected to US 87 and is very efficient and safe. One Mentimeter comment stated that there is good progress and growth in the Lubbock District.

Steve Warren, TxDOT Lubbock District Engineer, mentioned all of US 87 in Lubbock district is four-lane divided. He shared that the portion from Lubbock to Midland is four-lane with a four-foot median and needs to be looked at even though from a district perspective it is not a high priority. Congressional funding was awarded for preliminary planning for interstate between Lubbock and Tahoka. US 87 through Tahoka is currently a three-lane highway that the district could easily upgrade to interstate standards, so this section is considered the next step for Lubbock District moving forward.

Mayor Gunter emphasized the need to start purchasing right-of-way and moving more projects to the short-term. She highlighted that the energy development on the east and west sides of US 87 are becoming very built-out and will only become more expensive.

Commissioner New emphasized that the main focus is urban areas. He echoed Mayor Gunter's comments, citing the intersection of US 87 and SH 349 and the intersection of SH 137 and SH 349 area as a difficult area to obtain right-of-way in as development continues. He recommended the committee pay attention to Midland, Lubbock, and Lamesa because those areas will be expensive and disruptive.

Rick Bacon, representing Tom Green County Judge Lane Carter, mentioned a statute that allows the identification of thoroughfares through unincorporated areas without having to purchase right-of-way. For example, with the Extra-Territorial Jurisdiction (ETJ) in San Angelo the county could help by identifying corridors in their Thoroughfare Plan. Mr. Garduno suggested the combination of TxDOT's ability to advance right-of-way with this statute could help move projects along.

Jose Ortiz, representing City of Midland Mayor Lori Blong, spoke about how the interstate system allows the separation of dangerous traffic from pedestrians. He mentioned that the highest traffic fatalities are in the Permian Basin because of freight traffic. Since right-of-way will only get more expensive, his recommendation is to be aggressive with right-of-way acquisition.

Mayor Gunter emphasized the importance of messaging on both the state and federal level to communicate why I-27 is the most important interstate to be developed.

Ms. Mays explained that to sign with an interstate shield, the highway must connect to existing interstate regardless of if it meets all other interstate criteria. There are challenges to moving forwards and it is something to be considered as the committee moves forward with prioritization.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Patricia CLS in Amarillo/Odessa District. No in-person or Mentimeter comments were provided for the Patricia CLS.

Committee members were asked to provide input on any planned developments or connections along the two FISs in the Odessa District that TxDOT would need to consider in future interstate planning. Wendy Travis reminded the committee that SCP prioritization refers to the order in which TxDOT will shield the FIS corridors.

Mr. Ortiz said that the immediate attention should be on preserving right-of-way along FM 1788 from Midland to Odessa and the SCP leaving I-20 because of development in the region. A feasibility study may help identify those routes. Focusing on these two corridors would be beneficial.

Mayor Gunter also mentioned SH 158 from Sterling City to Garden City to Midland. Right-of-way and route identification through this section will be an expensive challenge, and there is public resistance.

Eric Lykins, Odessa District Engineer, confirmed the district received Plan Authority funding for SH 158 and SH 349 outside of the MPO boundary. The district is currently working with the MPO to include these corridors in their Metropolitan Transportation Plan (MTP) in November. He agreed with Mr. Oritz's comments on the importance of FM 1788 and the development in the Midland/Odessa area.

Ms. Travis likened the I-27 Implementation Plan to the Implementation Plan TxDOT prepared for the I-35 corridor several years where many projects are now being constructed as a result of that plan.

Mentimeter comments on the Odessa District planning included one comment identifying the Beacon Alliance/Permian Basin Behavioral Health Center development in Midland County, one comment identifying interchanges that will be needed on future I-27, and one comment highlighting the growth along FM 1788 from SH 191 to I-20 and along SH 158 south of I-20.

Committee members were asked to provide input on any planned developments or connections along the two FISs in the Abilene District that TxDOT would need to consider in future interstate planning. No Mentimeter comments were submitted for this district.

Mayor Gunter described both FISs as a straightforward route with four-lane divided roadway from Big Spring to San Angelo.

John DeWitt, Director of Transportation Planning and Development (TPD), San Angelo District, agreed with Mayor Gunter and referred back to Lubbock District Engineer Steve Warrens comment by saying the four-lane divided roadways have not been high on the district's list of priorities. A feasibility study still needs to be performed. Mayor Gunter mentioned that one of the strategies has been working with the MPOs on developing reliever routes.

Committee members were asked to provide input on any planned developments or connections along the five FISs in the San Angelo District that TxDOT would need to consider in future interstate planning.

John DeWitt said that the San Angelo District was preparing to kick-off a feasibility study for the southernmost FIS in conjunction with the Laredo District. The selection process will begin this summer. He shared on a feasibility study in Sonora that the district is seeking Statewide Development Authority funding in the upcoming Unified Transportation Program (UTP) cycle so they can advance to SCH/ENV. There is no progress to report on the FIS from Sonora to San Angelo, however there are discussions on potentially getting Plan Authority for a feasibility study along this route that would tie into the San Angelo relief route. Mr. DeWitt highlighted that the highway is four-lane divided in Sterling City therefore it has not been a high priority.

Mentimeter comments on San Angelo District planning included one comment identifying the Carlsbad San Angelo State School as a potential bottleneck. Committee members were asked to provide input on any issues or concerns to be considered when conducting the Garden City CLS in San Angelo District.

Mayor Gunter highlighted the economic development opportunities in Garden City and how it should be marketed as such.

Alejandro “Alex” Meade III explained that development opportunities follow a path of least resistance. Not all towns want to grow, so staying focused on other areas we can grow will be the best way to manage growth. Mr. Meade shared that he has met with mayors of towns that are not interested in growth and then met with Commissioners that are interested in growth in the county. There are ways to manage growth outside of the cities. This method has been effective in the past.

Mr. Osbourne remarked that cities that reject growth unincorporate, which disempowers leadership and it’s difficult to work with unincorporated areas.

Mayor Gunter commented that it would be in these areas interest to work with TxDOT; if they do not participate then decisions will be made by others.

Wendy Travis commented on how stakeholder champions, such as a local official or someone that the community respects, can help drive the project forward.

Gerry Schwebel, IBC Bank, commented in the chat to ensure that the counties in the corridor are considered “commercial zones” for purposes of international commerce. He suggested to TxDOT to make sure all counties have such a designation. Tito Gonzalez agreed to look into this matter.

Mr. Bacon asked about the possibility of doing research on how relief routes along US 277 to Wichita Falls have impacted small cities along the highway showing that the improvements made did not harm the community. This concrete data could potentially help with support when presenting to resistant communities.

Mayor Gunter reiterated the importance of participation in smaller communities. Ms. Travis echoed Mayor Gunter’s comment by saying that the engagement in the San Angelo relief route was very helpful during that project.

No Mentimeter comments were entered for the Garden City CLS.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Sterling City CLS in San Angelo District.

Mr. DeWitt brought up a recent leadership change in Glasscock County, which may be the opportunity TxDOT needs to make a positive impact in the Sterling City CLS. Mayor Gunter echoed this comment in agreement.

No Mentimeter comments were entered for the Garden City CLS.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Christoval CLS in San Angelo District.

Mentimeter comments for the Christoval CLS included one comment saying that crossing the South Concho River is a major issue.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Eldorado CLS in San Angelo District.

John DeWitt cited Judge Bradley as a very diplomatic elected official that could help garner support with his constituency. Mayor Gunter spoke to some significant development occurring along US 277 within Schleicher County.

Mr. Osbourne asked if there was a way to ensure that the US 277 segment is added to the Trunk System. Commissioner New answered no, stating that it is not necessary. Each FIS can stand on its own because the traffic coming out of San Angelo is supporting it. Commissioner New defined Key Corridors and Corridors of Interest. He recommended the two focus areas should be the connection to I-10 moving towards Laredo and an interstate-level bypass built around the south side of Sonora.

Mayor Gunter emphasized that the fatalities along this corridor will also dictate its importance.

No Mentimeter comments were entered for the Eldorado CLS.

Committee members were asked to provide input on any planned developments or connections along the three FISs in the Laredo District that TxDOT would need to consider in future interstate planning.

Mayor Gunter emphasized the importance of improving Laredo to Sonora, stating that these are the worst roads to exist along the corridor and they should be a primary focus for the committee.

Epi Gonzalez, Laredo District Engineer, agreed with Mayor Gunter and shared that there are a couple of projects along the Laredo to Sonora corridor that are already funded and being let in the coming years that would improve the connection between I-35 and I-27. Laredo District is pursuing two General Engineering Consultant (GEC) contracts and coordinating with San Angelo District; one GEC will focus on Laredo to Eagle Pass and the other from I-35 to Laredo.

Mentimeter comments on the Laredo District planning included one comment highlighting the two major public-private Port-of-Entry projects being planned that could accelerate needs.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Del Rio CLS in Laredo District.

Epi Gonzalez mentioned that the City of Del Rio and Val Verde County are working on the international bridge, making the corridor a priority to be built to interstate standards. SL 79 is a priority in Del Rio as it is not built out to interstate standards; the goal is to finish out and upgrade this loop.

No Mentimeter comments were entered for the Del Rio CLS.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Quemado CLS in Laredo District.

Mr. Gonzalez said if we are planning on following the existing right-of-way through Quemado and Normandy, these towns will be wiped out. A relief route around these communities will be essential. He also mentioned that SL 480 was funded in the UTP but is not built out to interstate standards and will require additional right-of-way for frontage roads and access management. With development encroaching on this area, windows of opportunity are starting to diminish.

No Mentimeter comments were entered for the Quemado CLS.

Committee members were asked to provide input on any issues or concerns to be considered when conducting the Carrizo Springs/Asherton/Catarina joint CLS in Laredo District.

Mr. Gonzalez shared that the area between Asherton and Carrizo Springs is already semi-developed and the District expects the corridor to be built on new location around Catarina, Asherton, and Carrizo Springs. There are a few miles between Asherton and Catarina where there may be opportunities to bring the roadway back to the existing alignment. Mr. Gonzalez said oil, gas and other utilities may pose an obstacle. No Mentimeter comments were entered for the Carrizo Springs/Asherton/Catarina joint CLS.

Lorena Echeverria de Misi, TxDOT TPP Corridor Planning Branch Manager, requested the committee review the exhibits provided in the meeting materials. The exhibits illustrate the Statewide Corridor Prioritization (SCP) across the I-27 corridor. Ms. Echeverria de Misi encouraged committee members to provide feedback on the rankings of the FIS. Wendy Travis reiterated that the SCP rankings represent the order of future interstate shielding based on the analysis performed for the implementation plan and the input from the districts, MPOs/RPOs, and other stakeholders.

Ms. Travis highlighted each SCP and their corresponding FIS. Mr. Osbourne confirmed with Ms. Travis that the FIS represent segments between communities, and they do not incorporate CLS. Ms. Travis explained that the Implementation Plan will contain more detailed information on individual projects, including cost estimates. She explained that costs will be updated since construction costs have increased since the P2P Feasibility Study was completed at the end of 2020.

Mayor Gunter told the committee to work with MPOs to obtain money for reliever routes.

Mr. Osbourne asked about SCP 4, stating that there are local political issues in this corridor. Mr. Osbourne asked if the priority of one project could delay others from a TxDOT standpoint. Commissioner New answered no. He explained that some sections, like SCP 4, do not have anything in the short-term that can be completed.

Wendy Travis concluded the workshop by discussing the timeline of the I-27 Implementation Plan. She highlighted that the final plan has an internal deadline of May 2024. In the meantime, the team will review committee recommendations and feedback prior to completing the Plan.

Mr. Osbourne asked the project team if the committee will have another chance to look at the Plan before it is published. Ms. Mays confirmed that the committee will be able to look at the Plan and comment, however there will be no formal meeting.

District Updates

Mayor Gunter encouraged each District Engineer to offer their thoughts on the rankings prior to the meeting being adjourned.

Blair Johnson shared that he would like SCPs 12 and 13 to switch rankings.

Steve Warren shared that the Lamesa CLS timeline will likely be further out. The environmental document has lapsed and is no longer considered “previously completed.” He explained that timeframes are important, and if goals are not met, they must start over. He shared that the Lubbock District is starting on preliminary engineering from Lubbock to Tahoka since it has dedicated funding from Congress.

Lauren Garduno recommended Mr. Warren highlight the one-way pair opportunity through the City of Lamesa.

Mr. Warren shared the Lubbock District is visiting with the City of Lamesa. He explained that a full bypass around Lamesa was approved but public disapproval halted the project. The funding that was previously dedicated to this project was moved to Big Spring improvements. The Lubbock District continues to look at mobility improvements, safety improvements, and reactionary improvements to development. Mr. Warren asked that the committee stay engaged with the commission and TxDOT TPP.

Gerry Schwebel re-emphasized comments he made in the online chat and Mentimeter that in Webb and Maverick County there are two major Port-of-Entry projects that will impact discussions on international truck traffic. He continued by saying this adds value to the connectivity from the border to the corridor. Mr. Schwebel asked that these projects be taken into consideration. He intends to communicate with Epi Gonzalez moving forward so the data from these projects are communicated throughout the corridor.

Mr. Haithcock, commented that SCP 5, the Big Spring truck relief route, should be a short-term project as it can be completed quickly. All that is needed is access management and frontage roads, and there is a connection to I-20.

John DeWitt noted that SCP 6 precedes SCP 7, yet it is slated for the long-term. He explained that TxDOT San Angelo District is going to actively pursue what they can along US 277 independent of the SCP rankings. The district is moving forward with segments of the San Angelo relief route. He confirmed that the Sonora relief route is correctly shown on the provided exhibit.

Epi Gonzalez shared within SCP 1, the Laredo District has three projects under construction to add Super 2 lanes, and a similar project in Dimmitt County will happen in the mid-term that will help efforts. He added Eagle Pass and Maverick County are working on setting up an MPO. In Laredo, the

district is working on the expansion of the World Trade Bridge and Webb County is looking at improvements to Bridge 4/5 south of Laredo. Mr. Gonzalez stated that bridges will drive the need for the project.

Mayor Gunter added that expanding capacity at the Port-of-Entry is doubling traffic due to trade.

Ms. Mays presented on interstate designation updates, highlighting the recent 4-mile interstate designation in Lubbock. She explained the AASHTO process and where the approval is at in that process. It is currently under review/approval from the Federal Highway Administration. She explained that due to the use of different design standards for this section from the current interstate design standards, it is unclear how long this step will take.

Ms. Echeverria de Misi highlighted two items TxDOT did not have time to address during the meeting, including slides for Category 2, 4, and 12 funding from the 2024 UTP. This was the UTP categories the committee requested information on in the previous meeting.

Tito Gonzalez emphasized that all categories can be used for funding, and TxDOT is always monitoring funding.

Ms. Echeverria de Misi explained that TPP is working with many corridors around the state. The funding presented to the committee is already on the corridor.

Meeting Schedule

Ms. Echeverria de Misi shared that the next I-27 Advisory Committee Meeting will occur in Del Rio in September or early October. In October, the UTP cycle kicks off, so the ideal time would be to meet in September.

Adjourn

Mayor Gunter provided closing remarks, thanking the committee for the updates and emphasizing the importance of funding and continuing to market the corridor.

Commissioner New provided closing remarks, emphasizing the importance of collaboration and moving the project forward.

Meeting adjourned at 11:44 a.m.