



Statewide and Rural Connectivity Program

Texas Transportation Commission
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What is the Texas Trunk System and How was it Designated?



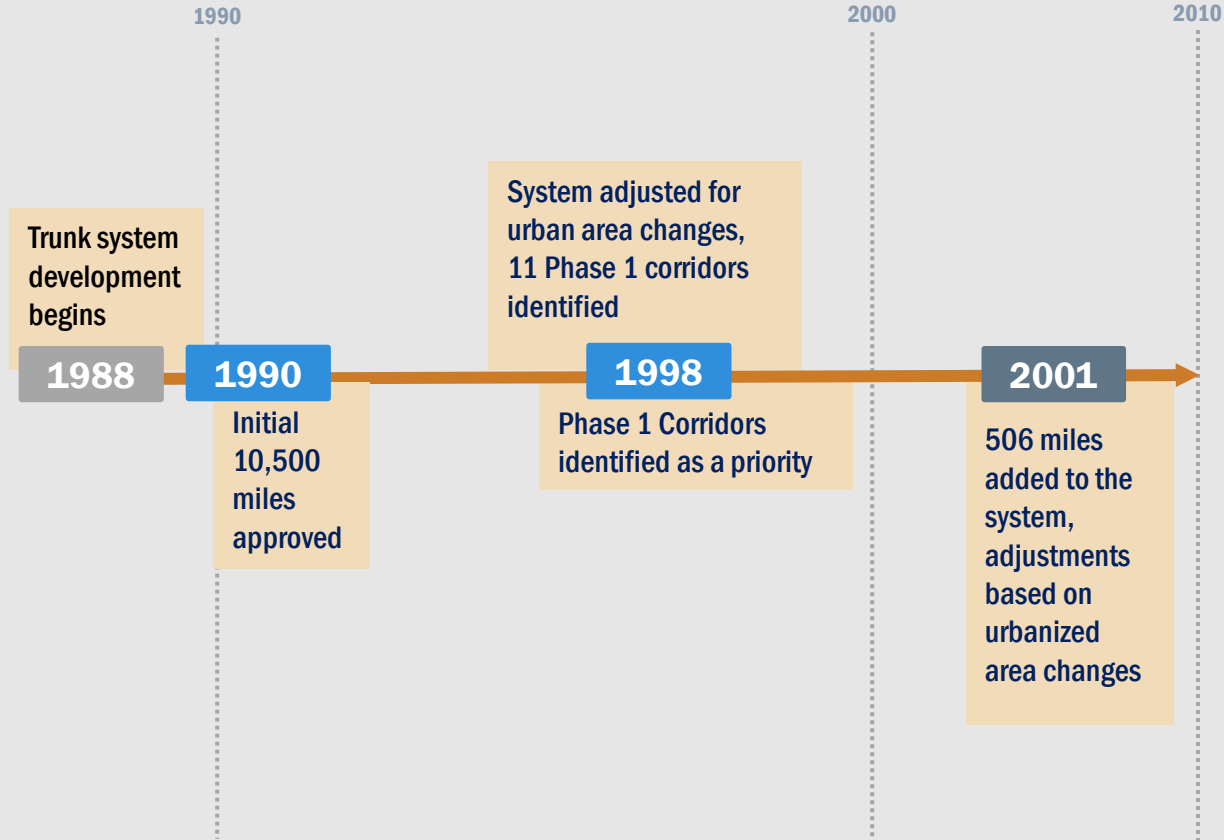
Origin and Purpose of the Trunk System

The Texas Trunk System is a **rural network of four-lane divided highways or better.**

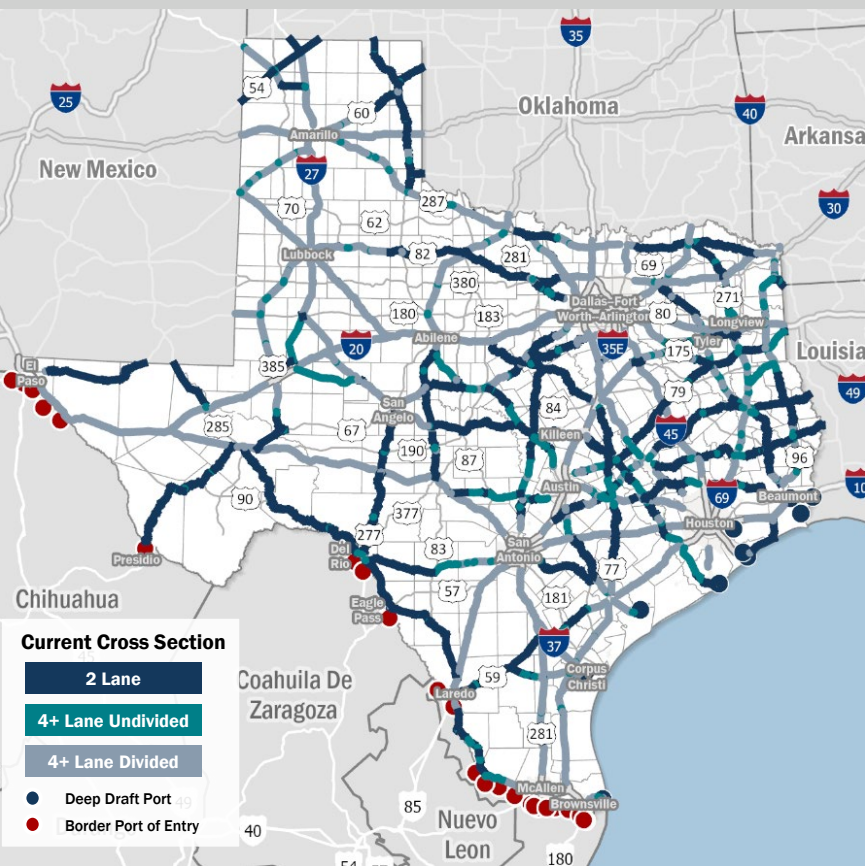
It serves as a **principal connector** for:

- Texas cities with over 20,000 population, and
- major activity centers, maritime ports, and points of entry.

The Trunk System is one of the few mechanisms that facilitates **funding** projects in **rural areas** of Texas.



Summary of Progress on Texas Trunk System to 4-Lane Divided



Trunk System Corridors	Total	4-lane or more divided	2-lane undivided	4-lane or more undivided
Rural Interstate	2,184	2,184	-	-
Phase 1	1,679	955	418	306
Other	6,176	2,011	3,102	1,063
Total	10,039	5,150	3,520	1,369

Completed Upgrades

51% (5,150 miles) is 4-lane divided or higher, including rural interstate highways.

Remaining Upgrades

- **35% (3,520 miles) of 2-lane roadways**
- **14% (1,369 miles) of 4-lane undivided roadways**

Source: TxDOT Roadway Inventory 2022. Includes segments passing through small communities.



Upgrading **major statewide transportation corridors** to provide safe, reliable, efficient travel to and from **economic activity and population centers** in Texas, while supporting the economic prosperity of all **communities** along the corridors and statewide.

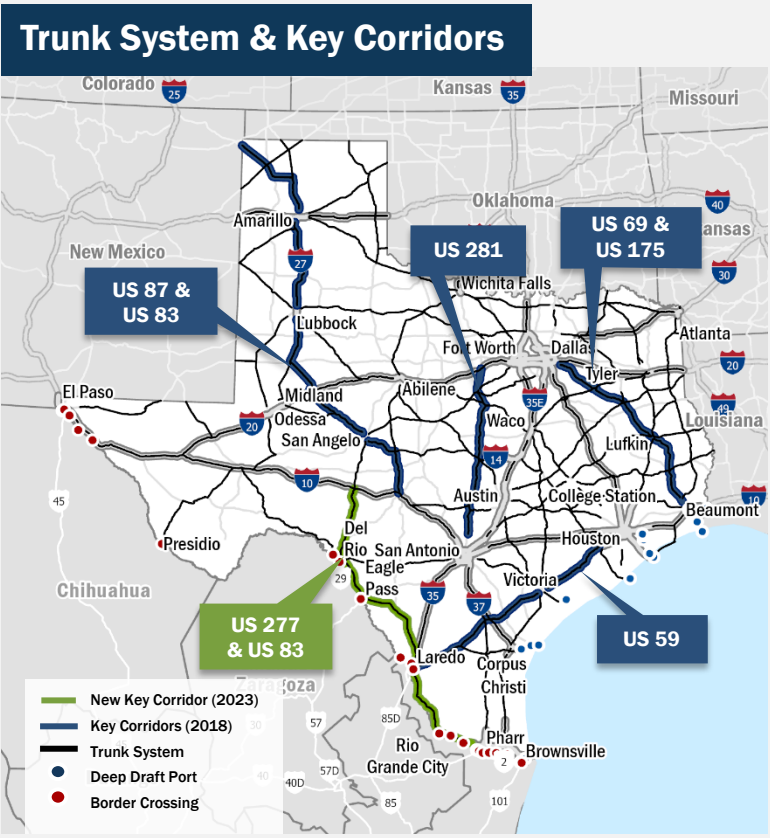
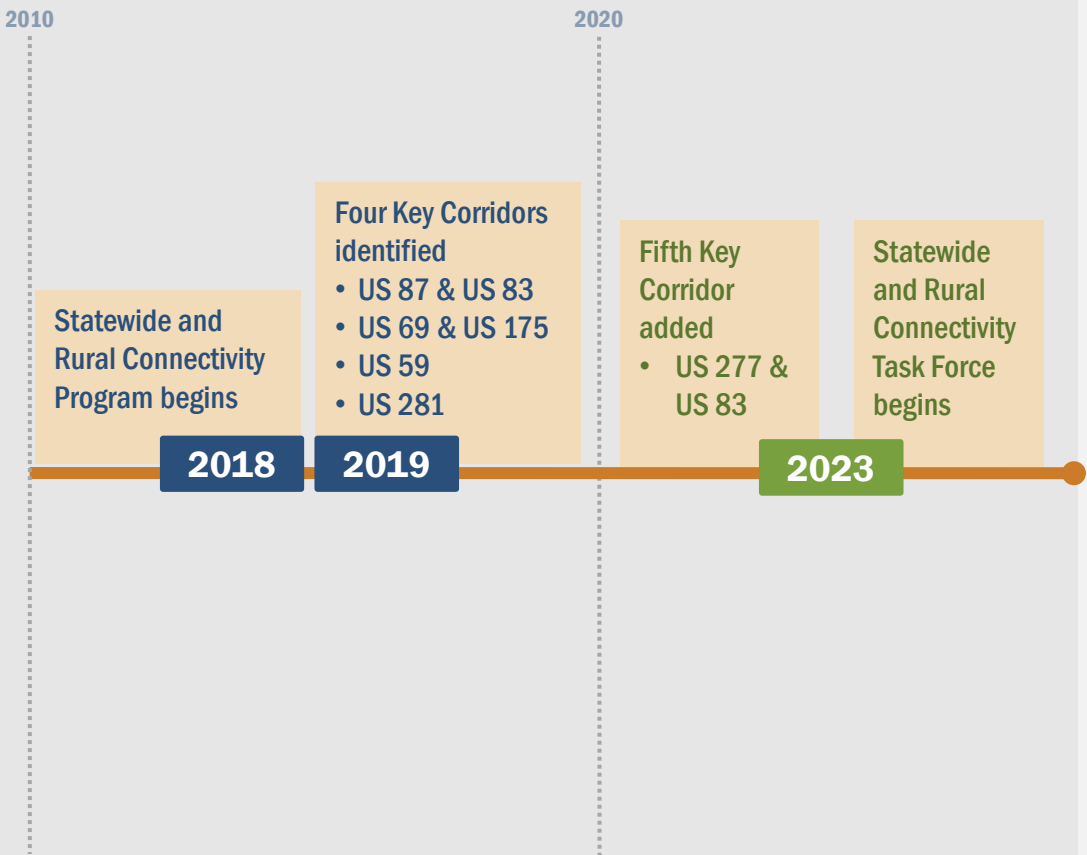
Economic Activity Centers

- Major Cities
- Agricultural Production Areas
- Oil and Gas Production Areas
- Lumber Production Areas
- Maritime Ports
- Ports of Entry

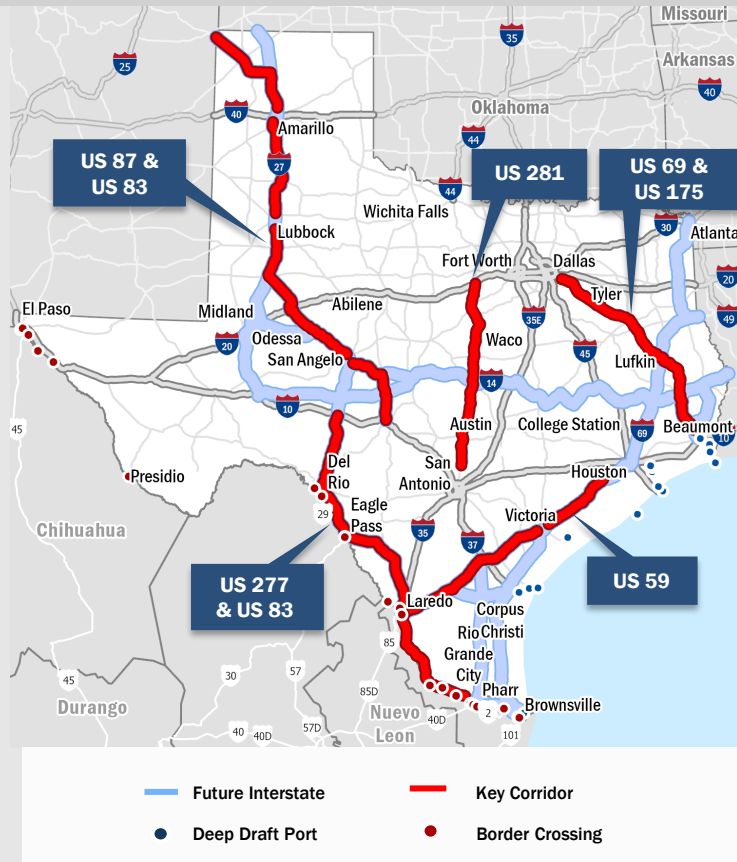
Communities Along The Corridors

Small and medium-size cities outside urbanized areas that benefit from improved access to markets throughout the State

Statewide and Rural Connectivity Program and Task Force



Importance of the Statewide and Rural Connectivity Key Corridors



	Key Corridors				
Statewide Connectivity	US 87 & US 83 [*]	US 69 ^{**} & US 175	US 59 ^{***}	US 281	US 277 & US 83 [*]
Limits	TX/NM State Line to I-10	Beaumont to Dallas	Laredo to Houston	San Antonio to I-20	I-2 to I-10
Trunk System	✓	✓	✓	✓	✓
Texas Highway Freight Network	✓	✓	✓	✓	✓
International Trade Corridors	✓	✓	✓		✓
Evacuation Routes		✓	✓		✓
Future Interstate Highway	✓	✓	✓		✓
Relieve Traffic Demand on Interstates		✓	✓	✓	✓

^{*} Future P2P Interstate shares the corridor within limits noted.

^{**} Future I-14 shares the corridor within limits noted.

^{***} Future I-69 shares the corridor within limits noted.

US 87 & US 83 – TX/NM State Line to I-10



Improvements to 4-lane divided or more since 2019

Total Corridor Length: 488 miles



406 mi
Complete



0 mi
Under
Construction



61 mi
Fully
Funded



0 mi
Partial/
Unfunded

21 miles (4%)
remaining to be improved to 4-lane divided

Source: TxDOT Roadway Inventory 2022; TxDOT CONNECT & Site Manager; 2022 Texas Demographic Center; 2022 BLS; 2022 BEA

US 69 & US 175 – Beaumont to Dallas



Improvements to 4-lane divided or more since 2019

Total Corridor Length: 246 miles



114 mi
Complete



33 mi
Under
Construction

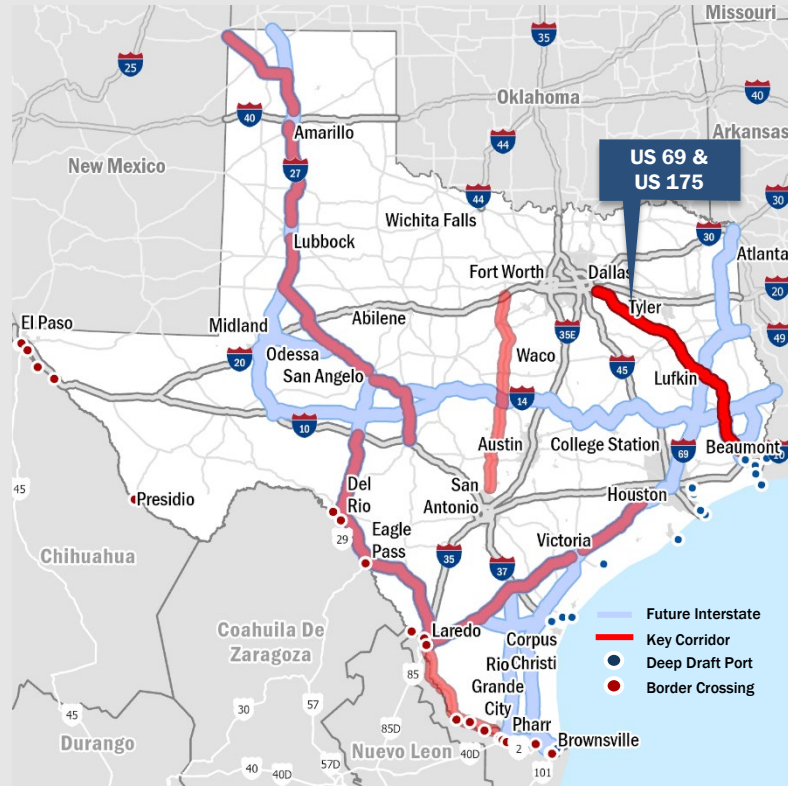


37 mi
Fully
Funded



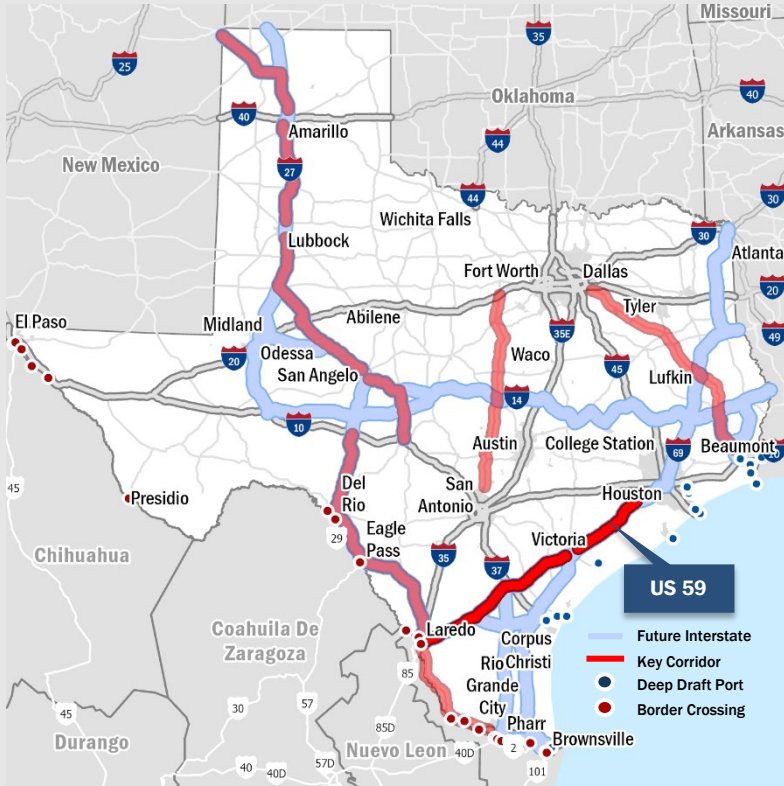
20 mi
Partial/
Unfunded

42 miles (17%)
remaining to be improved to 4-lane divided



Source: TxDOT Roadway Inventory 2022; TxDOT CONNECT & Site Manager; 2022 Texas Demographic Center; 2022 BLS; 2022 BEA

US 59 – Laredo to Houston



Improvements to 4-lane divided or more since 2019

Total Corridor Length: 252 miles



**104 mi
Complete**



**0 mi
Under
Construction**



**17 mi
Fully
Funded**



**49 mi
Partial/
Unfunded**

**82 miles (33%)
remaining to be improved to 4-lane divided**

Source: TxDOT Roadway Inventory 2022; TxDOT CONNECT & Site Manager; 2022 Texas Demographic Center; 2022 BLS; 2022 BEA

US 281 – San Antonio to I-20



Improvements to 4-lane divided or more since 2019

Total Corridor Length: 204 miles



17 mi
Complete



0 mi
Under
Construction



29 mi
Fully
Funded



140 mi
Partial/
Unfunded

18 miles (9%)
remaining to be improved to 4-lane divided

Source: TxDOT Roadway Inventory 2022; TxDOT CONNECT & Site Manager; 2022 Texas Demographic Center; 2022 BLS; 2022 BEA

US 277 & US 83 – I-2 to I-10



Improvements to 4-lane divided or more since 2019

Total Corridor Length: 401 miles



62 mi
Complete



13 mi
Under
Construction



9 mi
Fully
Funded

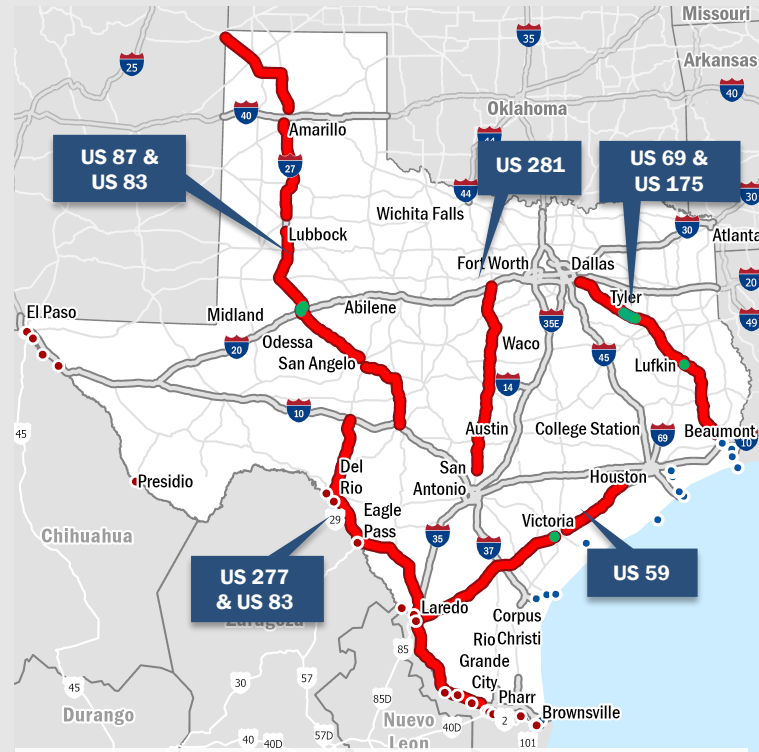


268 mi
Partial/
Unfunded

49 miles (12%)
remaining to be improved to 4-lane divided

Source: TxDOT Roadway Inventory 2022; TxDOT CONNECT & Site Manager; 2022 Texas Demographic Center; 2022 BLS; 2022 BEA

Summary of Progress on Key Connectivity Corridors Since 2019



- New 4+ Lane Divided Section
- Key Corridors (2018)
- Deep Draft Port
- Border Crossing

US 87 & US 83	US 69 & US 175	US 59	US 281	US 277 & US 83
TX/NM State Line to I-10	Beaumont to Dallas	Laredo to Houston	San Antonio to I-20	I-2 to I-10

Improvements to 4-lane divided or more since 2019

Total Length: 1,591 miles



703 mi
Complete



46 mi
Under
Construction



153 mi
Fully
Funded

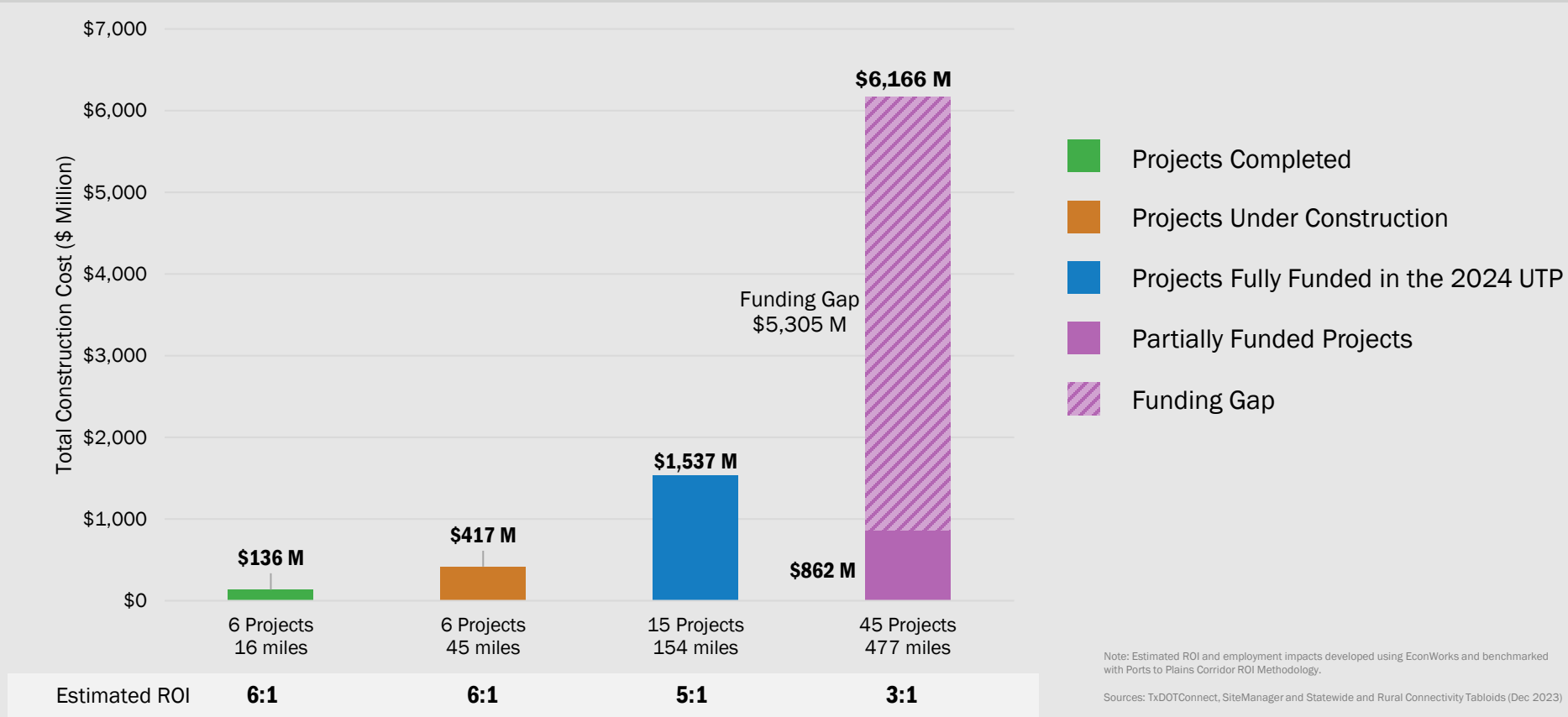


477 mi
Partial/
Unfunded

212 miles (13%)
remaining to be improved to 4-lane divided

Source: Texas Roadway Inventory (2018 & 2022).

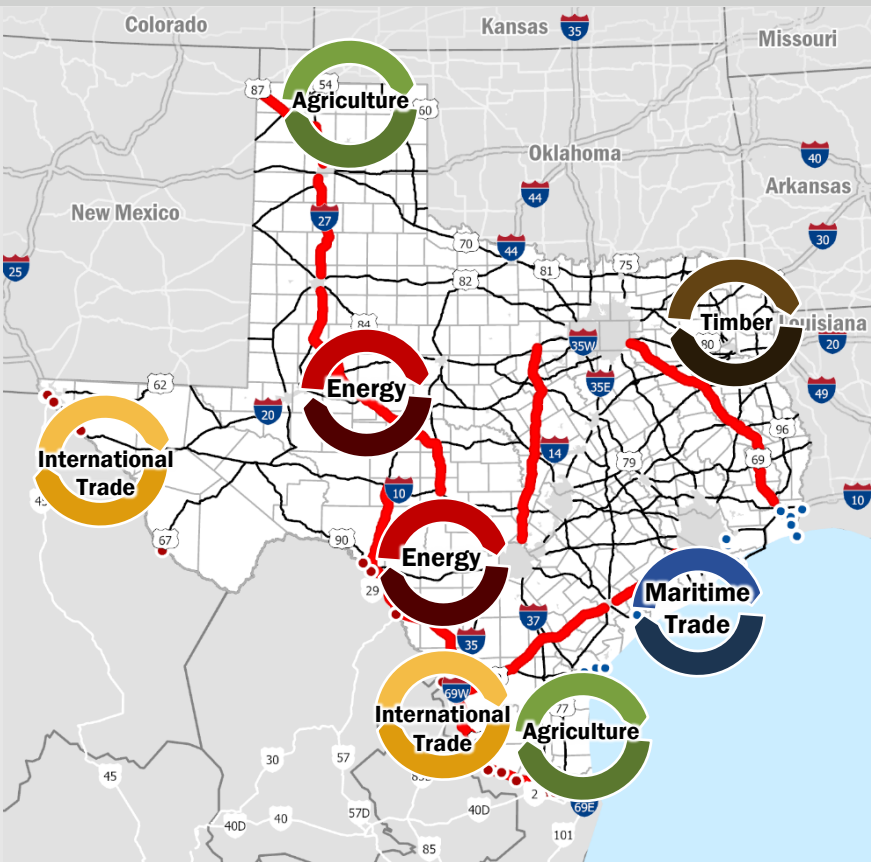
UTP Investments on Key Statewide and Rural Connectivity Corridors (2019-2024)



Benefits of Statewide and Rural Connectivity Corridors

- Economic Development
- Freight movement
- Population Growth
- Alternate Route and Congestion Relief
- Safety

Statewide and Rural Connectivity Corridors Supports Key Economic Sectors



Agricultural Production

\$25 billion a year in sales statewide



Energy Production

A record \$24.7 billion in taxes and royalties in 2022



Timber and Lumber Production

\$41.6 billion in total industry output



US/Mexico International Border Trade

70% of US/Mexico Trade (\$520B of \$780B) in 2022



International Maritime Trade

**20% of US Maritime Trade in 2022
\$293B in exports and \$153B in imports**



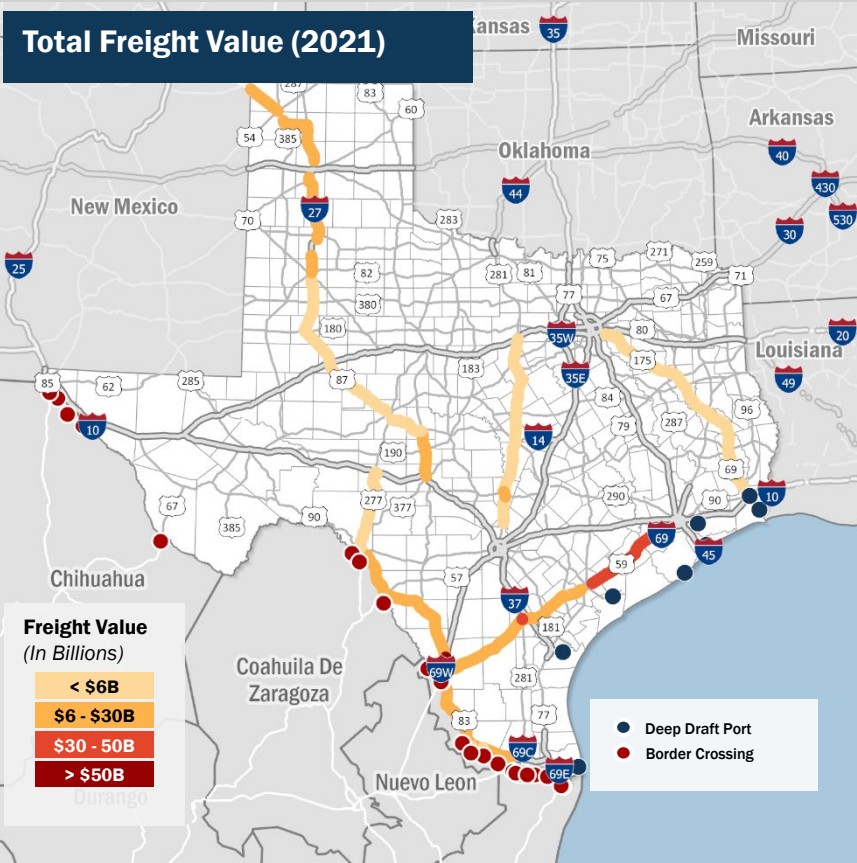
National Defense and Security

**TX military bases added \$67 billion to State's GDP,
and generated over 600K direct and indirect jobs**

Sources: Texas Comptroller Agriculture Industry Grows Texas; EIA Texas State Energy Profile; TXOGA 2022 Annual Energy & Economic Impact Report; US/Mexico TransBorder Data (Ports Only); Eric Taylor, TAMU AgriLife; USA Trade Online Texas Comptroller Economic Impact of US Military



Statewide and Rural Connectivity Corridors Supports Freight Movement



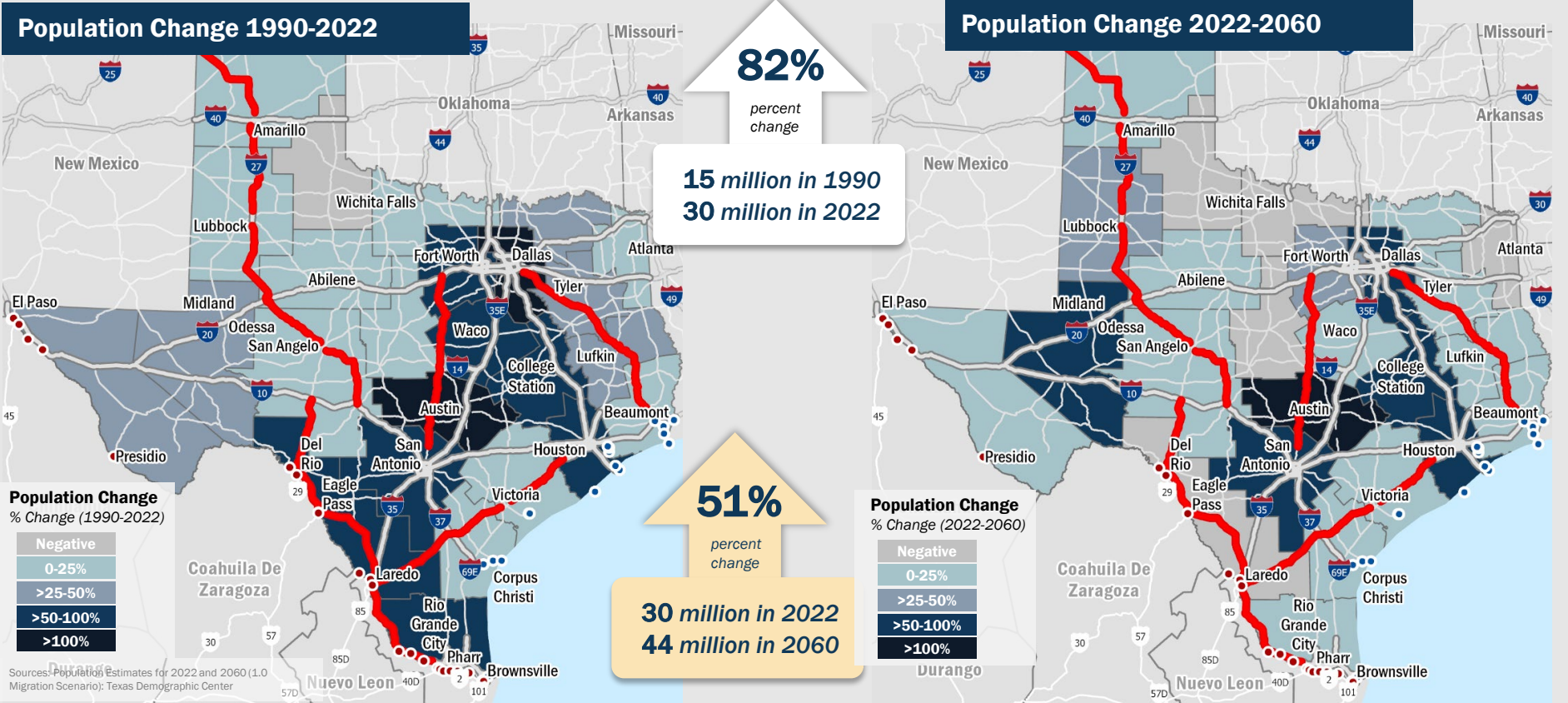
Freight Value and Tonnage by Corridor (2021)

Corridor	Avg Dollar Value Moved	Avg Tonnage Moved
US 87 & US 83	\$ 4.8 B	4.1 M
US 69 & US 175	\$ 2.1 B	2.4 M
US 59	\$ 17.2 B	11.8 M
US 281	\$ 1.2 B	3.0 M
US 277 & US 83	\$ 15.7 B	4.4 M

Source: Transearch 2021

- US 83/P2P, connects 22 Border Crossings, moves the highest value commodities on average, amongst the key corridors.
- US 59, connects Laredo #1 POE to Houston #1 Seaport, moves the highest tonnage commodities on average, amongst the key corridors

Statewide and Rural Connectivity Corridors Supports Population Growth



Improving Key Statewide Corridors to 4-Lane Divided Provides Congestion Relief



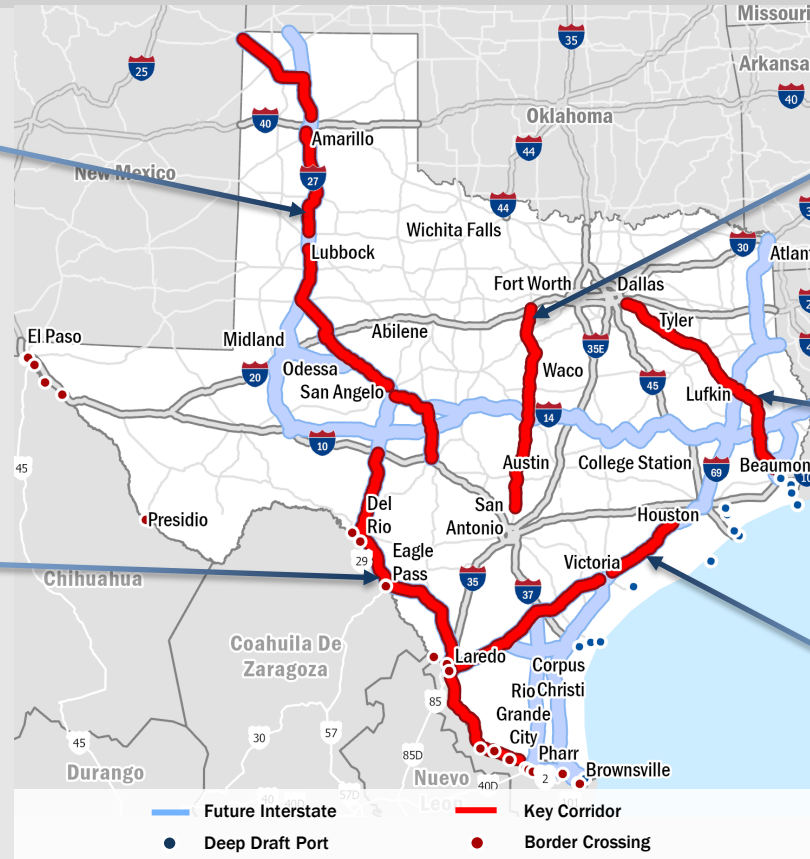
US 87 & 83
(includes Future I-27)

US 281
(provides congestion relief to I-35)

US 69 & US 175
(provides congestion relief to I-45)

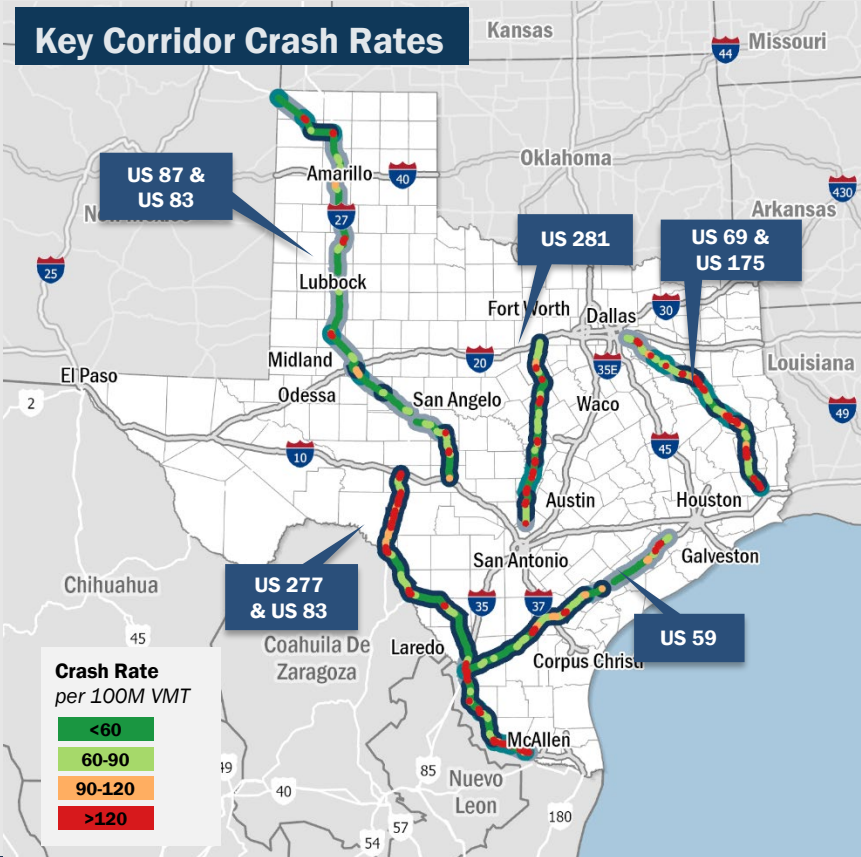
US 59
(provides congestion relief to I-35 & I-10)

US 277 & US 83
(provides congestion relief to I-35 & I-10)



Sources: CRIS Crash Database (2018-2022), Texas Roadway Inventory (2022), Connecting Texas 2050 SLRTP, Statewide traffic crash rates from TxDOT's annual Texas motor vehicle crash statistics

Safety Trends on Statewide and Rural Connectivity Corridors



		Crashes on Key Corridors (2018 to 2022)		
Crash Type		Crashes	Fatal Crashes	Fatalities
	Total	28,884	373	461
	CMV Related	3,599	94	112
	Bridge Strikes	171	9	10

Sources: CRIS Crash Database (2018-2022), Texas Roadway Inventory (2022), Connecting Texas 2050 SLRTP, Statewide traffic crash rates from TxDOT's annual Texas motor vehicle crash statistics

Estimated Investments to Address Safety Hotspots on the Key Corridors



\$1.1 B / 113.8 mi.
identified to upgrade to 4-lane divided to address safety hotspots

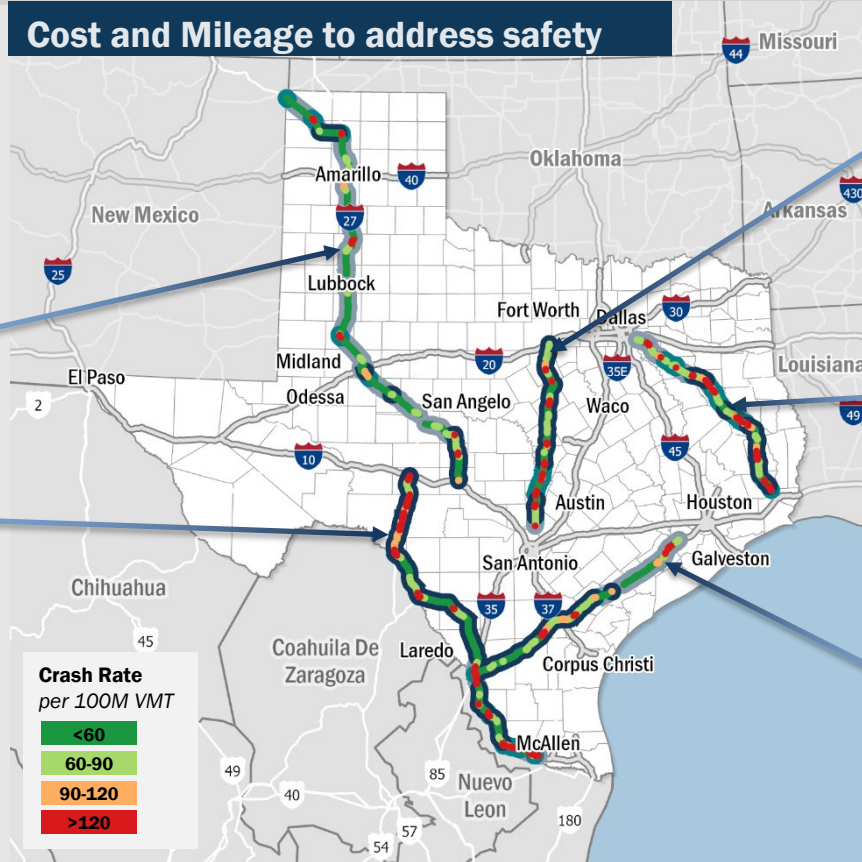
US 87 & US 83

From 4 lane undivided **\$9 M** **0.9 mi.**

US 277 & US 83

From 2 lane undivided **\$526 M** **57.0 mi.**
From 4 lane undivided **\$136 M** **13.4 mi.**

Cost and Mileage to address safety



US 281

From 2 lane undivided **\$108 M** **11.7 mi.**

US 69 & US 175

From 2 lane undivided **\$172 M** **18.6 mi.**

US 59

From 2 lane undivided **\$97 M** **10.5 mi.**
From 4 lane undivided **\$17 M** **1.7 mi.**

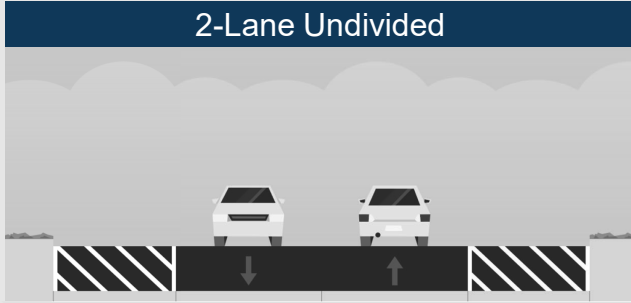
* Crash hotspots are locations where crash rates equal to or higher than 90 crashes per hundred million VMT.

Sources: CRIS Crash Database (2018-2022), Texas Roadway Inventory (2022), Connecting Texas 2050 SLRTP, Statewide traffic crash rates from TxDOT's annual Texas motor vehicle crash statistics

Safety Benefits of Improving Corridors to 4-Lane Divided



2-Lane Undivided

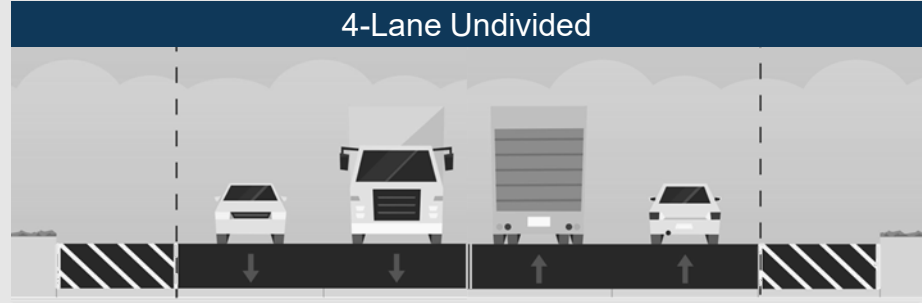


2-lane to 4-lane divided

60% decrease in fatality rates



4-Lane Undivided



4-lane undivided to 4-lane divided

41% decrease in fatality rates



4-Lane Divided



Sources: TxDOT Roadway Inventory (2022); CRIS Crash Database (2018-2022); Laredo Outer Loop Study by Jacobs

Statewide Connectivity Corridors of Interest

Statewide Connectivity Corridors of Interest



SH 349*

US 84 & US 183**

US 190***

US 190 & SH 63***

US 54

SS 320
(Borderland
Expressway)

US 377

US 90

US 57

SH 36 & US 79

Patricia to
Lamesa

Brownwood to
Austin

Copperas Cove
to Rogers

US 59 to TX/LA
State Line

New Mexico
to Oklahoma

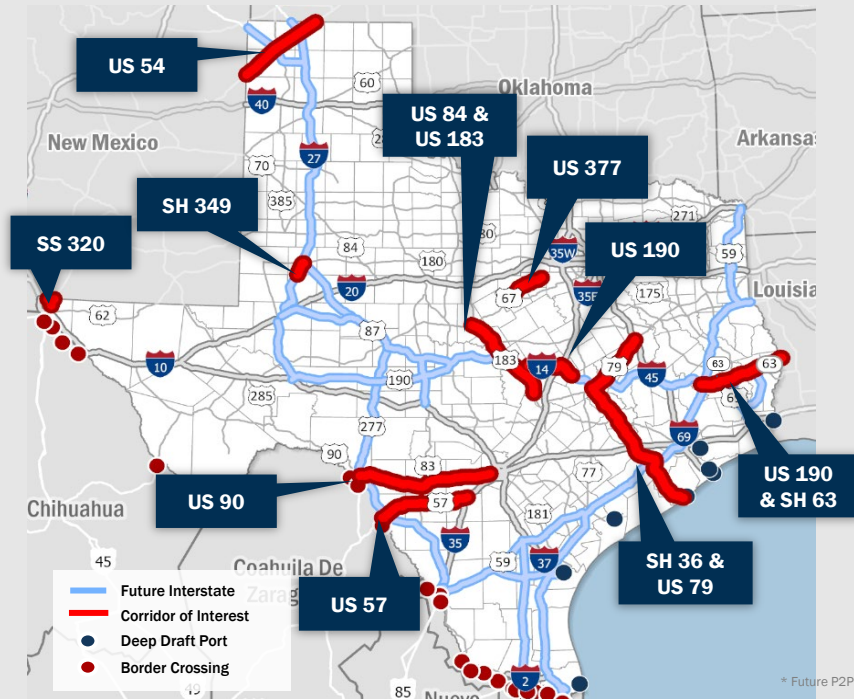
SL 375 to FM
3255

Granbury to
Stephenville

Del Rio to
San Antonio

Eagle Pass to
I-35

From Freeport
to I-45



Importance

- ✓ Support statewide and rural connectivity
- ✓ Provide economic opportunity
- ✓ Connect population growth areas, freight movement, and international trade
- ✓ Serve as alternative routes to major corridors
- ✓ Address safety needs and challenges
- ✓ To develop and program projects with Districts for the 2025 UTP.



* Future P2P Interstate shares the corridor within limits noted. ** Future I-14 shares the corridor within limits of Lometa to Lampasas. *** Future I-14 shares the corridor within limits noted.

Statewide Connectivity Corridors of Interest



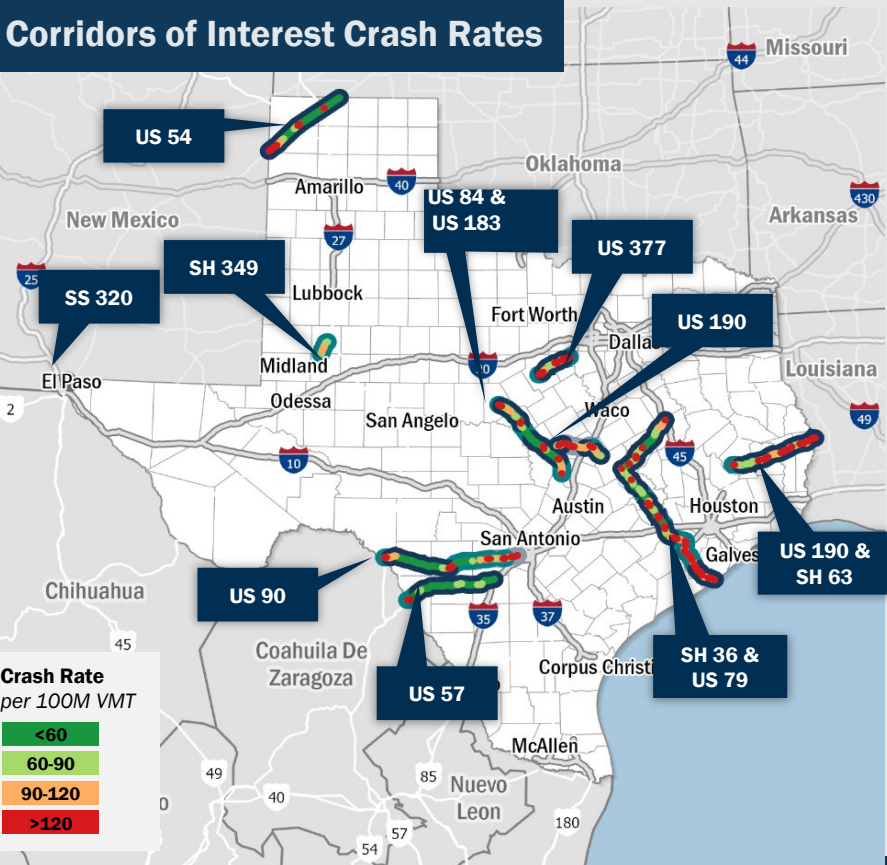
Statewide Connectivity	SH 349*	US 84 & US 183**	US 190**	US 190 & SH 63***	US 54	SS 320	US 377	US 90	US 57	SH 36 & US 79
	Patricia to Lamesa	Brownwood to Austin	Copperas Cove to Rogers	US 59 to TX/LA State Line	New Mexico to Oklahoma	SL 375 to FM 3255	Granbury to Stephenville	Del Rio to San Antonio	Eagle Pass to I-35	From Freeport to I-45
Trunk System	✓	✓	✓	✓	✓		✓	✓		✓
Texas Highway Freight Network	✓	✓	✓	✓	✓		✓	✓	✓	✓
International Trade Corridors	✓						✓	✓	✓	
Evacuation Routes				✓						✓
Future Interstate Highway	✓	✓	✓	✓						
Relieve Interstate Traffic Demand	✓		✓	✓		✓	✓	✓		✓

* Future P2P Interstate shares the corridor within limits noted. ** Future I-14 shares the corridor within limits of Lometa to Lampasas. *** Future I-14 shares the corridor within limits noted.

Safety Trends on Statewide Connectivity Corridors of Interest



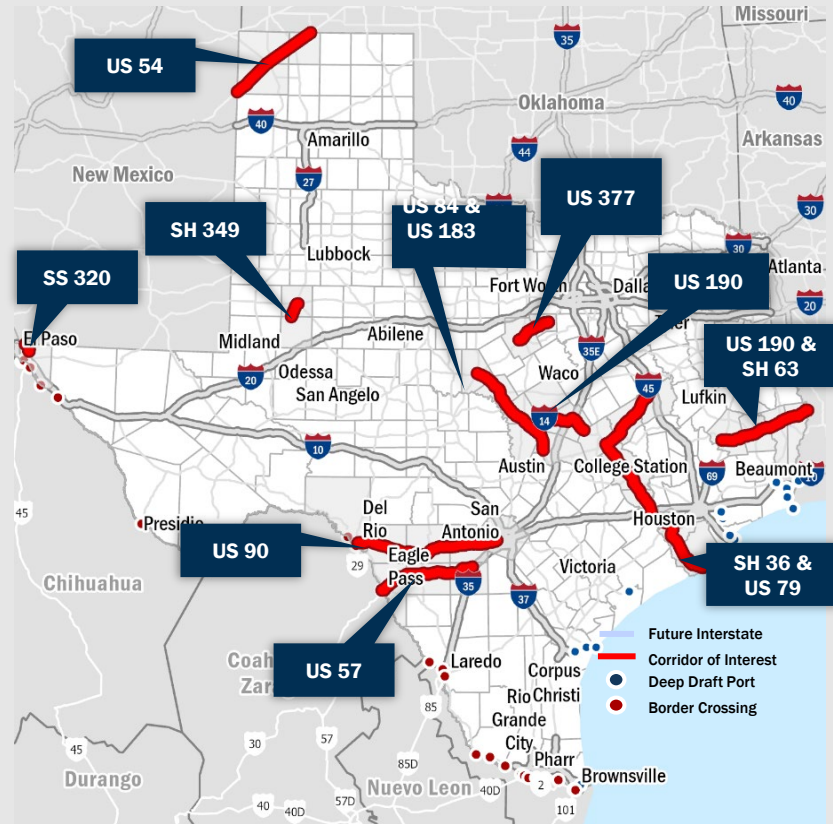
Corridors of Interest Crash Rates



Crashes on Corridors of Interest
(2018 to 2022)

Crash Type	Crashes	Fatal Crashes	Fatalities
Total	19,469	251	308
CMV Related	1,894	61	78
Bridge Strikes	112	3	4

Summary of Progress on Statewide Connectivity Corridors of Interest



Improvements to 4-lane divided or more since 2022

Total Length: 878 miles



107 mi
Complete



64 mi
Under
Construction



1 mi
Fully
Funded

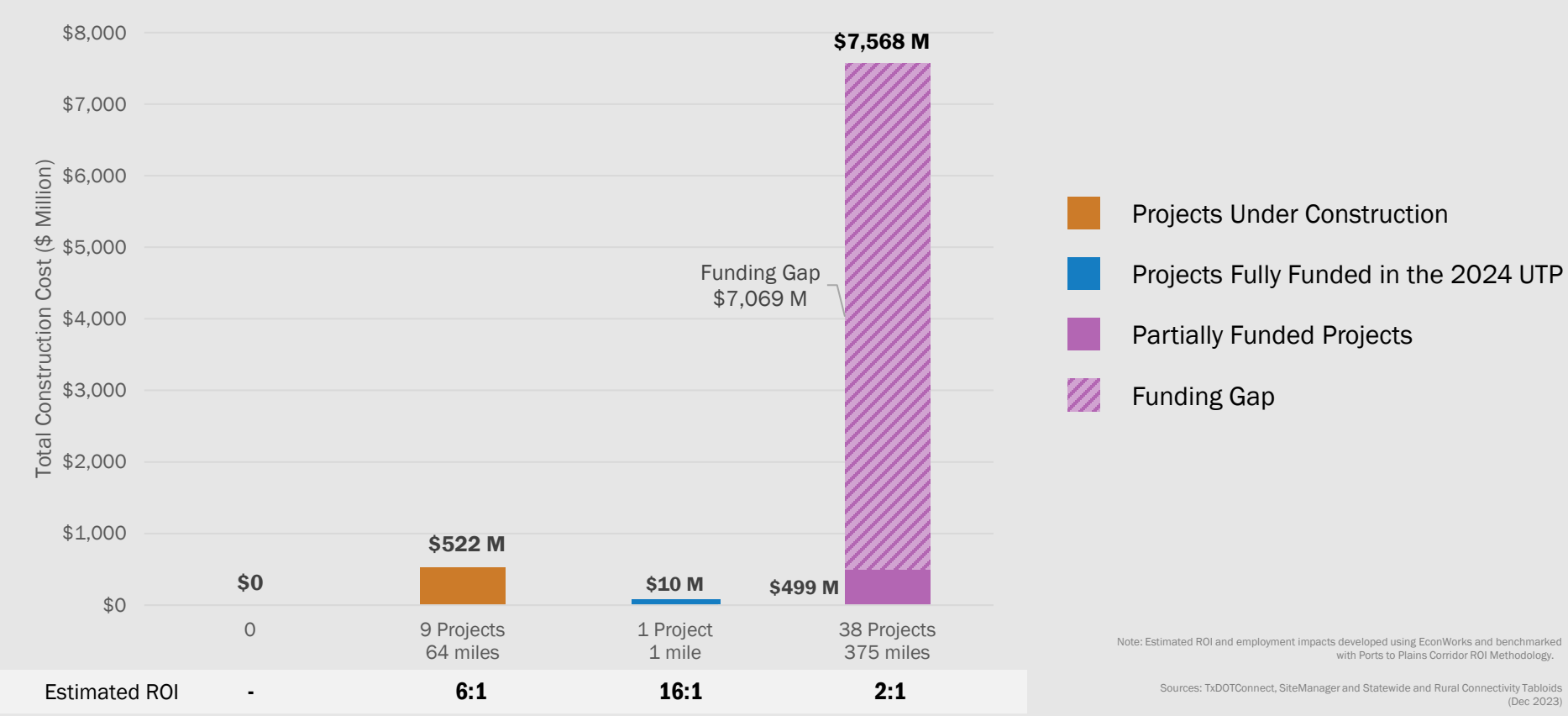


375 mi
Partial/
Unfunded

331 miles (38%)

remaining to be improved to 4-lane divided

UTP Investments on Statewide Connectivity Corridors of Interest (2022-2024)





- **Support Economic Sectors** – The Key Corridors serve as critical transportation links to the state’s largest economic sectors, including Agriculture and Energy.
- **Facilitate Border and Maritime Trade** – The Key Corridors provide connectivity to the border crossings and maritime ports and support the state’s economic competitiveness.
- **Improve Safety** – Maintaining and upgrading the Key Corridors is essential in addressing safety throughout the state.
- **Investment on the Trunk System and Key Corridors** – TxDOT is making substantial investments towards the Key Corridors to upgrade them to 4-lane divided highways. However, more investments are needed.
- **2025 UTP** – Statewide Rural Connectivity Task Force continues to work closely with Districts to develop and program projects in the upcoming 2025 UTP.

Discussion