

Interstate 27 (I-27) Advisory Committee Meeting Summary

Hotel Settles (Ballroom), Big Spring, TX/Teams | April 9, 2026

9:00 a.m. – 11:30 a.m.

Advisory Committee Member	Organization	Attendance
Judge Curtis Parrish, Committee Chair	Lubbock County	Present
Mayor Lori Blong, Committee Vice-Chair	City of Midland	Present
Mayor Dr. Victor D. Trevino	City of Laredo	Not Present
Mayor Alvaro “Al” Arreola	City of Del Rio	Not Present
Mayor Tom Thompson	City of San Angelo	Present
Mayor Cal Hendrick	City of Odessa	Present
Mayor Robert Moore Proxy: John Medina	City of Big Spring	Present
Mayor Mark McBrayer	City of Lubbock	Present
Mayor Cole Stanley	City of Amarillo	Not Present
Judge Tano E. Tijerina Proxy: Guillermo Cuellar	Webb County	Not Present
Judge Lewis Owens	Val Verde County	Not Present
Judge Charlie Bradley	Schleicher County	Present
Rick Bacon (Proxy)	Tom Green County	Present

Advisory Committee Member	Organization	Attendance
Judge Dustin Fawcett	Ector County	Present
Judge Terry Johnson Proxy: Andrew Avis	Midland County	Not Present
Judge Randy Johnson Proxy: Brian Klinksiek	Howard County	Present
Judge Nancy Tanner	Potter County	Not Present
Judge Rowdy Rhoades	Moore County	Not Present
Judge Alicia Law	Sherman County	Present
Judge Wes Ritchey	Dallam County	Not Present
Orestes Hubbard	Economic Development Director City of Del Rio	Present
Victoria Vara	Sonora Economic Development Corporation	Present
John Osborne	Lubbock Economic Development	Present
Gerry Schwebel	IBC Bank	Present
Debra Richmond (Proxy)	Permian Strategic Partnership	Present
Dee Vaughan	Texas Corn Producers	Not Present

Texas Department of Transportation (TxDOT)

- Allyson Orr
- Alvin New
- Anthony Boucher
- Arqa Mast
- Aslan Zarafshan
- Austin Valentine
- Billy Dezern
- Brandon Vinson
- Denisse Garcia
- Dominique Lornng-Nibaud
- Emily Clisby
- Gabriel Ramirez
- Jason Britsch
- Leah Casey
- Lorena Echeverria de Misi
- Loretta Brown
- Madeleine Pelton
- Maryann Cedillo
- Mildred Litchfield
- Nehal Atlam
- Nicole Coronado
- Nicole Gray
- Russell Pehl
- Shelley Harris
- Sonja Gross
- Tyler Graham
- Yvette Flores

Consultant Team

- Jenelle Romero (Garver)
- Keegan Doan (Garver)
- Kendall Johnson (Garver)
- Michael Kirsch (Garver)
- Nair Barrios (Garver)
- Wendy Travis (Garver)
- Tracy Michel (Garver)
- Zachary Ashburn (Garver)
- Elissa Garza (Poznecki Camarillo (PCI))
- Leigh Darilek (PCI)
- Robert Elizondo (PCI)

Other Attendees

- Cheri Huddleston (Ports-to-Plains Alliance)
- Joe Kiely (Ports-to-Plains Alliance)
- Tina Scarborough (Ports-to-Plains Alliance)
- Travis Muno (City of Amarillo)
- John Medina (City of Big Spring)
- Lindsey Adams (City of Midland)
- Brian Stubbs (City of Midland)
- Jose Ortiz (City of Midland)
- Tommy Gonzalez (City of Midland)
- Allison Knie (Amarillo Metropolitan Planning Organization (MPO))
- Susan Sankey (Big Spring Economic Development Corporation (EDC))
- Martin Lucero (Lubbock MPO)
- Karin Kuykenall (US Rep August Pfluger)
- Cameron Walker (Permian Basin MPO)
- Major Hofheins (San Angelo MPO)
- Mona Ferguson (Lamesa EDC)
- Jaramillo Vanessa (Lamesa EDC)
- Juan Degado (Senator Sparks Office)
- David Smith (Consultant)
- Lynn Daniel (Consultant)
- Rey Carrasco (Consultant)
- Eric Greenman (Sanders, Thomas and Voss (STV))
- John DeWitt (Rummel, Kiepper and Kahl (RK&K))
- Gloria McDonald (Board of Directors (BOD))
- Bobby Gunmos (EDC)

Welcome and Opening Remarks

Committee Vice-Chair Curtis Parrish, Lubbock County Judge, welcomed the attendees to the I-27 Advisory Committee Meeting and provided opening remarks. Judge Parrish turned it over to Howard County Judge Randy Johnson.

Judge Johnson welcomed the committee and expressed excitement for all who were in attendance. He encouraged the committee to check out local restaurants while they were in Howard County and thanked them for being there.

Mayor of Big Spring Robert Moore provided remarks. He discussed the common vision of an interstate in west Texas. He also noted the importance of making sure the project stays at the forefront, as this is a long multi-future generation project.

Judge Parrish noted that this meeting was to share the vision for a future interstate from Laredo to New Mexico and Oklahoma. This includes funding for the project. The elected officials along the corridor are constantly and continually bringing this project to the forefront. Next, he welcomed Acting Chair New.

Alvin New, Texas Transportation Commission Acting Chairman, welcomed the committee, and said he was attending to listen and help the committee. He was glad to be there and glad to be of service. He noted that rural Texas is a big deal and worthwhile job.

New Members

Judge Parrish welcomed new member Orestes Hubbard as the Segment 3 Economic Development Director from the City of Del Rio.

Roll Call/Safety Minute

Judge Parrish introduced Aslan Zarafshan, TxDOT Transportation Planning and Programming Division (TPP), Transportation Engineer. Mr. Zarafshan took roll call.

Judge Parrish transitioned into the safety minute, emphasizing that safe roads are the top priority and the main reason they were there. Data shows that from 2020 to 2024 along the I-27 corridor, overturned crashes involving one vehicle totaled 877 crashes, 16% of all the crashes of this type. Single vehicles traveling straight was the most reported type of the crash along the corridor. Contributing factors to these types of crashes include speeding, distracted driving, or driving under the influence. He provided tips to reduce overturning include reducing speed in curves or ramps, staying focused on the road, and avoiding distractions from phones or other devices while driving, and never operating a vehicle under the influence of alcohol or drugs.

Roundtable: Member Updates and State of the I-27 Corridor

Judge Parrish suggested members briefly discuss events in their community or county specifically regarding I-27. He kicked off the discussion by highlighting the work being done in Lubbock County including an emphasis on bridge construction happening along the I-27 corridor. He also spoke about the utilization of last year's work on expanding I-27 as a template for future expansions of the corridor. Judge Parrish mentioned work was beginning soon on the connection between the new outer State Loop (SL) 88 in Lubbock and I-27 with I-27 signage being seen going up around the area.

Howard County Judge Randy Johnson spoke about the exciting things happening in Howard County. Construction is happening on United States Highway (US) 87 future I-27, routine work. There is a planned project around the community of Forsan to transition a part of the road into a divided highway. Bridge work being done over I-20 in town but still part of the whole process of updating things. He talked about sitting on the Texas Midwest Rural Transportation Council and how the council continues to support the transition of Highway US 87 to I-27 by recommending projects from their area. The council votes and ranks some of those projects. The US 87 to I-27 transition continues to rank highly in that group.

Mayor Moore provided an update for Big Spring. Following the closure of the Webb Air Force Base in 1978, the town took a hit that they are still recovering from. Recently, the Federal Aviation Administration (FAA) released about 1,100 acres of the airport for industrial development. Mayor Moore stated that he expected to see great things happening along the corridor and offered his full support to facilitate that.

Mayor Tom Thompson, City of San Angelo, highlighted the construction going on at the airport in San Angelo. Improvements include creating a taxiway from the current east-west runway, the addition of an S taxi lane, and construction of 12 new hangars. Mayor Thompson then provided an additional update to US 277 North and the connection to US 67 on the northeast side of town that will ultimately tie into what's being called the Northern Relief Route Project. The big part of this project is to have two bridges over the rail north of US 277. He stated that it is scheduled to let in May of 2027. Mayor Thompson concluded the update by highlighting the fact that San Angelo is the largest town in Texas without an interstate and expressed his excitement that this project will eventually bring the interstate through the town.

Mayor Lori Blong, City of Midland, provided an update on the growth Midland is seeing, including expanded flight activity. She stated Farm to Market Road (FM) 1788, which runs alongside the Midland airport and serves as the future I-27 corridor between Midland and Odessa, is a major area of concern due to heavy industrial traffic, high crash rates, and increasing development pressure. She described work being done by the city council through zoning decisions and coordinating with corridor partners from Midland to Lamesa to advance right-of-way planning and ongoing studies, while also navigating funding needs through the MPO processes. She noted that the growth with oil and gas expansions is causing them to prioritize projects not just in Midland, but in Odessa and other regions in Martin County. Mayor Blong reiterated that good progress is taking place in the area and right of way acquisition and planning will continue in the highly populated areas.

Economic Director for the City of Del Rio, Orestes Hubbard, expressed his excitement as the newly appointed member of Segment 3 and what it could mean for the town of Del Rio. Del Rio will be hosting the Ports-to-Plains in Del Rio and Acuña. He stated that he was excited about the I-27 corridor, and the idea from a border perspective is to connect the ports. There is FM 400 that goes from the Pacific Ocean and goes up to Del Rio. The city is working with counterparts to help grow on the I-27 corridor, but on the Mexico side of the connectivity. Along the same lines, Del Rio is working with the Ports-to-Plains Alliance to develop a master plan to ensure a coordinated effort of growth with the international trade capabilities. Mr. Hubbard states they are excited for the conference and that things are progressing in Del Rio and the border area.

Mr. Schwebel provided an update on international trade. Leadership on the public side was in Washington at the meeting of Bridges and Border Crossings that focuses on commercial bridges. There are expansion plans for two commercial bridges. There are four major programs in the works, and the Canadian Pacific Railroad Bridge, a \$100 million investment, is performing well, and the rail is equally performing as the truck traffic. He emphasized that freight becomes a key element in growth, and continued growth and connectivity with I-27 becomes even more critical. The US 83/ Future I-27 connector to I-35 is moving quickly thanks to TxDOT. There is an outer loop project that connects south of Webb County and feeds into Brownsville that is a continuation of Highway US 83. A lot of things happening in Webb County, all through mobility, freight, railroads, airports, and pipelines. On the freight and mobility side, there are a number of workshops on the planning for Freight and Mobility.

Judge Parrish Thanked Mr. Schwebel for his update. He opened the floor for any committee member that would like to share what is going on in their area.

Judge Fawcett, Ector County, provided an update about the programming of funds for future corridors, including Texas State Highway (SH) 349 and FM 1788, which is a top priority—especially when looking at the right-of-way for those corridors. SH 158 South,

which is the joint I-14 and I-27, is particularly critical. Utilities are strenuous due to oil and gas. There is budget for SH 349 and SH 158, and those need to be prioritized, as there is a tremendous amount of development coming and a need to preserve that right-of-way while it can be done.

Similarly, the northern area on the FM 1788 corridor, which runs between the City of Odessa and the City of Midland by the airport, is seeing continued development east from Odessa and west from Midland, converging in that area. That corridor is the main connection between the communities and is an interstate pathway, with right-of-way being critical. The Permian Basin drives the energy sector, and this corridor plays a major role. The Permian Basin produces over six million barrels a day. What we do now matters, and the infrastructure matters.

Conversations around data centers rely on power and energy, and energy is created from natural gas that comes from the Permian Basin and is supported by roadways. He noted it is important at the federal and state level to have these infrastructure improvements.

Judge Fawcett discussed a joint effort is underway between the two communities on an outer loop around Midland and Ector County. Ector County is close to signing the dotted line on a 13-mile outer loop roadway connecting the far west north-south corridor of FM 866 down to US 385, which is a future interstate-designated roadway, perhaps an I-14 spur. The hope is to connect I-10 to I-20 to build that framework. The loop goes around the western side of Ector County and extends north to SH 158. Currently, the interstate designation is southeast of Midland, but for the northern part of Ector County that bridges over FM 1788—where SH 349 and FM 1788 converge into I-27—the hope is to eventually have a future interstate-designated loop route on the western side and coordinate with Midland on the east side. The southern part of Midland is experiencing more challenges due to oil and gas leases and horizontal

drilling. Midland County is working to get the connection over to FM 1788 and ultimately to SH 158 as a joint effort.

These efforts are intended to improve resiliency, as a shutdown on I-20 causes major issues. Judge Fawcett emphasized to the committee members that these studies must be expedited and that right-of-way must be preserved.

Mayor Cal Henricks, City of Odessa, noted that if the Permian Basin was a country, it would be the 4th largest oil and gas producer in the world. You can't ignore the importance of oil and gas to the importance of oil and gas, not only Texas economy but the world economy. He also noted that in the census, it says only about one hundred and fifty thousand people live in Ector County if you look at the road, cell phone, power and water usage it shows two hundred and fifty thousand. Five hundred thousand people would make it the 7th largest city in Texas. It is simply a push to continue to move people and to conduct studies and move I-27 through the Permian Basin.

Judge Parrish noted that there is an immediate need to continue to move I-27 forward.

Judge Charlie Bradley, Schleicher County, inquired about Tom Green County and Schleicher County as citizens are starting to wonder where the corridor will go and how it will impact them.

Judge Parrish thanked the Advisory Committee members for their input and the importance of this part of the meeting to keep communication open and hear about different parts of the corridor.

Alvin New posed a question for Ector County and City of Midland that he read in the papers about money from an earmark that helps with feasible funding on FM 1788 and SH 349 route from Congressman August Pfluger. He wanted to know if that was correct. Judge Fawcett responded and said that the project funding from Congressman Pfluger is on SH 158. Mr. Mr. New responded and said you have to get away from these areas that are growing in population and economic growth as quickly as possible;

anything being done in this committee needs to work toward your urban area to get loose from them and work past that to get your connectivity. Acting Chair New worried about FM 1788 development SH 349 development US 83 connector to future I-27 coming off I-35 getting loose from warehouses trying to keep development from keeping them from getting loose from Urban areas. You can do the connectivity once you have gotten loose from your urban area expenses.

Judge Parrish emphasizes that while the four-lane divided roads there is a concern for east west roads that feed into those because most of the connectivity roads are locally funded and those need to be part of the overall plan as we continue to build out the I-27 corridor.

John Osborne, Lubbock Economic Development, added his thoughts on what Acting Chair New was discussing about getting loose from urban areas. He emphasized that the building of more interstate will ease the burden of connecting urban areas through the rural parts. He noted the importance of developing the interstate in rural areas along with development of the more urban areas, and how it makes sense to focus on building the system in that way, noting that one isn't more important than the other.

Acting Chair New continued the discussion by noting the challenges of moving oil and gas infrastructure from right-of-way to widen a highway. He then mentioned an example from Howard County and how they are navigating this challenge.

Judge Fawcett emphasized the importance of identifying alternate buckets of funding. He mentioned tapping into the 11E funds for projects relating to SH 158 and SH 349, noting that projects along the corridors of SH 349, FM 1788, and SH 158 are highly related to energy due to saltwater disposal, and other gas and oil activity. He then went on to describe the way the funds are set up and reminded the committee that it is a district level fund.

I-27 Implementation Plan Summary of Progress

Judge Parrish then turned the floor over to TxDOT Portfolio Planning Engineer Lorena Echeverria de Misi for updates on the I-27 Implementation Plan which was adopted in 2024.

Ms. Echeverria de Misi provided a summary of overall statewide progress. She referred to the online TxDOT I-27 Implementation Plan Dashboard that shows projects that are currently in the pipeline, pointing out the different statuses and emphasizing continued modifications and refinement of the dashboard methodology. She noted that compared to September's meeting, the percentage of work being done moved from 28% to 33% this quarter and emphasized that over 52 projects contributing to 350 miles of the corridor is now under development in some form, including active projects for interstate-standard facilities, added capacity, and safety improvements.

Mr. Osborne asked if the reason for the uptick in project progress was due to the change in the "fully funded" category from \$113 million to \$828 million. Ms. Echeverria de Misi explained that continued refinement of tracking methodology revealed projects that weren't included in September's figures and the inclusion of those projects, along with refinements in the tracking methodology to better capture projects that met interstate standards, contributed to the increase.

Mr. Osborne requested clarity on projects being categorized as "unfunded" vs. "project in planning". Ms. Echeverria de Misi explained that to simplify things, the "projects in planning" category still represent the unfunded/partially funded category. She clarified that projects in planning authorize districts to advance environmental documentation, schematic design, and right-of-way preparation even when construction funding has not yet been identified.

He then asked if there were plans to include a new category on the dashboard that showed completed projects. Ms. Echeverria de Misi confirmed that the team is working on incorporating a completed projects category into the tracker.

Mr. Osborne asked if it would be feasible to add completed portions of I-27 to the map. He explained that it could help with publicity and building excitement for the project. Ms. Echeverria de Misi cited their experience with the future I-69 and explained that the FHWA has not allowed this, but that conversations surrounding this topic are continuing. She highlighted that splitting up the sections of completed interstate could cause confusion for the public and doesn't align with their standard practice.

Mr. Osborne agreed that he was curious as well if the sections of the roadway that were at interstate standard could have dual designations. He noted that portions of I-20 have dual designation and that having existing parts of I-27 have the interstate shield could generate interest and potential momentum for further development.

Ms. Echeverria de Misi went on to show the status of projects and noted the specific definitions/buckets regarding funding status. She then focused on Category 2, 4, and 12 which are mobility and connectivity categories that fund large projects such as added capacity and interstate facility.

She explained that there are currently eight projects which are currently in the 2026 Unified Transportation Program (UTP) and have an estimate construction cost of \$773.9 million, while 42 unfunded/partially funded projects outside of the 10-year UTP timeline with a current estimated construction cost of \$9.26 billion and have been authorized for the districts to start developing.

She then discussed the total estimated construction costs for added capacity projects. Added capacity projects currently under construction comprise \$749.9 million. Fully funded projects include a total of \$566.8 million. Unfunded/Partially Funded projects

include a total of \$1.06 billion. She shared the breakdown of the number of projects by district and total mileage.

Ms. Echeverria de Misi continued to present historical UTP investments from the last five years, which show steady growth across three categories that focus on mobility, connectivity and strategic priorities for the state.

I-27 Implementation Plan Project Updates and What's Next for I-27 Designation

Ms. Echeverria de Misi turned the floor over to the District Engineers.

Ms. Denisse Garcia, Director of Transportation Planning and Development, provided an overview of currently funded projects within the Laredo District relevant to the I-27 corridor. She stated that five projects are active and focus on improving connectivity, mobility, and freight movement, particularly near international trade facilities.

Ms. Garcia described a connectivity project involving the construction of three direct connectors at the I-69 and I-35 interchange. She explained that these improvements will complete the interchange and significantly enhance mobility near the World Trade Bridge, located approximately three to four miles east of the project area. She noted the project cost is approximately \$80 million and is scheduled to let in June 2026.

Ms. Garcia discussed a second project connecting the future I-27 corridor to a new greenfield highway, US 84. She explained that I-27 begins at mile marker 18 on I-35 and at approximately mile marker 15, the project will introduce a new overpass and connection to US 84, which links Mines Road to I-35. She stated that this project will add capacity by expanding I-35 to six lanes and will include improvements at the heavily traveled Union Royal Drive intersection.

She then described a major construction project programmed for fiscal year 2029 with an estimated cost of \$270 million. She explained that this project will improve I-35 while also initiating construction of I-27 within the Laredo District. She stated that the

project will include the construction of direct connectors to the newly designated I-27 and will convert US 83 to interstate standards as a divided highway. She noted that the upgraded US 83 segments will function as the future frontage roads for I-27 and support long-term mobility by allowing traffic to move outside urbanized areas.

Ms. Garcia concluded by describing a \$50 million project that continues corridor development by constructing approximately 4.29 miles of US 83 to interstate standards. She explained that this four-mile segment will become a divided highway and serve as additional future frontage roads for I-27, supporting corridor continuity and incremental expansion within the next four years. Mr. Schwebel provided context for the broader purpose of the I-27 corridor within Webb County and explained how long-range transportation planning supports future development. He described a visionary project within the county which encompasses approximately 13,000 acres and is planned as a future incorporated municipality with industrial, commercial, and recreational components.

Mr. Schwebel stated that while the development will take several years to fully materialize, highway and infrastructure investments such as I-27 are critical catalysts. He then explained that improved highway infrastructure creates economic development opportunities for landowners, developers, and surrounding communities by supporting future growth and mobility. He noted that continued awareness and coordination will be essential as expansion plans progress and related development activity increases.

Mr. Osbourne then asked a clarifying question regarding the apparent omission of three projects from the slide showing fully funded work. He referenced the I-35 bridge replacement project (Control Section Job (CSJ) 0018-05-089), an interchange improvement project (CSJ 0018-06-218), and a widening project on US 277 (CSJ 0300-01-110) and asked whether these projects were removed simply to streamline the information presented or if there had been a change in their status. Ms. Garcia

confirmed that project 0018-05-089 was included on the slide but that project 0018-06-218 wasn't included in the update as the focus was on projects being completed in the next four years.

Ms. Garcia then provided an update on the initiation of formal route studies for I-27. She explained that TxDOT has officially kicked off route study efforts covering approximately 247 miles of the corridor under two separate contracts: a northern contract extending from Eagle Pass to Sonora within the San Angelo District, and a southern contract extending from Laredo to Eagle Pass.

Ms. Garcia stated that these route studies are being delivered through two General Engineering Consultant (GEC) contracts. She explained that the consultants are responsible for evaluating multiple geometric alternatives and identifying constraints along the corridor as part of the route study process. She noted that the full 247-mile length is already included within the existing GEC contracts for these services.

Ms. Garcia added that the route study effort also includes the evaluation of relief routes along the corridor. She identified Catarina, Asherton, Carrizo Springs, and Normandy as communities where relief routes will be considered within the segment between Eagle Pass and Del Rio.

Judge Parrish thanked Ms. Garcia and called on Russel Pehl, Transportation Planning and Development Director, San Angelo District.

Mr. Pehl provided an update on the North Relief Route project previously discussed. He stated that the project is currently in the schematic and environmental phase and is approximately 60 percent complete, with the 60-percent environmental schematic finalized earlier this year.

Mr. Pehl explained that a value engineering study was recently conducted on the 60-percent schematic to evaluate the proposed project footprint. He stated that the study focused on identifying opportunities to minimize the overall footprint and

right-of-way impacts, while ensuring that interchange needs and other design considerations are fully addressed.

Mr. Pehl also provided an update on the Sonora Relief Route study. He explained that the San Angelo District is partnering with the Laredo District on this contract, which includes evaluating a relief route around Sonora as well as conducting a route study extending from Sonora to the Laredo District boundary to ensure continuity between districts.

Mr. Pehl stated that TxDOT anticipates negotiating the contract prior to the summer and beginning work in fiscal year 2026, with the majority of the effort occurring in fiscal year 2027.

Next, Mr. Gabriel Ramirez, Transportation Planning and Development Director for the Odessa District, provided an update on the I-27 study projects within the district. He explained that the study limits extend from the Glasscock County line north to US 87, including a portion of the Lubbock District. Due to the length of the corridor, the district divided the work into three phases to manage the effort more effectively.

Mr. Ramirez described Phase 1 as extending from I-20 to SH 176, covering approximately 36 miles. He stated that the work authorization for this phase began in April 2026 and is anticipated to take four years to complete, with schematic design expected around April 2030.

Mr. Ramirez stated that Phase 2 extends from I-20 to the Glasscock County line, covering slightly more than 16 miles. He explained that this phase is expected to begin in June 2026 with a four-year duration, with schematic design completion anticipated around June 2030.

Mr. Ramirez described Phase 3 as extending from US 87 in the Lubbock District south to SH 176, covering approximately 31 miles. He stated that this phase is planned to

begin in fiscal year 2029 and continue through fiscal year 2032 with a four-year work authorization.

Mr. Ramirez explained that all three phases include standard schematic and environmental scope elements, including public involvement, right-of-way mapping, and utility investigations. He noted that Phase 2 also includes a route study component to evaluate potential tie-in locations to the interstate, including alternatives at the intersection of SH 158 and I-20 or locations east or west of that intersection.

Judge Parrish then called on Anthony Boucher, Transportation Planning and Development Director, Abilene District.

Mr. Boucher provided an update on a shared project between the Abilene and San Angelo Districts near the Four Sands area. He explained that the project involves converting an existing four-lane undivided highway to a divided highway and is currently shown as fully funded, noting that any remaining funding gap is expected to be resolved with approval of the UTP in September.

He stated that right-of-way acquisition activities are underway, with six parcels identified for appraisal and two offers already made to property owners. He explained that Plans, Specifications and Estimates (PS&E) are expected to reach the 60-percent milestone by the end of the month.

Mr. Boucher added that the district is currently reviewing preliminary bridge layouts internally and anticipates submitting those layouts to TxDOT Austin by the end of the month for further review.

Judge Parrish thanked Mr. Boucher and gave the floor to Shelley Harris, Transportation Planning and Development Director, Lubbock District.

Mr. Harris provided an update on multiple I-27-related projects within the district. He explained that construction on the remaining half of the SH 41 bridge is scheduled to

begin within the next few weeks, with completion anticipated next year. He noted that much of the existing structure will remain intact, resulting in cost savings.

Mr. Harris stated that the US 87 and SL 88 interchange project is scheduled to let in October and will be built to interstate standards. He also provided an update on the I-27 extension project extending approximately 30 miles south of Lubbock to Tahoka, noting that the project is currently at the 30-percent schematic stage and is expected to continue design development over the next several years.

He then shared information on additional projects not shown on the slide, including intersection improvements in Lamesa where two new traffic signals are being installed at SH 349 and SH 180. He stated that this work is expected to be completed by late summer or early fall, weather permitting.

He discussed the Marsha Sharp Freeway direct connector project, which includes the construction of two direct connectors tying into I-27, and noted that schematic development for this project is nearing completion and the current design is progressing well.

Mr. Harris also described projects funded through congressional earmarks secured by Congressman Arrington. He explained that approximately \$5 million was allocated for the schematic design of a one-way pair conversion of US 87 and Business US 87 in Lamesa, with public involvement anticipated later this year and construction planning to follow. He added that an additional \$640,000 was provided for a feasibility study to evaluate potential I-27 alignments through Lamesa, noting that this study is expected to begin in the near future.

Next, Mr. Brandon Vinson, Amarillo District Design Engineer, provided an overview of I-27 corridor projects within the Amarillo District and explained that not all future interstate designation projects appear on the slide due to eligibility criteria. He noted

that I-27 currently terminates just south of downtown Amarillo and that the district's recent focus has been on identifying a feasible alternate route to extend the corridor.

Mr. Vinson stated that the district completed a feasibility study last summer evaluating a future interstate alignment from Amarillo north to Dumas. He explained that constructed projects to date include the southwest and northwest segments around Amarillo, where frontage roads have been completed to preserve the corridor and acquire right-of-way. He noted that main lanes will be constructed incrementally as funding becomes available.

Mr. Vinson discussed an active construction project between Amarillo and Canyon that is expanding the existing four-lane roadway to a six-lane facility. He described this segment as a heavily traveled corridor and stated that construction is anticipated to be completed in fall 2028.

He also described a project west of Dumas that represents the last remaining two-lane roadway between Fort Worth and Denver. He explained that construction began the previous month to convert the segment to a four-lane divided facility and stated that the project is also expected to be completed by fall 2028.

Mr. Vinson provided updates on projects currently in the design phase, including improvements at SL 335 on the west side of Amarillo and Arden Road. He noted that this project was accelerated due to funding support and is now scheduled to let in November of this year. He explained that the project includes a grade separation near a newly constructed high school and will deliver the first main-lane segment of the future interstate along the west loop.

He described an additional design-phase project at the interchange of SL 335 and I-27 that will construct two direct connectors to allow continuous traffic flow without stopping at the intersection. He stated that this project is scheduled to let in May 2027 and has been accelerated by one year.

Mr. Vinson discussed projects in the schematic and environmental phase, including the final segment of the North Loop that reconnects to US 87 north of Amarillo. He stated that schematic and environmental documentation for this segment is complete and that the district is awaiting funding before proceeding further, noting that right-of-way activities have begun but acquisitions are currently on hold.

Mr. Vinson concluded by highlighting next steps north of Amarillo, explaining that following the completed feasibility study for the Amarillo-to-Dumas corridor, the district will begin schematic development on the first segment around the city of Dumas using a federal earmark. He stated that this approach aligns with a priority to address growing urban areas first and noted that Dumas continues to experience rapid growth. He explained that I-27 will ultimately split at Dumas, with one leg extending north toward Lamar, Colorado, and another leg extending west through New Mexico toward Denver. He emphasized the importance of continued coordination with the City of Dumas as planning efforts progress.

Judge Parrish thanked the districts and voiced his appreciation for their work.

Acting Chair New provided an update regarding TxDOT's financial position and funding outlook. He explained important pieces of the funding process such as revenues, obligations and overall fiscal capacity.

Acting Chair New stated that current financial trends show TxDOT is letting fewer construction projects compared to prior years. He provided context on statewide project funding, noting the distribution of fully funded, partially funded, and unfunded projects both within and outside the 10-year UTP. He explained that total project requests submitted for the current UTP cycle exceed available funding, resulting in a portion of statewide transportation needs remaining unfunded.

He then emphasized that inflation has significantly reduced TxDOT's purchasing power and noted that maintenance costs have increased substantially over the past five years with construction inflation further constraining project delivery.

Acting-Chair New further explained that although the value of the 10-year UTP has increased, actual construction expenditures have declined due to inflationary pressures. He stated that this dynamic affects both the pace and feasibility of advancing planned projects.

He also highlighted uncertainty at the federal level related to reauthorization of the federal surface transportation program, noting that without clarity on future federal funding levels, TxDOT must plan conservatively. He stated that current projections assume funding levels below those provided under the Infrastructure Investment and Jobs Act.

Acting-Chair New concluded by emphasizing the importance of continued coordination and engagement with state and federal elected officials and noted that while TxDOT provides information and technical context, sustained advocacy by local and regional leaders is critical to addressing long-term transportation funding challenges.

Judge Parrish thanked Acting Chair New for his service and insight.

Truck Parking Implementation

Judge Parrish then introduced Leah Casey, Transportation Planning and Programming Division, Freight Planner.

Ms. Casey provided an overview of TxDOT's truck parking assessment and focused specifically on the I-27 corridor. She noted that TxDOT is updating and verifying statewide capacity of both public and private truck parking, rest areas, truck stops and weigh stations. Using INRIX Waypoint and trip path data and other TxDOT data sources, they have been able to identify parking hotspots along the corridor including

areas around ports and border crossings. She explained that this data helps create actionable guidance on locations, capacity and operations.

She then described the data collection and analysis process, explaining that TxDOT is using historical data, new information sources, stakeholder input, and predictive analytics to better understand truck parking demand patterns. She stated that the analysis focuses on identifying high-utilization locations and areas where demand exceeds available capacity.

Ms. Casey explained that truck parking conditions along I-27 are evaluated separately for existing and future segments of the corridor. She noted that existing I-27 segments currently average approximately five truck parking spaces per mile, while future segments are projected to average only two spaces per mile. She stated that when combined, current and future segments average approximately 3 spaces per mile, compared to a statewide average of eight spaces per mile. She also noted that over 90% of available truck parking along I-27 is provided by the private sector.

Ms. Casey presented findings from a gap analysis that identified significant truck parking demand deficits along the corridor. She explained that existing I-27 segments experience average peak-hour utilization of approximately 79 percent, with more than 40 percent of locations operating over capacity. She stated that future I-27 segments are projected to experience average peak-hour utilization exceeding 100 percent, with approximately 65 percent of locations over capacity. She noted that public truck parking locations average approximately 85 percent utilization, while private facilities average full utilization, with more than half operating over capacity.

She explained that the demand deficit analysis incorporates both authorized parking demand and unauthorized demand, including trucks parked on roadways and ramps near I-27 during peak periods.

Ms. Casey concluded by noting that the truck parking assessment builds on previous work completed under Texas Delivers 2050 and will inform updates to the Texas Freight Mobility Plan currently under development. She encouraged committee members to participate in upcoming freight mobility engagement opportunities, including an in-person meeting in Midland, and referenced additional TxDOT truck parking studies available through the department's freight planning resources on txdot.com.

Ms. Casey then opened the floor for questions.

Mr. Osborne asked in the chat when the dashboard would be publicly available. Ms. Casey answered by explaining that they are working to develop the public facing truck parking dashboard with accessibility in mind to make it viewable by all who visit the dashboard. The I-27 projects also are on Construction Project Identification (CPID) Dashboard which is an ongoing process with updates to come.

Acting Chair New provided additional context regarding TxDOT's approach to addressing truck parking needs. He explained that public truck parking will continue to represent a minority of overall parking capacity and that the majority of truck parking will remain privately operated through truck stops and other commercial facilities.

He stated that TxDOT is focused on maximizing the use of existing publicly owned properties where feasible potential conversion to truck parking. He noted that TxDOT's role is to identify locations where public facilities can fill gaps that are not financially viable for private operators.

Acting Chair New also described emerging models in which property owners are developing stand-alone, fee-based truck parking facilities, particularly near major freight hubs. He explained that public truck parking investments are typically targeted to remote or operationally necessary locations, adding that TxDOT has pursued

facilities with basic amenities such as lighting and Wi-Fi in those locations to address safety and operational needs.

TxDOT Innovation: The Cooperative and Automated Transportation (CAT) Program

Judge Parrish introduced Nicole Coronado, Strategic Initiatives and Innovation Division, Transportation Engineer.

Ms. Nicole Coronado, Transportation Engineer with TxDOT's Strategic Initiatives and Innovation Division, provided an overview of The Cooperative and Automated Transportation (CAT) program and its role in enhancing roadway safety, mobility and operations.

She described TxDOT's Strategic Initiatives and Innovation Division as the intersection of technology, data, and innovation, responsible for exploring transformative projects that address mobility challenges and put new ideas into motion. This helps make Texas' transportation system future ready.

Ms. Coronado explained that CAT allows vehicles and infrastructure to communicate dynamically in real time, rather than relying solely on static designs or delayed information. She described how current systems rely on traffic monitoring centers and dynamic message signs, while future CAT capabilities will allow information to be transmitted directly to vehicles and travelers through connected technologies, improving incident response and traffic operations across both urban and rural corridors.

She then discussed the use of AI-enabled Edge Analytic cameras that can identify roadway events like stopped vehicles, pedestrians, large objects and sudden speed reductions. These systems process data at the camera level and can automatically alert traffic monitoring centers. She noted that this reduces response times and helps

address incidents, especially in rural areas where events can go undetected for longer periods.

Ms. Coronado also discussed additional CAT applications, including wrong-way driving detection, road weather information systems, and Vehicle-to-Everything (V2X) communication that provides drivers with real-time information on crashes, work zones, congestion, and roadway conditions. She noted that these technologies are currently being deployed along I-45 through Category 10 Intelligent Transportation Systems investments.

She concluded by stating that CAT technologies offer scalable, cost-effective solutions that enhance corridor operations and safety and could be considered for future application along the I-27 corridor.

Judge Parrish opened the floor for questions for Ms. Coronado.

Judge Fawcett, Ector County, inquired about what notification drivers would receive within a geofenced area when first responders activate their light bar and wondered if this process was utilizing IPAWS for notification.

Ms. Coronado confirmed that the notification will be sent through Texas A&M Transportation Institute (TTI), which is an interagency contract. The maintenance vehicles through TxDOT are currently testing that. There is future exploration with Google sending a notification that will alert users of a vehicle on the side of the road and to slow down.

Judge Parrish thanked Ms. Coronado.

Closing Remarks

Judge Parrish thanked everyone for their willingness to move quickly through a few items. He thanked Acting Chair New, for his contribution to the meeting. Judge Parrish provided a reminder to the committee that it is required by statute to meet twice a

year, and this is the spring meeting; the committee will meet again in the fall. The next spring meeting will be in Austin during the legislative session, which will allow the committee to focus on dealing with the legislature specifically. In September, the Ports-to-Plains Alliance will be having its annual meeting in Del Rio. Further logistics will be communicated, but most of the committee members are planning to be in Del Rio, Texas, September 8–10, 2026. More details will be announced.

Judge Parrish thanked everyone who joined the meeting in person or online. Acting Chair New, requested to end with a safety moment. Mr. New stated a survey that shows the importance of wearing a seatbelt, and how many fatalities are a result of not wearing a seatbelt.

Judge Parrish closed with a personal story in relation to seatbelts. He dismissed the meeting.

Adjourn

Meeting adjourned at 11:46 p.m.