

Interstate 27 (I-27) Advisory Committee Meeting Summary

Microsoft Teams | September 29, 2026

9:00 a.m. – 12:00 p.m.

Table 1 – I-27 Advisory Committee Member Meeting Attendance

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	Not 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

Advisory Committee Member	Organization	Attendance
Rick Bacon (Proxy)	Tom Green County	Not Present
Judge Dustin Fawcett	Ector County	Not Present
Judge Terry Johnson Proxy: Andrew Avis	Midland County	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	Not Present
Judge Wes Ritchey	Dallam County	Not Present
Orestes Hubbard	Economic Development Director City of Del Rio	Not Present
Victoria Vara	Sonora Economic Development Corporation	Present
John Osborne	Lubbock Economic Development	Present
Gerry Schwebel	IBC Bank	Not Present
Debra Richmond (Proxy)	Permian Strategic Partnership	Not Present
Dee Vaughan	Texas Corn Producers	Not Present

Texas Department of Transportation (TxDOT)

- Commissioner Alex Meade
- Allyson Schmitz
- Andrew Canon
- Anthony Boucher
- Aslan Zarafshan
- Austin Valentine
- Billy Dezern
- Crystal Damron
- Curtis Jones
- Dassi Farideh
- Denisse Garcia
- Gabriel Ramirez
- Humberto “Tito” Gonzalez
- John Jameson
- Jorge Almada
- Kit Black
- Kylan Francis
- Leah Casey
- Lorena Echeverria de Misi
- Loretta Brown
- Madeleine Pelton
- Maryann Cedillo
- Natalie Cox
- Nicole Gray
- Nicole Kennedy
- Russell Pehl
- Michael Peters
- Sam Lawrence
- Shelley Harris
- Trent Thomas
- Tyler Graham
- Wesley Starnes
- Yvette Flores

Consultant Team

- Felipe Ceballos (Garver)
- Jenelle Romero (Garver)
- Kelly Radiel (Garver)
- Kendall Johnson (Garver)
- Leigh Mercer (Garver)
- Michael Kirsch (Garver)
- Tracy Michel (Garver)
- Marin Tijerina (PCI)

Other Attendees

- Cheri Huddleston (Ports-to-Plains Alliance)
- Joe Kiely (Ports-to-Plains Alliance)
- Tina Scarborough (Ports-to-Plains Alliance)
- Devin Jones (City of Amarillo)
- Kara Parkhurst (City of Amarillo)
- Julio Nino (City of Laredo)
- Brian Stubbs (City of Midland)
- Jose Ortiz (City of Midland)
- John Burkholder (City of Midland)
- Lindsey Adams (City of Midland)

- Eddie Bernal (City of Laredo)
- Taylor Novak (City of Midland)
- Melissa Whitaker (Panhandle Rural Planning Organization (RPO))
- Major Hofheins (San Angelo Metropolitan Planning Organization (MPO))
- Travis Muno (Amarillo MPO)
- Dhruva Lahon (Kimley-Horn)
- Rey Carrasco (Kimley-Horn)
- Stacy Benningfield (RKK)
- Hossein Hosseiny (BGE Inc)
- Will Barresi (BGE Inc)
- Felipe Dias (Jacobs)

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 introduced and turned it over to Texas Transportation Commissioner Alex Meade.

Commissioner Meade welcomed the committee and expressed his gratitude for being able to attend virtually. He mentioned that as he travels around the state, people approached him at other meetings and expressed their excitement for the ongoing discussions for I-27. He congratulated the committee on the work that is being done and the recognition that is happening.

Judge Parrish expressed gratitude to Commissioner Meade for his continued support with Commissioner New and those on the Texas Transportation Commission (TCC) and maintaining I-27 in the forefront as funding is being discussed. He mentioned how the federal designation helps move things forward, and that now they can begin putting together the partners within Texas and the entire corridor as far as North Dakota. A couple of weeks ago, they met with contacts at Port-to-Plains in Del Rio, Acuña and spoke with partners in Coahuila, Mexico. A Memorandum of Understanding (MOU) agreement was signed with the Mexican government stating their involvement in this corridor. Judge Parris introduced and turned it over to TxDOT Transportation Planning and Programming Division Director Humberto “Tito” Gonzalez.

Mr. Gonzalez welcomed the committee and expressed his gratitude to all in attendance. He emphasized the importance of this advisory committee, that they continue making progress and that they are in the implementation phase. He noted that there are 13 segments that were identified as priorities and that they continue to advance these across the state. He mentioned the updated new 2027 United Transportation Program (UTP) that was approved roughly at \$95 billion of construction funds with a total investment of \$138 billion over the next ten years. As they leverage the available funds, he expressed the importance of being strategic with where the funds are going. He said he will provide updates on the progress of the corridor, updates from the six district engineers, and a discussion on the county corridor agreements. He concluded his opening remarks, mentioning the upcoming inclement weather system and encouraging all to stay safe.

Judge Parrish restated the purpose of the I-27 advisory committee. It was established under a Senate bill in 2021 and updated on House bill 2775. They are uniquely positioned as county judges and mayors to know what our communities need and present them to TxDOT as they help us promote this corridor. He encouraged the committee to be engaged throughout the meeting, to ask questions and express what is going on throughout the corridor.

Safety Minute

Judge Parrish presented the safety minute as a reminder of the importance of safety as they go through this process and the economic impact. The focus was on Commercial Motor Vehicle (CMV) related crashes on the I-27 Corridor. Data shows that from 2020 to 2025 the number of crashes almost doubled from 405 to 758. In 2025 there was an economic loss of \$112 million and over the last five years, almost \$500 million just in CMV related crashes.

I-27 Advisory Committee Roll Call

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

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 the progress of the corridor. She noted that 39% of the \$31.2 billion estimated construction cost from 2024 is programmed but not necessarily all funded. She mentioned there are six projects under construction with an estimated construction cost of \$832 million and a total of 17 miles. There are eight projects that are fully funded which mean they are funded for construction under the 2027 UTP with an estimated construction cost of \$658 million and a total of 11.4 miles. There are 41 projects in planning that are programmed but are outside of the 2027 UTP window with an estimated construction cost of \$10.7 billion and a total of 317.9 miles.

Ms. Echeverria de Misi continued to elaborate that the Commission recently authorized, in August, the eight projects in the 2027 UTP which are fully funded and emphasized the importance of the three UTP categories, Category (CAT) 2, CAT 4 and CAT 12.

Ms. Echeverria de Misi discussed the trunk system, a rural transportation network intended to provide enhanced connectivity through four-lane, median-divided facilities. She highlighted projects along the corridor that do not have full control of

access, including 13 projects under construction, three fully funded projects, and eight projects in planning.

Ms. Echeverria de Misi also reviewed broader corridor investments included in the 2027 UTP, representing approximately \$2 billion in estimated construction costs. She noted that this has contributed to a busy quarter for TxDOT Districts.

Ms. Echeverria de Misi noted that funding trends have been tracked since 2022 and discussed changes reflected in the 2027 UTP, including decreases in some funding categories while others remain relatively consistent with 2026 levels.

Mr. Tito Gonzalez highlighted that I-27 remains an important and strategic corridor and that although there has been a downward trend in the forecast in the UTP funding since 2024 it remains a priority to TxDOT and the Commission.

Mayor McBrayer inquired about the reason for the UTP funding and strategic decrease.

Mr. Gonzalez mentioned that unlike other states, TxDOT and the state of Texas update their UTP annually, so there will be another financial forecast to start building the following year's UTP and hopefully the federal bill will come through. Ms. Echeverria de Misi concluded her update, while Judge Parish added an additional note about the CAT 4 funds. He stated that CAT 4 are connectivity funds specifically for rural areas, which is most of the I-27 corridor. This means any increase in CAT 4 funding will help along the I-27 corridor.

I-27 Implementation Plan Project Updates

Judge Parish turned the floor over to the District Engineers.

Ms. Denisse Garcia, Director of Transportation Planning and Development, provided an update for the Laredo District behalf of District Engineer Epigmenio Gonzalez. She stated that Control-Section-Job (CSJ) 0018-05-089 let in August and CSJ 0018-06-

185 let in June and are both currently under construction. CSJ 0018-05-094 is fully funded and on schedule to let in November 2029. For this CSJ, there is a northbound connector from I-35 to northbound United States Highway (US) 83 North (future I-27) and will be the start of the divided highway for the future frontage roads along I-27. CSJ 0037-10-040 is a continuation of the previous project, approximately 4 miles with intersecting State Highway (SH) 255, so it will be 4 lane divided highway and will lead to the rural area of Laredo for a total of approximately 5 miles completed on I-27 with the four-lane divided highway configuration.

Ms. Garcia also mentioned they have a General Engineering Consultant (GEC) contract from Laredo to Del Rio connecting to the San Angelo District which includes looking at relief routes around some of the small towns along future I-27. They allocated some funds to continue north of 255 with the fully funded project. The division is supporting a project that is approximately 12 miles to continue the schematic for I-27. As part of the GEC contract with remaining CSJ's listed as Projects in Planning the focus will continue north of SH 255 looking at opportunities to allocate some funds and continue looking at relief routes around those small towns.

Judge Parrish thanked Ms. Gonzalez and called on San Angelo District.

Mr. Russell Pehl, Transportation Planning and Development Director of the San Angelo District provided an update on behalf of Ms. Kratz, San Angelo District Engineer. He discussed the northern relief route, CSJ 0907-24-055. The schematic design is nearing completion which will establish the right-of-way (ROW) and will begin negotiations for purchasing the ROW followed by environmental phase which will take about another year. For CSJ 0907-27-009, they expect a contract for schematic and environmental to start in 2029.

Judge Parrish thanked Mr. Pehl and called on Odessa District.

Mr. Gabriel Ramirez, Odessa District Director of Transportation Planning and Development, provided an update. For the I-27 development, they looked at splitting the corridor up into three segments. For the first segment, the limits go from I-20 north to SH 176. They began that schematic development in June 2026, and they are looking at a two-year time frame to finalize that development with potential environmental clearance by June 2028. For the second segment, it goes from I-20 South to the Glasscock County line, which will be another two-year schematic project. They are looking at finalizing negotiations with a consultant right now and potentially starting early November. For the last segment, they are looking at the limits from SH 176 north to SH 137 in the Lubbock District. They have not started that schematic or kickoff yet but are looking at Fiscal Year 2028 (FY28) to begin that process.

Judge Parrish thanked Mr. Ramirez and called on Abilene District.

Mr. Anthony Boucher, Abilene Director of Transportation Planning and Development, stated that their two projects have been split into two CSJ's (0069-01-061 and 0069-02-030) but will be let as one project. One project is about 2 1/2 miles from the Glasscock County line to north on US 87, and then the other project is about a mile into the St. Angelo District. The Plans, Specifications and Estimates (PS&E) is 100% complete on both projects. There are six ROW parcels on this project with one acquired, final offers on three and two remain under negotiation. The goal is to finish the utilities once the ROW is acquired which is estimated around the second quarter of 2027. Although the project is set to let in 2030, they are optimistic they will be able to accelerate this project.

Judge Parrish thanked Mr. Boucher and called on Lubbock District.

Ms. Kylan Francis, Lubbock District Engineer, provided an update on the Lubbock District. She stated that CSJ 0068-01-073 let in July 2026 and is currently under

construction. It is an interchange with I-27 and outer loop 88 which will upgrade that portion of I-27 from 146th Street North to 114th. The next two projects in planning are one project broken into two CSJ's (0068-01-083 and 0068-02-051) at the county line. This one goes from 82nd Street to Linn County line, and then from Lubbock County to Tahoka. That is a planning project schematic for the future I-27. They will receive their 30% schematic very soon and will begin reviewing. The plan is to have a public meeting after the end of this year either January or February 2027. The last project, CSJ 0068-01-069, is complete.

Judge Parrish thanked Ms. Francis and called on Amarillo District.

Mr. Kit Black, Amarillo District Director of Transportation Planning and Development, provided an update. The first project, CSJ 0168-09-083 is a widening of existing I-27 from 4 lane to 6 lane and should be finished late 2027. The second project, CSJ 2635-04-031 will serve as the future I-27 around the west side of Amarillo. It is the northwest quadrant of the loop with construction completed and open to traffic. The third project, CSJ 2635-05-055, is on the west loop around Amarillo and the first main lane segment of that new location loop. It let in August, is under contract, and is expected to start construction in November. The fourth project, CSJ 2494-02-011, is the next segment of main lanes around the West Loop. It was accelerated to let in FY27, is fully funded, and moving forward about three years to construction. The next three projects, CSJ 2635-02-034, 2635-03-023, and 2635-03-028 are part of one \$238 million project for the interchange of I-27 and South State Loop 335. It accelerated into FY27 and expected to let next May. The next project, CSJ 0066-05-082, is part of state loop 335 main lanes. It accelerated three years forward and will let in July 2027. The final project that was mentioned, CSJ 066-05-082, is in the southwest part of Dumas and future I-27. Dumas is the first community north of Amarillo on this route and this planning project is the schematic environmental

document of that first segment for the future interstate in Dumas. It has begun and the first round of public involvement will be in early spring of 2027.

Judge Parrish thanked Mr. Black and asked if there were any questions. He expressed his appreciation to the District Engineers for their hard work along with designing good and safe roads that will impact our communities in a positive way for generations.

I-27 Statewide Corridor Rankings and County Corridor Agreement (CCA)

Judge Parish turned the floor over Ms. Lorena Echeverria de Misi.

Ms. Echeverria de Misi shared an overview and refresher on the I-27 Implementation Plan. She elaborated on how it was developed as a long-term framework to address the 960 plus miles in a way that is efficient and strategic, using lessons learned from the I-69 project and avoiding things like creating islands. She mentioned how they developed the 13 future interstate segments (FISs), that were based on logical termini in terms of environmental endpoints as well as standalone projects. The Corridor Evaluation Tool (CET) tool was developed that allowed for a technical driven evaluation. The 13 segments were ranked and then feedback was obtained from the public, MPO, RPO's and ultimately the committee members. With the evaluation and feedback, the Statewide Connectivity Ranking (SCR) was developed which generated the priority rank. The Implementation Plan can be found on [Texas.gov](https://www.txdot.gov).

Ms. Lorena Echeverria de Misi turned the floor over to Mr. John Jameson, Section Director of the Local Government Programs (LGP) Division at TxDOT.

Sam Lawrence, CCA Program Manager with the LGP Division, provided an overview of the CCA Program, which provides counties with a tool to help preserve future transportation corridors before right-of-way acquisition occurs. He explained that the program allows TxDOT and counties to enter into agreements identifying future

corridors, including new roadways and expansions of existing facilities. Through a CCA, a county may, at its discretion, require identified future corridors to be shown on subdivision plats. The agreement serves as a planning tool to inform property owners, developers, and the public of future transportation needs without transferring property ownership or placing the corridor into public use.

He outlined the process for establishing a CCA, beginning with a county having an adopted transportation plan that identifies future corridors. The county then determines which corridors to include in the agreement and submits the necessary documentation to TxDOT. Requests are reviewed by the local TxDOT district and headquarters before being finalized and signed by the county judge and TxDOT executive director.

Mr. Lawrence noted that 10 counties have entered into CCAs with TxDOT and that the program is available to all counties, including those outside MPO boundaries.

Mr. Lawrence shared resources that are available for this program and the website with samples of the agreement, Outreach Tools and a list of MPO's with CCA. He also shared the website with the contact information for the TxDOT CCA District Coordinators and the LGP Section at TxDOT.

Mr. John Jameson, Section Director for the LGP office, asked if there were any questions.

Mr. Andrew Avis, Director of Public Works for Midland County, asked what level of detail does the route need to be defined in the transportation plan?

Mr. Lawrence stated that legislation does not talk about what is required to be in the plan. He noted that it is left up to the counties and the MPO to decide what needs to go in that plan and how detailed it needs to be.

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

Judge Parrish invited committee members to provide updates on transportation activities and priorities within their jurisdictions. He highlighted Loop 88 as a major project in the Lubbock area and noted its future connection to I-27.

He also discussed efforts to continue expanding the I-27 shield designation, noting that approximately five miles of I-27 had previously been extended south of Lubbock. He emphasized the goal of continuing to extend the I-27 designation along existing four-lane, divided roadways that meet interstate standards as the corridor is developed, with the long-term objective of extending I-27 from Laredo to Dalhart. He noted that this includes opportunities to advance the designation both south of Lubbock and north through the Amarillo area.

He concluded by thanking elected officials throughout the corridor for remaining engaged in their communities and encouraged committee members to share updates on projects and activities within their jurisdictions.

Mayor Lori Blong, City of Midland, said right of way planning and conversations about right of way are occurring. She said that her jurisdiction aligns with the shielding that Judge Parrish mentioned. Along I-20, it will be co-located with I-27, so it's appropriate to get it shielded. Likely with I-14 as well. They are also supporting the Ports-to-Plains Alliance effort for future funding. Midland wasn't well represented at the Ports-to-Plains Alliance Conference due to critical council meetings with budget planning the same week. If there are other efforts to participate, they are open to it.

Joe Kiely with the Ports-to-Plains Alliance mentioned that the Alliance contracted with Remi Economic Modeling Inc. to do an updated economic estimate for nine of the states. In Texas, there were three studies. One based on existing I-27 as well as extensions. He said they were very pleased with the numbers that came out of the study. The entire combined corridor projects \$99.3 billion in economic benefit. He

encouraged members to take a look at the study. He also noted they are working with Congressionally Authorized Future Interstate Coalition (CAFI). The alliance also has been working with the reauthorization bill for future interstate corridors.

What's Next for I-27 Designation

Ms. Echeverria de Misi continued the presentation with What's Next for I-27 Designation. She highlighted two projects that let this calendar year in the Laredo District. She said the designation can only begin when construction is completed. The first (CSJ 0018-05-089) is \$210 million and included reconstruction and interchanges estimated to complete in 2031. The second project (CSJ 0018-06-185) is \$79 million and includes new direct connectors north bound and southbound from I-35 to US 59. It is estimated to be completed in 2029. The projects are under construction, but they must be completed to dual designate the interstate as I-35 and I-27.

Judge Parrish thanked TxDOT for their work on this committee.

Closing Remarks

Judge Parrish thanked TxDOT staff for their continued support and assistance in advancing I-27. He reminded committee members that the committee meets twice a year and noted that the next meeting will be held in Austin during the legislative session, providing an opportunity to meet with legislators and state leadership to discuss I-27 and its funding needs.

He then discussed the state's transportation investment and emphasized the importance of continuing to advocate for I-27 as funding decisions are made. He stressed that I-27 is important not only to communities along the corridor, but also to the safety, mobility, and economic vitality of the entire state. He encouraged continued coordination with legislators, the Texas Transportation Commission, TxDOT staff, and district engineers to keep I-27 priorities at the forefront.

He concluded by thanking local elected officials and economic development partners throughout the corridor for their involvement and efforts to advance the project and encouraged stakeholders to remain engaged and connected.

Adjourn

Meeting adjourned at 10:37 a.m.