US 287 Interstate Feasibility Corridor Study
Steering Committee Round 4 Meeting
Wednesday, April 2, 2025, 9:00 a.m. – 11:30 a.m. CST
Teams Meeting Summary

Attendees

Steering Committee Members and/or Delegates

Counties
Judge Jeff Branick | Jefferson County*
Judge Kevin Lee Benton | Montague County
Judge Sydney Murphy | Polk County
Judge Kimberly R. Jones | Childress County
Judge Wayne McDaniel | Hardin County
Van Dotson | Chief of staff for Judge Jim Johnson, Wichita County

Planning Organizations
Lin Barnett | Wichita Falls MPO
Travis Muno | Amarillo MPO

Military
Jamie Todt | Department of Defense, Highways for National Defense

Advocacy Organizations
Josh Winegarner | Texas Cattle Feeders Association
Lauren Garduno | Ports to Plains
Peter LeCody | President Texas Rail Advocate, Dallas

TxDOT District Leadership
Ceason Clemens, P.E. | District Engineer, Dallas District
Eric Fisher | Director of TP&D, Tyler District
John Cordray Jr., P.E. | Deputy District Engineer, Fort Worth District
Kelly O. Morris, P.E. | District Engineer, Lufkin District
Nancy Peron | Director of TP&D, Beaumont District
Scot Reaves, P.E. | Director of TP&D, Wichita Falls District
Travis Campbell, P.E. | Director of TP&D, Dallas District
Vernon Webb, P.E. | District Engineer, Tyler District

TxDOT Staff
Annie Sikes | Public Involvement Specialist, Transportation Planning and Programming Division
Aslan Zarafshan | Transportation Engineer, Transportation Planning and Programming Division
Brandon Vinson, P.E. | Design Technician, Amarillo District
Chad Dabbs, P.E. | Advanced Planning Director, Fort Worth District
Curtis Jones | Project Development Manager, Transportation Planning and Programming

Ginger Wilson | Public Information Officer, Childress District
Gregory Reininger | Planning Lead, Public Transportation Division
Jason Britsch | Public Information Officer, Amarillo District
Kale Driemeier | Transportation Planner, Transportation Planning and Programming
Mohammad Al Hweil | Transportation Engineer, Fort Worth District
Petikorn (Peter) Vichitbandha | Transportation Engineer, STR Division

US 287 Interstate Feasibility Corridor Study Team
Cheyenne Miles | CD&P
Dhruva Lahon, P.E., P.T.O.E. | Kimley Horn
Harris McConnell | Kimley Horn
Iris Lopez | CD&P
Jacqie Willson | CD&P
Lorena Echeverria de Misi, P.E. | TxDOT
Nishant Kukadia, AICP | Novus
Wes Pierce, P.E. | Kimley Horn
Yvette Flores, AICP | TxDOT

MEETING AGENDA

Welcome, Introductions, and Safety Minute
The Honorable Judge Jeff Branick, Jefferson County; Yvette Flores, AICP, TxDOT

Study Status Update
Dhruva Lahon, P.E., Kimley-Horn

Implementation Plan Update
Dhruva Lahon, P.E., Kimley-Horn; Jacqie Wilson, CD&P

Draft Corridor Study Report Outline
Harris McConnell, Kimley-Horn; Jacqie Wilson, CD&P

10-minute Break
Yvette Flores, AICP, TxDOT

Interstate Feasibility Analysis
Dhruva Lahon, P.E., Kimley-Horn; Nishant Kukadia, Novus; Jacqie Wilson, CD&P

Segment Working Group Input
Dhruva Lahon, P.E., Kimley-Horn; Jacqie Wilson, CD&P

Next Steps and Questions
Yvette Flores, AICP, TxDOT

Closing Remarks
The Honorable Judge Jeff Branick, Jefferson County

Welcome, Introductions, and Safety Minute

Slides 1-4 – Intros and Opening Remarks

Yvette Flores, the Texas Department of Transportation (TxDOT) Transportation Planning & Programming Division (TPP) Corridor Planning Project Manager for the US 287 Interstate Feasibility Corridor Study, started the meeting by introducing herself and welcoming participants.

The Honorable Judge Branick of Jefferson County, Chair of the US 287 Steering Committee, opened the round 4 meeting by thanking Yvette and Dhruva for their efforts in organizing the committee's work over the past year and acknowledged members for their input on local mobility and safety needs. He encouraged active participation in the meeting, which would cover updates to the implementation plan, the draft study report outline, and interstate feasibility findings.

Yvette Flores introduced the rest of the US 287 Interstate Feasibility Corridor Study team which includes: Lorena Echeverria de Misi who is the TxDOT Transportation Planning & Programming Division (TPP) Corridor Planning Branch Manager; Dhruva Lahon who is the Consultant Project Manager; Jacqie Wilson who is the Consultant Public Involvement Lead; Harris McConnell who is the Consultant for Planning; and Nishant Kukadia who is the Consultant for Economic Analysis.

Slides 5-6 – Mentimeter Instructions for Providing Input

Jacqie Wilson, the Consultant Public Involvement Lead for the US 287 study team, provided instructions on how to participate in the meeting and introduced the Mentimeter.com (Menti) to the group. Menti is an interactive presentation tool that facilitates real-time participant responses to questions. Participants were then asked to use Menti to provide their names, organizations, title and their favorite spring activity.

Travis Campbell, TxDOT Dallas, Traveling	Jason Britsch, TxDOT Amarillo District PIO, waiting for football to start	Van Dotson, Chief of Staff for Wichita County Judge Jim Johnson. Playing golf.	Josh Winegarner Texas Cattle Feeders Association Being outside
Kelly Morris, Txdot Lufkin. Fishing, walking/ hiking	Mohammad Al Hweil, Advance Transportation Planning Director, TxDOT, FTW District.	Brandon Vinson, TxDOT Amarillo District Design - Fishing.	Travis Muno Amarillo MPO

Slide 7 – Safety Minute

Yvette Flores presented the 2024 crash data for the US 287 corridor, reporting 5,763 crashes, including 71 fatalities. The leading cause was failure to control speed, responsible for 24.7% of crashes. Attendees were reminded to drive safely, follow speed limits, and avoid distracted driving.

Slide 8 – Meeting Agenda and Purpose

Yvette Flores reviewed the meeting agenda and stated that the presentation will include updates on the study status; an update on the implementation plan; an outline of the draft corridor study report; an analysis on the intestate feasibility and a review on input from the Segment Working Group meetings.

Study Status Update

Slides 9-12 – Study Recap and Status Update

Dhruva Lahon, Consultant Project Manager, presented the study update, highlighting that US 287 spans 671 miles, crossing 9 TxDOT districts, 6 MPOs, and 55 counties. This meeting marks the 4th and final Steering Committee session.

Dhruva discussed the purpose and components of the US 287 Corridor Study, which focused on enhancing safety and mobility through multimodal transportation improvements and assessing the feasibility of upgrading US 287 to interstate standards. Throughout the study, the team reviewed existing conditions, analyzed multimodal transportation data, and engaged stakeholders via the steering committee, segment working groups, and public surveys. Based on technical analysis and stakeholder input, the team identified and prioritized improvements, which now form part of the implementation plan and corridor study report. The report will include findings from the interstate feasibility analysis, outlining the process used to evaluate the corridor's proposed improvements. Dhruva also presented a summary of the study process, which involved reviewing current conditions, assessing requirements, identifying strategies for improvement, analyzing potential economic impacts, and compiling the findings into a prioritized implementation plan.

Implementation Plan Update

Slides 13-24 – Implementation Plan Update

Dhruva reviewed the in-person segment working group prioritization workshops that were held across the corridor, Southeast on October 2 in Beaumont, Central on October 10 in Decatur, and Northwest on October 23 in Wichita Falls. During these sessions, participants provided valuable feedback to help prioritize corridor improvements. Projects were categorized by timeline and scope into short-term, midterm, and long-term.

Dhruva also provided an overview of the implementation plan developed for the US 287 Corridors which includes 206 total improvements with an estimated cost of $11.99 billion. The improvements are segmented into short-term, mid-term, and long-term categories, with the long-term bucket being the largest at approximately $10.63 billion. Additionally, the plan includes 101 safety improvements with an estimated cost of $3.92 billion, covering measures from curvature signage and rumble strips to grade-separated interchanges. The plan also proposes multimodal and technology improvements, including end-to-end fiber and interchange connectivity improvements.

Dhruva also reviewed plan changes to the Southeast Segment implementation plan, which included reprioritizing the conversion of two-lane undivided roadways to four-lane divided roadways in the Southeast segment from short-term to long-term, due to the anticipated need for environmental coordination, utility relocation, and right-of-way acquisition. She also noted the Corrigan Relief Route, initially prioritized as short-term, has been moved to the long-term category based on its potential impacts and development requirements.

An update was also provided on the Central Segment implementation plan, reflecting recent developments and coordination needs. This includes the conversion of existing two-way frontage roads along Alvord and Rhome to one-way operations, which has been reprioritized as a long-term improvement to enhance safety and better align with anticipated development in the area. Additionally, the planned widening of the roadway from two lanes to four lanes from the Freestone-Navarro County line to Pecan Delight Road has also been designated as a long-term improvement.

The Northwest Segment implementation plan has been updated to reflect recent adjustments. The merger of US 287 onto I-40 westbound, previously prioritized as a short-term improvement, has been shifted to the mid-term category due to the need for added pavement and lanes beyond basic striping. Additionally, Segment D of Loop 335, currently under feasibility study by the Amarillo District, may be redesignated as US 287 and potentially upgraded to interstate standards. These changes reflect the input from the Steering Committee and aim to maintain consistency in prioritization across all segments. It was also noted that none of the improvements are currently funded.

The corridor remains in the feasibility phase, with the next steps including schematic design, environmental review, detailed design, and right-of-way coordination. Construction will be phased and contingent on full funding, with continued stakeholder and public involvement throughout.

Slide 25 – Coffee Talk Question: What are your thoughts on the study status of the implementation plan update?

Judge Jeff Branick, stated that the key factor in advancing the implementation plan will be its alignment with the Unified Transportation Program (UTP) and the availability of funding. Judge Branick then asked if the team could explain how those timelines can move depending on how projects are funded under that plan.

Yvette stated that the implementation plan will be provided to the districts. The districts will then review and prioritize projects and work to get them included into the UTP process. Yvette also encouraged each segment working group to continue engaging with their district or county or agency and to advocate for the identified improvements within their respective counties. She also stated that, ultimately, project funding decisions are made by the Texas Transportation Commission through the UTP process, rather than by the legislature.

Judge Sydney Murphy stated in the chat, “I appreciate the tweaking that happens as we move through this process, including input from all areas is very helpful. Obviously, funding will determine the final timeline. Perhaps local investment can move some areas forward.”

Jacqie Wilson asked Yvette Flores if there would be any opportunity for local investment to help move these projects along.

Yvette answered yes, especially if they are in an MPO.

Dhruva also elaborated by stating an important point was also made regarding the role of local investment and coordination. As noted by Yvette, local agencies, MPOs, and community partners play a key role in advancing improvements through collaboration and the pursuit of funding opportunities. This includes leveraging grant programs such as the Highway Safety Improvement Program and other innovative financing tools, many of which are locally driven. Communities are encouraged to champion projects in coordination with their MPO and local TxDOT districts to help move them toward implementation.

Mohammad Al Hweil commented that the total estimated cost of nearly $12 billion shown on Slide 15 appears to be the 2025 net present value and does not reflect year-of-expenditure estimates. Mohammad explained that costs are likely to increase over time, especially for mid- and long-term projects. He suggested that applying inflation assumptions, particularly for mid and long-term improvements, could provide a more realistic projection of future costs.

Lauren Garduno responded to Mohammad’s point, asking whether inflation could be incorporated into the cost estimates shown for mid- and long-term improvements in the implementation plan. This would help reflect more accurate year-of-expenditure values rather than current dollar figures.

Dhruva stated that the team would look into adding inflation to the implementation plan numbers.

Slides 26 – 43 Draft Corridor Study Report

Harris McConnell, Planning lead on the consultant team, provided a brief outline of the study report and what each section encompasses.

Chapter 1, Introduction: The introduction provides those who are not familiar with the US 287 Corridor Study key study information along with a brief overview of the study. The overview also highlights key connections, including seven total interstate connections along US 287 and the study's scope, covering 671 miles through 55 counties and 68 cities, emphasizing the comprehensive nature of the analysis.

Chapter 2, Visions, Goals, and Objectives: This chapter explains the vision and goals for the US 287 corridor, shaped directly by stakeholder input and providing a firsthand perspective on the corridor's future. Key messages include the study’s purpose and vision, as defined by stakeholders, along with goals such as improving safety, investing in the corridor, enhancing mobility, facilitating multimodal connectivity, and preparing US 287 as a strategic national defense corridor.

Chapter 3, Stakeholder and Public Engagement: This chapter summarizes stakeholder and public engagement, providing more insight into stakeholder activities and outcomes of outreach.

Stakeholder input, feedback from the public, segment working groups, steering committee, and TxDOT Districts informed the study's development.

Chapter 4, Demographic and Socioeconomic Analysis: This chapter covers both existing and projected demographic and socioeconomics along the corridor. Key messages include that about 8.2 million people reside along the US 287 corridor study area and there is a wide range of industries and GDP outputs along the corridor, with almost 25% of Texas' GDP in 2021 being generated within the study area. Additionally, the projections show that there will be a 37.2% growth of employment from 2021 to 2050 as well as the median household income growth by 84.8%.

Chapter 5, Corridor Characteristics: This chapter provides an in-depth analysis of the existing US 287 corridor, detailing roadway geometry, corridor characteristics, and future projections. The study examines corridor resiliency, multimodal facilities, and environmental constraints to inform the implementation plan. Additional factors include traffic patterns and congestion levels, particularly in the Central Segment, where high population density presents ongoing challenges. Projections indicate that 20.3% of the corridor will operate at a level of service D or worse, signaling significant congestion issues in the future.

Chapter 6, Corridor and Interstate Feasibility Analysis & Findings: This chapter outlines the analysis conducted to assess the feasibility of designating US 287 as an interstate in the future, detailing the designation process and potential safety improvements. The chapter explains the comparison between a baseline scenario, where US 287 remains unchanged by 2050, and a built-out scenario where it is upgraded to interstate standards. The analysis included a benefit-cost evaluation, weighing upgrade costs against anticipated benefits, alongside potential economic stimulation.

Chapter 7, Implementation Plan: This chapter outlines the short, mid, and long-term improvements, identified through collaboration between stakeholders and the study team. Each of the 206 proposed improvements are detailed in this chapter, with a estimated cost of $11.99 billion, including $713 million for short-term, $648 million for mid-term, and $10.63 billion for long-term improvements.

Chapter 8, Funding Opportunities and Emerging Technologies: The final chapter notes funding opportunities and emerging technologies for the corridor, using a funding forecast based on the 2025 UTP, projected to grow annually through 2050. This analysis considers potential funding sources and identifies gaps between projected funding and corridor needs. Additionally, the chapter explores evolving transportation technologies, such as fiber and broadband infrastructure to support connected and automated vehicles, as well as the expansion of electric vehicle infrastructure to stimulate future growth along the corridor.

Slide 44 – Coffee talk Question: Your thoughts on the draft corridor study report outline?
Judge Jeff Branick asked if the cost-benefit analysis would be covered later in the presentation.

Harris McConnell let Judge Jeff Branick the cost-benefit analysis would be covered later on in the presentation.

Judge Jeff Branick also noted the current state of politics and how it might impact corridor planning, particularly in light of shifting attitudes toward electric vehicles.

Harris McConnell noted that the report does acknowledge the influence of the current political climate on planning efforts. However, the recommendations were developed using the best available information at the time of writing, recognizing that conditions and priorities may continue to evolve.

Peter LeCody raised the question, as to whether there would be a specific page or section in the report that's dedicated to rail freight mobility, or any future passenger rail mobility projects.

Harris McConnell answered that the report includes a section on freight rail, highlighting US 287's connections to various freight corridors. The report will also address passenger rail while looking at several ongoing studies such as the Federal Railroad Administration's long-distance study, which passes near the US 287 corridor, and examines potential passenger rail modes along the study area.

Judge Wayne McDaniel said in the chat, "Excellent report. Greatly appreciate all collaboration and work that resulted in this report!"

Judge Sydney Murphy said in the chat, "Looks good to me."

Mohammad commented regarding the importance of accounting for the full cost of project delivery, beyond just construction. He suggested for the report to include a discussion on additional costs associated with right-of-way acquisition, utility relocation, engineering, and construction oversight. Incorporating this into the report would help provide a more complete picture of the corridor's potential investment needs.

Lauren Garduno asked if these estimates that are being developed are the total project costs?

Dhruva let him know the $11.99 billion was for constructing the improvements with contingency applied.

Lauren then commented that TxDOT's UTP cost estimates typically reflect construction costs only, while additional expenses are captured separately through Legislative Appropriations Requests (LARs). Lauren suggested that the report includes a breakdown to show how these costs are accounted for as it would help educate stakeholders on how funding is structured and allocated.

Dhruva thanked Lauren for his comment and noted that while project development costs are broken out in the economic analysis section, they are not currently detailed in the implementation plan. The team acknowledged this and committed to updating the report to include a breakdown or percentage for project development costs.

10-minute Break

Slide 45 - Break (10–Minute Timer)

Yvette Flores thanked the participants for their attention and input on the presentation thus far and then released the group for a 10–minute break.

Interstate Feasibility Analysis

Slides 46 - 47 – Interstate Feasibility Study

Dhruva explained that an interstate feasibility study determines whether a corridor is viable for interstate designation. She outlined the process used to conduct feasibility analysis, starting with an evaluation of whether the existing section of US 287 meets interstate standards.

She further elaborated on the factors considered, including the corridor's potential to enhance safety, facilitate trade, and support Texas' key economic sectors. The analysis also examined the corridor's role in national defense, its capacity to improve mobility and alleviate congestion, and the anticipated economic impact and return on investment.

Slide 48 – Interstate Suitability: Geometric Standards

Dhruva described the characteristics of a typical interstate section with a frontage road. Interstates are classified by having no driveways directly connecting to the main lanes, with mainlane traffic flowing without stop signs or signals. Interstates are designed for higher, with typical limits set at 70 MPH in rural areas and 50 MPH in urban areas. Access points are limited and managed though grade-separated intersections or interchanges.

Dhruva noted that interstates require a larger footprint, ranging from 300 to 500 feet, depending on the number of lanes and whether frontage roads are present. The design also includes 12-foot-wide main lanes, with at least two lanes in each direction, 10-foot right paved shoulders, and 4-foot left paved shoulders to enhance safety. Access to the main lanes is managed through entrance and exit ramps, ensuring smooth traffic flow and minimizing conflict points.

Slide 49 – US 287 Geometric Characteristics

Dhruva explained that the team analyzed the US 287 corridor to identify sections that meet geometric criteria for an interstate. Notably, 39 miles of US 287 already overlap with existing interstates, meaning those sections are already designated as interstate routes. For the remaining 632 miles of US 287, the project team evaluated key factors such as right-of-way width (at least 300 feet), posted speed limits, access control, and traffic volumes. She noted that the typical threshold for freeway or interstate classification is around 60,000 vehicles per day, providing a benchmark for traffic demand along the corridor.

Slide 50 – US 287 Geometric Feasibility

Dhruva shared the results of the analysis, referring to a map that highlights two key insets. The first inset, located in the Beaumont area, showed three sections that meet geometry criteria for an interstate. While these sections align with interstate design standards, not all sections connect to interstate. For example, the northernmost section links to the future I-14 corridor, while another section connects to the existing I-10. However, several sections remain disconnected from interstates at both ends. The second inset, in Tarrant County, covered a 10-mile segment from FM 917 to I-20, which also meets interstate criteria. Dhruva emphasized the importance of avoiding interstate islands. Interstates must connect to other interstates or ports at both ends to be viable.

Slide 51 – Safety Impacts

Dhruva emphasized that safety is TxDOT's top priority and outlined two scenarios to assess the safety impact of upgrading US 287. In the Baseline Scenario (No-Build, 2050), US 287 remains as is, with only currently committed projects completed by the 2050 horizon year. The second is the Build Scenario (Interstate Upgrade), where US 287 is upgraded to interstate standards. When comparing these scenarios, the analysis revealed that by 2050, upgrading to an interstate would lead to a 28% reduction in crash rates. This improvement stems from the inherent safety features of interstate design, including higher design standards, wider lanes and shoulders, and a median barrier to prevent head-on collisions.

The safety improvements translate into potential substantial economic benefits, with projected savings of $517 million in 2050 due to the reduction in fatal and serious injury crashes.

Additionally, the analysis indicated that converting US 287 to an interstate could reduce crashes by 24–28%, depending on whether the section is in a rural or urban area.

Slides 52 – 54 – Freight Movement Improvements

Dhruva addressed the freight movement improvements within the study and shared the analysis which shows a reduced corridor travel time of 44 minutes. The second improvement of the study shows an increased daily truck traffic of 116%. These two analyses conclude that it would make US 287 a more favorable freight corridor.

Dhruva shared that interstate standards would attract traffic from routes such as I-45 and nearby corridors. Upgrading US 287 would also connect rural and urban areas and improve freight access to key hubs like the Port of Port Arthur, Port of Beaumont, DFW, and Amarillo. Dhruva also explained that upgrading to an interstate would improve access to key markets like energy, timber, and agriculture. It would reduce freight travel time, increase reliability, and enhance safety as traffic moves through cities and towns due to access control features.

Slide 55 - Linking Largest Economic Sectors in Texas

Dhruva shared the results of the analysis, highlighting US 287's role in key economic sectors across Texas. The corridor supports the energy sector, contributing to Texas's $719 billion market in 2023, with 16 million barrels of crude oil and 1.1 billion NCF of natural gas produced within the study area. In the timber sector, US 287 study area accounted for 5.4 million tons of timber in 2021, contributing to the state's $41.6 billion industry. The agriculture industry on US 287 generated over $12 billion in sales in 2022, representing more than one-third of Texas's total agricultural output.

Regarding maritime trade, Texas handled 19% of U.S. maritime trade in 2023, with $261 billion in exports and $149 billion in imports. The Port of Port Arthur and Port of Beaumont contributed over $40 billion, facilitating key industries like oil and natural gas.

Dhruva also emphasized US 287's significance to national defense. The corridor is part of the power projection platform and strategic highway network, supporting military deployment during emergencies and peacetime operations. The Port of Beaumont is the nation's top strategic military port, and the corridor connects four military installations. Overall, US 287 serves as a link across Texas's energy, timber, agriculture, maritime trade, and defense sectors, reinforcing both statewide economic growth and national security.

Slides 56-58 - Mobility Impacts

Dhruva presented the impact of converting US 287 to an interstate, highlighting a 43% increase in daily traffic along the diagonal route from Louisiana ports, Houston, DFW, Amarillo, I-40, and beyond. Additionally, she presented an analysis of the corridor-wide travel cost savings by industry, showing manufacturing with $209.5 million in savings, business and finance at $47.9 million in savings, and transportation at $34.2 million in savings.

Slides 59-63 – Cost to Upgrade the Corridor to Interstate Standards

Nishant Kukadia, Economic Analysis consultant, presented the cost of upgrading the US 287 corridor to interstate standards. The data shows construction at $18.39 billion, project development at 6.13% billion, and the total project cost being $24.52 billion.

Nishant analyzed the economic impacts and return on investment and shared the 2050 travel cost savings are estimated to be $5.4 billion. The increase in GDP in 2050 is estimated to be $11.6

billion, and the increase in employment is estimated to be 46,885 new jobs. The return on investment is estimated to be $39.6 billion net or a 161% increase. The benefit-cost ratio is presented to be at an estimated value of $23.9 billion of 3.77%.

Nishant clarified that the total cost estimate includes both construction and project development costs. As discussed earlier, project development typically accounts for approximately 33.3% of construction costs, based on the latest UTP figures. These costs cover key elements such as engineering, right-of-way acquisition, utility relocation, and related activities.

Nishant discussed the economic impacts and return on investment, and several key metrics were highlighted, including projected changes to GDP and employment. Travel cost savings both within the corridor and statewide are estimated at $5.4 billion. By 2050, the corridor is expected to generate a GDP increase of $11.6 billion and support approximately 46,885 new jobs. In terms of return on investment, the project yields an estimated 161% return or a net gain of $39.6 billion. Additionally, the benefit-cost ratio stands at 3.25%, with a net present value (NPV) of $19.4 billion, addressing a previous question raised about long-term economic value.

Judge Jeff Branick asked why there was a change in the cost estimate number from $11.99 billion to $24 billion. Judge Branick also wondered if the 3.5 ratio is the same ratio that the Federal Government uses?

Nishant stated that they do not specify what the VCR should be but typically, when applying for competitive grants, if it is not more than 1 it is not a worthwhile investment.

Nishant highlighted the 46,885 new job and economic opportunities, with manufacturing, professional services, wholesale trade, and financial activities driving two-thirds of GDP growth and half of job creation, concentrated in all the segments.

Nishant also provided the 2050 GDP and employment increase comparison, and the travel cost savings comparison. The US 287 corridor contributes $10.2 billion of the $11.6 billion GDP increase.

Nishant clarified that the previously mentioned $5.4 billion in travel cost savings reflects statewide benefits. For the US 287 corridor specifically, the estimated travel cost savings amount to $1.2 billion. These savings include over $300 million in vehicle operating costs, approximately $387 million in personal time and reliability savings, approximately $340 million in shipping and logistics cost reductions, and around $100 million in business time and reliability improvements.

Slide 64 – Coffee Talk Question: Is the interstate feasibility analysis in line with your thoughts on US 287? Are there any surprises?

Nancy Peron commented that she appreciated the travel time being faster, especially from Beaumont to Fort Worth and is looking forward to it.

Lauren raised the question about whether the analysis for future interstates considers the potential for entirely new economies to emerge, beyond just measuring impacts on existing economic activity or sectors.

Nishant responded by noting that while the development of interstate can lead to significant economic shifts, especially in areas currently lacking such infrastructure, the team used the Transportation Economic Development Impact System models, and it does account for changes through inter-regional economic shifts. Nishant also explained that transformative impacts, like the creation of entirely new industries, are more likely in areas without an existing economic base. While such shifts are possible, they are less commonly observed in regions that already have established economies.

Lauren suggested that some consideration should be given to the potential for future interstates, and the technologies that support them. For example, advancements driven by the aerospace industry and space programs have already led to innovations that shaped modern economies. Similarly, the development of future interstate infrastructure could generate emerging technologies and industries, creating new economic opportunities.

Judge Sydney Murphy commented in the chat, “no surprises for me. However, I do think it is important to continue linking this project to other mobility projects in Texas, along with economic development changes and growth that occur along the route.”

Kimberly commented in the chat, “I agree with the interstate feasibility analysis. My thoughts are in line with the decisions that have been made.”

Mohammad suggested summarizing the cost difference between maintaining the existing corridor and upgrading it to interstate standards to avoid confusion.

Nishant answered that including the year-of-expenditure estimates—factoring in inflation for short-, mid-, and long-term timeframes—would align with FHWA practices and help avoid confusion about future costs. A simple table could effectively communicate these differences and support planning at the district level. The comment closed with appreciation for the team’s work.

Josh Winegarner asked the project team to confirm that $24.5 billion was for the interstate standard improvements and $12 billion was just for the US 287 improvements.

Nishant and Dhruva clarified that the $12 billion estimate reflects the full implementation plan, covering short-, mid-, and long-term improvements, but does not include full interstate conversion.

Josh also asked about funding sources, and whether the projects are federally funded or a mix of federal and state. How the funding is allocated, specifically, whether it's provided all at once upon project approval or distributed incrementally by fiscal year or construction progress.

Dhruva responded and clarified that none of the projects in the implementation plan or the interstate build scenario are currently funded. These projects must compete with others statewide through the UTP or pursue other funding sources. While interstate projects would require federal coordination and funding, the implementation plan can draw from a mix of sources, including the State Highway Fund, Prop 1, Prop 7, mobility bonds, or federal grants.

Josh asked for more information about the UTP.

Dhruva explained how the UTP is TxDOT’s 10-year plan that is updated on an annual cycle and determines funding. TxDOT districts, in coordination with MPOs and local agencies, submit their plans for approval. The Texas Transportation Commission typically approves the UTP, following a public involvement process held around July–August.

Josh asked would upgrading the corridor to interstate standards require a full-corridor proposal, or would it be approached by segment?

Dhruva responded that while the full benefits assume the entire corridor is upgraded, it would likely be phased due to the project's size. Dhruva mentioned a memo that is included in chapter 6 of the report highlights high-priority sections. Other priorities may depend on safety, freight, mobility, or strategic factors like national defense and industry needs.

Judge Sydney Murphy commented in the chat, “It has to compete with every other highway in the State of Texas --- each section will probably be presented and move from there. Other areas of Texas have high-priority projects as well, that have to be considered every year.”

Lauren Garduno commented on Josh’s point when planning implementation for this corridor, it might be more efficient to treat it like a future interstate from the start. We’re seeing this with I-27, where segments like Lubbock to Tahoka are already four-lane divided but still need reevaluation to meet interstate standards. By planning now for right-of-way, geometry, and access control, we can avoid rework and added costs later. The $12+ billion in the current implementation plan could be aligned upfront with the $26 billion interstate scenario to ensure long-term efficiency.

Lauren also stated that the implementation plan will have to compete with other projects across Texas through the UTP. He said that it’s up to each TxDOT district engineer to take these recommendations and propose them for inclusion in the UTP. That means this corridor’s future relies heavily on district prioritization and stakeholder support to move forward.

Judge Murphy commented in the chat, “I-69 as well.”

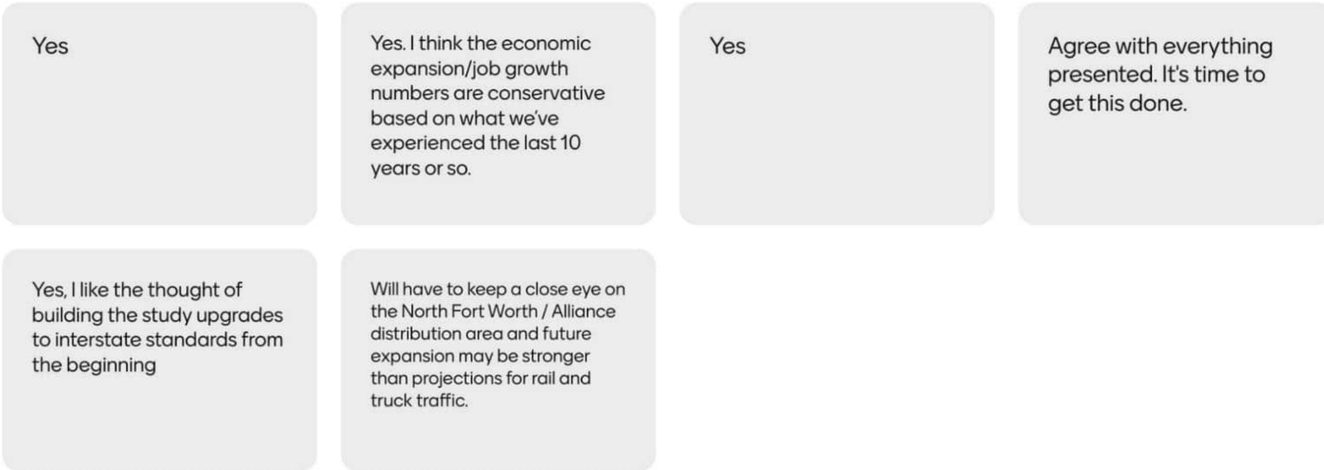
Slide 65– Interstate Feasibility Evaluation Summary

Dhruva presented the interstate feasibility evaluation summary and confirmed that US 287 is well-suited for interstate designation, offering major safety improvements, enhanced freight movement for key industries like energy and agriculture, and support for national defense by connecting strategic military ports. It would also relieve congestion statewide and deliver strong economic benefits, with a high benefit-cost ratio of 3.25, indicating a solid return on investment.

Dhruva went into more detail about the future interstate designation, there’s no dedicated funding for its development. US 287 would need to compete with other highway projects through the UTP. The interstate designation doesn’t guarantee priority, as all projects, whether interstate or FM roads, must be evaluated objectively against statewide needs, balancing new construction with maintenance of TxDOT’s 80,000 miles of roadways.

Lauren commented that TxDOT manages roughly 81,000 miles of roadways, and not all corridors compete equally for funding. TxDOT has identified key strategic corridors through programs like Category 4 Program in the UTP, which prioritize investments based on specific scoring criteria. So, while US 287 does need to compete for funding, it’s more likely to be considered among other strategic corridors rather than across the entire system, giving it a stronger position in the funding process.

Slide 66-67 – Mentimeter Question: What are your thoughts on our interstate feasibility findings? Do they align with your thoughts for US 287?



Lauren stated that while getting a future interstate designation can take time, the I-27 study showed that strong data can accelerate the process, and it took about three years after the 2019 study for I-27 to be congressionally designated. Similarly, the positive numbers from the US 287 study could help build momentum and political support for its designation as a future interstate.

Mohammad stated that there may be value in dividing the 691-mile corridor into prioritized segments, as not all sections are equally feasible for interstate designation. It could be worth evaluating smaller chunks to identify areas with higher benefit-cost ratios and prioritize them accordingly. This targeted approach might reveal segments that should be top priorities while others may not justify interstate upgrades.

Lauren commented that when working on implementation plans it's often strategic to focus first on corridor segments that can spark economic development earliest, especially near population centers. That was the approach with the I-69 corridor, where prioritizing southern segments helped relieve traffic from I-35 and benefit the region faster. Ultimately, selecting which segments to develop first should consider factors like safety, traffic congestion, and economic growth potential to maximize impact early on.

Dhruva acknowledged Mohammad's comment and stated the team will evaluate about providing prioritized segments for interstate feasibility. The report considers factors like traffic hotspots, safety concerns, connectivity, and economic development opportunities to help guide prioritization.

Judge Sydney Murphy answered in the chat, "I think the numbers line up well. However, we need to be patient and realize that the Interstate designation is a loooong process. Furthermore, the funding from the Federal level is not accessed as easily as we would like. We have other interstate designated highways that are still being built in small segments --- which is definitely more costly but is the reality. Thanks to everyone for their hard work and keeping us informed."

Judge Sydney Murphy also expressed that there needs to be patience when it comes to interstate designation. It doesn't guarantee full federal funding, especially since that funding has significantly decreased. Like I-69, this will be a long-term effort, built in segments, it won't happen all at once, but piece by piece, gradually connecting key areas.

Methodology

Slides 68-74 –Three Federal Designation Methods for Interstate Highways
US 287 is feasible to become an interstate, but funding remains a challenge. There are three methods for interstate designation. The first is through a Congressional Act, where Congress designates a route as an interstate in a reauthorization or appropriations bill. However, for this to happen, the highway must meet interstate design standards, and currently, US 287 only partially meets those requirements and only certain sections are on the National Highway System.

The second method involves the US Secretary of Transportation designating a route as an interstate if it meets interstate standards. While parts of US 287 partially meet these standards, the entire route does not, which makes it ineligible for this designation.

The third method is requesting designation, where Texas could propose US 287 for interstate status. This would require the route to meet six evaluation criteria, be on the National Highway System, and have an agreement to meet interstate standards within 25 years.

Dhruva stated that US 287 is not fully on the National Highway System, therefore it currently does not qualify for this option either.

Slides 75 –What We Heard
Dhruva provided an overview of the feedback from the three-segment working groups. The Southeast Segment emphasized the importance of phasing in the implementation plan, prioritizing the conversion of two-lane roads to four-lane divided facilities, and expressed strong support for interstate feasibility.

In the Central Segment, input included the need for multimodal infrastructure and broadband infrastructure, as well as enhancing collaboration between MPOs and local agencies to advance projects.

The Northwest Segment suggested transforming the corridor into a “smart” corridor to accommodate autonomous vehicles and raised concerns about how interstate designation might impact small towns, particularly regarding alignment and employment.

Common themes across all segments included concerns about funding, interest in updates to the implementation plan, and strong alignment on prioritizing safety.

Slides 76 –Coffee Talk Question: Are these in line with your thoughts on US 287? Any additional thoughts?
Judge Jeff Branick commented in the chat, “what is required for preparation of the environmental document?”

Dhruva explained how this project would likely require the highest level of environmental documentation which is an Environmental Impact Statement (EIS). The EIS process takes several years, involving the evaluation of environmental constraints, right-of-way, and utility impacts, as well as extensive public and stakeholder involvement. It will assess the overall impact of upgrading US 287 to an interstate and identify any necessary mitigation measures. The process would also require approval from the Federal Highway Administration, with coordination across multiple stakeholders and agencies.

Judge Jeff Branick asked the follow-up question if planning to receive interstate designation from the Federal Highway Administration, when would the short-, mid-, and long-term plans would kick off.

Dhruva clarified that the information provided earlier was related to the interstate scenario. She explained that the implementation plan improvements will involve multi-stage processes. Some projects will likely have environmental impacts and will go through the necessary environmental review processes, which may include an environmental assessment or a finding of no significant impact. Several levels of environmental documentation will be involved in the implementation plan projects.

Lauren agreed with Dhruva and commented that environmental documents for a future interstate corridor may be broken up by segments. This approach ensures that an environmental document does not have to cover the entire length of the corridor at once. Additionally, as short-, mid-, and long-term projects are implemented, these may require separate environmental studies. These studies would typically be independent of the overall interstate environmental study for interstate standards and will be incorporated into the project development process for those specific projects.

Mohammad commented that the commission has recently been focusing on the US 377, US 281, and US 287 corridors. There may be value in highlighting the relationship between these roadways and their role in supporting the original interstate highway system in the report. Mohammad believes that improving US 287 and US 377 will help alleviate traffic on oversaturated corridors like I-35, I-45, and I-20, where expansion is costly due to fully developed areas and high right-of-way acquisition costs. The next step in improving the state's infrastructure should focus on US 287, US 377, and US 281, which would support the core interstate system. Statewide travel demand modeling shows that, with improvements, traffic will shift toward these corridors, benefiting overall transportation.

Judge Sydney Murphy commented in the chat, “Good Job, team!”

Next Steps

Slides 77-79 – Look Ahead & Next Steps

Yvette provided an overview of the next steps and the upcoming schedule. She noted that the study team has presented the Corridor Implementation Plan to all segments and the Steering committee for the Round 4 meetings.

Moving forward, feedback from the meeting will be integrated into the corridor study report, which is set to be published this spring.

Questions and Closing Remarks

Slides 80-82 – US 287 Steering Committee Working Group Closing Remarks

Yvette Flores and Judge Jeff Branick provided closing remarks and expressed their appreciation for everyone on the call.

Judge Branick mentioned how collectively we have created a corridor vision and an implementation plan to create the road map for us to make US 287 a safe, efficient, and connected route of travel for Texans. He encouraged all to continue to work with their local TxDOT District, metropolitan planning organizations, and local agencies to support these efforts. Successful implementation of the US 287 recommendations will require our continued involvement. Projects compete for funding through the 12 funding categories in the Unified Transportation Program (UTP), TxDOT’s ten-year funding program, which is updated annually. He encouraged all to consider supporting US 287 improvements through the UTP process and encourage your constituents to support the projects that are the most important to their communities.

US 287 Corridor Interstate Feasibility Study Steering Committee Round 4 Meeting

Meeting begins at 9 a.m.

- Help make this a successful meeting:
  - Ensure your microphone, phone, and computer are muted when not speaking.
  - Familiarize yourself with the chat box and raise-hand feature.
  - If not speaking, periodically check your devices to ensure they are muted.
  - Feel free to utilize the “Pop-Out” feature on teams for a better view of the presentation. See example below for how to activate.
- If you have unmuted your device and are trying to speak but no one is hearing you, send your message to the chat box. Text 817-776-7090 if you are still having difficulty.
- By joining, you provide consent to be recorded, documented, and transcribed into the meeting summary notes.
- You will be asked to sign in after the meeting begins.

US 287 Corridor Interstate Feasibility Study

Steering Committee Round 4 Meeting

Texas Department of Transportation

April 2, 2025

Steering Committee Chair

Opening Remarks

Honorable Judge Jeff Branick
Jefferson County

Study Team Introduction and Roll-Call

Lorena Echeverria de Misi
TPP Corridor Planning
Branch Manager

Yvette Flores
TPP Corridor Planning
Project Manager

Dhruva Lahon
Consultant Project
Manager

Jacqie Wilson
Consultant Public
Involvement

Harris McConnell
Consultant Planning
Lead

Nishant Kukadia
Consultant Economic
Analysis

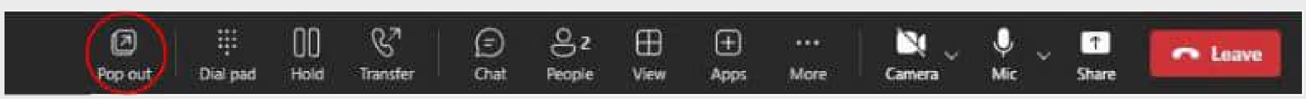
Instructions for Providing Input

Scan this QR code with your phone or tablet camera:

or

Go to menti.com in your internet browser and use code 2219 9839

Use the “Pop Out” feature to enlarge your screen



Join at menti.com | use code 2219 9839

Mentimeter

Please provide your name, title, organization, and favorite spring activity:

Menti
US 287 Steering Commi...

All responses to your question will be shown here

Each response can be up to 200 characters long

Turn on voting to let participants vote for their favorites

Choose a slide to present

Safety Minute

2024 US 287 Crash Data:

- 5,763 total crashes
- 71 fatal crashes
- Contributing factors:
  - Failure to Control Speed – 24.7%
  - Changed Lane When Unsafe – 11.4%
  - Failure to Drive in Single Lane – 8.4%

Agenda

1 l Study Status Update

2 l Implementation Plan Update

3 l Draft Corridor Study Report Outline

4 l Interstate Feasibility Analysis

5 l Segment Working Group Input

6 l Next Steps, Questions, and Closing Remarks

Study Status Update

Texas Department of Transportation

April 2, 2025

US 287 CORRIDOR

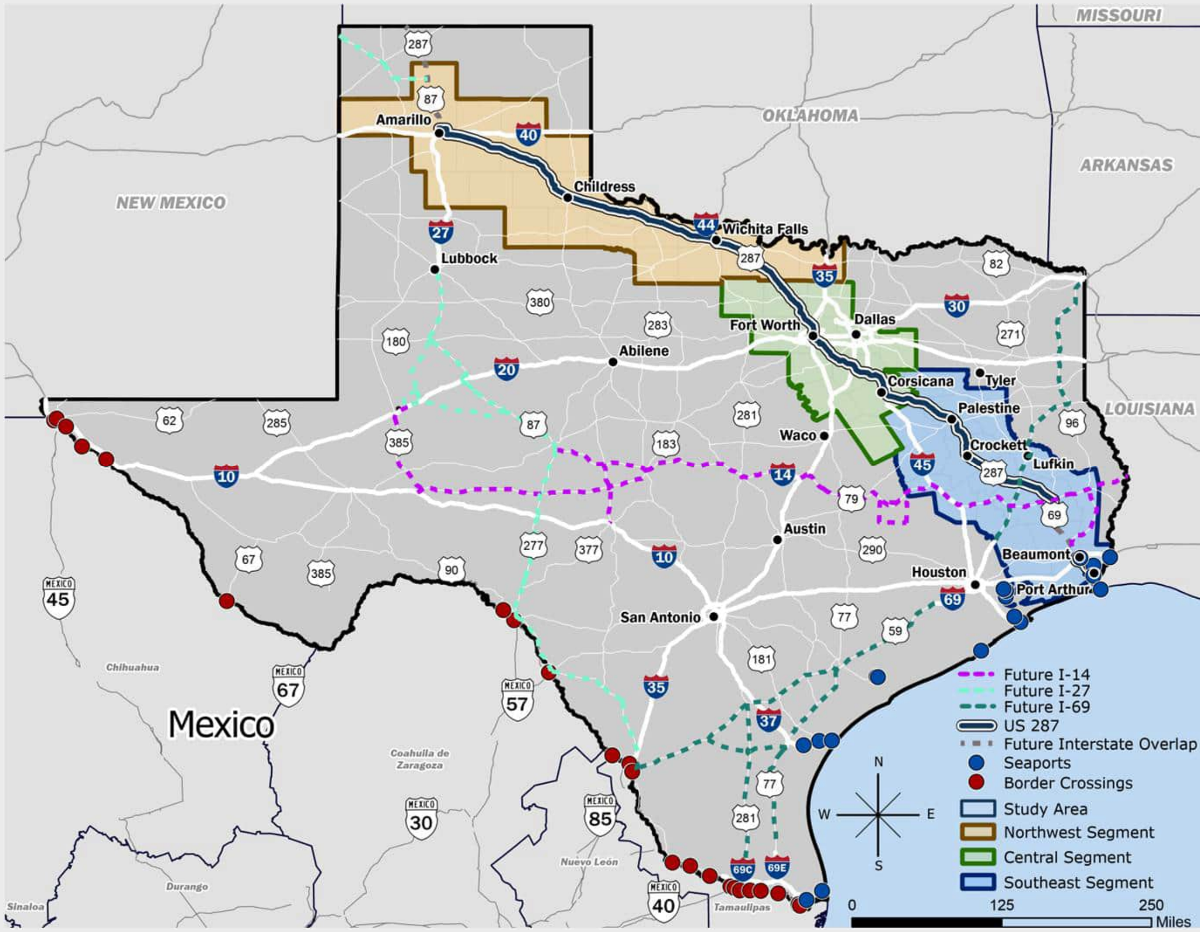
US 287 Corridor Interstate Feasibility Study Area

US 287 Texas
- Approximately 671 miles
- 9 TxDOT Districts
- 6 MPOs/COGs
- 55 counties
- 68 adjacent cities

Southeast Segment
- Approximately 216 miles
- From Port Arthur to Navarro County Line
- 4 Districts (BMT, LFK, BRY, TYL)

Central Segment
- Approximately 163 miles
- From Navarro County Line to Montague County Line
- 2 Districts (DAL, FTW)

Northwest Segment
- Approximately 292 miles
- From Montague County Line to Future I-27
- 3 Districts (WFS, CHS, AMA)



Source: TxDOT Open Data Portal, 2023

US 287 Corridor Interstate Feasibility Study Purpose and Components

Purpose: Prioritize multimodal transportation improvements that facilitate safety and mobility on US 287 and evaluate the feasibility of upgrading the US 287 corridor to meet interstate design standards.

- Review existing conditions, identify needs and gaps
- Engage broad range of corridor stakeholders
- Assess Interstate Feasibility
- Conduct multimodal analysis
- Identify and prioritize improvements
- Develop corridor implementation plan and report

US 287 Corridor Study Process

	2023		2024		2025
Milestone	Review Existing Conditions	Identify Needs and Gaps	Identify Improvement Strategies	Prioritize Improvement Strategies	Develop Implementation Plan
Achieved by Analyzing …	☑ Existing Conditions ☑ Planned Improvements ☑ Statewide and National Initiatives	☑ Forecasts & Modeling Scenarios ☑ Hotspots & Constraints ☑ Identify Gaps & Deficiencies	☑ Location Studies ☑ Conceptual Solutions ☑ Costs & Funding	☑ Short-, Mid-, & Long-Term Criteria ☑ Economic Analysis ☑ Prioritization Matrix	☑ Summarize planning process and outcomes ☑ Implementation Plan 90% Corridor Study Report

Stakeholder Engagement

Kick-Off
- TxDOT Coordination
- Steering Committee
- Working Groups

Round Two
- TxDOT Coordination
- Working Groups
- Steering Committee

Round Three
- TxDOT Coordination
- Working Groups
- Steering Committee
- Industry Groups
- Public Survey

Round Four
- TxDOT Coordination
- Working Groups
- Steering Committee

Implementation Plan Update

Texas Department of Transportation

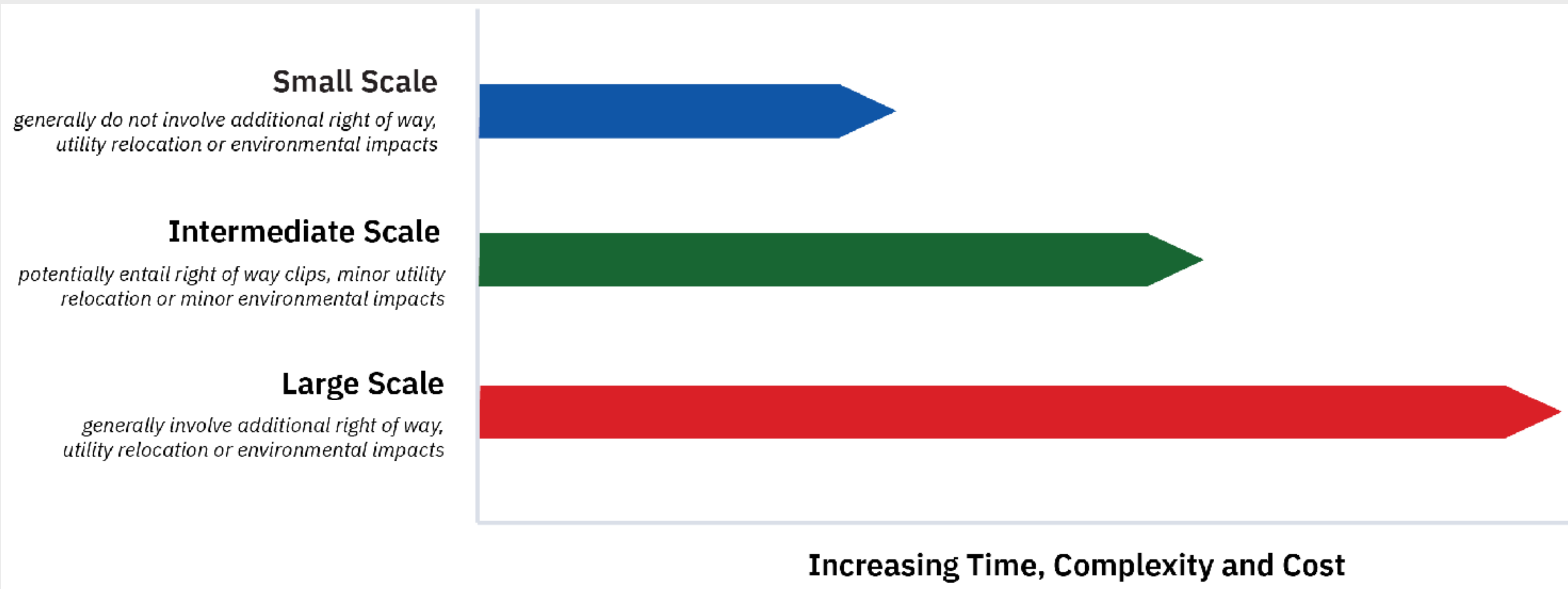
April 2, 2025

Segment Working Group Prioritization Workshops

Southeast	Central	Northwest
October 2nd	October 10th	October 23rd

Project Prioritization

Typical Project Timelines



US 287 Proposed Implementation Plan Overview

206

TOTAL IMPROVEMENTS

$11.99B

TOTAL IMPROVEMENT COST

Short-Term	Mid-Term	Long-Term
$713.7M	$648.7M	$10.63B

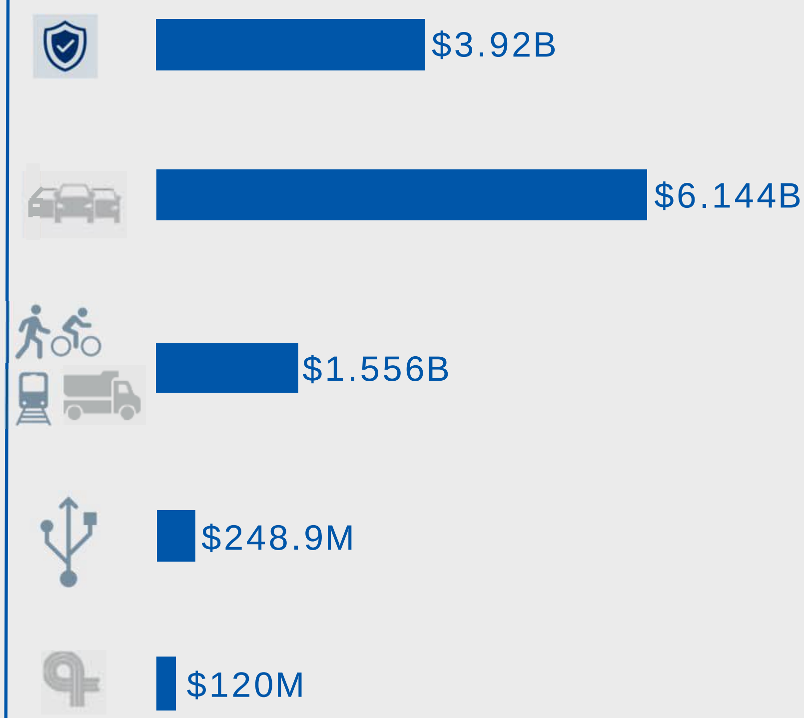
101 Safety

18 Mobility

56 Multimodal

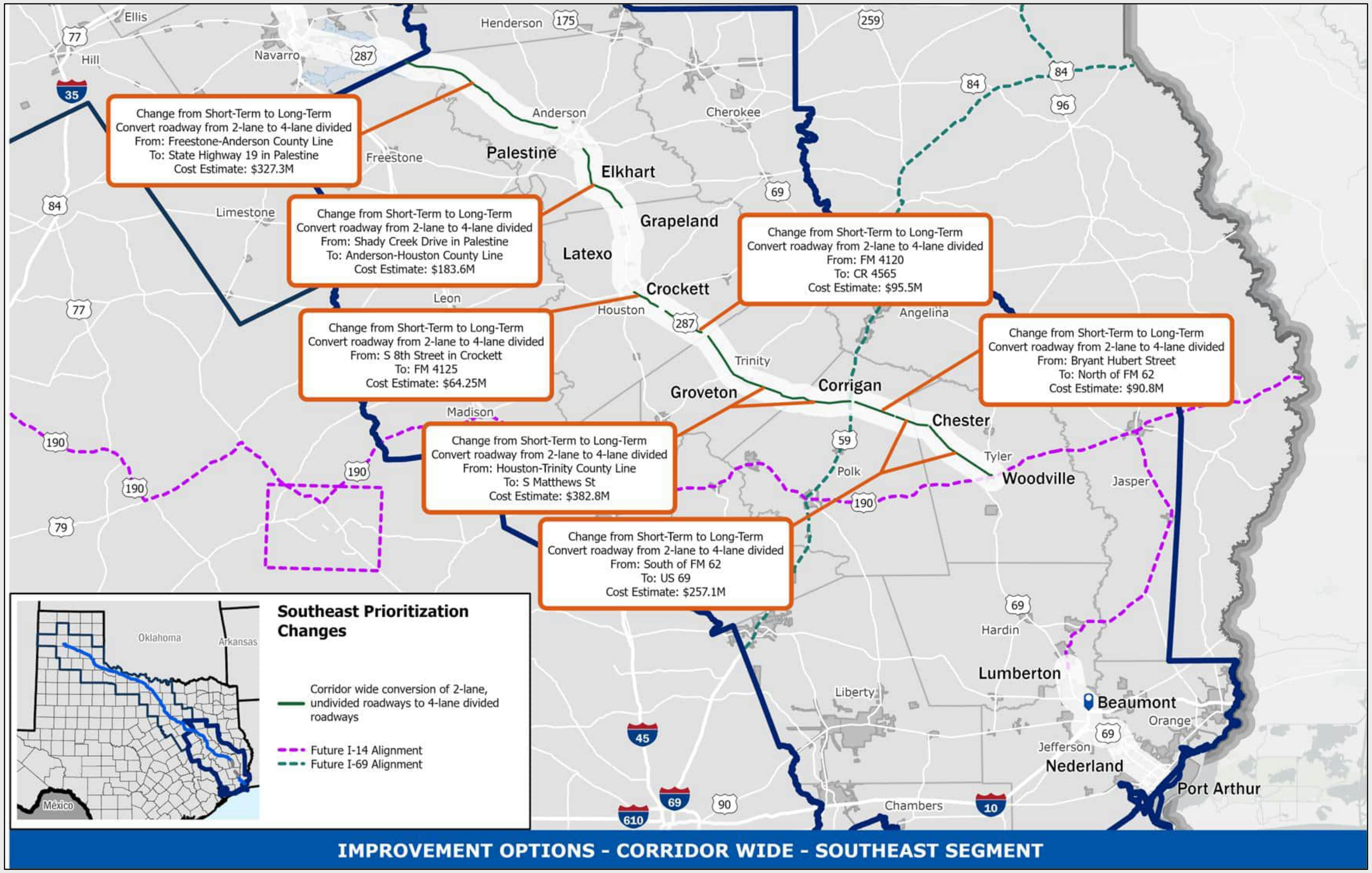
29 Technology

2 Connectivity

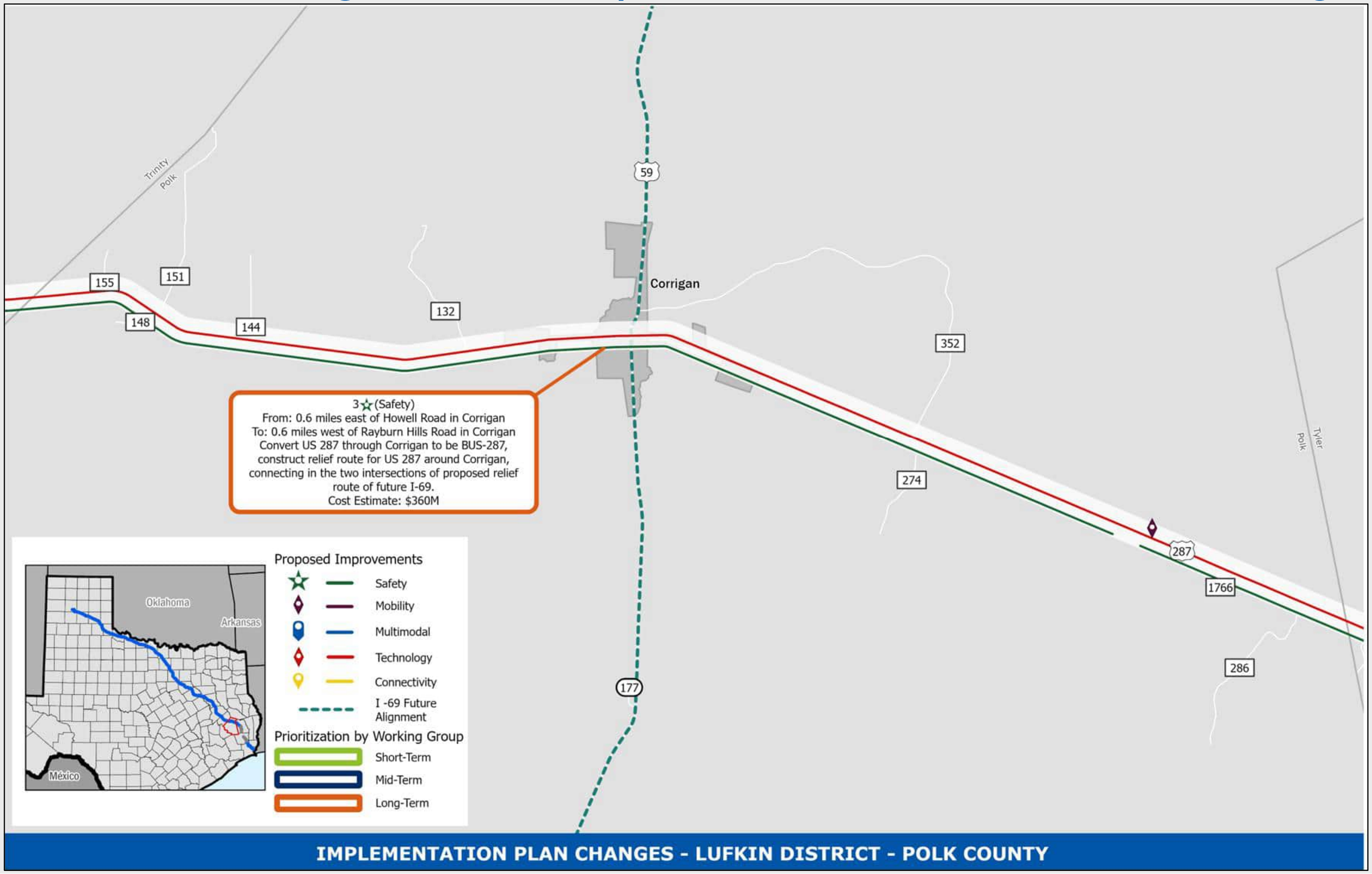


Numbers may not completely add up due to rounding

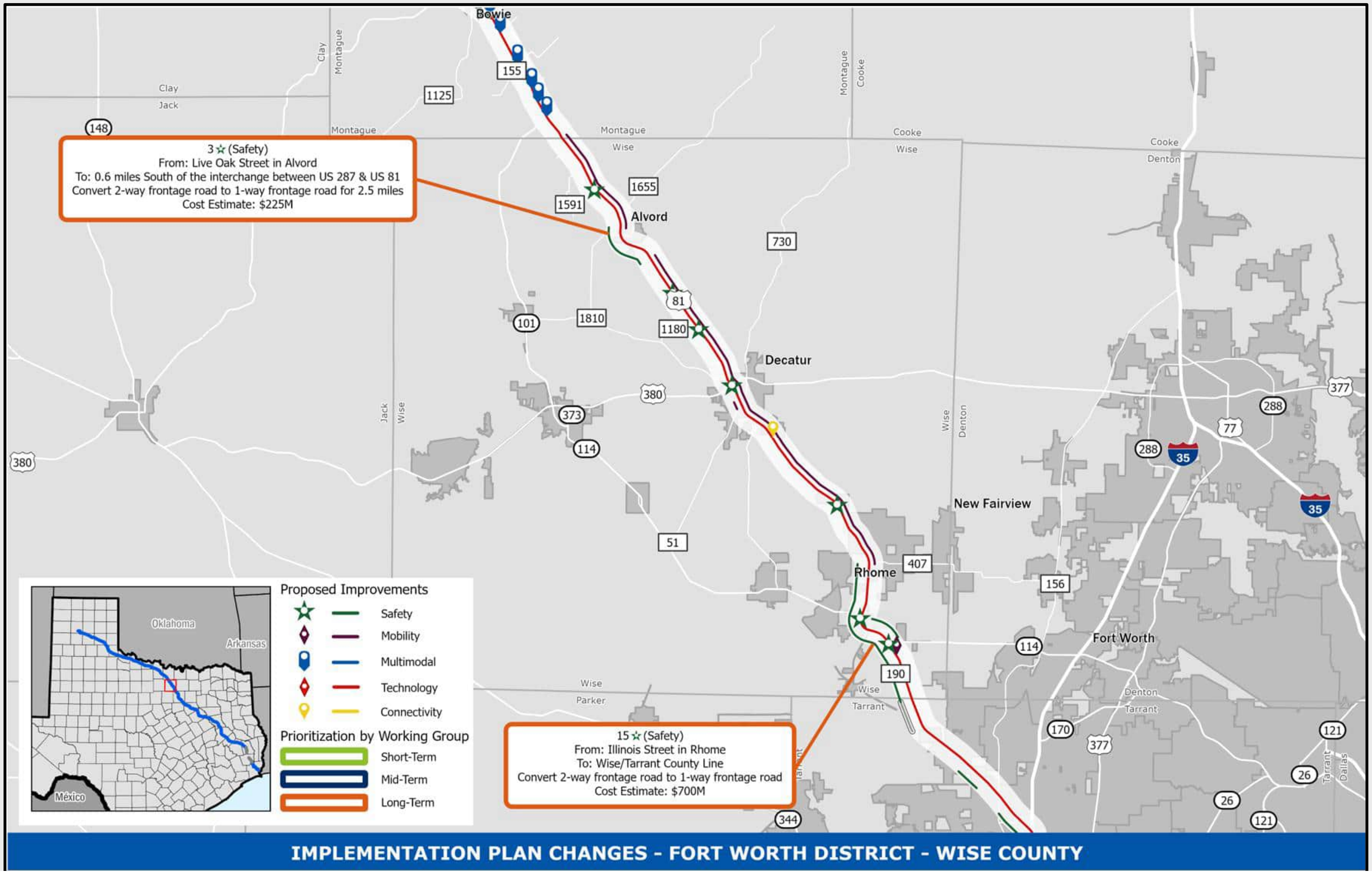
Southeast Segment Implementation Plan Changes



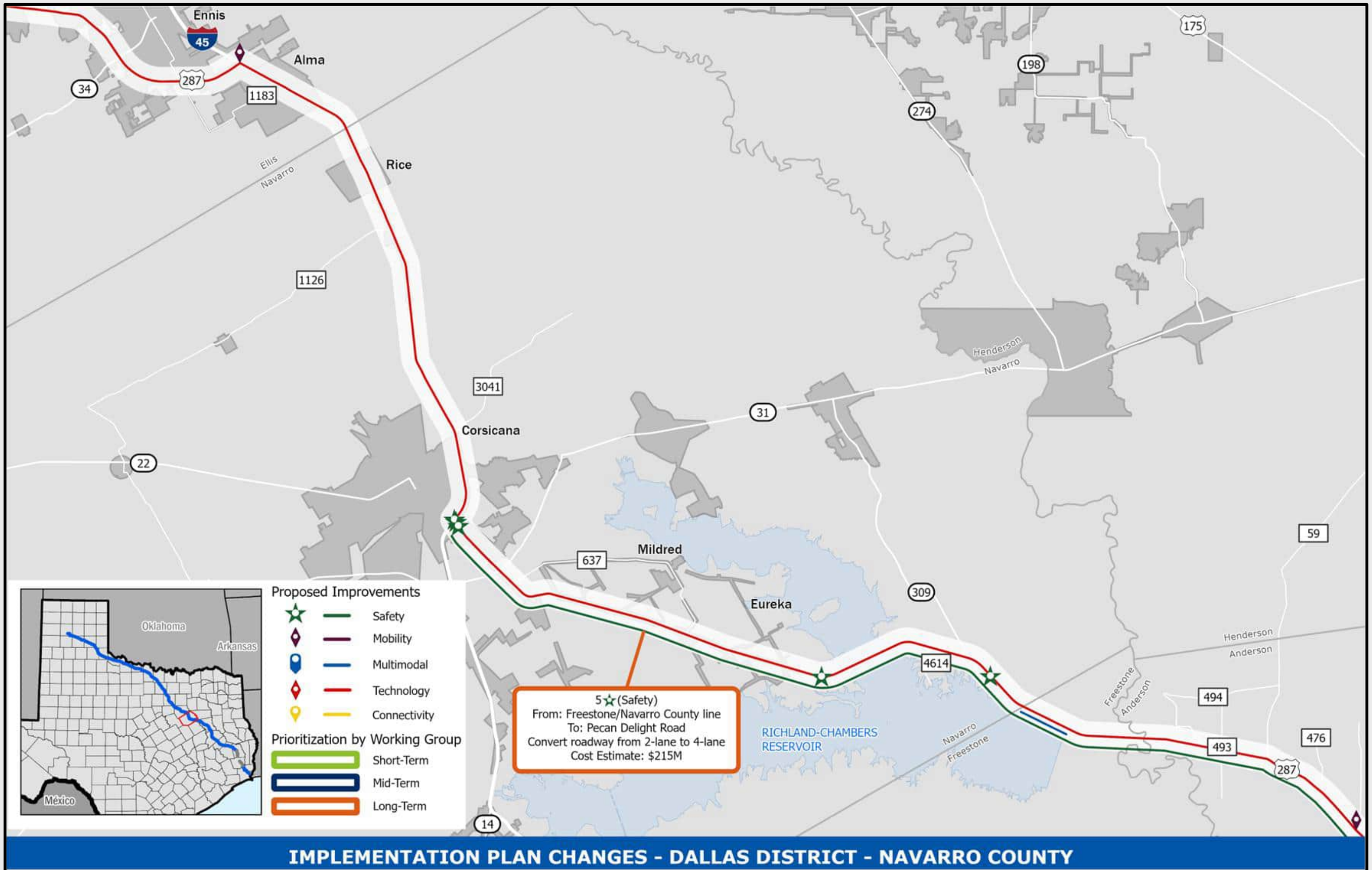
Southeast Segment Implementation Plan Changes



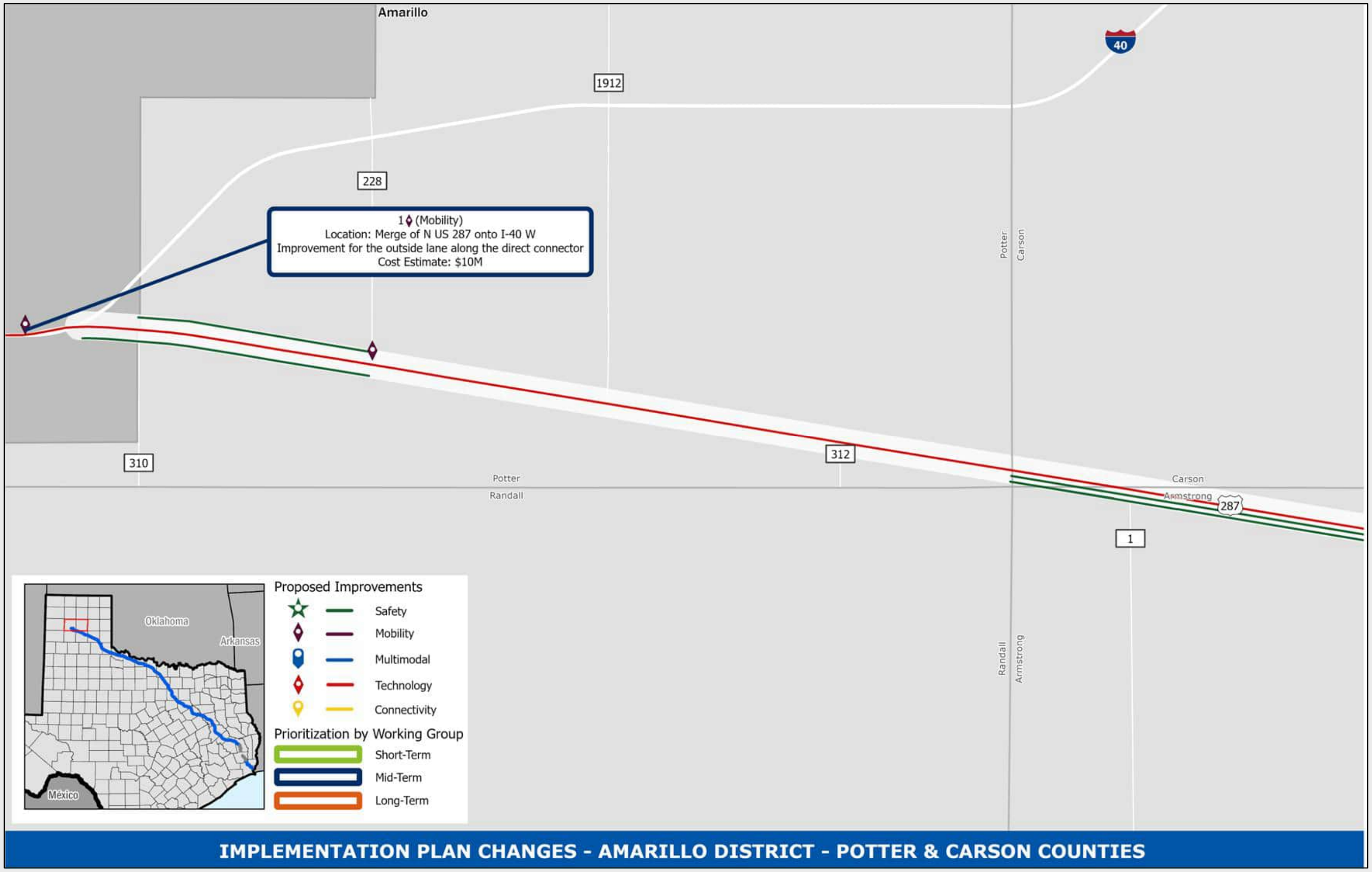
Central Segment Implementation Plan Changes



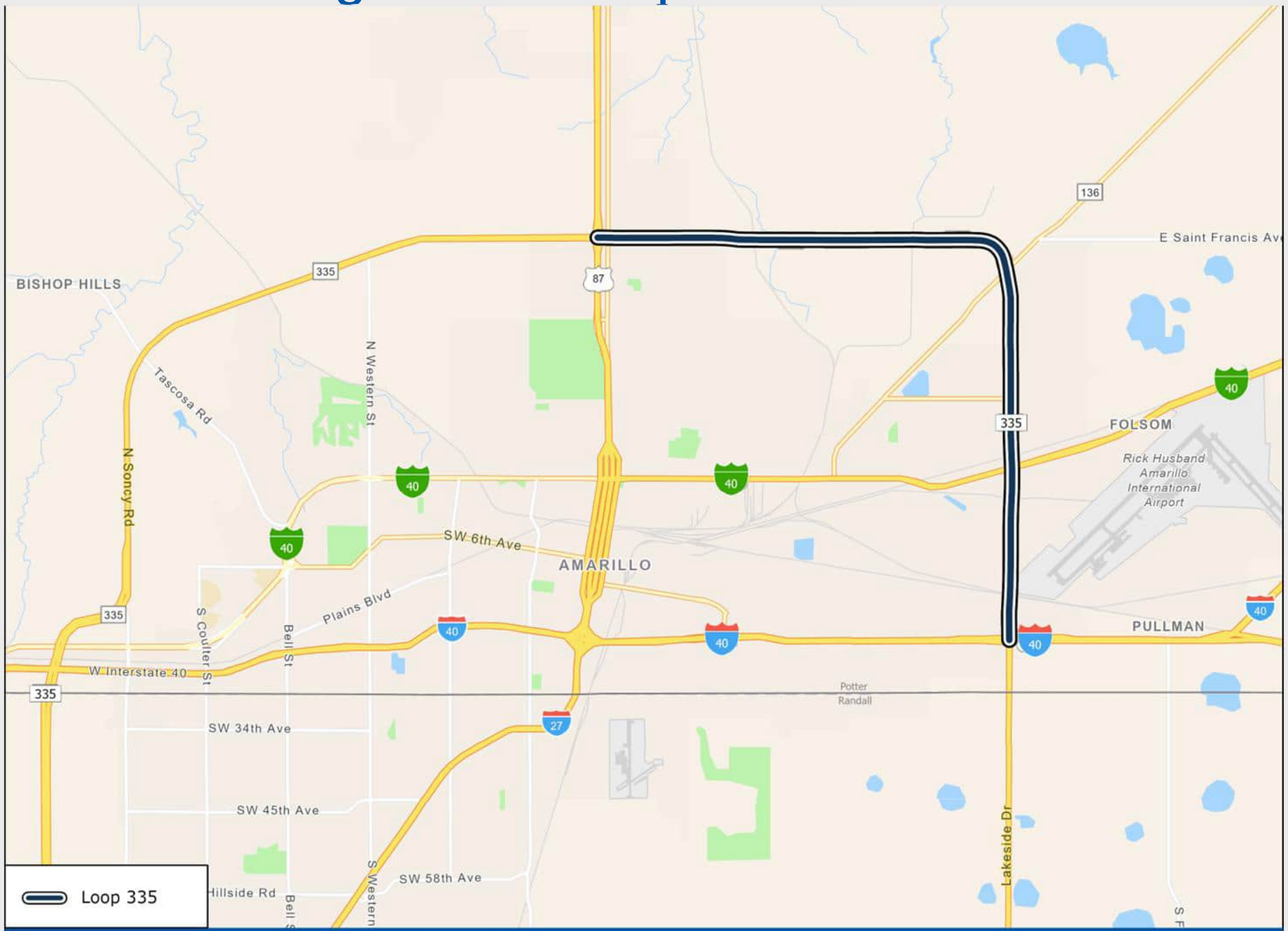
Central Segment Implementation Plan Changes



Northwest Segment Implementation Plan Changes



Northwest Segment Implementation Plan Changes



LOOP 335 RE-DESIGNATION TO US 287

TxDOT Project Development Process

US 287 Corridor Interstate Feasibility Study: Recommended Improvements

WE ARE HERE

DESIGN SCHEMATIC AND ENVIRONMENTAL REVIEW

FINAL DESIGN, CONSTRUCTION PLANS, COST ESTIMATES, AND UTILITIES COORDINATION

PHASED CONSTRUCTION

CONSTRUCTION CANNOT BEGIN UNTIL FULL FUNDING IS SECURED.

4 to 20+YEARS

STAKEHOLDER AND PUBLIC INVOLVEMENT

Coffee Talk

Your thoughts on the study status or implementation plan update?

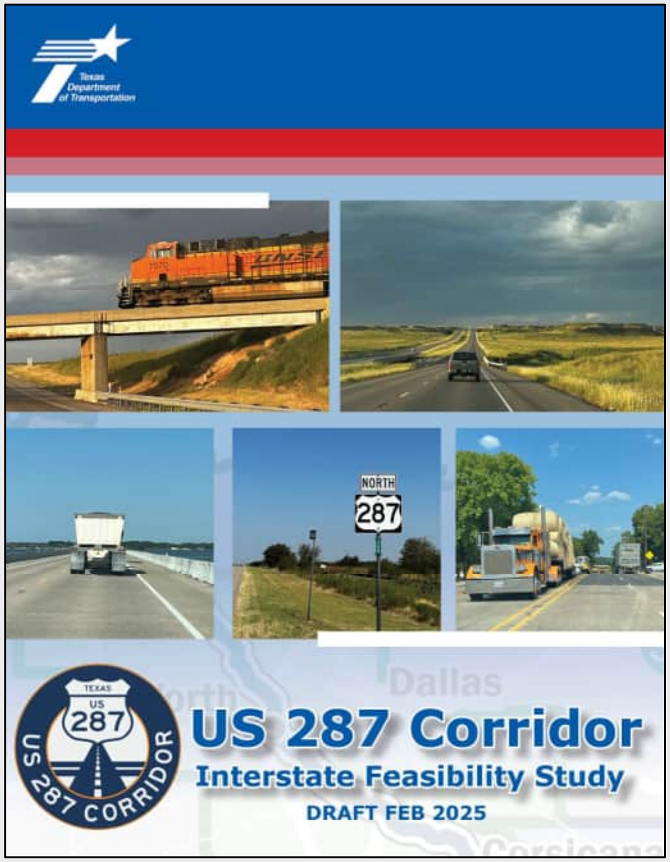
Draft Corridor Study Report Outline

Texas Department of Transportation

April 2, 2025

TEXAS US 287 US 287 CORRIDOR

US 287 Corridor Interstate Feasibility Study – Report Structure



CHAPTER 1 – Introduction

CHAPTER 2 – Vision, Goals, and Objectives

CHAPTER 3 – Stakeholder and Public Engagement

CHAPTER 4 – Demographic and Socioeconomic Analysis

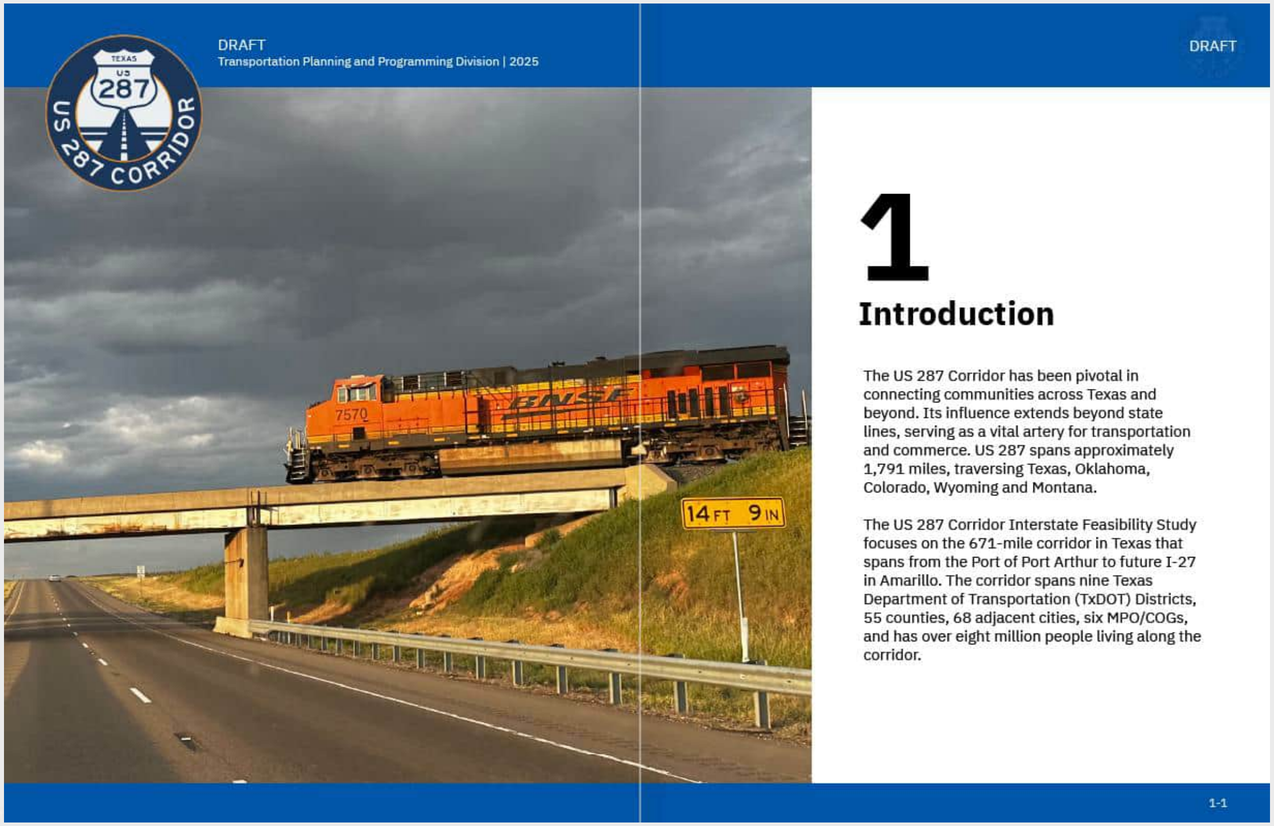
CHAPTER 5 – Corridor Characteristics

CHAPTER 6 – Corridor Interstate Feasibility Analysis & Findings

CHAPTER 7 – Study Recommendations and Implementation Plan

CHAPTER 8 – Funding Opportunities and Emerging Technologies

Chapter 1: Introduction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Transportation Planning and Programming Division | 2025

DRAFT

1
Introduction

The US 287 Corridor has been pivotal in connecting communities across Texas and beyond. Its influence extends beyond state lines, serving as a vital artery for transportation and commerce. US 287 spans approximately 1,791 miles, traversing Texas, Oklahoma, Colorado, Wyoming and Montana.

The US 287 Corridor Interstate Feasibility Study focuses on the 671-mile corridor in Texas that spans from the Port of Port Arthur to future I-27 in Amarillo. The corridor spans nine Texas Department of Transportation (TxDOT) Districts, 55 counties, 68 adjacent cities, six MPO/COGs, and has over eight million people living along the corridor.

1-1

- Introduction to US 287 Corridor Interstate Feasibility Study
- Study limits and important connections
- Relevant studies and ongoing projects along the corridor

Chapter 1: Introduction

Chapter Purpose	Key Message	Supporting Messaging
▪ Overview of Study ▪ Purpose & Approach ▪ Relevant Studies Along the corridor ▪ Key Corridor Challenges	▪ Establishes the key connections US 287 has within the State of Texas ▪ Defines the parameters in which the study was conducted ▪ Defines ongoing projects and challenges to the study	▪ The US 287 Study Limits are 671 miles long – passing through 55 counties and 68 cities ▪ 7 Interstate connections along the corridor

Chapter 2: Vision, Goals, and Objectives

- Stakeholder involvement in development of vision and goals
- Using the vision and goals to shape the direction of the study

Chapter 2: Vision, Goals, and Objectives

Chapter Purpose	Key Message	Goals
▪ Vision ▪ Goals ▪ Objectives	▪ Study Purpose: Two purposes - providing an end goal for the corridor and giving ownership to the stakeholders who contributed to its development ▪ Study Vision: US 287 provides a safe, efficient, and connected route of travel for Texans. This corridor is crucial to facilitating economic opportunities, freight movement, and regional mobility from Southeast to Northwest Texas and beyond.	▪ Improve Safety ▪ Invest in the US 287 Corridor to support crucial local, state, and national economies ▪ Enhance mobility ▪ Facilitate multimodal connectivity ▪ Prepare US 287 as a corridor for strategic national defense

Chapter 3: Stakeholder and Public Engagement

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3

Stakeholder and Public Engagement

The stakeholder and public engagement approach, as defined in Chapter 1, ensured continued involvement throughout the US 287 Corridor Interstate Feasibility Study. The vision, goals and proposed improvements developed by stakeholders were refined through Segment Working Group meetings and comments from the public and private sectors. This chapter provides an overview of stakeholder engagement activities, public involvement strategies, private sector engagement and key takeaways from meetings and the survey.

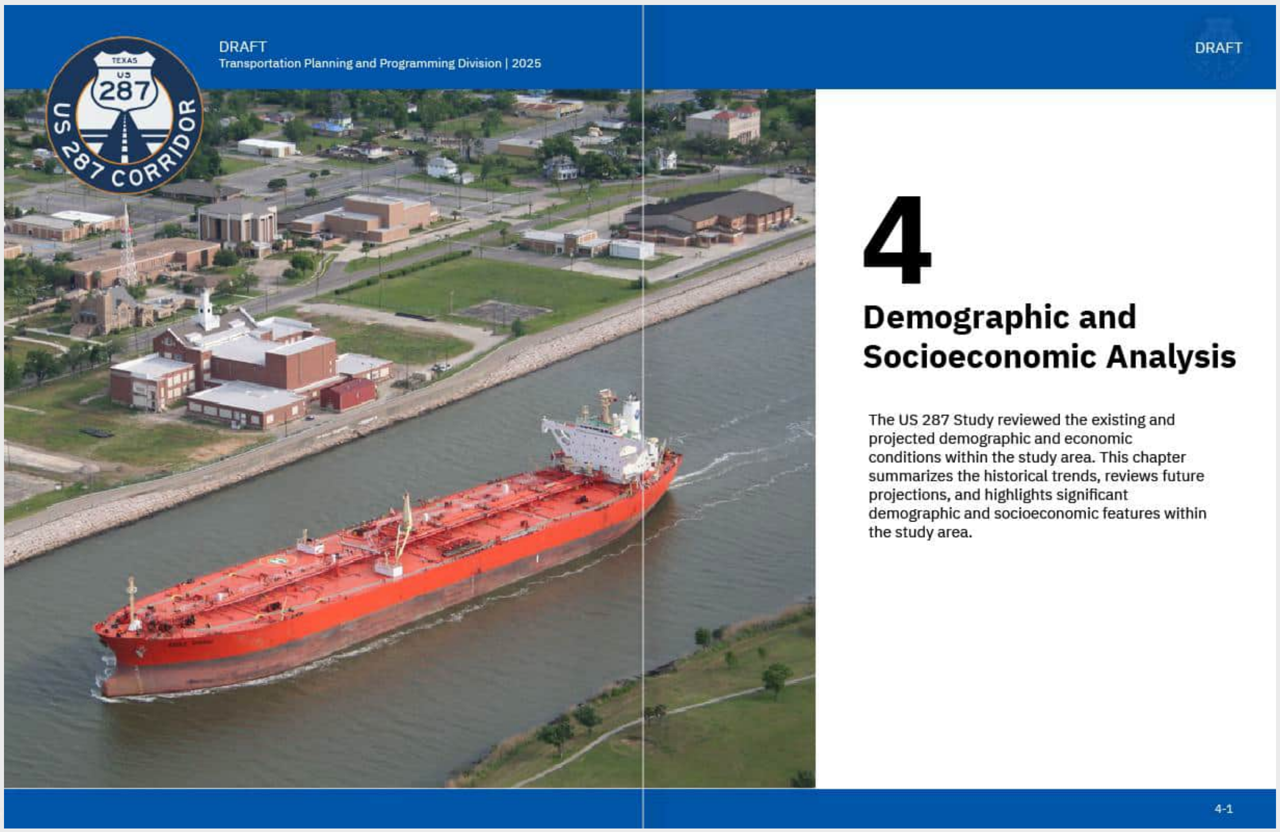
3-1

- Stakeholder and public engagement approach
- Stakeholder activities
- Overview of survey promoted to the public
- Summary of findings from public engagement efforts

Chapter 3: Stakeholder and Public Engagement

Chapter Purpose	Key Message	Supporting Messaging
▪ Approach to stakeholder and public engagement ▪ Activities performed with Stakeholders ▪ Overview of Public Survey sent out to the public ▪ Summary of findings from public engagement efforts	▪ Stakeholders along the corridor, end to end, were engaged throughout the study ▪ The public, stakeholders, segment working groups, and TxDOT Districts drove the study's development with their feedback	▪ 12 total Stakeholder meetings have been held to date. ▪ Over 4,900 total participants in the public survey regarding the corridor ▪ Feedback was directly used to develop improvements along the corridor

Chapter 4: Demographic and Socioeconomic Analysis



- Demographic and employment statistics and trends on US 287
- GDP analysis of industry trends on US 287
- Median household income metrics

Chapter 4: Demographic and Socioeconomic Analysis

Chapter Purpose	Key Message	Supporting Messaging
▪ US 287 study area demographic statistics and trends ▪ US 287 study area employment statistics and forecasts ▪ Major industries supported by the US 287 study area	▪ 8.2 million, or 28% of Texans live within the study area ▪ Wide ranges of industries creating GDP outputs along the corridor ▪ 25% of Texas' GDP in 2021 was generated within the study area ($510 Billion)	▪ US 287 study area employment is projected to grow by 37.2% between 2021 and 2050 ▪ Median household income within the study area to grow by 84.8% between 2021 and 2050 ▪ Developments contributing to growth

Chapter 5: Corridor Characteristics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5

Corridor Characteristics

US 287 in Texas intersects with hundreds of major crossings, including FM roads, Business Routes, loops, State Highways, US Highways and Interstate Highways. This chapter examines several important analyses, including existing and projected traffic conditions, infrastructure conditions, freight statistics, and safety.

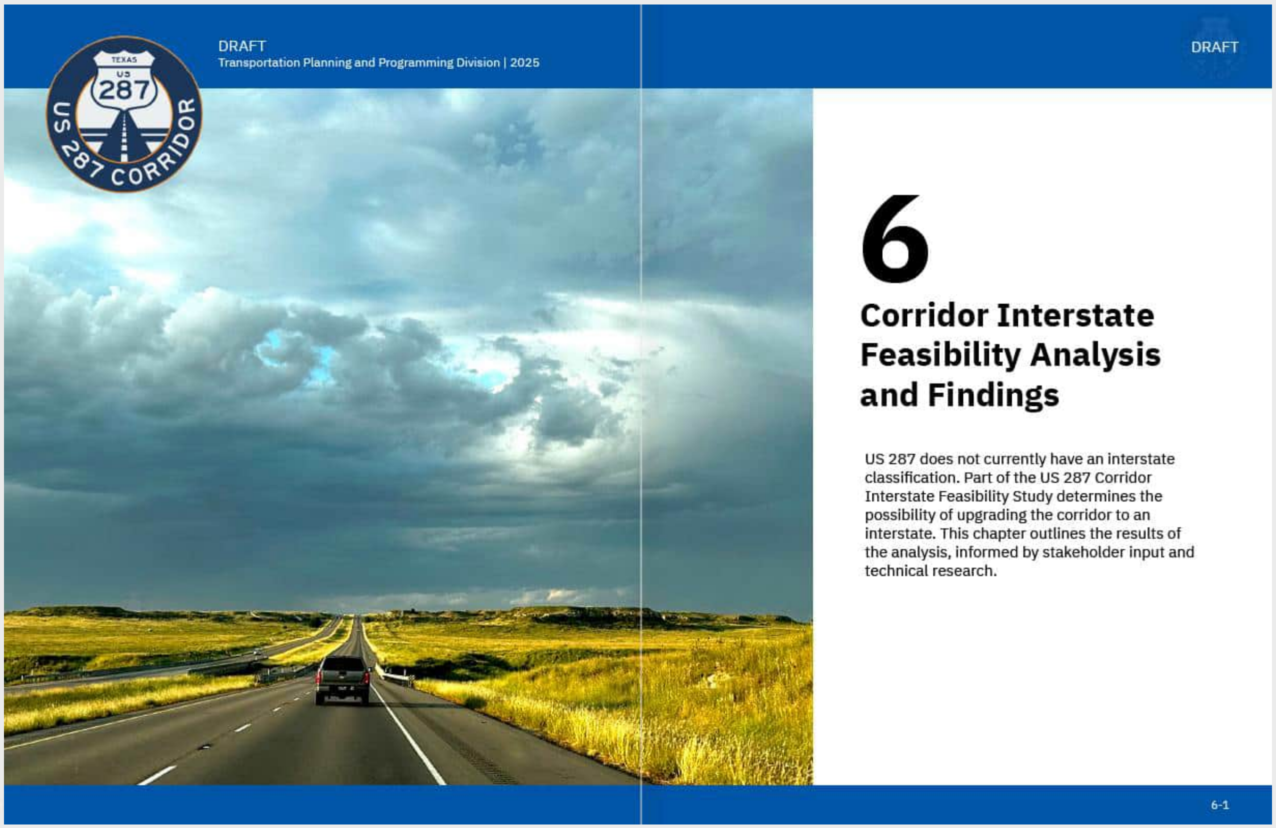
5-1

- Existing and projected traffic conditions
- Safety and speed analysis
- Relevant imports and exports that use US 287
- Resilience relating to multimodal facilities
- Environmental constraints documentation and analysis

Chapter 5: Corridor Characteristics

Chapter Purpose	Key Message	Supporting Messaging
▪ Existing and projected traffic conditions ▪ Existing geometric and infrastructure conditions of the corridor ▪ Safety Analysis of the corridor ▪ Freight statistics along the corridor	▪ Current and projected LOS Levels ▪ Multimodal facilities ▪ Safety Concerns ▪ Tonnage flow along the corridor ▪ Existing Environmental constraints	▪ By 2050, 20.3% of the corridor will experience LOS D or worse ▪ Failure to control speed is the leading cause for crashes ▪ ITS to aid with safety

Chapter 6: Corridor Interstate Feasibility Analysis & Findings

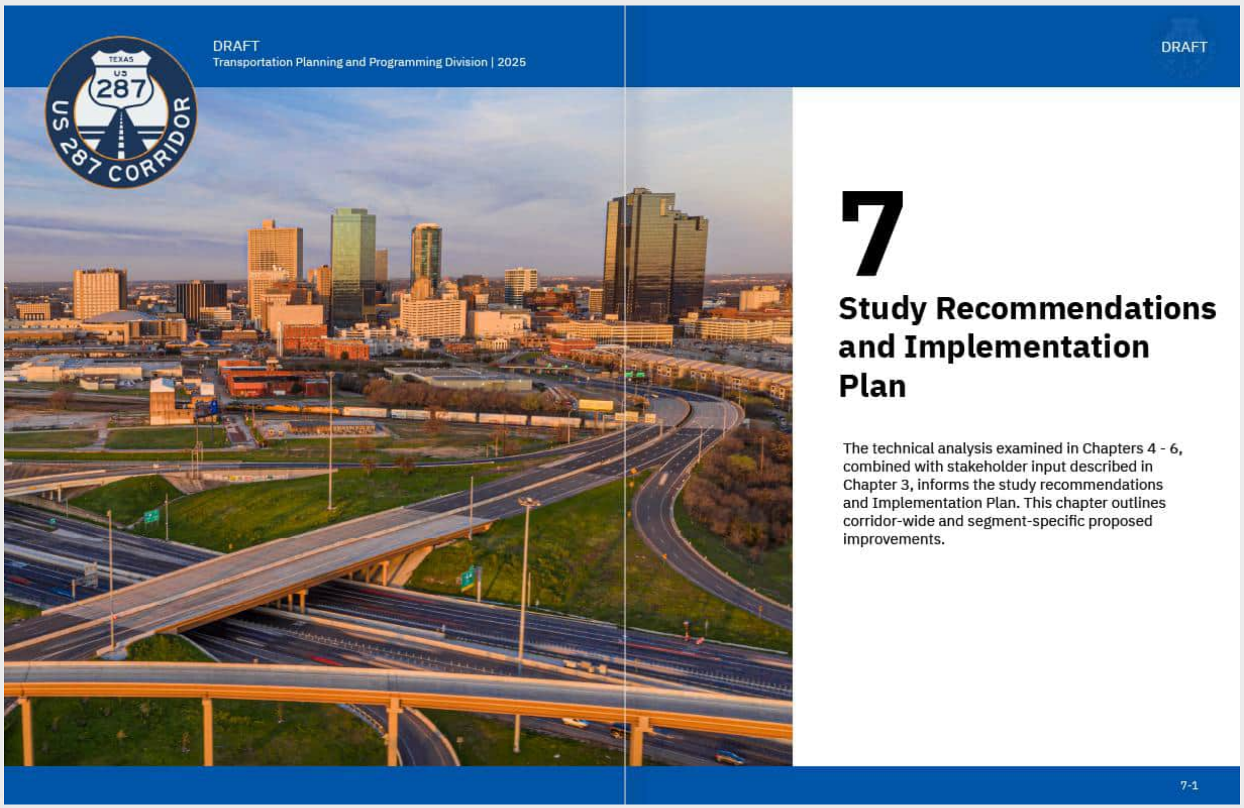


- Interstate feasibility analysis
- Interstate designation process
- Potential safety improvements

Chapter 6: Corridor Interstate Feasibility Analysis & Findings

Chapter Purpose	Key Message	Supporting Messaging
▪ Identify the feasibility of upgrading US 287 to an interstate ▪ Evaluate impacts of the upgrade to interstate ▪ Interstate designation process	▪ Baseline versus build-out scenario traffic and travel time analysis ▪ Benefit-Cost Analysis ▪ Economic Stimulation	▪ A lowering of crash rates by 21% in urban areas and 27% in rural areas by upgrading ▪ Congestion relief regionally and statewide ▪ Travel time savings of 44 mins end to end in 2050 from the Build versus No-build scenario

Chapter 7: Study Recommendations and Implementation Plan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7

Study Recommendations and Implementation Plan

The technical analysis examined in Chapters 4 - 6, combined with stakeholder input described in Chapter 3, informs the study recommendations and Implementation Plan. This chapter outlines corridor-wide and segment-specific proposed improvements.

7-1

- Short-, mid- and long-term improvements
- Proposed improvements corridor-wide and locally
- Stakeholder collaboration

Chapter 7: Study Recommendations and Implementation Plan

Chapter Purpose	Key Message	Supporting Messaging
▪ Proposed Spot Location Improvements ▪ Proposed Corridor Wide Improvements ▪ US 287 Implementation Plan	▪ Improvements reviewed for feasibility ▪ Each Segment Working Group prioritized improvements as either Short, Mid, and Long-Term or Not Needed	▪ 206 total proposed improvements with a planning-level estimated cost of $11.99 Billion ▪ $713.7 Million in Short-Term improvements ▪ $648.7 Million in Mid-Term improvements ▪ $10.63 Billion in Long-Term improvements

Chapter 8: Funding Opportunities and Emerging Technologies

- Potential funding opportunities based on the 2025 UTP
- Fiber and Broadband connectivity
- Connected Automated Vehicles and Electric Vehicles

Chapter 8: Funding Opportunities and Emerging Technologies

Chapter Purpose	Key Message	Supporting Messaging

▪ Funding Options
▪ Emerging Technologies along US 287
	▪ Funding forecast based on the 2025 UTP
	▪ Emerging Technologies impacts on the US 287 Corridor:
	  ▪ Fiber and Broadband Connectivity
	  ▪ Connected and Automated Vehicles
	  ▪ Growth of EVs on the corridor
		▪ Growth of funding in the US 287 study area
		▪ More demand for emerging technologies along the corridor to fulfill needs
		▪ Improvements in safety and communication on the corridor

Coffee Talk

Your thoughts on the draft corridor study report outline?

00:01

Break

Texas Department of Transportation

April 2, 2025

Interstate Feasibility Analysis

Texas Department of Transportation

April 2, 2025

US 287 CORRIDOR

Interstate Feasibility Study

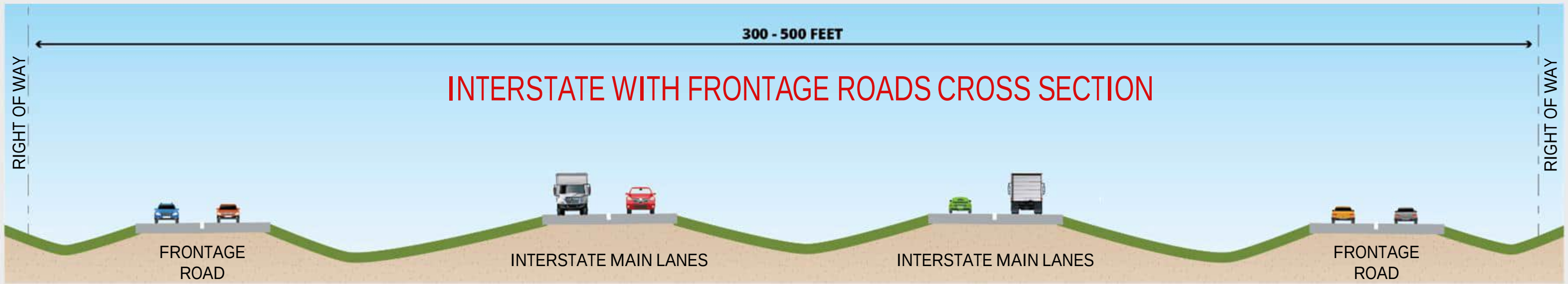
What is an Interstate Feasibility Study?

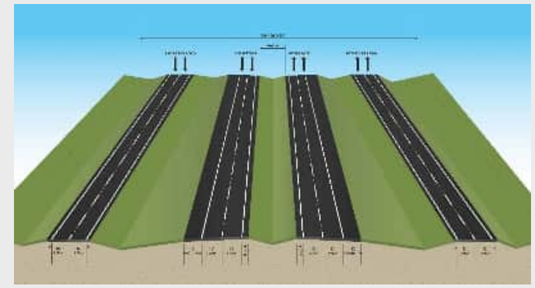
- A determination if a corridor is viable to be an interstate.

How is an Interstate Feasibility Study Performed?

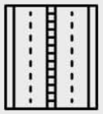
- Evaluating interstate suitability
- Analyzing ability to promote safety
- Determining facilitation of freight movement
- Evaluating support to national defense
- Assessing mobility and traffic congestion relief
- Analyzing economic impact and return on investment

Interstate Suitability: Geometric Standards





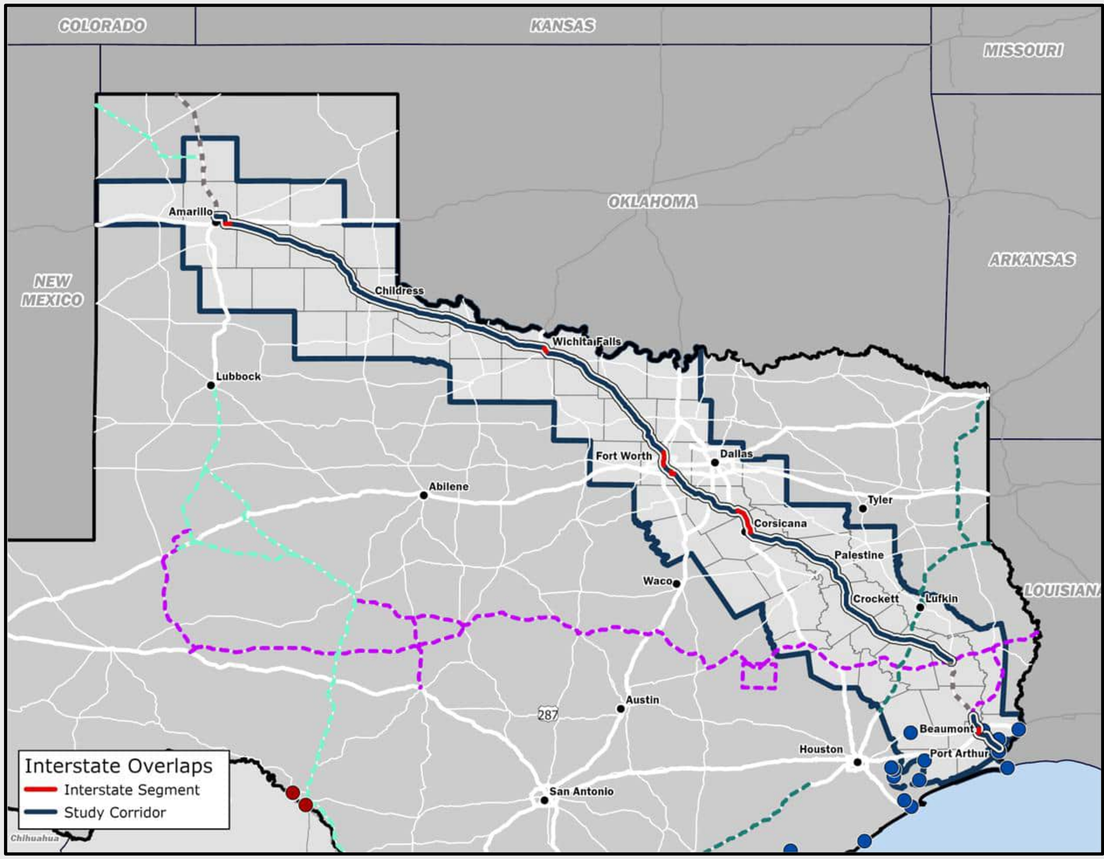
- ➢ Full control of access; no driveways connecting to main lanes; no stop signs or traffic signals on main lanes
- ➢ Higher design speeds
- ➢ Limited access points; grade separations



- ➢ Larger right of way widths
  - Minimum of two 12-foot main lanes in each direction
  - 10-foot right paved shoulders; 4-foot left paved shoulders
- ➢ Entrance and exit ramps

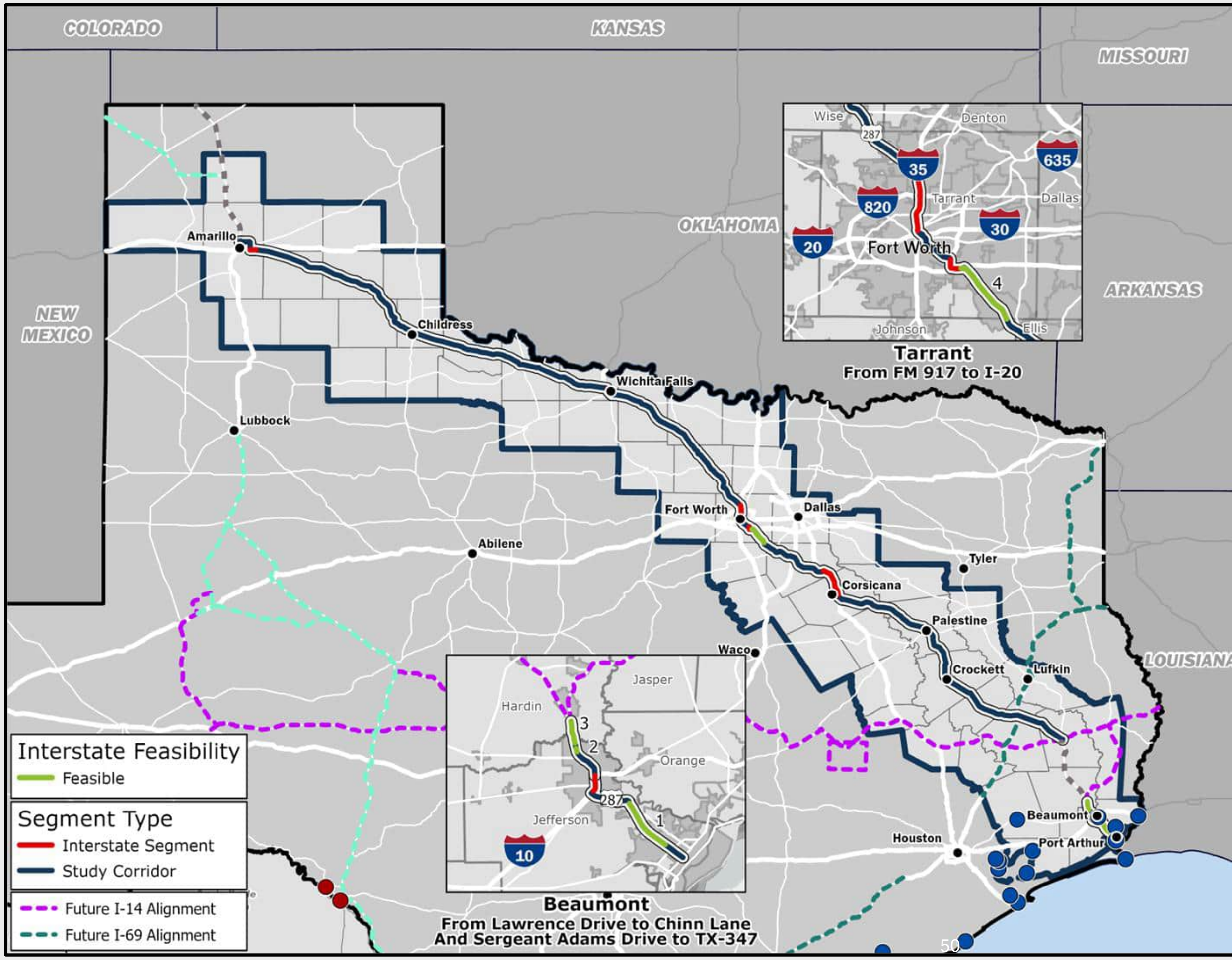
US 287 Geometric Characteristics

- Sections of the corridor are already designated interstate
  - 39-mile overlap with I-10, I-45, I-20, I-35, I-820, I-44, I-40
- Remaining 632 miles evaluated for
  - Right-of-way widths
  - Posted speeds
  - Access control
  - Traffic volumes
  - Planned and programmed projects



US 287 Geometric Feasibility

- Following sections feasible geometrically:
  1. US 287/69/96 – from Sgt. Adams Dr. to Merge with TX-347 (Beaumont/Port Arthur) - 27.3 miles
  2. US 287/69/96 – from Lawrence Dr. to Chinn Lane (Beaumont) - 2.1 miles
  3. US 287/69/96 – from Tram Rd. to US 96 & 69 Split (Lumberton) - 14.5 miles
  4. US 287 – from FM 917 to I-20 (Mansfield/Arlington) - 10.7 miles
- Not recommended as feasible since these do not connect to the Interstate System at each end.



Safety Impacts

In 2050, reduce crash rates over the baseline by an estimated

28%

In 2050, economic benefit from reduced crashes of

$517 Million

Result in fewer crashes than a US highway by

24% To 29%

Freight Movement Improvements

Reduce corridor travel time

44

minutes

Increase average daily truck traffic by

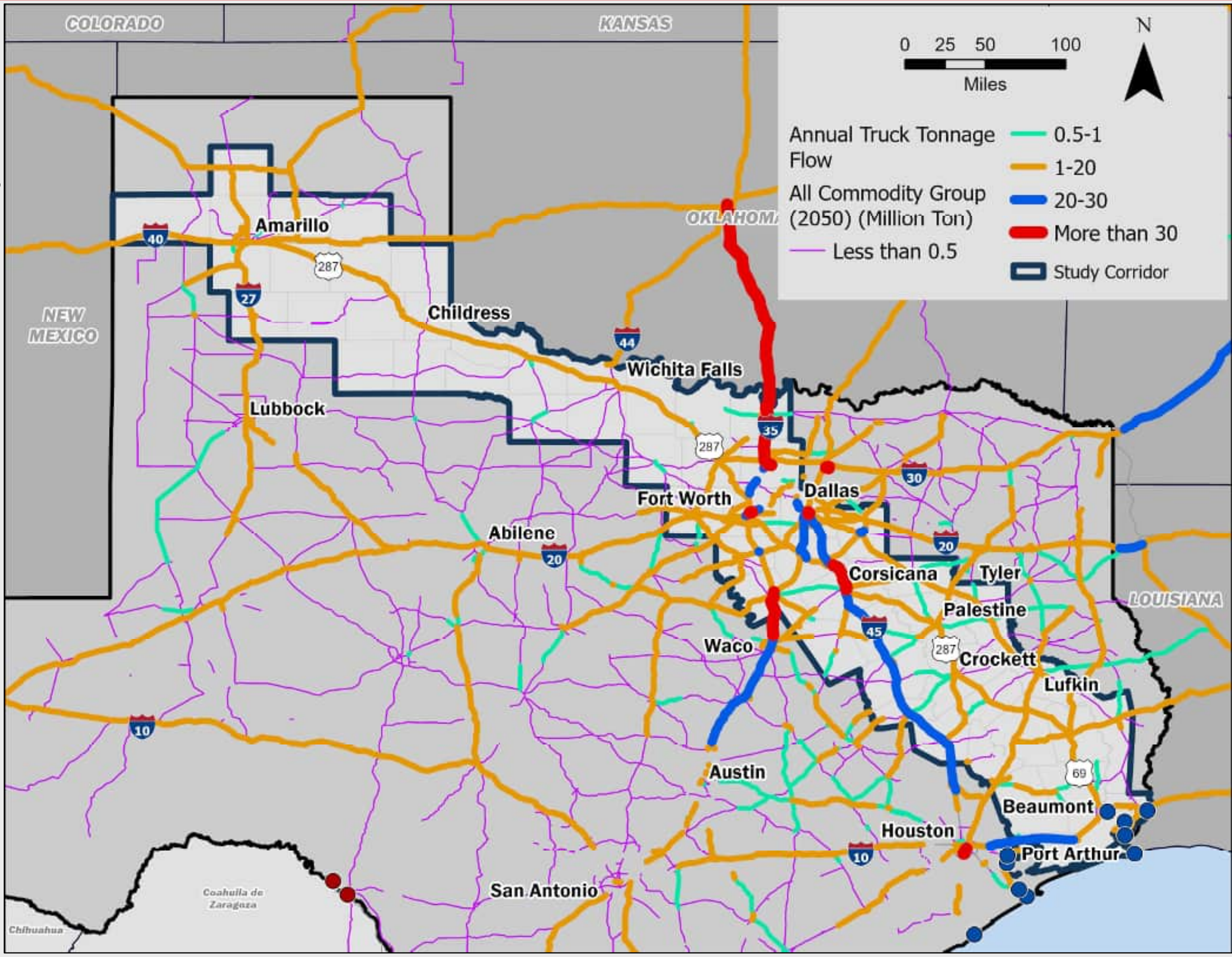
116%

Texas Department of Transportation

Connecting you with Texas.

Freight Increase

- Attract truck traffic from routes such as I-45 and nearby routes
- Improve freight access across multiple corners of the state



US 287 CORRIDOR

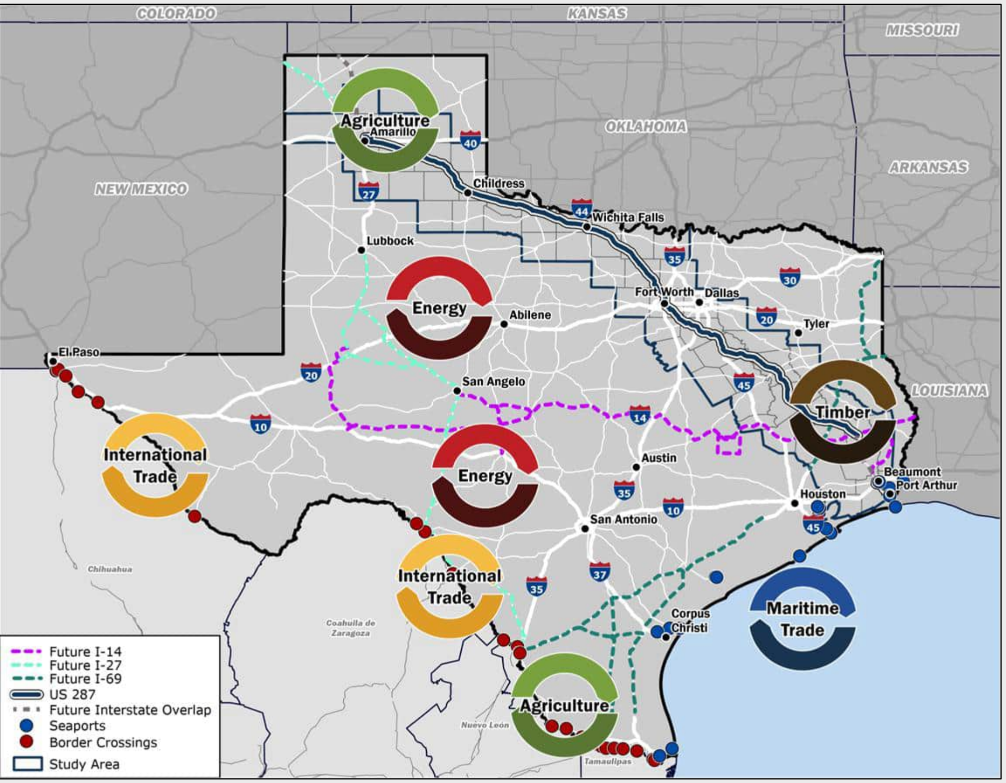
Increased Access to Markets for Energy, Timber, Agriculture Products

Transporting products improved by reduction in travel time and increased market access radius and route reliability

Fully access-controlled facility benefits travel times and reliability

A safer and more reliable route for trucks traveling through cities and small towns

Linking Largest Economic Sectors in Texas



Oil and Natural Gas Sector

$719 B of total private sector Texas GSP in 2023

Source: 2024 Annual Energy & Economic Impact Report, Texas Oil & Gas Association

Timber Sector

$41.6 B of total industry output in 2021

Source: 2021 Texas Forest Service Economic Report

Agriculture Sector

$32.2 B of sales in 2022

Source: Texas Department of Agriculture: Texas Ag Stats

International Maritime Trade

19% of US Maritime Trade in 2023

$261B in exports and $149B in imports

Port of Beaumont & Port Arthur combined saw $40B+ in trade

Source: U.S. Census Bureau: Economic Indicators Division USA Trade Online

National Defense and Security

$89 B in GDP in 2023

US 287 is on Power Projections Platform and STRAHNET. It has two strategic military ports and four military installations.

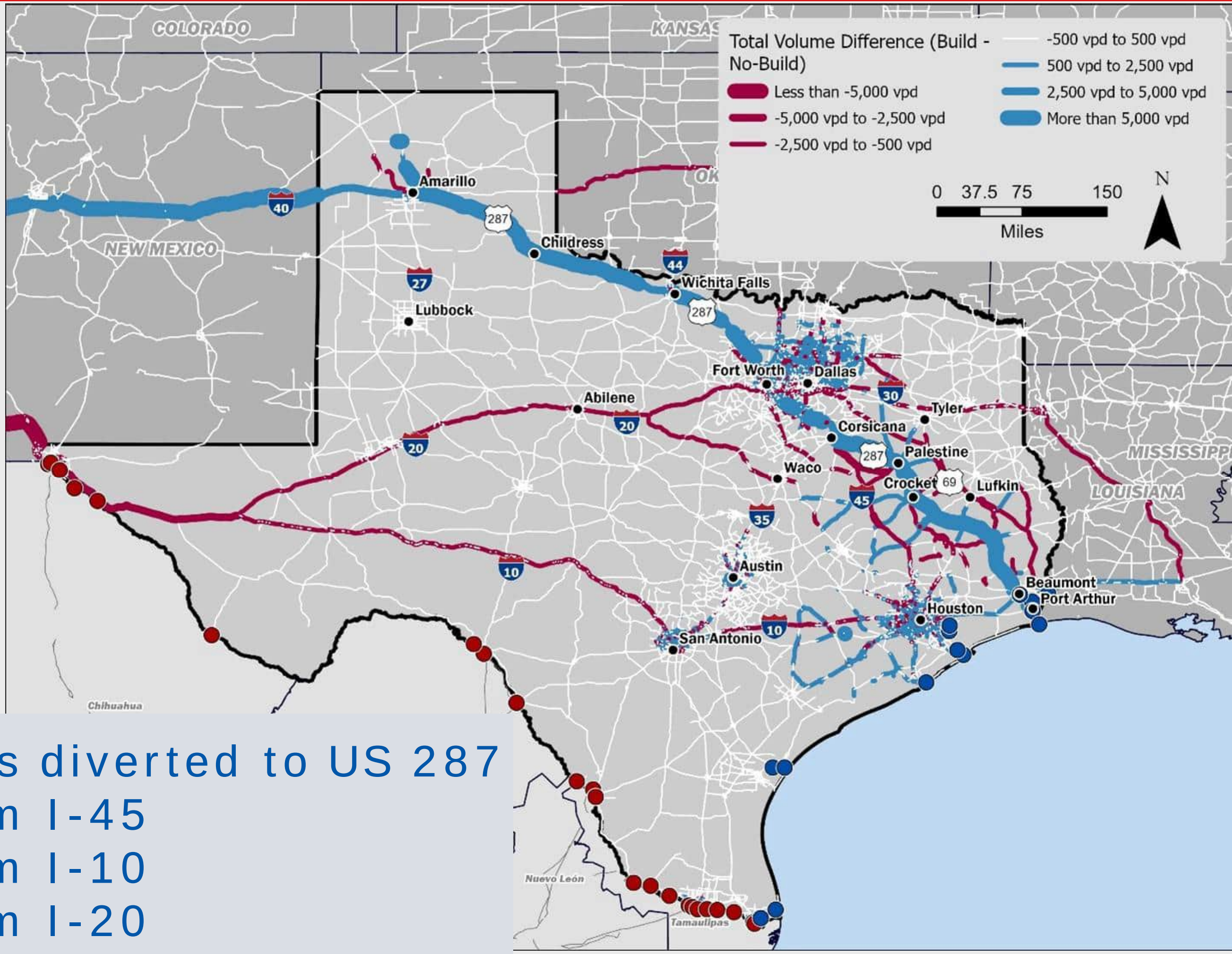
Source: Texas Comptroller of Public Accounts: Military Snapshot

Source: 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

Mobility Impacts

Increase in average daily traffic by

43 %



Daily vehicles diverted to US 287

- 3.3K from I-45
- 3.1K from I-10
- 2.8K from I-20

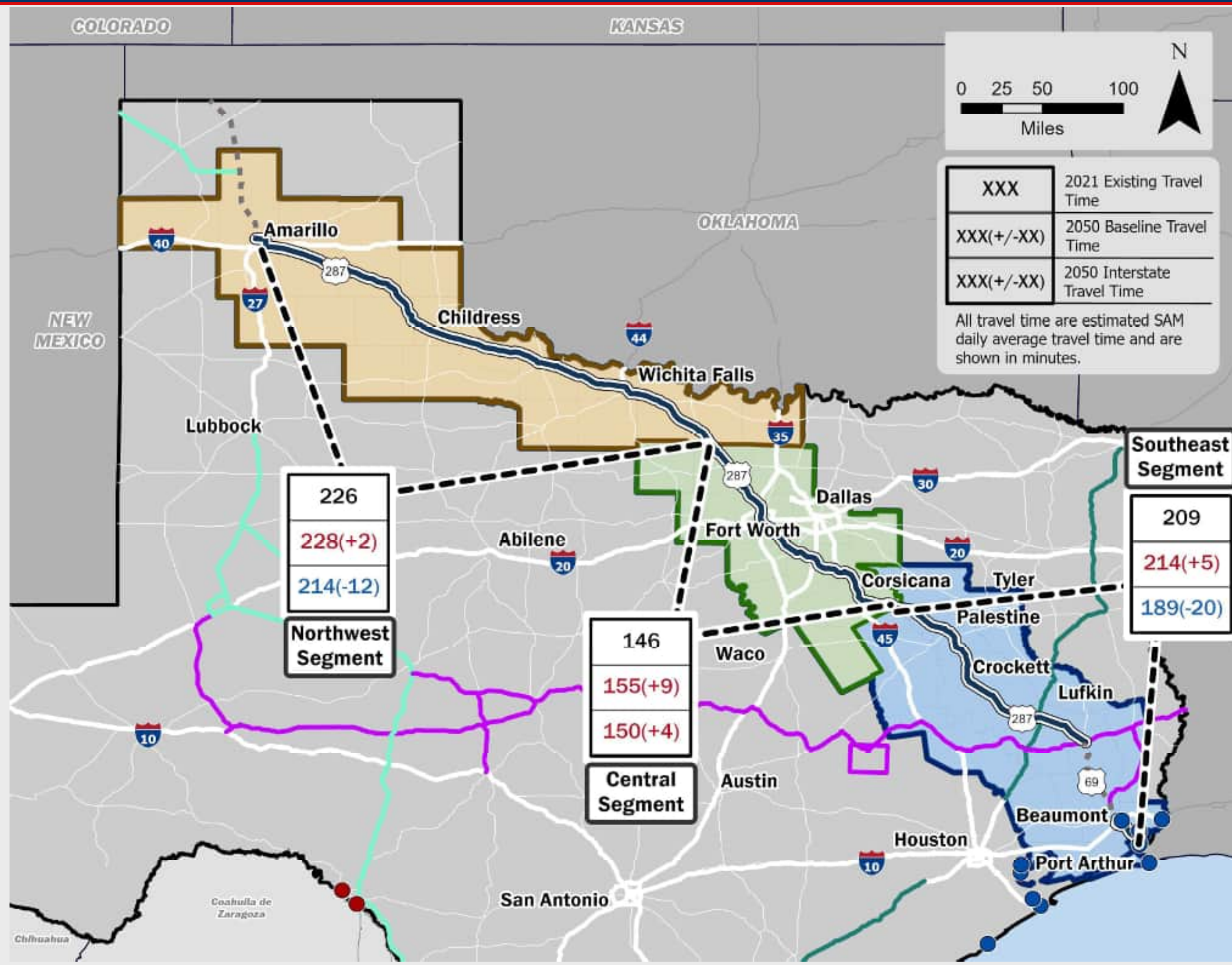
Source: SAM Model, 2024

Travel Time

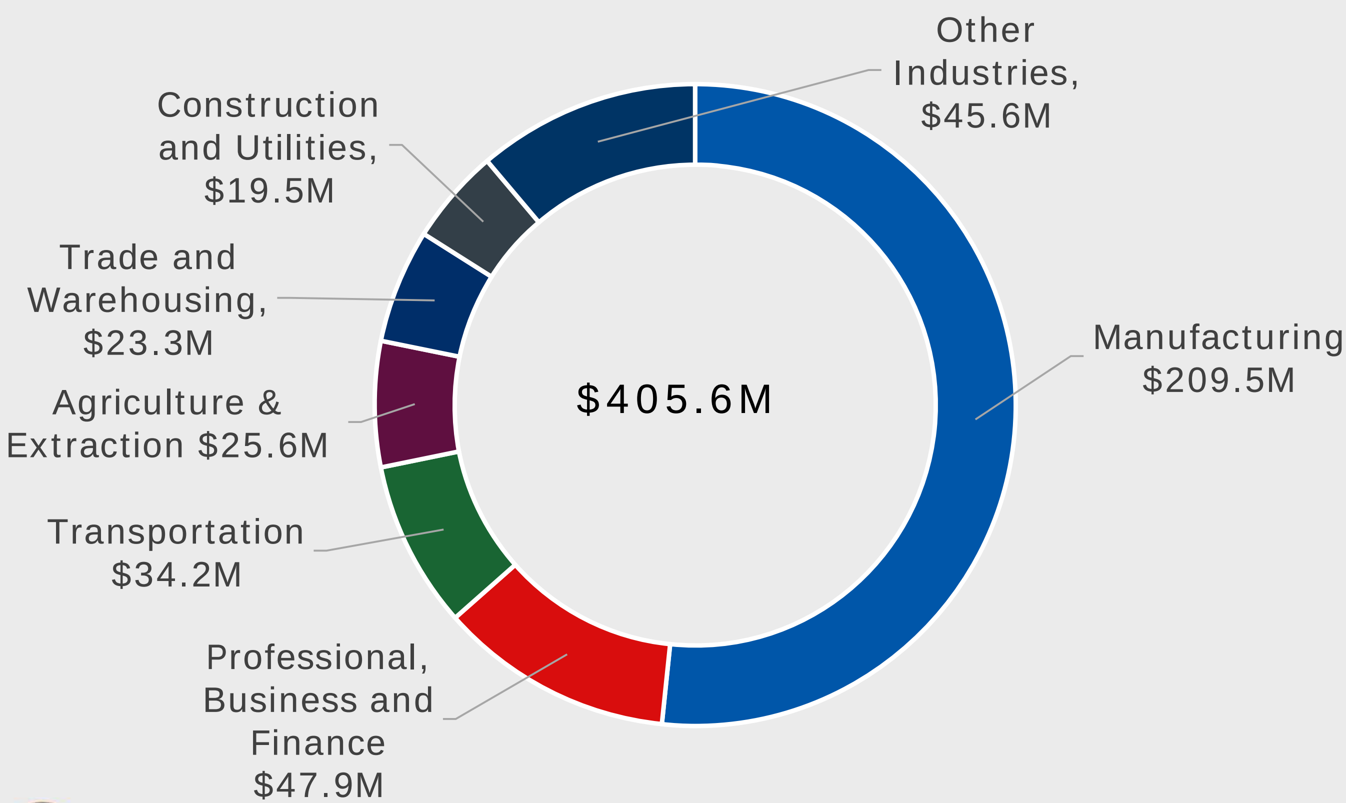
Reduce corridor-wide travel time

44

minutes



Corridor-Wide Travel Cost Savings (2050)



$209.5 million travel cost reduction for manufacturing

$47.9 million travel cost savings for professional, business, and finance services

$34.2 million travel cost reduction for transportation

Source: TREDIS

Costs to Upgrade the Corridor to Interstate Standards

Category	Corridor Interstate Cost Estimate
Construction	$18.39 billion
Project Development	$6.13 billion
Total Project Cost	$24.52 billion

Note: Costs are high level planning estimates and current year Dollars. Actual costs could vary based on detailed design and time of implementation.

Economic Impacts and Return on Investment

2050 Travel Cost Savings	$5.4 B
2050 Increase in GDP	$11.6 B
2050 Increase in Employment	46,885 jobs

Return on Investment	161%

- $39.6 B Net Return on Investment

Benefit-Cost Ratio	3.25

- Net Present Value of $19.4 B

Source: TREDIS

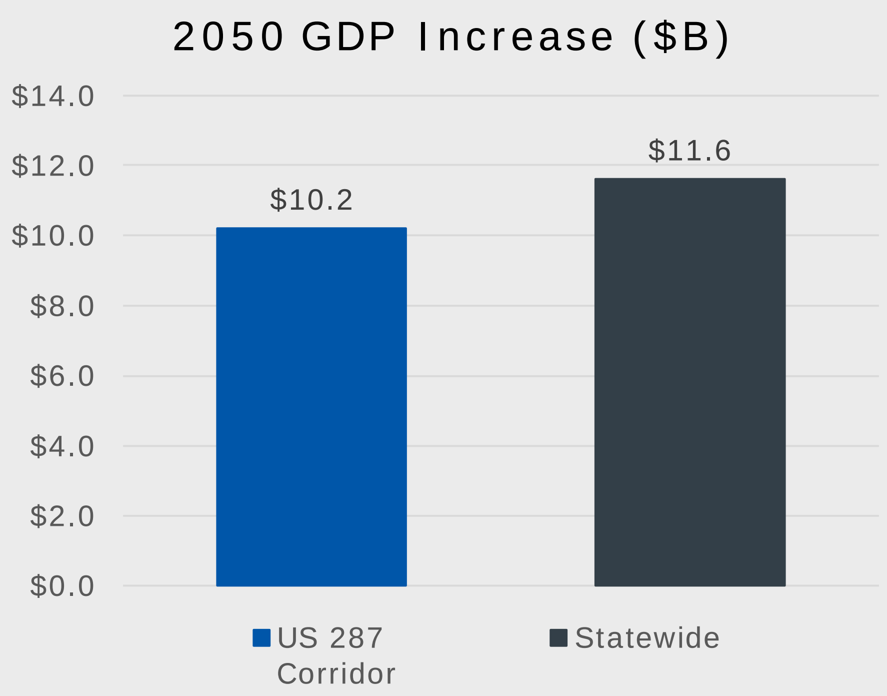
Create Jobs and Economic Opportunities

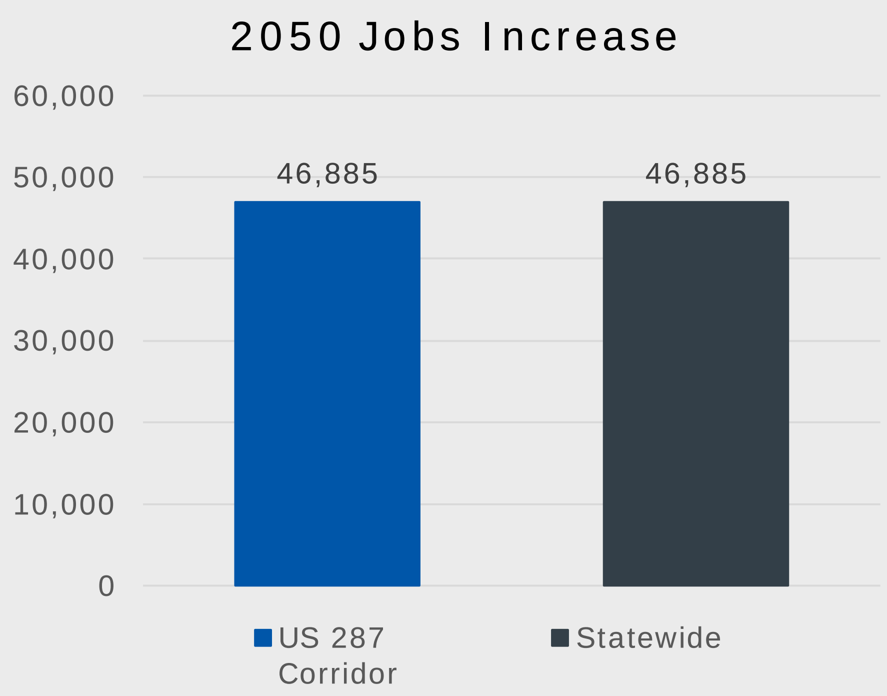
The interstate upgrade would encourage economic development, resulting in an increase in local and state tax revenues

2050 Jobs Created		2050 GDP Increase
+2,327 jobs	Manufacturing	+$3.03 billion
+12,302 jobs	Professional and Business	+$2.05 billion
+2,400 jobs	Wholesale Trade	+$1.43 billion
+5,258 jobs	Financial Activities	+$1.33 billion
+24,598 jobs	Other industries	+$3.76 billion
+46,885 jobs total		+$11.6 billion total

Source: TREDIS

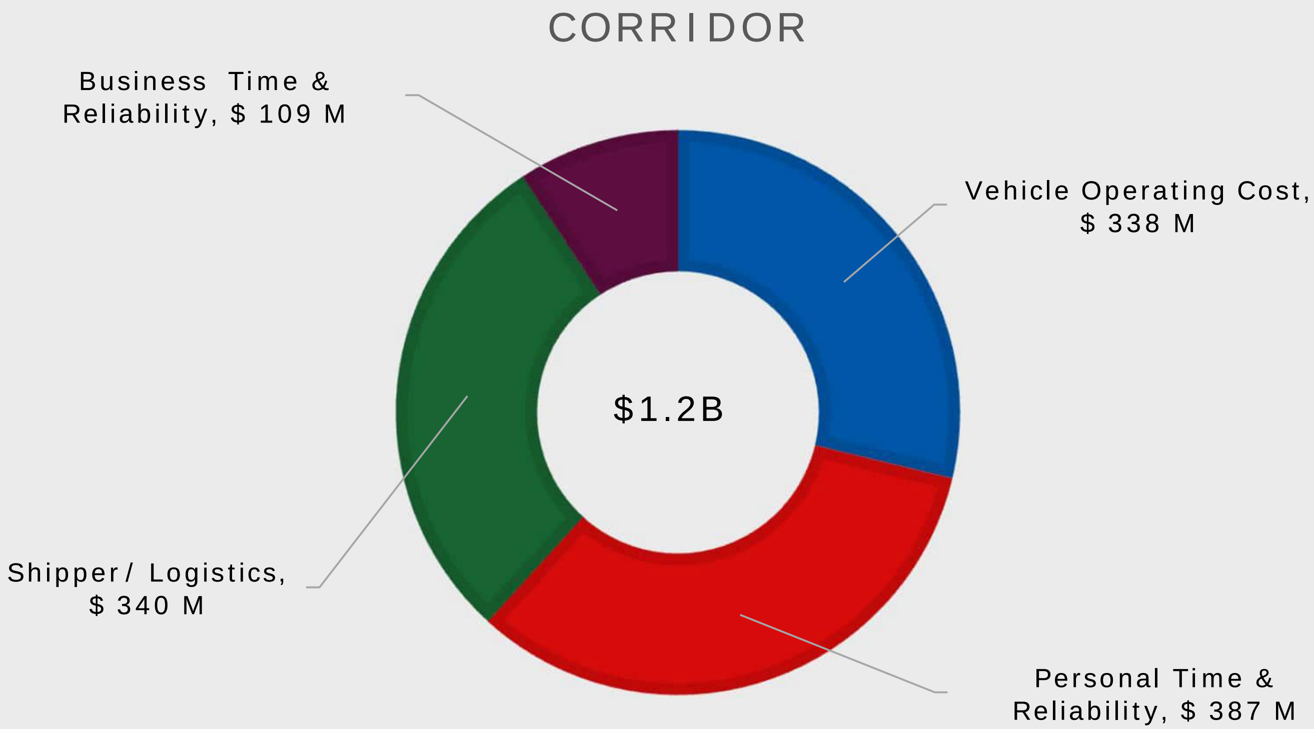
2050 GDP and Employment Increase Comparison





Source: TREDIS

Corridor Travel Cost Savings



Source: TREDIS

Coffee Talk

Is the interstate feasibility analysis in line with your thoughts on US 287? Are there any surprises?

Interstate Feasibility Evaluation Summary

- US 287 is feasible to be an interstate, based on:
  - Promote safety
  - Facilitate freight movement for key economic sectors, including maritime trade
  - Support national defense
  - Enhance mobility and provide traffic congestion relief
  - Economic benefits and return on investment

- If/when congressionally designated as a future interstate, there is no specific federal or state funding program set aside to build future interstate highways.
  - Projects compete with all other Texas highway improvement projects for funding
  - Continually balance competing interests throughout the state
    - New construction
    - Maintenance and preservation

Mentimeter

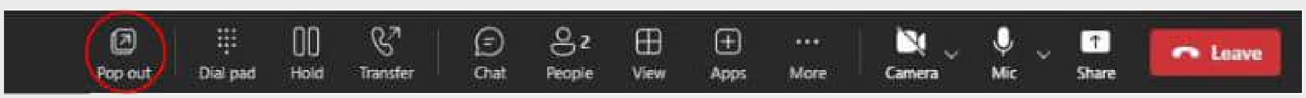
What are your thoughts on our interstate feasibility findings? Do they align with your thoughts for US 287?

Scan this QR code with your phone or tablet camera:

or

Go to menti.com in your internet browser and use code 2219 9839

Use the "Pop Out" feature to enlarge your screen



Join at menti.com | use code 2219 9839

Mentimeter

What are your thoughts on our interstate feasibility findings? Do they align with your thoughts for US 287?

All responses to your question will be shown here

Each response can be up to 200 characters long

Turn on voting to let participants vote for their favorites

Menti

US 287 Steering Commi...

Choose a slide to present

Three Federal Designation Methods for Interstate Highways

FHWA has approval authority

BY CONGRESSIONAL ACT [Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and amendments]

IF THE CORRIDOR CURRENTLY MEETS INTERSTATE STANDARDS, the US Secretary of Transportation may designate as an interstate [23 USC 103c(4)(A)]

REQUESTING DESIGNATION AS A FUTURE INTERSTATE If corridor <u>does not currently meet</u> interstate standards, TxDOT may submit a proposal requesting designation as a future interstate [23 USC 103(c)(4)(B)]

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Method 1 – Eligibility by Congressional Act

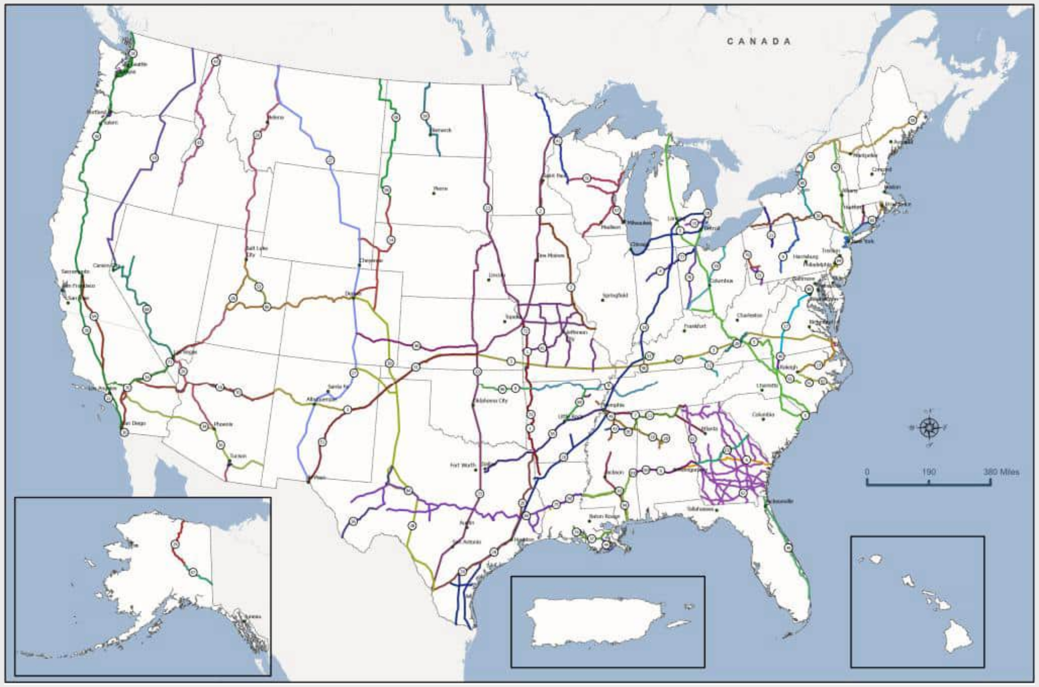
U.S. Department of Transportation Federal Highway Administration

AASHTO

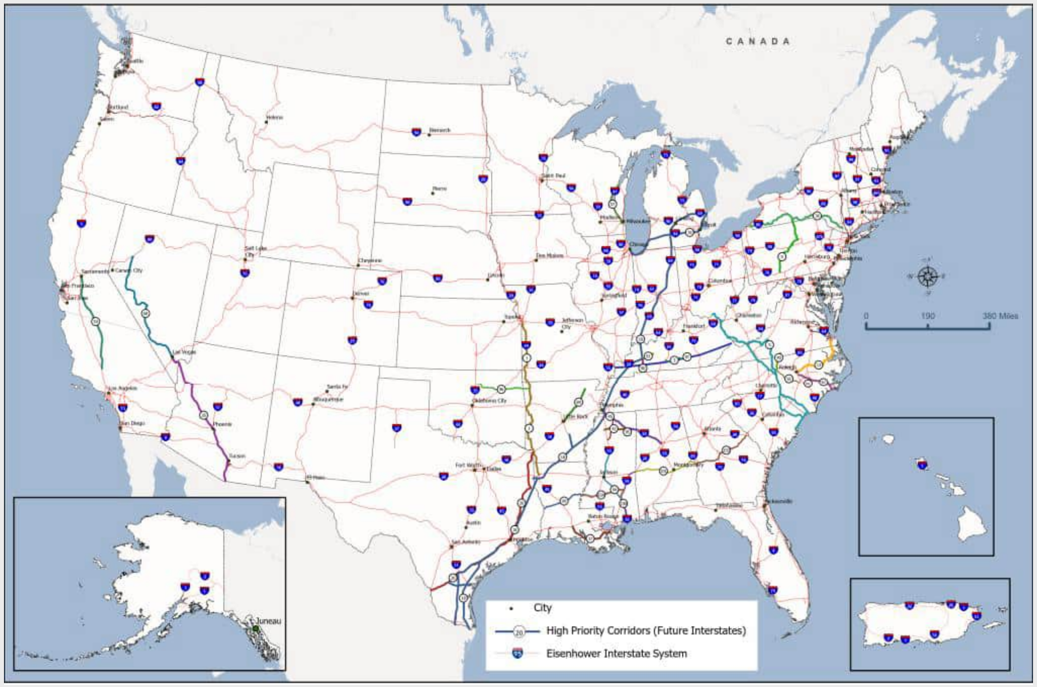
- Congress can designate interstate highways by including the designation in a reauthorization bill or in an annual appropriations act for the USDOT.
- The highway segment must meet interstate design standards established by FHWA and AASHTO.

Congressionally Designated High Priority Corridors

Congressional High Priority Corridor on the National Highway System



Congressionally designated High Priority Corridors as Future Interstates



Source: https://www.fhwa.dot.gov/Planning/national_highway_system/high_priority_corridors/

Method 2 – Eligibility by US Secretary of Transportation Designation

- Evaluation based on interstate standards
  - Access control
  - Posted speeds
    - Horizontal and vertical sight distance
  - Right-of-way widths
  - Number of existing lanes
  - Median
  - Planned and programmed projects

Method 3 – Eligibility by TxDOT Requesting Designation

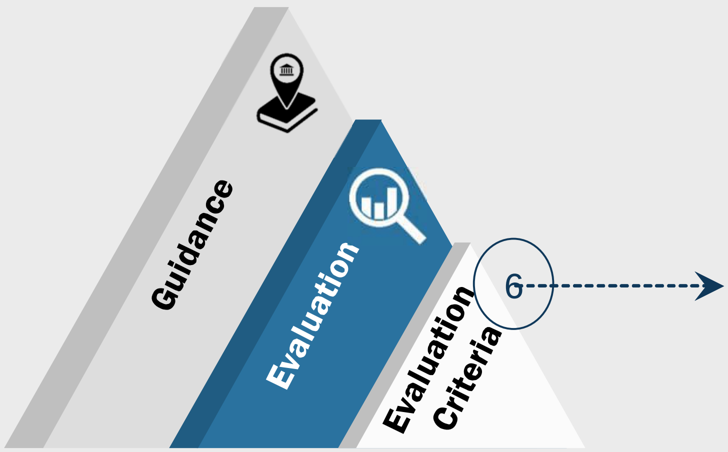
TxDOT proposal must include:

- Route description and statement of justification
- Statements regarding coordination with adjoining states, responsible local officials, and officials of areas under Federal jurisdiction
- Consideration based on six evaluation criteria

A highway must:

- Be on the National Highway System
- Have affirmative recommendation of TxDOT
- Have written agreement of TxDOT that corridor will be constructed to meet interstate geometric and safety standards within 25 years of the agreement with FHWA

Method 3 – Consideration based on Six Evaluation Criteria



1. Be of sufficient length
   - Serve long-distance interstate travel
   - Connect routes between principal metropolitan cities, or industrial centers important to national defense and economic development
2. Should not duplicate other interstate routes
   - Serve interstate traffic movement not provided by another interstate route
3. Should directly serve major highway traffic generators
   - Urbanized area with a population over 100,000
4. Should connect to the Interstate System at each end, or an international border, or terminate in a “major highway traffic generator” that is not served by another Interstate route
5. Must meet current interstate standards, or a formal agreement with FHWA to construct the route to interstate standard within 25 years
6. Must have an approved final environmental document

Segment Working Group Input

April 2, 2025

What We Heard

Segment Working Groups' thoughts for the US 287 Corridor

All Segments	Funding opportunities	Implementation plan updates	Safety
Southeast Segment	Implementation plan phasing	Feasibility impact	Traffic projections
Central Segment	Future rail advancements	Broadband infrastructure	Collaboration
Northwest Segment	Autonomous vehicle infrastructure	Small towns, communities	Employment Impacts

Coffee Talk

Are these in line with your thoughts on US 287? Any additional thoughts?

Next Steps

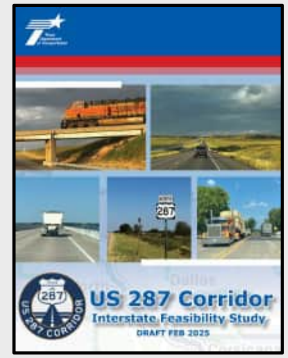
April 2, 2025

US 287 Corridor Study Round 4 Meetings

Meeting	Round 4 Meeting
Central	February 18, 1:00 – 3:30 p.m.
Northwest	February 26, 9:00 – 11:30 a.m.
Southeast	February 28, 9:00 – 11:30 a.m.
Steering Committee (We are here)	April 2, 9:00 – 11:30 a.m.

US 287 Corridor Study Next Steps

- Publish Corridor Study Report this Spring



Key Tasks	2023	2024				2025	
	Fall	Winter	Spring	Summer	Fall	Winter	Spring
Introductory Meetings, Evaluate Existing Conditions & Needs Assessment	◆	◆	◆◆				
Develop Strategies & Prioritization Considerations				◆◆◆	◆		
Prioritize Improvement Strategies					◆◆◆		
Finalize Implementation Plan, Interstate Feasibility, Corridor Study Report						◆◆	◆◆

We are here

◆ TxDOT Coordination ◆ Steering Committee ◆ Segment Working Group ◆ Public Survey

Questions and Closing Remarks

April 2, 2025

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Steering Committee Chair

Closing Remarks

Honorable Judge Jeff Branick
Jefferson County