



I-69 Adding Capacity to America's Freight System

- I-69 System covers 2,400 miles with 900 miles currently part of Interstate System**
- Freight moved on U.S. highways expected to increase 25% over the next 10 years and 50% by 2040**
- 70% of the nation's total freight moves on the highway system**
- Trucks moved 10.8 billion tons of freight in 2017**
- Canada and Mexico, connected by the I-69 route, are the top export trading partners from six of the eight states along the I-69 System**
- I-69 serves manufacturing and agricultural production centers plus major metropolitan regions making strategic connections to 22 Interstate Highways**



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Moving American Freight and Creating Economic Opportunity



2019 Federal Priorities for Interstate 69

In order to advance and to the greatest extent possible accelerate the completion of I-69 as a major multi-modal freight corridor that will provide economic opportunity for rural America, we urge Congress and the Administration to address the following in upcoming surface transportation legislation:

Increase Investment: Pursuant to strong bipartisan support and documented national need, increase overall federal investment in surface transportation. In order to maximize national impact, allocate additional funding for development of the National Freight Network.

Add Strategic Capacity: The current National Highway Freight Network provides limited opportunity to add capacity to the nation's freight highway system. This will compromise the nation's ability to keep pace with projected increase in highway freight movements, while compromising safety and mobility. To address this, states should be given the flexibility to utilize National Highway Freight Program formula funding on any project included in the state's Freight Plan approved by USDOT. In particular, all congressionally designated Future Interstates that are included in a state's USDOT-approved Freight Plan should be eligible for NHFP formula funding.

Signing Unconnected Segments: Amend the provision in MAP-21 that allows segments to be added to the Interstate Highway System if they are at standard and there is a plan to connect to the interstate system within 25 years of enactment of MAP-21 (2012). When the interstate system was initially developed, completed segments were signed as interstate regardless if they connected to an existing

interstate. Removing the requirement of demonstrating connection by 2037 (25 years after enactment of MAP-21 in 2012), would be consistent with how the system was initially developed and would encourage more rapid completion of Future Interstates, like I-69. If removal of the clause isn't acceptable, then Congress should amend the legislation to require linkage within 25 years of designation of the new segment as an interstate. This will provide a consistent planning horizon and encourage the addition of segments to the Interstate Highway System. Signing a segment as "interstate" demonstrates progress and is a significant economic development tool for communities.

Expanded Designation: Work with FHWA, AASHTO and state DOTs to expand mileage eligible for I-69 designation including flexibility for interstate designation in sparsely populated rural areas.

Local Funding Restrictions: Ensure federal law does not restrict local or state authority to generate or retain new revenue streams for transportation infrastructure.



I-69 segment opens up in Indiana



Approaching I-69 in Western Kentucky



I-69 expansion nears completion in Rosenberg, Texas

Join the I-69 Congressional Caucus

Members of Congress from the eight states on the national I-69 route maintain an active caucus to raise awareness of I-69 as an important freight corridor.

Caucus co-chairs are Representatives Henry Cuellar (TX-28), Steve Cohen (TN-9), Larry Bucshon (IN-8), and Bennie Thompson (MS-2). All Members from the eight states on the route and from other states that will be served by I-69 are urged to join the I-69 Congressional Caucus. Please contact Congressman Cuellar's office to join.

Texas to Michigan Progress Report 2019

TEXAS



- More than 1,100 miles of existing highways (US 59, US 77, US 281, US 84 and SH 44) will eventually be upgraded to make up the I-69 System in Texas. A total of 160.8 miles of I-69 have been added to the Interstate Highway System along with 46 miles added as the I-2 connector between I-69E and I-69C in the Lower Rio Grande Valley. Another 99 miles have been constructed to or are under construction to meet interstate standards and designation.
- Two segments in South Texas totaling approximately 5.8 miles are complete and are expected to soon be added to the Interstate Highway System.
- Construction projects are under contract in Hidalgo, Willacy, Kenedy, Nueces, Webb, Victoria, Wharton, Fort Bend, Harris, Liberty and Nacogdoches Counties.
- Texas has an active funding program for projects on the I-69 route. The state's latest Unified Transportation Program (UTP) version includes \$2.9 billion for I-69/I-45 rebuild projects near Downtown Houston and \$2.8 billion for I-69 projects and studies on the rest of the I-69 Texas System.

LOUISIANA



- The I-69 route in Louisiana extends approximately 120 miles from the Arkansas line south to I-20 and I-49 and then southwest to the Sabine River. 75 miles are environmentally cleared.
- The state is focusing development efforts on the Red River Bridge segment and the connection between the Port of Caddo-Bossier and north-south I-49.

ARKANSAS



- The 184-mile I-69 route in southern Arkansas has been environmentally cleared with a preferred alignment identified. Construction is underway on an 8.6-mile segment of future I-69 on the southeast side of Monticello. Funding has been allocated for an additional 17-mile segment from east of Monticello eastward to US 65. The I-69 system in Arkansas includes a 40-mile Interstate 530 connector between Monticello and Pine Bluff with 29 miles completed.

MISSISSIPPI



- The I-69 system in Mississippi covers 178 miles. A 15-mile section of I-69 in northwest Mississippi was opened to traffic in 2006. I-69 runs concurrently on I-55 north from Hernando to Memphis.
- Work is complete on Interstate 269, a part of the I-69 system circling the southeast side of Memphis.
- The 113-mile Mississippi Delta section from north of Tunica heading south to the proposed Great River Bridge crossing into Arkansas has been environmentally cleared.

TENNESSEE



- All Tennessee sections of the I-269 loop around Memphis are complete and open to traffic. A total of 104 miles of the main I-69 route remain to be built north of Memphis.
- Current I-69 planning and construction is focused on a 20-mile section near Union City with 7 miles under construction.
- The state's Improve Act dedicates funds to transportation. A total of 42.7 miles of listed I-69 projects are included in the Improve Act.

KENTUCKY



- The I-69 route in Kentucky runs from Fulton on the Tennessee state line north to the Ohio River at Henderson.
- The 128 miles from Mayfield to Henderson are complete and have been added to the Interstate Highway System.
- Work has started to complete upgrades on the 19 miles of existing parkway between Fulton and Mayfield.
- A preferred alternative has been identified for the location of a new Ohio River Bridge between Henderson and Evansville, Indiana. It follows a new alignment and covers 11 miles.
- BridgeLink, a combined advocacy group of community leaders from Kentucky and Indiana, is working to support planning for the \$1.4 billion bridge system.

INDIANA



- Interstate 69 from Indianapolis to the Michigan State Line has been complete for decades. I-69 south from Indianapolis to Evansville will add another 142 miles to the I-69 System when complete.
- Indiana has increased fuel taxes and registration fees to provide increased state funding for transportation projects including completion of I-69.
- Indiana's Governor recently accelerated the completion date of the final section of I-69 connecting to Indianapolis. The scheduled completion is now 2024.
- Kentucky and Indiana have signed an MOU to build an I-69 Ohio River Bridge. The preferred location has been identified and completion of the EIS is expected in 2020.

MICHIGAN



- All sections are complete. To improve efficiency at the I-69 border crossing with Canada a \$165 million expansion of the Blue Water Bridge Plaza supporting truck freight is planned.
- Michigan is urging inclusion of 125 miles of I-69 from Port Huron to Lansing in the national Primary Highway Freight System.