



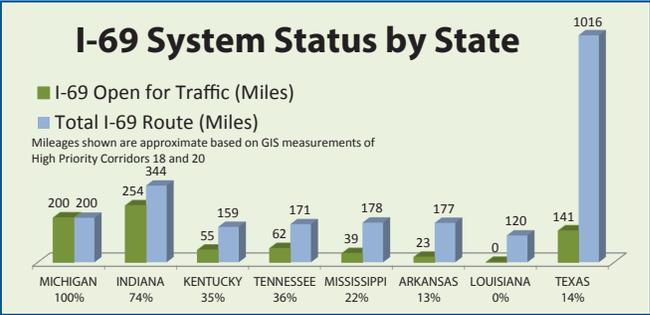
A Freight Corridor Connecting the American Heartland

Michigan • Indiana
 Kentucky • Tennessee
 Mississippi • Arkansas
 Louisiana • Texas



STATUS OF I-69 SYSTEM

- Existing I-69 System
- I-69 Designation Under Review
- Under Final Design/Construction to Extend I-69
- Potential I-69
- Proposed as Potential I-69 by Texas Segment Committees
- Cities on I-69 System
- Major I-69 Traffic Generators



TxDOT Estimates - Subject to Change - April 2015

2015 Federal Priorities for Interstate 69

Interstate 69 is becoming a reality as a combination of upgrades of existing highways, parkway conversions and new freeways on new terrain. Each state along the eight-state corridor is working to advance the development of I-69 as a critical highway and freight corridor in order to enhance regional mobility, safety of the traveling public and economic development.

I-69 Related Priorities for the Reauthorization of MAP-21

In order to continue and accelerate the ongoing development of I-69 as a major freight corridor providing strategic intermodal connections, we urge Congress to enact a surface transportation reauthorization bill that:

- Is long-term to provide a level of certainty and an appropriate planning horizon.
- Provides increased funding for surface transportation. Ensure no reductions in the guaranteed rate of return and that the Equity Bonus program is renewed and that new funds return to each state at 100% rate of return.
- Protects the following gains made in MAP-21:
 - Signage provision to facilitate interstate designation of roadway sections at interstate standard but not connecting to an existing interstate
 - Environmental streamlining provisions
 - Reduction of funding categories in order to provide greater flexibility to states in how they allocate funding
- Protects and expands the innovative financing options in MAP-21:
 - Reauthorize TIFIA
 - Provide greater flexibility in the use of Private Activity Bonds
 - Ensure legislation does not limit P3s
 - Reauthorize Build America Bonds
 - Reauthorize Transportation Development Credits Program
 - Establish a flexible National Infrastructure Bank
- Advances the concept of a national freight plan to focus federal investment on projects like I-69 that will enhance intermodal freight movements. Include I-69 in the designation of the National Freight Network.
- Reauthorizes and funds the Projects of National and Regional Significance Program and promotes prioritization of multi-modal transportation projects, like I-69, that enhance the movement of freight.



- Designates SH 44 from Freer to Corpus Christi as future I-69.
- Allows flexibility in interstate designations in rural areas.
- Allows transition time for weight restrictions on highway upgrades to interstates and grandfather clauses where applicable.
- Encourages the use of rights-of-way on federally funded highways to accommodate broadband infrastructure in order to improve broadband connectivity for rural communities and improve broadband services in urban areas.

Join the I-69 Congressional Caucus

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

Caucus co-chairs are Representatives Blake Farenthold (TX-27), Henry Cuellar (TX-28), Ed Whitfield (KY-1), 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 Farenthold's office to join.



Progress Is Being Made From Texas to Michigan

TEXAS



- Texas has an active funding program for projects on the I-69 route. More than \$1.3 billion has been committed to planning efforts and construction projects since 2010. This includes \$219 million allocated to 12 projects earlier this year. The I-69 system highways in Texas already serve as major goods movement routes with a high ratio of trucks to passenger vehicles.
- About 1,000 miles of existing highways (US 59, US 77, US 281 and US 84) will eventually be upgraded to make up the I-69 system in Texas. A total of 205 miles have been added to the Interstate Highway System so far including 117 miles in the Rio Grande Valley and 74 miles in the Houston area plus segments at Texarkana and Corpus Christi. In South Texas the system splits and is being designated as I-69 East, I-69 Central and I-69 West.

LOUISIANA



- The Louisiana Department of Transportation and Development continues to move forward with environmental clearance of I-69 alignments in the approximately 95 miles through the northwest corner of Louisiana. In August 2013 the Final EIS and selected alignment were published for SIU 15 which covers about 35 miles around the south and east sides of Shreveport.
- A separate environmental clearance process is complete for SU 14 covering the segment from I-20 at Houghton, Louisiana, north to near El Dorado, Arkansas.

ARKANSAS



- Environmental clearance has been approved for all of the 185 mile long I-69 route in southern Arkansas. The selected route runs on the northwest side of El Dorado then east to Warren, Monticello and McGehee before crossing the Mississippi River at the proposed Great River Bridge (ROD issued 2004). Construction on the I-69 corridor includes work on an 8.6-mile relief route on the southeast side of Monticello and another 11 miles are scheduled. The I-69 system in Arkansas includes an Interstate 530 connector between Monticello and Pine Bluff and the Arkansas portion of the Great River Bridge.

MISSISSIPPI



- A 15-mile section of I-69 in northwest Mississippi was opened to traffic in 2006. I-69 runs concurrently on I-55 from Hernando, Mississippi, to I-40 on the north side of Memphis, resulting in a total of 23 miles of I-69 being signed in Mississippi.
- Construction is now underway on approximately 26 miles of future Interstate 269, a part of the I-69 system. The loop starts at I-55 in Mississippi and goes around the east side of

Memphis. This work is expected to be completed in 2015.

- In 2010 the Final EIS and ROD were issued defining the selected route for the 120 mile long Mississippi Delta section of I-69 from Robinsonville to the Benoit and the Great River Bridge.

TENNESSEE



- I-69 currently extends to the north side of Memphis and the I-269 loop is being constructed to connect with the section being built in Mississippi.
- Work is underway on a final environmental impact statement covering the 65-mile route from Memphis north to Dyersburg. The Tennessee Department of Transportation has several projects underway in the 45 miles from Dyersburg to the Kentucky State Line near Fulton.

KENTUCKY



- A total of 59 miles of Interstate 69 has been added to the Interstate Highway System in Kentucky and more than \$100 million in projects to upgrade existing parkways to interstate standard are underway. Approximately 45 more miles along the former Pennyrile Parkway should be shielded as I-69 by the end of 2015. All 154 miles in Kentucky could be under shield by 2017, not counting the Ohio River bridge.
- BridgeLink, a combined advocacy group of business and political leaders from Kentucky and Indiana, is concentrating efforts to push for construction of an I-69 bridge over the Ohio River at Henderson, Kentucky.

INDIANA



- Interstate 69 from the Michigan State Line to Indianapolis has been complete for decades. Efforts in recent years have been focused on the 142 miles from Indianapolis to the Kentucky State Line at the Ohio River. Indiana opened 67 miles of new terrain I-69 in 2012 and an additional 27 miles is scheduled for completion in 2015. Indiana also renamed 21 miles of existing interstate near Evansville as I-69 in 2014.
- In December 2014, construction began on a 21-mile section of existing state highway that will be upgraded to interstate standards. In October 2014, the Indiana Department of Transportation published a revised notice of intent in the Federal Register to resume Tier II environmental studies on the final 26-mile section of existing highway upgrades. INDOT has also commissioned a traffic study for the Ohio River Bridges between Evansville and Henderson, Kentucky.

MICHIGAN - All sections are complete.





Interstate 69 Improving Freight Movements

Sections of the Interstate 69 corridor already serve as major national freight routes and as more sections are upgraded or added it means greater connectivity for the American Heartland.

This corridor serves manufacturing and agricultural production centers plus major metropolitan areas from South Texas to the Great Lakes states. It connects to 16 key pieces of the Interstate Highway System and provides improved freight connectivity for the eastern half of the nation.

I-69 in Michigan has carried large volumes of daily international trade going to and from Canada for decades. A total of 117 miles of I-69 in the Lower Rio Grande Valley has now been added to the Interstate Highway System. This section connects to five international ports of entry and serves hundreds



of manufacturers and a bi-national population of more than 3 million people.

Completed or yet-to-be upgraded I-69 corridor segments extend the efficient reach of deepwater ports on the Gulf of Mexico plus inland ports on the Great Lakes, the Ohio River and the Mississippi River.

I-69 components provide or will provide direct or nearby connectivity to key rail-truck intermodal facilities and to concentrations of product distribution centers and parcel shipping hubs including air freight hubs at Houston, Memphis, Louisville, Indianapolis, Dallas-Fort Worth and Chicago. Each additional interstate standard project along the I-69 route will add to the freight movement efficiency and safety of this important north-south freight corridor.