

# I-69 Advisory Committee Report and Recommendations

HURRICANE  
APPROACHING  
USE CAUTION



**Driven by Texans**

The Interstate-69 (I-69) Advisory Committee Report and Recommendations contains the ideas and recommendations of the Advisory and Segment Committee members and does not contain proposals by the Texas Department of Transportation (TxDOT).

Some cover photos are courtesy of Lavoyger Durham.

## Letter from I-69 Advisory Committee Chair



Over four years ago, the Advisory Committee Members were appointed by the Texas Transportation Commissioners and charged with implementing a “citizen/community” driven process to develop I-69 Texas. This was an innovative model for transportation planning and the template was created in stages.

The five Segment Committees provided their initial findings to the Advisory Committee. The Advisory Committee assimilated the information and recommended to the Transportation Commission some statewide guiding principles and prioritization criteria for the Segment Committees to use as they refined their recommendations. The Segment Committees continued working with their respective communities and their TxDOT District Offices to further evaluate their recommendations and to finally prioritize the projects within their segments of I-69.

Texas Department of Transportation staff at both the state and district levels supported all the committees’ efforts with technical, environmental, safety, and economic information as requested. Additionally, they provided administrative support and coordination for community hearings and meetings.

The process yielded results better than anyone could have imagined. I-69, just a decade ago was viewed as such a formidable undertaking that it would never get built, was broken down into five segments and then into scores of separate projects. By prioritizing the projects and connecting them together, the Segment Committees and the Advisory Committee aggregated the resolve of community stakeholders and elected officials from Joaquin along the Louisiana border and Texarkana on the Arkansas border, extending all the way to Laredo and the Rio Grande Valley.

The result is now part of this Transportation Commission’s legacy. I-69 signs are already posted in the Houston and Corpus Christi Districts with Districts along the rest of the route positioned to follow.

This report is the result of thousands of hours of work from the Segment Committee and Advisory Committee volunteers who knew that I-69 was critical for Texas and who committed their own resources and time to help make it happen.

Judy Hawley

Chair, I-69 Statewide Advisory Committee

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## Introduction

I-69 is a proposed 1,600-mile national highway connecting Michigan, Indiana, Kentucky, Tennessee, Mississippi, Arkansas, Louisiana and Texas. In Texas, the route for I-69 begins on US 84 in Joaquin and on US 59 in Texarkana and extends to Laredo and the Rio Grande Valley. The highway is designated by Congress as a High Priority Corridor and a Future Interstate Highway. The Texas portion of I-69 represents nearly half of the overall length of the national Interstate as it extends from northeast and east Texas through Houston to the Texas-Mexico border. I-69 is complete through Michigan. Mississippi and Indiana have completed new sections of I-69 with additional sections currently under construction in Indiana. Kentucky and Tennessee have designated portions of existing highways as I-69.

**Figure 1. Status of National I-69 System**



The first section of I-69 Texas was designated on the existing US 77 in South Texas and did not require any additional right-of-way or funding for construction. An additional section of I-69 has also been designated on the existing US 59 in the greater Houston area. In June 2012, Congress amended legislation requiring High Priority Corridors, such as I-69, to connect to an existing Interstate, allowing additional sections of the I-69 Texas route to be considered for Interstate designation. Continued project development and planning is underway in all of the states along the national I-69 route, including Texas where approximately 200 miles of existing highway are under current consideration for Interstate designation.

I-69 Texas is important to the connectivity of the state because it provides access to inland ports, sea ports along the gulf coast and connects major east-west Interstates in Texas. I-69 crosses I-10, I-20 and I-30, improving connectivity and providing convenient access to national east-west routes from Texas' ports and cities. I-69 also connects with I-35, I-37 and I-45 allowing for access to additional national north-south routes. I-49, currently in the development stages in northeast Louisiana and southwest Arkansas, will provide an additional connection for national mobility as I-69 and I-49 parallel in Texarkana, Texas and Texarkana, Arkansas. In addition to the critical connections to Interstates, I-69 will provide access to the Texas trunk highway system, a network of rural principal divided highways throughout the state that are vital for moving agriculture, energy products, goods, and for travel throughout our state. I-69 will serve an essential linkage for Texas and allow for more efficient movement between communities along the I-69 Texas system and national highway routes.

### I-69 Provides Connectivity between Inland and Sea Ports, Interstate Highways and the Texas Trunk Highway System



### Designation of Highways that Meet Interstate Standards

The Advisory Committee has encouraged TxDOT to work with the Federal Highway Administration (FHWA) to seek immediate Interstate designation for any portions of the highways on the I-69 Texas system that currently meet Interstate standards. Federal law currently allows for any highway identified by Congress as a future part of the I-69 system to be designated as an Interstate as long as it is built to Interstate standards and will connect to the existing Interstate system by 2037.

### Unveiling of First I-69 Texas Signs (December 2011)



On December 5, 2011, I-69 signs were erected along a 6.2 mile section of US 77 in the Robstown area between I-37 and SH 44. In July 2012, US 59 from I-610 N to near the Liberty County line, a distance of about 35 miles, was approved for I-69 designation.

Additional sections of I-69 will be evaluated on a case-by-case basis as to their ability to satisfy the federal requirement for the Interstate system designation.



## I-69 Citizen Committees

### I-69 Advisory Committee

The Texas Transportation Commission created the Advisory Committee for I-69 on March 27, 2008; membership of the Advisory Committee includes citizens throughout the I-69 system in Texas. This committee was created for the purpose of facilitating and achieving consensus among affected communities and interested parties on desired transportation improvements along the proposed I-69 route in Texas.

**Table 1. I-69 Advisory Committee Membership**

Member	Representing
Arnold Saenz	Alice
David Silva	Beeville
Ramiro Garza	Edinburg
Chandra Spenrath	El Campo
Alan Clark	Houston
Jim Edmonds	Houston
Steve Stewart	Houston
Pat Liston†	La Feria
John Thompson	Livingston
Jack Gorden	Lufkin
Jim Wehmeier†	Lufkin
Cindy Leleko	Marshall
Joe Phillips	McAllen
Nolan Alders	Nacogdoches
James Carlow	New Boston
Judy Hawley*	Portland
Jim Gonzales	Richmond
David Garza	San Benito
Terry Simpson†	Sinton
Jerry Sparks†	Texarkana
Will Armstrong	Victoria
Carbett "Trey" Duhon	Waller
Domingo Montalvo†	Wharton

\*Committee Chair

†Serves as a member of the I-69 Advisory Committee and as a chair of the I-69 Segment Committee

**I-69 Advisory Committee Meeting**



### I-69 Segment Committees

The Texas Transportation Commission also created five Segment Committees for I-69 on September 25, 2008. The Segment Committees were created for the purpose of providing locally focused input and recommendations on developing I-69 in their communities. The Segment Committees, representing the areas shown below, are composed of members representing cities, counties, metropolitan planning organizations, ports, chambers of commerce, economic development organizations and the Texas Farm Bureau along the proposed route for I-69.

**I-69 Segment Committee Meeting**

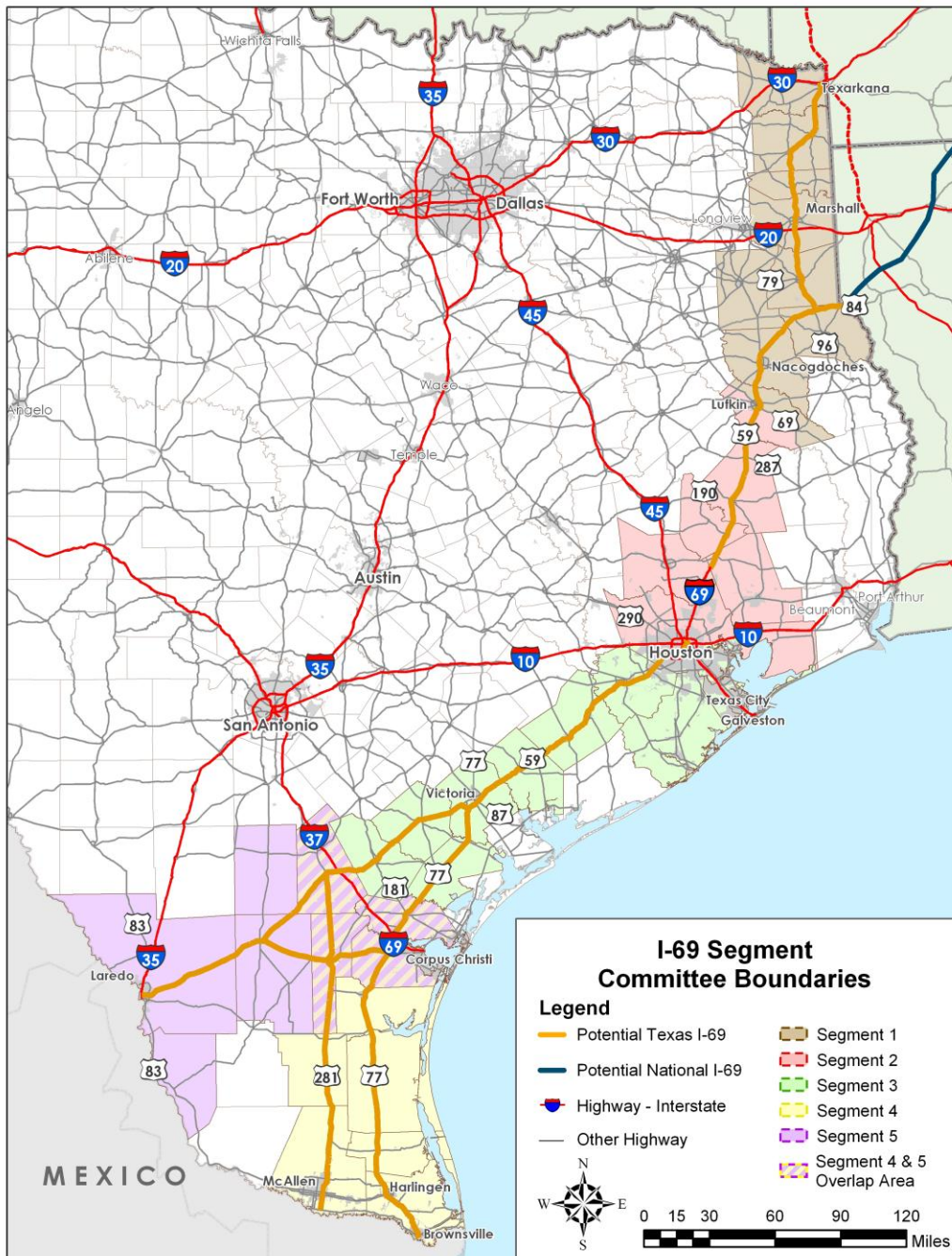


**Table 2. I-69 Segment Committee Boundaries**

<b>Segment One Committee</b> encompasses portions of US 59 and US 84 in Northeast Texas and includes the counties of Angelina, Bowie, Cass, Harrison, Marion, Nacogdoches, Panola, Rusk, and Shelby
<b>Segment Two Committee</b> encompasses US 59 through East Texas and includes the counties of Angelina, Chambers, Fort Bend, Harris, Liberty, Montgomery, Polk, and San Jacinto
<b>Segment Three Committee</b> encompasses portions of US 59 and US 77 and includes the counties of Bee, Brazoria, Fort Bend, Galveston, Goliad, Harris, Jackson, Refugio, Victoria and Wharton
<b>Segment Four Committee</b> encompasses portions of US 59, US 77, US 281 and SH 44 and includes the counties of Brooks, Cameron, Hidalgo, Jim Wells, Kenedy, Kleberg, Live Oak, Nueces, San Patricio, and Willacy
<b>Segment Five Committee</b> encompasses portions of US 59, US 77, US 281 and SH 44 and includes the counties of Duval, Jim Wells, Live Oak, McMullen, Nueces, San Patricio, Webb, and Zapata

The potential I-69 routes in Texas and the areas included in each of the five Segment Committees are shown in **Figure 2**. A list of membership for each Segment Committee is included on the following page.

**Figure 2. I-69 Segment Committee Boundaries**





**Table 3. I-69 Segment Committee Membership**

Segment One	
Member	Appointing Entity
Wes Suiter	Angelina County
Robert Murray	Bowie County
TBA	Cass County
Charles Wilcox	City of Atlanta
Charles Thomas	City of Carthage
Joe David Lee	City of Jefferson
Philip M. Medford	City of Lufkin
Jim Jeffers	City of Nacogdoches
William Holley	City of Tenaha
Jerry Sparks†	City of Texarkana
Richard Anderson	Harrison County
Karen Owen	Longview MPO
Phil Parker	Marion County
James Greer	Marshall Chamber of
Joe English	Nacogdoches County
David Anderson	Panola County
Bob Barton	Rusk County
Rick Campbell	Shelby County
William Cork	TexAmericas Center
Brad McCaleb	Texarkana MPO
Michael Meador	Texas Farm Bureau

Segment Two	
Member	Appointing Entity
Ronnie Thomas	Alabama-Coushatta Tribe of Texas
Wes Suiter	Angelina County
TBD	Chambers County
Lloyd Kirkham	City of Cleveland
Grimes Fortune	City of Corrigan
Bill Brown	City of Diboll
Michael Kramer	City of Houston
Douglas W. Spruill	City of Humble
Clarke Evans	City of Livingston
Jeremy Williams	City of Splendora
Kim Icenhower	Fort Bend County
Ed Emmett	Harris County
Ashby Johnson	Houston-Galveston Area Council
Craig McNair	Liberty County
Jim Wehmeier†	Lufkin/Angelina Economic Development Corporation
Andy Dill	Montgomery County
Jessica Lattner	Polk County
Sydney Murphy	Polk County Economic & Industrial Development Corporation
Spencer Chambers	Port of Houston Authority
Donny Marrs	San Jacinto County
Tom Paben	Texas Farm Bureau

Segment Three	
Member	Appointing Entity
Laura Fischer	Bee County
Joe King	Brazoria County
TBD	City of Beeville
Joe D. Hermes	City of Edna
Richard Young	City of El Campo
John "Ed" Carter	City of Goliad
Michael Kramer	City of Houston
Ray Jaso	City of Refugio
D. Dale Fowler	City of Victoria and Port of Victoria
Domingo Montalvo, Jr†	City of Wharton
Lane Ward	Fort Bend County
Mike Fitzgerald	Galveston County
David Bowman	Goliad County
Ed Emmett	Harris County
Ashby Johnson	Houston-Galveston Area Council
Dennis Simons	Jackson County
Spencer Chambers	Port of Houston Authority
Leonard Anzaldua	Refugio County
Donald Pozzi	Victoria County
TBD	Victoria MPO
Phillip Spenrath	Wharton County

Segment Four	
Member	Appointing Entity
Raul Ramirez	Brooks County
Eddy Hernandez	Brownsville MPO
Sofia Benavides	Cameron County
Charlie Cardenas	City of Corpus Christi
Wesley Jacobs	City of Falfurrias
Alan Johnson	City of Harlingen
Stanley Laskowski	City of Kingsville
Tecló J. Garcia	City of McAllen
Tom Niskala	Corpus Christi MPO
Pat Liston†	Harlingen-San Benito MPO
Joseph Phillips	Hidalgo County
Andrew Canon	Hidalgo County MPO
Susan Durham	Jim Wells County
Louis E. Turcotte, III	Kenedy County
Roy Cantu	Kleberg County
Jim Huff	Live Oak County
Trey Pebley	Lower Rio Grande Partnership
Ralph Coker	Nueces County
Sergio T. Lopez	Port of Brownsville
Terry Simpson	San Patricio County
TBD	Willacy County

Segment Five	
Member	Appointing Entity
Ray de los Santos	City of Alice
Nelda Martinez	City of Corpus Christi
Andrea Bierstedt	City of Freer
Sylvia Steele	City of George West
Nathan Bratton	City of Laredo
Rodrigo Ramon, Jr.	City of Robstown
Sandy Sanders	Corpus Christi Chamber of Commerce
David Ainsworth	Corpus Christi MPO
Roberto Elizondo	Duval County
L. Arnold Saenz	Jim Wells County
TBD	Laredo Urban Transportation Study MPO
Jim Huff	Live Oak County
James Teal	McMullen County
Tim Clower	Nueces County
Richard Borchard	Port of Corpus Christi
TBD	Port of Laredo
Terry Simpson†	San Patricio County
Josephine Miller	San Patricio Economic Development Corp.
Pearson Knolle	Texas Farm Bureau
Leroy Medford	Webb County
Brian Martinez	Zapata County

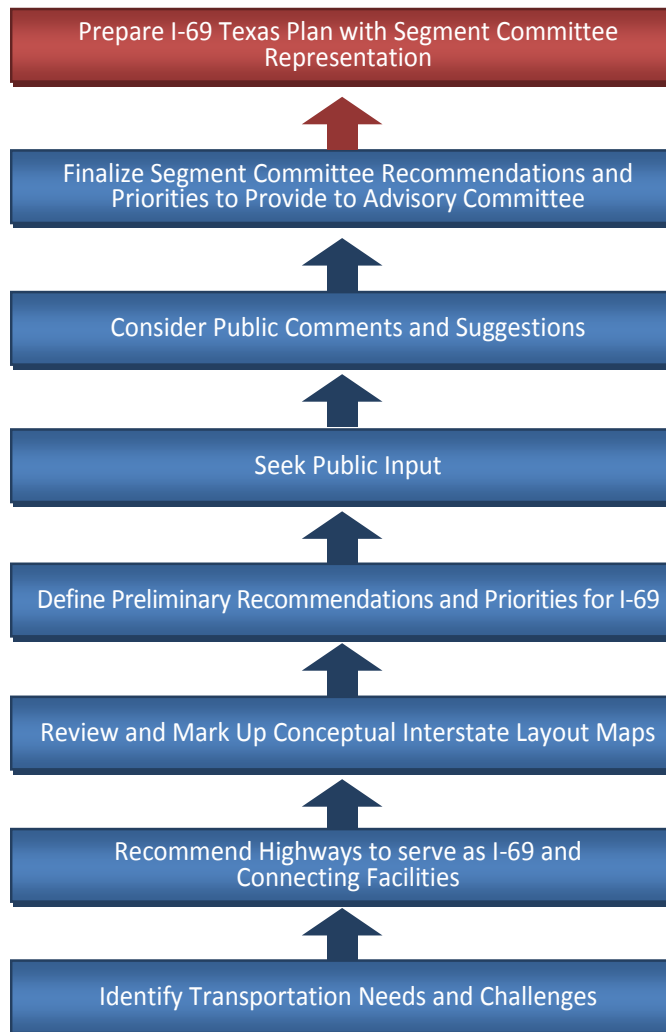
†Serves as a member of the I-69 Advisory Committee and as a chair of the I-69 Segment Committee



### I-69 Citizen Planning Process

The I-69 Segment Committees met regularly to discuss transportation, safety and economic development needs and concerns of their communities and provide recommendations related to developing I-69 in Texas. Using this citizen-led planning process shown in **Figure 3**, the Segment Committees compiled community supported recommendations for I-69 development. The Segment Committees enhanced citizen participation in this planning process by involving and communicating

**Figure 3. I-69 Citizen Planning Process**



with affected communities and interested parties in their area. The detailed recommendations and work of the I-69 Segment Committees can be found at [www.txdot.gov/drivenbytexans/publications](http://www.txdot.gov/drivenbytexans/publications). Using the grassroots planning and recommendations of the I-69 Segment Committees, the I-69 Advisory Committee details in this report the citizen supported plan for continuing I-69 development in Texas.

Members of the five Segment Committees began their work by identifying a number of factors that support the need to develop I-69 in their communities. These needs included: serving population growth and traffic growth; providing safer travel; improving emergency evacuations; and maintaining and improving economic competitiveness. They also identified and considered local planning and environmental features, examined potential routes to serve as I-69 and important connecting facilities, and reviewed traffic and highway crash data along the routes under consideration. The

I-69 Segment Committee recommended relief route locations along the I-69 route where the committees felt existing highways would not accommodate an Interstate. Interchange locations were also suggested by the committees based on providing connections to existing farm-to-market roads, state highways, US highways and Interstates.

## Public Outreach

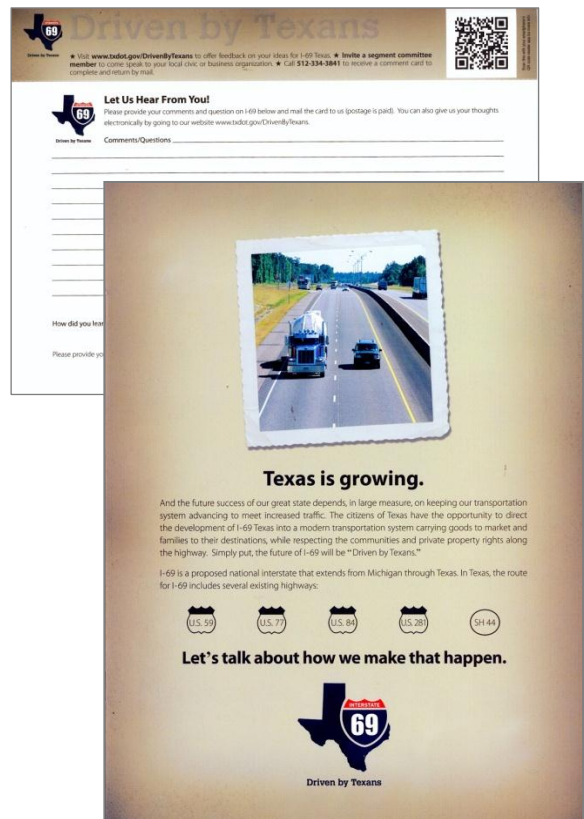
Once the Segment Committees developed their preliminary ideas and recommendations they opened up their ideas for public input before finalizing their recommendations to the I-69 Advisory Committee. When considering how to best receive input and feedback from their communities and neighbors, the I-69 Segment Committees took an approach that accommodated the diverse demographics of this newly established Interstate. The citizens serving on the committees designed a public involvement process that included community presentations to local elected leadership, civic organizations like Rotary clubs, chambers of commerce lunches, and they also conducted a few open houses.

In addition to these community presentations, [www.txdot.gov/drivenbytexans](http://www.txdot.gov/drivenbytexans) was established to allow online commenting, and print materials included postage paid comment cards. The print materials were available in English, Spanish, Chinese and Vietnamese and frequently downloaded from the I-69 Driven by Texans website. Citizens could also call in to a hotline to ask questions and request a brochure. An I-69 video was also created to explain the I-69 route in Texas and nationally and the citizen-led planning process. The video can be viewed at [www.txdot.gov/drivenbytexans](http://www.txdot.gov/drivenbytexans).

During the summer and early fall of 2011, the Segment Committees provided their I-69 brochures and made presentations to city councils, county commissioners courts, metropolitan planning organizations, Rotary and Lions clubs, chambers of commerce and other groups.

In all, the five Segment Committees conducted 116 activities and reported reaching 5,296 citizens through these presentations and various public involvement activities. Citizen comments from the five segment committees' outreach totaled 439.

### Public Outreach Brochures and Comment Cards

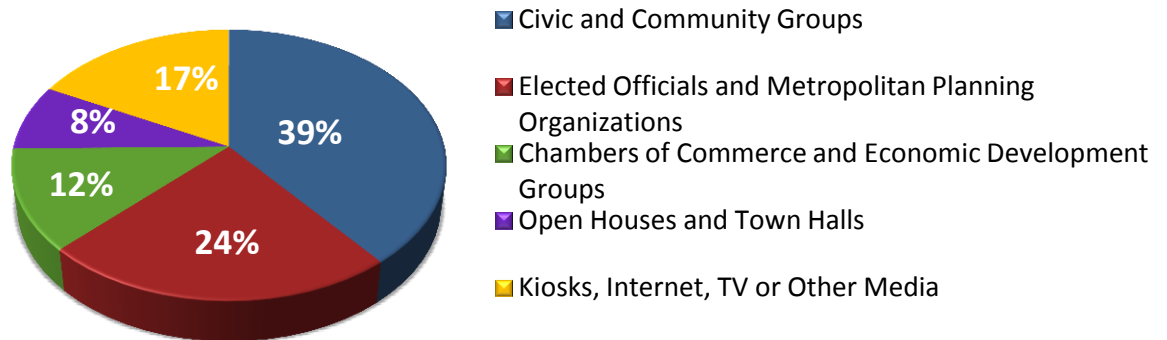


**Table 4** describes the public outreach broken down by activities and comments received for all segments statewide. **Figure 4** provides more information on the 116 activity reports that were submitted and depicts the groups or types of meetings where the committee members shared information about I-69 in Texas.

**Table 4. Public Outreach Activity Reports and Comments Received**

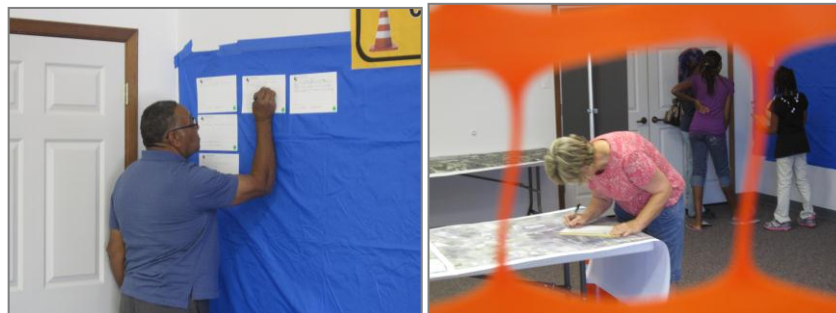
Activity Reports Submitted by Committee Members	116
Individuals Contacted	5,296
Comments Received	439

**Figure 4. Public Outreach Activities Statewide**



The committees concluded that generally, citizens are in favor of I-69 and ready for it to progress and be developed. Some citizens are concerned that I-69 may be tolled and would prefer tolling not be an option for I-69 development. Citizens also had questions about when I-69 will be constructed, how it could affect their property and how it will be funded. Comments included support for I-69 based on potential for economic development, congestion relief and safety improvements; and concerns related to funding and the amount of right-of-way that may be necessary to construct relief routes. All citizen comments and committees’ responses to citizen questions are available at [www.txdot.gov/drivenbytexans](http://www.txdot.gov/drivenbytexans).

**Citizens Commenting on I-69**



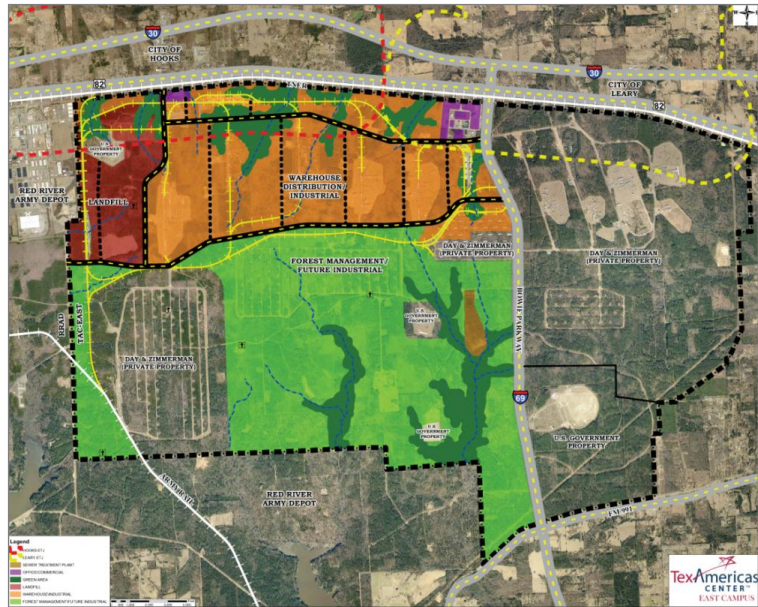
## Seven Guiding Principles

To guide the on-going work of the citizen-led committees and support future planning, the Advisory Committee recommends these guiding principles for developing I-69 Texas.

### 1. Recognize I-69 Texas as critical to moving freight, economic growth and job creation.

High quality transportation is necessary for Texas and its communities to compete for new industry and jobs, with service to Interstate highways being a top site selection factor for new industry. Projects in I-69 communities show how this Interstate is important to freight movement, economic growth and job creation. Examples include the TexAmericas Center, planned to be one of the largest rural business and industrial centers in the United States. This center is planned to encompass nearly 13,000 acres along I-30 just west of Texarkana. In Nacogdoches, the Inland Port/A.L. Mangham, Jr. Regional Airport is adjacent to the proposed I-69 route, making this general aviation airport an ideal port. Much of the land around the airport and adjacent to the I-69 route is undeveloped, providing abundant opportunity for private, public and public/private partnership development.

TexAmericas Center Land Use Plan



TxDOT has convened the Panama Canal Stakeholder Working Group (PCSWG) to address the 2014 expansion of the Panama Canal. This expansion will double the canal's capacity by allowing larger and more ships to move through this waterway. Texas intends to ensure that it is well-positioned to maximize this economic opportunity. The PCSWG's charge is to recommend short, mid, and long-term transportation improvements to the Texas Transportation Commission so that the state will be well positioned to take advantage of the expansion and enhance Texas' role in global trade. The PCSWG will issue their report in December 2012, the same time as release of the I-69 Advisory Committee report and recommendations. The I-69 Advisory Committee recognizes that I-69 is being developed and is situated in a way that it serves all of the major port regions in the state, allowing Texas to take full advantage of the additional trade and economic opportunities provided by the Panama Canal expansion.



## 2. Achieve Interstate designation on existing suitable highways as quickly as possible.

On December 5, 2011, the first I-69 signs were erected in Texas along a 6.2 mile section of US 77 in the Robstown area between I-37 and SH 44. An additional section of I-69 has been also designated on the existing US 59 in the greater Houston area.

In June 2012, Congress amended the law that established High Priority Corridors 18 and 20, including US 59 throughout the state and US 77 and US 281 in South Texas, as future I-69. The new legislation states that these routes can be designated as part of the I-69 system if the route or a section of the route meets current Interstate design standards and connects to, or is planned to connect to, an existing Interstate by 2037.

As the new legislation allows sections that are planned to connect to the Interstate system to be designated I-69, the Advisory Committee has encouraged TxDOT to move forward with the designation process on sections of roadway that were not previously eligible because they did not directly connect to an existing Interstate.

The following highways are currently under consideration for Interstate designation:

- US 59 in Texarkana
- US 59 from I-610 in Houston on the north side to near Rosenberg
- US 77 in Rio Grande Valley and South Texas
- US 83 in Rio Grande Valley
- US 281 in Rio Grande Valley and South Texas

Unveiling I-69 Signs in Texas (December 2011)



### 3. Maintain public input as an essential part of all future work and decisions on addressing the needs of property owners and communities.

Citizen input combined with local-level planning and a needs-based approach provides a solid foundation for future I-69 development. Numerous communities have already adopted resolutions in support of I-69 development. Continued work and support of the I-69 citizen committees is vital in Interstate development because planning and ideas have to start at the local level with citizens and communities. The Segment and Advisory Committee members will continue to be ambassadors in their communities, providing a conduit for keeping citizens informed and relaying community needs and concerns back to TxDOT. I-69 is a project that will be in the works for years to come so it's critical to begin planning now so when funding is available, the ground work has been laid and the local communities have a plan for I-69 improvements.

Segment Two Open House in Lufkin



### 4. Maximize the use of existing highways to the greatest extent possible while seeking to reduce program costs and impacts to private property.

The I-69 citizen committees emphasize that existing highways should be improved to Interstate standards in a manner that keeps the improvements within the existing footprint and protects private property to the greatest extent possible.

I-69 is being developed as a series of local improvements to the existing highway facility. It is not a project where an entire Interstate is constructed all at once. As funds become available to, say, add an overpass or improve sections of the current road to a controlled access, freeway-type facility, those improvements will be done and added to the existing I-69 system.

In June 2012, the Texas Transportation Commission allocated funding to study relief options in Nacogdoches, Lufkin and Corrigan and also set aside funding for US 59 improvements in Victoria – a couple of examples of how I-69 is developing as local-level improvements identified during the citizen committee planning process.

## 5. Address safety, emergency evacuations and emergency response needs.

Along the I-69 route throughout Texas, fatal crashes on Interstate-quality freeways are less likely than on non-freeway type roads. I-69 would be a safer, Interstate-quality highway, possibly resulting in fewer fatal crashes each year.

The Texas Gulf Coast is routinely impacted by hurricanes that require residential evacuations and service by emergency personnel. The population of the gulf coast continues to grow and existing highways may be less than adequate during times of emergency evacuations. Additional capacity and interchanges at cross-roads are necessary in many areas to address critical evacuation needs.

One example is along US 59 out of Houston in Corrigan, Texas, which experiences traffic bottlenecks and delays during hurricane evacuations. To begin addressing this location, the Texas Transportation Commission allocated funding for an environmental study to consider options for providing congestion relief for US 59 in Corrigan.

US 59 at Corrigan



## 6. Pursue flexibility and efficiencies in the design and construction requirements necessary to obtain Interstate designation.

The Advisory and Segment Committee members recommend designating existing sections of highway as I-69 when they meet Interstate standards. Committee members also encourage TxDOT to work with FHWA to gain exceptions to some Interstate standards required for portions of highways recommended for I-69 in South Texas, such as highway sections within ranch areas, where Interstate standards today may not be warranted but Interstate designation is still needed.



### **7. Encourage initiatives that will supplement limited highway funds so as many projects as possible are completed along the I-69 system in Texas.**

The Segment Committee members identified over \$16 billion of recommended improvements for the roadways they want to serve as I-69 Texas. However, with limited funding from federal and state programs, which are subject to congressional and legislative actions, many future portions of I-69 will take decades to implement or require new, innovative funding strategies in order to advance.

The I-69 Advisory Committee members recommend innovative funding and project development strategies such as tolling, tax-increment financing, pass-through financing, public private partnership agreements and partnerships with local governments. One such example is the US 77 improvement project from Kingsville to Driscoll, which is currently being procured by TxDOT as a Design / Build project. This type of approach encourages innovative technical solutions and saves time and money by allowing contractors and engineers to work closely together to complete the final design plans and accelerate construction of the project.

## Recommendations for I-69

The I-69 Advisory Committee recommends continuing I-69 development using the seven Guiding Principles established by the committee early in the citizen-led planning process. The Committee recognizes that current I-69 planning and development is following these principles.

### City of Lufkin Business Park



### Hurricane evacuation in the Houston area





In addition to continuing I-69 development using the seven Guiding Principles, the I-69 Advisory Committee recommends:

### 1. Constructing Funded Projects

The I-69 Advisory Committee recognizes that TxDOT has already begun the process of funding projects that will improve highways by enhancing safety and serving traffic along the designated routes for I-69. **Figure 5a** and **Figure 5b** shows currently funded projects and studies along the I-69 Texas system. The I-69 Advisory Committee recommends I-69 communities continue identifying their local transportation needs and collaborate with local MPOs, TxDOT districts and other transportation partners to plan future I-69 improvements so when funding is available, plans are in place to continue progress.

### 2. Developing I-69 Segment Committee Priorities

The I-69 Advisory Committee recommends continuing the progress on the I-69 development priorities identified by the Segment Committees. Currently, over 200 miles of highway are under consideration for Interstate designation. Additionally, 24 projects recommended by the Segment Committees are currently funded for environmental studies or construction. These relief routes and facility improvement recommendations will be addressed in the future. The recommended I-69 Segment Committee priorities are listed in **Figure 6**.

### 3. Addressing Spot Safety and Capacity Improvements

In addition to developing Segment Committee priorities, the I-69 Advisory Committee also recommends future spot safety and capacity improvements that would help alleviate interim concerns for traffic safety and mobility until I-69 is completed in Texas. Recommended spot safety and capacity improvements are listed in **Figure 7**.

### 4. Planning Studies for Environmental and Route Locations

The I-69 Advisory Committee also recommends initiating environmental and route location studies. Completion of these studies would allow for additional project development phases to begin on these Committee identified priorities. These relief routes and facility improvement recommendations will be addressed in the future. Environmental and route location studies recommended by the I-69 Committees are identified in **Figure 7**.

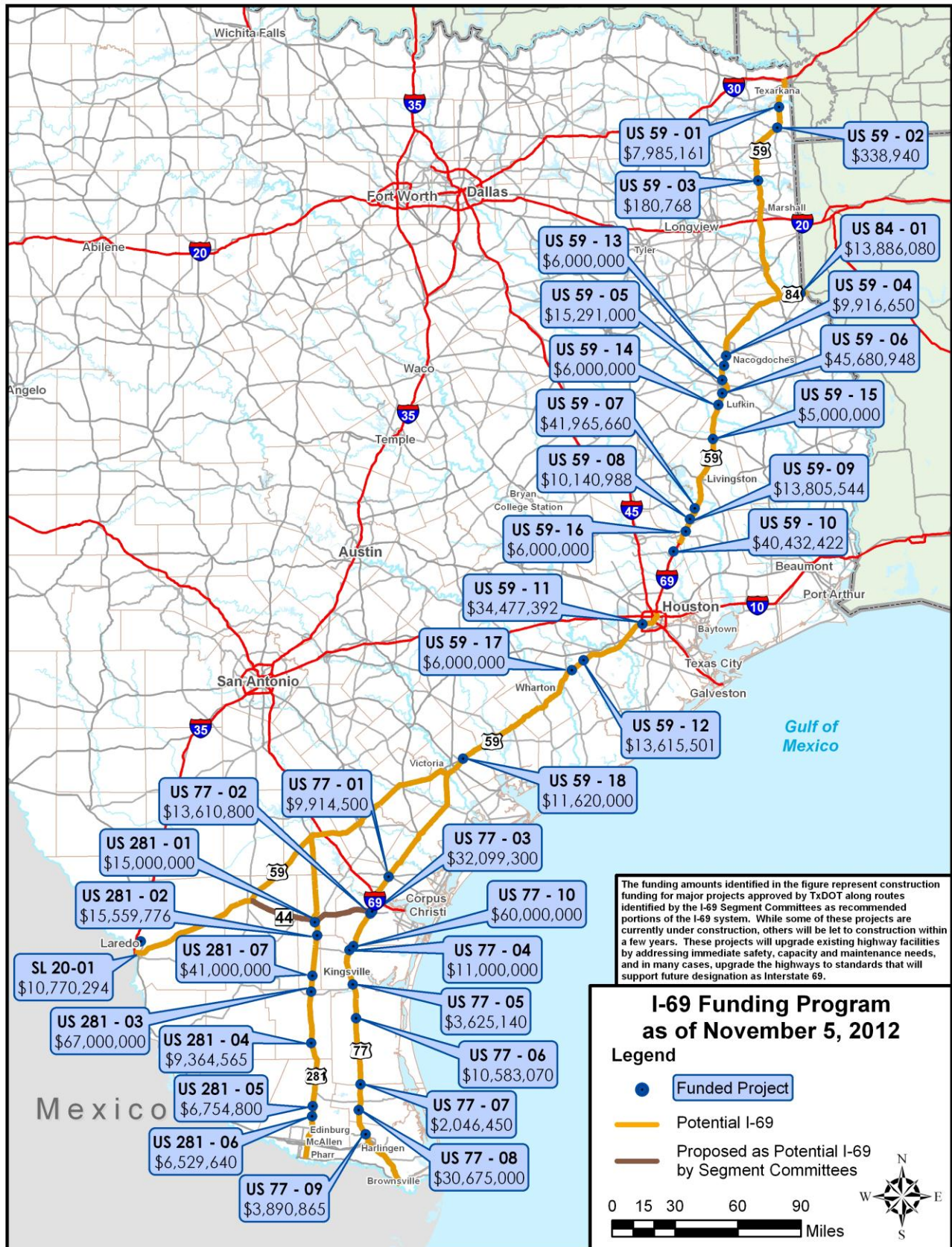
### 5. Maintaining Relevance of I-69 Citizen Planning Process

The I-69 Advisory Committee recognizes the importance of citizen-led planning for I-69 Texas and recommends maintaining the relevance of this grassroots planning effort by using this process to respond to economic demands, further connect Texas communities and update project development recommendations as I-69 continues to grow in Texas. The I-69 Advisory Committee recommends that the Texas Transportation Commission maintains a community-driven I-69 planning process such as the one originated by the I-69 Advisory and Segment Committees.



Driven by Texans

Figure 5a. I-69 Funding Program





**Figure 5b. I-69 Funding Program Details**

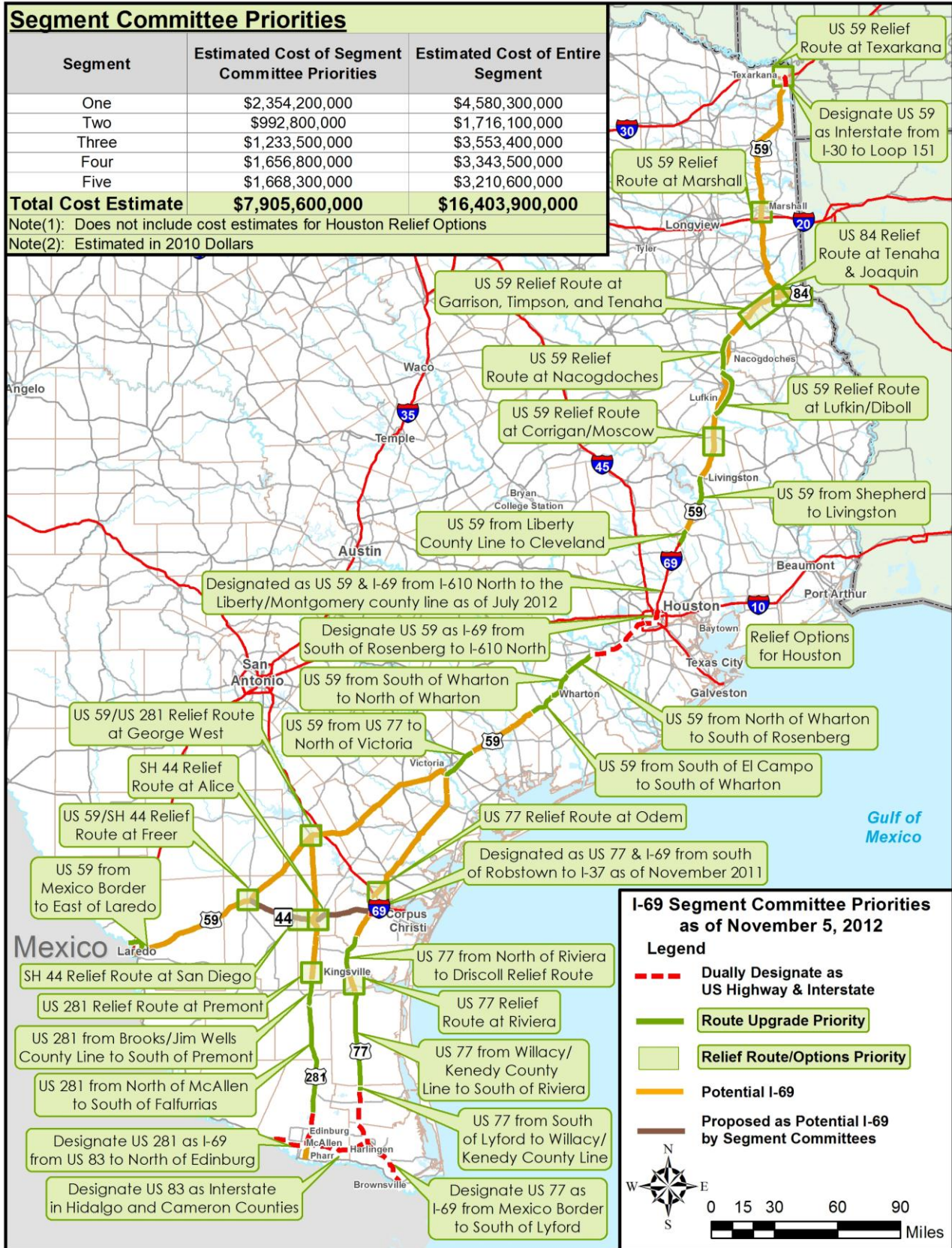
Project ID	From	To	Description of Work
US 59 - 01	FM 3129		Construct Grade Separation
US 59 - 02	Emma Lena Way		Construct Off-Set Left Turn Lane
US 59 - 03	0.7 Miles North of SH 49	0.6 Miles North of SH 49	Widen Pavement on Outside of Curve
US 59 - 04	Loop 224	1.4 Miles South of Loop	Access Management and Raised Median
US 59 - 05	Just North of FM 2021	Just South of FM 2021	Construct Overpass/Underpass
US 59 - 06	0.9 Miles North of LP 287	0.1 Miles North of LP 287	Replace Bridge
US 59 - 07	SH 150	South of UPRR in Shepherd	Construct Overpass/Underpass
US 59 - 08	South of UPRR in Shepherd	Just North of FM 2914	Construct Frontage Road
US 59 - 09	1 Mile North of FM 2914	1 Mile South of FM 2914	Construct Overpass/Underpass
US 59 - 10	Liberty Co Line	1 Mile South of FM 2090	Widen Roadway and Provide Access Control
US 59 - 11	IH 610 (W Loop)	IH 610 (W Loop)	Interchange Improvements
US 59 - 12	FM 360	FM 360	Construct Overpass
US 59 - 13	Angelina County Line	North of Nacogdoches	Services Related to the Development of I-69
US 59 - 14	South of Diboll	Nacogdoches County Line	Services Related to the Development of I-69
US 59 - 15	South of Corrigan	North of Corrigan	Services Related to the Development of I-69
US 59 - 16	Liberty Co Line	South of Cleveland	Upgrade Freeway
US 59 - 17	Fort Bend and Wharton Counties		Services Related to the Development of I-69
US 59 - 18	North of SL 463	South of US 87	Construct Ramps, Frontage Roads, Remove Cross-overs
US 77 - 01	North BU 77 T Intersection	North BU 77 T Intersection	Construct Overpass/Underpass
US 77 - 02	SH 44	FM 892	Construct Mainlanes to Complete Freeway
US 77 - 03	FM 892	0.804 Miles South of CR 28	Construct Main Lanes and Overpasses
US 77 - 04	South of SH 141	North of SH 141	Construct Overpass/Underpass
US 77 - 05	8 mi South of La Parra Avenue	Kenedy/Kleberg County	Provide Access Control
US 77 - 06	0.87 mi South of La Parra Avenue	0.71 mi North of La Parra Avenue	Construct overpass
US 77 - 07	Business 77	Willacy/Kenedy County	Provide Access Control
US 77 - 08	FM 1018	FM 3168	Construct Main Lanes, Overpass and Underpass
US 77 - 09	SH 107/FM 508 in Combes	Cameron/Willacy County	Convert Frontage Roads to One-Way
US 77 - 10	County Road 16	FM 1898	Construct Mainlanes and Overpasses
US 84 - 01	Sabine River Bridge		Bridge Replacement
US 281 - 01	FM 1554	FM 1554	Construct Overpass
US 281 - 02	1 Mile North of FM 2908	South of CR 449	Construct Interchange
US 281 - 03	Business 281 South	Jim Wells County Line	Construct Freeway
US 281 - 04	FM 755	FM 755	Construct Overpass
US 281 - 05	FM 490	FM 162	Reconstruct Main Lanes and Add Frontage
US 281 - 06	FM 162	FM 2812	Reconstruct Main Lanes and Add Frontage
US 281 - 07	North of FM 716	South of FM 1538	Premont Relief Route
SL 20-01	0.5 Miles W of McPherson	0.5 Miles E of McPherson	Construct Interchange
<b>Total for I-69 Funding Program</b>			<b>\$637,761,254</b>



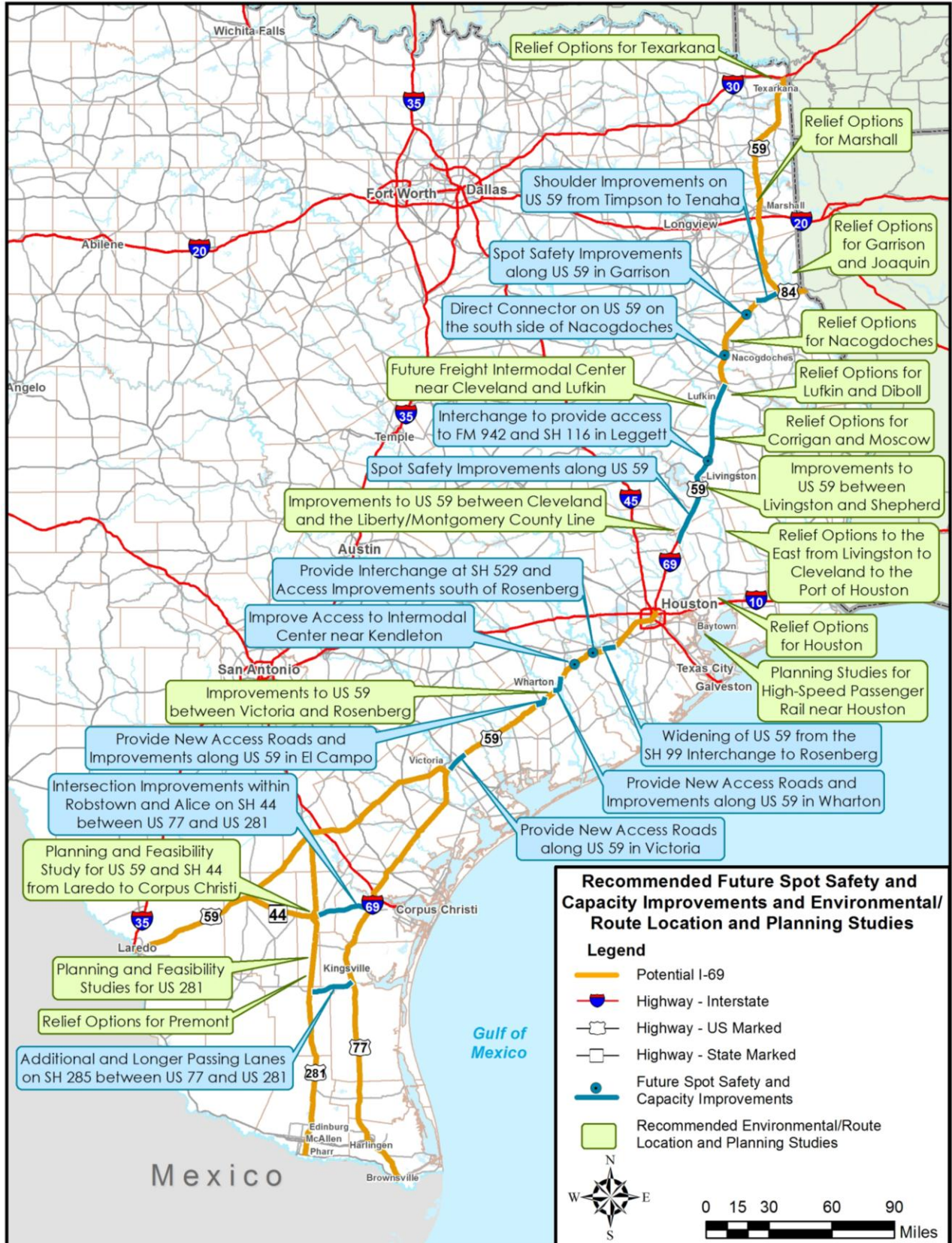


Driven by Texans

Figure 6. I-69 Segment Committees Priorities



**Figure 7. Recommended Future Spot Safety and Capacity Improvements and Environmental/Route Location and Planning Studies**





## Conclusion

When the I-69 citizen committees convened and began their planning in 2009, establishing I-69 in Texas seemed to be years, even decades in the future. In fact, when the committees met in 2009, many members had been advocating for I-69 Texas since 1991 when Congress first passed legislation establishing the Interstate. This grassroots, citizen-led process exemplifies successful partnerships between communities, citizens, elected officials and transportation agencies in advancing major transportation initiatives in Texas.

In 2011, the first 6.2 miles of I-69 Texas were established. This year, committee members worked with TxDOT, the Houston-Galveston Area Council and elected leaders to get another 35 miles of I-69 established in the greater Houston region. And, progress continues on designating nearly 200 more miles of Interstate in the next few years.

These citizen-authored recommendations are just the first steps in completing I-69 Texas from border to border. As additional existing highways are designated as Interstate and projects are studied and constructed, the I-69 Advisory Committee encourages citizens, communities, elected leadership and TxDOT to continue working together to complete I-69 Texas.

### Seven Guiding Principles

1. Recognize I-69 Texas as critical to moving freight, economic growth and job creation.
2. Achieve Interstate designation on existing suitable highways as quickly as possible.
3. Maintain public input as an essential part of all future work and decisions on addressing the needs of property owners and communities.
4. Maximize the use of existing highways to the greatest extent possible while seeking to reduce program costs and impacts to private property.
5. Address safety, emergency evacuations and emergency response needs.
6. Pursue flexibility and efficiencies in the design and construction requirements necessary to obtain Interstate designation.
7. Encourage initiatives that will supplement limited highway funds so as many projects as possible are completed along the I-69 system in Texas.

### I-69 Advisory Committee Recommendations

1. Constructing Funded Projects
2. Developing I-69 Segment Committee Priorities
3. Addressing Spot Safety and Capacity Improvements
4. Planning Studies for Environmental and Route Locations
5. Maintaining Relevance of I-69 Citizen Planning Process

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