



# Alliance for I-69 Texas

## I-69 Momentum Building in Texas

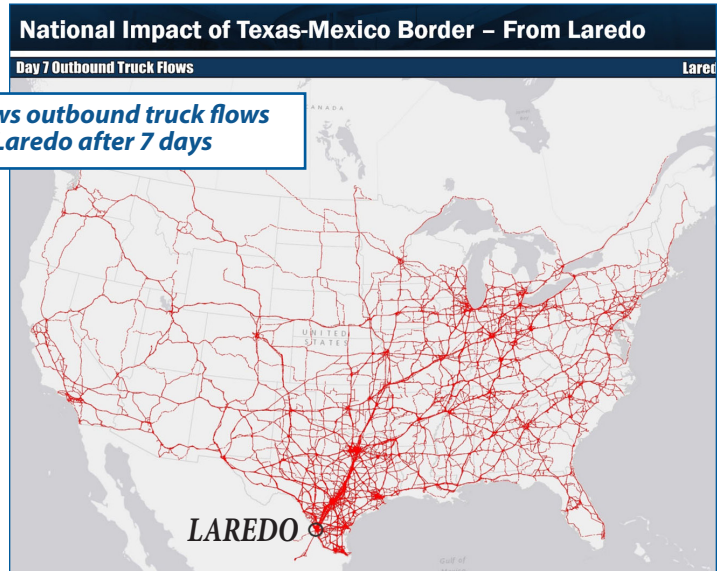
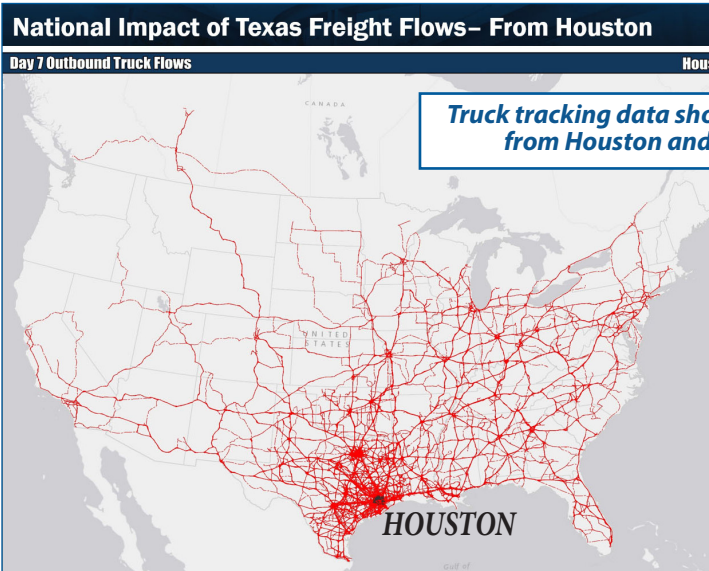


- TxDOT is accelerating the pace of programming I-69 projects. The latest 10-year plan includes 64 projects on the I-69 System covering approximately 175 miles.
- Notable additions to the list are 41.5 miles of US 77 in Kenedy County, 28.7 miles of US 281 in Brooks and Hidalgo Counties, the US 77 Riviera Relief Route, completion of the I-69 Laredo Loop, 10 miles of US 281 at Alice, 6 miles of US 59 at Wharton and 6 miles of US 59 in San Jacinto County.
- Projects set to go to contract in the next couple of years include the Diboll Relief Route, the Corrigan Loop, reconstruction of mainlanes and bridges in Downtown Houston, the Wharton Relief Route, extension of the I-69 freeway in Kingsville and direct connect ramps at I-35 in Laredo.

### I-69 and the Future of Freight Movement in Texas

- All I-69 segments are part of the 21,860-mile Texas Freight Network defined in the 2017 Texas Freight Mobility Plan.
- Texas faces a significant funding gap for freight-related roadway projects. The Texas Freight Investment Plan identified 2,360 needed highway projects with a cost of \$64 billion.
- Highway freight volumes in Texas will grow an estimated 108% from 1.2 billion tons/year to 2.5 billion tons/year by 2045.
- In 2016 there were an estimated 745,800 daily truck trips in Texas. One million daily trips are expected by 2045.
- Daily freight movements with origins and destinations within the state are projected to nearly double over 25 years.
- Freight moving through Texas represents only 10% of total highway freight tonnage in the state. That compares to pass-through traffic of over 50% in most neighboring states.

## Trucks Leaving Texas Reach All Lower 48 States in a Week



Truck tracking data shows outbound truck flows from Houston and Laredo after 7 days

## 2019 Alliance Federal Priorities

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



Construction of new I-69 mainlanes at I-35 interchange in Laredo

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.

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Richard Cortez, County Judge, Hidalgo County  
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Cynthia Garza-Reyes, Business Development Dir., City of Pharr  
Raudel Garza, CEO, Harlingen Economic Development Corp.

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Cameron County RMA  
Ramon Navarro, Executive Director,  
Hidalgo County RMA  
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*(Former Alliance Board Chairs)*  
Michael Behrens, Amadeo Saenz  
*(Former TxDOT Executive Directors)*

\* Executive Committee Members



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September 2019