

115TH CONGRESS
2D SESSION

H. R. 6111

To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to high priority corridors on the National Highway System, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JUNE 14, 2018

Mr. BABIN (for himself, Mr. CONAWAY, Mr. ABRAHAM, Mr. HARPER, Mr. BRADY of Texas, Mr. JOHNSON of Louisiana, Mr. WILLIAMS, and Mr. CARTER of Texas) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

A BILL

To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to high priority corridors on the National Highway System, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “I–14 Expansion and
5 Improvement Act of 2018”.

6 **SEC. 2. HIGH PRIORITY CORRIDORS ON NATIONAL HIGH-** 7 **WAY SYSTEM.**

8 (a) IDENTIFICATION.—

(1) CENTRAL TEXAS CORRIDOR.—Section 1105(c)(84) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended to read as follows:

“(84) The Central Texas Corridor, including the route—

“(A) commencing in the vicinity of Texas Highway 338 in Odessa, Texas, running eastward generally following Interstate Route 20, connecting to Texas Highway 158 in the vicinity of Midland, Texas, then following Texas Highway 158 eastward to United States Route 87 and then following United States Route 87 southeastward, passing in the vicinity of San Angelo, Texas, and connecting to United States Route 190 in the vicinity of Brady, Texas;

“(B) commencing at the intersection of Interstate Route 10 and United States Route 190 in Pecos County, Texas, and following United States Route 190 to Brady, Texas;

“(C) following portions of United States Route 190 eastward, passing in the vicinity of Fort Hood, Killeen, Belton, Temple, Bryan, College Station, Huntsville, Livingston, Woodville, and Jasper, to the logical terminus of

1 Texas Highway 63 at the Sabine River Bridge
2 at Burrs Crossing;

3 “(D) following United States Route 83
4 southward from the vicinity of Eden, Texas, to
5 a logical connection to Interstate Route 10 at
6 Junction, Texas;

7 “(E) following United States Route 69
8 from Interstate Route 10 in Beaumont, Texas,
9 north to United States Route 190 in the vicin-
10 ity of Woodville, Texas; and

11 “(F) following United States Route 96
12 from Interstate Route 10 in Beaumont, Texas,
13 north to United States Route 190 in the vicin-
14 ity of Jasper, Texas.”.

15 (2) CENTRAL LOUISIANA CORRIDOR.—Section
16 1105(c) of the Intermodal Surface Transportation
17 Efficiency Act of 1991 is amended by adding at the
18 end the following:

19 “(91) The Central Louisiana Corridor com-
20 mencing at the logical terminus of Louisiana High-
21 way 8 at the Sabine River Bridge at Burrs Crossing
22 and generally following portions of Louisiana High-
23 way 8 to Leesville, Louisiana, and then eastward on
24 Louisiana Highway 28, passing in the vicinity of Al-
25 exandria, Pineville, Walters, and Archie, to the log-

1 ical terminus of United States Route 84 at the Mis-
 2 sissippi River Bridge at Vidalia, Louisiana.”.

3 (3) CENTRAL MISSISSIPPI CORRIDOR.—Section
 4 1105(e) of the Intermodal Surface Transportation
 5 Efficiency Act of 1991, as amended by this Act, is
 6 further amended by adding at the end the following:

7 “(92) The Central Mississippi Corridor com-
 8 mencing at the logical terminus of United States
 9 Route 84 at the Mississippi River and then generally
 10 following portions of United States Route 84 passing
 11 in the vicinity of Natchez, Brookhaven, Monticello,
 12 Prentiss, and Collins, to the logical terminus with
 13 Interstate Route 59 in the vicinity of Laurel, Mis-
 14 sissippi.”.

15 (b) INCLUSION OF CERTAIN SEGMENTS ON INTER-
 16 STATE SYSTEM.—Section 1105(e)(5)(A) of the Intermodal
 17 Surface Transportation Efficiency Act of 1991 is amended
 18 in the first sentence—

19 (1) by inserting “subsection (c)(84),” after
 20 “subsection (c)(83),”; and

21 (2) by striking “and subsection (c)(90)” and in-
 22 serting “subsection (c)(90), subsection (c)(91), and
 23 subsection (c)(92)”.

24 (c) DESIGNATION.—Section 1105(e)(5)(C) of the
 25 Intermodal Surface Transportation Efficiency Act of 1991

1 is amended by striking “The route referred to in sub-
2 section (c)(84) is designated as Interstate Route I–14.”
3 and inserting “The route referred to in subsection
4 (c)(84)(A) is designated as Interstate Route I–14 North
5 and the State of Texas shall erect signs, as appropriate
6 and as approved by the Secretary, identifying such route
7 as future Interstate Route I–14 North. The route referred
8 to in subsection (c)(84)(B) is designated as Interstate
9 Route I–14 South and the State of Texas shall erect signs,
10 as appropriate and as approved by the Secretary, identi-
11 fying such route as future Interstate Route I–14 South.
12 The routes referred to in subparagraphs (C), (D), (E),
13 and (F) of subsection (c)(84) and in subsections (c)(91)
14 and (c)(92) are designated as Interstate Route I–14 and
15 the States of Texas, Louisiana, and Mississippi shall erect
16 signs, as appropriate and as approved by the Secretary,
17 identifying such routes as segments of future Interstate
18 Route I–14.”.

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