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(Original Signature of Member)

116TH CONGRESS
1ST SESSION

H. R.

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

Mr. BABIN introduced the following bill; which was referred to the Committee on _____

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 2019”.

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

8 (a) IDENTIFICATION.—

1 (1) CENTRAL TEXAS CORRIDOR.—Section
2 1105(e)(84) of the Intermodal Surface Transpor-
3 tation Efficiency Act of 1991 is amended to read as
4 follows:

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

7 “(A) commencing in the vicinity of Texas
8 Highway 338 in Odessa, Texas, running east-
9 ward generally following Interstate Route 20,
10 connecting to Texas Highway 158 in the vicin-
11 ity of Midland, Texas, then following Texas
12 Highway 158 eastward to United States Route
13 87 and then following United States Route 87
14 southeastward, passing in the vicinity of San
15 Angelo, Texas, and connecting to United States
16 Route 190 in the vicinity of Brady, Texas;

17 “(B) commencing at the intersection of
18 Interstate Route 10 and United States Route
19 190 in Pecos County, Texas, and following
20 United States Route 190 to Brady, Texas;

21 “(C) following portions of United States
22 Route 190 eastward, passing in the vicinity of
23 Fort Hood, Killeen, Belton, Temple, Bryan,
24 College Station, Huntsville, Livingston, Wood-
25 ville, 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(e) 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 and continuing on Interstate Route 59 south
15 to United States Route 98 in the vicinity of Hatties-
16 burg connecting to United States Route 49 south
17 following to Interstate Route 10 in the vicinity of
18 Gulfport following Mississippi Route 601 southerly
19 terminating near the Mississippi State Port at Gulf-
20 port.”.

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

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

3 (2) by striking “and subsection (c)(90)” and in-
4 serting “subsection (c)(90), subsection (c)(91), and
5 subsection (c)(92)”.

6 (c) DESIGNATION.—Section 1105(e)(5)(C) of the
7 Intermodal Surface Transportation Efficiency Act of 1991
8 is amended by striking “The route referred to in sub-
9 section (c)(84) is designated as Interstate Route I–14.”
10 and inserting “The route referred to in subsection
11 (c)(84)(A) is designated as Interstate Route I–14 North
12 and the State of Texas shall erect signs, as appropriate
13 and as approved by the Secretary, identifying such route
14 as future Interstate Route I–14 North. The route referred
15 to in subsection (c)(84)(B) is designated as Interstate
16 Route I–14 South and the State of Texas shall erect signs,
17 as appropriate and as approved by the Secretary, identi-
18 fying such route as future Interstate Route I–14 South.
19 The routes referred to in subparagraphs (C), (D), (E),
20 and (F) of subsection (c)(84) and in subsections (c)(91)
21 and (c)(92) are designated as Interstate Route I–14 and
22 the States of Texas, Louisiana, and Mississippi shall erect
23 signs, as appropriate and as approved by the Secretary,
24 identifying such routes as segments of future Interstate
25 Route I–14.”.