AMENDMENT TO RULES COMMITTEE PRINT 116–54

OFFERED BY MR. BABIN OF TEXAS

Page 61, after line 7, insert the following:

1 SEC. 111. HIGH PRIORITY CORRIDORS ON NATIONAL
HIGHWAY SYSTEM.

(a) IDENTIFICATION.—

1 (1) CENTRAL TEXAS CORRIDOR.—Section
1105(c)(84) of the Intermodal Surface Transpor-
tation 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 east-
ward generally following Interstate Route 20,
connecting to Texas Highway 158 in the vicin-
ity 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 Texas Highway 63 at the Sabine River Bridge at Burrs Crossing and including a loop generally encircling Bryan/College Station, Texas;

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

“(E) following United States Route 69 from Interstate Route 10 in Beaumont, Texas, north to United States Route 190 in the vicinity of Woodville, Texas;

“(F) following United States Route 96 from Interstate Route 10 in Beaumont, Texas, north to United States Route 190 in the vicinity of Jasper, Texas; and
“(G) following United States Route 190, State Highway 305, and United States Route 385 from Interstate Route 10 in Pecos County, Texas to Interstate 20 at Odessa, Texas.”.

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

“(91) The Central Louisiana Corridor commencing at the logical terminus of Louisiana Highway 8 at the Sabine River Bridge at Burrs Crossing and generally following portions of Louisiana Highway 8 to Leesville, Louisiana, and then eastward on Louisiana Highway 28, passing in the vicinity of Alexandria, Pineville, Walters, and Archie, to the logical terminus of United States Route 84 at the Mississippi River Bridge at Vidalia, Louisiana.”.

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

“(92) The Central Mississippi Corridor, including the route—

“(A) commencing at the logical terminus of United States Route 84 at the Mississippi...
River and then generally following portions of
United States Route 84 passing in the vicinity
of Natchez, Brookhaven, Monticello, Prentiss,
and Collins, to Interstate 59 in the vicinity of
Laurel, Mississippi, and continuing on Inter-
state Route 59 north to Interstate Route 20
and on Interstate Route 20 to the Mississippi-
Alabama State Border; and

“(B) commencing in the vicinity of Laurel,
Mississippi, running south on Interstate Route
59 to United States Route 98 in the vicinity of
Hattiesburg, connecting to United States Route
49 south then following United States Route 49
south to Interstate Route 10 in the vicinity of
Gulfport and following Mississippi Route 601
southerly terminating near the Mississippi State
Port at Gulfport.”.

(4) MIDDLE ALABAMA CORRIDOR.—Section
1105(c) of the Intermodal Surface Transportation
Efficiency Act of 1991, as amended by this Act, is
further amended by adding at the end the following:

“(93) The Middle Alabama Corridor including
the route—

“(A) beginning at the Alabama-Mississippi
Border generally following portions of I-20 until
following a new interstate extension paralleling United States Highway 80 specifically:

“(B) crossing Alabama Route 28 near Coatopa, Alabama, traveling eastward crossing United States Highway 43 and Alabama Route 69 near Selma, Alabama, traveling eastwards closely paralleling United States Highway 80 to the south crossing over Alabama Routes 22, 41, and 21, until its intersection with I-65 near Hope Hull, Alabama;

“(C) continuing east along the proposed Montgomery Outer Loop south of Montgomery, Alabama where it would next join with I-85 east of Montgomery, Alabama;

“(D) continuing along I-85 east bound until its intersection with United States Highway 280 near Opelika, Alabama or United States Highway 80 near Tuskegee, Alabama;

“(E) generally following the most expedient route until intersecting with existing United States Highway 80 (JR Allen Parkway) through Phenix City until continuing into Columbus, Georgia.”.

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

“(94) The Middle Georgia Corridor including the route—

“(A) beginning at the Alabama-Georgia Border generally following the Fall Line Freeway from Columbus Georgia to Augusta, Georgia specifically:

“(B) travelling along United States Route 80 (JR Allen Parkway) through Columbus, Georgia and near Fort Benning, Georgia, east to Talbot County, Georgia where it would follow Georgia Route 96, then commencing on Georgia Route 49C (Fort Valley Bypass) to Georgia Route 49 (Peach Parkway) to its intersection with Interstate route 75 in Byron, Georgia;

“(C) continuing north along Interstate Route 75 through Warner Robins and Macon, Georgia where it would meet Interstate Route 16. Following Interstate 16 east it would next join United States Route 80 and then onto State Route 57;

“(D) commencing with State Route 57 which turns into State Route 24 near Milledgeville, Georgia would then bypass Wrens,
Georgia with a newly constructed bypass. After the bypass it would join United States Route 1 near Fort Gordon into Augusta, Georgia where it will terminate at Interstate Route 520.”.

(b) INCLUSION OF CERTAIN SEGMENTS ON INTERSTATE SYSTEM.—Section 1105(e)(5)(A) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended in the first sentence—

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

(2) by striking “and subsection (c)(90)” and inserting “subsection (c)(90), subsection (c)(91), subsection (c)(92), subsection (c)(93), and subsection (c)(94)”.

c) DESIGNATION.—Section 1105(e)(5)(C) of the Intermodal Surface Transportation Efficiency Act of 1991 is amended by striking “The route referred to in subsection (c)(84) is designated as Interstate Route I–14.” and inserting “The route referred to in subsection (c)(84)(A) is designated as Interstate Route I–14 North. The route referred to in subsection (c)(84)(B) is designated as Interstate Route I–14 South. The Bryan/College Station, Texas loop referred to in subsection (c)(84) is designated as Interstate Route I-214. The routes referred to in subparagraphs (C), (D), (E), (F), and (G)
of subsection (c)(84) and in subsections (c)(91), (c)(92), (c)(93), and (c)(94) are designated as Interstate Route I–14.”.