

117TH CONGRESS  
1ST SESSION

# S. 2611

To designate high priority corridors on the National Highway System, and for other purposes.

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IN THE SENATE OF THE UNITED STATES

AUGUST 4, 2021

Mr. CRUZ (for himself, Mr. WARNOCK, Mr. CORNYN, Mr. WICKER, and Mrs. HYDE-SMITH) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

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## A BILL

To designate 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. HIGH PRIORITY CORRIDORS ON NATIONAL**  
4 **HIGHWAY SYSTEM.**

5 (a) IDENTIFICATION.—

6 (1) CENTRAL TEXAS CORRIDOR.—Section  
7 1105(e) of the Intermodal Surface Transportation  
8 Efficiency Act of 1991 (Public Law 102–240; 105  
9 Stat. 2032; 129 Stat. 1422) is amended by striking  
10 paragraph (84) and inserting the following:

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

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

13           “(B) commencing at the intersection of  
14 Interstate Route 10 and United States Route  
15 190 in Pecos County, Texas, and following  
16 United States Route 190 to Brady, Texas;

17           “(C) following portions of United States  
18 Route 190 eastward, passing in the vicinity of  
19 Fort Hood, Killeen, Belton, Temple, Bryan,  
20 College Station, Huntsville, Livingston, Wood-  
21 ville, and Jasper, to the logical terminus of  
22 Texas Highway 63 at the Sabine River Bridge  
23 at Burrs Crossing and including a loop gen-  
24 erally encircling Bryan/College Station, Texas;

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

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

9           “(F) following United States Route 96  
10 from Interstate Route 10 in Beaumont, Texas,  
11 north to United States Route 190 in the vicin-  
12 ity of Jasper, Texas; and

13           “(G) following United States Route 190,  
14 State Highway 305, and United States Route  
15 385 from Interstate Route 10 in Pecos County,  
16 Texas, to Interstate 20 at Odessa, Texas.”.

17           (2) CENTRAL LOUISIANA CORRIDOR.—Section  
18 1105(c) of the Intermodal Surface Transportation  
19 Efficiency Act of 1991 (Public Law 102–240; 105  
20 Stat. 2032; 133 Stat. 3018), is amended by adding  
21 at the end the following:

22           “(92) The Central Louisiana Corridor com-  
23 mencing at the logical terminus of Louisiana High-  
24 way 8 at the Sabine River Bridge at Burrs Crossing  
25 and generally following portions of Louisiana High-

1 way 8 to Leesville, Louisiana, and then eastward on  
2 Louisiana Highway 28, passing in the vicinity of Al-  
3 exandria, Pineville, Walters, and Archie, to the log-  
4 ical terminus of United States Route 84 at the Mis-  
5 sissippi River Bridge at Vidalia, Louisiana.”.

6 (3) CENTRAL MISSISSIPPI CORRIDOR.—Section  
7 1105(e) of the Intermodal Surface Transportation  
8 Efficiency Act of 1991 (Public Law 102–240; 105  
9 Stat. 2032; 133 Stat. 3018) (as amended by para-  
10 graph (2)) is amended by adding at the end the fol-  
11 lowing:

12 “(93) The Central Mississippi Corridor, includ-  
13 ing the route—

14 “(A) commencing at the logical terminus  
15 of United States Route 84 at the Mississippi  
16 River and then generally following portions of  
17 United States Route 84 passing in the vicinity  
18 of Natchez, Brookhaven, Monticello, Prentiss,  
19 and Collins, to Interstate Route 59 in the vicin-  
20 ity of Laurel, Mississippi, and continuing on  
21 Interstate Route 59 north to Interstate Route  
22 20 and on Interstate Route 20 to the Mis-  
23 sissippi–Alabama State border; and

24 “(B) commencing in the vicinity of Laurel,  
25 Mississippi, running south on Interstate Route

1           59 to United States Route 98 in the vicinity of  
2           Hattiesburg, connecting to United States Route  
3           49 south then following United States Route 49  
4           south to Interstate Route 10 in the vicinity of  
5           Gulfport and following Mississippi Route 601  
6           southerly terminating near the Mississippi State  
7           Port at Gulfport.”.

8           (4) MIDDLE ALABAMA CORRIDOR.—Section  
9           1105(c) of the Intermodal Surface Transportation  
10          Efficiency Act of 1991 (Public Law 102–240; 105  
11          Stat. 2032; 133 Stat. 3018) (as amended by para-  
12          graph (3)) is amended by adding at the end the fol-  
13          lowing:

14               “(94) The Middle Alabama Corridor including  
15          the route—

16                       “(A) beginning at the Alabama–Mississippi  
17                       border generally following portions of I–20 until  
18                       following a new interstate extension paralleling  
19                       United States Highway 80, specifically—

20                               “(B) crossing Alabama Route 28 near  
21                               Coatopa, Alabama, traveling eastward crossing  
22                               United States Highway 43 and Alabama Route  
23                               69 near Selma, Alabama, traveling eastwards  
24                               closely paralleling United States Highway 80 to  
25                               the south crossing over Alabama Routes 22, 41,

1 and 21, until its intersection with I-65 near  
2 Hope Hull, Alabama;

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

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

11 “(E) generally following the most expe-  
12 dient route until intersecting with existing  
13 United States Highway 80 (JR Allen Parkway)  
14 through Phenix City until continuing into Co-  
15 lumbus, Georgia.”.

16 (5) MIDDLE GEORGIA CORRIDOR.—Section  
17 1105(e) of the Intermodal Surface Transportation  
18 Efficiency Act of 1991 (Public Law 102-240; 105  
19 Stat. 2032; 133 Stat. 3018) (as amended by para-  
20 graph (4)) is amended by adding at the end the fol-  
21 lowing:

22 “(95) The Middle Georgia Corridor including  
23 the route—

24 “(A) beginning at the Alabama-Georgia  
25 Border generally following the Fall Line Free-

1 way from Columbus, Georgia to Augusta, Geor-  
2 gia, specifically—

3 “(B) travelling along United States Route  
4 80 (JR Allen Parkway) through Columbus,  
5 Georgia and near Fort Benning, Georgia, east  
6 to Talbot County, Georgia where it would follow  
7 Georgia Route 96, then commencing on Georgia  
8 Route 49C (Fort Valley Bypass) to Georgia  
9 Route 49 (Peach Parkway) to its intersection  
10 with Interstate Route 75 in Byron, Georgia;

11 “(C) continuing north along Interstate  
12 Route 75 through Warner Robins and Macon,  
13 Georgia where it would meet Interstate Route  
14 16, then following Interstate Route 16 east it  
15 would next join United States Route 80 and  
16 then onto State Route 57;

17 “(D) commencing with State Route 57  
18 which turns into State Route 24 near  
19 Milledgeville, Georgia would then bypass Wrens,  
20 Georgia with a newly constructed bypass, and  
21 after the bypass it would join United States  
22 Route 1 near Fort Gordon into Augusta, Geor-  
23 gia where it will terminate at Interstate Route  
24 520.”.

1 (b) INCLUSION OF CERTAIN SEGMENTS ON INTER-  
2 STATE SYSTEM.—Section 1105(e)(5)(A) of the Intermodal  
3 Surface Transportation Efficiency Act of 1991 (Public  
4 Law 102–240; 109 Stat. 597; 126 Stat. 427; 129 Stat.  
5 1422; 133 Stat. 3018) is amended, in the first sentence—

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

8 (2) by striking “and subsection (c)(91)” and in-  
9 serting “subsection (c)(91), subsection (c)(92), sub-  
10 section (c)(93), subsection (c)(94), and subsection  
11 (c)(95)”.

12 (c) DESIGNATION.—Section 1105(e)(5)(C) of the  
13 Intermodal Surface Transportation Efficiency Act of 1991  
14 (Public Law 102–240; 109 Stat. 597; 129 Stat. 1422; 133  
15 Stat. 3018) is amended by striking the fifteenth sentence  
16 and inserting the following: “The route referred to in sub-  
17 section (c)(84)(A) is designated as Interstate Route I–14  
18 North. The route referred to in subsection (c)(84)(B) is  
19 designated as Interstate Route I–14 South. The Bryan/  
20 College Station, Texas loop referred to in subsection  
21 (c)(84)(C) is designated as Interstate Route I–214. The  
22 routes referred to in subsections (c)(84)(C), (c)(92),  
23 (c)(93), (c)(94), and (c)(95) are designated as Interstate  
24 Route I–14. The routes referred to in subparagraphs (D),  
25 (E), (F), and (G) of subsection (c)(84) and subparagraph



- 1 (B) of subsection (c)(93) shall each be given separate
- 2 Interstate route numbers.”.

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