

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRYAN, TEXAS SUPPORTING THE PROPOSAL TO INCLUDE THE FUTURE INTERSTATE HIGHWAY FORMULA PROGRAM IN THE NEXT FEDERAL SURFACE TRANSPORTATION AUTHORIZATION BILL ENSURING A STRONG FEDERAL ROLE IN SURFACE TRANSPORTATION AS PREVIOUS INTERSTATE HIGHWAYS WERE DEVELOPED AS A NATIONAL INTEREST SO SHOULD FUTURE INTERSTATE HIGHWAYS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the United States economy must have the world's pre-eminent surface transportation system; and

WHEREAS, the Future Interstate Highway Formula Funding Program will establish a predictable and stable level of federal funding to support development of congressionally authorized Future Interstates, including I-14, "America's Ports-to-Ports Strategic Corridor" or "Gulf Coast Strategic Highway", stretching 1,300 miles from western Texas to eastern Georgia, and will address the need to focus federal transportation funding on projects that provide national benefit; and

WHEREAS, the first section of the I-14 Corridor in Texas was approved by Congress in 2015 and the 25 miles of freeway from Killeen/Fort Cavazos (Hood) to I-35 in Central Texas became I-14 in 2017 followed by the congressional designation of the entire I-14 Corridor across Texas, Louisiana, Mississippi, and Alabama and Georgia on November 15, 2021 with the 2021 bipartisan infrastructure bill. That 2021 law expanded the Texas designation to include San Angelo and Midland-Odessa and included four north-south future interstate spurs that will connect I-14 to Interstate 10 and serve the Port of Corpus Christi, the Port of Houston and the ports at Beaumont and Port Arthur and it added a fifth north-south spur connecting to the Port of Gulfport in Mississippi and included a future interstate loop at Bryan-College Station designated Interstate 214; and

WHEREAS, the Formula Funding Program will provide needed investment in the next generation of the Interstate Highway System to keep pace with growing population and efficient freight movement demands; and

WHEREAS, the purpose of the Interstate Highway System is to provide a safe, efficient, and high-capacity roadway network for the movement of people and goods; and

WHEREAS, highways meeting interstate standards substantially enhance safety for the traveling public while also addressing emergency evacuation needs; and

WHEREAS, the purpose of Future Interstate Highways is to expand and enhance the national transportation network by identifying and developing key corridors that will eventually meet full Interstate Highway standards, with the goal of supporting 1) National Connectivity; 2) Freight and Economic Development; (3) Cross-Border Trade and International Commerce; 4) National Defense; 5) Emergency Evacuation; and 6) Transportation Modernization; and

WHEREAS, there is currently no dedicated federal funding to plan and construct Future Interstate Highways; and

WHEREAS, supporting National Defense is a key goal that can be seen illustrated through the I-14 Corridor example providing interstate linkage between a dozen military facilities which will add to the military value of each of these installations and military value is a key to preserving and growing Army and Air Force facilities. Among the facilities that will be better linked by I-14 are Fort Bliss at El Paso,

Goodfellow AFB in San Angelo, Fort Cavazos (Hood) at Killeen, Fort Johnson (Polk), England Air Park and Camp Beauregard in Louisiana, Camp Shelby at Hattiesburg, Kessler AFB at Biloxi, Maxwell AFB and Fort Novosel (Rucker) in Alabama, Fort Moore (Benning) at Columbus, Robins AFB at Macon, Fort Eisenhower (Gordon) near Augusta and Fort Stewart near Savannah. The I-14/Gulf Coast Strategic Highway System concept was originally developed with a focus on better connecting Fort Johnson, Fort Cavazos and Fort Bliss to the designated Strategic Military Deployment Ports on the Texas Coast. This concept has been supported since early 2000s by a generation of military base commanders and their community supporters stressing that I-14 and its coastal connectors will provide invaluable redundant capability to move military equipment to and from strategic deployment ports. They make it clear that mobility and connectivity improvements create military value essential to base viability; and

WHEREAS, international trade has grown from \$39 billion in 1956 to \$5.8 trillion in 2023, an increase of 14,700 percent in 67 years, an average annual growth of 219.4 percent; and

WHEREAS, entry into NAFTA (1994) and now USMCA (2020) strengthened trade with Mexico and Canada and as a result land ports of entry became critical -- especially for energy, agriculture, and auto parts trade across North American corridors; and

WHEREAS, today the United States, Canada, and Mexico are each other's largest trade partners for oil, energy, automobiles, electronics, and agricultural goods—and it is common for materials to be procured from one country, produced into goods in a second, and then marketed and sold in a third; and

WHEREAS, the nation's shift from manufacturing-based economy to services and technology; a significant rise in consumer spending, e-commerce, and just-in-time logistics. This growth in freight further highlights that Interstate highways are critical for supply chains; and

WHEREAS, despite the authorization of a 40,000-mile Interstate Highway System by Congress in 1944 and the initial designation of 37,700 miles in 1947, the total constructed mileage has significantly fallen short of long-term national mobility demands and by 1960, over 10,000 miles were completed, followed by rapid expansion to 20,000 miles by the mid-1960s, 30,000 miles by 1970, and 40,000 miles by 1980, with 92% of the system completed by 1986. Incremental additions brought the system to approximately 42,700 miles in the 1990s, 46,747 miles by the early 2000s, and over 48,000 miles in the 2020s; and

WHEREAS, the modest mileage growth of interstate highways over the past four decades reflects the need for renewed federal commitment to expanding and modernizing the Interstate System to meet 21st-century transportation, economic, and security challenges; and

WHEREAS, the Governing Body of the City of Bryan desires to affirm its support of the continued development of the Interstate Highway System, including I-14 and I-214 loop around Bryan-College Station, and encourages the inclusion of Future Interstate Highway Funding in the next federal surface transportation authorization bill.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BRYAN, TEXAS:

SECTION 1.

That the City Council hereby adopts and approves the recitals and findings set forth in the preamble above.

SECTION 2.

Supports the proposal to include the Future Interstate Highway Formula Program in the next federal surface transportation authorization bill whereby federal taxpayers' funds are used for the national interest, ensuring a strong Federal role in surface transportation. Interstate Highways were developed as a national interest and Future Interstate Highways should be treated the same.

SECTION 3.

It is hereby found and determined that the meeting at which this Resolution was adopted was open to the public as required by law and that notice of the time, place, and purpose of said meeting was given as required by Chapter 551, Texas Government Code.

APPROVED AND ADOPTED by the City Council of the City of Bryan this 14th day of April 2026.

ATTEST:

CITY OF BRYAN:

Melissa Brunner, City Secretary

Bobby Gutierrez, Mayor

APPROVED AS TO FORM:

Thomas Leeper, City Attorney