

## Agenda Item Details

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| Meeting        | Apr 14, 2026 - Bryan City Council Second Regular Meeting  |
| Category       | 5. Consent (Automatic Approval) Agenda - This agenda consists of ministerial or "housekeeping" items required by law such as routine bids, contracts, purchases, and resolutions. Items may be removed from the consent agenda for separate consideration at the request of two Councilmembers. |
| Subject        | I. Approval of a Resolution supporting the proposal to include the Future Interstate Highway Formula Program in the next Federal Surface Transportation Authorization Bill  |
| Type           | Action (Consent)  |
| Preferred Date | Apr 14, 2026  |
| Absolute Date  | Apr 14, 2026  |
| Fiscal Impact  | Yes   |
| Budgeted       | No  |
| Budget Source  | NA  |
| Goals          | <a href="#">Economic Development</a><br><a href="#">Quality of Life</a><br><a href="#">Public Safety</a><br><a href="#">Infrastructure</a>  |

### Summary:

The City of Bryan has been asked to join other government agencies in supporting a push to include future funding for Interstate Highway Projects in the next Surface Transportation Bill. 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 Forts-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.

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, followed by 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 to 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, plus it added a fifth north-south spur connecting to the Port of Gulfport in Mississippi and included a future interstate loop at the Bryan-College Station designated Interstate 214.

The Formula Funding Program will provide needed investment in the next generation of the Interstate Highway System to keep pace with the growing population and efficient freight movement demands and support the purpose of the Interstate Highway System, which is to provide a safe, efficient, and high-capacity roadway network for the movement of people and goods.

The purpose of Future Interstate Highways is to expand and enhance the national transportation network by identifying and developing key corridors to 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.

Currently, dedicated federal funding is not available to plan and construct Future Interstate Highways and supporting National Defense is a key goal of I-14. The I-14 Corridor example provides interstate linkage between a dozen military facilities adding to the military value of each of these installations, with military value being a key to preserving and

growing Army and Air Force facilities. Among the facilities to 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 I-14 and its coastal connectors will provide invaluable redundant capability to move military equipment to and from strategic deployment ports. The supporters make it clear mobility and connectivity improvements create military value essential to base viability.

International trade has grown from \$39 billion in 1956 to \$5.8 trillion in 2023, an increase of 14,700 percent in 67 years. Additionally, a significant increase in transportation system use has occurred in part due to the North American Free Trade Agreement (NAFTA; 1994) and now the United States-Mexico-Canada Agreement (USMCA; 2020), which strengthened trade with Mexico and Canada. As a result, land ports of entry became critical, especially for energy, agriculture, and auto parts trade, across North American corridors. 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.

The nation's shift from manufacturing-based economy to services and technology has resulted in 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. 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.

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.

This proposed Resolution will join others and be sent to the federal government in support of 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.

**Staff Analysis and Recommendation:**

Staff recommends approval of the Resolution supporting the proposal to include the Future Interstate Highway Formula Program in the next Federal Surface Transportation Authorization Bill. Passage of the federal bill better ensures a strong federal role in surface transportation, and just as previous interstate highway were developed as a national interest, so should future interstate highways.

**Options:**

1. Pass the proposed Resolution.
2. Do not pass the proposed Resolution and provide direction to staff.

**Attachments:**

1. Proposed Resolution

[Attachment 1 - Resolution supporting Interstate Highway Funding.pdf \(106 KB\)](#)