The Texas Freight Mobility Plan (TFMP) identified 878 highway projects necessary to meet current and future freight mobility needs throughout the state. These projects have an estimated cost of more than $36.6 billion. While NHFP funding is a critical component of the implementation of the TFMP, it falls short in addressing total highway needs and will only provide for 1.5 percent of the $36.6 billion in project costs identified in the plan.

The FAST Act requires that states use their NHFP apportioned funds only on the Primary Highway Freight System (PHFS) identified by the Federal Highway Administration (FHWA) and projects along critical rural and urban corridors designated by TxDOT and urban MPOs.

The Fixing America’s Surface Transportation (FAST) Act is a five-year, $305 billion reauthorization of surface transportation programs. The FAST Act created a new National Highway Freight Program (NHFP), a stand-alone freight program that diverts approximately $10.8 billion from the Highway Trust Fund to freight specific projects.

The NHFP provides funding to states based on the percentage of total federal apportionments. Texas receives approximately eight percent of total federal funds and 8 percent of NHFP funds. Under the NHFP formula, Texas will receive apportionments over five years totaling $551,341,597 to invest in infrastructure and operational improvements that strengthen the National Highway Freight Network and its contribution to the economic competitiveness of the United States. Texas apportionment for Fiscal Year 2016 is $98.6 million.
I-40 is a major national east-west freight corridor running from North Carolina to California. While it makes up a fairly small portion of the interstate system in Texas its current and projected freight tonnage is on par with that of the interstates in the Texas Triangle. This segment of I-40 is projected to grow from 52 million annual tons of freight in 2010 to 114 million annual tons by 2040. Trucks comprise 12 percent of traffic on this segment of I-40.

The bridges at Arthur Street and Ross Street in Amarillo were built in 1958 and 1964 respectively and are listed in the Most Traveled Structurally Deficient Bridges in Texas list from the FHWA’s 2015 National Bridge Inventory. This bridge replacement project, developed in conjunction with the Amarillo MPO, will improve accessibility, mobility, safety, and traffic operations efficiency. Realigning and relocating entrance and exit ramps on I-40 will result in safer access onto and off of I-40 with less congestion and interference with through traffic. The replacement of eastbound and westbound I-40 bridges at Arthur and Ross Streets will also address a safety issue caused by the deterioration of the existing structures. These improvements will address the increase in known and anticipated freight movement along I-40 in the Texas Panhandle.
The State Loop 335 around the City of Amarillo serves as a connection to national and regional corridors along with local arterials. The TxDOT Amarillo District and the Amarillo MPO have identified SL 335 as a top priority, transportation project candidate to upgrade the entire loop to a controlled-access freeway type facility consisting of mainlanes, ramps, one-way frontage roads with bicycle and pedestrian accommodations, and three-level interchanges (I-40 East, I-40 West, I-27 and US 87).

The SL 335 Corridor Development study, adopted by the Amarillo MPO in October 2014, outlines that most of the loop can be upgraded to a freeway by generally following the existing alignment except a portion of Segment B referred to as B-2. Sub-Segment B-2 will be generally be constructed on a new location alignment to re-route the loop around an existing portion of the loop which has evolved into an urban arterial (Soncy Road). Right of way acquisitions/relocations and utility relocations are expected on each segment.
I-30 provides a significant east-west connection for travel and trade. As the Interstate System ages and population and trade increases in Texas, it is necessary to assess the current safety and capacity needs and plan. This corridor study identified transportation needs in northeast Texas along I-30 from Farm-to-Market Road (FM) 2642, near the Rockwall/Hunt county line to the Texas/Arkansas state line in Texarkana. It is approximately 145 miles, crossing six counties, and located within the TxDOT Paris and Atlanta Districts.

This project widens I-30 by adding lanes for 5.85 miles in Bowie County to improve the roadway to current design standards. These improvements will reduce congestion and improve mobility and safety which will enhance freight mobility along the corridor and address the growth of freight along the corridor.
In 2014, I-35 through Austin was ranked by the American Transportation Research Institute as the 10th most congested freight-significant highway location in the nation. This lack of mobility on I-35 threatens the economic vitality of Austin, Texas, and the nation as I-35 is the most utilized trade corridor in the state and country. Goods movement on this segment of I-35 is projected to grow from 57 million annual tons of freight in 2010 to 170 million annual tons by 2040. Trucks comprise 13 percent of traffic on this segment of I-35.

This project will create improved entrance/exit ramps and frontage roads, new extended entrance/exit lanes for mainlanes and ramps, reconstruction of the Oltorf Street bridge, and the addition of U-turns at Oltorf Street. These improvements will enhance safety and improve overall mobility as well as address ramp configurations that do not meet current design standards. These improvements will create safer conditions for trucks entering and exiting the highway, reduce congestion, and provide for more efficient movement of through truck traffic along I-35.
In 2014, I-35 through Austin was ranked by the American Transportation Research Institute as the 10th most congested freight-significant highway location in the nation. This lack of mobility on I-35 threatens the economic vitality of Austin, Texas, and the nation as I-35 is the most utilized trade corridor in the state and country. Goods movement on this segment of I-35 is projected to grow from 52 million annual tons of freight in 2010 to 156 million annual tons by 2040. Traffic on this segment of I-35 is currently 13 percent truck.

This project will reduce bottlenecks at the southbound frontage road of I-35 at 51st Street, improve connections at the existing U-turn structure, and improve southbound ramp operations between 51st Street and Airport Boulevard. The project adds a collector-distributor road, or frontage road bypass lane, to allow through-traffic to bypass the traffic signal and adds a new roundabout at the intersection of the southbound frontage road of I-35 and 51st Street. These improvements will reduce congestion at the interchange and provide for the more efficient movement of through truck traffic along I-35.
I-35 is a major freight corridor and the backbone of the NAFTA trade route from the Texas-Mexico border at Laredo to the nation’s northern border with Canada. Impediments on this corridor affect local, regional, state, national, and international commerce. I-35 is the most utilized trade corridor in the state and nation and this segment is projected to grow from 34 million annual tons of goods movement in 2010 to 104 million tons by 2040. Traffic on this segment of I-35 is currently 14 percent truck.

This project builds ramp reversals for two northbound I-35 ramps between Grand Avenue Parkway and SH 45 North. The reconfiguration of the northbound entrance and exit ramps and construction of extended entrance lane on the northbound I-35 main lanes under SH 45 North will improve safety and mobility.
In 2014, I-35 through Austin was ranked by the American Transportation Research Institute as the 10th most congested freight-significant highway location in the nation. This lack of mobility on the I-35 threatens the economic vitality of Austin, Texas, and the nation as I-35 is the most utilized trade corridor in the state and country. Goods movement on this segment of I-35 is projected to grow from 57 million annual tons of freight in 2010 to 170 million annual tons by 2040.

SH 80 (Aquarena Springs Drive) and Loop 82 (Hopkins Street) serve as major corridors for motorists driving in San Marcos and connecting to I-35. Improvements to these intersections are necessary to increase safety and relieve congestion. Construction of an innovative intersection concept improved two existing bottlenecks at the intersections of Loop 82 (Aquarena Springs Drive) and SH 80 (Hopkins Street) at the I-35 frontage roads. The purpose of these intersection improvement projects is to improve safety and relieve congestion by improving left-turn movements, adding medians, and building sidewalks.
In 2014, I-35 through Austin was ranked by the American Transportation Research Institute as the 10th most congested freight-significant highway location in the nation. This lack of mobility on the I-35 threatens the economic vitality of Austin, Texas, and the nation as I-35 is the most utilized trade corridor in the state and country. Goods movement on this segment of I-35 is projected to grow from 57 million annual tons of freight in 2010 to 170 million annual tons by 2040.

The proposed project includes reconstructing the I-35 and Williams Drive interchange, adding operational improvements from North Austin Avenue to Rivery Boulevard, and extending the northbound frontage road from Williams Drive to the Lakeway Drive exit ramp. The total length of the stretch is 0.8 miles. This project will increase safety and improve operational efficiency.
Running from Florida to California, I-10 is the nation’s southernmost cross-country interstate highway. The interstate forms a major national freight and trade corridor and eight of the top ten U.S. ports by tonnage are located along the I-10 corridor (South Louisiana, Houston, Beaumont, Long Beach, New Orleans, Baton Rouge, Mobile, and Los Angeles).

To accommodate future traffic volumes, TxDOT has started expanding the I-10 corridor from the existing four-lane divided freeway to a six-lane expressway with wide shoulders. This expansion has been completed from Houston east to the community of Winnie. TxDOT is now reconstructing and widening the corridor of I-10 located from Hamshire Road to Farm to Market 365 in Jefferson County, which covers almost seven miles. These improvements will reduce congestion and improve mobility as well as improve safety, all of which will enhance the growing freight mobility along the corridor.
I-45 runs between the two largest urban areas in Texas and connects the Port of Houston and other gulf coast ports to two inland ports in North Texas: AllianceTexas in Fort Worth and the International Inland Port of Dallas. I-45 is the most heavily traversed multimodal freight corridor in Texas and 96 percent of freight movement in the corridor is by truck. In addition, I-45 has more freight bottlenecks per mile than any other interstate in the nation. Goods movement on this segment of I-45 is projected to grow from 57 million annual tons of freight in 2010 to 153 million annual tons by 2040. Traffic on this segment of I-35 is currently 22 percent truck.

This project widens I-45 from four to six main lanes for 6.7 miles in Walker County, increases bridge clearances to 18 foot minimum, and improves the roadway to current design standards. These improvements will reduce congestion and improve mobility as well as improve safety, all of which will enhance freight mobility along the corridor and address the growth of freight along the corridor, which (as mentioned above) is expected to nearly triple on this segment.
Interstate 37 is a 143-mile-long national interstate that originates at US 181 in Corpus Christi and extends north to I-35 in San Antonio. Designated in 1959, the route provides access to and connects the Port of Corpus Christi, Corpus Christi International Airport, and downtown Corpus Christi to major destination spots in San Antonio, such as the Alamodome and Riverwalk, along with its connection to I-35. The interstate serves as a freight corridor and major hurricane evacuation route. One of the main river crossings along the interstate is the Nueces River that serves as the border between Nueces and San Patricio counties. The Nueces River frequently experiences major flooding with heavy rain events.

This project replaces the existing Nueces River bridges with more resilient higher, wider structures to reduce the potential for inundation and to better facilitate hurricane evacuations. The project constructs additional travel lanes and will improve safety and mobility within the 2.3-mile project area. It will also increase capacity to accommodate future needs as traffic along I-37 is projected to increase approximately 53 percent by the year 2040.
I-69 is a proposed national interstate that extends from the Texas-Mexico border in the Rio Grande Valley to the Michigan-Canada border just north of Detroit. Once complete, it will be only the second interstate highway (after I-5 on the West Coast) to run from the U.S.-Mexico border to the U.S.-Canada border. In 2011, the first section on I-69 in Texas was established.

I-610 is a 38-mile-long loop around the downtown sector of Houston and is a major artery for freight moving to and from the Port of Houston and other local freight generators as well as for commuter traffic. I-610 is also one of the most congested interstates in the nation and five of the 2017 Top 100 Truck Bottlenecks (as defined by the American Transportation Research Institute) are located along I-610.

The I-69 at I-610 interchange has been included in the ATRI rankings for the last five years. However, due to ongoing investments, it has shown steady improvement in the rankings and moved from 34th place in 2013, with an average speed of 43.0 mph, to 93rd place in 2017, with an average speed of 41.8 mph.

This project reconstructs the direct connector from I-69 northbound to I-610 northbound, widening one-lane connectors to two-lane connectors thereby reducing congestion by removing bottlenecks, increasing safety, and improving operational efficiency.
I-69 is a proposed national interstate that extends from the Texas-Mexico border in the Rio Grande Valley to the Michigan-Canada border just north of Detroit. Once complete, it will be only the second interstate highway (after I-5 on the West Coast) to run from the U.S.-Mexico border to the U.S.-Canada border. In 2011, the first section on I-69 in Texas was established.

I-610 is a 38-mile-long loop around the downtown sector of Houston and is a major artery for freight moving to and from the Port of Houston and other local freight generators as well as for commuter traffic. I-610 is also one of the most congested interstates in the nation and five of the 2017 Top 100 Truck Bottlenecks (as defined by the American Transportation Research Institute) are located along I-610.

The I-69 at I-610 interchange has been included in the ATRI rankings for the last five years. However, due to ongoing investments, it has shown steady improvement in the rankings and moved from 34th place in 2013, with an average speed of 43.0 mph, to 93rd place in 2017, with an average speed of 41.8 mph.

This project constructs a direct connector from I-610 southbound to I-69 northbound including an HOV lane and widening one-lane connectors to two-lane connectors thereby reducing congestion by removing bottlenecks, increasing safety, and improving operational efficiency.
I-610 is a 38-mile-long loop around the downtown sector of Houston and is a major artery for freight moving to and from the Port of Houston and other local freight generators as well as for commuter traffic. I-610 is also one of the most congested interstates in the nation and five of the 2017 Top 100 Truck Bottlenecks (as defined by ATRI) are located along I-610. Originally constructed in the 1960s, the western portion of I-610 has seen the growth of the Uptown Houston/Galleria area directly adjacent to the freeways. Travel demand exceeds capacity at the interchange causing significant congestion.

This project reconstructs the I-69 northbound to I-610 southbound direct connector and reconstructs the I-610 main lane bridge. The project will eliminate major lane weaving in and around the interchange and add shoulders along the I-610 main lane bridge for safety. The project will also increase vertical clearances underneath the interchange bridges so that freight is not inhibited.
South Orient rail line, one of seven rail gateways between the U.S. and Mexico, is owned by TxDOT as the result of an application to abandon the old Kansas City, Mexico and Orient line by the Atchison, Topeka and Santa Fe Rail Company in 2001.

This project rehabilitates the track for Upton and Crane counties to bring the line to 25-mph train speeds thus improving freight rail service to nearby communities, bringing needed rail capacity, economic opportunities, and reducing the number of trucks on local roads and highways.

TxDOT continues to apply federal, state, and local government funding to develop projects to rehabilitate the western section, from San Angelo to Presidio, and rebuild the international bridge at Presidio. In addition to government funding from various sources, the contracted operator has invested $45.7 million in other track upgrading projects on the line from 2012 to 2017. The contracted operator is required to maintain, at their own expense, the infrastructure over the entire line to its upgraded level of utility.
The TxDOT Odessa District, in partnership with the Permian Basin MPO, initiated a corridor study in 2016 to develop a program of improvements for the I-20 Odessa-Midland corridor. The corridor study focuses on the stretch of I-20 in the Odessa-Midland area from west of FM 1936 to east of FM 1208, approximately 40 miles. Improvements will include adding main lanes, constructing new interchanges, reconfiguring ramps, and converting frontage roads from two-way operation to one-way operation, as well as capacity, operational, and drainage improvements for most of the corridor.

This project replaces the existing underpass with a four-lane width overpass from 0.5 miles east of the Midkiff Road to one mile west of Midkiff Road. These improvements will reduce congestion and improve mobility as well as safety, all of which will enhance freight mobility along the corridor and address the growth of freight along the corridor.
The US 83 highway is a major north-south highway in the United States which is a 1,885 mile stretch. The northern terminal is at Westhope, North Dakota at the Canadian border, and the south terminal is in Brownville, Texas. In Texas, it begins at US 77 in Brownsville and follows the Rio Grande to Laredo, then heads north through Abilene to Oklahoma border north of Perryton, the seat of Ochiltree County. US 83 through La Joya is facing increasing congestion and accident rates. These issues along with inefficient corridor connectivity require the construction of a relief route. The proposed project includes the construction of a four-lane controlled-access highway that will help to reduce congestion and increase mobility, safety, and corridor connectivity.
The South Orient rail line, one of seven rail gateways between the U.S. and Mexico, is owned by TxDOT as the result of an application to abandon the old Kansas City, Mexico & Orient line by the Atchison, Topeka and Santa Fe Rail Company in 2001.

This project rehabilitates the 53 mile track for Irion and Reagan counties to bring the line to 25-mph train speeds thus improving freight rail service to nearby communities, bringing needed rail capacity, economic opportunities, and reducing the number of trucks on local roads and highways.

TxDOT continues to apply federal, state, and local government funding to develop projects to rehabilitate the western section, from San Angelo to Presidio, and rebuild the international bridge at Presidio. In addition to government funding from various sources, the contracted operator has invested $45.7 million in other track upgrading projects on the line from 2012 to 2017. The contracted operator is required to maintain, at their own expense, the infrastructure over the entire line to its upgraded level of utility.
I-35 is a major freight corridor and the backbone of the NAFTA trade route from the Texas-Mexico border at Laredo to the nation’s northern border with Canada. Impediments on this corridor affect local, regional, state, national, and international commerce. I-35 is the most utilized trade corridor in the state and nation and this segment is projected to grow from 34 million annual tons of goods movement in 2010 to 104 million tons by 2040. Traffic on this segment of I-35 is currently 14 percent truck.

This project will replace the bridge and approaches at I-35 and New Braunfels Avenue. and the bridge has been repeatedly hit by over-height vehicles for years because of the 14 foot, six inch clearance. A 2014 emergency repair project reduced the width and number of travel lanes eastbound across the bridge. Replacing the bridge became a high priority for both TxDOT and the community. The replacement bridge will be higher at both ends to ensure required clearance across the full width of the roadway below and allow future widening of I-35 corridor underneath. The new bridge will be also be wider, stronger, and better able to accommodate truck movement. The project will help make the movement of freight along the I-35 corridor safer and more efficient.
I-410

CSJ: 0521-04-204

- NHFP Freight Funding: Category 12 $100,000,000
- Federal share of total project cost: 80%
- Construction Letting: July 1, 2019
- Construction Start Date: Aug. 29, 2019
- Construction Completion: TBD

I-410 is a loop route of I-10 around the city of San Antonio, Texas. It is named Connally Loop. The loop officially begins and ends at the intersection of I-35 on the south side of the loop. The proposed project is an interchange improvement at I-410 and SH 151 and I-410 and US 90 on the west side of San Antonio.

The proposed projects include construction of a fully directional interchange at US 90, and a fully directional interchange at SH 151, operational improvements along I-410 from north of Culebra Road to Valley Hi Drive and SH 151 will involve relocating existing entrance/exit ramps and the addition of various auxiliary lanes to accommodate the direct connect interchange, and adding lane in each direction to I-410 from SH 151 to Ingram Road. The added capacity in this area will make I-410 an eight-lane expressway.
I-410 is a loop route of I-10 around the city of San Antonio, Texas. It is named Connally Loop. The loop officially begins and ends at the intersection of I-35 on the south side of the loop.

The proposed project is an interchange improvement at I-410 and I-10E in San Antonio, Texas. TxDOT is proposing improvements to the interchange that include, constructing interchange at I-410/I-10E, reconfiguring ramps and provide auxiliary lanes between ramps, providing continuous frontage roads, and enhance circulation, converting two-way frontage roads to one-way operation, reconfiguring the W.W. White intersection at I-410.
TxDOT is making improvements to the intersection of State Highway 16 and Loop 1604 in Bexar County to reduce congestion levels and improve safety of drivers through this busy intersection.

Improvements include the following:

- Replace the traditional intersection with a Displaced Left Turn (DLT)
- Include sidewalks and shared-use lanes to accommodate pedestrians and bicyclists and allow access to the commercial centers in the surrounding area
- Improve turning movements between Hwy 16 and Loop 1604, decrease traffic congestion and improve safety

A DLT offers a new design that addresses congestion by allowing vehicles to travel more quickly through an intersection. It increases traffic flow by temporarily shifting traffic to the left side of the road, allowing through-traffic and left-turning traffic to proceed through the intersection simultaneously. This eliminates the need for left-turn arrows, which allows more flexibility addressing current and future traffic volumes.
I-35E is an interstate that extends from intersection I-35 and US 77 to Denton. I-35E splits the Dallas/Fort Worth metropolitan area which is about 97 miles. The new I-35E construction project rebuilds and widens I-35 through the Waco District contuse with the I-35E section from Hillsboro to the Hill/Ellis county line.

Beginning at the intersection of I-35 and US 77 at the northern limit of the city of Hillsboro, the project extends a total of 7.9 miles. All existing lanes will be removed and new lanes will be built, creating a total of six lanes, three in each direction. All existing bridges will also be replaced during the construction, including the bridges over White Rock Creek, which will be replaced and widened to accommodate the additional travel lanes.

Waco District

I-35E
CSJ: 0048-09-029

- NHFP Freight Funding: $114,000,000
- Federal share of total project cost: 80%
- Construction Letting: May 1, 2019
- Construction Start Date: Sep. 9, 2019
- Construction Completion: Feb. 18, 2023
Title/Region
Subtitle/Project#

• NHFP Freight Funding: $$ $$ $$

• Federal share of total project cost: ??%

• Construction Letting: ??/??/????

• Construction Start Date: ??/??/????

• Construction Completion: ??/??/????