



Border Corridors and Trade Report

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Background

In 2015, total U.S. trade amounted to \$3.75 trillion (i.e., \$1.50 trillion in exports and approximately \$2.25 trillion in imports). Total U.S. trade in 2015 exceeded total U.S. trade in 2009 (when the global recession was experienced) by about \$1.13 trillion. U.S. total trade, however, decreased between 2014 and 2015, from \$3.98 trillion to \$3.75 trillion. This was the first time since 2009 that total U.S. trade decreased. Figure 1 shows the value of total U.S. trade between 2008 and 2015.

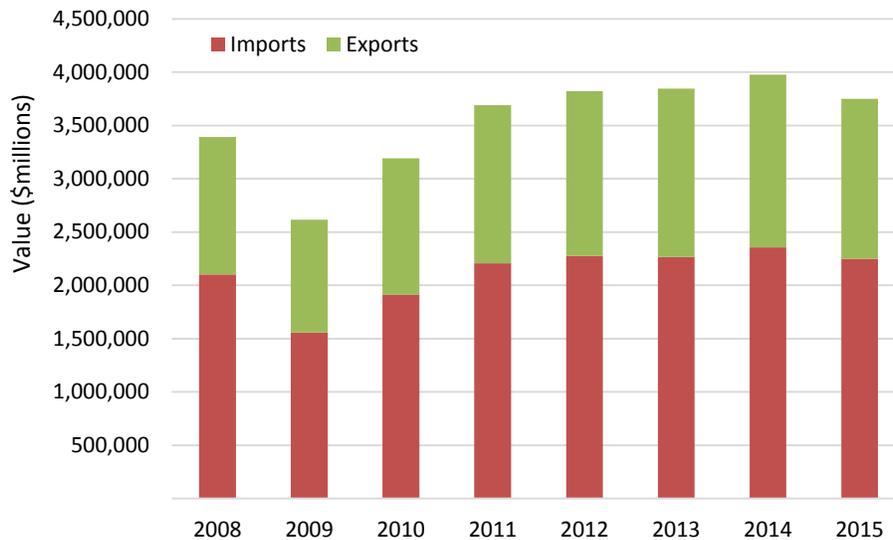


Figure 1. U.S. Total Trade

In 2015, Texas's total merchandise trade represented 13 percent of total U.S. merchandise trade at more than \$500 billion. Texas had the second highest total merchandise trade value in the United States behind California¹ in 2015. This was the first time since 2009 that Texas's total merchandise trade value was not the highest in the United States (1).

Texas, however, exported more than any other state in 2015, with \$248 billion in exports. Texas imported \$252 billion in 2015, second only to California. Texas's imports decreased by \$50 billion between 2014 and 2015 (see Appendix A) (2).

Trade is therefore important to both the U.S. and Texas economies. This document—produced in accordance with the requirements in the Texas Transportation Code and Rider 14(a) of the General Appropriations Act (83rd session, HB 1)—provides an overview of:

- Texas's global trade, including information on the state's major commodities traded, major trading partners, and trade by mode.

¹ In 2015, California's total merchandise trade value was \$573 billion (or 15 percent of total U.S. merchandise trade).

- Texas's trade with Mexico, including information on Texas's major commodities traded with Mexico and the transportation modes that facilitate Texas-Mexico trade.
- Texas's infrastructure facilitating U.S.-Mexico trade, including an overview of Texas's major trade corridors, oversized/overweight corridors in Texas's border districts, and Texas's commercial vehicle and rail border crossings.
- Planned investments in Texas's major highway trade corridors.
- Planned investments in the highway connectors between Texas's commercial vehicle crossings and major highway trade corridors.
- Non-highway investments that facilitate U.S.-Mexico trade.
- Investments in Mexico's major highway trade corridors included in Mexico's National Infrastructure Plan.

Additional data and supporting graphics are included in Appendices A through F.

Texas's Global Trade

Texas's Major Commodities Traded

Table 1 shows Texas's top traded commodities (exports and imports) in terms of value and Texas's major traded commodities as a percentage of total U.S. trade in 2015. Machinery and electrical products were Texas's top traded commodity in 2015, representing \$84.24 billion in exports and \$99.23 billion in imports (2). Furthermore, Texas's exports of mineral products represented 50 percent of all U.S. mineral product exports in 2015, and Texas's mineral imports represented 24 percent of all U.S. mineral product imports in 2015. Finally, Texas's exports of plastics and rubber and machinery and electrical products also represent more than 20 percent of all U.S. exports of these commodities.

Table 1. Texas's Top Traded Commodities (2015)

Rank	Exports			Imports		
	Commodity	Value (\$ millions)	% of U.S. Total	Commodity	Value (\$ millions)	% of U.S. Total
1	Machinery and Electrical Products	\$84,235	22%	Machinery and Electrical Products	\$99,229	15%
2	Mineral Products	\$56,617	50%	Mineral Products	\$46,461	24%
3	Chemicals and Allied Industries	\$26,577	16%	Transportation Products	\$24,099	8%
4	Plastics and Rubbers	\$19,394	26%	Miscellaneous	\$16,008	8%
5	Transportation Products	\$19,156	7%	Metals	\$14,680	12%

Texas's Major Trading Partners

Texas's top trading partners in 2015 were Mexico, China, Canada, South Korea, and Germany. In 2015, Texas traded approximately \$176.5 billion with Mexico—more than three times what Texas traded with China, the state's second largest trading partner. Figure 2 shows Texas's trade (in terms of value) with its major trading partners between 2008 and 2015. The graph shows that Texas's trade with all five of its top trading partners reduced between 2014 and 2015. The graph also shows that the value of Texas's trade with Mexico has been decreasing since its peak in 2012 (2).

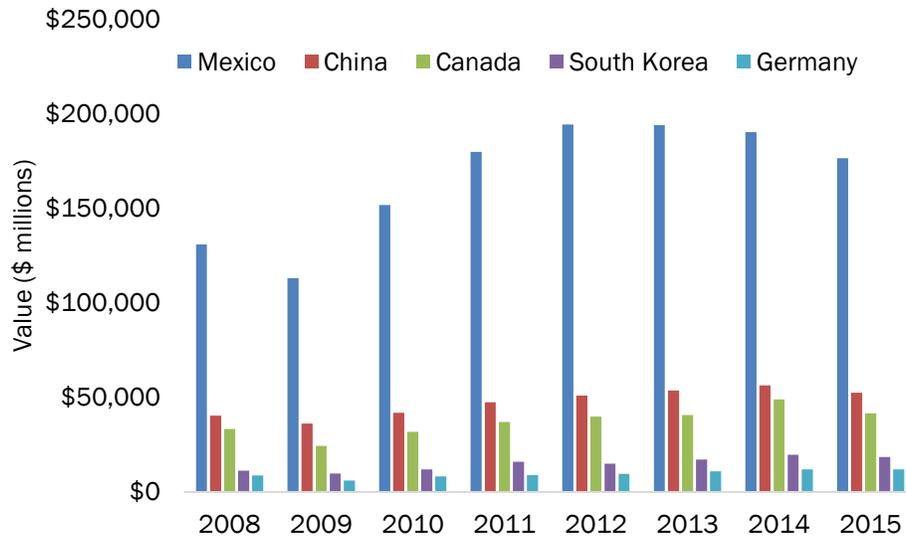


Figure 2. Texas's Top Trading Partners

Texas's Major Export Commodities by Trading Partner

Table 2 lists the major export commodities traded with Texas's top five export trading partners in 2015. Table 2 shows that machinery and electrical products were the most important commodity (in terms of value) exported to Mexico at \$39.2 billion, to China at \$3.1 billion, to South Korea at \$4.6 billion, and to Germany at \$1.1 billion. The most important commodity exported to Canada (in terms of value) was mineral products, valued at \$8.3 billion (2).

Table 2. Texas' Major Exports by Major Trading Partner (2015)

Trading Partner	Export Commodity	Export Value (\$ Billions)
Mexico	Machinery and Electrical Products	39.2
	Mineral Products	12.9
	Transportation Products	8.3
	Plastics and Rubbers	7.6
Canada	Mineral Products	8.3
	Machinery and Electrical Products	6.3
	Transportation Products	2.3
	Chemicals and Allied Industries	2.3
China	Machinery and Electrical Products	3.1
	Chemicals and Allied Industries	1.9
	Mineral Products	1.7
	Plastics and Rubbers	1.4
South Korea	Machinery and Electrical Products	4.6
	Chemicals and Allied Industries	1.4
	Mineral Products	0.5
	Plastics and Rubbers	0.4
Germany	Machinery and Electrical Products	1.1
	Chemicals and Allied Industries	0.8
	Transportation Products	0.6
	Miscellaneous Products	0.3

Source: (2).

Table 3 lists the major import commodities traded with Texas's top five import trading partners in 2015. Table 3 shows that machinery and electrical products were the most important commodity (in terms of value) imported from Mexico at \$40.0 billion, from China at \$26.4 billion, and from South Korea at \$5.7 billion. The most important commodity imported from Canada was mineral products, valued at \$3.7 billion, and the most important commodity imported from Germany was transportation products, valued at \$4.1 billion (2).

Table 3. Texas' Major Imports by Major Trading Partner (2015)

Trading Partner	Import Commodity	Import Value (\$ Billions)
Mexico	Machinery and Electrical Products	40.0
	Transportation Products	11.7
	Mineral Products	9.6
	Miscellaneous Products	5.8
China	Machinery and Electrical Products	26.4
	Miscellaneous Products	4.3
	Metals	2.0
	Textiles	1.7
Canada	Mineral Products	3.7
	Machinery and Electrical Products	2.8
	Transportation Products	2.3
	Plastics and Rubbers	1.3
South Korea	Machinery and Electrical Products	5.7
	Metals	1.4
	Transportation Products	1.1
	Chemicals and Allied Industries	0.8
Germany	Transportation Products	4.1
	Machinery and Electrical Products	1.8
	Metals	0.7
	Chemicals and Allied Industries	0.6

Source: (2).

Appendix A provides detailed trend information for Texas's major export commodities to and import commodities from China, Canada, South Korea, and Germany. Texas's major commodities traded with Mexico are discussed later in this report.

Texas's Trade by Mode

Texas's Exports by Mode

Figure 3 shows the modal share of Texas's export value (i.e., modal export value as a percentage of total export value). Figure 3 shows that most of Texas's exports (in terms of value) moved by truck in 2015 (3). Trucks transported 55 percent of the value of Texas's exports, followed by pipelines (17 percent), rail (9 percent), water (8 percent), air

(7 percent),² multiple modes and mail (4 percent), and other and unknown modes (0.2 percent).

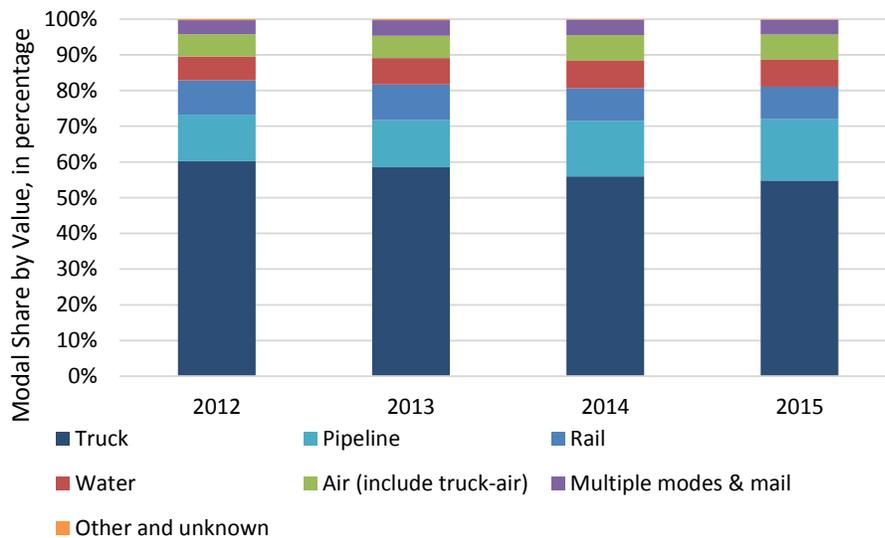


Figure 3. Texas Exports by Mode (Value)

Figure 4 shows the modal share of Texas’s export weight (i.e., modal export weight as a percentage of the total weight of Texas’s exports). Figure 4 shows that most of Texas’s exports (in terms of weight) moved by pipeline in 2015. Pipelines moved 39 percent of the weight of Texas’s exports, followed by trucks (30 percent), water (14 percent), rail (10 percent), multiple modes and mail (6 percent), air (0.1 percent), and other and unknown modes (0.1 percent) (3).

² “Air (include truck-air)” includes shipments typically weighing more than 100 pounds that move by air or a combination of truck and air in commercial or private aircraft. This includes air freight and air express. For more information, see http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/faf3/userguide/.

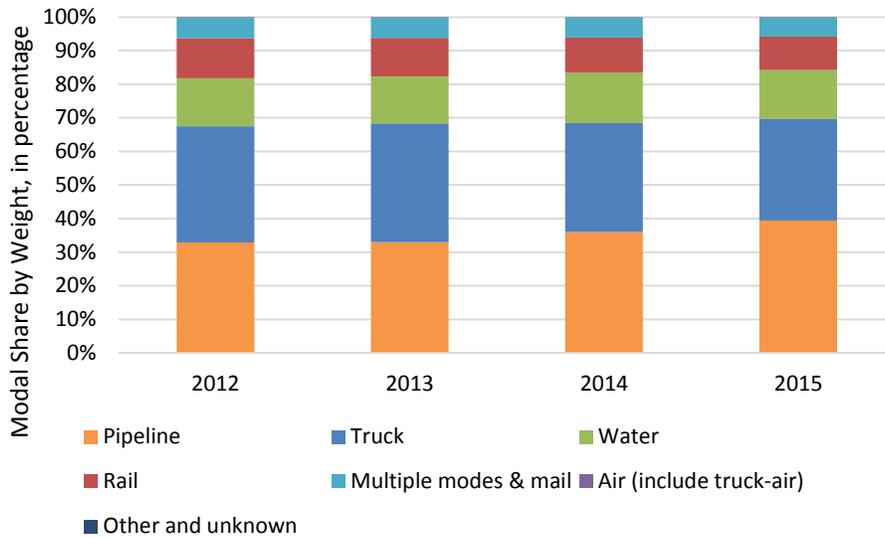


Figure 4. Texas Exports by Mode (Weight)

Texas's Imports by Mode

Figure 5 shows the modal share of Texas's import value (i.e., modal import value as a percentage of total import value) (3). Figure 5 shows that most of Texas's imports (in terms of value) moved by truck in 2015. In 2015, trucks moved 54 percent of the value of Texas's imports, followed by "no domestic mode" (23 percent),³ air (6 percent), multiple modes and mail (6 percent), rail (5 percent), pipeline (4 percent), and other and unknown modes (1 percent).

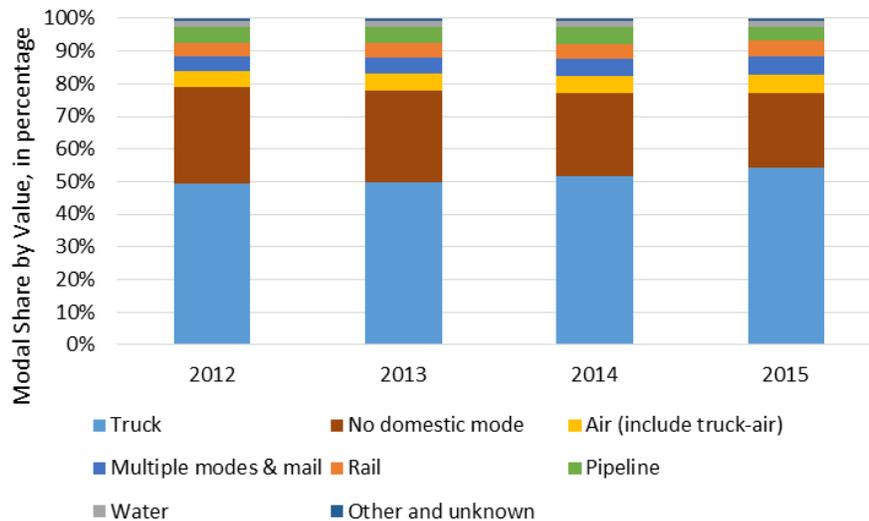


Figure 5. Texas Imports by Mode (Value)

³ "No domestic mode" includes shipments that have an international mode but no domestic mode and is limited to import shipments of crude petroleum transferred directly from inbound ships to a U.S. refinery at the zone of entry. This is done to ensure a proper accounting of import flows while avoiding assigning flows to the domestic transportation network that do not use it. For more information, see http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/faf3/userguide/.

Figure 6 shows the modal share of Texas’s import weight (i.e., modal import weight as a percentage of total import weight) (3). Figure 6 shows that most of Texas’s imports (in terms of weight) moved by “no domestic mode” at 53 percent. This was followed by trucks (26 percent), pipeline (9 percent), rail (5 percent), water (4 percent), multiple modes and mail (3 percent), other and unknown modes (0.1 percent), and air (0.1 percent).

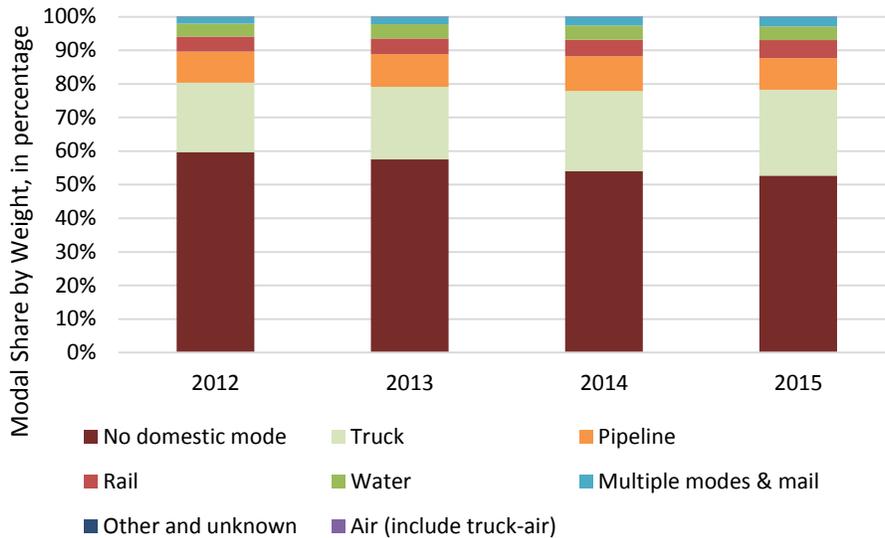


Figure 6. Texas Imports by Mode (Weight)

Appendix A provides more detailed information about the tonnage (domestic, foreign, import, and export) and containers moved by Texas’s ports, the landed air cargo weight at Texas airports, and the trends in Texas’s natural gas and oil production, as well as the state’s pipeline and rail infrastructure serving the oil and gas industry.

Texas's Trade with Mexico

As mentioned earlier, Mexico is Texas's largest trading partner. In 2015, Texas traded approximately \$176.5 billion with Mexico. Texas exports to Mexico amounted to approximately \$92.5 billion, and Texas imports from Mexico amounted to approximately \$84 billion. Thus, each day in 2015, Texas traded \$0.48 billion with Mexico.

Major Commodities Traded with Mexico

Figure 7 shows the value of Texas's major export commodities to Mexico between 2008 and 2015 (2). In 2015, the top commodity exported to Mexico was machinery and electrical products (\$39.2 billion), followed by mineral products (\$12.9 billion), transportation products (\$8.3 billion), plastics and rubbers (\$7.6 billion), and metals (\$6.3 billion).

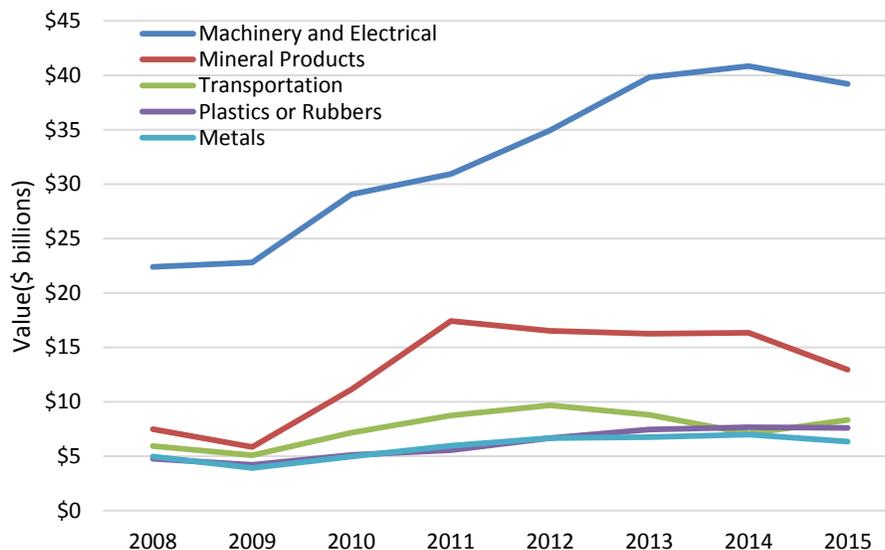


Figure 7. Texas's Major Export Commodities to Mexico

Figure 8 shows the value of Texas's major import commodities from Mexico between 2008 and 2015 (2). The top commodity imported from Mexico in 2015 was machinery and electrical products (\$40 billion), followed by transportation products (\$11.7 billion), mineral products (\$9.6 billion), miscellaneous products (\$5.8 billion), and metals (\$3.4 billion). Figure 8 also shows the dramatic decrease in Texas's mineral imports from Mexico between 2011 and 2015. During this time period, Texas's imports of mineral products from Mexico reduced almost 70 percent (i.e., from \$30.6 billion in 2011 to \$9.6 billion in 2015).

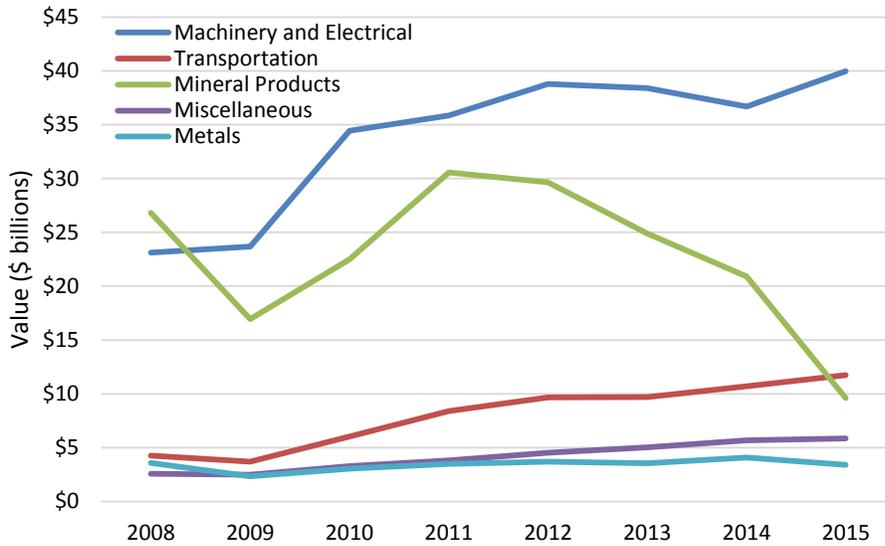


Figure 8. Texas's Major Import Commodities from Mexico

Texas-Mexico Trade by Mode

Figure 9 shows the value of Texas's exports to Mexico by mode between 2005 and 2015 (4). In 2015, trucks transported \$69.8 billion of Texas's exports to Mexico, followed by maritime vessels (\$12.7 billion); rail (\$7.5 billion); pipeline (\$3 billion); air (\$1.2 billion); and mail, foreign trade zones (FTZs), and others (\$0.4 billion).⁴

⁴ "Foreign-trade zones" are designated sites licensed by the Foreign-Trade Zones Board (the Secretary of Commerce is the chairperson). Special Customs procedures may be used at FTZs. Specifically, FTZ procedures allow domestic processing involving foreign items in the approved FTZ. The goods are treated as if outside U.S. Customs and Border Protection (CBP) territory, thereby offsetting Customs advantages available to overseas producers. In April 1995, the transportation mode "foreign trade zones" was added to the Transborder database. FTZ is thus recorded as the mode of transportation in this data set. Customs does not record the actual transportation mode for a specific shipment into or out of an FTZ, and it is therefore unknown (Source: https://transborder.bts.gov/TBDR_FAQs.html#30).

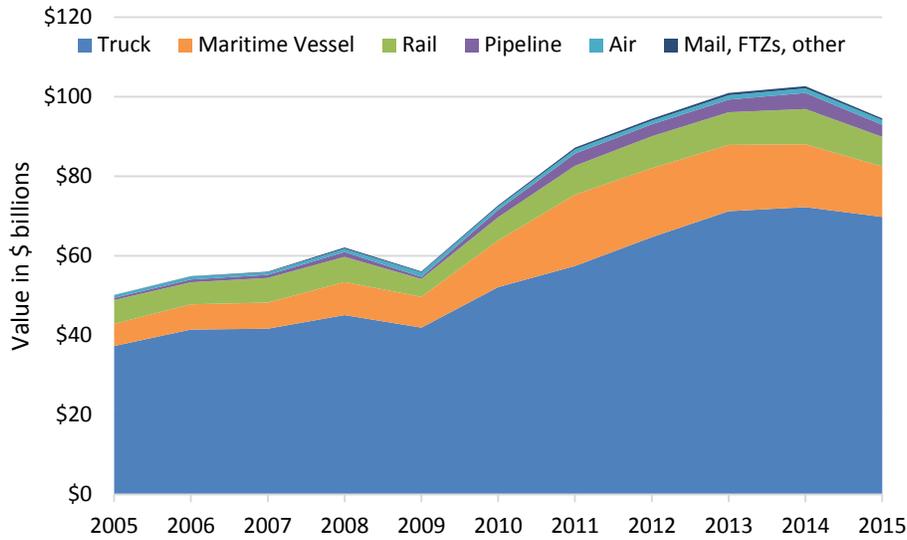


Figure 9. Texas Exports to Mexico by Mode

Figure 10 shows the value of Texas's imports from Mexico by mode between 2005 and 2015 (4). In 2015, trucks transported \$67.9 billion of Texas's imports from Mexico, followed by maritime vessel (\$10.3 billion); rail (\$3.2 billion); mail, FTZs, and other (\$1.5 billion); air (\$0.4 billion); and pipeline (\$0.2 billion).

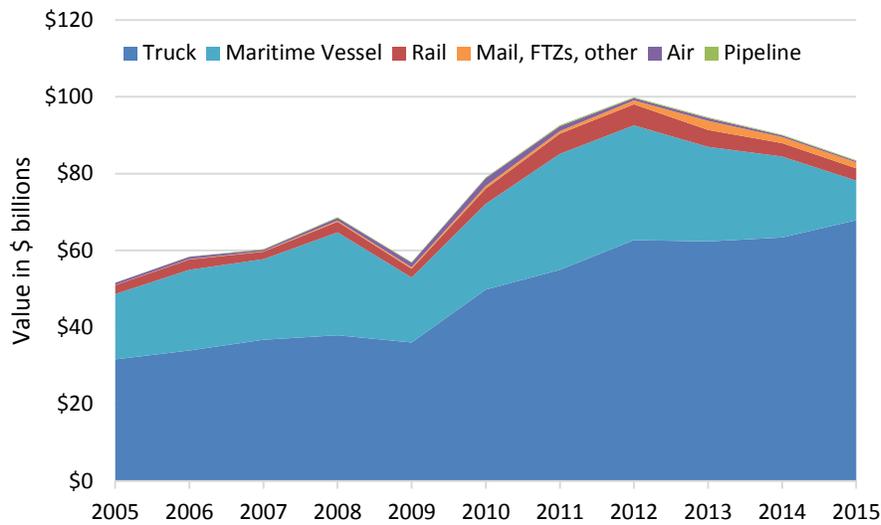


Figure 10. Texas Imports from Mexico by Mode

Appendix B provides information on the value of Texas's trade with Canada by mode.

Texas's Transportation Infrastructure Facilitating U.S.-Mexico Trade

Texas's 1,255-mile border with Mexico, and more specifically Texas's border infrastructure (i.e., 28 border crossings, rail and highway corridors serving the crossings, airports, and ports), is a critical component in facilitating U.S. and Texas trade with Mexico. In 2015, 75 percent of the \$449 billion in U.S. trade with Mexico that was transported by truck or rail crossed at a Texas border crossing. This translated into approximately 10,400 trucks and 2,300 rail cars crossing from Mexico into Texas each day. The World Trade Bridge in Laredo is the busiest commercial crossing in Texas, handling 40 percent of incoming trucks from Mexico. Laredo also handles the most incoming railcar crossings on the Texas-Mexico border.

Texas's Trade Corridors

Trade between the United States and Mexico moves along well-established trade corridors (see Figure 11) (5).⁵ The trade corridors that serve U.S.-Mexico trade in Texas can be defined as:

- The Western Corridor in El Paso.
- The I-35/North American Free Trade Agreement (NAFTA) Corridor in Laredo.
- The I-69 Corridor in the Lower Rio Grande Valley.

In addition, the Ports-to-Plains Corridor and the Entrada al Pacifico Corridors are being developed and promoted by various stakeholders. Finally, there is an interest in developing east-west corridors along the Texas-Mexico border to connect Brownsville to Laredo and Laredo to Del Rio.

⁵ These are the main corridors connecting Mexico, the United States, and Canada. The lines showing the established corridors are not meant to represent specific roads or rail lines, but rather a network of routes and modes.

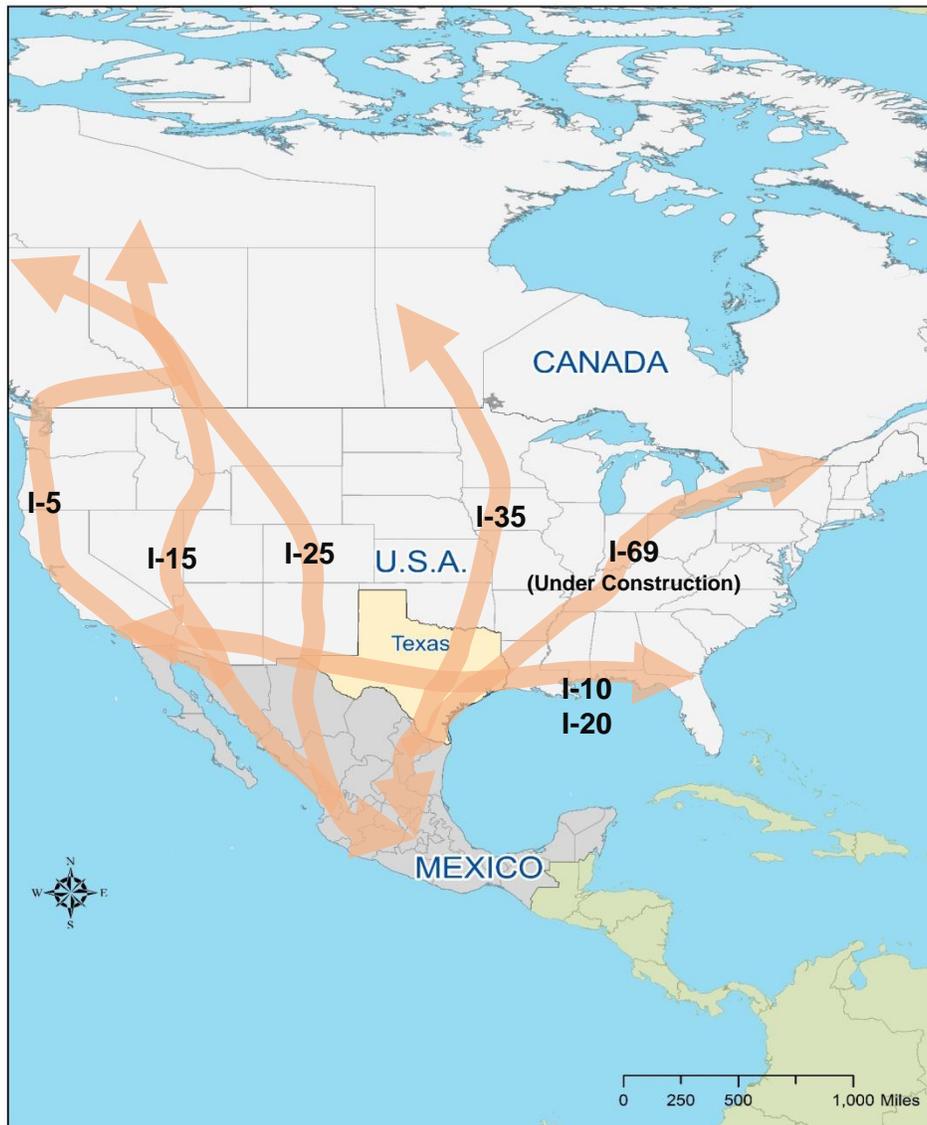


Figure 11. North American Trade Corridors

The Western Corridor in El Paso consists of a number of key highways and rail lines. The key highways that comprise the Western Corridor are I-10 and I-20. Traveling east from El Paso, I-20 splits off from I-10 past Van Horn, Texas. I-20 runs parallel to I-10 to the north. El Paso is also linked to the north via I-25 to Albuquerque and Denver.

El Paso is also linked to a number of cities via rail. To the east, Union Pacific links El Paso with Dallas–Fort Worth and Memphis as well as San Antonio, Austin, Houston, and New Orleans (6). To the west, El Paso is linked via rail to Tucson, Phoenix, and Los Angeles. BNSF connects at El Paso with Ferromex. On the Mexican side, Ferromex links El Paso directly to Chihuahua, Torreón, and Mexico City (7).

The I-35 Corridor—also known as the NAFTA Corridor—connects Mexico, the United States, and Canada. I-35 connects three of the four largest cities in Texas before continuing north and ending in Duluth, Minnesota. I-35 also links to I-29 in Kansas City, which connects to Winnipeg, Manitoba, in Canada. This corridor serves the Midwest manufacturing centers.

The I-35 corridor also comprises rail (6). To the north, Union Pacific links San Antonio, Austin, Dallas–Fort Worth, Memphis, Kansas City, St. Louis, Chicago, and Minneapolis. To the east, Laredo is served by Kansas City Southern, which links to Houston, New Orleans, and the Eastern United States (via interchanging with Norfolk Southern and CSX). Kansas City Southern de Mexico operates rail in Nuevo Laredo, linking Laredo to Monterrey, Saltillo, San Luis Potosi, and Mexico City, as well as the Port of Lazaro Cardenas in the Pacific Coast (8).

The I-69 Corridor connects the Lower Rio Grande Valley to the north with Corpus Christi and Houston before continuing northeast. The I-69 Corridor consists of two routes that run parallel to each other: I-69C (US 281) and I-69E (US 77). I-69C runs approximately 25 miles west of I-69E. At Corpus Christi, I-69 links to I-37. I-37 directly links to San Antonio and the I-35 Corridor. Laredo is connected to this corridor via US 59, which travels northeast from Laredo to Houston.

The Lower Rio Grande Valley is also linked to a number of cities via rail. To the north, the Lower Rio Grande Valley is linked via rail to Corpus Christi, San Antonio, Dallas–Fort Worth, Memphis, Kansas City, St. Louis, Chicago, and Minneapolis. To the east, Union Pacific links the Lower Rio Grande Valley to Houston and New Orleans. On the Mexican side, Kansas City Southern de Mexico links the Lower Rio Grande Valley to Matamoros, Monterrey, Saltillo, San Luis Potosi, and Mexico City (8).

The emerging Ports-to-Plains Corridor connects Laredo Del Rio by US 83 and US 90. Eagle Pass is connected to Del Rio by US 277. From Del Rio, the corridor travels north via US 277 to San Angelo, Texas, and then via US 87 to Lubbock, Texas, where it joins with I-27. I-27 connects Lubbock and Amarillo. Leaving Texas from Amarillo, the corridor links to Denver via US 287. Further north, the corridor connects to Rapid City, South Dakota, and Billings, Montana. The Ports-to-Plains Corridor eventually links to Calgary and Edmonton, Alberta, Canada, and Regina and Saskatoon, Saskatchewan, Canada.

The Ports-to-Plains Corridor does not have rail service that closely parallels the highway corridor. Union Pacific, however, intersects the Ports-to-Plains Corridor where it connects Midland-Odessa to Abilene. BNSF provides a connection between San Angelo, Abilene, Lubbock, and Amarillo but does not connect with Del Rio or Laredo (9).

The emerging Entrada al Pacifico Corridor connects Presidio to Marfa via US 67, at which point US 67 becomes US 17. Near Balmorhea, US 17 links to I-10. Further north, at Pecos, US 17 links to I-20, which connects to Midland-Odessa to the east. Midland-Odessa is linked to Dallas–Fort Worth and the I-35 corridor via I-20, and US 87 and I-27 link Midland-Odessa

to Amarillo to the north. South of Presidio, the Entrada al Pacifico Corridor links Ojinaga to Chihuahua and Topolobampo. The connection between Chihuahua and Topolobampo is indirect due to difficult terrain and a lack of infrastructure between the two cities.

Currently, the Entrada al Pacifico Corridor does not have freight rail service on the U.S. side because the rail bridge at Presidio is currently closed. There are, however, plans to rebuild the rail bridge. Presidio is linked to Dallas via the South Orient Railroad and other short-line railroads (10). On the Mexican side, the corridor is served by Ferromex. Ferromex links Ojinaga, Chihuahua, and Topolobampo (7).

Finally, as mentioned earlier, there is an interest in developing east-west corridors along the Texas-Mexico border:

- The Brownville to Laredo highway corridor connects three major ports of entry along the Texas-Mexico border—Brownville, Hidalgo, and Laredo. Traveling north from the Veteran’s International Bridge in Brownville, I-69E connects after 27 miles to I-2 in Harlingen. Traveling west from Harlingen, I-2 passes through McAllen and Mission and becomes US 83. US 83 connects Mission to Laredo. There is no freight rail service connecting Brownville to Laredo.
- The Laredo to Del Rio corridor connects Laredo to two commercial bridges to the northwest: the Camino Real International Bridge in Eagle Pass and the Del Rio–Ciudad Acuña International Bridge in Del Rio. Laredo is connected to Eagle Pass via I-35, US 83, and US 277. Traveling north from Laredo on I-35 for 18 miles, US 83 branches off northwest at Botines. At Carrizo Springs, 63 miles northwest of Botines, US 227 travels west to Eagle Pass and connects to Del Rio. There is no freight rail service connecting Laredo, Eagle Pass, and Del Rio.

Oversize/Overweight (OS/OW) Corridors in Texas Department of Transportation (TxDOT) Border Districts

In 1997, SB 1276 authorized port authorities in border counties adjacent to Mexico and the Gulf of Mexico to collect a fee for issuing single-trip permits for oversize or overweight (OS/OW) trucks on designated corridors (11). Subsequent to SB 1276, certain marine ports along the Texas coast and counties adjacent to the Texas-Mexico border received authorization to issue single-trip OS/OW permits on designated corridors through legislation. In TxDOT’s border districts, the Port of Brownsville, Hidalgo County Regional Mobility Authority (HCRMA), and Webb County have statutory authority to issue OS/OW permits on certain corridors (12). Only the Port of Brownsville and HCRMA are, however, issuing OS/OW permits. This section provides information on the OS/OW corridors as detailed in the Texas Transportation Code, as well as the current operations of these corridors as implemented by the permit-issuing entities.

Oversize/Overweight Corridor Serving the Port of Brownsville

Transportation Code Section 623.210 provides for a port authority to issue permits for the movement of OS/OW vehicles on state highways in counties adjacent to the Gulf of Mexico⁶ and adjacent to at least two counties with a population of 550,000 or more or bordering Mexico. The permit fees may not exceed \$80 per trip, and revenues generated (less administrative costs not to exceed 15 percent of the fees collected) must be used for maintaining and improving the state highways used. The generated revenues are deposited into the State Highway Fund (12).

The Port of Brownsville is currently issuing OS/OW permits under this authority and has been doing so since 1997. The Port of Brownsville charges a \$30 permit fee.⁷ Permits issued by the Port of Brownsville allow vehicles to travel OS/OW between Gateway International Bridge or the Veterans International Bridge at Los Tomates and the Port of Brownsville. The gross vehicle weight cannot exceed the Mexican legal weight limit⁸ or 125,000 pounds, whichever is less. Similarly, the dimensions of the vehicle and load cannot exceed 12 foot wide, 15 foot 6 inches high, or 110 foot long (13).⁹ The Port of Brownsville-issued permits cover travel on:

- SH 48/SH 4 between the Gateway International Bridge and the entrance to the Port of Brownsville.
- US 77/US 83 and SH 48/SH 4 between the Veterans International Bridge at Los Tomates and the entrance to the Port of Brownsville (see route in red in Figure 12) (13).

TxDOT's Pharr District is currently working with the Port of Brownsville on an alternative OS/OW corridor that will divert the OS/OW truck traffic around downtown Brownsville. The district and the Port of Brownsville are looking into designating an OS/OW corridor to the east of the city (see Figure 12).¹⁰

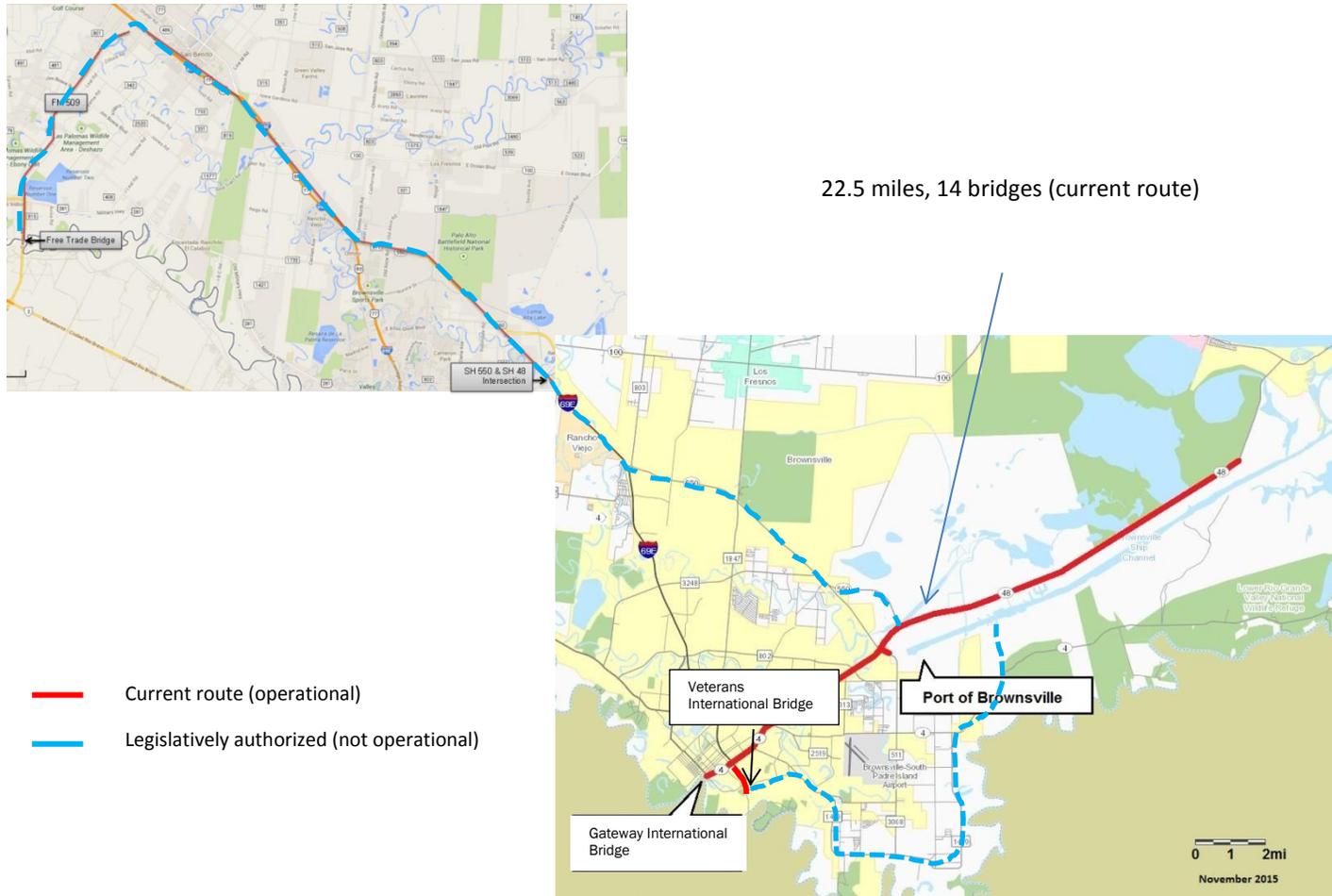
⁶ Or a bay or inlet opening into the Gulf of Mexico.

⁷ Personal communication with the TxDOT Pharr District, May 2016.

⁸ The gross weight of the equipment and load of Mexican trucks operating in Mexico.

⁹ Texas mandates the size and maximum weight of trucks that may be operated on Texas's highways without a permit in an effort to preserve (i.e., prevent damage to) the highway and road infrastructure. Currently, the weight of trucks is limited to a maximum gross vehicle weight of 80,000 pounds and the width and height are limited to 8 feet 6 inches and 14 feet, respectively. The maximum length varies depending on vehicle type.

¹⁰ Personal communication with the TxDOT Pharr District, May 2016.



Source: (14).

Figure 12. Oversize/Overweight Corridor Serving the Port of Brownsville

Oversize/Overweight Corridors in Hidalgo County

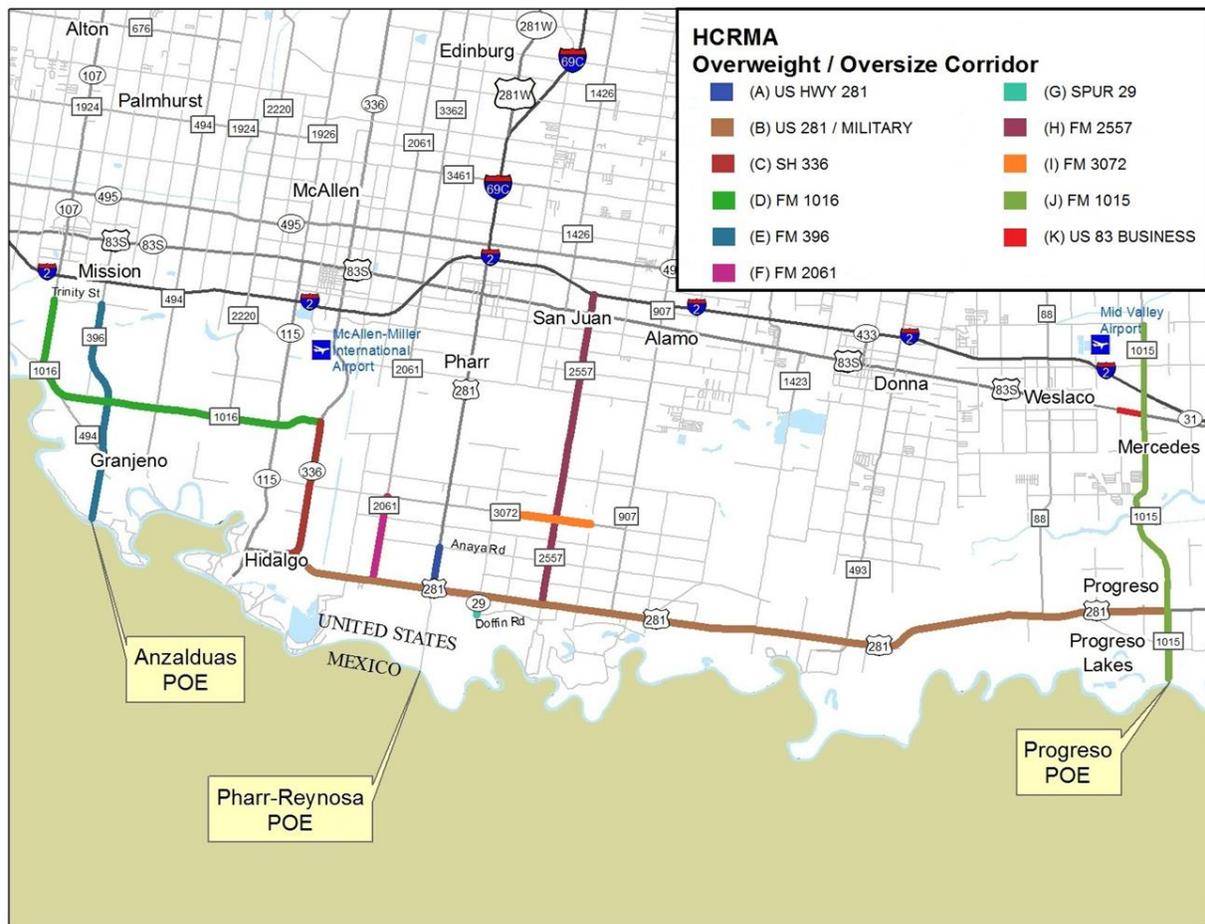
Transportation Code Section 623.361 provides for a regional mobility authority to issue permits for the movement of OS/OW vehicles on specific roads in Hidalgo County. The permit fees may not exceed \$80 per trip effective September 1, 2013, but can be adjusted on September 1 of each subsequent year by the percentage change in the Consumer Price Index for All Urban Consumers (CPI-U)¹¹ during the preceding year (published by the U.S. Bureau of Labor Statistics). Revenues collected (less administrative costs not to exceed 15 percent of the fees collected) must be used for constructing and maintaining the roads used. The regional mobility authority must make payments to TxDOT for maintaining the roads and highways used. Specifically, Transportation Code Section 623.370 states that the regional mobility authority will file a bond with TxDOT, payable to TxDOT, to cover the annual cost to repair any damage to roads and highways subject to the movement of OS/OW vehicles for which permits are issued (14).

HCRMA has been issuing permits and administering the overweight corridors in Hidalgo County under this authority since 2014. The current cost of the permit is \$80. Under this permit, the dimensions of the vehicle and load cannot exceed 12 foot wide, 15 foot 6 inches high, or 110 foot long (13). The HCRMA-issued permits cover travel on the following roads (see highlighted routes in Figure 13) (13):

- US 281 between the intersection of US 281 and the Pharr-Reynosa International Bridge and the intersection of US 281 with SH 336.
- SH 336 between the intersection of SH 336 and US 281 and the intersection of SH 336 and FM 1016.
- FM 1016 between the intersection of FM 1016 and SH 336 and the intersection of FM 1016 and Trinity Road.
- Trinity Road between the intersection of Trinity Road and FM 1016 and the intersection of Trinity Road and FM 396.
- FM 396 between the intersection of FM 396 and Trinity Road and the intersection of FM 396 and the Anzalduas International Bridge.
- FM 2061 between the intersection of FM 2061 and FM 3072 and the intersection of FM 2061 and US 281.
- US 281 between the intersection of US 281 and the Pharr-Reynosa International Bridge and the intersection of US 281 and Spur 29.
- Spur 29 between the intersection of Spur 29 and US 281 and the intersection of Spur 29 and Doffin Canal Road.
- Doffin Canal Road between the intersection of Doffin Canal Road and the Pharr-Reynosa International Bridge and the intersection of Doffin Canal Road and Spur 29.
- FM 2557 (Stewart Road) from US 281/Military Highway to IH 2 (US 83) and FM 3072 (Dicker Road) from Veterans Boulevard to Cesar Chavez Road.
- US 281 (Cage Boulevard) from US 281/Military Highway to Anaya Road.
- US 281/Military Highway from Spur 29 to FM 1015.
- FM 1015 from US 281/Military Highway to Progresso International Bridge.

¹¹ U.S. city average.

There are 47 miles of OS/OW corridors (including 12 bridges) in Hidalgo County.¹²



Source: (14)

Figure 13. Oversize/Overweight Corridors in Hidalgo County

Furthermore, Transportation Code Section 623.363 also provides for the regional mobility authority to issue a permit for the movement of OS/OW vehicles on the following roads:

- FM 1015 between the intersection of FM 1015 with US 281 and the intersection of FM 1015 with US 83 Business.
- US 83 Business between the intersection of US 83 Business with FM 1015 and the intersection of US 83 Business with South Pleasantview Drive.
- FM 1015 between the intersection of FM 1015 with US 83 Business and the intersection of FM 1015 with Mile 9 Road North.
- Mile 9 Road North between the intersection of Mile 9 Road North with FM 1015 and the intersection of Mile 9 Road North with Joe Stephens Avenue.
- Another route designated.

¹² Personal communication with TxDOT Maintenance Division, May 2016.

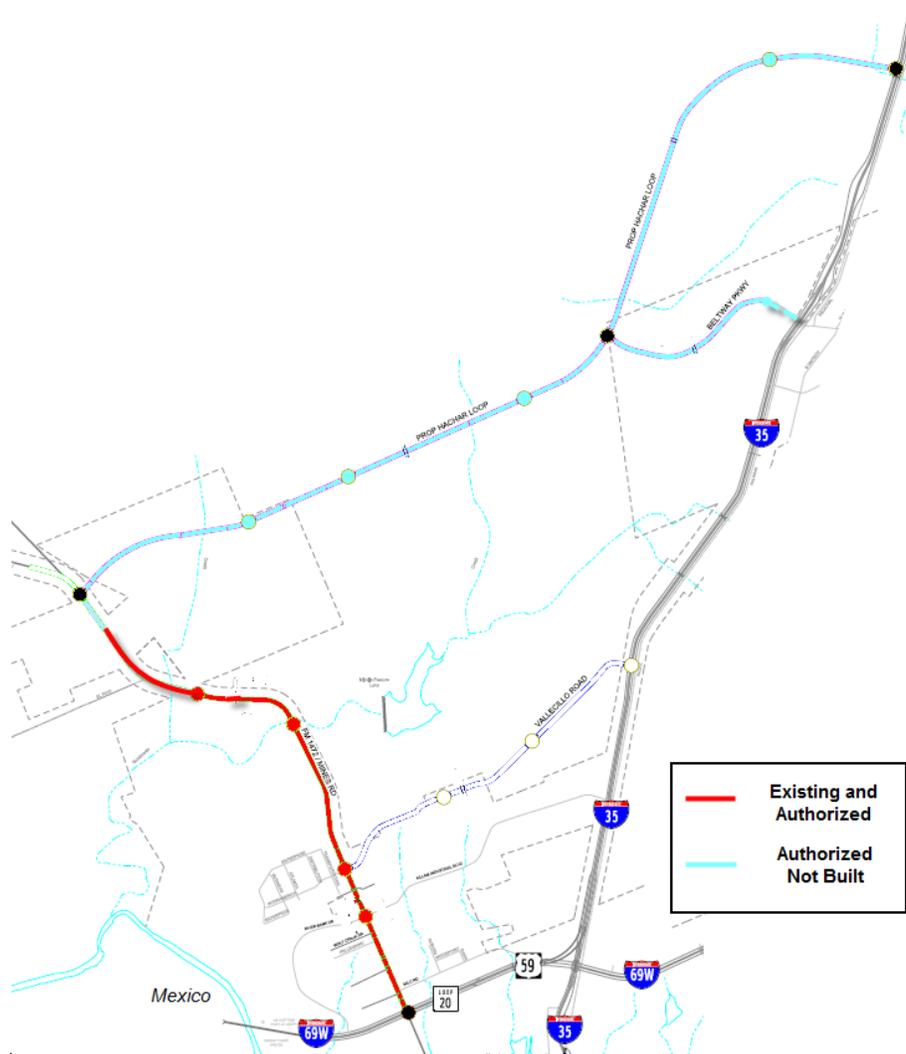
Webb County Permits

Transportation Code Section 623.381 provides for the City of Laredo to issue permits for the movement of OS/OW vehicles on specific roads in Webb County. The permit fees may not exceed \$200 per trip but can be adjusted on September 1 of each year by the percentage change in the CPI-U¹³ during the preceding year. Revenues collected (less administrative costs not to exceed 15 percent of the fees collected) must be used for operating and maintaining the roads used. The revenues collected (less the administrative costs) must be distributed between TxDOT and the City of Laredo based on the on and off system lane miles calculated on a biannual basis. The City of Laredo must send TxDOT's share of the revenue to the Texas Comptroller for deposit into the State Highway Fund. The Transportation Code also states that the Texas Transportation Commission may require the City of Laredo to file a surety bond in the amount of no less than \$500,000 payable to TxDOT to cover the cost of maintaining the roads subject to the movement of permitted OS/OW vehicles. Finally, TxDOT is required to develop a pavement management plan for the roads that will accommodate permitted OS/OW vehicles (12).

Transportation Code Section 623.382 provides for the City of Laredo (as authorized by the Texas Transportation Commission) to issue a permit for the movement of OS/OW vehicles on the following roads (see Figure 14):

- FM 1472 between the intersection of FM 1472 with SH Loop 20 and the northernmost intersections of FM 1472 with World Trade Center Loop.
- FM 1472 between the northernmost intersections of FM 1472 with World Trade Center Loop and the intersection of FM 1472 with Hachar Loop (if Hachar Loop is constructed in Webb County).
- Hachar Loop between the intersection of Hachar Loop with FM 1472 and the intersection of Hachar Loop with IH 35 (if Hachar Loop is constructed in Webb County).
- Beltway Parkway between the intersection of Beltway Parkway with Hachar Loop and the intersection of Beltway Parkway with IH 35 (if Hachar Loop is constructed in Webb County) (12).

¹³ U.S. city average.



Source: (14).

Figure 14. Authorized Oversize/Overweight Corridors in Webb County

In addition to the roads listed above, Transportation Code Section 623.382 also provides for the City of Laredo to designate and issue permits for the movement of OS/OW loads on roads under the city’s jurisdiction and control in Webb County (12). The City of Laredo is not currently issuing any OS/OW permits.¹⁴

Texas’s Commercial Vehicle Border Crossings

Texas has 28 international bridges and border crossings, which includes two dam crossings and one hand-drawn ferry (15). Fourteen of the border crossings process commercial vehicles (see Figure 15).

¹⁴ Personal communication with TxDOT Maintenance Division, May 2016.

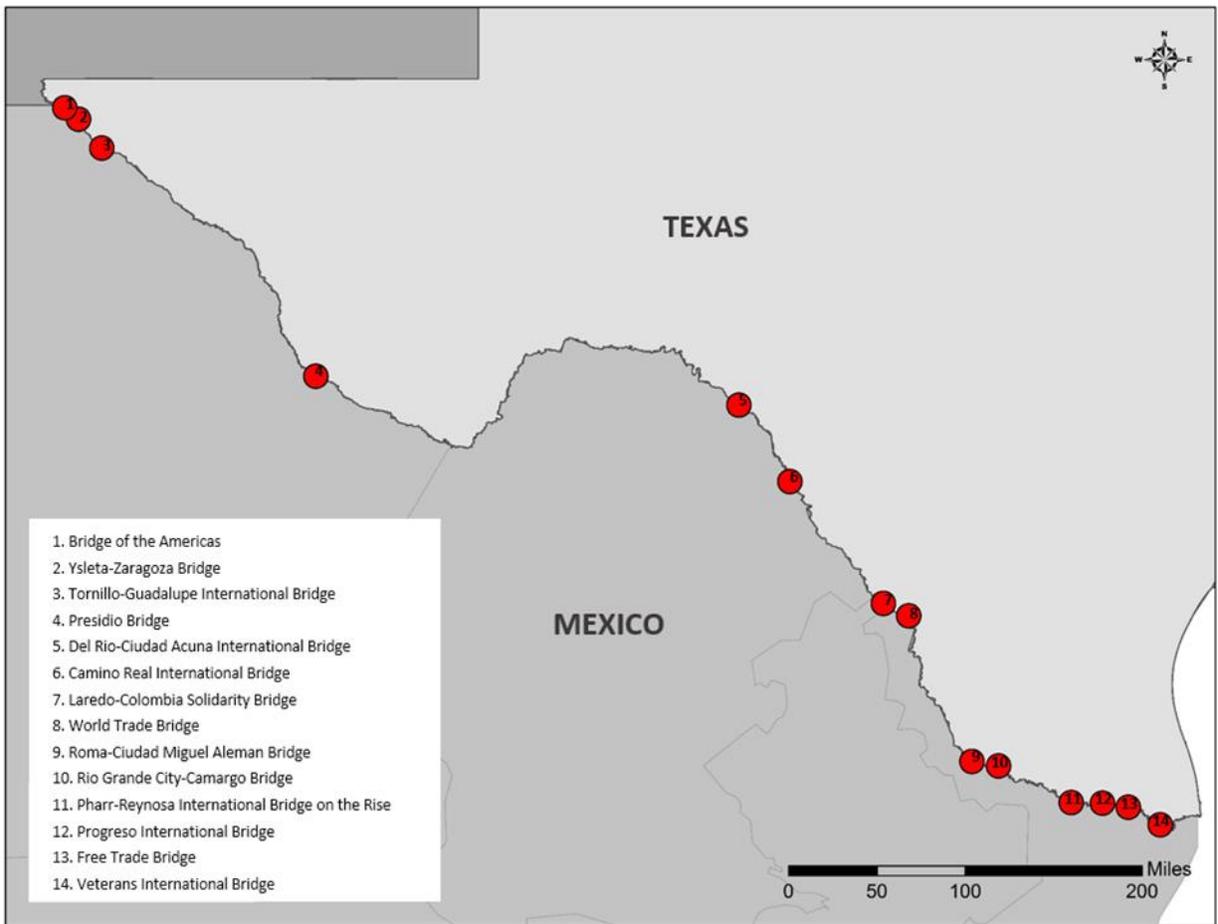


Figure 15. Texas’s Commercial Vehicle Border Crossings

Texas’s 14 commercial vehicle border crossings¹⁵ handled the most northbound truck crossings on the southern border in 2015 at 3.8 million northbound truck crossings. California handled the second most northbound truck crossings at 1.2 million, followed by Arizona (388,657 northbound truck crossings) and New Mexico (116,548 northbound truck crossings). Figure 16 shows northbound truck crossings on the southern border between 2005 and 2015 (4). Appendix C provides additional information on the number of loaded and empty containers that crossed by truck on the southern border between 2005 and 2015.

¹⁵ Number includes the Guadalupe-Tornillo International Bridge, although the bridge only started processing commercial vehicles in mid-2016.

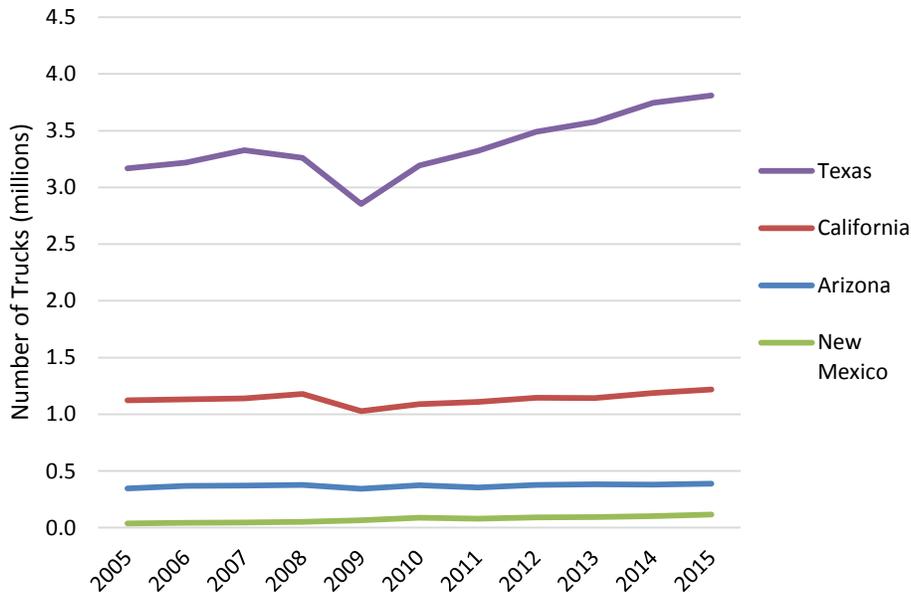


Figure 16. Northbound Truck Crossings by State

Figure 17 shows the number of northbound commercial vehicle crossings at each of Texas’s commercial vehicle bridges in 2015. The World Trade Bridge in Laredo handled the most northbound commercial vehicle crossings at more than 1.6 million in 2015 (i.e., more northbound commercial vehicle crossings than California in 2015). The World Trade Bridge’s northbound commercial vehicle crossings in 2015 were also more than three times the number of northbound commercial vehicles crossings at the next busiest bridge—the Pharr-Reynosa International Bridge on the Rise.

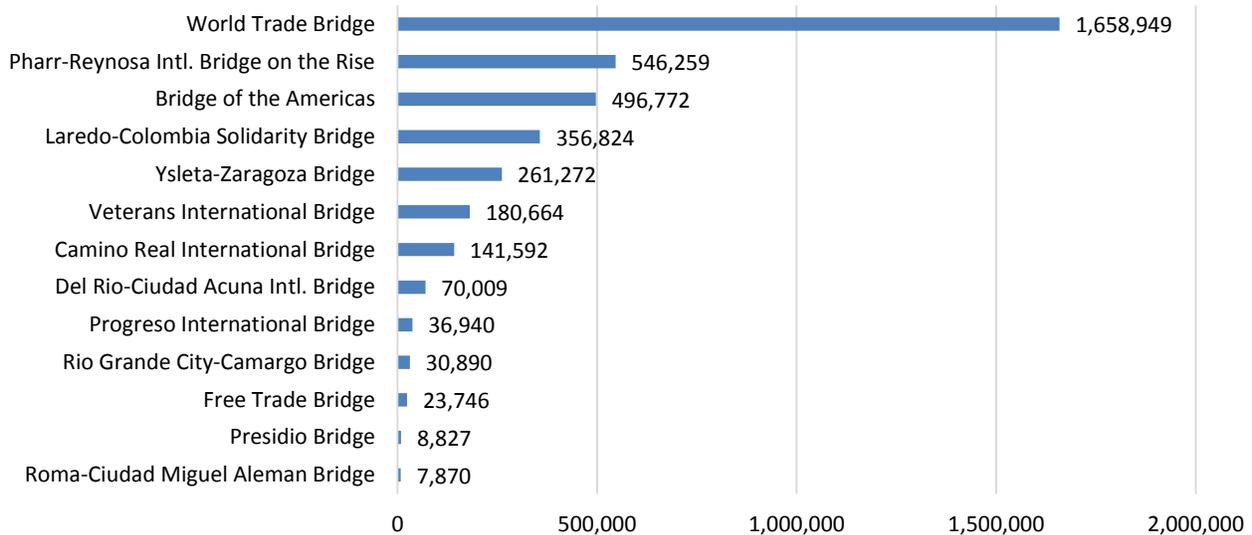


Figure 17. Number of Commercial Vehicle Crossings (2015)

Table 4 shows Texas’s ports of entry (POEs) ranked in terms of the number of northbound commercial vehicle crossings, as well as the percentage change in the number of northbound commercial vehicle crossings between 2010 and 2015. The POE that saw the largest percentage increase in the number of commercial vehicle crossings in Texas was Eagle Pass (49 percent), followed by Rio Grande City (44 percent) and Laredo (27 percent).

A land POE, as defined by CBP, is a facility that provides controlled entry into or out of the United States. A POE can include more than one bridge or crossing. Different data sources record data at either the POE or border crossing/bridge level.

Table 4. Ranking of Texas’s Ports of Entry

Rank (2015)	POE	% Change (2010–2015)
1	Laredo	27%
2	El Paso	5%
3	Hidalgo	19%
4	Brownsville	-1%
5	Eagle Pass	49%
6	Del Rio	25%
7	Progreso	-15%
8	Rio Grande City	44%
9	Presidio	-5%
10	Roma	23%
	<i>All Texas POEs</i>	19%

Figure 18 shows the total northbound commercial vehicle crossings at each Texas POE that processes commercial traffic between 2005 and 2015. The Laredo POE consistently processed the most northbound commercial vehicles (at 2,015,773 northbound commercial vehicle crossings), followed by El Paso (747,702), Hidalgo (546,259), Brownsville (205,159), Eagle Pass (141,592), Del Rio (70,009), Progreso (36,940), Rio Grande (30,890), Presidio (8,827), and Roma (7,870). Appendix C provides additional information on the number of northbound empty containers that crossed by truck at each of Texas’s POEs between 2005 and 2015.

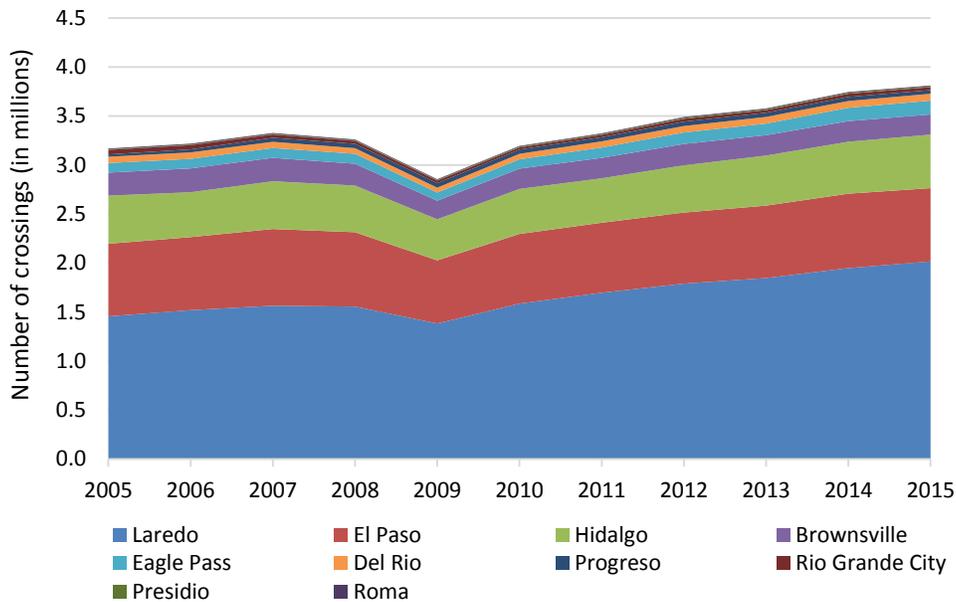


Figure 18. Northbound Commercial Vehicle Crossings by Texas POE

Figure 19 shows the value of U.S. and Texas imports from Mexico, as well as the number of trucks and loaded containers moved by truck crossing northbound from Mexico into Texas (2, 4). Figure 19 shows that the value of Texas’s imports from Mexico decreased by \$14 billion between 2012 and 2015, whereas U.S. imports from Mexico increased by \$18 billion, resulting in both the number of trucks and the number of loaded containers moved by truck increasing during the same time period.

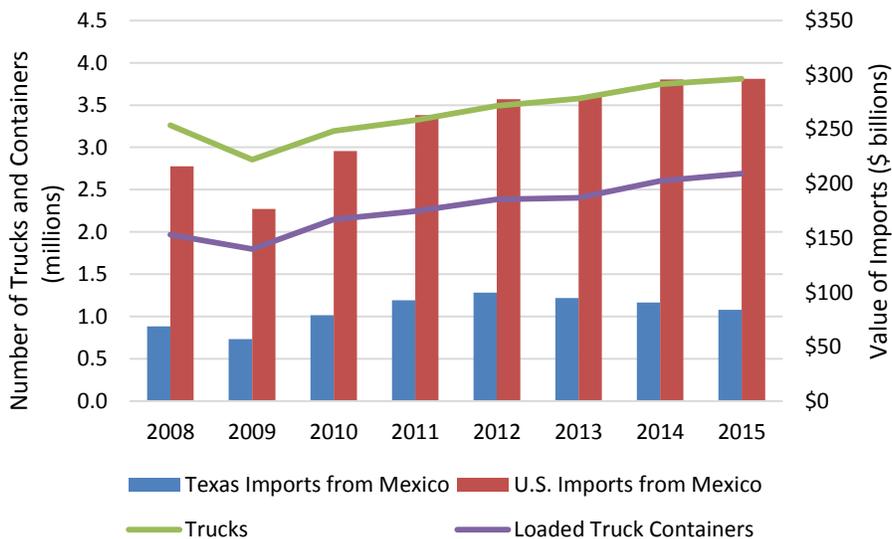


Figure 19. Imports—Trucks and Loaded Truck Containers Entering Texas

Texas's Rail Crossings

As shown in Figure 20, Texas's six rail-only bridges handled the most northbound train crossings on the southern border at 8,725 northbound trains, followed by Arizona (801 northbound trains) and California (465 northbound trains). No trains crossed in New Mexico (4). Appendix C provides additional information on the number of northbound loaded and empty containers that crossed by rail on the southern border between 2005 and 2015.

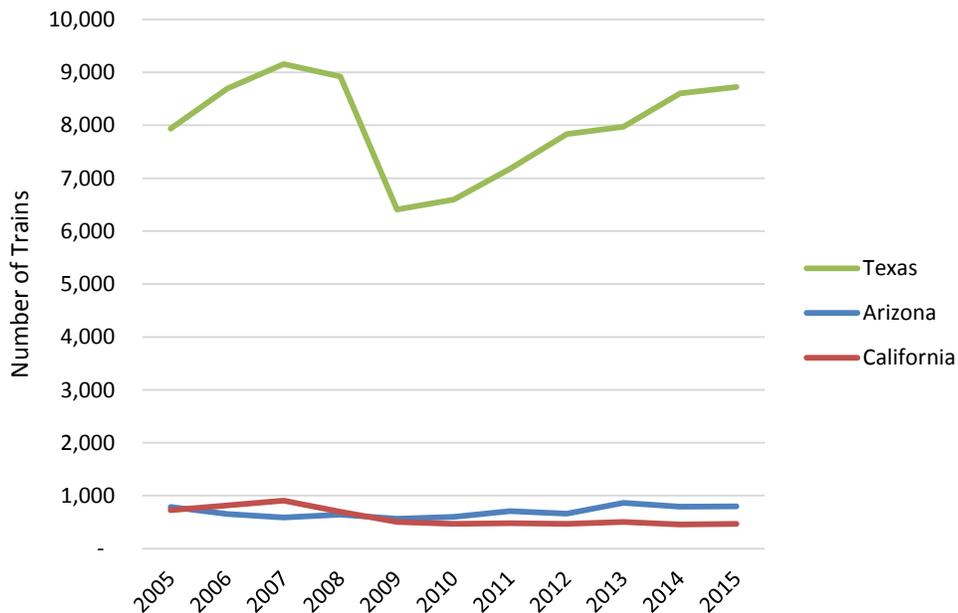


Figure 20. Northbound Trains by State

Figure 21 shows the number of northbound trains crossing at each of Texas's rail POEs: Laredo, Eagle Pass, El Paso, and Brownsville (4). The Laredo POE consistently crossed the most northbound trains at 3,634 in 2015, followed by Eagle Pass (2,814), El Paso (1,528), and Brownsville (749). Eagle Pass, however, saw a 110 percent increase in the number of northbound train crossings between 2006 and 2015. Appendix C provides additional information on the number of northbound loaded and empty containers that crossed by rail at each of Texas's rail POEs between 2005 and 2015.

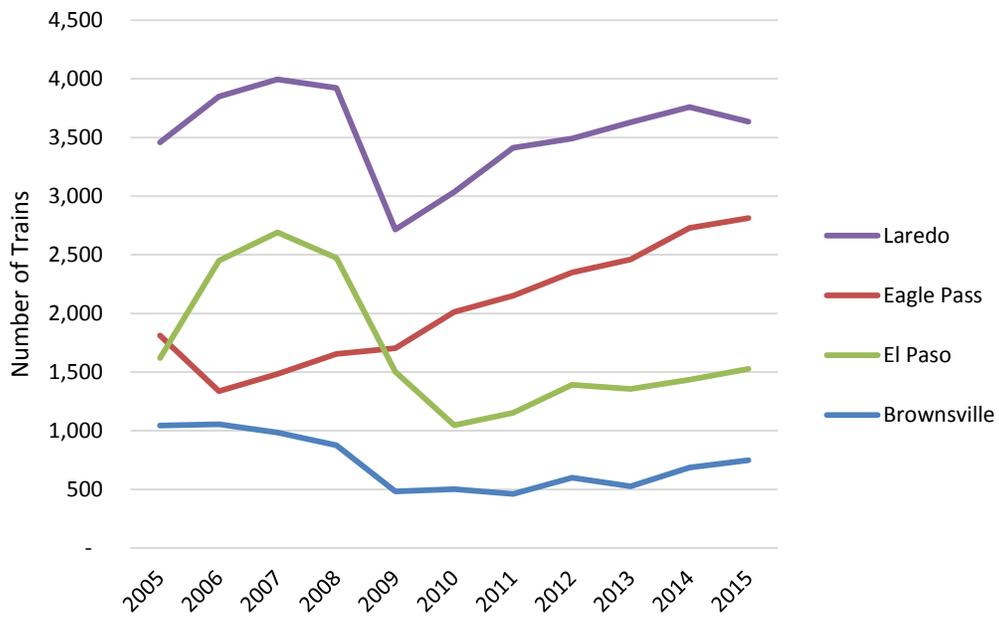


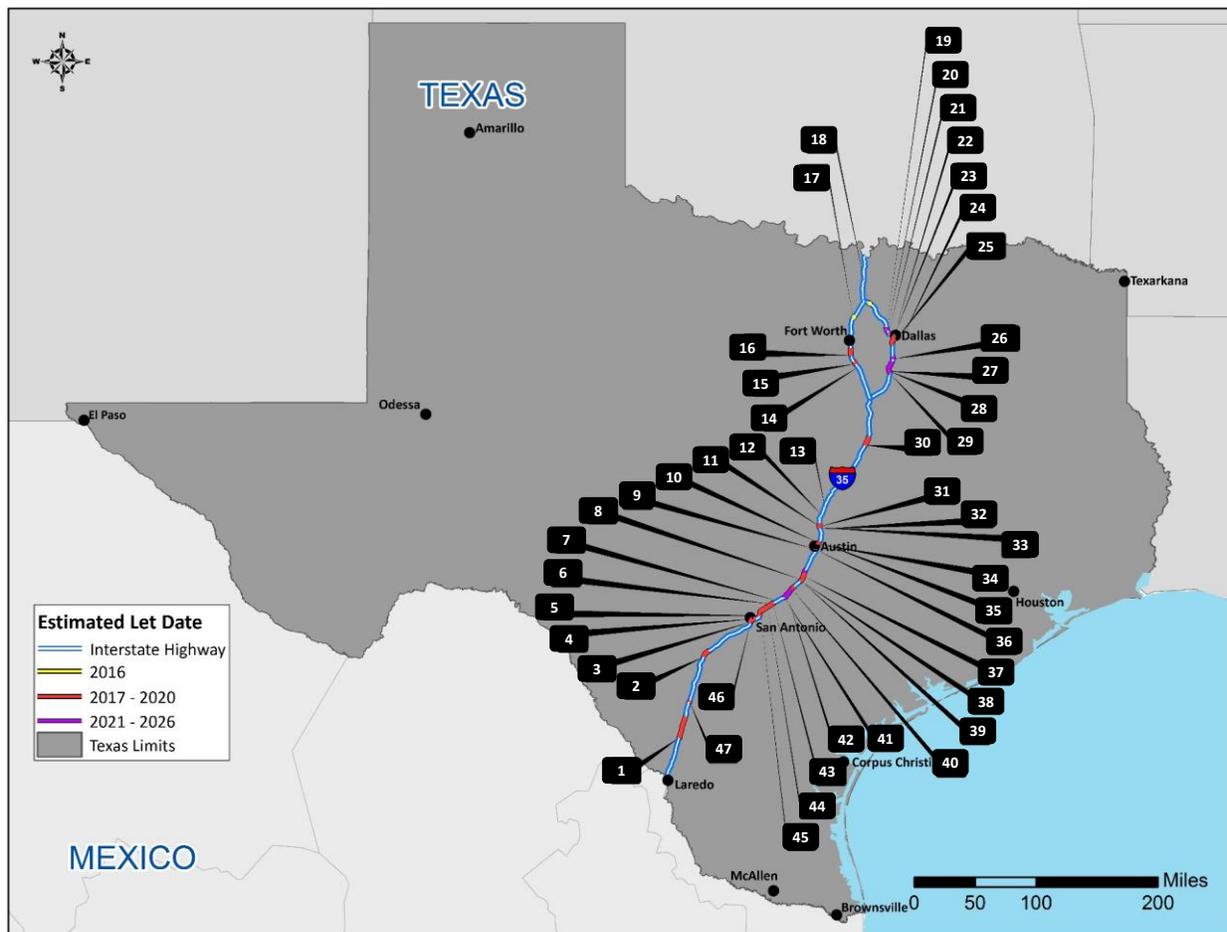
Figure 21. Northbound Trains by Texas POE

Planned Investments in Texas's Highway Trade Corridors

As discussed earlier, most of the U.S. and Texas surface trade with Mexico moves on a few major highway corridors. This section summarizes the planned highway infrastructure projects on these major highway corridors that TxDOT included in the department's 10-year 2017 Unified Transportation Program (2017 UTP). Projects on the corridors are shown on maps and summarized in tables. Appendix D provides additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) for each project on each of the trade corridors identified as included in TxDOT's 2017 UTP.

Planned Highway Infrastructure Projects on I-35 Corridor

The I-35 Corridor serves the World Trade Bridge and the Colombia Solidarity Bridge in Laredo (10, 16). Figure 22 shows the planned highway infrastructure projects on I-35 that TxDOT included in the department's 2017 UTP. Appendix D provides additional detail (i.e., CSJ number, TxDOT district, project description, and estimated cost) for each project. Table 5 provides a summary of the types of projects that are planned on the I-35 corridor.



Note: All projects that had geocoded location information available were included.

Figure 22. Planned Highway Infrastructure Projects on I-35

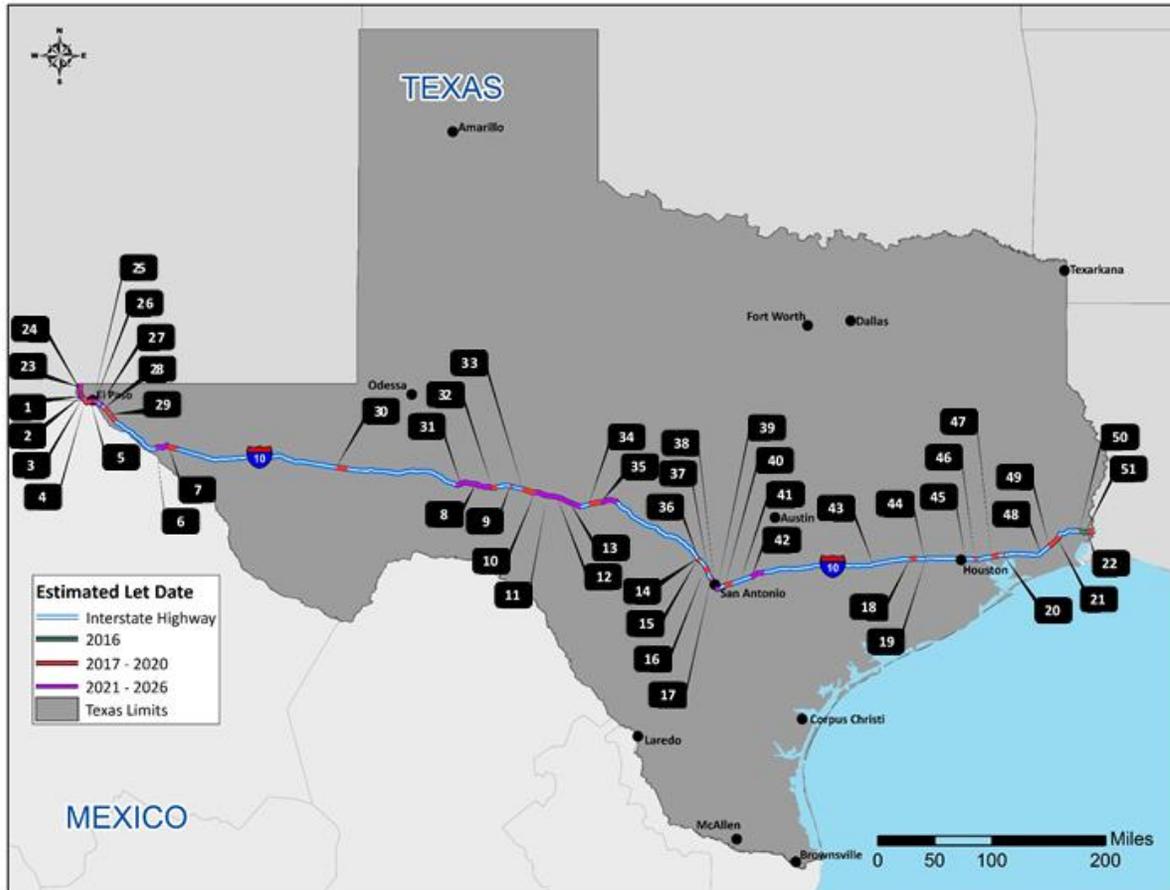
Table 5 shows that TxDOT included 47 projects at a total estimated cost of \$5.1 billion on the I-35 Corridor in the 2017 UTP. This amounted to 23 projects valued at \$4.8 billion in added capacity projects, nine projects valued at \$109.5 million in preservation projects, and 15 projects valued at \$184.8 million in operational and safety improvements.

Table 5. Planned I-35 Projects by Type (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Capacity	23	4,804.3
Preservation	9	109.5
Operational/Safety	15	184.8
Total	47	5,098.6

Planned Highway Infrastructure Projects on I-10 Corridor

The I-10 Corridor serves the Ysleta-Zaragoza Bridge, the Bridge of the Americas (BOTA), and the new Guadalupe-Tornillo border crossing (10, 17). Figure 23 shows the planned highway infrastructure projects on I-10 that TxDOT included in the department’s 2017 UTP. Appendix D provides additional details for each project. Table 6 provides a summary of the project types that are planned on the I-10 Corridor.



Note: All projects that had geocoded location information available were included.
 Figure 23. Planned Highway Infrastructure Projects on I-10

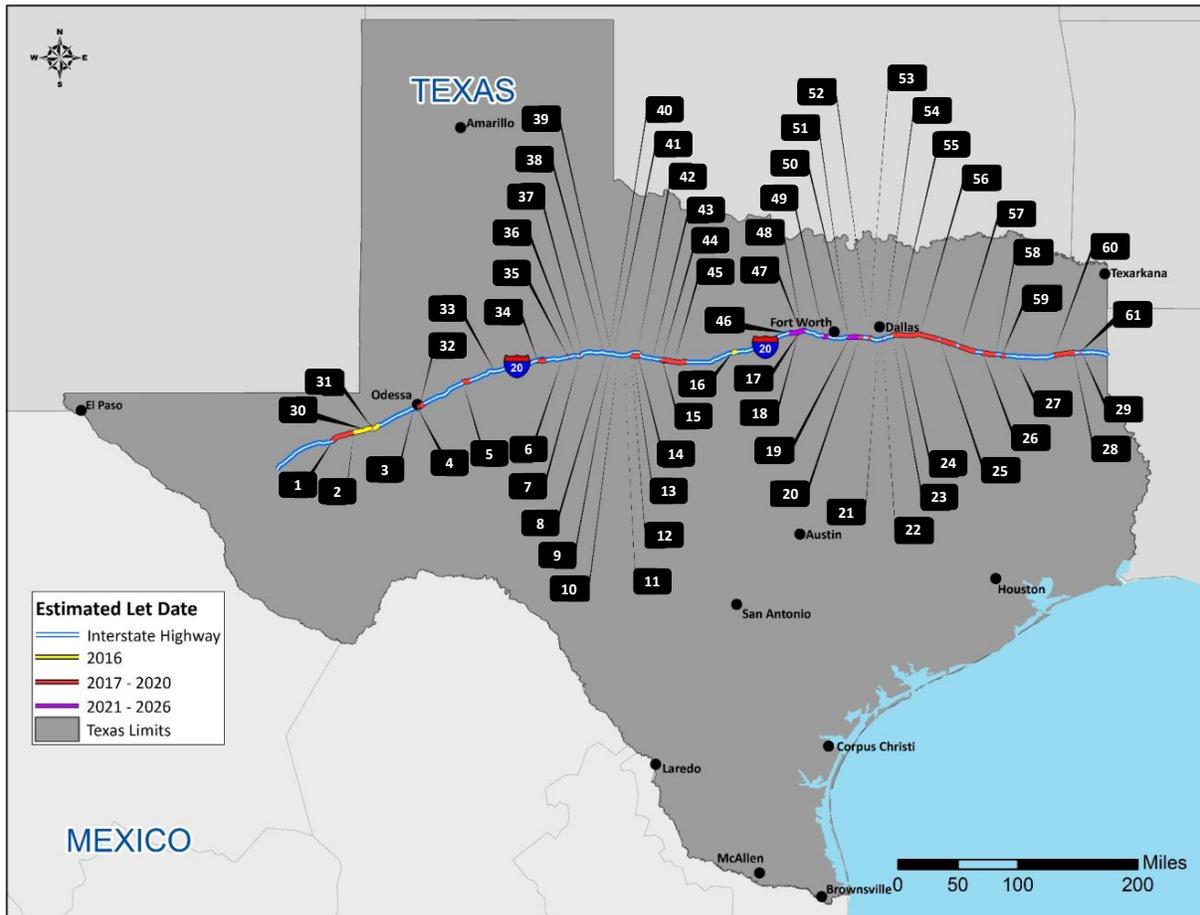
Table 6 shows that TxDOT included 51 projects at a total estimated cost of \$1.8 billion on the I-10 Corridor in the 2017 UTP. This amounted to 24 projects valued at \$1.4 billion in added capacity projects, 17 projects valued at \$256.8 million in preservation projects, and 10 projects valued at \$94.1 million in operational and safety improvements.

Table 6. Planned I-10 Projects by Type (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Capacity	24	1,412.6
Preservation	17	256.8
Operational/Safety	10	94.1
Total	51	1,763.4

Planned Highway Infrastructure Projects on I-20 Corridor

The I-20 Corridor connects West Texas with Dallas–Fort Worth and East Texas. Figure 24 shows the planned highway infrastructure projects on I-20 that TxDOT included in the department’s 2017 UTP. Appendix D provides additional details for each project. Table 7 provides a summary of the project types that are planned on the I-20 Corridor.



Note: All projects that had geocoded location information available were included.

Figure 24. Planned Highway Infrastructure Projects on I-20

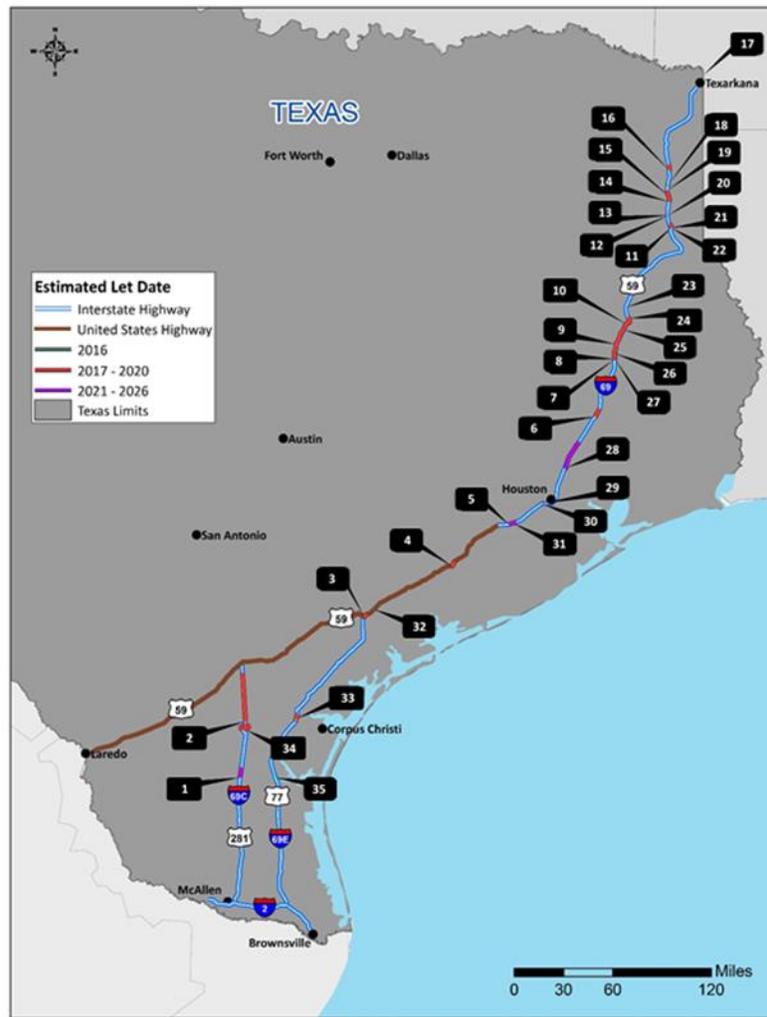
Table 7 shows that TxDOT included 61 projects at a total estimated cost of \$0.9 billion on the I-20 Corridor in the 2017 UTP. This amounted to 16 projects valued at \$359.4 million in added capacity projects, 15 projects valued at \$139.6 million in preservation projects, and 30 projects valued at \$411.0 million in operational and safety improvements.

Table 7. Planned I-20 Projects by Type (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Capacity	16	359.4
Preservation	15	139.6
Operational/Safety	30	411.0
Total	61	909.9

Planned Highway Infrastructure Projects on I-69 Corridor

The I-69 Corridor connects the Lower Rio Grande Valley with Corpus Christi and Houston before continuing northeast. The I-69 Corridor serves a number of international bridges in the Lower Rio Grande Valley, including the Pharr-International Bridge on the Rise and Veterans International Bridge at Los Tomates (10, 18). Figure 25 shows the planned highway infrastructure projects on I-69 that TxDOT included in the department’s 2017 UTP. Appendix D provides additional details for each project. Table 8 provides a summary of the project types that are planned on the I-69 Corridor.



Note: All projects that had geocoded location information available were included.

Figure 25. Planned Highway Infrastructure Projects on I-69

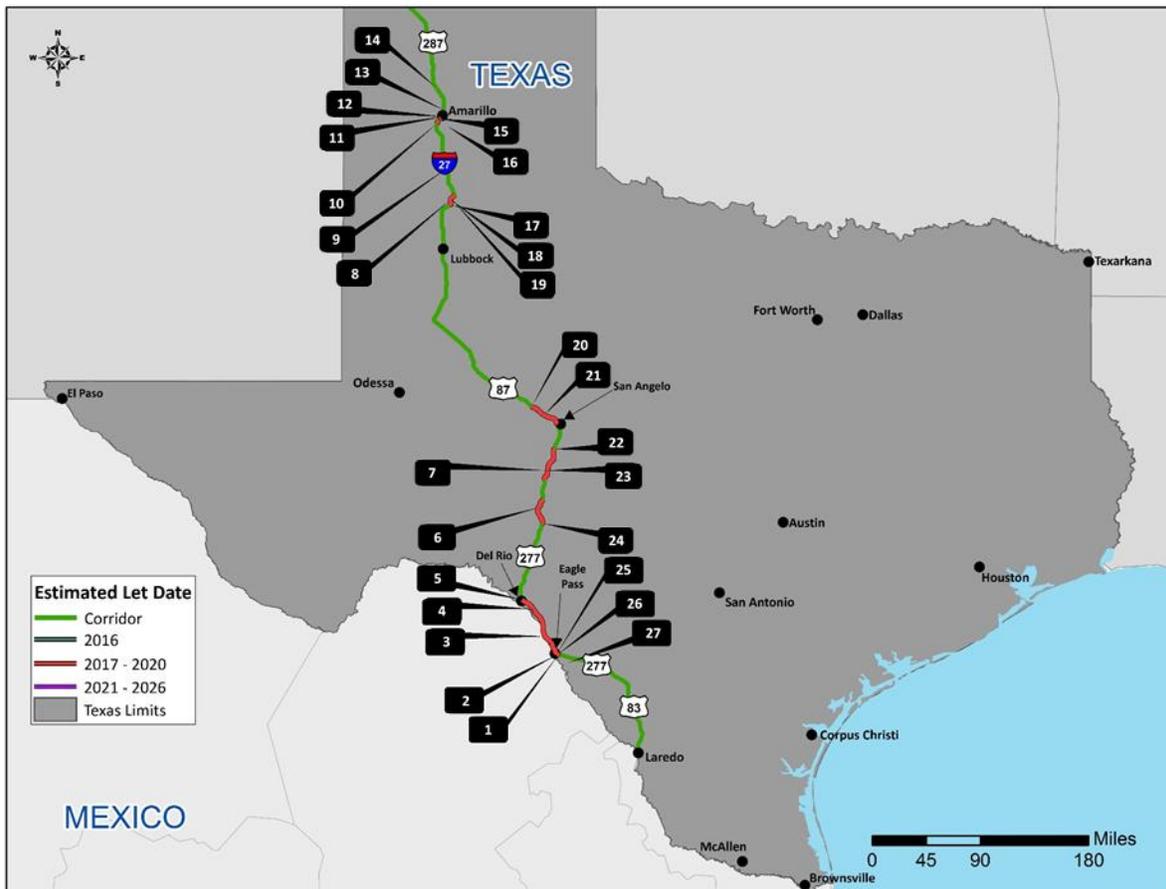
Table 8 shows that TxDOT included 35 projects at a total estimated cost of \$294.1 million on the I-69 Corridor in the 2017 UTP. This amounted to three projects valued at \$138.1 million in added capacity projects, eight projects valued at \$99.0 million in preservation projects, and 24 projects valued at \$57.0 million in operational and safety improvements.

Table 8. Planned I-69 Projects by Type (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Capacity	3	138.1
Preservation	8	99.0
Operational/Safety	24	57.0
Total	35	294.1

Planned Highway Infrastructure Projects on Ports-to-Plains Corridor

The Ports-to-Plains Corridor serves the Del Rio–Ciudad Acuña International Bridge, the Camino Real International Bridge (Eagle Pass), and the World Trade and Colombia Solidarity Bridges in Laredo (10). Figure 26 shows the planned highway infrastructure projects on the Ports-to-Plains Corridor that TxDOT included in the department’s 2017 UTP. Appendix D provides additional details for each project. Table 9 provides a summary of the project types that are planned on the Ports-to-Plains Corridor.



Note: All projects that had geocoded location information available were included.

Figure 26. Planned Highway Infrastructure Projects on Ports-to-Plains Corridor

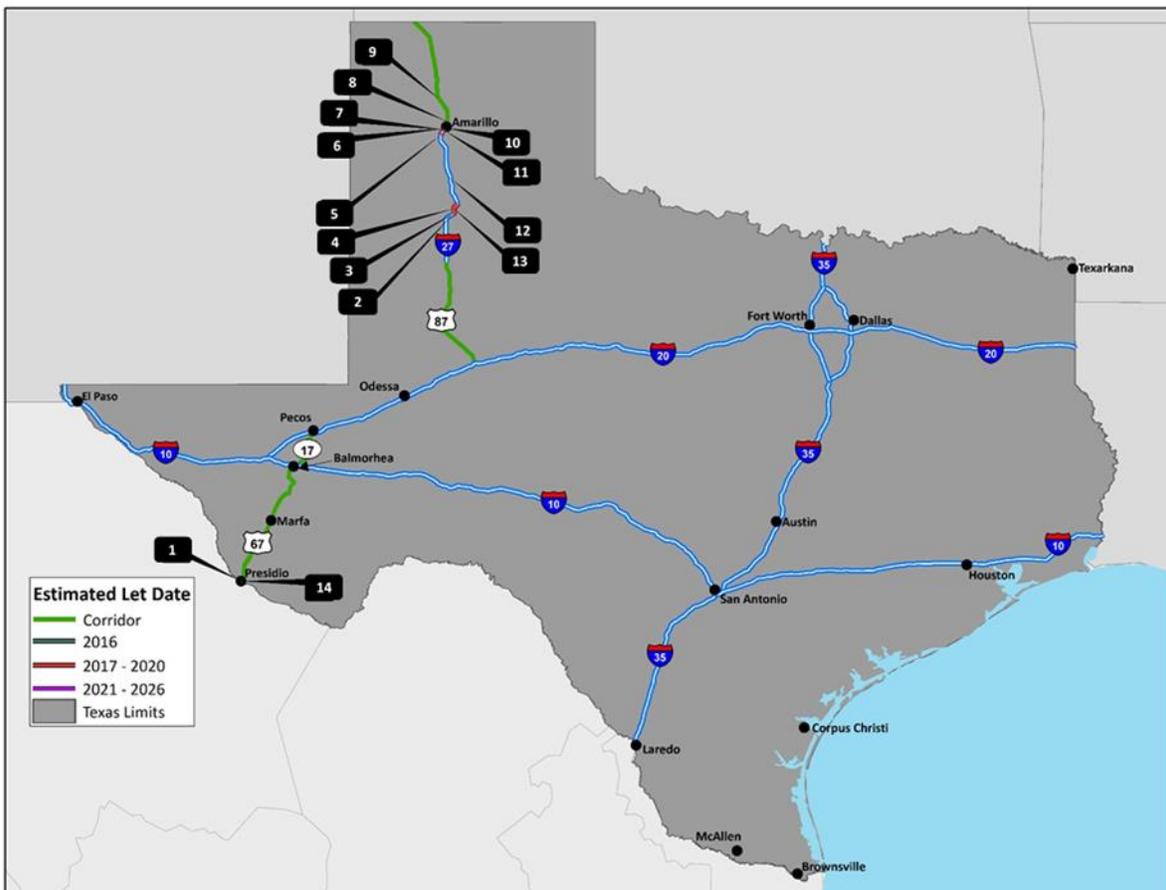
Table 9 shows that TxDOT included 27 projects at a total estimated cost of \$83.3 million on the Ports-to-Plains Corridor in the 2017 UTP. This amounted to five projects valued at \$23.2 million in added capacity projects, 13 projects valued at \$53.6 million in preservation projects, and nine projects valued at \$6.5 million in operational and safety improvements.

Table 9. Planned I-69 Projects by Type (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Capacity	5	23.2
Preservation	13	53.6
Operational/Safety	9	6.5
Total	27	83.3

Planned Highway Infrastructure Projects on La Entrada al Pacifico Corridor

The vision for the La Entrada al Pacifico Corridor is to connect the Port of Topolobampo via Chihuahua City to the Presidio Bridge, Midland-Odessa, and farther north to Amarillo and Texas’s border with Oklahoma (19). Figure 27 shows the planned highway infrastructure projects on the La Entrada al Pacifico Corridor that TxDOT included in the department’s 2017 UTP. Appendix D provides additional details for each project. Table 10 provides a summary of the project types that are planned on the La Entrada al Pacifico Corridor.



Note: All projects that had geocoded location information available were included.

Figure 27. Planned Highway Infrastructure Projects on La Entrada al Pacifico Corridor

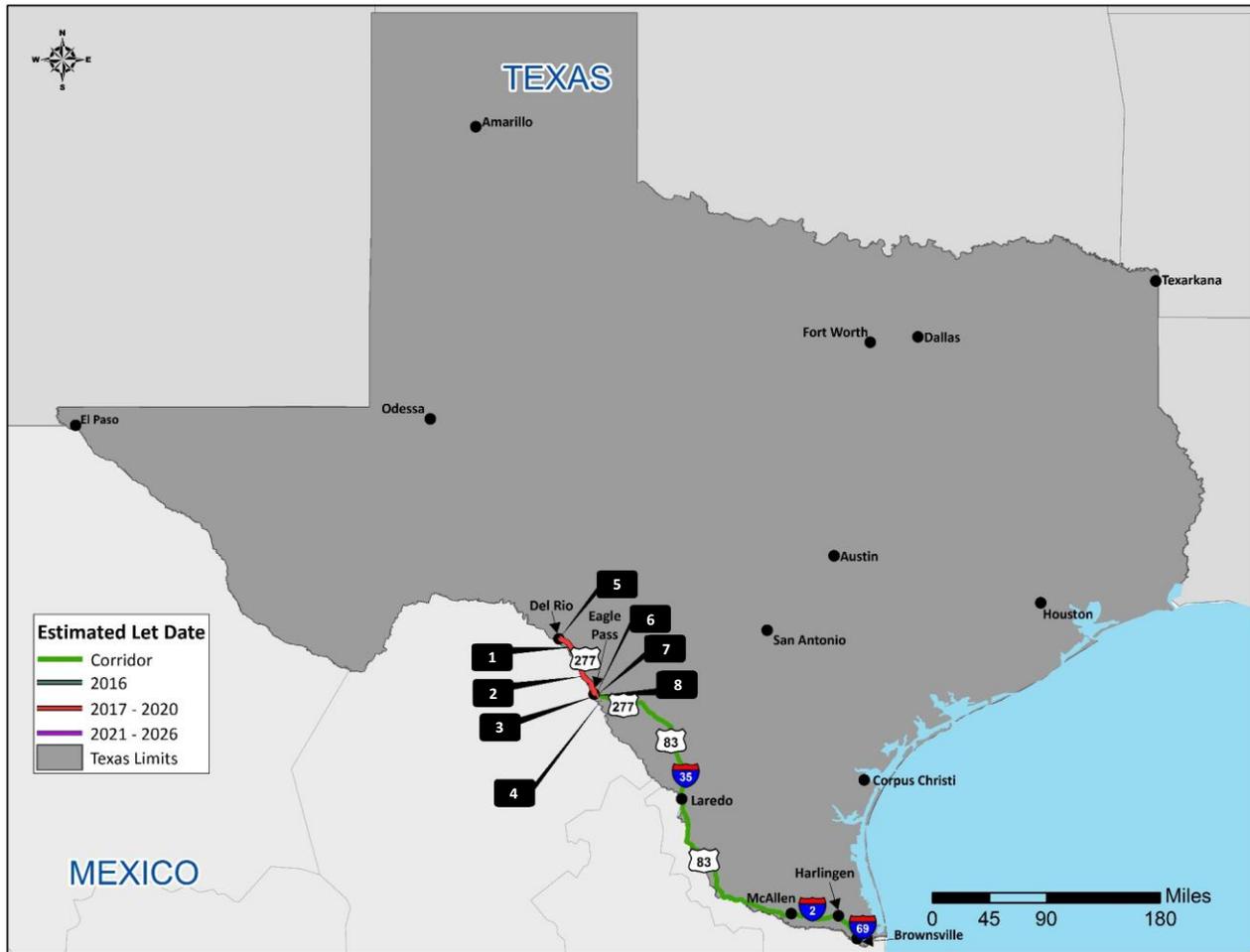
Table 10 shows that TxDOT included 14 projects at a total estimated cost of \$50.5 million on the La Entrada al Pacifico Corridor in the 2017 UTP. This amounted to two projects valued at \$26.4 million in added capacity projects, 10 projects valued at \$23.9 million in preservation projects, and two projects valued at \$0.2 million in operational and safety improvements.

Table 10. Planned La Entrada al Pacifico Projects by Type (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$millions)
Capacity	2	26.4
Preservation	10	23.9
Operational/Safety	2	0.2
Total	14	50.5

Planned Highway Infrastructure Projects on East-West Border Corridor

The East-West Border Corridor is a secondary corridor that runs parallel to the border and connects Brownsville to Laredo. Figure 28 shows the planned highway infrastructure projects on the East-West Border Corridor that TxDOT included in the department’s 2017 UTP. Appendix D provides additional details for each project. Table 11 provides a summary of the project types that are planned on the East-West Border Corridor.



Note: All projects that had geocoded location information available were included.

Figure 28. Planned Highway Infrastructure Projects on East-West Border Corridor

Table 11 shows that TxDOT included eight projects at a total estimated cost of \$30.9 million on the East-West Border Corridor in the 2017 UTP. This amounted to four projects valued at \$9.2 million in added capacity projects, two projects valued at \$17.0 million in preservation projects, and two projects valued at \$4.7 million in operational and safety improvements.

Table 11. Planned East-West Border Corridor Projects by Type (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Capacity	4	9.2
Preservation	2	17.0
Operational/Safety	2	4.7
Total	8	30.9

Planned Investments in Connectors to Texas’s Highway Trade Corridors

El Paso Connector

US 54, SL 375, and City Streets (CS) connect the World Trade Bridge, the Ysleta-Zaragoza International Bridge, and the Guadalupe-Tornillo Bridge to the I-10 trade corridor. Figure 29 shows the planned investments in US 54, SL 375, and City Streets. Appendix E provides additional details for each project. Table 13 provides a summary of the project types that are planned on these connectors.

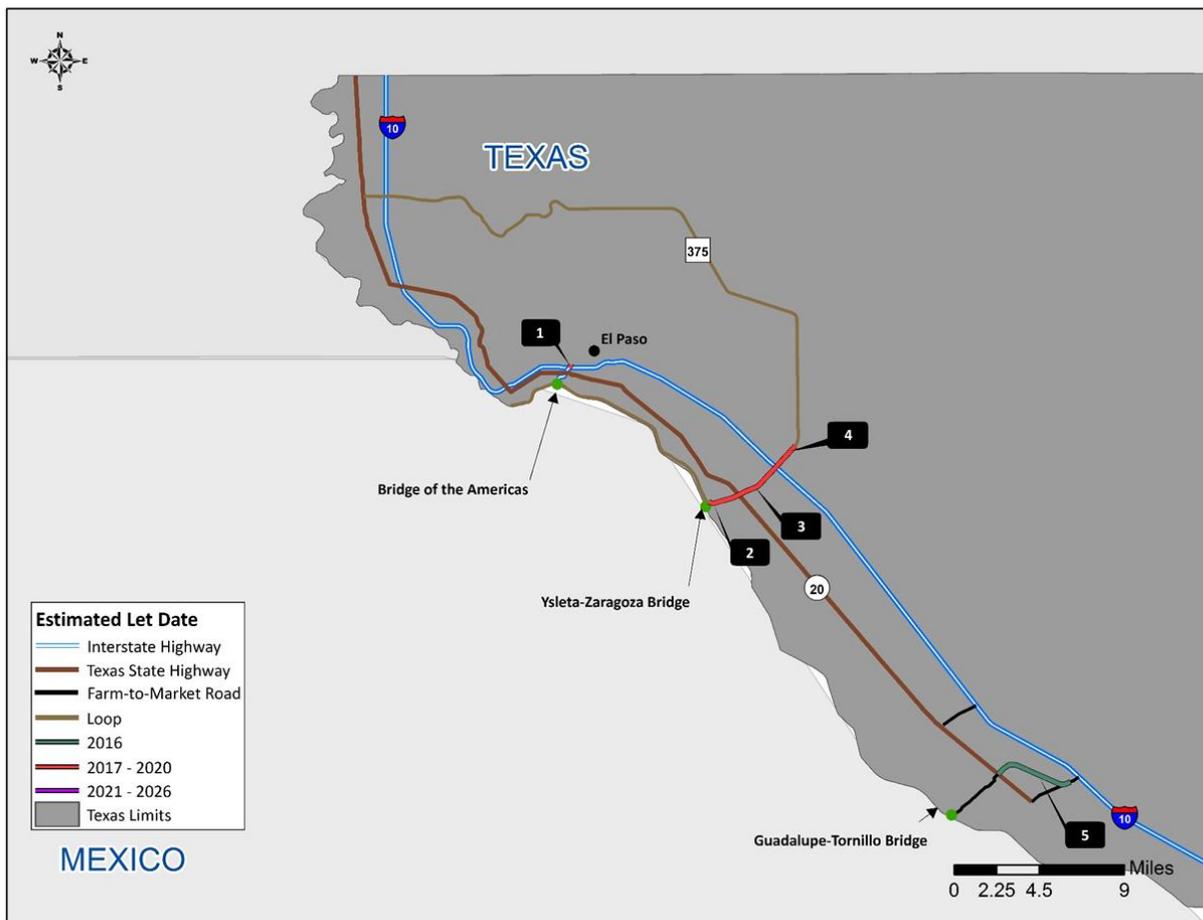


Figure 29. Planned Investments in US 54, SL 375, and City Streets

Table 12 shows that TxDOT included five capacity projects at a total estimated cost of \$181.4 million on US 54, SL 375, and City Streets.

Table 12. Planned US 54, SL 375, and City Street Projects

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Capacity	5	181.4

Del Rio Connector

US 277 connects the commercial bridge at Del Rio with the I-10 trade corridor. Figure 30 shows the planned investments in US 277 that TxDOT included in the department's 2017 UTP. Appendix E provides additional details for each project. Table 13 provides a summary of the project types that are planned on US 277.

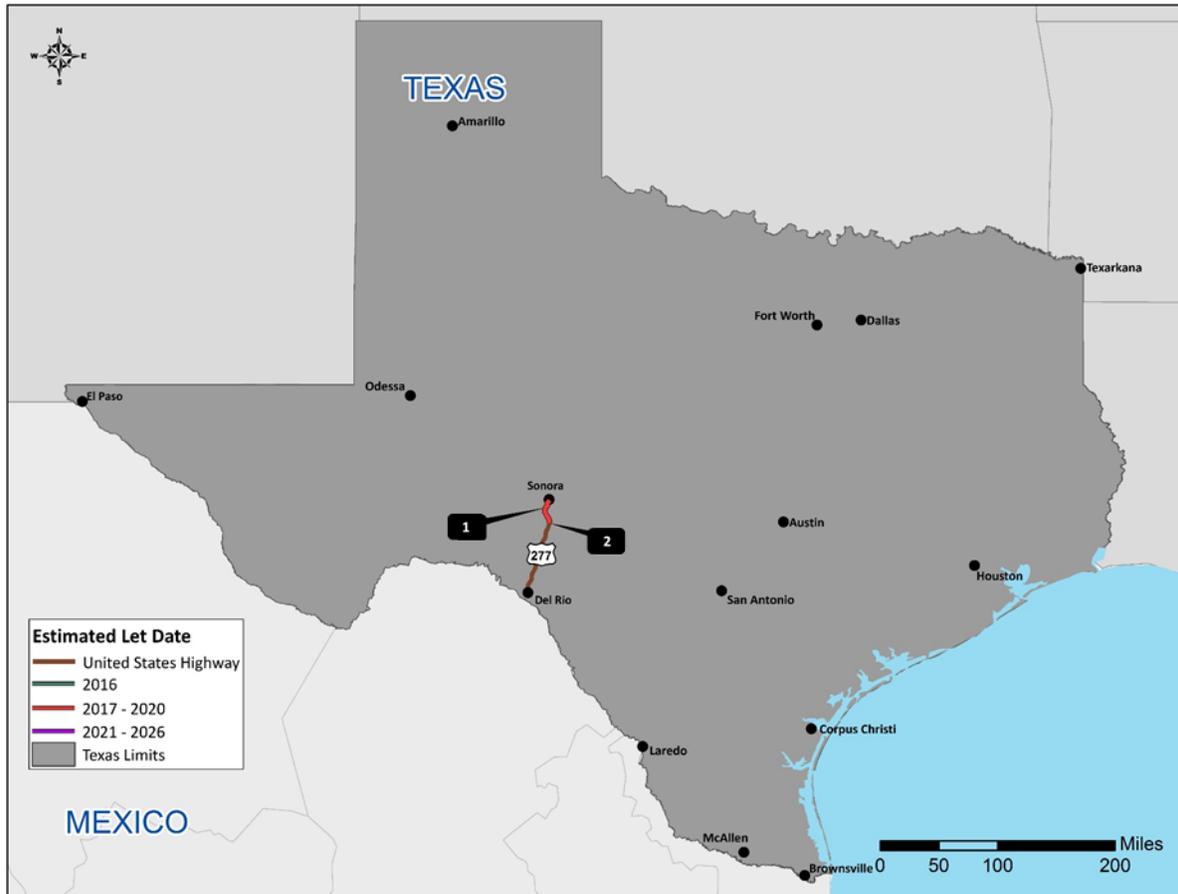


Figure 30. Planned Investments in US 277 between Del Rio and I-10

Table 13 shows that TxDOT included two operational/safety projects at a total estimated cost of \$0.7 million on US 277 in the 2017 UTP.

Table 13. Planned US 277 Projects between Del Rio and I-10 (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Operational/Safety	2	0.7

Eagle Pass Connector

US 277 and US 57 connect the commercial bridge at Eagle Pass with the I-35 trade corridor. Figure 31 shows the planned investments in US 277 and US 57 that TxDOT included in the department's 2017 UTP. Appendix E provides additional details for each project. Table 14 provides a summary of the project types that are planned for US 277 and US 57.

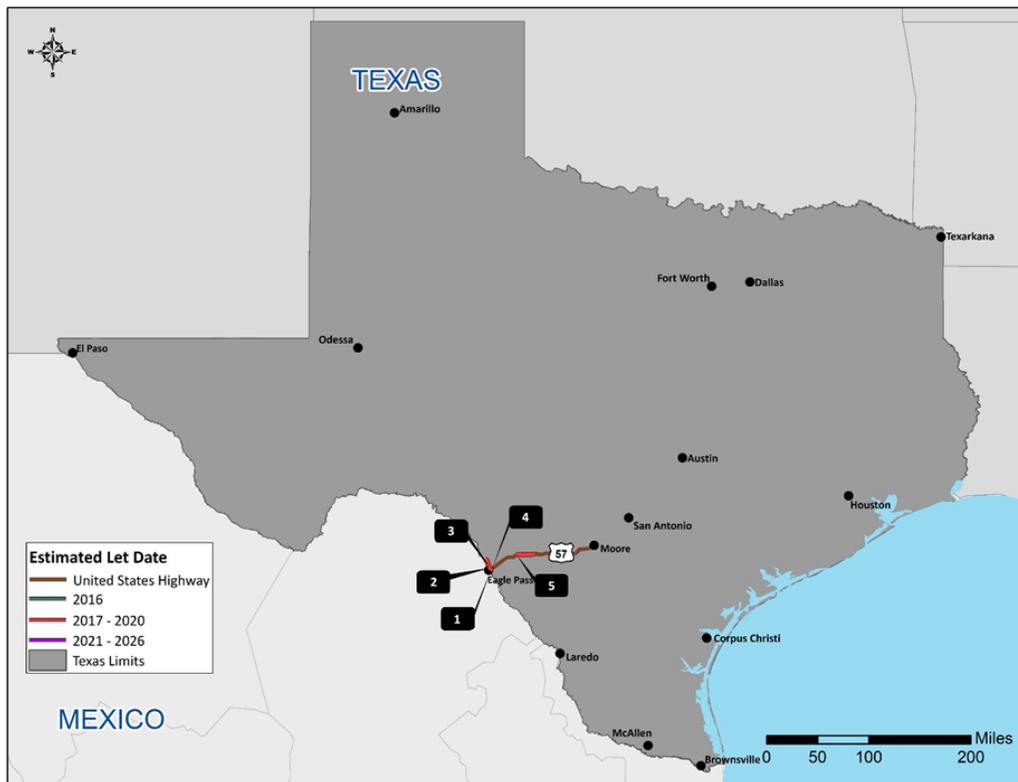


Figure 31. Planned Investments in US 277 and US 57 between Eagle Pass and I-35

Table 14 shows that TxDOT included five projects at a total estimated cost of \$21.5 million on US 277 and US 57 in the 2017 UTP. This amounted to one capacity project valued at \$1.7 million, two preservation projects valued at \$5.0 million, and two operational/safety improvement projects valued at \$14.8 million.

Table 14. Planned US 277 and US 57 Projects between Eagle Pass and I-35 (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Capacity	1	1.7
Preservation	2	5.0
Operational/Safety	2	4.8
Total	5	21.5

Laredo Connector

FM 1472, US 255, and SL 20 connect Laredo’s commercial border crossings to the I-35 trade corridor. Figure 32 shows the planned investment in SL 20 that TxDOT included in the department’s 2017 UTP. Appendix E provides additional details for this project. Table 15 provides the project type and estimated cost of the project.

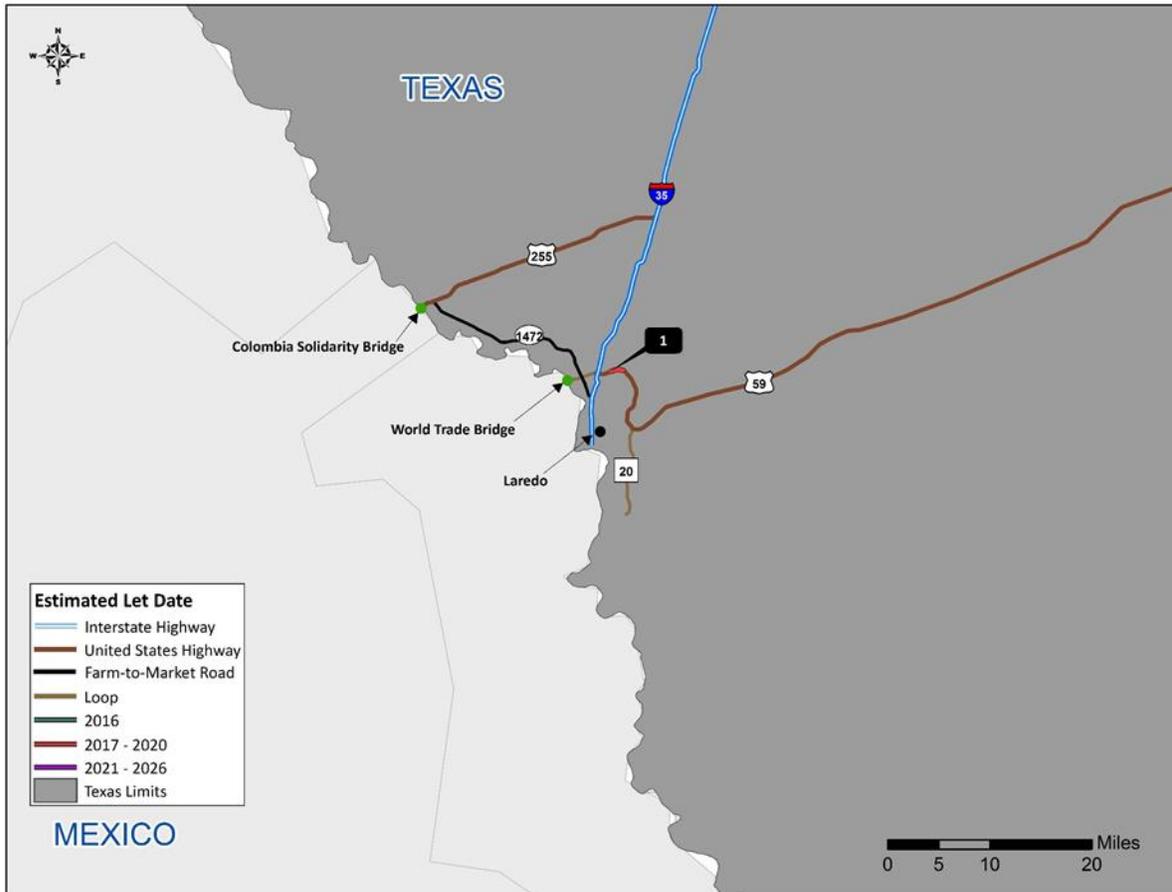


Figure 32. Planned Investment in SL 20

Table 15 shows that TxDOT included one capacity project at a total estimated cost of \$1.2 million on SL 20 in the 2017 UTP.

Table 15. Planned SL 20 Project (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Capacity	1	1.2

Lower Rio Grande Valley Connector

A number of roads connect the commercial border crossings in the Lower Rio Grande Valley with the I-69 and East-West Border trade corridors. Figure 33 shows the planned investments in FM 907 and SH 48 that TxDOT included in the department’s 2017 UTP. Appendix E provides additional details for each project. Table 16 provides a summary of the project types that are planned for FM 907 and SH 48.

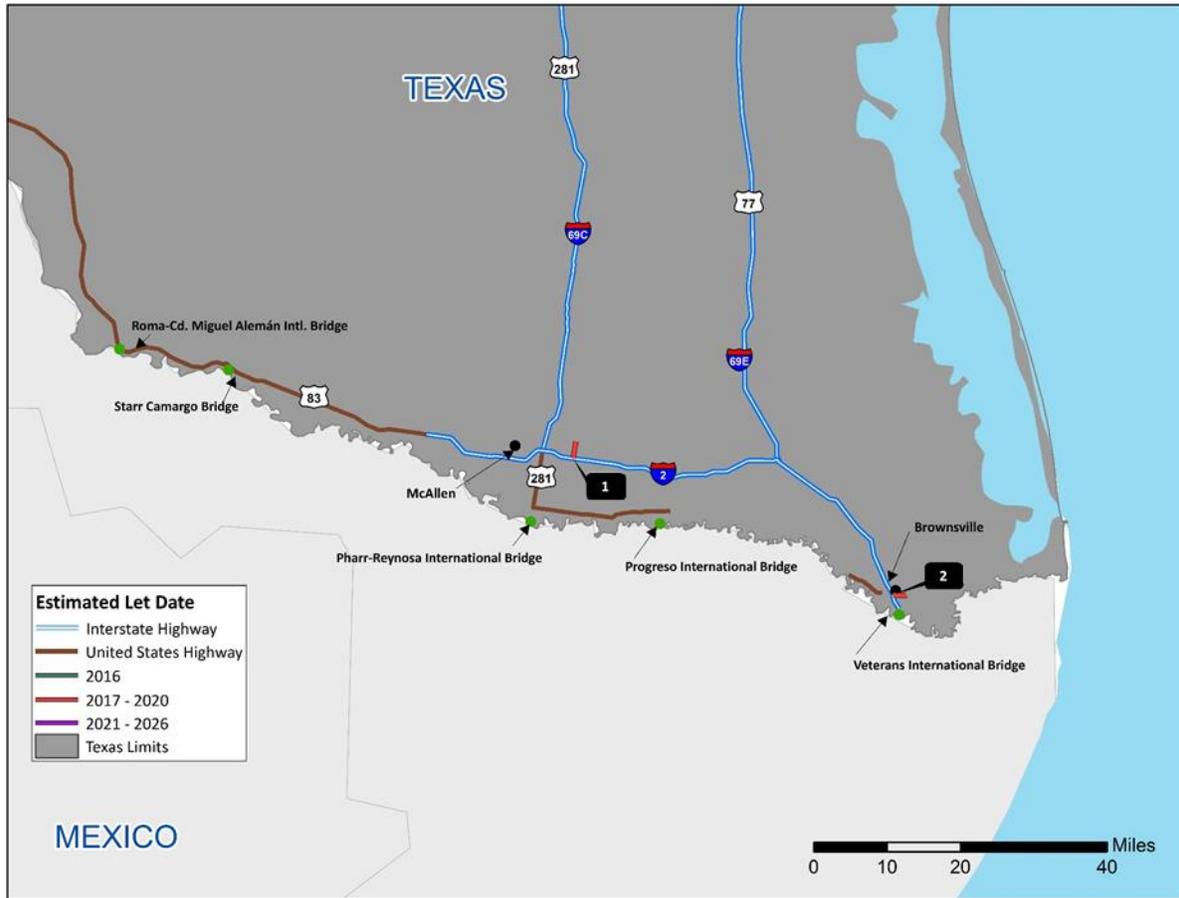


Figure 33. Planned Investments in FM 907 and SH 48

Table 16 shows that TxDOT included two projects at a total estimated cost of \$18.0 million for FM 907 and SH 48 in the 2017 UTP. This amounted to one capacity project valued at \$14.1 million and one operational/safety improvement project valued at \$3.8 million.

Table 16. Planned FM 907 and SH 48 Projects (2017 UTP)

Project Type	Number of Projects	Total Estimated Cost (\$ millions)
Capacity	1	14.1
Operational/Safety	1	3.8
Total	2	18.0

Non-Highway Investments Facilitating Trade with Mexico

In addition, TxDOT's multimodal partners have invested in Texas's transportation system to facilitate trade with Mexico. This section summarizes the information obtained regarding investments that have been made in Texas's border rail and airports, as well as the Port of Brownsville, to facilitate trade with Mexico.

Border Rail Investments

Since 2009, Union Pacific has invested more than \$405 million in its border corridors, or "subdivisions," as referred to by the industry. The primary corridors are the Brownsville, Harlingen, Laredo, Eagle Pass, Del Rio, and International Industrial Lead (El Paso) Subdivisions. The substantial investment has and will continue to enhance safety and improve the fluidity of trains moving in and out of Texas.

Brownsville¹⁶

Brownsville is home to the first rail bridge linking the United States and Mexico constructed in more than 100 years. The West Rail Bridge, or Brownsville International Bridge as designated by Union Pacific, was inaugurated in 2015 after more than 30 years of planning, development, and construction, and a combined investment of \$100+ million. The new alignment provides Union Pacific a more direct route to Mexico with a half dozen fewer at-grade crossings.

Union Pacific transferred ownership of the former railroad right of way through the City of Brownsville to Cameron County. The county and city will now be able to redevelop the area to the benefit of the local communities.

The more direct route should lead to improved service for Union Pacific's customers, while the reduction in at-grade crossings will enhance public safety in the area. Avoiding the growing town centers in Brownsville and Matamoros also creates capacity at the rail bridge since the City of Matamoros previously restricted rail traffic during peak commute hours. Rail traffic at the bridge should now be able to grow according to market conditions.

An additional benefit of the West Rail Project and Union Pacific's other investments in the region include the increased competitiveness of the Port of Brownsville. The port is able to sell the more direct route to Mexico to shippers calling on the port, and also leverage Union Pacific's world-class service into major markets in and out of Texas.

Laredo¹⁷

In the last five years, Union Pacific has implemented several major projects to support cross-border freight movement in Laredo. These include Union Pacific's recent \$90 million plan to significantly grow the capacity and improve the efficiency of the Union Pacific Port Laredo Intermodal Terminal.

¹⁶ The Lower Rio Grande Valley (LGRV) is linked via rail (Union Pacific) to Corpus Christi, San Antonio, and Dallas-Fort Worth. To the east, the LRGV is linked to Houston.

¹⁷ Laredo is linked by rail (Union Pacific) to San Antonio, Austin, and Dallas-Fort Worth to the north. To the east, Laredo is linked to Houston via Kansas City Southern rail.

Serving as Union Pacific's only intermodal terminal on the Texas-Mexico border, the improved facility will include a new entrance, new buildings, an automated gate system, new tracks, and more container parking/staging spaces. Together, the enhancements will provide greater capacity (i.e., more tracks and staging spaces), improved efficiency (i.e., faster throughput), and enhanced safety (i.e., new grade-separated entrance).

Another key project is the installation of FAS-PAS switches at Union Pacific's downtown yard, which allows train crews to switch tracks without having to stop or exit the train. Union Pacific also instituted a remote control locomotive operation at the downtown yard to help expedite local switching. These projects have enhanced employee safety and train fluidity (i.e., fewer blocked crossings).

Laredo also presents Union Pacific, the City of Laredo, Webb County, and the State of Texas with a potential public-private partnership opportunity of regional significance. The construction of an overpass at the right location between Scott and Jefferson Streets in downtown Laredo could allow closure of up to three major at-grade crossings, improving local vehicle traffic flow. If successful, the result would be an 8,000-plus-foot sealed rail corridor at the border.

Eagle Pass

Union Pacific has invested more than \$80 million on the Eagle Pass Subdivision since 2009. The investment includes the installation of centralized traffic control to help dispatchers move trains more efficiently, as well as construction of additional track capacity.

A major focus of the company has been to increase capacity at Clark's Park Yard, which serves the Eagle Pass gateway from just outside of town. Track capacity at the yard has increased from roughly 15,000 feet to more than 40,000 feet in the last 10 years. This effort consolidates rail operations within the yard and helps improve quality of life for downtown Eagle Pass residents by reducing the incidents of slow or stopped trains at road crossings. Another key project was the construction of a "south slot," or a track leading south from Clark's Park Yard, to help facilitate train meets closer to the border.

Union Pacific also has developed a mutually beneficial relationship with CBP, resulting in a new process that helps reduce average train delays by up to 30 minutes. In 2009, the railroads constructed a new building at the border for CBP officers at a cost of nearly \$1 million. The facility includes bulletproof glass and the capability for officers to inspect trains from the inside of the building. Figure 34 shows the new CBP facility as well as other gateway improvements made by BNSF at Eagle Pass.

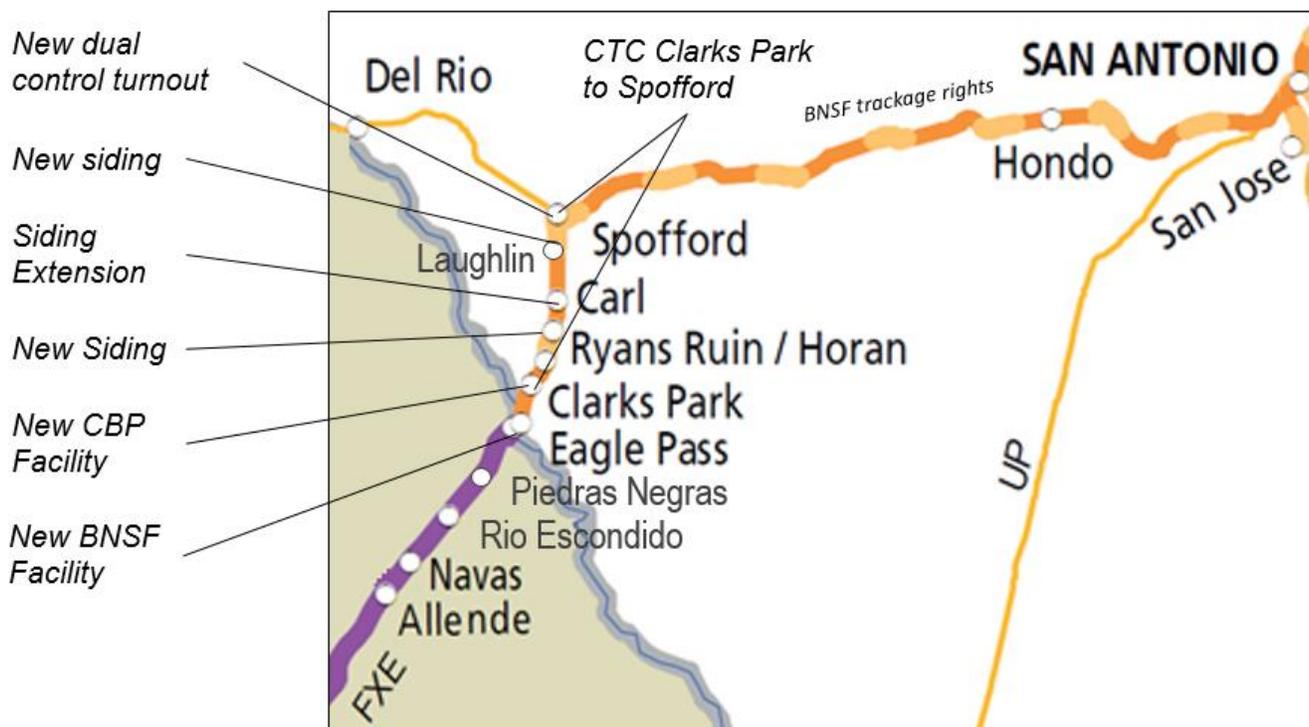


Figure 34. BNSF Gateway Improvements at Eagle Pass

Finally, Union Pacific opened the Union Pacific Kinney County Railport in 2015. The facility provides rail car services such as cleaning, washing, and mechanical repairs to nearby industries that provide jobs to thousands of local residents. This \$40 million investment included acquisition of nearly 500 acres of land, construction of a new facility, and creation of 120 new jobs in an economically distressed area.

El Paso¹⁸

Union Pacific invested more than \$400 million to construct a new state-of-the-art intermodal terminal in Santa Teresa, New Mexico. The Santa Teresa Intermodal Terminal & Refueling Station is about 15 miles west of downtown El Paso, providing efficient rail service to the El Paso–Ciudad Juarez gateway.

Union Pacific also constructed an additional track at its El Paso River Yard to help stage trains waiting to go into Mexico. As in Eagle Pass, Union Pacific constructed a rail inspection portal for CBP, including a new building, fencing, lighting, and a camera system to safely inspect trains. Similarly, BNSF reported that it has invested in the construction of two Customs inspection facilities in El Paso (i.e., for carload and intermodal shipments). These facilities allow for Customs inspections within the BNSF yard and reduce the need to move rail cars to offsite inspection locations. This investment therefore reduces inspection-related dwell times.¹⁹

¹⁸ El Paso is linked to a number of cities via rail. The I-10 Corridor is served by Union Pacific. Union Pacific operates rail parallel to I-10, but farther south between El Paso and San Antonio. Between San Antonio and Houston, Union Pacific rail lines run closely alongside I-10.

¹⁹ Personal communication with BNSF, December 2016.

San Antonio Cadet Yard

The new \$40 million switching yard, which provides a new on-duty location for BNSF's San Antonio crews, will handle sand, ethanol and other fuels, grain, autos, auto parts, and consumer goods. Prior to this yard, BNSF rail freight from Mexico was routed through Eagle Pass and on to Temple, 70 miles north of Austin. The San Antonio Cadet Yard with its 10 tracks will support the Eagle Pass gateway, relieve the Temple yard, and allow for the sorting of goods closer to the Texas-Mexico border, which is expected to improve efficiency (20).

Investments by Border Airports

The Laredo and El Paso International Airports responded to the request for information regarding recently completed and planned airport projects that facilitate trade with Mexico.

Recent investments by the Laredo International Airport include:

- Reconstruction of Taxiway G at a total cost of approximately \$8.2 million in fiscal year 2015.
- Reconstruction of the air cargo apron (Phase 9) and the extension of Taxiway G at a total cost of approximately \$6.7 million in fiscal year 2016.²⁰

For fiscal year 2017, the Laredo International Airport plans to widen Taxiway E, redesignate the runway, and reconstruct the air cargo apron (Phase 10) at an estimated cost of \$6.6 million. Furthermore, the airport plans to construct Taxiways 1, 2, and 4 and rehabilitate the air cargo apron (Phase 11) at an estimated cost of \$11 million in fiscal year 2018.²⁰

The El Paso International Airport reported recent investments totaling \$68.0 million, which included the completion of a rental car center (\$46.0 million) and the construction of a runway (8L-26R) and parallel taxiway (\$22.0 million).²¹

Investments by the Port of Brownsville

The Port of Brownsville reported a number of recent investments (projects) and marketing strategies²² to facilitate trade with Mexico. Recent projects include:

- Opening of Cargo Dock 16 in 2015. It is the first new cargo dock at the Port of Brownsville in 15 years. The dock is the port's second heavy-load capacity dock and will help meet demand for handling a number of commodities (21).
- Purchasing of a new multipurpose Harbor Crane—the second of its type at the Port of Brownsville to handle dry bulk, heavy lift cargo, and containers (22).
- Construction of new entrances connecting SH 550/I-69E and the Foust Road Entrance to the Port of Brownsville. The Foust Road Entrance was renovated and reopened in September 2016. Approximately 4,000 cars and trucks enter the port weekly, and the renovated entrance is expected to improve safety and expedite traffic flows to and from the port (23).

²⁰ Personal communication with Laredo International Airport, December 2016.

²¹ Personal communication with El Paso International Airport, December 2016.

²² For example, the Port of Brownsville partnered with Liquid Bulk Terminals to develop a marketing strategy to position the port given Mexico's Energy Reform.

- Opening of the Port of Brownsville Police Command Center to provide additional office space and streamline dispatch operations at the port.
- Planning of the East Loop/Overweight Corridor and investment in a number of internal road projects. The planned East Loop Corridor is a new truck route that will avoid the 17 stops and six school zones that trucks currently have to pass through to reach the port. It will provide a more direct connection to the port for trucks, including overweight trucks, at Veterans Bridge and reduce roadway congestion (24).
- Development of the GEOTRAC Industrial Hub and business incubator site. The Port of Brownsville entered into a partnership with OmniTrax to operate the port's 45 miles of railroad track (and the Brownsville and Rio Grande International Railway) and develop the GEOTRAC Industrial Hub. The project entails the redevelopment of thousands of acres for industrial use and investment in infrastructure to connect the Port of Brownsville and the Brownsville and Rio Grande International Railway (25, 26).
- Continued expansion of the port's cargo laydown and patios areas to handle more cargo.
- Planning of a channel deepening project. The Brownsville Ship Channel deepening project was included in the Water Resources and Development Act, signed into law by President Obama in December 2016. The deepening project will increase the port's channel depth from 42 to 52 feet. With a 52-foot depth, the port will be able to accommodate deeper draft vessels and heavier loads (27).

Investments in Mexico's Highway Trade Corridors

Mexico's National Infrastructure Plan includes the official list of infrastructure projects that Mexico's government is committed to developing between 2014 and 2018. Information on the National Infrastructure Plan projects is published on the Gobierno Abierto website (<http://aga.sct.gob.mx/>). The website contains official project information, the status of each project, photos of the project, the project's progress, and construction updates.

A review of the National Infrastructure Plan revealed that Mexico's government is committed to developing 17 projects at an estimated cost of MX\$41.3 billion on Mexico's major highway trade corridors that serve U.S.-Mexico trade. Figure 35 shows the location of these planned projects included in the National Infrastructure Plan. Appendix F provides additional details for each project.

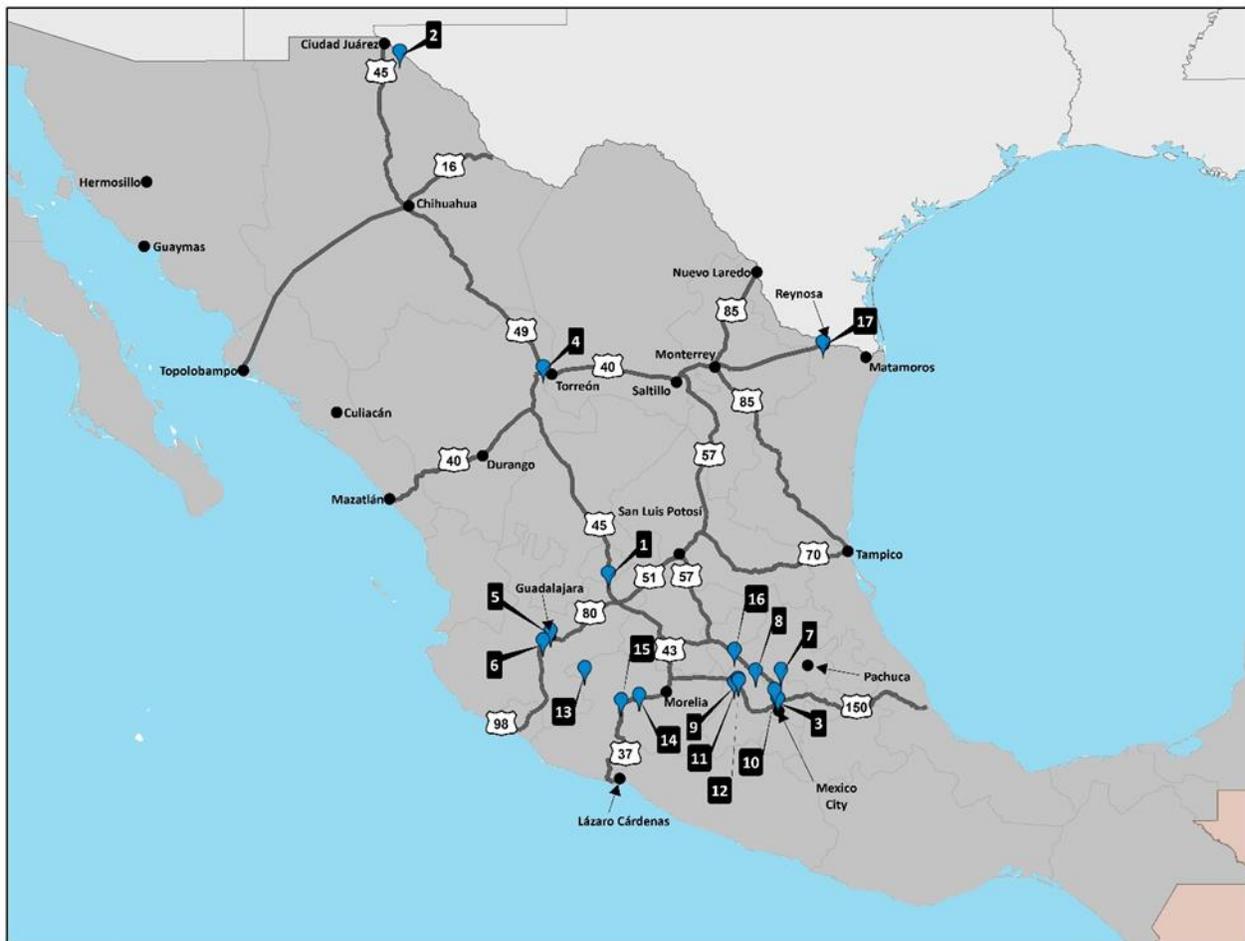


Figure 35. Planned Investments in Mexico's Major Highway Trade Corridors

Appendix A—Additional Data Pertaining to Texas’s Global Trade

Top Three U.S. States (Total Trade Value)

Figure 36 shows the top three U.S. states in terms of trade value: Texas, California, and New York. In 2015, California surpassed Texas as the state with the highest trade value. California exported \$165 billion and imported \$408 billion in 2015. New York has the third highest trade value of any state at \$216 billion. New York exported \$83 billion and imported \$133 billion in 2015, for a total of \$216 billion (2).

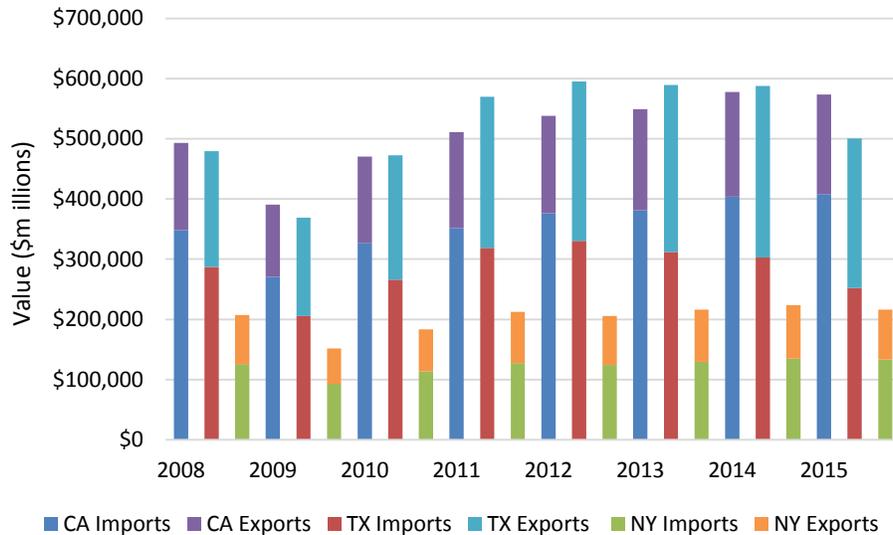


Figure 36. Top Three U.S. States (Trade Value)

Trends in Texas’s Major Export Commodities by Trading Partner

This section provides detailed trend information for Texas’s major export commodities to and import commodities from China, Canada, South Korea, and Germany.

China

Figure 37 shows the value of Texas’s major export commodities to China between 2008 and 2015 (2). In 2015, Texas’s top export to China was machinery and electrical products (\$3.1 billion), followed by chemicals and allied industries (\$1.9 billion), mineral products (\$1.7 billion), plastics or rubbers (\$1.4 billion), and vegetable products (\$1.3 billion).

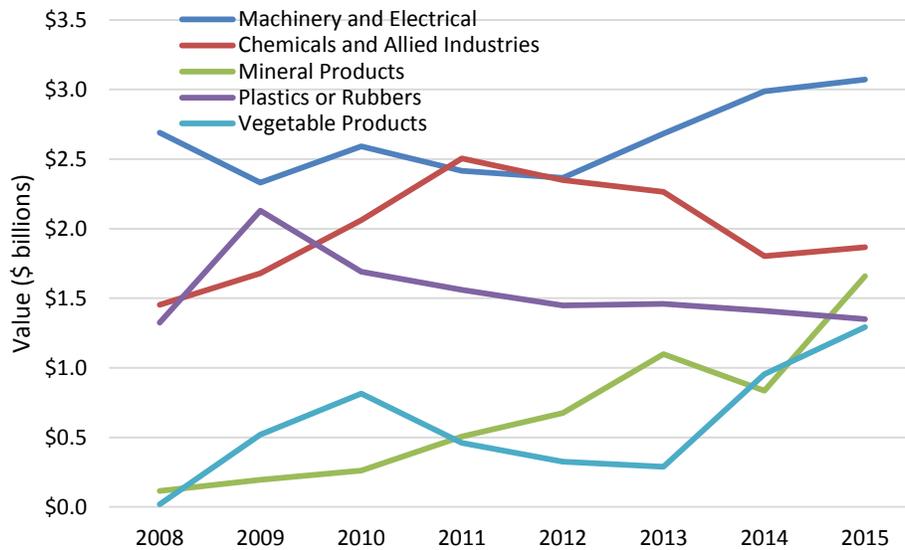


Figure 37. Top Texas Exports to China (Value)

Figure 38 shows the value of Texas's major import commodities from China between 2008 and 2015 (2). In 2015, Texas's top import from China was machinery and electrical products (\$26.4 billion), followed by miscellaneous products (\$4.3 billion), metals (\$2 billion), textiles (\$1.7 billion), and plastics or rubbers (\$1.4 billion).

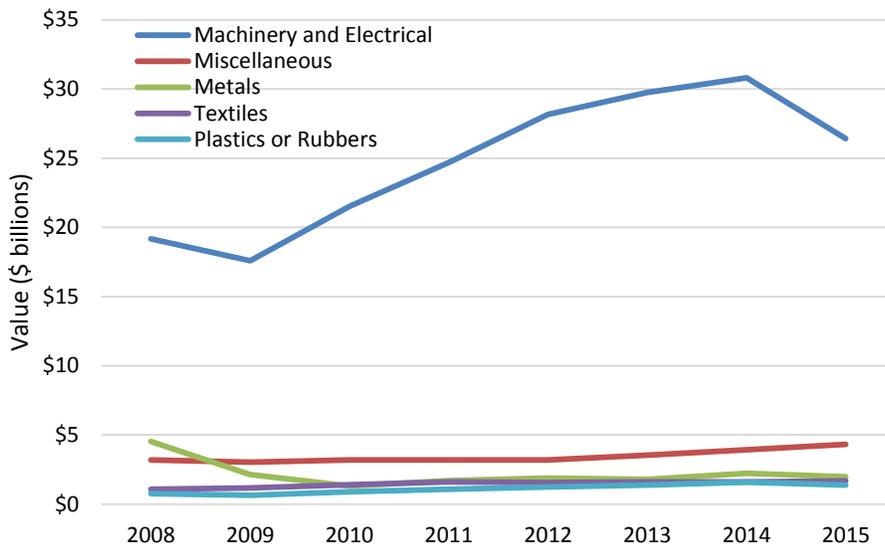


Figure 38. Top Texas Imports from China (Value)

Canada

Figure 39 shows the value of Texas's major export commodities to Canada between 2008 and 2015 (2). Texas's top export to Canada in 2015 was mineral products (\$8.3 billion), followed by machinery and electrical products (\$6.3 billion), transportation products (\$2.3 billion), chemicals and allied industries (\$2.3 billion), and plastics or rubbers (\$2.2 billion).

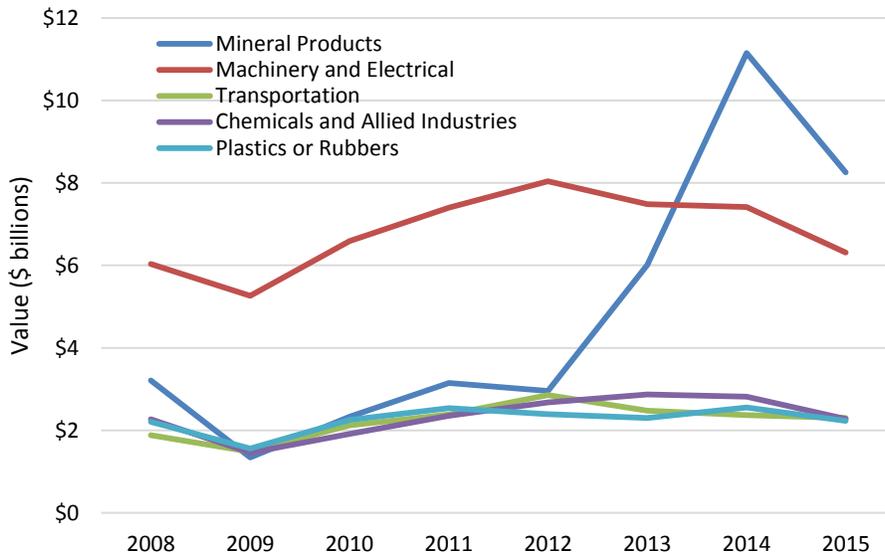


Figure 39. Top Texas Exports to Canada (Value)

Figure 40 shows the value of Texas's major import commodities from Canada between 2008 and 2015 (2). In 2015, Texas's top import from Canada was mineral products (\$3.7 billion), followed by machinery and electrical products (\$2.8 billion), transportation products (\$2.3 billion), plastics and rubbers (\$1.3 billion), and services (\$1.2 billion).

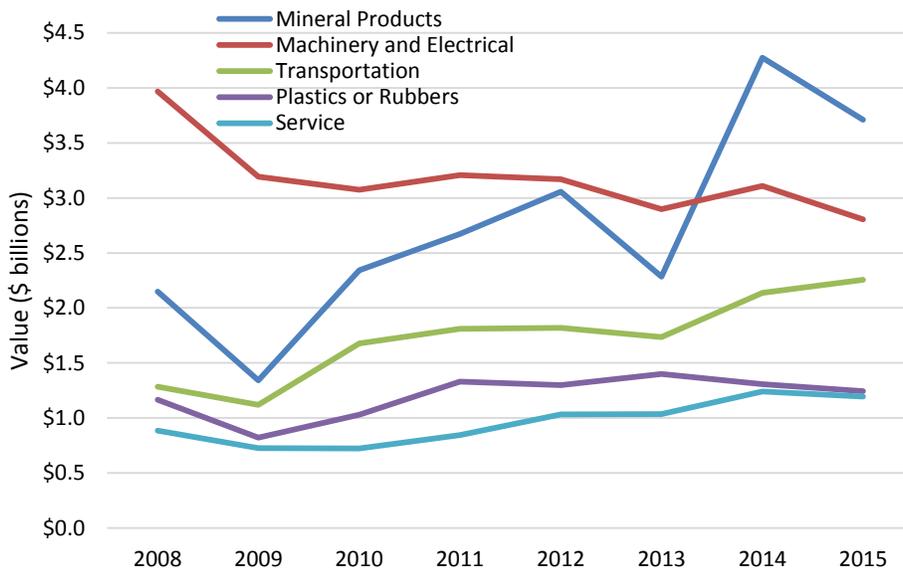


Figure 40. Top Texas Imports from Canada (Value)

South Korea

Figure 41 shows the value of Texas's major export commodities to South Korea between 2008 and 2015 (2). Texas's top export to South Korea in 2015 was machinery and electrical products (\$4.6 billion), followed by chemicals and allied industries (\$1.4 billion), mineral products (\$0.5 billion), plastics or rubbers (\$0.4 billion), and transportation products (\$0.3 billion).

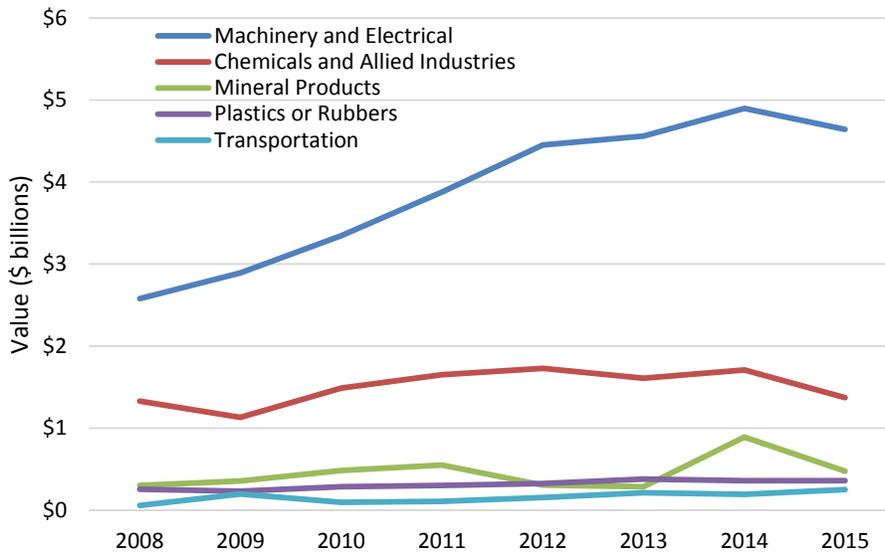


Figure 41. Top Texas Exports to South Korea (Value)

Figure 42 shows the value of Texas’s major import commodities from South Korea between 2008 and 2015 (2). Texas’s top import from South Korea in 2015 was machinery and electrical products (\$5.7 billion), followed by metals (\$1.4 billion), transportation products (\$1.1 billion), chemicals and allied industries (\$0.8 billion), and mineral products (\$0.8 billion).

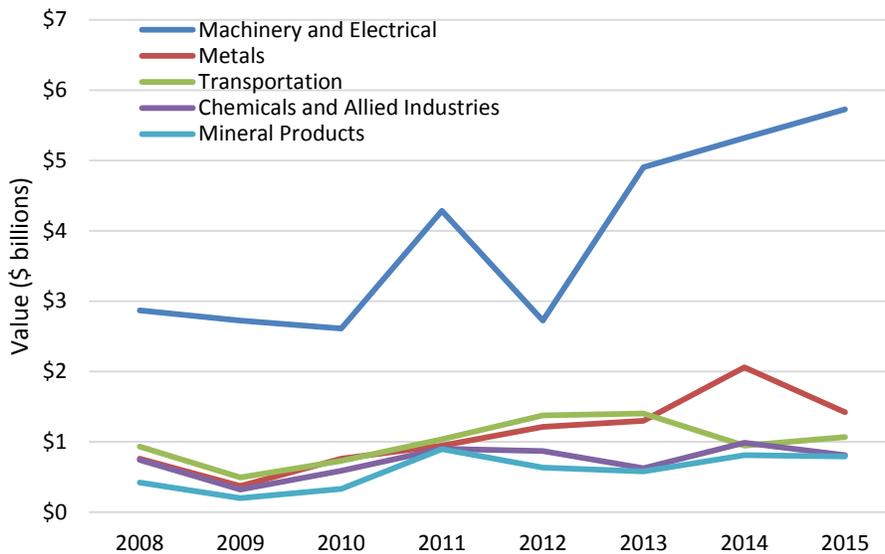


Figure 42. Top Texas Imports from South Korea (Value)

Germany

Figure 43 shows the value of Texas’s major export commodities to Germany between 2008 and 2015 (2). In 2015, Texas’s top export to Germany was machinery and electrical products (\$1.1 billion), followed by chemicals and allied industries (\$0.8 billion), transportation products (\$0.6 billion), miscellaneous products (\$0.3 billion), and mineral products (\$0.2 billion).

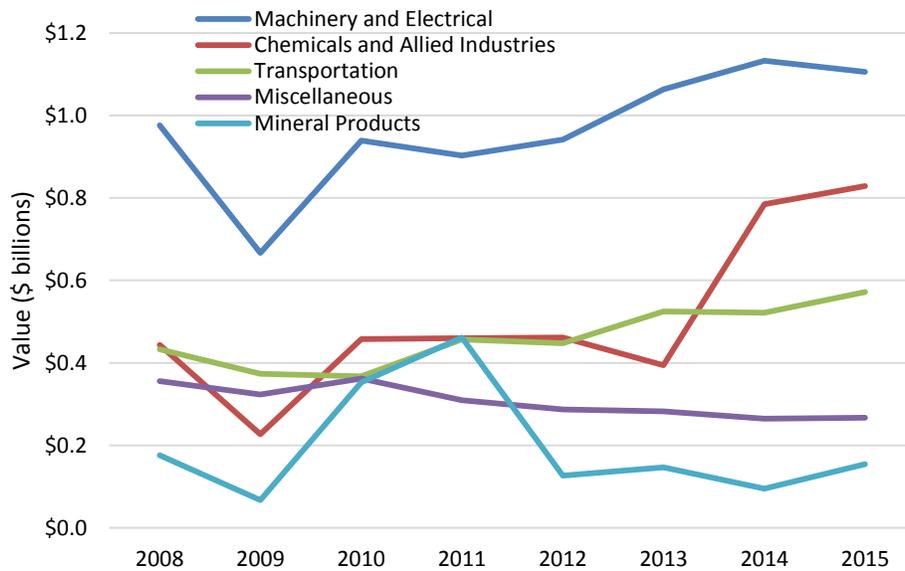


Figure 43. Top Texas Exports to Germany (Value)

Figure 44 shows the value of Texas’s major import commodities from Germany between 2008 and 2015 (2). Texas’s top import from Germany in 2015 was transportation products (\$4.1 billion), followed by machinery and electrical products (\$1.8 billion), metals (\$0.7 billion), chemicals and allied industries (\$0.6 billion), and miscellaneous products (\$0.5 billion).

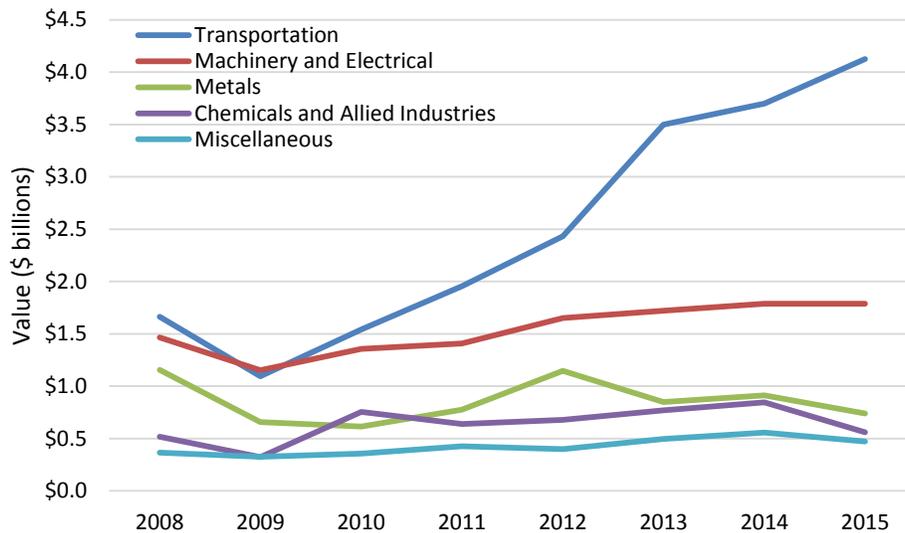


Figure 44. Top Texas Imports from Germany (Value)

Tonnage and Containers Handled by Texas’s Major Ports

Figure 45 shows the total tonnage handled at major Texas ports between 2011 and 2015 (28). Houston handled the most tonnage at almost 241 million tons in 2015. Houston was followed by Beaumont (87.1 million tons), Corpus Christi (85.7 million tons), Texas City (42.9 million tons), Port Arthur (35.8 million tons), Freeport (21.1 million tons), the Matagorda Ship Channel ports (Port of Port Lavaca and Point Comfort at 11.8 million tons), Galveston (10.4 million tons), Brownsville

(7.8 million tons), Victoria (6.7 million tons), Aransas Pass (0.9 million tons), and Orange (0.8 million tons).

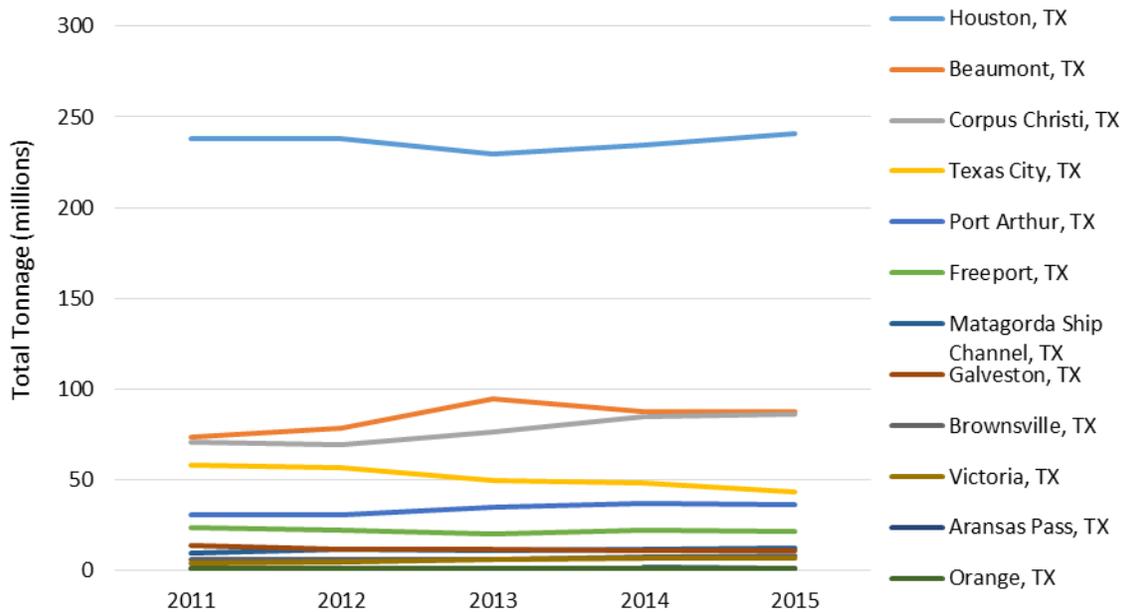


Figure 45. Total Tonnage Handled at Major Texas Ports

Figure 46 shows the domestic tonnage handled at major Texas ports between 2011 and 2015 (28). Houston handled most of the domestic tonnage in 2015 at 77.5 million tons of domestic cargo. This was followed by Corpus Christi (40.4 million tons), Beaumont (35.3 million tons), Texas City (15.3 million tons), Port Arthur (9.7 million tons), Victoria (6.7 million tons), Freeport (5.4 million tons), Galveston (4.3 million tons), Matagorda Ship Channel (3.6 million tons), Brownsville (2.8 million tons), Aransas Pass (916,985 tons), and Orange (837,709 tons).

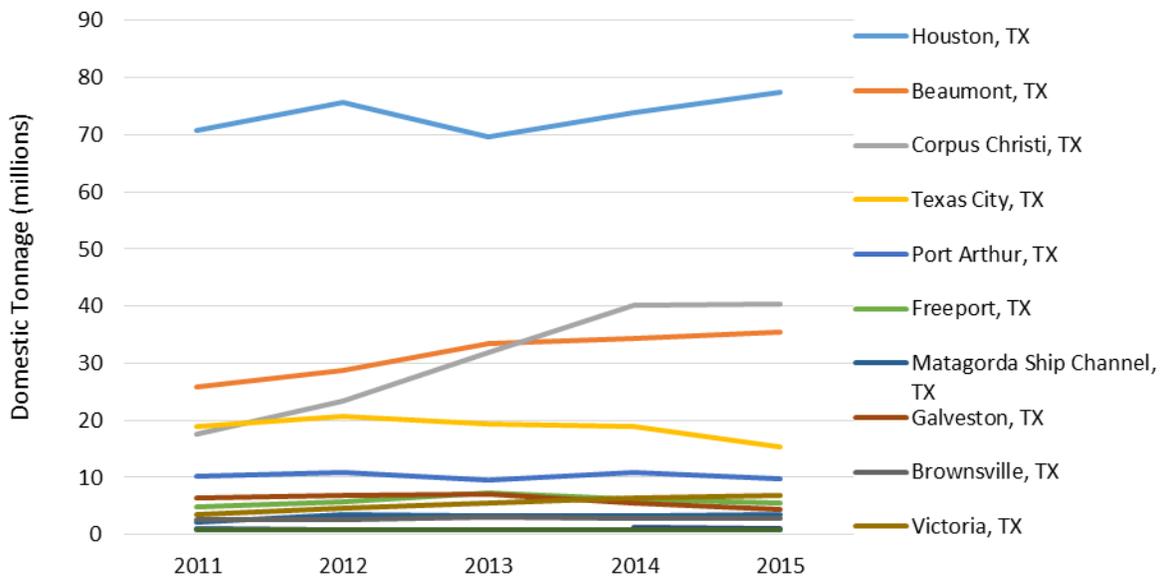


Figure 46. Domestic Tonnage Handled at Major Texas Ports

Figure 47 shows the foreign tonnage handled at major Texas ports between 2011 and 2015 (28). Houston handled the most foreign tonnage in 2015 at 163.4 million tons, followed by Beaumont (51.8 million tons), Corpus Christi (45.2 million tons), Texas City (27.6 million tons), Port Arthur (26.1 million tons), Freeport (15.7 million tons), Matagorda Ship Channel (8.2 million tons), Galveston (6.1 million tons), Brownsville (5 million tons), and Orange (160 tons). Victoria and Aransas Pass did not have any foreign tons in 2015.

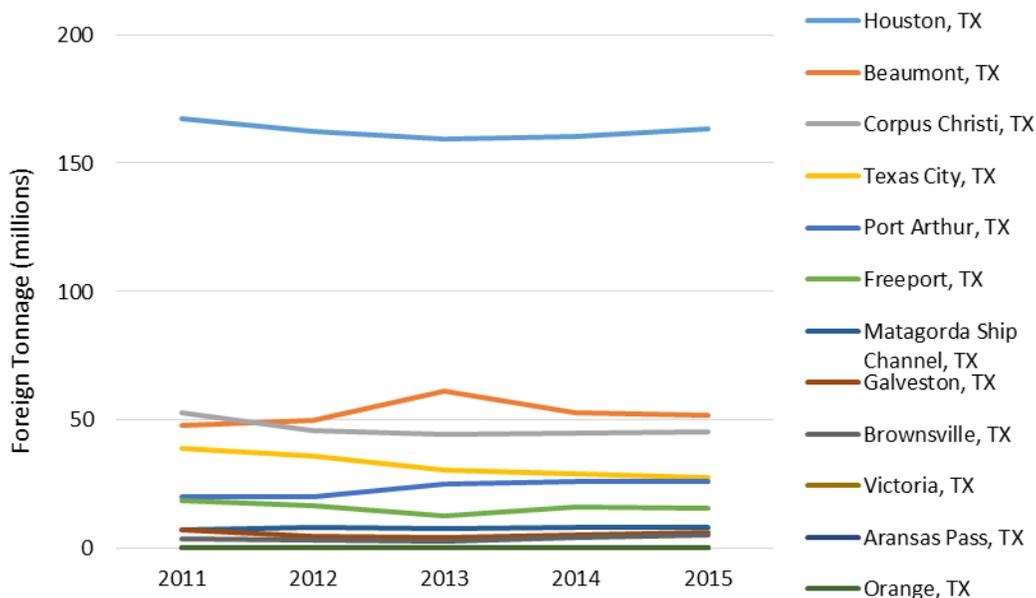


Figure 47. Foreign Tonnage Handled at Major Texas Ports

Figure 48 shows the import tonnage handled at major Texas ports between 2011 and 2015 (28). Houston handled the most import tonnage in 2015 at 71.4 million tons of imports. This was followed by Beaumont (32.4 million tons), Corpus Christi (25.5 million tons), Texas City (12.4 million tons), Freeport (12 million tons), Port Arthur (8.6 million tons), Matagorda Ship Channel (5.8 million tons), Brownsville (4 million tons), Galveston (1.9 million tons), and Orange (160 tons).

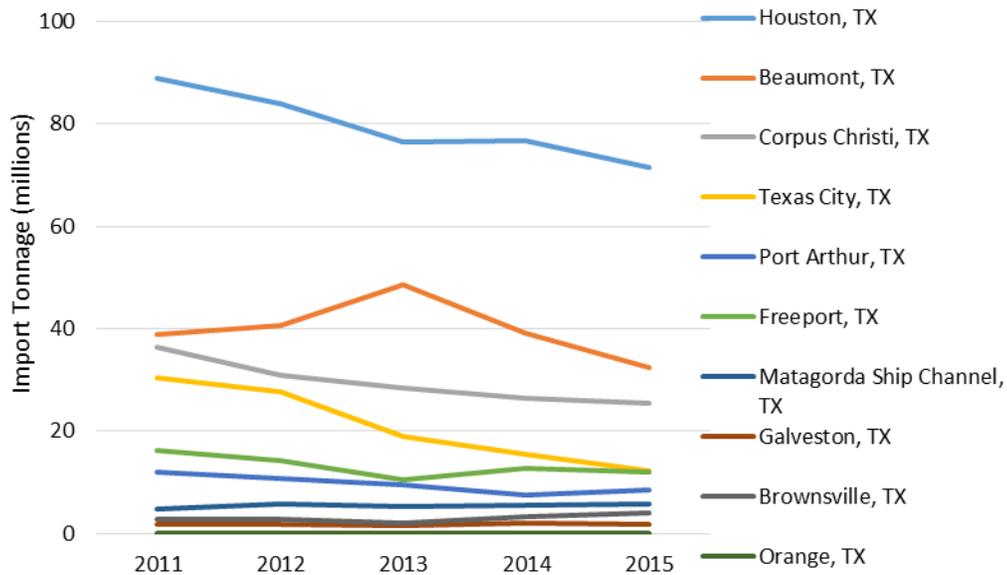


Figure 48. Import Tonnage Handled at Major Texas Ports

Figure 49 shows the export tonnage handled at major Texas ports between 2011 and 2015 (28). Houston handled the most export tonnage in 2015 at 92 million tons. This was followed by Corpus Christi (19.8 million tons), Beaumont (19.5 million tons), Port Arthur (17.5 million tons), Texas City (15.2 million tons), Galveston (4.2 million tons), Freeport (3.7 million tons), Matagorda Ship Channel (2.5 million tons), and Brownsville (1 million tons). Aransas Pass handled almost 50,000 tons of exports in 2014 but did not handle any export cargo in 2015.

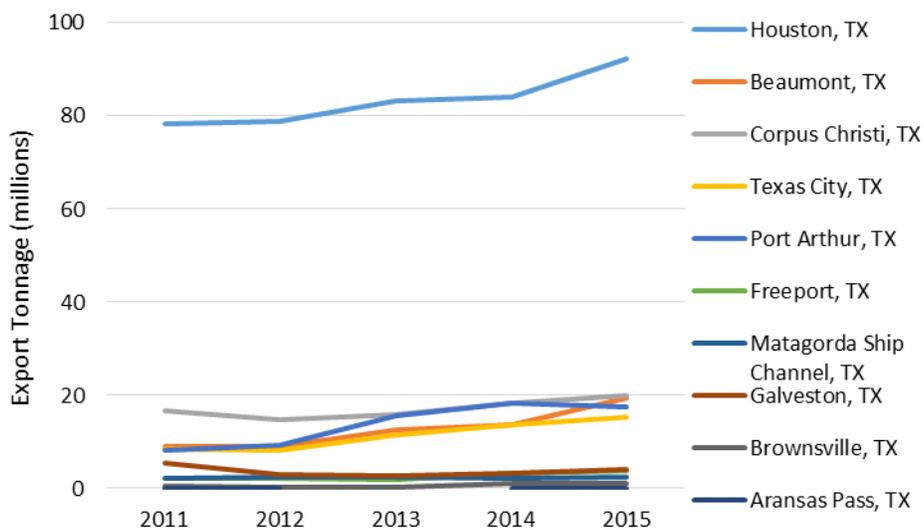


Figure 49. Export Tonnage Handled at Major Texas Ports

Table 17 provides the total number of containers—expressed in twenty-foot equivalent units (TEUs)—handled at Texas ports between 2011 and 2014 (28). Houston handled the most containers in 2014 at almost 1.7 million TEUs, ranking eighth in the United States in terms of

number of TEUs handled. Houston was followed by Freeport (62,060 TEUs), Galveston (19,625 TEUs), and Cedar Bayou (12,157 TEUs).

Table 17. Total TEUs Handled at Texas Ports

Rank (2014)	Port Name	2011	2012	2013	2014	2014 % of Texas
8	Houston	1,430,907	1,491,920	1,563,060	1,664,448	95
36	Freeport	50,025	55,383	71,869	62,060	4
48	Galveston	13,121	11,309	18,955	19,625	1
55	Cedar Bayou	6,578		10,333	12,157	1

Table 18 provides the total export TEUs handled at Texas ports between 2011 and 2014 (28).²³ Houston handled the most export TEUs in Texas in 2014 at 878,664 TEUs, followed by Freeport at 23,600 export TEUs and Galveston at 5,497 export TEUs.

Table 18. TEU Exports at Texas Ports

Port Name	2011	2012	2013	2014	2014 % of Texas
Houston	842,226	854,317	890,656	878,664	97
Freeport	21,932	22,719	23,030	23,600	3
Galveston	2,175	4,091	5,285	5,497	1

Table 19 provides the total import TEUs handled at Texas ports between 2011 and 2014 (27).²⁴ Houston handled the most import TEUs in Texas in 2014 at 748,552 TEUs, followed by Freeport at 38,460 TEUs and Galveston at 14,128 TEUs.

Table 19. TEU Imports at Texas Ports

Port Name	2011	2012	2013	2014	2014 % of Texas
Houston	569,591	619,024	646,186	748,552	93
Freeport	28,093	32,664	48,793	38,460	5
Galveston	10,946	7,217	13,669	14,128	2

²³ Total outbound foreign TEUs.

²⁴ Total inbound foreign TEUs.

Air Cargo Handled in the United States and at Texas's Airports

Figure 50 shows the total landed air cargo weight at U.S. and Texas airports between 2008 and 2015 (29).²⁵ The weight reported includes the weight of the aircrafts. In 2015, the landed air cargo weight at U.S. airports amounted to more than 150 billion pounds, of which Texas accounted for approximately 8.7 billion pounds. Figure 50 also shows that both the United States and Texas have seen an increase in landed air cargo weight since the global recession in 2008. Both the United States and Texas have, however, seen smaller increases in landed air cargo since 2012.

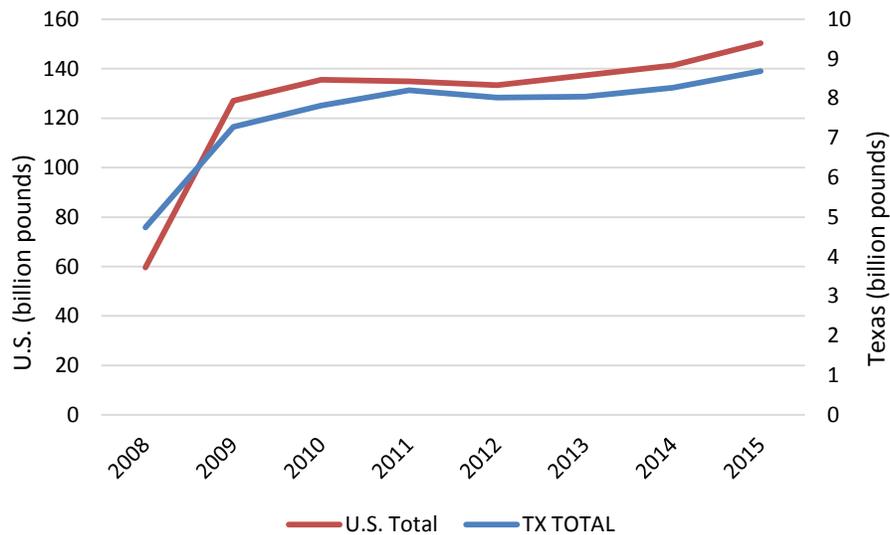


Figure 50. Air Cargo Landed in the United States and Texas

Figure 51 shows the total landed air cargo weight at Texas airports between 2008 and 2015 (29). Dallas–Fort Worth International Airport handled most of the air cargo at Texas airports at 3.3 billion pounds in 2015, followed by George Bush Intercontinental in Houston (1.7 billion pounds), Fort Worth Alliance (775 million pounds), San Antonio International (775 million pounds), El Paso International (519 million pounds), Austin-Bergstrom International (498 million pounds), Laredo International (429 million pounds), Lubbock Preston Smith International (335 million pounds), Valley International (241 million pounds), and Brownsville/South Padre Island International (18 million pounds).

²⁵ Includes data for all airports that report to the Federal Aviation Administration (FAA). FAA is required by law to collect the all-cargo data and distribute federal funding to qualifying airports. The minimum landed weight required to qualify for cargo funding is 100 million pounds. Some airports handling less than 100 million pounds, however, also report data to FAA (personal communication with FAA, December 2016).

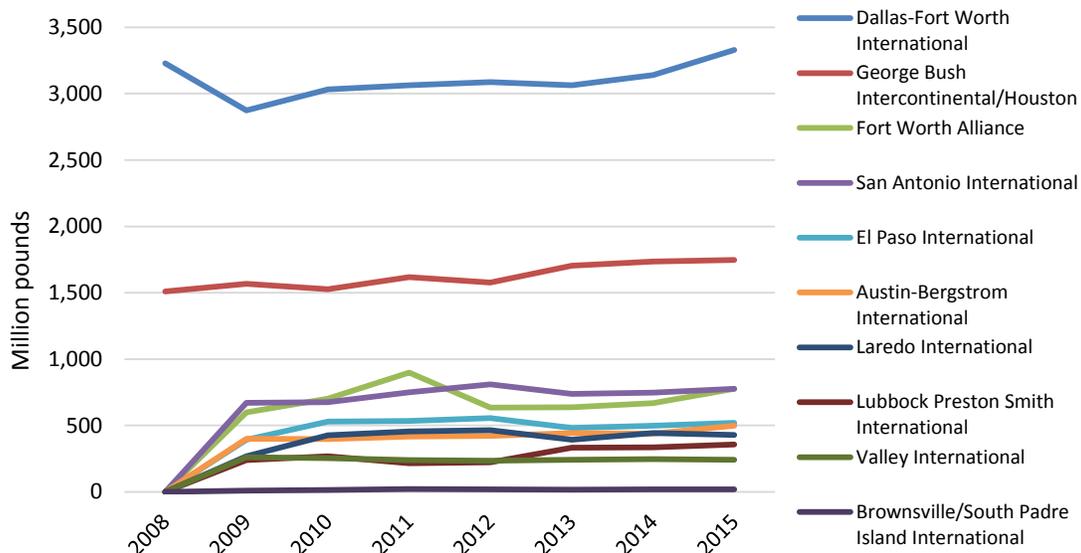


Figure 51. Landed Air Cargo at Texas Airports

Texas's Natural Gas and Oil Resources and Transportation Infrastructure

Figure 52 shows that Texas is well endowed with energy resources. A number of current shale plays are mined in the state, resulting in Texas being the largest producer of oil and natural gas in the United States (30).

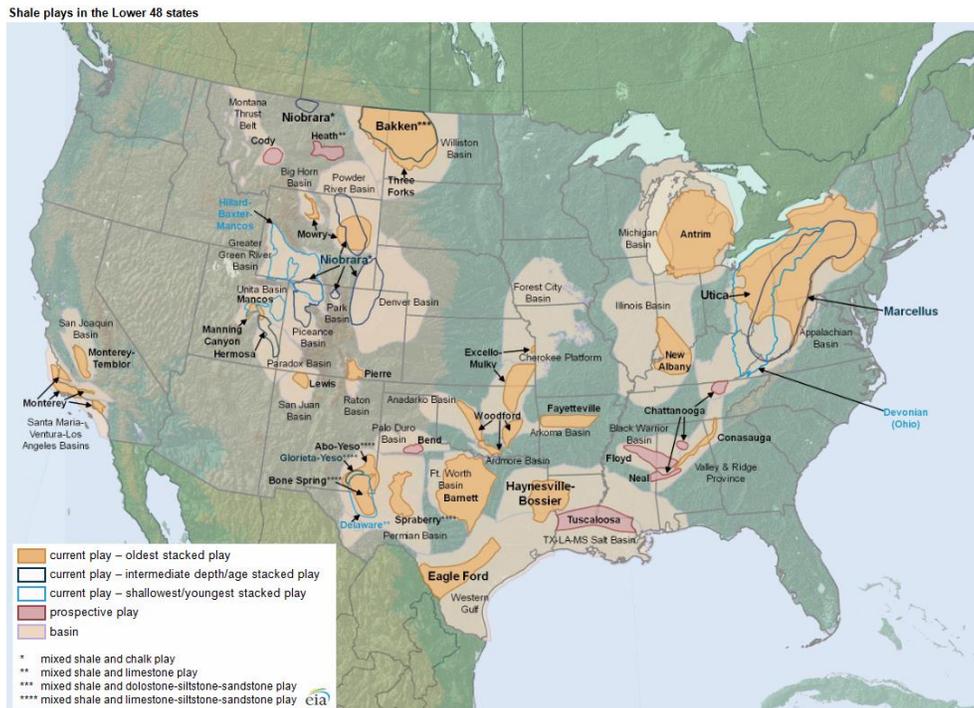


Figure 52. Shale Plays in the Lower 48 States

Figure 53 shows the U.S. and Texas natural gas marketed production between 2008 and 2014 (31).²⁶ In 2014, the United States produced 27.3 trillion cubic feet of marketed natural gas, of which Texas accounted for almost 8 trillion cubic feet (or almost 30 percent of U.S. production).

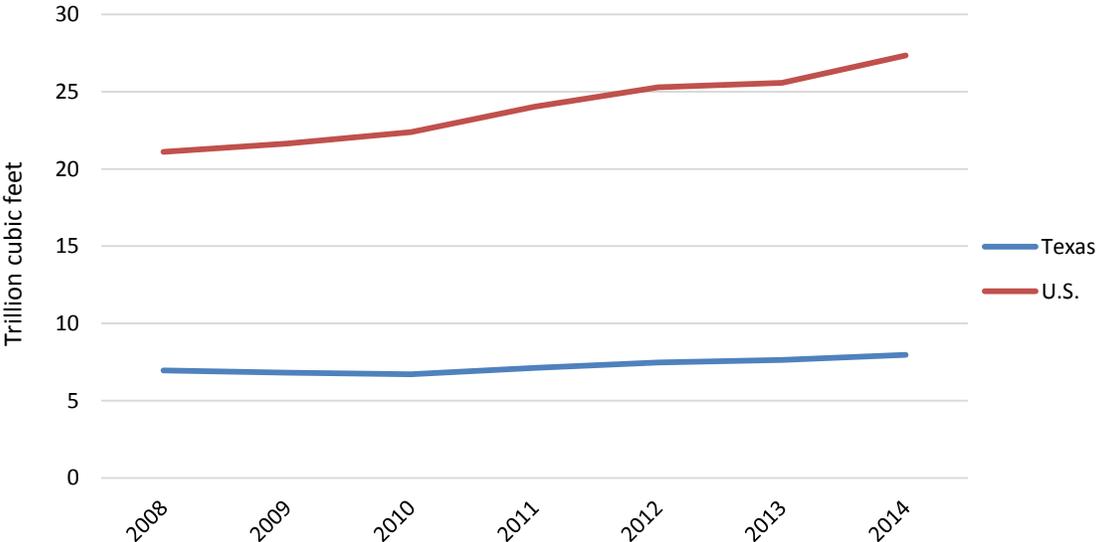


Figure 53. Natural Gas Marketed Production in the United States and Texas

Figure 54 provides the top 10 natural gas producing states in the United States in 2014 (31). Pennsylvania was the second largest natural gas producing U.S. state at 4.2 trillion cubic feet of natural gas, followed by Oklahoma (2.3 trillion cubic feet), Louisiana (2 trillion cubic feet), Wyoming (1.8 trillion cubic feet), Colorado (1.6 trillion cubic feet), New Mexico (1.2 trillion cubic feet), Arkansas (1.1 trillion cubic feet), West Virginia (1 trillion cubic feet), and Ohio (0.5 trillion cubic feet).

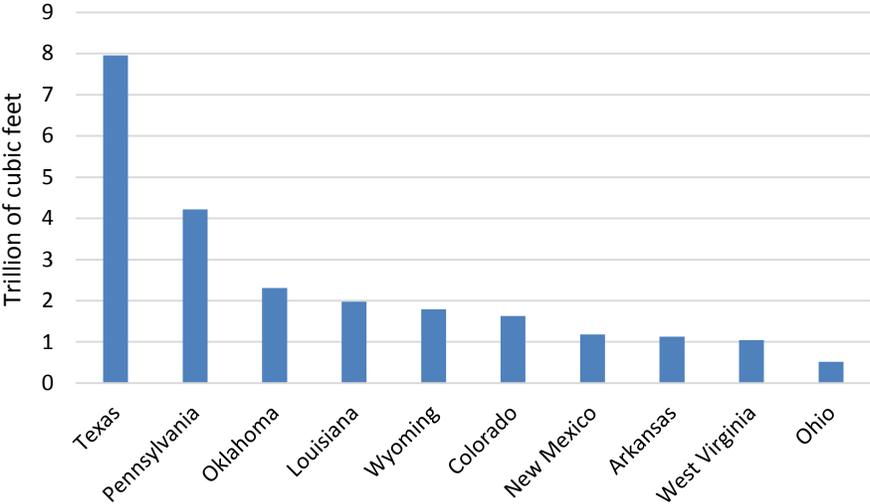


Figure 54. Top 10 Natural Gas Producing States (2014)

²⁶ Natural gas marketed production equals gross withdrawals less gas used for repressuring, quantities vented and flared, and nonhydrocarbon gases removed in treating or processing operations. However, natural gas marketed production includes all quantities of gas used in field and processing plant operations. Source: <http://www.eia.gov/TOOLS/GLOSSARY/index.cfm?id=natural%20gas>.

Figure 55 provides the top 10 crude oil producing states in the United States in 2014 (31). Texas was the largest producer of crude in 2014 at almost 1.2 billion barrels of crude oil, followed by North Dakota (397 million barrels), California (204 million barrels), Alaska (181 million barrels), Oklahoma (127 million barrels), New Mexico (124 million barrels), Colorado (95 million barrels), Wyoming (76 million barrels), Louisiana (68 million barrels), and Kansas (50 million barrels).

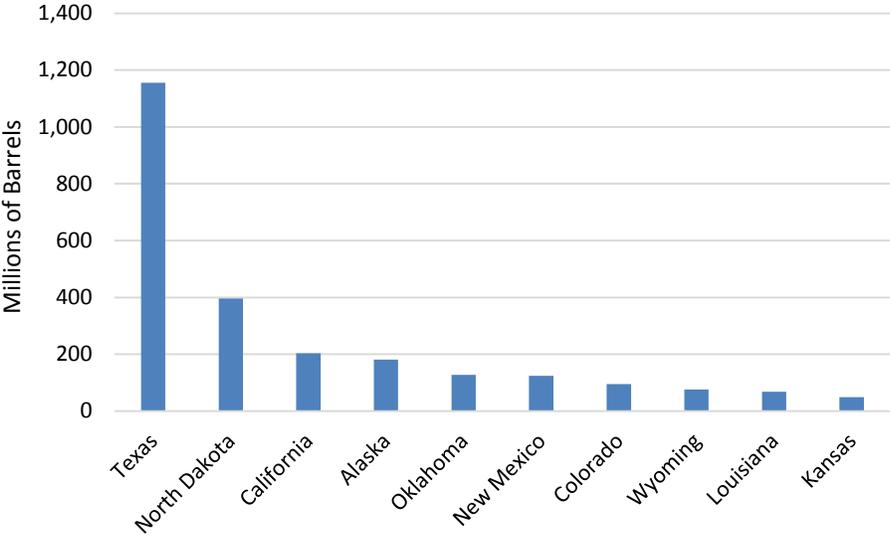
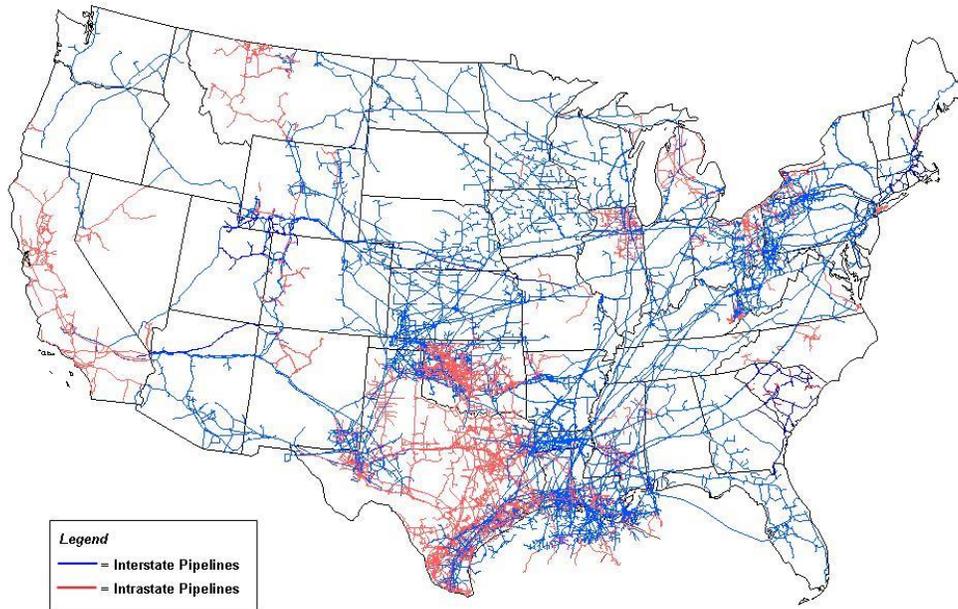


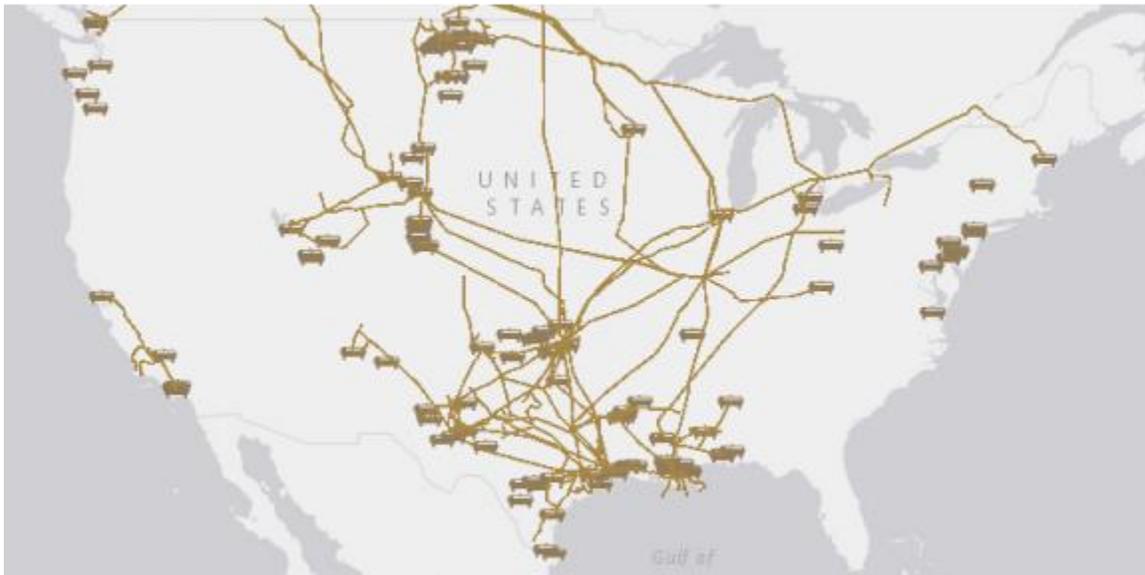
Figure 55. Top 10 Crude Oil Producing States (2014)

Significant investments have been made in pipelines and rail terminals to efficiently move Texas’s production of natural gas and crude oil. Figure 56 and Figure 57 show the U.S. natural gas pipeline network (32) and crude oil pipeline and rail terminals, respectively (33). Figure 56 clearly shows Texas’s dense network of natural gas pipelines.



Source: Energy Information Administration, Office of Oil & Gas, Natural Gas Division, Gas Transportation Information System

Figure 56. U.S. Natural Gas Pipeline Network



Source: Energy Information Administration.

Figure 57. Crude Oil Pipelines and Rail Terminals

Appendix B—Texas’s Trade with Canada by Mode

Figure 58 shows Texas’s exports to Canada by mode between 2005 and 2015 (4). In 2015, trucks transported \$11.5 billion in Texas exports to Canada. This was followed by maritime vessels (\$7.6 billion); rail (\$3.8 billion); air (\$1.8 billion); pipeline (\$0.6 billion); and mail, FTZs, and others (\$0.1 billion).

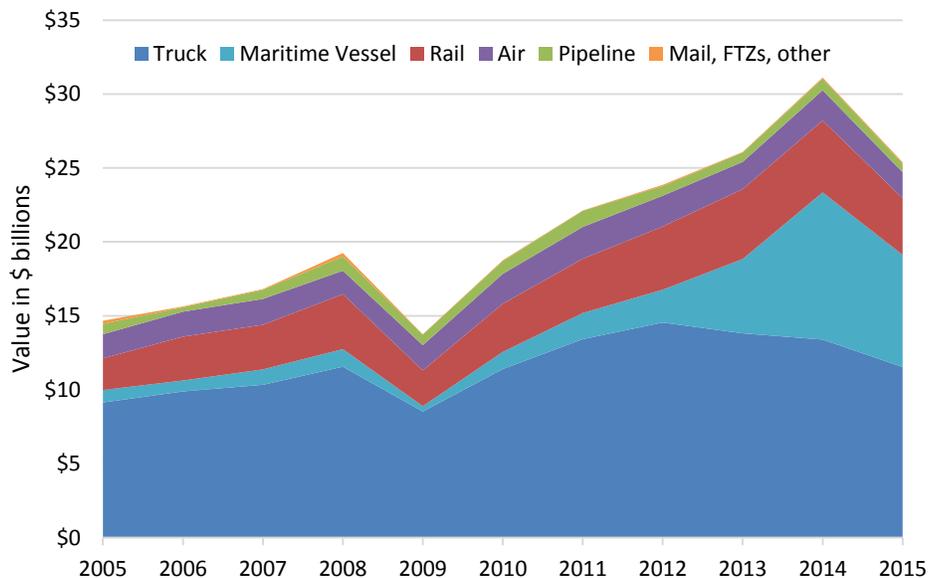


Figure 58. Texas Exports to Canada by Mode

Figure 59 shows Texas’s imports from Canada by mode between 2005 and 2015 (4). In 2015, trucks imported \$7.8 billion from Canada to Texas. This was followed by rail (\$3.1 billion); pipeline (\$2.1 billion); air (\$1.8 billion); mail, FTZs, and others (\$0.5 billion); and maritime vessel (\$0.5 billion).

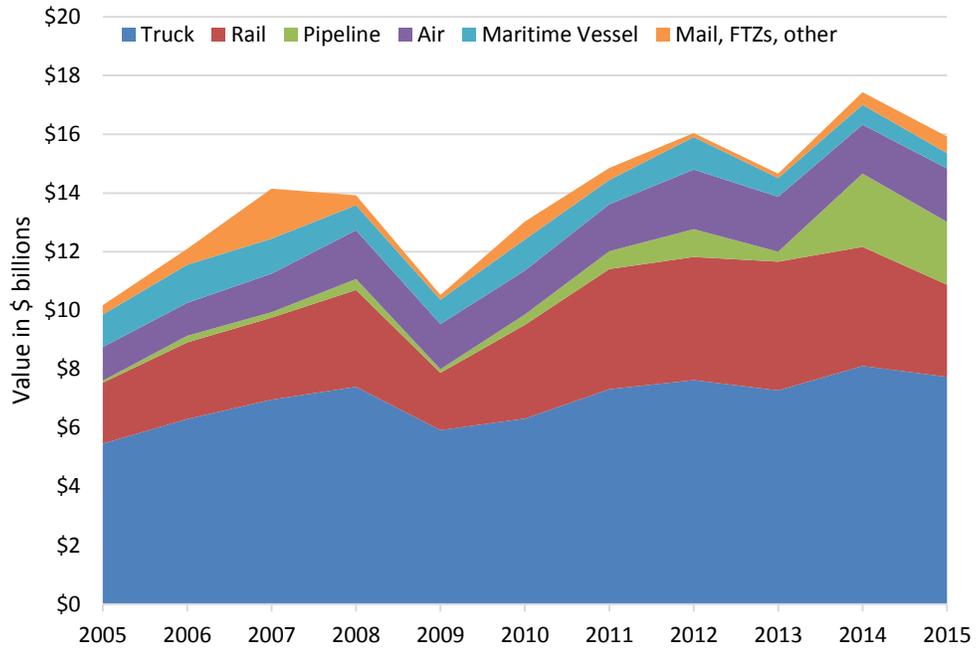


Figure 59. Texas Imports from Canada by Mode

Appendix C—Northbound Full and Empty Crossings

Figure 60 shows the number of northbound loaded truck containers crossing from Mexico into Texas, California, Arizona, and New Mexico between 2005 and 2015 (4). Texas had the most northbound loaded container crossings at 2.7 million in 2015, followed by California (865,995), Arizona (297,639), and New Mexico (73,106).

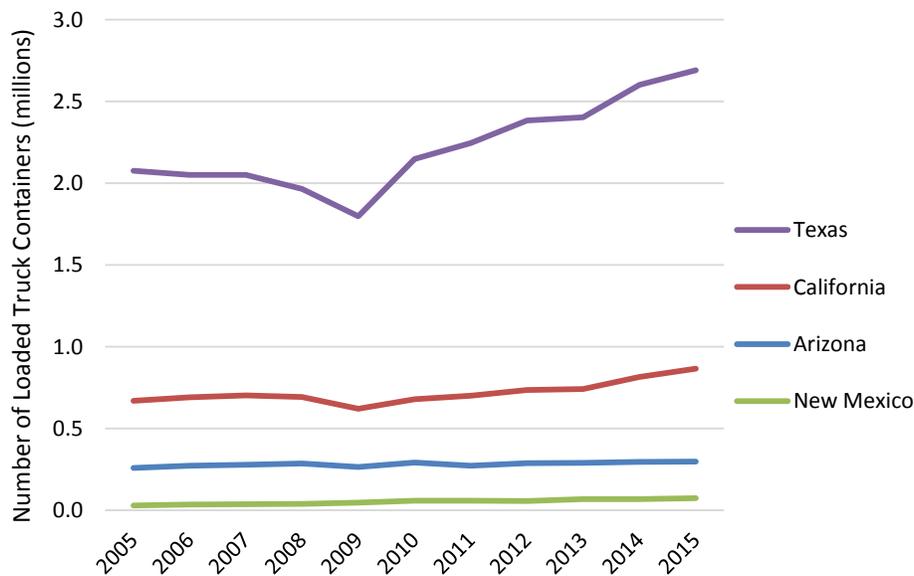


Figure 60. Northbound Loaded Truck Container Crossings by State

Figure 61 shows the number of northbound empty truck container crossings from Mexico into Texas, California, Arizona, and New Mexico between 2005 and 2015 (4). In 2015, Texas had the most northbound empty truck container crossings at 1.1 million, followed by California (361,319), Arizona (93,047), and New Mexico (40,284).

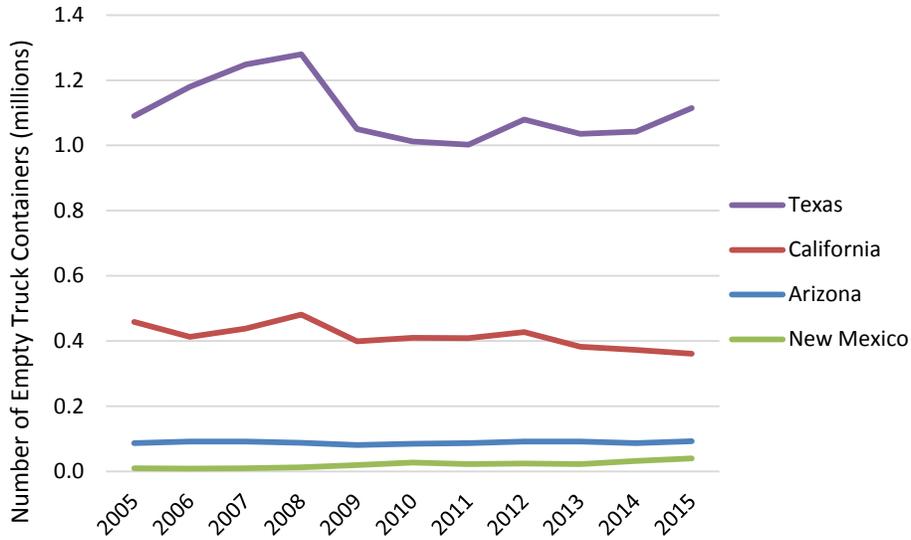


Figure 61. Northbound Empty Truck Container Crossings by State

Figure 62 shows the number of northbound empty truck container crossings at Texas POEs between 2005 and 2015 (4). The Texas POE with the highest northbound empty container crossings in 2015 was Laredo at 472,075 empty containers. Laredo was followed by El Paso (335,700), Hidalgo (149,698), Brownsville (71,927), Eagle Pass (55,867), Progreso (10,742), Del Rio (8,391), Presidio (5,200), Roma (3,125), and Rio Grande City (2,303).

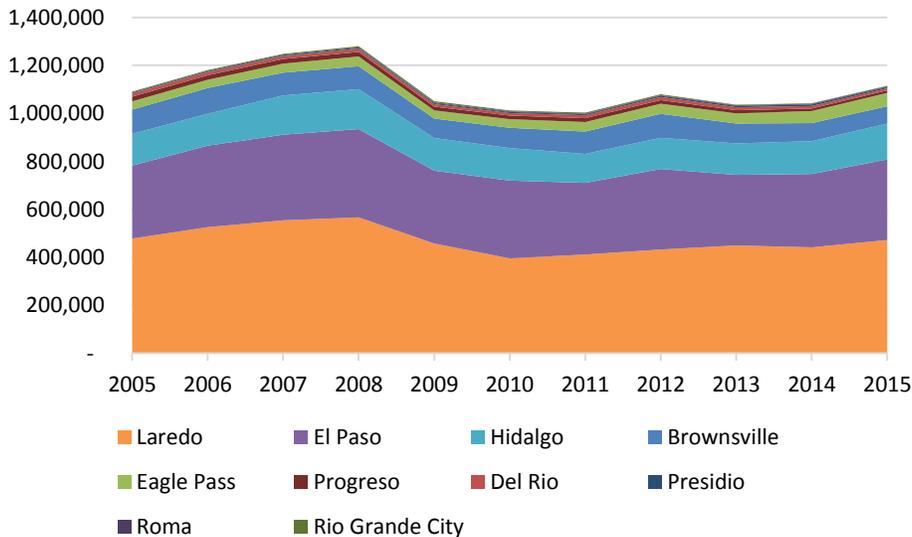


Figure 62. Empty Truck Containers at Texas POEs

Figure 63 shows the percent of containers that crossed empty northbound at each POE in Texas between 2005 and 2015 (4). The POE with the highest percent of empty containers in 2015 was Presidio, with 59 percent of all containers crossing empty. In 2015, Presidio was followed by El Paso (44 percent empty containers), Roma (40 percent empty containers),

Eagle Pass (39 percent empty containers), Brownsville (36 percent empty containers), Progreso (29 percent empty containers), Hidalgo (27 percent empty containers), Laredo (24 percent empty containers), and Del Rio (13 percent empty containers). Rio Grande City had the lowest percent of containers crossing empty at 6 percent.

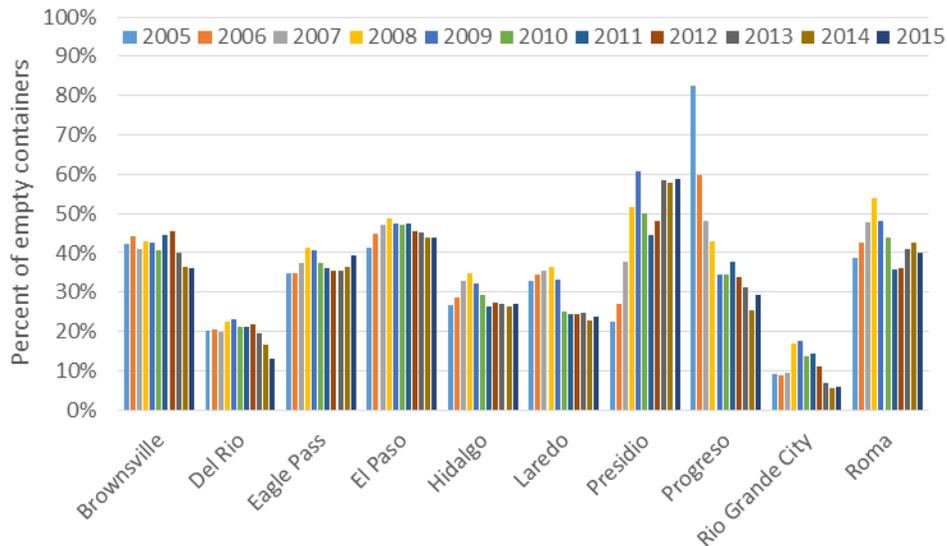


Figure 63. Percent of Containers That Cross Empty at Texas POEs

Figure 64 shows the number of northbound loaded rail containers crossing from Mexico into Texas, California, and Arizona between 2005 and 2015 (4). In 2015, Texas had the most northbound loaded rail containers crossing from Mexico at 437,025, followed by Arizona (44,778) and California (580).

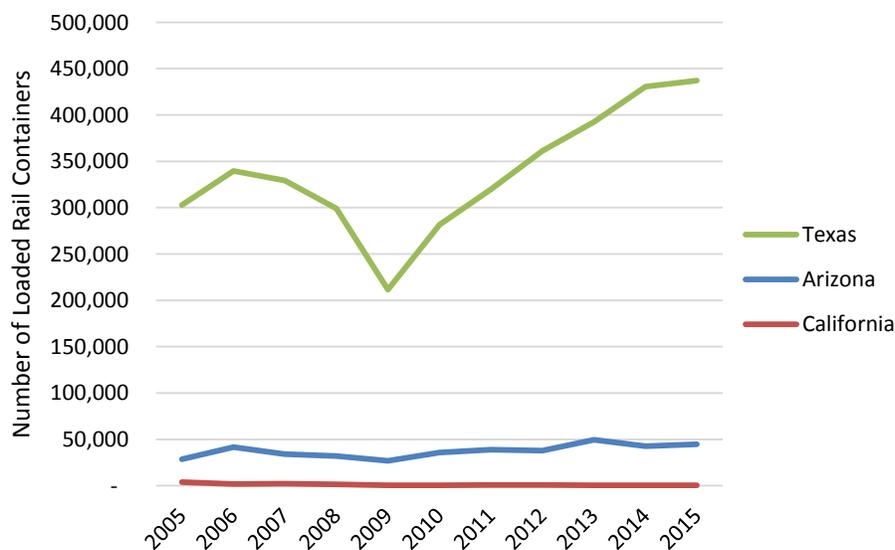


Figure 64. Northbound Loaded Rail Containers by State

Figure 65 shows the number of northbound empty rail containers crossing from Mexico into Texas, Arizona, and California between 2005 and 2015 (4). In 2015, Texas had the most northbound empty rail containers crossing from Mexico at 412,302, followed by Arizona (34,537) and California (9,318).

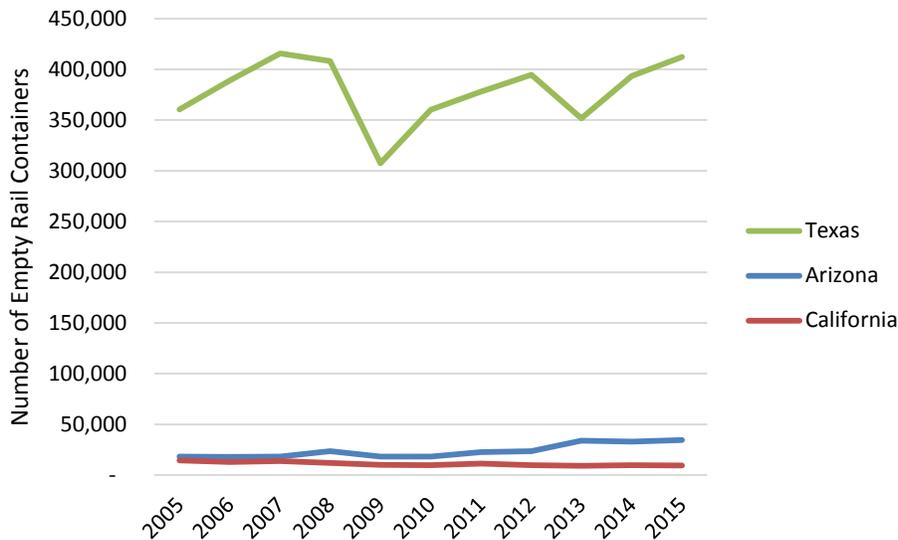


Figure 65. Northbound Empty Rail Containers by State

Figure 66 shows the number of northbound loaded rail containers that crossed at Texas’s rail POEs—Laredo, Eagle Pass, El Paso, and Brownsville—between 2005 and 2015 (4). Laredo crossed the most northbound loaded rail containers at 245,508 in 2015. Laredo was followed by Eagle Pass (131,250), El Paso (51,380), and Brownsville (8,887).

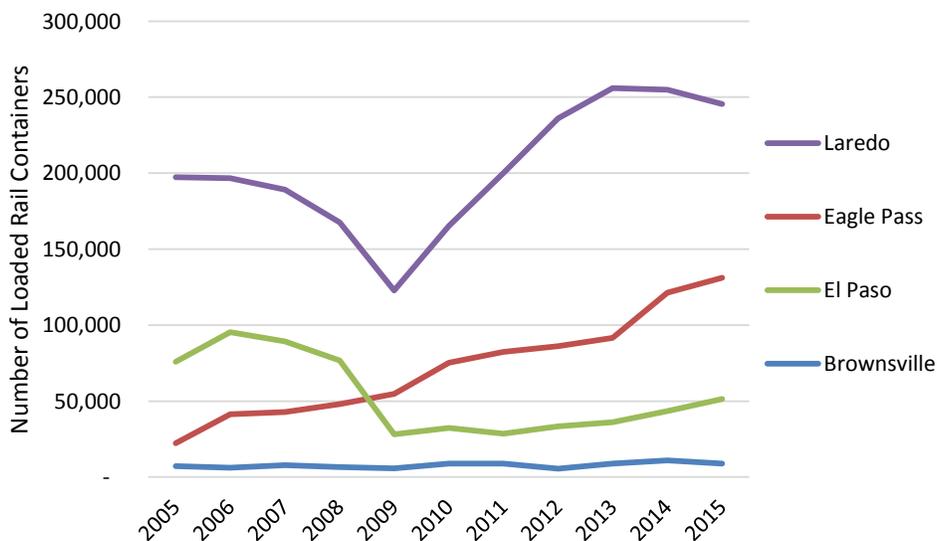


Figure 66. Northbound Loaded Rail Containers by Texas POE

Figure 67 shows the number of northbound empty rail containers that crossed at Texas's rail POEs between 2005 and 2015 (4). In 2015, Laredo crossed the most northbound empty rail containers at 146,908. Laredo was followed by Eagle Pass (142,982), Brownsville (64,672), and El Paso (57,740).

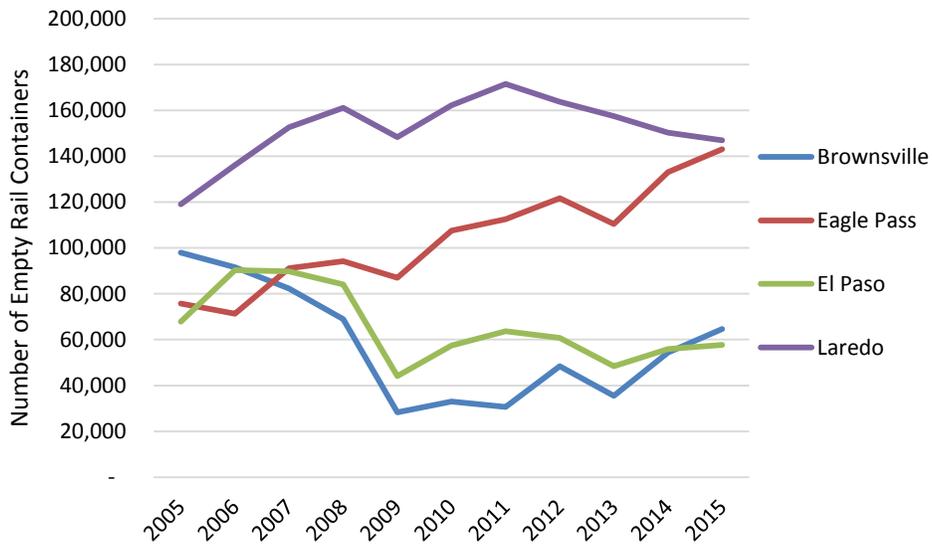
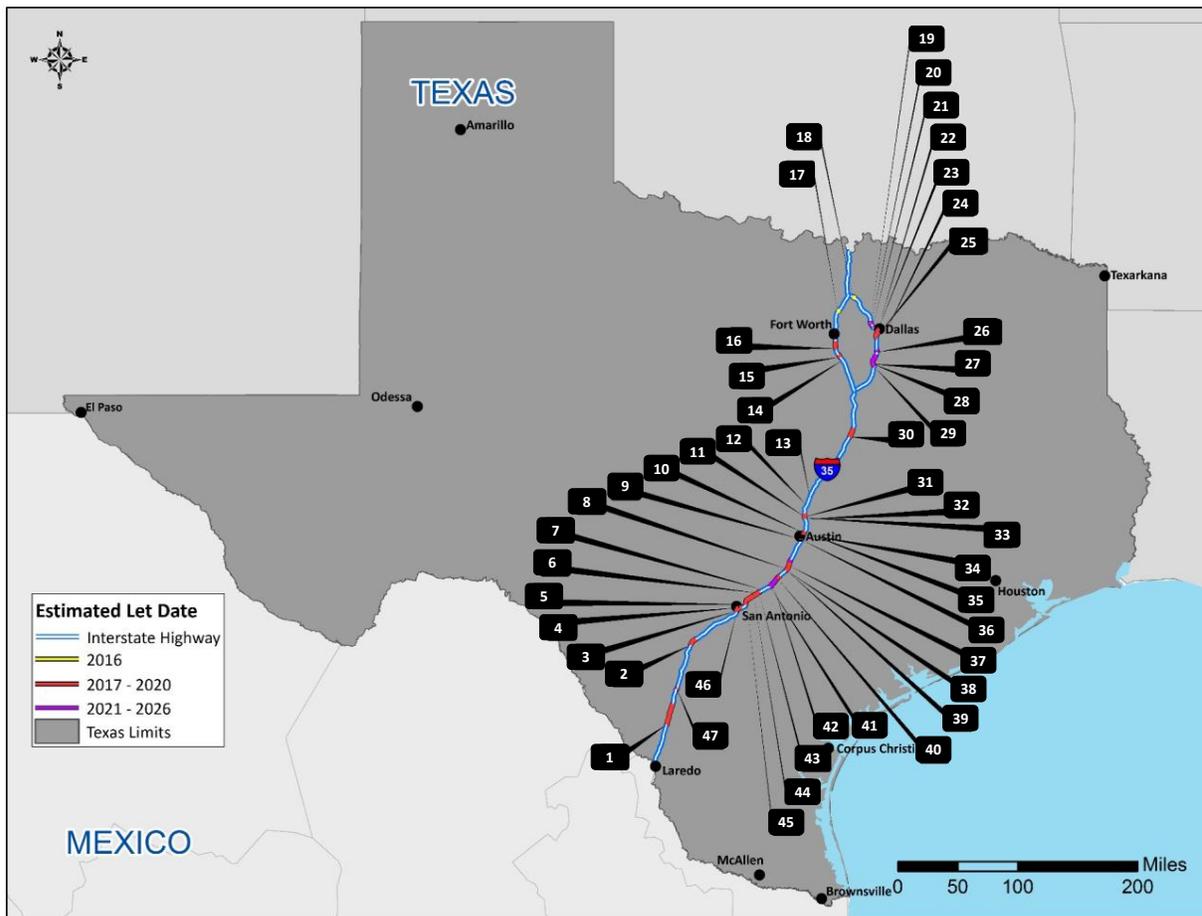


Figure 67. Northbound Empty Rail Containers by Texas POE

Appendix D—Planned Investments in Texas’s Highway Trade Corridors

Planned Highway Infrastructure Projects on I-35 Corridor

Figure 68 and Table 20 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned highway infrastructure projects on I-35 that TxDOT included in the department’s 2017 UTP.



Note: All projects that had geocoded location information available were included.

Figure 68. Planned Highway Infrastructure Projects on I-35

Table 20. Planned Highway Infrastructure Projects on I-35

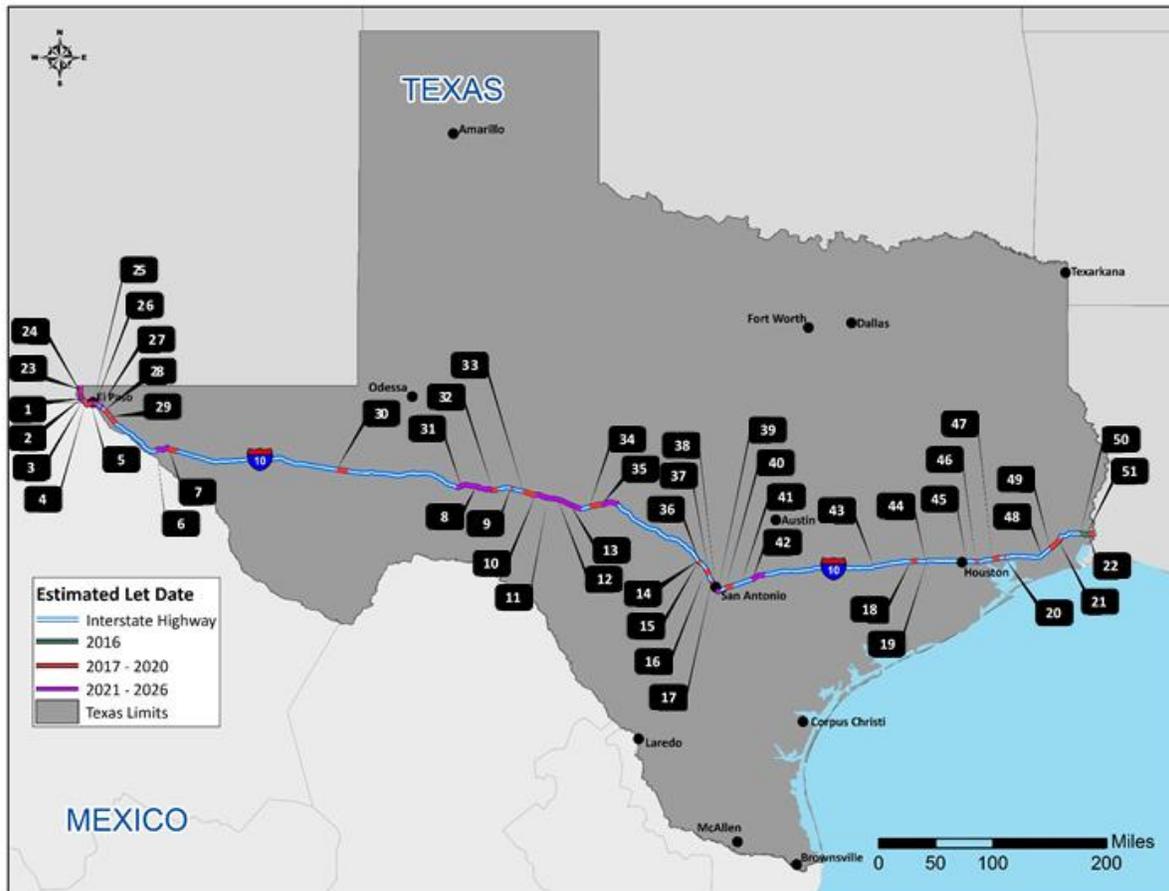
Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	0018-02-085	I-35	Laredo	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$100,346
2	0017-06-084	I-35	San Antonio	REHABILITATE EXISTING FRONTAGE ROADS	\$8,879,852
3	0017-10-277	I-35	San Antonio	WRONG WAY DRIVER ADVANCED TECHNOLOGIES	\$174,359
4	0017-10-280	I-35	San Antonio	CONSTRUCT SIDEWALKS ALONG FRONTAGE ROADS	\$1,259,160
5	0017-10-168	I-35	San Antonio	EXPAND 8- TO 12-LN EXPY—ADD 4 NEW MANAGED LANES—INCLUDING MANAGED LANE CONNS AT IH 410 N & IH 410 S	\$754,729,364
6	0016-05-111	I-35	San Antonio	EXPAND FROM 6-LN TO 10-LN EXPY— ADD 4 NEW MANAGED LANES	\$152,533,441
7	0016-05-113	I-35	San Antonio	INSTALL FLASHING BEACON AT FRONTAGE ROAD INTERSECTION	\$235,148
8	0016-02-148	I-35	Austin	MILL, SEAL, & TOM	\$1,362,704
9	0015-13-402	I-35	Austin	INSTALL TRAFFIC SIGNAL	\$266,795
10	0015-13-382	I-35	Austin	ADD SHOULDERS, AUXILIARY LANES, RAMP IMPROVEMENTS, DIRECT CONNECTORS, BIKE AND PED IMPROVEMENTS, & PAVEMENT REHAB	\$179,439,149
11	0015-09-179	I-35	Austin	BRIDGE REPLACEMENT & INTERSECTION IMPROVEMENTS @ FM 3406	\$18,982,739
12	0015-08-139	I-35	Austin	UPGRADE BRIDGE AND APPROACH RAILING	\$80,556
13	0015-09-177	I-35	Austin	UPGRADE BRIDGE AND APPROACH RAILING	\$57,540
14	0014-03-087	I-35W	Fort Worth	REMOVE THRU LANE OVERPASS & REPLACE WITH AT-GRADE THRU LANES	\$2,362,059
15	0014-03-096	I-35W	Fort Worth	SAFETY LIGHTING 2014 APPROVED HSIP	\$724,686
16	0014-02-051	I-35W	Fort Worth	INSTALLATION OF ITS FIBER AND EQUIPMENT	\$2,477,176
17	0081-13-057	I-35W	Dallas	CONSTRUCT 2-LANE NORTHBOUND FRONTAGE ROADS WITH RAMP MODIFICATIONS (PHASE 2)	\$21,617,379

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
18	0196-01-106	I-35E	Dallas	CONSTRUCT GRADE SEPARATION ALONG IH 35E AT BRINKER AND INTERSECTION IMPROVEMENTS AT MAYHILL AND SL 288	\$40,098,985
19	0196-03-263	I-35E	Dallas	CONST 0- TO 2-LN FRONTAGE RDS NB FROM MANANA DR TO ROYAL LN & SB FROM WALNUT HILL LN TO MANANA DR; PED IMPR ON WALNUT HILL	\$19,951,442
20	0196-03-223	I-35E	Dallas	CONSTRUCT SB FRONTAGE ROAD AND ENTRANCE AND EXIT RAMPS	\$12,410,783
21	0196-03-266	I-35E	Dallas	8/10/12 LANES WITH AUXILIARY LANES AND 2-LANE REVERSIBLE HOV/M LANE WITH 4/6 FRONTAGE ROADS	\$687,672,934
22	0196-03-269	I-35E	Dallas	CONVERT EXISTING 2 REVERSIBLE HOV LANES TO 2 REVERSIBLE EXPRESS LANES	\$3,278,114
23	0196-03-268	I-35E	Dallas	CONSTRUCT 0 TO 3/4 COLLECTOR DISTRIBUTOR, RCNST 1/3 LN SB FR RDS AND RAMP MODIFICATIONS FOR OPERATIONAL IMPROVEMENTS	\$120,658,600
24	0196-03-270	I-35E	Dallas	LANDSCAPE DEVELOPMENT TO INCLUDE TREE PLANTING & IRRIGATION	\$251,471
25	0442-02-088	I-35E	Dallas	I30-CO: CONV 2R-HOV TO 2R-EXP; CO-US67: RC&WDN 8 TO 10GP,1R-HOV TO 2R-EXP; CO-MRSLs: RC 4/6 FR-C; MRSLs-US67: RC 4/6 TO 2/6 FR-D	\$624,040,842
26	0442-03-042	I-35E	Dallas	RECONSTRUCT INTERCHANGE	\$36,313,574
27	0048-04-093	I-35E	Dallas	RECONSTRUCT INTERCHANGE AT FM 66 INCLUDING FRONTAGE ROADS AND RAMPS CONSTRUCTION	\$40,245,883
28	0048-04-092	I-35E	Dallas	RECONSTRUCT INTERCHANGE AT FM 1446 INCLUDING FRONTAGE ROADS AND RAMPS CONSTRUCTION	\$40,245,883
29	0048-04-090	I-35E	Dallas	RECON 5 INTERCHANGES (BUS US 287/US 287 BYPASS/LOFLAND/BUTCHER FM 387/STERRET RD) AND FRONTAGE ROADS & RAMP MODIFICATIONS	\$351,791,402
30	0015-01-171	I-35	Waco	RECONST., WIDEN MAINLANES FROM 6 TO 8, RECONST. FRONTAGE RD AND EXTEND FRONTAGE ROADS WHERE DISCONTINUOUS AND REALIGN RAMPS	\$561,066,491

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
31	0015-09-188	I-35	Austin	MILL, SEAL, AND INLAY	\$7,338,092
32	0015-09-174	I-35	Austin	PAVEMENT MARKINGS & SIGNING @ UPRR X-ING & GTWN INDUSTRIAL LEAD	\$137,591
33	0015-09-176	I-35	Austin	UPGRADE BRIDGE AND APPROACH RAILING	\$333,732
34	0015-13-387	I-35	Austin	OPERATIONAL IMPROVEMENTS TO RAMPS AND DIRECT CONNECTORS	\$90,207,451
35	0015-13-403	I-35	Austin	SAFETY LIGHTING	\$504,128
36	0015-13-401	I-35	Austin	IMPROVE TRAFFIC SIGNAL	\$105,474
37	0016-02-114	I-35	Austin	RECONSTRUCT FRONTAGE ROADS	\$19,082,679
38	0016-03-110	I-35	Austin	RECONSTRUCT RAMPS	\$2,005,360
39	0016-02-149	I-35	Austin	RECONSTRUCT RAMPS	\$13,623,317
40	0016-04-113	I-35	San Antonio	REVISE RAMPS AND CONVERT FRONTAGE ROADS FROM TWO-WAY TO ONE-WAY OPERATION	\$1,091,715
41	0016-04-112	I-35	San Antonio	OPERATIONAL IMPROVEMENTS INCLUDING RAMP REVISIONS AND INTERSECTION IMPROVEMENTS— CONVERT FRONTAGE ROAD TO ONE WAY	\$85,059,375
42	0016-03-103	I-35	Austin	REPLACE BRIDGE & APPROACHES	\$18,549,287
43	0016-05-115	I-35	San Antonio	REPLACE EXISTING BRIDGE, CONSTRUCT NEW TURNAROUNDS AND INTERSECTION OPERATIONAL IMPROVEMENTS	\$9,751,862
44	0016-06-047	I-35	San Antonio	EXPAND FROM 8-LN TO 12-LN EXPY THRU FM 3009 & 6-LN TO 10-LN EXPY FROM FM 3009 TO COMAL C/L—ADD 4 NEW MANAGED LANES	\$340,759,902
45	0016-07-113	I-35	San Antonio	EXPAND FROM 8-LN TO 12-LN EXPY— ADD 4 NEW MANAGED LANES INCLUDING MANAGED LANE CONNS AT LP 1604	\$820,357,657
46	0017-09-098	I-35	San Antonio	INSTALL WARNING/GUIDE SIGNS— OVERHEAD ADVANCE FLASHERS & HORIZONTAL SIGNING	\$143,686
47	0017-08-087	I-35	Laredo	CONSTRUCT 2-LANE UNDIVIDED FACILITY WITH ELEVATED INTERSECT	\$6,232,520

Planned Highway Infrastructure Projects on I-10 Corridor

Figure 69 and Table 21 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned highway infrastructure projects on I-10 that TxDOT included in the department's 2017 UTP.



Note: All projects that had geocoded location information available were included.
Figure 69. Planned Highway Infrastructure Projects on I-10

Table 21. Planned Highway Infrastructure Projects on I-10

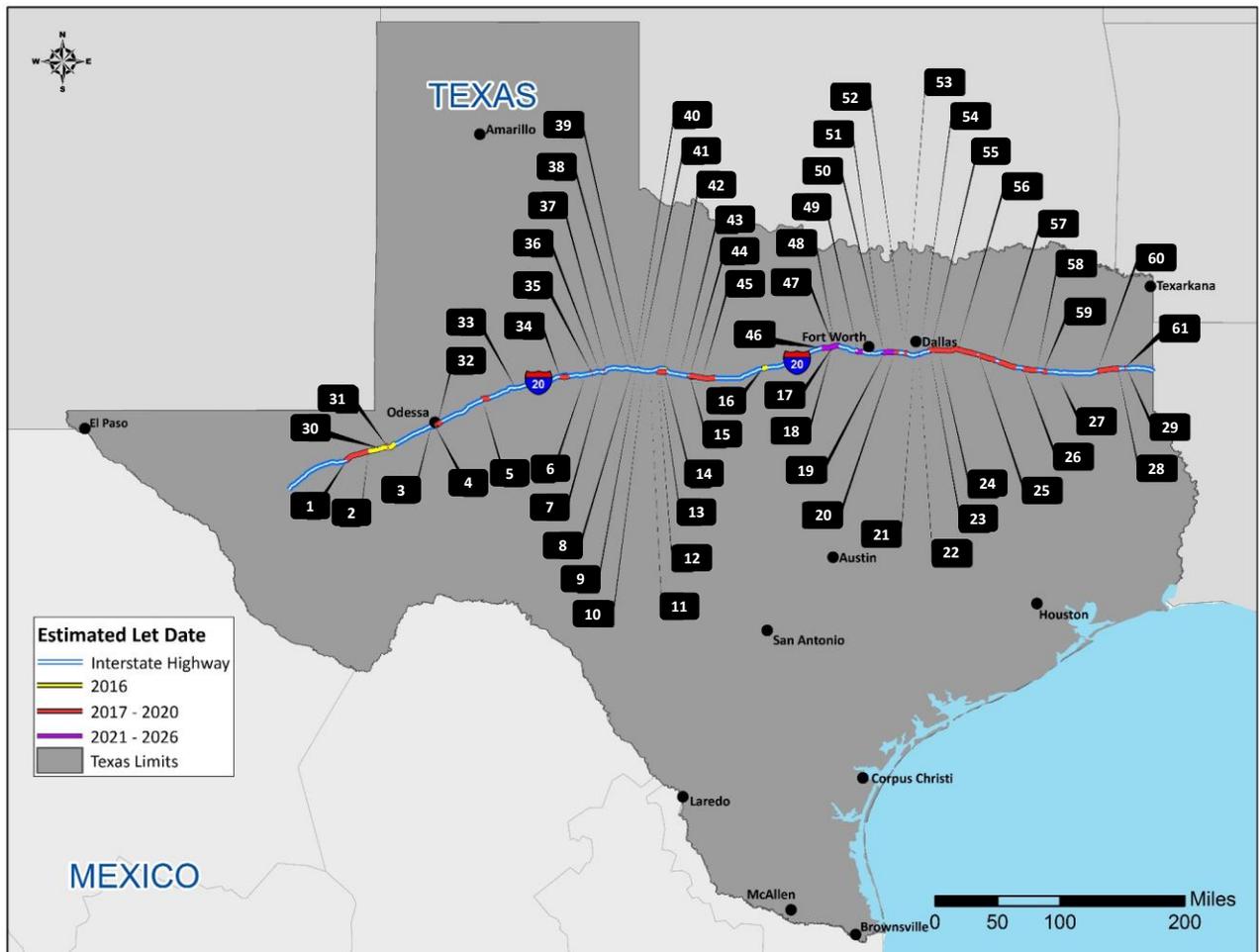
Map Number	CSJ	District	Project Description	Estimated Project Cost
1	2121-01-094	El Paso	EXPAND FROM 4 TO 6 LANES	\$86,126,247
2	2121-02-160	El Paso	EXPAND FROM 6 TO 8 LANES	\$77,326,689
3	2121-02-159	El Paso	REPLACE BRIDGE AND APPROACH RAILING	\$848,618
4	2121-02-158	El Paso	E-3 RAIL REPLACEMENT	\$5,886,722
5	2121-02-157	El Paso	INSTALL OVERHEAD SIGN BRIDGES	\$7,419,442
6	0002-06-054	El Paso	SEAL COAT (FRONTAGE ROAD)	\$4,968,920
7	0002-07-045	El Paso	INSTALL MEDIAN BARRIER	\$753,891
8	0140-10-032	San Angelo	PLANE, EMULSION TREAT, SURFACE TREATMENT, AND ACP OVERLAY	\$28,309,960
9	0141-01-056	San Angelo	PLANE, EMULSION TREAT, SURFACE TREATMENT, AND ACP OVERLAY	\$4,404,304
10	0141-03-062	San Angelo	ACP OVERLAY	\$19,188,158
11	0141-04-038	San Angelo	ACP OVERLAY	\$15,043,516
12	0141-05-027	San Angelo	ACP OVERLAY	\$21,030,222
13	0141-06-046	San Angelo	ACP OVERLAY	\$17,712,146
14	0072-06-076	San Antonio	RECONSTRUCT GRADE SEPARATION AT SH 46, RECONFIGURE RAMPS AND WIDEN EB FRONTAGE ROAD TO CONVERT TO ONE-WAY OPERATION	\$37,779,802
15	0072-06-081	San Antonio	IMPROVE TRAFFIC SIGNALS AND SAFETY LIGHTING AT INTERSECTION	\$132,889
16	0072-07-041	San Antonio	EXPAND FROM 4- TO 8-LANE EXPRESSWAY—2 NEW GENERAL PURPOSE & 2 NEW HOV LANES	\$28,035,067
17	0072-12-198	San Antonio	INTERSECTION AND OPERATIONAL IMPROVEMENTS	\$2,722,050
18	0271-04-071	Houston	CONSTRUCT 1 ADDITIONAL MAINLANE IN EACH DIRECTION	\$294,644,209
19	0271-05-043	Houston	CONSTRUCT INTERSECTION IMPROVEMENTS	\$702,470
20	0508-02-120	Beaumont	CONSTRUCT OVERPASS	\$27,930,696
21	0739-02-140	Beaumont	WIDEN FREEWAY FROM 4 TO 6 LANES	\$51,917,190

Map Number	CSJ	District	Project Description	Estimated Project Cost
22	0028-14-091	Beaumont	WIDEN EXISTING MAINLANES FROM 4 TO 6 LANES	\$27,952,830
23	2121-01-091	El Paso	REHAB AND OPERATIONAL IMPROVEMENTS (PHASE III)	\$8,528,294
24	2121-02-150	El Paso	MESA PARK INTERCHANGE AND FRONTAGE ROADS	\$27,746,494
25	2121-03-150	El Paso	MICROMILL AND LONGITUDINAL JOINT REPAIR	\$24,345,675
26	2121-03-154	El Paso	RAMP IMPROVEMENTS	\$21,305,454
27	2121-03-146	El Paso	CONSTRUCT INTERCHANGES	\$22,571,774
28	2121-04-106	El Paso	REPLACE BRIDGE AND APPROACH RAILING	\$482,922
29	2121-04-105	El Paso	REPLACE BRIDGE AND APPROACH RAILING	\$483,852
30	0441-07-071	Odessa	FACILITY UPGRADES TO MEET FREEWAY STANDARDS	\$16,224,133
31	0140-13-020	San Angelo	ACP OVERLAY	\$31,929,095
32	0140-11-044	San Angelo	PLANE, EMULSION TREAT, SURFACE TREATMENT, AND ACP OVERLAY	\$8,443,680
33	0141-02-033	San Angelo	ACP OVERLAY	\$16,654,458
34	0141-08-047	San Angelo	ACP OVERLAY	\$16,926,986
35	0141-09-070	San Angelo	ACP OVERLAY	\$25,788,885
36	0072-06-075	San Antonio	RECONSTRUCT GRADE SEPARATION AT US 87 SOUTH "Y," RECONFIGURE RAMPS & WIDEN FRONTAGE ROADS TO CONVERT TO ONE-WAY OPERATION	\$36,303,642
37	0072-08-089	San Antonio	EXPAND FROM 4- TO 8-LANE EXPRESSWAY—2 NEW GENERAL PURPOSE & 2 NEW HOV LANES	\$37,380,089
38	0025-02-193	San Antonio	CONSTRUCT NEW ENTRANCE AND EXIT RAMPS	\$49,709,062
39	0025-02-204	San Antonio	ADD EASTBOUND EXIT RAMP	\$13,095,265
40	0025-02-160	San Antonio	EXPAND FROM 4- TO 6-LANE EXPRESSWAY	\$147,562,913
41	0025-02-212	San Antonio	CLEAN AND PAINT STEEL TRUSS, BRIDGE REPAIR, MILL, OVERLAY AND PAVEMENT MARKINGS	\$880,350

Map Number	CSJ	District	Project Description	Estimated Project Cost
42	0535-01-074	San Antonio	EXPAND FROM 4-LANE TO 6-LANE EXPRESSWAY	\$291,565,374
43	0271-01-073	Yoakum	WIDEN BRIDGE AND APPROACHES	\$7,033,818
44	0271-05-042	Houston	ENTRANCE AND EXIT RAMPS RELOCATION, EXTEND FRONTAGE ROAD AND CONVERT FRONTAGE ROAD TO ONE-WAY (WESTBOUND ONLY)	\$2,413,876
45	0508-01-353	Houston	REPLACE BRIDGE AND APPROACHES	\$6,777,609
46	0508-01-357	Houston	CONSTRUCT SHARED USE PATH	\$1,897,903
47	0508-01-356	Houston	INSTALL ITS EQUIPMENT & INFRASTRUCTURE—144-STRAND FIBER TRUNK LINE, CLOSED-CIRCUIT CAMERAS, DMS & TRAVEL TIME READERS	\$7,147,622
48	0739-01-047	Beaumont	UPGRADE BRIDGE AND APPROACH RAILING	\$68,688
49	0739-02-162	Beaumont	WIDEN FREEWAY FROM 4 TO 6 LANES	\$164,615,258
50	0028-11-179	Beaumont	WIDEN EXISTING MAINLANES FROM 4 TO 6 LANES	\$13,149,408
51	0028-14-112	Beaumont	WIDEN EXISTING MAINLANES FROM 4 TO 6 LANES	\$1,575,810

Planned Highway Infrastructure Projects on I-20 Corridor

Figure 70 and Table 22 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned highway infrastructure projects on I-20 that TxDOT included in the department's 2017 UTP.



Note: All projects that had geocoded location information available were included.
Figure 70. Planned Highway Infrastructure Projects on I-20

Table 22. Planned Highway Infrastructure Projects on I-20

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	0004-02-058	I-20	Odessa	FACILITY UPGRADES TO MEET FREEWAY STANDARDS	\$31,720,261
2	0004-04-087	I-20	Odessa	FACILITY UPGRADES TO MEET FREEWAY STANDARDS	\$22,979,152
3	0005-01-109	BI 20-E	Odessa	INSTALL INTERSECTION FLASHING BEACONS, WARNING SIGNALS AND SIGNS	\$143,446
4	0005-13-056	I-20	Odessa	UPGRADE BRIDGE AND APPROACH RAILING	\$840,415
5	0005-04-071	I-20	Odessa	REHABILITATION OF EXISTING ROAD	\$6,406,266
6	0006-01-100	I-20	Abilene	REMOVE EXISTING RAMP	\$650,412
7	0006-03-134	I-20	Abilene	REHABILITATE ROADWAY AND INSTALL LIMITED CURB & GUTTER	\$703,847
8	0006-04-073	I-20	Abilene	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$69,020
9	0006-04-076	I-20	Abilene	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$71,351
10	0006-04-075	I-20	Abilene	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$56,199
11	0006-05-112	I-20	Abilene	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$60,278
12	0006-18-058	BI 20-R	Abilene	REHABILITATE EXISTING ROAD	\$6,703,152
13	0006-05-113	I-20	Abilene	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$117,975
14	0006-06-100	I-20	Abilene	REPLACE BRIDGE AND APPROACHES	\$5,661,394
15	0007-01-054	I-20	Abilene	SPOT BASE REPAIR, 1-COURSE SURFACE TREATMENT, 1" POROUS FRICTION COURSE OVERLAY	\$3,335,120

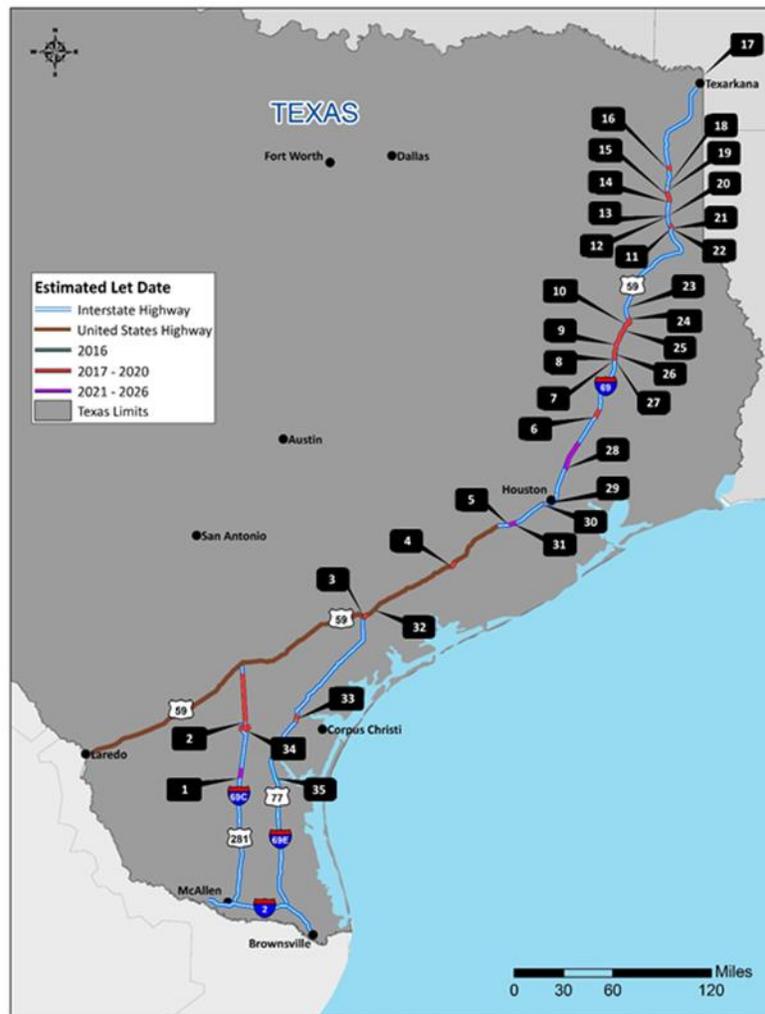
Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
16	0007-06-084	I-20	Brownwood	REALIGN EXISTING ROADWAY	\$101,880,784
17	0314-07-051	I-20	Fort Worth	RECNST & WDN 2-LN BRG AT BNKHD, RAMP MODS AND 2 LN FRDS IN EACH DIR W/ AUX LN BTWN RMPS W OF BNKHD, CNST U-TURN	\$2,006,270
18	0314-07-061	I-20	Fort Worth	CONSTRUCT NEW WB AND EB FRONTAGE ROADS	\$23,527,034
19	2374-05-081	I-20	Fort Worth	REPLACE BRIDGE & APPROACH RAILING OR ADD SAFETY END TREATMENT OR GUARDFENCE	\$383,321
20	2374-04-076	I-20	Dallas	CONSTRUCT 0- TO 6-LANE FRONTAGE ROADS AND RAMP MODIFICATIONS	\$38,459,620
21	2374-03-086	I-20	Dallas	REPLACE BRIDGE DECK	\$1,116,901
22	2374-03-074	I-20	Dallas	IMPROVE APPROACH, WIDEN BRIDGE FROM 5 TO 7 LANES, AND REPLACE TRAFFIC SIGNAL SYSTEM	\$4,074,242
23	0095-13-037	I-20	Dallas	INSTALLATION OF WIRELESS ITS	\$622,323
24	0095-14-026	I-20	Dallas	INSTALLATION OF WIRELESS ITS	\$1,141,936
25	0495-02-062	I-20	Tyler	REPLACE BRIDGE RAIL	\$499,706
26	0495-04-066	I-20	Tyler	REPLACE BRIDGE RAIL	\$251,101
27	0495-06-031	I-20	Tyler	REPLACE BRIDGE RAIL	\$59,097
28	0495-08-103	I-20	Atlanta	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$50,189
29	0495-09-053	I-20	Atlanta	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$83,430
30	0004-04-086	I-20	Odessa	FACILITY UPGRADES TO MEET FREEWAY STANDARDS	\$23,305,113
31	0004-03-049	BI 20-D	Odessa	TRAFFIC SIGNALS	\$339,890
32	0005-13-057	I-20	Odessa	UPGRADE BRIDGE AND APPROACH RAILING	\$1,757,487

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
33	0005-06-116	I-20	Abilene	INSTALL INTERSECTION FLASHING BEACON, ADVANCE WARNING SIGNALS AND SIGNS, INSTALL PAVEMENT MARKINGS	\$162,279
34	0005-12-013	BI 20-J	Abilene	ROADWAY REHABILITATION/ ARMORING	\$4,191,127
35	0006-14-004	BI 20-L	Abilene	HIGH FRICTION SURFACE TREATMENT OF CURVE AND INSTALL CHEVRONS ON CURVE	\$83,780
36	0006-15-034	BI 20-M	Abilene	REPLACE BRIDGE	\$4,773,184
37	0006-03-133	I-20	Abilene	REHABILITATE BRIDGE	\$1,152,777
38	0006-04-072	I-20	Abilene	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$84,756
39	0006-04-078	I-20	Abilene	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$56,199
40	0006-04-074	I-20	Abilene	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENC	\$66,106
41	0006-04-077	I-20	Abilene	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$85,339
42	0006-06-099	I-20	Abilene	REPLACE BRIDGE AND APPROACHES	\$4,057,256
43	0006-07-075	I-20	Abilene	INSTALL INTERSECTION FLASHING BEACON, ADVANCE WARNING SIGNALS AND SIGNS, INSTALL PAVEMENT MARKINGS	\$85,542
44	0007-12-007	BI 20-T	Abilene	TEXTURIZE SHOULDERS— PROFILE PAVEMENT MARKERS	\$100,507
45	0007-02-051	I-20	Abilene	SPOT BASE REPAIR, ONE COURSE SURFACE TREATMENT, 1" POROUS FRICTION COURSE	\$2,523,403
46	0314-07-067	I-20	Fort Worth	ADD ONE GP LANE IN EACH DIRECTION	\$81,703,935

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
47	0314-07-052	I-20	Fort Worth	RECONSTRUCT 2-LN BRIDGE TO 1-LN U-TURN BRIDGE, CONST 0- TO 4-LN BRIDGE AT CENTERPOINT RD, CONST 4/6 LN FRDS ON IH 20 & RA	\$11,804,782
48	0314-07-046	I-20	Fort Worth	CONST NEW EASTBOUND 2/3-LN FR & RECONSTRUCT EXISTING 2-LN PORTION OF EASTBOUND FR TO 2/3-LN RD WEST OF LAKESHORE DR	\$9,417,431
49	0008-16-042	I-20	Fort Worth	ADD 1 GENERAL PURPOSE LANE IN EACH DIRECTION	\$70,705,328
50	2374-05-082	I-20	Fort Worth	CONSTRUCT NEW TEXAS U-TURN	\$401,033
51	2374-05-084	I-20	Fort Worth	CAP/MAIN & SAFETY IMPROVEMENT	\$391,652,112
52	2374-04-049	I-20	Dallas	CONSTRUCT 0- TO 6-LANE FRONTAGE ROADS AND RAMP MODIFICATIONS	\$29,934,115
53	2374-04-060	I-20	Dallas	CONSTRUCT 0- TO 4-LANE FRONTAGE ROADS	\$6,749,778
54	2374-03-087	I-20	Dallas	REPLACE BRIDGE DECK	\$1,298,790
55	0095-13-040	I-20	Dallas	LANDSCAPE TREATMENT OF RIGHT OF WAY AND MEDIANS	\$375,878
56	0495-01-072	I-20	Dallas	INSTALLATION OF WIRELESS ITS	\$1,522,964
57	0495-03-062	I-20	Tyler	REPLACE BRIDGE RAIL	\$615,502
58	0495-04-065	I-20	Tyler	REALIGN & LENGTHEN WB EXIT & EB ENTRANCE RAMPS	\$5,926,598
59	0495-05-048	I-20	Tyler	REPLACE BRIDGE RAIL	\$136,303
60	0495-08-098	I-20	Atlanta	INSTALL SAFETY LIGHTING	\$910,352
61	0495-09-055	I-20	Atlanta	SAFETY LIGHTING	\$290,456

Planned Highway Infrastructure Projects on I-69 Corridor

Figure 71 and Table 23 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned highway infrastructure projects on I-69 that TxDOT included in the department's 2017 UTP.



Note: All projects that had geocoded location information available were included.

Figure 71. Planned Highway Infrastructure Projects on I-69

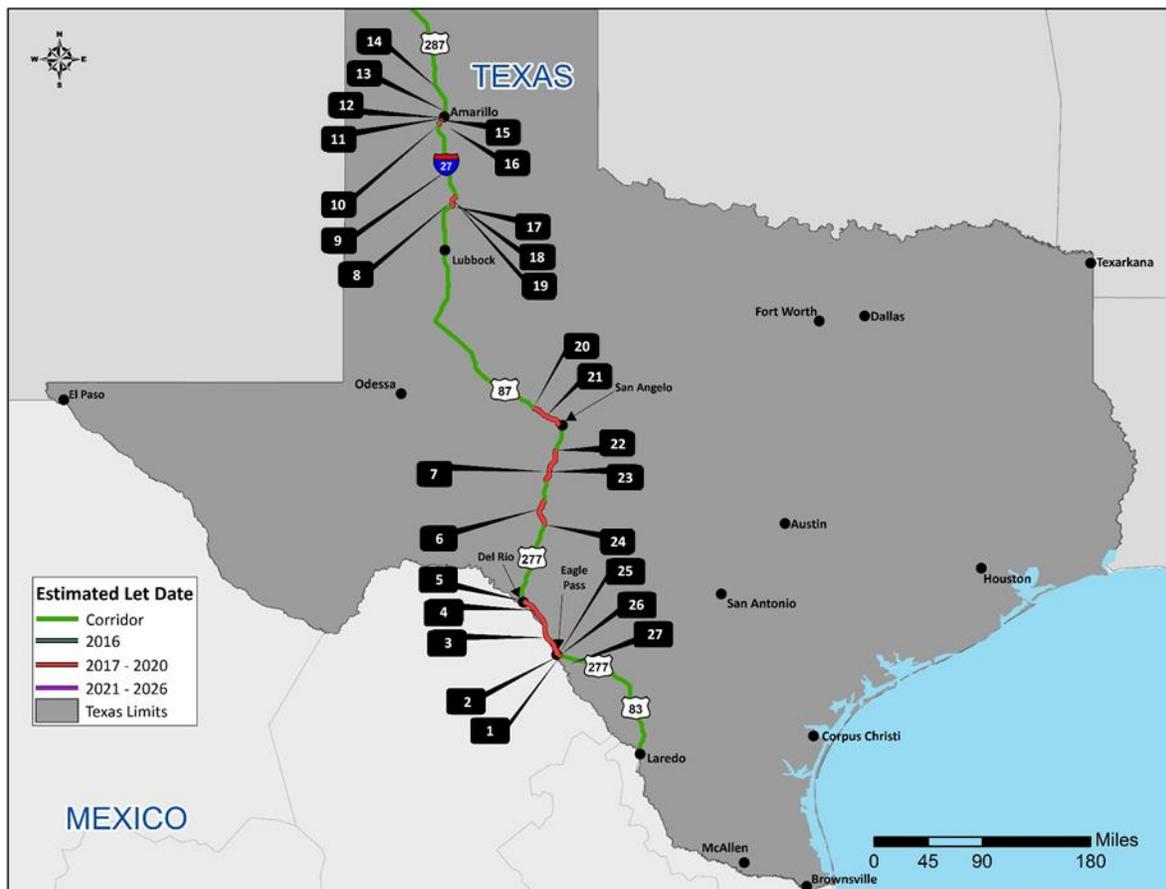
Table 23. Planned Highway Infrastructure Projects on I-69

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	0255-02-050	US 281	Corpus Christi	CONSTRUCT A 4-LANE RELIEF ROUTE ALONG US 281 @ PREMONT ON NEW LOCATION	\$96,820,655
2	0254-03-079	US 281	Corpus Christi	BASE REPAIR AND OVERLAY (SB LANES)	\$13,609,200
3	0088-05-094	US 59	Yoakum	INSTALL MEDIAN BARRIER	\$437,856
4	0089-07-146	US 59	Yoakum	UPGRADE TO RURAL FREEWAY	\$24,450,497
5	0027-12-152	I-69	Houston	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	\$26,634,382
60	0177-02-095	US 59	Lufkin	PLANE, HMA LEVEL-UP, OCST, AND PFC	\$5,138,030
7	0176-04-084	US 59	Lufkin	IMPROVE GUARDRAIL TO DESIGN STANDARDS	\$1,141,570
8	0176-04-083	US 59	Lufkin	INSTALL ADVANCE INTERSECTION WARNING SIGNALS—EXISTING	\$47,598
9	0176-03-131	US 59	Lufkin	IMPROVE GUARDRAIL TO DESIGN STANDARDS	\$627,652
10	2553-01-117	US 59	Lufkin	IMPROVE GUARDRAIL TO DESIGN STANDARDS	\$1,180,828
11	0063-03-064	US 59	Atlanta	BRIDGE PREVENTATIVE MAINTENANCE	\$56,584
12	0063-03-063	US 59	Atlanta	SAFETY LIGHTING	\$61,804
13	0063-10-016	US 59	Atlanta	SAFETY LIGHTING	\$61,804
14	0063-01-087	US 59	Atlanta	TEXTURIZE SHOULDERS & CL TEXTURING	\$406,366
15	0063-01-090	US 59	Atlanta	SAFETY LIGHTING	\$123,609
16	0062-07-088	US 59	Atlanta	RESURFACE EXISTING 4-LANE HIGHWAY	\$7,668,256
17	0217-01-033	US 59	Atlanta	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$84,041
18	0063-01-091	US 59	Atlanta	INSTALL TRAFFIC SIGNAL	\$186,575
19	0063-01-088	US 59	Atlanta	RESURFACE EXISTING 4-LANE HIGHWAY	\$9,391,941
20	0063-10-013	US 59	Atlanta	SAFETY LIGHTING AT INTERSECTION	\$71,833

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
21	0063-03-060	US 59	Atlanta	IMPROVE TRAFFIC SIGNAL & SAFETY LIGHTING	\$353,108
22	0063-03-062	US 59	Atlanta	PROFILE CENTERLINE & EDGELINE MARKINGS CENTERLINE BARS & EDGELINE BARS	\$173,777
23	0680-07-011	US 59	Lufkin	REPLACE BRIDGE AND APPROACH RAILING	\$91,080
24	2553-01-114	US 59	Lufkin	REPLACE BRIDGE AND APPROACH RAILING	\$53,144
25	0176-03-132	US 59	Lufkin	REPLACE BRIDGE AND APPROACH RAILING	\$59,049
26	0176-04-082	US 59	Lufkin	REPLACE BRIDGE AND APPROACH RAILING	\$482,684
27	0176-04-081	US 59	Lufkin	REPLACE BRIDGE AND APPROACH RAILING	\$373,077
28	0177-05-112	I-69	Houston	INSTALL ITS EQUIPMENT AND INFRASTRUCTURE	\$20,689,189
29	0027-13-211	I-69	Houston	RECONSTRUCTION OF DIRECT CONNECTOR (PHASE 2)	\$31,355,233
30	0027-13-210	I-69	Houston	RECONSTRUCTION OF DIRECT CONNECTOR (PHASE 2)	\$31,355,233
31	0027-12-147	I-69	Houston	REPLACE BRIDGE AND APPROACH RAILING	\$144,460
32	0088-05-092	US 59	Yoakum	CONSTRUCT 4-LANE OVERPASS AT THE INTERSECTION OF HANSELMAN ROAD	\$16,831,613
33	0373-01-103	I-69E	Corpus Christi	RAMP REVERSAL	\$3,679,509
34	0254-03-078	BU 281R	Corpus Christi	IMPROVE TRAFFIC SIGNALS	\$87,224
35	0102-04-103	US 77	Corpus Christi	SAFETY LIGHTING	\$166,900

Planned Highway Infrastructure Projects on Ports-to-Plains Corridor

Figure 72 and Table 24 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned highway infrastructure projects on the Ports-to-Plains Corridor that TxDOT included in the department's 2017 UTP.



Note: All projects that had geocoded location information available were included.

Figure 72. Planned Highway Infrastructure Projects on Ports-to-Plains Corridor

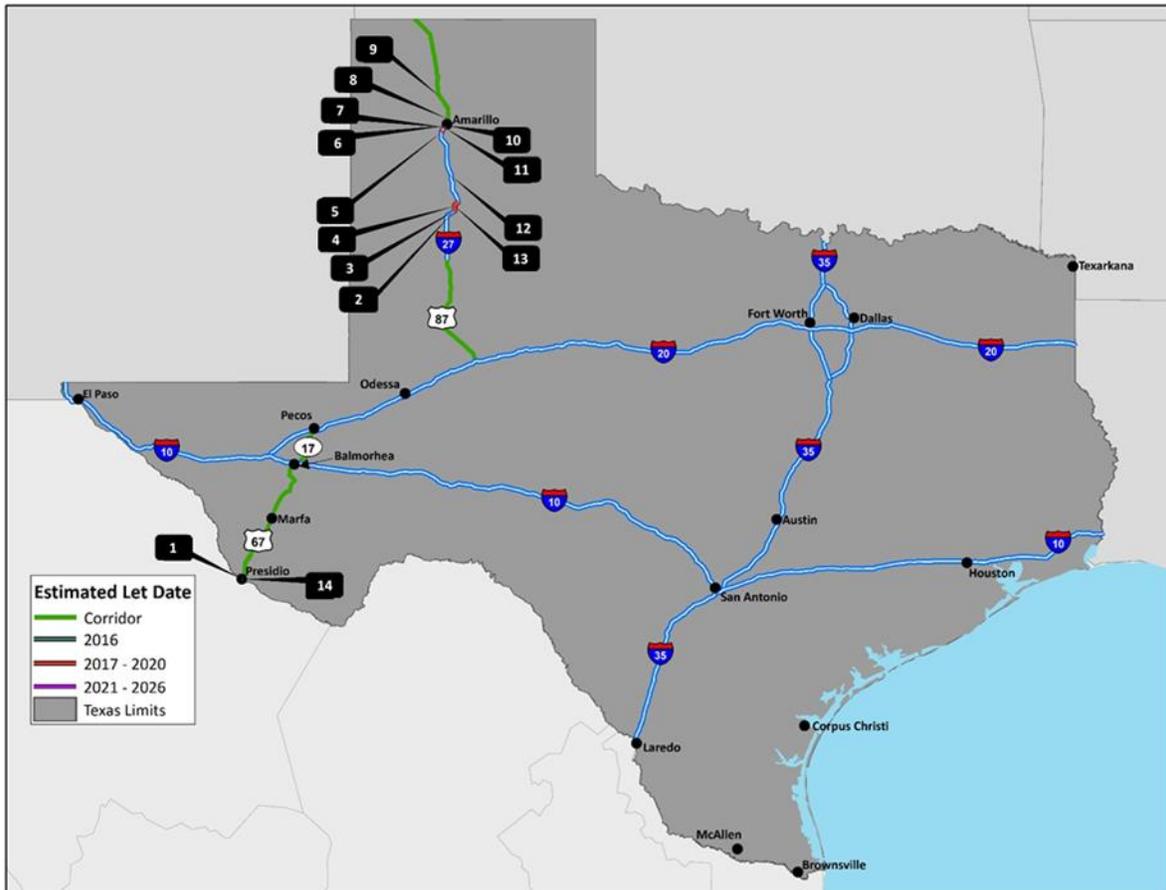
Table 24. Planned Highway Infrastructure Projects on Ports-to-Plains Corridor

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	0300-01-100	US 277	Laredo	RECONSTRUCTION OF EXISTING HIGHWAY	\$9,578,169
2	0300-01-098	US 277	Laredo	INTERSECTION IMPROVEMENTS	\$4,634,588
3	0299-03-050	US 277	Laredo	REHABILITATION OF HIGHWAY & ADD PASSING LANES	\$1,686,113
4	0299-02-032	US 277	Laredo	REHABILITATION OF HIGHWAY & ADD PASSING LANES	\$2,890,479
5	0299-01-069	US 277	Laredo	REHABILITATION OF EXISTING ROADWAY & ADD PASSING LANES	\$2,890,479
6	0160-01-037	US 277	San Angelo	PROFILE EDGELINE AND CENTERLINE MARKINGS	\$294,037
7	0159-04-035	US 277	San Angelo	PROFILE EDGELINE AND CENTERLINE MARKINGS	\$296,814
8	0067-04-048	IH 27	Lubbock	BRIDGE MAINTENANCE	\$393,153
9	0067-02-068	IH 27	Lubbock	BRIDGE MAINTENANCE	\$352,077
10	0168-09-161	IH 27	Amarillo	WIDEN FREEWAY AT SL 335, RAMP AND FRT RD IMPROVEMENTS	\$14,033,758
11	0168-10-072	IH 27	Amarillo	REPAIR BEARINGS, BACKWALL, APPROACHES, AND EROSION	\$2,354,557
12	0168-10-073	IH 27	Amarillo	WIDEN, REPAIR BEARINGS, BACKWALLS, AND APPROACHES	\$2,354,557
13	0041-07-105	US 87	Amarillo	REPLACE BRIDGE RAIL	\$71,510
14	0041-05-052	US 87	Amarillo	REPLACE BRIDGE RAIL	\$120,121
15	0168-09-167	IH 27	Amarillo	REPLACE AND WIDEN DECK, BACKWALLS AND STRUCTURAL REPAIR	\$2,648,876
16	0168-09-166	IH 27	Amarillo	REPLACE AND WIDEN DECK, BACKWALLS AND STRUCTURAL REPAIR	\$2,360,250
17	0067-05-047	IH 27	Lubbock	RESTORATION OF EXISTING ROAD	\$4,391,954
18	0067-04-045	IH 27	Lubbock	RESTORATION OF EXISTING ROADWAY	\$3,881,282
19	0067-04-049	IH 27	Lubbock	BRIDGE MAINTENANCE	\$264,058
20	0069-06-034	US 87	San Angelo	ACP OVERLAY	\$7,120,104
21	0069-07-105	US 87	San Angelo	ACP OVERLAY	\$10,459,067

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
22	0159-02-076	US 277	San Angelo	PROFILE EDGELINE AND CENTERLINE MARKINGS	\$226,660
23	0159-03-027	US 277	San Angelo	PROFILE EDGELINE AND CENTERLINE MARKINGS	\$392,638
24	0160-02-026	US 277	San Angelo	PROFILE EDGELINE AND CENTERLINE MARKINGS	\$400,902
25	0299-04-065	US 277	Laredo	RESTORATION OF EXISTING ROADWAY & ADD PASSING LANES	\$1,686,113
26	0300-01-080	US 277	Laredo	RECONSTRUCTION OF EXISTING HIGHWAY	\$7,435,720
27	0300-01-096	US 277	Laredo	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$92,760

Planned Highway Infrastructure Projects on La Entrada al Pacifico Corridor

Figure 73 and Table 25 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned highway infrastructure projects on the La Entrada al Pacifico Corridor that TxDOT included in the department's 2017 UTP.



Note: All projects that had geocoded location information available were included.

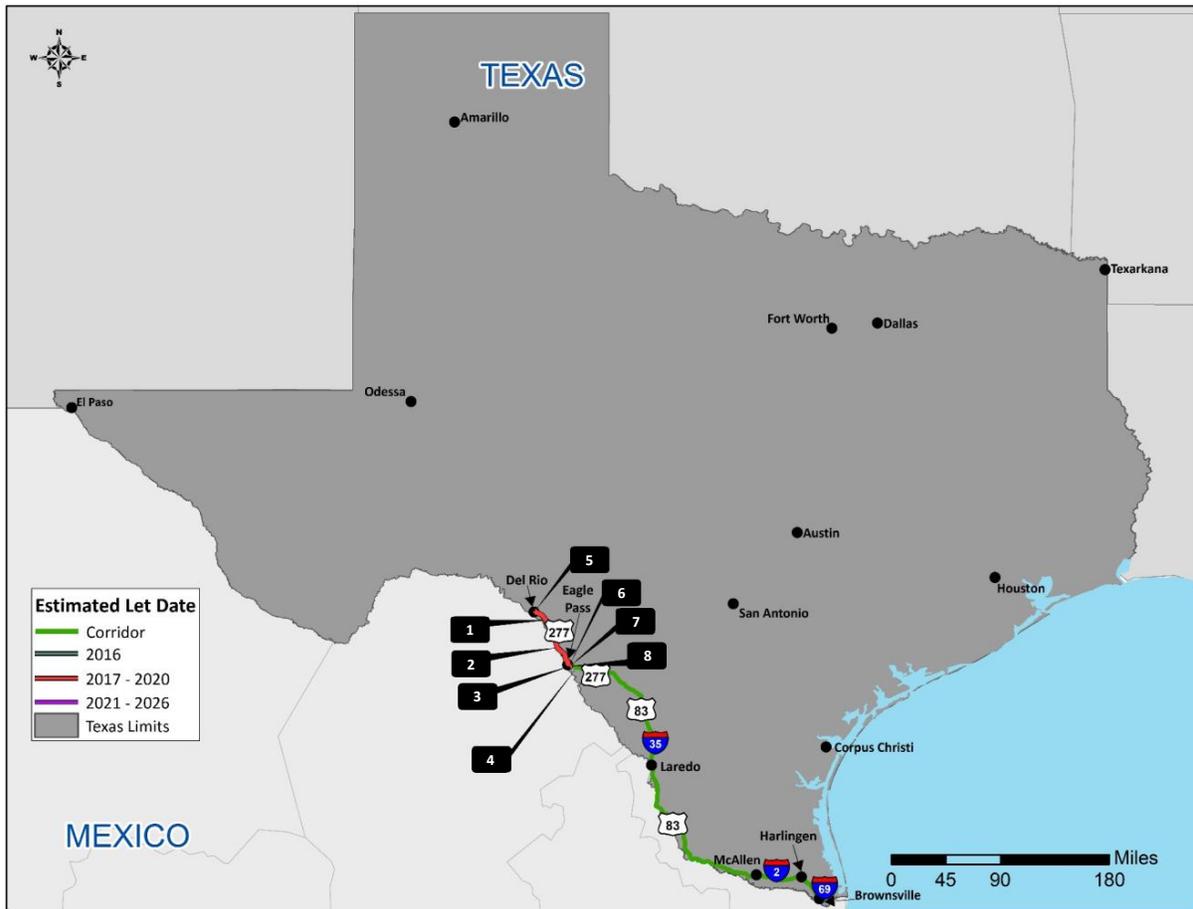
Figure 73. Planned Highway Infrastructure Projects on La Entrada al Pacifico Corridor

Table 25. Planned Highway Infrastructure Projects on La Entrada al Pacifico Corridor

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	0104-10-007	US 67	El Paso	BRIDGE REPLACEMENT	\$4,857,994
2	0067-05-047	IH 27	Lubbock	RESTORATION OF EXISTING ROAD	\$4,391,954
3	0067-04-049	IH 27	Lubbock	BRIDGE MAINTENANCE	\$264,058
4	0067-04-048	IH 27	Lubbock	BRIDGE MAINTENANCE	\$393,153
5	0168-09-161	IH 27	Amarillo	WIDEN FREEWAY AT SL 335, RAMP AND FRT RD IMPROVEMENTS	\$14,033,758
6	0168-10-073	IH 27	Amarillo	WIDEN, REPAIR BEARINGS, BACKWALLS AND APPROACHES	\$2,354,557
7	0168-09-166	IH 27	Amarillo	REPLACE AND WIDEN DECK, BACKWALLS AND STRUCTURAL REPAIR	\$2,360,250
8	0041-07-105	US 87	Amarillo	REPLACE BRIDGE RAIL	\$71,510
9	0041-05-052	US 87	Amarillo	REPLACE BRIDGE RAIL	\$120,121
10	0168-10-072	IH 27	Amarillo	REPAIR BEARINGS, BACKWALL, APPROACHS AND EROSION	\$2,354,557
11	0168-09-167	IH 27	Amarillo	REPLACE AND WIDEN DECK, BACKWALLS AND STRUCTURAL REPAIR	\$2,648,876
12	0067-02-068	IH 27	Lubbock	BRIDGE MAINTENANCE	\$352,077
13	0067-04-045	IH 27	Lubbock	RESTORATION OF EXISTING ROADWAY	\$3,881,282
14	0104-10-006	US 67	El Paso	WIDENING OF INTERNATIONAL BRIDGE AT PRESIDIO	\$12,385,882

Planned Highway Infrastructure Projects on East-West Border Corridor

Figure 74 and Table 26 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned highway infrastructure projects on the East-West Border Corridor that TxDOT included in the department's 2017 UTP.



Note: All projects that had geocoded location information available were included.

Figure 74. Planned Highway Infrastructure Projects on East-West Border Corridor

Table 26. Planned Highway Infrastructure Projects on East-West Border Corridor

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	0299-02-032	US 277	Laredo	REHABILITATION OF HIGHWAY & ADD PASSING LANES	\$2,890,479
2	0299-03-050	US 277	Laredo	REHABILITATION OF HIGHWAY & ADD PASSING LANES	\$1,686,113
3	0300-01-080	US 277	Laredo	RECONSTRUCTION OF EXISTING HIGHWAY	\$7,435,720
4	0300-01-096	US 277	Laredo	REPLACE BRIDGE AND APPROACH RAILING OR ADD SAFETY END TREATMENT OR REPLACE GUARDFENCE	\$92,760
5	0299-01-069	US 277	Laredo	REHABILITATION OF EXISTING ROADWAY & ADD PASSING LANES	\$2,890,479
6	0299-04-065	US 277	Laredo	RESTORATION OF EXISTING ROADWAY & ADD PASSING LANES	\$1,686,113
7	0300-01-098	US 277	Laredo	INTERSECTION IMPROVEMENTS	\$4,634,588
8	0300-01-100	US 277	Laredo	RECONSTRUCTION OF EXISTING HIGHWAY	\$9,578,169

Appendix E—Planned Investments in Connectors to Texas’s Highway Trade Corridors

El Paso Connector

Figure 75 and Table 27 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned investments in US 54, SL 375, and City Streets to connect the World Trade Bridge, the Ysleta-Zaragoza International Bridge, and the Guadalupe-Tornillo Bridge to I-10.

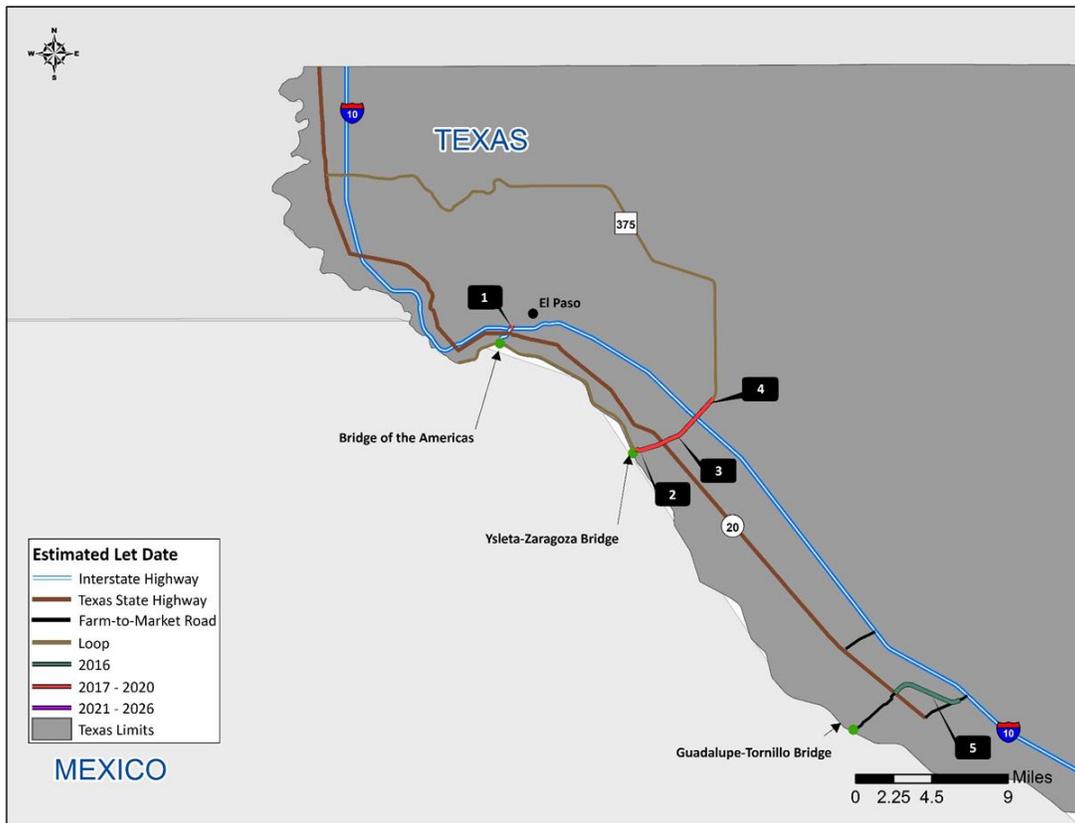


Figure 75. Planned Investments in US 54, SL 375, and City Street

Table 27. Planned Investments in US 54, SL 375, and City Street

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	0167-01-113	US 54	El Paso	INTERCHANGE IMPROVEMENTS	\$84,634,919
2	0924-06-418	VA	El Paso	ZARAGOZA POE, PAN AMERICAN & WINN	\$12,142,619
3	2552-03-058	SL 375	El Paso	LP 375 RAMPS & FRONTAGE ROADS	\$31,157,850

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
4	2552-03-049	SL 375	El Paso	CONSTRUCT MANAGED LANES	\$34,500,000
5	0924-06-311	City Street	El Paso	BUILD 2 - LANES UNDIVIDED W / GRADE SEPERATED OVERPASS	\$18,934,929

Del Rio Connector

Figure 76 and Table 28 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned investments in US 277 between Del Rio and I-10 that TxDOT included in the department’s 2017 UTP.

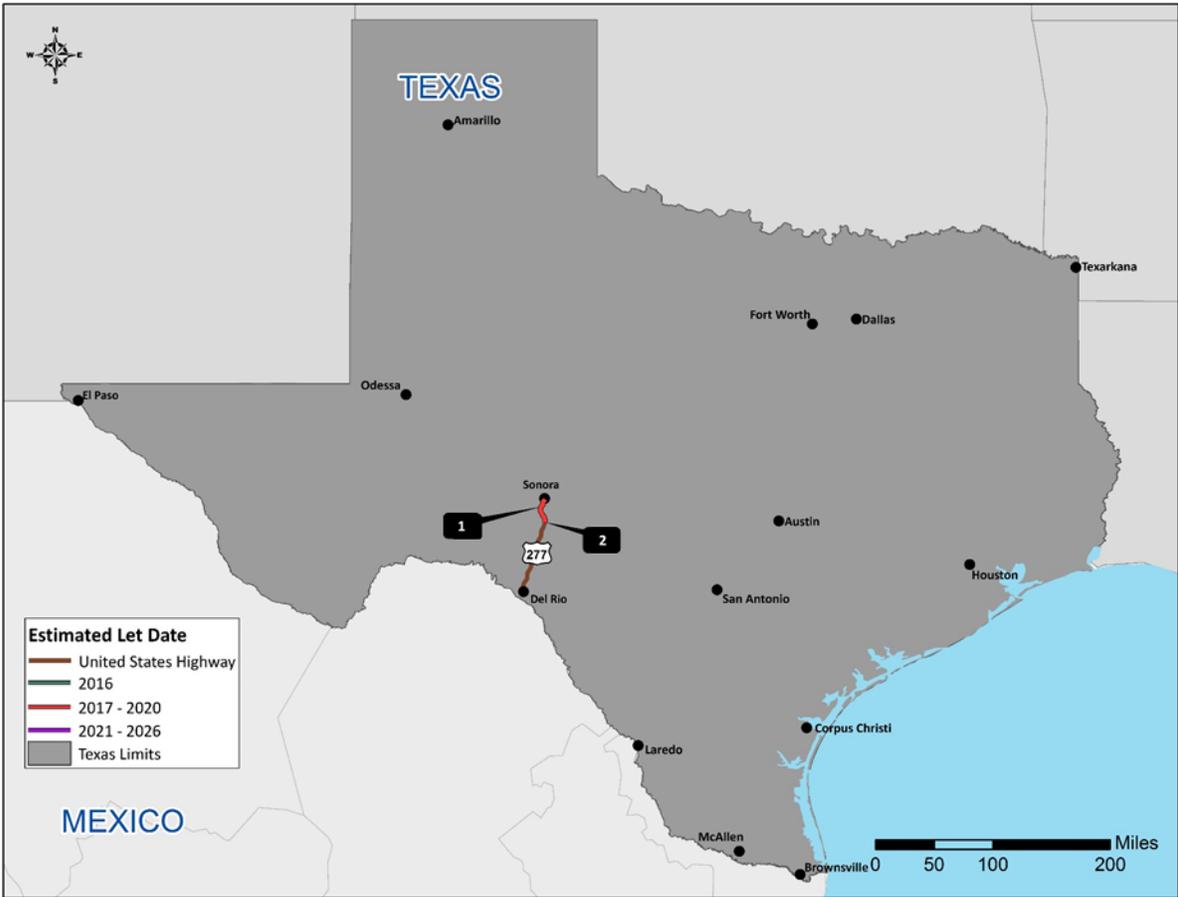


Figure 76. Planned Investments in US 277 between Del Rio and I-10

Table 28. Planned Investments in US 277 between Del Rio and I-10

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	0160-01-037	US 277	San Angelo	PROFILE EDGELINE AND CENTERLINE MARKINGS	\$294,037
2	0160-02-026	US 277	San Angelo	PROFILE EDGELINE AND CENTERLINE MARKINGS	\$400,902

Eagle Pass Connector

Figure 77 and Table 29 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned investments in US 277 and US 57 between Eagle Pass and I-35 that TxDOT included in the department’s 2017 UTP.

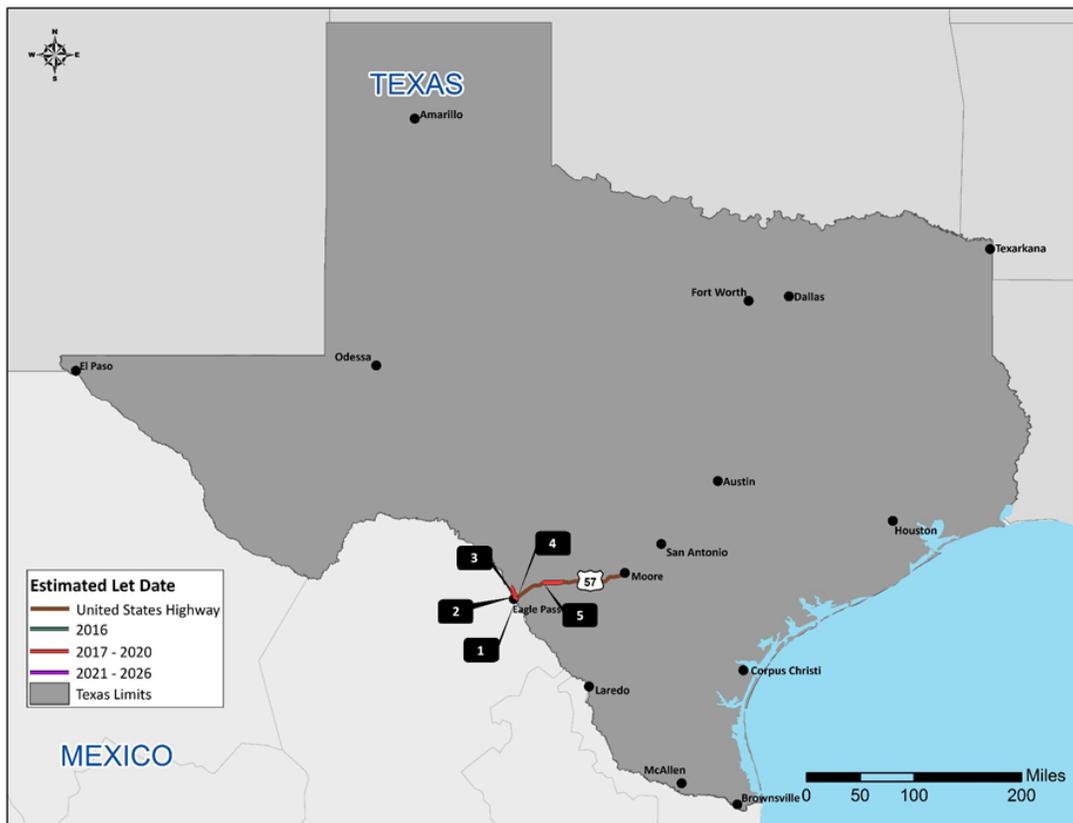


Figure 77. Planned Investments in US 277 and US 57 between Eagle Pass and I-35

Table 29. Planned Investments in US 277 and US 57 between Eagle Pass and I-35

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	0300-01-097	US 57	Laredo	RECONSTRUCTION OF EXISTING HIGHWAY	\$7,391,919

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
2	0299-04-065	US 277	Laredo	RESTORATION OF EXISTING ROADWAY & ADD PASSING LANES	\$1,686,113
3	0300-01-080	US 277	Laredo	RECONSTRUCTION OF EXISTING HIGHWAY	\$7,435,720
4	0300-01-098	US 277	Laredo	INTERSECTION IMPROVEMENTS	\$4,634,588
5	0276-03-042	US 57	Laredo	PROFILE EDGELINE MARKINGS, PROFILE CENTERLINE MARKINGS	\$398,835

Laredo Connector

Figure 78 and Table 30 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned investment in SL 20 that TxDOT included in the department’s 2017 UTP.

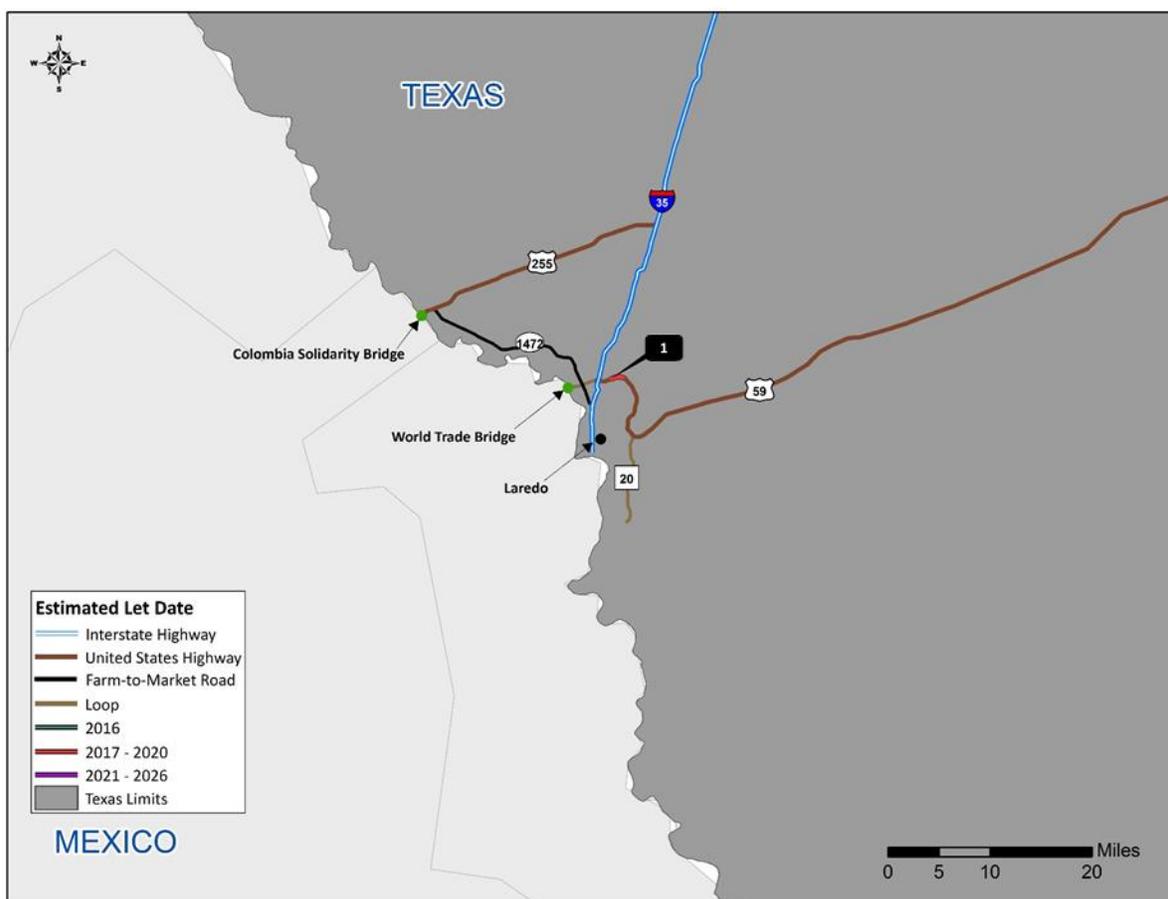


Figure 78. Planned Investment in SL 20

Table 30. Planned Investment in SL 20

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	0086-14-081	SL 20	Laredo	FOR THE CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH 35	\$1,197,637

Lower Rio Grande Valley Connector

Figure 79 and Table 31 provide additional details (i.e., CSJ number, TxDOT district, project description, and estimated cost) on the planned investment in FM 907 and SH 48 that TxDOT included in the department's 2017 UTP.

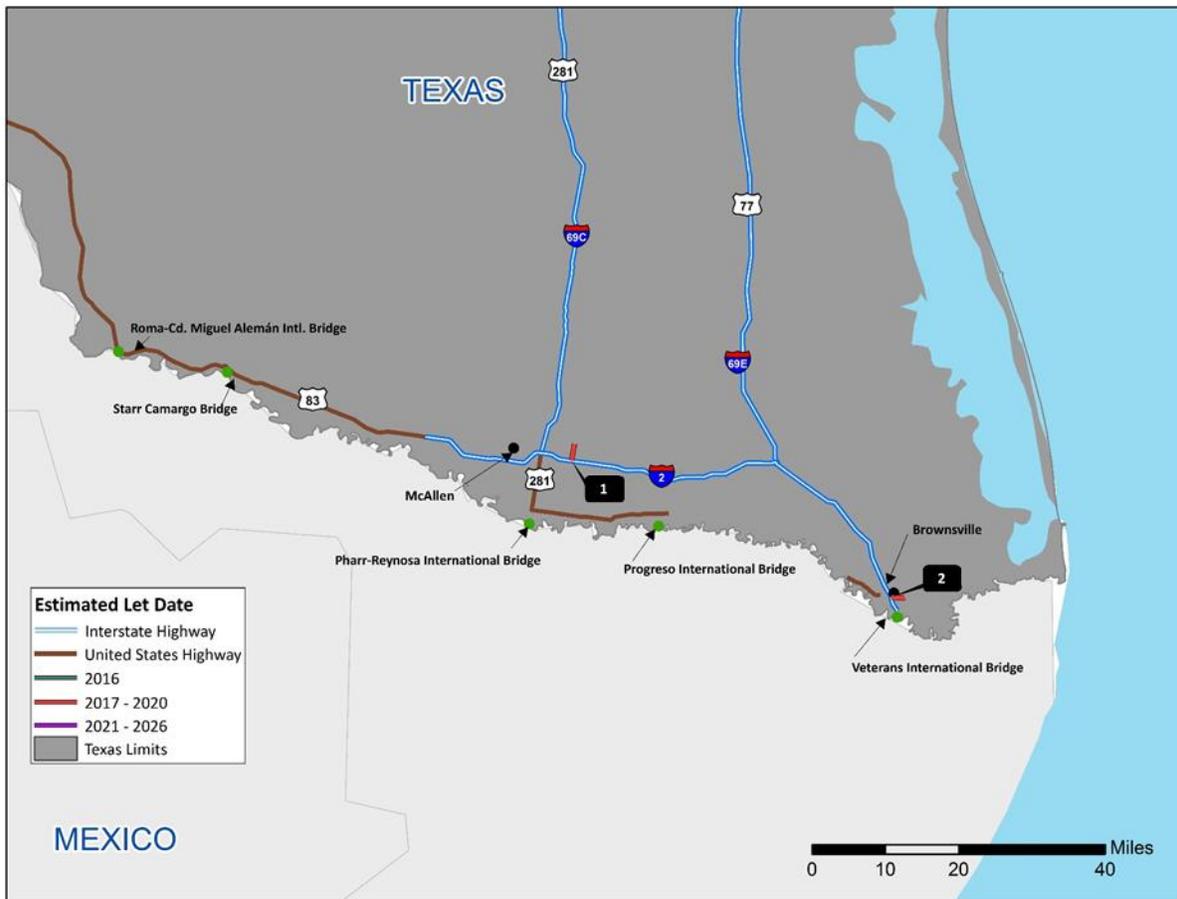


Figure 79. Planned Investments in FM 907 and SH 48

Table 31. Planned Investments in FM 907 and SH 48

Map Number	CSJ	Highway	District	Project Description	Estimated Project Cost
1	1586-01-069	FM 907	Pharr	WIDEN TO 4 LANE DIVIDED—CURB & GUTTER	\$14,148,671
2	0220-05-075	SH 48	Pharr	PROPOSED RAISED MEDIAN	\$3,836,962

Appendix F—Investments in Mexico’s Highway Trade Corridors

Figure 80 and Table 32 provide additional details (i.e., Mexican state, project description, detailed project description, and estimated cost) on the planned highway infrastructure projects on Mexico’s major highway trade corridors included in the Mexican government’s National Infrastructure Plan.

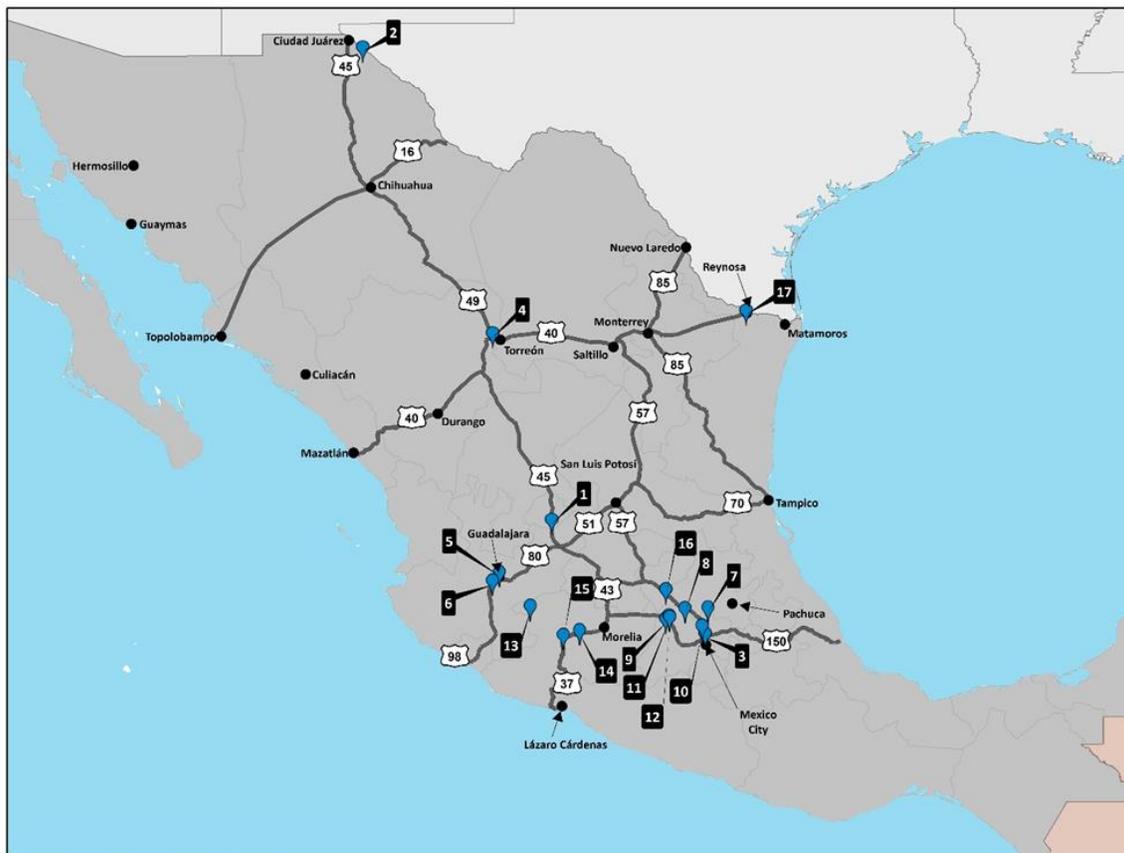


Figure 80. Planned Investments in Mexico’s Major Highway Trade Corridors

Table 32. Planned Investments in Mexico's Major Highway Trade Corridors

Map Number	Mexican State	Project Description	Detailed Project Description	Estimated Cost (MX \$ millions)
1	Aguascalientes	Aguascalientes León	Construct an overpass, provide right of way, continue to Federal Highway 45 León–Aguascalientes. The overpass will consist of three 36-meter spans.	\$84
2	Chihuahua	Guadalupe/Tornillo International Bridge	Construction at the new Guadalupe/Tornillo International Bridge to accommodate 3 lanes in each direction and construction of the La Ribereña junction (Guadalupe).	\$1,495
3	Distrito Federal (DF)	Second level interconnection DF–Caseta Tlalpan	Elevated 4-lane bridge to connect the southern beltway of Mexico City with the Mexico-Cuernavaca highway.	\$1,914
4	Durango	Modernize the second ring road of Gomez Palacio–Torreón	Upgrade 5.4 kilometers to 4 lanes, 2 junctions, and 2 bridges to connect and put into operation the second beltway of Gomez Palacio-Torreón.	\$1,150
5	Jalisco	Guadalajara Macro loop	Construct a 111-kilometer-long, 21-meter-wide highway with 2 lanes in each direction.	\$5,977
6	Jalisco	Guadalajara-Colima	Widen 165 kilometers of the highway, adding 2 lanes 10.5 meters wide.	\$1,908
7	Mexico	Widen the Arco Norte	Construct two lanes 52 kilometers long, 10.5 meters wide, parallel to the existing lanes–Atacomulco-Jilotepec section (Queretaro junction).	\$1,600
8	Mexico	Modernize the Ixtlahuaca-Jilotepec highway	Widen a section from 7 to 21 meters.	\$770
9	Mexico	Modernize the highway that connects Villa Victoria-San Jose del Rincon and El Oro with the Arco Norte highway	Widen 43 kilometers from 7 to 12 meters and reconstruct the pavement.	\$700
10	Mexico	Via Avenida Alfredo del Mazo–Avenida Jose Lopez Portillo (first phase)	Construct 4 structures and at-grade road crossings.	\$686
11	Mexico	Atizapan Atacomulco highway	Construct 3 lanes, 21 meters wide.	\$8,500
12	Mexico	Widen Toluca Atacomulco highway (includes the Atacomulco	Construct a 70-kilometer-long highway, 21 meters wide, with 2 lanes in each direction.	\$4,800

Map Number	Mexican State	Project Description	Detailed Project Description	Estimated Cost (MX \$ millions)
		loop)		
13	Michoacán	Construct connection between Jiquilpan/Sahuayo and the Mexico-Guadalajara highway	Construct a 46-kilometer-long highway, 12 meters wide, with 2 lanes in each direction. Includes shoulders with drainage. Begins to the east of Jiquilpan, on Federal Highway MEX 110, and ends at the junction with the Mexico-Guadalajara highway.	\$1,815
14	Michoacán	Patzcuaro Uruapan	Widen the Patzcuaro-Uruapan highway in Michoacán to 4 lanes. The project starts at the junction of Las Trojes, located on the Morelia-Patzcuaro highway.	\$1,800
15	Michoacán	Uruapan Loop	Construct 25.2 kilometers.	\$1,300
16	Queretaro	Palmillas Apaseo	Construct 4 lanes of 21 meters.	\$5,251
17	Tamaulipas	Reynosa Loop	Construct 36.4-kilometer-long, 12-meter-wide highway with one lane in each direction.	\$1,500

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