Trade Transportation Activities Report

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Texas Department of Transportation

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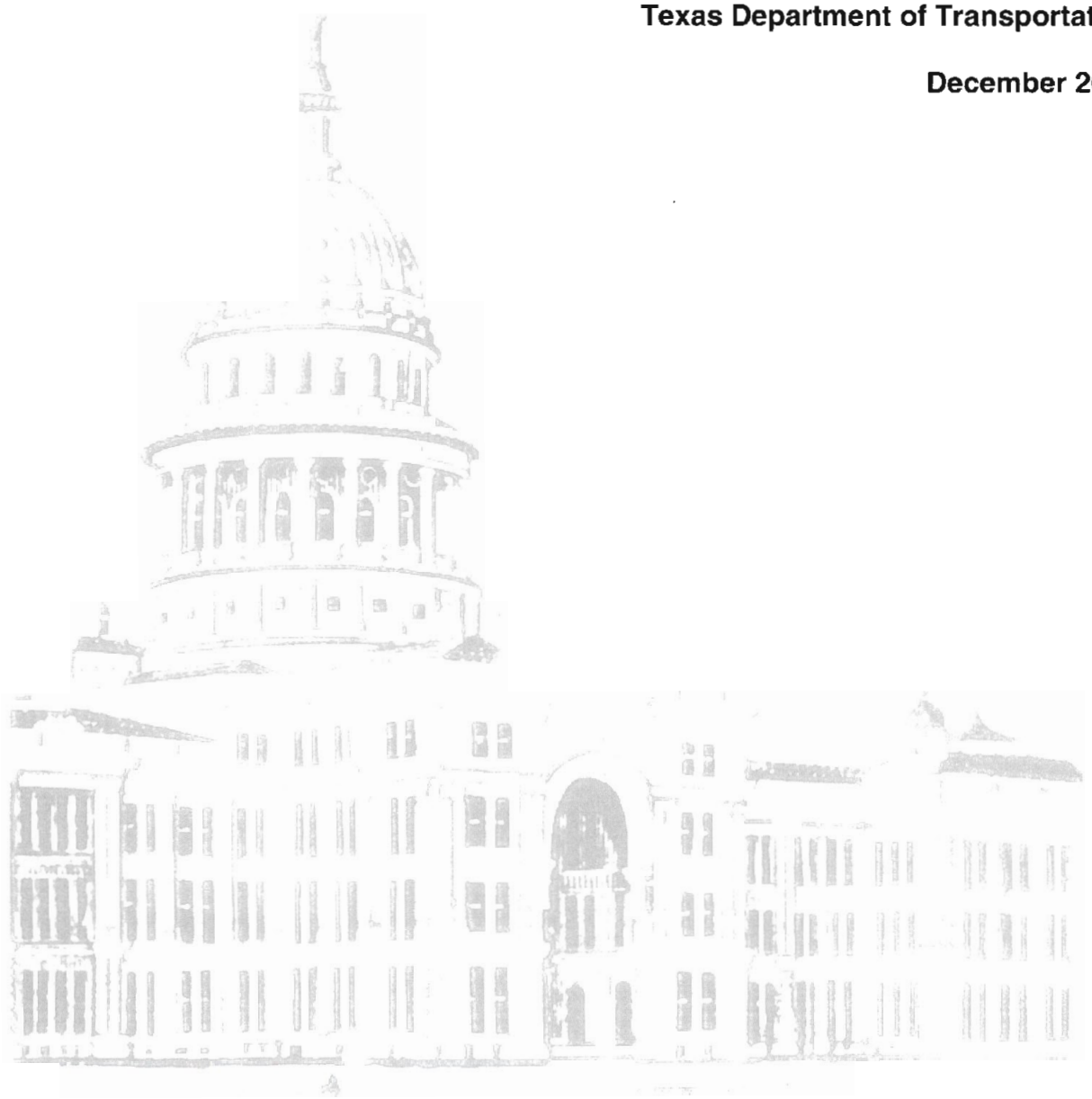

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Table of Contents

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Introduction

The Texas transportation system plays a critical role in the economic and social well-being of all Texans. It provides the basic infrastructure that supports our economy and quality of life. Our roads, rail, airports, and transit move people to and from work and school; move goods to and from Texas' manufacturers, distributors, businesses, and consumers; and move freight through Texas to destinations across the globe. Travel demand for people and goods is growing while the purchasing power of our fuel tax revenues is declining. These factors are likely to continue even as our transportation needs grow.

Due to the ever-increasing effects of expanded international trade and its impact on the economy, the transportation infrastructure, and the environment, the Texas Department of Transportation's (TxDOT's) involvement in international activities continues to grow. Texas is the largest exporting state in the United States with total exports of $163 billion in 2009. Mexico is by far Texas' largest trading partner with Texas exporting $56 billion and importing $57 billion in 2009. Exports and imports from other parts of the U.S. traveling through Texas bring the total values to $93 billion and $115 billion, respectively. Canada ranks as Texas' distant second largest trading partner with $14 billion in exports and $10.5 billion in imports. In addition, the North American Free Trade Agreement accelerates and expands the range and number of TxDOT's binational and multinational connections.

Texas' expansive border with Mexico, the United States' third most significant trade partner, also serves as a significant conduit for Asian imports. Timely arrival of Asian goods to the United States via Mexico requires focused communication and collaborative planning.

The International Relations Section (IR) of TxDOT supports efforts to improve transportation infrastructure along the border and internationally by facilitating coordinated planning and informational exchanges with various countries. The IR provides liaison and support to TxDOT district offices and divisions, and to other governmental entities, such as the Governor's Office and the Office of the Secretary of State. The IR serves as TxDOT's representative on international committees and is responsible for compiling and reporting data related to TxDOT's international activities.

The large amount of commercial trade that crosses the Texas-Mexico border heightens the importance of the roles of the El Paso, Laredo and Pharr Districts. These districts have long cooperated with transportation officials in neighboring Mexican states and continue working

closely with their counterparts on the Mexican side of the border. The three border district engineers and other division directors are involved in many border-related projects. The IR is working closely with the border districts, our Mexican counterparts, and the Federal Highway Administration (FHWA) on studies as part of the U.S.-Mexico Joint Working Committee's (JWC) Work Plan. TxDOT and FHWA are conducting Border Wait Time Measurement studies in El Paso, Laredo and Pharr using radio frequency identification technology to continuously measure travel and wait times of commercial vehicles crossing the border. This project arose from recommendations by the Border Trade Advisory Committee and the 2006 Cross-Border Infrastructure Report. Additionally, under the auspices of the JWC, stakeholders on both sides of the border involved in the border crossing process are developing Regional Border Master Plans to coordinate planning and projects at land ports of entry (POE) and for transportation infrastructure serving those POEs. The first study is underway in the Laredo District.

More information relating to TxDOT's interactions with Mexico can be found in the *International Activities Report* found on TxDOT's web site at *http://www.dot.state.tx.us/txdot_library/publications/international_relations.htm*.

One way to accelerate the next generation of projects along the border and across the state is to use all available financial tools to build transportation projects. Models like the Hidalgo County, Cameron County and Camino Real regional mobility authorities will empower local and regional leaders to solve local and regional transportation problems. In addition to demanding consumer-driven decisions that respond to traditional market forces, we are also committed to increasing competition, which will drive down the cost of transportation projects.

The Border Technology Exchange Program promotes and sustains development of a safe and efficient transportation system to effectively and efficiently move goods and people within the U.S.-Mexico border region by improving the technical skills and knowledge of transportation planners on both sides of the border through the exchange of technology and information. Activities include training courses on value engineering, demonstration projects, personnel exchanges, workshops, conferences, site/field visits, videotapes and documents, technology transfer centers and maintenance seminars.

The following pages present transportation improvement projects proposed in TxDOT's El Paso, Laredo, and Pharr Districts. Projects highlighted relate to pass-through financing, Border Safety Inspection Facilities, freight rail studies, Intelligent Transportation Systems,

feasibility studies, general aviation improvements, and public transportation regional coordinated planning. These types of projects help us carry out our mission and goals.

It is important to note that major changes are underway in planning for corridors of significance. Progress continues on major corridors, including I-35 and I-69.

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Border District Pass-Through Financing Projects

The Legislature established the Pass-Through Financing Program (PTFT) to benefit local areas by accelerating mobility and safety improvements on the state highway system. Texas Transportation Code, §222.104(b) authorizes TxDOT to agree to pay pass-through tolls to a public or private entity to reimburse that entity for costs associated with planning, constructing, or operating a facility on the state highway system. The amount of pass-through reimbursement is tied to actual usage of the highway facility.

The schedule of pass-through payments is based on TxDOT's traffic projections for the highway and the number and frequency of payments are negotiated between TxDOT and the public or private entity. The amount of the total reimbursement is based on actual traffic counts and also incorporates TxDOT's estimated cost to construct the facility. Unless otherwise authorized by the Texas Transportation Commission (commission) and incorporated in the pass-through agreement, TxDOT's liability under a pass-through agreement remains unaffected by cost overruns or under runs.

During the latter part of 2007, it became clear that the available pass-through financing dollars had been committed and that cash flow forecasts would not support the repayment of funds for additional pass-through projects from Category 12, Strategic Priority. In December 2007, TxDOT informed the sponsors of pending applications that the pass-through financing program would be suspended until funding sources to support the program could be identified. The commission amended the pass-through program rules in January 2009. The amendments give the commission added flexibility if funding is available to restart the program, albeit, at a very limited funding level. In February 2009, the commission approved a program call for highway projects to be developed on the state highway system under a pass-through financing agreement. The call was limited to an estimated $300 million in Strategic Priority funds and only construction costs were eligible for reimbursement. In September 2009, the commission selected pass-through toll proposals and authorized the executive director or designee to negotiate financial terms for each approved proposal.

The El Paso District's PTFT has been set up in an innovative way. Instead of relying on the availability of Category 12 Strategic Priority funds, the PTFT mechanism uses the region's future Category 2 allocations. The local partner, in this case the Camino Real Regional Mobility Authority (CRRMA), provides the necessary funding at the project letting date and is later

reimbursed by TxDOT from the region's future Category 2 allocations. This allows the projects to be accelerated instead of waiting until the region's Category 2 funds are available.

The PTFT agreement between TxDOT and CRRMA for the I-10 at Loop 375 (Americas) interchange and the I-10 Corridor Aesthetics projects was executed on July 23, 2010. It is anticipated that TxDOT and CRRMA will enter into similar PTFT agreements in 2011 for the Loop 375 (Joe Battle Blvd.) at Zaragoza Rd. interchange improvement project and the Loop 375 (Transmountain Northeast) main lanes project.

El Paso District

Table 1 – El Paso District Pass-Through Financing Project Applications

Highway No.	Application Status	Pass-Through Amount	Length (miles)	Project Description
Spur 601	Agreement signed 8/30/2007	$312,450,000	7.4	Design and construct Spur 601 from US 54 to Loop 375 in El Paso County
I-10 at Loop 375 (Americas Interchange) and I-10 Corridor Aesthetic Project	Authority to Execute Agreement approved 11/19/09	$10,000,000	No project length for interchange; aesthetic project length is 28 miles	For development of (1) a portion of I-10 at Loop 375 (Americas Interchange) which includes four direct connectors, and (2) the I-10 corridor aesthetic project from Loop 375-Transmountain Road to Loop 375-Americas Avenue

Laredo District

Table 2 – Laredo District Pass-Through Financing Project Applications

Highway No.	Application Status	Pass-Through Amount	Length (miles)	Project Description
SL 20	Under Negotiations	$15,840,000	14.75	Widen to 6 lanes and upgrade intersection at Spur 400 @ Loop 20

Pharr District

Table 3 – Pharr District Pass-Through Financing Project Applications

Highway No.	Application Status	Pass-Through Amount	Length (miles)	Project Description
SH 32 (East Loop)	Agreement with Cameron County RMA pending signatures	$34,500,000	9.5	Development and construction of a non-toll roadway from US 77/83 north of the Veterans International Bridge at Los Tomates to SH 4 south of the Port of Brownsville
SH 365 (Trade Corridor Connector)	Agreement with Hidalgo County RMA (pending signatures)	$70,000,000	24.5	Development and construction of a two-lane controlled-access toll roadway from FM 1106 to FM 3072
US 281	Agreement with Hidalgo County RMA pending signatures	$7,355,735	2.0	Development and construction for the reconstruction and widening of US 281 from east of SP 600 to FM 2557, with a new overpass at San Juan Rd

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I-35 (Texas/Oklahoma State Line to the Texas/Mexico Border)

General Location

I-35 extends from the Texas/Oklahoma Border north of the Dallas/Fort Worth metropolitan area through Central Texas, to the Texas/Mexico border at Laredo.

MY 35 Corridor Planning

The planning process for the I-35 corridor has changed significantly since the TTC-35 project was first conceived. The vision for developing the corridor has evolved and the TTC-35 study process was formally ended with the selection of a No Action Alternative in the TTC-35 Tier One Record of Decision by the Federal Highway Administration. TxDOT recognized that a one-size-fits-all planning approach would not work for the I-35 corridor and that more local planning input was needed to help determine the corridor's future.

In 2007, the Texas Transportation Commission established the I-35 Corridor Advisory Committee, bringing together a group of independent Texans interested in the future of the corridor. These individuals provide TxDOT with a citizen's view of how the corridor should be developed to accommodate the needs of our state.

After a period of intense collaboration, the I-35 Corridor Advisory Committee issued the *Citizens' Report on the Current and Future Needs of the I-35 Corridor* in November 2008. Their report concluded that the existing capacity on I-35 was insufficient to meet future mobility demands, that additional capacity would be needed within the corridor, and that more community involvement was needed in planning the I-35 corridor.

The Corridor Advisory Committee also developed an overarching vision statement for the I-35 corridor based on the guiding principles in their Citizens' Report. The vision statement reads:

> The I-35 corridor will be an adequately funded, comprehensive multi-modal transportation system in Texas that is shaped by input from stakeholders and addresses mobility needs over time, preserves and promotes economic vitality, is environmentally sensitive, safe, and supports quality of life for the citizens of Texas.

In March 2009, the Texas Transportation Commission decided to seek additional popular input into the planning process, and initiated a local, citizen-directed effort by establishing four I-35 Corridor Segment Committees to assist the Corridor Advisory Committee. The four I-35 Corridor Segment Committees are divided into four geographic regions and generally represent North Texas, Central Texas, Austin-San Antonio, and South Texas as shown in Figure 1.

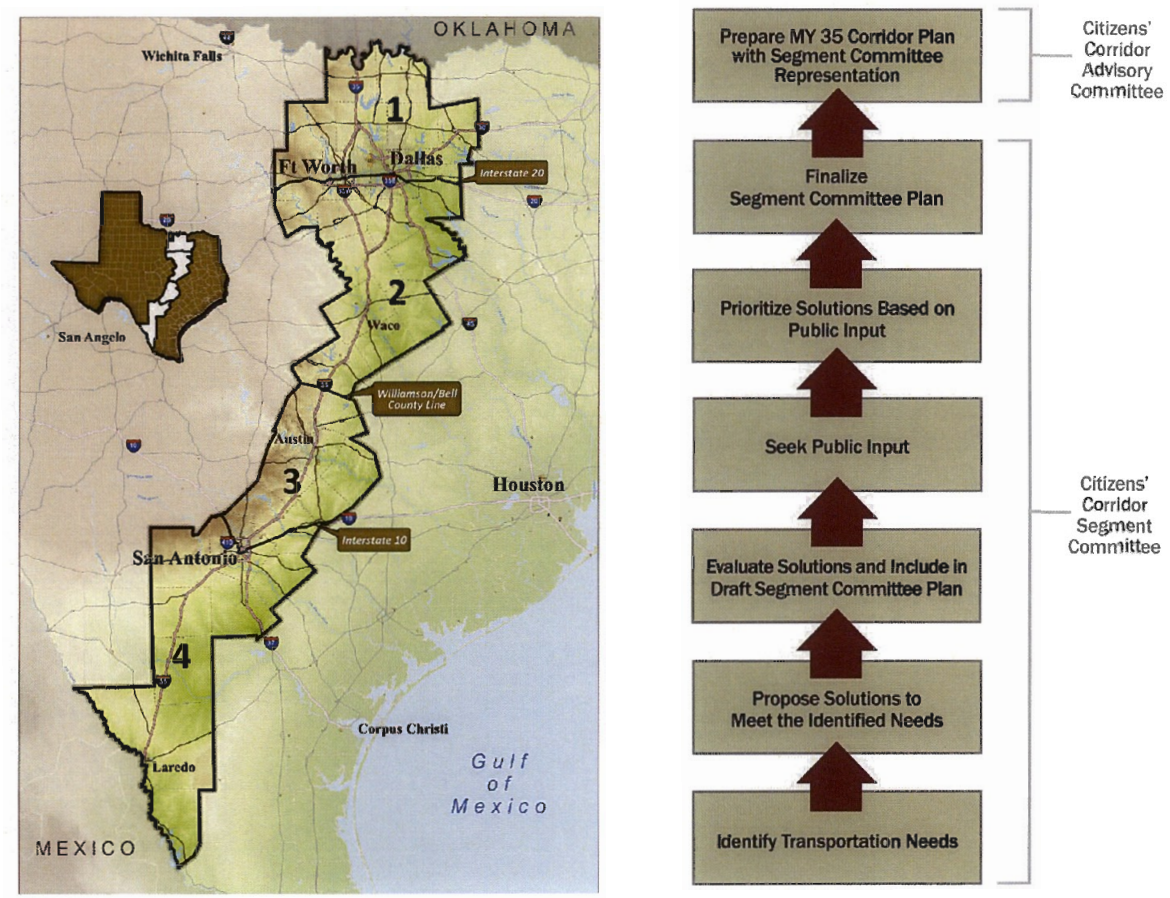


Figure 1. I-35 Corridor Segment Committees and MY 35 Planning Process

The Corridor Segment Committees foster discussion of community needs and transportation priorities, propose potential solutions and seek public input, and develop regional plans for I-35. The Corridor Segment Committees include representatives from cities, counties, metropolitan planning organizations, port authorities, chambers of commerce, the Texas Farm Bureau and economic development corporations along the corridor. The Corridor Advisory Committee, along with a representative from each Corridor Segment Committee, will use the

four Segment Plans to create the MY 35 Plan for the I-35 corridor as illustrated by the MY 35 Planning Process in Figure 1. Multimodal and comprehensive, the plan will be based on community needs and shaped by Texas citizens.

The goal of the MY 35 planning process is to develop a needs-based blueprint with prioritized road and rail solutions for the I-35 corridor. With public input, this blueprint will reflect the local needs of the I-35 communities.

In September of 2010, the Corridor Segment Committees held public planning workshops along the corridor to enable the public to provide input on the Corridor Segment Committees' proposed road and rail solutions for the I-35 corridor. Similar to an open house, these workshops allowed the public to browse descriptions of the proposed solutions, ask questions of Segment Committee members, and learn more about MY 35. Workshop attendees were also encouraged to complete a questionnaire at the workshops or online at MY35.org. The Segment Committees will consider all input received at the public planning workshops when they finalize their regional I-35 plans.

The department anticipates that the four Corridor Segment Committees will complete their regional I-35 plans by December 2010. Then, the Corridor Advisory Committee, with representatives from each Corridor Segment Committee, will meet to consolidate the regional I-35 plans into MY 35 – a comprehensive statewide vision for the I-35 corridor. The MY 35 Plan is expected to be completed by January 2011. Upon completion, MY 35 will be submitted to the Texas Department of Transportation and the Texas Transportation Commission to help guide future development of I-35.

Construction

In 2009, the department re-committed itself improving mobility and safety in Central Texas by expanding I-35 to six lanes from San Antonio to the split in Hillsboro. Since that time, the Texas Transportation Commission has allocated funding for nearly all un-funded I-35 expansion projects, supplementing American Recovery and Reinvestment Act (ARRA or Stimulus) funds and Proposition 14 bonds with $1 billion in Proposition 12 bonds. Once the entire expansion is complete in the next few years, the department will have invested about $1.9 billion in state, federal and local funding to improve highway mobility through Central Texas.

One aspect of the department's coordinated approach to addressing mobility concerns on I-35 is the use of innovative financing to add capacity and reconstruct heavily traveled highways in our state's metropolitan areas. I-35E in Dallas County between Loop 12 and I-635 will see substantial improvements under the LBJ Comprehensive Development Agreement (CDA). As part of the LBJ project, managed lanes will be added to I-35E and direct connections will be added at the I-35E and I-635 interchange. Another CDA for the SH 130 Segments 5 and 6 will provide an alternative to I-35 from San Antonio through Austin once these segments open to traffic in 2012.

Another crucial part of the overarching I-35 planning and development strategy is the corridor's rail system. In October 2010, the state received $34 million in TIGER II funding for improvements for Tower 55. Located beneath the interchange of Interstate 35 West (I-35W) and I-30, Tower 55 is one of the most congested at-grade rail intersections in the United States. Improvements at Tower 55 will provide much needed additional capacity in the near term and significantly improve the flow of rail traffic throughout the region.

I-69 (Northeast Texas to Mexico)

Interstate 69 (I-69) is a planned 1,600-mile national highway connecting Mexico, the United States and Canada. Eight states are involved in the project. In Texas, the corridor will be developed in segments using existing facilities to the greatest extent possible.

General Location

The proposed I-69 extends from Texarkana/Shreveport to Laredo and the Lower Rio Grande Valley providing a connection to Mexico. Figure 2 shows existing facilities proposed to be upgraded within the corridor. These facilities include US 59, US 84, US 77, US 281, and SH 44 and represent roughly 1,000 miles of highways under consideration.

Corridor Planning

The Texas Transportation Commission recognized that like the I-35 corridor, the I-69 corridor required a "grassroots" planning effort. This process involves a locally directed planning effort facilitated by the Texas Department of Transportation (TxDOT). The commission established two groups for this purpose, the Corridor Advisory Committee which spans the entire route within Texas, and five Corridor Segment Advisory Committees which focus on individual segments of the corridor.

In March of 2008, the commission created the I-69 Corridor Advisory Committee (CAC) to facilitate and achieve consensus among affected communities and interested parties on desired transportation improvements along the I-69 Corridor. The CAC studied the future needs of the corridor and, in December 2008, published their findings and recommendations in a report. One of the most significant aspects of the report was the directive that, to the greatest extent possible, improvements to the corridor would use existing facilities.

The commission created the I-69 Corridor Segment Committees in September 2008 to provide input and recommendations on the designated routes of the I-69 Corridor in their specific areas, which are identified in Figure 2. The Segment Committees are composed of members representing cities, counties, metropolitan planning organizations, ports, chambers of commerce, economic development organizations, and the Texas Farm Bureau along the I-69 Corridor. The Segment Committees meet and study environmental planning features and propose the best improvement options for their communities. During 2011, the Segment

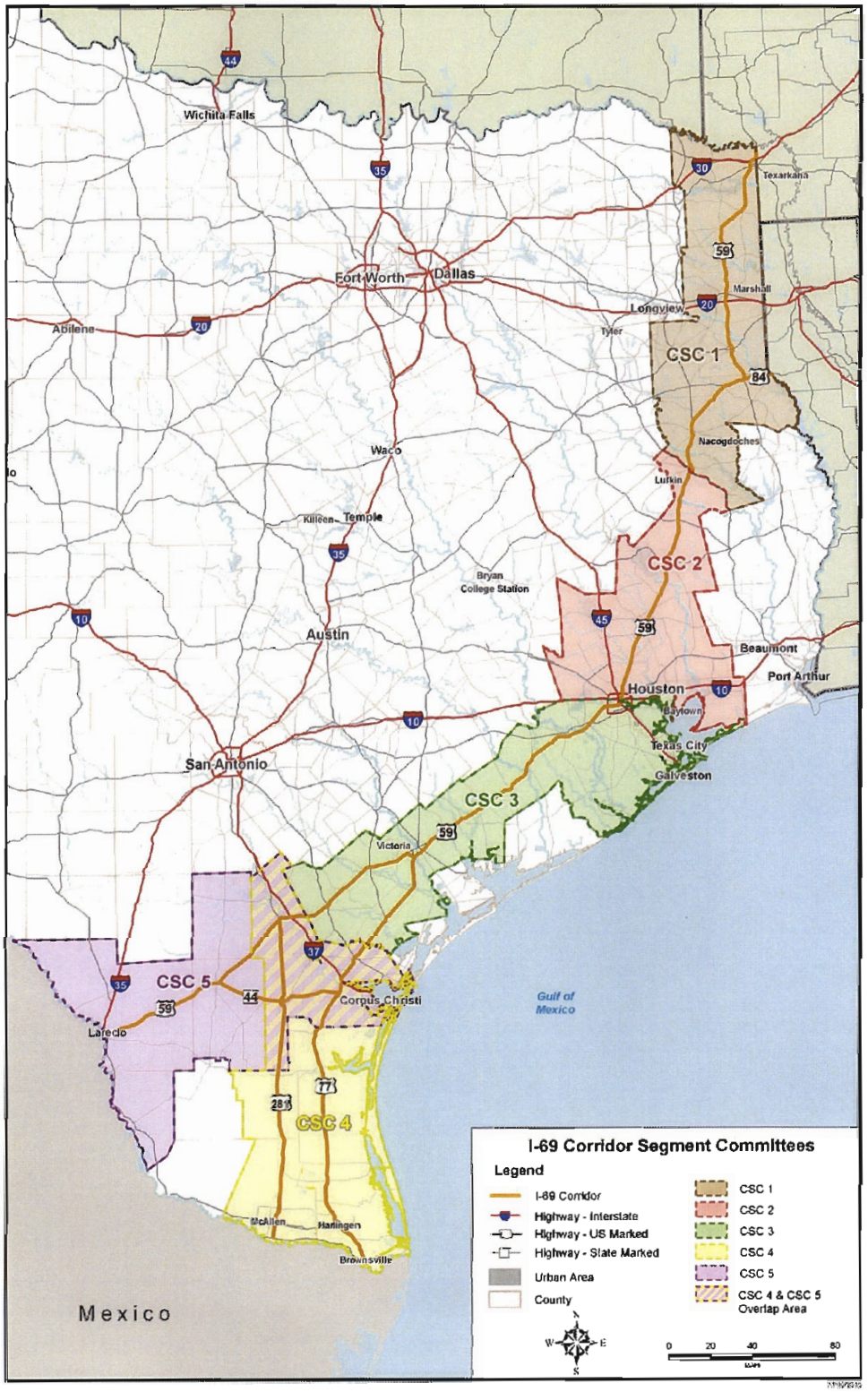
Committee members are expected to lead public workshops in their localities to acquaint the general public with the work done to date. The Segment Committees will report their findings and recommendations to the Texas Transportation Commission and TxDOT's Executive Director.

Results of these efforts will be used to develop projects deemed most important to implement in the next decade. Any projects so identified will go through the normal environmental analyses and design efforts before any improvements are actually implemented.

Construction

The Pharr District reports that, on June 24, 2010, the commission authorized $27,750,000 for improvements to US 77 in Willacy County from FM 108 to FM 3068 (minute order 112306). The district is working with the Cameron County RMA to develop the project and anticipates receiving bids for construction in late 2011.

Figure 2 - I-69 Corridor in Texas and Corridor Segment Committees



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Freight Rail Studies

El Paso District

Presidio and Brewster Counties

South Orient Rail Line Rehabilitation

The South Orient Rail Line, as one of only seven rail gateways between the United States and Mexico, has the potential to relieve some of the congestion at other border crossings by diverting rail traffic to the gateway at Presidio/Ojinaga. However, the bridge at Presidio was destroyed by fire on February 29, 2008 and has not been replaced. This line is currently maintained and operated by Texas Pacifico Transportation, Ltd.

El Paso County

El Paso Rail Relocation

Significant congestion and safety problems between El Paso and Ciudad Juarez have spurred authorities in Ciudad Juarez to limit train operations across the border to the hours between midnight and 6:00 a.m. Since the Ciudad Juarez crossing is one of only five rail gateways in Texas, these restrictions have hampered the railroads' efforts to increase the shipment of goods through this port of entry. Projects being considered to alleviate this problem include building a new rail port of entry approximately ten miles west of El Paso in the area of Santa Teresa, New Mexico, or creating a depressed rail channel similar to the Alameda Corridor in Los Angeles. Both projects would allow freight and vehicular traffic to move freely on a 24 hour basis and minimize or eliminate at-grade roadway crossings that cause congestion and safety problems.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) included a $14 million Congressional earmark intended to facilitate the relocation of existing rail facilities in El Paso to New Mexico. The earmark was re-written to enable the State of New Mexico to fund roadway improvements leading to the new refueling facilities the Union Pacific Railroad will build in Strauss, New Mexico. The New Mexico Department of Transportation is overseeing use of the earmark funds.

El Paso Freight Rail Study

The Rail Division of TxDOT is currently performing a freight rail study of the El Paso region. The study will evaluate current infrastructure and operational conditions and provide near-term, mid-term, and long-term recommendations to improve freight rail mobility within El Paso. The study will also determine the physical and financial viability of potential improvements that may include alternative or additional freight rail corridors, inland rail ports, and rail facility relocations within the El Paso region.

The study will be conducted in two phases. Phase I will include an inventory of the existing freight rail system; a regional freight rail operational study; a port of entry operational study; identification of freight rail constraints, including an evaluation of planned local freight facilities; and identification of freight rail and rail/roadway interface safety issues. Phase I is anticipated to be completed in summer 2011. Phase II will evaluate alternative rail system and/or roadway network improvements within El Paso and will model rail system improvement recommendations including a benefit-to-cost analysis. Phase II is anticipated to be completed in summer 2012.

Chihuahuita Improvement Project

TxDOT partnered with BNSF railway to implement a project in El Paso identified as the "Chihuahuita Improvement." The Chihuahuita neighborhood is adjacent to an international rail bridge between El Paso and Ciudad Juarez, known locally as the "Black Bridge." Chihuahuita is bounded on two sides by the BNSF yard tracks, by the international border fence on a third side, and by a water treatment plant on the remaining side. Canal Street, a local roadway, provides the only access into and out of Chihuahuita. The current track configuration makes the neighborhood inaccessible whenever interchange of railroad cars occurs.

The project constructed a connection between the north-south and east-west rail lines that allows trains to be rerouted to the opposite side of the Chihuahuita neighborhood, keeping the crossings open during interchanges at the border. It benefits the public by providing more efficient access to the Chihuahuita neighborhood for emergency vehicles, reducing inconveniences and delays to local residents, and reducing the risk of vehicular-train accidents.

This project was let for construction in December 2009 and was completed in June 2010.

Laredo District

Regional Freight Study

TxDOT has started a regional freight study which will include both Laredo and Pharr Districts. These studies have been completed in other areas of the state and include an analysis of the existing highway and rail freight networks. Bottlenecks will be identified and possible solutions presented with their costs and public and private benefits.

Phase I of the freight analysis for the study region is complete and includes an inventory of the existing freight rail system, a region-wide freight operational study and freight transportation constraints in the region. When completed, Phase II will identify alternatives and associated feasibility for rail system/roadway improvements within the region and model rail system improvement recommendations to develop a realistic cost/benefit analysis.

Webb County

Camino Colombia Toll Road

TxDOT has finalized a study examining the feasibility of a rail connection from the Colombia International Crossing to the existing Union Pacific Railroad main line that parallels I-35. This rail connection would be located within and adjacent to the Camino Colombia Toll Road right of way. Such a connection would provide an alternate rail corridor for goods movement with Mexico, and ease rail congestion within the city of Laredo. The findings of the study are being coordinated with the Webb County Rural Rail District. Webb County has submitted a Presidential Bridge Permit for the Colombia Rail Bridge to Washington, D.C. for approval. The permit is currently under review by resource agencies.

KCS Proposed Rail Bridge and Bypass

Kansas City Southern Railway (KCS) is currently developing an application for a Presidential Bridge Permit for a new international rail bridge east of Laredo. This would be part of an east loop bypass around the city of Laredo and would connect to KCS's TexMex line which runs from Laredo to Corpus Christi.

Pharr District

Regional Freight Study

TxDOT has started a regional freight study which will include both the Laredo and Pharr Districts. These studies have been completed in other areas of the state and include an

analysis of the existing highway and rail freight networks. The study will identify bottlenecks and present possible solutions with their estimated costs and anticipated public and private benefits. Phase I has been completed. A stakeholders meeting was set for November 5, 2010 to review results and kick off Phase II.

Cameron County

West Rail Relocation

The "West Rail Project" consists of constructing a new rail line from the US 77/83 Expressway north of Brownsville to the Rio Grande River and includes a new international railroad bridge over the Rio Grande River. This will complete a rail loop around the city of Brownsville from the Port of Brownsville east of the city to the new international crossing west of the city. Bids were received in July 2010 and a construction contract was awarded by Cameron County in September 2010 for $24,670,083. Construction is expected to start in November 2010 and be completed by February 2012. Financing for the project includes $7,809,328 in American Recovery and Reinvestment Act (ARRA) funding, $13,000,000 in Category 6, Railroad Grade Separations funding and approximately $4,000,000 from a Federal Railroad Administration grant. Mexico will also be initiating construction for the connections and facilities south of the International Bridge in November 2010, with anticipated completion by April 2012.

The West Rail Relocation Project will provide significant safety benefits by removing the rail system from the residential areas and downtown streets of Brownsville and Matamoros, eliminating 11 existing highway-rail grade crossings in Brownsville, and six highway-rail grade crossings in Matamoros. In addition, freight train transit time from Brownsville to Monterrey, Mexico will be cut by approximately two-and-one-half hours, congestion will be reduced, and a new highway corridor will be available for development in the city of Brownsville.

Harlingen Railroad Relocation Project

The city of Harlingen, in conjunction with Cameron County and the Cameron County Regional Mobility Authority, is developing a railroad plan for the Harlingen-San Benito area in northern Cameron County. The project would relocate the existing and operating freight rail lines away from incorporated and unincorporated areas of Cameron County, in particular in and around Harlingen. Effective relocation of the existing freight rail facility will not only improve freight rail operations to and from the U.S.-Mexico border, but may aid in enhancing air quality for the area, improving the safety of the traveling public with regard to the freight rail/passenger interface, improving the response time of emergency vehicles, minimizing if not eliminating the

transport of hazardous material via freight rail through towns, improving traffic congestion and ultimately enhancing the economic development of the region. Initial estimates to construct seven overpasses at major highway-rail intersections range from $36 million to $40 million. Construction of these overpasses would significantly reduce the number of vehicles crossing railroad lines.

Two basic alignments are being studied for bypassing the cities of Harlingen and San Benito. The first alternative involves reconstructing the former Southern Pacific line, the "Brownsville Branch," from the Olmito Yard in Brownsville, northward. The project would cost between $14.3 million and $56.1 million, depending upon the routing of the bypass, and would eliminate between 52 and 83 highway-rail grade crossings. The second alternative would use portions of Union Pacific Railroad "Brownsville Subdivision," coupled with portions of the first alternative, and would bypass San Benito, Harlingen, Rio Hondo, and Los Fresnos. Initial estimates of project costs range from $52.1 million to $53.6 million, and the proposed alignment would eliminate 87 highway-rail grade crossings. The City of Harlingen, Cameron County, and the Cameron County RMA, with cooperation and input from Union Pacific Railroad and the RVSC, continue to oversee the development of the Harlingen Railroad Relocation Plan, as well as the funding and associated environmental issues. A time table for design and construction has yet to be determined. The Harlingen Railroad Relocation project received $9.48 million in appropriations through Federal Demonstration funds and SAFETEA-LU.

One part of this project that is moving forward is the expansion of the Olmito switchyard and moving the switching operations from Harlingen to Olmito. A construction contract for the first phase of this work was awarded by Cameron County in April 2010 for $10,237,378. Work is ongoing and construction is expected to be completed in February 2011. The remaining work is estimated at $3.1 million and is expected to receive bids in May 2011. $3.3 million in ARRA funding is being used for the first phase with $12.2 million in additional federal funding being used for both phases.

Hidalgo County

McAllen Intermodal Project

The McAllen Economic Development Corporation and the city of McAllen have supported a project to construct a regional multimodal center within McAllen's foreign trade zone. The project includes a truck-to-rail transfer facility, with connections to the local road system and construction of approximately 16,000 feet of railroad track. Cost for the facility is

estimated at $14 million. The cost of connecting the facility to the local road system is estimated at $2.3 million; of this amount, SAFETEA-LU provided $1.6 million. Bids for construction of the Access Project are scheduled to be received in October 2010 with award anticipated by December 2010.

Coordinated Border Infrastructure (CBI) Program

SAFETEA-LU included funding for a new Coordinated Border Infrastructure (CBI) Program. The program is intended to facilitate and expedite cross-border motor vehicle and cargo movements. Border crossing infrastructure, highway and safety enforcement facilities, electronic data exchange, and international coordination of transportation planning all qualify for CBI funds.

In October 2005, TxDOT convened a working group made up of representatives from the TxDOT district offices and MPOs within 100 miles of the Texas-Mexico border. This working group came to the consensus that the CBI funds should be used within 50 miles of border crossings and that funds should be distributed using the same criteria and formulas used by the FHWA.

The commission allocated $200 million to the three border districts in March 2006. The amounts allocated per district are:

- El Paso District $53,575,843
- Laredo District $81,867,221
- Pharr District $64,556,936

Because most of the border crossings are within metropolitan planning area boundaries, the districts are coordinating project selection with the MPOs. The following projects for each district either have already been awarded or could be awarded over the next few years.

Table 4 - El Paso District CBI Projects

Highway No.	Estimated Cost	CBI Funding	Project Description
Various (awarded)	$3,601,901	$3,601,901	Equip 30 commercial vehicles with GPS, real time communication and clean fuel technologies
I-10 (awarded)	$146,000,000	$15,000,000	Construct flyovers from I-10 to Loop 375 for all directional traffic
I-10 (awarded)	$7,727,685	$7,064,138	Interchange improvements at Schuster
New Location	$17,233,091	$17,233,091	Construct two-lane undivided roadway from Fabens Port of Entry to I-10 with grade separated overpass (letting August 2012)

Table 5 - Laredo District CBI Projects

Highway No.	Estimated Cost	CBI Funding	Project Description
SL 20 (Awarded)	$23,651,021	$15,262,739	Widen to 6 lanes and upgrade intersection at Spur 400 @ Loop 20
SL 20 (Project Development)	$7,000,000	$7,000,000	Schematic, environmental, ROW, and PS&E
SL 20 (Awarded)	$27,898,670	$686,265	Construction of new location 4-lane divided road
SL 20 (Awarded)	$14,762,977	$2,093,191	Construction of new location 4-lane divided road
US 57 (Completed)	$2,063,987	$1,198,710	Widen road to provide passing lanes (Super 2)
US 57 (Completed)	$3,665,760	$2,289,400	Widen road to provide passing lanes (Super 2)
US 57 (Completed)	$5,791,746	$3,651,338	Widen road to provide passing lanes (Super 2)
VA (Design)	$4,535,000	$,500,000	Upgrade International Bridge II Facility
CS (Project Development)	$3,000,000	$3,000,000	Construct new roadway facility
CS (Design)	$2,785,000	$2,750,000	Construction of a new location 2-lane road
VA (Design)	$3,030,000	$3,000,000	Construction of a new location 2-lane road
CS (Design)	$2,930,000	$2,900,000	Replace toll booths, gates, and ITS
CS (Design)	$1,500,000	$1,500,000	Rehabilitation of existing roadway
VA (Construction)	$4,041,400	$4,041,400	Construct 7 federal inspection booths
VA (Complete)	$7,450,000	$7,450,000	ROW acquisition only

VA (Construction)	$5,160,000	$4,350,502	Reconstruct & overlay industrial park streets
VA (Construction)	$4,030,000	$2,985,744	Reconstruct & overlay industrial park streets
VA (Construction)	$4,380,000	$3,727,202	Reconstruct & overlay industrial park streets
VA (Construction)	$3,480,000	$3,384,477	Reconstruct & overlay industrial park streets
CS (Project Development)	$1,317,183	$1,317,183	City street extension to (Cuatro Viento) SL 20/Cielito Lindo
CS (Project Development)	$88,215	$88,215	City street extension to (Cuatro Viento) SL 20/Los Presidente
CS (Project Development)	$1,492,636	$1,492,636	City street extension to (Cuatro Viento) SL 20/ Southgate Blvd
CS (Project Development)	$185,550	$185,550	City street extension to (Cuatro Viento) SL 20/Pita Mangana Rd
CS (Project Development)	$223,365	$223,365	City street extension to (Cuatro Viento) SL 20/Sierra Vista
CS (Construction)	$336,132	$75,915	Reconstruct & overlay industrial park streets
CS (Construction)	$1,571,147	$1,571,147	Reconstruct & overlay industrial park streets

Table 6 - Pharr District CBI Projects

Highway No.	Estimated Cost	CBI Funding	Project Description
US 83 (completed)	$2,596,562	$3,346,585	Convert US 83 and Garcia Street in Roma to one-way parallel streets from FM 650 to Gonzales Avenue
US 83 (completed)	$3,093,217	$2,874,675	Convert US 83 and Garcia Street in Roma to one-way parallel streets from Gonzales Avenue to US 83
Spur 241 (awarded)	$1,576,139	$1,256,240	Widen to a six-lane divided roadway from Spur 115 to the McAllen-Hidalgo-Reynosa Bridge
FM 511 (completed)	$39,280,228	$10,956,195	Widen to a four-lane divided roadway from US 77/83 to FM 3248
Port of Entry (completed)	$1,000,089	$678,444	Improvements at the Progreso International Bridge
FM 1015 (completed)	$6,416,484	$2,400,000	Widen to a four-lane divided roadway from floodway south to US 281 (Military Highway)
Spur 115 (awarded)	$14,157,927	$7,651,092	Widen to a six-lane divided roadway from FM 1016 to Spur 241
FM 396/ Anzalduas Road (New location) (completed)	$23,029,092	$8,894,138	Construct four-lane divided roadway from the GSA south of FM 1016 north to Bryan Road
International Bridge (bids being received)	$10,830,000	$6,250,000	Improvements to the Veterans International Bridge at Los Tomates (Expansion)
International Bridge (on hold)	$17,553,878	$3,966,000	Improvements at the Pharr/Reynosa International Bridge (Expansion)
International Bridge (under development)	$1,040,000	$1,000,000	Improvements at the Hidalgo International Bridge
International Bridge (completed)	$320,000	$320,000	Construct parking lot at the Los Indios Free Trade International Bridge
FM 732 (awarded)	$2,457,898	$1,759,912	Construct 4-lane urban roadway from US 77/83 to Bus 77
FM 732 (awarded)	$1,939,757	$2,064,053	Construct 2-lane rural roadway on new location from Long Lane to US 77/83
FM 755 (under development)	$5,000,000	$1,378,740	Realignment of FM 755 to the east to improve safety and mobility and provide a more direct connection to the Starr-Camargo International Bridge
International Bridge (under development)	$1,034,000	$1,034,000	Install Intelligent Traffic Systems at the Pharr-Reynosa International Bridge
South Parallel Corridor (under development)	$2,496,000	$2,384,845	New location 2-lane rural corridor from FM 1479 to FM 509

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Intelligent Transportation Systems (ITS)

A traditional intelligent transportation system (ITS) uses dynamic message signs to provide updates to drivers about possible delays or general driving times between specific points. ITS facilities near international borders provide real-time information about congestion or other conditions at border crossings. This information can help drivers make decisions about using particular routes or border crossings. ITS components can also include truck-mounted mobile devices to monitor border crossing times. Newer technology is being tested that provides border crossing information to maquiladora facilities away from the border, which may improve efficiencies in trans-border freight movement. This ITS technology is also being used for border security purposes.

TxDOT and DPS are working together to develop eight border safety inspection facilities along the border. TxDOT is assisting in the design and implementation of basic ITS components and systems for these sites, which includes the integration of ITS capabilities with weigh-in-motion equipment, support vehicle transponders, the Free and Secure Trade program and the ability to provide traffic management systems to direct commercial vehicles through the border safety inspection facilities.

ITS have been implemented in both the El Paso and Laredo urban areas. The systems consist of a network of road sensors, high-tech dynamic message signs, computers, and cameras designed for freeway and incident management. This allows TxDOT and local jurisdictions to monitor and detect congestion and traffic incidents and alert motorists. It also allows motorists to divert to alternative routes where possible and allows obstructions to be cleared faster. Although not directly related to cross-border transportation, these systems are used to alert motorists of delays and other border-related issues that may be occurring at border crossings and can also support border-related commercial vehicle operations.

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Border Safety Inspection Facility Program

Border Safety Inspection Facility (BSIF)

The BSIF Program consists of temporary and permanent facilities at each of the eight locations noted below. TxDOT constructed temporary facilities to inspect and weigh commercial vehicles while permanent facilities are being developed and constructed. Each permanent BSIF, using ITS, will provide an efficient method of inspecting and weighing commercial vehicles entering the United States at the Texas-Mexico border. All eight permanent facilities are tentatively scheduled to be completed by the middle of 2012 pending availability of funds. The following sites are included in the BSIF Program:

- Bridge of the Americas, El Paso
- Ysleta-Zaragoza Bridge, Ysleta
- Camino Real International Bridge, Eagle Pass
- Laredo-Colombia Solidarity Bridge, Laredo
- World Trade Bridge, Laredo
- Pharr-Reynosa International Bridge on the Rise, Pharr
- Free Trade Bridge, Los Indios
- Veterans International Bridge at Los Tomates, Brownsville

Due to limited funds for the Pharr District, construction will begin on the permanent facility at Pharr-Reynosa and initial phases of the permanent facilities at Los Indios and Veterans Bridges.

Status of Temporary Border Safety Inspection Facilities

Temporary border safety inspection facilities are complete and operational at six of the eight locations. Two of the eight locations, Bridge of the Americas and Ysleta-Zaragoza Bridge, both in El Paso, now have permanent facilities. Temporary facilities there have been removed.

Status of Permanent Border Safety Inspection Facilities

Bridge of the Americas, El Paso

The construction contract was awarded in August 2004. Facility construction began November 2004 and was completed in early 2007 with the exception of the ITS which was bid separately. The Department of Public Safety (DPS) occupied and opened the facility to truck traffic in December 2006 with limited ITS deployment. Phase I of the ITS is complete and Phase II is currently under construction.

Ysleta-Zaragoza Bridge, Ysleta

The construction contract was awarded in August 2005. Facility construction began January 2006 and was completed in September 2007 with the exception of the ITS which was bid separately. DPS occupied and opened the facility to truck traffic in September 2007 with limited ITS deployment. ITS are currently under construction.

Camino Real International Bridge, Eagle Pass

FHWA approved the Environmental Assessment as satisfactory for further processing in February 2007 and issued a finding of No Significant Impacts in October 2007. There is no dedicated funding for BSIF to be able to go to construction for the Camino Real or the World Trade Bridge projects in the current or 2012 UTPs. Due to the funding shortfall, the project is on hold until sufficient funding for right-of-way acquisition and construction is identified. The existing temporary BSIF will continue to operate until the permanent facility is constructed and fully operational.

Laredo-Colombia Solidarity Bridge, Laredo

FHWA approved a state environmental finding of No Significant Impact in June 2009. Right-of-way acquisitions were completed and project construction began in March 2010. As of October 2010, construction was estimated to be approximately 40% complete with an operational date of June 2011. After the permanent BSIF is fully operational, the temporary BSIF located at the intersection of FM 1472 and Spur 255 will be decommissioned and removed.

World Trade Bridge, Laredo

The site selected for the BSIF at the World Trade Bridge was re-evaluated in 2008 and a new location immediately adjacent to the U.S. Customs and Border Protection

(CBP) facility was identified. This site would include City of Laredo and private properties. Preliminary design and environmental studies on the Build Alternative are underway. However, due to funding shortfalls, work on the project is on hold until sufficient funding for advanced engineering, environmental studies, right-of-way acquisition and construction is identified. Operations associated with the temporary BSIF are currently performed at an area within the CBP facility and at another location on Loop 20 adjacent to the CBP, and will continue at those locations until the permanent facility is constructed and operational.

Pharr-Reynosa International Bridge on the Rise, Pharr

Project development is almost complete. Plans are finished and environmental clearance is expected in early 2011. Once environmental clearance is obtained, right-of-way acquisition will commence. Bids are anticipated in June 2011.

Free Trade Bridge, Los Indios

In light of funding limitations, the district is revising construction plans to include only the initial phase of the permanent facility. The master plan is complete and pending environmental clearance. Bids are anticipated in mid-2012 after plans are finished, environmental clearance is obtained, and right-of-way is acquired. Completion of the initial phase will allow TxDOT to remove the temporary facilities and discontinue their leases.

Veterans International Bridge at Los Tomates, Brownsville

In light of funding limitations, the district is revising construction plans to include only the initial phase of the permanent facility. The master plan is complete and pending environmental clearance. Bids are anticipated in mid-2012 after plans are finished, environmental clearance is obtained, and right-of-way is acquired. Completion of the initial phase will allow TxDOT to remove the temporary facilities and discontinue their leases.

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Feasibility Studies and Plans

La Entrada al Pacifico Corridor Feasibility Study

The La Entrada al Pacifico (La Entrada) Corridor Feasibility Study was concluded in 2008.

El Paso Regional Port of Entry Operations Plan:

The Texas Turnpike Authority Division of TxDOT is currently performing a study within the El Paso MPO region of all existing international ports of entry, from Santa Teresa, New Mexico, to the Tornillo-Guadalupe in far-east El Paso County. The objective of the plan is to review the operation of each existing POE individually as well as how they all operate as a system in order to develop and evaluate alternative operational scenarios. Immediate, short-term, and long-term recommendations to improve cross border mobility in the region will be provided. The plan is anticipated to be completed in late spring 2011.

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General Aviation Capital Improvements

Listed below are general aviation improvement projects that expand the capacity of local airports along the border.

El Paso District

Table 7 – El Paso District General Aviation Projects

County	Airport	Project Status	Estimated Cost	Project Description
Brewster	Alpine-Casparis Municipal	Project under construction	$1,657,000	Construct hangar access taxiway
Brewster	Alpine-Casparis Municipal	Draft	$966,658	Construct new terminal (design completed in 1996)

Laredo District

Table 8 – Laredo District General Aviation Projects

County	Airport	Project Status	Estimated Cost	Project Description
La Salle	Cotulla-La Salle County	Project has not been taken to the commission for approval. Estimate FY 2011 approval.	$5,345,000	Extend runway and other improvements and rehab
Val Verde	Del Rio International	Active	$576,710	Construct hangar (100 x 60) and pavement

Pharr District

Table 9 – Pharr District General Aviation Projects

County	Airport	Project Status	Estimated Cost	Project Description
Brooks	Brooks County	Project under construction	$3,630,430	Extend runway and construct partial parallel taxiway
Cameron	Port Isabel – Cameron County	Project under construction	$600,000	Construct hangar
Cameron	Port Isabel – Cameron County	Project under construction	$1,651,340	Construct new runway and other improvements
Cameron	Port Isabel – Cameron County	Active	$450,000	Construct hangar
Cameron	Port Isabel – Cameron County	Active	$80,000	Design new terminal building
Cameron	Port Isabel – Cameron County	Project under construction	$484,200	Construct new general aviation terminal and auto parking
Hidalgo	Edinburg International	Project under construction	$1,607,700	Construct cargo apron
Hidalgo	Edinburg International	Project under construction	$1,724,500	Construct run-up area and other improvements
Hidalgo	Edinburg International	Active	$179,000	Engineering and design for parallel taxiway
Hidalgo	Edinburg International	Pending (FY 2012)	$2,249,856	Construct taxiways and other improvements
Hidalgo	Mid-Valley (Weslaco)	Active	$865,000	Environmental, engineering and design for runway extension and land acquisition for taxiway extension
Hidalgo	Mid-Valley (Weslaco)	Pending	$5,393,000	Extend runway and taxiway, relocate runway and other improvements

Public Transportation Regional Coordinated Planning

TxDOT's Public Transportation Division contracts with entities in each of the state's planning regions including five that border with Mexico to oversee the development and implementation of regional coordinated public transportation plans. Although planning regions on the border acknowledge that large numbers of people cross the U.S.-Mexico border for many reasons, their coordinated plans do not specifically address international trade. However, they often note in these plans that the funding mechanisms for public transportation, typically local option sales taxes and/or population-based grants, tend to overlook the impact of cross-border visitors on local public transportation systems. Regions do involve Texas workforce agencies in their planning process, but do not specifically address international trade.

Each region completed a regional plan in 2006. TxDOT is funding an update of these plans in FY 2010-2011. These plans were developed to eliminate waste in the provision of public transportation services, generate efficiencies that will permit increased levels of service and further the region's efforts to reduce air pollution. These plans were mandated by the Texas Legislature in Transportation Code, Chapter 461, and by the United States Congress in SAFETEA-LU. For certain project categories, SAFETEA-LU specifically requires plans to address the coordination of human services and public transportation services.