

Border Trade Advisory Committee Report-2012

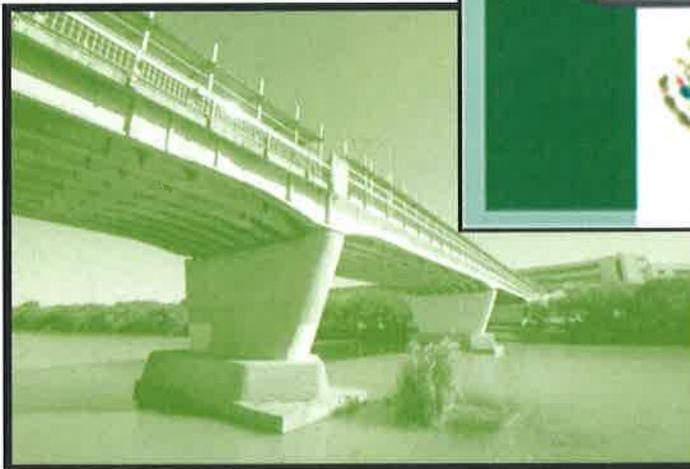


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Overview

The Border Trade Advisory Committee (BTAC) was originally established in 2001 by Transportation Code, Sec. 201.114. Members of this committee are appointed by the Texas Transportation Commission. The current BTAC members can be found in Appendix A of this report. According to the Texas Transportation Code, "The committee shall define and develop a strategy and make recommendations to the commission and governor for addressing the highest priority border trade transportation challenges. In determining action to be taken on the recommendations, the commission shall consider the importance of trade with the United Mexican States, potential sources of infrastructure funding at border ports, and the value of trade activity in the department's districts adjacent to the border with the United Mexican States."

Goals and Strategies

Following its formation, the BTAC identified four main goals. These are documented in the first BTAC report dated November 16, 2006. The BTAC also identified strategies, implementation actions, measures, and responsible parties. These goals and implementation strategy summaries are listed below, while the implementation strategies, measures, and responsible parties are detailed in Appendix B:

- A. Promoting the development of ample and expandable trade transportation corridors.
 - 1. Support major trade corridors
 - 2. Develop policies to facilitate trade at both state and federal levels
- B. Developing coordination mechanisms to foster trade between Mexico and Texas
 - 1. Coordinate with Mexico to ensure proper planning of trade corridors
 - 2. Promote more efficient international border crossings
 - 3. Promote cooperation with and understanding of U.S. policies
- C. Leveraging safety and security measures to enhance trade efficiencies.
 - 1. Promote efficiencies at international border crossings
 - 2. Develop international border crossings that take advantage of the latest technologies and procedures
 - 3. Review the Presidential Permit policy to facilitate international bridge construction
 - 4. Provide a balance between required inspections and efficient trade flow
- D. Demonstrating the economic benefits of international trade at the national, state, and local levels.
 - 1. Identify national, statewide, and international benefits of trade

It is important to note that international trade must function within the parameters set at both the federal and state levels. These two levels, while separate, are not totally independent. While some of the strategies developed by the BTAC are designed to be carried out at the state level, some of the issues that the strategies address are beyond the control of the State of Texas and are the responsibility of various federal agencies. Each specific proposal, along with its implementation actions, measures of success, and responsible party(ies), is presented in Appendix B of this report.

Federal Legislative Update: Potential Funding Opportunities for Land Ports of Entry.

The recently passed Federal Transportation Reauthorization Bill also known as MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) includes the Coordinated Border Infrastructure (CBI) Fund. However, the Bill no longer mandates that those funds must be spent on the border for international trade facilitation projects. By removing the mandate, Congress provided each border state department of transportation the flexibility to fund CBI-eligible projects. The continued funding of these projects is crucial, especially considering the increased international trade occurring along the State of Texas international border.

In addition, the BTAC and other local border stakeholders must continue advocating on a federal level for increased CBI funding as well as for including the mandate that funding be spent at our international border for trade facilitation infrastructure.

Members of the Texas Congressional Delegation have introduced several bills allowing for public-private or Public-public partnerships to expand our land ports of entry. The BTAC and local stakeholders must continue expressing support for these initiatives particularly during these tight fiscal budgetary times.

Border-Related Projects and Studies

This report lists projects and studies completed within the past two years and that are currently underway. TxDOT Districts and Division, MPOs, and other agencies provided most of this information, and TTI obtained additional information from Internet sites. The projects and studies are sorted geographically. Studies and programs that affect the entire border, or numerous parts of it, are listed in separate sections.

General Studies and Programs

Border Travel Time/Wait Time Studies

TxDOT, in collaboration with FHWA and TTI, has developed border wait time/travel time study systems at a number of commercial crossings in Texas. Real time and historical data are available from a web site, <http://bcis.tamu.edu>, for commercial vehicles at the following locations:

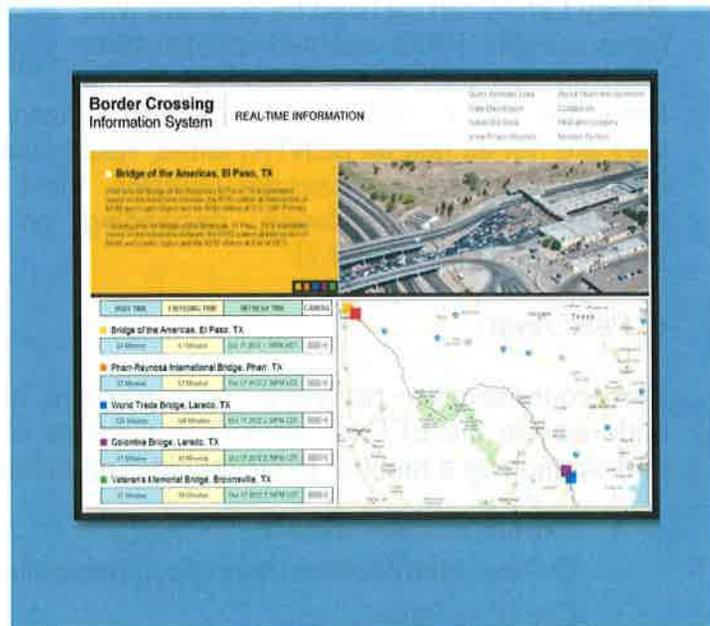
- Veterans Bridge (Laredo)
- Pharr/Reynosa Bridge
- World Trade Bridge (Laredo)
- Colombia Bridge (Laredo)
- Bridge of the Americas (El Paso)

System installation is occurring at the Zaragoza Bridge in El Paso for commercial and passenger vehicles. These systems will provide real time border crossing information to bridge users including business and industry, bridge operators and inspection services. These entities can use the information to optimize their operations at ports of entry. Systems will archive the data for mid- and long-term reporting of crossing times and delays. These studies will supply benchmark data against which to measure any improvements to border crossing infrastructure or processes. (*Implementation Action 2.1*)

Regional Border Master Plans

The first Regional Border Master Plan Study for the TxDOT Laredo District and the bordering states of Tamaulipas, Nuevo León, and Coahuila is complete. Numerous local stakeholders who participated actively in the process provided widespread support for the study. Regional Border Master Plans for the El Paso/Chihuahua/New Mexico and the Lower Rio Grande Valley/Tamaulipas regions are well underway. The Department of State and its sister agency in Mexico are urging the U.S. and Mexican border states to complete their Regional Border Master Plans so that Federal investments at border crossings align with the priorities of the regions.

International ports of entry in Texas are in need of infrastructure improvements, with 57 percent of them operating over capacity. In



addition, 67% of the buildings are at or over capacity and are in need of modernization according to a CBP assessment completed several years ago. TxDOT's International Relations Office reports that, as is the case for many agencies, CBP does not receive the appropriations necessary to address all of these issues. Since not all improvements can be addressed in the near term, Regional Border Master Plans facilitate bi-national planning and regional priorities for improvements at the border crossings and the needed transportation links, as well as the possibility of new crossings. (*Implementation Action 3.2*)

Inspection Booths

Installation is complete for seven new inspection booths at the World Trade Bridge in Laredo, several of which are designated as FAST booths. In addition, Ready Lanes are operational at a number of crossings at the Texas-Mexico border including:

- Brownsville Gateway
- Donna
- Progreso
- Pharr
- Hidalgo
- Eagle Pass
- Del Rio
- Lincoln-Juarez (El Paso)
- Zaragoza (El Paso)
- Bridge of the Americas (El Paso)
- Paso del Norte (El Paso).

SENTRI stands for "Secure Electronic Network for Travelers Rapid Inspection", which is a program providing expedited CBP processing for pre-approved, low-risk travelers. Applicants must voluntarily undergo a thorough biographical background check against criminal, law enforcement, customs, immigration, and terrorist indices; a 10-fingerprint law enforcement check; and a personal interview with a CBP Officer.

Ready Lanes can be used by crossers who have specific RFID enabled identification such as Passport Cards, SENTRI, Global Entry and FAST cards, and the new Enhanced Permanent Resident cards. And while they are not as fast as SENTRI lanes, Ready lanes allow more expedited crossing than traditional lanes for passenger vehicles. Most bridges can change designation from traditional to Ready lanes, depending on the level of traffic and demand. (*Implementation Action 6.1*)

El Paso Area

Numerous studies, programs, and projects have been completed and others are underway in the El Paso area. The success of these activities is the result of active participation by a number of stakeholder agencies, including:

- TxDOT El Paso District
- El Paso Metropolitan Planning Organization
- City of El Paso

El Paso/Santa Teresa-Chihuahua Border Master Plan

In February 2012 the El Paso Metropolitan Planning Organization (MPO) Transportation Policy Board approved the scope of work for the "El Paso/Santa Teresa-Chihuahua Border Master Plan." As a part of this overall process, the MPO Policy Board developed a bi-national work group. The group's identified objectives are:

- Design a process that ensures the participation of everyone involved in port of entry projects and the transportation infrastructure for such projects.
- Increase the understanding of the planning processes for port of entry and transportation projects on both sides of the border.
- Develop priorities and timelines for port of entry and related multi-modal transportation projects, including those for pedestrians, non-commercial vehicles, commercial vehicles and rail.
- Recommend a process that ensures coordination among federal, state, regional and local stakeholders on current and future port of entry and supporting transportation needs.

The first public outreach for the "El Paso/Santa Teresa-Chihuahua Border Master Plan" was held in July 2012.

El Paso Regional Port of Entry Operational Plan

The Texas Turnpike Authority Division of TxDOT (TTA) performed a study within the El Paso MPO region of all existing international ports of entry, from Santa Teresa, New Mexico, to the Tornillo-Guadalupe crossing in far-east El Paso County. The plan evaluated the operations of each existing POE as well as their combined operations as a system in order to develop and evaluate alternative operational scenarios. The key element of the study is extensive public involvement and outreach to ensure that all interested groups in the El Paso region were actively engaged in planning, development, and implementation of the Operations Plan. The final report, submitted in June 2011, provided immediate, short-term, and long-term recommendations to improve cross border mobility in the region. The group also approved feasibility studies to examine the need for future POEs in El Paso and Socorro, Texas, and a new POE in Sunland Park, New Mexico. (*Implementation Action 7.1*)

El Paso Regional Ports of Entry Operations Plan Study

The El Paso MPO, the City of El Paso, TxDOT, and Cambridge Systematics worked cooperatively, along with regional stakeholders, to examine traffic efficiency and POE facility needs system-wide within the El Paso MPO study area. This study was completed in February 2012 and examined the Commuter International POE that is being proposed. This proposed POE will promote the use of dedicated commuter lanes and high occupancy toll lanes to reduce congestion and commuter wait times at the Bridge of the Americas and the Ysleta-Zaragoza Bridge. This project is expected to begin construction sometime between 2016 and 2025. (*Implementation Action 4.1*)

Center for International Intelligent Transportation Research 2012 Annual Report

Each year the Center for International Intelligent Transportation (CIITR) prepares an annual report, detailing work performed. Following are excerpts from the 2012 report:

- Assessing multiple layers of security screening for trucks
 - The purpose of this study was to investigate ways to mitigate the cost of the trusted shipper program, thereby creating a greater incentive for shipping companies to use the program. Researchers found that profit margins for shippers along the border are very narrow, and any additional costs – such as those associated with joining established trusted shipper programs – are too expensive for many manufacturers and truckers. CIITR staff researched possible methods to reduce or share the costs of the trusted shipper program. Two possible solutions that are being investigated are how the added cost can be shared by other governmental agencies such as the city, which owns and operates the bridge crossing, or the county, which is responsible to the federal government for quality of life and meeting air pollution standards.
- Measuring northbound traffic trends
 - In this effort researchers updated CIITR's 2011 Northbound Traffic Trends Research Brief. The trends determined by this research can help estimate future freight activities and help identify ports of entry where capacity improvements may be needed. The results can also help decision makers in allocating resources for border crossing operations and activities.
- Improving emissions measurements to retain federal highway funds
 - The El Paso area is currently in nonattainment for particle pollution and on the verge of being in nonattainment for carbon monoxide emissions. A robust method to estimate emissions would make it possible to include the overall impact of cross-border vehicle activity, as well as how control strategies would impact emissions. In order to develop an estimation tool to calculate the emissions impact of cross border traffic, researchers first



Emissions caused by idling vehicles at congested border crossings can compound an area's air quality problems.

had to address the gaps in emissions estimation methodologies for border crossing activities, and develop a way to extract the second-by-second emissions rates from the Motor Vehicle Emission Simulator (MOVES) model and real-world emissions measurements. The proposed methodology will help El Paso area agencies accurately include the impact of control strategies and future ports of entry improvements into their decision making process. This proposed model can be applied for emissions estimation at other border locations, and can be used to quantify the pollution impact of cross-border vehicle traffic. The model can also be used to assess the effectiveness of emissions control strategies applied in other border regions.

- Gaining better understanding of cross-border pedestrian traffic
 - CIITR researchers are conducting a study to gain a better understanding of cross-border pedestrian traveler decisions. Ultimately, knowing these motives will provide policy makers with analytical support for proposing strategies to improve the flow of pedestrian traffic and will aid in the prediction of future travel behavior. The overall results of this study will allow researchers to explore the factors that influence pedestrian travel and the issues they face, as well as provide insights to alleviate these issues.
- Improving border security through better tracking of goods movement
 - The U.S. Department of Transportation-funded El Paso County Secure Border Trade (SBT) Demonstration Project introduces electronic tracking, reporting and monitoring technology that will expand the capabilities of the private and public sectors to monitor the loading of tractor-trailers and track the movement of goods and the operation of vehicles, from origin to destination. The SBT Project will also verify the identity of drivers and other participants in the cross-border supply chain in real time. In doing so, the project will heighten security, increase participation in trusted shipper programs, promote economic development, and facilitate border trade efficiency by enhancing collaboration between maquiladoras (maquilas), customs brokers, transporters and border security personnel. TTI staff is providing technical support to the county for this project by performing technology monitoring based on systems engineering practices. In addition, the staff is assisting the county throughout the life of the project by coordinating with the vendor on behalf of the county for successful completion of the project.

- Communicating the economic impact of delays at border crossings
 - Using real-time data collected through Radio Frequency Identification (RFID) tags and readers, researchers at TTI's Center for International Intelligent Transportation Research (CIITR) developed a website that combines delay performance measures with economic factors. Combining this information is important, because it allows the user to determine departure time and port of entry selection to aid in reducing the direct delay cost. The information accessible on this website is beneficial to policy makers because it provides a way to track and analyze trends associated with delay costs at ports of entry. Officials will also be able to make more informed planning and policy decisions regarding border crossings. The website will provide users at all levels a robust source of delay-related performance measures.

Transportation Reinvestment Zones

The City of El Paso, in cooperation with the El Paso MPO, has implemented Transportation Reinvestment Zones (TRZs) that allow property tax dollars within the zones to be preserved for transportation investments. This technique will provide a new, dedicated source of financing. (*Implementation Action 1.3*)

City of El Paso Initiatives

The Mayor of El Paso established a Border Task Force to develop strategies and initiatives to improve cross border travel and commerce. The Mayor has also been instrumental in the creation of the U.S.-Mexico Border Mayors Association and hosted the inaugural meeting of the Association in El Paso in August 2011. The Association's vision is to be recognized as a leader and authority for the Mexico-U.S. border region. The Association strives to bring attention to the social issues, including health and education, border security, and trade facilitation for the needs of our communities. The Association also works to make recommendations to the State and Federal Legislatures of the U.S. and Mexico that will help the border region grow and prosper economically. The Mayor has also been coordinating all transportation planning efforts with planning officials in the City of Juarez, Mexico.

The El Paso City Council voted to make reduction of Border Wait Times its prime Federal Agenda Initiative and has developed a list of potential projects to address ports of entry transportation and infrastructure needs. The City of El Paso has offered to pay for additional U.S. Customs and Border Patrol (CBP) officers to man the primary inspection booths to reduce border wait times. CBP has advised that the agency lacks the authority to enter in such agreement. In an effort to solve this challenge, the City Federal Lobbyists have been asked to push for Federal legislation to allow CBP and the General Services Administration (GSA) to enter into public-private partnerships to augment the capacity of Federal Border Agencies and improve Border Infrastructure. In

the meantime, the City of El Paso is asking CBP and U.S. Department of Homeland Security (DHS) to designate El Paso as the site for pilot programs to demonstrate the use and effectiveness of public-private partnerships. The City of El Paso is also studying the feasibility of public-private partnerships and public-public partnerships to address CBP staffing shortages and POE infrastructure and transportation gaps. The City of El Paso is working with several local private and public entities and several Juárez entities to develop a comprehensive plan on expediting the movement of people and goods through the El Paso POEs in a timely manner. The City of El Paso has entered into a Memorandum of Understanding with Ciudad Juarez, Freight Shuttle Partners, and the El Paso Regional Economic Development Corporation to investigate the possibility of constructing a Universal Freight Shuttle System in the El Paso – Ciudad Juarez area.

The City of El Paso is also participating with the El Paso MPO in the Ad Hoc Committee on Border Crossing Improvements. (*Implementation Actions 3.1, 3.2, and 3.3*)

Technology Projects

The City of El Paso is currently asking CBP and DHS to enter into a Memorandum of Agreement to facilitate the deployment of Secure Origins' "Live Electronic Escort" or Border XXI. The Border XXI Program is a technology based solution designed to increase the efficiency and security of goods crossing the U.S.-Mexico border by providing visibility of the shipment movements throughout the supply chain. The City of El Paso has provided a grant to Secure Origins to demonstrate Border XXI.

The Border XXI Program is an innovative bi-national effort which brings together the diverse U.S. and Mexican federal entities responsible for the border environment to work cooperatively toward sustainable development through protection of human health and the environment and proper management of natural resources in both countries.

The City is planning the installation of a Blue Tooth border wait time system at the Paso Del Norte and Stanton international bridges to provide timely and accurate border wait times and border crossing times for pedestrians and passenger vehicles. (*Implementation Actions 5.1 and 7.1*)

Bridge Projects

The new Guadalupe-Tornillo crossing east of El Paso is under construction on the U.S. side, and according to the Mexican Ministry of External Relations, construction should start on the Mexican side in November 2012.

There is a Proposal to expand the existing Ysleta-Zaragoza Bridge and construct a new secured traveler POE that would include dedicated commercial Free and Secure Trade (FAST) lanes.



Figure 1. Ysleta-Zaragoza Bridge.

The City of El Paso has developed plans to reconfigure the Ysleta – Zaragoza Port of Entry. The plan calls for commercial northbound bridge to increase 2 to 3 lanes to expedite commercial traffic. The plan also calls for the northbound passenger vehicle lanes to increase from 3 to 4. (*Implementation Action 4.1*)

Presidio

Presidio Presidential Permit

Presidio County is using Coordinated Border Infrastructure (CBI) Funds to obtain a Presidential Permit to expand the current bridge and provide possible toll revenue for added capacity. (*Implementation Action 8.2*)



Figure 2. Presidio-Ojinaga International Crossing.

Laredo Area

City of Laredo Initiatives

The City of Laredo continues to be an active stakeholder in coordination and cooperation with the City of Nuevo Laredo and other local, state, and federal agencies in both countries. (*Implementation Action 3.1*)

IH 69 Initiatives

The City of Laredo, the Laredo MPO, Webb County, and TxDOT regularly attend the IH 69 and IH 35 coalition meetings. These agencies also actively participate in the “Port-to-Port” group meetings, which relate to improved connections between the Port of Corpus Christi and Laredo. In addition, the City and MPO are continuing efforts to develop local support for upgrading the portion of Loop 20 between US 59, IH 35 and the World Trade Bridge IV to Interstate standards as part of the IH 69 corridor. This effort also includes investigations into alternative financing sources. These efforts are leading to local government resolutions for the formation of Tax Re-Investment Zones (TRIZ) and other mechanisms that will accumulate funds for the Loop 20 upgrades.

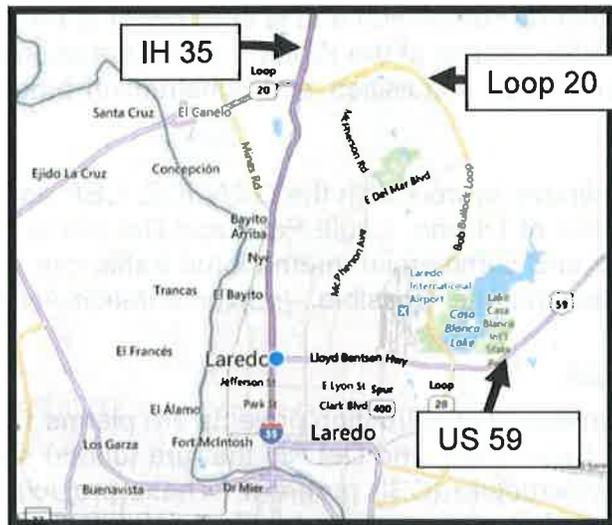


Figure 3. Loop 20 in Laredo.

Webb County has initiated early environmental and engineering studies for the upgrade of two segments Loop 20 in northern Laredo to a full expressway facility that would be integrated into the Laredo portion of the IH 69 corridor. (*Implementation Actions 1.1 and 1.3*)

Regional Coordination

TxDOT hosted Border Master Plan meetings in Del Rio (2011) and Laredo (2012). All local and state agencies in the area continue to play active roles in trade organizations that work towards the efficient flow of trade across the U.S./Mexico border. TxDOT and other stakeholders have coordinated transportation planning efforts with planning

officials in the City of Nuevo Laredo, Mexico, as well as with transportation officials at the highest levels of other municipal, state, and federal agencies. (*Implementation Action 1.3*)

Regional Border Master Plan Study

The TxDOT Laredo District, the City of Laredo, and the Laredo MPO continue to be active partners in TxDOT's Regional Border Master Plan Study for the Laredo District and the bordering states of Tamaulipas, Nuevo León, and Coahuila. This study process has received widespread backing and participation from local stakeholders and is well underway. (*Implementation Action 3.2*)

Bridge Projects

Multiple stakeholders are participating in on-going discussions regarding a fifth international vehicle bridge and a second international railroad bridge to be constructed by the Kansas City Southern Railroad and its Mexican counterpart. (*Implementation Action 4.1*)

The permanent Border Safety Inspection Facility (BSIF) at the Laredo-Colombia Solidarity Bridge III is nearing completion and is anticipated to be fully operational in late 2012. The permanent BSIF project at the World Trade International Bridge IV is on hold due to the lack of right-of-way acquisition and construction funding. (*Implementation Action 6.1*)

The Laredo District continues to work with the GSA, ICE, CBP and the city international bridge staff from the cities of Laredo, Eagle Pass and Del Rio to upgrade the toll plaza facilities so that private and commercial international traffic can cross the U.S./Mexico border in the most efficient manner possible. (*Implementation Action 7.1*)

Other Area Road Projects

Approximately \$104.5 million in construction projects are planned for letting between FY 11 to FY 14 in Laredo, Eagle Pass and Del Rio that are funded and qualified under the Coordinated Border Infrastructure (CBI) program. These projects include border-traffic related city and state roadways as well as facility and toll booth upgrades at Laredo, Eagle Pass and Del Rio POEs. (*Implementation Action 6.3*)



Figure 4. Del Rio International Crossing.

Rio Grande Valley Area

Bridge Projects

In 2010, the Donna-Rio Bravo International Bridge was completed and making it the newest international bridge in Hidalgo County. The bridge connects the cities of Donna, Weslaco, and Mercedes with Rio Bravo, Tamaulipas, Mexico.



Figure 5. New International Crossing in Donna.

Regional Initiatives

In 2007, the HCMPO coordinated to develop SB1888, legislation which allows Hidalgo County to collect a \$10 fee for vehicle registration and forwards revenue to the Hidalgo County Regional Mobility Authority to fund long-term transportation projects in the county, including metropolitan planning organization priority-listed projects. These resources will help fund transportation projects that may otherwise be scheduled further out in time, when traditional funding would become available. *(Implementation Action 1.1)*

Coordinate with 22 cities, the unincorporated area of Hidalgo County, public transportation providers, Hidalgo County RMA, Hidalgo County Commuter Rail District, U.S. Fish and Wildlife, and TxDOT to provide a strong transportation planning effort and initiative for the metropolitan area. *(Implementation Action 1.2)*

The HCMPO passed a resolution to approve the “No Truck in Left Lane” initiative. Signage is expected to go up in July 2013. The Non-Destination, Non-Radioactive Hazardous Cargo Route Study for metropolitan area of Hidalgo County is finished. *(Implementation Action 1.1)*

The Hidalgo County MPO is coordinating and providing a Transportation Policy Committee Training Workshop for all committee members and for the Citizens Advisory Committee members. As a part of this effort, the HCMPO also hosted a Metropolitan Transportation Planning Workshop presented by TTI. *(Implementation Action 5.1)*

The HCMPO is actively participating in the Lower Rio Grande Valley – Tamaulipas Border Master Plan Study which facilitates bi-national planning along the international border area. *(Implementation Action 3.2)*

Technology Projects

The Pharr-Reynosa International Bridge is one of the international bridges which have a radio frequency identification (FRID) system implemented. This system measures border crossing and wait times for trucks crossing from Mexico into Texas and major international land ports of entry. This initiative is coordinated by TTI, TxDOT & FHWA. *(Implementation Action 7.1)*

U.S. 77 and U.S. 281

Multiple agencies continue to participate in various meetings regarding the development of US 281 and US 77 to Interstate standards. Existing controlled-access segments on these highways are in the process of being designated as Interstates, per MAP-21 federal transportation legislation. Both highways are being improved as funding becomes available. *(Implementation Action 1.3)*



Figure 6. US 281 North of Edinburg.

Cameron & Hidalgo County Freight Origin & Destination Study

Tier 2 federal grant and matching district funds provided the Cameron & Hidalgo County Freight Origin & Destination Study. It concentrated on freight movements from the three designated international land ports, the Port of Brownsville, rail switching yards, and airports. Phase 1 included roads that are being used for destinations within the two counties. Phase 2 included roads that are used for transport out of the counties. The study began in November 2010 and is complete. (*Implementation Action 3.2*)

East Loop (Brownsville area)

The Brownsville MPO and the Cameron County RMA have been working cooperatively on planning the East Loop project. This route will provide a new connection from the Veteran's International Bridge at Los Tomates to the Port of Brownsville, as well as improve access to the Brownsville International Airport and foreign trade zones. It could possibly become the new Overnight Corridor, replacing the existing one on SH 4 (International Blvd.), which passes through two densely developed areas. Environmental studies are underway and construction should start within 2 to 3 years. This route will be designated as S.H. 32. (*Implementation Action 3.2*)



Figure 7. SH 32 Alternatives Layout.

Bridge Projects

A feasibility study is being undertaken for a new international crossing at Sullivan City. This study includes a rail component.

A second span of the Veterans Bridge in Brownsville is under development to facilitate the flow of commercial and private vehicle traffic and to optimize the use of the FAST lane. The new span is tentatively scheduled for completion at the end of April 2013. The U.S. side is finished and is awaiting completion on the Mexico side. (*Implementation Action 6.1*)



Figure 8. Veterans Bridge in Brownsville (prior to construction of second span).

Rail Projects

The West Rail Relocation is under construction. It involves the relocation of the main Union Pacific rail line from an urban area in Brownsville/Matamoros to a rural area.

Regional Road Projects

There is a total of \$126 million in construction projects planned for the Pharr District's border area under the Coordinated Border Infrastructure program.

Regional Planning

The Brownsville MPO and the Harlingen-San Benito MPO have cooperated on developing socio-economic demographic forecasts to support and inform long range planning for regional and bi-national corridor projects.

In FY 2012 the Brownsville MPO Policy Committee revised its 2005-2030 MTP to reflect listing of S.H. 550 Tollway Improvements within the MPO area. The Cameron County Regional Mobility Authority will fund this facility. The Brownsville MPO also endorsed the Port of Brownsville's TIGER IV application, which was awarded federal funds to plan and implement dock improvements. These improvements will accommodate future growth in international cargo/freight shipments.

Brownsville MPO staff attended training at TxDOT's Pharr District concerning the Dissemination of Information from Texas Commercial Vehicle Border Crossing & Wait Time Measurement Project. In addition, MPO staff used the Internet to monitor conditions and later discussed the significance of this project with Mexican planners and other agency staff/stakeholders from the Mexico. *(Implementation Action 4.1)*

Port of Corpus Christi

The Port of Corpus Christi is actively involved in multiple projects and programs related to international trade. The Port Executive Director serves on the Board of Directors of the Free-Trade Alliance in San Antonio and on TxDOT's Panama Canal Stakeholders Committee.

Regional Initiatives and Coordination

The Port of Corpus Christi implemented the South Texas Alliance Regional Trade (START) initiative with Port Laredo and Port San Antonio. The over-arching goals of the Alliance are to increase trade economic activity and opportunity for all South Texas and Northern Mexico.

Port staff also worked with the Laredo Development Foundation and the Alpha Group (Laredo Freight Forwarders and Customs Brokers professional group) to initiate a liner service to Central and South America.

Port Corpus of Christi representatives regularly attend the I-69 Alliance and the U.S. 77 Coalition meetings. In addition, two port commissioners regularly participate in BTAC and other regional transportation initiatives such as TEX-21 and the Border Trade Alliance. *(Implementation Actions 1.1, 1.2, and 1.3)*

Technology Transfer and International Initiatives

Port staff attends conferences and makes presentations at numerous international locations in an effort to increase international freight traffic. The Deputy Port Director attended the Canadian Border/Ports/Rail Tour to strategize lessons learned for South Texas/Mexican border consideration. *(Implementation Actions 1.1, 1.2, and 1.3)*

Examples of recent activities include:

- Attended and presented the Port of Corpus Christi in Mexico City at the Expo Carga Conference, a Mexican Shipping and Freight Forwarders Association.
- Accompanied local farmers to Bogota, Colombia to explore agricultural trade opportunities.
- Met with the President of ANIERM, a Mexican Association of Importers/Exporters to promote Regional Trade.
- Attended FITAC (Colombian Logistics Association) in Bogata Colombia to discuss merging markets for South Texas and Colombia due to the Free-Trade Agreement.
- Presented the Port of Corpus Christi to the Latin Association American Port Authorities in Lima, Peru.
- Presented the Port of Corpus Christi at the Professional Project Cargo conference in Brazil.
- Presented the Port of Corpus Christi at ALACAT (Association of Latin American Logistics Providers) in San Antonio, Texas.

Midland-Odessa Area

Although the Midland-Odessa area is not directly along the border, organizations in this area have played key roles in planning, developing, and programming projects related to international trade. The Midland-Odessa Transportation Organization (MOTOR MPO) is involved in prioritizing and programming projects and the Midland-Odessa Transportation Alliance (MOTRAN) plays a key role in developing relationships with public and private international partners. The primary focus related to international trade has been continuing development of the La Entrada al Pacifico trade corridor.

Mexican Road Construction

Governor Duarte in Chihuahua and Governor Lopez in Sinaloa, both committed publicly to the future of La Entrada al Pacifico during the early stages of their respective campaigns, and both are now following through with those promises as they begin their new administrations. Governor Duarte's office announced \$20 million (USD) in funding for 2011 to continue work on the roadway between San Rafael and Bahuichivo. In 2010, the State of Chihuahua spent \$12 million (USD) for 12 kilometers of roadway in the area. The 2011 funding announcement will be to construct an additional 17 kilometers between the two communities.

SH 349

In 2011 agreed to expand SH 349 between Midland-Odessa and Lamesa. The expansion will include a four-lane undivided highway from Midland to the Dawson

County line and substantial improvements to the remaining portion into Lamesa. (Implementation Actions 1.1, 1.2, and 1.3)



Figure 9. SH 349 between Midland and Lamesa.

US 385

TXDOT recently completed the initial round of public hearings for the expansion of US 385 to four lane divided construction. The results of the initial planning were submitted to the Federal Highway Administration for review. The project is part of the La Entrada al Pacifico corridor, but is also part of the route studied and recommended for upgrade as part of the Lubbock to I-10 Study in 1997.

The US 385 segment is also part of the Texas Trunk System planned for upgrade to four lane divided status. (Implementation Actions 1.1, 1.2, and 1.3)

Craddick Highway / SH 349 Reliever Route

Construction was completed on the Craddick Highway Overpass (SH 349, northwest of Midland) at SH 158. The project, which had been pulled from the original plans by TXDOT due to financial concerns, was later added back after the construction of the SH 349 Reliever Route came in significantly under budget. As an at-grade intersection, the site had been the scene of numerous accidents and fatalities. (Implementation Actions 1.1, 1.2, and 1.3)



Figure 10. SH 349 @ SH 158 Overpass.

Regional Rail Initiatives

MOTRAN and the La Entrada al Pacifico Rural Rail Transportation District (LEAP) continue to work together on several items concerning local rail service. This year, both groups have joined with TXDOT and communities from West Texas and the Panhandle to form the West Texas Freight Rail Study Group and are currently working with consultants on a study of current demands and constraints within the West Texas freight system, as well as areas that need to be improved to ensure continued service for the future.

In addition, MOTRAN and LEAP are leading the effort to study the economic feasibility of a north-south line connecting the Midland-Odessa area to other area rail systems, including the South Orient Railroad which provides service to Presidio-Ojinaga and intermodal facilities to provide competitive service and increased rail shipping opportunities for current businesses and future economic prospects. (*Implementation Action 10.2*)

Inland Port Initiative

Efforts continue to develop an inland port of entry at and around Midland International Airport. The airport is also home to Foreign Trade Zone #165, which is comprised of the airport and the surrounding area. This port of entry could provide Customs inspections for containers that have been sealed since leaving Mexico and crossing into the United States while traveling on the La Entrada al Pacifico Corridor. In recent studies, utilization of the La Entrada al Pacifico Corridor cut travel time by three hours and costs by over \$300 on one way shipments between Dallas and Chihuahua City. The Presidio, Texas, Port of Entry also provides excellent service with an average crossing time of only 20 minutes. (*Implementation Action 4.1*)



Figure 11. La Entrada al Pacifico Route and Connections to other Corridors.

The La Entrada al Pacifico Corridor also provides additional connections to the Ports to Plains Corridor, as well as, the CanAm Highway providing additional linkages into Mexico and Canada. *(Implementation Actions 1.1, 1.2, and 1.3)*

Appendix A – Border Trade Advisory Committee (BTAC) Members

Metropolitan Transportation Organizations

- Laredo MPO, City of Laredo, Mayor Raul Salinas, Policy Board
- Hidalgo County MPO, City of Edinburg, Commissioner Joe Garza, Policy Board Chair
- Harlingen-San Benito MPO, City of Harlingen, Mayor Chris Boswell, Policy Board Chair
- Brownsville MPO, City of Brownsville, Mayor Tony Martinez, Policy Board Chair
- El Paso MPO, Town of Horizon City, Mayor Walter Miller, Policy Board Chair
- Midland Odessa Transportation Organization, Ector County, County Judge Susan M. Redford, Policy Board Chair

Ports of Entry

- Pharr-Reynosa International Bridge on the Rise – Jesse Medina, Bridge Director, City of Pharr
- Veterans International Bridge at Los Tomates, Free Trade Bridge at Los Indios, Gateway International Bridge – Pete Sepulveda, Jr., Director, International Bridge System, Cameron County
- McAllen-Hidalgo and Anzalduas International Bridges – Rigo Villarreal, Superintendent for McAllen-Hidalgo and Anzalduas Bridges
- B & M Bridge – Juan Pablo Sepulveda, Director of Operations, Brownsville & Matamoros Bridge Company
- Progreso International Bridge – Sam R. Sparks, President, B & P Bridge Company of Weslaco
- Starr-Camargo Bridge Company – Sam F. Vale, President
- Lake Falcon Dam Crossing, Lake Amistad Dam Crossing, Fort Hancock-El Porvenir Bridge, Fabens-Caseta Bridge, Bridge of the Americas – Ed Drusina, Commissioner, U.S. Section, International Boundary and Water Commission
- Ysleta-Zaragoza Bridge, Good Neighbor Bridge, Paso del Norte Bridge – Said Larbi-Cherif, P.E., International Bridges Director, City of El Paso
- Presidio Bridge – Michael O'Toole, Director, Project Development, Bridge Division, TxDOT

University Research Centers

- College of Engineering, Center for Transportation Research, The University of Texas at Austin - Robert Harrison, Deputy Director
- Center for International Intelligent Transportation Research, Texas Transportation Institute, Texas A & M University System, El Paso - Rafael M. Aldrete, Ph.D., Director

Regional Mobility Authorities

- Cameron County – David Allex, Chair

City and County Officials

- Del Rio - Mayor Roberto Fernandez
- Eagle Pass - Mayor Ramsey English Cantu
- Zapata County - Judge Joe Rathmell

Others

- Port of Corpus Christi - Judy Hawley, Port Commissioner
- International Bank of Commerce (IBC Bank) – Eddie Aldrete, Senior Vice President
- Port of San Antonio – Jorge Canavati, Vice President, Business Development
- Laredo Development Foundation – Javier Garza, Chair

Appendix B – Border Trade Advisory Committee (BTAC) Strategies

A. Trade Transportation Corridors

Promote the development of ample and expandable trade transportation corridors.

1. Strategy: Support the development of major identified trade corridors to assist the expansion of Texas' international trade. Efficient multimodal trade corridors in Texas with connections to the Mexican transportation system will foster Texas trade with Mexico and other regions of the world.

Implementation Action 1.1: Develop consensus and support for international trade corridors.

Measure 1.1: Local delegations demonstrate broad support through testimony at Texas Transportation Commission meetings/hearings.

Responsible Parties 1.1: Local.

Implementation Action 1.2: Develop consensus and support for all major trade corridors.

Measure 1.2: Local delegations demonstrate broad support for future Texas transportation projects.

Responsible Parties 1.2: Local.

Implementation Action 1.3: Develop local support for public-private partnerships to fund international trade corridors.

Measure 1.3: Sufficient financial support to accelerate international trade corridor development.

Responsible Parties 1.3: Local, state.

2. Strategy: Develop policies to facilitate trade at both state and federal levels. Trade policies supported by adequate transportation infrastructure will stimulate the flow of goods in the state and improve existing commercial corridors.

Implementation Action 2.1: Develop common measures of efficiency to reflect trade throughput at all trade corridors to serve as a basis for establishing funding priorities.

Measure 2.1: Completion and adoption of measures by state and federal entities.

Responsible Parties 2.1: Local, state, federal.

B. Coordination with Mexico

Develop coordination mechanisms to foster trade between Texas and Mexico.

3. Strategy: Coordinate effectively with Mexico to ensure the planning and development of through trade corridors. Formal and informal coordination efforts with Mexican federal and state government agencies are important to ensure the development of efficient U.S.-Mexico trade corridors.

Implementation Action 3.1: Enhance bi-state multimodal corridor planning efforts through coordinated workshops – Short Term.

Measure 3.1: Number of workshops held for high-level bi-state multimodal corridor planning.

Responsible Parties 3.1: State, Mexico.

Implementation Action 3.2: Develop prioritized bi-national local improvement plans.

Measure 3.2: Number of prioritized bi-national local improvement plans developed.

Responsible Parties 3.2: Local, Mexico.

4. Strategy: Promote more efficient international border crossings. Existing international border crossing procedures and infrastructure should be examined on a continuing basis to identify efficiencies that can be gained by coordinating with Mexican stakeholders. Future international border crossing plans should be developed in close coordination with Mexican and U.S. stakeholders to promote the efficient use of the latest technologies, procedures, and infrastructure on both sides of the border.

Implementation Action 4.1: Harmonize private and public sector activities and schedules to achieve maximum effective use of available international border crossing infrastructure.

Measure 4.1: Reduced average delay at all international border crossings.

Responsible Parties 4.1: Federal.

5. Strategy: Promote cooperation with and understanding of U.S. policies. Constant changes in U.S. security and safety policies impact the international border crossing process and the overall trade between Texas and Mexico. It is important to support

cooperation efforts with Mexican government agencies and the trade community so that new rules are understood and their impact on international trade is minimized.

Implementation Action 5.1: Organize and promote attendance to local workshops for presentations by federal and state regulatory bodies, to include extensive question and answer sessions with private sector and trade communities.

Measure 5.1: Number of workshops and attendance.

Responsible Parties 5.1: Federal.

C. Safety and Security Measures

Leverage safety and security measures to enhance trade efficiencies.

6. Strategy: Promote efficiencies at international border crossings. By evaluating, recommending, and implementing various procedures, efficiencies can be gained throughout international border crossings. Some of the efforts that have been discussed include eliminating the duplication of the vehicle safety inspections, combining security facilities, implementing interoperable technology, modifying hours of operation, increasing staffing levels, and applying demand management techniques like off-peak incentives and value pricing.

Implementation Action 6.1: Expand the use of the FAST (Free and Secure Trade) program, and the proposed express lane at the Department of Public Safety (DPS) inspection stations.

Measure 6.1: Number of local stakeholders willing to participate in and promote FAST and DPS programs.

Responsible Parties 6.1: Local.

Implementation Action 6.2: Evaluate the design of international border crossings and local access points to ensure efficient use of FAST lanes – Short Term.

Measure 6.2: Crossing time for FAST trucks compared to non-FAST trucks.

Responsible Parties 6.2: Federal.

Implementation Action 6.3: Evaluate operations at existing international border crossings to ensure they are performing at optimum efficiencies.

Measure 6.3: Commercial vehicle crossing time.

Responsible Parties 6.3: Federal.

7. Strategy: Develop international border crossings that take advantage of the latest technologies and procedures. New procedures and technologies significantly impact the way international border crossing inspections are carried out and therefore the infrastructure needs at international border crossings. Planned international border crossings should be designed with enough flexibility to benefit from the latest technology and expedite the design and construction process, as well as to make it easy to change in the future when new technologies are implemented.

Implementation Action 7.1: Work with the General Services Administration and other U.S. federal agencies to develop flexible user-oriented configurations and practices for new or rehabilitated international border crossings.

Measure 7.1: Conduct joint workshops with federal officials intended to achieve a modified approach to international border crossing design.

Responsible Parties 7.1: Federal.

8. Strategy: Review Presidential Permit policy to facilitate international bridge construction. Current Presidential Permit procedures to construct or modify international bridges are lengthy and difficult to obtain. A streamlined procedure will smooth the progress of any required modification to take advantage of new technologies or processes.

Implementation Action 8.1: Develop and coordinate with bi-national federal officials an approach to facilitate improvements to existing international border crossings.

Measure 8.1: Revised procedures for national consideration.

Responsible Parties 8.1: Local.

Implementation Action 8.2: Coordinate permitting process for new international border crossings.

Measure 8.2: Time required obtaining permits.

Responsible Parties 8.2: Local.

9. Strategy: Provide a balance between required inspections and efficient trade flow.

Implementation Action 9.1: Ensure proper staffing, resource management and appropriations for new international border crossings or expansion of existing international border crossings that will allow for adequate inspections yet ensure efficient trade flow.

Measure 9.1: Commercial vehicle crossing time and security level.

Responsible Parties 9.1: State, federal.

D. Economic Benefits of International Trade

Demonstrate the economic benefits of international trade at the national, state, and local levels.

10. Strategy: Identify national, statewide, and international benefits of trade. Increased land commercial trade not only benefits the local international border crossing where the transaction takes place but also has a ripple effect that benefits the state and the nation as a whole. The Alameda Corridor Project in California is an example of how a trade corridor improvement can benefit not only the region but the whole nation.

Implementation Action 10.1: Review and implement previous recommendations to quantify local, regional, and national benefits of improved trade at the Texas-Mexico border.

Measure 10.1: Identify which actions must occur at the state or federal level to provide trade benefits.

Responsible Parties 10.1: State.

Implementation Action 10.2: Perform economic impact analysis of trade on local, state and national levels.

Measure 10.2: Complete economic impact analysis of trade.

Responsible Parties 10.2: State.

Implementation Action 10.3: Establish an advocacy program led by the four U.S. border governors to promote the benefits of trade efficiencies at the state, national and international level.

Measure 10.3: Success of advocacy program in Washington, D.C.

Responsible Parties 10.3: State

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B + Column F

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Austin	\$ 511,461	\$ 425,128.00	\$ 1,480,894.00	\$ 1,906,022.00	\$ 1,993,249.00	\$ 2,086,729	\$ 2,061,953
Brownsville	\$ 78,634	\$ 76,881.00	\$ 307,066.00	\$ 383,947.00	\$ 385,837.00	\$ 320,822	\$ 317,013
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DALLAS-FORT WORTH	\$ 2,044,805	\$ 2,082,010.00	\$ 5,908,746.00	\$ 7,990,756.00	\$ 7,957,125.00	\$ 8,342,681	\$ 8,243,627
EL PASO	\$ 279,132	\$ 300,024.00	\$ 936,114.00	\$ 1,236,138.00	\$ 1,215,733.00	\$ 1,138,841	\$ 1,125,319
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Tyler	\$ 47,071	\$ 46,982.00	\$ 196,329.00	\$ 243,311.00	\$ 243,482.00	\$ 192,045	\$ 189,765
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Austin	\$ 511,461	\$ 425,128.00	\$ 1,480,894.00	\$ 1,906,022.00	\$ 1,993,249.00	\$ 2,086,729	\$ 2,061,953
Brownsville	\$ 78,634	\$ 76,881.00	\$ 307,066.00	\$ 383,947.00	\$ 385,837.00	\$ 320,822	\$ 317,013
Bryan-College Station	\$ 61,923	\$ 61,374.00	\$ 208,515.00	\$ 269,889.00	\$ 270,547.00	\$ 252,643	\$ 249,643
CORPUS CHRISTI	\$ 115,671	\$ 135,990.00	\$ 431,647.00	\$ 567,637.00	\$ 547,520.00	\$ 471,931	\$ 466,328
DALLAS-FORT WORTH	\$ 2,044,805	\$ 2,082,010.00	\$ 5,908,746.00	\$ 7,990,756.00	\$ 7,957,125.00	\$ 8,342,681	\$ 8,243,627
EL PASO	\$ 279,132	\$ 300,024.00	\$ 936,114.00	\$ 1,236,138.00	\$ 1,215,733.00	\$ 1,138,841	\$ 1,125,319
Haringen-San Benito	\$ 49,028	\$ 51,250.00	\$ 175,505.00	\$ 226,755.00	\$ 224,618.00	\$ 200,031	\$ 197,656
HOUSTON-GALVESTON	\$ 1,939,056	\$ 1,916,506.00	\$ 5,610,928.00	\$ 7,527,434.00	\$ 7,553,373.00	\$ 7,911,233	\$ 7,817,302
JEFFERSON-ORANGE-HARDIN	\$ 108,806	\$ 117,499.00	\$ 398,439.00	\$ 515,938.00	\$ 507,434.00	\$ 443,921	\$ 438,650
Killeen-Temple	\$ 111,317	\$ 111,060.00	\$ 393,129.00	\$ 504,189.00	\$ 504,641.00	\$ 454,166	\$ 448,773
Laredo	\$ 85,192	\$ 81,587.00	\$ 324,334.00	\$ 405,921.00	\$ 409,675.00	\$ 347,576	\$ 343,450
Longview	\$ 35,736	\$ 36,121.00	\$ 167,114.00	\$ 203,235.00	\$ 202,912.00	\$ 145,801	\$ 180,000
Lubbock	\$ 85,779	\$ 93,563.00	\$ 325,882.00	\$ 419,445.00	\$ 411,812.00	\$ 349,974	\$ 345,819
Mc Allen-Pharr (Hidalgo Co.)	\$ 263,393	\$ 243,864.00	\$ 793,592.00	\$ 1,037,456.00	\$ 1,057,445.00	\$ 1,074,629	\$ 1,061,870
Midland-Odessa*	\$ 88,257	\$ 97,445.00	\$ 275,926.00	\$ 373,371.00	\$ 364,337.00	\$ 360,083	\$ 355,807
San Angelo	\$ 33,604	\$ 40,700.00	\$ 139,300.00	\$ 180,000.00	\$ 180,000.00	\$ 137,102	\$ 180,000
San Antonio	\$ 635,407	\$ 616,141.00	\$ 1,754,162.00	\$ 2,370,303.00	\$ 2,369,777.00	\$ 2,592,424	\$ 2,477,519
Sherman-Denison	\$ 30,000	\$ 30,000.00	\$ 150,000.00	\$ 180,000.00	\$ 180,000.00	\$ 91,270	\$ 180,000
Texarkana (TX Only)	\$ 30,000	\$ 30,000.00	\$ 150,000.00	\$ 180,000.00	\$ 180,000.00	\$ 76,805	\$ 180,000
Tyler	\$ 47,071	\$ 46,982.00	\$ 196,329.00	\$ 243,311.00	\$ 243,482.00	\$ 192,045	\$ 189,765
Victoria	\$ 30,000	\$ 30,000.00	\$ 175,408.00	\$ 205,408.00	\$ 205,408.00	\$ 93,898	\$ 180,000
Waco	\$ 62,296	\$ 70,880.00	\$ 235,576.00	\$ 306,456.00	\$ 297,981.00	\$ 254,166	\$ 251,148
Wichita Falls	\$ 35,936	\$ 45,987.00	\$ 141,991.00	\$ 187,978.00	\$ 180,000.00	\$ 146,617	\$ 180,000
TOTALS	\$ 6,873,478.00	\$ 6,873,478.00	\$ 21,064,677.00	\$ 27,938,154.00	\$ 27,938,155.00	\$ 27,938,155	\$ 27,938,155
TEMPO			\$ 90,000.00				

*Reminder-Midlan-Odessa is NOT included in the TMA group for these calculations

values not rounded up

TMA

Non-Attainment
Near Non-Attainment

Same as Column B + Column E

MPO NAME
MPO Name

FY 13 Funding Distribution

STUDY AREAS	FY 13 FTA Funds By Formula	FTA Funds	Total PL Funding	Total Federal Funding	PL + 5303 Combined All Other Factors Same	PL + 5303, NO Takedowns, NO Min Guarantee	PL + 5303, NO Takedowns, WITH Min Guarantee
Abilene	\$ 39,906	\$ 49,524.00	\$ 152,153.00	\$ 201,677.00	\$ 192,128.00	\$ 162,812	\$ 180,000
Amarillo	\$ 71,069	\$ 82,962.00	\$ 231,926.00	\$ 314,888.00	\$ 303,119.00	\$ 289,955	\$ 286,513
Austin	\$ 511,461	\$ 425,128.00	\$ 1,480,894.00	\$ 1,906,022.00	\$ 1,993,249.00	\$ 2,086,729	\$ 2,061,953
Brownsville	\$ 78,634	\$ 76,881.00	\$ 307,066.00	\$ 383,947.00	\$ 385,837.00	\$ 320,822	\$ 317,013
Bryan-College Station	\$ 61,923	\$ 61,374.00	\$ 208,515.00	\$ 269,889.00	\$ 270,547.00	\$ 252,643	\$ 249,643
Corpus Christi	\$ 115,671	\$ 135,990.00	\$ 431,647.00	\$ 567,637.00	\$ 547,520.00	\$ 471,931	\$ 466,328
DALLAS-FORT WORTH	\$ 2,044,805	\$ 2,082,010.00	\$ 5,908,746.00	\$ 7,990,756.00	\$ 7,957,125.00	\$ 8,342,681	\$ 8,243,627
EL PASO	\$ 279,132	\$ 300,024.00	\$ 936,114.00	\$ 1,236,138.00	\$ 1,215,733.00	\$ 1,138,841	\$ 1,125,319
Harlingen-San Benito	\$ 49,028	\$ 51,250.00	\$ 175,505.00	\$ 226,755.00	\$ 224,618.00	\$ 200,031	\$ 197,656
HOUSTON-GALVESTON	\$ 1,939,056	\$ 1,916,506.00	\$ 5,610,928.00	\$ 7,527,434.00	\$ 7,553,373.00	\$ 7,911,233	\$ 7,817,302
JEFFERSON-ORANGE-HARDIN	\$ 108,806	\$ 117,499.00	\$ 398,439.00	\$ 515,938.00	\$ 507,434.00	\$ 443,921	\$ 438,650
Killeen-Temple	\$ 111,317	\$ 111,060.00	\$ 393,129.00	\$ 504,189.00	\$ 504,641.00	\$ 454,166	\$ 448,773
Laredo	\$ 85,192	\$ 81,587.00	\$ 324,334.00	\$ 405,921.00	\$ 409,675.00	\$ 347,576	\$ 343,450
Longview	\$ 35,736	\$ 36,121.00	\$ 167,114.00	\$ 203,235.00	\$ 202,912.00	\$ 145,801	\$ 180,000
Lubbock	\$ 85,779	\$ 93,563.00	\$ 325,882.00	\$ 419,445.00	\$ 411,812.00	\$ 349,974	\$ 345,819
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Midland-Odessa*	\$ 88,257	\$ 97,445.00	\$ 275,926.00	\$ 373,371.00	\$ 364,337.00	\$ 360,083	\$ 355,807
San Angelo	\$ 33,604	\$ 40,700.00	\$ 139,300.00	\$ 180,000.00	\$ 180,000.00	\$ 137,102	\$ 180,000
San Antonio	\$ 635,407	\$ 616,141.00	\$ 1,754,162.00	\$ 2,370,303.00	\$ 2,369,777.00	\$ 2,592,424	\$ 2,477,519
Sherman-Denison	\$ 30,000	\$ 30,000.00	\$ 150,000.00	\$ 180,000.00	\$ 180,000.00	\$ 91,270	\$ 180,000
Texarkana (TX Only)	\$ 30,000	\$ 30,000.00	\$ 150,000.00	\$ 180,000.00	\$ 180,000.00	\$ 76,805	\$ 180,000
Tyler	\$ 47,071	\$ 46,982.00	\$ 196,329.00	\$ 243,311.00	\$ 243,482.00	\$ 192,045	\$ 189,765
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Waco	\$ 62,296	\$ 70,880.00	\$ 235,576.00	\$ 306,456.00	\$ 297,981.00	\$ 254,166	\$ 251,148
Wichita Falls	\$ 35,936	\$ 45,987.00	\$ 141,991.00	\$ 187,978.00	\$ 180,000.00	\$ 146,617	\$ 180,000
TOTALS	\$ 6,873,478.00	\$ 6,873,478.00	\$ 21,064,677.00	\$ 27,938,154.00	\$ 27,938,155.00	\$ 27,938,155	\$ 27,938,155
TEMPO			\$ 90,000.00				

*Reminder-Midlan-Odessa is NOT included in the TMA group for these calculations

values not rounded up

\$	21,154,677	PL-112 APPORTIONMENT
\$	6,873,478	FTA 5303 APPORTIONMENT
\$	28,028,155	Total Federal Planning Funds Available (TPF)

Appropriation Data Information

Total TPF	28,028,155
AMPO DUES STATE WIDE	75,000
TEMPO DUES STATE WIDE	15,000
REMAINING TPF AFTER STATEWIDE TAKE-OFFS	27,938,155

	# of Areas	Minimum Allocations	Amount Distributed by	
			Min. Alloc.	Population
Amount to near non-attainment area	7	\$25,000	175,000	25,000
Amount to nonattainment areas	4	\$50,000	200,000	800,000
Amount to Transportation Management Area:	11	\$50,000	550,000	450,000
Amount distributed by population	25	\$50,000	1,250,000	24,488,155
				\$25,738,155
				27,938,155

\$	21,154,677	PL-112 APPORTIONMENT
\$	6,873,478	FTA 5303 APPORTIONMENT
\$	28,028,155	Total Federal Planning Funds Available (TPF)

Appropriation Data Information

Total TPF	28,028,155
AMPO DUES STATE WIDE	75,000
TEMPO DUES STATE WIDE	15,000
REMAINING TPF AFTER STATEWIDE TAKE-OFFS	27,938,155

	# of Areas	Minimum Allocations	Amount Distributed by	
			Min. Alloc.	Population
Amount to near non-attainment area	7	\$25,000	175,000	25,000
Amount to nonattainment areas	4	\$50,000	200,000	800,000
Amount to Transportation Management Area:	11	\$50,000	550,000	450,000
Amount distributed by population	25	\$50,000	1,250,000	24,488,155
				\$200,000
				\$1,000,000
				\$1,000,000
				\$25,738,155
				27,938,155

\$	21,154,677	PL-112 APPORTIONMENT
\$	6,873,478	FTA 5303 APPORTIONMENT
\$	28,028,155	Total Federal Planning Funds Available (TPF)

Appropriation Data Information

Total TPF	28,028,155
AMPO DUES STATE WIDE	75,000
TEMPO DUES STATE WIDE	15,000
REMAINING TPF AFTER STATEWIDE TAKE-OFFs	27,938,155

	# of Areas	Minimum Allocations	Amount Distributed by Min. Alloc.	Amount Distributed by Population
Amount to near non-attainment area	7	\$25,000	175,000	25,000
Amount to nonattainment areas	4	\$50,000	200,000	800,000
Amount to Transportation Management Area:	11	\$50,000	550,000	450,000
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				\$25,738,155
				27,938,155

\$ 21,154,677 PL-112 APPORTIONMENT
 \$ 6,873,478 FTA 5303 APPORTIONMENT
 \$ 28,028,155 Total Federal Planning Funds Available (TPF)

Appropriation Data Information

Total TPF **28,028,155**
 AMPO DUES STATE WIDE **75,000**
 TEMPO DUES STATE WIDE **15,000**
REMAINING TPF AFTER STATEWIDE TAKE-OFFS 27,938,155

	# of Areas	Minimum Allocations	Amount Distributed by Min. Alloc.	Amount Distributed by Population
Amount to near non-attainment area	7	\$25,000	175,000	25,000
Amount to nonattainment areas	4	\$50,000	200,000	800,000
Amount to Transportation Management Area:	11	\$50,000	550,000	450,000
Amount distributed by population	25	\$50,000	1,250,000	24,488,155
				\$25,738,155
				27,938,155

\$	21,154,677	PL-112 APPORTIONMENT
\$	6,873,478	FTA 5303 APPORTIONMENT
\$	28,028,155	Total Federal Planning Funds Available (TPF)

Appropriation Data Information

Total TPF	28,028,155
AMPO DUES STATE WIDE	75,000
TEMPO DUES STATE WIDE	15,000
REMAINING TPF AFTER STATEWIDE TAKE-OFFS	27,938,155

	# of Areas	Minimum Allocations	Amount Distributed by	
			Min. Alloc.	Population
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Amount to Transportation Management Area:	11	\$50,000	550,000	450,000
Amount distributed by population	25	\$50,000	1,250,000	24,488,155
				\$200,000
				\$1,000,000
				\$1,000,000
				\$25,738,155
				27,938,155

