

Trade Transportation Activities Report

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Introduction

Texas has a transportation problem. If left unaddressed, the problem will grow into a crisis, harming the state's potential for growth, economic development and reducing the quality of life for all Texans. During the past 25 years, the state's population has increased by 57 percent, while road capacity has grown by only eight percent. In short, the Texas transportation system simply has not kept pace with the needs of our rapidly growing state. The Texas Department of Transportation (TxDOT) is facing declining revenues and increasing costs. In order to achieve an acceptable level of mobility by 2030, transportation leaders have identified \$188 billion of transportation infrastructure projects, but only an estimated \$102 billion will be available through traditional funding sources. Clearly, there is a transportation funding gap making it difficult for the state to plan for future mobility needs. This funding gap may grow due to reduced federal funding anticipated at approximately \$3.6 billion by 2015.

The only 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 have also committed to increase competition, which will drive down the cost of transportation projects.

The Border Technology Exchange Program (BTEP) is to promote and sustain the development of a safe and efficient transportation system for an effective and efficient movement of commerce and people within the U.S.-Mexico border region by improving technical skills and knowledge through the exchange of technology and information. The different types of activities conducted to meet the objective include training courses on value engineering, demonstration projects, personnel exchanges, workshops, conferences, site/field visits, videotapes and documents, technology transfer centers and maintenance seminars.

More recent developments illustrating these strategies include statewide voter approval of the Rail Relocation and Improvement Fund. The use of this fund may allow the Port of Brownsville and the city of El Paso to construct new rail bridges outside of their city centers, eliminating congestion and allowing trains to bypass downtown. Before these improvements can be made, however, the Rail Relocation and Improvement Fund must be capitalized by the Legislature during the 2009 session. Also, Governor Perry recently

directed TxDOT to look for an opportunity to build an interstate-quality highway connecting the Lower Rio Grande Valley to I-37. The Governor also requested that TxDOT solicit proposals from the private sector to complete the length of I-69/Trans-Texas Corridor (TTC) from Mexico to Northeast Texas. Proposals have been solicited from two private entities.

The following report presents transportation improvement projects proposed in TxDOT's El Paso, Laredo, and Pharr Districts. The types of projects we emphasized were projects related to the TTC, pass through financing, Border Safety Inspection Facilities (BSIF), freight rail studies, Intelligent Transportation Systems (ITS), feasibility studies, general aviation improvements, and public transportation regional planning. These types of projects help us reach our goals of reducing congestion, enhancing safety, expanding economic opportunities, improving air quality, and increasing the value of our transportation assets.

Border District Pass-Through Financing Projects

The Pass-Through Financing program was established as a means to benefit local areas by accelerating improvements in mobility and safety on the state highway system. Texas Transportation Code, §222.104(b) authorizes TxDOT to enter into an agreement with a public or private entity for the payment of pass-through tolls as reimbursement for costs associated with the planning, construction, or operation of a toll or non-toll facility on the state highway system. The pass-through reimbursement is a dollar amount that is tied to a measure of actual usage of a highway.

The schedule of pass-through payments is calculated 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 also incorporates TxDOT's estimated cost to construct the facility. Unless otherwise authorized by the Texas Transportation Commission and incorporated in the pass-through agreement, TxDOT's liability under a pass-through agreement shall be neither increased nor decreased by cost overruns or underruns.

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

Laredo District**Table 2 – Laredo District Pass-Through Financing Project Applications**

Highway No.	Application Status	Pass-Through Amount	Length (miles)	Project Description
Loop 20 Interchange in Laredo	Minute Order to Negotiate approved 9/25/2007	\$14,400,000	--	Construct International Blvd. overpass and connectors at Loop 20
US 277 Relief Route	Minute Order to Execute Agreement approved 2/28/2007	\$75,000,000	12	Develop a relief route to US 277 from US 90 north of Del Rio to US 277 southeast of the city

Pharr District**Table 3 – Pharr District Pass-Through Financing Project Applications**

Highway No.	Application Status	Pass-Through Amount	Length (miles)	Project Description
Various	Minute Order to Negotiate approved 4/27/2006	\$48,496,261	20.4	Improvements to various roads in Hidalgo County Road District 5

TTC-35 (Oklahoma to Mexico/Gulf Coast)

The TTC is a proposed statewide network of transportation routes which may feature:

- separate lanes for passenger vehicles and large trucks
- freight railways
- high-speed commuter railways
- utilities such as water lines, oil and gas pipelines, and transmission lines for electricity, broadband and other telecommunications services

TTC routes may incorporate portions of existing and new highways, railways and utility right of ways. Specific routes for the TTC have not been determined. Lanes for various modes of travel and utilities will often run adjacent and parallel to one another. However, lanes sometimes will diverge to accommodate logistical, engineering and local considerations.

One of the most important congestion relief solutions for the current I-35 corridor is the parallel TTC-35 corridor. Public hearings on the preferred corridor alternative for TTC-35 were held in July and August 2006. Over 50 public hearings were conducted in locations throughout the study area. The TTC-35 project received over 6,000 comments during the comment period.

General Location

The proposed TTC-35 corridor is approximately 600 miles long and generally parallels I-35. The recommended preferred corridor alternative extends from the Oklahoma border north of Dallas/Fort Worth near Gainesville to the border with Mexico near Laredo.

Environmental Study

The environmental process on any roadway is what determines the best location for a new highway or corridor. Likewise, the environmental process for TTC-35 will find the best route. The environmental study for TTC-35 will be conducted in two phases (or tiers). Tier one is a broad-based corridor analysis. Tier two will be alignment and segment specific. Since spring 2004, TxDOT has held more than 170 public meetings and hearings to receive input on possible locations for TTC-35. This tier one phase of the environmental process will result in a 10 mile wide study area and is expected to be complete by early 2008. More environmental studies will be needed as part of tier two to

narrow the study area into specific facility alignments, and tier two can begin as soon as tier one is complete.

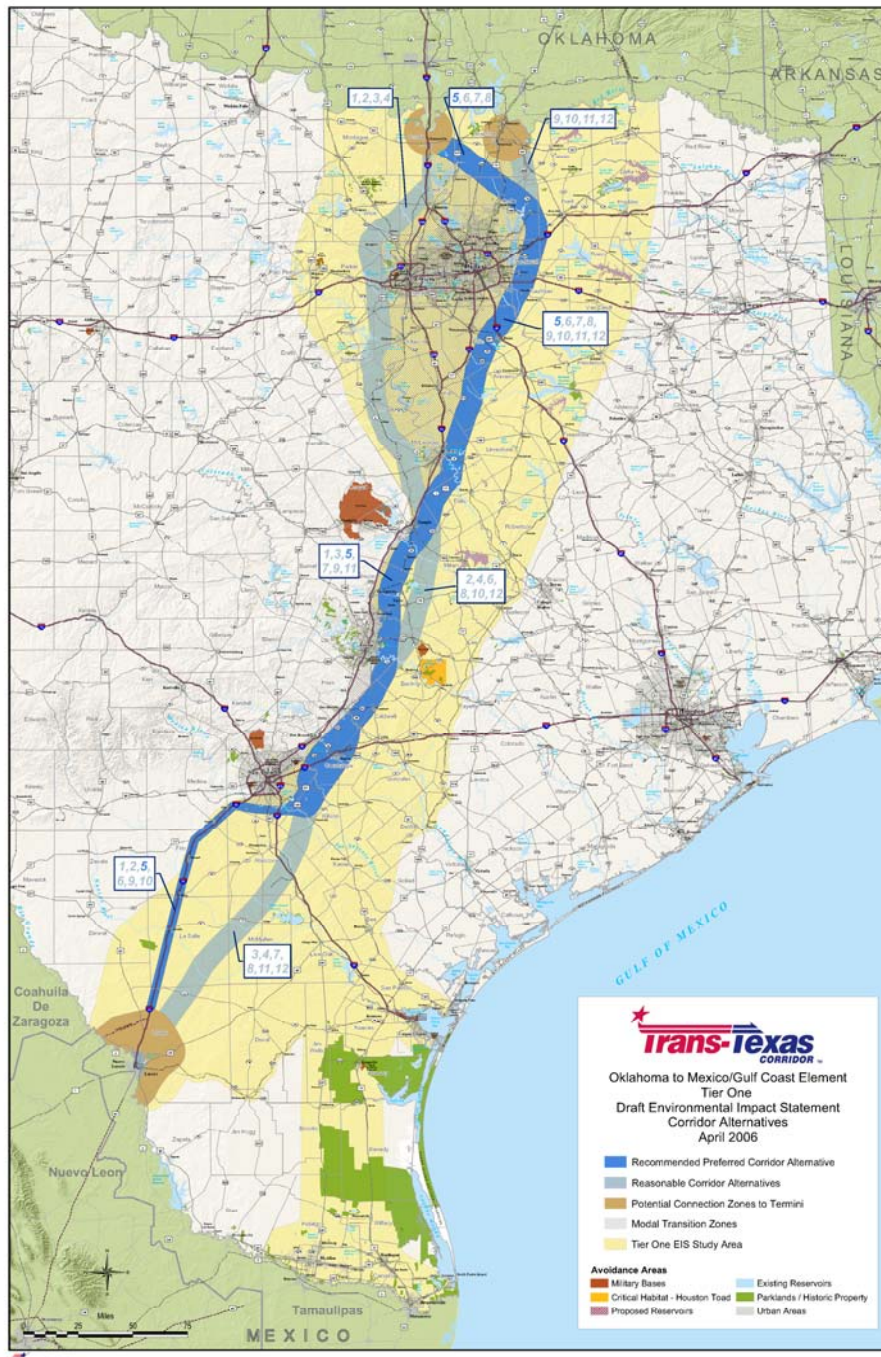
Construction

In March 2005, TxDOT and Cintra Zachry (CZ) signed a comprehensive development agreement for TTC-35. This agreement authorized an initial \$3.5 million corridor master planning effort. The master development plan, which does not select the project's route, shows the likely first phases of TTC-35 (refer to Figure 1). These segments were selected over others because of the great need for congestion relief, safety enhancement, and improved air quality in these areas. The master development plan was announced on September 28, 2006 as a conceptual route for TTC-35 and is being used to make cost estimates and financial plans for the corridor. Final environmental clearance will determine the actual route. The plan indicates that construction on some TTC-35 segments could begin by 2011, pending final approval of the environmental documents.

TxDOT has not awarded any TTC-35 construction contracts; however, TxDOT and CZ have signed a facility concession agreement for the \$1.35 billion TTC-35 connector State Highway 130 segments five and six. Financing, design, and construction of this connecting facility began in mid-2007.

For more information, go to www.keeptexasmoving.org.

Figure 1 – Draft TTC-35 Corridor Alternatives



I-69/TTC (Northeast Texas to Mexico)

Interstate 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, I-69 will be developed with the TTC concept.

General Location

The proposed I-69/TTC extends from Texarkana/Shreveport to Mexico (either at the Rio Grande Valley or Laredo or both). The initial study area is roughly 650 miles long. Refer to Figure 2 for recommended reasonable corridors.

Environmental Study

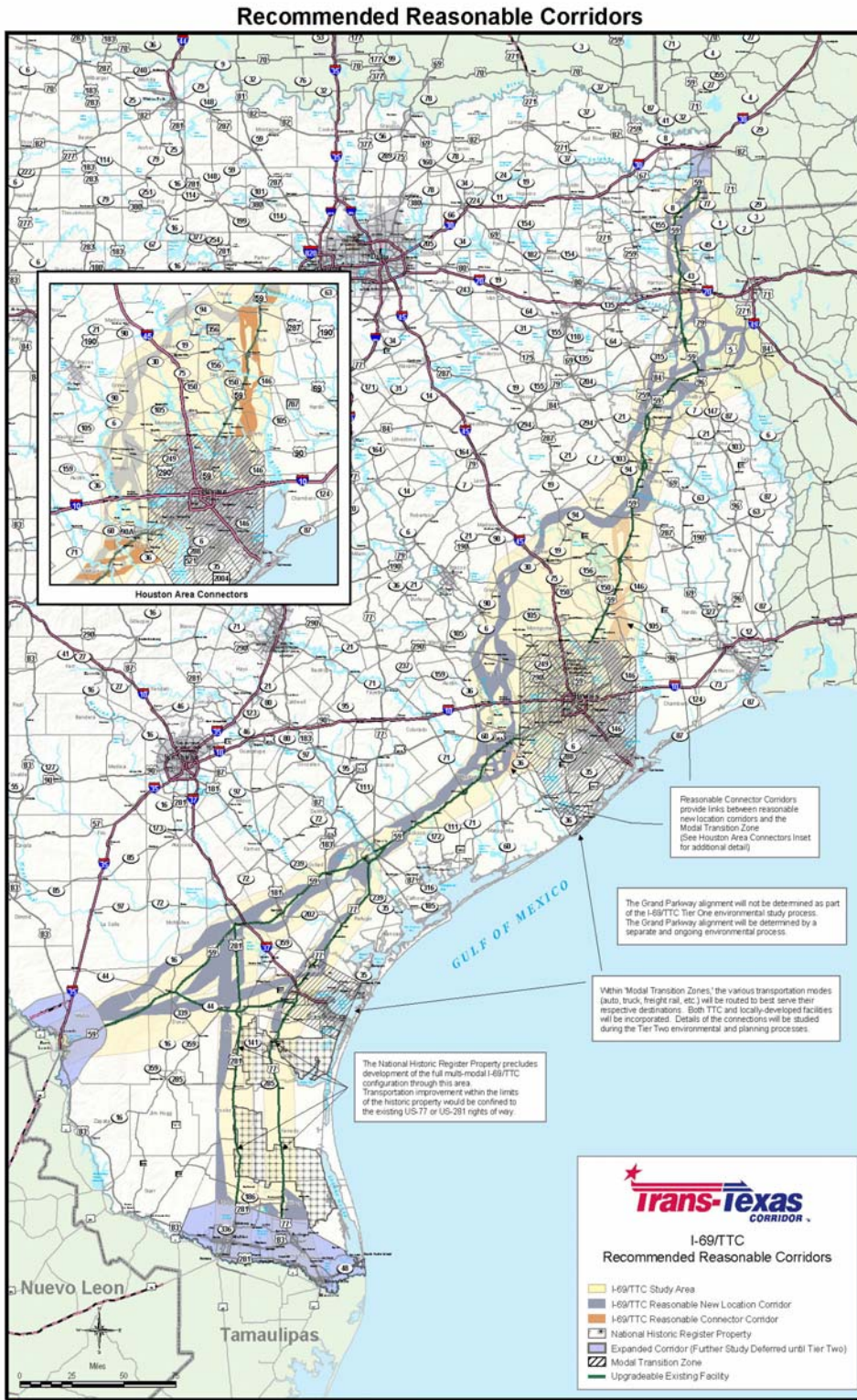
The environmental study for I-69/TTC will be conducted in two phases (or tiers). Tier one is a broad-based corridor analysis, while tier two will be alignment and segment specific. The tier one environmental study for I-69/TTC began in early 2004, when TxDOT held meetings to receive public input on possible locations for the corridor. Public informational meetings were held in summer 2005. This phase of the environmental process resulted in a final study area roughly four miles wide. The Draft Environmental Impact Statement was issued in November 2007. A series of public hearings will be held in the winter of 2008 to review and comment on this narrowed study area. The tier one study should be completed in late 2008. More environmental studies will be needed to identify the final alignment as part of the tier two studies.

Construction

To date, no contracts have been awarded for development or construction of I-69/TTC. TxDOT has commenced a procurement process to select a strategic development partner. Two private sector groups submitted proposals and qualifications to compete for the development of I-69/TTC. Zachry American Infrastructure and ACS Infrastructure Development Inc. submitted one proposal and Bluebonnet Infrastructure Investors submitted the other proposal. A formal request for proposals was issued to the two private developer teams for detailed plans on how to finance, design, construct, operate and maintain I-69/TTC. A comprehensive development agreement could be concluded by winter 2008.

For more information, go to www.keeptexasmoving.org.

Figure 2 – I-69/TTC



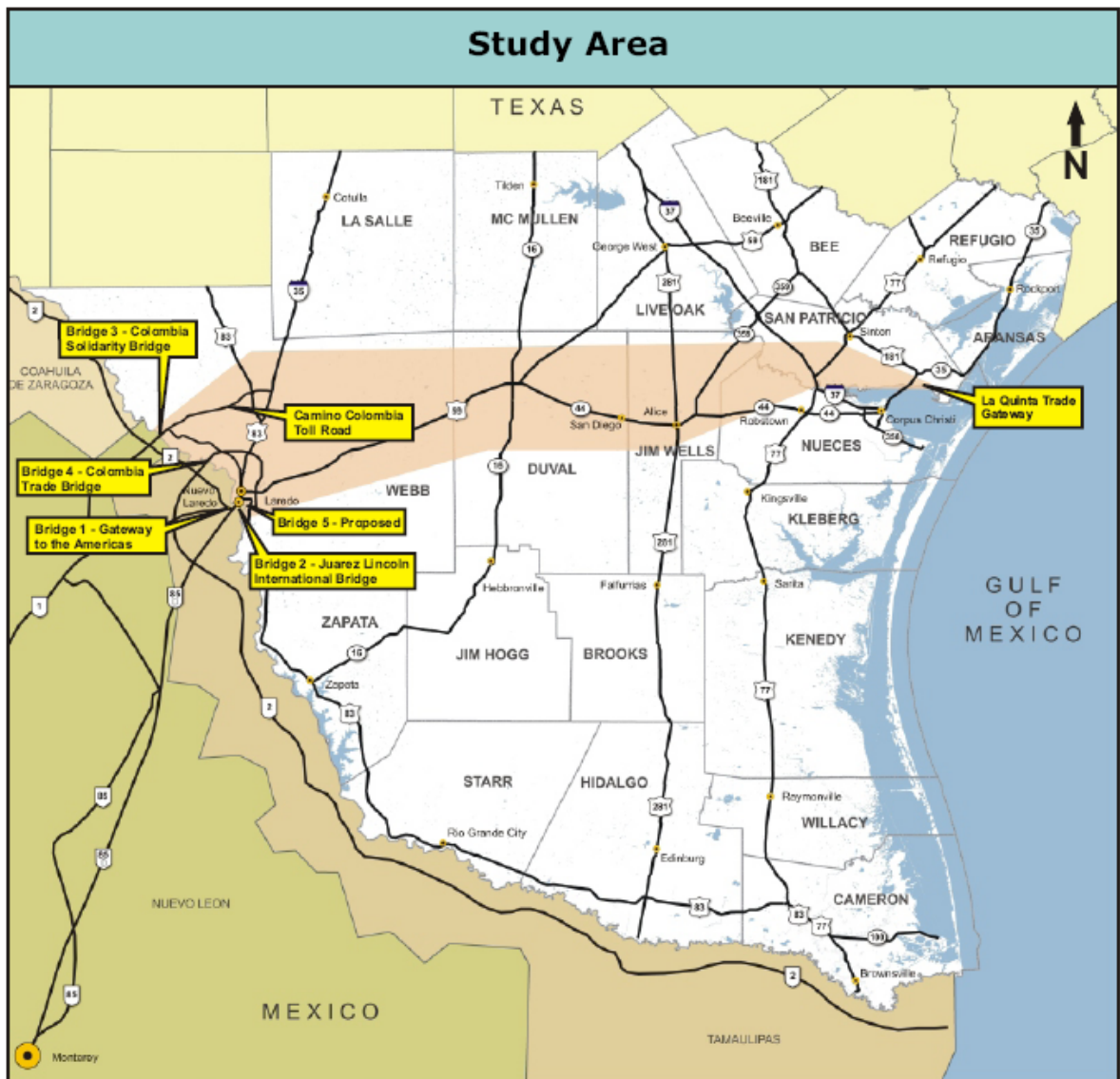
Laredo-Corpus Christi Truck-Only Tollway

The Laredo and Corpus Christi district offices of TxDOT engaged a consulting team, led by Turner Collie and Braden, to study the feasibility of constructing and operating a Laredo-Corpus Christi area roadway for the exclusive use of trucks. The feasibility and costs of constructing and maintaining an exclusive truck-only tollway (TOT) facility extending from the Port of Laredo to the Port of Corpus Christi has been completed. The study identified three conceptual route alignments to assess project feasibility from a land use and environmental perspective. Various design alternatives in terms of the number of lanes, pavement type, and barrier type were considered. Project costs for the alternatives range from \$709 million for two lanes with flexible pavement to \$1.6 billion for four lanes with concrete pavement.

Freight flow and demand forecasts were developed using trade flow forecast databases, existing traffic, and other sources. The study's traffic and toll revenue analyses were used to prepare traditional and non-traditional financing options, including bonding scenarios and private sector development.

A TOT facility is an innovative and relatively untried concept that is being studied nationally as well as in Texas. Tolls or other forms of user revenue would be needed to potentially fund some or all of the costs associated with this type of facility. The roadway could offer certain benefits to the movers of freight, such as increased speed limits, higher weight limits, expedited custom and other processing, and enhanced ITS. There could also be benefits to communities, such as enhanced safety and economic development opportunities. If this analysis determines a truck-only facility is feasible, then either TxDOT or possibly a private company could develop and operate the roadway. In either case, the required process for roadway development would provide opportunities for additional public participation and comment as the development process continues.

Port to Port Study Area Map



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 through the diversion of rail traffic to the gateway at Presidio/Ojinaga. TxDOT's rail operator, Texas Pacifico, has begun limited rehabilitation work on the 391-mile long rail line. Future Congressional earmarks, if received, will be used to continue rehabilitation of the line and increase train speeds. An estimate of \$104 million is necessary to improve train speeds on this corridor to 45 miles per hour or greater.

El Paso County

El Paso Rail Relocation

Congestion and safety issues have created such significant problems between El Paso and Juarez that local authorities have limited train operations across the border to the hours between midnight and 6:00 a.m. As one of only five rail gateways in Texas, this has become a serious problem for the railroads trying to ship goods through this heavily used border point. Projects being considered to alleviate this problem include building a new rail bridge on the outskirts of the city, or creating a depressed rail channel similar to the Alameda Corridor in Los Angeles. Both of these would allow freight and vehicular traffic to move freely over a 24 hour period. The \$14 million Congressional earmark given to New Mexico will be used to determine specific projects and the development of such projects. Work on the relocation study is being overseen by the New Mexico Department of Transportation.

Laredo District

Webb County

Camino Colombia Toll Road

TxDOT has finalized a study determining the feasibility of a rail connection from the Colombia International Crossing to the existing Union Pacific Railroad main track 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 permit for the Colombia Rail Bridge to Washington, D.C. for approval. The permit is currently under review by resource agencies.

Pharr District

Cameron County

Brownsville West Rail Relocation

The city of Brownsville continues to work on the "West Rail Alternative," which consists of constructing a new rail line that will connect Union Pacific Railroad's (UP) junction with the new yard south of Olmito, as well as completing the route to the Port of Brownsville. Recently total project funding was secured as a result of local, state, international, and private sector partners working together. This project will complete a rail loop around the city. An agreement between the State of Texas and Tamaulipas, Mexico is currently being developed to set the location and operational responsibilities of the rail line. Construction will begin following approval of the agreement. The Brownsville West Rail Relocation Project would provide significant safety benefits by removing the rail system from the residential areas and downtown streets of Brownsville and Matamoros, eliminating 17 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 would be cut by approximately two-and-one-half hours, congestion would be reduced, and a new highway corridor would be available for development in the city of Brownsville.

North Cameron County Rail Relocation

Cameron County is currently developing a railroad plan for the Harlingen-San Benito urban area in north Cameron County. Four UP lines traverse the county, and the communities of Harlingen and San Benito experience significant traffic delays and safety concerns resulting from conflicts at highway-rail grade crossings in the area. To address traffic congestion and safety issues, alternatives to the present rail alignments are being considered. These include construction of grade separations

(overpasses) at major highway-rail intersections, as well as the possible consolidation and re-routing of some rail lines. 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 UP "Brownsville Subdivision", coupled with portions of the first alternative, and would bypass San Benito, Harlingen, Rio Hondo, and Los Fresnos. The initial estimates of project costs range from \$52.1 million to \$53.6 million, and this alignment eliminates 87 highway-rail grade crossings. Cameron County continues to oversee the development of the North Cameron County Rail Plan, and the funding and associated environmental issues of the rail projects under consideration. A time table for design and construction has yet to be determined. The North Cameron County rail projects received \$1.7 million in appropriations through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Hidalgo County

McAllen Intermodal Project

Local interests in south Texas have supported a project to develop a regional multimodal center in McAllen. The project is designed to provide a truck-to-rail transfer point at McAllen, with necessary improvements to the local road system and the construction of approximately 9,000 feet of railroad track. Cost for the facility is estimated at five million dollars. Construction began on the Regional Multi-Modal Center for south Texas in late 2006.

SAFETEA-LU was signed by President George W. Bush on August 10, 2005. Funding for this 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 qualify for this program.

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 Federal Highway Administration (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 have been identified for each district.

Table 4 - El Paso District CBI Projects

Highway No.	Estimated Cost	CBI Funding	Project Description
Various	\$4,479,067	\$4,479,067	Equip 30 commercial vehicles with GPS, real time communication, and clean fuel technologies
New location	\$17,233,091	\$17,233,091	Construct two-lane undivided roadway with grade separated overpass from Fabens Port of Entry to SH 20 (Alameda)
Various	\$200,000	\$200,000	Construct new dedicated exit gate for FAST traffic from the Bridge of the Americas to Delta Street
Totals	\$21,912,158	\$21,912,158	

Table 5 - Laredo District CBI Projects

Highway No.	Estimated Cost	CBI Funding	Project Description
New location	\$2,400,000	\$2,400,000	Construct two-lane undivided roadway from Del Rio-Ciudad Acuna International Bridge to Industrial Park
New Location (Cuatro Vientos)	\$6,000,000	\$4,800,000	Right of way acquisition only from Mangana-Hein Road to SH 359
BSIF	\$4,041,400	\$3,233,120	Construct seven federal inspection booths at the World Trade Bridge
Port of Entry	\$2,320,000	\$2,320,000	Replace toll booth gates and ITS at Del Rio-Ciudad Acuna International Bridge
Various	\$20,000,000	\$16,000,000	Reconstruct streets in various industrial parks
I-35	\$40,000,000	\$16,000,000	Widen northbound and southbound main lanes to three lanes each direction and railroad grade separation from Shiloh Road to Loop 20/FM 3464 intersection
Loop 20	\$27,969,640	\$13,996,880	Widen and upgrade intersection at Spur 400 and construct an overpass from US 59 to SH 359
Port of Entry	\$4,500,000	\$3,600,000	Upgrade Eagle Pass International Bridge II
Relief Route	\$2,750,000	\$2,200,000	Construct relief route from Qualia Drive to Spur 239 and Alderete Lane
Totals	\$109,981,040	\$64,550,000	

Table 6 - Pharr District CBI Projects

Highway No.	Estimated Cost	CBI Funding	Project Description
FM 1015	\$6,416,483 (awarded)	\$2,400,000	Widen to a four-lane divided roadway from floodway south to US 281 (Military Highway)
Spur 115	\$13,400,000	\$9,000,000	Widen to a six-lane divided roadway from FM 1016 to Spur 241
Spur 241	\$1,600,000	\$1,600,000	Widen to a six-lane divided roadway from Spur 115 to the McAllen-Hidalgo-Reynosa Bridge
FM 396 / Anzalduas Road (New location)	\$22,000,000	\$6,000,000	Extend FM 396/Anzalduas Road from FM 1016 north to Bryan Road and construct new four-lane divided facility and overpass at FM 1016 and Rio Valley Railroad
FM 511	\$39,280,227	\$10,386,936	Widen to a four-lane divided roadway from US 77/83 to FM 3248
BSIF	\$320,000	\$320,000	Construct parking lot at the Free Trade Bridge in Los Indios
Port of Entry	\$1,000,000	\$1,000,000	Construct concrete perimeter road at the Progreso International Bridge
Port of Entry	\$1,000,000	\$1,000,000	Make improvements at the McAllen-Hidalgo-Reynosa Bridge
US 281	\$13,000,000	\$7,000,000	Widen to a four-lane divided roadway from Spur 600 to FM 907
US 281	\$20,500,000	\$7,000,000	Widen to a four-lane divided roadway from FM 1479 to FM 509
FM 755	\$4,300,000	\$4,300,000	Re-align roadway at US 83 North
BSIF	\$6,250,000	\$6,250,000	Make improvements to the Veterans International Bridge at Los Tomates
Bravo Street	\$3,300,000	\$3,300,000	Extend city street from Bravo exit on US 83 to Roma/Rio Grande City relief route
Totals	\$132,366,710	\$59,556,936	

Border Safety Inspection Facility (BSIF) Sites

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 the permanent facilities are 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 2010. 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

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. Therefore, the temporary facilities there have been removed.

Status of Permanent Border Safety Inspection Facilities

Bridge of the Americas, El Paso

The construction project was awarded in August 2004. C. F. Jordan, LP was the successful low bidder, with a bid of \$4.8 million. 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 on December 18, 2006 with limited ITS deployment. ITS are scheduled to be fully operational by the end of 2007.

Ysleta-Zaragoza Bridge, Ysleta

The construction project was awarded in August 2005. A joint venture between Vistacon, Inc. and C & C Road Construction, Inc. was the successful low bidder, with a bid

of \$15.8 million. Facility construction began January 2006 and was completed September 2007 with the exception of the ITS which was bid separately. DPS occupied and opened the facility to truck traffic on September 4, 2007 with limited ITS deployment. ITS are scheduled to be fully operational by fall of 2008.

Camino Real International Bridge, Eagle Pass

FHWA approved the Environmental Assessment as satisfactory for further processing in February 2007. A second public hearing was held in June 2007. The engineering consultant, ARCADIS, is scheduled to complete the plans, specifications and estimates by January 2008. Right of way acquisition, demolition and disposal is scheduled to be complete by September 2008. Project award is tentatively scheduled for December 2008 and facility construction is estimated to be complete by January 2010.

Laredo-Colombia Solidarity Bridge, Laredo

A state environmental Finding of No Significant Impact (FONSI) has been approved by FHWA. The engineering consultant, Huitt-Zollars has completed the plans, specifications and estimates. The right of way acquisition process is complete. Bids for the project were opened in May 2007, but the project was not awarded due to contract errors. The Laredo District is now seeking federal funding for the project. Due to the change in funding source, the environmental process will be re-initiated through FHWA. Based on the time anticipated to receive approval from FHWA for the environmental documentation, the project is now scheduled to be awarded in May 2008 and facility construction is estimated to be complete by August 2009. The city of Laredo has issued a resolution agreeing with the location of the BSIF.

World Trade Bridge, Laredo

As a result of changes to the project and the decision to proceed as a federally funded project, a new site selection process has started. Due to rapid development in the surrounding area, additional alternatives have been developed. The site alternatives are currently under development by the engineering consultant, Huitt-Zollars, and conceptual layouts have been presented to the various stakeholders including the land owner/developer and the city of Laredo. Work is continuing on refining the site alternatives. Project award and facility construction are pending completion of the new site selection process.

**Pharr-Reynosa International Bridge on the Rise, Pharr
Free Trade Bridge, Los Indios
Veterans International Bridge at Los Tomates, Brownsville**

As a result of the public hearings, new conceptual alternatives for the above bridges have been developed and updated preferred alternatives have been documented. A preferred alternative at each location has been evaluated, documented and endorsed by DPS. The revised environmental assessment was completed and submitted to FHWA for approval. The engineering consultant, HDR Engineering, Inc., has begun developing the plans, specifications and estimates. Project award is scheduled for July 2009 and facility construction is estimated to be complete for all three sites by the end of 2010.

Intelligent Transportation Systems (ITS) at Border Stations

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 basic traffic management systems to direct commercial vehicles through the border safety inspection facilities. The first border safety inspection facility is currently installed and is undergoing system testing at the Bridge of the Americas in El Paso.

TxDOT also worked with the FHWA and the U.S. Customs and Border Protection Agency on the creation of a national traffic control standard for use at border patrol inspection stations.

ITS have been implemented in both the El Paso and Laredo urban areas. The system consists of a network of road sensors, high-tech dynamic message signs, computers, and cameras designed for freeway and incident management in these cities. 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 these 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.

La Entrada al Pacifico Corridor Feasibility Study

The La Entrada al Pacifico (La Entrada) Corridor Feasibility Study will include analyzing the feasibility of improving the La Entrada Corridor (Figure 4). Some of the issues to be considered include determining the effects of the North American Free Trade Agreement (NAFTA) on projected traffic demand along the corridor. The effects of port improvements along the Mexican Pacific coast will also be analyzed to determine the impacts for the corridor. The feasibility analysis will evaluate both existing and planned infrastructure in northwestern Mexico.

The alternatives to be studied include, but are not limited to, the following:

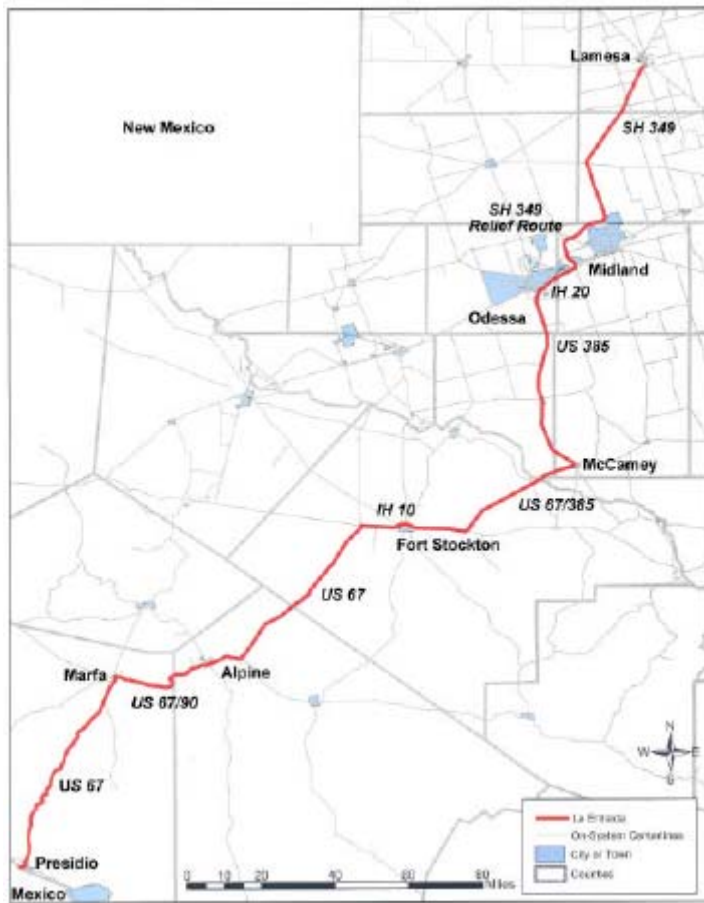
- La Entrada Corridor - widening from two- to four-lane capacity.
- Corridor Enhancements - to include targeted improvements to the corridor, such as shoulder widening, upgrades to standards, partial realignments, relief routes, etc.

The outcome of the study will be a determination of feasibility for the corridor and a listing of priority improvements that will facilitate trade between Mexico and the Midland/Odessa area of Texas.

Status

HDR Engineering, Inc. was selected to perform the feasibility study. Preliminary alternatives have been selected and presented to the public. The study will be complete by spring 2008.

Figure 4 – La Entrada al Pacifico Corridor



General Aviation Capital Improvements

Listed below are general aviation improvement projects for local airports along the border. The projects listed are those projects which are expanding the current capacity of the airport.

El Paso District**Table 7 – El Paso District General Aviation Projects**

County	Airport	Scheduled Completion Date	Estimated Cost	Project Description
Brewster	Alpine-Casparis Municipal	Project has not been taken to the Commission for approval. No estimated completion date.	\$135,000	Design and construct hangar access taxiway

Pharr District**Table 8 – Pharr District General Aviation Projects**

County	Airport	Scheduled Completion Date	Estimated Cost	Project Description
Brooks	Brooks County	Project has not been taken to the Commission for approval. No estimated completion date.	\$1,195,000	Extend runway and construct partial parallel taxiway
Cameron	Port Isabel – Cameron County	Project has not been taken to the Commission for approval. No estimated completion date.	\$400,000	Construct hangar
Hidalgo	Edinburg International	Project has not been taken to the Commission for approval. No estimated completion date.	\$1,150,000	Construct cargo apron

Public Transportation Regional Planning

TxDOT's Public Transportation Division contracts with entities in each of the state's MPOs including five that border with Mexico to oversee the development and implementation of regional public transportation plans. Although border-regions acknowledge that large numbers of people cross the U.S.-Mexico border for many reasons, these regions do not specifically address international trade in their coordinated regional plans. 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. Planning continues on some projects while implementation has begun on others. These regional 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 state's efforts to reduce air pollution. These plans were mandated by the Texas Legislature in House Bill 3588, 78th Legislature, Regular Session, and by the United States Congress in SAFETEA-LU. SAFETEA-LU specifically requires plans to address the coordination of human services and public transportation services.

Conclusion

In everything we do, we strive to reduce congestion, enhance safety, expand economic opportunities, improve air quality, and increase the value of the state's transportation assets.