TEXAS BORDER PARTNERSHIP WORKING GROUP
MEETING HELD ON DECEMBER 16, 2003

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Texas Border Partnership Working Group
December 16, 2003

Statements reported in these notes are not direct quotes, but reflect the general idea of questions or comments made by each individual.

Agenda item #1 – Agency Self Introductions: All in attendance introduced themselves.

Agenda item #2 – Interagency Border Planning & Implementation Update Briefings

Summary of Presentation given by Lisa Dye
FHWA Texas Division

Federal Highway International Program
Presentation for the Texas Border Partnership Working Group
December 16, 2003
Lisa McLellan Dye
International Transportation Program Engineer

The Federal Highway International Program has four staff members assigned to it full-time.On the U.S.-Canada Border, Stephanie Roth and Alicia Nolan, and on the U.S.-Mexico Border, Sylvia Grijalva and Lisa Dye. At one level this group works with Washington DC and FHWA headquarters, yet it also works with the FHWA Divisions on both borders. The team works on both planning and implementation of projects.

On the southern border we are involved with two major interagency groups, which meet biannually. The coordination that we are beginning here in the State of Texas is conducted at a national level via these two groups and continued coordination between the Texas Border Partnership working group and these national level groups is integral.

U.S-Mexico Joint Working Committee on Planning and Programming:

This group was established in 1994 with a memorandum of understanding signed by the then Secretaries of Transportation of both countries. The group consists of FHWA, State Departments of Transportation (both U.S. and Mexican), the Department of State, the Secretaría de Comunicaciones y Transportes, y the Secretaria de Relaciones Exteriores.

This group has worked on several binational planning projects, conducting research, developing prototypes and advancing the principals of binational planning since its inception. Currently, work is progressing on five work plan items:

- **Border Wide Geographic Information System** – developing a binational GIS that can be used by both nations.
- **Border Infrastructure Needs Assessment** – both a survey and a methodology for selecting binational corridors of importance, this study has a database of information on key corridors in the 10 border states, and will be used as input to the GIS project above
- **Innovative Financing**- A study of alternate financing methodologies and sources. This is especially important in Mexico as types and sources of funds are much more restricted.
- **Coordinated Port of Entry Study**- a study that looks at the interaction of agencies and policies at ports of entry and makes suggestions for improving coordination.
- **Bottlenecks at the Border**- this study was initiated to address one of the 22-points of the U.S.-Mexico Border Partnership Action Plan, signed in March 2002. The report will study causes of congestion outside and between border ports of entry.

U.S.-Mexico Binational Bridges and Border Crossings Group

This group is led by the State Department and the Secretaría de Relaciones Internacionales and includes all federal agencies who have some sort of authority at international ports of entry. Some member agencies include Department of Homeland Security, Department of Agriculture, Food and Drug Administration, Department of Transprotation, International Boundary and Water Commission and corresponding Mexican agencies.

The group reviews permits for new border crossings, expansions or changes to existing border crossings and other border crossing related issues. Currently four subcommittees operate covering the following topics:

- **Harmonization of Practices**- making the two processes work together better from hours of operation to paperwork
- **Bottlenecks**- expanding beyond the JWC study and looking at internal bottlenecks as well, this group will tie together the best existing tools to eliminate bottlenecks at the border.
- **Innovative Finance**-the JWC is the lead for this subcommittee
- **Long Term Planning**- discussing a better way to plan at the ports of entry.

Other groups of importance:

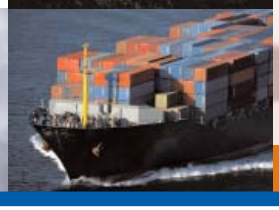
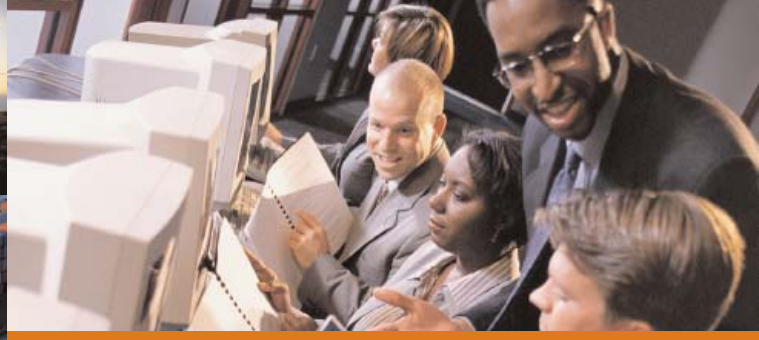
Internal Department of Transportation Working Groups
FHWA- General Services Administration Working Group

The international program also addresses other issues such as technology transfer between the U.S. and Mexico, development of a simulation tool for border crossings in Mexico (Mexican Border Wizard), and then general liaison work with other agencies, academia, government and private sector as the need arises.

Summary of Presentation by Bruce Lambert
FHWA HQ's Office of Freight Management

FREIGHT
Professional Development
F·P·D



FPD Initiatives

The Office of Freight Management and Operations held a series of regional focus group meetings to assess customer needs and to develop effective methods for delivering FPD products and services. Your input is reflected in the list of FPD initiatives planned for fiscal years (FY) 2004 through 2006.

Objectives	FPD Initiatives	FY 2004	FY 2005	FY 2006	Measures
Enhance the freight knowledge and skills of transportation-planners and other professionals Develop an institutional framework for freight planning and operations at state, MPO and corridor levels Foster intermodal approaches to advancing freight productivity and security Engage private sector freight transportation users and providers in the project development process	**Training Courses and Workshops**				Increase in percentage of state DOT and MPO staff specifically designated to freight issues Increase in the use of freight-specific criteria as part of the S/TIP prioritization process Increase in number of intermodal projects implemented by DOTs and MPOs Increase in number of DOTs and MPOs that involve the private sector in the planning process
	Integrating Freight in the Trans. Planning Process	x			
	Multimodal Freight Forecasting in Trans. Planning	x			
	Freight Data and Analysis Tools	x			
	Developing and Sustaining Freight Advisory Committees	x			
	Commercial Vehicle Size and Weight (S&W): Introductory	x			
	S&W Pilot Car	x			
	Freight Performance Measures		x		
	Congestion Mitigation Strategies for Urban Goods Movement		x		
	S&W Certification Program		x		
	Supply Chain Logistics		x		
	Uses of Innovative Finance for Freight		x		
	Freight and the Environment		x		
	Considering Freight in Project Design and Development			x	
	Landside Access for Freight Intermodal Facilities			x	
	Technical Assistance				
	"Talking Freight" Seminar Series (monthly)	x			
	Freight Peer Exchange Listserv	x			
	Freight Peer to Peer Program (database and on-site help)	x			
	Freight Data Toolkit, Frequently Asked Questions	x			
	S&W Superload Guidance Manual	x			
	Freight Planning Guidebook		x		
	S&W Peer to Peer Program		x		
	Noteworthy Practices on Freight Performance Measures		x		
	S&W State Agency Permit Best Practices		x		
	S&W Data System Evaluation Best Practices		x		
	S&W Virtual Weigh Station Study and Report		x		
	National Freight Conference		x		
	Resource Library				
	1-Page Fact Sheets (Freight Advisory Committees, Analysis and Data, Freight Plans, Communicating Value of Freight)	x			
	Economic Analysis Report	x			
	Freight Glossary	x			
	FPD Web site	x			
	1-Page Fact Sheets (Supply Chain Logistics, Technology Applications, Benefit-Cost, Performance Measures, Finance)		x		
	Freight Resource Guide			x	
	Updated S&W Pamphlet on Bridge Formula Weights			x	
	Updated S&W Booklet on Federal Size Regulations			x	

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U.S. Department of Transportation
Federal Highway Administration

F·P·D FREIGHT Professional Development

FPD Program Web site
www.ops.fhwa.dot.gov/freight/fpd

The FPD Web site provides the latest information on freight transportation in an easy-to-use format. Designed to build the knowledge base of freight transportation and planning professionals, the Web site includes information on training and educational opportunities, a database of freight transportation reports and other resources, and links to other useful Web sites. The design and content of the FPD Web site are based on customer input received during a series of customer focus group meetings held by the Federal Highway Administration's (FHWA's) Office of Freight Management and Operations. The meetings included representatives from state departments of transportation and metropolitan planning organizations.

Why log on?

Finding vast quantities of freight transportation information on the Internet is easy; however, knowing what information is relevant and most credible is not always so easy. The FPD Web site does all the work for you, saving time and resources. Our site combines the latest in technology and resources to give you access to the most current, state-of-the-art practices and tools with a click of a mouse. The FPD Web site is the surest way to be in the know on what other freight professionals are doing across the country.

Core elements of the site

The Web site is the primary communications tool of the FPD Program and is structured in a manner that is responsive to our customers' requests and needs. Specifically, our customers identified the need for freight-related products and services in four areas.

- Training
- Technical Assistance
- Resource Library
- Education

Training

The FPD Web site provides the latest information on freight courses, workshops, seminars, and conferences offered by FHWA's National Highway Institute, the Maritime Administration's U.S. Merchant Marine Academy, universities, and other organizations.

Technical Assistance

The FPD Web site puts 21st Century technologies to work with its technical assistance products and services. Log on to the Web site to find out about the "Talking Freight" seminar series, a monthly seminar using teleconferencing and the Internet, or post a message to the Freight Planning Peer Exchange LISTSERV message board. The Web site also contains information about other FPD technical assistance products and services including:

- Freight Data and Analysis Tools
- Commercial Vehicle Size and Weight Program
- Technology Applications and Standards

Resource Library

The FPD Web site is home to the FPD electronic resource library. The resource library contains the most notable freight transportation studies and reports in a searchable database. This allows users to target resources by topic area. The FPD library is also an efficient and effective tool for accessing the latest information on freight practices in many different areas, including planning, data analysis, performance measurement, safety, and security.

Education

The FPD Web site allows users to track freight-oriented academic programs through a database of programs offered by U.S. colleges and universities. The FPD education database, searchable by state, provides a comprehensive list of academic program resources for freight professionals.

The FPD Web site is your resource.

Continuous updating with current, relevant information is key to maintaining a successful Web site. Numerous freight-related activities are underway within the public and private sectors that are relevant to transportation decisionmakers and practitioners. To keep the Web site up to date, please let us know about new freight professional development resources and information. We also would appreciate your feedback on how we can improve the Web site.

For more information, please contact

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U.S. Department of Transportation

Federal Highway Administration

Summary of Presentation by Lisa Randall
FHWA National Resource Center

INFO SHEET

INTERNATIONAL TRADE DATA SYSTEM (ITDS)

What is the International Trade Data System?

The International Trade Data System (ITDS) is a federal government information technology initiative, led by the Department of Homeland Security's Bureau of Customs and Border Protection, to coordinate, standardize, and ultimately simplify the federal border clearance and international trade and transportation processes for conveyances, cargo and crew. Led by an inter-agency Board of Directors, ITDS is being developed in conjunction with other Customs modernization efforts, specifically the Automated Commercial Environment or ACE. The ITDS goal is to create and implement an integrated, Federal system for the electronic collection, use, and authorized sharing of international trade and transportation data.

Why is ITDS Needed?

At present, there are more than 100 Federal departments, agencies and offices that are involved in international trade transactions—either from an operational, statistical or trade promotion perspective. When importing or exporting, the trade community is required to submit a variety of information to the government. Currently, the same type of information may be reported to multiple agencies, but through many different stand-alone systems or on different paper forms.

The United Nations Conference on Trade and Development (UNCTAD) has estimated that the submission of redundant information and the preparation of documentation are equal to 4 – 6 percent of the cost of an international shipment. Streamlining these requirements will not only reduce the filing burden for the trade community, but will also improve the government's ability to perform risk analysis and enhance the timeliness of the trade and transportation transaction.

What does ITDS mean for DOT and the transportation community?

Within the U.S. Department of Transportation (DOT), virtually every operating administration has some role regarding international trade. Most of DOT's involvement with ITDS will be from an operational or statistical perspective. For example, the Federal Motor Carrier Safety Administration will use the system to check the admissibility of commercial carriers, motor vehicles and their drivers. The National Highway Traffic Safety Administration will ensure the admissibility of internationally made vehicles and their components. The Federal Aviation Administration will use the system to share information a bout the transportation of hazardous materials by air. The

Federal Highway Administration will use data from the system to support analytical models that track flows of goods and people for highway planning. The Bureau of Transportation Statistics will use ITDS to collect, integrate, assess and disseminate data and analyses on U.S. international trade with a multimodal view of transportation. What is unique about ITDS and a key benefit to all modal administrations within DOT is the collection of data from both shippers and carriers—information that will then be linked by a unique transaction identifier.

How will ITDS improve trade and transportation data?
When ITDS is fully implemented, the trade community and carriers will submit standard electronic data only once. These data will then be reviewed and distributed to the pertinent federal agencies for their international mission requirements. Some will use the information for admissibility, selectivity and risk assessment. Others will use it for trade promotion, more timely and accurate policy formulation, and more timely and complete information for the public. Thus, the ITDS system will serve as a government data collection and distribution facility, a "single window" through which information necessary to trade transactions can flow efficiently from traders and carriers to agencies and back again.

Other expected benefits for the trade and transportation communities include more timely data availability than in the past. Federal operational and statistical agencies may have near real time access to filings which could, in turn, reduce the overall time it takes to release reports and data to the public. The transportation community is also expected to have access to a broader set of more accurate data elements since information will now be electronically filed by both shippers and carriers and then linked by a unique shipment identifier.

Handouts provided at the meeting are included in Appendix A.

Summary of Presentation by Rodney Baumgardner:
FMCSA Texas Division

NORTH AMERICAN FREE TRADE AGREEMENT (NAFTA)
IMPLEMENTATION OF THE LAND TRANSPORTATION ACCESS LIBERALIZATION PROVISIONS

Under the NAFTA, the United States agreed to phase-out restrictions on cross-border passenger and cargo services beginning in 1994, with the lifting of restrictions on charter and tour bus operations. The United States delayed the opening of the border states for cross-border trucking in 1995, and subsequently postponed the implementation of provisions allowing Mexican motor carriers to operate regular route cross-border bus services and cross-border truck services throughout the country. A NAFTA dispute settlement panel ruled in February 2001 that the blanket exclusion of Mexican trucking companies from the United States violated U.S. NAFTA obligations. The ruling gave Mexico the right to retaliate against the United States up to the same dollar value of losses caused by the U.S. action, estimated by Mexico at $1 to $2 billion a year. The panel also noted that the United States could, on a case-by-case basis, subject Mexican motor carriers operating in the United States or seeking U.S. operating authority to different safety requirements than it applies to U.S. and Canadian carriers in order to address legitimate safety concerns.

Section 350 of the DOT Appropriations Act for fiscal year 2002 set the conditions for Mexican motor carrier operations in the United States. In March 2002, the Federal Motor Carrier Safety Administration (FMCSA) published regulations that met the Congressional safety mandate in anticipation of a Presidential order lifting the statutory moratorium on new grants of operating authority to Mexican motor carriers.

In May 2002, a group of six public interest, labor, and environmental groups petitioned the U.S. Court of Appeals for the Ninth Circuit for review of the new FMCSA regulations governing the application process for Mexican motor carriers seeking authority to operate in the United States beyond the border commercial zones and the process by which FMCSA would monitor these carriers during the first 18 months of their U.S. operations. The petitioners claimed that the environmental review of the regulations that FMCSA had conducted was inadequate under the National Environmental Policy Act (NEPA) and the Clean Air Act

On November 27, 2002, the President issued an order lifting the moratorium on new grants of authority to Mexican motor carriers seeking to operate throughout the United States under NAFTA. In January 2003, however, the Ninth Circuit granted the petition for review and set aside FMCSA's Mexican motor carrier regulations, effectively stopping the Department's implementation of the President's November 2002 order. After unsuccessfully seeking rehearing of the case, the Administration in September 2003, sought Supreme Court review of the decision.

Meanwhile, FMCSA has awarded a $1.8 million contract for the preparation of an Environmental Impact Statement and Clean Air Act analysis that will comply with the court's decision. This work, which includes a series of public hearings, will not be completed until late summer 2004, at the earliest.

In response to U.S. implementation delays, Mexico continues to restrict U.S. motor carrier operations in its territory. In addition, Mexico is obligated under NAFTA to allow, as of January 1, 2004, U.S. investors to own up to100 per cent interest in a company established in Mexico to provide inter-city bus services, tourist transportation services, or truck services for the transportation of international cargo between points in Mexico. Mexican citizens may establish and fully own and control enterprises in the United States to transport passengers or international cargo between points in the United States.

Over 500 Mexico-domiciled motor carriers have applied for authority to operate beyond the U.S. border commercial zones. Mexican truck and bus companies must successfully pass an FMCSA safety audit before such authority may be granted.

On December 15th, 2003, the Supreme Court agreed to hear the appeal from the Bush Administration, which seeks to open the border without the EIS. It is expected that the Supreme Court could announce their decision as early as June of 2004. In the meantime, the EIS will continue, should the Supreme Court not rule in favor of the Bush Administration.

State border staffing and operations funds requested under SAFTEA include 32 million in 2004, ramping up to $36 million in 2009.

Border OOS rates

State enforcement	# Inspections	Driver OOS	Vehicle OOS
MX carriers	41,268	1.57	31.02
US Carriers	14,141	3.92	27.71
Federal enforcement			
MX carriers	75,669	4.44	19.36
US carriers	11,169	3.9	16.34
Federal & State combined			
All States/US & MX carriers	297,796	4.20	22.26

Summary of Presentation by Homer Villareal, TxDOT Maintenance Division And Roland Merz TxDOT – Traffic Operations

TxDOT has several Commercial Vehicle Information Systems and Networks (CVISN) projects that are currently underway or planned. These projects are designed to help simplify the way we do business, in Texas, as it pertains to CVO and they will help improve and expedite the inspection operations at the Border Safety Inspection Facilities (BSIF). The projects are:

Motor Carrier Division (MCD)-

Permit Data- Central Permit System (CPS-III) operational. The Industry can now apply for an oversize overweight permit via internet. Once the request is processed it can be forwarded back by internet. Payment for permit can be done online.

Credential Data Motor Carrier Creditialing System (MCCS) operational.

- Public now has the ability to view, on line, MC Registration status and to check on insurance information etc.
- Insurance Companies can now file their insurance information for the Motor Carrier directly through the net with no direct MCD staff involvement.
- MCD is currently bata testing with selected motor carriers to add and delete vehicles, renew MC Registration, and change address etc. This can be done with no direct MCD staff involvement

Traffic Operations Division (TRF)

Data Sharing document just completed. Contains technical requirements necessary to integrate all three state agencies systems together to develop the TexVIEW data base.

Along with the on going projects TxDOT also has some future CVISN projects planned in several areas. These are in the fields of:

Safety and Credentialing area

- Have MCCS on TxDOT website early 04.
  This will allow the industry to apply for new credentials and update current status on line. Some details still need to be worked out.
- Have IRP applications and Renewals on the website by end of 04.
  This will allow the industry to apply for or renew their IRP on line.
- Have a Roadside Operations Computer (ROC) for DPS to interface with TexVIEW database.
- Work with TxCPA to add the IFTA data to the TexVIEW database

Electric-Screening area

Have a pilot site for e-screening up and running (transponders). This could happen as early as this year. DPS is already looking into this.

Other Areas

Begin building the permanent BSIF in 2004.

Build the TexVIEW database. This database will be operational in that:

1. All the state systems will be integrated into one database.
2. It will tie into FMCSA's SAFER database.
3. The information provided will be real time
4. The trucking industry will be able to query the system and update their information.

Summary of Presentation by Major Mark Rogers
Department of Public Safety

- **Border Inspection Facilities (Temporary)**

  DPS is currently staffing 8 temporary border safety inspection facilities with both troopers and noncommissioned commercial motor vehicle (CMV) inspectors. Border inspection personnel are currently being housed in portable office trailers. Listed below are the dates the temporary border safety inspection facilities became operational and their current manpower:

  - **Brownsville - Los Tomates**
    This facility became operational on 10/21/02. Phase I, II & III staffing at this facility is 1 lieutenant, 2 sergeants, 8 troopers, and 16 CMV inspectors. This facility will receive a second portable office trailer in 2004. **Staffing Status: Complete**.

  - **Brownsville - Los Indios**
    This facility became operational on 10/21/02. Phase I, II, & III staffing at this facility is 2 sergeants, 8 troopers, and 16 CMV inspectors. This facility will receive a second portable office trailer in 2004. **Staffing Status: Complete**.

  - **Pharr – Reynosa**
    This facility became operational on 10/21/02. Phase I, II, & III staffing at this facility is 1 captain, 1 lieutenant, 2 sergeants, 11 troopers, and 24 CMV inspectors. This facility will receive a second portable office trailer in 2004. **Staffing Status: Complete**.

    Laredo – World Trade
    This facility became operational on 01/15/03. The Department has moved all inspection activities inside the U.S. Customs port-of-entry. Weight enforcement activities continue to be conducted on the public highway located just outside of the U.S. Customs facility. The continued separation of our inspection and weight activities at this location impacts the effective and efficient use of manpower and lowers the total number of vehicles that can be inspected and/or weighed. Phase I, II, & III staffing at this facility is 1 captain, 2 sergeants, 10 troopers, 24 CMV inspectors. **Staffing Status: Complete**.

  - **Laredo – Columbia**
    This facility became operational on 01/15/03. Phase I, II, & III staffing at this facility is 2 sergeants, 7 troopers, and 24 CMV inspectors. This facility will receive a second portable office trailer in 2004. **Staffing Status: Complete**.

- **<u>Eagle Pass – Camino Real</u>**
  This facility became operational on 01/08/03. Phase I, II, & III staffing at this facility is 1 lieutenant, 2 sergeants, 5 troopers and 15 CMV inspectors. This facility will receive a second portable office trailer in 2004. **Staffing Status: Complete**.

- **<u>El Paso – BOTA</u>**
  This facility became operational on 03/24/03. Phase I, II, & III staffing at this facility is 1 captain, 2 sergeants, 8 troopers, and 12 CMV inspectors. This facility will receive a second portable office trailer in 2004. **Staffing Status: Complete**.

- **<u>El Paso – Ysleta/Zaragoza</u>**
  Construction of this temporary facility is progressing. Personnel are currently working from our portable office trailer that is on-site but not connected to utilities. Phase I, II, & III staffing at this facility is 1 lieutenant, 2 sergeants, 10 troopers, and 27 CMV inspectors. This facility will receive a second portable office trailer in 2004. **Staffing Status: Complete**.

- **Personnel**

The DPS has completed Phase I, II, and III of our Border Staffing Distribution Plan. All Phase I, II, & III personnel are 100% dedicated to border enforcement and support activities. The following personnel are in place.

Type of Personnel – Phase I	Number of Personnel
Commissioned Troopers & Supervisory Personnel	39
CMV Inspectors	61
Field Support Secretaries	8
Motor Carrier Support Personnel	4
Technical Training Staff	4
Total Phase I Staff	**116**

Type of Personnel – Phase II	Number of Personnel
Commissioned Troopers & Supervisory Personnel	32
CMV Inspectors	34
Field Support Secretaries	6
Motor Carrier Support Personnel	4
Computer Network Support Personnel	3
Total Phase II Staff	**79**

Type of Personnel – Phase III	Number of Personnel
Commissioned Troopers & Supervisory Personnel	31
CMV Inspectors	70
Field Support Secretaries	6
Motor Carrier Support Personnel	5
Total Phase III Staff	**112**

The Texas Border Staffing Plan also has stationed Phase I, II, III personnel so that commercial motor vehicles entering Texas at the U. S. Customs ports-of-entry in Rio Grande City, Presidio (Alpine) and Del Rio can be inspected on a regular basis.

Total Phase I, II, & III personnel in place: 307

- **Equipment**

  The DPS has completed the purchase of all necessary equipment for Phase I & II personnel. The purchasing of equipment for Phase III personnel will be completed by March 2004.

- **Scales**

  The DPS purchased 15 sets of semi-portable static weight scales during Phase I. These 15 sets of semi-portable static weight scales have been assigned to the 15 CMV crossings between Texas and Mexico, including the 8 temporary border safety inspection facilities.

- **Weigh-In-Motion Scales**

  Weigh-in-motion scales have been installed at the following temporary border safety inspection facilities:

  El Paso – BOTA, Eagle Pass – Camino Real, Laredo – World Trade, Laredo – Columbia, Pharr – Reynosa, Brownsville – Los Tomates, and Brownsville – Los Indios.

  Weigh-in-motion scales are installed on Texas Loop 375 near the Ysleta/Zaragoza port-of-entry. All commercial vehicles entering Texas at the Ysleta/Zaragoza port-of-entry are directed over the weigh-in motion scales and then into the temporary border safety inspection facility located on the frontage road of Loop 375.

The DPS requests that the Texas Department of Transportation continues to consider our border staffing needs as a priority for future funding. The DPS will need assistance from TxDOT in covering the costs of installation of the additional portable office trailers at the border safety installation facilities.

GROUP DISCUSSION

Roy Gilyard, El Paso MPO: The El Paso District and MPO will pursue federal grant money to conduct the El Camino Real Improvement Plan to address issues similar to those raised here today including ITS. See Appendix B for further information on the El Comino Real Improvement Plan scope of work.

The consultants, Wilbur Smith & Associates, have been hired to examine the inspection process. They are using Border Wizard. It will take 14 months to identify deficiencies in how vehicles and people are inspected. A border improvement plan is long overdue. The plan will look at commodity flows, and examine them by different transportation modes. Hopefully the study will recommend new ports of entry in addition to the six existing ports of entry. I hope to have two more. El Paso is closely coordinating with the City of Juarez. We can't build a bridge across the border without both countries agreeing to it.

Meeting Attendee: There is a new entry/exit policy that checks every immigrant entering the country. This policy will create congestion for people entering and leaving the country. Congestion due to increased inspection will back up traffic onto city streets. Not only will this create traffic problems for the public, but will cause problems for emergency vehicles.

Edward Molitor, Hidalgo County MPO: The Hidalgo County MPO just approved the ITS architecture. It is anticipated that this will help congestion. Pedestrians create a lot of congestion. We are also planning to kick off a rail study. Every rail crossing is at grade. As rail traffic increases, congestion increases. We have a $150,000 contract to study the rail corridor, including grade crossings..

A north/south connector is planned to bypass downtown Pharr. An east/west connector may be constructed depending on toll viability. Hidalgo Co. is also looking into developing a Regional Mobility Authority (RMA).

Meeting Attendee: The Lewis Bridge should be on line in 2005. This new bridge will have permanent border facilities. We have the schematics with comments from property owners. Right-of-Way acquisition will begin in the next fiscal year.

Keith Selman, Laredo MPO Director: This program will be devastating to the TX economy. Want to see improvement in infrastructure.

Roy Gilyard, El Paso MPO: The El Paso MPO is looking into a dedicated transit lane with the City of Juarez over one of the downtown bridges to encourage the use of mass transit as much as possible. It is difficult, however, to work with all 22 federal agencies.

Agenda Item #3: Purpose and Need of the Border Partnership Working Group – FHWA Texas Division Global Connectivity Team.

PowerPoint presentation slides are located in Appendix C.

Questions were raised about source of quoted statistics.

Bruce Lambert: Across the board, people are hungry for data and analysis and how to put this together. Additional thoughts and comments would be greatly appreciated. There is a growing concern that we provide better data.

Meeting Attendee: What does reduce highway freight cost mean?

Kirk Fauver, FHWA Texas Division: I don't know how we are going to measure highway freight costs, but we are looking to reduce the amount of time trucks are waiting to cross the border.

Meeting Attendee: So, travel time and congestion are being address?

Kirk Fauver, FHWA Texas Division: Yes.

Lisa Dye, FHWA Texas Division: One of the goals is to increase coordination, especially at the state level. I think having this group address issues in Texas provides a unique opportunity to raise these issues in a forum where they will be heard. This is a goal that this group can work towards.

John Mack, FHWA: We have searched and cannot find delay time for trucks at the border.

Bruce Lambert, FHWA HQ's Office of Freight Management: We have been working with the Canadians. They are performing tests to estimate queue length at border crossings. They are measuring how long a vehicle is in the queue, how long it takes for a vehicle to be inspected, and how long it takes a vehicle to reach a specified point past the inspection site. We have figured out how to keep truck information confidential. That was of great concern as Qualcom data could be used in lawsuits against the truckers. We are also looking at hours of service monitoring.

Our goal is to develop performance measures for each facility. This will allow each facility to monitor their operations.

This study is much easier at the Canadian border than the Mexican border because of higher truck volumes.

Agenda Item #4 – Official Signing of the Border Partnership Charter and Mission Statement for FY 2004 by TxDOT and FHWA Leadership.

Amadeo Saenz and John Mack signed the Border Partnership Charter and Mission Statement for FY 2004.

Kirk Fauver, FHWA Texas Division: This Charter invites state, local, and academic partners to participate in border issues. This workgroup will discuss timely implementation of border safety inspection and enhance interagency partnerships, promote safety, environmental and national security goals.

Please contact Kirk if you are not on the list serve and wish to be.

Plaques were presented to Amadeo Saenz and John Mack.

Agenda item #5 – Update on the Status of NEPA Environmental Impact Statement for FMCSA for NAFTA Rules Regarding International Freight Movements.

Rodney Baumgardner The Supreme Court has accepted a petition requirement for environmental impact studies. A decision is expected in June. The study will continue regardless of the petition. The study completion deadline is late summer 2004. The Supreme Court decision may come before completion of the study.

Meeting Attendee: If Mexican trucks will abide by us laws, how will there be in increase in emissions. An increase in emissions assumes Mexican trucks won't meet the standards.

Meeting Attendee: We are assuming most non-conforming trucks won't venture into the United States. Vehicles manufactured in Mexico comply with National Transportation Safety Administration (NTSA) standards. There are some problems with diesel fuel because it is higher in sulfur. Only a very small number of these vehicles will be entering the U.S. so they may not significantly impact the environment.

Studies are also being conducted on the age distribution of Mexican trucks verses U.S. trucks and how flows of trucks affect non attainment areas.

Agenda Item #6 – Discussion of Possible Formation of Future Border Partnership Technical and Policy Subcommittees.

John Mack: We need to determine what technical or policy groups might be needed and whether people are interested in forming technical committees. Groups can be designated to look into certain areas. Is anyone interested in forming a technical committee?

Rob Harrison, CTR: Universities would like to help where appropriate.

John Mack: Districts?

Affirmative responses.

Amadeo Saenz: Groups could be formed on a region by region basis. Several case studies could be examined. One individual crossing could be examined. We need to determine what is causing the problems. Several studies have been done but implementation is needed.

Montie Wade, TTI: Group members should submit technical and policy issues to FHWA. FHWA will examine the issues before our next meeting.

John Mack: At our next meeting, we will discuss all concerns and issues and determine if we need to form committees.

Kirk Fauver, FHWA Texas Division: Our plan requires us to meet two to three time in next eight to ten months.

Meeting Attendee: A team led by Bill Stockton looked at cooperation issues at border crossings. Stockton may be able to talk about the things he discovered at our next meeting.

Kirk Fauver, FHWA Texas Division: (Powerpoint presentation) SAFTEA and House Bill funding opportunities. PowerPoint slides are located in Appendix D.

Roy Gilyard, El Paso MPO: Were they looking to reduce the amount of TIFIA loans?

Amadeo Saenz: Yes?

Kirk Fauver: This is the current legislation. The SAFTEA version is on the FHWA website at http://www.fhwa.dot.gov/reauthorization/safetea.htm . The House version of the bill I received from Lubbock (Sam Woods). To view the House Bill, visit http://www.house.gov/transportation_democrats/Text_of_Legis/TEALUSummary.pdf The Senate version is more conservative than the House bill.

Lisa Randall: The legislation is encouraging a State coordinator of freight from the DOT.

Kirk Fauver: The definition and list of roles of a freight coordinator can be found in SAFETEA legislation.

Amadeo Saenz: We need to identify issues that are important to all of us. Then we can create a plan to attack the problems. This group provides an open line of communication to discuss these issues. John and I will get together and discuss how we will address the issues raised before the next meeting.

Kirk Fauver: The dates of the next meetings will be in May and August.

MEETING ADJOURNED

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APPENDIX A: ITDS OVERVIEW

Overview of International Trade Data System (ITDS) & Automated Commercial Environment (ACE)

December 2003

ITDS VISION

Provide Internet-based, integrated government-wide trade and transportation data capabilities that will:

- Become the government's front-end IT system for all federal trade and border agencies providing more accurate, thorough and timely data
- Provide the trade with a single filing interface with a harmonized federal data set for import, export, and in-transit information on cargoes, conveyances and crews

1

ITDS VISION

Provide Internet-based, integrated government-wide trade and transportation data capabilities that will:

- Improve compliance & enforcement of federal trade requirements (security, public health, safety, export control)
- Reduce the cost and burden of processing trade transactions for both the trade community and the government
- Facilitate inter-agency coordination of selectivity and risk assessment and for cargo, conveyance, and crew

2

ITDS VISION

Provide Internet-based, integrated government-wide trade and transportation data capabilities that will:

- Develop & distribute better, more comprehensive & timely international transportation information for better public policy
- Improve DOT access to the information creating more transportation-focused knowledge tools on global trends & activities

3

WHY IS ITDS/ACE NEEDED?

- 100+ federal agencies and offices involved in the goods, vehicles and crews crossing U.S. borders
- Trade community (carriers, shippers, forwarders, etc) required to submit information using disparate automated systems and/or paper forms
- More than 90 percent of data are redundant
- After 9/11, need for timely, accessible & high quality data on all aspects of international trade and transportation accelerated

4

What is ACE?

- Customs, now the CBP, is modernizing its trade data collection and IT systems in a project called the Automated Commercial Environment or ACE.
- The agency will spend more than $1 billion for the update

5

What is ACE?

- When integrated into the Department of Homeland Security, Customs became part of the Bureau of Border and Customs Protection or CBP
- This integration into Homeland Security or DHS could affect schedules and planning for ACE and ITDS

6

What is ITDS?

- ITDS leverages ACE funding and planning and its work plan and schedule driven by ACE
- More than $100 million will be invested in ITDS to support trade & transportation mandates of 100 plus U.S. federal offices and agencies

7

How is ITDS/ACE Being Developed?

ITDS is governed by multi-agency Board of Directors that:

- Focuses on resolving inter-agency political, operational and economic issues
- Promotes standardization of federal international trade and transportation requirements

8

ITDS/ACE Board

Board Members represent:

- International Trade Commission (Chair)
- Department of Homeland Security
- Department of Treasury
- Food and Drug Administration (FDA)
- Department of Commerce
- Department of Transportation (DOT)
- Bureau of the Census
- Department of Agriculture
- Office of the U.S. Trade Representative
- International Trade Administration

9

How is ITDS/ACE Being Developed?

Each U.S. federal agency participating in ITDS/ACE:

- Documents its informational needs and statutory authorities. Needs can be compliance, statistical, trade promotion, etc.
- Determines future requirements so that scenarios can be cooperatively developed for each agency's international responsibilities

10

ITDS Functions

- Border Operations/Security—functions directly related to the security, safety and flow of goods/vehicles and people
- License & Permit—functions related to issuing and referencing of licenses, permits and collection of fees
- Statistics, Analysis, Policy and Reporting—analysis and integration of trade and manifest data, and analysis of these for a variety of purposes
- Trade Promotion—use of processed statistical data to promote trade

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ITDS Status

Current ITDS efforts focused on eight U.S. agencies

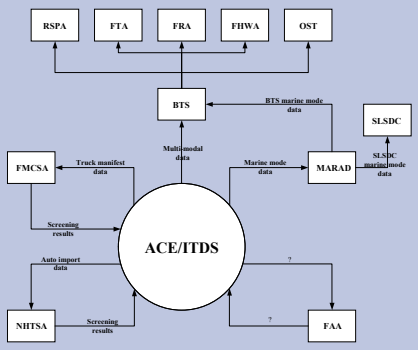
- Animal and Plant Health Inspection Service/Homeland Security
- Food and Drug Administration/ Health & Human Services
- Immigration & Naturalization Service/Homeland Security
- Federal Motor Carrier Safety Administration/DOT
- Maritime Administration/DOT
- Army Corps of Engineers/Defense
- Federal Communications Commission
- International Trade Commission

ITDS Status

Requirement of the following agencies currently on schedule for integration into ITDS:

- Bureau of Transportation Statistics/DOT
- International Trade Administration/Commerce
- Census Bureau/ Commerce
- Environmental Protection Agency
- Fish & Wildlife Service/ Interior
- Defense Logistics Agency/ Defense

DOT's Planned Use of ITDS



Key Changes with ITDS

- ACE/ITDS will capture electronic manifest data for *all* modes of transportation, including truck (beginning fall 2004)
- Manifest data will be linked to shipper based data by a unique identifier (current trade statistics are based solely on shipper data)
- Capturing of both manifest and shipper data will improve data quality and provide a broader ranger of data elements

FHWA Use of ITDS

- Under current plans, FHWA will have access to ITDS data through BTS. BTS will have access to all aspects of an international transaction – cargo, conveyance and crew
- Benefits to FHWA – access to a broader range and high quality level of data for wide variety of uses—including transportation planning

BTS' ITDS Role in DOT

- BTS Technical Role –
  - Multimodal Data Extraction From ITDS
  - Quality Control Of Manifest Data
  - Integration With Trade Based Data
  - Analysis And Dissemination of data to other DOT modes, including FHWA

ITDS Data Elements

- Data requirements and elements are based on World Customs Organization models
- Data set contains more than 200 requirements covering all aspects of cargoes, conveyances & crews across all modes of transportation
- Data set covers imports, exports & in-transits

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ITDS Data Elements

- Cargoes
  - Brokers & Other Third Parties
  - Commodity Descriptions
  - HazMat & Other Indicators
- Conveyances
  - Carriers
  - Shippers
  - Origins & Destinations
  - Operating Authorities

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ITDS Data Elements

- Crews
  - Names
  - Addresses
  - Licenses & Certificates
- Government
  - Involved Agencies
  - Actions Taken

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ITDS Data Uses

- Variety of Transportation Uses for ITDS Data
  - Transportation planning and policy
    Data for models, forecasts, trend analysis
  - Safety regulatory compliance
    Carriers, crew, cargo
  - License and Fees
  - Transportation Security

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APPENDIX B: BORDER IMPROVEMENT PLAN SCOPE OF WORK

El Paso Metropolitan Planning Organization

Camino Real Corridor-
Border Improvement Plan

Scope of Work
For
Professional Services

Introduction and Purpose

The El Paso Metropolitan Planning Organization (MPO) is developing a Camino Real Corridor-Border Improvement Plan (CRC-BIP), hereafter known as the BIP, to identify ways to alleviate vehicular congestion, improve air quality at international bridges, encourage international mass transit, improve the movement of commercial truck and rail cargo, increase vehicle occupancy for international crossers, and improve connectivity between ports-of-entry (POEs) inspection facilities and the region's transportation system. Vehicular congestion at the international bridges accounts for at least one ton per day of volatile organic compound (VOC) emissions.

The El Paso MPO is responsible for regional transportation planning and programming within El Paso County, Texas and the City of Sunland Park, New Mexico. El Paso County is classified by the Environmental Protection Agency (EPA) as being non-attainment for ozone, and portions of it are non-attainment for carbon monoxide and PM-10. The City of Sunland Park, New Mexico's area is classified as non-attainment for ozone. State and federal regulations mandate that the MPO plans and programs must reduce emission levels emitted by vehicles.

The El Paso MPO is soliciting proposals from qualified professional transportation consulting firms to develop the BIP. The selected consultant (hereafter referred to as the consultant) shall provide the MPO with an estimated cost and completion time for each task, along with status reports, as required by the MPO Office, to be presented to the Technical Advisory Committee (TAC) acting as the Steering Committee for the BIP. The MPO estimates completion time for the BIP to be between 12 and 15 months. Because the BIP is an MPO regional planning effort, it must cover both the Santa Teresa, New Mexico Port-of-Entry area and Ciudad Juárez, México. The BIP shall document the need for and feasibility of (based on projected traffic and operations) new international POEs and innovative methods to improve trans-border mobility of people and goods.

The consultant shall also evaluate the feasibility of relocating existing Union Pacific (UP) and Burlington Northern Santa Fe (BNSF) railroad lines located downtown, including international crossings, and in residential areas of El Paso. The intent of potentially relocating rail lines is to avoid the adverse impacts of traffic congestion at crossings,

hazardous material transport and noise and vibration due to a large quantity of through traffic. It would also make potentially relocated railroad rights-of-way and railroad yards available for redevelopment and passenger transportation. Although a continuation of local rail freight service may be considered in some locations, where feasible, the consultant shall evaluate moving the majority of local serving freight operations. The consultant shall analyze how relocations would impact international rail traffic and transportation redevelopment.

Task 1 – Data Collection and Processing

The consultant shall collect information and conduct necessary data surveys as follows:

Task 1.1 Border Crossings

- The consultant shall review previously conducted transportation studies, as well as on-going transportation studies, that will help in conducting the BIP. These studies will be provided to the MPO office by the Texas Department of Transportation (TxDOT), New Mexico State Highway and Transportation Department (NMSHTD), Las Cruces MPO, New Mexico, Sun Metro, City of El Paso, County of El Paso, IMIP and the U.S. General Services Administration (GSA).
- Survey intermodal facilities, major commercial and industrial sites within the BIP study area to determine origin/destination (O/D) and truck trip rates. The commercial vehicle (freight) component of the BIP must include analysis of trucks, rail, air and intermodal connections.
- Conduct an external survey of a sufficient sample of persons at IH-10 North external station (Texas Border) and include specifics in Las Cruces, New Mexico. The Las Cruces MPO, as of September 2001, was in the final stages of an O/D study of their study area.
- Coordinate with regional transportation planners and with stakeholders of international trade, inspections and political entities in the BIP area.

Task 1.2 Commodity Flow

- Review and update existing travel and commodity flow data including the Instituto Municipál de Investigación y Planeación's (IMIP) 1996 O/D survey of traffic at the POEs, MPO's 1994 region-wide travel survey and the 2000 Sun Metro on-board survey.
- Collect and process surveys that include trip purpose and cargo data of commercial vehicles at major freight producers and attractors in the BIP area including airports, rail yards and major warehouse and factory locations to be determined.

Task 1.3 Traffic Volume and Classifications

- Obtain existing vehicle and pedestrian volumes of both north and southbound travel at the POEs and classify the vehicles by type and trip purpose.

Report/Analysis

- At the end of Task 1, the consultant shall produce a data analysis report of the surveys identified in this task. The consultant shall also provide copies of all raw, electronic and processed data to the MPO.

Task 2 – Regional/International Transportation Analysis

Task 2.1 Determine Existing and Future Conditions

- Analyze and report existing cross-border traffic flows identifying bottlenecks and sources of delay at a regional level.
- Identify transportation deficiencies between the POEs and the transportation system.
- Identify and map existing and future regional commercial/industrial centers in the BIP study area.
- Identify existing and projected international vehicular travel.
- Analyze the movement of commercial vehicles in the El Paso-New Mexico-Chihuahua region.
- Conduct a comprehensive analysis of the six existing POEs to determine if there is a need to improve connectivity from the POE to the transportation system.

Task 2.2 Analyze Alternative Solutions to Border Crossing Needs

- Recommend innovative transportation strategies to improve trans-border crossing speeds for people and goods and to increase the traffic carrying capacity of existing POEs. The consultant shall evaluate the feasibility of constructing new POEs.
- Coordinate with regional transportation companies (rail, truck and air) to determine their intermodal capacity and potential use of technology to move cargo in the BIP area and across the international border.
- Develop scenarios which combine various strategies to solve border crossing needs.
- Use the MPO's Travel Demand Model to analyze alternative scenarios that include location and mode of any new POEs.
- Where applicable, recommended strategies will include an estimated emissions analysis.
- If available, use the U.S. GSA Border Wizard software to determine traffic carrying capacity of POEs.

Task 2.3 Recommended Improvements

- List recommended improvements required to implement the preferred scenario.
- Provide planning level cost estimates for recommended strategies as well as identifying potential sources of funds.
- Provide time lines for implementing recommended improvements.
- When and where applicable, the consultant will prepare grant proposals.
- Recommend improvements to regional and international transportation mobility and connectivity shall be designed to reduce congestion at POE inspection facilities, including operations and transportation infrastructure.

- Recommend transportation mobility improvements between regional multimodal centers in the BIP area and the transportation system.
- Recommend improvements to increase international transit capacity.

Report/Analysis

- The consultant shall produce a report for Task 2, along with relative raw, electronic and processed data that addresses existing conditions and analyzes alternative solutions to border crossings. This report will list the recommended improvements determined in the execution of this task.

Task 4 – Site Analysis for Recommended Improvements

Task 4.1 Existing Land Use Development

- Identify existing land uses in POE areas, produce maps, and evaluate the impacts of existing and proposed facilities on the existing land uses.
- Examine the operations of the U.S. Federal Inspection Agencies at each POE using the GSA operational study.
- Explore all applicable strategies that improve circulation within each POE as well as between each port and the transportation system.

Task 4.2 Port-of-Entry Location

- Review previous regional studies such as the GSA Facility Study, studies conducted by IMIP, the MPO, TxDOT and the NMSHTD. The purpose of the review is to determine the efficiencies of existing POEs, review proposed land use planning in the BIP study area, as appropriate to determine the best potential location of new international POE sites and to develop conceptual POE layouts and planning level cost estimates.

Task 4.3 Roadway Approaches

- Review current land use and thoroughfare planning studies (in the BIP area) as appropriate to determine the conceptual layouts and planning level cost estimates for the roadway approaches (U.S. roadways only) for each POE (existing and proposed).
- Recommend improvements to reduce travel time for motor carriers at POEs.

Report/Analysis

- The consultant shall produce a report, including raw, electronic and processed data for Task 4 that makes final recommendations for the short, medium and long-range time frames.

Task 5 – Public and Agency Involvement

- Conduct an enhanced public involvement program for the BIP.
- Upon approval by the MPO office, the consultant shall recommend and be responsible for the execution of an open public involvement process that allows the public, affected agencies and businesses within the BIP area to have maximum

opportunity to review and comment on the analysis and results of each stage of the study. At a minimum, the consultant shall follow the El Paso MPO Public Involvement Process. Meetings shall be held wherein representatives of rail companies, local government officials and the public are invited.

- Provide a tentative meeting schedule to the MPO office, based on estimated time per task.
- Present recommendations of this study to BIP stakeholders as defined by the MPO office.
- Develop and distribute by mail a project newsletter, at various stages of the project, using the MPO's newsletter mailing list of over 3,000 recipients.
- Recommend innovative means to distribute project information to the public.
- Document in report form all public involvement activities for the project.
- Provide status reports as required by the MPO Office.

Final Report and Analysis

The Final Report will develop a bi-national comprehensive transportation improvement plan for the BIP. The BIP will be utilized to update a transportation improvement program and a capital improvement program for cross-border regional and international movement of people and goods and to identify deficiencies and recommend improvements to the operations of federal inspection facilities. Recommended strategies will include planning level cost estimates and a time line for implementing strategies by each task. The report will identify remaining planning issues to be accomplished.

The Final Report will include the production of a commodity flow survey instrument, a matrix of O/D within the El Paso-Juárez metropolitan area, as well as major O/D outside the region. It will develop recommendations (short 1-5 years, medium 5-10 years and long-range-10-20 years) to improve the BIP study area and international and regional transportation system efficiencies related to mobility, pedestrian, private and commercial vehicle access.

The Final Report will further include an evaluation of the feasibility of relocating the existing UP and BNSF railroad lines away from downtown and residential areas of El Paso. This evaluation will include any foreseeable impact on both regional and international rail flow.

The Final Report recommendations could be incorporated into the MPO's Congestion Management System and Metropolitan Transportation Plan (MTP) upon acceptance by the Transportation Policy Board (TPB). As per the request for proposals (RFP), 50 hard copies and an electronic copy of the Final Report and electronic copies of the various tasks and newsletters will be furnished to the MPO and a PowerPoint presentation of the project will be included as a deliverable to the MPO.

Tasks Clarifications

Tasks

USE OF BORDER WIZARD (Task 2.1 and 2.2) – This clarification is specific to the use of the Border Wizard. Entry/exit regulations (now called "US Visit" by Homeland Security) present a great deal of concern for the community. The proposed budget has an allocation for using the Border Wizard to develop simulations to analyze the implications of implementing US Visit regulations in El Paso. This Border Wizard tool will be used to analyze the impact of potential southbound queuing on the Central Business District at Stanton Street adjacent to the Stanton International Port of Entry; and the impact of potential queuing at the Bridge of the Americas and the Zaragoza International Bridge. The budget also allows for training MPO planners in the use of the Border Wizard and the purchase of a Border Wizard license.

COMMODITY FLOW DATA AND TRAFFIC COUNTS (Tasks 1.2, 2.1, 2.2) – As part this study Wilber Smith Associates [WSA (Consultant)] will survey industrial sites and work with carriers and shippers to provide commodity flow data. The Consultant will survey commercial traffic in both directions on I-10 North and East, US 54, US 62/180, the international Poe's and in Cd. Juarez.

The Consultant and the El Paso Metropolitan Planning Organization (EPMPO) understand the challenges in determining cargo type and tonnage with a high degree of accuracy from roadside external station surveys. The Consultant will identify cargo information that can be collected from private carriers in addition to information that can be collected from the U.S. Customs Service and other private and public venues. Traffic counts will be made at all international ports-of-entry (POE) by weekday and weekend by mode, private vehicle, commercial vehicle, person, and north and southbound. Commercial implies air, surface, and rail. The Consultant commits to producing delay estimates study at the Poe's; the actual method of surveying delay will be determined in cooperation with the El Paso MPO, so as to employ the most time effective and cost effective method.

Based on the study's data development efforts, the Consultant will develop a Trans-Border Travel Freight Model (TBTFM), which will include a trans-border rail component. This TBTFM will be an "overlay" to the EPMPO Trans-Border Person Travel Demand Model.

RAIL ANALYSIS (Task 3) – This study will not conduct the Task 3 rail analysis. However, there will be some efforts related to border crossing rail demand and issues as part of the other tasks (1,2, and 4).

RAIL DATA COLLECTION AND REVIEW – As part of Task 1, collect and review past studies relevant to the relocation of rail lines in the BIP area. The Consultant will identify relevant information with regards to North/South border

flows. As part of Task 2, the Consultant will collect border crossing related rail commodity flow data.

RAIL ALIGNMENT ALTERNATIVES RECOMMENDATIONS – Based on data and information obtained from the review of previous studies (Task 1) and commodity analysis, interviews (Task 2), identify border crossing rail demand and outline potential issues related to rail border crossing needs as part of the BIP (Task 4).

PUBLIC INVOLVEMENT (Task 5) – The Consultant will conduct three public meetings (early, mid and late) during the study\]. The Consultant will produce the content of the materials to be presented at the meetings, print all materials needed at all meeting including announcements in the required format, secure meeting location sites, and provide "refreshments" at the meetings. The El Paso MPO will be responsible for inviting the attendees, and identifying the locations. In addition, the Consultant will participate in individual and/or group meetings with key stakeholders through the course of the study, in coordination with the El Paso MPO staff.

ATTACHMENT "B"

Budget Schedule

Payments will be disbursed based on the schedule below. The MPO may make partial proportionate payments of the costs based on the amount of work completed The consultant will include with the request for payment required documentation as outlined by appropriate state and federal regulations governing disbursement.

Task	Description	Total Cost by Task
1	Data Collection and Processing	$102,778
2	Regional/Int'l Transportation Analysis	$290,930
3	***Deleted***	$0
4	Site Analysis for Recommended Solutions	$115,641
5	Public and Agency Involvement	$90,008
Total		$599,357

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Federal Highway Administration
Texas Division

Texas Department of Transportation

BORDER PARTNERSHIP WORKING GROUP

KICKOFF MEETING

December 16, 2003

TxDOT Admin.- Greer Building

Austin, Texas

Texas Border Facts & Figures

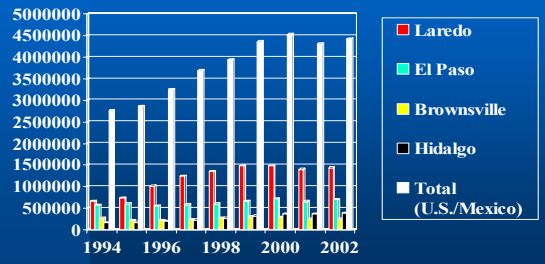
- Texas has a 1,300-mile international boundary with Mexico, far more than half of the entire 2000 mile southern border of the United States.
- International border crossings between Texas and Mexico rank among the busiest in the United States.

Texas Border Facts & Figures

- Texas is currently the fastest growing state, growing at twice the national average. Texas' population will double from 1990 to 2030.
- Laredo is the busiest commercial truck border crossing in Texas, El Paso is the second busiest truck border crossing in Texas to Mexico.

Texas Border Facts & Figures

Number of Incoming Truck Crossings (1994-2002)



SOURCE: U.S. BTS, Transborder Website at:
http://www.bts.gov/programs/international/border_crossing_entry_data/us_mexico/)

Texas Border Facts & Figures

- During the period between 1990-2000, the U.S. trade with Mexico, grew from 8.5 percent to 12.4 percent of total U.S. international merchandise trade.
- Trade with Mexico grew by 16 percent per year, from about $100 billion in 1994 to $248 billion in 2000 (Mexico became our second largest trading partner, surpassing Japan in 1999)

CORBOR Funding Under TEA-21 (State of Texas)

- The State of Texas received approx. $130 Million in earmarked TEA-21 CORBOR Funding (Between FY 1999-2003)
- Approximately 51% ($66.4 M) for Border-Related Surface Transportation Improvements (including Border Safety Improvement Facilities)

Purpose of Border Partnership

- To improve overall levels of communication and information sharing among key agencies and stakeholders (network);
- To define various roles and responsibilities of Federal, State, and local agencies and stakeholders related to border planning;
- To provide leadership in the area of intermodal freight border planning and implementation efforts;

Purpose of Border Partnership

- To provide opportunities for technical training and sharing of interagency knowledge & expertise (possibly form Border Partnership technical and policy subcommittees);
- To identify potential federal-aid funding sources for intermodal freight border improvements;
- Establish specific goals and timetables for BSIF planning and implementation.

U.S. DOT Freight Goals

- The U.S. Department of Transportation (USDOT) recognizes freight transportation's importance to the U.S. economy and society.
- USDOT's FY 2003-2008 Strategic Plan:
  - Global Connectivity Strategic Objective- "Facilitate a more efficient domestic and global transportation system that enables economic growth and development."
  - Mobility Strategic Objective- "Advance accessible, efficient, intermodal transportation for the movement of people and goods."

FHWA Strategic Plan Goals

FHWA Strategic Plan (FY 2004):

- Global Connectivity Strategic Objective:
  "Improve the economic efficiency of goods movement on the surface transportation system. The FY 2004 target is to reduce the cost of highway freight per mile, in constant dollars."
- National Performance Objective:
  "Reduce travel time delay in freight significant corridors and at international border crossings."

FHWA National Performance Objectives- Freight (FY 2004)

- Identification of FHWA FY 2004 National Performance Measures:
  - Travel Time on Key Freight Corridors;
  - Hours of Delay per 1,000 Commercial Vehicles Processed at NHS Border Crossings.

FHWA Unit Performance Plan Objectives- Freight (FY 2004)

- Improve the safe movement of people and goods on Federal-aid highways in Texas (GC #1.1);
- Reduce the highway freight costs in Texas (GC #1.2);

FHWA Unit Performance Plan Objectives- Freight (FY 2004)

- Improve the safe movement of people and goods across border between Texas and Mexico (GC #1.3);
- Support the development of key freight corridors within Texas (GC #1.4)

FHWA Unit Performance Plan Objectives- Freight (FY 2004)

- OBJECTIVE (GC #1.2)- Reduce the highway freight costs in Texas.
  - UNIT PERFORMANCE MEASURES:
    1. ITS/CVO Business Plan implemented;
    2. 5% Decrease in Truck Delays at Texas Border Crossings by 2004.

    ACTIVITY - Participate on and support National Freight Council initiatives in Texas (GC #1.2.3)

FHWA Unit Performance Plan Objectives- Freight (FY 2004)

- OBJECTIVE (GC #1.2)- Reduce the highway freight costs in Texas.
  - UNIT PERFORMANCE MEASURE
    1. ITS/CVO Business Plan Implemented;
    2. Decrease in Truck Delays at Texas Border Crossings By 5% in FY 2004.

    ACTIVITY: Encourage the development and implementation of the TxDOT Statewide Analysis Model (SAM, Version 1.0) to evaluate freight and intermodal connectivity improvements (GC # 1.2.4).

FHWA Unit Performance Plan Objectives- Freight (FY 2004)

- OBJECTIVE (GC #1.3)- Improve the safe movement of people and goods at or across the border between Texas and Mexico.
  - UNIT PERFORMANCE MEASURE

    Hours of delay at Texas NHS border crossing is reduced by 5%.

    ACTIVITY: Work to implement BSIFs with border MPOs, TxDOT, FMCSA, and other stakeholder agencies (GC #1.3.1)

FHWA Unit Performance Plan Objectives- Freight (FY 2004)

- OBJECTIVE (GC #1.3)- Improve the safe movement of people and goods at or across the border between Texas and Mexico.
  - UNIT PERFORMANCE MEASURE

    Hours of delay at Texas NHS border crossings is reduced by 5%.

    ACTIVITY: Develop interagency border working group to improve levels of communication and coordination among Federal, State, and Local agencies. (GC #1.3.3)

FHWA Unit Performance Plan Objectives- Freight (FY 2004)

- OBJECTIVE (GC #1.4)- Support the development of key freight corridors within Texas.
  - UNIT PERFORMANCE MEASURE
    1. Rural ITS Initiatives implemented;
    2. Reduce freight movement delay.

    ACTIVITY: Disseminate information about Border Wizard & how transportation planners can use it (GC #1.4.3).

FHWA National Homeland Security Strategic Goal- FY 2004

- Reduce the vulnerability of critical bridges and tunnels.
  - NATIONAL PERFORMANCE MEASURES:
    1. Highway-related security plans and standards completed by TSA are reflective of highway industry institutional knowledge;
    2. Critical bridges and tunnels with vulnerabilities are identified and countermeasure implementation to reduce vulnerability begun.

UNIT OBJECTIVE: The Texas Division is an active partner with TxDOT in reducing the vulnerability of bridges and international border crossings in Texas (NST #1.1).

FHWA HQ's Office of Freight Management and Operations

MISSION STATEMENT:

" To promote the efficient, seamless, and secure freight flows on the U.S. highway system, intermodal connectors, and across our borders…"

FHWA HQ's Office of Freight Management and Operations

✓ Manages freight-related programs:
- Truck Size and Weight Program;
- Freight Security, Interoperability;
- Operations (CVO/ITS)

✓ Conducts research and analysis of intermodal freight system (economic B/C methodologies for freight analysis);

FHWA HQ's Office of Freight Management and Operations

✓ Fosters Public/Private Partnerships

✓ Engages in Technology Transfer
- Border Wizard
- Freight Analysis Framework
- Forecasts 2010-2020 Freight Volume Flows

FHWA HQ's Office of Freight Management and Operations

✓ Encourages Development of Multi-jurisdictional Coalitions and Projects to Expedite Freight Movements (NAFTA)

✓ Sponsors Freight Conferences, Meetings, and Seminars (ex: Monthly "Talking Freight" Webcasts, etc.)

FHWA HQ's Office of Freight Management and Operations

TRUCK SIZE & WEIGHT AND INDUSTRY STUDIES TEAM:

1. Provides regulatory oversight of Truck Size and Weight (23 CFR 658);
2. Initiates Rulemakings on Truck Size and Weight;
3. Develops program guidance;
4. Conducts studies to define issues to improve productivity in trucking industry;
5. Develops strategies to improve productivity for public and private stakeholders.

FHWA HQ's Office of Freight Management and Operations

FREIGHT OPERATIONS AND TECHNOLOGY TEAM:

1. Serves as lead to foster freight operations strategies;
2. Works with public and private sector partners to demonstrate new technology applications;
3. Conducts intermodal freight and border operational tests to improve efficiency, safety, and security of goods movement;
4. Promotes interoperable standards for global intermodal freight system;
5. Measures travel time and delay at selected border crossing and in freight corridors.

FHWA HQ's Office of Freight Management and Operations

CURRENT FOCUS AREAS:

- Freight Productivity
- National Security
- Financing
- Planning
- Operations
- Logistics
- Data Collection

FHWA HQ's Office of Freight Management and Operations

For Additional Information See FHWA HQ's HOFM Website:
http://www.ops.fhwa.dot.gov/freight

HQ's Contact List:

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  Freight Research, Regulatory Issues, Performance Measures, Size and Weight
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- Bruce Lambert
  Economist, Freight Analysis Framework
  202-366-4241 | bruce.lambert@fhwa.dot.gov
- Michael Onder
  Freight Operations - Technology and Security
  202-366-2639 | michael.onder@fhwa.dot.gov

FHWA HQ's Web Resources

- For more information on the FHWA freight e-mail listserv, See FHWA HQ's website for info:
  http://listserv.utk.edu/archives/fhwafp.html
- For public/private freight planning guidelines , See FHWA HQ's website:
  http://www.fhwa.dot.gov/freightplanning/guidel2.html

FHWA HQ's Office of Interstate and Border Planning

- Roger G. Petzold, Team Leader (HEPI-10)
  Federal Highway Administration
  Office of Intermodal & Statewide Programs
  International Analysis and Systems Management
  400 Seventh Street, S.W.
  Washington, D.C. 20590

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FHWA International Border Planning Coordinators (TX, CA, AZ, DC, NY)

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- Stephanie Roth, U.S.-Canada Planning Coordinator (HEPS-20, FHWA HQ's, Washington, D.C.)
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  http://www.fhwa.dot.gov/txdiv/

Federal Highway Administration
Texas Division

FUNDING OPPORTUNITIES FOR INTERMODAL FREIGHT IMPROVEMENTS

UNDER TEA-21 REAUTHORIZATION

December 16, 2003
FHWA Texas Division (HPP-TX)

SAFETEA LEGISLATION

– U.S. DOT Administration Proposes:

" Strengthening the efficiency and integration of the Nation's system of goods movement by improving international gateways and points of intermodal connection…"

SAFETEA LEGISLATION

SAFETEA would expand the capacity and efficiency of the nation's freight system by:

✓Dedicating a portion of National Highway System (NHS) funds for highway connections between the NHS and intermodal freight facilities (including ports and freight terminals);

SAFETEA LEGISLATION

SAFETEA Will Expand the Capacity and Efficiency of the Nation's Freight System by:

✓Allowing Surface Transportation Program (STP) Funds to be Used for Publicly-Owned Intermodal Freight Transportation Projects That Address Economic, Congestion, Security, Safety, and Environmental Issues Associated with Freight Transportation Gateways;

SAFETEA LEGISLATION

✓ Allows Private Freight Rail Projects to Qualify for TIFIA Credit Assistance;

✓ Expanding the Availability of Tax-Exempt Private Activity Bonds to Include Highway Projects and Freight Transfer Facilities.

SAFETEA LEGISLATION

- Any Highway or Transit Project Eligible for Funding Under 23 U.S.C. or 49 U.S.C. 53 is Eligible for TIFIA.
- Other Eligible TIFIA Projects May Include International Bridges; Intercity Rail or Bus Projects; and Freight Rail Projects.
- SAFETEA Expands the Eligibility of Freight Rail Projects Consistent with the Proposed Freight Transportation Gateways program (Section 1205).

SAFETEA LEGISLATION

- The Purpose of the New "Freight Gateways Program" is to Institutionalize Freight Considerations and Needs into the Traditional Transportation Planning and Project Development Process; and
- Increase Investments for Intermodal Improvements at Major Freight Gateways and Connectors.

SAFETEA LEGISLATION

- The U.S. DOT's Freight Gateways Program:

  Broadens the Flexibility of States and Metropolitan Planning Organizations in Meeting Today's Complex Freight Challenges Through a Combination Of:

  - Title 23 Funding Eligibility Changes, Innovative Finance Emphasis, and Targeted Investment.

SAFETEA LEGISLATION

- The Freight Gateways Program Will Provide for a Systemic, Intermodal Improvements for Freight Movements Into and Through:
  - Major trade transport gateways and hubs, and improvements to the transportation infrastructure.
  - Connecting these gateways to the Nation's mainline transportation networks will relieve congestion related to high levels of truck traffic and facilitate the movement of military vehicles and equipment.

SAFETEA LEGISLATION

No Separate Funding is Provided. Federal-aid funds for Freight Gateways May be Used as Follows:

- **STP - Freight Gateways: Adds Eligibility to Surface Transportation Program Allowing a State to Use Its STP Funds for Publicly-Owned Intermodal Freight Transportation Projects.**
- **NHS - Intermodal Connectors: Dedicates Funds From Each State's NHS Apportionment (Based on the Proportion of Freight/STRAHNET Connector Miles in State Compared to State's Total NHS Mileage- Or 2% of NHS Apportionment >Whichever is Greater)**

SAFETEA LEGISLATION

- TIFIA: Definition of Eligible "Project" for the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program is Amended to Include "A Public or Private Freight Rail Facility."
- Private Activity Bonds: Surface Freight Transfer Facilities are Added to a List of Other Activities Eligible for Exempt Facility Bonds.

House Transportation Committee Bill

- The Proposed House Transportation Committee Bill Funds Five (5) Programs To Improve Intermodal Freight Movements.
- The House Bill Provides $2 Billion in Funding to Border States (for Highway Projects to Improve Safe and Efficient Movement of People and Goods) Across the Mexico/U.S. Border and Canada/U.S. Border

House Transportation Committee Bill

- The House Bill also provides $3 B Over Six Years in Additional Funding for Freight Intermodal Connectors.
- This Program Will Facilitate and Support Road Connections To and From Major Freight Facilities.

House Transportation Committee Bill

- The House Bill Creates a New Program to Fund Projects of Regional and National Significance ($17.6 Billion Discretionary Grant Program).
- This New Program Will Fund Projects That Have Significant Impact on the Movement of People and Goods Beyond the Immediate Local Area of Project.

House Transportation Committee Bill

- The House Bill Also Provides $5 Billion Over Six Years to Fund a National Corridor Infrastructure Improvement Program.
- This Program is Designed to Fund Regional and Multi-State Corridor Projects That Will Improve Mobility and Economic Growth in Areas Underserved by Existing Highway Infrastructure.

House Transportation Committee Bill

- The House Bill Also Creates a New $1.5 Billion Program to Fund the Construction of Dedicated Truck Lanes.
- Projects Funded from this Program Will Improve the Safe and Efficient Movement of Freight by Separating Trucks from SOV Traffic.

House Transportation Committee Bill

- The House Bill Also Provides $150 Million to Complete the Core Deployment of CVO/CVISN Program.
- The CVO/CVISN Program is Designed to Reduce the Travel Time Delays for Heavy Duty Commercial Vehicles (Trucks) by Allowing Trucks to Be Pre-Screened Thru Safety Inspections and Weigh Stations (Based Upon Historical Safety Records).

House Transportation Committee Bill

- The House Bill Also Establishes a New $203 Million Grant Program Over Six Years to Ensure Enhanced State Enforcement Activities at the Borders With Canada and Mexico.
- In Addition, Provides For a $139 Million Grant Program Over Six Years to Improve State Licensing Agencies Improve Their Commercial Vehicle Driver's License Programs.

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APPENDIX E: PARTNERSHIP MEETING ANNOUNCEMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
300 E. 8TH STREET
AUSTIN, TEXAS 78701

November 20, 2003

In Reply Refer To: HPP-TX

Final Agenda for the FHWA/TxDOT
Border Partnership Meeting on December 16, 2003

Mr. Amadeo Saenz, Jr., P. E.
Assistant Executive Director,
Engineering Operations
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

Dear Mr. Saenz:

Attached is the proposed agenda for the kickoff meeting of the Border Partnership Working Group scheduled for December 16, 2003 from 1:00 pm – 3:30 pm at the TxDOT Main Office (Greer Building -Large Auditorium) located at 11th Street and Brazos in Austin, Texas. As part of our FY 2004 Unit Performance Plan we are looking for ways to improve the overall coordination and communications among Federal, State, and local transportation agencies associated with the planning, implementation, and operations of the Border Safety Inspection Facilities (BSIF) along the eight major Texas and Mexico ports-of-entry (POE).

We have invited several representatives of the border metropolitan planning organizations (MPO), TxDOT District Engineers, the academia from the Texas A&M (Texas Transportation Institute), University of Texas (Center for Transportation Research), and the University of Texas (San Antonio) to help facilitate this important kickoff meeting. As part of this meeting, we hope to sign off on the Border Partnership Charter and Mission Statement between FHWA (John Mack, FHWA) and TxDOT Co-Chairs (Amadeo Saenz, Jr.) as shown in the following attachment.

For questions and comments regarding the proposed agenda, or for any concerns regarding this meeting please contact Kirk Fauver, FHWA Statewide Planning Engineer, of my office at (512) 536-5952.

Sincerely yours,

/s/C. D. Reagan

C. D. Reagan
Division Administrator
Federal Highway Administration

cc:

Jim Randall, TxDOT TPP
Wayne Dennis, TxDOT TPP
Jack Foster, TxDOT TPP(S)
Andrew Canon, TxDOT TPP(S)
Mary Ann Elekes, TxDOT TPP(S)
Catherine Wolff, TxDOT TPP(T)
Homer Villareal, TxDOT MNT
Mario Medina, TxDOT TPP
Vic Holubec, TxDOT TPP
John Poole, TxDOT VTR
Duane Pufpaff, TxDOT VTR
Linda Kirksey, TxDOT VTR
Gus DeLa Rosa, TxDOT International Relations Office (IRO)
Michael Chamberlain, TxDOT TPP(T)

Chuck Berry, P.E., TxDOT El Paso District Engineer
Luis A. Ramirez, P.E., TxDOT Laredo District Engineer
Mario Jorge, P.E., TxDOT Pharr District Engineer

Keith Selman, Laredo MPO (1110 Houston Street, P.O. Box 579, Laredo, TX 78042)
David Deleon, Harlingen-San Benito MPO (502 East Tyler Street, Harlingen, TX 78550)
Ed Molitor, Hidalgo County MPO (311 N.15th Street, McAllen, TX 78501-4705)
Roy Gilyard, El Paso MPO (10767 Gateway Blvd. West, Suite #605, El Paso, TX 79935)
Mark Lund, Brownsville MPO (City of Brownsville, P.O. Box 911, Brownsville, TX 78520)

Carol Vinton, TxDOT Motor Carrier Division
Joe Barnard, TxDOT Motor Carrier Division
Carlos Lopez, TxDOT Traffic Operations

Dennis Christiansen, TTI (Texas A&M University, Administration- CE/TTI, Room 808E, Texas Transportation Institute, 3135 TAMU, College Station, TX 77843-3135)
Montie Wade, TTI (Texas A&M University, Texas Transportation Institute, 110 N. Davis Drive, Suite 101, Arlington, TX 76013)
Bill Frawley, TTI (Texas A&M University, Texas Transportation Institute, 110 N. Davis Drive, Suite 101, Arlington, TX 76013)

John McCray, UT-San Antonio (6900 N. Loop, 1604 West, San Antonio, TX 78249)
Robert Harrison, UT- Center for Transportation Research (3208 Red River, Suite 200, Austin, TX 78705)

David Dodson, FMCSA-Texas Division
Rodney Baumgartner, FMCSA- Texas Division
DPS- Major Mark Rogers (P.O. Box 4087, Austin, TX 78773)

Lisa Dye, FHWA Texas Division (HDA-TX)
Jill Hochman, FHWA HQ's (HEPI)
Roger Petzold, FHWA HQ's (HEPI-10)
Stephanie Roth, FHWA HQ's (HEPI-10)
Sylvia Grijalva, FHWA HQ's (HEPI-10)
Fawn Thompson, FHWA SRC
Lisa Randall, FHWA WRC
Bob Davis, FHWA HQ's (HOFM-1)
Kay Drucker, BTS (Office of Transportation Analysis)

HA-TX, HB-TX
HDA-TX

FILE: PPD-118

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Federal Highway Administration
Texas Division

Texas Department of
Transportation

FINAL AGENDA FOR TEXAS BORDER PARTNERSHIP WORKING GROUP

December 16, 2003
1:00 PM- 3:30 PM
TxDOT Greer Building
Location: Main Office- Hearing Room, 11th & Brazos, Austin, Texas
Moderator: Montie Wade, TTI

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1. Agency Introductions - FHWA, FMCSA, TxDOT, DPS, Texas Transportation Institute (TTI) (20 min)

2. FHWA, FMCSA, TxDOT, DPS, MPOs Interagency Update Briefings (60 min)

3. Purpose and Need of the Border Partnership Working Group- FHWA Texas Division Global Connectivity Team (20 min)

4. Official Signing of the Border Partnership Charter and Mission Statement for FY 2004 by TxDOT and FHWA Leadership (10 min)

5. Update on the Status of NEPA Environmental Impact Statement for FMCSA for NAFTA Rules Regarding International Freight Movements (5 min)

6. Discussion of Possible Formation of Future Border Partnership Technical and Policy Subcommittees (20 min)

7. Future Border Partnership Meeting Dates and Other Issues (5 minutes)

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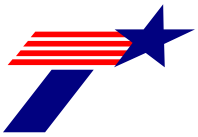
APPENDIX G: BORDER PARTNERSHIP MISSION AND BYLAWS

Federal Highway Administration
Texas Division



Texas Department of
Transportation

THE TEXAS BORDER PARTNERSHIP CHARTER MISSION AND BYLAWS

1. PURPOSE

The primary purpose of the formation of the Border Partnership interagency working group is to provide an open forum for policy and technical communications and sharing of border planning and implementation information among key Federal, State, and local agency stakeholders including (but not limited to) the:

Federal Highway Administration- Texas Division,

Federal Motor Carrier Safety Administration- Texas Division,

Texas Department of Transportation (TxDOT),

Texas Department of Public Safety,

Transportation Security Administration,

Border Metropolitan Planning Organizations,

Also Including:

Other Selected Federal, State, and Local Partners and State of Texas University Researchers currently involved and proactive in the planning, research, operations, management, and implementation of the permanent border safety inspection facilities at the Texas and Mexico international border. This partnership will serve to promote the National Goals of the Transportation Equity Act for the 21st Century involving the safe, efficient, and effective movements of freight, goods, and people and other National Goals of future relevant surface transportation Acts of Congress.

2. GOALS

To continually improve overall levels of interagency communications and information exchanges among Federal, State, and local transportation partners and key stakeholders regarding surface transportation border planning and other issues related to freight planning and implementation at the Texas and Mexico international surface transportation ports-of-entry border safety inspection facilities that are funded by the Transportation Equity Act for the 21st Century, and future relevant surface transportation Acts of Congress;

To resolve in a timely manner the key Federal/State interagency issues related to the planning and implementation of the permanent border safety inspection facilities at the Texas and Mexico Ports-of-Entry funded under the Transportation Equity Act for the 21st Century, and future relevant surface transportation Acts of Congress;

To coordinate and promote policy and technical training in order to effectively build the career and professional development of intermodal freight planners and engineers involved in freight planning, implementation, management, and operations;

Identify areas of technical training needs to include, but not be limited to: intermodal border freight modeling, freight forecasting, freight data collection, and implementation of the Intelligent Transportation Systems (CVO/CVISN) in order to meet the National Security and other visionary goals of the Transportation Equity Act of the 21st Century, and future relevant surface transportation Acts of Congress;

To enhance interagency working partnerships and relationships among pertinent Federal, State, and local transportation agencies involved in freight planning and enforcement including (but not limited to): the Texas Department of Transportation, Texas A&M -Texas Transportation Institute (TTI), the University of Texas- Center for Transportation Research (CTR), University of Texas- San Antonio, State of Texas- Department of Public Safety, the Federal Motor Carrier Safety Administration- Texas Division, and the Federal Highway Administration- Texas Division;

To better promote and improve the safety, environment, National Security and economic welfare, and global interconnectivity of the intermodal surface transportation system as envisioned by the Transportation Equity Act for the 21st and related surface transportation laws.

MEMBERSHIP

The membership of the Border Partnership is open to all key Federal, State, and local surface transportation partners including- but not limited to: the Texas Department of Transportation, State of Texas- Department of Public Safety, U.S. Department of Transportation (Federal Highway Administration- Texas Division), the Federal Motor Carrier Safety Administration- Texas Division, Texas A &M University- Texas Transportation Institute (TTI), University of Texas- Center for Transportation Research (CTR), University of Texas (San Antonio,), Texas Border Metropolitan Planning Organizations (MPOs), and other public and private entities as deemed appropriate and found necessary and pertinent by the Border Partnership members and leadership.

Co-Chairpersons

The Texas Department of Transportation (TxDOT) will select one co-chairperson to serve one Federal fiscal year (beginning October 1, 2003 and ending September 30, 2004);

The Federal Highway Administration (FHWA) Texas Division will select one co-chairperson to serve one Federal fiscal year (beginning October 1, 2003 and ending September 30, 2004);

The Co-Chairpersons will serve to provide leadership and develop workable and reasonable quarterly meeting dates for the Border Partnership during the FY 2004 federal fiscal year (beginning October 1, 2003 and ending September 30, 2004)- and beyond if necessary;

The Co-Chairpersons will select the membership of Technical and Policy Subcommittees of the Border Partnership in a capacity deemed necessary and appropriate by the Border Partnership during the FY 2004 Federal fiscal year (beginning October 1, 2003 and ending September 30, 2004)- and beyond if necessary;

The Co-Chairpersons will serve to continually implement the cornerstone Metropolitan and Statewide planning requirements of the 1962 Surface Transportation Act "3-C" and subsequent ISTEA planning regulations and laws codified under Title 23, U.S.C. as carried forth under the Transportation Equity Act for the 21st Century in a manner to effectively build a foundation to ensure and improve the economy, vitality and quality of life for all citizens and future citizens of the State of Texas.

As Witnessed by the Charter Members of the initial Meeting of the Border Partnership

Austin, Texas

Signed This Day, December 16, 2003 By the Following Honorable Co-Chairpersons

Representing

The Texas Department of Transportation

And the

Federal Highway Administration, Texas Division

/s/ Amadeo Saenz, Jr., P.E.	***/s/ John Mack, P.E.***
Assist. Executive Director, Engineering Operations	***District Engineer, Texas Division***
Texas Department of Transportation	***Federal Highway Administration***

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APPENDIX H: BATTELLE STUDY OF BORDER TRAVEL TIME DELAYS (2001)

Commercial Vehicle Travel Time and Delay at U.S. Border Crossings

One of the Federal Highway Administration's (FHWA's) strategic goals is to help improve the economic efficiency of the U.S. transportation system and, thereby, enhance the nation's position in the global economy. One way to address this need is to reduce the hours of delay for commercial motor vehicles passing through the northern and southern ports-of-entry with Canada and Mexico. The border crossing process is one of the few elements in logistical planning and execution that today is almost completely beyond the control of both motor carriers and shippers. Predicting with certainty the time needed to transit a border crossing is difficult.

Primary border inspection facility on the U.S. side of the Peace Bridge, Buffalo, NY

In 2001, FHWA's Office of Freight Management and Operations, supported by Battelle and the Texas Transportation Institute (TTI), undertook an on-site review of seven ports-of-entry that handle over 60 percent of U.S. truck trade among the three NAFTA nations. Linked with research now under way to simulate border-crossing activity using a model called "Border Wizard," these site reviews will enable FHWA to make informed recommendations about crossing improvements. The results also will help the agency to engage with other federal, state, and local jurisdictions in constructive dialogue about how, together, all can improve the performance, security, and mobility of commerce at these important international locations.

The seven ports-of-entry reviewed in 2001 were: 1) Otay Mesa, California; 2) El Paso, Texas; 3) Laredo, Texas[1]; 4) Blaine, Washington; 5) the Ambassador Bridge (Detroit), Michigan; 6) Blue Water Bridge (Port Huron), Michigan; and 7) Peace Bridge (Buffalo), New York. The measurement chosen to monitor commercial vehicle activity on-site was "travel delay per truck trip." This documents the time taken by the individual commercial vehicle from the initial queuing point in the exporting country, *through* the exporting country's final checkpoint, and up to and through the first inspection point in the importing country. Travel in both directions was assessed (i.e., truck travel into and out of the United States).

The on-site reviews found:

- The time needed for processing commercial vehicles entering the United States (inbound clearances) to be significantly longer than that for departing (outbound clearances) at almost every location. Anyone familiar with border activity would not find this surprising. The controlled substance and illegal immigration inspections performed by U.S. inspection agencies on the southern border required reviews of incoming cargoes and their operators that led to unavoidable time delays.

- The actual extent of delays encountered in *both* directions, and the reasons for them, however, tended to vary by individual port-of-entry. There was no single trend across sites beyond the noted tendencies: 1) inbound clearances take longer than outbound, and 2) southern border delay times exceed northern border delay times.

- The site-specific findings may not readily lend themselves to a "one size fits all" corrective action initiative. Nevertheless, procedural changes, application of advanced technologies, and facility design modifications at selected ports-of-entry—some already under way—offer the possibility of greater productivity in the processing of commercial vehicles and reduced travel delay.

- Increased traffic volume did not necessarily correlate with significantly increased delay. Crossings varied greatly in their ability to handle volume shifts of traffic over the business day.

- In total, for *all* seven ports-of-entry, the average *inbound* travel time was 26.8 minutes, while the average *outbound* travel time was 14.2 minutes. For the four northern ports in the survey, the average *inbound* travel time was 24.1 minutes; the average *outbound,* 12.6 minutes. For the three southern ports, the average *inbound* travel time was 33.8 minutes; the average *outbound,* 17.2 minutes.

- Unfortunately, *average travel time* does not tell the whole story, as at several crossings, many trucks took significantly longer to transit the seven ports-of-entry. Hence, a *95th percentile time* measurement also was calculated, providing information about the time that it took 95 percent of the surveyed trucks to travel the study distance. A comparison of *average travel time* with the *95th percentile time* finds that a number of truck trips could in fact take far longer than the average. For example, while *average travel time* for all seven inbound crossings was 26.8 minutes, the *95th percentile time* for these was over 70 minutes.

[1]Bridge 4, a relatively new truck-only crossing, was the site observed at Laredo.

- Not surprisingly, the number of inspection and processing booths open at each port-of-entry at any given time had a significant influence on the variability of travel time and delay. There was a definite relationship between the number of booths open, the travel demand, and the travel time through the crossing. Decisions on how many to open at any given time are apparently not made purely with mobility or crossing times in mind and are not always made by the transportation agencies.

- Before September 11, 2001, U.S.-Canadian ports-of-entry generally processed inbound trucks with less delay, and with less variability, than did U.S.-Mexican ports-of-entry. Southern crossings generally handle more traffic, but with generally more variability across the day in the travel times required for crossing. (The exception to this pattern was the Blue Water Bridge port-of-entry at Port Huron, Michigan). As noted, concerns about drug traffic and illegal immigration apparently contribute to extended inspection times at the southern border. However, other influences on travel time and delay are less self-evident and may need further consideration. Procedures or policies that reduce time at the northern ports-of-entry might be exportable to the southern border.

- A study on urban mobility, performed for FHWA by TTI, indicated that delay times along urban roadways are more predictable and not as volatile in their swings across the sample day as those witnessed at the seven ports-of-entry in 2001. This confirms the earlier statement that international border crossings offer a considerable challenge for those parties planning commercial cargo movement departures, transit times, and arrivals than do most other links in the national transportation system.

The full report and individual site reports are available on the Web site noted below under the heading "Freight Productivity Performance Measures."

For More Information, Please Contact

Robert E.L. Davis
Transportation Specialist
Office of Freight Management and Operations
Federal Highway Administration
(202) 366-2997
robert.davis@fhwa.dot.gov

Table 1. Comparision of Outbound and Inbound Times (Minutes)

Crossing	Baseline Time[1]	Average Time[2]	95th Percentile Time[3]
All Outbound Crossings	NA	14.2	37.4
All Inbound Crossings	NA	26.8	70.1
All Northern Outbound Crossings	NA	12.6	34.3
All Northern Inbound Crossings	NA	24.1	70.3
All Southern Outbound Crossings	NA	17.2	45.2
All Southern Inbound Crossings	NA	33.8	64.9
Ambassador Bridge Outbound	5.7	8.8	13.7
Ambassador Bridge Inbound	12.9	20.4	33.9
Blaine Outbound	4.8	21.5	35.3
Blaine Inbound	8.1	17.3	35.6
Blue Water Bridge Outbound	5.0	6.2	9.1
Blue Water Bridge Inbound	11.1	34.2	80.3
Peace Bridge Outbound	9.0	21.7	38.0
Peace Bridge Inbound	8.3	23.3	83.4
El Paso Outbound	9.0	13.2	34.0
El Paso Inbound	7.6	37.2	77.4
Laredo Outbound	1.8	17.2	45.0
Laredo Inbound	12.2	31.2	54.9
Otay Mesa Outbound	9.5	19.1	36.9
Otay Mesa Inbound	6.4	35.0	64.3

Key: NA = not available.
Footnotes: [1] Baseline time: Time needed to travel through the port-of-entry at low-volume conditions; the lowest hourly travel time in that direction for each day surveyed. This value represents "no delay" travel time. [2] Average time: Time (in minutes) needed to travel the study distance (between the starting point in the exporting country and the initial inspection station in the importing country). [3] 95th Percentile Time: Time within which 95 percent of the trucks surveyed traveled the study distance.

June 2002
FHWA-OP-02-072
EDL 13653

U.S. Department of Transportation

Federal Highway Administration

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2001 Border Reviews: Assessment of 7 International Border Crossings

Robert E. L. Davis
Feb. 26, 2002

Sites Visited

MEXICAN BORDER

- Otay Mesa, California
- Zaragosa Bridge, El Paso, Texas
- Laredo, Texas (Bridge 4) - visited after 9/11/01

CANADIAN BORDER

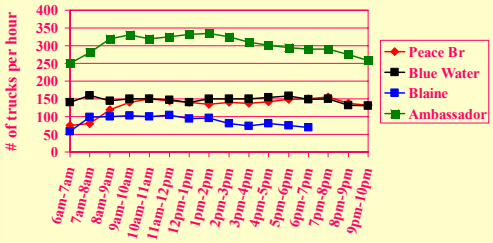
- Ambassador Bridge, Detroit, Michigan
- Blue Water Bridge, Port Huron, Michigan
- Blaine, Washington
- Peace Bridge, Buffalo, New York

Sites Visited

- 5 bridges, 2 surface highway crossings in the survey.
- Represent 61% of traffic crossing U.S. international borders.
- Not all operate 24/7.

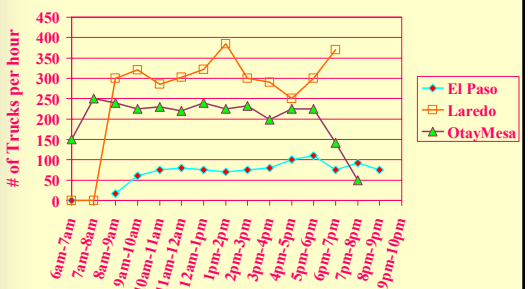
Northern Inbound Volumes/Hour

(Source: sites visited)



Southern Inbound Volumes/Hour

(Source: sites visited)



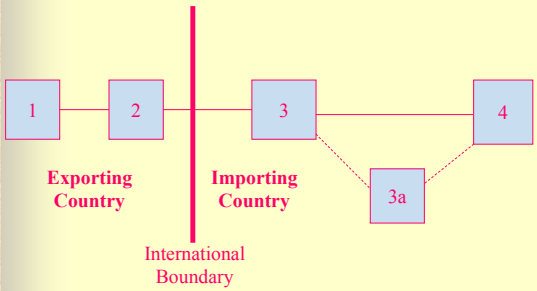
The Measures

- Baseline– the minutes required to cross between monitoring sites *at low traffic volume*.
- Average Travel Time – the minutes required for sampled vehicles to enter and exit the the data collection area on the sample days.
- Delay Time -- the *difference* in minutes between the average travel time recorded and the baseline time for the crossing.
- 95 Percentile Time – the minutes required for 95 percent of the sampled vehicles to cross between monitoring sites.

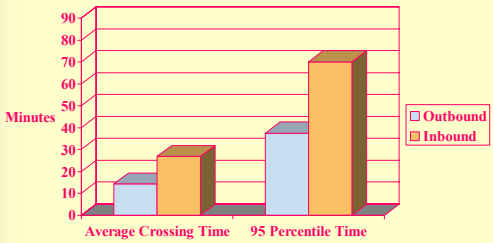
Data Collection Locations at Typical Border Crossing

- The following chart identifies 5 points for potential time measurement as a truck moves up to and through the port-of-entry.
- For purposes of this study, data collection was accomplished by reviewers noting license plates and the time at locations #1 and #3.
- #1: queuing point: in the *exporting* country, the time when a truck first stopped to queue up for review.
- #3, primary import control: in the *importing* country, the time when the truck is cleared and begins to move.

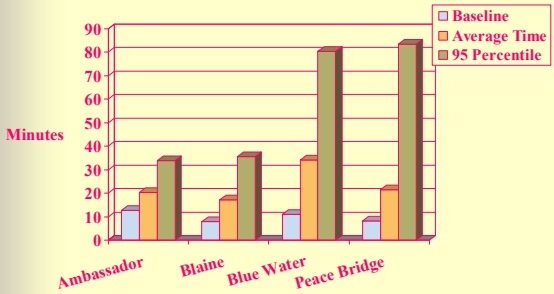
Data Collection Locations at Typical Border Crossing



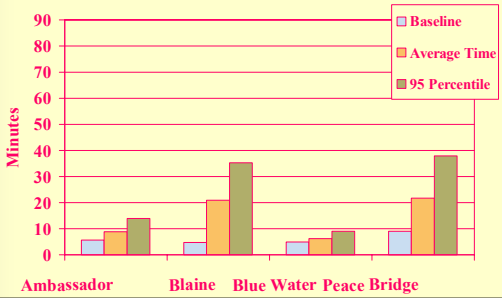
Crossing Times: Out- & Inbound



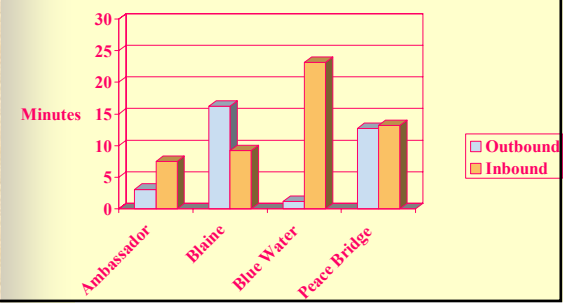
Inbound Crossing Times: Northern Border



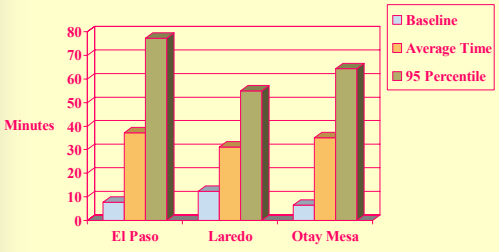
Outbound Crossing Times – Northern Border



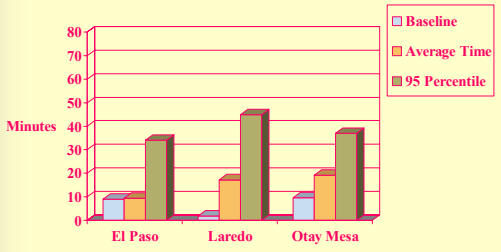
Delay Times – Northern Crossings



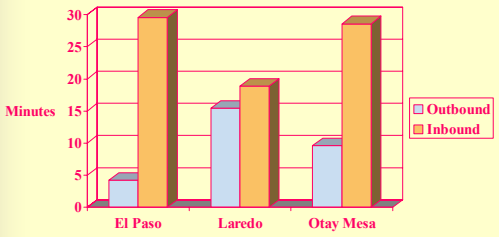
Inbound Crossing Times – Southern Border



Outbound Travel Time – Southern Border



Delay Times – Southern Crossings



"Buffer Time" Index

- The "extra" time that a motor carrier must build into travel projections, (1) based on *average* travel time, but (2) recognizing that *longer waits* are a real possibility, based on experience.
- **Reflects**: the difference, *in percentage of crossing time*, between "average travel time" and "95 percentile delay time" recorded at the border location.
- **Why use it?** The BTI provides us with a better sense of the reliability of movement at a particular crossing, and the need to acknowledge that significantly longer waits are a reality.

Example: Inbound "Buffer Index" Peace Bridge, Buffalo, NY

- Average travel time: 23 minutes
- 95 percentile delay time: 83 minutes
- Buffer time (difference): 60 minutes
- Buffer time "index": 257 %

Buffer Index – 7 Crossings

(Inbound into U.S.)

	Average Time	Buffer Index
Ambassador	21	66%
Blaine	17	106%
Blue Water	34	135%
Peace	23	257%
El Paso	37	108%
Laredo	31	76%
Otay Mesa	35	84%

2001 Border Review Results:

- **Average Travel Time, Outbound: 14.2 min**
- **Average Travel Time, In bound: 26.8 min**
- **Average Delay Time: 12.4 minutes**
- **Average Buffer Index: 163 %**

APPENDIX J: NCPD PROGRAM BORDER FUNDS

TABLE 1- TEA-21 CORBOR (NCPD/CBI) FUNDING FOR STATE OF TEXAS (AS OF NOVEMBER 5, 2003)

STATE	COUNTY	PROJECT CSJ #	PROJECT DESCRIPTION	TOTAL COST $	FEDERAL FUNDS $	OBLIG. DATE
TX	BELL	0015-07-064	IH 35: From 2484 & Amity Road	$2,500,000	$2,000,000	8/27/2003
TX	BEXAR	0521-05-122	Freeport Business Center Off Ramp	$606,250	$485,500	8/6/2002
TX	CALDWELL	3583-02-002	From Guadalupe Co. Line to I-10 Near Seguin	$3,125,000	$2,500,000	9/2/2003
TX	CAMERON	0921-06-140	At UP Class. Yard @ Olmito on Brnsvl Mat. Rd., Expand Prop. Class. Yard	$662,500	$530,000	8/1/2000
TX	CAMERON	0921-06-171	Phase I & II of UP RR Yard Expansion @ Olmito	$587,500	$470,000	10/15/2003
TX	COMAL	0016-04-083	I-35 Fr. 0.8 km N. of Walnut Ave to 0.8 km S. SH-46, Upgrade to 8-lane freeway	$2,125,000	$1,700,000	9/1/1999
TX	DALLAS	0442-02-132	IH 35 E. Fr. 8th Str. To IH-30	$1,213,750	$971,000	8/6/2002
TX	DAWSON	0905-32-005	On U.S. 87 Fr. Int. of SH 137/349 S. of Lames, New Location of Freeway	$1,062,500	$850,000	8/1/2000
TX	**EL PASO**	**0924-06-164**	**At the Bridge of the Americas, Reconstruct Border Station**	**$3,000,000**	**$2,400,000**	**9/11/1999**
TX	**EL PASO**	**0924-06-183**	**The Paso Del Norte Intl Bridge in El Paso- Relocate Admin Station and Add 1 Ln**	**$1,250,000**	**$1,000,000**	**8/1/2000**
TX	**EL PASO**	**0924-00-040**	**Various Locations in El Paso District, Improvmt Plan/Work for 6 POEs**	**$561,898**	**$449,519**	**4/1/2001**
TX	**EL PASO**	**0924-00-044**	**Located in Vicinity of GSA Facility in Zaragosa/Ysleta**	**$1,000,000**	**$800,000**	**9/10/2002**
TX	**EL PASO**	**0924-00-036**	**Located in Vicinity of GSA Facility in Los Indios Free Trade Intl Bridge**	**$12,500,000**	**$10,000,000**	**8/28/2002**
TX	**EL PASO**	**0924-00-032**	**Located in Vicinity of GSA Facility in Zaragosa/Ysleta**	**$15,000,000**	**$12,000,000**	**3/25/2003**
TX	GUADALUPE	3583-02-002	From Guadalupe Co. Line to I-10 Near Seguin	$3,125,000	$2,500,000	9/2/2000
TX	HIDALGO	0255-09-059	On U.S. 281 Fr. 0.28 km N. of Main Freeway, Construct High Bridge	$2,250,000	$1,800,000	Closed
TX	**HIDALGO**	**0921-02-083**	**At the Pharr, Hidalgo & Progresso Intl Bridges, Constr. Exam Docks and Auto Syst. Fac.**	**$2,375,000**	**$1,900,000**	**9/1/1999**
TX	HIDALGO	0921-02-089	On Bryan Rd Fr. US 183 Expressway S. FM 1016, Constr. 4-Ln Pave Co. Rd w/ Shldrs	$2,779,348	$1,240,000	Closed
TX	**HIDALGO**	**0921-00-052**	**Pharr/Reynosa Intl Bridge**	**$2,125,000**	**$1,700,000**	**8/15/2002**
TX	**HIDALGO**	**0921-00-053**	**Located in Vicinity of GSA Fac. @Los Indios Free Trade Intl Bridge**	**$1,687,500**	**$1,350,000**	**8/15/2002**
TX	**HIDALGO**	**0921-00-054**	**Located in Vicinity of GSA Facility @ Los Tomates Veterans Intl Bridge**	**$2,063,313**	**$1,650,650**	**8/15/2002**
TX	**HIDALGO**	**0921-00-045**	**Located in Vicinity of GSA Facility in Brownsville/Los Tomates Bridge**	**$7,500,000**	**$6,000,000**	**3/25/2003**
TX	**HIDALGO**	**0921-00-046**	**Located in Vicinity of GSA Facility in Pharr/Reynosa Intl Bridge**	**$7,500,000**	**$6,000,000**	**3/25/2003**
TX	**HIDALGO**	**0921-00-047**	**Located in Vicinity of GSA Facility at Los Indios Free**	**$7,500,000**	**$6,000,000**	**3/25/2003**

			Trade Bridge			
TX	HIDALGO	0921-01-040	FM 1016; Fr. 0.5 Mil S. of US 83, S. to Madero	$606,250	$485,500	2/6/2003
TX	HIDALGO	0921-02-107	Fr. FM 493 to Rio Grande River GSA Complex Rio Bravo	$937,500	$750,000	8/27/2003
TX	HILL	0921-02-090	On Mi. 2 W .3 M N. of US 83 Expressway N- SH 107, Widen to 2 Ln Rural Broadway	$1,498,396	$1,198,717	4/1/2001
TX	HILL	0048-09-023	I-35 E/W Split, Reconstr. Interchange	$5,756,789	$4,605,430	8/1/2001
TX	HOPKINS	0010-02-066	On Radio Rd Fr. .452 M. E. of SH 154-.964 M. E. Reconstr. Frontage Rds/Constr 5 Lanes Underpass	$1,481,728	$1,185,382	8/1/2001
TX	MARTIN	0906-19-004	Midland Reliever Fr. SH 349 to Midland Co. Line	$1,213,750	$971,000	8/6/2002
TX	**MAVERICK**	**0922-00-026**	**Located in Vicinity of GSA Fac. In Eagle Pass**	**$8,687,500**	**$6,950,000**	**8/27/2003**
TX	STERLING	0405-02-015	SH 158: Fr. 4.75 Mi. W. of US 87	$1,062,500	$850,000	8/27/2003
TX	TARRANT	0902-48-559	Bomber Road Project	$1,875,000	$1,500,000	8/27/2003
TX	TRAVIS	5000-00-017	Texas I-69 Corridor Study, I-69 Env. Corridor Study	$31,859,062	$25,487,249	9/1/1999
TX	TRAVIS	3583-02-002	From Guadalupe Co. Line to I-10 Near Seguin	$3,125,000	$2,500,000	9/2/2003
TX	**WEBB**	**3483-01-010**	**FM 3464 FR I-35 to Prop. 4th Inter Bridge, Mainlanes & Frontage Rds Overpass & D Conn**	**$7,750,000**	**$6,200,000**	**11/1/1998**
TX	**WEBB**	**0922-33-042**	**Various Locations in Laredo, ITS Deployment Plan**	**$1,250,000**	**$1,000,000**	**9/1/1999**
TX	**WEBB**	**0922-00-030**	**Located in Vicinity of GSA Facility in Eagle Pass**	**$1,281,251**	**$1,025,000**	**9/10/2002**
TX	WEBB	0922-33-071	Fr. Industrial Blvd Inters. To FM 1472 Intersection	$4,375,000	$3,500,000	8/27/2003
TX	WILLIAMSON	3583-02-002	From Guadalupe Co. Line to I-10 Near Seguin	$3,125,000	$2,500,000	9/2/2003
TX	STATEWIDE	5000-00-024	Var. Loc. In El Paso, Laredo & Pharr District, ROW for BSIFs	$1,748,130	$1,398,504	4/1/2001
TX	STATEWIDE	5000-00-028	I-69 Corridor Project	$1,375,000	$1,100,000	7/31/2002
TX	STATEWIDE	5000-00-029	In the Deep Water Pacific Port Study (Topologbamppo, Mexico)	$350,000	$194,200	8/15/2002
			TOTAL $ (STATEWIDE) =	**$163,457,415**	**$129,697,651**	
			TOTAL $ (BORDER-RELATED PROJECTS) =	$83,031,462	$66,425,169	
			% BORDER-RELATED=	**50.80%**	**51.22%**	

APPENDIX K: TEALUDC CHART

	Federal Highway Program 6 Year Comparison of Funding Levels			Federal Transit Program 6 Year Comparison of Funding Levels		
STATE	**TEA-21**	**SAFETEA**	**TEA LU**	**TEA-21**	**SAFETEA**	**TEA LU**
Alabama	3,341,968,630	3,526,997,745	4,470,648,638	129,874,561	206,779,789	272,680,045
Alaska	1,960,964,286	2,069,120,226	2,593,721,928	67,771,213	92,910,276	120,183,276
Arizona	2,778,946,027	3,050,813,563	4,080,072,991	243,280,905	396,689,247	531,586,306
Arkansas	2,193,453,500	2,300,264,106	2,928,354,204	67,095,850	128,348,581	164,688,596
California	15,273,463,726	16,806,102,784	22,256,986,623	3,649,749,647	5,098,459,854	7,301,459,988
Colorado	2,007,568,401	2,310,409,548	3,384,827,297	253,670,769	374,899,732	538,259,017
Connecticut	2,498,327,427	2,650,466,042	3,305,770,978	519,932,141	566,681,670	836,380,072
Delaware	728,428,392	776,761,974	963,040,353	48,806,536	61,518,210	79,885,749
District of Columbia	651,044,411	694,574,783	861,163,571	493,386,811	799,449,404	1,150,577,271
Florida	7,821,137,646	8,588,931,659	11,164,669,016	1,021,502,566	1,398,081,194	1,957,395,680
Georgia	5,910,288,580	6,311,837,624	8,258,233,517	480,078,756	722,211,024	1,078,474,269
Hawaii	851,748,417	905,582,869	1,126,957,484	150,656,502	209,165,770	281,475,228
Idaho	1,273,863,938	1,348,490,413	1,680,096,168	33,768,721	71,345,132	92,994,599
Illinois	5,563,015,825	5,938,465,409	9,280,674,111	1,948,658,919	2,371,423,302	3,426,430,255
Indiana	3,962,324,182	4,115,342,629	6,054,306,924	292,532,158	400,353,867	545,737,309
Iowa	1,977,325,247	2,096,850,372	2,916,545,479	95,238,162	150,478,597	201,541,283
Kansas	1,927,824,584	2,044,166,050	2,550,620,212	80,686,659	125,771,285	165,561,523
Kentucky	2,912,770,102	3,096,311,332	4,074,292,485	143,338,376	226,674,617	297,169,279
Louisiana	2,670,531,346	2,836,811,485	3,712,658,151	216,498,178	311,224,793	410,673,207
Maine	876,267,325	922,911,414	1,176,558,626	32,367,455	61,805,150	78,648,399
Maryland	2,659,318,115	2,921,336,320	3,796,768,616	588,973,991	695,141,502	977,880,940
Massachusetts	3,090,511,398	3,273,384,855	4,133,729,744	1,095,125,759	1,334,912,073	1,903,199,096
Michigan	5,305,598,517	5,516,553,661	7,714,235,465	438,971,263	605,435,292	821,884,800
Minnesota	2,465,274,809	2,624,693,785	4,681,813,086	259,677,667	400,731,798	561,868,686
Mississippi	2,043,841,261	2,163,511,350	2,837,674,147	59,964,884	122,574,544	154,711,929
Missouri	3,970,096,450	4,117,407,739	5,510,246,551	269,487,173	374,821,106	522,961,070
Montana	1,634,847,150	1,732,598,930	2,161,398,659	25,179,235	50,456,354	62,573,117
Nebraska	1,275,793,358	1,360,439,858	1,788,318,678	62,138,662	93,865,265	125,144,485
Nevada	1,193,301,386	1,272,667,510	1,707,262,086	123,970,825	188,180,771	255,189,239
New Hampshire	851,374,284	904,728,898	1,123,909,888	34,499,918	62,574,423	81,443,673
New Jersey	4,353,183,704	4,748,320,476	6,223,320,571	1,634,905,009	2,110,428,414	2,984,203,604
New Mexico	1,626,229,567	1,725,450,699	2,151,602,815	66,326,319	112,443,698	140,136,317
New York	8,486,587,169	9,057,022,236	11,238,663,508	4,983,710,283	6,048,182,266	8,571,513,112
North Carolina	4,668,385,915	4,999,950,766	6,787,283,085	235,478,365	420,324,725	554,731,422
North Dakota	1,078,988,867	1,151,916,960	1,426,492,639	23,454,089	44,235,587	56,035,009
Ohio	5,779,848,982	6,097,306,161	9,336,150,855	681,394,150	872,068,164	1,184,125,406
Oklahoma	2,533,581,202	2,709,312,927	3,562,609,050	112,814,830	181,585,726	234,502,122
Oregon	2,038,880,248	2,130,722,602	2,715,952,529	215,827,349	324,679,619	456,881,785
Pennsylvania	8,302,006,159	8,695,859,103	10,859,673,170	1,511,050,590	1,789,374,964	2,498,522,868
Rhode Island	985,963,500	1,041,086,034	1,296,969,807	72,569,668	77,046,316	106,591,997
South Carolina	2,745,246,873	2,938,228,495	3,844,023,965	105,180,245	185,945,846	243,369,666
South Dakota	1,199,921,376	1,252,800,133	1,556,233,157	20,691,332	45,008,350	55,365,479
Tennessee	3,776,320,462	3,953,716,312	5,207,063,330	196,103,078	309,878,671	411,501,679
Texas	12,636,947,044	14,020,986,767	18,708,665,870	1,099,988,449	1,652,991,749	2,305,533,274
Utah	1,296,075,964	1,373,877,505	1,835,329,244	130,248,067	206,724,579	298,869,737
Vermont	752,642,127	802,448,346	995,475,483	19,513,853	32,891,591	40,346,843
Virginia	4,271,063,968	4,495,275,685	6,100,714,221	415,194,856	581,965,745	797,659,962
Washington	2,949,752,201	3,133,868,958	4,247,516,171	626,859,694	858,405,318	1,194,097,972
West Virginia	1,859,855,804	1,968,305,710	2,463,981,410	50,702,416	89,486,388	115,363,627
Wisconsin	3,277,559,291	3,477,053,055	4,399,217,203	272,077,114	363,918,542	487,716,258
Wyoming	1,149,126,680	1,221,689,996	1,513,131,441	15,854,870	31,409,973	38,594,581
Total Apportioned	167,439,385,823	179,273,733,859	238,765,625,202	25,711,707,288	34,447,491,203	48,325,770,705
Allocated and Discretionary	6,560,614,177	15,786,266,141	59,934,374,798	10,288,030,712	11,313,862,797	20,874,229,295
TOTAL	**174,000,000,000**	**195,060,000,000**	**298,700,000,000**	**35,999,738,000**	**45,761,354,000**	**69,200,000,000**

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APPENDIX L: FMCSA LAWSUITE REGARDING NAFTA BORDER OPENING

FMCSA Lawsuit Regarding NAFTA Border Opening
November 28, 2003

FMCSA is conducting an environmental review of proposed safety rules governing the entry of Mexico-domiciled carriers into the United States. This review is being conducted to meet the requirements of a U. S. Court of Appeals for the Ninth Circuit decision in Public Citizen v. Department of Transportation. The Court's decision prevented FMCSA from implementing those safety rules until a more thorough environmental analysis had been completed.

In August 2003, FMCSA published a Notice of Intent to conduct the additional studies required by the Court. We have begun preparing an environmental impact statement under the National Environmental Policy Act to identify all potential environmental impacts caused by the rules and to compare those impacts to the impacts of taking no action or to taking other alternative actions. We are also conducting a General Conformity Evaluation under the Clean Air Act to analyze the impacts of the proposed action on air quality. Anticipated impacts include impacts on air quality associated with emissions from Mexican trucks, as well as other possible impacts such as impacts on human health and safety.

In connection with the PEIS and General Conformity Evaluation, FMCSA conducted a series of nine public scoping meetings in October (in Houston, El Paso, Laredo, Las Cruces, Nogales, San Diego, Los Angeles, Phoenix, and Washington, D.C.) FMCSA has also engaged in agency consultation with interested local agencies, especially in the border states. For example, FMCSA representatives and staff from ICF Consulting (the firm hired by FMCSA to assist in the preparation of the
PEIS) met with officials from the Texas Department of Transportation, the Texas Commission on Environmental Quality, the Houston-Galveston Area Council, and the North Central Texas Council of Governments in October to obtain their input on the analysis. Similar meetings were held with local agencies in other states.

The initial public scoping period ended on November 7th. To date, FMCSA has received almost 200 written comments with respect to the scope of the PEIS. Agency consultation continues, and FMCSA expects to have ongoing communications with local agencies as we proceed with our analysis. We expect to publish a draft PEIS and General Conformity Evaluation sometime late this winter. We will be soliciting further public input, including holding additional public meetings, once the draft is published. We hope to complete our analysis and issue a record of decision by the end of the summer of 2004.

In addition, USDOT has sought Supreme Court review of the Ninth Circuit's decision. Briefs have been filed in connection with the review, but FMCSA does not expect to know for some time whether the Supreme Court will decide to take the case.

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APPENDIX M: PICTURES

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Registration of Attendance
FOR TEXAS BORDER PARTNERSHIP WORKING GROUP
December 16, 2003

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Registration of Attendance
FOR TEXAS BORDER PARTNERSHIP WORKING GROUP
December 16, 2003

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Registration of Attendance
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Registration of Attendance

FOR TEXAS BORDER PARTNERSHIP WORKING GROUP

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