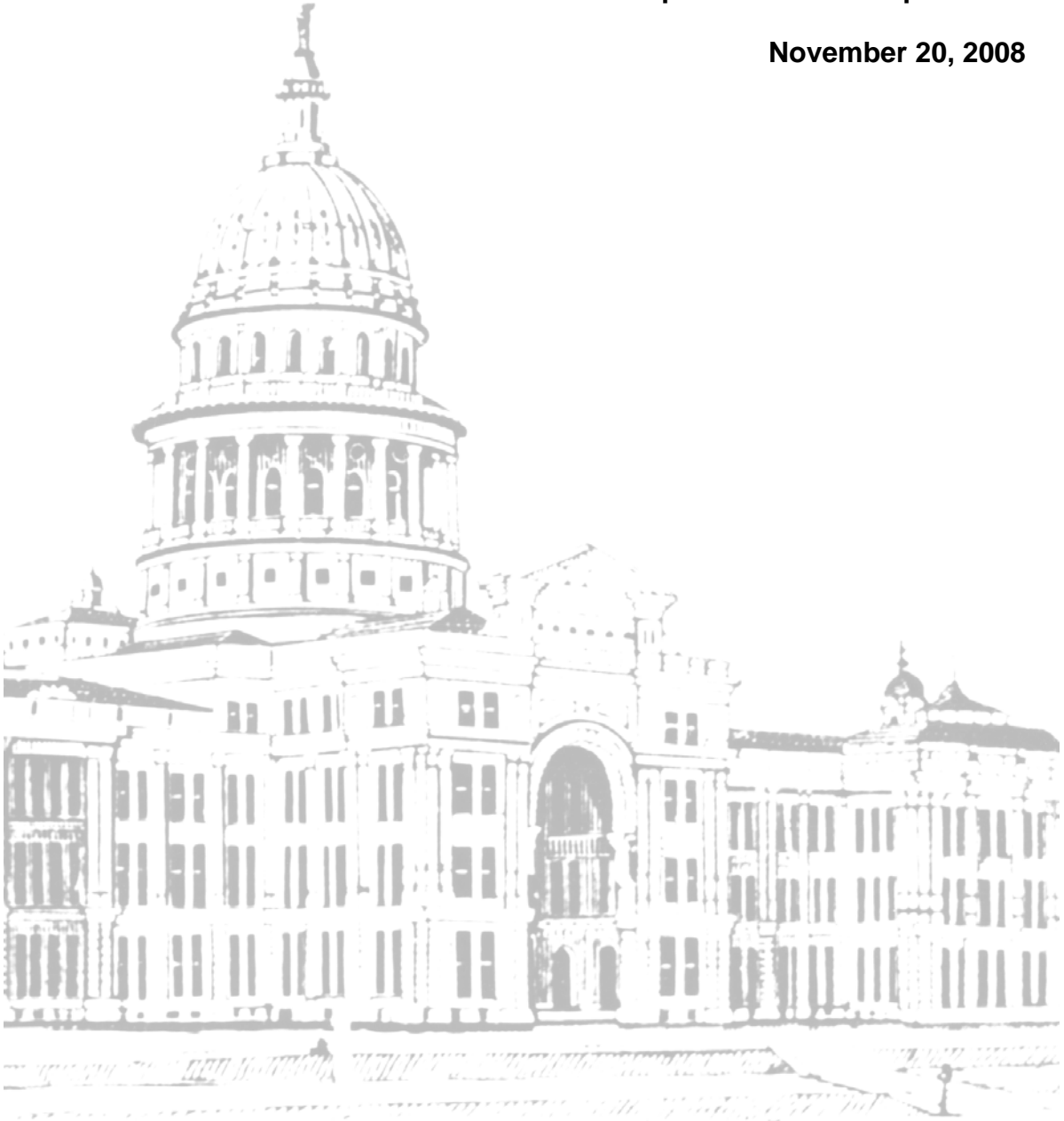


# Border Trade Advisory Committee Report

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Amadeo Saenz, Jr., P.E., Executive Director  
Texas Department of Transportation

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## **Overview**

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

## **Goals**

The BTAC has met several times since its formation, and identified four main goals to focus its attention and efforts. These are documented in the first BTAC report dated November 16, 2006. These goals are: 1) promoting the development of ample and expandable trade transportation corridors, 2) developing coordination mechanisms to foster trade between Mexico and Texas, 3) leveraging safety and security measures to enhance trade efficiencies, and 4) demonstrating the economic benefits of international trade at the national, state, and local levels. Strategies to address these goals were formulated, and are outlined below.

- Trade Transportation Corridors
  - Support the Trans-Texas Corridor and other major trade corridors
  - Develop policies to facilitate trade at both state and federal levels
- Coordination with Mexico
  - Coordinate with Mexico to ensure proper planning of trade corridors
  - Promote more efficient international border crossings
  - Promote cooperation with and understanding of U.S. policies
- Safety and Security Measures
  - Promote efficiencies at international border crossings
  - Develop international border crossings that take advantage of the latest technologies and procedures
  - Review the Presidential Permit policy to facilitate international bridge construction
  - Provide a balance between required inspections and efficient trade flow
- Economic Benefits of International Trade
  - Identify national, statewide and international benefits of trade

It is important to note that international trade must function within the parameters set at both the Federal and State levels. These two levels, while separate, are not totally independent of one another. While some of the strategies developed

by the BTAC are designed to be carried out at the state level, some of the issues that the strategies address are beyond the control of the State of Texas and are the responsibilities of various Federal agencies. Each specific proposed strategy, along with its implementation actions, measures of success, and responsible party(ies) are presented in Appendix B of this report.

### **Status**

Each member of the BTAC was asked to update the Office of the Secretary of State and the Texas Department of Transportation (TxDOT) on the efforts the entity they represent has taken in order to meet the goals originally developed in 2006. These efforts have been compiled and analyzed in order to provide this status report. A summary of these responses are as follows.

- The majority of responding members' efforts focused on U.S.-Mexico border crossing issues. Supporting the construction of new international bridges, coordinating with Mexican transportation officials, and facilitating transportation studies at larger border crossings were all heavily emphasized by most respondents. Some of these efforts include, but are not limited to:
  - Proposing the expansion of the Ysleta-Zaragoza Bridge in El Paso
  - Examining the possibility of constructing two new commuter bridges in the El Paso region
  - Constructing a second span of the Veterans International Bridge at Los Tomates
  - Organizing bi-national workshops with Mexican stakeholders
  - Coordinating studies to assess safety and environmental impacts of commercial trade between Texas and Mexico, border crossing operations, and regional transportation planning issues
- All respondents actively support the development of the Trans-Texas Corridor (TTC). Members of the BTAC understand how important the TTC is to promoting the effective and efficient flow of goods between Mexico and the U.S. Members of the BTAC have shown support for the TTC through:
  - Attending TTC coalition meetings
  - Organizing workshops with Mexican officials to explain the concept behind TTC-69
- Studies involving the automatic measurement of northbound commercial freight border crossing times are currently taking place in Texas. These initiatives are taking place at:
  - The Bridge of the Americas in El Paso, Texas
  - The Pharr-Reynosa International Bridge on the Rise in Pharr, Texas

- Truck trade between Mexico and Texas is the main focus for most of the members of the BTAC. However, rail transportation is also being concentrated on by some of the BTAC members for certain strategies. Members of the BTAC who have identified activities focusing on rail transportation include:
  - The Port of Corpus Christi
  - The Midland Odessa Transportation Organization
  - Cameron County Regional Mobility Authority
- Both city and state level members of the BTAC have built and maintained mutually beneficial relationships with their counterparts / corresponding agencies in Mexico. These Mexican agencies include, but are not limited to:
  - Secretaria de Comunicaciones y Transportes (SCT) – Mexican Ministry of Communications and Transport
  - Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE) – Federal Roads, Bridges, and other Services Agency
  - Secretaria de Relaciones Exteriores (SRE) – Foreign Relations Secretary
  - Instituto Municipal de Investigación y Planeación (IMIP) – Municipal Institute for Planning and Research in Ciudad Juárez
  - City government officials
  - The Mexican states of Tamaulipas, Nuevo Leon, Coahuila, and Chihuahua

Summaries of the responses submitted by the BTAC members can be found in Appendix C at the end of this report.

### **Challenges**

Members of the BTAC were also asked to provide a list of challenges that they are facing in regards to international trade. A list of the challenges that were submitted can be found below, along with the member that submitted them (in parentheses).

- While the infrastructure needs on the U.S. side of the border are relatively well defined, there is a general lack of knowledge in reference to the infrastructure needs on the Mexican side of the border. Proper infrastructure planning on both sides of the border needs to exist in order to ensure common goals are met in regards to international trade. (TxDOT Laredo District)
- The U.S. and Mexico have different financing mechanisms and timelines. With very few specific exceptions, U.S. funds are not allowed to be used for infrastructure projects on the Mexican side of the border. (TxDOT Laredo District)
- There is a need for more bi-national traffic studies at potential ports of entry. (TxDOT Laredo District)

- Intelligent Transportation Systems capabilities are very limited along the southern border compared to the U.S.'s northern border. (Texas Transportation Institute - El Paso)
- Border crossing infrastructure on the Mexican side of the border is inadequate and insufficient. Also, the budgets to improve this infrastructure are extremely limited. (Texas Transportation Institute – El Paso)
- The interface between U.S. and Mexican agencies (particularly in agriculture) is somewhat slow and undependable. (Port of Corpus Christi)
- The on again/off again status of a pilot program allowing Mexican domiciled carriers to operate in the U.S. (and vice versa) is causing difficulty in planning for efficient and seamless transportation for the long term. (Port of Corpus Christi)
- The Port of Corpus Christi lies outside the 25 mile commercial zone along the border where Mexican-domiciled trucks are allowed to operate in the U.S. If the commercial zone was extended from the border to Corpus Christi, border crossing operations for freight destined for the city would be more efficient. (Port of Corpus Christi)
- Staffing at border crossing inspection facilities on the U.S. side is inadequate, specifically at the federal level. (City of El Paso)
- Expected economic growth in the State of Coahuila will call for major infrastructure improvements in the region, especially along U.S. 57. Coahuila represents approximately 2.5% of the population of Mexico, but is generating approximately 25% of the new jobs in the country. (City of Eagle Pass)
- Coordination between various local, state, federal, and Mexican entities can be difficult to carry out between the various stakeholders involved in the bridge inspection process. (TxDOT Bridge Division)

### **Successes**

Along with submitting specific challenges facing their organization/region, several members of the BTAC also provided examples of successes they have attained. These successes are listed below, with the BTAC member who submitted them (in parentheses).

- Coordination efforts between the State of Texas, the State of Tamaulipas, and the Kansas City Southern Railway are currently taking place to construct a new international rail bridge crossing in Laredo. This rail bridge will go hand in hand with Laredo's outer loop multimodal corridor project, in which rail and truck traffic will have an alternative to crossing the border in the center of Laredo. (TxDOT Laredo District)
- Planning efforts between the Laredo District and the State of Nuevo Leon are taking place to build infrastructure between Monterrey, Laredo, and the Port of Corpus Christi. (TxDOT Laredo District)
- Stakeholders in the El Paso area have set up an interagency ad hoc committee that is designed to improve border crossing operations.

- Collaboration between TxDOT, the City of El Paso, the El Paso Metropolitan Planning Organization, Customs and Border Protection, and Ciudad Juárez will take place in order to analyze different measures that can reduce border wait times along with the streamlined implementation of the proposed measures. (Texas Transportation Institute – El Paso)
- Two separate studies aimed at automatically and accurately collecting border crossing times for commercial freight have been funded in El Paso and Pharr. These studies are being funded by the Federal Highway Administration, TxDOT and the Border Trade Alliance, and are being implemented by the Texas Transportation Institute. (Texas Transportation Institute – College Station)
  - Agricultural products from Texas to the Port of Lázaro Cardenas are expected to increase in volume, providing a more regular flow of both agricultural and food product traffic through the region. (Port of Corpus Christi)
  - U.S. 77 has been identified as a priority by TxDOT and will be updated to interstate standards. (Port of Corpus Christi)
  - Coordination between local officials in both U.S. and Mexico has been concentrated on heavily, as both countries understand how important open lines of communication are to foster efficient trade. (City of Eagle Pass)
  - 55,000 new jobs have been created in the State of Coahuila. This is largely due to manufacturing plants moving into the region, such as the brand new freight liner assembly facility. (City of Eagle Pass)
  - International exports from the Midland-Odessa area increased by nearly 200% between 2005 and 2006. (Midland Odessa Transportation Organization)
  - The success of the West Texas Export Assistance Center has encouraged the U.S. Commercialization Office to open a new export assistance center in El Paso and the creation of the U.S.-Mexico Border District Export Council (California, Arizona, New Mexico, and Texas). (Midland Odessa Transportation Organization)
  - A bridge inspection schedule has been set up in order to effectively coordinate inspection efforts with Mexico. This schedule allows TxDOT district offices to coordinate bridge inspections with local officials, thus minimizing confusion and delays. (TxDOT Bridge Division)
  - The second annual Border to Border Conference is scheduled to take place in November of 2008. This conference provides an opportunity for stakeholders to meet and discuss international border crossing issues along the Texas-Mexico border. (Hidalgo County Metropolitan Planning Organization)
  - Cameron County, the City of Brownsville and the Cameron County Regional Mobility Authority (RMA) have been working with the Union Pacific Railroad (UPRR) as well as officials from the State of Tamaulipas and the Secretaria de Comunicaciones y Transportes (SCT – Mexican Ministry of Communications and Transport) on the “West Rail Project.”

This project is proposed as an alternative to constructing a series of grade separations along the existing UPRR route through residential and downtown areas of Brownsville, Texas and Matamoros, Mexico. (Cameron County)

- Cameron County has been working with federal, state and local officials on both sides of the border to construct a second span of the Veterans International Bridge at Los Tomates. Cameron County and the SCT have agreed to begin construction on this project in April of 2009. (Cameron County)
- Cameron County, the City of Harlingen, and the Cameron County RMA have been working with the UPRR in trying to relocate the switching operations from downtown Harlingen to the Olmito switchyard in North Brownsville. A proposal from the UPRR is currently under review by these entities and a Memorandum of Understanding is being developed that will outline the responsibilities for each entity. (Cameron County)

Several other success stories have been submitted. These successes, although not the direct result of actions taken by committee members, are important to note because of their positive impact on transportation along the border. These successes are listed below.

- The low cost, wallet-sized Passport Card (often referred to as the PASS Card) has become available as an alternative to the U.S. Passport. This PASS Card is valid anywhere passports are required at international border crossings and meets the requirements of the Western Hemisphere Travel Initiative (WHTI) for cross-border travel at U.S. land and sea ports of entry.
- H.R. 4309 and S. 2425 were introduced by Congressman Ciro Rodriguez and Senator Kay Bailey Hutchinson in 2007 in order to study the scope and impact of growing delays at all U.S. land ports of entry.
- H.R. 5662 was introduced in 2008 by Congressman Silvestre Reyes which would fully staff all U.S. ports of entry and provide \$5 billion in infrastructure investment at all U.S. land border crossings.
- The General Services Administration has called for a list of port of entry specific, small-ticket (less than \$2 million) recommendations. This list will serve as a catalog for future potential border crossing improvements.

Finally, realizing how important it is to work hand in hand with Mexican stakeholders who share common goals in relation to trade between Mexico and the U.S., the BTAC has asked for participation from Mexican entities. Last year, the Texas Office of the Secretary of State extended an invitation to representatives from the Asociación Mexicana de Distribuidores de Automotores, A.C. - AMDA (Mexican Automotive Dealers Association) to give the committee members an update on the most important challenges they face. As a result, the BTAC members agreed to support AMDA's objectives, which include the following actions:

“The members of the BTAC are willing to collaborate with the Mexican Automotive Dealers Association (Asociación Mexicana de Distribuidores de Automotores, A.C. – AMDA), as well as to petition to the pertinent authorities and parties when outside of their scope, the following points:

- A) SAFETY – exchange information between the appropriate parties to avoid stolen cars from crossing the border in either direction (north or south bound).
- B) ENVIRONMENT – exchange information and advance efforts to coordinate inspections of vehicles, so that vehicles which do not meet the standards to circulate in the U.S., are not allowed to circulate in Mexico either.
- C) TRADE – exchange information and data regarding vehicle sales, imports and exports along the border.”



## Appendix A

### Border Trade Advisory Committee (BTAC) Members

Terms expiring August 31, 2009

- Cameron County Regional Mobility Authority, Chair (David Allex)
- Hidalgo County Regional Mobility Authority, Chair (Dennis Burleson)
- Rafael M. Aldrete, Ph.D., El Paso Program Manager/Research Scientist, Center for International Intelligent Transportation Research, Texas Transportation Institute, Texas A & M University System, El Paso
- Mayor Chad Foster, City of Eagle Pass
- Robert Harrison, Deputy Director, College of Engineering, Center for Transportation Research, The University of Texas at Austin
- Judy Hawley, Commissioner, Port of Corpus Christi
- Dr. Raul Rodriguez, Distinguished Professor, Benson Chair in Banking and Finance, The University of the Incarnate Word, San Antonio
- William R. Stockton, Associate Director for Engineering, Texas Transportation Institute, Texas A & M University System, College Station
- Bill Summers, President/CEO, Rio Grande Valley Partnership

Terms expiring August 31, 2010

- B & M Bridge – President & Chief Operating Officer, Brownsville & Matamoros Bridge Company (José F. Galván)
- Lake Falcon Dam Crossing, Lake Amistad Dam Crossing, Fort Hancock-El Porvenir Bridge, Fabens-Caseta Bridge, Bridge of the Americas – Commissioner, U.S. Section, International Boundary and Water Commission (Carlos Marin)
- McAllen-Hidalgo International Bridge – Bridge Director, City of McAllen (George Ramón)
- Pharr-Reynosa International Bridge on the Rise – Bridge Director, City of Pharr (Jesse Medina)
- Presidio Bridge – Executive Director, TxDOT (delegated to Michael O’Toole, Bridge Division)
- Progreso International Bridge – President, B & P Bridge Company of Weslaco (Sam R. Sparks)
- Rio Grande City-Camargo Bridge – President, Starr-Camargo Bridge Company (Sam F. Vale)
- Veterans International Bridge at Los Tomates, Free Trade Bridge at Los Indios, Gateway International Bridge – Director, International Bridge System, Cameron County (Pete Sepulveda, Jr.)
- Ysleta-Zaragoza Bridge, Good Neighbor Bridge, Paso del Norte Bridge – Toll Collection Superintendent, City of El Paso (Ramon Mendoza, Jr.)
- Rosalva Guerra, Zapata County Judge

Terms expiring August 31, 2011

- Brownsville Metropolitan Planning Organization, Policy Board Chair or designee (Brownsville Mayor Pat Ahumada)
- El Paso Metropolitan Planning Organization, Policy Board Chair or designee (El Paso Mayor John Cook)
- Harlingen-San Benito Metropolitan Planning Organization, Policy Board Chair or designee (Harlingen Mayor Chris Boswell)
- Hidalgo County Metropolitan Planning Organization, Policy Board Chair or designee (La Joya City Council member Angie Garza)
- Laredo Metropolitan Planning Organization, Policy Board Chair or designee (Laredo Mayor Raul Salinas)
- Midland Odessa Transportation Organization, Policy Board Chair or designee (Odessa City Council member Dr. Jimmy Goates)
- Mayor Efrain Valdez, City of Del Rio, or designee

## Appendix B

### Border Trade Advisory Committee (BTAC) Strategies

#### A. Trade Transportation Corridors

Promote the development of ample and expandable trade transportation corridors.

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

**Implementation Action 1.1:** Develop consensus and support for the TTC – Short Term.

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

**Responsible Parties 1.1:** Local.

**Implementation Action 1.2:** Develop consensus and support for all major trade corridors – Long Term.

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

**Responsible Parties 1.2:** Local.

**Implementation Action 1.3:** Develop local support for public-private partnerships to fund the TTC – Short Term.

**Measure 1.3:** Sufficient financial support to accelerate TTC development.

**Responsible Parties 1.3:** Local, state.

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

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

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

**Responsible Parties 2.1:** Local, state, federal.

### **B. Coordination with Mexico**

Develop coordination mechanisms to foster trade between Texas and Mexico.

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

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

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

**Responsible Parties 3.1:** State, Mexico.

**Implementation Action 3.2:** Develop prioritized bi-national local improvement plans – Short Term.

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

**Responsible Parties 3.2:** Local, Mexico.

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

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

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

**Responsible Parties 4.1:** Federal.

5. **Strategy:** Promote cooperation with and understanding of U.S. policies. Constant changes in U.S. security and safety policies impact the international border crossing process and the overall trade between Texas and Mexico. It is important to support cooperation efforts with Mexican government agencies and the trade community so that new rules are understood and their impact on international trade is minimized.

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

**Measure 5.1:** Number of workshops and attendance.

**Responsible Parties 5.1:** Federal.

### **C. Safety and Security Measures**

Leverage safety and security measures to enhance trade efficiencies.

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

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

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

**Responsible Parties 6.1:** Local.

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

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

**Responsible Parties 6.2:** Federal.

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

**Measure 6.3:** Commercial vehicle crossing time.

**Responsible Parties 6.3:** Federal.

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

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

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

**Responsible Parties 7.1:** Federal.

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

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

**Measure 8.1:** Revised procedures for national consideration.

**Responsible Parties 8.1:** Local.

**Implementation Action 8.2:** Coordinate permitting process for new international border crossings – Long Term.

**Measure 8.2:** Time required obtaining permits.

**Responsible Parties 8.2:** Local.

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

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

**Measure 9.1:** Commercial vehicle crossing time and security level.

**Responsible Parties 9.1:** State, federal.

#### ***D. Economic Benefits of International Trade***

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

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

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

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

**Responsible Parties 10.1:** State.

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

**Measure 10.2:** Complete economic impact analysis of trade.

**Responsible Parties 10.2:** State.

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

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

**Responsible Parties 10.3:** State.



**Appendix C**

**Border Trade Advisory Committee (BTAC) Status Update Matrix**

\*Note: Each implementation action item in this matrix contains the wording/terminology as submitted by each responding member of the BTAC.

**Strategy 1:** Support the development of the Trans-Texas Corridor (TTC) and other major identified trade corridors to assist the expansion of Texas’ international trade. Efficient multimodal trade corridors in Texas with connections to the Mexican transportation system will foster Texas trade with Mexico and other regions of the world.

*Implementation Action 1.1 – Develop consensus and support for the Trans-Texas Corridor.*

<p>El Paso Metropolitan Planning Organization (MPO)</p>	<ul style="list-style-type: none"> <li>• In April 2007, the MPO approved a transportation mobility plan to build several transportation projects to improve the regional and international connectivity between Mexico and El Paso, including the Northeast Bypass, Cesar Chavez-Border Highway, the Border Highway West Extension, and a new highway to connect the Fabens-Caseta port of entry (POE) to I-10.</li> <li>• Approved feasibility studies to examine the need for future POEs in El Paso and Socorro, Texas, and a new POE in Sunland Park, New Mexico.</li> <li>• In the El Paso TransBorder Metropolitan Transportation Plan there is the construction of the Guadalupe-Tornillo commercial POE that is located in Tornillo, Texas. It is currently being constructed and should be completed by 2015.</li> <li>• An additional bridge at the Ysleta-Zaragoza POE is to be constructed with six commercial lanes including a Free and Secure Trade (FAST) lane. The existing commercial and passenger bridges will be used for passenger and dedicated commuter lane usage. Completion of the project is expected by 2015.</li> </ul>
<p>City of El Paso</p>	<ul style="list-style-type: none"> <li>• Worked with other entities to place a dedicated commuter lane at the Stanton Street Bridge and at the Ysleta-Zaragoza Bridge.</li> <li>• Helped Customs and Border Protection (CBP) to delineate the commercial bridge in order to provide a separate FAST lane.</li> </ul>
<p>TxDOT</p>	<ul style="list-style-type: none"> <li>• Discussed support for the TTC with Mexican counterparts through coordination meetings with the Mexican Ministry of Communications and Transport as well as those in Tamaulipas, Nuevo Leon, Coahuila, and Chihuahua to explain the concept and plan for the TTC since 2002.</li> <li>• In June 2005, hosted a meeting with Mexican counterparts to review the advancement of plans for the TTC and get a better idea of the transportation infrastructure plans on the Mexican side of the border.</li> <li>• Involved in the Joint Working Committee (JWC), the Borders Governors’ Conference, logistics workshops, and other bi-national forums informing Mexican partners about the advances of the TTC.</li> </ul>

<p>Port of Corpus Christi</p>	<ul style="list-style-type: none"> <li>• Regularly attends the I-69 Alliance and the U.S. 77 Coalition meetings.</li> <li>• The chairman of the port commission is also the chairman of the Corpus Christi MPO.</li> <li>• Other port commissioners regularly participate in BTAC and other regional transportation initiatives such as TEX 21 and the Border Trade Alliance.</li> </ul>
<p>Midland Odessa Transportation Organization (MOTOR)</p>	<p>Attended meetings in August 2008 with officials from the City of Chihuahua, the State of Chihuahua, including Chihuahua Governor Reyes Baeza, federal officials from Mexico, as well as, U.S. Congressman Mike Conaway, regarding the development of the La Entrada al Pacifico Trade Corridor.</p>

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

<p>El Paso MPO</p>	<ul style="list-style-type: none"> <li>• In April 2007, adopted the TransBorder Mobility Financial Plan that sets the foundation for funding future transportation projects.</li> <li>• Actively supports the use of pass-through financing to build the Inner Loop project (Spur 601). The Inner Loop project has the support of Fort Bliss officials, and the entire Texas congressional delegation.</li> </ul>
<p>City of El Paso</p>	<ul style="list-style-type: none"> <li>• February 2007, created a regional mobility authority.</li> <li>• Proposing expanding the Ysleta-Zaragoza commercial POE. This proposal will add six to ten commercial lanes to facilitate the implementation of a FAST lane in each direction. The existing commercial bridge will become a passenger bridge to include a Secure Electronic Network for Travelers' Rapid Inspection (SENTRI) lane as well as a transit SENTRI lane. Completion for this project is estimated by 2015.</li> <li>• Also proposing building a new secured travelers POE between the Bridge of the Americas and the Ysleta-Zaragoza POE which will promote the crossing of pre-cleared travelers. This will allow for better distribution of vehicles which would reduce wait times and improve air quality.</li> </ul>
<p>TxDOT</p>	<ul style="list-style-type: none"> <li>• The Border Technology Exchange Program (BTEP) and the Technology Transfer Centers in the four bordering Mexican states are coordinated by the International Relations Office and have met to present information about the TTC to Mexican transportation officials.</li> <li>• BTEP and the El Paso District staff visited with officials from the State of Chihuahua to discuss the La Entrada al Pacifico trade corridor.</li> <li>• Involved in various meetings regarding the development of U.S. 281 and U.S. 77. Both transportation corridors are being improved as soon as funding becomes available.</li> </ul>
<p>Cameron County RMA</p>	<ul style="list-style-type: none"> <li>• Actively supports all local, state, national, and international initiatives dealing with highway, rail, and port development projects.</li> <li>• Provides testimony when necessary in support of beneficial development projects.</li> </ul>
<p>Cameron County</p>	<p>Actively supports all local, state and federal initiatives that pertain to the development of trade corridors. Owning three international bridges, Cameron County understands the importance highway infrastructure brings to trade and economic development.</p>
<p>Port of Corpus Christi</p>	<p>The Port coordinates with the Corpus Christi MPO to provide strong representation in regional transportation programs such as the I-69, TEX 21, and U.S. 77 Coalition and also regularly initiates strategy sessions with regional partners such as Laredo, Valley, and San Antonio organizations.</p>

*Implementation Action 1.3 –Develop local support for public-private partnerships to fund the Trans-Texas Corridor.*

<p>El Paso MPO</p>	<ul style="list-style-type: none"> <li>• The Coordinated Border Infrastructure Program (CBI) provided funding for the first ever comprehensive study designed to examine the current operations of the El Paso POEs, and to provide a comprehensive report on current deficiencies as well as recommendations on how these ports can become more efficient in the future. The CBI is a Federal Highway Administration (FHWA) effort that calls for public-private partnerships.</li> <li>• The El Paso Foreign Trade Association provided a contribution to the match requirement (20%) that the FHWA required for the El Paso MPO to secure funding under the CBI.</li> <li>• The El Paso MPO Transportation Policy Board is exploring the feasibility of working with the City of El Paso's Public Service Board in order to create a Transportation Reinvestment Zone to fund the Northeast Parkway as a public-private partnership.</li> <li>• The Cesar Chavez commuter international POE is being proposed. This proposed POE will promote the use of dedicated commuter lanes and high occupancy toll lanes to reduce congestion and commuter wait times at the Bridge of the Americas and Ysleta-Zaragoza Bridge. This project is expected to begin construction sometime between 2016 and 2025.</li> </ul>
<p>City of El Paso</p>	<p>The federal government is recommending the formation of public-private partnerships which the City of El Paso is hoping to venture in with the proposed new POE.</p>
<p>Port of Corpus Christi</p>	<p>The Port and Corpus Christi MPO assembled a local delegation which was successful in an effort to exempt the region south of Refugio from the Comprehensive Development Agreement moratorium.</p>
<p>MOTOR</p>	<p>Actively encouraging support for state and federal funding for upgrading the existing South Orient Rail Line in Texas, and development of the La Entrada al Pacifico Trade Corridor.</p>

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

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

El Paso MPO	Actively working with local, state and federal officials to ensure the El Paso region’s transportation plans meet all federal, state, and local objectives.
City of El Paso	Working with state and federal officials to ensure the City’s transportation plans meet all federal, state, and local objectives.
Port of Corpus Christi	Regularly monitors U.S. Department of Transportation data to identify trends and make adjustments to bottlenecks particularly related to border bridge, rail, and vehicular traffic along the border.
International Boundary and Water Commission (IBWC)	<ul style="list-style-type: none"> <li>• Member of the permitting approval process for federal Presidential Permits for international crossings.</li> <li>• Posted requirements for the permit application process on IBWC website.</li> <li>• Currently focusing on expediting the permit review process.</li> </ul>
Cameron County	Has played an active role in trade organizations, such as the Border Trade Alliance, that work towards the facilitation of legitimate commerce and trade.

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

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

<p>El Paso MPO</p>	<ul style="list-style-type: none"> <li>• The El Paso MPO coordinates all of its transportation planning efforts with planning officials in the City of Juarez, Mexico on a daily basis.</li> <li>• Established a respective and long standing relationship with transportation officials at the highest levels of municipal, state, and federal government in Mexico.</li> <li>• In 2006, the MPO coordinated the development of the Camino Real Border Improvement Plan. This first-ever study of its kind, the Plan comprehensively addresses ways to improve the safe and efficient movement of people and freight through El Paso’s six international POEs. Mexico provided substantial coordination assistance as well as technical data.</li> </ul>
<p>City of El Paso</p>	<ul style="list-style-type: none"> <li>• Has been coordinating all transportation planning efforts with planning officials in the City of Juarez, Mexico.</li> <li>• Has also established relationships with transportation officials at the highest levels of municipal, state, and federal levels.</li> <li>• Conducted the Camino Real Border Improvement Plan, the first ever comprehensive study addressing ways to improve the safe and efficient movement of people and freight throughout El Paso’s POEs.</li> <li>• Held a successful bi-national Road Safety Assessment workshop with the FHWA.</li> </ul>
<p>TxDOT</p>	<ul style="list-style-type: none"> <li>• TxDOT coordinated workshops addressed during various meetings that include the bi-national Bridges and Border Crossings meetings and the JWC. Additionally, TxDOT participated in logistics workshops in January 2006, January 2007, and October 2007.</li> <li>• The FHWA is undertaking a Freight Performance Measurement initiative aimed at measuring travel times in freight-significant corridors, including border waiting times at major U.S. land border crossings. TxDOT and TTI are participating in this initiative. Once hard data is available for crossing times, it will be possible to measure the success of improvements that are implemented at the border.</li> <li>• TxDOT is involved in the FHWA/TTI border crossing time study.</li> <li>• There have been meetings between the Laredo District and the states of Tamaulipas and Nuevo Leon to discuss the planning efforts taking place with multimodal corridors, the Laredo outer loop project, and the Port to Port Toll Only Truck Project.</li> </ul>

Port of Corpus Christi	On a quarterly basis (approximately) the Port and appropriate officials from Laredo meet to plan support measures related to the World Trade Bridge and the Laredo-Columbia Solidarity Bridge.
Hidalgo County MPO	The Hidalgo County MPO hosted a meeting with Juan Jose Erazo, the current Director of Analysis and Intermodal Projects for the General Directors Office of the Secretaria de Comunicaciones y Transportes (SCT – Mexican Ministry of Communications and Transport) in Mexico City. At this meeting, Mr. Erazo gave a presentation on highway development in Mexico and the proposed outer loop in the City of Reynosa.
MOTOR	Actively working with the Midland-Odessa Transportation Alliance on development of the La Entrada al Pacifico Trade Corridor, including regular updates between the States of Chihuahua, Sinaloa, and Texas, through workshops and annual planning conference.

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

El Paso MPO	<ul style="list-style-type: none"> <li>• Currently working with public and private sector stakeholders in the El Paso and Mexico region to develop a comprehensive plan designed to improve the efficient movement of people and commerce through all POEs in the region.</li> <li>• The El Paso MPO, Juarez Instituto Municipal de Investigacion y Planeacion (IMIP – Municipal Institute for Planning and Research in Ciudad Juárez), CBP and TTI are implementing a system at the Bridge of the Americas to accurately and automatically measure commercial freight border crossing times using radio frequency identification (RFID) technology. This data will not only help in reducing wait times but also help the CBP in assessing their staffing and operational needs.</li> </ul>
City of El Paso	The City of El Paso is working with several local private and public entities and several Juárez entities to develop a comprehensive plan on expediting the movement of people and goods through the El Paso POEs in a timely manner.
TxDOT	The El Paso District coordinated multiple meetings between local, state, and federal agencies on both sides of the border in order to discuss current and future operations in regards to bi-national trade in the region.
Port of Corpus Christi	During the summer of 2007, port officials and local agricultural exporters traveled to Monterrey to discuss rail transportation issues related to Texas exports through Mexico to Asia.
TTI – El Paso	Co-organized the bi-national Bus Rapid Transit Workshop in El Paso, an initiative aimed at promoting the implementation of rapid transit in the El Paso region, including a cross border rapid transit service.
Hidalgo County MPO	The Hidalgo County MPO is hoping to move forward on a signed agreement with the City of Reynosa that will continue a mutually beneficial relationship in regards to developing transportation projects and sharing the knowledge and technology to do so.
Cameron County	Works very closely with the Cameron County RMA, the City of Matamoros, Mexico, the State of Tamaulipas and the Secretaria de Comunicaciones y Transportes (SCT – Mexican Ministry of Communications and Transport) to plan and implement transportation infrastructure projects.



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

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

<p>El Paso MPO</p>	<ul style="list-style-type: none"> <li>• The Cesar Chavez commuter international POE is being proposed. This POE was mentioned earlier in Implementation Action 1.3.</li> <li>• Another tolled passenger POE is being considered within the Sunland Park city limits. This POE will help relieve passenger vehicle traffic at the Paso Del Norte POE (which has the second highest volume of passenger vehicle arrivals in the region.) This project is expected to be completed by 2015.</li> </ul>
<p>City of El Paso</p>	<p>Proposing to expand the existing Ysleta-Zaragoza Bridge and construct a new secured traveler POE that would include dedicated commercial lanes and high occupancy toll lanes.</p>
<p>TxDOT</p>	<ul style="list-style-type: none"> <li>• Conducted a travel time study aimed at analyzing passenger and freight flows in the roadway network within a 2-5 mile area of all the international border crossings in Texas and identified bottlenecks for U.S. bound and Mexico bound traffic. The study results are posted on TxDOT's web site.</li> <li>• Coordination with the General Services Administration (GSA), City of Laredo, and the State of Texas helped secure funding of a toll booth expansion project at the World Trade Bridge to reduce delays.</li> </ul>
<p>Cameron County RMA</p>	<p>Collaborates with a Mexican corporation that fosters trade between Texas and Mexico through a public/private business relationship.</p>
<p>Port of Corpus Christi</p>	<p>Port officials met three times in 2007 with CODEFRONT (Corporación para el Desarrollo de la Zona Fronteriza de Nuevo León – Corporation for the Development of the Nuevo Leon Border Region) officials from Nuevo Leon to plan ways to expedite Texas exports to Mexico at the Laredo-Columbia Solidarity Bridge.</p>
<p>TTI – El Paso</p>	<ul style="list-style-type: none"> <li>• Currently conducting research projects aimed at measuring border crossing times for freight at the Bridge of the Americas and the Pharr - Reynosa International Bridge on the Rise.</li> <li>• Conducting research on the application of wireless technologies (Bluetooth) currently used at the Canadian border to measure passenger vehicle border crossing time at El Paso's passenger and pedestrian border crossings.</li> <li>• Participated in the El Paso MPO Ad Hoc Committee on Border Crossing Improvements.</li> </ul>

IBWC	Willing to use IBWC processes to help gather together and expedite projects to reduce delay at international border crossings.
Cameron County	Works hand in hand with their counterparts in Mexico on the day-to-day operations at each international border crossing in the region as well as long term planning for future international bridges.

**Strategy 5:** Promote cooperation with and understanding of U.S. policies. Constant changes in U.S. security and safety policies impact the international border crossing process and the overall trade between Texas and Mexico. It is important to support cooperation efforts with Mexican government agencies and the trade community so that new rules are understood and their impact on international trade is minimized.

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

<p>El Paso MPO</p>	<p>As of October 2007, the El Paso MPO has been active in the development of the Ad Hoc Committee on Border Crossing Improvements that has been examining short term, mid term, and long term solutions for the international border. Committee members consist of the El Paso MPO, CBP, the IBWC, Instituto Municipal de Investigacion y Planeacion (IMIP– Municipal Institute for Planning and Research in Ciudad Juárez), the City of El Paso, TTI– El Paso, the Environmental Protection Agency, the City of Juárez, Mexico and the Camino Real RMA.</p>
<p>City of El Paso</p>	<p>The City of El Paso in conjunction with the FHWA sponsored a Road Safety Assessment training session that included approximately 25 people with half the participants being from Mexico.</p>
<p>TxDOT</p>	<ul style="list-style-type: none"> <li>• Through the BTEP, road safety audit courses were made available in El Paso to the four Mexican border states. It was agreed that Mexican officials would begin conducting road safety audits at the border crossings.</li> <li>• Also through BTEP, Mexican engineers attend conferences (such as the American Traffic Safety Services Association conference) which result in a better understanding of U.S. policies and increased cooperation between the two countries.</li> </ul>
<p>TTI – El Paso</p>	<p>Attended the Border to Border Conference held in McAllen during the Spring of 2007.</p> <p>Participating in El Paso’s Ad Hoc Committee on Border Crossing Improvements coordinated by the El Paso MPO.</p>
<p>IBWC</p>	<p>Willing to use IBWC processes to help gather together and expedite projects dealing with international trade.</p>
<p>Cameron County</p>	<p>Active in trade organizations at the national level in both the U.S. and Mexico. The County is also active in the local Maquiladora Association and Custom Broker Association.</p>

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

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

<p>EI Paso MPO</p>	<p>An additional bridge at the Ysleta-Zaragoza POE is to be constructed with six commercial lanes including a FAST lane. The existing bridge will be used for passenger vehicles and contain dedicated commuter lanes. Completion of the new bridge is expected by 2015. The EI Paso MPO is working with the EI Paso Chamber of Commerce and TxDOT is working with local stakeholders during this effort.</p>
<p>City of EI Paso</p>	<p>Proposing constructing six to ten additional commercial lanes at the Ysleta-Zaragoza Bridge. This will allow for the placement of north and southbound FAST lanes. The existing commercial structure would be turned into a designated commuter lane for passenger and transit vehicles (mentioned previously in <i>Implementation Action 1.2</i>).</p>

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

<p>El Paso MPO</p>	<ul style="list-style-type: none"> <li>• Conducted a study to examine how many commercial inspection booths are needed to keep the queue contained within the Ysleta-Zaragoza POE.</li> <li>• A feasibility study will examine the expansion of the Ysleta-Zaragoza Bridge. This study should be completed by 2015.</li> <li>• The Ad Hoc Committee on Border Crossing Improvements has been reviewing a number of strategies to separate FAST from non-FAST facilities at both the Ysleta-Zaragoza Bridge and the Bridge of the Americas.</li> </ul>
<p>City of El Paso</p>	<ul style="list-style-type: none"> <li>• Taking a proactive stance on the FAST lane and is currently segregating a lane on the commercial bridge strictly for FAST users.</li> <li>• Installing a system using RFID technology to measure commercial freight border crossing times at the Bridge of the Americas.</li> </ul>
<p>TxDOT</p>	<p>Active support of a FAST lane at the World Trade Bridge and the Laredo-Colombia Solidarity Bridge.</p>
<p>TTI</p>	<p>Currently conducting border crossing time measurement studies for commercial freight at the Bridge of the Americas and the Pharr - Reynosa International Bridge on the Rise.</p>
<p>MOTOR</p>	<p>Actively recommending the cooperation between Mexico and U.S. federal officials to synchronize hours of operation at Texas – Mexico POEs.</p>
<p>IBWC</p>	<p>The IBWC is willing to use their role as part of the presidential permitting process to help gather together and expedite related projects.</p>
<p>Cameron County</p>	<p>Currently planning a second bridge structure at the Veterans International Bridge at Los Tomates that will segregate commercial traffic from passenger vehicles.</p>

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

<p>El Paso MPO</p>	<p>Working with TTI on implementing a system using RFID technology to measure commercial freight border crossing times (previously mentioned in <i>Implementation Action 3.2</i>).</p>
<p>City of El Paso</p>	<ul style="list-style-type: none"> <li>• Conducting a border travel time study with the purpose of performing a travel time analysis of passenger and freight flows.</li> <li>• Installing a RFID system to measure commercial freight border crossing times at the Bridge of the Americas.</li> </ul>
<p>TxDOT</p>	<ul style="list-style-type: none"> <li>• The Strategic Resource Assessment (SRA) is part of the CBP Border Infrastructure Modernization Program on land border crossings. The SRA identifies how border facilities may be improved to accommodate traffic in the future. TxDOT and border metropolitan planning organizations met with CBP to discuss traffic projections and planned infrastructure projects that will affect border crossings.</li> <li>• The TxDOT Bridge Division regularly coordinates interaction between local, state, and federal officials at major POEs along the Texas – Mexico border.</li> <li>• Recently completed a targeted assessment of the short-term improvement options for passenger and freight flow roadways within the immediate study area of each international border crossing along the Texas-Mexico border.</li> </ul>
<p>Cameron County RMA</p>	<p>Actively works with federal agencies on both sides of the border to address Immigration and Naturalization Services and customs issues, especially in the area of staffing, facilitating services, and political involvement.</p>
<p>TTI – College Station</p>	<p>Currently conducting border crossing time measurement studies for commercial freight at the Bridge of the Americas and the Pharr - Reynosa International Bridge on the Rise.</p>

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

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

El Paso MPO	In October 2007, a meeting was held with the mayors of the cities of Juárez, Mexico and El Paso, GSA, and CBP to examine the new commuter POE and examine how to apply the most recent technology to reduce wait times.
TxDOT	<ul style="list-style-type: none"> <li>• Through the JWC, CBP has told stakeholders that all lanes at new crossings will be SENTRI compatible.</li> <li>• Border crossings are currently being designed and built at Anzalduas and Donna in the McAllen area, and at Guadalupe-Tornillo east of El Paso.</li> </ul>
Cameron County	Working with CBP on the second span of the Veterans International Bridge at Los Tomates (mentioned previously in <i>Implementation Action 6.2</i> ).

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

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

El Paso MPO	<ul style="list-style-type: none"> <li>• Has been active in the development of the Ad Hoc Committee on Border Crossing Improvements (previously mentioned in <i>Implementation Action 5.1</i>).</li> <li>• Working to streamline the procedure for acquiring presidential permits, especially for newly proposed ports of entry.</li> </ul>
City of El Paso	Participating with different entities in an effort to streamline the process of acquiring presidential permits.
TxDOT	An interagency workgroup was established to seek clarification and ways to implement the Executive Order signed in 2004 (regarding the presidential permit application process) in an efficient way. The workgroup's recommendations are under review by the Department of State.
IBWC	Willing to use IBWC processes to help gather together and expedite projects dealing with international trade.

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

El Paso MPO	The Ad Hoc Committee on Border Crossing Improvements is examining the presidential permit application process for both the Cesar Chavez and Sunland Park commuter POEs.
City of El Paso	Proposing a new crossing and is participating in the Ad Hoc Committee on Border Crossing Improvements which is reviewing the time it takes to obtain a presidential permit.
IBWC	Willing to use IBWC processes to help gather together and expedite projects dealing with international trade.

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

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

El Paso MPO	Coordinating with the TTI – El Paso on their efforts to install RFID technology at the Bridge of the Americas (previously mentioned in <i>Implementation Action 3.2</i> ).
City of El Paso	Participating with the El Paso MPO in the Ad Hoc Committee on Border Crossing Improvements.
TxDOT	Currently involved in border wait times and border travel times studies.
TTI – El Paso	<ul style="list-style-type: none"> <li>• Participated in the El Paso MPO Ad Hoc Committee on Border Crossing Improvements.</li> <li>• Coordinating with the El Paso MPO, the Ciudad Juarez Instituto Metropolitano de Investigacion y Planeacion (Municipal Institute for Planning and Research in Ciudad Juárez), TxDOT and Texas Department of Public Safety on the installation of RFID technology at the Bridge of the Americas.</li> </ul>



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

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

El Paso MPO	Currently assessing an economic impact study to determine the benefits of improved trade.
TxDOT	<ul style="list-style-type: none"> <li>• Provided recommendations for two legislatively mandated reports and the North American Free Trade Agreement Study Update. TxDOT is installing intelligent transportation systems at all border safety inspection facilities (lack of funding has put this on hold). SENTRI lanes have been built and are now operational at Brownsville, Hidalgo, Laredo and El Paso international border crossings.</li> <li>• Provides continued support for TTC-35, Port to Port Toll Only Truck Project, and TTC 69.</li> </ul>

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

El Paso MPO	Currently assessing an economic impact study to determine the benefits of improved trade.
TxDOT	Once delay times are established at Texas POEs (through studies previously mentioned), an economic impact analysis can take place using the methodology established through the JWC in the State of California.
TTI – El Paso	Preparing a research project to design a methodology to assess the economic impact of border crossing waiting times.

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

No responses given to this Implementation Action.