



Plan of Action to Address Bridge Crossing Times

July 25, 2013



How to address bridge crossing times

1. Cambridge Study on Ports of Entry
2. Update on Local Initiatives
3. CIP Projects
4. Camino Real Regional Mobility Authority
 - Intro to RMAs and the CRRMA
 - Potential Partnership Opportunity
 - Pilot Program Goals
 - Long Term Goals
 - Value to the City and Public
5. CRRMA / City Joint Lobbying Efforts



Cambridge Study Recommendations (22 scenarios):

- **Crossing management**: e.g., CBP staffing levels, hours of operation, streamline FMCSA/DPS inspection process
- **Technology**: e.g., install ITS / RFID applications
- **Pricing**: e.g., toll rates, congestion pricing, variable toll rates
- **Traffic engineering/infrastructure**: e.g., designated commuter lanes, increase number of FAST lanes for commercial traffic, bridge specialization (bridge pairs, commercial only port designation, private vehicle only port designation), changes to roadway approaches and networks within existing port of entry footprint



Cambridge recommendations (*continued*)

1. Extend hours of operation at BOTA and Santa Teresa
 - Chamizal neighborhood has been unduly burdened with commercial truck traffic. Safety hazard. City is restricting commercial traffic on certain residential neighborhood streets. Police enforcement and citations issued.
 - CBP wants to restrict hours of operation at BOTA and move more commercial traffic to Zaragoza. City will focus on extending hours of operation at Zaragoza.
2. Add additional CBP staff
 - City has offered to pay for additional CBP staff by increasing toll rates at City-owned POEs.
 - Working with Federal lobbyists government has approved PPP/financing legislation to pay for additional CBP officers and infrastructure improvements
 - City has submitted pilot proposal with metrics for consideration. No supplanting.
3. Combine and co-locate federal and state commercial vehicle safety inspections
 - Added to federal and state legislative agenda.



Cambridge recommendations (*continued*)

4. Implement border traveler and cargo information system (ITS/RFID improvements)
 - RFID installed at BOTA. RFID and Bluetooth under construction at Zaragoza.
 - El Paso County Secure Border Trade Project to equip 30 trucks with technology to enable real-time monitoring of cross-border cargo traffic. Report due Feb. 2014.
 - Secure Origins Pilot Program at Zaragoza.
 - Toll vending machines at PDN (3) and Stanton (2). Credit card / debit card capability at Stanton and Zaragoza for POVs scheduled for October.

5. Reconfigure southbound approaches at BOTA to segregate cars and trucks
 - TXDOT installed signage and concrete barriers on Paisano and I-110 to segregate commercial and POV traffic. Alignment of traffic on both sides of border has occurred (crisscrossing of commercial and POVs no longer occurs).



Cambridge recommendations (*continued*)

6. Implement system improvements (infrastructure) at Zaragoza to enhance commercial operations and to make Zaragoza the “commercially” focused POE:

- CIP funded at July 12, 2013 TPB meeting * (\$25.1 M)
- Traffic control at Stanton and Zaragoza (\$200K budgeted)
- Reduced commercial tolls at Zaragoza for empty trucks by approximately 50% (\$10.50 reduced to \$4 or \$5 depending on the hour)
- Universal Freight Shuttle Program (long term and in development)

7. Investigate financing mechanisms

- P3 proposal submitted to CBP on 05/30/13. Results due late July 2013.
- Concession agreement with the Camino Real Regional Mobility Authority (to be negotiated)



Bridge CIP

2013 Projects (funding: State Infrastructure Bank (SIB) Balance and Bridge Maintenance Fund)	
Zaragoza POE Bridge Repairs and Commercial Lanes Reconfiguration - rehabilitation of bridge and repairing an existing sealed expansion joint. Additional funding required based on bid received.	800,000.00
Paso Del Norte Bridge Repairs - repair and rehabilitation of damaged concrete on the bridge's substructure and superstructure, and failed joint seals on the bridge decks.	50,000.00
Stanton Bridge Repairs - repair and rehabilitation of damaged concrete on the bridge's substructure and superstructure, and failed joint seals on the bridge decks.	50,000.00
Total:	900,000.00

2014 Projects	
*Bluetooth Wait System at PDN POE - to measure, relay and archive wait times and crossing times of both US and Mexico bound pedestrians and POV's at the PDN Bridge.	\$ 120,000.00
*Bluetooth Wait System at Stanton POE - to measure, relay and archive wait times and crossing times of both US and Mexico bound pedestrians and POV's at the Stanton Bridge.	120,000.00
Total:	240,000.00



Bridge CIP

2015 Projects	
*CBP Commercial Entrance/Exit at Zaragoza POE - design and construct a new commercial entrance and exit to the CBP compound at the Zaragoza POE. New entrance/exit will be connected to the new access road through Pan America and Winn Road.	\$ 2,000,000.00
*Paso Del Norte POE Roundabout at El Paso and 6th - construct a roundabout that will be designed and constructed to accommodate 1 lane and parameters as described in the FHWA NCHRP report 672, to include but not limited to concrete and asphalt roadway intersection, signage marking and striping.	860,000.00
*Ready Lane Paso Del Norte POE - dedicate one bridge lane from the Mexican Toll Plaza to CBP primary inspection area as a Ready Lane.	100,000.00
*Zaragoza POE passenger and READY Lane - reconfigure lanes by reducing sidewalks to increase the number of lanes from 5 to 6 lanes; project includes signage.	300,000.00
Zaragoza POE, Pan American Dr. & Winn Rd. Build/Improvements Phase 1 - includes the completion of the 2 inner lanes of Winn Rd. with landscaping, median, sidewalk and parkway improvements.	5,488,346.00
*Zaragoza POE, Pan American Dr. & Winn Rd. Build/Improvements Phase 2 - includes the completion of the 2 inner lanes of Winn Rd. with landscaping, median, sidewalk and parkway improvements.	5,300,000.00
*Loop 375 (Americas) Ramps & Frontage Roads - reconstruction of on/off ramps at Pan American Dr. and the extension of the frontage roads over the existing railroad crossing. TxDOT is the sponsor.	9,383,520.00
Zaragoza International Bridge Park-n-Ride - Project designed to promote the use of mass-transit for cross-border travel to improve air quality.	1,000,000.00
*BOTA Fast Secure Lane - improve shoulders and add 1 southbound dedicated lane for fast secure lane (FSL) commuters.	1,000,000.00
Total:	25,431,866.00



Bridge CIP

2016 Projects	
* ITS Border Traveler and Cargo - Border travel information to local travelers, commercial vehicles, fleet managers, manufacturers, maquiladoras and others. \$3.9M to be identified.	\$ 892,650.00
* Commercial Toll Facility Zaragoza POE - Construct a state of the art commercial toll collection facility to use dynamic tolling and cargo hold area.	5,000,000.00
Total:	\$ 5,892,650.00

Grand Total: \$ 32,464,516.00



Bridge CIP

Projects not funded	
Addition of up to 6 Commercial Inspection Lanes to the Zaragoza POE	\$ 1,000,000.00
Bridge of the Americas Ready Lane - dedicate one bridge lane from the Mexican Toll Plaza to CBP primary inspection area as a Ready Lane.	100,000.00
Bridge of the Americas Park-n-Ride and Transit Station - Project designed to promote the use of mass-transit for cross-border travel to improve air quality.	1,973,898.00
Billy The Kid Extension - to connect to Americas Avenue	10,424,701.00
Total:	\$ 13,498,599.00



Camino Real Regional Mobility Authority

REGIONAL MOBILITY AUTHORITIES – INTRO

- Distinct political subdivisions of the State of Texas
- Formed by Counties, and in some limited instances, Cities
- Governed by a Board of Directors
 - Directors appointed by the County or City that created the RMA
 - Board Chair appointed by the Governor
- Authorized to develop and operate “transportation projects” such as:
 - Rail projects and certain airports;
 - Toll and non-toll roads;
 - Pedestrian and bicycle facilities;
 - Intermodal hubs and transit;
 - Parking structures and meters; and
 - International bridges and border safety inspection facilities
- Can develop/operate across city, state and international boundaries
- Have access to all available financing options but no taxing authority



Camino Real Regional Mobility Authority (*continued*)

CRRMA – GENERAL INFO

- Created by the City of El Paso on March 13, 2007
- As sponsor entity, the City provides support:
 - serves as Fiscal Agent; and
 - provides In-Kind Support (office space, phones, computer, etc.)
- City appoints six of the seven CRRMA Board Members:
 - staggered terms, three expire each February 1;
 - term limits established at eight years
- Executive Director is the sole employee of the CRRMA
- Monthly meetings streamed live and archived (www.crrma.org)
- Current Board Members:
 - Scott McLaughlin, Chair
 - Ralph Adame, Vice Chair
 - David Marcus, Treasurer
 - Susan A. Melendez, Secretary
 - Rosario Holguin, Alt. Secretary
 - Jim Volk, Member
 - Ricardo Dominguez, Member



Camino Real Regional Mobility Authority (*continued*)

CRRMA – PROJECT HISTORY

RMAs are permitted to develop entire transportation projects, or any part thereof, such as planning, financing, design, construction, operation and maintenance. Since its creation in 2007, the CRRMA has been Involved in the development of more than \$430,000,000 in projects. Example projects include:

- **Spur 601** – Issued \$233,355,000 in bonds to expedite the project
- **Americas Interchange** – managed \$108,888,888 design/build contract for the first three direct connectors and designed the five remaining direct connectors, frontage roads and cloverleafs
- **Spur 1966** – design of the Schuster overpass project at UTEP
- **César Chávez Project** – upon opening, will operate the managed (tolled) lanes
- **Americas Managed Lanes** – schematic & environmental document development in progress
- **BikeShare Program** – developing a procurement to engage a vendor and will manage the operation of the program



Camino Real Regional Mobility Authority (*continued*)

CRRMA & CITY – PARTNERSHIP OPPORTUNITY

The CRRMA, through a cooperative arrangement with the City, is uniquely suited to manage/operate the City's International Bridges Department, as it has unique statutory abilities:

- Separate political subdivision of the State, but retains strong ties to the City, through the Board appointment process
- Authorized to operate in the County, New Mexico and the Country of Mexico (subject to certain requirements)
- Authorized to operate existing or create and operate new Border Safety Inspection Facilities
- Authorized to implement tolls and fees for the use of CRRMA transportation facilities
- Authorized to use design/build, design/build/finance, concessions, comprehensive development agreements and other innovative procurement processes



Camino Real Regional Mobility Authority (*continued*)

CRRMA & CITY – PILOT PROGRAM GOALS

- CRRMA would assume the operation and maintenance of the International Bridges Department, including major City thoroughfares to/from the international bridges (ie. development and local match required for the City's associated MPO projects)
- CRRMA would develop a plan to assume responsibility for the Border Safety Inspection Facilities, including an evaluation of the proposal for implementation of fees and related infrastructure, with any such fees being utilized for the referenced MPO projects
- CRRMA would seek to reduce bridge wait times through the evaluation and implementation of various improvements, which could include, but would not be limited to: technology upgrades, coordination with CBP and Mexico, bridge specialization, control of I-110 and portions of Paisano and feasibility of tolling BOTA
- CRRMA would also work with the Foreign Trade Zone to maximize Zaragoza's commercial activity



Camino Real Regional Mobility Authority (*continued*)

CRRMA & CITY - LONG TERM GOALS

- CRRMA would eventually transition into the owner/operator role for the International Bridge Department
- CRRMA would also operate as a parking authority with the construction, management and operation of public parking facilities and meters, including potentially City, County and State facilities
- CRRMA would become responsible for the City's major thoroughfare components of its Capital Improvement Program as well as other multimodal alternatives (e.g. expansion of the BikeShare Program)
- CRRMA would continue operating as the region's local toll project entity with its existing and future toll road program
- CRRMA would link each of the components noted above through a single account for users: CRRMA-issued transponder/card would provide access to the international bridges, toll roads, parking facilities/meters and BikeShare Program – realizing the name of the CRRMA as the region's true mobility authority



Camino Real Regional Mobility Authority (*continued*)

CRRMA – VALUE TO THE CITY AND PUBLIC

- CRRMA is limited in authority to only develop and operate transportation projects, which results in a singular focus on mobility
- CRRMA revenues can only be utilized for the development and operation of El Paso transportation infrastructure improvements
- CRRMA Board is appointed, which provides some insulation from the politics of tough transportation decisions to the benefit of the system
- CRRMA is a streamlined organization that has developed a track record of being able to quickly, efficiently and cost effectively implement projects
- CRRMA can issue debt and bonds directly in order to relieve the debt burden of the City for its mobility projects
- CRRMA can leverage City, TxDOT and federal relationships for the continued efficient use of funds



Camino Real Regional Mobility Authority (*continued*)

CRRMA – VALUE TO THE CITY AND PUBLIC

CRRMA could help to reduce City debt by:

- Transferring maintenance and capital responsibility for all arterial roadways (four lanes and above): Estimated impact \$200M capital cost.
- Transferring maintenance and capital responsibility for collector-arterial roadways (two to four lanes): Estimated impact \$56M capital cost.
- Transferring maintenance and capital responsibility for all arterial and collector medians and parkways. This includes landscaping, sidewalk gaps, ADA accessibility and illumination.
- Transferring installation and maintenance of all traffic control devices to include signs, signals, markings, and lane lines.
- Taking over segments of the City's Street CIP.



CRRMA / City Joint Lobbying Efforts

In coordination with Mayor's Office and City's Intergovernmental Affairs Program, undertake the following:

- Work with community and CBP to make Zaragoza the premier POE for commercial truck traffic
- Work with TXDOT on de-federalization and control of I-110 and Paisano approaches to BOTA (mechanism to charge southbound traffic at BOTA)
- Work with pertinent authorities to discuss changes to Chamizal Treaty (long term)