

THE STATE OF TEXAS

INTERAGENCY COOPERATION CONTRACT

COUNTY OF TRAVIS

THIS CONTRACT AND AGREEMENT is entered into by and between the State agencies shown below as Contracting Parties, pursuant to the authority granted and in compliance with the provisions of "The Interagency Cooperation Act", Article 4413(32)V.T.C.S.

I. CONTRACTING PARTIES:

The Receiving Agency: Texas Turnpike AuthorityThe Performing Agency: Texas Department of Transportation

II. STATEMENT OF SERVICES TO BE PERFORMED: (See instructions on Page 4)

The performing agency (TxDOT) has entered into a research agreement with the University of Texas at Austin (UT) to perform the project entitled "Texas-Mexico Toll-Bridge Study," as described in Attachment 1, "Research Study Proposal Agreement." The Texas Turnpike Authority (TTA) agrees to assign a representative to the project to represent TTA's interests, to attend meetings, and perform other project-related tasks such as providing study direction and reviewing project results. TxDOT will coordinate all study activities directly with UT, keeping TTA informed of, and involved in, all project matters. TTA, by virtue of its approval of this contract, endorses and supports the work outlined in Attachment 1.

III. BASES FOR CALCULATING REIMBURSABLE COSTS: (See instructions on Page 4) When the study has been concluded to the satisfaction of TxDOT and TTA, TTA will reimburse TxDOT for 50% of actual costs billed by UT (as deemed acceptable and paid by TxDOT), or 50% of the budget amount of \$563,386, whichever amount is the lesser. TTA will be presented by TxDOT with an invoice stating the amount to be reimbursed.

IV. CONTRACT AMOUNT:

The total amount of this Contract shall not exceed: \$281,693 (Two
(words and figures)
hundred eighty-one thousand six hundred and ninety-three dollars)

V. PAYMENT FOR SERVICES: (See instructions on Page 4)

Receiving Agency shall pay for services received from appropriation items or accounts of the Receiving Agency from which like expenditures would normally be paid, based upon vouchers drawn by the Receiving Agency payable to Performing Agency.

Payments for service performed shall be billed: lump sum
(Weekly, monthly, lump sum, etc.)

Payments received by the Performing Agency shall be credited to its current appropriation item(s) or account(s) from which the expenditures of that character were originally made.

VI. TERM OF CONTRACT:

This Contract is to begin upon the approval of the General Services Commission, and shall terminate August 31, 1993 (Term of Contract cannot transcend the biennium.)

THE UNDERSIGNED CONTRACTING PARTIES do hereby certify that, (1) the services specified above are necessary and essential for activities that are properly within the statutory functions and programs of the effected agencies of State Government, (2) the proposed arrangements serve the interest of efficient and economical administration of the State Government, and (3) the services, supplies or materials contracted for are not required by Section 21 of Article 16 of the Constitution of Texas to be supplied under contract given to the lowest responsible bidder.

RECEIVING AGENCY further certifies that it has the authority to contract for the above services by authority granted in:

Article 6663, V.T.C.S.
(Statute, Constitution, Special Provision of Appropriation Bill)

PERFORMING AGENCY further certifies that it has authority to perform the services contracted for by authority granted in:

ARTICLE 6674K, V.T.C.S.
(Statute, Constitution, Special Provision of Appropriation Bill)

SUBJECT TO THE APPROVAL of the State Purchasing and General Services Commission, the undersigned parties bind themselves to the faithful performance of this contract. It is mutually understood that this Contract shall not become effective until approved by the State Purchasing and General Services Commission, and that such approval must be obtained prior to the beginning date of the Contract.

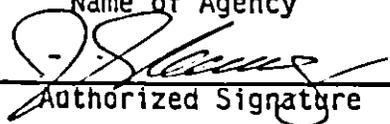
RECEIVING AGENCY

PERFORMING AGENCY

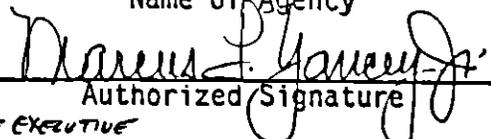
Texas Turnpike Authority
Name of Agency

Texas Department of Transportation
Name of Agency

By:


Authorized Signature

By:


Authorized Signature

Executive Director
Title

ASSOCIATE EXECUTIVE
Deputy Director, Planning and Policy
Title

Date:

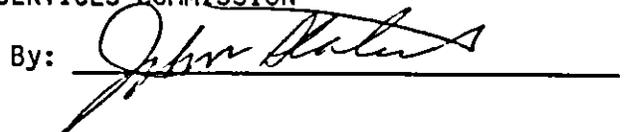
February 3, 1993

Date:

Feb. 16, 1993

EXAMINED and APPROVED this the _____
of 2/24/93, A.D., 19____

STATE PURCHASING AND GENERAL SERVICES COMMISSION

By: 

RESEARCH STUDY PROPOSAL AGREEMENT
Between
TEXAS DEPARTMENT OF TRANSPORTATION
The State of Texas
and
CENTER FOR TRANSPORTATION RESEARCH
The University of Texas at Austin

For Fiscal Year: 1993

Research Area No: 1
Study Type: State Funded

Study Title: TEXAS-MEXICO TOLL BRIDGE STUDY

Study Number: 7 1976 N/A
Prefix No. Task

Technical Coordinating Division/District: D-10

Study Activation Date October 30, 1992 Study Termination Date August 31, 1993

This is the 1st year of a 1 year study

Estimated Total Study Cost: \$ 563,386

Estimated Cost Through August 31, 1992: \$ 0

Estimated Cost for October 30, 1992 to August 31, 1993: \$ 563,386

Estimated Additional Cost to Completion of Study: \$ 0

Research Supervisor(s): Frank McCullough Agreement Date: Oct 28, 1992
Rob Harrison -

Researcher(s): Frank McCullough Title(s): Professor of Civil Engineering
Rob Harrison Title(s): Associate Director

Recommended for Approval:

Frank McCullough Date: 10/28/92
Director, Center for Transportation Research

N/A Date: _____
District Engineer/Division Director

Frank A. Robinson Date: 10/30/92
Associate Executive Director, Field Operations, TxDOT

Bill Hulsewood Date: 10-30-92
Engineer of Research and Development, TxDOT

Study No 1976

COST ESTIMATE
FOR STUDY PROPOSAL
October 30, 1992 to August 31, 1993

DIRECT COSTS:

Salaries and Wages:

Professional Services	(0.90 man-yr.)	\$52,800
Sub-Professional and Technical Services	(3.40 man-yr.)	\$145,900
Clerical Services	(0.50 man-yr.)	<u>\$12,000</u>

Total Salaries and Wages \$210,700

Fringe Benefits:

\$54,782

Expendable Supplies and Miscellaneous Items Including:

Office Supplies, Reproduction, Publications, Photographs, Computer Supplies, etc.	<u>\$4,500</u>
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Total Supplies \$4,500

Operating Expenses:

Travel	\$20,000
Telephone	<u>\$2,000</u>

Total Operating Expenses \$22,000

Computer Time

\$6,000

Equipment Rental (list equipment): \$0

Equipment Purchase (list nonexpendable equipment) \$0

Sub-Contracts

LBJ School	\$20,000
Mexican Consultant	\$30,000
Wilbur Smith Assoc. (Administration)	\$42,425
Wilbur Smith Assoc. (Bridge Revenues)	<u>\$136,122</u>

Total Sub-Contracts \$228,547

TOTAL DIRECT COST \$526,529

INDIRECT COSTS (7% of Direct Costs)

\$36,857

TOTAL

\$563,386

Research Study Title: Texas - Mexico Toll Bridge Study

Date estimate
made:

28-Oct-92

STUDY OBJECTIVES

The study will focus on the Texas - Mexico border region, defined as the geographic area of Texas following the Rio Grande River with the river being the southern boundary of the area, the Gulf of Mexico the eastern boundary, the Texas - New Mexico border the western boundary, and the northern boundary being SH 48 & U.S. Highways 281, 83, and IH10, east to west, north of and parallel to the Rio Grande River. The area is broken down into two segments as follows: (1) Boca Chica to the Columbia Bridge west of Laredo and (2) McNary to Anthony in Hudspeth and El Paso Counties, respectively.

The primary deliverable from the study will be an accurate origin and destination survey as well as the determination of the need, location, and financial viability of additional toll bridges with approach roadways along the Texas - Mexico border.

The final products of the study performed by CTR which will include, but not be limited to, written text, graphs, tables, statistical summaries, maps, and all other printed representations necessary to tabulate, to explain rationally the statistics, and study findings, all of which are integrated to deliver a reliable origin and destination survey with conclusions regarding the need, location, and financial viability of additional toll bridges with approach roadways along the Texas - Mexico border.

Services required will be those associated with current and potential motor vehicular and rail traffic desiring to cross bridges between Mexico and Texas now and in the future. Projections will be made on the assumptions that (1) the current trade agreement in effect between Mexico and the United States will remain and (2) the United States and Mexico execute a free trade agreement that will become effective no later than January 1, 1994.

STUDY ORGANIZATION AND WORKPLAN

The study will be divided into two segments, the Gulf to Laredo (segment 1), and Laredo to El Paso (segment 2). CTR will write a separate report on each of the two segments with the order of priority of the completion of the report segments being (1), followed by (2).

1. CTR will prepare the detailed work plan for this assignment listing those activities, tasks, and phases necessary to provide the deliverables stated and implicit in the Study Objectives. The work plan will show the date each phase, segment, activity and task is due. Incorporated into the work plan will be sufficient check-points to permit TxDOT and TTA management to be kept informed of the progress of the study. The drafted work plan will then be reviewed with TxDOT and TTA management who will provide suggestions and changes and, when satisfied, will approve the work plan and authorize CTR to proceed.
2. CTR staff will conduct on-site interviews and meetings with key employees of TxDOT, TTA, Mexican officials and others as necessary to (a) ascertain the configurations of the present highway/bridge systems within the segments, (b) identify the current volume of usage of each identified system, (c) determine the capacity of each system, and (d) plot the historic traffic growth on each system by vehicle type. It is the intent of TxDOT and TTA that CTR and its sub-contractors utilize all applicable studies, reports and data developed by or available from federal, state, and local governments, commissions, authorities, chambers of commerce, and private enterprise in developing a data base from which CTR will make its traffic and transportation projections.
3. CTR staff will develop mapping for each system, including the identification of connections between systems utilizing, to the greatest extent possible, currently available mapping from all sources but modifying and supplementing as necessary. Available computer mapping data from TxDOT may be utilized north of the Rio Grande River.
4. CTR staff will also research and identify all existing, planned, and desired bridges and summarize the current and planned capacity of each and forecast the level of service at which they will operate over the next twenty years.

5. CTR staff will identify existing, planned, and desired highway connections to each bridge identified by the team within each segment. They will summarize the current and planned capacity of each bridge and system. Within segment 1, particular attention will be directed to identifying a dependable schedule of bridge completions and traffic capacity of highways that will connect to proposed bridges at Los Indios (FM509), Brownsville (2) (at Port and Los Tomates), FM493 (Donna), U.S. 281 (Pharr), FM494 (Sharyland), FM1016 (Mission), and any other bridges identified as being planned, and within segment 2, the Yarborough Street crossing.
6. Current traffic volumes will be segregated using each bridge and system by vehicle class (personal or commercial by number of axles) utilizing traffic counts available from cities, commissions, counties, bridge authorities, ferry operators, U.S. Corps of Engineers, TxDOT, regional planning authorities, MPO(s), U.S. Customs, U.S. Immigration and Naturalization Service, railroads, and Mexican sources. Staff will then determine current travel speeds, travel/queuing time, and relative level of service for both person and freight movement over each bridge.
7. In Mexico, the team will research and identify existing and planned highway, seaport, and new railroad construction or reconstruction that will connect the interior and coastal cities of Mexico to Texas. Staff will provide the time table of each highway, seaport, and railroad improvement completion. They will analyze and report the capacity of each existing or planned highway, seaport and railroad improvement and summarize the toll structure on all Mexican highways connecting Texas to be operated as turnpikes.
8. CTR staff, working with LBJ researchers, will identify current major manufacturing and material processing areas in Mexico engaging in trade with the United States and plot the growth of each of those major manufacturing zones for the next twenty years. They will also research and identify cooperative agreements between U.S. and Mexican owned companies whose interrelationships produce border crossings. Original research is not intended; such information shall be obtained from chambers of commerce, U.S. and Texas Departments of Commerce, U.S. and Mexican Customs, pipeline companies, railroad companies, seaport authorities, and trade clearing houses and associations, Divisions D-8 and D-10 of TxDOT, The Center for Transportation Research at the University of Texas at Austin, The Texas Transportation Institute at Texas A&M University, other south and southwest Texas universities and colleges, and the Lyndon Baines Johnson School of Public Affairs at the University of Texas at Austin.
9. The study group will prepare an inventory of those U.S. companies having (a) manufacturing plants in Mexico, (b) shipping components into Mexico, and/or (c) importing finished products from Mexico. An inverse inventory will be prepared of Mexican companies operating in the same three modes as well as of companies engaged in commerce in grains, livestock, bulk raw materials and chemicals including hydrocarbons. The study group will utilize reputable staff and faculty from universities in Mexico through a Mexican consultant to assist in development of this data.
10. CTR staff will determine the number of border crossings each trade category mode (rail, highway, air, pipeline, and marine) is generating currently and develop recent growth of such crossings. Growth of such crossings for the next twenty years will be projected.
11. From the research and interviews conducted with Mexican, U.S., and Texas governmental agencies, commissions, authorities, railroads, the International Trade Commission, the United States Department of Commerce, trade clearing houses, trade associations, and the Texas Department of Commerce, the staff will develop origin and destination maps, tables,

and summaries for personal and commercial vehicle and rail trips. For commercial vehicles, a projection will be made by vehicle types, i.e., the number of trips made by two, three, four, and five axles, crossing each bridge and along each system. For rail, staff will determine the volume of traffic by cars and tonnage. The origin and destination surveys, studies, and reports are the most important deliverables expected from this study. From the origin and destination study results, traffic growth will be projected for the next twenty years over each existing and proposed bridge. Based on the origin and destination study results, staff will identify where system capacity improvements are recommended, when they are required, and how much capacity needs to be added. In addition, staff will identify the ownership of the controlling entity of each bridge.

12. CTR staff and the revenue consultant will identify those new or existing bridges and systems that have a potential to be funded by tolls or by a combination of tax funding and tolls. They will establish a recommended time schedule (order of sequence of construction) for bridges to be constructed to ensure that placing those optional bridges into operation will not adversely affect debt service on bridges earlier funded and constructed by revenue bonds.
13. Staff will prepare a final report for segment 1.
14. Staff will then prepare a final report for segment 2.

PROJECT DELIVERABLES

The project deliverables will be two reports due that will encompass the the following matrix scenarios.

Segments	Present	Trade Agreements NAFTA
1	X	X
2	X	X

CTR will recommend and prioritize potential future toll bridge crossings and develop a revenue projection for each site. These will be based on the material specified in the contract, with particular emphasis on the O&D surveys, evaluation of the facilities for existing transportation modes for present and forecasted conditions, and finally regional mapping locating all existing and potential bridge sites in both Texas and Mexico.

Segment 1 studies and report will be finalized six months after the date of the Notice to Proceed, and segment 2, eight months after the date of the Notice to Proceed.

STAFFING

- Center for Transportation Research
 - Two Principal Investigators
 - Two Project Engineers
 - One Analyst
 - One Mexican Traffic Engineer
 - Two Texas Traffic Engineers
 - One Assistant Analyst
 - One Secretary

- Sub-Contract
 - LBJ School of Public Affairs
 - One Mexican Traffic Consultant
 - Wilbur Smith and Associates Revenue

CENTER FOR TRANSPORTATION RESEARCH

STUDY NO.: 7-1976 STUDY SUPERVISOR(S): Frank McCullough and Rob Harrison DATE: October 28, 1992
 STUDY TITLE: Texas - Mexico Toll Bridge Study

RESEARCH ACTIVITY	Time (Months)							
	1	2	3	4	5	6	7	8
1. Detailed Workplan	█							
2. Current Bridges	█	█						
3. Mapping Systems	█	█	█					
4. Identify all potential bridge sites		█	█					
5. Determine highway connections to bridges		█	█	█				
6. Current traffic analysis		█	█	█	█			
7. Mexican data		█	█	█	█	█		
8. Major manufacturing forecasts		█	█	█	█	█		
9. Inventory of U.S. companies		█	█	█	█	█		
10. Future bridge sites		█	█	█	█	█		
11. Origin and Destination tables for selected sites		█	█	█	█	█		
12. Recommend toll bridge sites		█	█	█	█	█		
13. Final report - Segment 1		█	█	█	█	█		
14. Final report - Segment 2		█	█	█	█	█		