BORDER MASTER PLAN
PLAN MAESTRO FRONTERIZO

Texas Department of Transportation

Technical Appendices

31 October 2013

U.S. Department of Transportation
Federal Highway Administration

Lower Rio Grande Valley-Tamaulipas Border Master Plan

Appendices

Table of Contents

Lower Rio Grande Valley-Tamaulipas Border Master Plan

Appendix A
Charter and Membership Form

LOWER RIO GRANDE VALLEY - TAMAULIPAS BORDER MASTER PLAN

Policy Advisory Committee and Technical Working Group Charter

PREAMBLE

The participating United States and Mexican government agencies, as well as modal stakeholders (e.g., rail, ports, and ferries) whose objectives include border transportation infrastructure planning, programming, construction and/or management:

Recognize the bilateral nature of border transportation issues and that the latter can be most effectively addressed jointly;

Reaffirm that international trade is dependent upon well-coordinated transportation planning processes along the border;

Acknowledge that the United States (U.S.) and Mexican border region transportation assets are experiencing congestion issues that must be addressed to avoid adverse trade and environmental impacts; and

Convinced of the need to better coordinate planning at the federal, state, regional, and local level to improve transportation infrastructure in the border region of their respective countries, including at formal ports of entry (POEs) and the transportation infrastructure serving formal POEs,

Hereby wish to create the Lower Rio Grande Valley **-** Tamaulipas Border Master Plan's Policy Advisory Committee and Technical Working Group as follows:

SECTION 1: PURPOSE

Under the direction of the U.S. / Mexico Joint Working Committee, the Texas Department of Transportation (TxDOT) hereby announces the establishment of the Lower Rio Grande Valley - Tamaulipas Border Master Plan Policy Advisory Committee and Technical Working Group.

The government agencies and modal stakeholders will participate in the development of a Border Master Plan – a comprehensive approach for coordinating planning and delivery of POE and transportation infrastructure projects serving POEs in TxDOT's Pharr District and the correspondent Mexican State of Tamaulipas. Ideally, the prioritized projects included in the Border Master Plan would be incorporated into the respective planning and programming processes of the individual participating stakeholders at the federal, state, regional, and local levels in the U.S. and Mexico.

SECTION 2: LINE OF REPORTING

The Policy Advisory Committee and the Technical Working Group will cooperate with and provide required information to TxDOT – through its contracted representative – for the development of the Lower Rio Grande Valley - Tamaulipas Border Master Plan. TxDOT, in turn, reports to the U.S. / Mexico Joint Working Committee for this project.

SECTION 3: RESPONSIBILITIES

The Policy Advisory Committee will be responsible for providing direction, approving the study parameters, and reviewing and approving the criteria for the future evaluation of projects. The main objectives of the Policy Advisory Committee are outlined below:

- Establish clear parameters for the Border Master Plan, including defining the "Focused Study Area" and "Area of Influence", the time horizon for data analysis, and other parameters that may need to be defined.
- Ensure that the Border Master Plan objectives are comprehensive and consistent with stakeholder plans, strategies, and goals.

- Review and approve proposed criteria for prioritizing improvements to existing or new POEs and the transportation infrastructure within the border region connecting to existing or new POEs.
- Attempt to incorporate the Border Master Plan's findings and priorities into their agencies'/company's own planning and programming processes, as well as into appropriate transportation and POE planning and funding documents.
- Commit resources and staff to ensure the timely exchange of available information and data needed to successfully develop and complete this Border Master Plan.
- Facilitate the exchange of information for ongoing and future planning and implementation activities.
- Participate in future Border Master Plan updates and/or other study recommendations as approved.

The Technical Working Group will be responsible for collaborating with TxDOT's contracted representative by providing requested information in a timely manner and by making recommendations to the Policy Advisory Committee. The main objectives of the Technical Working Group are outlined below:

- Assist in the Border Master Plan's development by providing TxDOT's contracted representative with data and information in a timely manner.
- Review transportation and POE infrastructure assessments, proposals, and other pertinent information as requested by TxDOT's contracted representative.
- Assist with the selection of criteria – to be endorsed and adopted by the Policy Advisory Committee - to prioritize improvements to existing or new POEs, as well as transportation infrastructure projects serving those POEs.
- Make recommendations to the Policy Advisory Committee and serve as a resource to TxDOT's contracted representative to maximize the opportunities to successfully develop and complete this study.

SECTION 4: MEMBERSHIP

Government agencies and modal stakeholders (e.g., rail, ports, and ferries) whose mandate or objectives encompass border transportation infrastructure planning, programming, construction and/or management have been invited through ANNEX I (herein attached) to participate in the Border Master Plan Policy Advisory Committee and Technical Working Group. Each government agency/modal stakeholder will be asked to designate executive level managers to serve on the Policy Advisory Committee. Each government agency/modal stakeholder will also designate senior staff to serve on the Technical Working Group.

Through ANNEX I, additional parties, including Border Partners, are invited to participate in meetings and assist the Policy Advisory Committee and Technical Working Group on specific tasks as work progresses.

SECTION 5: MEETING TIME AND LOCATION

It is anticipated that the Policy Advisory Committee will meet three times. Individual Technical Working Group members will be interviewed and consulted by TxDOT's contracted representative during the course of the study. In addition, it is anticipated that the Technical Working Group will meet three times. The term of the project is from September 2011 through May 31, 2013. Committee and Group meeting locations will alternate among U.S. border cities.

SECTION 6: DURATION OF EXISTENCE

The Lower Rio Grande Valley - Tamaulipas Border Master Plan Policy Advisory Committee and Technical Working Group will exist until the conclusion of this Border Master Plan and/or its subsequent updates.

* * *

LOWER RIO GRANDE VALLEY – TAMAULIPAS BORDER MASTER PLAN

ANNEX I to the Policy Advisory Committee and Technical Working Group Charter

** Note: Please submit only one form per stakeholder agency.*
*** In the case of the Transportation and Communications Secretariat, one form per General Direction/IMT will be admitted.*

SECTION 1
Agency Stakeholder Information

Do you represent a:

☐ Government Agency ☐ Transportation Mode ☐ Border Partner

Name of Agency/Organization: _____

SECTION 2
Policy Advisory Committee Member Information

Name: _____

Email address or telephone number: _____

SECTION 3
Technical Working Group Member Information

Name: _____

Email address or telephone number: _____

SECTION 4
Border Partner Contact Information

If you represent a Border Partner who wishes to participate in the development of the Border Master Plan, please provide the name and contact information of a member/official to which invitations should be addressed:

Name: _____

Email address or telephone number: _____

Lower Rio Grande Valley-Tamaulipas Border Master Plan

Appendix B
PAC and TWG Membership

PLAN MAESTRO FRONTERIZO VALLE BAJO DEL RÍO BRAVO
LOWER RIO GRANDE VALLEY/TAMAULIPAS BORDER MASTER PLAN

STAKEHOLDERS ENTITLED TO VOTE
POLICY ADVISORY COMMITTEE (PAC)

MIEMBROS CON DERECHO A VOTO
COMITÉ CONSULTIVO DE POLÍTICAS (CCP)

 **United States Stakeholder**	Votos -- Votes	 **Dependencia/participante de México**
Federal stakeholders / Miembros con derecho a voto a nivel federal		
U.S. Department of State Office of Mexican Affairs (Incl. Consul General in Matamoros) *Identified PACmember: Steven Kameny*	1	**Secretaría de Relaciones Exteriores** Dirección General para América del Norte (Incl. Cónsules en McAllen y Brownsville) *Miembro CCP identificado: Sean Carlos Cázares*
U.S. Department of State International Boundary and Water Commission *Identified PAC member: Gabe Duran*	1	**Secretaría de Relaciones Exteriores** Comisión Internacional de Límites y Aguas *Miembro CCP identificado: Felipe Chalons*
Federal Highway Administration Community Planner *Identified PAC member: Sylvia Grijalva*	1	**Secretaría de Comunicaciones y Transportes** Dirección General de Desarrollo Carretero *Miembro CCP identificado: Juan José Erazo*
N/A	1	**Secretaría de Comunicaciones y Transportes** Dirección General de Transporte Ferroviario y Multimodal *Miembro CCP identificado: no se tiene identificado*
Federal Motor Carrier Administration Texas Division *Identified PAC member: Joanne Cisneros*	1	**Secretaría de Comunicaciones y Transportes** Dirección General de Autotransporte Federal *Miembro CCP identificado: Salvador Monroy*
N/A	1	**Secretaría de Comunicaciones y Transportes** Instituto Mexicano de Transporte *Miembro CCP identificado: Roberto Aguerrebere*
N/A	1	**Secretaría de Comunicaciones y Transportes** Caminos y Puentes Federales y Servicios Conexos *Miembro CCP identificado: Gerardo Saldívar*
N/A	1	**Secretaría de Comunicaciones y Transportes** Centro SCT Tamaulipas *Miembro CCP identificado: Gilberto Estrella*
N/A	1	**Instituto Nacional de Migración** Delegación Regional Tamaulipas *Miembro CCP identificado: Ana Licenko*

PLAN MAESTRO FRONTERIZO VALLE BAJO DEL RÍO BRAVO
LOWER RIO GRANDE VALLEY/TAMAULIPAS BORDER MASTER PLAN

STAKEHOLDERS ENTITLED TO VOTE
POLICY ADVISORY COMMITTEE (PAC)

MIEMBROS CON DERECHO A VOTO
COMITÉ CONSULTIVO DE POLÍTICAS (CCP)

Customs and Border Protection (Federal Level) Project Management Analyst *Identified PAC member: Mikhail Pavlov*	1	**Administración General de Aduanas** Política, Infraestructura y Control Aduanero *Miembro CCP identificado: Alejandro Zamudio*
Customs and Border Protection State Level Field Operations *Identified PAC member: Joe G. Ramos*	1	**Administración General de Aduanas** Miguel Alemán *Miembro CCP identificado: Roberto Ibarra*
N/A	1	**Administración General de Aduanas** Camargo *Miembro CCP identificado: Miguel Ángel Aguilar*
N/A	1	**Administración General de Aduanas** Reynosa *Miembro CCP identificado: César Aguilar*
N/A	1	**Administración General de Aduanas** Matamoros *Miembro CCP identificado: Andrés Ruiz*
General Services Administration Southern Border *Identified PAC member: Jim King*	1	**Instituto de Administración y Avalúos de Bienes Nacionales** Directora de Planeación *Miembro CCP identificado: Luis Enrique Méndez*
N/A	1	**Instituto de Administración y Avalúos de Bienes Nacionales** INDAABIN Subregión Tamaulipas II *Miembro CCP identificado: Luis Enrique Méndez*
N/A	1	**Secretaría de Desarrollo Social** Dirección General de Desarrollo Urbano y Suelo *Miembro CCP identificado: Óscar Muñoz*
N/A	1	**Secretaría de Medio Ambiente y Recursos Naturales** Subdirector del Sector Vías Generales Zona Norte *Miembro CCP identificado: no se tiene identificado*
State stakeholders / Miembros con derecho a voto a nivel estatal		
Texas Department of Transportation Pharr District *Identified PAC member: Mario Jorge*	1	**Gobierno del Estado de Tamaulipas** Secretaría de Obras Públicas *Miembro CCP identificado: Vicente Saint Martin*
Texas Department of Transportation International Relations Office	1	**Gobierno del Estado de Tamaulipas** Secretaría de Desarrollo Económico y Turismo

PLAN MAESTRO FRONTERIZO VALLE BAJO DEL RÍO BRAVO
LOWER RIO GRANDE VALLEY/TAMAULIPAS BORDER MASTER PLAN

STAKEHOLDERS ENTITLED TO VOTE
POLICY ADVISORY COMMITTEE (PAC)

MIEMBROS CON DERECHO A VOTO
COMITÉ CONSULTIVO DE POLÍTICAS (CCP)

Identified PAC member: Gus de la Rosa		*Miembro CCP identificado: Raúl Sepúlveda*
Texas Department of Public Safety Commercial Vehicle Enforcement *Identified PAC member: Christopher Nordloh*	1	**Gobierno del Estado de Tamaulipas** Secretaría de Desarrollo Urbano y Medio Ambiente *Miembro CCP identificado: Serafín Maya*
Local or regional stakeholders / Miembros con derecho a voto a nivel regional o local		
City of Brownsville City Manager *Identified PAC member: Charly Cabler*	1	**Municipio de Matamoros** Departamento de Planeación y Desarrollo Urbano *Miembro CCP identificado: no se tiene identificado*
Brownsville MPO Transportation Planner *Identified PAC member: Mark Lund*	1	**Municipio de Matamoros** IMPLAN *Miembro CCP identificado: Javier Núñez*
City of San Benito *Identified PAC member: none*	1	N/A
City of Harlingen *Identified PAC member: none*	1	N/A
Harlingen San Benito MPO *Identified PAC member: Rebeca Castillo*	1	N/A
City of Los Indios *Identified PAC member: none*	1	N/A
Cameron County Department of Transportation *Identified PAC member: Pete Sepulveda*	1	N/A
Cameron County RMA *Identified PAC member: David Allex*	1	N/A
City of Progreso *Identified PAC member: none*	1	**Municipio de Valle Hermoso** *Miembro CCP identificado: Alejandro Castrellón*
Progreso International Bridge Company *Identified PAC member: Julie Ann Guerra*	1	N/A
City of Weslaco *Identified PAC member: Leonardo Olivares*	1	N/A
City of Donna *Identified PAC member: Oscar Ramirez*	1	**Municipio de Río Bravo** *Miembro CCP identificado: Aracely Pérez*
City of Hidalgo *Identified PAC member: none*	1	N/A
City of Pharr	1	**Municipio de Reynosa**

PLAN MAESTRO FRONTERIZO VALLE BAJO DEL RÍO BRAVO
LOWER RIO GRANDE VALLEY/TAMAULIPAS BORDER MASTER PLAN

STAKEHOLDERS ENTITLED TO VOTE
POLICY ADVISORY COMMITTEE (PAC)

MIEMBROS CON DERECHO A VOTO
COMITÉ CONSULTIVO DE POLÍTICAS (CCP)

Identified PAC member: Jesse Medina		Secretaría de Obras Públicas *Miembro CCP identificado: Rogelio Peñaloza*
City of McAllen *Identified PAC member: Rigo Villarreal*	1	**Municipio de Reynosa** Instituto de Planeación *Miembro CCP identificado: Luis Armando Grajales*
City of Mission *Identified PAC member: Julio Cerda*	1	N/A
Los Ebanos Ferry *Identified PAC member: Ed or Linda Reyna*	1	N/A
City of Sullivan City *Identified PAC member: Judy Davila*	1	**Municipio de Gustavo Díaz Ordaz** *Miembro CCP identificado: Hernán Cortez*
Hidalgo County MPO *Identified PAC member: Andew Canon*	1	N/A
Hidalgo County RMA *Identified PAC member: Dennis Burleson*	1	N/A
Hidalgo County Commuter Rail District *Identified PAC member: none*	1	N/A
City of Rio Grande City *Identified PAC member: Juan Zuniga*	1	**Municipio de Camargo** *Miembro CCP identificado: Artemio Flores*
City of Roma *Identified PAC member: Crisanto Salinas*	1	**Municipio de Miguel Alemán** *Miembro CCP identificado: Juan T. Hinojosa*
Starr Camargo Bridge Company *Identified PAC member: Sam Vale*	1	N/A
Starr County *Identified PAC member: Rose Benavidez or Jose Gonzalez*	1	N/A
Zapata County *Identified PAC member: Judge Joe Rathmell*	1	**Municipio de Mier** *Miembro CCP identificado: Ramón Ríos/Raúl Hinojosa*
N/A	1	**Municipio de Guerrero** *Miembro CCP identificado: Luis Gerardo Ramos*
Modal stakeholders / Miembros multimodales con derecho a voto		
Union Pacific *Identified PAC member: Ivan Jaime*	1	**Kansas City Southern de México** *Miembro CCP identificado: Vladimir Robles*
Brownsville and Rio Grande International Railroad *Identified PAC member: Norma Torres*	1	N/A

STAKEHOLDERS ENTITLED TO VOTE
POLICY ADVISORY COMMITTEE (PAC)

MIEMBROS CON DERECHO A VOTO
COMITÉ CONSULTIVO DE POLÍTICAS (CCP)

Rio Valley Switching Company *Identified PAC member: Elizabeth Costante*	1	N/A
Port of Brownsville *Identified PAC member: Eduardo Campirano*	1	N/A

PLAN MAESTRO FRONTERIZO VALLE BAJO DEL RÍO BRAVO
LOWER RIO GRANDE VALLEY/TAMAULIPAS BORDER MASTER PLAN

STAKEHOLDERS ENTITLED TO VOTE
TECHNICAL WORKING GROUP (TWG)

MIEMBROS CON DERECHO A VOTO
GRUPO TÉCNICO DE TRABAJO (GTT)

United States Stakeholder	Votos -- Votes	Dependencia/participante de México
Federal stakeholders / Miembros con derecho a voto a nivel federal		
U.S. Department of State Office of Mexican Affairs (Incl. Consul General in Matamoros) *Identified TWG member: Angela Palazzolo*	1	**Secretaría de Relaciones Exteriores** Dirección General para América del Norte (Incl. Cónsules en McAllen y Brownsville) *Miembro GTT identificado: Román Fernández*
U.S. Department of State International Boundary and Water Commission *Identified TWG member: Gabe Duran*	1	**Secretaría de Relaciones Exteriores** Comisión Internacional de Límites y Aguas *Miembro GTT identificado: Felipe Chalons*
Federal Highway Administration Community Planner *Identified TWG member: Travis Black*	1	**Secretaría de Comunicaciones y Transportes** Dirección General de Desarrollo Carretero *Miembro GTT identificado: José Carlos Zamora*
N/A	1	**Secretaría de Comunicaciones y Transportes** Dirección General de Transporte Ferroviario y Multimodal *Miembro GTT identificado: no se tiene identificado*
Federal Motor Carrier Administration Texas Division *Identified TWG member: Oscar Garza*	1	**Secretaría de Comunicaciones y Transportes** Dirección General de Autotransporte Federal *Miembro GTT identificado: Marco González*
N/A	1	**Secretaría de Comunicaciones y Transportes** Instituto Mexicano de Transporte *Miembro GTT identificado: Jorge Acha*
N/A	1	**Secretaría de Comunicaciones y Transportes** Caminos y Puentes Federales y Servicios Conexos *Miembro GTT identificado: Américo Alvarado o Rafael Ferro*
N/A	1	**Secretaría de Comunicaciones y Transportes** Centro SCT Tamaulipas *Miembro GTT identificado: Víctor Galindo*
N/A	1	**Instituto Nacional de Migración** Delegación Regional Tamaulipas *Miembro GTT identificado: Carlos Franco*

PLAN MAESTRO FRONTERIZO VALLE BAJO DEL RÍO BRAVO
LOWER RIO GRANDE VALLEY/TAMAULIPAS BORDER MASTER PLAN

STAKEHOLDERS ENTITLED TO VOTE
TECHNICAL WORKING GROUP (TWG)

MIEMBROS CON DERECHO A VOTO
GRUPO TÉCNICO DE TRABAJO (GTT)

Customs and Border Protection (Federal Level) Project Management Analyst *Identified TWG member: Mikhail Pavlov*	1	**Administración General de Aduanas** Política, Infraestructura y Control Aduanero *Miembro GTT identificado: Carlos Morales*
Customs and Border Protection State Level Field Operations *Identified TWG member: Joe G. Ramos*	1	**Administración General de Aduanas** Miguel Alemán *Miembro GTT identificado: Roberto Ibarra o Carlos Morales*
N/A	1	**Administración General de Aduanas** Camargo *Miembro GTT identificado: Miguel Ángel Aguilar o Carlos Morales*
N/A	1	**Administración General de Aduanas** Reynosa *Miembro GTT identificado: César Aguilar o Carlos Morales*
N/A	1	**Administración General de Aduanas** Matamoros *Miembro GTT identificado: Andrés Ruiz o Carlos Morales*
General Services Administration Southern Border *Identified TWG member: Michael Clardy*	1	**Instituto de Administración y Avalúos de Bienes Nacionales** Directora de Planeación *Miembro GTT identificado: Mónica Herrera*
N/A	1	**Instituto de Administración y Avalúos de Bienes Nacionales** INDAABIN Subregión Tamaulipas II *Miembro GTT identificado: Mónica Herrera o José Esparza*
N/A	1	**Secretaría de Desarrollo Social** Dirección General de Desarrollo Urbano y Suelo *Miembro GTT identificado: Juan Manuel Mondragón*
N/A	1	**Secretaría de Medio Ambiente y Recursos Naturales** Subdirector del Sector Vías Generales Zona Norte *Miembro GTT identificado: no se tiene identificado*
State stakeholders / Miembros con derecho a voto a nivel estatal		
Texas Department of Transportation Pharr District *Identified TWG member: Joseph Leal*	1	**Gobierno del Estado de Tamaulipas** Secretaría de Obras Públicas *Miembro GTT identificado: Jaime Cano*
Texas Department of Transportation	1	**Gobierno del Estado de Tamaulipas**

STAKEHOLDERS ENTITLED TO VOTE
TECHNICAL WORKING GROUP (TWG)

MIEMBROS CON DERECHO A VOTO
GRUPO TÉCNICO DE TRABAJO (GTT)

International Relations Office *Identified TWG member: Eduardo Hagert*		Secretaría de Desarrollo Económico y Turismo *Miembro GTT identificado: Raúl Sepúlveda*
Texas Department of Public Safety Commercial Vehicle Enforcement *Identified TWG member: Christopher Nordloh*	1	**Gobierno del Estado de Tamaulipas** Secretaría de Desarrollo Urbano y Medio Ambiente *Miembro GTT identificado: Serafín Maya*
Local or regional stakeholders / Miembros con derecho a voto a nivel regional o local		
City of Brownsville City Manager *Identified TWG member: Charly Cabler*	1	**Municipio de Matamoros** Departamento de Planeación y Desarrollo Urbano *Miembro GTT identificado: no se tiene identificado*
Brownsville MPO Transportation Planner *Identified TWG member: Alfonso Vallejo*	1	**Municipio de Matamoros** IMPLAN *Miembro GTT identificado: Javier Núñez*
City of San Benito *Identified TWG member: none*	1	N/A
City of Harlingen *Identified TWG member: none*	1	N/A
Harlingen San Benito MPO *Identified TWG member: Kara Alcocer*	1	N/A
City of Los Indios *Identified TWG member: none*	1	N/A
Cameron County Department of Transportation *Identified TWG member: Pete Sepulveda*	1	N/A
Cameron County RMA *Identified TWG member: David Allex*	1	N/A
City of Progreso *Identified TWG member: none*	1	**Municipio de Valle Hermoso** *Miembro GTT identificado: Alejandro Castrellón*
Progreso International Bridge Company *Identified TWG member: Julie Ann Guerra*	1	N/A
City of Weslaco *Identified TWG member: Leonardo Olivares*	1	N/A
City of Donna *Identified TWG member: Josue Garcia*	1	**Municipio de Río Bravo** *Miembro GTT identificado: Aracely Pérez*
City of Hidalgo *Identified TWG member: none*	1	N/A

PLAN MAESTRO FRONTERIZO VALLE BAJO DEL RÍO BRAVO
LOWER RIO GRANDE VALLEY/TAMAULIPAS BORDER MASTER PLAN

STAKEHOLDERS ENTITLED TO VOTE
TECHNICAL WORKING GROUP (TWG)

MIEMBROS CON DERECHO A VOTO
GRUPO TÉCNICO DE TRABAJO (GTT)

City of Pharr *Identified TWG member: Jesse Medina*	1	**Municipio de Reynosa** Secretaría de Obras Públicas *Miembro GTT identificado: Rogelio Peñaloza*
City of McAllen *Identified TWG member: Ramon Navarro*	1	**Municipio de Reynosa** Instituto de Planeación *Miembro GTT identificado: Luis Armando Grajales*
City of Mission *Identified TWG member: Julio Cerda*	1	N/A
Los Ebanos Ferry *Identified TWG member: Ed or Linda Reyna*	1	N/A
City of Sullivan City *Identified TWG member: Judy Davila*	1	**Municipio de Gustavo Díaz Ordaz** *Miembro GTT identificado: Hernán Cortez*
Hidalgo County MPO *Identified TWG member: Maria Champine*	1	N/A
Hidalgo County RMA *Identified TWG member: Dennis Burleson*	1	N/A
Hidalgo County Commuter Rail District *Identified TWG member: none*	1	N/A
City of Rio Grande City *Identified TWG member: Juan Zuniga*	1	**Municipio de Camargo** *Miembro GTT identificado: Artemio Flores*
City of Roma *Identified TWG member: Crisanto Salinas*	1	**Municipio de Miguel Alemán** *Miembro GTT identificado: Juan T. Hinojosa*
Starr Camargo Bridge Company *Identified TWG member: Jose Escamilla*	1	N/A
Starr County *Identified TWG member: Rose Benavidez or Jose Gonzalez*	1	N/A
Zapata County *Identified TWG member: Judge Joe Rathmell*	1	**Municipio de Mier** *Miembro GTT identificado: Ramón Ríos/Raúl Hinojosa*
N/A	1	**Municipio de Guerrero** *Miembro GTT identificado: Luis Gerardo Ramos*
Modal stakeholders / Miembros multimodales con derecho a voto		
Union Pacific *Identified TWG member: Ivan Jaime*	1	**Kansas City Southern de México** *Miembro GTT identificado: Vladimir Robles*
Brownsville and Rio Grande International	1	N/A

STAKEHOLDERS ENTITLED TO VOTE
TECHNICAL WORKING GROUP (TWG)

MIEMBROS CON DERECHO A VOTO
GRUPO TÉCNICO DE TRABAJO (GTT)

Railroad *Identified TWG member: Norma Torres*		
Rio Valley Switching Company *Identified TWG member: Elizabeth Costante*	1	N/A
Port of Brownsville *Identified TWG member: David Randolph*	1	N/A

Lower Rio Grande Valley-Tamaulipas Border Master Plan

Appendix C

Work Plan

THE STATE OF TEXAS §
THE COUNTY OF TRAVIS §

INTERAGENCY COOPERATION CONTRACT

THIS CONTRACT is entered into by and between the State agencies shown below as Contracting Parties under the authority granted and in compliance with the provisions of Chapter 771 of the Government Code.

I. CONTRACTING PARTIES:

The Receiving Agency	Texas Department of Transportation
The Performing Agency	The University of Texas at Austin Center for Transportation Research

II. STATEMENT OF SERVICES TO BE PERFORMED: The Performing Agency will undertake and carry out services described in **Attachment A**, Scope of Services.

III. CONTRACT PAYMENT: The total amount of this contract shall not exceed $**362,000.00** and shall conform to the provisions of **Attachment B**, Budget. Payments shall be billed monthly.

IV. TERM OF CONTRACT: Payment under this contract beyond the end of the current fiscal biennium is subject to availability of appropriated funds. If funds are not appropriated, this contract shall be terminated immediately with no liability to either party. This contract begins when fully executed by both parties and terminates March 31, 2013.

V. THE AGREEING PARTIES certify that:

1. The services specified above are necessary and essential for activities that are properly within the statutory functions and programs of the affected agencies of State Government.
2. The proposed arrangements serve the interest of efficient and economical administration of the State Government.
3. The services or resources agreed upon are not required by Article XVI, Section 21 of the Constitution of Texas to be supplied under contract given to the lowest responsible bidder.

VI. LEGAL AUTHORITY:

The Receiving Agency further certifies that it has the authority to request the above services by authority granted in Texas Transportation Code, Section 201.103.

The Performing Agency further certifies that it has the authority to perform the services by authority granted in Texas Education Code, Chapter 67.

This contract incorporates the provisions of **Attachment A,** Scope of Services, **Attachment B,** Budget, and **Attachment C,** General Terms and Conditions.

THE UNDERSIGNED PARTIES bind themselves to the faithful performance of this contract.

THE RECEIVING AGENCY
Texas Department of Transportation

By: _____
AUTHORIZED SIGNATURE

Janice Mullenix
Director of Contract Services
TYPED OR PRINTED NAME AND TITLE

April 6, 2011
DATE

THE PERFORMING AGENCY
Center for Transportation Research
University of Texas at Austin

By: _____
AUTHORIZED SIGNATURE

Susan W. Sedwick
Associate VP for Research
Director, Office of Sponsored Projects
TYPED OR PRINTED NAME AND TITLE

MAR 15 2011
DATE

ATTACHMENT A

Interagency Cooperation Contract
Scope of Services

The TxDOT Pharr District-Tamaulipas Regional Border Master Plan (Border Master Plan) is a binational effort to coordinate planning and projects a) at land Ports of Entry (POE) and b) for transportation infrastructure serving those POEs in the TxDOT Pharr District – Tamaulipas border region. More specifically, the objectives of the Border Master Plan are to:

1. design a stakeholder agency involvement process that will be inclusive and ensure the participation of all involved in POE projects and the transportation infrastructure serving those POEs,
2. increase the understanding of the POE and transportation planning processes on both sides of the border,
3. develop and implement a plan for prioritizing and promoting POE and related transportation projects, including evaluation criteria and rankings over the short, medium and long term, and
4. establish a process to ensure continued dialogue among federal, state, regional and local stakeholder agencies in Texas and Mexico to ensure continued coordination on current and future POE and supporting transportation infrastructure needs and projects.

This study will be conducted in two phases as follows:

Phase 1 will consist of Task 1
Phase 2 will consist of Tasks 2 to 8

Phase 2 will only proceed if there is definite support of the stakeholder agencies in the U.S. and Mexico border region for the development of the Border Master Plan. To assist in this effort, a Policy Advisory Committee (PAC), consisting of executive level managers, and a Technical Working Group (TWG), consisting of senior technical staff, shall be recruited from each of the participating stakeholder agencies.

Phase 1 of the Border Master Plan

Task 1: Establish Stakeholder Agency Participation and Commitment — Estimated Cost $32,750

A written Notice to Proceed will be required before any services can be performed on Phase 1. The Notice to Proceed may only be authorized by the Receiving Agency's Government and Public Affairs Division Director or higher level of authority. The Notice to Proceed will include a work plan for the tasks requested, maximum amount payable, and will specify an initiation and completion date.

The Performing Agency will review the list of stakeholder agencies developed for the Laredo-Nuevo Leon/Tamaulipas/Coahuila Border Master Plan involved in POE and transportation planning and implementation on the border in Texas and Mexico. After the Performing Agency reviews the list of stakeholder agencies and contact information that were previously compiled, it will make the relevant changes to reflect the stakeholders that need to be involved in the development of the Pharr/Tamaulipas Border Master Plan.

The Performing Agency shall survey executive level managers at the stakeholder agencies to determine:

1.1 level of support for the Border Master Plan;

1.2 issues or concerns about development of the Border Master Plan;

1.3 anticipated commitment to, and involvement in, the development of the Border Master Plan. This commitment will include participation of executive level managers and senior technical staff, and anticipated staff resources devoted to the development of the Border Master Plan; and

1.4 the feasibility of using the same process for developing the Border Master Plan used for the Laredo-Nuevo Leon/Tamaulipas/Coahuila and adopted by the SANDAG Service Bureau in the development of the California-Baja California Border Master Plan.

If any key stakeholders have been omitted, the Performing Agency will add them. The Performing Agency will also establish an appropriate communications protocol and methodology for sharing information with all stakeholder agencies (interactive web space, website, mail, e-mail, faxes, telephone, etc.).

The level of support for the development of the Border Master Plan based on the survey outcome will determine whether the study team will continue with Phase 2 of the Border Master Plan. Assuming support for the development of the Border Master Plan, a stakeholder outreach plan will be finalized, which could necessitate changes to the Work Plan (specifically Tasks 2 to 5). However, the study will be discontinued if there is a lack of support.

A written Notice to Proceed will be required before any services can be performed on Phase 2. The Notice to Proceed may only be authorized by the Receiving Agency's Government and Public Affairs Division Director or higher level of authority. The Notice to Proceed will include a work plan for the tasks requested, maximum amount payable, and will specify an initiation and completion date.

Deliverables for Phase I: The Performing Agency shall:

1. compile a document detailing the work performed and findings,
2. prepare a revised work plan for Phase 2 given support for the development of the Border Master Plan, and
3. develop a website that will be used to provide study background information and updates, as well as any pertinent information that needs to be shared with all interested parties. The website will be updated regularly during Phase II of the project as new information becomes available.

Phase 2 of the Border Master Plan

Task 2: Conduct First Stakeholder Meetings — Estimate Cost $30,000

2.1 **Policy Advisory Committee (PAC) Meeting**
During the first stakeholder PAC meeting, the performing Agency shall:

2.1.1 discuss with the participants the objectives of the study, and list any issues or concerns resulting from the administered survey regarding the study, the process or the objectives of the study;

2.1.2 review and consult the stakeholders as to the appropriateness of adopting the approach followed by the Laredo-Nuevo Leon/Tamaulipas/Coahuila and the California-Baja California Border Master Plans that identified an "Area of Influence" and a "Focused Study Area";

2.1.3 request assistance from the PAC in defining the study area (e.g., focused study area, larger area of influence, and major trade corridors);

2.1.4 seek stakeholder input and commitment as to the number of years that constitute a short, mid, and long term framework;

2.1.5 review the proposed work plan with the PAC;

2.1.6 facilitate discussions to resolve issues or concerns; and

2.1.7 finalize the membership of the TWG.

2.2 **Technical Working Group (TWG) Meeting**
During the first TWG stakeholder meeting, the Performing Agency shall:

2.2.1 share the outcome of the first PAC meeting with the TWG;

2.2.2 review (a) the objectives of the study, (b) the defined study area (e.g., focused study area, larger area of influence, and major trade corridors), and planning horizon, and (c) the agreed work plan with the TWG members; and

2.2.3 impress upon the TWG members the importance of obtaining sufficient information on each of the planned projects and initiatives to ensure the consideration and prioritization of a comprehensive list of planned projects in Task 6.

2.3 **Subcontracting for Interpreting Services**
The Performing agency will subcontract for simultaneous interpretation services for all of the PAC and TWG meetings and workshops held throughout the study.

2.4 **Arranging for Facilities and Equipment Rental**
The Performing Agency will arrange for all facilities and equipment rentals for all PAC and TWG meetings and workshops held throughout the study.

Task 3: Analyze Data, Consultancy Reports, and Documentation **Estimated Cost $75,000**

The following sub-tasks will be conducted simultaneously by the Performing Agency where appropriate to expedite the study.

3.1 **Obtain Data and Review Consultancy Reports**

3.1.1 The Performing Agency shall obtain and analyze available current and forecasted data to develop a socio-economic, demographic, and freight trade profile of the study area given: current and projected population, employment, income, land use, available major freight trade flows traversing Cameron and Hidalgo counties with either an origin or destination in Mexico, and available freight data with an origin or destination at major regional airports and rail yards.

The freight profile will be developed by extracting and compiling freight data collected from previous and recently completed freight studies pertaining to the region, including any recently completed origin-destination surveys.

3.1.2 The Performing Agency shall develop a detailed inventory of all transportation facilities serving the POEs in the study area. To facilitate comparison with the Laredo-Nuevo Leon/Tamaulipas/Coahuila and the California-Baja California Border Master Plans, the Performing Agency shall collect, at a minimum, the following descriptive and performance data for transportation facilities serving the POEs for the current and forecasted year: number of lanes, average annual daily traffic, peak period traffic volumes, share of truck traffic, and available data to calculate level of service.

The Performing Agency shall verify accuracy and relevancy of the available data. The collected information will be arranged and summarized by POE.

3.1.3 The Performing Agency shall collect, at a minimum, the following descriptive and performance POE data for the current and forecasted year: description of the current facility configuration, hours of operation, current staffing levels and patterns, wait times, and crossing and transportation volumes (i.e., pedestrians, trucks, trains, and buses).

3.2 **Document Planning Processes and Review Planning Documents**
The Performing Agency shall review the relevant planning documents of agencies responsible for planning and implementing POE projects, including how transportation projects and POE infrastructure needs are prioritized, funding sources, public participation, and interagency coordination efforts, in the development of the Laredo-Nuevo Leon/Tamaulipas/Coahuila Border Master Plan. This review will be shared with knowledgeable TWG members in the development of the Border Master Plan to supplement and verify information as it pertains to the TxDOT Pharr District-Tamaulipas region.

3.3 **Data Collection**
The Performing Agency shall inventory the identified POE and transportation projects in the study area included in the various planning documents. The developed inventory will be shared with individual members of the TWG to ensure that the project data is accurate, up-to-date and no projects have been omitted. To facilitate comparison with the Laredo-Nuevo Leon/Tamaulipas/Coahuila and the California-Baja California Border Master Plans, the Performing Agency will collect the following minimum information:

- For Transportation Facility Projects: project location, description of the current facility configuration and planned improvements, available data to calculate level of service, annual

average daily traffic before and after project completion, accident rate, direct or indirect linkage to POE, truck volumes or share, year the project becomes operational, current phase of the project, cost data and funding status, and a qualitative assessment of environmental, community, and economic benefits of the project.

- For Planned POE Projects: project description, the anticipated throughput by type of inspection lane after project completion, year of project completion, current phase of the project, cost data and funding status, and, a qualitative assessment of environmental, community, and economic benefits of the project.

The Performing Agency shall document any gaps or inconsistencies in the projects and project schedules in the planning and implementation of POE and transportation infrastructure projects serving POEs.

The Performing Agency will rank as many projects as possible given the agreed upon evaluation criteria (see Task 5 and 6). Projects in early stages of conceptualization for which limited information and data are available will, however, be identified and inventoried. These projects will be listed for consideration in future updates of the Border Master Plan. However, the Performing Agency will record all available information about the planned projects.

Task 4: Conduct Second Stakeholder Meetings — Estimated Cost $40,000

4.1 **TWG Meeting**

The Performing Agency will share its analyses in terms of the documented planning processes and the identified project inventory with the TWG for discussion and comment. All comments and suggestions will be discussed and incorporated as appropriate before the material is presented to the PAC (see sub-task 4.2).

4.2 **PAC Meeting**

The Performing Agency will share its revised analyses in terms of the documented planning processes and the identified project inventory with the PAC for discussion and comment. An updated analyses considering the comments received from the TWG will be presented to the PAC for discussion and comment. All comments and suggestions will be discussed and incorporated as appropriate.

Task 5: Conduct Stakeholder Workshops — Estimated Cost $55,000

5.1 **Delphi Method Workshop with TWG Members**

The Performing Agency will facilitate a Delphi Method Workshop with the TWG members to reach consensus on the criteria, scores, and weights that will be used in a Multi-Attribute Criteria framework by the Performing Agency subsequently to rank individual projects.

The workshop will be conducted using Classroom Performance System (CPS) technology. During the workshop the Performing Agency shall:

5.1.1 explain the objectives and format of the workshop;
5.1.2 present and review the Laredo-Nuevo Leon/Tamaulipas/Coahuila and the California-Baja California Border Master Plan project criteria, scores, and weights;
5.1.3 facilitate the scoring process using CPS voting technology;
5.1.4 moderate the discussion to explore the consistencies an discrepancies in the responses; and
5.1.5 repeat the Delphi process until consensus is reached or until the ratings do not alter from one voting round to another.

At the end of the workshop, the highest rated performance criteria, scores and weights will be determined.

5.2 **Stakeholder Workshop with PAC Members**

During the workshop, the Performing Agency shall present for approval the proposed evaluation criteria, scores, and weights developed in consultation with the TWG members and discuss

comments or concerns until the PAC endorses the proposed criteria or reaches consensus on the revised criteria that will be used to rank the individual projects.

Task 6: Rank Priority Projects **Estimated Cost $65,250**

The Performing Agency shall rank the individual POE and associated transportation infrastructure projects using a multi-attribute criteria methodology comprising the agreed upon evaluation criteria, scores, and weights determined by the TWG and approved by the PAC.

Task 7: Finalize Documentation **Estimated Cost $44,000**

7.1 **Draft Report**
The Performing Agency shall prepare a draft Border Master Plan report and submit to the TWG members for review and comment.

7.2 **Final Report**
The Performing Agency will incorporate the comments and suggestions of the TWG, and submit the draft final Border Master Plan to the PAC for approval.

The Performing Agency will summarize the individual projects by POE and project ranking. The projects will also be arranged by a number of other dimensions such as individual project rankings, geographic unit (e.g., U.S.-Mexico, County-Municipality, etc.), project type (e.g., infrastructure, interchange, operational, information, etc.), mode addressed (passenger vehicles, trucks, buses, rail, pedestrian, etc.), timeframe (short, medium, and long term), and estimated funding (i.e., project cost) as requested by the Receiving Agency during discussions with the Receiving Agency to determine the need for summarizing the information in a different format in Appendices to the document. Any discrepancies or inconsistencies in the planned projects and/or project schedules will be highlighted.

7.3 **Brochure**
The Performing Agency shall design a brochure listing the high priority projects as an easy to reference guide that can be used by stakeholders in the Binational region to promote the priority projects and to solicit additional funding. Both the final document and brochure will be available in English and Spanish.

7.4 **Translation**
The Performing Agency will contract with a translation service to translate both the Final Report and the Brochure to Spanish.

Task 8: Disseminate Study Findings **Estimated Cost $20,000**

Upon the approval of the Border Mater Plan and brochure by the PAC, the Performing Agency shall develop a PowerPoint presentation to disseminate information about the study findings to institutions and organizations that promote the coordination of planning and implementation of POE and related transportation facilities on the southern border. Organizations for presentations include the U.S. – Mexico Joint Working Committee, the U.S. – Mexico Binational Group on Bridges and Border Crossings, the Border Liaison Mechanism Technical Commission, the Border Trade Advisory Committee, and the U.S. – Mexico Border Governors' Conference and possibly others.

Deliverables for Phase 2: The Performing Agency shall develop:

1. the Border Master Plan Report,
2. an easy to reference brochure listing the highest priority projects included in the Border Master Plan,
3. a PowerPoint presentation, and
4. a Border Master Plan website (updated periodically throughout both Phases of the Border Master Plan).

Lower Rio Grande Valley-Tamaulipas Border Master Plan

Appendix D
Meeting Agendas and Minutes

Agenda

Lower Rio Grande Valley – Tamaulipas Border Master Plan

Tuesday, November 8th, 2011
McAllen, Texas

8:30 - 10:00	Registration
10:00 - 10:30	Welcome/Introductions
10:30 - 12:00	Presentations/Remarks

JWC's Vision for Development of Border Master Plans
Secretaría de Comunicaciones y Transportes (SCT)
Remarks by:
Secretaría de Relaciones Exteriores (SRE)
U.S. Department of State (DOS)

Lower Rio Grande Valley – Tamaulipas Border Master Plan
Center for Transportation Research

Comments and Suggestions – Development of the Lower Rio Grande Valley – Tamaulipas Border Master Plan

12:00 - 1:00	Lunch*
1:00 – 3:00	Discussion/Voting

Policy Advisory Committee and Technical Working Group Membership
Study Area and Area of Influence
Define Time Horizons (i.e., Short, Medium, and Long Term)

3:00 – 3:30	Administrative Matters
3:30	Adjourn

* Lunch sponsored by the City of McAllen

City of McAllen

FIRST POLICY ADVISORY COMMITTEE MEETING
LOWER RIO GRANDE VALLEY - TAMAULIPAS
BORDER MASTER PLAN

These meeting minutes document the outcome of the first Policy Advisory Committee (PAC) meeting of the Lower Rio Grande Valley-Tamaulipas Border Master Plan (BMP). The meeting took place in McAllen, Texas, on November 8, 2011, at the McAllen Convention Center. The list of meeting participants is provided as Appendix A.

Welcome and Introductions

The binational meeting officially started at 10:05 a.m. as Mr. Agustin De La Rosa (Director of the International Relations Office, TxDOT) welcomed attendees to the first PAC meeting of the Lower Rio Grande Valley-Tamaulipas BMP. In doing so, he provided the context for this BMP's development. He concluded by making pertinent introductions and communicated that the BMP would be funded by the Texas Department of Transportation (TxDOT).

Mr. De La Rosa was followed by Mr. Mario Jorge (District Engineer, TxDOT Pharr District), who further expressed gratitude for all participants attending this important meeting.

Then, Ms. Jolanda Prozzi (Assistant Director, Center for Transportation Research) explained her role as the project director of this study, welcomed all attendees, and thanked the day's sponsors. She then communicated that the representative from the Secretaría de Comunicaciones y Transportes would not be able to present today and that Ms. Sylvia Grijalva (US/Border Planning Coordinator of the Office of Interstate and Border Planning, Federal Highway Administration) and Mr. Mikhail Pavlov (Field Operation Management Office, U.S. Customs and Border Protection) would be providing insight and the background to the development of the BMPs.

Presentations/Remarks

Ms. Grijalva provided insight into how BMPs originated in 2006 with the development of the California-Baja California BMP. The purpose of the BMP was to inventory existing and planned ports of entry (POE) and transportation infrastructure serving POEs, develop criteria for project prioritization, develop a list of planned project priorities, and establish a process to institutionalize dialogue. Ms. Grijalva shared with the participants how California determined the evaluation criteria used for prioritizing POE projects, roadway projects, interchange projects, and rail projects. She stated that in ranking the different types of projects, the more data provided, the better the decisions that can be made.

In conclusion, Ms. Grijalva communicated her conviction that the region knows its needs best and encouraged the participants to work together and agree on its priorities, as it will be more likely to achieve goals in this manner than to wait for a decision from Washington. For the development of the BMP, she advised that the participants use the information that is on hand now, and then with time, planning, and implementation, the BMP can be improved subsequently. Supporting her point, she shared a quote in this regard from Donald Rumsfeld: *"Go to war with the army you have."*

Then, Mr. Pavlov began his presentation by sharing that POE facilities are not in a desired state and to meet present day POE requirements, major funding is needed. Specifically, he relayed that the estimated cost is USD $6 billion or approximately $600 million annually. To date, in terms of actual funding allocation, only about one quarter is being supplied to address POE requirements. He then elaborated that even if donations are made towards meeting the POE requirements, operational costs will still need to be covered. Furthermore, the General Services Administration (GSA) is required to recoup the replacement cost of donated facilities in the rent charged to Customs and Border Patrol (CBP).

Mr. Pavlov then explained that Congress is currently reviewing the lack of funding for FY 2011 and FY 2012. CBP is under statutory limitations that prevent the acceptance of donations to cover operating and staffing costs. CBP can only accept private donations of land and property. Outside of this scenario, approval is required from Congress for a private donation. The existing statutory language is being reviewed, but a change to the current legislation is not foreseen over the short term. This is why BMPs are necessary to prioritize POE projects. He concluded his presentation by affirming the commitment to and involvement of CBP in developing this BMP.

At this point, Mr. Pavlov allowed for participants' questions and comments. The first question, from the Anzalduas Bridge representatives, pertained to a specific situation in which additional funds had been requested and the response was that the project for which the funds were requested was not part of a BMP. The response

provided was that the participant should promote his project needs, in terms of specific data, and ensure that it is included in the BMP.

The second question concerned what type of priority was being assessed and how that priority level was demonstrated. The answer provided was that the regional representatives were to decide their priorities for POEs and transportation infrastructure serving those POEs. For the BMP, criteria for project prioritization will be agreed upon by the Technical Working Group (TWG) and endorsed by the PAC. These two committees represent federal, state, and local agencies, and modal stakeholders on both sides of the border.

A question was posed on how federal dollars flow to TxDOT for mobility issues and how these efforts interface with other agencies, such as CBP. Ms. Grijalva responded that if the data support a specific project, then agreements can be structured to fund one project over another. Mr. Pavlov commented that more coordination is needed.

The next question was "What year are we really looking at projects starting?" Mr. Pavlov responded that this was not known and that it was up to Congress to decide which project moves forward and which does not. Ms. Grijalva reiterated that the region's ranking of projects would help promote the implementation of high priority projects.

Mr. Jesse Medina (Bridge Director, City of Pharr) asked what happens to the projects that began several years ago. Mr. Pavlov commented that this is the forum to decide. Then, Ms. Grijalva responded further that perhaps the participants should include project readiness as a prioritization criterion to advance the priority of projects that have already started.

The next question was about the status of private and public coordination for POE border projects. Mr. Pavlov stated that a change to current legislation would be necessary before certain private donations could be accepted. Ms. Grijalva relayed that there has been some effort in California to change some of the laws, but that there was a need for a binational planning approach—to plan as a region—that involved working together.

Mr. Jim King (Director of GSA Southern Border, GSA) concluded the period of questions/comments by stating that donations are very limited, and that several projects have been started but were only partially funded.

Next, Lic. Sean Carlos Cázares Ahearne (General Director for Border Affairs/Directorate General for North America, SRE) began his presentation by thanking the participants for their attendance and active engagement thus far. He then explained how binational efforts could be established across agencies on the U.S. and

Mexican sides. Admitting there were several issues that have resulted in projects not being implemented to date, he encouraged the audience to establish a process for border infrastructure development that considers the economies of both the U.S. and Mexico.

He then stated to the audience that their role would be in attaining infrastructure development, emphasizing that the region should establish its priorities. He expressed the importance of the participants being convinced of the importance and necessity of this BMP. Specifically, he stressed the importance of engaging in a dialogue for developing the criteria for prioritization. The success of the BMP depends on this dialogue between the U.S. and Mexico.

In developing and communicating prioritization criteria, he encouraged the participants to provide the necessary data and information, make their interests known, and contribute to establishing project prioritization. Admitting that political cycles pose a challenge, creating ever-changing priorities as elected personnel changes, he argued that a clear list of priorities be available to new incumbents. In this manner, we can start implementing the shared, established priorities for border project infrastructure. His presentation was followed by questions and comments.

In response to a comment from the audience, Lic. Cázares Ahearne clarified that he not only refers to new POEs, but also planned initiatives for existing POEs. Giving examples, he explained that the cost and benefit to invest money in infrastructure improvements versus new POEs needs to be assessed.

Mr. Samuel Valley (President, Starr Camargo Bridge Company) expressed frustration with the current planning processes, referencing planning that had taken place in a hotel when he was young. He stated that the plans are no better currently. In response, another participant expressed that it was frustrating for him as well.

Ms. Lydia Nesbitt-Arronte (Regional Coordinator, The Border Trade Alliance-The Paso del Norte Group) asked about the decision-making process among the state, municipal, and federal levels of government. The answer provided was that it is shared among the different levels of government and that dialogue between the U.S. Department of State and the Mexican Chancellor is certain.

Mr. Joseph Leal (Design Support Section, TxDOT Pharr District) commented that if projects are ranked priority 1 or 2 it does not necessarily mean that they will be implemented in that order, citing California as an example. He encouraged further ideas to be expressed on this topic at any of the future TWG meetings or any other meetings.

Ms. Angela Palazzolo (Border Affairs Officer at the Office of Mexican Affairs, U.S. Department of State) presented on the need to prioritize planned projects. Given

that administrations and people change, promoting a BMP with specific priorities will provide a cohesive plan to ensure that decisions can be made in this constrained environment. Binational efforts are required to ensure that the "roads meet" between the U.S. and Mexico, even down to the exact GPS coordinates. She then communicated to the participants that the process is not done in a vacuum. Rather, the process is carried out by real people, and as frustrating as that may seem, it is all the more important to align and communicate priorities and come to an agreement on these matters as this is indeed the point of this meeting. She encouraged all to participate in the process and stay involved even when there are feelings of frustration.

Ms. Jolanda Prozzi then presented on the BMPs that are being developed for Texas. She relayed to the audience that three BMPs are/will be developed for Texas as follows: Laredo- Coahuila/Nuevo León/Tamaulipas BMP (TxDOT Laredo District), Lower Rio Grande Valley-Tamaulipas BMP (TxDOT Pharr District), and the El Paso-Chihuahua BMP (TxDOT El Paso District). She then communicated that the objectives of the BMPs are to

- design a stakeholder involvement process that ensures participation;
- increase understanding of POE and transportation planning processes on both sides of the border;
- prioritize and promote POE and related transportation projects, and;
- establish a process to ensure continued coordination among federal, state, regional, and local stakeholders in Texas and Mexico.

Ms. Prozzi then introduced each of the study team members present: Ms. Migdalia Carrion, Ms. Sara Shoquist, and Dr. Jorge Prozzi (Associate Professor and Fellow, The University of Texas at Austin). Her presentation continued by detailing the specifics of the development of the Lower Rio Grande Valley-Tamaulipas BMP. She went into detail as to the study approach, study team, work plan, and progress to date. The presentation was concluded with what the study team regards as the requirements for developing a successful BMP. The latter was being presented as stakeholder participation and the provision of data and information to describe the existing infrastructure and the planned future projects, as well as to allow for the prioritization of the planned future projects.

Two questions were posed. The first asked why it takes 20 months to determine the project priorities and complete a BMP. Ms. Prozzi addressed this question by stating the most difficult aspect in developing a BMP is to determine a date that most stakeholders are available and can participate. In the study team's experience, this process resulted in long lead times. The second question was whether financial criteria could be included as criteria for project prioritization. Ms. Prozzi replied that if the stakeholders agree, financial criteria can be included. Ms. Palazzolo suggested that the

participants include financial criteria as part of the project readiness category, in addition to coordination.

At this point, Ms. Prozzi concluded her presentation by thanking the City of McAllen, Mr. Teclo Garcia (Director of Government Affairs), and Mr. Rene Ramirez (Pathfinder) for their sponsorship of the meeting's meals. Ms. Prozzi also communicated the schedule for the rest of the meeting.

Upon completion of the lunch break, Mr. David Randolph, representing the Port of Brownsville, presented briefly on the Port of Brownsville, providing a handout and showing a short video clip. The Lower Rio Grande Valley-Tamaulipas meeting reconvened at 1:30 p.m. with Ms. Prozzi referring to the contents of the participant folder and providing specific mention/instruction for participants on the need to complete and return the Attachment A (PAC and TWG membership form) to Ms. Migdalia Carrion before departure. That way, the study team could identify who would represent the various agencies at the subsequent TWG and PAC meetings.

Ms. Prozzi transitioned into the period of voting by communicating to all attendees which stakeholders have the mandate to vote. Guidance was also provided to attendees who were representing a PAC Member that could not be present at the meeting. She explained that these attendees would vote on behalf of their agency, and asked that if they do not have an I-Clicker to exit the meeting room and obtain an I-Clicker from the registration desk. A short demonstration on how to use the I-Clicker was provided to the audience. Thirty-five I-Clickers were distributed.

Stakeholder Input

Ms. Prozzi provided an overview of the first subject for voting, the ***Area of Influence***. In terms of the ***Area of Influence,*** attendees were provided the following options:

- Option A: Pharr District and corresponding Mexican municipalities
- Option B: 60 miles/100 kilometers north and south ("California Option")
- Option C: 200 miles/320 kilometers north and south

A question was raised if the ***Area of Influence*** of Laredo's BMP would overlap geographically with this BMP. The answer provided was that it would not.

Next, Mr. De La Rosa responded to a question as to how Option A and Option B differed. Under Option A, the study area will cover the border counties of TxDOT's Pharr District, where the county lines are less than 40 miles north of the border. The border municipalities, on the other hand, reached as far south as 66 miles from the border.

Then a participant asked why the ***Area of Influence*** and the ***Focused Study Area*** should be different. The answer provided was that the study team collects different information for the ***Area of Influence*** and the ***Focused Study Area***. Only the identified planned projects in the ***Focused Study Area*** will be prioritized. For the ***Area of Influence,*** Ms. Prozzi stated that the collected information includes income, population, change in income; trade that passes through POEs; and traffic patterns. Trade that originates in major urban centers beyond the ***Area of Influence*** (e.g., Monterrey and Dallas-Fort Worth) is captured in the corridors that enter the ***Focused Study Area.***

A participant asked whether Option B would include the checkpoints. A comment was made that checkpoints should be taken into account because the treatment of people and merchandise differs before and after the checkpoint. Another participant offered that although checkpoints are important, they are not the main purpose of this BMP—rather, the POEs are—and that checkpoints would not impact binational dialogue. To this end, the closer the ***Area of Influence*** to the border, the better.

Ms. Prozzi encouraged the participants to recommend three or four other options if these were not satisfactory choices.

A participant then advised that the wider you make this ***Area of Influence,*** the more decision-making rights are granted to other regions.

A participant agreed with Ms. Prozzi, offering that it would be ideal that the lines follow the county and municipal boundaries.

The outcome of the first item for vote defines the ***Area of Influence*** *as the Pharr District's border counties and the corresponding Mexican municipalities, with voting results as follows*[1]*:*

- Option A: Pharr District and corresponding Mexican municipalities, 66%
- Option B: 60 miles/100 kilometers north and south ("California Option"), 20%
- Option C: 200 miles/320 kilometers north and south, 9%

Then, the participants moved to decide the geographic area for the ***Focused Study Area***. In terms of the ***Focused Study Area,*** attendees were provided the following options:

- Option A: 10 miles/16 kilometers north and south ("California Option")
- Option B: 15 miles/24 kilometers north and south
- Option C: 25 miles/40 kilometers north and south

[1] One participant abstained from voting, and one inadvertent vote for Option E was cast, accounting for the remaining 6% of the voter tally.

A participant relayed the need to prioritize POEs and identify the transportation projects serving the POEs in this area and for participants to be cognizant of the fact that city streets do not serve the POEs. The results of the vote were as follows[2]:

- Option A: 10 miles/16 kilometers north and south ("California Option"), 29%
- Option B: 15 miles/24 kilometers north and south, 37%
- Option C: 25 miles/40 kilometers north and south, 31%

As there was no clear majority, discussion took place before a revote was held. Ms. Prozzi encouraged the participants to use this opportunity to convince other participants on their point of view.

Lic. Cázares Ahearne encouraged participants to focus on the most important area of impact, which is the closest geographically to the POE.

Mr. Alfonso Vallejo (MPO Planner, Brownsville MPO) argued for Option C, stating that within 25 miles it is a free trade zone and has access to the POE.

Ms. Grijalva asked the audience to identify any major road/area that was omitted in the options provided and a view map was requested. She encouraged the audience to think about the most important needs of the region and to vote to include this area.

A map was displayed at this point and discussion took place on what areas should be included in the options for voting.

Ms. Prozzi commented that the larger the ***Focused Study Area***, the more time is required to isolate the existing and planned transportation infrastructure that serves the POEs in the region.

Mr. Oscar J. Garza (Field Supervisor, Federal Motor Carrier Administration) suggested eliminating Option C.

Ms. Prozzi asked if anyone could suggest a new option and that the motion be seconded. Mr. Mark Lund (MPO Director, Brownsville MPO) made a motion that the vote be between A and B only. However, interim voting results included Option C for the ***Focused Study Area*** and were as follows[3]:

- Option A: 12.5 miles/20 kilometers north and south ("California Option"), 37%,
- Option B: 15 miles/24 kilometers north and south, 34%
- Option C: 25 miles/40 kilometers north and south, 23%

One participant recommended that the boundaries of Option B be revised to include areas that are deemed critical. A "bump" was recommended. Mr. De La Rosa

[2] One inadvertent vote was cast for Option E, accounting for the remaining 3% of the voter tally.
[3] Two participants abstained from voting, accounting for the remaining 6% of the voter tally.

agreed with a revised boundary line, citing Arizona as an example. Mr. Jorge suggested removing Option A. Then Option B was modified and Option C remained unaltered.

The final outcome of the second item for vote defines the ***Focused Study Area*** *as 15 miles/24 kilometers north and south (with geographical "bumps" included)* and specific voting results as follows[4]:

- Option B: 15 miles/24 kilometers north and south (revised), 91 %
- Option C: 25 miles/40 kilometers north and south, 6%

The final voting session of the day involved *defining time horizons*, in terms of the short, medium, and long term. The ***Short Term*** was presented as follows:

- Option A: Within 1 year
- Option B: Within 3 years
- Option C: Within 4 years

Voting for ***Short Term*** involved little to no discussion. *The final outcome of the third item for vote defines the Short Term as 3 years,* with specific voting results as follows[5]:

- Option A: 1 year, 9%
- Option B: 3 years, 60%
- Option C: 4 years, 29%

Then, the ***Medium Term*** was presented as follows:

- Option A: 5 years
- Option B: 10 years
- Option C: 15 years

The first round of voting for ***Medium Term*** yielded the following results[6]:

- Option A: 5 years, 40%
- Option B: 10 years, 57%
- Option C: 15 years, zero votes

This was followed by some remarks and discussion from the attendees. A participant communicated that in Mexico, the administrative cycle is six years. If a 10-year term is selected, it should be considered that in Mexico the long term is actually six years. Mr. Jim King stated that it takes 20 years to build a new port. Ms. Jolanda Prozzi commented on this statement by explaining that the short-, medium-, and long-range terms are the anticipated dates when projects will become operational.

[4] One inadvertent vote was cast for Option E, accounting for the remaining 3% of the voter tally.
[5] One inadvertent vote was cast for Option E, accounting for the remaining 3% of the voter tally.
[6] One participant abstained from voting, accounting for the remaining 3% of the voter tally.

Ms. Grijalva proposed that the difference between the short and medium terms should involve a significant time difference, based on the reality of the situation.

Mr. Vallejo motioned that Option B be changed to 8 years, and the motion was seconded. Another participant motioned that Option C be eliminated and Mr. Vallejo seconded that motion.

The final outcome of the third item for vote defines the timeframe for ***Medium Term*** *as 8 years, with* specific voting results as follows[7]:

- Option A: 5 years, 29%
- Option B: 8 years, 69%

Then, the ***Long Term*** was presented as follows:

- Option A: 15 years
- Option B: 20 years
- Option C: 25 years

The initial voting results were as follows:

- Option A: 15 years, 49%
- Option B: 20 years, 43%
- Option C: 25 years, 9%

The options remained the same, but a revote was taken after discussion. Ms. Prozzi clarified that what is voted on is how the short-, medium-, and long-range terms were defined.

Ms. Rebecca Castillo (MPO Director, Harlingen-San Benito MPO) asked whether to change Option A from 15 to 18 years.

Mr. Andrew A. Canon (Director of Hidalgo County MPO) argued that the 25-year range was a good option, when you take into account the financial horizons as well.

The final outcome of the third item for vote defines the timeframe for ***Long Term*** *as 20 years,* with specific voting results as follows[8]:

- Option A: 15 years, 11%
- Option B: 20 years, 66%
- Option C: 25 years, 20%

Administrative Matters and Follow-Up Business

[7] One inadvertent vote for Option C was cast, accounting for the remaining 3% of the voter tally.
[8] One participant abstained from voting, accounting for the remaining 3% of the voter tally.

The meeting concluded with Ms. Prozzi thanking everyone for attending, explaining that the process followed today will be the process that will be followed in the future. She communicated some administrative instruction, reminding all to submit the Annex A form of the Charter to Ms. Migdalia Carrion. She shared the website where the Power Points, minutes, and other information will be communicated pertaining to this BMP. Ms. Prozzi offered her availability for any questions. The next TWG meeting will most likely be held in February. Again, Ms. Prozzi thanked all stakeholders for their participation and expressed gratitude for their input. The meeting adjourned at approximately 3:00 p.m.

FIRST POLICY ADVISORY COMMITTEE MEETING
LOWER RIO GRANDE VALLEY - TAMAULIPAS
BORDER MASTER PLAN

APPENDIX A: ATTENDEE LIST

Stakeholder Represented	Name
Administración General de Aduanas	Carlos Manuel Morales Tayavas
Administración General de Aduanas (Ciudad Camargo)	Miguel Ángel Aguilar Zamora
Administración General de Aduanas (Ciudad Reynosa)	Ricardo Díaz de la Serna
Brownsville MPO	Alfonso Vallejo
	Mark Lund
Burlington Northern Santa Fe Railway	T. Craig Morgan
Cameron County	Pete Sepulveda, Jr.
Cameron County Bridge	David Silva, Jr.
	Marty Pena
Caminos y Puentes Federales (CAPUFE)	Américo Alvarado Linares
	Rafael Ferro Galicia
Center for Transportation Research (CTR)	Jolanda Prozzi
	Jorge Prozzi
	Migdalia Carrión Alers
	Sara Shoquist
City of Donna	Oscar Ramirez
City of Donna/City of Mercedes	Josue Garcia, Jr.
City of Edinburg	Fernando Martinez
	Jesus Saenz

Stakeholder Represented	Name
City of McAllen	Jeremy A. Santoscoy
	Ramon Navarro, IV
	Rigoberto Villarreal
	Teclo Garcia
City of Pharr	Jesse J. Medina
City of Rio Grande City	Juan F. Zuniga
City of Roma	Crisanto Salinas
	Freddy Guerra
Comisión Internacional de Limites y Aguas entre Mexico y EEUU (CILA)	Felipe Chalons Jiménez Culebro
Consulado de México	Erasmo R. Martínez
	Magdalena Díaz
Federal Highway Administration, Office of Planning	Sylvia Grijalva
Federal Highway Administration, Texas Division	Shundreka R. Givan
Federal Motor Carrier Administration	Oscar J. Garza
Gobierno del Estado de Tamaulipas - Secretaría de Desarrollo Urbano y Medio Ambiente	Gonzalo Treviño
Gobierno del Estado de Tamaulipas - Secretaría de Obras Públicas	Rogelio F. Peñaloza Limón
Gobierno de Tamaulipas	Andrés Velázquez
Harlingen-San Benito MPO	Kara Alcocer
	Rebeca Castillo
Hidalgo County Judge's Office	Rick Alvarez
Hidalgo County MPO	Amanda Longoria
	Andrew A. Canon
	Maria Champine
	Sooraz Patro
Instituto de Administración de Avalúos de Bienes Nacionales (INDAABIN)	José Esparza Rosales
	Mónica Herrera Martín del Campo
Instituto Municipal de Planeación de Matamoros (IMPLAN)	Javier Núñez Gamez
Instituto Nacional de Migración (INAMI)	Carlos Franco

Stakeholder Represented	Name
	Pedro Alvarado Silva
International Boundary and Water Commission	Gabriel Duran
Kansas City Southern de México	Vladimir J. Róbles
McAllen Economic Development	Keith Patridge
Municipio de Guerrero	Edgar García
Municipio de Matamoros	Manuel García Garza
Municipio de Mier	Jose Alfredo Guerra Jr.
Municipio de Miguel Alemán	Juan T. Hinojosi
	Ramón Rodríguez Garza
Municipio de Reynosa	Arturo Niño Camacho
	Enrique Alva Estevez
	Sergio Villarreal Martínez
	Juan Zubiaga
Municipio de Valle Hermoso	Pedro Vega Cortes
	Tania I. Rodríguez Reyes
North American Development Bank	José M. Tellechea
Paso del Norte Group	Lydia Nesbitt-Arrunte
Pharr Bridge	Ezequiel Ordoñez, Sr.
Port of Brownsville and BRG	David Randolph
Public/Private Strategies	Randolph DeLay
Representación del Municipio de Reynosa en Texas	Sergio Gracia Badiola
Representative Aaron Peña	Maricela De León
Río Grande Guardian	Steve Taylor
Río Grande Valley Partnership	Linda Mckenne
SAGAR/SENASICA	Efrain Martinez
Secretaría de Comunicaciones y Transportes (SCT)	Nalleli Espinosa Viveros
Secretaría de Relaciones Exteriores (SRE)	Sean Carlos Cázares Ahearne
Starr Camargo Bridge Company	Jose A. Escamilla
Starr Camargo Bridge Company	Samuel Vale
Starr County Industrial Foundation	Nilda Elizondo
Texas Border Coalition	Monica Weisberg-Stewart
Texas Department of Transportation	Agustin De La Rosa
	Eduardo Hagert
	Jody Ellington

Stakeholder Represented	Name
	Joseph Leal
	Mario Jorge
Texas Senate District 27	Louie Sanchez
The Border Trade Alliance	Jesse Hereford
U.S. Consulate	Kevin Green
U.S. Consulate in Matamoros	Michael Barkin
U.S. Customs and Border Protection	David De Leon
	Joe G. Ramos
	Mikhail Pavlov
U.S. Department of State	Angela Palazzolo
U.S. General Services Administration	JD Salinas
	Jim King
	Ramon D. Riesgo
US Senator Hutchison	Julian Alvarez
	Beatriz Castro

Agenda

Lower Rio Grande Valley – Tamaulipas

Border Master Plan

Thursday, February 23, 2012
Rio Grande City, Texas
South Texas College

9:00 - 10:00	Arrival/Registration
10:00 - 10:30	Welcome/Introductions/Meeting Objectives
10:30 - 11:30	Presentations
	Study objectives/Scope of services Outcome of Policy Advisory Committee meeting Policy Advisory Committee and Technical Working Group membership
11:30 - 1:00	Breakout Sessions to Review:
	Inventory of existing infrastructure
1:00 – 1:45	Lunch
1:45 – 3:00	Breakout Sessions to Review:
	Socioeconomic data Planned projects List of consultancy studies
3:00 – 3:15	Administrative Matters/Follow Up Business/Adjourn

LOWER RIO GRANDE VALLEY - TAMAULIPAS
BORDER MASTER PLAN

These meeting minutes document the outcome of the first Technical Working Group (TWG) meeting of the Lower Rio Grande Valley-Tamaulipas Border Master Plan. The meeting took place in Rio Grande City, Texas, on February 23, 2012, in the Auditorium of South Texas College.

Welcome

The binational meeting officially started at 10:10 a.m. as Judge Eloy Vera (Starr County Judge) welcomed all attendees to Starr County, Rio Grande City, and South Texas College. Subsequently, Mr. Mario Jorge (Pharr District Engineer, TxDOT) also welcomed participants to the first TWG meeting in the development of the Lower Rio Grande Valley-Tamaulipas Border Master Plan. Finally, Mr. Agustin De La Rosa (Director of the International Relations Office, TxDOT) welcomed the attendees and discussed the objectives of the Border Master Plan.

Presentations

Ms. Jolanda Prozzi (Assistant Director, Center for Transportation Research) started by reviewing the objectives of the Border Master Plan and presenting the study´s work plan tasks and approach. Ms. Jolanda Prozzi explained to the participants the functions of the Policy Advisory Committee (PAC) and the TWG, as well as the requirements for membership. She then presented the outcomes of the first PAC Meeting in terms of the defined study areas (i.e., Focused Study Area and Area of Influence) and time horizons (i.e., short, medium, and long term).

Ms. Jolanda Prozzi continued her presentation and gave the participants several examples of documents that would be required to gather the necessary data for the Border Master Plan´s following sections (*i*) binational planning processes and documents, (*ii*) socio-economic and demographic profiles, (*iii*) inventories of existing transportation infrastructure, and (*iv*) inventories of future transportation infrastructure.

Participants were subsequently divided into two groups. U.S. stakeholders reviewed (*i*) data gathered regarding current infrastructure, (*ii*) the identified U.S. projects, and (*iii*) outstanding data needs. Mexican stakeholders reviewed (*i*) data gathered regarding current infrastructure, and (*ii*) outstanding data needs. Special emphasis was placed on asking all participants for data on Mexican transportation projects in the Focused Study Area.

The study team secured commitments from the attending stakeholders to provide the study team with the missing data.

Administrative Matters and Follow Up Business

After lunch, both U.S. and Mexican participants gathered in the Auditorium and Ms. Prozzi thanked all attendees for their participation and input. The meeting was adjourned at 2:30 p.m.

FIRST TECHNICAL WORKING GROUP MEETING
LOWER RIO GRANDE VALLEY - TAMAULIPAS
BORDER MASTER PLAN

Attendee List
Rio Grande City, Texas
February 23, 2012

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
Administración General de Aduanas – Ciudad Camargo	Miguel Ángel Aguilar
Administración General de Aduanas – Ciudad Reynosa	Ricardo Díaz de la Serna
Agencia Aduanal Juan Antonio Olague Ramírez	Juan Olague
Bioenergéticos Mexicanos, SAPI de CV	Manuel González
Brownsville & Rio Grande International Railroad	Norma Torres
Brownsville MPO	Alfonso Vallejo
	Mark Lund
Cameron County	David Garcia
Center for Transportation Research (CTR)	Alejandra Cruz
	Jolanda Prozzi
	Dan Seedah
	Pedro Serigos
City of Donna	Josué "Josh" Garcia, Jr.
	Oscar Ramirez
City of Edinburg	Fernando Martinez
City of McAllen	Mario Delgado
	Ramon Navarro, IV
	Jeremy A. Santoscoy
	Rigoberto Villarreal
City of Mission	Julio Cerda
	John Hernandez
	Roberto Salinas
City of Roma	Crisanto Salinas
	Joe Garza
City of Sullivan	Judy Davila

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
City of Weslaco	Leonardo Olivares
Gobierno del Estado de Tamaulipas - Secretaría de Desarrollo Económico y Turismo	Raúl Sepúlveda
Gobierno del Estado de Tamaulipas – Secretaría de Obras Públicas	Jaime Cano
	Andrés Velázquez
Harlingen-San Benito MPO	Kara Alcocer
Hidalgo County MPO	Maria Champine
L & G Engineering	Behrooz Badiozzamani
Lower Rio Grande Valley Development Council – Valley Metro	
	Luis Guajardo
Municipio de Camargo	Beatriz Castro
Municipio de Reynosa	Rogelio Peñaloza
Municipio de Valle Hermoso	Juan Obed Díaz
North American Development Bank	Daniel Gutiérrez
	Alex Hinojosa
Pathfinder Consulting/Anzaldúas Bridge	Erika Reyna
Pharr International Bridge	Ezequiel Ordoñez, Sr.
Port of Brownsville	Eduardo Campirano
	David Randolph
S & B Infrastructure	Gabriel Salinas
Secretaría de Comunicaciones y Transportes – Caminos y Puentes Federales de Ingresos y Servicios Conexos	Américo Alvarado
	Óscar García
	Ricardo Hernández
	Gerardo Saldívar
Secretaría de Comunicaciones y Transportes – Dirección General de Autotransporte Federal	Marco González
Secretaría de Comunicaciones y Transportes – Dirección General de Desarrollo Carretero	Francisco Calvario
Secretaría de Comunicaciones y Transportes – Instituto Mexicano de Transporte	Jorge Acha
Secretaría de la Función Pública – Instituto de Administración y Avalúos de Bienes Nacionales	José Esparza
Secretaría de Relaciones Exteriores – Dirección General para América del Norte	Juan Carlos Rivas
Senator John Cornyn´s Office	Ana Garcia

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
Starr Camargo Bridge Company	Jose A. Escamilla
	Sam Vale
Starr County	Judge Eloy Vera
Starr County Industrial Foundation	Rose Benavidez
	Nilda Elizondo
	Meliton Villarreal
Texas Department of Transportation – International Relations Office	Agustin De La Rosa
	Eduardo Hagert
Texas Department of Transportation – Pharr District Office	Jody Ellington
	Mario Jorge
	Joseph Leal
The Border Trade Alliance	Jesse Hereford
U.S. Department of Homeland Security – Customs and Border Protection	Mikhail Pavlov
U.S. Department of Homeland Security – Customs and Border Protection – Laredo Field Office	David De Leon
	Joe Ramos
U.S. Department of Homeland Security – Customs and Border Protection – Rio Grande City	Severiano Solis
U.S. Department of State - Consulate General of the U.S. in Matamoros	Jennifer Nilson
U.S. Department of State – International Boundary and Water Commission	Gabriel Duran
U.S. Department of State – Office of Mexican Affairs	Andrea Brouillette-Rodriguez
U.S. Department of Transportation – Federal Highway Administration – Office of Planning	Travis Black
U.S. Department of Transportation – Federal Highway Administration – Texas Division	Shundreka Givan
U.S. Department of Transportation – Federal Motor Carrier Administration	Oscar Garza
U.S. General Services Administration	Michael Clardy

Agenda

Lower Rio Grande Valley – Tamaulipas Border Master Plan

Tuesday, June 26, 2012
Pharr, Texas
Tierra del Sol Golf Course

9:00 - 10:00	Registration
10:00 - 10:30	Welcome/Introductions/Meeting Objectives
10:30 - 11:00	Planning for Border Infrastructure
11:00 - 12:00	Review:
	Ranking Process and Ranking Categories, Criteria, and Weights Criteria Lessons Learned regarding Criteria Selection
12:00 - 1:00	Lunch
1:00 - 3:00	Review:
	List of Proposed/Planned Projects Technical Data Retrieved/Missing Data Discuss Funded Projects Included in STIP
3:00 - 3:30	Administrative Matters/Follow Up Business
3:30	Adjourn

Meeting and Meal Kindly Sponsored by the City of Pharr

Pharr

LOWER RIO GRANDE VALLEY – TAMAULIPAS

BORDER MASTER PLAN

This document describes the second Technical Working Group (TWG) meeting of the Lower Rio Grande Valley-Tamaulipas Border Master Plan (BMP) and is composed of the meeting minutes and the list of participants (see Appendix A). The meeting took place in Pharr, Texas, on June 26, 2012, at the Casa del Sol Golf Club.

Welcome and Introductions

The binational meeting officially started at 10:00 a.m. as Mr. Adan Farias (Mayor Pro Tem, City of Pharr) welcomed attendees of the second TWG meeting in the development of the Lower Rio Grande Valley-Tamaulipas BMP. Mr. Farias discussed the objectives of the meeting and thanked everyone for their participation. Participants were provided with a microphone to introduce themselves and the agencies they represented.

Presentations

Ms. Alejandra Cruz-Ross (Research Associate, Center for Transportation Research) gave the first presentation, which addressed U.S. and Mexico planning processes for border transportation infrastructure—both ports of entry (POEs) and supporting transportation facilities serving the POEs. In the United States, transportation planning consists of interactions between the Texas Department of Transportation (TxDOT), various metropolitan planning organizations, and various regional mobility authorities. In Mexico, these interactions occur at the federal level with the Secretaría de Comunicaciones y Transportes; at the state level with transportation, public works, and economic development agencies; and with other various agencies at the regional and local level.

Mr. Sam Vale (President, Star Camargo Bridge Company) then asked if the Department of State (DOS) was considering changes in its amendment procedures, and for clarification on the formal amendment procedure. Mr. Vale said that the DOS seemed to be more diligent now in authorizing new permits than it was when authorizing the permits for projects currently in progress. He also added that BMPs

need to become an established means to continue to update and modify project inventories at the border, which would require a continuous flow of information.

Ms. Jolanda Prozzi (Program Manager, Texas A&M Transportation Institute) proceeded to explain the methodology of ranking criteria, categories, weights, and scores. Ms. Andrea Brouillette-Rodriguez (Border Affairs Officer, Department of State) and Mr. Mikhail Pavlov (Field Operation Management Officer, Customs and Border Protection) logged in to the online presentation at this point in the meeting.

The meeting recessed for lunch.

After lunch, Ms. Cruz-Ross presented a list of planned projects in Mexico that would be voted on and prioritized in a subsequent meeting. Participants provided more information regarding which projects did not need to be considered, as well as additional planned projects that should be considered in the voting process.

Mr. Dan Seedah (Research Associate, Center for Transportation Research) then presented a list of U.S. transportation projects in various states of funding, planning, and construction. Mr. Mario Jorge (Pharr District Engineer, TxDOT) then suggested that the projects already under construction be removed entirely from the list. The projects in the planning phase would be divided according to whether or not they have secured funding. Projects that are not yet fully funded will be considered in the prioritization process, while funded projects will not be voted on.

The meeting adjourned at around 3:00 p.m.

APPENDIX A: ATTENDANCE LIST

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
Administración General de Aduanas – Ciudad Reynosa	Ricardo Díaz de la Serna
Brownsville & Rio Grande International Railroad	Norma Torres
Brownsville MPO	Alfonso Vallejo
	Mark Lund
Center for Transportation Research (CTR)	Alejandra Cruz-Ross
	Carlos Pizarro*
	Claire Guzman
	Dan Seedah
	Jolanda Prozzi
City of Donna	Fernando Flores
	Oscar Ramirez
City of McAllen	Jeremy A. Santoscoy
	Ramon Navarro, IV
	Teclo Garcia
City of Roma	Crisanto Salinas
	Joe Garza
City of Sullivan	Judy Davila
Comisión Internacional de Límites y Aguas	Felipe Chalons Jiménez
Dannenbaum Engineering	George Ramón
Gobierno del Estado de Tamaulipas - Secretaría de Desarrollo Económico y Turismo	Raúl Sepúlveda
Gobierno del Estado de Tamaulipas – Secretaría de Obras Públicas	Jaime Cano
	Andrés Velázquez
Hidalgo County MPO	Maria Champine
Hidalgo County Regional Mobility Authority	Pilar Rodriguez
Instituto de Administración y Avalúos de Bienes Nacionales	Fidel Castañeda
Instituto Municipal de Planeación – Municipio de Matamoros	Javier Núñez
Instituto Nacional de Migración	Guillermo Armendaríz
Kansas City Southern de México	Vladimir Robles
McAllen-Hidalgo & Anzalduas International Bridge	Juan Olaguibel

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
Municipio de Camargo	Beatriz Castro
Municipio de Mier	Ramón Ríos
North American Development Bank	José M. Tellechea
Pathfinder Consulting/Anzaldúas Bridge	Erika Reyna
Pharr International Bridge	Cleo Salinas
	Ezequiel Ordoñez, Sr.
	Jesse J. Medina
Port of Brownsville	David Randolph
	Donna Eymard
Progreso International Bridge	Julie A. Guerra-Ramirez
S & B Infrastructure	Gabriel Salinas
Secretaría de Comunicaciones y Transportes – Caminos y Puentes Federales de Ingresos y Servicios Conexos	Américo Alvarado
	Benjamín Carrillo
	Gerardo Saldívar
Secretaría de Comunicaciones y Transportes – Dirección General de Autotransporte Federal	Marco González
Secretaría de Comunicaciones y Transportes – Dirección General de Desarrollo Carretero	José Carlos Zamora
Secretaría de Desarrollo Económico y Turismo	Raul Sepulveda
Secretaría de Desarrollo Económico – Municipio de Matamoros	Manuel García
Secretaría de Desarrollo Urbano y Medio Ambiente	Serafín Maya Sotelo
	Marco Polo Olivares
Secretaría de Relaciones Exteriores – Consulado en McAllen	Agustín Gutiérrez
Secretaría de Relaciones Exteriores – Dirección General para América del Norte	Juan Carlos Rivas
Starr Camargo Bridge Company	Jose A. Escamilla
	Sam Vale
Starr County Industrial Foundation	Nilda Elizondo
	Rose Benavidez
Texas Department of Transportation – Pharr District Office	Homer Bazan
	Jody Ellington
	Joseph Leal
	Mario Jorge
Texas Secretary of State	Alejandro Garcia

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
U.S. Department of Homeland Security – Customs and Border Protection	Joe Dudas
	Mikhail Pavlov*
U.S. Department of Homeland Security – Customs and Border Protection – Laredo Field Office	David De Leon
	Joe Ramos
U.S. Department of State - Consulate General of the U.S. in Matamoros	Jennifer Nilsen
U.S. Department of State – International Boundary and Water Commission	Jose A. Nuñez
U.S. Department of State – Office of Mexican Affairs	Andrea Brouillette-Rodriguez*
U.S. Department of Transportation – Federal Highway Administration – Office of Planning	Travis Black
U.S. General Services Administration	Michael Clardy

*Attendance through Webinar/Conference Call

Agenda

Lower Rio Grande Valley – Tamaulipas Border Master Plan

Second Policy Advisory Committee Meeting
Wednesday, August 8, 2012
Donna, Texas
Best Western Donna Inn & Suites

12:00 - 12:15	Working Lunch: Welcome/Introductions/Meeting Objectives
12:15 - 12:30	Working Lunch: Update on Progress for Border Master Plan Tasks
12:30 – 1:00	Working Lunch: Presentation on Planning for Border Infrastructure
1:00 - 2:00	Review: Ranking Process and Ranking Categories, Criteria, and Weights Criteria Lessons Learned Regarding Criteria Selection
2:00 - 3:30	Review: List of Proposed/Planned Projects Technical Data Retrieved/Missing Data Discuss Funded Projects Included in STIP
3:30 - 4:00	Administrative Matters/Follow Up Business
4:00	Adjourn

Meeting and Meal Kindly Sponsored by the City of Donna

City of Donna
The Heart of the Valley

LOWER RIO GRANDE VALLEY –TAMAULIPAS
BORDER MASTER PLAN

This communication documents the second Policy Advisory Committee (PAC) meeting of the Lower Rio Grande Valley-Tamaulipas Border Master Plan (BMP) and comprises the meeting minutes and the list of participants representing stakeholder agencies/companies (Appendix A). The meeting took place in Donna, Texas, on August 8, 2012, at the Best Western Donna Inn & Suites.

Welcome and Introductions

The binational meeting officially started at 12:00 noon as Mr. Eduardo Hagert (Special Projects Coordinator, Texas Department of Transportation), welcomed attendees of the second PAC meeting in the development of the Lower Rio Grande Valley-Tamaulipas Border Master Plan. Subsequently, all attendees were asked to introduce themselves and state the agency/organization they represented.

Presentations

During the working lunch, Ms. Jolanda Prozzi (Program Manager: Environment and Planning, Texas Transportation Institute) reviewed the objectives of this meeting. She also updated participants on the progress that had been made in developing the Border Master Plan and outlined the tasks that remained to be accomplished. Then, Ms. Alejandra Cruz Ross (Research Associate, Center for Transportation Research) gave a presentation on the processes involved in planning for border infrastructure.

Ms. Prozzi then gave a presentation describing the categories, criteria, and weighting and scoring process that will be used to rank the proposed transportation projects. She reminded participants of the importance of being able to provide concrete data to support the ranking process.

Next, Mr. Dan Seedah (Research Fellow, Center for Transportation Research) presented a list of proposed projects for the U.S. side of the study area. Mr. Jody Ellington (Deputy Director of the Pharr District, Texas Department of Transportation) clarified which projects should be included in the plan. It was decided that only projects that were unfunded and produced a significant change in transportation would be included. Routine maintenance projects and/or projects that are already fully funded would be excluded from the ranking process. Ms. Cruz then presented the list of proposed projects for the Mexican side of the study area.

Administrative Matters and Follow-Up Business

At the conclusion of the meeting, the study team thanked all attendees for their participation and input and reminded them of the importance of the next PAC meeting/workshop on September 13 in McAllen, Texas. The meeting was adjourned at 4:00 p.m.

APPENDIX A

Attendance List

Stakeholder Represented	Name
Administración General de Aduanas (Ciudad Camargo)	Miguel Ángel Aguilar Zamora
Brownsville MPO	Alfonso Vallejo
Brownsville & Rio Grande Railroad	Norma Torres
Cameron County	Pete Sepulveda, Jr.
Caminos y Puentes Federales (CAPUFE)	Benjamin Carrillo G.
	Gerardo Saldivar
Center for Transportation Research (CTR)	Alejandra Cruz Ross
	Claire Guzman
	Jolanda Prozzi
	Dan Seedah
City of Donna	Michael Estrada
	Fernando Flores
	Oscar Ramirez
City of McAllen	Ramon Navarro, IV
City of Roma	Joe Garza
Comisión Internacional de Limites y Aguas (CILA)	Felipe Chalons Jiménez
	Alejandro Díaz
Dannenbaum Engineering	George Ramon
Donna International Bridge	Josue Garcia, Jr.
Federal Highway Administration (FHWA), Office of Planning	Sylvia Grijalva
Federal Highway Administration (FHWA), Texas Division	Georgi Ann Jasenovic
Gobierno del Estado de Tamaulipas - Secretaría de Obras Públicas	Rogelio F. Peñaloza Limón
Gobierno del Estado de Tamaulipas	Jaime Felipe
Harlingen-San Benito MPO	Rebeca Castillo
Hidalgo County MPO	Andrew Canon
	Linda De La Fuente
	Luis Diaz
	Karina Maldonado

Stakeholder Represented	Name
Instituto Municipal de Planeación de Matamoros (IMPLAN)	Gricelda Elizondo
Instituto Nacional de Migración (INAMI)	Alondra Parra
International Boundary and Water Commission (IBWC)	Saul Barrera
Municipio de Reynosa	Enrique Alva Estevez
	Armando Grajales
Pathfinder Public Affairs	Erika Reyna
Pharr International Bridge	Ezequiel Ordoñez, Sr.
Port of Brownsville	Eduardo A. Campirano
	David Randolph
Progreso International Bridge	Elizabeth Johnson
Rhodes Enterprises	Jorge Velasco
Secretaría de Desarrollo Económico y Turismo	Raúl Sepulveda Garza
Silva, Otting, & Silva, L.L.C.	Ernesto S. Silva
Starr Camargo Bridge Company	Jose A. Escamilla
Starr County Industrial Foundation	Rose Benavidez
	Nilda Elizondo
Texas Department of Transportation	Agustin De La Rosa
	Eduardo Hagert
	Jody Ellington
	Joseph Leal
The Border Trade Alliance	Jesse Hereford
U.S. Consulate in Matamoros	Jennifer Nilson
U.S. Customs and Border Protection	David De Leon
	Joe G. Ramos
	Mikhail Pavlov
U.S. General Services Administration	Victoria Hartke
	Sylvia Hernandez
	Jim King
	Ramon Riesgo

Agenda

Lower Rio Grande Valley – Tamaulipas Border Master Plan

Third Technical Working Group Meeting
August 22 and 23, 2012
Brownsville, Texas
Amigoland Convention Center

August 22, 2012

8:00 - 8:30	Arrival and registration
8:30 - 10:00	Welcome and introductions Review of Border Master Plan objectives Review of Border Mater Plan ranking framework
10:00 - 10:15	Break
10:15 - 1:00	Introduction to potential categories Facilitated discussion and voting on categories
1:00 - 1:45	Lunch
1:45 - 3:00	Introduction to potential category weights Facilitated discussion and voting on category weights
3:00 – 4:00	Introduction to potential criteria
4:00 – 4:15	Break
4:15 – 5:30	Introduction to potential criteria (cont'd) Facilitated discussion and voting on criteria

Meeting and meal kindly sponsored by the City of Brownsville

Agenda

Lower Rio Grande Valley – Tamaulipas Border Master Plan

Third Technical Working Group Meeting
August 22 and 23, 2012
Brownsville, Texas
Amigoland Convention Center

August 23, 2012

8:00 - 8:30	Arrival and registration
8:30 - 10:30	Introduction to potential criteria (cont'd) Facilitated discussion and voting on criteria
10:30 - 10:45	Break
10:45 - 12:45	Introduction to potential criteria (cont'd) Facilitated discussion and voting on criteria
12:45 - 1:30	Lunch
1:30 - 4:00	Breakout sessions to review:

Group One:

** Introduction to potential criteria weights*
** Facilitated discussion and voting on criteria weights*

Group Two:

** Introduction to potential scoring metrics*
** Facilitated discussion on scoring metrics*

4:00 – 4:30	Administrative matters and follow-up business Adjourn

Meeting and meal kindly sponsored by the City of Brownsville

LOWER RIO GRANDE VALLEY – TAMAULIPAS
BORDER MASTER PLAN

This communication documents the third Technical Working Group (TWG) meeting of the Lower Rio Grande Valley-Tamaulipas Border Master Plan (BMP) and comprises (*i*) the meeting minutes, (*ii*) the list of participants (Appendix A), (*iii*) a glossary of participating stakeholder agencies/companies (Appendix B), (*iv*) the list of agencies and rail companies with voting rights (Appendix C), and (*v*) the final Scoring Metrics Document agreed upon by the TWG members (Appendix D). This two-day workshop took place in Brownsville, Texas, on August 22 and 23, 2012, at the Amigoland Events Center.

Welcome, Introductions, and Overview Presentation

The binational meeting officially started at 8:40 a.m. when Mr. Agustin de la Rosa (Director, International Relations Office, TxDOT) welcomed everyone to the third TWG meeting of the BMP.

Ms. Jolanda Prozzi (Assistant Director, CTR) thanked the City of Brownsville for sponsoring the lunches and coffee breaks at this binational meeting. Subsequently, Ms. Prozzi briefly reviewed the objectives of the BMP and each of the work plan tasks of the study. Ms. Prozzi reminded the participants of the importance of this two-day workshop. She provided information regarding the prioritization process and reviewed all categories and potential criteria.

Voting on Categories and Category Weights

Dr. Jorge Prozzi (Assistant Professor, The University of Texas at Austin) facilitated the discussion on the proposed categories and potential category weights. He started by asking all attendees to introduce themselves and state the agency/organization they represented. Thereafter, he explained that participants will first vote on keeping or discarding the proposed categories. The participants were presented with five categories. Dr. Prozzi recommended that ideally the TWG should reach consensus on moving forward with less than five categories.

The categories presented were (*i*) Capacity/Congestion, (*ii*) Demand, (*iii*) Cost Effectiveness/Project Readiness, (*iv*) Safety, and (*v*) Regional Impacts. All stakeholders were cautioned that if a category is chosen for which no data is currently available, the study team would interpret this action as a commitment from the stakeholders to provide the study team with the necessary information to rank the projects.

The final categories that were agreed upon for road/interchange, rail, and marine port projects are as follows:

CATEGORIES
Capacity/Congestion
Demand
Cost Effectiveness/Project Readiness
Safety
Regional Impacts

The final categories that were agreed upon for port of entry (POE) projects are as follows:

CATEGORIES
Capacity/Congestion
Demand
Cost Effectiveness/Project Readiness
Safety
Regional Impacts
Binational Coordination

Stakeholders then proceeded to vote upon the weights for each category. The final results for road/interchange, rail, and marine port projects are as follows:

Category	Final Weight
Capacity/Congestion	25%
Demand	19%
Cost Effectiveness/Project Readiness	17%
Safety	16%
Regional Impacts	22%

The final results for POE projects are as follows:

Category	Final Weight
Capacity/Congestion	21%
Demand	16%
Cost Effectiveness/Project Readiness	15%
Safety	9%
Regional Impacts	22%
Binational Coordination	17%

Voting on Potential Criteria and Criterion Weights

Dr. Prozzi facilitated the discussion and voting on the proposed criteria during the afternoon of August 22 and the morning of August 23. During the afternoon of August 23 (i.e., after lunch) participants were divided into two groups. One group voted and reached consensus on the criteria weights and the second group discussed and reached consensus on the metrics to score the selected criteria. This section of the minutes summarizes the outcome of the criteria and criterion weighting sessions.

(i) Congestion/Capacity

Road and Interchange Projects

Participants were presented and/or discussed the following Congestion/Capacity criteria for road and interchange projects:

- Change in Number of Lanes
- Final Level of Service
- Number of POEs Served
- Alleviate Congestion Locally
- Alleviate Congestion Elsewhere

The final criteria that were agreed upon are thus as follows:

CAPACITY/CONGESTION CRITERIA
Change in Number of Lanes
Final Level of Service
Number of POEs Served
Connectivity

Stakeholders voted upon the weights for each Capacity/Congestion criterion on the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on criteria weights. The final results after voting on each criterion are as follows:

Capacity/Congestion Criteria (25%)	Final Weight
Change in Number of Lanes	26%
Final level of Service	26%
Number of POEs Served	24%
Connectivity	24%

Rail Projects

Participants were presented with the following Congestion/Capacity criteria for rail projects:

- Change in Number of Tracks
- Average Travel Speed
- Change in Modes Served
- Alleviates Rail Congestion Locally

The discussion on the rail criteria was led by the rail stakeholders.

The final criteria that were agreed upon are as follows:

CAPACITY/CONGESTION CRITERIA
Change in Number of Tracks
Average Travel Speed*
Alleviates Congestion Locally

Stakeholders voted upon the weights for each Capacity/Congestion criterion in the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on criteria weights. The final results after voting on each criterion are as follows:

Capacity/Congestion Criteria (25%)	Final Weight
Change in Number of Tracks	30%
Average Travel Speed	30%

Alleviates Congestion Locally	40%

Note that in the Scoring Metrics Group session, rail stakeholders stated that Existing Delay Time more clearly indicates a need for improvement to rail transportation than does Average Travel speed. Thus, the final criteria and weights are as follows:

Capacity/Congestion Criteria (25%)	Final Weight
Change in Number of Tracks	30%
Existing Delay Time*	30%
Alleviates Congestion Locally	40%

*Replaced Average Travel Speed

POE Projects

Participants were presented with the following congestion/capacity criteria for POE projects:

- Change in Number of Booths
- Secure Lanes
- Wait Times
- Alleviates POE Congestion Locally
- Alleviates POE Congestion Elsewhere
- Change in Modes Served

The final POE criteria that were agreed upon are as follows:

CAPACITY/CONGESTION CRITERIA
Change in Number of fully operational lanes
Improve throughput through use of technology
Alleviates Congestion
Increase in number of modes served

Stakeholders voted upon the weights for each Capacity/Congestion criterion on the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on criteria weights. The final results after voting on each criterion are as follows:

Capacity/Congestion Criteria (21%)	Final Weight

Change in Number of fully operational lanes	32%
Improve throughput through use of technology	20%
Alleviates Congestion	29%
Increase in number of modes served	19%

Marine Port Projects

Participants were presented with the following congestion/capacity criteria for marine port projects:

- Ship Unload Rate (Time/Ton)
- Ship Load Rate (Time/Ton)
- Storage Capacity Utilization
- Vessel Size Ratio

The final Marine Port criteria that were agreed upon are as follows:

CAPACITY/CONGESTION CRITERIA
Vessel Size
Channel Capacity
Number of Docks

Stakeholders voted upon the weights for each Capacity/Congestion criterion on the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on criteria weights. The final results after voting on each criterion are as follows:

Capacity/Congestion Criteria (25%)	Final Weight
Vessel Size	24%
Channel Capacity	45%
Number of Docks	31%

(ii) Demand

Road and Interchange Projects

Participants were presented with the following demand criteria for road and interchange projects:

- Change in Annual Average Daily Traffic (AADT)
- Percentage Trucks
- Multiple Mode Demand

The final road and interchange criteria that were thus agreed upon are as follows:

DEMAND CRITERIA
Change in AADT
Percentage Trucks
Multiple Mode Demand
Estimated Demand in 20/30 years

Stakeholders voted upon the weights for each Demand criterion the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on criteria weights. The final results after voting on each criterion are as follows:

Demand Criteria (19%)	Final Weight
Change in AADT	34%
Percentage Trucks	26%
Multiple Mode Demand	21%
Estimated Demand in 20/30 years	19%

Rail Projects

Participants were presented with the following demand criteria for rail projects:

- Change in Average Annual Daily Rail Cars
- Cross-border Tonnage by Rail
- Multiple Mode Demand

The final rail criteria that were agreed upon are as follows:

DEMAND CRITERIA
Change in Average Annual Daily Rail Cars
Cross-border tonnage by Rail

Multiple Mode Demand
Additional Hours of Interchange

Stakeholders voted upon the weights for each Demand criterion the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on criteria weights. The final results after voting on each criterion are as follows:

Demand Criteria (19%)	Final Weight
Change in Average Annual Daily Rail Cars	30%
Cross-border tonnage by Rail	17%
Multiple Mode Demand	14%
Additional Hours of Interchange	39%

POE Projects

Participants were presented with the following Demand criteria for POE projects:

- Change in Average Annual Daily Crossings
- Multiple Mode Demand

The final POE criteria that were thus agreed upon are as follows:

DEMAND CRITERIA
Change in Average Annual Daily Crossings
Multiple Mode Demand

Stakeholders voted upon the weights for each Demand criterion the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on criteria weights. The final results after voting on each criterion are as follows:

Demand Criteria (16%)	Final Weight
Change in Average Annual Daily Crossings	60%
Multiple Mode Demand	40%

Marine Port Projects

Participants were presented with the following Demand criteria for marine port projects:

- Annual Tons per Crane
- Annual Tons per Berth
- Port Tonnage/Value Handled

The final Marine Port criteria that were thus agreed upon are as follows:

DEMAND CRITERIA
Annual Tonnage
Multiple Mode Demand
Cross-border Tonnage

Stakeholders voted upon the weights for each Demand criterion the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on criteria weights. The final results after voting on each criterion are as follows:

Demand Criteria (19%)	Final Weight
Annual Tonnage	54%
Multiple Mode Demand	15%
Cross-border Tonnage	32%

(iii) Cost Effectiveness/Project Readiness

All Projects

Participants were presented with the following Cost Effectiveness/Project Readiness criteria for all projects:

- Cost Effectiveness (i.e., Cost/Capacity and Cost/Demand)
- Land Availability

Ultimately, the stakeholders agreed upon the Cost Effectiveness/Project Readiness criteria as follows:

COST EFFECTIVENESS/PROJECT READINESS CRITERIA
Cost/Capacity

Cost/Demand
Land Availability
Partially Funded Project
Phase of Project Development

Stakeholders voted upon the weights for the two Financial criteria \ the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on criteria weights. The final results after voting on each criterion are as follows:

Cost Effectiveness/Project Readiness Criteria (15% for POE, 17% for all other projects)	Final Weight
Cost/Capacity	23%
Cost/Demand	18%
Land Availability	27%
Partially Funded Project	20%
Phase of Project Development	12%

(iv) Safety

Road, Interchange, and Rail Projects

Participants were presented with the following safety criteria for road, interchange, and rail projects:

- Accident Rates
- Diversion of Hazardous Materials

Ultimately, the stakeholders agreed to retain the following safety criteria:

SAFETY CRITERIA
Annual Accident Rate per mile
Diversion/Handling of Hazardous Materials

Stakeholders voted upon the weights for the two Safety criteria the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on the criteria weights. The final results after voting on each criterion are as follows:

Safety Criteria (16%)	Final Weight
Annual Accident Rate per mile	58%
Diversion/Handling of Hazardous Materials	42%

POE Projects

Participants were presented with the following safety criteria for POE projects:

- Diversion of Hazardous Materials
- Binational Coordination
- Diversion of Commercial Traffic Separation of Traffic by Type

The final POE safety criteria that were agreed upon are as follows:

SAFETY CRITERIA
Diversion of commercial traffic / separation of traffic by type
Safe Handling of Hazardous Materials

Stakeholders voted upon the weights for the two Safety criteria the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on the criteria weights. The final results after voting on each criterion are as follows:

Safety Criteria (9%)	Final Weight
Diversion of commercial traffic / separation of traffic by type	61%
Safe Handling of Hazardous Materials	39%

Marine Port Projects

Participants were presented with the following Safety criteria for marine port projects:

- Hazardous Spills by Vessels
- Value of Cargo Lost or Damaged

The final Marine Port criteria that were thus agreed upon are as follows:

SAFETY CRITERIA
Diversion of commercial traffic /

separation of traffic by type
Safe Handling of Hazardous Materials

Stakeholders voted upon the weights for the two Safety criteria the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on the criteria weights. The final results after voting on each criterion are as follows:

Safety Criteria (16%)	Final Weight
Diversion of commercial traffic / separation of traffic by type	61%
Safe Handling of Hazardous Materials	39%

(v) Regional Impacts

All Projects

Participants were presented with the following Regional Impacts criteria for all projects:

- Environmental Impacts
- Socio-Economic Impacts
- Modal Diversion

The final Regional Impacts criteria that were thus agreed upon are as follows:

REGIONAL IMPACTS CRITERIA
Job Creation
Wider geographic impacts
General development

Stakeholders voted upon the weights for the Regional Impacts criteria the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on the criteria weights. The final results after voting on each criterion are as follows:

Regional Impacts Criteria (22%)	Final Weight
Job Creation	30%
Wider geographic impacts	35%

General development	35%

(vi) Binational Coordination

POE Projects Only

The final Binational Coordination criteria that were thus agreed upon are as follows:

BINATIONAL COORDINATION CRITERIA
Binational Coordination

Stakeholders voted upon the weights for the Regional Impacts criteria the afternoon of August 23. Ms. Prozzi facilitated the voting and discussion on the criteria weights. The final results after voting on each criterion are as follows:

Binational Coordination Criteria (17%)	Final Weight
Binational Coordination	100%

Scoring Metrics Group

As mentioned before, participants were divided into two groups during the afternoon of August 23 (after lunch). One group voted and reached consensus on the criterion weights and the second group was tasked with discussing and reaching consensus on the metrics to score the selected criteria. The following stakeholders formed part of the Scoring Metrics Group:

- Jorge Acha, SCT-IMT
- Américo Alvarado, SCT-CAPUFE
- Homero Bazan, TxDOT-Pharr
- Eduardo Campirano, Port of Brownsville
- Felipe Chalons, CILA
- Maria Champine, HCMPO
- Gus De La Rosa, TxDOT-IRO
- Humberto Dragustinovis, Tamaulipas
- Jose Escamilla, Starr Camargo Bridge
- Román Fernández, SRE
- Edgar Garza, Aduanas
- Georgi Jasenovec, FHWA
- Mark Lund, Brownsville MPO
- Luis Enrique Mendez, INDAABIN
- Craig Morgan, BNSF

- Ramon Navarro, McAllen
- Jennifer Nilsen, DOS
- Arturo Núñez, IMPLAN Matamoros
- Mikhail Pavlov, CBP
- Oscar Ramirez, Donna
- Jorge Velasco
- José Carlos Zamora, SCT
- John Hopkins, Union Pacific Railroad

The group discussed each criterion individually to determine how it should be scored.

- Capacity/Congestion criteria: Roads/Interchanges

Change in Number of Lanes

Mr. Ramon Navarro (Engineer, TxDOT) and Mr. Homer Bazan (Pharr District Manager, TxDOT) agreed that the length of the new lane should factor into the scoring, and units of lane-miles should possibly be used. Eventually it was not decided to include this in the scoring.

Mr. Mark Lund (Director, Brownsville MPO) asked why this group of projects is called "Roads and Interchanges." He stated that "Interchange" implies a change in elevation, such as an overpass, and asked if this group did not include regular at-grade intersections. Dr. Prozzi replied that the title may need to be re-worded.

Ms. Maria Champine (Assistant Director, Hidalgo County MPO) stated that the option for scoring one lane should be removed or changed to the addition of a left-turn lane, because the only way to build one lane is to add a left turn lane; otherwise they will always build one lane in each direction.

A discussion then ensued regarding how an overpass should be weighted relative to just constructing a new lane. Representatives from TxDOT stated that an overpass is definitely more expensive and will probably relieve more traffic problems; hence, building an overpass is weighted the most heavily.

Change in LOS

This metric was mostly decided by Mr. Navarro and Mr. Bazan. They proposed that a matrix-type scoring metric be used, similar to the Laredo BMP but with a maximum score of 1.

Number of POEs Served

Many stakeholders expressed that this criterion was subjective, because a very long project such as the US83 expansion might receive a disproportionate score. An agreement was reached that three POEs should be the maximum.

Connectivity

There was general agreement that while this was a good criterion, it was difficult to score. Eventually it was decided to use gap closure versus a new connection, loop, or location to rank a project's connectivity.

- Capacity/congestion criteria: Rail

Change in Number of Tracks

Mr. John Hopkins (Union Pacific Railroad) stated that the addition of one track was equivalent to an expansion, and that an additional track was more valuable than relocation. For a rail yard project, he suggested that five or more new tracks receive the maximum score.

Average Travel Speed

This criterion was changed to Average Delay Time, as per Mr. Hopkins, because existing delay time more clearly indicates a need for improvement to rail transportation.

Alleviates Congestion Locally

There was quick agreement to keep the scoring metric from the Laredo BMP for this criterion.

- Capacity/Congestion: POE

Change in Number of Fully Operational Lanes

Mr. Mikhail Pavlov (Project Analyst, CBP) suggested that double-stacked booths, meaning two booths operating in one lane, be considered in this criterion. There was agreement that double-stacked booths and new lanes can be additive. For example, if a new lane has two booths, the score would be 0.53

Improve Throughput through Use of Technology

There was much discussion on the details of Ready, FAST, and SENTRI lanes. Mr. Pavlov suggested that FAST and SENTRI lanes shouldn't count because a bridge has to pay to use them. However, eventually all advanced lanes were lumped together.

Alleviates Congestion

Many stakeholders thought this criterion was subjective, but decided to use the same metric from the Laredo BMP.

Increase in Number of Modes Served

Participants quickly agreed that three additional modes should receive the maximum score.

- Capacity/Congestion: Marine Ports

Vessel Size

Mr. Eduardo Campirano (Director and CEO, Port of Brownsville) explained the various size classifications of water craft and suggested how the additional size accommodations should be scored.

Channel Capacity

After some discussion, Mr. Campirano stated that the width of a shipping channel is not as important as increased depth; therefore, this is the metric used to score this criterion.

Number of Docks

Mr. Campirano suggested using a non-linear scale for this criterion, because in the shipping industry, even one additional dock is a major improvement to a port.

Vessel Size Ratio

The stakeholders chose to delete this criterion.

- Demand: Roads/Interchanges

Change in AADT

Dr. Prozzi explained the concept of collecting data for all the projects and ranking the data into quartiles, then assigning a score based on that data. Participants quickly agreed to this.

Percentage Trucks

Participants quickly agreed to use the quartile scoring again for this criterion.

Multiple Mode Demand

After some discussion, Ms. Angela Palazzolo (Border Affairs Officer, CBP) suggested that it was easier to use Yes or No in measuring this criterion for whether a project will serve an additional mode.

Estimated Demand at 20 Years

Participants agreed to use the quartile scoring again for this criterion.

- Demand: Rail

Change in AADRC

Participants agreed to use the quartile scoring again for this criterion.

Cross Border Tonnage

Dr. Prozzi made a clarification that this criterion refers to total tonnage, not change in tonnage.

Demand for Multimodal Facility

Mr. Hopkins suggested that this criterion be changed, because demand is not really for a mode but for a facility for that mode.

Additional Hours of Interchange

A discussion ensued between Dr. Prozzi and Mr. Hopkins as to whether the additional hours are possible, and who makes the decision or guidelines for the hours of operation. Dr. Prozzi attempted to clarify whether a new project can bring about additional hours, or if the hours are driven by demand. Mr. Hopkins suggested that the criterion be scored according to additional hours of interchange provided by/for a project.

- Demand: POEs

Change in Annual Average Daily Crossings (AADC)

Some participants asked if bicycles and buses considered pedestrians or automobiles. Mr. Américo Alvarado (Subdelegado de Informática y Telecomunicaciones, CAPUFE) stated that the classifications were different in US and Mexico. Mr. Bazan then stated that ultimately decisions are not going to be made based on bicycle or bus demand so this was not gravely important.

Multiple Mode Demand

Participants agreed to use the same metric suggested by Ms. Palazzolo for road/interchange projects.

- Demand: Marine Ports

Increase in Annual Tonnage

Mr. Campirano suggested the brackets for the percentage increases in shipping tonnage for this criterion.

Multiple Mode Demand

Participants agreed to use the same metric which was suggested by Ms. Palazzolo for road/interchange projects.

Increase in cross border tonnage

Dr. Prozzi clarified what was meant by "cross-border tonnage." The brackets were again suggested by Mr. Campirano.

- Bi-National Coordination: POE Projects Only

Ms. Palazzolo stated that it would be acceptable to use the metric suggested by the study team that is printed in the handout in the folder. The items listed must happen in a specific order, so the score should increase as these requirements are accomplished.

Dr. Prozzi adjourned the meeting and stated that a Web conference would be necessary to determine the scoring metrics for the remaining criteria in the categories of Cost Effectiveness/Project Readiness, Safety, and Regional Impacts. The study team subsequently prepared a draft Scoring Metrics Document that captured the group's scoring metrics for which consensus was reached. The document also provided suggestions for the outstanding metrics. This document was e-mailed to the participating stakeholders to verify the accuracy and to gather input on the suggested metrics. The Scoring Metrics Document was finalized during a scheduled conference call on April 26, 2011, from 10:00 a.m. to 1:00 p.m. The Scoring Metrics Document that was agreed upon is attached as Appendix D.

Administrative Matters and Follow-Up Business

At the conclusion of the meeting, the study team reminded the participants that the agreed-upon categories, criteria, and weights that emerged during the two-day workshop will be put forward for endorsement to the PAC at the next PAC meeting. Ms. Prozzi thanked all attendees for their participation and input. The meeting was adjourned at 4:30 p.m. on August 23, 2011.

APPENDIX A
Attendance List: August 22, 2012

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
Administración General de Aduanas – Ciudad Camargo	Edgar A. Garza M.
Administración General de Aduanas – Ciudad Reynosa	Ricardo Díaz de la Serna
Brownsville & Rio Grande International Railroad	Norma Torres
Brownsville MPO	Mark Lund
	Alfonso Vallejo
Cameron County	David Garcia
	Pete Sepulveda, Jr. (by proxy)
	David Silva
Center for Transportation Research (CTR)	Alejandra Cruz
	Claire Guzman
	Carlos Pizarro
	Jorge Prozzi
	Dan Seedah
City of Brownsville	Charlie Cabler
	Carlos Lastra
	Ben Medina
City of Donna	Fernando Flores
	Josue Garcia, Jr.
	Oscar Ramirez
City of McAllen	Ramon Navarro, IV
	Juan Olaguibel
	Rigoberto Villarreal
City of Rio Grande	Juan F. Zuniga
City of Roma	Joe Garza
City of Sullivan	Judy Davila
Comisión Internacional de Limites y Aguas	Felipe Chalons
	Piro Alejandro Díaz Puente
Consulado de México	Rodolfo Quilantán
Dannenbaum Engineering	George Ramon
Donna International Bridge	Ernest Silva
Foundation Engineering	Alejandro Peña

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
Gobierno del Estado de Tamaulipas	Jaime Cano
	Humberto Dragustinovis
Harlingen-San Benito MPO	Kara Alcocer
	Rebecca Castillo
Hidalgo County MPO	Maria Champine
Hidalgo County RMA	Pilar Rodriguez
Instituto Municipal de Planeación de Matamoros (IMPLAN)	Javier Nuñez G.
Instituto Nacional de Migración (INAMI)	Fernando Hernandez
Municipio de Camargo	Beatriz Castro
Port of Brownsville	Eduardo Campirano
	Randolph Delay
	David Randolph
Progreso International Bridge	Elizabeth Johnson
	Julie Ramirez
REI	Jorge Velasco
S & B Infrastructure	Gabriel Salinas
Secretaría de Comunicaciones y Transportes	Guillermo Rico
	José Carlos Zamora Jimenez
Secretaría de Comunicaciones y Transportes – Caminos y Puentes Federales de Ingresos y Servicios Conexos	Américo Alvarado
	Gerardo Saldívar
Secretaría de Comunicaciones y Transportes – Dirección General de Desarrollo Carretero	Juan Jose E. Garcia-Cano (by proxy)
Secretaría de Comunicaciones y Transportes – Instituto Mexicano de Transporte	Jorge Acha
Secretaría de la Función Pública – Instituto de Administración y Avalúos de Bienes Nacionales	Luis Enrique Mendez
	José Mendoza
Secretaría de Relaciones Exteriores	Sean Cázares
	Román Fernandez
Starr Camargo Bridge Company	Jose A. Escamilla
	Sam Vale
Starr County	Rose Benavidez (by proxy)
Texas Department of Transportation – International Relations Office	Agustin De La Rosa
	Eduardo Hagert
Texas Department of Transportation – Pharr District Office	Homero Bazán, Jr.
	Joseph Leal

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
Texas Secretary of State	Alejandro Garcia
Texas Transportation Institute (TTI)	Jolanda Prozzi
U.S. Department of Homeland Security – Customs and Border Protection	Rosie Manzanares
	Mikhail Pavlov
U.S. Department of State	Angela Palazzolo
U.S. Department of State - Consulate General of the United States in Matamoros	Dorian Molina
	Jennifer Nilson
U.S. Department of State – International Boundary and Water Commission	Gabriel Duran
U.S. Department of Transportation – Federal Highway Administration	Travis Black
	Georgi Ann Jasenovec
U.S. General Services Administration	Michael Clardy
	Cecil Scroggins

Attendance List: August 23, 2012

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
Administración General de Aduanas – Ciudad Camargo	Edgar A. Garza M.
Brownsville & Rio Grande International Railroad	Norma Torres
Brownsville MPO	Mark Lund
	Alfonso Vallejo
Burlington Northern Santa Fe Railway	Craig Morgan
Cameron County	Pete Sepulveda, Jr. (by proxy)
	David Silva
Center for Transportation Research (CTR)	Alejandra Cruz
	Claire Guzman
	Carlos Pizarro
	Jorge Prozzi
	Dan Seedah
City of Brownsville	Charlie Cabler (by proxy)
	Carlos Lastra
	Ben Medina
City of Donna	Josue Garcia, Jr.
	Oscar Ramirez
City of McAllen	Ramon Navarro, IV
	Juan Olaguibel
	Jeremy A. Santoscoy
City of Pharr	Fred Brouwen
City of Roma	Joe Garza
Comisión Internacional de Limites y Aguas	Felipe Chalons
	Piro Alejandro Díaz Puente
Gobierno del Estado de Tamaulipas	Jaime Cano
	Humberto Dragustinovis
Harlingen-San Benito MPO	Kara Alcocer
Hidalgo County MPO	Maria Champine
Instituto Municipal de Planeación de Matamoros (IMPLAN)	Javier Nuñez G.
Instituto Nacional de Migración (INAMI)	Fernando Hernandez
Municipio de Camargo	Beatriz Castro
Port of Brownsville	Eduardo Campirano

STAKEHOLDER REPRESENTED DEPENDENCIA O EMPRESA REPRESENTADA	Name Nombre
	David Randolph
S & B Infrastructure	Gabriel Salinas
Secretaría de Comunicaciones y Transportes	José Carlos Zamora Jimenez
Secretaría de Comunicaciones y Transportes – Caminos y Puentes Federales de Ingresos y Servicios Conexos	Américo Alvarado
	Gerardo Saldívar
Secretaría de Comunicaciones y Transportes – Dirección General de Desarrollo Carretero	Juan Jose E. Garcia-Cano (by proxy)
Secretaría de Comunicaciones y Transportes – Instituto Mexicano de Transporte	Jorge Acha
Secretaría de la Función Pública – Instituto de Administración y Avalúos de Bienes Nacionales	Luis Enrique Mendez
Secretaría de Relaciones Exteriores	Sean Cázares
	Román Fernandez
Starr Camargo Bridge Company	Jose A. Escamilla
Starr County	Rose Benavidez
	Nilda Elizondo
Texas Department of Transportation – International Relations Office	Agustin De La Rosa
	Eduardo Hagert
Texas Department of Transportation – Pharr District Office	Homero Bazán, Jr.
	Joseph Leal
Texas Secretary of State	Alejandro Garcia
Texas Transportation Institute (TTI)	Jolanda Prozzi
U.S. Department of Homeland Security – Customs and Border Protection	Rosie Manzanares
	Mikhail Pavlov
U.S. Department of State	Angela Palazzolo
U.S. Department of State - Consulate General of the United States in Matamoros	Jennifer Nilson
U.S. Department of Transportation – Federal Highway Administration	Travis Black
	Georgi Ann Jasenovec
U.S. General Services Administration	Michael Clardy
	Cecil Scroggins
Union Pacific Railroad	John Hopkins
Universidad Nacional Autónoma de México	Luis Chias Becerril
	Hector Resendiz Lopez

APPENDIX B
ACRONYMS LIST

Acronym	Participating Stakeholders
Aduanas	Administración General de Aduanas – México D.F. Central Office
Aduanas – Acuña	Administración General de Aduanas – Colombia/Acuña Bridge Office
Aduanas - Colombia	Administración General de Aduanas – Colombia/Solidaridad Bridge Office
Aduanas - Nuevo Laredo	Administración General de Aduanas – Nuevo Laredo Bridge Office
Aduanas - Piedras Negras	Administración General de Aduanas – Piedras Negras Bridge Office
BNSF Railway	Burlington Northern Santa Fe Railway
The BTA	Border Trade Alliance
CAPUFE	Secretaría de Comunicaciones y Transportes – Caminos y Puentes Federales
CBP	U.S. Department of Homeland Security - Customs and Border Protection
CBP - Laredo	U.S. Department of Homeland Security - Customs and Border Protection – Laredo Field Operations Office
CILA	Secretaría de Relaciones Exteriores - Comisión Internacional de Límites y Aguas entre México y Estados Unidos
City of Del Rio	City of Del Rio
City of Eagle Pass	City of Eagle Pass
City of Laredo	City of Laredo
City of San Angelo	City of San Angelo
CODEFRONT	Gobierno del Estado de Nuevo León - Corporación para el Desarrollo de la Zona Fronteriza de Nuevo León
CTR	The University of Texas at Austin – Center for Transportation Research
DOS	U.S. Department of State
DOS - Nuevo Laredo	U.S. Department of State – Consulate General in Nuevo Laredo, Tamaulipas
Ferromex	Ferrocarril Mexicano, S.A. de C.V.
FHWA	U.S. Department of Transportation - Federal Highway Administration
GEMCO	GEMCO (AA. Glafiro E. Montemayor y Cía., S.C.)
Gobierno del Estado de Coahuila (SOPyT)	Gobierno del Estado de Coahuila - Secretaría de Obras Públicas y Transporte
Gobierno del Estado de Tamaulipas (Obras	Gobierno del Estado de Tamaulipas – Secretaría de

Acronym	Participating Stakeholders
Públicas)	Obras Públicas
GSA	U.S. General Services Administration
IMPADU	Municipio de Nuevo Laredo – Instituto Municipal de Investigación, Planeación y Desarrollo Urbano
KCS	Kansas City Southern Railway Company
KCSM	Kansas City Southern de México, S.A. de C.V.
Laredo MPO	City of Laredo – Metropolitan Planning Organization
Municipio de Acuña – Fomento Económico	Municipio de Acuña – Dirección de Fomento Económico Municipal
Municipio de Acuña – Planeación	Municipio de Acuña – Dirección de Planeación y Desarrollo Urbano
Municipio de Nuevo Laredo	Municipio de Nuevo Laredo
NADBANK	North American Development Bank
San Angelo MPO	City of San Angelo – Metropolitan Planning Organization
Sistema de Caminos de N.L.	Gobierno del Estado de Nuevo León - Sistema de Caminos de Nuevo León
SCT DGDC	Secretaría de Comunicaciones y Transportes – Dirección General de Desarrollo Carretero
SCT DGTFM	Secretaría de Comunicaciones y Transportes – Dirección General de Transporte Ferroviario y Multimodal
SCT - N.L.	Secretaría de Comunicaciones y Transportes – Centro SCT Nuevo León
SCT - Tamaulipas	Secretaría de Comunicaciones y Transportes – Centro SCT Tamaulipas
SCT - IMT	Secretaría de Comunicaciones y Transportes – Instituto Mexicano del Transporte
SEDESOL	Secretaría de Desarrollo Social
SRE	Secretaría de Relaciones Exteriores
SRE - Laredo	Secretaría de Relaciones Exteriores – Consulado General en Laredo, TX
TxDOT - IRO	Texas Department of Transportation – International Relations Office
TxDOT - Laredo	Texas Department of Transportation – Laredo District Office
TxDOT – Rail Division	Texas Department of Transportation – Rail Division
TxDPS	Texas Department of Public Safety

APPENDIX C
LIST OF STAKEHOLDERS WITH VOTING RIGHTS

 **United States Stakeholder**	Votos -- Votes	 **Dependencia/participante de México**
U.S. Department of State Office of Mexican Affairs (Incl. Consul General in Nuevo Laredo) *Identified TWG member: Geoffrey Anisman*	1	**Secretaría de Relaciones Exteriores** Dirección General para América del Norte (Incl. Cónsules en Laredo, Eagle Pass y Del Rio) *Miembro GTT identificado: Sean Cázares*
International Boundary and Water Commission *Identified TWG member: Sheryl Franklin*	1	**Comisión Internacional de Límites y Aguas** *Miembro GTT identificado: David Negrete*
Federal Highway Administration Team Leader, Safety, Multi-State and Border Planning *Identified TWG member: Roger Petzold*	1	**Secretaría de Comunicaciones y Transportes** Dirección General de Desarrollo Carretero *Miembro GTT identificado: Juan José Erazo*
N/A	1	**Secretaría de Comunicaciones y Transportes** Dirección General de Transporte Ferroviario y Multimodal *Miembro GTT identificado: Juan Francisco Villalobos*
N/A	1	**Secretaría de Comunicaciones y Transportes** Dirección General de Autotransporte Federal *Miembro GTT identificado: Salvador Monroy*
N/A	1	**Secretaría de Comunicaciones y Transportes** Instituto Mexicano de Transporte *Miembro GTT identificado: Jorge Acha*
Federal Highway Administration Community Planner *Identified TWG member: Travis Black*	1	**Secretaría de Comunicaciones y Transportes** Centro SCT Coahuila *Miembro GTT identificado: Rodrigo Pérez*
N/A	1	**Secretaría de Comunicaciones y Transportes** Centro SCT Nuevo León *Miembro GTT identificado: Vinicio Serment*
N/A	1	**Secretaría de Comunicaciones y Transportes** Centro SCT Tamaulipas *Miembro GTT identificado: Víctor Galindo*
Federal Motor Carrier Administration Texas Division *Identified TWG member: Santos Pecina*	1	N/A
Customs and Border Protection Federal Level Project Management Analyst *Identified TWG member: Mikhail Pavlov*	1	**Administración General de Aduanas** Administrador de Política, Infraestructura y Control Aduanero *Miembro GTT identificado: Carlos Morales*
Customs and Border Protection State Level Field Operations *Identified TWG member: Joe G. Ramos*	1	N/A

 **United States Stakeholder**	Votos -- Votes	 **Dependencia/participante de México**
N/A	1	**Administración General de Aduanas** Acuña *Miembro GTT identificado: Ernesto Manuel Montiel*
N/A	1	**Administración General de Aduanas** Piedras Negras *Miembro GTT identificado: Ernesto Alonso González*
N/A	1	**Administración General de Aduanas** Colombia/Solidaridad *Miembro GTT identificado: Karina López*
N/A	1	**Administración General de Aduanas** Nuevo Laredo *Miembro GTT identificado: Miguel Ángel Aguilar*
General Services Administration Southern Border *Identified TWG member: Michael Clardy*	1	**Instituto de Administración y Avalúos de Bienes Nacionales** Jefe de Departamento de Diseño *Miembro GTT identificado: Fidel Castañeda*
N/A	1	**Instituto Nacional de Migración** *Miembro GTT identificado: no se tiene identificado, favor de contactarnos antes de la reunión*
N/A	1	**Secretaría de Desarrollo Social** Dirección General de Desarrollo Urbano y Suelo *Miembro GTT identificado: Juan Manuel Mondragón*
N/A	1	**Secretaría de Medio Ambiente y Recursos Naturales** Subdirector del Sector Vías Generales Zona Norte *Miembro GTT identificado: Jesús Armando Moreno*
Texas Department of Transportation Laredo District Planning Coordinator *Identified TWG member: Melisa Montemayor*	1	**Gobierno del Estado de Coahuila** Secretaría de Obras Públicas *Miembro GTT identificado: Noé García*
Texas Department of Transportation Rail Division *Identified TWG member: Mark Werner*	1	**Gobierno del Estado de Nuevo León** CODEFRONT *Miembro GTT identificado: Juan Carlos Gastelum*
Texas Department of Transportation International Relations Office *Identified TWG member: Gus de la Rosa*	1	**Gobierno del Estado de Tamaulipas** Secretaría de Obras Públicas *Miembro GTT identificado: Vicente Saint Martin*
Department of Public Safety Commercial Vehicle Enforcement *Identified TWG member: Christopher Nordloh*	1	N/A
City of Laredo Assistant City Manager *Identified TWG member: Horacio De Leon*	1	**Municipio de Nuevo Laredo** Dirección de Obras Públicas *Miembro GTT identificado: Luis Martínez*
City of Laredo Bridge Director *Identified TWG member: Mario Maldonado*	1	**Caminos y Puentes Federales** Subdelegado de Operación *Miembro GTT identificado: Alberto González*

 **United States Stakeholder**	Votos -- Votes	 **Dependencia/participante de México**
Laredo MPO Transportation Planner *Identified TWG member: Vanessa Guerra*	1	**Municipio de Nuevo Laredo** IMPLADU *Miembro GTT identificado: Carlos De Anda*
Webb County Executive Assistant *Identified TWG member: Leroy Medford*	1	N/A
City of Eagle Pass Director of Planning and Community Development *Identified TWG member: (TBD)*	1	**Municipio de Piedras Negras** Dirección de Obras Públicas *Miembro GTT identificado: Fernando Purón*
City of Eagle Pass Bridge Director *Identified TWG member: Marga Lopez*	1	N/A
Maverick County Administrative Assistant *Identified TWG member: Roberto Ruiz*	1	N/A
City of Del Rio City Manager *Identified TWG member: Robert Eads*	1	**Municipio de Acuña** Director de Planeación Municipal y Desarrollo Urbano *Miembro GTT identificado: Gabriel Ramos*
City of Del Rio Bridge Director *Identified TWG member: Margie Montez*	1	N/A
Val Verde County County Judge *Identified TWG member: TBD*	1	N/A
Kansas City Southern *Identified TWG member: Robert Wimbish*	1	**Kansas City Southern de México** *Miembro GTT identificado: Vladimir Robles*
Union Pacific *Identified TWG member: Ivan Jaime*	1	N/A
Burlington Northern Santa Fe *Identified TWG member: Frank Hernandez*	1	**Ferrocarriles Mexicanos** *Miembro GTT identificado: Guillermo García*

APPENDIX D
SCORING METRICS DOCUMENT

CAPACITY / CONGESTION CATEGORY

Road and Interchange Projects

1. Change in Number of Lanes

A change in the number of lanes is a measure of added road capacity. In the case of a new road or interchange project, the final number of lanes equals the change in the number of lanes. The higher the number of added lanes, the higher the added road capacity. The road and interchange projects will thus be scored as follows:

Change in Number of Lanes	**Score**
No change	0.00
Wide/shoulder	0.25
Add 1 lane	0.50
2 lanes / overpass	0.75
More than 2 lanes	1.00

2. Final Level of Service (LOS)

Level of Service ("LOS") is a measure of the level of congestion experienced on different segments of transportation infrastructure. Typically, LOS of E or F is considered congested, while a LOS of A – D is considered acceptable. The higher the final LOS, the higher the score assigned. The road and interchange projects will thus be scored as:

Final LOS	**Score**
F	0.00
E	0.25
D	0.50
C	0.75
A or B	1.00

3. Change in Level of Service (LOS)

A change in the LOS measures a change in congestion experienced. Typically, LOS of E or F is considered congested, while a LOS of A – D is considered acceptable. The higher the change in LOS achieved (e.g., from LOS F to LOS A or B), the higher the score assigned. The road and interchange projects will thus be scored as follows:

		to LOS				
		F	E	D	C	A or B
Change in LOS from	F	0.0	1.0	1.7	2.2	2.5
	E	-	0.0	0.7	1.2	1.5
	D	-	-	0.0	0.5	0.8
	C	-	-	-	0.0	0.3

A or B - - - - 0.0

Then, the score will be assigned by dividing the number of points obtained from the previous table by the maximum allowable points (2.5).

4. Number of Ports of Entry ("POEs") served

This Criterion measures how many POEs are served by a proposed project by directly connecting to the POE or by connecting to a POE road. The higher the number of POEs served (directly or indirectly), the higher the score assigned. The road and interchange projects will thus be scored as follows:

Number of POEs Served	Score
1	0.2
2	0.4
3	0.6
4	0.8
More than 4	1.0

5. Alleviates Congestion Locally (within same county (US) or municipality (Mx))

The alleviate congestion locally Criterion is a qualitative Criterion that indicates how a given road or interchange projects will affect congestion within the same county (US) or municipality (Mx). The higher the impact on local congestion, the higher the score assigned. The road and interchange project will thus be scored as follows:

Change in Congestion	Score
No Impact	0.0
Some Improvement	0.5
Substantial Improvement	1.0

The project sponsor will need to describe in detail to the study team what the impact of the project is in alleviating congestion within the county or municipality.

6. Alleviates Congestion Elsewhere (outside the county (US) or municipality (Mx))

The alleviate congestion elsewhere Criterion is a qualitative Criterion that indicates how a given road or interchange project will affect congestion outside the county (US) or municipality (Mx) in which it is located. The higher the impact on congestion elsewhere, the higher the score assigned. The road and interchange projects will thus be scored as follows:

Change in Congestion	Score
No Impact	0.0
Some Improvement	0.5
Substantial Improvement	1.0

The project sponsor will need to describe in detail to the study team what the impact of the project is in alleviating congestion outside the county or municipality.

Rail Projects

1. Change in Number of Tracks

A change in the number of rail tracks is a measure of added rail capacity. In the case of new rail tracks, the final number of tracks equals the change in the number of tracks. The higher the number of added tracks, the higher the added rail capacity. A distinction will be made to reflect whether capacity is added to rail track or rail yards. The rail projects will receive a score according to the change in number of tracks depending on whether it is a rail track or rail yard project based on one of the following:

Rail Track Projects will be scored as follows:

Change in Number of Tracks	Score
No change	0.00
Relocation, expansion, etc.	0.33
Add 1 track	0.67
Add 1 track + Relocation, expansion, etc.	1.00

Rail Yard Projects will be scored as follows:

Change in Number of Tracks	Score
Less than 5	0.0
Between 5 and 10	0.5
More than 10	1.0

2. Change in Level of Service

The rail industry does not calculate a LOS metric. It was thus agreed upon to distribute the weight of this Criteria among the other Rail Capacity / Congestion Criteria given the relative weights of the other rail Criteria in this category.

3. Average Travel Speed

Average travel speed can be an indicator of congestion and represents the speed at which a train operates on the rail track. The higher the average travel speed on the rail track, the higher the score assigned. Rail projects will thus be scored as follows:

Class of track	Max. speed for freight trains (mph)	Max. speed for passenger train (mph)	Score
Excepted track	10	N/A	0.2
Class 1 track	10	15	0.2
Class 2 track	25	30	0.4
Class 3 track	40	60	0.6
Class 4 track	60	80	0.8
Class 5 track	80	90	1.0

4. Alleviates Congestion Locally (within same county (US) or municipality (Mx))

The alleviate congestion locally Criterion is a qualitative Criterion that indicates how a given rail project will affect congestion within the same county (US) or municipality (Mx). Alleviate local congestion is determined by the proposed rail project's impact on removing rail traffic from developed areas and by eliminating rail crossings. The more rail traffic that is removed from developed areas and the higher the number of rail crossing eliminated, the higher the assigned score. Rail projects will thus be scored as follows:

		Eliminates Rail Crossings		
		No	**Some**	**All**
Removes Rail Traffic from Developed Areas	**No**	0.00	0.25	0.50
	Some	0.25	0.50	0.75
	All	0.50	0.75	1.00

The project sponsor will need to describe in detail to the study team the impact of the project on removing rail traffic from developed areas and in eliminating rail crossings in the county or municipality.

5. Change in Modes Served

The change in modes served Criterion captures the ability of the rail project to facilitate multimodal transportation, encourage non-highway use, or provide infrastructure for other modes. The rail projects will thus be scored as follows:

Change in Modes Served	**Score**
No Change	0.00
Facilitates multi-modal use (minimum 2 modes)	0.33
Encourages non-highway transportation (e.g. use of right-of-way for pipelines, pedestrians, etc.)	0.67
Provides infrastructure for other modes of transportation	1.00

Port of Entry Projects

1. Change in Number of Booths

A change in the number of booths is a measure of added POE capacity. In the case of new POE projects, the final number of booths equals the change in the number of booths. The higher the number of added booths, the higher the added POE capacity. POE projects will thus be scored as follows:

Change in Number of Booths	**Score**
No change	0.00
Add at least 1 booth	0.25
Add at least 2 booths	0.50
Add at least 5 booths	0.75
Add at least 10 booths	1.00

2. Secure Lanes

Secure lanes (i.e., Fast or SENTRI lanes) facilitates the throughput of different modes thereby enhancing the capacity of the POE. POE projects will thus be scored as follows:

Number of Secure Lanes	Score
None	0.0
1 lane	0.2
2 lanes	0.4
3 lanes	0.6
4 lanes	0.8
More than 4 lanes	1.0

3. Wait Times

Wait times is as a measure of POE congestion and can be expressed as a weighted average wait time given the different modes (i.e., vehicles, commercial vehicles, and pedestrians) handled by a POE. The POE projects will be scored given the POE wait times by mode and the weight assigned to each mode as follows:

		Score			
Mode Weight	**Mode**	**0.25**	**0.50**	**0.75**	**1.00**
0.25	Pedestrians	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile
0.30	Automobiles	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile
0.45	Trucks	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile

(*) Please refer to Appendix 1 for the definition of quartile.

4. Alleviates Congestion Locally (within same county (US) or municipality (Mx))

The alleviate congestion locally Criterion is a qualitative Criterion that indicates how a given POE project will affect congestion within the same county (US) or municipality (Mx). The higher the impact on local congestion, the higher the score assigned. The POE projects will thus be scored as follows:

Change in Congestion	Score
No Impact	0.0
Some Improvement	0.5
Substantial Improvement	1.0

The project sponsor will need to describe in detail to the study team what the impact of the project is in alleviating congestion within the county or municipality.

5. Alleviates Congestion Elsewhere (outside the county (US) or municipality (Mx))

The alleviate congestion elsewhere Criterion is a qualitative Criterion that indicates how a given POE project will affect congestion outside the county (US) or municipality (Mx) in which the POE project is located. The higher the impact on congestion elsewhere, the higher the score assigned. The POE projects will thus be scored as follows:

Change in Congestion	Score
No Impact	0.0

Some Improvement	0.5
Substantial Improvement	1.0

The project sponsor will need to describe in detail to the study team what the impact of the project is in alleviating congestion outside the county or municipality.

6. Change in Modes Served

The change in modes served Criterion captures the ability of the POE project in facilitating the handling of additional modes at the POE. The more additional modes served at the POE, the higher the score assigned. The POE projects will thus be scored as follows:

Change in Modes Served	**Score**
No change	0.00
1 additional mode	0.25
2 additional modes	0.50
3 additional modes	0.75
4 additional modes	1.00

DEMAND CATEGORY

Road and Interchange Projects

1. Change in Average Annual Daily Traffic

Annual Average Daily Traffic ("AADT") is a measure of travel demand or usage of a facility and is calculated by dividing the total annual vehicle traffic by 365 days. A change in the AADT ("Δ AADT") is a measure of the demand satisfied or additional usage of the facility. In the case of new road or interchange projects, the final AADT equals the Δ AADT. The change in AADT will be calculated as the difference between the expected AADT in 2030 and the current AADT. The higher the change in AADT, the higher the demand satisfied or additional usage of the facility. The road and interchange projects will thus be scored as follows:

Change in AADT	**Score**
No change	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

2. Percentage of Trucks

The percentage of trucks is share of the AADT that are trucks and is an indicator of the importance of the road or interchange to goods movement. The higher the percentage of trucks, the higher the importance of the road or interchange to goods movement. The road and interchange projects will thus be scored as follows:

Percentage of Trucks	**Score**

No change	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

3. Multiple Mode Demand (expressed public demand alternative mode)

The road and interchange projects will receive a score considering the expressed public demand for an alternative mode facilitated by the proposed project. The higher the expressed public demand for an alternative mode, the higher the score assigned. The road and interchange projects will be scored as follows:

Expressed Public Demand	**Score**
No demand	0.0
Some demand	0.5
High demand	1.0

The project sponsor will need to describe in detail to the study team the expressed public demand for additional modes and how it materialized or was expressed.

Rail Projects

1. Change in Average Annual Daily Rail Cars

Average Annual Daily Rail Cars ("AADRC") is a measure of rail demand or usage of a rail facility and is calculated by dividing the total annual number of rail cars by 365 days. A change in the Average Annual Daily Rail Cars ("ΔAADRC") is a measure of the demand satisfied or additional usage of the rail facility. In the case of new rail projects, the final Average Annual Daily Rail Cars equals the change in Average Annual Daily Rail Cars. The change in AADRC will be calculated as the difference between the expected AADRC in 2030 and the current AADRC. The higher the change in AADRC, the higher the demand satisfied or additional usage of the facility. The rail projects will thus be scored as follows:

Change in AADRC	**Score**
No change	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

2. Cross-border tonnage by rail

This Criterion measures the current total tonnage of goods moved by rail across the border. The higher the total tonnage moved by rail across the border, the higher the score assigned. The rail projects will thus be scored as follows:

Current Tonnage by Rail	**Score**
No data	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

3. Multiple Mode Demand (expressed public demand alternative mode)

The rail projects will receive a score considering the expressed public demand for an alternative mode facilitated by the proposed project. The higher the expressed public demand for an alternative mode, the higher the score assigned. The rail projects will thus be scored as follows:

Expressed Support / Demand for New Mode	**Score**
None	0.0
Some	0.5
Substantial	1.0

The project sponsor will need to describe in detail to the study team the level of expressed public demand for additional modes and how it materialized or was expressed.

Port of Entry Projects

1. Change in Average Annual Daily Crossings

Annual Average Daily Crossings ("AADC") (i.e., vehicles, pedestrians, and commercial vehicles) is a measure of travel demand or usage of the POE and is calculated by dividing the total annual crossings by 365 days. A change in the annual average daily crossings is a measure of the demand satisfied or additional usage of the POE. In the case of new POE projects, the Annual Average Daily Crossings equals the change in Annual Average Daily Crossings. The change in AADC (by mode) will be calculated as the difference between the expected AADC in 2030 and the current AADC. The higher the change in AADC, the higher the demand satisfied or additional usage of the facility. The POE projects will be scored given the change in AADC (by mode) and the weight assigned to each mode as follows:

		Score			
Mode Weight	**Mode**	**0.25**	**0.50**	**0.75**	**1.00**
0.25	Pedestrians	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile
0.30	Automobiles	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile
0.45	Trucks	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile

(*) Please refer to Appendix 1 for the definition of quartile.

2. Multiple Mode Demand

The POE projects will receive a score considering the expressed public demand or support for a new mode facilitated by the proposed project. The higher the expressed public demand for an alternative mode, the higher the score assigned. The POE projects will be scored as follows:

Expressed Level of Public Demand / Support	**Score**
No demand	0.0
Some demand	0.5
High demand	1.0

The project sponsor will need to describe in detail to the study team the level of expressed public demand for additional modes and how it materialized or was expressed.

FINANCIAL / PROJECT READINESS CATEGORY

Roads, Interchange, Rail, and Port of Entry Projects

1. Cost Effectiveness ($/Capacity Criterion)

The cost effectiveness Criterion is defined as the public cost (i.e., project cost – private participation, $) of the project per lane-mile (for roads and interchanges), per track-mile (for rail projects), and per number of booths (for POE projects). The higher the cost effectiveness (i.e., lower the value), the higher the score assigned. Projects will thus be scored as follows:

Cost Effectiveness	**Score**
No change	0.00
4th Quartile	0.25
3rd Quartile	0.50
2nd Quartile	0.75
1st Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

2. Cost Effectiveness ($/Demand Criterion)

The cost effectiveness Criterion is defined as the public cost (i.e., project cost – private participation, $) of the project divided by change in AADT (for roads and interchanges), by the change in AADRC (for rail projects), and by the change in number of booths (for POE projects). The higher the cost effectiveness (i.e., lower the value), the higher the score assigned. Projects will thus be scored as follows:

Cost Effectiveness	**Score**
No change	0.00
4th Quartile	0.25
3rd Quartile	0.50
2nd Quartile	0.75

1st Quartile 1.00

(*) Please refer to Appendix 1 for the definition of quartile.

SAFETY CATEGORY

Road. Interchange and Rail Projects

1. Accident Rate per Mile

The accident rate per mile Criteria is a measure of the "level of safety" experienced on a given facility. The higher the accident rate per mile on an existing facility, the higher the need for a project to improve the "level of safety" on the facility and the higher the score assigned. In the case of a new project the accident rate per mile on a parallel and similar road, interchange or rail facility respectively will be used. The road and interchange and rail projects will be scored as follows:

Accident Rate per mile	Score
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

2. Diversion of Hazardous Materials

This Criterion is a qualitative measure of whether a proposed / planned road, interchange, or rail project aids in diverting hazardous materials from populated areas or resources vital to these areas. The project sponsor will need to describe in detail to the study team how the proposed / planned project diverts hazardous materials from populated areas or resources vital to these areas. The road, interchange, and rail projects will be scored as follows:

Diversion of Hazmat	Score
No	0.00
Yes	1.00

Port of Entry Projects

1. Border Security / Safety

This Criterion is a qualitative measure of the improvement in the safety / security level achieved by a proposed / planned POE project. The project sponsor will need to describe in detail to the study team how a proposed / planned project will improve safety / security at the POE. POE projects will thus be scored as follows:

Safety / Security	Score
No improvements	0.00
Some improvements	0.50
Substantial improvements	1.00

2. Diversion of Hazardous Materials

This Criterion is a qualitative measure of whether a proposed / planned POE project is prepared to handle an emergency / contingency involving hazardous materials, such as a spill. The score will be assigned by the study team and the TWG based on the information provided by the stakeholder. The project sponsor will need to describe in detail to the study team how the proposed / planned POE project will handle possible eventualities involving hazardous materials. The POE projects will be scored as follows:

Diversion of Hazmat	**Score**
Prepared	0.00
Not prepared	1.00

REGIONAL IMPACTS CATEGORY

Road, Interchange, Rail, and Port of Entry Projects

1. Environmental Impacts

The environmental impacts Criterion is a qualitative assessment of the environmental impacts of proposed projects in terms of air quality, water quality, and other environmental indicators. The project sponsor will need to describe in detail how the proposed / planned project impacts the environment. The project will thus be scored as follows:

Environmental Impact	**Score**
High Burden	0.00
Medium Burden	0.25
Neutral	0.50
Medium Benefit	0.75
High Benefit	1.00

2. Socio-Economic Impacts

The socio-economic impacts Criterion is a qualitative assessment of the socio-economic impacts on proposed / planned projects in terms of community safety and access, the creation of jobs, increase in industry, and impact on trade corridors. The project sponsor will need to describe in detail to the study team how the proposed project impacts the socio-economic characteristics of the area. The projects will thus be scored as follows:

Socio-Economic Impact	**Score**
High Burden	0.00
Medium Burden	0.25
Neutral	0.50
Medium Benefit	0.75
High Benefit	1.00

3. Modal Diversion

The modal diversion Criterion is a qualitative assessment of whether a proposed project will increase the number of transportation modes. The project sponsor will need to describe in detail to the study team how the number of transportation modes are increased. The projects will thus be scored as follows:

Project will add a new mode	Score
No	0.00
1 Mode	0.33
2 Modes	0.67
More than 2 Modes	1.00

4. Land Availability

The land availability Criterion is a measure of the available land. The project sponsor will need to describe in detail to the study team and justify that the required land for the project is available. The projects will be scored as follows:

Land Availability	Score
No Land Availability	0.00
Low Land Availability	0.33
Medium Land Availability	0.67
High Land Availability / No Land Needed	1.00

Appendix 1 – Quartiles

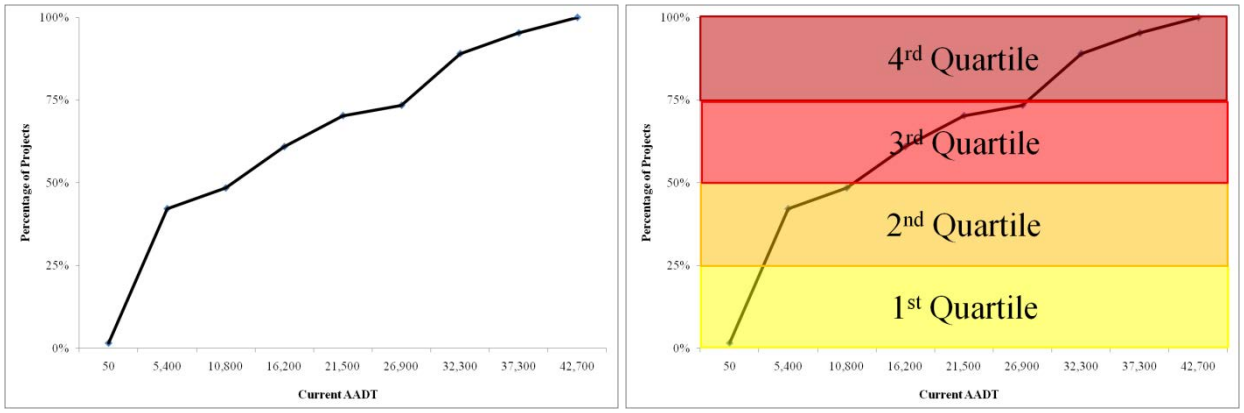
A quartile is a statistical term corresponding to one of three points, that divide a ranked data set into equal groups, each representing a fourth of the data points.

The three points are:

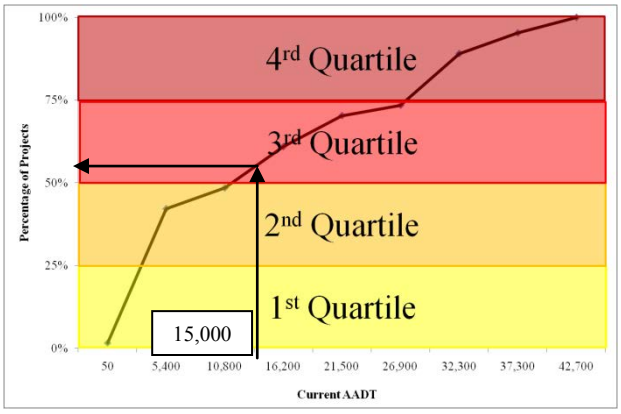
- The 1st Quartile (Q1) or lower quartile is the value in the ranked data set for which 25% of the values are lower and 75% of the values are higher. The Q1 also corresponds to the 25th Percentile.
- The 2nd Quartile (Q2) or median, corresponds to the value in the ranked data set that divides the ranked data in half. The Q2 also corresponds to the 50th Percentile.
- The 3rd Quartile (Q3) or upper quartile is the value in the ranked data set for which 75% of the values are lower and 25% of the values are higher. The Q3 corresponds to the 75th Percentile.

Example – Average Annual Daily Traffic (AADT)

The following figure illustrates the AADT values for 65 projects.



When Q1, Q2, and Q3 are estimated, the data set is divided into 4 sets, corresponding to the data between the 0th and 25th Percentiles, 25th and 50th Percentiles, 50th and 75th Percentiles, and 75th and 100th Percentiles. For the Criterion that use quartiles, the projects will be scored depending on which of the four data sets include the project's Criteria value. For example, if a project has an AADT of 15,000,



The AADT value will fall within the 3rd data set and consequently a score corresponding to Q3 will be assigned to the proposed project for this Criterion.

Agenda

Lower Rio Grande Valley – Tamaulipas Border Master Plan

Third Policy Advisory Committee Meeting
September 13, 2012
McAllen, Texas - McAllen Convention Center
Meeting Room 102 ABC

8:00 - 8:30	Arrival and registration
8:30 - 9:00	Welcome and introductions Review of meeting objectives
9:00 - 10:15	Outcome of the 3rd Technical Working Group Workshop
10:15 - 10:30	Break
10:30 - 12:15	Endorse/Reject Categories, Category Weights, Criteria, and Criterion Weights
12:15 - 1:00	Lunch
1:00 - 3:00	Voting and Facilitated Discussion on Rejected Criteria and Weights
3:00 - 3:15	Break
3:15 – 4:30	Voting and Facilitated Discussion on Rejected Categories and Category Weights
4:30 – 5:00	Administrative Matters and Follow-up Business
	Adjourn

Lunch and break kindly sponsored by:

ANZALDUAS INTERNATIONAL BRIDGE
MCALLEN MISSION HIDALGO GRANJENO

McALLEN-HIDALGO INTERNATIONAL BRIDGE

LOWER RIO GRANDE VALLEY - TAMAULIPAS
BORDER MASTER PLAN
POLICY ADVISORY COMMITTEE MEETING

These meeting minutes document the outcome of the third Policy Advisory Committee (PAC) meeting within the framework of the Lower Rio Grande Valley-Tamaulipas Border Master Plan (BMP) effort. The meeting took place in McAllen, Texas, on September 13, 2012, at the McAllen Convention Center in Meeting Room 102 ABC. Please refer to the attendance and acronym list included in Appendix A of this document for agency/company acronyms and names listed throughout this document.

Welcome and Introductions

The binational meeting officially started at 8:30 a.m. as Mr. Homero Bazán, Jr. (TxDOT) welcomed attendees to the third PAC Meeting in the development of the Lower Rio Grande Valley-Tamaulipas BMP. He also thanked participants for attending and made the appropriate introductions.

Presentations

Ms. Jolanda Prozzi (Program Manager: Environment and Planning, Texas Transportation Institute) started by thanking the meeting sponsors. She then provided a summary of the outcome of the third TWG meeting (held August 22 and 23), which was the development of the Draft Ranking Framework.

Discussion

Ms. Sylvia Grijalva (FHWA) was under the impression that the Connectivity criterion for road and interchange projects would determine the percentage of vehicles going across the border, and she asked how this would be measured.

Dr. Jorge Prozzi (CTR) affirmed that there is no data to indicate if traffic is going to a port of entry (POE). He clarified that the Connectivity criterion was proposed to capture how the project has a wider impact on traffic in the region.

With regard to marine port projects, Mr. Eduardo A. Campirano (Port of Brownsville) suggested that Cost/Vessel would be a good metric for the cost effectiveness of a project because this affects the cost of cargo.

The discussion proceeded to the Regional Impacts Category, and Mr. Sean Cázares (SRE) stated that objective of construction is not to create jobs; this is a consequence or a secondary benefit. Ms. Grijalva countered that it is acceptable to judge projects based on economic impacts but supporting data is crucial.

Regarding the Binational Coordination category for POE projects, Ms. Grijalva stated that even a concept can be on the Bilateral Bridges and Border Crossing Group agenda, but the Presidential Permit is more important.

Ms. Jennifer Nilson (DOS, US Consulate in Matamoros) read the current definition of Binational Coordination found in the Draft Scoring Metric.

Endorsement/Rejection of Categories, Category Weights, Criteria, and Criteria Weights

Dr. Prozzi then began to facilitate the discussion on the endorsement of categories and category weights. He reminded voters that a two-thirds majority was needed to reject a category or category weight as it was.

Participants subsequently approved all categories for inclusion in the BMP, and proceeded to vote on the category weights.

Mr. Cázares expressed concerned about the low percentage assigned to the Binational Coordination category. "We cannot have half a bridge, which has happened before," he said. "American cities are constitutionally enabled to form international agreements; in Mexico this is exclusively a federal task with some concession to states or municipalities." He thus proposed swapping the weights of Regional Impacts and Binational Coordination.

Ms. Nilson stated that the US DOS was content with the weight as it was, but would also approve if the Binational Coordination weight was increased.

Mr. Gabirel Duran (IBWC) agreed with increasing the weight of Binational Coordination, because it is essential in the beginning phase of a project to allow time to complete relevant hydraulic studies.

Mr. Mikahil Pavlov (CBP) stated that the Capacity/Congestion category should have the highest weight, followed by Demand and then Cost Effectiveness/Project Readiness. He added that Regional Impacts should be more important than Binational Coordination.

Mr. Sam Vale (President, Starr Camargo Bridge Company) stated that all categories are equally important in this process, but stressed that coordination is crucial.

Dr. Prozzi then called for a vote to approve all existing category weights, and a majority of participants were in favor. The discussion then progressed to voting to endorse the existing criteria, going by category through each of the four types of projects and then moving on to the next category.

With regard to the Number of POEs Served criterion for roadway projects, Ms. Grijalva asked if relevant data was available. Ms. Prozzi replied that TxDOT was responsible for providing this data.

With no other discussion, participants voted to approve the criteria weights for the Capacity/Congestion Category for Road and Interchange projects.

For rail projects, Ms. Grijalva asked whether the Average Delay Time criterion measures a reduction in delay time or just existing delay time. Ms. Prozzi replied that Average Delay Time measures the need for a proposed project that will address that need. Mr. Vale added that there are three types of delays—infrastructure deficiency, personnel shortage, and inefficient use of personnel—and thus different types of projects to address these needs.

For POE projects, regarding the Alleviate Congestion criterion, Mr. Pavlov asked if this criterion measured reduction in wait time or queue length, and added that level of service is tied to border wait times. Ms. Grijalva replied that CBP has data on border wait times, and that this information should be utilized. Mr. Pavlov also questioned what defined "some improvement" versus "substantial improvement," and suggested that these be measured in terms of percent reduction.

Participants voted to reject the Alleviate Congestion criterion for POE projects and revisit this criterion and its weight later in the day. They also voted to retain the other criteria and respective weights.

Regarding marine port projects, some confusion was expressed regarding the difference between Vessel Size and Channel Capacity. Mr. Eduardo A. Campirano (Port of Brownsville) clarified that greater depth means greater capacity. He stated that the greatest improvement is achieved by adding depth, but some improvements such may be made without adding depth. He added that in most cases adding one or two docks is a huge undertaking for any port, but channel depth and capacity are still the most important issues.

Participants then voted to endorse the Marine Port Capacity/Congestion criteria and their weights.

As discussion began on the Demand category, Dr. Prozzi re-explained the concept of quartiles used to score the Change in Traffic criterion. Ms. Grijlava suggested that the final report contain the specific numbers that represent the quartiles for this BMP.

With regard to the Multiple Mode Demand criterion, Mr. Bazán asked for clarification as to what constituted expressed public demand. Ms. Prozzi replied that in the Laredo BMP, stakeholders would present news articles as evidence of expressed demand, but there is still subjectivity involved. Mr. Bazán also stated that the FHWA encourages the accommodation of pedestrians and bicyclists, and Dr. Prozzi added that usually TxDOT will not add a new mode without expressed demand.

Ms. Prozzi suggested that a project be scored according to whether or not it accommodates an alternative mode or serves a need for that mode. In spite of this discussion, participants still endorsed all the Demand criteria for road and interchange projects.

As for the weights of the Demand criteria for road and interchange projects, Mr. Bazán felt that the weight of the Multiple Mode Demand criterion was too high, especially for being very subjective, and the weight of the Estimated Demand in 20/30 Years criterion was too low considering that these projections are readily available. Ultimately, however, there was no change in the criteria weights.

During lunch, Mr. Duran gave a presentation describing the history and function of the IBWC and the process for obtaining a permit for work along the Rio Grande.

After lunch, voters accepted the Demand criteria for rail projects and the respective criteria weights.

Regarding the Change in Average Annual Daily Crossings, Mr. David Randolph (BRG) stated that this criterion inadvertently penalizes a bridge that doesn't allow the crossing of all three modes and recommended that it be rejected. Mr. Vale added that transportation authorities are now moving towards separating the modes, and this criterion lumps them all together. Ms. Grijalva suggested normalizing the score to the existing modes crossing a bridge. Additional concern was raised that this criterion only weights existing POEs. Dr. Prozzi suggested that this criterion be renamed Percentage Annual Daily Crossings and redefined as the total number of crossings at a bridge projected in 2030, divided by the total crossings from the region in 2011. A participant asked if a bus counted as one vehicle crossing or 40 individual crossings. Stakeholders then agreed to use vehicle counts, not person counts, and also agreed to keep the modified version of the criterion.

With regard to the Multiple Mode Demand criterion, Mr. Cázares stated that almost all POEs accommodate buses and pedestrians, so almost all projects will earn points. Dr. Prozzi posed the question of whether the plan would score the addition of new modes or score the existing accommodation of multiple modes. Mr. Pavlov stated that the criterion should encourage modal diversity and give points to incremental demand for new modes. Participants voted on keeping the criterion, resulting in a near tie, and Dr. Prozzi asked for new discussion on the topic. Mr. Bazán stated that originally this criterion was meant to give credit for the addition of new modes. Ultimately, stakeholders agreed to endorse this criterion and the weights for both Demand criteria for POE projects.

Participants endorsed all of the Demand criteria for marine port projects and their respective weights.

Regarding the Partially Funded Project criterion for the Cost Effectiveness/Project Readiness category, Mr. Bazán voiced the opinion that even a small amount of earmarked funding can allow a project to move forward, and advocated that projects with any amount of secured funding receive some points.

There was also some discussion as to the procession of the development phases for projects in the United States and Mexico. Concerns were raised that the phases may not occur exactly as they appear in the Draft Scoring Metric.

Participants then endorsed the Cost Effectiveness/Project Readiness criteria, including the aforementioned minor modifications as well as the existing criteria weights.

Participants also endorsed the Safety criteria for road and interchange and rail projects as well as their respective Weights.

While discussing the Safety criteria for POE projects, Mr. Pavlov commented that the Diversion of Commercial Traffic/Separation of Traffic by Type criterion conflicts with the Multiple Mode Demand criterion by encouraging the separation of modes. Ms. Grijalva responded that there are two means of modal separation: physically separating commercial trucks on the bridge, or routing commercial traffic to a different POE. She added that while accommodating additional modes is encouraged, it does cause safety issues.

Regarding the Safe Handling of HazMat criterion, Ms. Grijalva stated that a POE has to be designated as capable of handling hazardous materials in its presidential permit. She also stated that assigning 40 percent to the Safe Handling of HazMat criterion is unfair to POEs that are not designated as such. Nonetheless, voters endorsed the existing criteria and criteria weights.

With regard to the Regional Impacts category, Mr. Bazán stated that it is difficult to quantify the Job Creation criterion. Ms. Prozzi added that job creation is important, but if there is no data, then all projects score zero and it is a useless criterion. In the first round of voting, 12 people endorsed this criterion. Dr. Prozzi called on the supporters to specify data that can be provided, and called for another vote.

A participant stated that the remaining Regional Impacts criteria are more difficult to measure than Job Creation. Ms. Grijalva responded that it is possible to measure the costs of border wait times and truck delays; it's not that these criteria can't be measured, but that there are many different ways to measure them. Ms. Linda De La Fuente (Hidalgo County MPO) suggested that transportation reinvestment zones can be used to track economic growth by estimating the number of establishments that will conduct business from a new highway. Voters ultimately chose to retain all of Regional Impacts criteria as well as the existing weights for all three.

Participants then endorsed the Binational Coordination criterion for POE projects and its relative weight.

Voting and Facilitated Discussion on Rejected Criteria and Weights

Only one criterion needed to be revisited: Alleviates Congestion for POE projects. Ms. Grijalva suggested that reduction in border wait times be used; even a new POE will reduce wait times at another existing POE. Mr. Pavlov agreed that this was the most available data. Participants ultimately agreed to use the quartile approach and rank projects based on a POE's wait time divided by the regional average in 2011. New projects would be scored using wait times from an existing, similar POE.

Results

The table below provides the prioritization criteria and weights for road and interchange projects endorsed by the PAC. In total, 18 criteria were endorsed for prioritizing the road and interchange projects.

Road and Interchange Project Prioritization Criteria

Category	Criteria	Weight
Capacity/Congestion (weight = 25.3%)	Change in number of lanes	26.0%
	Change in Level of Service	25.6%
	Number of POEs served	24.2%
	Connectivity	24.2%
Demand (weight = 19.2%)	Change in Average Annual Daily Traffic	34.4%
	Percentage of trucks	25.6%
	Multiple mode demand	21.4%
	Estimated Demand in 20/30 years	18.6%
Cost-Effectiveness/ Project Readiness (weight = 16.9%)	Cost/Capacity Criterion	23.4%
	Cost/Demand Criterion	18.2%
	Land availability	26.5%
	Partially funded project	19.8%
	Phase of project development	12.1%
Safety (weight = 16.3%)	Annual Accident Rate per mile	57.6%
	Diversion (Handling) of Hazardous Materials	42.4%
Regional Impacts (weight = 22.3%)	Job creation	30.0%
	Wider geographic impacts	34.8%
	General development	35.2%

The table below provides the prioritization criteria and weights for rail projects endorsed by the PAC. In total, 17 criteria were endorsed for prioritizing the rail projects.

Rail Project Prioritization Criteria

Category	Criteria	Weight
Capacity/Congestion (weight = 25.3%)	Change in number of tracks	30.5%
	Average Delay Time	29.8%
	Alleviates congestion locally	39.7%
Demand (weight = 19.2%)	Change in Average Annual Daily Rail Cars	30.0%
	Cross-border tonnage by rail	17.4%
	Multiple mode demand	13.6%
	Additional Hours of Interchange	39.0%
Cost-Effectiveness/ Project Readiness (weight = 16.9%)	Cost/Capacity Criterion	23.4%
	Cost/Demand Criterion	18.2%
	Land availability	26.5%
	Partially funded project	19.8%
	Phase of project development	12.1%
Safety (weight = 16.3%)	Annual Accident Rate per mile	57.6%
	Diversion (Handling) of Hazardous Materials	42.4%
Regional Impacts (weight = 22.3%)	Job creation	30.0%
	Wider geographic impacts	34.8%
	General development	35.2%

The table below provides the prioritization criteria and weights for POE projects endorsed by the PAC. In total, 17 criteria were endorsed for prioritizing the POE projects.

POE Project Prioritization Criteria

Category	Criteria	Weight
Capacity/Congestion (weight = 21.0%)	Change in # of fully operational lanes	32.2%
	Improve throughput through the use of technology	19.6%
	Alleviate congestion	29.2%
	Increase in number of modes served	19.0%
Demand (weight = 16.0%)	Change in Average Annual Daily Crossings	59.6%
	Multiple mode demand	40.4%
Cost-Effectiveness/ Project Readiness (weight = 15.0%)	Cost/Capacity Criterion	23.4%
	Cost/Demand Criterion	18.2%
	Land availability	26.5%
	Partially funded project	19.8%
	Phase of project development	12.1%
Safety (weight = 9.0%)	Diversion of commercial traffic / separation of traffic by type	61.0%
	Safe Handling of HazMat	39.0%
Regional Impacts (weight = 22.0%)	Job creation	30.0%
	Wider geographic impacts	34.8%
	General development	35.2%
Binational Coordination (weight = 17.0%)	Binational Coordination	100.0%

The table below provides the prioritization criteria and weights for marine port projects endorsed by the PAC. In total, 16 criteria were endorsed for prioritizing the marine port projects.

Marine Port Project Prioritization Criteria

Category	Criteria	Weight
Capacity/Congestion (weight = 25.3%)	Vessel size	24.0%
	Channel Capacity (depth, width)	45.0%
	Number and Types of Docks	31.0%
Demand (weight = 19.2%)	Increase in Total Annual Tonnage	53.5%
	Multiple mode demand	14.8%
	Increase in cross-border tonnage	31.7%
Cost-Effectiveness/ Project Readiness (weight = 16.9%)	Cost/Capacity Criterion	23.4%
	Cost/Demand Criterion	18.2%
	Land availability	26.5%
	Partially funded project	19.8%
	Phase of project development	12.1%
Safety (weight = 16.3%)	Diversion of commercial traffic / separation of traffic by type	61.0%
	Safe Handling of HazMat	39.0%
Regional Impacts (weight = 22.3%)	Job creation	30.0%
	Wider geographic impacts	34.8%
	General development	35.2%

Administrative Matters and Follow-Up Business

Ms. Prozzi thanked all attendees for their participation, input, and time. The meeting was adjourned at around 4:30 PM.

APPENDIX A
Attendance List

Stakeholder Represented	Name
Administración General de Aduanas (Ciudad Camargo)	Edgar A. Garza M.
Brownsville MPO	Larry A. Brown
Brownsville & Rio Grande Railroad (BRG)	David Randolph
	Norma Torres (by proxy)
Caminos y Puentes Federales (CAPUFE)	Americo Alvarado
	Gerardo Saldivar
Center for Transportation Research (CTR)	Alejandra Cruz Ross
	Jolanda Prozzi
	Jorge Prozzi
	Dan Seedah
City of Donna	Oscar Ramirez
	Jorge Velasco
City of McAllen	Brent Branham
	Ramon Navarro, IV
	Juan Olaguibel
City of Rio Grande	Juan F. Zuniga
City of Roma	Joe Garza
Comisión Internacional de Limites y Aguas (CILA)	Alejandro Díaz
Dannenbaum Engineering	George Ramon
Donna International Bridge	Josue Garcia, Jr.
Federal Highway Administration (FHWA)	Shundreka R. Givan
	Sylvia Grijalva
Gobierno del Estado de Tamaulipas - Secretaría de Comunicaciones y Transportes (SCT)	Carlos Zamora Jimenez
Gobierno del Estado de Tamaulipas - Secretaría de Desarrollo Económico y Turismo (SEDET)	Raul Sepulveda G.
Gobierno del Estado de Tamaulipas - Secretaría de Relaciones Exteriores (SRE)	Sean Cázares A.
Gobierno del Estado de Tamaulipas	Jaime Cano
	Serafín Maya
	Marco Polo Olivares

Stakeholder Represented	Name
Harlingen-San Benito MPO	Kara Alcocer
	Rebeca Castillo
Hidalgo County	Michael Leo
Hidalgo County Commuter Rail District	Jim Edge
Hidalgo County MPO	Linda De La Fuente
Instituto de Administración y Avalúos de Bienes Nacionales (INDAABIN)	Fernando Valdés Lucio
Instituto Municipal de Planeación de Matamoros (IMPLAN)	Javier Nuñez
International Boundary and Water Commission (IBWC)	Gabriel Duran
Municipio de Camargo	Beatríz Castro
Municipio de Valle Hermoso	Eleuterio Contreras
Pathfinder Public Affairs	Erika Reyna
Pharr International Bridge	Ezequiel Ordoñez, Sr.
Port of Brownsville	Eduardo A. Campirano
Silva, Otting, & Silva, L.L.C.	Ernesto S. Silva
Starr Camargo Bridge Company	Jose A. Escamilla
	Sam Vale
Starr County Industrial Foundation	Rose Benavidez
	Nilda Elizondo
Texas Department of Transportation	Homero Bazán, Jr.
	Eduardo Hagert
	Joseph Leal
The Border Trade Alliance	Jesse Hereford
U.S. Department of State, Consulate in Matamoros	Jennifer Nilson
U.S. Customs and Border Protection	Joe G. Ramos
	Mikhail Pavlov
U.S. General Services Administration	Jim King
	H. Ovidio Arguello A.

Lower Rio Grande Valley-Tamaulipas Border Master Plan

Appendix E
Criteria Definitions and Scoring Metric

Plan Maestro Fronterizo
Lower Rio Grande Valley – Tamaulipas
Border Master Plan

Criteria Scoring Metrics

Table of Contents

Capacity / Congestion Category

Road and Interchange Projects

1. Increase in number of lanes

An increase in the number of lanes is a measure of added road capacity. In the case of a new road or interchange project, the final number of lanes equals the increase in the number of lanes. The higher the number of added lanes, the higher the added road capacity. The road and interchange projects will thus be scored as follows:

Increase in Number of Lanes	Score
No change	0.00
Full shoulder (minimum 8 feet)	0.25
Additional left turn lane	0.50
2 lanes	0.75
More than 2 lanes (or create overpass)	1.00

2. Improvement in level of service

An improvement in the LOS measures a change in congestion experienced. Typically, LOS of E or F is considered congested, while a LOS of A – D is considered acceptable. The higher the change in LOS achieved (e.g., from LOS F to LOS A or B), the higher the score assigned. The road and interchange projects will thus be scored as follows:

		To LOS					
		F	E	D	C	B	A
Change from LOS	F	0	0.3	0.7	1	1	1
	E	-	0	0.3	0.7	1	1
	D	-	-	0	0.3	0.7	1
	C	-	-	-	0	0.3	0.5
	B	-	-	-	-	0	0.3
	A	-	-	-	-	-	0

3. Number of Ports-of-Entry (POE) served

This criterion measures how many POEs are served by a proposed project by directly connecting to the POE or by connecting to a POE road. The higher the number of POEs served (directly or indirectly), the higher the score assigned. The road and interchange projects will thus be scored as follows:

Number of POEs Served	Score
1	0.25
2	0.50
3	0.75
More than 3	1.00

4. Connectivity

Connectivity describes the extent to which urban forms permit (or restrict) movement of people or vehicles in different directions. Connectivity is generally considered a positive attribute of an urban design, as it permits ease of movement and avoids severing neighborhoods. Thus, better connectivity will provide smoother flow of traffic and help alleviate problems associated with traffic congestion. The road and interchange projects will thus be scored as follows:

Connectivity	Score
No Connectivity	0.00
Gap Closure	0.25
New Connection/ Location	0.5
Relief Route/Loop	1.0

Rail Projects

1. Increase in Number of Tracks

An increase in the number of rail tracks is a measure of added rail capacity. In the case of new rail tracks, the final number of tracks equals the increase in the number of tracks. The higher the number of added tracks, the higher the added rail capacity. A distinction will be made to reflect whether capacity is added to rail track or rail yards.

Rail Track Projects will be scored as follows:

Increase in Number of Tracks	Score
No change	0.00
Relocation	0.33
Add 1 track	0.67
Add 1 track + Relocation	1.00

Rail Yard Projects will be scored as follows:

Increase in Number of Tracks	Score
0	0.0
Between 0 and 5	0.5
More than 5	1.0

2. Average Delay Time

Travel delay is experienced when the actual speed falls below the posted speed for an existing rail facility. The greater the travel delay, the greater the need to address the problem and therefore it should take precedence over other projects that are less affected by the particular problem. Rail projects will thus be scored as follows:

Existing Delay Time	Value
No delay	0.00
0-6 hours	0.25
6-12 hours	0.50
12-18 hours	0.75
More than 18 hours	1.00

3. Alleviates Congestion Locally (within same county (US) or municipality (Mx))

The alleviate congestion locally criterion is a qualitative criterion that indicates how a given rail project will affect rail and vehicle traffic congestion within the same county (US) or municipality (Mx). Alleviate local congestion is determined by the proposed rail project's impact on removing rail traffic from developed areas and by eliminating rail crossings. The more rail traffic that is removed from developed areas and the higher the number of rail crossings eliminated, the higher the assigned score. Rail projects will thus be scored as follows:

		Eliminates Rail Crossings		
		No	Some	All
Relocation of Rail Traffic	No	0.00	0.25	0.50
	Some	0.25	0.50	0.75
	All	0.50	0.75	1.00

The project sponsor will need to describe in detail to the study team the impact of the project on removing rail traffic from developed areas and in eliminating rail crossings in the county or municipality.

Port-of-Entry (POE) Projects

1. Increase in Number of Fully Operational Lanes/Rail Tracks

An increase in the number of fully operational lanes/rail tracks is a measure of added POE capacity. In the case of new POE projects, the final number of fully operational lanes equals the increase in the number of fully operational lanes/rail tracks. The higher the number of added fully operational lanes, the higher the added POE capacity. POE projects will thus be scored as follows:

Increase in Number of Fully Operational Lanes	Score
No change	0.00
Double-stacked booth	0.20
+1	0.33
+2	0.67
+3 or more	1.00

* Double stacked booths and new lanes can be additive.

2. Improve Throughput through the Use of Technology

Secure lanes (i.e., Fast or SENTRI lanes) facilitate the throughput of different modes thereby enhancing the capacity of the POE. POE projects will thus be scored as follows:

Use of Technology	Score
No improvement	0.0
Other technology (LED, etc.)	0.5
Advanced lane technology (Ready, FAST, SENTRI)	1.0

3. Alleviates Congestion

The alleviate congestion criterion indicates how a planned POE project will affect congestion. A 2011 baseline would be established by calculating the average regional waiting time. The expected wait times as a result of the proposed/planned project for existing crossings and new crossings will also be calculated. The criterion will be measured as the ratio between the expected wait times relative to the regional waiting times (i.e., baseline). The POE projects will thus be scored as follows:

Expected Wait Time Relative to the Baseline Data	Score
No Impact	0.0
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

4. Increase in Number of Modes Served

The increase in modes served criterion captures the ability of the planned POE project in facilitating the handling of additional modes at the POE. The more additional modes served at the POE, the higher the score assigned. The POE projects will thus be scored as follows:

Increase in Modes Served	Score
No change	0.00
1 additional mode	0.33
2 additional modes	0.67
3 additional modes	1.00

Marine Ports

1. Vessel Size

Cargo ships are categorized partly by capacity, partly by weight, and partly by dimensions (often with reference to the various canals and canal locks they fit through). Planned projects that can accommodate larger vessels provide more utility and therefore are assigned higher scores. Planned port projects will be scored as follows:

Vessel Size Accommodation	Score
No increase	0.00
Barges	0.25
General vessels	0.50
PANAMAX	0.75
Post PANAMAX	1.00

2. Channel Capacity

The importance of channel capacity as a criterion is largely a function of the type of vessel and goods handled by a port. Vessels can be either filled to their weight capacity (in which case channel depth is important) or to their volume capacity (in which case channel width and turning basin size may be more important). This criterion measures the added depth secured by a proposed port project.

Added Depth	Score
Less than 4 feet	0.4
4-6 feet	0.6
6-8 feet	0.8
8 or more feet	1.0

3. Number of docks

A dock is a structure or group of structures involved in the handling of boats or ships, usually on or close to a shore. The higher the number of available docks, the higher the capacity of a marine port. A higher number of additional docks would imply added capacity and therefore higher scores will be assigned to such projects. Therefore, planned marine port projects will be scored as follows for this criterion:

Additional Number of Docks	Score
0	0.00
1	0.50
2	0.75
3	0.75
4+	1.00

Demand Category

Road and Interchange Projects

1. Increase in Average Annual Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is a measure of travel demand or usage of a facility and is calculated by dividing the total annual vehicle traffic by 365 days. An increase in the AADT is a measure of the demand satisfied or additional usage of the facility. In the case of new road or interchange projects, the final AADT equals the increase in AADT. The increase in AADT will be calculated as the difference between the expected AADT in 2030 and the current AADT. The higher the increase in AADT, the higher the demand satisfied or additional usage of the facility. The road and interchange projects will thus be scored as follows:

Change in AADT	Score
No change	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

2. Percentage of Trucks

The percentage of trucks is the share of the AADT that are trucks and is an indicator of the importance of the road or interchange to goods movement. The higher the percentage of trucks, the higher the importance of the road or interchange to goods movement. The road and interchange projects will thus be scored as follows:

Percentage of Trucks	Score
No change	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

3. Multiple Mode Demand (expressed public demand for alternative mode)

The road and interchange projects will receive a score considering the expressed public demand for an alternative mode facilitated by the proposed project. The road and interchange projects will be scored as follows:

Additional Modes	Score
No	0.0
Yes	1.0

The project sponsor will need to describe in detail to the study team the expressed public demand for additional modes and how it materialized or was expressed.

4. Estimated Demand at 20 Years

The estimated demand is calculated based on the initial demand and a certain growth rate that is typical for a certain geographic region. The growth rate is often determined based on historical data. Planned projects that have a higher forecasted demand should be prioritized as they would provide higher utility as they will cater to a bigger population than others. Therefore, such projects need to be assigned relatively higher scores. The road and interchange projects will thus be scored as follows:

Estimated Demand	Score
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

Rail Projects

1. Increase in Average Annual Daily Rail Cars (AADRC)

Average Annual Daily Rail Cars (AADRC) is a measure of rail demand or usage of a rail facility and is calculated by dividing the total annual number of rail cars by 365 days. An increase in the AADRC is a measure of the demand satisfied or additional usage of the rail facility. In the case of new rail projects, the

final AADRC equals the increase in AADRC. The increase in AADRC will be calculated as the difference between the expected AADRC in 2030 and the current AADRC. The higher the increase in AADRC, the higher the demand satisfied or additional usage of the facility. The rail projects will thus be scored as follows:

Increase in AADRC	Score
No change	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

2. Cross-border tonnage by rail

This criterion measures the current total tonnage of goods moved by rail across the border. The higher the total tonnage moved by rail across the border, the higher the score assigned. The rail projects will thus be scored as follows:

Current Tonnage by Rail	Score
No data	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

3. Multiple Mode Demand (expressed public demand alternative mode)

The rail projects will receive a score considering the expressed public demand for an alternative mode facilitated by the proposed project. The rail projects will thus be scored as follows:

Additional Modes	Score
No	0.0
Yes	1.0

The project sponsor will need to describe in detail to the study team the level of expressed public demand for additional modes and how it materialized or was expressed.

4. Additional Hours of Interchange

Hours of interchange are a measure of the length of time it takes to interchange rail cars between multi-national railroads at a POE. Planned rail projects that provide additional hours of interchange at an existing or new crossing score points for the number of additional hours they provide.

Additional Hours	Value
0 hours	0.00
0-4 hours	0.50
>4-12 hours	1.00

Port-of-Entry Projects

1. Increase in Average Annual Daily Crossings (AADC)

Average Annual Daily Crossings (i.e., vehicles, pedestrians, and commercial vehicles) is a measure of travel demand or usage of the POE and is calculated by dividing the total annual crossings by 365 days. An increase in the average annual daily crossings (AADC) is a measure of the demand satisfied or additional usage of the POE. The relative increase in the AADC for new crossings will be calculated as the ratio between the expected AADC in 2030 and the 2011 total number of crossings. The relative increase in the AADC for existing crossings will be calculated as the ratio between the additional crossings in 2030 and the 2011 total number of crossings. The planned POE projects will be scored as follows:

Relative Increase	Score
No data	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

2. Multiple Mode Demand

The POE projects will receive a score considering the expressed public demand or support for a new mode facilitated by the proposed project. The POE projects will be scored as follows:

Additional Modes	Score
No	0.0
+1	0.25
+2	0.50
+3	0.75
4+	1.00

The project sponsor will need to describe in detail to the study team the level of expressed public demand for additional modes and how it materialized or was expressed.

Marine Ports

1. Increase in Total Annual Tonnage

Tonnage is a measure of the size or cargo carrying capacity of a ship. It is used in reference to the weight of a ship's cargo; specifically referring to a calculation of the volume or cargo volume of a ship. The higher the total tonnage moved by marine vessels, the higher the score assigned. The planned marine projects will thus be scored as follows:

% Increase in Tonnage	Score
0	0.00
0-5	0.33
>5-10	0.67
Greater than 10	1.00

2. Multiple Mode Demand

The planned marine projects will receive a score considering the expressed public demand or support for a new mode facilitated by the proposed project. The marine projects will be scored as follows:

Additional Modes	Score
No	0.0
Yes	1.0

The project sponsor will need to describe in detail to the study team the level of expressed public demand for additional modes and how it materialized or was expressed.

3. Increase in Cross-Border Tonnage

This criterion measures the increase in total tonnage of goods moved by marine vessels destined for cross-border movement. The higher the increase in total tonnage moved by marine vessels destined for cross border movement, the higher the score assigned. The marine projects will thus be scored as follows:

% Increase in Tonnage	Score
0	0.00
>0-<=2	0.33
>2-<=5	0.67
Greater than 5	1.00

Cost Effectiveness / Project Readiness Category

All Projects

1. Cost Effectiveness ($/Capacity Criterion)

The cost effectiveness criterion is defined as the public cost (i.e., project cost – private participation, $) of the project per lane-mile (for roads and interchanges), per track-mile (for rail projects), per number of booths (for POE projects), and per vessel size (for marine ports). The higher the cost effectiveness (i.e., lower the value), the higher the score assigned. Projects will thus be scored as follows:

Cost Effectiveness	Score
No change	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

2. Cost Effectiveness ($/Demand Criterion)

The cost effectiveness criterion is defined as the public cost (i.e., project cost – private participation, $) of the project divided by change in AADT (for roads and interchanges), by the change in AADRC (for rail projects), by the change in number of fully operationally booths (for POE projects), and by the change in

tonnage (for marine ports). The higher the cost effectiveness (i.e., lower the value), the higher the score assigned. Projects will thus be scored as follows:

Cost Effectiveness	Score
No change	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

3. Land Availability

The land availability criterion is a measure of the available land or the necessary funds for the land. The project sponsor will need to describe in detail to the study team and justify that the required land or funding for the land for the project is available. The projects will be scored as follows:

Land Availability	Score
No Land Availability	0.00
Low Land Availability (< 50%)	0.33
Medium Land Availability (50% to 80%)	0.67
High Land Availability / No Land Needed (>80%)	1.00

4. Partially Funded Project

Available project funding can be considered a measure for project readiness. A planned project that has **allocated/secured** a relatively higher proportion of the **total** project budget is more likely to be completed and should therefore be assigned a higher score. The projects will be scored as follows:

Funding Secured (% of Project Budget)	Score
No Funding	0.00
0 to <=25%	0.25
>25 to <=50%	0.50
>50 to <=75%	0.75
>75 to <=100%	1.00

5. Phase of Project Development

There are a number of phases in project development: conceptual, preliminary feasibility (includes cost of project, acreage, etc.), planning/programming, all environmental permits in hand (local/state/federal), greater than 80% ROW in hand, local/state/federal permits in hand, or project is ready to go. This is thus another measure of project readiness. A higher score will be assigned to projects that have reached certain levels of maturity as opposed to those that are in the conceptual phase. The projects will be scored as follows:

Phase of Project Development	Score
Conceptual	0.00
Preliminary feasibility (includes cost of project, acreage, etc.)	0.25
Planning/Programming	0.50
All environmental permits in hand (Local/State/Federal)	0.75
>80% ROW in hand, Local/State/Federal Permits in hand	1.00

Safety Category

Road and Interchange and Rail Projects

1. Accident Rate per mile

The annual accident rate per mile criterion is a measure of the "level of safety" experienced on a given facility. The higher the accident rate per mile on an existing facility, the higher the need for a project to improve the "level of safety" on the facility and the higher the score assigned. In the case of a new project the accident rate per mile on a parallel and similar road, interchange or rail facility, respectively will be used. The road and interchange and rail projects will be scored as follows:

Accident Rate per mile	Score
No Data	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

(*) Please refer to Appendix 1 for the definition of quartile.

2. Diversion of Non-Radioactive Hazardous Materials

This criterion is a qualitative measure of whether a proposed / planned road, interchange, or rail project aids in diverting non-radioactive hazardous materials from populated areas or resources vital to these areas. The project sponsor will need to describe in detail to the study team how the proposed / planned project diverts non-radioactive hazardous materials from populated areas or resources vital to these areas. The road, interchange, and rail projects will be scored as follows:

Diversion of Hazmat	Score
No	0.00
Yes	1.00

Port-of-Entry (POE) and Marine Projects

1. Diversion of Commercial Traffic

In the case of new POE projects the criterion will measure if commercial traffic is diverted out of urban areas, in the case of existing POEs the criterion will analyze if measures will be taken to have a clear and physical separation by traffic type (bicycle, trucks, pedestrians, and POVs), and in the case of marine projects whether commercial traffic is diverted to the marine mode.

New POE projects will be scored as follows:

Diversion of Traffic from Urban Areas	Score
No	0.00
Yes	1.00

Existing POE projects will be scored as follows:

Separation by Traffic Type	Score
No separation	0.00
Separation of 1 mode	0.25
Separation of 2 modes	0.50
Separation of 3 modes	0.75
Separation of more than 3 modes	1.00

Marine projects:

Diversion of Traffic	Score
No	0.00
Yes	1.00

2. Safe Handling of Hazardous Materials

This criterion is a qualitative measure of whether a planned POE or marine project is prepared to handle an emergency / contingency involving hazardous materials, such as a spill. The project sponsor will need to describe in detail to the study team how the planned POE or marine project will handle possible eventualities involving hazardous materials. The POE or marine projects will be scored as follows:

Handling of Hazmat	Score
Not Prepared	0.00
Prepared	1.00

Regional Impacts Category

All Projects

1. Wider Geographic Impacts

This criterion attempts to measure the wider geographic impacts of proposed/planned projects, i.e., local, regional, statewide, or bi-national. The wider the geographic impact, the higher the score assigned.

Wider Geographic Impacts	Score
No impact	0.00
Local impact (within 1 county)	0.25
Regional impact (more than 1 county)	0.50
Statewide impact (more than 2 counties)	0.75
Bi-national impact (Mexico and U.S.A.)	1.00

2. General Development

General development impacts of planned projects may refer to a project's **annual** impact on the general quality of life and economic climate of a region. It can involve multiple aspects including the development of human capital, critical infrastructure, regional competitiveness and the enhancement of trade, and safety. The project sponsor will need to describe in detail to the study team how the proposed project impacts the socio-economic characteristics of the area. The projects will thus be scored as follows:

General Development	Score
No benefit (< $250,000 / year)	0.00
Minor benefit ($250,000 - $500,000/ year)	0.33
Moderate benefit (>$500,000 - $1 million/ year)	0.67
Major benefit (>$1 million/ year)	1.00

Bi-national Coordination

Port-of-Entry (POE) Projects

1. Bi-national Coordination Criteria

This criterion assesses whether the binational components of a project have been taken into account. We can assess the extent of binational coordination by determining whether a given project: 1) has been formally discussed by both governments at the federal level and marked by federal milestones including exchange of official documents; 2) is being coordinated via the Binational Bridges and Border Crossings Group (BBBXG), and other fora as appropriate; 3) has been submitted to the U.S. Department of State for a U.S. Government Presidential Permit (or submitted as an application for an amendment of an existing Presidential Permit), and accepted as a complete application; and/or 4) is included on the twelve month action plan of the bilateral Executive Steering Committee on 21st Century Border Management.
POE projects will thus be scored as follows:

Forums for Bi-national Coordination	Score
None	0.00
One	0.25
Two	0.50
Three	0.75
Four	1.00

Appendix 1 – Quartiles

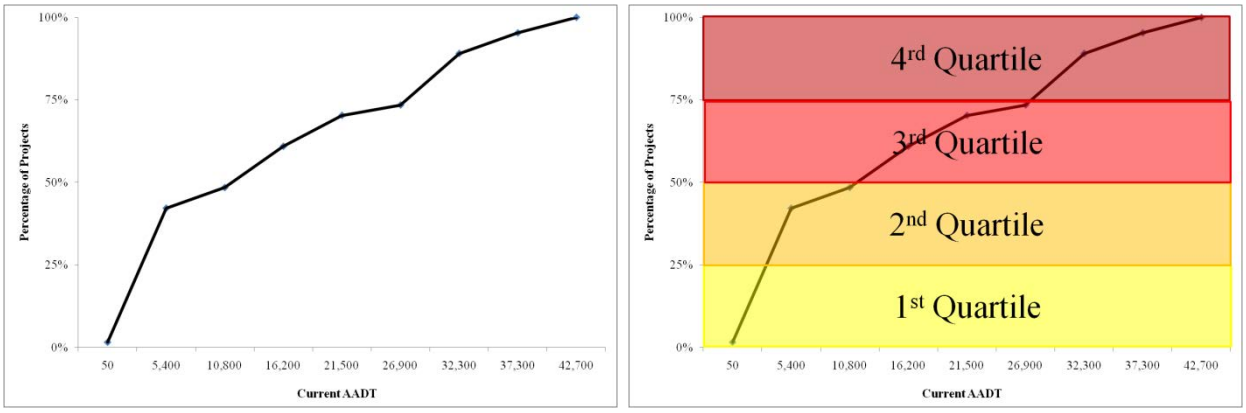
A quartile is a statistical term corresponding to one of three points, that divide a ranked data set into equal groups, each representing a fourth of the data points.

The three points are:

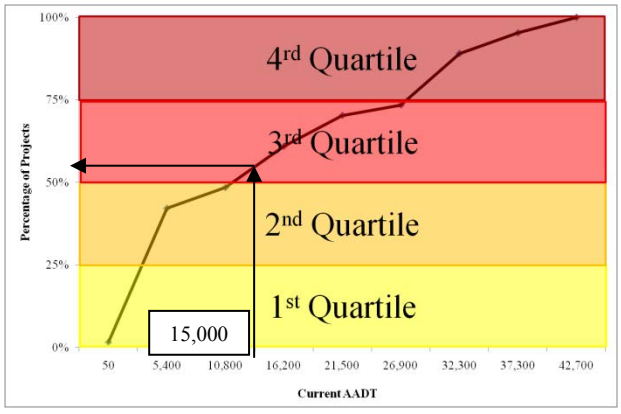
- The 1st Quartile (Q1) or lower quartile is the value in the ranked data set for which 25% of the values are lower and 75% of the values are higher. The Q1 also corresponds to the 25th Percentile.
- The 2nd Quartile (Q2) or median, corresponds to the value in the ranked data set that divides the ranked data in half. The Q2 also corresponds to the 50th Percentile.
- The 3rd Quartile (Q3) or upper quartile is the value in the ranked data set for which 75% of the values are lower and 25% of the values are higher. The Q3 corresponds to the 75th Percentile.

Example – Average Annual Daily Traffic (AADT)

The following figure illustrates the AADT values for 65 projects.



When Q1, Q2, and Q3 are estimated, the data set is divided into 4 sets, corresponding to the data between the 0th and 25th Percentiles, 25th and 50th Percentiles, 50th and 75th Percentiles, and 75th and 100th Percentiles. For the criterion that use quartiles, the projects will be scored depending on which of the four data sets include the project's criteria value. For example, if a project has an AADT of 15,000,



The AADT value will fall within the 3rd data set and consequently a score corresponding to Q3 will be assigned to the proposed project for this criterion.

Lower Rio Grande Valley-Tamaulipas Border Master Plan

Appendix F
Ranking Spreadsheets

U.S. POE PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project Characteristics										
Project ID/CSJ	**Term**	**Reporting Agency**	**Project Name**	**Project Description**	**Location of Project**	**County**	**Let Year**	**Year Project Becomes Operational**	**Estimated Cost/Low Bid ($2012)**	
POE – DONNA 01	Short Term	City of Donna	Donna - NB and SB Federal Inspection Facilities for Empty Trucks	Construction of northbound and southbound federal inspection facilities for processing empty commercial truck traffic	Donna International Bridge	Hidalgo County	2013	2013	$	5,000,000
POE-08 / POE-09 / POE-11	Medium Term	Anzaldúas International Bridge Board	Anzalduas LPOE - North Bound Commercial Import Lot Facilities	Improve mobility and decrease wait times for northbound vehicles by adding four additional non-commercial lanes. Construct northbound commercial import lot facilities and lanes to 1) divert commercial traffic and separate POV, trucks, and buses; 2) improve mobility of commercial border corridors; 3) increase border security; 4) deter cross-border criminal activities. This is a cooperative effort with government agencies.	Anzaldúas International Bridge	Hidalgo County	2017	2019	$	24,636,476
POE-07 / POE-13 / 0921-02-303	Short Term	Anzaldúas International Bridge Board	Anzalduas LPOE - NB Additional Lanes (Non-commercial)	Add two additional northbound POV lanes to alleviate queuing on bridge; and begin expanding the secondary vehicle inspection facility to accommodate southbound commercial traffic of trucks and buses in 2015	Anzaldúas International Bridge	Hidalgo County	2015	2016	$	6,361,129
POE – Port Brownsville	Long Term	Port of Brownsville	Port of Brownsville International Bridge Project	On currently undeveloped land, two causeway-style bridge spans will be built to connect the Port of Brownsville directly with Mexico. One span will have four 12-foot truck travel lanes and will connect to the port's internal road network. The second span will support a single railroad track that links to the port's existing BRG railroad system. Facilities will be built for federal inspection agencies.	Spanning and due north of the Rio Grande River, approximately 2 ½ miles south of the Port of Brownsville Channel and 2 ½ miles east of the Brownsville South Padre Island International Airport	Cameron County	2019 (estimate)	2022 (estimate)	$	125,000,000
POE – DONNA 02	Short Term	City of Donna	Donna - NB and SB Federal Inspection Facilities for Loaded Commercial Vehicles	Construction of northbound and southbound federal inspection facilities for processing full commercial truck traffic	Donna International Bridge	Hidalgo County	2016	2016	$	13,000,000
CSJ 0921-02-193-ALT-2	Short Term	City of Pharr	Northbound Lane Expansion into POE Alternate 2 - 4 lanes option	Increase inspection booth facilities by adding four inspection booths and expand the access roads from the bridge to the inspections booths from two to eight lanes, each a quarter of a mile long.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2015	$	5,500,000
POE-34	Short Term	City of Pharr	POE Exit Booth Expansion	Increase exit inspection booth facilities from two to four inspection booths to eliminate bottlenecks	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2015	2016	$	1,650,000
POE-29 - ALT 2	Medium Term	City of Pharr	Pharr/Reynosa Bridge Expansion – 4 Lanes	Widen bridge by adding four additional lanes to the current U.S. side of the bridge structure (1.3 miles) to improve mobility through designated lanes and encouraging commercial truck companies to become FAST Certified, which will in turn improve wait times.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2017	2019	$	26,579,400
CSJ 0921-02-193-ALT-1	Short Term	City of Pharr	Northbound Lane Expansion into POE Alternate 1 - 2 lanes option	Increase an additional two POE entrance inspection booths and expand the access roads from the bridge to the inspections booths from two to eight lanes quarter of a mile long.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2015	$	3,300,000
POE-29 - ALT 1	Short Term	City of Pharr	Pharr/Reynosa Bridge Expansion – 2 Lanes	Widen bridge by adding two additional lanes to the current U.S. side of the bridge structure (1.3 miles) to improve mobility through designated lanes and encouraging commercial truck companies to become FAST Certified, which will in turn improve wait times.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2015	2018	$	13,289,700
Starr-STP-15	Unknown	Starr-Camargo Bridge Company	Río Grande City-Camargo Bridge Expansion	Expand international bridge by constructing an additional two lane span that will be used by southbound traffic	Río Grande City-Camargo Bridge	Starr County	Not available	2016	$	5,000,000
POE-18	Short Term	Hidalgo International Bridge Board	Hidalgo LPOE - Headhouse and 5 Additional Lanes Project	Project shall demolish existing primary headhouse and construct 5 additional inspection stations with new headhouse building constructed atop (second story).	Hidalgo International Land Port of Entry	Hidalgo County	2014	2015	$	3,500,000
POE-21	Medium Term	Hidalgo International Bridge Board	Hidalgo LPOE - Renovation of Building "A" for Bus Transit Terminal	Project proposes to renovate existing building "A" to accommodate a bus transit terminal	Hidalgo International Bridge	Hidalgo County	2016	2017	$	270,000
POE-30	Medium Term	City of Pharr	Emergency Shoulder on Bridge	Add emergency shoulder on both sides of bridge to prevent accidents and reduce the interruption of traffic flow.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2017	2018	$	2,300,000
CSJ 0921-02-193 - ITS	Short Term	City of Pharr	Intelligent Traffic System on Bridge	Install overhead warning system to guide and inform traffic and allow for easier flow of traffic	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2015	$	1,200,000
POE-28	Short Term	City of Pharr	Pharr Port of Entry Agriculture Inspection Lab	Build a lab and training room for USDA agriculture inspectors to allow for the quicker release of cargo.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2015	$	2,000,000
POE-35	Short Term	City of Pharr	Warehouse Remodel Into Agriculture Inspection Lab	Remodel current warehouse space into a lab and training room for USDA agriculture inspectors to allow for the quicker release of cargo.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2015	$	1,000,000
POE-32-ALT-2	Short Term	City of Pharr	Pharr Port of Entry Import Lot Expansion – Alternate 2	Increase the port of entry import lot inspection facility by 50% through the expansion of the current wings of the facility. This will allow for quicker inspection of cargo and efficiency of operations thereby resulting in increased use of the Pharr port of entry.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2016	2017	$	7,000,000

	Congestion / Capacity (21%)																						
	1. Increase in # of Fully Operational Lanes or Rail Tracks (32.2%)						2. Improve Throughput Through the Use of Technology (19.6%)					3. Alleviates Congestion (29.2%)						4. Increase in Number of Modes Served (19%)					
Project ID/CSJ	Before Project	After Project	Change in booths	Double Stacked Booth?	*Score*	*Partial Weight*	No Improvement	Other Technology (LED, etc.)	Advanced Lane Technology (READY, FAST, SENTRI)	*Score*	*Partial Weight*	POV Existing Average (2012) Border Crossing Wait Time (in minutes)	CV Existing Average (2012) Border Crossing Wait Time (in minutes)	Future Border Crossing Wait Time	Reduction in Border Crossing Wait Time	*Score*	*Partial Weight*	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	*Score*	*Partial Weight*	**Congestion / Capacity Weight**
POE – DONNA 01	4	8	4		1.000	0.068			Yes	1.000	0.041				-	0.000	0.000	2	3	1	0.330	0.013	0.122
POE-08 / POE-09 / POE-11	6	10	4		1.000	0.068			Yes	1.000	0.041	16.46			16.46	0.000	0.000	1	4	3	1.000	0.040	0.149
POE-07 / POE-13 / 0921-02-303	4	6	2		0.670	0.045			Yes	1.000	0.041	16.46			16.46	0.000	0.000	1	3	2	0.670	0.027	0.113
POE – Port Brownsville	0	5	5		1.000	0.068			Yes	1.000	0.041				-	0.000	0.000	0	2	2	0.670	0.027	0.136
POE – DONNA 02	4	4	0		0.000	0.000			Yes	1.000	0.041				-	0.000	0.000	3	3	-	0.000	0.000	0.041
CSJ 0921-02-193-ALT-2	6	10	4		1.000	0.068			Yes	1.000	0.041	13.79		5	8.79	0.500	0.031	2	2	-	0.000	0.000	0.139
POE-34	2	4	2		0.670	0.045			Yes	1.000	0.041	13.79		5	8.79	0.500	0.031	1	1	-	0.000	0.000	0.117
POE-29 - ALT 2	4	8	4		1.000	0.068			Yes	1.000	0.041		14.62	5	9.62	0.750	0.046	4	4	-	0.000	0.000	0.155
CSJ 0921-02-193-ALT-1	6	8	2		0.670	0.045			Yes	1.000	0.041	13.79		5	8.79	0.500	0.031	2	2	-	0.000	0.000	0.117
POE-29 - ALT 1	4	6	2		0.670	0.045			Yes	1.000	0.041		14.62	5	9.62	0.750	0.046	4	4	-	0.000	0.000	0.132
Starr-STP-15	2	4	2		0.670	0.045			Yes	1.000	0.041	7.37			7.37	0.000	0.000	2	2	-	0.000	0.000	0.086
POE-18	12	17	5		1.000	0.068			Yes	1.000	0.041	21.29			21.29	0.000	0.000	3	3	-	0.000	0.000	0.109
POE-21	12	13	1		0.330	0.022			Yes	1.000	0.041	21.29			21.29	0.000	0.000	3	3	-	0.000	0.000	0.063
POE-30	4	4	0		0.000	0.000			Yes	1.000	0.041	13.79		5	8.79	0.500	0.031	4	4	-	0.000	0.000	0.072
CSJ 0921-02-193 - ITS	6	6	0		0.000	0.000	Yes			0.000	0.000	13.79		5	8.79	0.500	0.031	4	4	-	0.000	0.000	0.031
POE-28	6	6	0		0.000	0.000			Yes	1.000	0.041		14.62	5	9.62	0.750	0.046	1	1	-	0.000	0.000	0.087
POE-35	6	6	0		0.000	0.000			Yes	1.000	0.041		14.62	5	9.62	0.750	0.046	1	1	-	0.000	0.000	0.087
POE-32-ALT-2	10	10	0		0.000	0.000			Yes	1.000	0.041		14.62	5	9.62	0.750	0.046	1	1	-	0.000	0.000	0.087

	Demand (16%)										
	1. Increase in Average Annual Daily Crossings (59.6%)					2. Multiple Mode Demand (40.4%)					
Project ID/CSJ	Current Annual Daily Crossings	Future Annual Daily Crossings	Increase in Average Annual Daily Crossings	*Score*	*Partial Weight*	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	*Score*	Partial Weight	**Demand Weight**
POE – DONNA 01	1,168	6,200	5,032	1.000	0.095	2	3	1	0.250	0.016	0.112
POE-08 / POE-09 / POE-11	6,361	8,531	2,170	0.750	0.072	1	4	3	0.750	0.048	0.120
POE-07 / POE-13 / 0921-02-303	6,361	8,531	2,170	0.750	0.072	1	3	2	0.500	0.032	0.104
POE – Port Brownsville	-	650	650	0.500	0.048	-	2	2	0.500	0.032	0.080
POE – DONNA 02	1,168	7,200	6,032	1.000	0.095	3	3	-	0.000	0.000	0.095
CSJ 0921-02-193-ALT-2	3,836	6,027	2,192	1.000	0.095	2	2	-	0.000	0.000	0.095
POE-34	3,836	6,027	2,192	1.000	0.095	1	1	-	0.000	0.000	0.095
POE-29 - ALT 2	3,836	6,027	2,192	1.000	0.095	4	4	-	0.000	0.000	0.095
CSJ 0921-02-193-ALT-1	3,836	6,027	2,192	1.000	0.095	2	2	-	0.000	0.000	0.095
POE-29 - ALT 1	3,836	6,027	2,192	1.000	0.095	4	4	-	0.000	0.000	0.095
Starr-STP-15	1,000	1,300	300	0.500	0.048	2	2	-	0.000	0.000	0.048
POE-18	21,677	22,536	859	0.500	0.048	3	3	-	0.000	0.000	0.048
POE-21	21,677	22,536	859	0.500	0.048	3	3	-	0.000	0.000	0.048
POE-30	3,836	6,027	2,192	1.000	0.095	4	4	-	0.000	0.000	0.095
CSJ 0921-02-193 - ITS	3,836	6,027	2,192	1.000	0.095	4	4	-	0.000	0.000	0.095
POE-28	1,288	2,318	1,030	0.500	0.048	1	1	-	0.000	0.000	0.048
POE-35	1,288	2,318	1,030	0.500	0.048	1	1	-	0.000	0.000	0.048
POE-32-ALT-2	1,288	2,318	1,030	0.500	0.048	1	1	-	0.000	0.000	0.048

U.S. POE PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Cost effectiveness / Project Readiness (15%) — 1. Cost Effectiveness ($/Capacity Criterion) (23.4%); 2. Cost Effectiveness ($/Demand Criterion) (18.2%)

Project ID/CSJ	Estimated Cost ($2010)	Funding - Private	Number of booths	Cost Effectiveness	*Score*	*Partial Weight*	Estimated Cost ($2010)	Funding - Private	Change in Number of Booths	Cost Effectiveness	*Score*	*Partial Weight*
POE – DONNA 01	$ 5,000,000		8	$ 625,000	0.750	0.026	$ 5,000,000	$ -	4	$ 1,250,000	0.750	0.020
POE-08 / POE-09 / POE-11	$ 24,636,476		10	$ 2,463,648	0.250	0.009	$ 24,636,476	$ -	4	$ 6,159,119	0.500	0.014
POE-07 / POE-13 / 0921-02-303	$ 6,361,129	$ 1,272,449	6	$ 848,113	0.500	0.018	$ 6,361,129	$ 1,272,449	2	$ 2,544,340	0.500	0.014
POE – PortBrown	$ 125,000,000		5	$ 25,000,000	0.250	0.009	$ 125,000,000	$ -	5	$ 25,000,000	0.250	0.007
POE – DONNA 02	$ 13,000,000		4	$ 3,250,000	0.250	0.009	$ 13,000,000	$ -	0	-	0.000	0.000
CSJ 0921-02-193-ALT-2	$ 5,500,000		10	$ 550,000	0.750	0.026	$ 5,500,000	$ -	4	$ 1,375,000	0.750	0.020
POE-34	$ 1,650,000		4	$ 412,500	0.750	0.026	$ 1,650,000	$ -	2	$ 825,000	1.000	0.027
POE-29 - ALT 2	$ 26,579,400		8	$ 3,322,425	0.250	0.009	$ 26,579,400	$ -	4	$ 6,644,850	0.250	0.007
CSJ 0921-02-193-ALT-1	$ 3,300,000		8	$ 412,500	0.750	0.026	$ 3,300,000	$ -	2	$ 1,650,000	0.750	0.020
POE-29 - ALT 1	$ 13,289,700		6	$ 2,214,950	0.250	0.009	$ 13,289,700	$ -	2	$ 6,644,850	0.250	0.007
Starr-STP-15	$ 5,000,000		4	$ 1,250,000	0.500	0.018	$ 5,000,000	$ -	2	$ 2,500,000	0.500	0.014
POE-18	$ 3,500,000		17	$ 205,882	1.000	0.035	$ 3,500,000	$ -	5	$ 700,000	1.000	0.027
POE-21	$ 270,000		13	$ 20,769	1.000	0.035	$ 270,000	$ -	1	$ 270,000	1.000	0.027
POE-30	$ 2,300,000		4	$ 575,000	0.750	0.026	$ 2,300,000	$ -	0	-	0.000	0.000
CSJ 0921-02-193 - ITS	$ 1,200,000		6	$ 200,000	1.000	0.035	$ 1,200,000	$ -	0	-	0.000	0.000
POE-28	$ 2,000,000		6	$ 333,333	1.000	0.035	$ 2,000,000	$ -	0	-	0.000	0.000
POE-35	$ 1,000,000		6	$ 166,667	1.000	0.035	$ 1,000,000	$ -	0	-	0.000	0.000
POE-32-ALT-2	$ 7,000,000		10	$ 700,000	0.500	0.018	$ 7,000,000	$ -	0	-	0.000	0.000

Cost effectiveness / Project Readiness (15%) — 3. Land Availability (26.5%); 4. Partially Funded Project (19.8%); 5. Phase of Project Development (12.1%)

Project ID/CSJ	No land availability	Low land availability	Medium land availability	High land availability / no land needed	*Score*	*Partial Weight*	No Funding	0 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	*Score*	*Partial Weight*	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits in hand	>80% ROW in hand, permits in hand	*Score*	*Partial Weight*	Cost effectiveness / Project Readiness Weight
POE – DONNA 01				Yes	1.000	0.040				Yes		0.750	0.022					Yes	1.000	0.018	0.127
POE-08 / POE-09 / POE-11				Yes	1.000	0.040	Yes					0.000	0.000		Yes				0.250	0.005	0.067
POE-07 / POE-13 / 0921-02-303				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.110
POE – PortBrown				Yes	1.000	0.040	Yes					0.000	0.000		Yes				0.250	0.005	0.060
POE – DONNA 02				Yes	1.000	0.040	Yes					0.000	0.000					Yes	1.000	0.018	0.067
CSJ 0921-02-193-ALT-2				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.125
POE-34				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.132
POE-29 - ALT 2				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.094
CSJ 0921-02-193-ALT-1				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.125
POE-29 - ALT 1				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.094
Starr-STP-15				Yes	1.000	0.040					Yes	1.000	0.030					Yes	1.000	0.018	0.119
POE-18				Yes	1.000	0.040	Yes					0.000	0.000	Yes					0.000	0.000	0.102
POE-21				Yes	1.000	0.040	Yes					0.000	0.000	Yes					0.000	0.000	0.102
POE-30			Yes		0.670	0.027					Yes	1.000	0.030			Yes			0.500	0.009	0.092
CSJ 0921-02-193 - ITS				Yes	1.000	0.040					Yes	1.000	0.030					Yes	1.000	0.018	0.123
POE-28				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.114
POE-35				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.114
POE-32-ALT-2				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.096

Safety (9%) — 1. Diversion of Commercial Traffic (61%); 2. Safe Handling of Hazardous Material (39%)

Project ID/CSJ	New POE?	If new POE, diversion of commercial traffic from urban areas possible?	If existing POE, how many traffic modes are separated?	*Score*	*Partial Weight*	Prepared?	*Score*	*Partial Weight*	Safety Weight
POE – DONNA 01	No		3	0.750	0.041	Yes	1.000	0.035	0.076
POE-08 / POE-09 / POE-11	No		3	0.750	0.041	Yes	1.000	0.035	0.076
POE-07 / POE-13 / 0921-02-303	No		2	0.500	0.027	Yes	1.000	0.035	0.063
POE – PortBrown	Yes	Yes		1.000	0.055	Yes	1.000	0.035	0.090
POE – DONNA 02	No		3	0.750	0.041	Yes	1.000	0.035	0.076
CSJ 0921-02-193-ALT-2	No		0	0.000	0.000	Yes	1.000	0.035	0.035
POE-34	No		0	0.000	0.000	Yes	1.000	0.035	0.035
POE-29 - ALT 2	No		0	0.000	0.000	Yes	1.000	0.035	0.035
CSJ 0921-02-193-ALT-1	No		0	0.000	0.000	Yes	1.000	0.035	0.035
POE-29 - ALT 1	No		0	0.000	0.000	Yes	1.000	0.035	0.035
Starr-STP-15	No		1	0.250	0.014	Yes	1.000	0.035	0.049
POE-18	No		3	0.750	0.041	Yes	1.000	0.035	0.076
POE-21	No		4	1.000	0.055	Yes	1.000	0.035	0.090
POE-30	No		0	0.000	0.000	Yes	1.000	0.035	0.035
CSJ 0921-02-193 - ITS	No		0	0.000	0.000	Yes	1.000	0.035	0.035
POE-28	No		0	0.000	0.000	Yes	1.000	0.035	0.035
POE-35	No		0	0.000	0.000	Yes	1.000	0.035	0.035
POE-32-ALT-2	No		0	0.000	0.000	Yes	1.000	0.035	0.035

Regional Impacts (22%) — 1. Wider Geographic Impacts (50%); 2. General Development (50%) — **Bi-National Coordination (17%)** — 1. Bi-National Coordination (100%)

Project ID/CSJ	No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	*Score*	*Partial Weight*	No Benefit (<$250,000/year)	Minor Benefit ($250,000-$500,000)	Moderate Benefit ($500,000-$1 Million)	Major Benefit (>$1 Million)	*Score*	*Partial Weight*	Regional Impacts Weight	Forums for Bi-National Coordination	*Score*	*Partial Weight*	Bi-National Coordination Weight	Project Score	Project Score in 100s	Project Rank
POE – DONNA 01					Yes	1.000	0.110				Yes	1.000	0.110	0.220	3	0.750	0.128	0.128	0.784	78.42	**1**
POE-08 / POE-09 / POE-11					Yes	1.000	0.110				Yes	1.000	0.110	0.220	2	0.500	0.085	0.085	0.717	71.67	**2**
POE-07 / POE-13 / 0921-02-303					Yes	1.000	0.110				Yes	1.000	0.110	0.220	2	0.500	0.085	0.085	0.694	69.43	**3**
POE – PortBrown					Yes	1.000	0.110				Yes	1.000	0.110	0.220	2	0.500	0.085	0.085	0.670	67.04	**4**
POE – DONNA 02					Yes	1.000	0.110				Yes	1.000	0.110	0.220	3	0.750	0.128	0.128	0.627	62.70	**5**
CSJ 0921-02-193-ALT-2					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.615	61.52	**6**
POE-34					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.600	59.97	**7**
POE-29 - ALT 2					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.599	59.94	**8**
CSJ 0921-02-193-ALT-1					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.593	59.29	**9**
POE-29 - ALT 1					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.577	57.70	**10**
Starr-STP-15					Yes	1.000	0.110			Yes		0.670	0.074	0.184	2	0.500	0.085	0.085	0.570	57.05	**11**
POE-18					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.555	55.49	**12**
POE-21					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.523	52.33	**13**
POE-30					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.514	51.40	**14**
CSJ 0921-02-193 - ITS					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.504	50.38	**15**
POE-28					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.504	50.36	**16**
POE-35					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.504	50.36	**16**
POE-32-ALT-2					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.486	48.60	**18**

U.S. POE PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project Characteristics										Congestion / Capacity (21%)																						Demand (16%)										
										1. Increase in # of Fully Operational Lanes or Rail Tracks (32.2%)						2. Improve Throughput Through the Use of Technology (19.6%)					3. Alleviates Congestion (29.2%)						4. Increase in Number of Modes Served (19%)						Congestion / Capacity Weight	1. Increase in Average Annual Daily Crossings (59.6%)					2. Multiple Mode Demand (40.4%)						Demand Weight
Project IDCSJ	Term	Reporting Agency	Project Name	Project Description	Location of Project	County	Let Year	Year Project Becomes Operational	Estimated Cost/Low Bid (2012)	Before Project	After Project	Change in booths	Double Stacked Booth?	*Score*	*Partial Weight*	No Improvement	Other Technology (LED, etc.)	Advanced Lane Technology (READY, FAST, SENTRI)	*Score*	*Partial Weight*	POV Existing Average (2012) Border Crossing Wait Time (in minutes)	CV Existing Average (2012) Border Crossing Wait Time (in minutes)	Future Border Crossing Wait Time	Reduction in Border Crossing Wait Time	*Score*	*Partial Weight*	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	*Score*	*Partial Weight*		Current Annual Daily Crossings	Future Annual Daily Crossings	Increase in Average Annual Daily Crossings	*Score*	*Partial Weight*	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	*Score*	Partial Weight		
POE-32-ALT-1	Medium Term	City of Pharr	Pharr Port of Entry Import Lot Expansion – 2nd Facility - Alternate 1	Duplicate the port of entry import lot inspection facility, increasing by 100%. This will allow for quicker inspection of cargo and efficiency of operations thereby resulting in increased use of the Pharr port of entry.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2017	2019	$ 21,000,000	10	10	0		0.000	0.000			Yes	1.000	0.041		14.62	5	9.62	0.750	0.046	1	1	-	0.000	0.000	0.087	1,288	2,318	1,030	0.500	0.048	1	1	-	0.000	0.000	0.048
POE-05	Medium Term	Anzaldúas International Bridge Board	Anzaldúas LPOE Twin NB Bridge Segment	Construct 0.5 mile segment of proposed northbound bridge to accommodate commercial truck traffic and improve mobility by increasing number of lanes on bridge.	Anzaldúas International Bridge	Hidalgo County	2017	2018	$ 7,032,500	4	4	0		0.000	0.000			Yes	1.000	0.041				-	0.000	0.000	2	4	2	0.670	0.027	0.068	6,361	8,531	2,170	0.750	0.072	2	4	2	0.500	0.032	0.104
POE-36	Short Term	City of Pharr	Export Inspection and Staging Area at Pharr FTZ	Create an export inspection area and parking staging area for southbound trucks at the Pharr Free Trade Zone	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2015	2016	$ 15,000,000			0		0.000	0.000		Yes		0.500	0.021		14.62	3	11.62	1.000	0.061	2	2	-	0.000	0.000	0.082	27	55	28	0.500	0.048	2	2	-	0.000	0.000	0.048
POE-22	Long Term	David Garcia, Deputy County Administrator, Cameron County	Flor de Mayo International Bridge	New bridge will link the U.S. and Mexico at FM 3248 (Alton Gloor) and Avenida Flor de Mayo (excluding the border station).	New location, Cameron County, TX	Cameron County		2019	$ 20,000,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000	0	2	2	0.670	0.027	0.027	-	2,466	2,466	1.000	0.095	-	2	2	0.500	0.032	0.128
POE-31	Short Term	City of Pharr	Export Lot Staging Area	Create a parking staging area for southbound trucks to reduce congestion from road leading to bridge and reduce the possibility of accidents.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2015	2016	$ 4,200,000			0		0.000	0.000		Yes		0.500	0.021		14.62	3	11.62	1.000	0.061	2	2	-	0.000	0.000	0.082	27	55	27	0.500	0.048	2	2	-	0.000	0.000	0.048
POE-33	Short Term	City of Pharr	POE FAST Lane & Exit Booths	Add a FAST lane within the POE and two exit booths to allow for gate to gate traffic flow.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2014	$ 1,500,000	6	6	0		0.000	0.000	Yes			0.000	0.000	13.79		5	8.79	0.500	0.031	1	1	-	0.000	0.000	0.031	1,288	2,318	1,030	0.500	0.048	1	1	-	0.000	0.000	0.048
POE-06 / POE-10 / 0921-02-197	Medium Term	TXDOT & Anzalduas International Bridge Board	Anzaldúas Bridge - Border Safety Inspection Facility & Northbound Commercial Facilities Permanent NII Inspection Facility	Construct permanent Border Safety Inspection Facility and a permanent non-intrusive inspection (NII) Inspection Facility to 1) improve mobility of commercial border corridors, 2) increase border security, and 3) deter cross-border criminal activities. This is a cooperative effort with government agencies.	Anzaldúas International Bridge	Hidalgo County	2017	2018	$ 22,116,507	10	10	0		0.000	0.000			Yes	1.000	0.041				-	0.000	0.000	4	4	-	0.000	0.000	0.041	6,361	8,531	2,170	0.750	0.072	4	4	-	0.000	0.000	0.072
POE-12 / 0921-02-303	Medium Term	Anzalduas International Bridge Board	Anzaldúas Bridge - Southbound Final Commercial Lanes	Expand the vehicle inspection facility to accommodate southbound commercial traffic inspections	Anzaldúas International Bridge	Hidalgo County	2015	2015	$ 2,462,957	4	4	0		0.000	0.000			Yes	1.000	0.041				-	0.000	0.000	2	4	2	0.670	0.027	0.068	6,361	8,531	2,170	0.750	0.072	2	4	2	0.500	0.032	0.104
POE-03	Long Term	CBP	Complete Modernization/Rebuild	Reconfigure and rebuild the existing POE in compliance with current design standards and operational requirements to improve capacity, processing efficiency, security, and officer safety	Progreso International Bridge	Hidalgo County	2017	2023	$ 55,000,000	5	5	0		0.000	0.000			Yes	1.000	0.041	9.89			9.89	0.000	0.000	2	2	-	0.000	0.000	0.041	1,233		(1,233)	0.000	0.000	2	2	-	0.000	0.000	0.000
POE-01	Long Term	CBP	Complete Modernization/Rebuild	Reconfigure and rebuild the existing POE in compliance with current design standards and operational requirements to improve capacity, processing efficiency, security, and officer safety	Brownsville - Gateway International Bridge	Cameron County	2017	2023	$ 60,000,000	5	5	0		0.000	0.000				0.000	0.000	16.6			16.60	0.000	0.000	1	1	-	0.000	0.000	0.000	3,562		(3,562)	0.000	0.000	1	1	-	0.000	0.000	0.000
POE-04	Long Term	Sullivan City	Sullivan City-Diaz Ordaz International Border Crossing	The planning, development, design, and construction of a proposed international border crossing between Sullivan City and Gustavo Diaz Ordaz in Tamaulipas, Mexico.	South of Sullivan City, TX at the Rio Grande	Hidalgo County			$ 220,000,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000	0	4	4	1.000	0.040	0.040			-	0.000	0.000	-	4	4	1.000	0.065	0.065
POE-02	Short Term	City Project	Headhouse relocation and lane realignment	Demolish existing headhouse; rebuild it to current design standard and operational requirements at more suitable location. Will allow realignment of up to four primary inbound POV lanes to facilitate incoming traffic flow and reduce congestion and processing wait times.	Hidalgo International Bridge	Hidalgo County			$ 7,000,000			0		0.000	0.000				0.000	0.000	21.29			21.29	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000
Starr-STP-14	Unknown	Starr-Camargo Bridge Company	Construct Proposed International Crossing	Construct proposed International Crossing	Roma-Ciudad Miguel Alemán Bridge	Starr County						0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000
0921-06-207	Medium Term	TxDOT	Border Safety Inspection Facility - Brownsville/Los Tomates POE	Construct U.S. Border Safety Inspection Facility	Veterans International Bridge at Los Tomates	Cameron County	Jul 2014		$ 15,000,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000
0921-06-208	Medium Term	TxDOT	Border Safety Inspection Facility - Los Indios Free Trade International Bridge	Construct U.S. Border Safety Inspection Facility	Los Indios Free Trade International Bridge	Cameron County	Jul 2014		$ 15,000,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000
POE-23	Long Term	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build of Commercial and Bus Inspection Facility	Los Indios Free Trade International Bridge	Cameron County			$ 1,305,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000
POE-24	Long Term	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build of Commercial and Bus Inspection Facility	Pharr-Reynosa International Bridge on the Rise	Hidalgo County			$ 1,855,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000
POE-25	Long Term	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build of Commercial and Bus Inspection Facility	Roma-Ciudad Miguel Alemán Bridge	Starr County			$ 1,159,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000
POE-26	Long Term	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build of Commercial and Bus Inspection Facility	Progreso International Bridge	Hidalgo County			$ 1,618,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000
POE-27	Long Term	TxDOT	Border Safety Inspection Facility - Donna International Bridge	Construct U.S. Border Safety Inspection Facility	Donna International Bridge	Hidalgo County	2035	2038	$ 15,000,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000

TABLE KEY

INPUT DATA SUBMITTED BY AGENCY, IF BLANK, MEANS DATA WAS NOT SUBMITTED
INPUT DATA COMPUTED BY SPREADSHEET
SCORING CELL
PROJECT SCORE AND RANK

U.S. POE PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project ID/CSJ	Cost effectiveness / Project Readiness (15%)											
	1. Cost Effectiveness ($/Capacity Criterion) (23.4%)						2. Cost Effectiveness ($/Demand Criterion) (18.2%)					
	Estimated Cost ($2010)	Funding - Private	Number of booths	Cost Effectiveness	***Score***	***Partial Weight***	Estimated Cost ($2010)	Funding - Private	Change in Number of Booths	Cost Effectiveness	***Score***	***Partial Weight***
POE-32-ALT-1	$ 21,000,000		10	$ 2,100,000	0.500	0.018	$ 21,000,000	$ -	0	-	0.000	0.000
POE-05	$ 7,032,500		4	$ 1,758,125	0.500	0.018	$ 7,032,500	$ -	0	-	0.000	0.000
POE-36	$ 15,000,000		0	-	0.000	0.000	$ 15,000,000	$ -	0	-	0.000	0.000
POE-22	$ 20,000,000		0	-	0.000	0.000	$ 20,000,000	$ -	0	-	0.000	0.000
POE-31	$ 4,200,000		0	-	0.000	0.000	$ 4,200,000	$ -	0	-	0.000	0.000
POE-33	$ 1,500,000		6	$ 250,000	1.000	0.035	$ 1,500,000	$ -	0	-	0.000	0.000
POE-06 / POE-10 / 0921-02-197	$ 22,116,507	$ 5,343,941	10	$ 1,677,257	0.500	0.018	$ 22,116,507	$ 5,343,941	0	-	0.000	0.000
POE-12 / 0921-02-303	$ 2,462,957		4	$ 615,739	0.750	0.026	$ 2,462,957	$ -	0	-	0.000	0.000
POE-03	$ 55,000,000		5	$ 11,000,000	0.250	0.009	$ 55,000,000	$ -	0	-	0.000	0.000
POE-01	$ 60,000,000		5	$ 12,000,000	0.250	0.009	$ 60,000,000	$ -	0	-	0.000	0.000
POE-04	$ 220,000,000		0	-	0.000	0.000	$ 220,000,000	$ -	0	-	0.000	0.000
POE-02	$ 7,000,000		0	-	0.000	0.000	$ 7,000,000	$ -	0	-	0.000	0.000
Starr-STP-14	$ -		0	-	0.000	0.000	$ -	$ -	0	-	0.000	0.000
0921-06-207	$ 15,000,000		0	-	0.000	0.000	$ 15,000,000	$ -	0	-	0.000	0.000
0921-06-208	$ 15,000,000		0	-	0.000	0.000	$ 15,000,000	$ -	0	-	0.000	0.000
POE-23	$ 1,305,000		0	-	0.000	0.000	$ 1,305,000	$ -	0	-	0.000	0.000
POE-24	$ 1,855,000		0	-	0.000	0.000	$ 1,855,000	$ -	0	-	0.000	0.000
POE-25	$ 1,159,000		0	-	0.000	0.000	$ 1,159,000	$ -	0	-	0.000	0.000
POE-26	$ 1,618,000		0	-	0.000	0.000	$ 1,618,000	$ -	0	-	0.000	0.000
POE-27	$ 15,000,000		0	-	0.000	0.000	$ 15,000,000	$ -	0	-	0.000	0.000

Project ID/CSJ	Cost effectiveness / Project Readiness (15%)																				
	3. Land Availability (26.5%)						4. Partially Funded Project (19.8%)							5. Phase of Project Development (12.1%)							Cost effectiveness / Project Readiness Weight
	No land availability	Low land availability	Medium land availability	High land availability / no land needed	***Score***	***Partial Weight***	No Funding	0 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	***Score***	***Partial Weight***	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits in hand	>80% ROW in hand, permits in hand	***Score***	***Partial Weight***	
POE-32-ALT-1				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.096
POE-05				Yes	1.000	0.040	Yes					0.000	0.000	Yes					0.000	0.000	0.057
POE-36				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.079
POE-22				Yes	1.000	0.040	Yes					0.000	0.000		Yes				0.250	0.005	0.044
POE-31		Yes			0.330	0.013					Yes	1.000	0.030			Yes			0.500	0.009	0.052
POE-33				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.114
POE-06 / POE-10 / 0921-02-197				Yes	1.000	0.040	Yes					0.000	0.000	Yes					0.000	0.000	0.057
POE-12 / 0921-02-303				Yes	1.000	0.040					Yes	1.000	0.030			Yes			0.500	0.009	0.105
POE-03				Yes	1.000	0.040	Yes					0.000	0.000			Yes			0.500	0.009	0.058
POE-01			Yes		0.670	0.027	Yes					0.000	0.000		Yes				0.250	0.005	0.040
POE-04					0.000	0.000						0.000	0.000						0.000	0.000	0.000
POE-02					0.000	0.000						0.000	0.000						0.000	0.000	0.000
Starr-STP-14					0.000	0.000						0.000	0.000						0.000	0.000	0.000
0921-06-207					0.000	0.000						0.000	0.000						0.000	0.000	0.000
0921-06-208					0.000	0.000						0.000	0.000						0.000	0.000	0.000
POE-23					0.000	0.000						0.000	0.000						0.000	0.000	0.000
POE-24					0.000	0.000						0.000	0.000						0.000	0.000	0.000
POE-25					0.000	0.000						0.000	0.000						0.000	0.000	0.000
POE-26					0.000	0.000						0.000	0.000						0.000	0.000	0.000
POE-27					0.000	0.000						0.000	0.000						0.000	0.000	0.000

Project ID/CSJ	Safety (9%)								
	1. Diversion of Commercial Traffic (61%)					2. Safe Handling of Hazardous Material (39%)			Safety Weight
	New POE?	If new POE, diversion of commercial traffic from urban areas possible?	If existing POE, how many traffic modes are separated?	***Score***	***Partial Weight***	Prepared?	***Score***	***Partial Weight***	
POE-32-ALT-1	No		0	0.000	0.000	Yes	1.000	0.035	0.035
POE-05	No			0.000	0.000	Yes	1.000	0.035	0.035
POE-36	No		1	0.250	0.014	Yes	1.000	0.035	0.049
POE-22	Yes			0.000	0.000	No	0.000	0.000	0.000
POE-31	No		1	0.250	0.014	Yes	1.000	0.035	0.049
POE-33	No		0	0.000	0.000	Yes	1.000	0.035	0.035
POE-06 / POE-10 / 0921-02-197	No			0.000	0.000	Yes	1.000	0.035	0.035
POE-12 / 0921-02-303	No			0.000	0.000	Yes	1.000	0.035	0.035
POE-03	No		2	0.500	0.027		0.000	0.000	0.027
POE-01	No			0.000	0.000		0.000	0.000	0.000
POE-04				0.000	0.000		0.000	0.000	0.000
POE-02				0.000	0.000		0.000	0.000	0.000
Starr-STP-14				0.000	0.000		0.000	0.000	0.000
0921-06-207				0.000	0.000		0.000	0.000	0.000
0921-06-208				0.000	0.000		0.000	0.000	0.000
POE-23				0.000	0.000		0.000	0.000	0.000
POE-24				0.000	0.000		0.000	0.000	0.000
POE-25				0.000	0.000		0.000	0.000	0.000
POE-26				0.000	0.000		0.000	0.000	0.000
POE-27				0.000	0.000		0.000	0.000	0.000

Project ID/CSJ	Regional Impacts (22%)														Bi-National Coordination (17%)				Project Score	Project Score in 100s	Project Rank
	1. Wider Geographic Impacts (50%)							2. General Development (50%)						Regional Impacts Weight	1. Bi-National Coordination (100%)			Bi-National Coordination Weight			
	No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	***Score***	***Partial Weight***	No Benefit (<$250,000/year)	Minor Benefit ($250,000-$500,000)	Moderate Benefit ($500,000-$1 Million)	Major Benefit (>$1 Million)	***Score***	***Partial Weight***		Forums for Bi-National Coordination	***Score***	***Partial Weight***				
POE-32-ALT-1					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.486	48.60	**18**
POE-05					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.484	48.41	**20**
POE-36					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.477	47.69	**21**
POE-22					Yes	1.000	0.110				Yes	1.000	0.110	0.220	1	0.250	0.043	0.043	0.461	46.12	**22**
POE-31					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.450	45.03	**23**
POE-33					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.447	44.71	**24**
POE-06 / POE-10 / 0921-02-197					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.425	42.51	**25**
POE-12 / 0921-02-303					Yes	1.000	0.110					0.000	0.000	0.110	0	0.000	0.000	0.000	0.422	42.17	**26**
POE-03					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.346	34.62	**27**
POE-01					Yes	1.000	0.110				Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.260	25.99	**28**
POE-04						0.000	0.000					0.000	0.000	0.000		0.000	0.000	0.000	0.105	10.45	**29**
POE-02						0.000	0.000					0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.00	**30**
Starr-STP-14						0.000	0.000					0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.00	**30**
0921-06-207						0.000	0.000					0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.00	**30**
0921-06-208						0.000	0.000					0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.00	**30**
POE-23						0.000	0.000					0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.00	**30**
POE-24						0.000	0.000					0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.00	**30**
POE-25						0.000	0.000					0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.00	**30**
POE-26						0.000	0.000					0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.00	**30**
POE-27						0.000	0.000					0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.00	**30**

MEXICO POE PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project Characteristics

Project ID/CSJ	Term	Reporting Agency	Project Name	Project Description	Location of Project	County	Let Year	Year Project Becomes Operational	Estimated Cost/Low Bid ($2012)
SCT-DGDC-02 INDAABIN	Mediano	Secretaría de Comunicaciones y Transportes, DGDC	Puente de Progreso	Carril de Acceso y de Salida del Puerto Fronterizo - 200 metros - 100 metros de cada lado (ancho de corona de 12 metros - y de calzada 15 metros)	Progreso				$3,200,000
GobTamps-02	Corto	Gobierno del Estado de Tamaulipas	Instalaciones para la inspección de vehículos de carga (vacíos)	Construcción de las instalaciones para la inspección de vehículos de carga (vacíos) en ambos sentidos.	Puente Internacional Rio Bravo-Donna		2014	2014	$880,000
SCT-DGDC-01	Corto	Secretaría de Comunicaciones y Transportes, DGDC	Puente Internacional Matamoros-Brownsville BYM	Mejoras y modernizacion al Puente Internacional existente - convertir puente ferroviario en carril SENTRI - Modernización de Av. Las Américas y Álvaro Obregón - Se construirá un museo del ferrocarril y ayudará evitar cruces a nivel con las calles transversales en zona urbana del Municipio de Matamoros	Av. Las Americas y Av. Alvaro Obregon	Matamoros	2013	2014-2015	$11,200,000
GobTamps-03	Corto	Gobierno del Estado de Tamaulipas	Ampliación de la Aduana de Exportación	Construcción de Andenes de Exportación para aumentar su capacidad de procesamiento de transporte de carga; se tiene capacidad limitada para procesar exportaciones	Puente Internacional Lucio Blanco-Los Indios				$4,800,000
AI-01	Corto	Aduanas / INDAABIN	Nueva Ubicación de la Aduana de Camargo	Desarrollo de áreas de carga de Importación y Exportación; Reordenamiento de las areas de carga y edificios administrativos	Puente Camargo		Posible 2013 (indaabin no lo trae en cartera de inversion)	Se desconoce, falta programar recursos	$10,160,000
SCT-DGDC-04	Largo	Secretaría de Comunicaciones y Transportes, DGDC	Puente Internacional "Flor de Mayo"	Construccion de nuevo puente	Avenida Flor de Mayo / Alton Gloor Blvd.				
IMPLAN-01	Largo	Municipio de Matamoros; IMPLAN	Puente Longoreño	Construccion de nuevo puente		Matamoros			

Congestion / Capacity (21%)

Project ID/CSJ	1. Increase in # of Fully Operational Lanes or Rail Tracks (32.2%)						2. Improve Throughput Through the Use of Technology (19.6%)					3. Alleviates Congestion (29.2%)					4. Increase in Number of Modes Served (19%)					Congestion / Capacity Weight
	Before Project	After Project	Change in booths	Double Stacked Booth?	*Score*	*Partial Weight*	No Improvement	Other Technology (LED, etc.)	Advanced Lane Technology (READY FAST, SENTRI)	*Score*	*Partial Weight*	Existing Border Crossing Wait Time	Future Border Crossing Wait Time	Reduction in Border Crossing Wait Time	*Score*	*Partial Weight*	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	*Score*	*Partial Weight*	
SCT-DGDC-02 INDAABIN	0	2	2		0.67	0.045		Yes		0.50	0.021	65	20	45	1.00	0.061			0.000	0.000	0.000	0.127
GobTamps-02	4	4	0		0.00	0.000			Yes	1.00	0.041			0	0.00	0.000	2	3	1.000	0.330	0.013	0.054
SCT-DGDC-01	0	1	1		0.33	0.022			Yes	1.00	0.041	90	15	75	1.00	0.061	3	3	0.000	0.000	0.000	0.125
GobTamps-03	2	2	0		0.00	0.000	Yes			0.00	0.000			0	0.00	0.000	3	3	0.000	0.000	0.000	0.000
AI-01	2	2	0		0.00	0.000			Yes	1.00	0.041			0	0.00	0.000			0.000	0.000	0.000	0.041
SCT-DGDC-04	0		0		0.00	0.000	Yes			0.00	0.000			0	0.00	0.000			0.000	0.000	0.000	0.000
IMPLAN-01	0		0		0.00	0.000	Yes			0.00	0.000			0	0.00	0.000			0.000	0.000	0.000	0.000

Demand (16%)

Project ID/CSJ	1. Increase in Average Annual Daily Crossings (59.6%)					2. Multiple Mode Demand (40.4%)					*Demand Weight*
	Current Annual Daily Crossings	Future Annual Daily Crossings	Increase in Average Annual Daily Crossings	*Score*	*Partial Weight*	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	*Score*	*Partial Weight*	
SCT-DGDC-02 INDAABIN			-	0.00	0.000	1	2	1	0.25	0.016	0.016
GobTamps-02	990	5,600	4,610	1.00	0.095	2	3	1	0.25	0.016	0.112
SCT-DGDC-01			-	0.00	0.000	3	3	-	0.00	0.000	0.000
GobTamps-03	1,200	2,925	1,725	1.00	0.095	3	3	-	0.00	0.000	0.095
AI-01			-	0.00	0.000	-	-	-	0.00	0.000	0.000
SCT-DGDC-04			-	0.00	0.000	-	-	-	0.00	0.000	0.000
IMPLAN-01			-	0.00	0.000	-	-	-	0.00	0.000	0.000

LEYENDA DE LA TABLA

INFORMACIÓN RECIBIDA DE LOS ACTORES PARTICIPANTES. LAS CELDAS VACÍAS SIGNIFICAN QUE NO SE RECIBIÓ INFORMACIÓN.
INFORMACIÓN CALCULADA POR LA HOJA DE EXCEL
CELDA DE PUNTUACIÓN
PUNTAJE Y NÚMERO DE PRIORIDAD DE CADA PROYECTO

F-5

MEXICO POE PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project ID/CSJ	Cost effectiveness / Project Readiness (15%)											
	1. Cost Effectiveness ($/Capacity Criterion) (23.4%)						2. Cost Effectiveness ($/Demand Criterion) (18.2%)					
	Estimated Cost ($2010)	Funding - Private	Number of booths	Cost Effectiveness	***Score***	***Partial Weight***	Estimated Cost ($2010)	Funding - Private	Change in Number of Booths	Cost Effectiveness	***Score***	***Partial Weight***
SCT-DGDC-02 INDAABIN	$ 3,200,000	$ -	2	$ 1,600,000	0.75	0.026	$ 3,200,000	$ -	2	$ 1,600,000	1.00	0.027
GobTamps-02	$ 880,000	$ -	4	$ 220,000	1.00	0.035	$ 880,000	$ -	0	-	0.00	0.000
SCT-DGDC-01	$ 11,200,000	$ -	1	$ 11,200,000	0.25	0.009	$ 11,200,000	$ -	1	$11,200,000	0.25	0.007
GobTamps-03	$ 4,800,000	$ -	2	$ 2,400,000	0.50	0.018	$ 4,800,000	$ -	0	-	0.00	0.000
AI-01	$ 10,160,000	$ -	2	$ 5,080,000	0.25	0.009	$ 10,160,000	$ -	0	-	0.00	0.000
SCT-DGDC-04	$ -	$ -	0	-	0.00	0.000	$ -	$ -	0	-	0.00	0.000
IMPLAN-01	$ -	$ -	0	-	0.00	0.000	$ -	$ -	0	-	0.00	0.000

Project ID/CSJ	Cost effectiveness / Project Readiness (15%)																										
	3. Land Availability (26.5%)						4. Partially Funded Project (19.8%)							5. Phase of Project Development (12.1%)							**Cost effectiveness / Project Readiness Weight**
	No land availability	Low land availability	Medium land availability	High land availability / no land needed	***Score***	***Partial Weight***	No Funding	0 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	***Score***	***Partial Weight***	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits in hand	>80% ROW in hand, permits in hand	***Score***	***Partial Weight***	
SCT-DGDC-02 INDAABIN				Yes	1.00	0.040	Yes					0.00	0.000					Yes	1.00	0.018	0.112
GobTamps-02				Yes	1.00	0.040	Yes					0.00	0.000					Yes	1.00	0.018	0.093
SCT-DGDC-01				Yes	1.00	0.040	Yes					0.00	0.000					Yes	1.00	0.018	0.074
GobTamps-03				Yes	1.00	0.040	Yes					0.00	0.000					Yes	1.00	0.018	0.075
AI-01				Yes	1.00	0.040	Yes					0.00	0.000					Yes	1.00	0.018	0.067
SCT-DGDC-04	Yes				0.00	0.000	Yes					0.00	0.000	Yes					0.00	0.000	0.000
IMPLAN-01	Yes				0.00	0.000	Yes					0.00	0.000	Yes					0.00	0.000	0.000

Project ID/CSJ	Safety (9%)								
	1. Diversion of Commercial Traffic (61%)					2. Safe Handling of Hazardous Material (39%)			**Safety Weight**
	New POE?	If new POE, diversion of commercial traffic from urban areas possible?	If existing POE, how many traffic modes are separated?	***Score***	***Partial Weight***	Prepared?	***Score***	***Partial Weight***	
SCT-DGDC-02 INDAABIN	No		3	0.75	0.041	No	0.00	0.000	0.041
GobTamps-02	No		4	1.00	0.055	No	0.00	0.000	0.055
SCT-DGDC-01	No		4	1.00	0.055	No	0.00	0.000	0.055
GobTamps-03	No		4	1.00	0.055	No	0.00	0.000	0.055
AI-01	No		0	0.00	0.000	No	0.00	0.000	0.000
SCT-DGDC-04	Yes			0.00	0.000		0.00	0.000	0.000
IMPLAN-01	Yes			0.00	0.000		0.00	0.000	0.000

Project ID/CSJ	Regional Impacts (22%)														Bi-National Coordination (17%)				**Project Score**	**Project Score in 100s**	**Project Rank**
	1. Wider Geographic Impacts (50%)							2. General Development (50%)						**Regional Impacts Weight**	1. Bi-National Coordination (100%)			**Bi-National Coordination Weight**			
	No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	***Score***	***Partial Weight***	No Benefit (<$250,000/year)	Minor Benefit ($250,000-$500,000)	Moderate Benefit ($500,000-$1 Million)	Major Benefit (>$1 Million)	***Score***	***Partial Weight***		Forums for Bi-National Coordination	***Score***	***Partial Weight***				
SCT-DGDC-02 INDAABIN					Yes	1.00	0.110				Yes	1.00	0.110	0.220	3	0.750	0.128	0.128	**0.644**	**64.4**	**1**
GobTamps-02					Yes	1.00	0.110			Yes		0.67	0.074	0.184	3	0.750	0.128	0.128	**0.625**	**62.5**	**2**
SCT-DGDC-01					Yes	1.00	0.110				Yes	1.00	0.110	0.220	2	0.500	0.085	0.085	**0.558**	**55.8**	**3**
GobTamps-03					Yes	1.00	0.110		Yes			0.33	0.036	0.146	3	0.750	0.128	0.128	**0.500**	**50.0**	**4**
AI-01			Yes			0.50	0.055				Yes	1.00	0.110	0.165	0	0.000	0.000	0.000	**0.273**	**27.3**	**5**
SCT-DGDC-04					Yes	1.00	0.110	Yes				0.00	0.000	0.110	0	0.000	0.000	0.000	**0.110**	**11.0**	**6**
IMPLAN-01					Yes	1.00	0.110	Yes				0.00	0.000	0.110	0	0.000	0.000	0.000	**0.110**	**11.0**	**6**

U.S. ROADWAY PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project Characteristics												Congestion / Capacity (25.3%)																		Demand (19.2%)													
												1. Change in Number of Lanes (26%)						2. Change in Level of Service (25.6%)				3. Number of POEs Served (24.2%)			4. Connectivity (24.2%)					Congestion / Capacity Weight	1. Change in Average Annual Daily Traffic (34.4%)						2. Percentage of Trucks (25.6%)			3. Multiple Mode Demand (12.5%)			4. Estimated Demand at 20 years (27.5%)				Demand Weight
Project ID/CSJ	Term	County	Reporting Agency	Project Name	Highway	Project Description	Segment From	Segment To	Let Year	Year Project becomes operational	Estimated Cost ($)	Before Project	After Project	Widen / Shoulder?	Overpass?	Change in Lanes	*Score*	*Partial Weight*	LOS Before Project	LOS After Project	*Score*	*Partial Weight*	Number of POEs Served	*Score*	*Partial Weight*	Gap Closure?	New Connection?	Relief Route/Loop?	*Score*	*Partial Weight*		AADT Before Project (2010)	Growth Rate	AADT After Project (2030)	Change in AADT	*Score*	*Partial Weight*	Truck AADT / % Share	*Score*	*Partial Weight*	Additional Modes?	*Score*	*Partial Weight*	20 Year Estimated Demand	*Score*	*Partial Weight*	
0921-02-142, etc.	Long Term	Hidalgo	Hidalgo County RMA	Int'l Bridge Trade Corridor - from US 281 @ SS 600 to FM 493	Int'l Bridge Trade Corridor	Construct new two-lane controlled access tolled facility from US 281 at State Spur (SS) 600 to FM493	US 281 @ SS 600	FM 493	2030	2033	$ 170,331,406	0	2			2	0.75	0.049	n/a	D	0.70	0.045	3	0.75	0.046			Yes	1.00	0.061	0.202	26,000	2.5%	42,656	16,656	1.00	0.066	12.8	0.75	0.037	No	0.00	0.000	42,656	1.000	0.053	0.156
Hidalgo-MTP-06	Long Term	Hidalgo	TXDOT	US 83 - At Bicentennial	US 83	Construct overpass and modify ramps at US 83 and Bicentennial Boulevard	At Bicentennial Boulevard		2030	2033	$ 20,000,000	6	6		Yes	0	1.00	0.066	E	E	0.00	0.000	4	1.00	0.061	Yes			0.25	0.015	0.142	119,280	2.5%	195,691	76,411	1.00	0.066	5.3	0.25	0.012	No	0.00	0.000	195,691	1.000	0.053	0.131
0039-01-066, etc.	Long Term	Hidalgo	Hidalgo County RMA	US 83 La Joya Loop - from 2.3 mi W of Hidalgo Co. Line to On new location 1 mile East of Hidalgo County line	US 83 La Joya Loop	Construct new four-lane controlled access facility on US 83 La Joya Loop from 2.3 miles west of Hidalgo county line to 1 mile east of Hidalgo County line	2.3 mi W of Hidalgo Co. Line	On new location 1 mile East of Hidalgo County line	2030	2033	$ 25,000,000	0	4			4	1.00	0.066	n/a	B	1.00	0.065	2	0.50	0.031			Yes	1.00	0.061	0.222	29,700	1.4%	39,000	9,300	0.75	0.050	6.7	0.25	0.012	No	0.00	0.000	39,000	1.000	0.053	0.115
1803-02-029, 1803-03-007, and 0921-06-902	Long Term	Hidalgo / Cam	TXDOT	FM 1925 - from FM 907 to US 77	FM 1925	Widen FM 1925 from existing two-lane undivided highway to a four-lane divided facility from FM 907 to US 77	FM 907	US 77	2030	2033	$ 140,000,000	2	4			2	0.75	0.049	E	D	0.30	0.019	2	0.50	0.031			Yes	1.00	0.061	0.161	12,000	2.5%	19,800	7,800	0.75	0.050	4.9	0.25	0.012	No	0.00	0.000	19,800	0.750	0.040	0.101
0921-26-013 and 0921-26-014	Long Term	Starr	TXDOT	Roma/Rio Grande City Relief Route - from US 83 @ Loma Blanca Road to US 83@ La Puerta	Roma/Rio Grande City Relief Route	Construct 4 lane divided highway	US 83 @ Loma Blanca Road	US 83@ La Puerta	2030	2033	$ 159,565,630	0	4			4	1.00	0.066	n/a	B	1.00	0.065	2	0.50	0.031			Yes	1.00	0.061	0.222	8,900	1.5%	12,000	3,100	0.50	0.033	7.8	0.50	0.025	No	0.00	0.000	12,000	0.500	0.026	0.084
0039-17-175	Medium Term	Hidalgo	TXDOT	IH 2 / IH 69 interchange improvements	IH 2/IH 69	IH 2/IH 69 interchange improvements from Cesar Chavez Road (East) to McColl Road (West), including at IH 69 BU/ IH 69 Split (North)	Cesar Chavez Road (East), McColl Road (West)	IH 69 / BU 69 Split (North)			$ 80,000,000	4	8			4	1.00	0.066	C	D	0.00	0.000	3	0.75	0.046			Yes	1.00	0.061	0.173	49,000	1.7%	68,600	19,600	1.00	0.066	-	0.00	0.000	No	0.00	0.000	68,600	1.000	0.053	0.119
SH 32	Long Term	Cameron	Cameron County RMA	SH 32 (East Phase II) - Widen SH 32 from a two-lane undivided highway to a four-lane divided facility from FM 3068 to SH 4	SH 32	Widen SH 32 from a two-lane undivided highway to a four-lane divided facility from FM 3068 to SH 4	FM 3068	SH 4	2030	2033	$ 40,000,000	2	4		Yes	2	1.00	0.066	D	C	0.30	0.019	1	0.25	0.015			Yes	1.00	0.061	0.162	8,700	1.7%	12,200	3,500	0.50	0.033	15.3	1.00	0.049	No	0.00	0.000	12,200	0.500	0.026	0.109
2369-01-016	Long Term	Cameron	TXDOT	FM 509 - from BUS 77 N to FM 106	FM 509	Widen FM 509 from existing two-lane undivided highway to a four-lane divided facility from BUS 77 N to FM 106	BUS 77 N	FM 106	2030	2033	$ 8,045,184	2	4			2	0.75	0.049	E	D	0.30	0.019	1	0.25	0.015	Yes			0.25	0.015	0.099	13,200	3.8%	27,705	14,505	1.00	0.066	23.8	1.00	0.049	No	0.00	0.000	27,705	0.750	0.040	0.155
0220-04-037	Medium Term	Cameron	TXDOT	US 281 - from 0.25 Mi. W of FM 732 to FM 1421	US 281	Widen US 281 from existing two-lane undivided highway to a four-lane divided facility from 0.25 miles west of FM 732 to FM 1421	0.25 Mi. W of FM 732	FM 1421	Jan-17		$ 15,000,000	2	4	Yes		2	0.75	0.049	E	D	0.30	0.019	1	0.25	0.015	Yes			0.25	0.015	0.099	18,600	4.2%	42,391	23,791	1.00	0.066	12	0.75	0.037	No	0.00	0.000	42,391	1.000	0.053	0.156
0220-04-900	Long Term	Cameron	Cameron County RMA	US 281 Connector - from 0.5 Mi. W of FM 732 to US 77/83/ SH 100	US 281 Connector	Construct new four-lane divided US 281 connector from 0.5 miles west of FM 732 to US 77/83/SH 100	0.5 Mi. W of FM 732	US 77/83/ SH 100	2030	2033	$ 28,000,000	0	4			4	1.00	0.066	n/a	D	0.70	0.045	1	0.25	0.015		Yes		0.50	0.031	0.157	24,700	1.6%	34,200	9,500	0.75	0.050	8.3	0.50	0.025	No	0.00	0.000	34,200	0.750	0.040	0.114
0921-06-254	Long Term	Cameron	Cameron County RMA	FM 509 Ext / Outer Parkway - from On New Location - From US 77 @ Orphanage Rd to FM 508	FM 509 Ext / Outer Parkway	Construct new 2 lane FM 509 Loop Extension from US 77 at Orphanage Road to FM 508	On New Location - From US 77 @ Orphanage Rd	FM 508	2030	2033	$ 10,000,000	0	2			2	0.75	0.049	n/a	C	1.00	0.065	1	0.25	0.015			Yes	1.00	0.061	0.191	1,900	1.8%	2,700	800	0.25	0.017	10	0.50	0.025	No	0.00	0.000	2,700	0.250	0.013	0.054
SH 32 Overpasses	Medium Term	Cameron	Cameron County RMA	SH 32 Overpasses	SH 32	Construct overpasses on SH 32 at FM 3068 and SH 4	At FM 3068 and SH 4		2030	2033	$ 35,000,000	0	4		Yes	4	1.00	0.066	D	C	0.30	0.019	1	0.25	0.015		Yes		0.50	0.031	0.131	8,700	1.7%	12,200	3,500	0.50	0.033	15.3	1.00	0.049	No	0.00	0.000	12,200	0.500	0.026	0.109
0921-06-252	Medium Term	Cameron	Cameron County RMA	South Parallel Corridor - from FM509 to FM732	South Parallel Corridor	South Parallel Corridor - Phase II construction of a new two-lane rural roadway from FM 509 to FM 732	FM509	FM732	2019	2021	$ 10,300,000	0	2			2	0.75	0.049	n/a	C	1.00	0.065	1	0.25	0.015		Yes		0.50	0.031	0.160	6,600	2.2%	10,200	3,600	0.50	0.033	8.8	0.50	0.025	No	0.00	0.000	10,200	0.500	0.026	0.084
0921-06-163	Long Term	Cameron	Cameron County RMA	Second Causeway Access - from Mainland to South Padre Island	Second Causeway Access	Construct second causeway connecting the mainland to South Padre Island	Mainland	South Padre Island	2030	2033	$ 494,291,200	0	4			4	1.00	0.066	n/a	D	0.70	0.045	0	0.00	0.000		Yes		0.50	0.031	0.142	14,730	3.0%	26,550	11,820	0.75	0.050	3	0.25	0.012	No	0.00	0.000	26,550	0.750	0.040	0.101
FM 755	Long Term	Starr	TXDOT	FM 755 -Widen to 4 lane highway	FM 755	Widen FM 755 from existing two-lane undivided road to a four-lane divided rural roadway from FM 755 (New Realignment in Starr County) to USE 281 in Brooks County	FM 755 (New Realignment in Starr County)	US 281 in Brooks County	2030	2033	$ 171,000,000	2	4			2	0.75	0.049	D	B	0.70	0.045	1	0.25	0.015	Yes			0.25	0.015	0.125	4,500	1.9%	6,500	2,000	0.25	0.017	15.7	1.00	0.049	No	0.00	0.000	6,500	0.250	0.013	0.079
SH 68 Phase II /3629-01-###	Long Term	Hidalgo	TXDOT	SH 68 Phase II Toll Road	New State Highway 68	SH 68 Phase II Toll Road - Construction of new four-lane controlled access tolled facility from FM 1925 to US 281. New route will relieve traffic on US 281 Military Boulevard and US 83 and US 83/US 281 interchange and provide an alternative route for truck traffic separate from area arterials, and divert hazardous cargo from populated areas.	US 83	US 281	2030	2033	$ 191,000,000	0	4			4	1.00	0.066	-	A	0.00	0.000	2	0.50	0.031			Yes	1.00	0.061	0.158	-	0.0%	-	-	0.00	0.000	-	0.00	0.000	Yes	1.00	0.024	0	0.000	0.000	0.024
0683-01-056	Long Term	Hidalgo	TXDOT	FM493 - from US281 to Champion Street (Ultimate)	FM493	Widen FM 493 from existing two-lane undivided highway to a four lane divided facility from US 281 to Champion Street, and construct high water bridge over International Boundary and Water Commission floodway	US281	Champion Street (Ultimate)	2030	2033	$ 19,700,000	2	4			2	0.75	0.049	C	A	0.50	0.032	1	0.25	0.015	Yes			0.25	0.015	0.112	4,700	1.7%	6,600	1,900	0.25	0.017	11.2	0.75	0.037	No	0.00	0.000	6,600	0.250	0.013	0.067
0921-02-287	Long Term	Hidalgo	Sullivan City	Off-System, Guadalupe Flores Road Improvements - from US 83 to Proposed Border Crossing	Off-System, Guadalupe Flores Road Improvements	Construction of new extension/improvements on Guadalupe Flores Road from US 83 to proposed Sullivan City - Diaz Ordaz International Border Crossing	US 83	Proposed Border Crossing	2030	2033	$ 6,000,000	0	2			2	0.75	0.049	n/a	n/a	1.00	0.065		0.00	0.000		Yes		0.50	0.031	0.145	-	0.0%	-	-	0.00	0.000	-	0.00	0.000	No	0.00	0.000	0	0.000	0.000	0.000

TABLE KEY

INPUT DATA SUBMITTED BY AGENCY. IF BLANK, MEANS DATA WAS NOT SUBMITTED
INPUT DATA COMPUTED BY SPREADSHEET
SCORING CELL
PROJECT SCORE AND RANK

U.S. ROADWAY PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project ID/SJ	Cost effectiveness / Project Readiness (16.9%)																																		Safety (16.3%)							Regional Impacts (22.3%)																Project Score	Project Score in 100s	Project Rank
	1. Cost Effectiveness ($/Capacity Criterion) (23.4%)							2. Cost Effectiveness ($/Demand Criterion) (18.2%)						3. Land Availability (26.5%)						4. Partially Funded Project (19.8%)									5. Phase of Project Development (12.1%)												Cost effectiveness / Project Readiness Weight	1. Accident Rates per Mile (57.6%)			2. Diversion of Non-Radioactive Hazardous Materials (42.4%)			Safety Weight	1. Wider Geographic Impacts (50%)							2. General Development (50%)												Regional Impacts Weight			
	Estimated Cost ($)	Funding - Private	Project Length (mi)	Lane-miles	Cost Effectiveness	*Score*	*Partial Weight*	Estimated Cost ($2010)	Funding - Private	Change in AADT	Cost Effectiveness	*Score*	*Partial Weight*	No land availability	Low land availability	Medium land availability	High land availability / no land needed	*Score*	*Partial Weight*	No Funding	0 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	*Score*	*Partial Weight*	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits in hand	>80% ROW in hand, permits in hand	*Score*	*Partial Weight*		Accident Rate per mile	*Score*	*Partial Weight*	Diversion of Hazmat?	*Score*	*Partial Weight*		No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	*Score*	*Partial Weight*	No Benefit (<$250,000/year)	Minor Benefit ($250,000-$500,000)	Moderate Benefit ($500,000-$1 Million)	Major Benefit (>$1 Million)	*Score*	*Partial Weight*				
0921-02-142, etc.	$ 170,331,406	$ -	17.1	34.2	$ 4,980,450	0.25	0.010	$ 170,331,406	$ -	16,656	$ 10,227	0.50	0.015		Yes			0.33	0.015	Yes					0.00	0.000		Yes				0.25	0.005	0.045	8.40	1.00	0.094	Yes	1.00	0.069	0.163		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.705	70.51	1
Hidalgo-MTP-06	$ 20,000,000	$ -	0.4	2.4	$ 8,333,333	0.25	0.010	$ 20,000,000	$ -	76,411	$ 262	1.00	0.031				Yes	1.00	0.045	Yes					0.00	0.000		Yes				0.25	0.005	0.091	16.50	1.00	0.094	Yes	1.00	0.069	0.163		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.666	66.64	2
0039-01-066, etc.	$ 25,000,000	$ -	15.0	60	$ 416,667	1.00	0.040	$ 25,000,000	$ -	9,300	$ 2,688	1.00	0.031	Yes				0.00	0.000	Yes					0.00	0.000		Yes				0.25	0.005	0.075	-	0.00	0.000	Yes	1.00	0.069	0.069			Yes			0.50	0.056				Yes	1.00	0.112	0.167	0.649	64.88	3
1803-02-029, 1803-03-007, and 0921-06-902	$ 140,000,000	$ -	21.3	85.2	$ 1,643,192	0.50	0.020	$ 140,000,000	$ -	7,800	$ 17,949	0.25	0.008		Yes			0.33	0.015	Yes					0.00	0.000	Yes					0.00	0.000	0.042	5.30	0.75	0.070	Yes	1.00	0.069	0.140			Yes			0.50	0.056				Yes	1.00	0.112	0.167	0.611	61.10	4
0921-26-013 and 0921-26-014	$ 159,565,630	$ -	21.6	86.4	$ 1,846,824	0.50	0.020	$ 159,565,630	$ -	3,100	$ 51,473	0.25	0.008	Yes				0.00	0.000		Yes				0.25	0.008			Yes			0.50	0.010	0.046	-	0.00	0.000	Yes	1.00	0.069	0.069			Yes			0.50	0.056				Yes	1.00	0.112	0.167	0.589	58.88	5
0039-17-175	$ 80,000,000	$ -		0	-	0.00	0.000	$ 80,000,000	$ -	19,600	$ 4,082	0.75	0.023			Yes		0.67	0.030		Yes				0.25	0.008		Yes				0.25	0.005	0.067	-	0.00	0.000	Yes	1.00	0.069	0.069		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.567	56.68	6
SH 32	$ 40,000,000	$ -	4.4	17.6	$ 2,272,727	0.50	0.020	$ 40,000,000	$ -	3,500	$ 11,429	0.50	0.015				Yes	1.00	0.045	Yes					0.00	0.000		Yes				0.25	0.005	0.085		0.00	0.000	Yes	1.00	0.069	0.069		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.564	56.39	7
2369-01-016	$ 8,045,184	$ -	2.9	11.52	$ 698,367	1.00	0.040	$ 8,045,184	$ -	14,505	$ 555	1.00	0.031				Yes	1.00	0.045	Yes					0.00	0.000			Yes			0.50	0.010	0.125	1.10	0.25	0.023	No	0.00	0.000	0.023		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.542	54.23	8
0220-04-037	$ 15,000,000	$ -	6.1	24.48	$ 612,745	1.00	0.040	$ 15,000,000	$ -	23,791	$ 630	1.00	0.031				Yes	1.00	0.045	Yes					0.00	0.000		Yes				0.25	0.005	0.120	2.80	0.25	0.023	No	0.00	0.000	0.023		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.538	53.81	9
0220-04-900	$ 28,000,000	$ -	5.0	19.92	$ 1,405,622	0.50	0.020	$ 28,000,000	$ -	9,500	$ 2,947	0.75	0.023	Yes				0.00	0.000	Yes					0.00	0.000	Yes					0.00	0.000	0.043	-	0.00	0.000	Yes	1.00	0.069	0.069		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.522	52.21	10
0921-06-254	$ 10,000,000	$ -	9.7	19.44	$ 514,403	1.00	0.040	$ 10,000,000	$ -	800	$ 12,500	0.50	0.015	Yes				0.00	0.000		Yes				0.25	0.008		Yes				0.25	0.005	0.068	-	0.00	0.000	Yes	1.00	0.069	0.069		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.522	52.18	11
SH 32 Overpasses	$ 35,000,000	$ -	0.8	3.2	$ 10,937,500	0.25	0.010	$ 35,000,000	$ -	3,500	$ 10,000	0.75	0.023			Yes		0.67	0.030	Yes					0.00	0.000		Yes				0.25	0.005	0.068		0.00	0.000	Yes	1.00	0.069	0.069		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.516	51.63	12
0921-06-252	$ 10,300,000	$ -	5.1	10.22	$ 1,007,828	0.75	0.030	$ 10,300,000	$ -	3,600	$ 2,861	0.75	0.023	Yes				0.00	0.000	Yes					0.00	0.000		Yes				0.25	0.005	0.058	-	0.00	0.000	Yes	1.00	0.069	0.069		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.510	51.03	13
0921-06-163	$ 494,291,200	$ -	16.0	64	$ 7,723,300	0.25	0.010	$ 494,291,200	$ -	11,820	$ 41,818	0.25	0.008	Yes				0.00	0.000	Yes					0.00	0.000		Yes				0.25	0.005	0.023	-	0.00	0.000	Yes	1.00	0.069	0.069			Yes			0.50	0.056				Yes	1.00	0.112	0.167	0.502	50.22	14
FM 755	$ 171,000,000	$ -	57.0	228	$ 750,000	0.75	0.030	$ 171,000,000	$ -	2,000	$ 85,500	0.25	0.008			Yes		0.67	0.030	Yes					0.00	0.000		Yes				0.25	0.005	0.072	-	0.00	0.000	No	0.00	0.000	0.000			Yes			0.50	0.056				Yes	1.00	0.112	0.167	0.444	44.39	15
SH 68 Phase II /3629-01-###	$ 191,000,000	$ -	9.5	38	$ 5,026,316	0.25	0.010	$ 191,000,000	$ -	-	-	0.00	0.000		Yes			0.33	0.015	Yes					0.00	0.000		Yes				0.25	0.005	0.030	-	0.00	0.000	Yes	1.00	0.069	0.069		Yes				0.25	0.028				Yes	1.00	0.112	0.139	0.420	41.99	16
0683-01-056	$ 19,700,000	$ -	5.7	22.76	$ 865,554	0.75	0.030	$ 19,700,000	$ -	1,900	$ 10,368	0.50	0.015				Yes	1.00	0.045	Yes					0.00	0.000	Yes					0.00	0.000	0.090	4.00	0.50	0.047	No	0.00	0.000	0.047		Yes				0.25	0.028			Yes		0.67	0.075	0.103	0.418	41.83	17
0921-02-287	$ 6,000,000	$ -	2.9	5.72	$ 1,048,951	0.75	0.030	$ 6,000,000	$ -	-	-	0.00	0.000		Yes			0.33	0.015	Yes					0.00	0.000		Yes				0.25	0.005	0.050	-	0.00	0.000	No	0.00	0.000	0.000					Yes	1.00	0.112				Yes	1.00	0.112	0.223	0.417	41.73	18

MEXICO ROADWAY PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project Characteristics										Congestion / Capacity (25.3%)																		Demand (19.2%)													
										1. Change in Number of Lanes (26%)							2. Change in Level of Service (25.6%)					3. Number of POEs Served (24.2%)			4. Connectivity (24.2%)						1. Change in Average Annual Daily Traffic (34.4%)						2. Percentage of Trucks (25.6%)			3. Multiple Mode Demand (12.5%)			4. Estimated Demand at 20 years (27.5%)				
Project ID/CSJ	Term	Reporting Agency	Project Name	Highway	Project Description	Segment From	Segment To	Let Year	Year Project becomes operational	Estimated Cost ($)	Before Project	After Project	Widen / Shoulder?	Overpass?	Change in Lanes	*Score*	*Partial Weight*	LOS Before Project	LOS After Project	*Score*	*Partial Weight*	Number of POEs Served	*Score*	*Partial Weight*	Gap Closure?	New Connection?	Relief Route/Loop?	*Score*	*Partial Weight*	Congestion / Capacity Weight	AADT Before Project (2010)	Growth Rate	AADT After Project (2030)	Change in AADT	*Score*	*Partial Weight*	Truck AADT / % Share	*Score*	*Partial Weight*	Additional Modes?	*Score*	*Partial Weight*	20 Year Estimated Demand	*Score*	*Partial Weight*	Demand Weight
GobTamps-01	Short	Gobierno del Estado de Tamaulipas	Ampliación del camino de acceso al Puente Internacional Reynosa-Pharr y Entronque de Acceso del Puente Internacional Reynosa - Pharr con Blvd. Luis Donaldo Colosio	Camino al Puente Internacional Reynosa-Pharr	Existen 2 carriles en cada sentido del camino de acceso, estos carriles se saturan de vehículos de carga, lo que complica la circulación de los vehículos ligeros y camiones vacios. Se pretende conservar los dos carriles del cuerpo principal para uso exclusivo de vehículos ligeros, camiones vacios y carril fast. Se planea construir dos carriles laterales para uso exclusivo de tráfico pesado.	Camino conector y Entronque		2014	2014	$ 7,312,000	2	4			2	0.75	0.049	E	A	1.00	0.065	1	0.25	0.015		Yes		0.50	0.031	0.160	4,700	-	-	-	0.00	0.000	30%	1.00	0.049		0.00	0.000	4,700	1.000	0.053	0.102
SCT-04	Medium	Municipio de Matamoros, Gobierno del Estado de Tamaulipas	Libramiento de Matamoros		Modernización - Libramiento para conectar Puente los Tomates con Avenida Sexto y Carretera Matamoros-Reynosa tramo de 500 metros con 12 metros de ancho					$ 2,400,000	4	4			0	0.00	0.000	D	A	1.00	0.065	4	1.00	0.061			Yes	1.00	0.061	0.187	-	-	-	-	0.00	0.000		0.00	0.000		0.00	0.000	-	0.000	0.000	0.000
SCT-03	Short	SCT - DGDC	Matamoros-Nuevo Laredo (Corredor Fronterizo)	Corredor Fronterizo (Carretera Monterrey-Cd. Mier)	Ciudad Mier-Lim. Edo. NL. El Proyecto consiste en la Ampliación de 7.00 a 12.00 metros del Km. 131+800 al 144+000 de la carretera Monterrey - ciudad Mier.	131+800	144+000	2013	2014	$ 3,992,000	2	4			2	0.75	0.049			0.00	0.000	1	0.25	0.015	Yes			0.25	0.015	0.080		-		-	0.00	0.000		0.00	0.000		0.00	0.000	-	0.000	0.000	0.000
GobTamps-04	Short	Gobierno del Estado de Tamaulipas	Puerto de Matamoros: Mejoras a la Carretera Conectora	TAM 57	Ampliación de la carretera de acceso al puerto - Reconstrucción de la carretera. 64 km en total, 14 km en Etapa 1 (ya concluidos) y 50 km en Etapas 2 y 3 - se está buscando fondeo				2012-201	$ 20,800,000	2	4			2	0.75	0.049	A	A	0.00	0.000	1	0.25	0.015	Yes			0.25	0.015	0.080	-	-	-	-	0.00	0.000		0.00	0.000		0.00	0.000	-	0.000	0.000	0.000
CAPUFE-03-SCT DGDC	Medium	Gobierno del Estado de Tamaulipas - Municipio de Camargo	Camino de acceso al Puente Internacional de Camargo		Libramiento de Camargo hacia el Puente Internacional; Etapa 1: par vial de la ciudad al posible libramiento										0	0.00	0.000			0.00	0.000	1	0.25	0.015				0.00	0.000	0.015	-	-	-	-	0.00	0.000		0.00	0.000		0.00	0.000	-	0.000	0.000	0.000
GobTamps-11	Short	Gobierno del Estado de Tamaulipas	Entronque Pharr	MEX 2	Entronque entre la Carretera MEX 2 con el libramiento Av. Puente Pharr (que proviene de la Carretera 97)					$ 7,600,000						0.00	0.000			0.00	0.000		0.00	0.000				0.00	0.000	0.000		-		-	0.00	0.000		0.00	0.000		0.00	0.000	-	0.000	0.000	0.000
CG-180b	Medium	SCT - DGDC	Modernización de la Carretera Reynosa-Río Bravo	MEX 2	Ampliación a 10 carriles del tramo carretero de Reynosa a Río Bravo (¿adecuaciones desde el libramiento Oriente hasta el acceso al puente Pharr?)																																							

LEYENDA DE LA TABLA

INFORMACIÓN RECIBIDA DE LOS ACTORES PARTICIPANTES. LAS CELDAS VACÍAS SIGNIFICAN QUE NO SE RECIBIÓ INFORMACIÓN.
INFORMACIÓN CALCULADA POR LA HOJA DE EXCEL
CELDA DE PUNTUACIÓN
PUNTAJE Y NÚMERO DE PRIORIDAD DE CADA PROYECTO

F-9

MEXICO ROADWAY PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Cost effectiveness / Project Readiness (16.9%) (part 1)

Project ID/CSJ	1. Cost Effectiveness ($/Capacity Criterion) (23.4%)							2. Cost Effectiveness ($/Demand Criterion) (18.2%)					
	Estimated Cost ($)	Funding - Private	Project Length (mi)	Lane-miles	Cost Effectiveness	*Score*	*Partial Weight*	Estimated Cost ($2010)	Funding - Private	Change in AADT	Cost Effectiveness	*Score*	*Partial Weight*
GobTamps-01	$ 7,312,000	$ -		-	-	0.00	0.000	$ 7,312,000	$ -	-	-	0.00	0.000
SCT-04	$ 2,400,000	$ -		0.50	4,800,000.00	0.25	0.010	$ 2,400,000	$ -	-	-	0.00	0.000
SCT-03	$ 3,992,000	$ -		-	-	0.00	0.000	$ 3,992,000	$ -		-	0.00	0.000
GobTamps-04	$ 20,800,000	$ -	40.0	160.00	130,000.00	1.00	0.040	$ 20,800,000	$ -	-	-	0.00	0.000
CAPUFE-03-SCT DGDC	$ -	$ -		-	-	0.00	0.000	$ -	$ -	-	-	0.00	0.000
GobTamps-11	$ 7,600,000	$ 1.00		-	-	0.00	0.000	$ 7,600,000	$ -	-	-	0.00	0.000
CG-180b													

Cost effectiveness / Project Readiness (16.9%) (part 2)

Project ID/CSJ	3. Land Availability (26.5%)						4. Partially Funded Project (19.8%)							5. Phase of Project Development (12.1%)							Cost effectiveness / Project Readiness Weight
	No land availability	Low land availability	Medium land availability	High land availability / no land needed	*Score*	*Partial Weight*	No Funding	0 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	*Score*	*Partial Weight*	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits in hand	>80% ROW in hand, permits in hand	*Score*	*Partial Weight*	
GobTamps-01				Yes	1.00	0.045	Yes					0.00	0.000					Yes	1.00	0.020	0.065
SCT-04				Yes	1.00	0.045	Yes					0.00	0.000		Yes				0.25	0.005	0.060
SCT-03				Yes	1.00	0.045					Yes	1.00	0.033					Yes	1.00	0.020	0.099
GobTamps-04				Yes	1.00	0.045	Yes					0.00	0.000					Yes	1.00	0.020	0.105
CAPUFE-03-SCT DGDC	Yes				0.00	0.000	Yes					0.00	0.000					Yes	1.00	0.020	0.020
GobTamps-11	Yes				0.00	0.000	Yes					0.00	0.000	Yes					0.00	0.000	0.000
CG-180b																					

Safety (16.3%) / Regional Impacts (22.3%)

Project ID/CSJ	Safety: 1. Accident Rates per Mile (57.6%)			2. Diversion of Non-Radioactive Hazardous Materials (42.4%)			Safety Weight	Regional Impacts: 1. Wider Geographic Impacts (50%)							2. General Development (50%)						Regional Impacts Weight	Project Score	Project Score in 100s	Project Rank
	Accident Rate per mile	*Score*	*Partial Weight*	Diversion of Hazmat?	*Score*	*Partial Weight*		No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	*Score*	*Partial Weight*	No Benefit (<$250,000/year)	Minor Benefit ($250,000-$500,000)	Moderate Benefit ($500,000-$1 Million)	Major Benefit (>$1 Million)	*Score*	*Partial Weight*				
GobTamps-01		0.00	0.000		0.00	0.000	0.000					Yes	1.00	0.112				Yes	1.00	0.112	0.223	0.550	55.02	**1**
SCT-04		0.00	0.000		0.00	0.000	0.000					Yes	1.00	0.112				Yes	1.00	0.112	0.223	0.470	47.00	**2**
SCT-03		0.00	0.000		0.00	0.000	0.000				Yes		0.75	0.084			Yes		0.67	0.075	0.158	0.337	33.70	**3**
GobTamps-04		0.00	0.000		0.00	0.000	0.000	Yes					0.00	0.000				Yes	1.00	0.112	0.112	0.296	29.62	**4**
CAPUFE-03-SCT DGDC		0.00	0.000		0.00	0.000	0.000	Yes					0.00	0.000	Yes				0.00	0.000	0.000	0.036	3.58	**5**
GobTamps-11		0.00	0.000		0.00	0.000	0.000	Yes					0.00	0.000	Yes				0.00	0.000	0.000	0.000	-	**6**
CG-180b																								**7**

U.S. MARINE PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project Characteristics									Congestion / Capacity (25.3%)																Demand (19.2%)														
									1. Vessel Size (24%)							2. Channel Capacity (44.8%)					3. Number of Docks (31.2%)					Congestion / Capacity Weight	1. Increase in Total Annual Tonnage (53.5%)					2. Multiple Mode Demand (14.8%)			3. Increase in Cross-Border Tonnage (31.7%)						Demand Weight
Project ID/CSJ	Term	Reporting Agency	Project Name	Description	Location of Project	Year Project Becomes Operational	Let Year	Estimated Cost/Low Bid ($2012)	No. Increase?	Barges	General Vessels	Panamax	Post-Panamax	*Score*	*Partial Weight*	Current Depth of Channel (in ft)	Future Depth of Channel (in ft)	Increase in Channel Depth (in ft)	*Score*	*Partial Weight*	Existing Number of Docks	Future Number of Docks	Increase in Number of Docks	*Score*	*Partial Weight*		Existing Total Annual Tonnage	Future Total Annual Tonnage	% Increase in Total Annual Tonnage	*Score*	*Partial Weight*	Additional Modes?	*Score*	*Partial Weight*	Current Cross-Border Tonnage	Future Cross-Border Tonnage	% Increase in Cross Border Tonnage	*Score*	*Partial Weight*	
MarinePort - 02	Medium Term	Port of Brownsville	Widening and Deepening of the Brownsville Ship Channel	Widening the Ship Channel from 250 feet to 350 feet and deepening it from 42 feet to 50 feet	Brownsville Ship Channel	2019 (estimate)	2015 (estimate)	$ 250,000,000					Yes	1.000	0.061	42	50	8	0.800	0.091	17	22	5	1.000	0.079	0.230	5,370,000	10,740,000	100	1.000	0.103	Yes	1.000	0.028	4,833,000	9,666,000	100	1.000	0.061	0.192
MarinePort - 01	Short Term	Port of Brownsville	Cargo Dock No. 16	Construction of a new general-purpose cargo dock on a section of the Brownsville Ship Channel's bank that currently is not developed	South side of Brownsville Ship Channel, east of existing Cargo Dock No. 15	2014	2013	$ 26,000,000				Yes		0.750	0.046	42	42	0	0.000	0.000	17	18	1	0.500	0.039	0.085	5,370,000	6,981,000	30	1.000	0.103	Yes	1.000	0.028	4,833,000	6,282,900	30	1.000	0.061	0.192

TABLE KEY

INPUT DATA SUBMITTED BY AGENCY. IF BLANK, MEANS DATA WAS NOT SUBMITTED
INPUT DATA COMPUTED BY SPREADSHEET
SCORING CELL
PROJECT SCORE AND RANK

U.S. MARINE PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project ID/CSJ	**Cost effectiveness / Project Readiness (16.9%)**											
	1. Cost Effectiveness ($/Capacity Criterion) (23.4%)						**2. Cost Effectiveness ($/Demand Criterion) (18.2%)**					
	Estimated Cost ($)	Funding - Private	Increase in Channel Capacity	Cost Effectiveness	***Score***	***Partial Weight***	Estimated Cost ($)	Funding - Private	Increase in Total Annual Tonnage	Cost Effectiveness	***Score***	***Partial Weight***
MarinePort - 02	$ 250,000,000	$ -	8	$ 31,250,000	0.250	0.010	$ 250,000,000	$ -	100	$ 2,500,000	0.250	0.008
MarinePort - 01	$ 26,000,000	$ -	0	-	0.000	0.000	$ 26,000,000	$ -	30	$ 866,667	1.000	0.031

Project ID/CSJ	**Cost effectiveness / Project Readiness (16.9%)**																				
	3. Land Availability (26.5%)						**4. Partially Funded Project (19.8%)**							**5. Phase of Project Development (12.1%)**							**Cost effectiveness / Project Readiness Weight**
	No land availability	Low land availability	Medium land availability	High land availability / no land needed	***Score***	***Partial Weight***	No Funding	0 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	***Score***	***Partial Weight***	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits in hand	>80% ROW in hand, permits in hand	***Score***	***Partial Weight***	
MarinePort - 02				Yes	1.000	0.045		Yes				0.250	0.008			Yes			0.500	0.010	0.081
MarinePort - 01				Yes	1.000	0.045					Yes	1.000	0.033					Yes	1.000	0.020	0.129

Project ID/CSJ	**Safety (16.3%)**							**Regional Impacts (22.3%)**														**Project Score**	**Project Score in 100s**	**Project Rank**
	1. Diversion of Commercial Traffic (61%)			**2. Safe Handling of Hazardous Materials (39%)**			**Safety Weight**	**1. Wider Geographic Impacts (50%)**							**2. General Development (50%)**						**Regional Impacts Weight**			
	Diversion of Traffic	***Score***	***Partial Weight***	Prepared?	***Score***	***Partial Weight***		No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	***Score***	***Partial Weight***	No Benefit (<$250,000/year)	Minor Benefit ($250,000-$500,000)	Moderate Benefit ($500,000-$1 Million)	Major Benefit (>$1 Million)	***Score***	***Partial Weight***				
MarinePort - 02	Yes	1.000	0.099	Yes	1.000	0.064	0.163					Yes	1.000	0.112				Yes	1.000	0.112	0.223	0.889	88.93	**1**
MarinePort - 01	Yes	1.000	0.099	Yes	1.000	0.064	0.163					Yes	1.000	0.112				Yes	1.000	0.112	0.223	0.792	79.25	**2**

MEXICO MARINE PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project Characteristics									Congestion / Capacity (25.3%)																	Demand (19.2%)												
									1. Vessel Size (24%)							2. Channel Capacity (44.8%)					3. Number of Docks (31.2%)					Congestion / Capacity Weight	1. Increase in Total Annual Tonnage (53.5%)					2. Multiple Mode Demand (14.8%)			3. Increase in Cross-Border Tonnage (31.7%)					Demand Weight
Project ID/CSJ	Term	Reporting Agency	Project Name	Description	Location of Project	Year Project Becomes Operational	Let Year	Estimated Cost/Low Bid ($2012)	No Increase?	Barges	General Vessels	Panamax	Post-Panamax	*Score*	*Partial Weight*	Current Depth of Channel (in ft)	Future Depth of Channel (in ft)	Increase in Channel Depth (in ft)	*Score*	*Partial Weight*	Existing Number of Docks	Future Number of Docks	Increase in Number of Docks	*Score*	*Partial Weight*		Existing Total Annual Tonnage	Future Total Annual Tonnage	% Increase in Total Annual Tonnage	*Score*	*Partial Weight*	Additional Modes?	*Score*	*Partial Weight*	Current Cross-Border Tonnage	Future Cross-Border Tonnage	% Increase in Cross Border Tonnage	*Score*	*Partial Weight*	
CG-182	Mediano Plazo	Estado de Tamaulipas / Administración Portuaria Integral (API)	Puerto de Matamoros: Ampliación de la Carretera Conectora, Dragado y Escolleras	Puerto de Matamoros	Ampliación de la Carretera Conectora, Realización del dragado para tener un mayor calado para las embarcaciones, y prolongación de las escolleras para proteger los canales y el propio muelle	2015?	2013, 2014	$ 84,400,000			Yes			0.500	0.030	16.5	39.5	23	1.000	0.113	1	3	2	0.750	0.059	0.203	-	-	0	0.000	0.000	Yes	1.000	0.028	-	-	0	0.000	0.000	0.02842

LEYENDA DE LA TABLA

INFORMACIÓN RECIBIDA DE LOS ACTORES PARTICIPANTES. LAS CELDAS VACÍAS SIGNIFICAN QUE NO SE RECIBIÓ INFORMACIÓN.
INFORMACIÓN CALCULADA POR LA HOJA DE EXCEL
CELDA DE PUNTUACION
PUNTAJE Y NÚMERO DE PRIORIDAD DE CADA PROYECTO

MEXICO MARINE PROJECT RANKING
Lower Rio Grande Valley / Tamaulipas Border Master Plan

Project ID/CSJ	Cost effectiveness / Project Readiness (16.9%)																																					Safety (16.3%)							Regional Impacts (22.3%)															Project Score	Project Score in 100s	Project Rank
	1. Cost Effectiveness ($/Capacity Criterion) (23.4%)						2. Cost Effectiveness ($/Demand Criterion) (18.2%)						3. Land Availability (26.5%)						4. Partially Funded Project (19.8%)							5. Phase of Project Development (12.1%)							Cost effectiveness / Project Readiness Weight	1. Diversion of Commercial Traffic (61%)			2. Safe Handling of Hazardous Materials (39%)			Safety Weight	1. Wider Geographic Impacts (50%)						2. General Development (50%)						Regional Impacts Weight			
	Estimated Cost ($)	Funding - Private	Increase in Channel Capacity	Cost Effectiveness	*Score*	*Partial Weight*	Estimated Cost ($)	Funding - Private	Increase in Total Annual Tonnage	Cost Effectiveness	*Score*	*Partial Weight*	No land availability	Low land availability	Medium land availability	High land availability / no land needed	*Score*	*Partial Weight*	No Funding	0 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	*Score*	*Partial Weight*	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits in hand	>80% ROW in hand, permits in hand	*Score*	*Partial Weight*		Diversion of Traffic	*Score*	*Partial Weight*	Prepared?	*Score*	*Partial Weight*		No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	*Score*	*Partial Weight*	No Benefit (<$250,000/year)	Minor Benefit ($250,000-$500,000)	Moderate Benefit ($500,000<$1 Million)	Major Benefit (>$1 Million)	*Score*	*Partial Weight*				
CG-182	$ 84,400,000	$ -	23	$ 3,669,565	0.250	0.010	$ 84,400,000	$ -	0	-	0.000	0.000				Yes	1.000	0.045		Yes				0.250	0.008					Yes	1.000	0.020	0.083	Yes	1.000	0.099	Yes	1.000	0.064	0.163				Yes		0.750	0.084				Yes	1.000	0.112	0.195	0.673	**67.3**	**1**