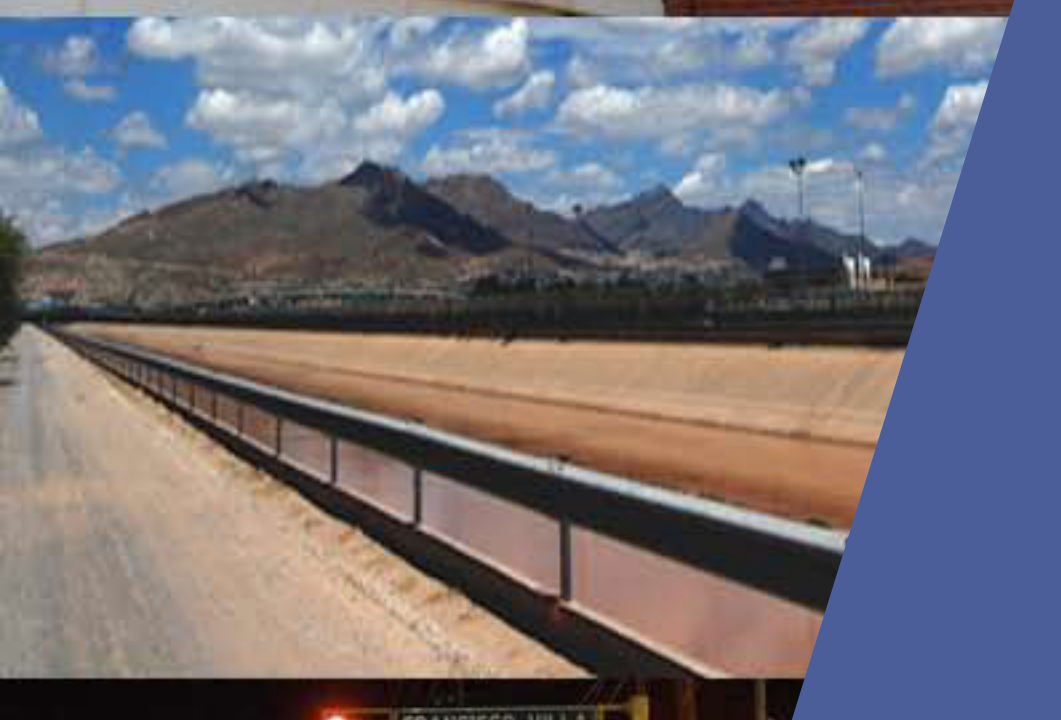

BORDER MASTER PLAN
PLAN MAESTRO FRONTERIZO

Texas Department of Transportation

Technical Appendices

31 October 2013

U.S. Department of Transportation
Federal Highway Administration

El Paso/Santa Teresa-Chihuahua Border Master Plan

Appendices

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El Paso/Santa Teresa – Chihuahua Border Master Plan

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ATTACHMENT A

Interagency Cooperation Contract
Scope of Services

The El Paso/Santa Teresa-Chihuahua 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 El Paso/Santa Teresa- Chihuahua border region. The objectives of the Border Master Plan are to:

1. design a stakeholder involvement process that will be inclusive and ensure the participation of all involved in and impacted by 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 multi-modal transportation projects including pedestrians, non-commercial vehicles, commercial vehicles, and rail, and evaluation criteria and rankings over the short, medium, and long term; and
4. recommend a process to ensure continued dialogue among federal, state, regional, and local stakeholders of the El Paso/Santa Teresa-Chihuahua region to ensure continued coordination on current and future POE and supporting transportation infrastructure needs and projects.

The Receiving Agency in conjunction with the Transportation Policy Advisory Board of the El Paso Metropolitan Planning Organization has predetermined a Binational Advisory Committee with voting membership by the following eighteen (18) entities.

a. Aduanas,
b. Customs and Border Protection,
c. Chihuahua Department of Transportation
d. Mayor City of El Paso,
e. Delegate from Ciudad Juarez,
f. U.S. Department of State,
g. Judge of El Paso County,
h. Federal Highway Administration,
i. General Services Administration ,
j. Instituto De Administración Y Avalúos De Bienes Nacionales,
k. Instituto Nacional de Migracion,
l. New Mexico Department of Transportation
m. Promotora de Industria Chihuahuense,
n. Secretaria de Comunicaciones y Transportes,
o. Secretaria de Relaciones Exteriores,
p. Texas Legislative Delegation Member,
q. El Paso Texas Department of Transportation District Engineer or designee,
r. The International Water and Boundary Commission

The Binational Advisory Committee will also include the following agencies and entities that will not be voting members.

a. City of Presidio
b. Dona Ana County
c. Greater El Paso Chamber of Commerce
d. Hispanic Chamber of Commerce
e. New Mexico Border Authority
f. Representative from the Office of Congressman Reyes,
g. the private sector including trucking industry, maquila industry, brokers, and railroads from both sides of the border
h. one (1) public member representing El Paso County and one (1) public member the City of El Paso,
i. The US Consulate in Juarez

j. Mexican Aduanas
k. Caminos y Puentes Federales de Ingresos y Servicios Conexos Comision International de Limites y Aguas entre Mexico y Los Estados Unidos
l. Instituto Municipal de Investigacion y Planeacion de Cd. Juarez
m. Mexican Consulate in El Paso
n. Promofront

TASK 1. ESTABLISH STAKEHOLDER AGENCY PARTICIPATION AND COMMITMENT ESTIMATED COST: $50,000

1.1. Under the direction of the Receiving Agency, the Performing Agency shall work with the Binational Advisory Committee, both voting and non-voting members to:

1.1.1 Form a number of working groups to secure data and information in a timely manner;
1.1.2 Request assistance from the Binational Advisory Committee in the development of the public and stakeholder outreach activities to ensure that all impacted stakeholders and communities are appropriately engaged;
1.1.3 Request a review by the Binational Advisory Committee of the Performing Agency's assumptions, analyses, and documentation;
1.1.4 Recommend the criteria that will be used to prioritize projects to the Binational Advisory Committee voting membership for endorsement; and
1.1.5 Make recommendations to the Binational Advisory Committee voting members.

1.2. The Performing Agency shall work with the Binational Advisory Committee voting membership to:

1.2.1 Request and follow overall direction from the voting membership;
1.2.2 Collaborate with the voting membership to establish clear metrics and parameters that can be measured to assure the appropriate progress;
1.2.3 Request review and approval of the criteria for prioritization of projects from the voting membership;
1.2.4 Request establishment of working groups from the voting membership to work with the Performing Agency on specific issues including, acquiring data, disposition of the "El Paso Regional Ports of Entry Operations Plan" recommendations, linking Master Plan analysis with existing City and County initiatives;
1.2.5 Receive endorsement of the final Border Master Plan from the voting membership; and
1.2.6 Incorporate the findings and priorities as appropriate in the planning and programming processes of the agencies forming part of the Binational Advisory Committee.

1.3 The Performing Agency shall contact executive level managers at the identified stakeholder entities in the Binational Advisory Committee list to determine:

1.3.1 Level of support for the Border Master Plan;
1.3.2 Issues or concerns about the development of the Border Master Plan;
1.3.3 Anticipated commitment to, and involvement in, the development of the Border Master Plan by executive level managers and senior technical staff;
1.3.4 Anticipated staff resources devoted to the development of the Border Master Plan;
1.3.5 any additional/specific changes that need to be made to the approach used for the Laredo-Coahuila/Nuevo Leon/Tamaulipas-, Lower Rio Grande Valley- and California-Baja California Border Master Plans in developing the El Paso/Santa Teresa-Chihuahua Border Master Plan;
1.3.6 If any key stakeholders have been omitted; and
1.3.7 The appropriate communications protocol and methodology for sharing information with all stakeholder agencies such as interactive web space, website, mail, e-mail, fax, telephone.

Deliverables for Task 1:
The Performing Agency shall:

1. Compile a document detailing the work performed and findings,
2. Prepare a draft stakeholder outreach 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 the remainder of the project as new information becomes available.

TASK 2: CONDUCT FIRST STAKEHOLDER MEETINGS ESTIMATED COST: $115,000

2.1 Binational Advisory Committee Meeting

During the first Binational Advisory Committee meeting, the Performing Agency shall:

2.1.1 Review the objectives of the study, and list any issues or concerns resulting from the outreach conducted in Task 1 regarding the study, the process, or the objectives of the study;

2.1.2 Consult with the committee members to establish clear parameters at the outset regarding the study area (i.e., geographic area covered by the Border Master Plan) and the number of years that constitute a short, medium, and long term framework;

2.1.3 Review the proposed work plan and facilitate discussions to resolve issues or concerns; and

2.1.4 Establish preliminary working groups that will work with the study team including but not limited to POE working group, socio-economic working group, transportation infrastructure working group, and planning working group.

2.2 Public Meeting

At the request of the Receiving Agency, the Performing Agency shall consult with University of Texas at El Paso to plan, manage, prepare, and host a public meeting. The Performing Agency shall:

2.2.1 Share information about the objectives of the study, the defined study area and planning horizon, the agreed work plan, and how members of the public can remain informed about the development of the Border Master Plan;

2.2.2 Share information as to how the public can provide input and insight into the development of the Border Master Plan;

2.2.3 Determine any issues or concerns that the public may have about the development of the Border Master Plan; and

2.2.4 Determine if any stakeholder has been omitted.

2.3 Subcontracting for Interpreting Services

The Performing Agency shall subcontract for simultaneous interpretation services for all Binational Advisory Committee meetings, working group meetings and workshops and public meetings held throughout the study.

2.4 Arranging for Facilities and Equipment Rental

The Performing Agency shall arrange for all facilities and equipment rentals for all Binational Advisory Committee meetings, working group meetings and workshops and public meetings held throughout the study.

Deliverables for Task 2:

The Performing Agency shall:

1. Compile a document detailing the work performed and findings;
2. Prepare a revised work plan given the feedback and insight obtained during Task 2;
3. Prepare a revised stakeholder outreach plan; and
4. Update the website.

Task 3: Analyze Data, Consultancy Reports, and Documentation Estimated Cost: $185,000

Under the direction of the Receiving Agency, the Performing Agency shall conduct the following sub-tasks simultaneously 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 for the study area given:
a. current and projected population,
b. employment,
c. income,
d. land use,
e. available major freight trade flows traversing the region with either an origin or destination in Mexico, and
f. available freight data with an origin or destination at major regional airports and rail yards.

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-Coahuila/Nuevo Leon/Tamaulipas-, Lower Rio Grande Valley-, 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:
a. number of lanes,
b. average annual daily traffic,
c. peak period traffic volumes,
d. share of truck traffic, and
e. available data to calculate level of service

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

The Performing Agency shall work with the University of Texas at El Paso and the working groups appointed by the Binational Advisory Committee voting members to identify previous and recently completed studies in the region from which the required information can be extracted and compiled. In this regard, the recently completed *"El Paso Regional Ports of Entry Operations Plan"* will be an important resource, as well as the Camino Real Improvement Plan , among other City and County efforts.

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-Coahuila/Nuevo Leon/Tamaulipas Border Master Plan. The Performing Agency shall share this review with the planning working group and knowledgeable Binational Advisory Committee members to supplement and verify information as it pertains to the El Paso/Santa Teresa-Chihuahua region.

3.3 Data Collection

The Performing Agency shall consult and direct the University of Texas at El Paso to inventory the identified POE and transportation projects in the study area included in the various planning documents and consultancy studies including, the Camino Real Improvement Plan (BIP) and the Model Border Port Committee plans. The Performing Agency shall share the developed inventory with the appropriate working groups and Binational Advisory Committee members to ensure that the project data is accurate and up to date and to ensure that no projects have been omitted. The Performing Agency shall collect the following minimum information for the transportation facility and POE projects to facilitate comparison with the Laredo-Coahuila/Nuevo Leon/Tamaulipas-, the Lower Rio Grande Valley-, and the California-Baja California Border Master Plans,.

For the transportation facility projects, the Performing Agency shall furnish:

a. project location,
b. description of the current facility configuration and planned improvements,
c. available data to calculate level of service,
d. annual average daily traffic before and after project completion,
e. accident rate, direct or indirect linkage to POE,
f. truck volumes or share,
g. year the project becomes operational,
h. current phase of the project,
i. cost data and funding status, and
j. a qualitative assessment of environmental, community, and economic benefits of the project.

For the planned POE projects, the Performing Agency shall furnish:

a. project description,
b. the anticipated throughput by type of inspection lane after project completion,
c. year of project completion,
d. current phase of the project,
e. cost data and funding status, and,
f. a qualitative assessment of environmental, community, and economic benefits of the project.

The Performing Agency shall consult and direct the University of Texas at El Paso, to take the lead in evaluating the recommendations of the *"El Paso Regional Ports of Entry Operations Plan"* for inclusion in the Border Master Plan. Specifically, the University of Texas at El Paso - with the support and assistance of the Performing Agency - shall meet with the lead agencies identified in the *"El Paso Regional Ports of Entry Operations Plan"* to determine support for the recommendations, gather available data and information, and identify the respective agencies willing to support the inclusion of the respective recommendations in the Border Master Plan.

The Performing Agency shall rank as many projects as possible based on the agreed upon evaluation criteria to be established in Tasks 5 and 6. The Performing Agency shall identify and inventory projects in early stages of conceptualization for which limited information and data are available, for consideration in future updates of the Border Master Plan. The Performing Agency shall record all available information about the planned projects.

Deliverables for Task 3:
The Performing Agency shall:

1. Compile a document detailing the work performed and findings;
2. Prepare an Excel Workbook with the collected information tabled and summarized; and
3. Document any gaps or inconsistencies in the projects and project schedules in the planning and implementation of POE and transportation infrastructure projects serving POEs.

TASK 4: CONDUCT SECOND STAKEHOLDER MEETINGS ESTIMATED COST: $30,000

4.1 Binational Advisory Committee Meeting

The Performing Agency shall share the revised analyses of the documented planning processes and the identified project inventory with the Binational Advisory Committee for discussion and comment. The Performing Agency shall incorporate, as appropriate, all comments and suggestions as discussed.

TASK 5: CONDUCT STAKEHOLDER WORKSHOPS/MEETINGS ESTIMATED COST: $120,000

5.1 Criteria Selection by the Binational Advisory Committee Members

The Performing Agency shall facilitate a workshop with the Binational Advisory Committee members to reach consensus on the criteria, scores, and weights that will be used in a Multi-Attribute Criteria framework, a methodology used by economists to prioritize projects, by the Performing Agency subsequently to prioritizing individual projects.

The Performing Agency shall conduct the workshop using Classroom Performance System (CPS) technology. CPS voting technology is a device/system that facilitates the recording of responses to a stated question. 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-Coahuila/Nuevo Leon/Tamaulipas 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 consistencies and discrepancies in the responses; and
5.1.5 Repeat the voting process until consensus is reached or until the ratings do not alter substantially from one voting round to another.

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

5.2 Public Meeting

Under the direction of the Receiving Agency, the Performing Agency shall consult and direct the University of Texas at El Paso, to plan, manage, prepare, and host a public meeting to:

5.2.1 Share information about all the identified POE and transportation infrastructure projects planned in the study area over the short-, medium-, and long terms;
5.2.2 Share information about the specific voting methodology known as Multi-Attribute Criteria that will be used to prioritize the identified projects, including the criteria and weights selected by the Binational Advisory Committee members; and
5.2.3 Obtain comments, concerns, and criteria suggestions from public.

5.3 Binational Advisory Committee Meeting (Voting Members)

During the meeting the Performing Agency shall:

5.3.1 Present for approval the proposed evaluation criteria, scores, and weights developed in consultation with the Binational Advisory Committee members;
5.3.2 Discuss comments, concerns, and criteria suggestions solicited at public meeting; and
5.3.3 Facilitate discussions and secure the Binational Advisory Committee's voting members endorsement of the criteria that will be used to prioritize the individual projects.

Deliverable for Task 5:

The Receiving Agency shall direct the Performing Agency to compile a document detailing the work performed and findings, including a list of the criteria that will be used to prioritize individual projects.

TASK 6: RANK PRIORITY PROJECTS
ESTIMATED COST: $50,000

Under the direction of the Receiving Agency, 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 approved by the Binational Advisory Committee voting members.

Deliverable for Task 6:

The Performing Agency shall prepare an Excel Workbook listing the prioritized projects.

TASK 7: FINALIZE DOCUMENTATION
ESTIMATED COST: $70,250

7.1 Draft Report

The Performing Agency shall prepare a draft Border Master Plan report and submit it to the Binational Advisory Committee members for review and comment.

7.2 Public Meeting

The Performing Agency shall consult and direct the University of Texas at El Paso, to plan, manage, prepare, and host a public meeting to:

7.2.1 Share information and outline the priority POE and transportation projects that emerged from the prioritization process; and

7.2.2 Obtain the public's comments and any concerns related to the Border Master Plan priorities.

7.3 Final Report

The Performing Agency shall incorporate the comments and suggestions of the Binational Advisory Committee members and the relevant public comments and suggestions to develop the draft final Border Master Plan which the Performing Agency shall submit to the Binational Advisory Committee voting members for approval.

The Performing Agency shall summarize the individual projects by country and project ranking and shall group them by the following dimensions:

1. individual project rankings;
2. project type, highway, rail, or POE;
3. timeframe, short, medium, and long term; and
4. estimated funding, project cost.

The Performing Agency shall discuss these dimensions with the Receiving Agency to determine the need for summarizing the information in a different format in Appendices to the document. The Performing Agency shall highlight any discrepancies or inconsistencies in the planned projects or project schedules.

The final Border Master Plan shall also recommend a process to ensure continued dialogue among federal, state, regional, and local stakeholders of the El Paso/Santa Teresa-Chihuahua region to ensure continued coordination on current and future POE and supporting transportation infrastructure needs and projects.

7.4 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 region to promote the binational priority projects and to seek additional funding. The Performing Agency shall make both the final document and brochure available in English and Spanish.

Deliverables for Task 7:

The Performing Agency shall develop:

1. The Border Master Plan Report; and
2. An easy to reference brochure listing the highest priority projects included in the Border Master Plan.

TASK 8: DISSEMINATE STUDY FINDINGS ESTIMATED COST: $40,000

Upon the approval of the Border Master Plan and brochure by the Receiving Agency and Binational Advisory Committee voting members, the Receiving Agency will direct the Performing Agency to develop a PowerPoint presentation to disseminate information about the study findings to institutions and organizations that promote the coordination of planning and implementation of port of entry and related transportation facilities on the southern border. Possible 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, the U.S.-Mexico Border Legislative Conference, and the U.S.-Mexico Border Governors Conference.

Deliverables for Task 8:

The Performing Agency shall:

1. Develop a PowerPoint presentation; and
2. Update the Border Master Plan website to include a link to the final Border Master Plan document and brochure.

El Paso/Santa Teresa – Chihuahua Border Master Plan

Appendix B
Agendas and Minutes

Agenda

El Paso/Santa Teresa – Chihuahua Border Master Plan

Wednesday, May 23, 2012
El Paso, Texas

UTEP Campus - Mike Loya Academic Services Building
Schuster Ave. at Hawthorne Street, El Paso, TX

9:00 - 10:00	Registration
10:00 - 10:30	Welcome/Introductions
10:30 - 12:00	Presentations/Remarks

- Joint Working Committee´s Vision for Border Master Plans
  Secretaría de Comunicaciones y Transportes (SCT)
- Remarks by:
  Secretaría de Relaciones Exteriores (SRE)
  U.S. Department of State (DOS)
- El Paso/Santa Teresa – Chihuahua Border Master Plan
  - Objectives
  - Work Plan
  - Outcome of Task 1
  - Comments/Input

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

- Define Study Area (i.e., Area of Influence and Focused Study Area)
- Define Time Horizons (i.e., Short, Medium, and Long Term)
- Establish Working Groups
- Establish Meeting Schedules

3:00 - 3:30	Administrative Matters
3:30	Adjourn

EL PASO/SANTA TERESA - CHIHUAHUA
BORDER MASTER PLAN
BINATIONAL ADVISORY COMMITTEE MEETING

These meeting minutes document the outcome of the first Binational Advisory Committee (BNAC) meeting within the framework of the El Paso/Santa Teresa-Chihuahua Border Master Plan (BMP) effort. The meeting took place in El Paso, Texas, on May 23, 2012, in the Mike Loya Academic Services Building at the University of Texas at El Paso (UTEP) campus. 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. Information on the background of BNAC meetings, creation, and membership has been included in Appendix B.

Welcome and Introductions

The binational meeting officially started at 10:05 AM as Judge Veronica Escobar (El Paso County), co-chair of the meeting, welcomed attendees to the first BNAC meeting within the framework of the El Paso/Santa Teresa-Chihuahua BMP. Mayor John Cook (City of El Paso), co-chair of the meeting, also welcomed all participants to his city and the BNAC to the BMP meeting. Then, all attendants were given the opportunity to introduce themselves, stating their name and agency or company they represented.

Judge Escobar then proposed a motion to approve the minutes of the previous BNAC meeting on February 25, 2012. Judge Escobar's motion was seconded and then unanimously approved by the members of the audience.

Thereafter, Jorge Prozzi (Assistant Professor, The University of Texas at Austin) introduced himself and communicated to the BNAC his new role as the Project Director of the El Paso/Santa Teresa-Chihuahua BMP study. He then proceeded to welcome all attendees, and thank UTEP for their kind support in organizing and sponsoring lunch for BNAC members. He also mentioned Jolanda Prozzi (Research Scientist, Texas Transportation Institute) had resigned from the Center for Transportation Research (CTR) and had accepted a position at the Texas Transportation Institute. He highlighted that the latter would continue to generally oversee and provide guidance to all Texas's border master planning efforts.

Jolanda Prozzi thereafter communicated that the representative from Secretaría de Comunicaciones y Transportes (SCT) would not be able to present during this first part of the meeting and that Sylvia Grijalva (U.S./Mexico Border Planning Coordinator, FHWA) and Sean Cázares (Deputy Director General for Border Affairs, SRE) would be providing insight and background information regarding the development of BMPs.

Presentations/Remarks

Sylvia Grijalva provided insight regarding the beginnings of the border master planning initiatives, which originated in 2006 with the development of a pilot effort, the California-Baja California BMP. The purpose of the BMP was to inventory existing and planned port-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 the states of California and Baja California determined the evaluation criteria used for prioritizing POE projects, roadway projects, interchange projects, and rail projects. She also emphasized that better decisions about the ranking of different types of projects can be attained if a significant amount of data is provided by all stakeholders. She continued her presentation by stating she is convinced that each region knows its needs best and encouraged the participants to work together and agree on their priorities. She added that specific goals are more likely to be achieved by regional and local stakeholders. Ms. Grijalva advised that the participants should use available information, and then with time, planning, and implementation the BMP could be thereafter improved. She concluded her presentation with a quote from Donald Rumsfeld: *"Go to war with the army you have."*

Sean Cázares began his presentation by thanking the participants for their attendance and active engagement thus far in border master planning processes. He then focused his presentation on how binational efforts established by U.S. and Mexican agencies encouraged the establishment of formal processes for border infrastructure development. Mr. Cázares also emphasized that each region should establish its priorities. He noted that all participants need to be convinced of the importance and necessity of this BMP in order to achieve the desired outcomes. Specifically, he stressed the importance of the development of appropriate categories and criteria for prioritization. Additionally, he encouraged the participants to provide the necessary data and information to the study team. Mr. Cázares also added that political cycles pose a challenge to planning processes but that a BMP establishes a clear list of priorities that do not depend on the priorities of ever-changing elected officials. He finalized his presentation by noting that successful BMP initiatives contribute to the continued dialogue between the U.S. and Mexico. His presentation was followed by questions and comments. In response to a comment from the audience, Mr. Cázares clarified that BMPs not only refer to new POEs, but also planned initiatives for existing POEs. Giving different examples, he explained that the costs and benefits of infrastructure improvements versus new POE construction need to be assessed.

Rachel Poynter (U.S.-Mexico Border Coordinator, U.S. Department of State) presented the benefits of a solid binational coordination process behind BMPs. She mentioned how BMPs

belong to the Binational Action Plans agreed to by the Bilateral Executive Steering Committee on Twenty-First Century Border Management. Ms. Poynter emphasized that input from local stakeholders is a valuable part of informed decisions made at the federal level. Binational efforts and coordination are critical to the success of a BMP. She then communicated to the participants that the process is carried out by regional and economic influences.

Jolanda Prozzi then presented on the BMPs being developed for Texas. She explained that three BMPs are being developed attending to TxDOT's border districts in the following areas: TxDOT's Laredo District, TxDOT's Pharr District (Lower Rio Grande Valley), and the TxDOT El Paso District and Santa Teresa region (including the corresponding jurisdictions in Mexico). She then communicated to the BNAC the objectives of the BMPs and introduced the other study team members (in addition to herself) from CTR and UTEP. Ms. Prozzi's presentation continued by detailing each of the eight tasks that compose the El Paso/Santa Teresa-Chihuahua BMP. The presentation concluded with what the study team regards as the requirements for developing a successful BMP: stakeholder participation, and the provision of data and information. In closing, she pointed out that the study team

- Will *not* collect primary data or verify and conduct feasibility studies on data obtained from the participants.
- Will guarantee a transparent and open project ranking process. However, given the nature of the process, some stakeholders might not be completely happy with the results of the plan.

Discussion

Ms. Prozzi thereafter opened the floor to questions.

Mayor Cook asked if the effort was going to include new projects or only existing projects in the plan. Ms. Prozzi replied that the plan will include new projects as well as existing projects.

A participant from New Mexico asked if Antelope Wells-El Berrendo and Colombus-Las Palomas POEs were to be included in this BMP or in the Sonora-Arizona effort. Ms. Prozzi deferred the question to the afternoon session, when the study areas would be defined.

Roberto Diaz de Leon (Binational Planning Consultant, City of Sunland Park) expressed the State of New Mexico's desire to have a POE at Sunland Park. This would be a federal project with national purpose, and would open new international markets. Mr. Diaz de Leon proposed that the creation of new markets be included as a project-ranking criterion.

Mr. Roy Gilyard (Director, El Paso MPO) said that the MPO has a list of projects for which criteria will be developed.

Ms. Cecilia Levine (Maquila Association, Paso del Norte Group) expressed that infrastructure needs improvement in order to facilitate trade. She added that several deficiencies, involving more than one bridge, have been detected in the current transportation

structures. Ms. Levine called on the private sector to come to the table with funding and a comprehensive transportation system document.

Ms. Grijalva stated that if funding is to be made available for transportation projects at the border, the latter needed to be included in a BMP selection process.

Jose Nunez (Supervisory Civil Engineer, IBWC) requested further clarification on the future outlook of the Fabens-Caseta POE. A member in the audience replied that it would be demolished and the Guadalupe-Tornillo Bridge will be finalized.

Ms. Darr Shannon (Commissioner, Hidalgo County, New Mexico) requested clarification as to the effects of a project's distance from a POE on its inclusion in the BMP. Ms. Prozzi responded that all transportation projects connecting to POEs are considered in the plan. For example, a railway infrastructure or enhancement 30 miles away from the border might be a project included for consideration.

Mayor Jaime Lopez (City of Socorro) stated that the area he represents feels ignored. He suggested that the area between Tornillo and El Paso be included in the BMP and pointed out that Socorro also has a POE project. Mr. Lopez stated that housing developments are expanding rapidly in Socorro, and the State of Chihuahua has never been notified of the pending plan. He then directed a question to the Secretaría de Relaciones Exteriores (SRE) as to whether the City of Socorro would be included in the BMP. Ms. Prozzi replied that the City of Socorro´s POE project has been in the MPO planning documents for some time and that an environmental study had already begun. Mr. Cazares responded that this was the first time he had heard about the project.

Annette Morales (Director, Medius, Inc.) requested that Antelope Wells/El Berrendo and Columbus-Las Palomas POEs be included in the plan. She pointed out that there are two POEs in that region and that they have data available. Ms. Morales also requested that more members be included in the voting committee from New Mexico.

Mr. Agustin De La Rosa (Director, International Relations Office, TxDOT) responded that originally these BMPs were meant for and financed by the State of Texas and are being carried out in accordance with the recommendations of the Joint Working Committee on Transportation Planning and Programming. The plans were broken down into three regions for Texas, conveying TxDOT´s border districts. Mr. De La Rosa reminded the audience that each state was asked to publish a BMP. He also added the contract had already been finalized between the performing agency and TxDOT. He suggested that New Mexico stakeholders discuss this issue with the New Mexico Department of Transportation (NMDOT).

Homer Bernal (International Programs Planner for NMDOT) stated that he was under the impression that all New Mexico POEs would be included.

Carlos Nieto, (representing Presidio County) was grateful that, after "329 years of remoteness," Presidio County was being included in the BMP effort and pledged to be an active participant.

With regards to certain concerns expressed by the participants relating to Task 1, Ms. Prozzi stated that voting membership was subject of much debate and discussion during the

process. Ms. Prozzi mentioned that the goals are ambitious and require immediate action. She reminded the audience that these meetings are open to the public and the Transportation Policy Board (TPB) and will involve binational representation.

Judge Escobar mentioned that a representative from the IMIP in Juárez was not part of the TPB but part of the Transportation Policy Advisory Committee.

Ms. Dolores Saldaña Caviness (Commissioner, Dona Ana County) stated that New Mexico has three voting members who are also elected officials.

Mr. Cázares Ahearne expressed concern regarding the issue of having another entity above the BMP and BNAC. He explained that the development of Mexican infrastructure at the border is solely of federal jurisdiction. Thus, agreements can be made with municipalities or states during the bidding process and the concessions can be given to municipalities or states, but still all border projects involving both countries were of federal jurisdiction. Mr. Cázares stressed that understanding this difference between planning processes in the U.S. and Mexico is critical. He urged the audience to consider the following: all determinations that come from the BNAC are taken to a higher entity with no Mexican federal representation—the latter can be *swiped off* and thus deviate from the principles and objectives of the border master planning process. Mr. Cázares stated that the BNAC decisions and resolutions should not be modifiable by a regional entity that has no Mexican federal representation.

Judge Escobar expressed appreciation for Mr. Cázares's concern regarding the role of the TPB in the approval of the BMP. She stated that the TPB had also discussed this issues and Representative Picket had given clear directions as to what he wanted from this committee. She assured the audience that the TPB would see through the BMP´s completion and final adoption. Mayor Cook stated the opinion that TPB endorsement of the final BMP is foreseen.

The meeting then recessed for lunch.

Establishment of Voting Process

Upon completion of the lunch break, Judge Escobar shared the TPB's determination that no proxies would be allowed to vote. Mr. Cázares suggested reconsideration on this point, citing that an entity should have the right to determine who they prepare and send to vote on their behalf. Judge Escobar stated that the TPB is inflexible and has determined that no proxies would be allowed. Ms. Poynter reiterated that an agency should determine who they send and how they prepare their representatives for the meeting. They stated that it was not a personal representation but an agency representation that should be made at each meeting.

Mayor Cook suggested this item to be included in the next TPB agenda. Mr. Cázares said that the SRE is short on staff, especially technical staff. He stressed that the vote comes from central office and is not a personal decision, and that he would trust his deputy director to make a decision on his behalf. Mr. Cázares emphasized that a bar on proxy voting would be a deal-breaker and would kill the process before it starts.

Ms. Prozzi asked if there was enough quorum (i.e., 50 percent plus one) to start the voting process. She noted that 7 out of 18 voting members were missing and the facility could not accommodate calling in. Judge Escobar relayed the proxy voting decision to the TPB. She mentioned complications at certain levels could arise.

Furthering his request for proxy voting, Mr. Cázares suggested that local entities should decide this issue for their own local agencies and federal representatives should decide for federal agencies. He stated that it is not possible to accept a regional entity overriding federal requests. He reiterated that in Mexico bridges and border crossings are solely of federal jurisdiction and that no Mexican member is represented or voting at the TPB.

Mayor Cook, in the spirit of compromise, asked to request for forgiveness in the next TPB meeting. He acknowledged that the proxy issue could be interpreted as an insult to the Mexican people in attendance and that proxy voting should be allowed.

Mayor Cook made a motion, seconded by Mr. Cázares, to allow federal and state agencies present to use proxy voting for the day. The motion was approved unanimously. Thus, Mexican attendees who attended the meeting with a proxy or instruction letter from the identified BNAC voting member were given the right to vote at this meeting.

Ms. Prozzi communicated to all attendees which stakeholders had a vote. Guidance was also provided to attendees who were representing a BNAC Member. 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 tables. Thereafter, a short demonstration on how to use the I-Clicker was provided to the audience.

Stakeholder Input: Area of Influence

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: Texas border counties and Mexican border municipalities
- Option B: 50 miles/80 kilometers north and south
- Option C: 100 miles/160 kilometers north and south

Ms. Grijalva encouraged the audience to suggest other options if they were not satisfied with those being offered.

Judge Escobar requested advice on assessing the factors that should guide the voting decisions. Ms. Prozzi replied that socio-economic information is gathered in the Area of Influence, but that no project data is gathered for this geographical bandwidth. She added that there are advantages and drawbacks to having a larger Area of Influence. By looking at the map, one can see that economic information, truck volumes, trade data, and other issues (such as where traffic is generated) influence planning.

Ms. Delossantos (representing the Maquila Industry) suggested that Ciudad Juárez should be captured completely by the Area of Influence.

Mr. Vincent Banegas (City of Las Cruces) stated that Option A does not consider the impacts of future developments in the region.

Representatives for Dona Ana and Luna counties stated their concerns since POEs in those counties did not seem to be included in these Areas of Influence, although they have more miles of border than Santa Teresa.

Mr. Bernal said that there would be another BMP that will include Columbus and Antelope Wells.

A participant asked why all of New Mexico´s POEs are not being included in this BMP. Mr. Cázares stated that it was only a coincidence that the boundaries for the states of California and Baja California coincide. However, this is not the case for the rest of the border. He mentioned that boundaries do not coincide for the rest of U.S. and Mexico states. In Texas, he mentioned that three studies are being developed and that the El Paso/Santa Teresa-Chihuahua BMP does not include all of New Mexico´s POEs and projects. He suggested that New Mexico should consider developing their own BMP process.

Ms. Grijalva added that it did not seem appropriate for Texas to be making decisions that should solely correspond to the State of New Mexico. She added that Arizona is doing their BMP with Sonora. In this case, since the MPO area covers the Santa Teresa region, it was deemed appropriate to include it in this effort.

A representative from New Mexico said that Antelope Wells has a new facility valued at $12 million and Columbus has a $50 million grant. Mr. William Mattiace (Director, New Mexico Border Authority - NMBA) added that the initiation of a land use master plan in the region.

Mr. De La Rosa stated that TxDOT did not intend to leave anyone out. The BMP division was created with the intent to include each border administrative district. He stated that TxDOT would be willing to help and provide advice should the State of New Mexico wish to initiate its own effort.

Ms. Grijalva suggested that data corresponding to a whole county or municipality is easier to gather; thus Option A seemed the more logical choice for her. Mr. Cázares also added that Option A enabled an easier data process.

*The outcome of the first item for vote defines the **Area of Influence** as the Texas border counties and Mexican border municipalities, with voting results as follows:*

- **Option A: Texas border counties and Mexican border municipalities, 86%**
- Option B: 50 miles / 80 kilometers north and south, 14%
- Option C: 100 miles / 160 kilometers north and south, 0%

Stakeholder Input: Focused Study Area

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

- Option B: 15 miles / 24 kilometers north and south
- Option C: 25 miles / 40 kilometers north and south

Ms. Prozzi discussed the pros and cons of wider or more narrow Focused Study Area. The argument for a narrow Focused Study Area is that fewer decisions regarding the impact of the infrastructure in the POE are required. To the contrary, the wider the Focused Study Area, the more decisions need to be made as to whether the listed projects really serve the POE. The argument for a wider Focused Study Area is the desire to include all projects affecting border traffic flows.

Mr. Mikhail Pavlov (Field Operations and Management Office, CBP) added that the wider the Focused Study Area, the more data is required.

Ms. Prozzi reminded the audience that corridor movements are captured as the corridor enters the Focused Study Area.

Mr. Nieto argued that the reopening of a silver mine in the Presidio area, and also a new copper mine, could justify the need for rail infrastructure and a larger Focused Study Area.

Mayor Cook said that metropolitan areas do not require such a wide Focused Study Area and suggested including areas that were 25 miles or less (from the border towards Highway 67 in the Presidio area).

Vicente López (Director of Urban Development, Municipality of Juárez, and director of IMIP, Juárez) requested the Samalayuca region and projects to be included.

A representative from Presidio County asked that the area be expanded to the rail line to include potential projects there.

In furtherance to his request, Mr. López asked that the possible rail bypass also be included in this area.

Eduardo Valtier (Construction Project Engineer, El Paso District Office, TxDOT) also suggested inclusion of a truck bypass in the area.

The final outcome of the second item for vote defines the ***Focused Study Area*** *as 10 miles/16 kilometers north and south (with geographical "bumps" included)* and specific voting results as follows:

- **Option A: 10 miles / 16 kilometers north and south, 67%**
- Option B: 15 miles / 24 kilometers north and south, 1%
- Option C: 25 miles / 40 kilometers north and south, 27%

Stakeholder Input: Time Horizons

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:

- Option A: Within 2 years
- Option B: Within 3 years

- Option C: Within 4 years

Mr. Cázares advocated for the principle of urgency, thus suggesting that even projects with very short timeframes should be included.

Ms. Grijalva was of the opinion that very short-term projects not be included.

A representative from Mexico suggested that the participants consider that administrative terms are three or four years in the case of municipalities and six years in the case of state or federal entities.

Judge Escobar added that she has a four year term, so three or four years seemed very reasonable.

The final outcome of the third item for vote defines the ***Short Term*** *as 3 years,* with specific voting results as follows:

- Option A: 2 years, 0%
- **Option B: 3 years, 86%**
- Option C: 4 years, 14%

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

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

The discussion regarding the Medium Term was minimal. The final outcome of the fourth item for vote defines the ***Medium Term*** *as 10 years, with* specific voting results as follows:

- Option A: 5 years, 0%
- **Option B: 10 years, 93%**
- Option C: 15 years, 7%

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

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

Judge Escobar pointed out that the gestation period for a POE is at least 20 years. Environmental clearance, right-of-way acquisition, and many other tasks are difficult to complete in less than 20 years.

The initial round of voting results were as follows:

- Option A: 15 years, 0%
- Option B: 20 years, 43%
- Option C: 25 years, 57%

A second round of voting was determined to be needed, as no satisfactory results were achieved in the first round (i.e., qualified majority at 66%). After some discussion and a second

round of voting, *the final outcome of the fifth item for vote defines* ***Long Term*** *as 25 years,* with specific voting results as follows:

- Option A: 15 years, 0%
- Option B: 20 years, 29%
- **Option C: 25 years, 71%**

Creation of Working Groups

Ms. Grijalva raised concerns regarding travel restrictions for federal employees; however, she strongly suggested this issue could be alleviated with coordination through email, conference calls, or webinars.

Ms. Prozzi stressed that the study team will rely heavily on the following technical working groups to obtain the necessary data for the development of the BMP. She suggested the creation of six Working Groups with the following objectives and in the following areas:

1. The *POE Working Group's* primary task(s) would include creating an inventory of current POE facilities and planned projects in the Focused Study Area. The following participants expressed an interest to be included in the correspondence for this group: GSA, INDAABIN, IBWC, CILA, Ferromex-FXE, BNSF, Promotora de la Industria Chihuahuense, Messrs. Carrasco and Nieto from Presidio County, Jesse Hereford from the Border Trade Alliance, Stephanie Caviness representing the County of El Paso, Kathy Neal from the Maquila Industry, Said Larbi-Cherif and Annaelisa Holguin from the City of El Paso, William Mattiace from NMBA, Ernie Carrizal, El Paso County Public Works Director, Vicente Lopez, IMIP/Municipio de Juarez, Everardo Medina from the State of Chihuahua, Virginia Dorantes from Promofront, Bernan Wilson, Dona Ana County Port Manager, and Senator Jose R. Rodriguez, District 29.

2. The *Socio-Demographic Working Group's* primary task(s) would include reviewing and providing socio-economic data, such as income, population, employment, and land use data. The following participants expressed an interest in being included in the correspondence for this group: Sean Higgins from Dona Ana County, El Paso County, UTEP, the City of El Paso, IMIP/Juárez, and potentially NMSU members (pending).

3. The *Transportation Infrastructure Working Group's* primary task(s) would include an inventory of current road and interchange facilities and planned projects in the Focused Study Area. The following participants expressed an interest in being included in the correspondence for this group: TXDOT, NMDOT, SCT, Everardo Medina of the State of Chihuahua, Said Larbi-Cherif from the City of El Paso, El Paso County, El Paso MPO, Juárez, Shundrekia Stewart or Nathan Asplund from BNSF, Manuel Juárez and Guillermo García, Ferromex-FXE, and Judge Paul Hunt from Presidio County.

4. The *Rail Infrastructure Working Group's* primary task(s) would include to inventory current rail facilities and planned projects in the Focused Study Area. The following participants expressed an interest to be included in the correspondence for this group: TXDOT, NMDOT, BNSF, Ferromex-FXE and UP (pending).

5. The *Planning Working Group's* primary task(s) would include analyzing the planning processes for transportation infrastructure in the Study Area. The following participants expressed an interest in being included in the correspondence for this group: El Paso MPO, TxDOT, NMDOT, IMIP/Juárez, City of El Paso, Presidio County, Promotora de la Industria Chihuahuense, DOS, SCT, SRE, UP (pending), BNSF, and Ferromex-FXE.

6. The *Public Outreach Efforts Working Group's* primary task(s) would include making recommendations and providing input and insight to the study to organize public outreach efforts. The following participants expressed an interest being included in the correspondence for this group: El Paso County, the City of El Paso, UTEP, TxDOT, EL Paso MPO, and IMIP/Juárez

Ms. Prozzi announced that she would send this list to the audience by email and assured participants that additions, alterations, and flexible arrangements could be made.

Administrative Matters and Follow-Up Business

The meeting concluded with Ms. Prozzi thanking everyone for their participation and explaining that the process and format of this meeting would be followed in the future. She shared the website where the presentations, minutes, and other information would be communicated. Again, Ms. Prozzi thanked all stakeholders for their participation. The meeting adjourned at approximately 3:00 p.m.

APPENDIX A

ATTENDANCE LIST

BNAC members, all agency officials, and study team

Last Name	First Name	Stakeholder Represented
Abeln	Patrick	City of El Paso Public Member
Aguilar	Rica	INAMI
Aldouri	Raed	UTEP
Banegas	Vincent	City of Las Cruces
Bernal	Homer	NMDOT
Bujanda	Arturo	TTI – TAMU
Castaneda	Martha	CSG – West
Cázares	Sean	SRE
Carrasco	Ramon	Presidio County
Chen	Kelvin	UTEP
Cook	John (Mayor)	City of El Paso
Cortés	Jimena	SRE – El Paso
Cruz	Alejandra	CTR – UT Austin
De La Rosa	Agustin	TxDOT – IRO
Del Valle	Blanca	TxDOT – El Paso
Diaz De Leon	Roberto	City of Sunland Park
Delossantos	Teresa	Representing the Maquila Industry
Dorantes	Virginia	Puente Ysleta Zaragoza Bridge
Duran	Gabriel	DOS – IBWC
Escobar	Veronica (Judge)	El Paso County
Esperón	Eduardo	SCT – Chihuahua
Fullerton	Thomas	UTEP
Gaytán	Francisco	Municipio de Juárez
García	Guillermo	Ferromex
Giles	Frank	CBP
Gilyard	Roy	El Paso MPO
Granados	Mayela	El Paso MPO
Grijalva	Sylvia	FHWA
Grout	Deborah	DOS – Juárez
Hagert	Eduardo	TxDOT – IRO

Last Name	First Name	Stakeholder Represented
Hernandez	Salvador	UTEP
Higgins	Sean	Dona Ana County
Holguin	Annaelisa	City of El Paso
Juárez	Manuel	Ferromex
King	James	GSA
Larbi-Cherif	Said	City of El Paso
Lopez	Jaime	City of Socorro
López	Manuel	Municipio de Juárez
López	Saúl	INAMI
López	Vicente	IMIP – Municipio de Juárez
Mattiace	William	NMBA
McElhaney	Karl	Congressman Reyes's Office
Medina	Everardo	Chihuahua – SCOP
Molina	Karina	Municipio de Juárez
Nicolás	Alberto	IMIP – Municipio de Juárez
Nieto	Carlos	Presidio County
Nunez	Diana	City of El Paso
Nunez	Jose	DOS – IBWC
Ochoa	Rosalía	Promotora de la Industria Chihuahuense
Ortega	Steven	City of El Paso
Pavlov	Mikhail	CBP
Pickett	Joe (Rep.)	State Representative
Poynter	Rachel	DOS
Prozzi	Jolanda	TTI – TAMU
Prozzi	Jorge	CTR – UT Austin
Rivera	Adriana	INDAABIN
Saldaña Caviness	Dolores	Dona Ana County
Seedah	Dan	CTR – UT Austin
Shannon	Darr	Hidalgo County (NM)
Stewart	Shundrekia	BNSF
Stout	David	Senator Rodriguez´s Office
Tellechea	José	NADBank
Torres	Olivia	INAMI
Treviño	Manuel	Promotora de la Industria Chihuahuense
Valtier	Eduardo	TxDOT – El Paso
Walke	Adam	UTEP

Members of the Public

Last Name	First Name	Stakeholder Represented
Argomedo	Miguel	UACJ
Austin	David	USMBCC
Chavez	Carlos	Villaverde, Inc.
Cook	Gordon	Binational Sustainability Laboratory
Franco	René	Franco y Asociados
González	Rogelio	Grupo Radionet
Hereford	Jesse	BTA
Levine	Cecilia	MFI International
Maingot	Rex	CBE
Parks	Ron	SUNDT
Peña	Sergio	COLEF
Villalobos	Rodolfo	
Westin	Cary	El Paso REDCO

ACRONYMS LIST

Acronym	Participating Stakeholders
BNSF	Burlington Northern Santa Fe Railway
BTA	The Border Trade Alliance
CBP	U.S. Department of Homeland Security - Customs and Border Protection
Chihuahua - SCOP	Gobierno del Estado de Chihuahua – Secretaría de Comunicaciones y Obras Públicas
CILA	Secretaría de Relaciones Exteriores - Comisión Internacional de Límites y Aguas entre México y Estados Unidos
COLEF	El Colegio de la Frontera Norte
CSG - West	Council of State Governments - West
CTR - UT	The University of Texas at Austin – Center for Transportation Research
DOS	Department of State – Office of Mexican Affairs
DOS – Juárez	Department of State – Consulate General of the U.S. in Ciudad Juárez
DOS – IBWC	Department of State - International Boundary and Water Commission
El Paso MPO	City of El Paso – Metropolitan Planning Organization
Ferromex-FXE	Ferrocarril Mexicano, S.A. de C.V.
FHWA	U.S. Department of Transportation – Federal Highway Administration
GSA	U.S. General Services Administration
IMIP –Juárez	Instituto Municipal de Investigación y Planeación – Municipio de Juárez
INAMI	Instituto Nacional de Migración
INDAABIN	Secretaría de la Función Pública - Instituto de Administración de Avalúos de Bienes Nacionales

Acronym	Participating Stakeholders
NADBank	North American Development Bank
NMDOT	New Mexico Department of Transportation
NMBA	New Mexico Border Authority
Promotora de la Industria Chihuahuense	Gobierno del Estado de Chihuahua – Promotora de la Industria Chihuahuense
SCT Chihuahua	Secretaría de Comunicaciones y Transportes – Centro SCT Chihuahua
SRE	Secretaría de Relaciones Exteriores – Subsecretaría para América del Norte
SRE – El Paso	Secretaría de Relaciones Exteriores – Consulado General de México en El Paso, TX
TTI – TAMU	Texas A&M University – Texas Transportation Institute
TxDOT – IRO	Texas Department of Transportation – International Relations Office
TxDOT – El Paso	Texas Department of Transportation – El Paso District Office
UACJ	Universidad Autónoma de Ciudad Juárez
UP	Union Pacific Railroad
USMBCC	United States Mexico Border Counties Coalition
UTEP	The University of Texas at El Paso

APPENDIX B

The Binational Advisory Committee (BNAC) is the governing body of the master planning process for the El Paso/Santa Teresa-Chihuahua BMP. The BNAC reports to the El Paso Metropolitan Planning Organization's Transportation Policy Board (TPB).

The BNAC's purpose, objectives, membership, amongst other issues, were discussed and decided at preliminary meetings held on September 23, October 7, and November 17, 2011 and January 25, 2012. A contract was executed on April 3, 2012, between the Texas Department of Transportation (TxDOT) and the Center for Transportation Research (CTR) to develop the El Paso/Santa Teresa-Chihuahua BMP. The latter effort also involves the Texas Transportation Institute and The University of Texas at El Paso (UTEP).

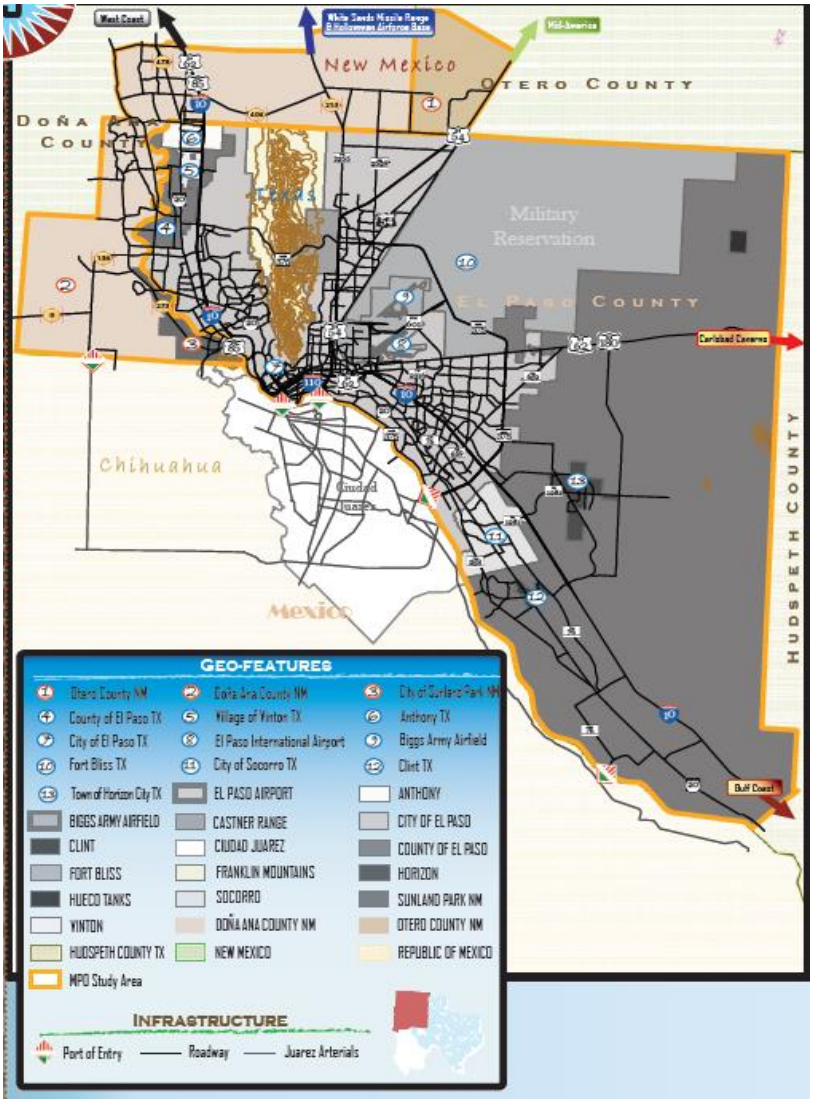
Transportation Policy Board (TPB) Background

- Establishment: established in 1973, the TPB assists the El Paso region's urbanized areas in ensuring that all regional transportation studies are performed in accordance with local governments' desires and in conformance with federal and state laws, rules, and regulations.
- Membership: composed of 28 U.S. elected and/or appointed public officials from the local governments that have authority for project implementation. Membership in the TPB also includes local and county elected officials, state senators, and state representatives. A list of current TPB officials, updated as of March 2012, can be found at the El Paso MPO's website[1]. The current Chair of the TBP is Representative Joe Pickett.
- Objectives: establishes regional transportation policy guidance and direction for the metropolitan planning study area. The ultimate responsibility for the metropolitan transportation planning, including but not limited to, review and approval of the recommended transportation plans rests with the TPB[2].
- Jurisdiction: because of the TPB's urban nature and planning mandate, the planning boundaries of the TPB and El Paso MPO include El Paso County and certain sections of Dona Ana and Otero counties in New Mexico. The latter's jurisdiction does not include Mexico.

[1] http://www.elpasompo.org/TPBmembers/TPBMemberList.pdf.

[2] Article II, Bylaws and Procedures. Please refer to http://www.elpasompo.org/announcements/AdoptedBylaws2010.pdf.

Figure 1. El Paso MPO (Urban Transportation Study)'s Jurisdiction



Source: El Paso Metropolitan Planning Organization, Metropolitan Transportation Plan[3]

BNAC Creation

- On September 23, 2011, the Executive Committee for the TPB discussed and approved the creation of a recommendation to be presented to the TPB. The latter would be to recommend the creation of a *Binational Advisory Committee* that would include not less than nine voting members.[4]
- On October 7, 2011, Representative Joe Pickett presented the Executive Committee's outline and recommendation to the TPB. After some discussion regarding the

[3] Please refer to: http://www.elpasompo.org/MTPDocs/Mission%202035%20MTP_approved_080610.pdf.
[4] Please refer to: http://www.nmprc.state.nm.us/docs/Posted%20EC%20agenda%209-23-11.pdf.

study's funding, elected state representatives´ membership, and the Ysleta del Sur Tribe's participation, the BNAC was created by a motion made by Representative Acosta, seconded by Representative Gonzalez, and carried out unanimously to[5]

- Approve the Executive Committee's recommendation to create a BNAC and add the State Delegation Members office to the list of voting members;
- Establish that the El Paso County Judge and City of El Paso Mayor would co-chair the BNAC;
- Create a membership that would consist of the following:
  - Representatives from NMDOT, GSA, CBP, and their Mexican counterparts.
  - Quorum would consist of at least 7 voting members (physically present or through video conference).
  - Non-voting ex-officio members that would include a diverse representation committed to the duration of the one-year study and not exceed more than two members each from the U.S. and Mexican maquila and trucking industries.
- Encourage the creation of workgroups with at least one BNAC member as a participant; and
- Empower the El Paso MPO to coordinate meetings, to include recording and posting agendas publicly.

Previous BNAC Meetings

- On November 17, 2011, Mayor Cook, City of El Paso, and Judge Escobar, El Paso County, chaired the first BNAC meeting.
- Personal (no proxies) BNAC membership was established during the November 17, 2011, BNAC meeting. The members list was finalized at the January 25, 2012, BNAC meeting. Additional membership decisions were made during the February 3, 2012, TBP meeting.[6]
- The scope of work in the contract to be executed between TxDOT, CTR, and the other subcontracted institutions was also discussed during the January 25, 2012, BNAC meeting and certain changes and modifications were included. Final approval

[5] Please refer to http://www.elpasompo.org/2011Minutes/TPBMinutes10-7-11.pdf.

[6] These comprised the inclusion of (*i*) the International Boundary and Water Commission – U.S. section – as a BNAC voting member, and (*ii*) Presidio County as a non-voting BNAC member. Please refer to http://www.elpasompo.org/2012Minutes/FebruaryTPBminutes.pdf.

of the contract's scope of work was voted upon and approved unanimously on February 3, 2012, by the TPB.[7]

- The study team, composed of professors and researchers from CTR, the Texas Transportation Institute, and UTEP, received the BNAC membership list from the El Paso MPO as included in Figure 2.
- Thereafter, the first BNAC meeting, in terms of the contract executed between TxDOT and CTR, was organized by the study team on May 23, 2012, at UTEP's Mike Loya Academic Services Building conference facilities.

[7] Please refer to the official minutes http://www.elpasompo.org/2012Minutes/FebruaryTPBminutes.pdf and recording http://www.elpasompo.org/transportation-policy-board-meeting-february-2012/ of this meeting.

Figure 2. Initial BNAC Membership List

El Paso / Juárez Boarder Master Plan *(sic)*
Bi-National Advisory Committee

US	Mexico
(10)	***Voting Members*** (8)
Department of State, Rachel Poynter	SRE, Lic. Sean Carlos Cázares Ahearne
FHWA, Sylvia Grijalva	SCT, Ing. Juan Jose Erazo Garcia Cano
TxDOT, El Paso District# 24	Chihuahua DOT, Ing. Javier Alfonso Garfio Pacheco
El Paso County, Judge Veronica Escobar	Cd. Juarez, Ing. Vicente Lopez Urueta
City of El Paso, Mayor John Cook	INDAABIN, Alejandro Zuñiga
GSA, Jim King	Aduanas, Arq. Carlos Morales Tayavas
CBP, Mikhail A. Pavlov	INIM, Ana Licenko Saval
NMDOT, Homer Bernal	Promotora de Industria Chih., Sergio Jurado
State Delegation Member, Senator Jose R. Rodriguez	
IBWC, Gabriel Duran	
(15)	(11)
Non Voting	
Trucking Industry, Miguel Perez & Hector Mendoza	Trucking Industry, Manuel Sotelo
Maquila Industry, Kathy Neal	Maquila Industry, Ing. Armendariz or Lic. Guillermo Gutierrez
Brokers, Gil Cordova	Brokers, Oscar Chavez Arvizo
BNSF, Nathan Asplund	Ferromex, Manuel Juarez
UPRR, Ivan Jaime	CAPUFE , Hector Carrasco
NM Border Authority, Marco Herrera	Mexican Consulate, Roberto Rodriguez Hernandez
US Consulate, Deborah Grout	IMIP, Alberto Nicolas Lopez
Greater El Paso Chamber of Commerce, Jack Chapman	Promofront, Ing. Antonio Casillas & Virginia Dorantes
Hispanic Chamber of Commerce. Cindy Ramos-Davidson	CILA, Armando Reyes
Doña Ana County, Dolores Saldaña Caviness	
Congressman Reyes office, Silvestre Reyes	
City of El Paso Public member, Patrick Terrence Abeln	
County of El Paso Public member, Stephanie Caviness	
Presidio County, Judge Paul Hunt	

Agenda

El Paso/Santa Teresa – Chihuahua Border Master Plan

Wednesday, September 5, 2012
El Paso, Texas

Camino Real Hotel – Grand Ballroom – Salon D
101 South El Paso Street, El Paso, TX 79901

9:30 – 10:00	Registration
10:00 - 10:30	Welcome / Introductions / Meeting Objectives
10:30 - 11:00	Socio-demographic Information
11:00 - 12:00	Planning Processes Presentations
12:00 - 12:15	Outcome of Working Group Webinars
12:15 - 1:30	Lunch (on your own)
1:30 - 2:30	Presentation of U.S. and Mexico Projects
2:30 - 3:30	Ranking Framework and Methodology
3:30 - 4:00	Administrative Matters / Adjourn

EL PASO/SANTA TERESA - CHIHUAHUA
BORDER MASTER PLAN
BINATIONAL ADVISORY COMMITTEE MEETING

These meeting minutes document the outcome of the second Binational Advisory Committee (BNAC) meeting within the framework of the El Paso/Santa Teresa-Chihuahua Border Master Plan effort. The meeting took place in El Paso, Texas, on September 5, 2012, in the Grand Ballroom of the Camino Real Hotel. 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 10:00 a.m. as Judge Veronica Escobar (El Paso County), co-chair of the meeting, welcomed attendees to the second BNAC meeting within the framework of the El Paso/Santa Teresa-Chihuahua Border Master Plan (BMP). Mayor John Cook (City of El Paso), co-chair of the meeting, also welcomed all participants to the BMP meeting.

Then, all participants were given the opportunity to introduce themselves, stating their name and agency or company they represented. The 14 BNAC voting members present for purposes of the quorum were Gabriela Apodaca (NMDOT), Sean Cázares (SRE), Mayor John Cook (City of El Paso), Gabriel Duran (IBWC), Judge Veronica Escobar (El Paso County), Francisco Gaytán (Juárez), Sylvia Grijalva (FHWA), Everardo Medina (Chihuahua-SCOP), Rosalía Ochoa (Chihuahua-Promotora), William Russell (CBP), Cecil Scroggins (GSA), Peter Sloan (DOS), Peter Stout (Office of Senator Jose Rodriguez), and Eddie Valtier (TxDOT, El Paso).

Judge Escobar then proposed to make a motion. A motion to approve the minutes of the previous BNAC meeting (May 23, 2012) was made by Sylvia Grijalva (US/Mexico Border Planning Coordinator, FHWA), seconded by Eddie Valtier (Director of Transportation Planning and Development, TxDOT, El Paso), and then unanimously approved by all present.

Presentations/Remarks

Ms. Jolanda Prozzi (Project Manager, Texas Transportation Institute) began by restating the objectives of the BMP: to design an inclusive stakeholder involvement process; increase understanding of how border transportation projects are planned; compile a list of priorities for the study area, including port-of-entry (POE) projects and the transportation infrastructure serving them; and establish formal communication among different levels of stakeholders on both sides of the border. She also emphasized the compressed time schedule of the BMP and reminded the participants that the ranking framework is to be finalized by mid-October at the October 11 meeting.

Dan Seedah (Research Associate, CTR) and Alejandra Cruz-Ross (Research Associate, CTR) then presented on the U.S. and Mexico socio-economic data that is being compiled by the CTR team, including population, income, employment, and land use, as well as major freight corridors within the study area. One stakeholder asked for clarification on the time frame for the BMP in the near future. Mr. Seedah replied that after the October 11 BNAC meeting the study team will know which actual data they need from stakeholders, and by the end of October all data should have been submitted. Ms. Prozzi also added that by the end of September, the study team will need a solid list of planned projects from the Working Groups. At the end of their presentation, Mr. Seedah and Ms. Cruz asked all stakeholders to submit and send more land use data specific to the counties and municipalities included in the Area of Influence.

Thereafter, Ms. Cruz presented on transportation planning processes in the U.S. and Mexico. She also summarized for participants new POE planning and rail infrastructure planning. She finished her presentation by reminding participants that all documentation would be made available on the Texas BMP website.

Subsequently, Mr. Gabriel Duran (Civil Engineer, IBWC) gave a presentation on IBWC's origins, history, purpose, role, and permitting process for POEs. Ms. Sylvia Grijalva asked for clarification on the approval process to build a project on the U.S.-Mexico border. Mr. Duran replied that before a presidential permit is issued, all information goes through the IBWC, including hydraulic and environmental studies, with consultation from other agencies as well. Another stakeholder asked for clarification on the function of the IBWC in New Mexico, where there is no water boundary. Mr. Duran replied that the function of the IBWC is not just to protect watersheds, and so would have jurisdiction in an area such as New Mexico, which has only a land boundary. If a border project is proposed, the IBWC will check to make sure the project is within the line of sight and does not obstruct the monuments that delineate the border.

Just before lunch, Ms. Prozzi gave a presentation on the outcome of the webinars held with the Working Groups, summarized here:

- Separate webinars were conducted with stakeholders from the U.S. and Mexico because of language reasons.
- Three webinars were held with Mexican stakeholders and five with those from the U.S.

- The Planning Working Group discussed the scope and objectives of the BMP and their progress in documenting POE and infrastructure planning processes.
- The POE Working Group went through the needed data using CTR-developed templates and the projects that have been identified by the study team thus far.
- During the Socio-demographic Working Group webinar, the study team shared information that had been collected so far and asked stakeholders for additional data sources such as land use information.
- The study team informed the Transportation Infrastructure Working Group that they have reviewed MPO and TxDOT transportation plans, shared the current list of projects identified by the study team, and discussed needed data elements.
- The Rail Working Group was informed that there is no current preliminary list of projects. The Santa Teresa/Jerónimo Bypass was not included in any formal document, and the team described the data needed for rail projects.

Ms. Prozzi informed participants that all presentations and templates are on the BMP website, and that she would send an email sharing these links to all Working Group members. The meeting then recessed for lunch early and agreed to reconvene at 1:00 p.m. instead of 1:30 p.m.

When the meeting reconvened, Mr. Seedah began the presentation of the preliminary list of U.S. projects. He explained that for each BMP the study team conducts an initial review of MPO, TxDOT, and other website documents related to planned projects in the study area to compile the initial list. He encouraged participants to send information on projects not on the list, or to let him know if a project shouldn't be on the list. For example, he asked whether regular maintenance/preservation projects can be removed from the list. Ms. Prozzi said it was ultimately up to the stakeholders to decide. Mr. Seedah began by presenting the U.S. Road & Interchange projects. Some corrections were made to fields such as project location, and Mr. Seedah warned that if a project does not have a description, it may be removed from the list.

Mayor Cook, in reference to the regular maintenance/preservation projects, said that those were submitted so they wouldn't risk being left out later; projects that have more impact should make their way to the top of the list according to the prioritization framework. He added that in the interest of time, participants should take the list home rather than go through so many projects one by one. Ms. Prozzi responded that some of the projects on the list are funded, so they are sure to be initiated, and these types of projects have not been included in other BMPs. She added that the study team goes through the projects one by one for the sake of transparency. Ms. Prozzi also mentioned that in other BMPs, the stakeholders did not always have time to review distributed meeting material in advance of the meetings. In these cases, the material was reviewed at the meeting and stakeholders were given the opportunity to ask clarification questions and comment subsequently.

Mr. Said Larbi-Cherif (International Bridge Manager, City of El Paso) commented that a project may be funded in 10 years but needed today, so funded projects should be included. He added that participants need to define which projects to concentrate on, because some projects are located very far from POEs. In response to Mr. Larbi-Cherif's comment, Ms. Grijalva stated that the study area had already been determined, and this is only preliminary. More data and

information will be needed for a project to receive priority. Another stakeholder requested that maps be provided to go with each project on the list if it is to be taken home for review.

Ms. Prozzi then asked how the stakeholders wanted to proceed with the review of projects, and the general response was an agreement to take the list home to review.

Ms. Cruz then began presenting the planned projects in Mexico for roads, interchanges, POEs, and rail infrastructure. In the interest of being as inclusive as possible, she stated that some projects were included for review but would be removed later. Mr. Francisco Gaytán (Director of Strategic Projects, Juárez) stated that the agency was still reviewing some projects they wanted to be included in the BMP. Ms. Grijalva reminded participants that U.S. POE projects require a corresponding project on the Mexican side; she emphasized that coordination is extremely important for binational projects.

Next, Ms. Prozzi gave a presentation on the development of the BMP's Ranking Framework and Methodology. She described how a draft prioritization framework would be developed first, then taken to the public for review, and then to the BNAC voting members for approval. The aim of this presentation was to prepare non-voting members of the BNAC by providing an overview of how the ranking framework will be developed, including categories, criteria, weights, and the scoring metric. Ms. Prozzi reminded participants that this process is necessary to ensure an equal voice and that the meetings on September 26 and 27 are for non-voting BNAC members. Ms. Prozzi gave another reminder that data are needed to support proposed criteria. She then showed an example of the i-Clicker voting used in the Laredo BMP and described the Dyvote application used in the Lower Rio Grande Valley BMP. She reiterated that non-voting members will produce a draft version; this draft will then go to the public for comment and then to BNAC voting members for final approval. Mr. Larbi-Cherif asked if the Dyvote application will work on iPads. Ms. Prozzi replied that it would, and added that there were some problems with the application on newer smart phones and that the application works better on older smart phones, tablets, and computers. Ms. Prozzi then showed a template spreadsheet of project data collected and how this spreadsheet will calculate a project's score. She again encouraged participants to send projects to the BMP email address or to any of the individual email addresses of study team members.

Ms. Grijalva raised a concern that federal agencies have only a voting BNAC representative, and thus no non-voting BNAC representative. She respectfully requested that these agencies should have an opportunity to participate in the criteria selection. Mayor Cook suggested that Working Group members should be relied upon to give input as to which criteria are more important. Ms. Prozzi commented that at the moment there was no Ranking Framework Working Group. She added that the scope of work currently establishes that non-voting BNAC members will develop a draft ranking framework. However, the study team responded that federal agencies with no non-voting BNAC representatives could be accommodated in the process. Mayor Cook and Judge Escobar concurred that this would be acceptable.

Judge Escobar concluded the meeting by asking what could be anticipated next. Ms. Prozzi replied that the study team is now preparing for the BNAC two-day workshop, on

September 26 and 27, during which the ranking framework will be drafted. Subsequently, on October 11, voting BNAC members would be asked to finalize and approve that framework. She added that by the end of September the study team needs to have a good idea of planned projects from the Working Groups and that Dr. Salvador Hernandez (Assistant Professor, UTEP) was working to organize the next public outreach activities. Ms. Prozzi thanked all stakeholders for their participation. The meeting adjourned at approximately 3:00 p.m.

APPENDIX A
ATTENDANCE LIST

BNAC members*, all agency officials, and study team

***highlighted in grey are BNAC voting members**

Last Name	First Name	Stakeholder Represented
Acosta	George	City of El Paso
Aldouri	Raed	UTEP
Apodaca	Gabriela	NMDOT (by proxy)
Breitinger	Michael	State Representative Pickett
Caviness-Tantimonaco	Stephanie	FTA – County of El Paso
Cázares	Sean	SRE
Chen	Kelvin	UTEP
Cook	John (Mayor)	City of El Paso
Cruz	Alejandra	CTR – UT Austin
De La Rosa	Agustin	TxDOT – IRO
Del Valle	Blanca	TxDOT – El Paso
Díaz de León	Roberto	Sunland Park/Anapra
Duran	Gabriel	IBWC
Escobar	Veronica (Judge)	El Paso County
García Avila	Guillermo	Ferromex
García Malo	Oscar A.	SCT
Gaytán	Francisco	Juárez (by proxy)
Gilyard	Roy	El Paso MPO
Grijalva	Sylvia	FHWA
Guzman	Martin	Estado de Chihuahua
Hagert	Eduardo	TxDOT – IRO
Hernandez	Salvador	UTEP
Higgins	Sean	Doña Ana County

Last Name	First Name	Stakeholder Represented
Ibarra	Iraki	UTEP
Islam	Mouyid	UTEP
Lara	Rosie	WTNMCBA
Larbi-Cherif	Said	City of El Paso
Lopez	Manuel	Juárez
Lopez	Alberto	IMIP-Juárez
Medina	Everardo	Estado de Chihuahua – SCOP
Medina	Angeles	Mexican Consulate
Molina	Karina	Juárez
Nuñez	Diana	City of El Paso Mayor's Office
Nuñez	Jose	IBWC
Ochoa	Rosalía	Estado de Chihuahua – Promotora (by proxy)
Olivas	Bernardo	CBP
Ortega	Steve	City of El Paso
Prozzi	Jolanda	CTR – UT Austin
Reyes	Armando	CILA
Robles	Patricia	SCT
Romo	Alicia	UTEP
Russell	William E.	CBP (by proxy)
Scroggins	Cecil	GSA (by proxy)
Seedah	Dan	CTR – UT Austin
Sloan	Peter	US Consulate in Ciudad Juárez (by proxy)
Stout	David	Office of Senator Jose Rodriguez (by proxy)
Valtier	Eddie	TxDOT – El Paso
Vasquez	Teresa	UACJ

ACRONYMS LIST

Acronym	Participating Stakeholders
BNSF	Burlington Northern Santa Fe Railway
BTA	The Border Trade Alliance
CBP	U.S. Department of Homeland Security - Customs and Border Protection
Chihuahua – Promotora	Gobierno del Estado de Chihuahua – Promotora de la Industria Chihuahuense
Chihuahua – SCOP	Gobierno del Estado de Chihuahua – Secretaría de Comunicaciones y Obras Públicas
CILA	Secretaría de Relaciones Exteriores - Comisión Internacional de Límites y Aguas entre México y Estados Unidos
COLEF	El Colegio de la Frontera Norte
CSG – West	Council of State Governments - West
CTR – UT Austin	The University of Texas at Austin – Center for Transportation Research
DOS	Department of State – Office of Mexican Affairs
DOS – Juárez	Department of State – Consulate General of the U.S. in Ciudad Juárez
DOS – IBWC	Department of State - International Boundary and Water Commission
El Paso MPO	City of El Paso – Metropolitan Planning Organization
Ferromex-FXE	Ferrocarril Mexicano, S.A. de C.V.
FHWA	U.S. Department of Transportation – Federal Highway Administration
GSA	U.S. General Services Administration
IMIP –Juárez	Municipio de Juárez- Instituto Municipal de Investigación y Planeación
INAMI	Instituto Nacional de Migración
INDAABIN	Secretaría de la Función Pública - Instituto de Administración de Avalúos de Bienes Nacionales

Acronym	Participating Stakeholders
Juárez	Municipio de Juárez
NADBank	North American Development Bank
NMDOT	New Mexico Department of Transportation
NMBA	New Mexico Border Authority
SCT Chihuahua	Secretaría de Comunicaciones y Transportes – Centro SCT Chihuahua
SRE	Secretaría de Relaciones Exteriores – Subsecretaría para América del Norte
SRE – El Paso	Secretaría de Relaciones Exteriores – Consulado General de México en El Paso, TX
TTI – TAMU	Texas A&M University – Texas Transportation Institute
TxDOT – IRO	Texas Department of Transportation – International Relations Office
TxDOT – El Paso	Texas Department of Transportation – El Paso District Office
UACJ	Universidad Autónoma de Ciudad Juárez
UP	Union Pacific Railroad
USMBCC	United States Mexico Border Counties Coalition
UTEP	The University of Texas at El Paso
WTNMCBA	West Texas New Mexico Customs Brokers Association

Agenda

El Paso/Santa Teresa – Chihuahua Border Master Plan

September 26 and 27, 2012
El Paso, Texas
Doubletree Hotel El Paso Downtown - City Center

September 26, 2012

8:00 - 8:30	Arrival and registration
8:30 - 10:00	Welcome and introductions Review of Border Master Plan objectives/tasks Review of Border Mater Plan ranking framework
10:00 - 10:15	Break
10:15 - 1:00	Introduction to potential categories Facilitated discussion and consensus on categories
1:00 - 2:00	Lunch
2:00 - 3:30	Introduction to potential category weights Facilitated discussion and consensus on category weights
3:30 – 3:45	Break
3:45 – 5:30	Introduction to potential criteria Facilitated discussion and consensus on criteria

Agenda

El Paso/Santa Teresa – Chihuahua Border Master Plan

September 26 and 27, 2012
El Paso, Texas
Doubletree Hotel El Paso Downtown - City Center

September 27, 2012

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

Group One:	Group Two:
** Introduction to potential criteria weights*	** Introduction to potential scoring metrics*
** Facilitated discussion and consensus on criteria weights*	** Facilitated discussion on scoring metrics*

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

EL PASO/SANTA TERESA - CHIHUAHUA

BORDER MASTER PLAN

BINATIONAL ADVISORY COMMITTEE MEETING

These meeting minutes document the outcome of the third Binational Advisory Committee (BNAC) meeting within the framework of the El Paso/Santa Teresa-Chihuahua Border Master Plan (BMP) effort. This two-day workshop took place in El Paso, Texas, on September 26 and 27, 2012, in the Ballroom of the Doubletree Hotel, El Paso Downtown. Please refer to the attendance and acronym lists included in Appendices A and B of this document for agency/company acronyms and names listed throughout this document. Appendix C provides an updated BNAC member list, and Appendix D reviews the draft scoring metrics agreed upon by the scoring metrics group on the afternoon of September 27.

Welcome, Introductions, and Overview Presentation

The binational meeting officially started at 8:50 a.m. as Judge Veronica Escobar (El Paso County), co-chair of the meeting, welcomed attendees to the third BNAC meeting within the framework of the El Paso/Santa Teresa-Chihuahua BMP. Mayor John Cook (City of El Paso), co-chair of the meeting, also welcomed all participants to the BMP meeting.

Then, all participants were given the opportunity to introduce themselves, stating their name and agency or company they represented. The BNAC members (voting and non-voting) present each day (September 26 and 27) are highlighted in gray in Appendix A. Judge Escobar thanked all present for coming to the meeting. Mikhail Pavlov (Field Operation Management Office, CBP) and Nathan Asplund (Director, Mexico Business, BNSF) were participating through the conference call services provided.

Jolanda Prozzi (Project Manager, TTI) then proceeded to make a short presentation on the objectives, scope, and tasks of the BMP. Subsequently, Ms. Prozzi briefly reviewed the ranking framework by providing information regarding the prioritization process, reviewed categories, and potential criteria.

Consensus and Selection Framework

After the break, Jorge Prozzi (Assistant Professor, The University of Texas at Austin) started to facilitate the discussion and explained to the participants how to use the i>clicker2® device and offered an example to get all stakeholders familiarized with this innovative process.

The first issue discussed was the consensus percentage required to select a category or criteria during this two-day workshop. Participants with an i>clicker2® voted upon whether a two-thirds majority was necessary to select a category or criterion. Sean Cázares (Deputy Director General for Border Affairs, SRE) suggested that a two-third majority is appropriate to select draft criteria and categories, but that simple majority (50% + 1) is crucial for the final BNAC voting members in order to open discussions to endorse or reject a criterion or category.

Ninety-two percent of the BNAC agreed that the selection of criteria and categories was going to be based on a two-thirds majority. Subsequently, the BNAC was presented with the decision whether 50% (simple majority) of BNAC voting members need to agree to open a discussion on a given category/criterion during the fourth BNAC meeting. Dr. Prozzi considered it was sensitive to vote for a different group; however, the selection process carried on. The BNAC agreed unanimously: a simple majority would be needed to review and re-discuss category/criteria at the following meeting.

Category Selection

Dr. Prozzi then started the discussion on the proposed categories and potential category weights; he explained that participants will first decide on keeping or discarding the proposed categories. The participants were presented with five categories as a starting point, but the study team reiterated that the BNAC might choose to propose or keep new categories. The categories presented were (*i*) Capacity/Congestion, (*ii*) Demand, (*iii*) Cost-Effectiveness/Project Readiness, (*iv*) Safety, and (*v*) Regional Impacts. All participants 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.

Sylvia Grijalva (Border Planning Coordinator, FHWA) suggested that a Binational Coordination Category be included solely for port-of-entry (POE) projects. She emphasized that binational coordination is crucial for any POE project and that the BNAC should consider this category as one of the most important to rank POE projects. The latter idea was seconded by Gabriel Duran (Civil Engineer, IBWC). In addition, Shundrekia Stewart (Director, Public-Private Partnerships, BNSF), Eddie Valtier (Director of TP&D, TxDOT – El Paso District), and José Carlos Zamora (Assistant Director, SCT-DGDC) expressed support for adding this new category.

Cecil Scroggins (Portfolio Management Division, GSA) expressed concern about how this new category would impact projects that require no binational coordination. Ms. Grijalva replied that this category should solely apply to POE projects. She also suggested that a POE Connectivity Category apply to road, interchange, and rail projects. Mr. Cázares stated that the Binational Coordination category was critical to POE project development. Rachel Poynter

(Border Coordinator, Office of Mexican Affairs, DOS) concurred that binational coordination is a crucial component for POE project development. However, she stated this category suggestion should not be misunderstood by local stakeholders as an imposition by federal agencies, specifically for road, interchange, and rail projects, thus reiterating a POE Connectivity category would be appropriate for the latter.

After this discussion, Ms. Grijalva then formally requested that the study team include both a POE Connectivity Category that would only apply to road, interchange, and rail projects and a Binational Coordination Category that was only to apply to POE projects. Mr. Roberto Diaz de Leon (Consultant, City of Sunland Park) re-asserted that POE connectivity is very important. The Colombia POE project lacked connectivity, as have other POEs as well.

Thereafter, the discussion for other categories took place. The Capacity/Congestion and Demand Categories were considered very important for the border master planning process.

In the case of the Cost Effectiveness/Project Readiness Category, Judge Escobar stated that these two components seemed very different. She mentioned as an example a rail commuter project that might seem very expensive but bring enormous benefit to people, while the Project Readiness Category seems more related to which stage of development the project is in. Ms. Grijalva also concurred with Judge Escobar and proposed splitting this category.

Mr. Diaz de Leon suggested that participants consider what portion of the cost is financed by private parties versus public entities. He believes that the Demand Category should be the sole determinant in the decision to build a POE. Dr. Prozzi replied that only the public portion of the cost of the project is considered for the BMP's purpose.

Ms. Prozzi then asked if anyone had a problem with splitting this category into two. Participants agreed to have two separate categories, and the BNAC agreed to change the name from Cost Effectiveness to Economic Value. A separate Project Readiness Category was created.

Participants deemed the Safety Category as important and decided to keep it for project ranking purposes.

For the Regional Impacts Category, the discussion mostly focused on the components this category could potentially encompass. Some participants believed the category should be called Regional/Environmental Impacts. Efren Meza (Regional Transportation Planner and Coordinator, El Paso MPO) felt that Regional Impacts Category already encompasses environmental impacts, among other criteria that could potentially be added into this category. Mr. Diaz de Leon suggested adding other criteria beyond environmental impacts to this category. Ms. Grijalva recommended that an Environmental Impacts criterion be included either under Project Readiness or Regional Impacts. Ms. Poynter stated that in regard to POE projects, environmental impacts are considered in Presidential Permit applications, with the exception of the border fence project, where the environmental permitting processes had been waived by Congress.

Mr. Valtier agreed to remove the environmental component in the title of this category. Mr. Zamora stated that the environmental impacts should be reviewed and included either under the Project Readiness or Regional Impacts Categories. Mr. Vicente Lopez Urueta (Urban

Development Director, Juarez) also supported this idea. Ms. Prozzi then suggested that participants vote on the Regional Impacts category. Without clear agreement (>66%), the matter was further discussed. Mr. Valtier finally suggested that Environmental Impacts should be a criterion under the Regional Impacts Category, and the BNAC supported the proposal and chose to keep this category as Regional Impacts.

The final Categories that were agreed upon for road, interchange, and rail projects are as follows:

CATEGORIES
Capacity/Congestion
Demand
Economic Value
Project Readiness
Safety
Regional Impacts
POE Connectivity

The final Categories that were agreed upon for POE projects are as follows:

CATEGORIES
Capacity/Congestion
Demand
Economic Value
Project Readiness
Safety
Regional Impacts
Binational Coordination

Category Weights Selection

After the lunch break, stakeholders then proceeded to agree upon the weights for each Category. With the adding of one Category (i.e., Binational Coordination), and the separation of one into two—i.e., Project Readiness and Economic Value—the final results following several rounds of discussion are as follows for road, interchange, and rail projects:

CATEGORY	WEIGHT*
Capacity/Congestion	18.6%
Demand	18%
Economic Value	8.5%
Project Readiness	13.5%
Safety	6.3%
Regional Impacts	17.1%
POE Connectivity	18%

* Note: Weights were rounded to the closest 1/10 for results to sum up to 100%

The final results following several rounds of discussion are as follows for POE projects:

CATEGORY	WEIGHT*
Capacity/Congestion	21.5%
Demand	19.6%
Economic Value	10%
Project Readiness	9%
Safety	4.3%
Regional Impacts	12.3%
Binational Coordination	23.3%

* Note: Weights were rounded to the closest 1/10 for results to sum up to 100%

Criteria Selection

Dr. Prozzi facilitated the discussion and selection of the proposed criteria during the late afternoon of September 26 and the morning of September 27. The criteria that served as a starting point for the discussion pertained to the Laredo-Coahuila/Nuevo León/Tamaulipas BMP.

During the afternoon of September 27 (i.e., after lunch), participants were divided into two groups. One group reached consensus on the criteria weights and the second group discussed and reached consensus on the metrics to score the selected criteria. The following sub-sections of the minutes summarize the outcome of the criteria and criteria weighting sessions. The last subsection summarizes the scoring metrics group session.

(i) Category: 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
- Change in Level of Service
- Alleviate Congestion Locally
- Alleviate Congestion Elsewhere

Kathy Neal (Maquila Industry Representative) and Mr. Valtier concurred that Change/Increase in Level of Service is a good criterion to measure added capacity for a project. Furthermore, Mr. Valtier and Ms. Grijalva suggested eliminating the Final Level of Service criterion. Nicolás Lopez (Mobility Director, IMIP) considered Alleviate Congestion Locally and Alleviate Congestion Elsewhere could potentially result in double-counting given the use of the Increase Level of Service criterion.

Ms. Grijalva suggested adding a criterion that could measure efficiency through technology, as opposed to criteria that measure adding infrastructure. The Congestion Management criterion was added to the list the BNAC would be deciding upon. Judge Escobar added that this criterion could also be an excellent measure for transit and information technology systems (ITS) projects, but should not be limited to only this type of projects. Further, Efren Meza (Transportation Coordinator, El Paso MPO) expressed that this criterion could also be used for turning lane, bicycle, or pedestrian projects.

Change in Number of Lanes was not considered a good criterion to measure added capacity. Mayor Cook expressed concern this criterion could penalize international transit projects.

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

CAPACITY/CONGESTION CRITERIA
Final Level of Service
Increase in Level of Service
Congestion Management

Stakeholders agreed upon the weights for each Capacity/Congestion criterion during the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Capacity/Congestion Criteria (18.6%)	**Final Weight**
Final Level of Service	24.2%
Increase in Level of Service	42.2%
Congestion Management	33.6%

Rail Projects

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

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

Ms. Shundrekia Stewart (Director of Public Private Partnerships, BNSF) mentioned that a criterion such as Increase in Track Capacity could better capture added capacity as compared to a criterion such as Change in Number of Tracks. Manuel Juárez (Juárez Manager,

FERROMEX-FXE) deemed Dwell Time the most important indicator or criterion when measuring added capacity. Mr. Lopez (IMIP) expressed support towards the Alleviates Congestion Locally criterion because of the restricted rail crossing windows from Ciudad Juárez to El Paso, which result in trains sitting in a yard and creating vehicle and pedestrian congestion. Mr. Meza explained he did not consider Average Travel Speed or any speed measure a good criterion, as the Juárez/El Paso area has maximum rail travel speeds that might not reflect the true network capacity. Finally, Ms. Neal suggested Change in Modes Served is a criterion that would not benefit any project in the El Paso/Juárez area as the rail mode is already in place, readily available and providing an highly efficient service. Both rail stakeholders, Ms. Stewart and Mr. Juárez, concurred and highlighted it would be best to include a criterion that could measure and track the changes in rail mode share in the study area (i.e., how much traffic diverts from highways to rail), thus, suggesting the inclusion the Increase in Rail Mode Share criterion.

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

CAPACITY/CONGESTION CRITERIA
Increase in Track Capacity
Alleviates Congestion Locally
Increase in Rail Mode Share
Increase in Dwell Time

Stakeholders agreed upon the weights for each Capacity/Congestion criterion in the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Capacity/Congestion Criteria (18.6%)	**Final Weight**
Increase in Track Capacity	20.5%
Alleviates Congestion Locally	21%
Increase in Rail Mode Share	16.8%
Increase in Dwell Time	41.7%

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

Mses. Grijalva and Neal suggested merging criteria Alleviate POE Congestion Locally and Alleviate POE Congestion Elsewhere. Other participants advocated against this proposal mentioning projects in Guadalupe/Tornillo and Santa Teresa/Jerónimo POEs could be adversely impacted by this proposal.

Several stakeholders suggested a slight change to some criteria names to better reflect the participants' concerns. Ms. Grijalva suggested replacing Change in Number of Booths to Increase in Number of Operational Booths; Said Larbi-Cherif (Director of International Bridges, City of El Paso) suggested replacing Secure Lanes to Increase in Number of Secure Lanes; and another participant suggested better defining Wait Times by including Decrease Wait Times.

Jane Shang (City Manager, City of El Paso) and Ms. Grijalva strongly supported the inclusion of a new criterion: Increase POE Efficiency through a Congestion Management Strategy. They suggested this criterion as potentially encompassing initiatives or projects such as improving efficiency through better managing lanes or other type of infrastructure in the POE. The latter might seek to tackle congestion or any change to the traffic movement (i.e., not necessarily CBP strategies or programs).

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

CAPACITY/CONGESTION CRITERIA
Increase in Number of Operational Booths
Increase in Number of Secure Lanes
Decrease Wait Times
Alleviate Congestion
Increase POE Efficiency through a Congestion Management Strategy

Stakeholders agreed upon the weights for each Capacity/Congestion criterion in the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Capacity/Congestion Criteria (21.5%)	Final Weight
Increase in Number of Operational Booths	18.7%
Increase in Number of Secure Lanes	14.5%
Decrease Wait Times	27.9%
Alleviate Congestion	16.7%
Increase POE Efficiency through a Congestion Management Strategy	22.2%

(ii) Category: Demand

Road and Interchange Projects

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

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

Change in Annual Average Daily Traffic was considered the most accurate and precise criterion to measure how a project will impact demand. Furthermore, Ms. Grijalva and Messrs. Meza and Valtier mentioned that data and surveys are readily available from travel demand models to provide information regarding Change in Annual Average Daily Traffic and Percentage Trucks for road and interchange projects.

Ms. Grijalva requested a definition or explanation of the Multiple Mode Demand criterion. Ms. Prozzi explained that the latter aims to capture the expressed public demand for a new mode in an existing highway corridor (i.e., demand for an alternative mode—rail, HOV, pedestrian, or bicycle—in the existing highway corridor). She added that for the Laredo-Coahuila/Nuevo León/Tamaulipas BMP, the study team received different types of data, such as newspaper clippings or correspondence among agencies. Ms. Grijalva expressed concern about the lack of accurate/reliable data available for the Multiple Mode Demand criterion.

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

DEMAND CRITERIA
Increase in AADT
Existing Percentage Trucks
Multiple Mode Demand

Stakeholders agreed upon the weights for each Demand criterion during the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Demand Criteria (18%)	Final Weight
Increase in AADT	33.2%
Existing Percentage Trucks	34%
Multiple Mode Demand	32.8%

Rail Projects

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

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

Ms. Stewart agreed with these criteria and commented the latter could provide accurate measurements for rail projects. A participant requested clarification with regards to the Average Annual Daily Rail Cars criterion and suggested its elimination when he was informed that this criterion did not measure *cross-border* average annual daily rail cars.

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

DEMAND CRITERIA
Increase in Average Annual Daily Rail Cars
Cross-border Tonnage by Rail
Multiple Mode Demand

Stakeholders agreed upon the weights for each Demand criterion the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Demand Criteria (18%)	**Final Weight**
Increase in Average Annual Daily Rail Cars	33.1%
Cross-border Tonnage by Rail	35.2%
Multiple Mode Demand	31.7%

POE Projects

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

- Increase in Average Annual Daily Crossings
- Multiple Mode Demand

The selection process and ensued discussions resulted in differentiation, elimination, and addition of the following criteria:

- Increase in Annual Average Daily Crossings – Ms. Grijalva and Mr. Larbi-Cherif expressed concern that non-commercial or commercial traffic (depending on the POE) may get unfairly penalized by this criterion.
- Mr. Lopez (IMIP) suggested differentiating or disaggregating both Change in Annual Average Daily Non-Commercial Crossings and Change in Annual Average Daily Commercial Crossings criteria. Mses. Neal and Poynter supported this separation.
- Judge Escobar opposed the inclusion of criteria considering weight and volume for crossings. Mr. Meza concurred and suggested that these measures already pertain to the Increase in Average Annual Daily Crossings criteria or any modification thereof.
- In addition, Judge Escobar proposed a Transit Demand criterion to also adequately capture transit initiatives (i.e., light rail). Ms. Grijalva supported the idea of the inclusion of this criterion.

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

DEMAND CRITERIA
Increase in Average Annual Daily Non - Commercial Crossings
Increase in Average Annual Daily Commercial Crossings
Transit Demand

Stakeholders agreed upon the weights for each Demand criterion in the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Demand Criteria (19.6%)	**Final Weight**
Increase in Average Annual Daily Non - Commercial Crossings	37%
Increase in Average Annual Daily Commercial Crossings	37%
Transit Demand	26%

(iii) Category: Economic Value

All Projects

In the "Categories and Category Weights" session, participants agreed to separate the Cost Effectiveness/Project Readiness Category resulting in Economic Value and Project Readiness Categories. Participants were then presented with the following Economic Value criteria for all projects:

- Socio-economic Impacts (i.e., increase in property value, job creation, traffic distribution patterns, emissions)
- Cost-Effectiveness ($/capacity criterion)
- Cost-Effectiveness ($/demand criterion)

Dr. Prozzi warned participants of the low percentage this category accounted for within the project ranking framework (i.e., 8.5% for road, interchange, and rail projects and 10% for POE projects) as well as of the potential difficulties that defining a criteria such as Socio-economic Impacts could entail. Mr. Meza considered some demographic data could help in

defining or creating a metric for the Socio-economic Impacts criterion. He mentioned, for example, there might be some data available related to the type of traffic or drayage that is staying in El Paso. Mr. Larbi-Cherif added that the El Paso POE Operations Study might also include data regarding the value of traffic in the region and provide an estimate of jobs linked to cross-border trade that have been created in the region. Judge Escobar suggested that economic development researchers, and not transportation planners, might be the keepers or developers of the data necessary for the Socio-economic Impacts criterion. She also mentioned it is important to look at the economic payback when investing in a project.

Ultimately, the stakeholders agreed to retain the following criteria for the Economic Value category:

ECONOMIC VALUE CRITERIA
Socio-economic Impacts
Cost/Capacity Criterion
Cost/Demand Criterion

Stakeholders agreed upon the weights for each Economic Value criterion the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Economic Value Criteria (8.5% for Road, Interchange and Rail Projects) (10% for POE Projects)	**Final Weight**
Socio-economic Impacts	30.6%
Cost/Capacity Criterion	34%
Cost/Demand Criterion	35.4%

(iv) Category: Project Readiness

All Projects

In the "Categories and Category Weights" session, participants agreed to separate the Cost Effectiveness/Project Readiness Category, resulting in Economic Value and Project

Readiness Categories. Participants were then presented with the following Economic Value criteria for all projects:

- Land/ROW Availability
- Funding Availability
- Phase of Project Development

The selection process and ensuing discussions resulted in the elimination of the following Project Readiness criterion:

- Land or ROW Availability might not be necessary for all projects. Judge Escobar and Mr. Larbi-Cherif also added that this criterion might not be applicable for projects that rely on technology or are technological improvements.

Mr. Diaz de Leon highlighted he considered a criterion such as Stakeholder Commitment as crucial. Interagency and international agreements and commitments are necessary for any transportation project at the border. Luis Enrique Méndez (General Director, of Policy and Real Estate Management, INDAABIN) suggested this criterion is already included in the Binational Coordination category.

Discussions regarding Funding Availability focused on concerns expressed by Judge Escobar, Mr. Valtier, and Ms. Grijalva with regards to penalizing a project unfairly if the funding is not available until a final project planning phase. Mr. Méndez also highlighted that in the case of Mexico, Funding Availability is the very last step of the planning process. He suggested trying to accommodate a concept related to funding viability. However, Dr. Prozzi pointed out the difficulty in objectively quantifying such a criterion. Mr. Valtier mentioned that in his view Funding Availability was an important aspect or criterion to rank projects.

Ultimately, the stakeholders agreed to retain two Project Readiness criteria as follows:

PROJECT READINESS CRITERIA
Funding Availability
Phase of Project Development

Stakeholders agreed upon the weights for each Project Readiness criterion the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Project Readiness Criteria (13.5% for Road, Interchange and Rail Projects) (9% for POE Projects)	Final Weight
Funding Availability	40%
Phase of Project Development	60%

(v) Category: Safety

Road, Interchange and Rail Projects

Dr. Prozzi started the discussion by highlighting that this category was the one with the lowest weights assigned by the BNAC. Participants were presented with the following safety criteria for road, interchange, and rail projects:

- Accident Rate per Mile
- Diversion of Hazardous Materials

Ms. Grijalva started by commenting she believes Accident Rate per Mile was an excellent criterion. She stated that most of the agencies collect this data and it accurately captures an objective measure of safety. However, she discouraged the use of the Diversion of Hazardous Materials criterion, as in her opinion hazardous materials have only certain routes assigned and this type of cargo cannot be easily "diverted" to other routes. She continued by suggesting the addition of a new criterion: Measures to Improve Safety (i.e., design, materials, lighting, surfacing, etc., that might result in safer infrastructure).

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

SAFETY CRITERIA
Accident Rate per Mile
Measures to Improve Safety

Stakeholders agreed upon the weights for each Safety criterion in the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Safety Criteria (6.3%)	Final Weights
Accident Rate per Mile	51%
Measures to Improve Safety	49%

POE Projects

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

- Border Security/Safety
- Diversion of Hazardous Materials

Ms. Grijalva reiterated her suggestion to remove the Diversion of Hazardous Materials criterion. She explained that only certain POEs are approved for handling hazardous materials thus the other POEs would be unfairly penalized because of the lack of approval.

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

SAFETY CRITERIA
Diversion of Commercial Traffic / Separation of Traffic by Type

Stakeholders agreed upon the weights for each Safety criterion the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Safety Criterion (4.3%)	Final Weights
Diversion of Commercial Traffic / Separation of Traffic by Type	100%

(vi) Category: Regional Impacts

All Projects

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

- Environmental Impacts (e.g. Improvement in Air Quality, Water Quality)
- Modal Diversion
- Community Impacts (e.g. Environmental Justice, Population Growth/ Industrial Growth)
- Geographical Impacts

The discussion of this category was initiated with Mr. Méndez's question regarding the possibility for these criteria to capture negative impacts of a project. Dr. Prozzi replied that the scoring metrics can be drafted to reflect negative impacts. Certain participants suggested new criteria such as Environmental Justice, Improvement in Air Quality, Population Growth, and Water Quality Impacts. Ms. Stewart suggested these measures to be regrouped under existing criteria: for example, air quality and water quality under Environmental Impacts, and population growth and environmental justice under Community Impacts. She also added she considered the Modal Diversion criterion as repetitive of other criteria already included in the Demand Category. Dr. Prozzi added Geographical Impacts would measure how wide the impacts of a project could be: e.g., a highway or a geographical bandwidth, such as a county, two counties, etc.

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

REGIONAL IMPACTS CRITERIA
Environmental Impacts
Community Impacts
Geographical Impacts

Stakeholders agreed upon the weights for each Regional Impacts criterion the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Regional Impacts Criteria (17.1% for Road, Interchange and Rail Projects) (12.3% for POE Projects)	**Weight**
Environmental Impacts	33.4%
Community Impacts	34.1%
Geographical Impacts	32.5%

(vii) Category: Binational Coordination

POE Projects

After a review of the metric definition used for the Lower Rio Grande Valley – Tamaulipas BMP, Ms. Poynter, Mr. Cázares and Ms. Grijalva supported keeping this definition of this criterion/category. At this point, Ms. Neal requested clarification with regards to the process a new project needs to follow to comply with binational coordination requirements and generally with the relevance of its inclusion in a BMP. Ms. Poynter and Mr. Cázares highlighted the benefits of the BMP process where federal, state and local stakeholders come together to decide a region´s priorities.

Ultimately, the stakeholders agreed to retain a sole criterion for the Binational Coordination Category:

BINATIONAL COORDINATION CRITERIA
Binational Coordination

Stakeholders agreed upon the weights for each Binational Coordination criterion the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

Binational Coordination Criteria (23.3% for POE Projects)	**Final Weight**
Binational Coordination	100%

(viii) Category: POE Connectivity

Road, Interchange, and Rail Projects

Participants were presented the Number of POEs Served criterion. Also, they were given the opportunity to propose new criteria for this category. Ms. Neal suggested including a criterion that would help measure the increase in connectivity by accessibility to a POE—thus, Improve Accessibility/Traffic Flow to and from POE. Thereafter, Ms. Grijalva proposed to keep the Number of POEs Served criterion and suggested adding both Degrees of Separation to POE and Percent of Border Traffic on Infrastructure criteria. She added that, for the latter, the MPO might be able to provide the study team with this data. Mr. Meza agreed this is an important criteria and he would report back whether the MPO would be able to provide the data.

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

POE CONNECTIVITY CRITERIA
Number of POEs Served
Improve Accessibility/Traffic Flow to and from POE
Degrees of Separation to POE
Percent of Border Traffic on Infrastructure

Stakeholders agreed upon the weights for each POE Connectivity criterion the afternoon of September 27. Ms. Prozzi facilitated the discussion on criteria weights. The final results after several rounds of discussion on each criterion are as follows:

POE Connectivity Criteria (18%)	**Final Weight**
Number of POEs Served	18.8%
Improve Accessibility/Traffic Flow to and from POE	31%
Degrees of Separation to POE	19.1%
Percent of Border Traffic on Infrastructure	31.1%

Scoring Metrics Group

As mentioned before, participants were divided into two groups during the afternoon of September 27 (after lunch). One group reached consensus on the criteria weights and the second group was tasked with discussing and reaching consensus on the metrics to score each selected criterion. The following stakeholders formed part of the scoring metrics group:

United States Stakeholders	Mexico Stakeholders
Judge Veronica Escobar, El Paso County (Co-Chair)	Everardo Medina/Martin Guzman, Chihuahua
Sylvia Grijalva, FHWA	José Carlos Zamora, SCT-DGDC
Rachel Poynter, DOS	Luis Enrique Méndez, INDAABIN
Jason Smith, CBP	Vicente López/Francisco Gaytán, Juárez
Eddie Valtier, TxDOT	Alberto López, IMIP
Said Larbi-Cherif, City of El Paso	Manuel Juárez, FERROMEX
Efren Meza, El Paso MPO	Sergio Peña, COLEF

The Scoring Metrics Document that was developed during this session is attached as Appendix D of these minutes.

This group managed to reach consensus on most of the scoring metrics before the close of the meeting. However, concerns regarding data availability were expressed for the following criteria:

- Existing Percentage of Trucks [Congestion/Capacity Category – Road and Interchange Projects]
- Transit Demand [Demand Category – POE Projects]
- Socio-Economic Impacts [Economic Value Category – All Projects]
- Environmental Impacts [Regional Impacts Category – All Projects]
- Degrees of Separation to POE [POE Connectivity Category – Road, Interchange and Rail Projects]
- Percent of Border Traffic on Infrastructure [POE Connectivity Category – Road, Interchange and Rail Projects]

The following criteria were deemed to require further discussion and potential elimination during the following BNAC meeting:

- Decrease in Dwell Time [Congestion/Capacity Category – Rail Projects]
- Geographical Impacts [Regional Impacts Category – All Projects]

Administrative Matters

The criteria weights group and the scoring metrics group adjourned at 4:30 p.m. and 5:30 p.m., respectively, on September 27, 2012.

APPENDIX A

ATTENDANCE LIST – SEPTEMBER 26, 2012

BNAC members*, all agency officials, and study team

*highlighted in grey are BNAC members or representatives that constituted the participants with an i>clicker2®

Last Name	First Name	Stakeholder Represented
Aldouri	Raed	UTEP
Bernal	Homer	NMDOT
Caviness-Tantimonaco	Stephanie	FTA – County of El Paso
Cázares	Sean	SRE
Cheu	Kelvin	UTEP
Cook	John (Mayor)	City of El Paso
Cruz	Alejandra	CTR – UT Austin
Diaz de Leon	Roberto	Sunland Park/Anapra
Dorantes	Virginia	Puente Zaragoza
Duran	Gabriel	IBWC
Escobar	Veronica (Judge)	El Paso County
Fernández	Gustavo	SCT – Chihuahua
Gaytán	Francisco	Juárez
Gilyard	Roy	El Paso MPO
Grijalva	Sylvia	FHWA
Guzmán	Martín	Estado de Chihuahua
Hagert	Eduardo	TxDOT – IRO
Hernandez	Luis	UTEP
Hernandez	Salvador	UTEP
Ibarra	Iraki	UTEP
Islam	Mouyid	UTEP
Jasenovec	Georgi	FHWA
Juárez	Manuel	FERROMEX-FXE

Last Name	First Name	Stakeholder Represented
Lara	Rosie	Brokers
Larbi-Cherif	Said	City of El Paso
López	Manuel	Juárez (Consultor)
López	Nicolás	IMIP-Juárez
Lopez	Trinidad (Mayor)	City of Socorro
López	Vicente	Juárez
Mathiace	William	NMBA
Medina	Everardo	Estado de Chihuahua – SCOP
Meza	Efren	El Paso MPO
Molina	Karina	Juárez
Montes	Jesús	Trucking Industry
Neal	Kathleen	Maquila Industry
Nesbitt	Lydia	Paso del Norte
Ochoa	Manuel	REDCO
Ochoa	Rosalía	Estado de Chihuahua – Promotora
Posada	Gina	TCEQ
Poynter	Rachel	DOS
Prozzi	Jolanda	TTI – Texas A&M
Prozzi	Jorge	CTR – UT Austin
Reyes	Armando	CILA
Reyes	Miguel Ángel	SRE – Consulado
Romo	Alicia	UTEP
Scroggins	Cecil	GSA
Seedah	Dan	CTR – UT Austin
Smit	Andre	CTR – UT Austin
Smith	Jason	CBP
Stewart	Shundrekia	BNSF

Last Name	First Name	Stakeholder Represented
Stout	David	Office of Senator Jose Rodriguez
Uranga	Humberto	INAMI
Valtier	Eddie	TxDOT – El Paso
Wang	Yubian	UTEP
Zamora	José Carlos	SCT ‘ DGDC

ATTENDANCE LIST – SEPTEMBER 27, 2012

BNAC members*, all agency officials and study team

***highlighted in grey are BNAC members or representatives that constituted the participants with an i>clicker2®**

Last Name	First Name	Stakeholder Represented
Amaro	Ofelia	CILA
Bernal	Homer	NMDOT
Cázares	Sean	SRE
Cheu	Kelvin	UTEP
Cruz	Alejandra	CTR – UT Austin
Diaz de Leon	Roberto	Sunland Park/Anapra
Dorantes	Virginia	Puente Zaragoza
Escobar	Veronica (Judge)	El Paso County
Fernández	Gustavo	SCT – Chihuahua
Gaytán	Francisco	Juárez
Gilyard	Roy	El Paso MPO
Grijalva	Sylvia	FHWA
Guzmán	Martín	Estado de Chihuahua
Hagert	Eduardo	TxDOT – IRO
Hernandez	Luis	UTEP
Hernandez	Salvador	UTEP
Ibarra	Iraki	UTEP
Islam	Mouyid	UTEP
Jasenovec	Georgi	FHWA
Juárez	Manuel	FERROMEX – FXE
Larbi-Cherif	Said	City of El Paso
López	Manuel	Juárez (Consultor)
López	Nicolás	IMIP-Juárez
Meza	Efren	El Paso MPO

Last Name	First Name	Stakeholder Represented
Montes	Jesús	Trucking Industry
Méndez	Luis Enrique	INDAABIN
Neal	Kathleen	Maquila Industry
Nesbitt	Lydia	Paso del Norte
Ochoa	Manuel	REDCO
Ochoa	Rosalía	Estado de Chihuahua – Promotora
Peña	Sergio	COLEF
Posada	Gina	TCEQ
Poynter	Rachel	DOS
Prozzi	Jolanda	TTI – TAMU
Prozzi	Jorge	CTR – UT Austin
Romo	Alicia	UTEP
Scroggins	Cecil	GSA
Seedah	Dan	CTR – UT Austin
Smit	Andre	CTR – UT Austin
Smith	Jason	CBP
Stewart	Shundrekia	BNSF
Stout	David	Office of Senator Jose Rodriguez
Uranga	Humberto	INAMI
Valtier	Eddie	TxDOT - El Paso
Wang	Yubian	UTEP
Zamora	José Carlos	SCT – DGDC

APPENDIX B
ACRONYMS LIST

Acronym	Participating Stakeholders
BNSF	Burlington Northern Santa Fe Railway
BTA	The Border Trade Alliance
CBP	U.S. Department of Homeland Security – Customs and Border Protection
Chihuahua – Promotora	Gobierno del Estado de Chihuahua – Promotora de la Industria Chihuahuense
Chihuahua – SCOP	Gobierno del Estado de Chihuahua – Secretaría de Comunicaciones y Obras Públicas
CILA	Secretaría de Relaciones Exteriores – Comisión Internacional de Límites y Aguas entre México y Estados Unidos
COLEF	El Colegio de la Frontera Norte
CSG – West	Council of State Governments – West
CTR – UT Austin	The University of Texas at Austin – Center for Transportation Research
DOS	Department of State – Office of Mexican Affairs
DOS – Juárez	Department of State – Consulate General of the U.S. in Ciudad Juárez
DOS – IBWC	Department of State – International Boundary and Water Commission
El Paso MPO	City of El Paso – Metropolitan Planning Organization
Ferromex – FXE	Ferrocarril Mexicano, S.A. de C.V.
FHWA	U.S. Department of Transportation – Federal Highway Administration
GSA	U.S. General Services Administration
IMIP – Juárez	Municipio de Juárez – Instituto Municipal de Investigación y Planeación
INAMI	Instituto Nacional de Migración

Acronym	Participating Stakeholders
INDAABIN	Secretaría de la Función Pública - Instituto de Administración de Avalúos de Bienes Nacionales
Juárez	Municipio de Juárez
NADBank	North American Development Bank
NMDOT	New Mexico Department of Transportation
NMBA	New Mexico Border Authority
SCT Chihuahua	Secretaría de Comunicaciones y Transportes – Centro SCT Chihuahua
SRE	Secretaría de Relaciones Exteriores – Subsecretaría para América del Norte
SRE – El Paso	Secretaría de Relaciones Exteriores – Consulado General de México en El Paso, TX
TCEQ	Texas Commission on Environmental Quality
TTI – TAMU	Texas A&M University – Texas Transportation Institute
TxDOT – IRO	Texas Department of Transportation – International Relations Office
TxDOT – El Paso	Texas Department of Transportation – El Paso District Office
UACJ	Universidad Autónoma de Ciudad Juárez
UP	Union Pacific Railroad
USMBCC	United States Mexico Border Counties Coalition
UTEP	The University of Texas at El Paso
WTNMCBA	West Texas New Mexico Customs Brokers Association

ANNEX C
LIST OF CURRENT BNAC MEMBERSHIP

Binational Advisory Committee

US	Mexico
(10) *Voting*	**(8)**
Department of State, Rachel Poynter	SRE, Sean Cázares Ahearne
FHWA, Sylvia Grijalva	SCT, Juan José Erazo García Cano
TxDOT, El Paso District# 24	Chihuahua DOT/SCOP, Everardo Medina
El Paso County, Judge Veronica Escobar	Municipio de Juárez, Vicente López Urueta
City of El Paso, Mayor John Cook	INDAABIN, Luis Enrique Méndez
GSA, Jim King	Aduanas, Carlos Morales Tayavas
CBP, Mikhail A. Pavlov	INM, Ana Licenko Saval
NMDOT, Homer Bernal	Promotora de Industria Chih., Sergio Jurado
State Delegation Member, Senator Jose R. Rodriguez	
IBWC, Gabriel Duran	
(15) *Non Voting*	**(11)**
Trucking Industry, Miguel Perez & Hector Mendoza	Trucking Industry, Manuel Sotelo
Maquila Industry, Kathy Neal	Maquila Industry, Ing. Armendariz & Lic. Guillermo Gutierrez
Brokers, Rosie Lara	Brokers, Oscar Chávez Arvizo
BNSF, Nathan Asplund	Ferromex, Manuel Juárez
UPRR, Ivan Jaime	CAPUFE , Héctor Carrasco
NM Border Authority, Marco Herrera	Mexican Consulate, Roberto Rodríguez Hernández
US Consulate, Peter Sloan	IMIP, Alberto Nicolás López
Greater El Paso Chamber of Commerce, Jack Chapman	Promofront, Ing. Antonio Casillas & Virginia Dorantes
Hispanic Chamber of Commerce. Cindy Ramos-Davidson	CILA, Armando Reyes
Doña Ana County, Dolores Saldaña Caviness	
Congressman Reyes office, Silvestre Reyes	
City of El Paso Public member, Patrick Terrence Abeln	
County of El Paso Public member, Stephanie Caviness	
Presidio County, Judge Paul Hunt	

ANNEX D
SCORING METRICS DOCUMENT

El Paso/Santa Teresa – Chihuahua Border Master Plan

Criteria Scoring Metrics
September 27, 2012
Scoring Metrics Group

Table of Contents

Capacity / Congestion Category

Road and Interchange Projects

1. 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 and E	0.00
D	0.25
C	0.50
B	0.75
A	1.00

2. Increase in Level of Service (LOS)

An improvement (increase) in LOS measures a decrease in congestion experienced. Typically, LOS E or F is considered congested, while a LOS of A – D is considered acceptable. The higher the improvement 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
From LOS	F	0	0.25	0.5	0.75	1	1
	E		0	0.25	0.50	0.75	1
	D			0	0.25	0.50	0.75
	C				0	0.25	0.5
	B					0	0.25
	A						0

3. Congestion Management

The Congestion Management criterion assesses the decrease in congestion experienced resulting from the implementation of non-traditional infrastructure measures, such as non-motorized transportation routes, HOV lanes, ITS, and mass transit corridor. The more non-traditional infrastructure measures associated with the planned road and interchange project, the higher the score assigned. The road and interchange projects will thus be scored as follows:

Congestion Management Measures	Score
No measure	0.00
Non-motorized mobility route	0.25
HOV lanes	0.50
ITS (e.g., information to users, screens, tracking systems, RFID, security devices, alternate routes, travel information)	0.75

Mass transit corridor (e.g., bus lane, light rail, passenger rail)	1.00

Rail Projects

1. Increase in Track Capacity

This criterion assesses the increase in track capacity resulting from a planned rail project. A distinction will be made to reflect whether capacity is added to rail track or rail yards. Increase in rail track capacity can be achieved from, for example, an increase in the number of rail tracks, the relocation of rail track to increase efficiency or capacity, geometric improvements that allow higher train speeds, or a change in the type of tracks to allow for the movement of heavier trains (e.g., track can accommodate 130 ton rail cars as opposed to 110 tons). The higher the increase in rail track capacity, the higher the planned rail track project will be scored. Increase in track capacity at rail yards will be measured in terms of the increase in the number of rail cars (i.e., increased rail car capacity) resulting from a planned rail project. The higher the increase in rail car capacity associated with a planned rail project, the higher the score assigned to the planned rail project.

Rail Track Projects will be scored as follows:

Increase in Track Capacity	Score
No change	0.00
Improvement	0.25
Add track in *current* location	0.50
Bypass / relocation	0.75
New location / new rail	1.00

Rail Yard Projects will be scored as follows:

Increase in Rail Car Capacity	Score
No increase	0.0
Up to an additional 110 rail cars (equivalent to one long track)	0.5
More than 110 additional rail cars	1.0

2. Alleviate Congestion Locally

The Alleviate Congestion Locally criterion measures how a given rail project will affect vehicle (i.e, road) traffic congestion within the same county (US) or municipality (Mx). Alleviate local congestion is a function of the number of at-grade rail crossings eliminated by the proposed rail project. The higher the number of rail crossings eliminated, the higher the assigned score. Rail projects will thus be scored as follows:

Number of At-grade Rail Crossings Eliminated	Score
None	0.0
1 to 5	0.5
More than 5	1.0

3. Increase in Rail Mode Share

The Increase in Rail Mode Share criterion measures how many truck loads will be diverted from congested streets to rail by a proposed rail project that adds rail infrastructure capacity. It is estimated that one rail car equates to three truck loads. The higher the number of daily truck loads diverted to rail as a result of the proposed rail project, the higher the assigned score. Rail projects will thus be scored as follows:

Number of Daily Truck Loads Diverted to Rail	Score
None	0.0
Divert up to 300 daily trucks from congested streets to rail	0.33
Divert between 301 daily trucks and 500 daily trucks from congested streets to rail	0.67
Divert more than 500 daily trucks from congested streets to rail	1.0

4. Decrease in Dwell Time

Scoring Metric Group recommended that this criterion be eliminated, because this criterion cannot be controlled by rail project sponsors. Proposed rail projects will thus score 0 on this criterion.

The Decrease in Dwell Time criterion measures a decrease in the curfew hours (or alternatively an increase in the number of hours of interchange). Currently, the curfew allows trains to interchange only between 8:30 PM and 7:00 AM. An additional 1.5 hours of interchange will allow for the interchange of an additional 200 rail cars between the U.S. and Mexico. Long dwell times also increase the risk of theft of rail cargo. On the other hand, limited interchange hours ensure efficient interchanges between the U.S. and Mexican rail companies.

Port-of-Entry Projects

1. Increase in Number of Operational Booths (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/rail tracks 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 Lanes/Rail Tracks	Score
No change	0.00
Double-stacked booth	0.15
+1	0.33
+2	0.67
+3 or more	1.00

* Double stacked booths and new lanes can be additive.

2. Increase Number of Secure Lanes

Secure lanes (i.e., specialized lanes such as, Fast or SENTRI lanes, and Secure Origins) increase 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
No increase in secure lanes	0.0
READY and specialized bus lanes	0.5
Advanced lane technology (FAST, SENTRI, Secure Origins)	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
1/3	Pedestrians	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile
1/3	Automobiles	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile
1/3	Trucks	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile

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

4. Alleviates Congestion

The Alleviate Congestion criterion measures 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	Score
No Impact	0.0
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

5. Increase POE Efficiency through a Congestion Management Strategy

The Congestion Management Strategy criterion assesses the increase in POE efficiency resulting from the implementation of non-traditional infrastructure investments, such as traffic management strategies or signing, ITS, remote logistics tracking systems, and driver-less cargo movement systems. The more sophisticated the congestion management strategy/the higher the increase in POE efficiency associated with the planned POE project, the higher the score assigned. The POE projects will thus be scored as follows:

Congestion Management Strategy/ Improved Efficiency	Score
No improvement	0.0
Traffic management strategies / signing	0.25
ITS	0.50
Remote logistics tracking	0.75
Driver-less cargo movement system	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 (subsequent 2004/2005). 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:

Increase 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
None	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.

Concern: The data are only available for TxDOT maintained road and interchange projects.

3. Multiple Mode Demand

The Multiple Mode Demand criterion measures the additional modes facilitated by a proposed road and interchange project. The higher the additional modes facilitated, the higher the score assigned. The road and interchange projects will be scored as follows:

Number of Additional Modes	Score

No additional modes	0.00
1 additional mode	0.33
2 additional modes	0.67
3 or more additional modes	1.00

Rail Projects

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

Average Annual Daily Rail Cars 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 Average Annual Daily Rail Cars (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 (subsequent 2004/2005). 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:

Increase in AADRC	Score
No increase	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 and is an indicator of the importance of the rail infrastructure to cross-border goods movement. 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 Cross-Border 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

The planned rail projects will receive a score considering the expressed public demand for an additional mode facilitated by the proposed project. The higher the expressed public demand for an additional mode, the higher the score assigned. 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.

Port-of-Entry Projects

1. Increase in Average Annual Daily Non-Commercial Crossings

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

Relative Increase in Average Annual Daily Non-Commercial Crossings	Score
No increase	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. Increase in Average Annual Daily Commercial Crossings

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

Relative Increase in Average Annual Daily Commercial Crossings	Score
No increase	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. Transit Demand

The Transit Demand criterion assesses the potential demand for cross-border transit services at the POE. The higher the potential demand, the higher the score assigned to a proposed POE project. The planned POE projects will be scored as follows:

Potential Transit Demand	Score
No potential demand	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

Concern: Data available to measure potential transit demand. Pedestrian crossings are available and present a potential indicator of transit demand. In addition, ridership studies (Sunmetro, transit studies, BRT/Streetcar studies, pedestrian origin/destination studies) may be available from the City of El Paso. Available data; however, needs to be confirmed. Alternatively, the population density at the POE can be used as an indicator of potential transit demand.

Economic Value Category

All Projects

1. Socio-Economic Impacts

The socio-economic impacts criterion is a quantitative or qualitative assessment of the socio-economic impacts of a proposed/planned project in terms of employment creation, increased property value, and the distribution of traffic flows. 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:

Concern: Review Cambridge Systematics' *El Paso Regional Ports of Entry Operations Plan* to determine if appropriate metric can be developed.

2. 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 fully operational 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:

$/Capacity	Score
Zero	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. 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 the number of fully operational 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:

$/Demand	Score

Zero	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.

Project Readiness Category

All Projects

1. Funding Availability

Available/secured project funding can be considered a measure of project readiness. A planned project that has secured funding for a relatively high percentage 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 as % of Project Budget	Score
No funding	0.00
Up to 50%	0.33
51% to 75%	0.67
More than 75%	1.00

2. Phase of Project Development

There are a number of phases in project development. A traditional phased approach involves a sequence of steps to be completed. Typical phases include: (i) conceptual, (ii) preliminary feasibility (includes cost of project, acreage, etc.), (iii) planning/programming, (iv) all environmental permits acquired (Local/State/Federal), (v) more than 80% of ROW acquired and Local/State/Federal permits obtained, and (vi) project is ready to be let. 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.)	0.20
Planning/Programming	0.40
All environmental permits acquired (Local/State/Federal)	0.60
>80% ROW acquired, Local/State/Federal Permits obtained, stakeholder commitment/agreement	0.80
Project is ready to be let	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 Annual 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 Annual 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:

Annual 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

* Pease refer to Appendix 1 for the definition of quartile.

2. Measures to Improve Safety

The Measures to Improve Safety criterion assesses the anticipated improvement in the "level of safety" experienced as a function of the number of safety measures – e.g., geometric improvements, improved lighting and signage, construction of guard rails and safety barriers, installation of crossing gates, installation of rail crossing control infrastructure, and preventative rail maintenance – associated with a proposed project. The more measures associated with the planned road and interchange or rail project, respectively the higher the score assigned. The road and interchange and rail projects will thus be scored as follows:

Number of Safety Measures	Score
None	0.00
1 or 2	0.50
3 or more	1.00

Port-of-Entry Projects

1. Diversion of Commercial Traffic / Separation of Traffic by Type

In the case of new POE projects the criterion will measure if commercial traffic is diverted out of urban areas and 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 (i.e., bicycles, trucks, pedestrians, and POVs).

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	0.33
Separation of 2 modes	0.67
Separation of more than 2 modes	1.00

Regional Impacts Category

All Projects

1. Environmental Impacts

The Environmental Impacts criterion is a quantitative assessment of the air quality impacts of proposed projects. The project sponsor will need to quantify the air quality impacts of proposed projects in terms of the associated reduction in CO emissions (i.e., parts per billion). The project will thus be scored as follows:

Reduction in CO (parts per billion)	Score
No reduction	0.00
Up to 1% reduction	0.25
> 1% to ≤ 3% reduction	0.50
> 3% to ≤ 4%	0.75
> 4% reduction	1.00

Concern: Percentage reductions need to be reviewed for accuracy. Data availability concern. MPO's demand model can potentially measure air quality impacts of proposed projects. Unclear whether data will be available from TxDOT, rail, and POE project sponsors.

2. Community Impacts (e.g., environmental justice, population growth, industrial growth)

The Community Impacts criterion is a qualitative assessment of the community impacts (i.e., environmental justice and economic activity) associated with a proposed/planned project. The project sponsor will need to describe in detail how the proposed project impacts protected communities and the economic characteristics of the area. The projects will thus be scored as follows:

Community Impacts	Score
None/ Environmental justice communities are disproportionately impacted	0.00
Environmental justice communities are not disproportionately impacted	0.5
Substantial increase in economic activity	0.5
Environmental justice communities are not disproportionately impacted and substantial increase in economic activity	1.00

3. Geographical Impacts

This criterion attempts to measure the wider geographic/spatial impacts – e.g., traffic distribution and congestion impacts – associated with proposed/planned projects. The wider the geographic impact (i.e., local, regional, statewide, or bi-national), the higher the score assigned.

Wider Geographic Impacts	Score
No impact	0.00

Local impact (within < 5 miles)	0.25
Regional impact (within 5 to 10 miles)	0.50
Statewide impact (more than 10 miles)	0.75
Bi-national impact (Mexico and U.S.A.)	1.00

Concern: The Scoring Metric Group recommended that this criterion be considered for elimination. For some project types, the information may be available from the Border Improvement Plan, but concern has been expressed that the data would not be available for all project types.

Bi-national Coordination Category

Port-of-Entry Projects

1. Binational Coordination Criteria

This criterion assesses whether the binational components of a project have been taken into account. The extent of binational coordination can be assessed 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:

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

Port-of-Entry Connectivity Category

Road, Interchange and Rail Projects

1. Number of 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/rail track. The higher the number of POEs served (directly or indirectly), the higher the score assigned. The road and interchange and rail projects will thus be scored as follows:

Number of POEs Served	Score
1	0.33
2	0.67
3 or more	1.00

2. Improve Accessibility/Traffic Flow to and from POE

This criterion measures if a proposed road and interchange and rail project, respectively improves access or the flow of traffic to and from a POE. The maximum score will be assigned to a proposed project that improves access/traffic flow to and from a POE. The road and interchange and rail projects will thus be scored as follows:

Improve Accessibility/Traffic Flow	Score
No improvement	0.00
Improve access/traffic flow **to** POE	0.50
Improve access/traffic flow **from** POE	0.50
Improve access/traffic flow **to and from** POE	1.00

3. Degrees of Separation to POE

This criterion measures the degrees of separation between a proposed road and interchange and rail project, respectively and the POE. The maximum score will be assigned to a proposed project that directly connects to the POE and lesser scores will be assigned if the proposed project indirectly connects/is farther removed from the POE (i.e., one or more nodes removed). The road and interchange and rail projects will thus be scored as follows:

Degrees of Separation to POE	Score
Direct connection	1.00
Indirect connection - one node removed	0.75
Indirect connection - 2 nodes removed	0.5
Indirect connection - 3 nodes removed	0.25
Indirect connection - 4 or more nodes	0.00

Concern: TxDOT and MPO to define nodes and determine data availability.

4. Percent of Border Traffic on Infrastructure

This criterion measures the anticipated border traffic that will be moved on the road and interchange and rail facilities, respectively and is an indicator of the importance of the infrastructure to cross-border traffic. The higher the anticipated percentage of border traffic on the road and interchange and rail infrastructure, respectively the higher the score assigned. The road and interchange and rail projects will thus be scored as follows:

Percent of Border Traffic on Infrastructure	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.

Concern: Data availability is a concern. The MPO and TxDOT will determine if data exist. The Scoring Metric Group recommended that this criterion be eliminated if it is determined that data are not available.

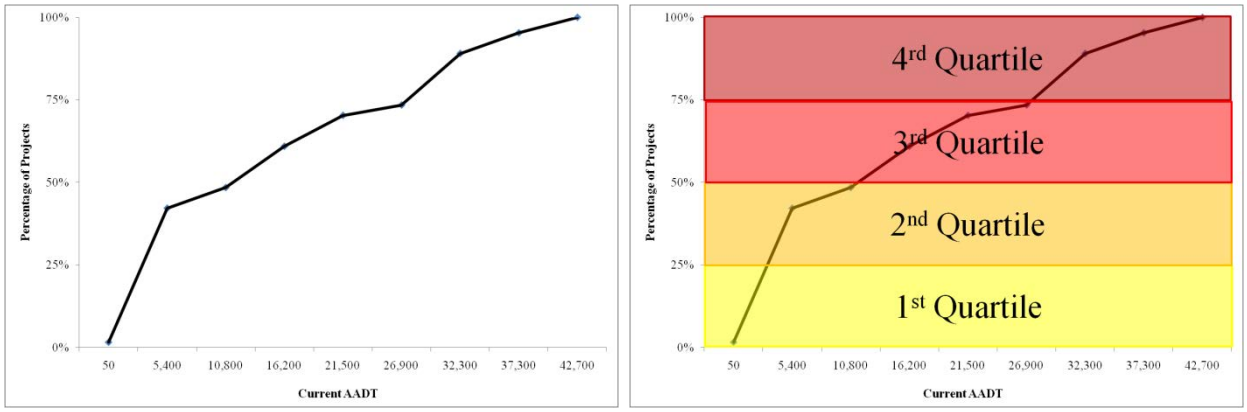
Appendix 1 – Quartiles

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:

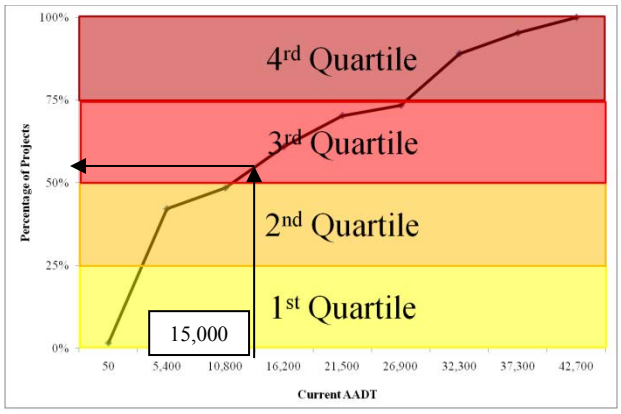
- The 1st Quartile (Q1) or lower quartile is the value in the ranked data set for which 25% of the values are lower and 75% of the values are higher. The Q1 also corresponds to the 25th Percentile.
- The 2nd Quartile (Q2) or median, corresponds to the value in the ranked data set that divides the ranked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

El Paso/Santa Teresa – Chihuahua Border Master Plan

October 11, 2012
Wyndham El Paso Airport Hotel
Rosewood/Oakwood Rooms
2027 Airway Boulevard, El Paso, Texas

8:00 - 8:30	Arrival and Registration
8:30 - 9:00	Welcome and Introductions Review of Meeting Objectives
9:00 - 10:15	Draft Ranking Framework (Developed September 26 and 27) Outcome of Public Information Events
10:15 - 10:30	Break
10:30 - 12:00	Endorse/Reject Categories, Category Weights, Criteria, and Criterion Weights
12:00 - 1:00	Lunch
1:00 - 3:00	Facilitated Discussion and Voting on Rejected Categories and Weights
3:00 - 3:15	Break
3:15 – 4:30	Facilitated Discussion and Voting on Rejected Criteria and Criterion Weights
4:30 – 5:00	Administrative Matters and Follow-up Business Adjourn

EL PASO/SANTA TERESA - CHIHUAHUA

BORDER MASTER PLAN

BINATIONAL ADVISORY COMMITTEE MEETING

These meeting minutes document the outcome of the fourth Binational Advisory Committee (BNAC) meeting within the framework of the El Paso/Santa Teresa-Chihuahua Border Master Plan effort. The meeting took place in El Paso, Texas, on October 11, 2012, in the Rosewood/Oakwood Rooms of the Wyndham El Paso Airport Hotel. Please refer to the attendance and acronym lists included in Appendices A and B 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 Mayor John Cook (City of El Paso) welcomed attendees to the fourth BNAC Meeting in the development of the El Paso/Santa Teresa-Chihuahua Border Master Plan. He also made the appropriate introductions and then handed the microphone over to the facilitators from CTR.

Presentations

Ms. Jolanda Prozzi (Program Manager: Environment and Planning, Texas A&M Transportation Institute) started by summarizing the outcome of the third BNAC Meeting on September 26 and 27, which was the development of the Draft Ranking Framework.

Dr. Kelvin Cheu (Associate Professor, The University of Texas at El Paso) then discussed the outcome of the Public Information Event held on October 4, 2012, during which members of the public were informed of the results of the third BNAC meeting held the previous week. A total of 10 CTR team members and UTEP staff as well as 15 public participants attended the meeting. Questions and comments were raised regarding the function and complexity of the scoring metric as well as planned or proposed border transportation projects in the region, resulting in an effective discussion.

Ms. Prozzi then explained that the main objective of this meeting is for the BNAC voting members to endorse, modify, or reject the Categories, Category Weights, Criteria, and Criteria Weights proposed during the third BNAC meeting. She then handed the microphone to Dr. Jorge Prozzi (Associate Professor, the University of Texas at Austin), who facilitated the discussion. Participants agreed to retain the Categories and Category Weights decided upon previously for all types of projects. Dr. Prozzi then began the discussion on the Criteria definitions and scoring. The BNAC voting members then started the process of approving categories, criteria, and weights that had been previously selected during the third BNAC meeting.

However, after the voting and approval on rail project criteria, the discussion regarding one criterion, Dwell Time, remained pending. Ms. Prozzi stated that, according to rail stakeholders, Dwell Time was beyond the control of project sponsors, and therefore all rail projects would score a 0 for this criterion. A participant highlighted that at the previous meeting, it was decided that because many city curfews are outside the control of project sponsors, dwell times are then also outside their control. Ing. Manuel Juárez (Port Director in Juárez, FERROMEX-FXE) suggested that participants consider that Dwell Time is only one indicator of the need for a project, and since there are many other relevant indicators, Dwell Time should be eliminated. Participants then voted to reject the Dwell Time criterion. The weight was redistributed proportionally to the other existing Rail Criteria.

The BNAC voting members continued to approve other criteria and definitions but participants had comments in the case of the criterion Increase Number of Secure Lanes for POE Projects. Ms. Prozzi suggested that participants make sure that Specialized Bus Lanes and Secure Origins were in the appropriate order in the scoring metric, since Secure Origins may be faster than FAST or SENTRI lanes.

Ms. Sylvia Grijalva (Border Planning Coordinator, FHWA) asked if participants had decided to use a term other than "Secure Origins." Mayor Cook replied that an initiative called Project 21 had been agreed upon and funded, but it didn't matter if the lanes were called "Secure Origins" or "Project 21." Mr. Said Larbi-Cherif (International Bridges Director, City of El Paso) added that the term "Remote Logistics Tracking" had been used instead of "Secure Origins" and the term "Driverless Cargo Movement Systems" had been used for the freight equivalent. Mr. Efren Meza (Regional Transportation Planner and Coordinator, El Paso MPO) asked for clarification as to which method actually relieves more POE congestion: Specialized Bus Lanes or FAST/SENTRI Lanes? Mr. Sean Cázares (Adjunct General Director for Border Issues, Secretaría de Relaciones Exteriores) replied that FAST/SENTRI Lanes do, because bus passengers still need to be inspected one by one even in a Specialized Bus Lane. Participants then approved the revised definition and scoring metric, in which Advanced Lane Technology (FAST, SENTRI, Remote Logistics Tracking, and Driverless Cargo Movement Systems) receives a full point and READY and/or Specialized Bus Lanes receive half a point.

The BNAC voting members continued to approve other criteria and definitions. While discussing the Existing Percentage of Trucks Criterion for Road and Interchange Projects, Ms. Prozzi mentioned that TxDOT does have this information for the state-maintained roadway

system, but not for city roads. A participant added that NMDOT should have data for the Santa Teresa POE, and that any POE should have data for the roads that lead to it.

The BNAC voting members continued to approve other criteria and definitions. It was determined that further discussion was also needed with regards to the Socio-Economic Impacts criterion for all project types. Ms. Prozzi stated that employment creation, increase in property value, and distribution of traffic flow were discussed as potential data to measure. The only agency that can provide data for employment is TxDOT, and that data would only encompass temporary jobs that are generated by project construction. TTI has a model that uses multipliers to estimate employment impacts, business revenue, and business profits, but this is directly related to the cost of a project so it is not really a measure of job creation.

Judge Veronica Escobar (El Paso County) mentioned that objectively measuring this criterion could prove challenging for project developers. Ms. Grijalva asked about the El Paso Regional Ports of Entry Operations Study and its recommendations concerning this issue. Ms. Prozzi replied that Mr. Jim Brogan from Cambridge Systematics said that economic impacts were not calculated individually, but as part of a package so this would not be applicable. She added that another option is to make this criterion qualitative in terms of a low, medium, or high score. A participant suggested that a narrative be requested explaining why and how a project has or does not have an economic impact. Judge Escobar cautioned that this would still be very subjective.

Participants then approved the modified definition and scoring metric for the Socio-Economic Impacts criterion as "a quantitative or qualitative assessment of the socio-economic impacts of a proposed project in terms of employment creation, increased property value, the distribution of traffic flows or any other relevant measure," as well as a scoring range assessing the criterion's impacts: No/Low/Medium/High Impact.

The BNAC voting members continued to approve other criteria and definitions. But with regards to the Funding Availability criterion, Mr. Cázares said that the scoring may lack fairness if someone declares "one dollar" is available for a project and as a result the project obtains the same score as a project with much more available funding. He suggested that the scoring metrics should reflect this situation, and that additional scoring scales be included. For example, scoring could involve a scale that includes *less than 10 percent of available funding*. Participants agreed to the revised scoring metric.

The BNAC voting members continued to approve other criteria and definitions. When discussing the Environmental Impacts Criterion for all project types, Ms. Grijalva stated that Cambridge Systematics had just concluded a study for the FHWA that used the MOVES Model to provide CO_2 data for the border area related to border crossing wait times. She also noted that MPOs are able to model data for roadway projects. She offered to send this information to the study team. Ms. Prozzi replied that MPOs are required to submit emissions data that meet standards for all planned projects together, but not for individual projects. Dr. Prozzi pointed out that this study also uses measures of delay and wait times for the measurement. Ms. Grijalva said the information can prove useful, as trucks create significant environmental impacts. Mr. Larbi-Cherif added that PM10 is the only project level analysis done by MPOs, and

that CO_2 analysis is done for all projects together. Ms. Grijalva said that if project-level CO_2 cannot be analyzed, then it should be included. Mr. Cázares stated that the percentiles for the scoring metric seemed very low. However, Ms. Grijalva explained it is very difficult to lower CO_2 emissions by more than 4 percent, for example. She mentioned that the San Luis Rio Colorado POE project received environmental funding, as it moved traffic out of the city to a rural area, where there is less impact on people but not on the environment itself.

Mr. Roberto Díaz de León (Consultant, City of Sunland Park) stated that environmental assessment is the first thing needed for any project, including a Finding of No Significant Impact, or FONSI status. Ms. Grijalva suggested that everyone could consider whether a project moves trucks out of an urban area, producing less negative impact on the population, and give this criterion a yes or no answer. Mr. Bob Bielek (El Paso District Engineer, TxDOT) stated that a project either gets environmental clearance or does not; as traffic flow and level of service improves, emissions are reduced; therefore, he judged this criterion as redundant. Messrs. Meza and Larbi-Cherif agreed. Participants ultimately voted to remove the Environmental Impacts Criterion.

The BNAC voting members continued to approve other criteria and definitions. Regarding the Geographical Impacts criterion, Mr. Cázares mentioned that Local Impacts are already documented by other criteria, so projects with wider geographic impacts need to receive additional points. Dr. Prozzi then asked participants if they thought the 60-mile/100-km limit was a good measure of a regional impact. Ms. Grijalva replied that most treaties use the 60-mile/100-km measurement, which in the case of this BMP would include Las Cruces. Participants voted to modify the scoring metric so that only projects with more than a local impact would receive points.

The BNAC voting members continued to approve other criteria and definitions. With regards to the Percent of Border Traffic on Infrastructure Criterion for POE Connectivity, Ms. Prozzi stated that there is no data available documenting whether a given vehicle on a given roadway not connected to a POE is going to cross the border or not. Participants voted to remove this criterion and redistribute its weight among the remaining POE connectivity criteria.

The BNAC members subsequently endorsed all the Categories, Category Weights, Criteria, and Criteria Weights to be used by the study team for prioritizing the planned road and interchange, rail, and POE projects, as shown in the following tables.

POE Project Prioritization Criteria

Category	Criteria	Weight
Capacity/Congestion (Weight = 21.5%)	Increase in Number of Operational Booths	18.7%
	Increase Number of Secure Lanes	14.5%
	Decrease Wait Times	27.9%
	Alleviate Congestion	16.7%
	Increase POE Efficiency through a Congestion Management Strategy	22.2%
Demand (Weight = 19.6%)	Increase in Average Annual Daily Non-commercial Crossings	37.0%
	Increase in Average Annual Daily Commercial Crossings	37.0%
	Transit Demand	26.0%
Economic Value (Weight = 10.0%)	Socio-economic Impacts	30.6%
	Cost/Capacity Criterion	34.0%
	Cost/Demand Criterion	35.4%
Project Readiness (Weight = 9.0%)	Funding Availability	40.0%
	Phase of Project Development	60.0%
Safety (Weight = 4.3%)	Diversion of Commercial Traffic/Separation of Traffic by Type	100.0%
Regional Impacts (Weight = 12.3%)	Community Impacts	51.2%
	Geographical Impacts	48.8%
Binational Coordination (Weight = 23.3%)	Binational Coordination	100.0%

Road and Interchange and Transit Project Prioritization Criteria

Category	Criteria	Weight
Capacity/Congestion (Weight = 18.6%)	Final Level of Service	24.2%
	Increase in Level of Service	42.2%
	Congestion Management	33.6%
Demand (Weight = 18.0%)	Increase in Average Annual Daily Traffic	33.2%
	Existing Percentage of Trucks	34.0%
	Multiple Mode Demand	32.8%
Economic Value (Weight = 8.5%)	Socio-economic Impacts	30.6%
	Cost/Capacity Criterion	34.0%
	Cost/Demand Criterion	35.4%
Project Readiness (Weight = 13.5%)	Funding Availability	40.0%
	Phase of Project Development	60.0%
Safety (Weight = 6.3%)	Accident Rate per Mile*	51.0%
	Measures to Improve Safety	49.0%
Regional Impacts (Weight = 17.1%)	Community Impacts	51.2%
	Geographical Impacts	48.8%
POE Connectivity (Weight = 18.0%)	Number of POEs Served	27.3%
	Improve Accessibility/Traffic Flow to and from POE	45.0%
	Degrees of Separation to POE	27.7%

Rail Project Prioritization Criteria

Category	Criteria	Weight
Capacity/Congestion (Weight = 18.6%)	Increase in Track Capacity	35.2%
	Alleviates Congestion Locally	36.0%
	Increase in Rail Mode Share	28.8%
Demand (Weight = 18.0%)	Increase in Average Annual Daily Rail Cars	33.1%
	Cross-Border Tonnage by Rail	35.2%
	Multiple Mode Demand	31.7%
Economic Value (Weight = 8.5%)	Socio-economic Impacts	30.6%
	Cost/Capacity Criterion	34.0%
	Cost/Demand Criterion	35.4%
Project Readiness (Weight = 13.5%)	Funding Availability	40.0%
	Phase of Project Development	60.0%
Safety (Weight = 6.3%)	Accident Rate per Mile	51.0%
	Measures to Improve Safety	49.0%
Regional Impacts (Weight = 17.1%)	Community Impacts	51.2%
	Geographical Impacts	48.8%
POE Connectivity (Weight = 18.0%)	Number of POEs Served	27.3%
	Improve Accessibility/Traffic Flow to and from POE	45.0%
	Degrees of Separation to POE	27.7%

Administrative Matters and Follow-Up Business

Ms. Prozzi thanked all attendees for their participation and input. The meeting was adjourned at 12:45 p.m.

APPENDIX A
ATTENDANCE LIST

BNAC members*, all agency officials, and study team

***highlighted in grey are BNAC members or representatives that constituted the participants with an i>clicker2®**

Last Name	First Name	Stakeholder Represented
Aldouri	Raed	UTEP
Aveitia	Patricia	CBP – Field Operations
Bernal	Homer	NMDOT
Bielek	Bob	TxDOT
Carrasco	Hector G.	CAPUFE
Cázares	Sean	SRE
Cheu	Kelvin	UTEP
Cook	John (Mayor)	City of El Paso
Cruz	Alejandra	CTR – UT Austin
Diaz de Leon	Roberto	City of Sunland Park
Duran	Gabriel	DOS -IBWC
Elorza	Ramón	SCT – Chihuahua
Escobar	Veronica (Judge)	El Paso County
Fernández	Erizbel	SEGOB
Garten	Jack W.	GSA
Gilyard	Roy	El Paso MPO
Grijalva	Sylvia	FHWA
Hagert	Eduardo	TxDOT – IRO
Hernandez	Luis	UTEP
Hernandez	Salvador	UTEP
Holguin	Annaelisa	City of El Paso
Hutterer	Fred	CBP
Ibarra	Iraki	UTEP
Islam	Mouyid	UTEP
Juárez	Manuel	FERROMEX-FXE
Larbi-Cherif	Said	City of El Paso
López	Manuel	Municipio de Juárez (Consultant)
López Urueta	Vicente	Municipio Juárez
Meza	Efren	El Paso MPO
Medina	Eduardo	Chihuahua-SCOP
Molina Hernandez	Karina	Municipio de Juárez – Desarrollo Urbano
Montes	Jesús	Trucking Industry

Last Name	First Name	Stakeholder Represented
Nesbitt	Lydia	Paso del Norte
Ochoa	Manuel	REDCO
Ochoa	Rosalía	Chihuahua - Promotora
Prozzi	Jolanda	TTI – TAMU
Prozzi	Jorge	CTR – UT Austin
Reyes	Armando	CILA
Reyes	Miguel Angel	SRE – El Paso
Romo	Alicia	UTEP
Sloan	Peter	DOS – Juárez
Stewart	Shundrekia	BNSF
Stout	David	Office of Senator Jose Rodriguez
Treviño	Manuel	Chihuahua – Promotora
Uranga	Humberto	INAMI
Valdés Lucio	Fernando	INDAABIN
Wang	Yubian	UTEP
Westin	Cary	REDCO
Zamora	José Carlos	SCT – DGDC

APPENDIX B
ACRONYMS LIST

Acronym	Participating Stakeholders
BNSF	Burlington Northern Santa Fe Railway
BTA	The Border Trade Alliance
CAPUFE	Caminos y Puentes Federales y Servicios Conexos
CBP	U.S. Department of Homeland Security – Customs and Border Protection
Chihuahua - Promotora	Gobierno del Estado de Chihuahua – Promotora de la Industria Chihuahuense
Chihuahua - SCOP	Gobierno del Estado de Chihuahua – Secretaría de Comunicaciones y Obras Públicas
CILA	Secretaría de Relaciones Exteriores – Comisión Internacional de Límites y Aguas entre México y Estados Unidos
COLEF	El Colegio de la Frontera Norte
CSG - West	Council of State Governments – West
CTR – UT Austin	The University of Texas at Austin – Center for Transportation Research
DOS	Department of State – Office of Mexican Affairs
DOS – Juárez	Department of State – Consulate General of the U.S. in Ciudad Juárez
DOS – IBWC	Department of State – International Boundary and Water Commission
El Paso MPO	City of El Paso – Metropolitan Planning Organization
FERROMEX-FXE	Ferrocarril Mexicano, S.A. de C.V.
FHWA	U.S. Department of Transportation – Federal Highway Administration
GSA	U.S. General Services Administration
IMIP –Juárez	Municipio de Juárez – Instituto Municipal de Investigación y Planeación
INAMI	Instituto Nacional de Migración

Acronym	Participating Stakeholders
INDAABIN	Secretaría de la Función Pública – Instituto de Administración de Avalúos de Bienes Nacionales
Juárez	Municipio de Juárez
NMDOT	New Mexico Department of Transportation
NMBA	New Mexico Border Authority
REDCO	El Paso Regional Economic Development Corporation
SCT -Chihuahua	Secretaría de Comunicaciones y Transportes – Centro SCT Chihuahua
SCT - DGDC	Secretaría de Comunicaciones y Transportes – Dirección General de Desarrollo Carretero
SEGOB	Secretaría de Gobernación
SRE	Secretaría de Relaciones Exteriores – Subsecretaría para América del Norte
SRE – El Paso	Secretaría de Relaciones Exteriores – Consulado General de México en El Paso, TX
TTI – TAMU	Texas A&M University – Texas Transportation Institute
TxDOT – IRO	Texas Department of Transportation – International Relations Office
TxDOT – El Paso	Texas Department of Transportation – El Paso District Office
UP	Union Pacific Railroad
UTEP	The University of Texas at El Paso

El Paso/Santa Teresa – Chihuahua Border Master Plan

Appendix C*
Public Comments

* No comments were received for the first public event meeting.

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

About Criteria + weight - It appears much too complex. Keep the major weights on Left but omit the % on right — Right = These are examples of types of considerations that comprise the Good/Bad Yes/No Decision for the Left category. If category answer is Good/Yes → project gets full points for category. If Bad/No = zero points.

over

Please use the back of this comment sheet for additional comments.

Contact information:

Name: Susan Austin

Address: 5745 Mira Grande, El Paso 79912

Phone: _____ E-mail: susansaus@gmail.com

and all other Types

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

Project Criteria – @ Rail. – Regional Impacts & other criteria – Word all criteria so that good facts are given pos. weight and bad facts are given 0 weight ~~or~~ or Negative weight. Also, ~~for~~ each criteria point ~~is~~ answered either Yes or No. on both 1) info ~~not~~ avail, and 2) facts show positive result. and if Yes, ~~only~~ gets assigned weight. If Yes

~~example~~ Regional Impact: ~~Analysis shows no adverse environmental impact.~~ Y/N
Analysis shows no adverse community impact. Y/N
Analysis shows no adverse geographic impact. Y/N

If (Yes) – get pts per weight. If no data = 0. If data shows bad impact = Negative points.

Please use the back of this comment sheet for additional comments.

Contact information:

Name: Susan Austin Same with Safety

Address: 5745 Mira Grande, El Paso, Tx 79912

Phone: _____ E-mail: susansaus@gmail.com

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

Regional Impact Language — Needs change or definition

"Environmental Impact" — = EPA Envir Impact Statement-type definition?

"Community Impact" = Vicinity? Citizen support or opposition?

"Geographic Impact" = Will this significantly alter the geographic landscape?

Please use the back of this comment sheet for additional comments.

Contact information:

Name: Susan Austin

Address: 5745 Mira Grande, El Paso 79912

Phone: _____ E-mail: susansaus@gmail.com

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

No more bridges between Bridge of the Americas & Zaragosa. Too many now. No bridge on Yarbrough or after Zaragosa

Please us the back of this comment sheet for additional comments.

Contact information:

Name: Mercedes Acosta

Address: 7477 Granite Rd.

Phone: 274-7178 E-mail: —

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

We need more people/public at these meetings. We might be able to help get word to Mx papers. Let us know.

Please us the back of this comment sheet for additional comments.

Contact information:

Name: PETER SLOAN US CONSULATE

Address: SloanPA@State.gov IN JUAREZ

Phone: _____ E-mail: _____

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

(1) PLEASE DEVELOP NEW INTERNATIONAL PEDESTRIAN/NON-MOTORIZED POE TO BE CONSTRUCTED AT BOUNDARY MARKER #1. TREMENDOUS HISTORICAL & NATURAL POTENTIAL OF THIS AREA NEEDS TO BE EXPLOITED, ESPECIALLY WITH THE PROXIMITY TO A RENOVATED ASARCO/EL PASAURUS EGG MUSEUM.)

Please us the back of this comment sheet for additional comments.

Contact information:

Name: JOHN EYBERG AKA JUANITO HAYBURG AKA BIRENJOHN

Address:

Phone: 91559.1865 E-mail: jeeyberg@netscape.net

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

(2) I AM CONCERNED ABOUT INCREASED DEVELOPMENT OF US 67 – PRESIDIO/OJINAGA. MAINTAINING/STRENGTHENING CURRENT ROADWAY/RAIL IS NEEDED, BUT NOT TO THE EXTENT THAT THE NATURAL – OR HUMAN – ENVIRONMENT IS SEVERELY DISRUPTED. ALREADY, AIR POLLUTION CREATES UNPLEASANT/HAZARDOUS SKIES IN REMOTE AREAS LIKE BIG BEND N.P. MORE DEVELOPMENT WOULD ONLY INTENSIFY WORSE QUALITY.

Please us the back of this comment sheet for additional comments.

Contact information:

Name: JOHN EISELE AKA JUANITO HAYSUCK/BIRDMAN

Address: _____

Phone: _____ E-mail: jeeybeng@netscape.net.

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

(5) WHILE THE YARBROUGH/PRADA POE SEEMS COMMITTED, A NEW POE & OUTER LOOP NEED TO BE PLANNED FOR IMPLEMENTATION: SAUER-SAN ED POE WITH LOOP THROUGH CLINT-HORIZON-HUECO/MOUNTAIN BLVD TANKS-CHAPARRAL-ANTHONY GAP-I-10 WILL BE OF INESTIMABLE VALUE AS OUR REGION CONTINUES TO GROW

Please us the back of this comment sheet for additional comments.

Contact information:

Name: JOHN EYBERG AKA JUANITO HAYBULL AKA BIKERTOWN

Address:

Phone: _____ E-mail: jeeyberg@netscape.net

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

(4) As always, our state highways should be the vanguard of multi-modal use (specifically for non-motorized vehicles - bicycles in particular); US62-180 to Carlsbad, I-10 E & W, US54 N to Alamagordo, US 70 Las Cruces East, US 82 E from Alamagordo are good examples. However, US 85 (Paisano Drive) & TX 20 from Paisano to Country Club are really bad. Erect Share the Road signs!

Please use the back of this comment sheet for additional comments.

Contact information:

Name: John Eyberg aka Juanito Hatsuke aka Bike-to-Work

Address: _____

Phone: _____ E-mail: jeeyberg@netscape.net

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

(5) I REALLY APPRECIATE THE SIGNS NEGATING BICYCLE USE OF SPUR 601/LIBERTY EXPRESSWAY BEING REMOVED. THIS IS PERHAPS ONE OF THE FINEST BICYCLE ROUTES I'VE EVER PEDALED ANYWHERE ON EARTH. THANK YOU!

Please use the back of this comment sheet for additional comments.

Contact information:

Name: JOHN EYBERG AKA JUANITO HAYBURG AKA BIKENTOIN

Address: _____

Phone: _____ E-mail: jeeyberg@netscape.net

COMMENT SHEET

I have the following comments, questions, or concerns about this project:

WITH INCREASED MOTOR VEHICLES USING THE PUBLIC THOROUGHFARES, POLLUTION INCREASES. AS MOTOR FUEL PRICES INCREASES, RELIANCE UPON PUBLIC TRANSIT INCREASES. HOWEVER, BIGGER AND/AND MORE BUSSES ALSO INCREASE POLLUTION. BACK TO THE STREET TROLLEYS (AND EVENTUAL RETURN OF THE FABLED, WELL-USED INTERNATIONAL STREETCARS ON BLACK BRIDGE) AND AN EXCELLENT EXAMPLE IS KENOSHA, WI'S COMMUTER FAR DOWNTOWN. FURTHER AWAY, MELBOURNE, AUSTRALIA; COPENHAGEN, DENMARK; ST. PETERSBURG, RUSSIA; PROVIDE EXCELLENT MODELS.

Please use the back of this comment sheet for additional comments.

Contact information:

Name: JEAN EYBERG AKA JUANITO HAYBURG AKA BIKER-TOWN

Address: _____

Phone: _____ E-mail: jeeyberg@netscape.net

SOCORRO ROAD: THIS ROUTE NOT ONLY CONNECTED THE MISSIONS & PRESIDIO ALONG THE RIO BRAVO/RIO GRANDE FROM FT. HANCOCK/INDIAN HOT SPRINGS TO SAN ELI TO SOCORRO TO YSLETA TO GUADALUPE (CD. JUAREZ) TO MESILLA, IT IS ALSO HISTORICALLY SIGNIFICANT. OÑATE'S 1ST THANKSGIVING (1598), POPE'S REVOLT (1680), THE SALT WARS (MID-1800'S) DEPENDED UPON THIS CURVILINEAR ROAD THAT TYPIFIED ANCIENT ROUTING. IT NEEDS TO BE

COMMENT SHEET

I have the following comments, questions, or concerns about this project: UPDATED THROUGHOUT TO ACCOMMODATE 21ST CENTULY VEHICULAR USE; SPECIFICALLY, THE LANES NEED TO BE BROADENED — 3 LANES (ALREADY EXISTANT IN MANY PLACES) THE OUTSIDE LANES FOR MAIN EAST & WEST TRAVEL, A CENTER DOUBLE-LEFT-TURN LANE, AND SHOULDERS WIDE ENOUGH FOR BICYCLES. ADDITIONALLY, A CUT-CURB SIDEWALK NEEDS TO BE INSTALLED ALONG BOTH SIDES. A MINIMUM OF 38 FEET WOULD PROVIDE ADEQUATE CLEARANCE: CUT-CURB SIDEWALK - 5'; SHOULDER - 5'; MAIN LANE EAST - 9'; DOUBLE-LEFT TURN, CENTER - 9'; MAIN LANE WEST - 9'; SHOULDER - 5'; CUT-CURB SIDEWALK - 5'. SOME PLACES ALONG THIS GORGEOUS MISSIONS TRAIL ARE TIGHT, HEMMED IN BY RESIDENCES & TELEPHONE POLES, BUT MUCH OF IT IS ADJACENT TO USABLE (PSB) SPACE. IT'S PRETERVATION IS CRITICAL AS A LOW-SPEED HISTORIC CONNECTOR — HIGHER SPEED HEAVIER TRAFFIC SHOULD USE ALAMEDA OR NORTH LOOP (WHICH, INCIDENTALLY, ARE ALSO GOOD BIKE ROUTES).

Please use the back of this comment sheet for additional comments.

Contact information:

Name: JOHN EYBERG AKA JUANITO HAYBURG AKA BIKER-TOWN

Address: _____

Phone: _____ E-mail: jeeyberg@netscape.net

PUBLIC INFORMATION EVENT

El Paso/Santa Teresa-Chihuahua Border Master Plan

Thursday, January 10, 2013
4:00 p.m. to 8:00 p.m.
El Paso Natural Gas Conference Center
Wiggins Street, The University of Texas at El Paso Campus, El Paso, Texas

COMMENT FORM

This form is provided to receive your comments regarding the El Paso/Santa Teresa-Chihuahua Border Master Plan Project. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. Thank you for your comments.

COMMENTS: On the Mexico master plan CDS-CHIH-CI-002/12 states a new POE (non commercial) between the Zaragoza POE & BOTA POE but there is no mention of these project on the U.S masterplans. also it states that it is a short to medium term.

Written comments submitted by mail must be sent to:

Salvador Hernandez, Ph.D.
Department of Civil Engineering
University of Texas at El Paso
500 W. University Ave.
El Paso, Tx 79968-0516

Please Print:

Your Name Teresa Delossantos

Address

Email: Teresa.Delossantos@regalbeloit.com

PUBLIC INFORMATION EVENT

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Thursday, January 10, 2013
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COMMENT FORM

This form is provided to receive your comments regarding the El Paso/Santa Teresa-Chihuahua Border Master Plan Project. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. Thank you for your comments.

COMMENTS: I was expecting more information interested to know:
- Each POE has a strenght...
- which ones are for commercial vehicle which are not
- volumes of crossings
- Rankings between them.
Which one is the fastest. to cross vs. the more congested etc. etc.
The Master plan to cover the needs of the public demands..... what are those Demans

Written comments submitted by mail must be sent to:

Salvador Hernandez, Ph.D.
Department of Civil Engineering
University of Texas at El Paso
500 W. University Ave.
El Paso, Tx 79968-0516

Please Print:

Your Name Miriam Baca Kotkowski
Address
miriam@omegatruck.com
Email: [redacted]

PUBLIC INFORMATION EVENT

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COMMENT FORM

This form is provided to receive your comments regarding the El Paso/Santa Teresa-Chihuahua Border Master Plan Project. Please use the space below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. Thank you for your comments.

COMMENTS: Esperamos que cuando se llegue el momento de implementar el master plan exista la voluntad Política para agilizarlo.

Written comments submitted by mail must be sent to:

Salvador Hernandez, Ph.D.
Department of Civil Engineering
University of Texas at El Paso
500 W. University Ave.
El Paso, Tx 79968-0516

Please Print:

Your Name Virginia Dorantes
Address 480 S. Americas Ave
El Paso TX 79927

Email: Puentezaragoza@yahoo.com

El Paso/Santa Teresa – Chihuahua Border Master Plan

Appendix D

El Paso Regional Ports of Entry Operations Plan Recommendations

El Paso Regional Ports of Entry Operations Plan: Evaluation of Recommendations

In June 2011, the El Paso Regional Ports of Entry Operations Plan was commissioned by TxDOT and conducted by Cambridge Systematics, Inc. The objectives of the study were to:

- Review and assess operations at all existing bridges and crossings from Santa Teresa, New Mexico, to Tornillo/Guadalupe in the El Paso, Texas, region.
- Identify operational improvement strategies, such as using technology applications to reduce border inspection and processing times, charging higher tolls or increasing staff levels at peak traffic hours, or restricting some bridges to commercial traffic only.
- Estimate the transportation, economic, and environmental impacts and benefits of potential operational improvement strategies.
- Develop a plan to help the region finance and implement operational, infrastructure, and institutional recommendations.

The study concluded with six recommendations:

1. Extend commercial hours of operation at the Bridge of the Americas and Santa Teresa/Jerónimo POE to 20 hours per day.
2. Work with the Texas and New Mexico congressional delegations and CBP leadership and staff to add inspection personnel.
3. Work with the Texas congressional delegation, Texas Department of Public Safety, and other stakeholders to combine/co-locate safety inspections.
4. Implement a Border Traveler and Cargo Information System to provide wait time and queue length information.
5. Reconfigure the southbound lane approach to the Bridge of the Americas to separate cars and trucks.
6. Implement system improvements at the Ysleta-Zaragoza International Bridge to enhance commercial operations.

As stated in the study, these recommendations would not resolve all performance issues at the crossings. The recommendations have, however, motivated regional stakeholders in the United States and Mexico to take action and develop a strategy to prioritize current and future projects.

As part of the scope of work for the development of the El Paso/Santa Teresa–Chihuahua Border Master Plan, an evaluation of the recommendations of the El Paso Regional Ports of Entry Operations Plan was required. The evaluation was performed by meeting with the lead agencies identified in the El Paso Regional Ports of Entry

Operations Plan to determine support for the recommendations, gather available data and information, and identify the respective agencies willing to support the inclusion of the respective recommendations in the Border Master Plan. This Appendix summarizes the results of these meetings.

The first three recommendations require further action, and recommendations 4, 5, and 6 have become projects that are either currently being implemented by TxDOT or have been included as planned projects in this Border Master Plan.

Recommendation 1: Extend Commercial Hours of Operation at the Bridge of the Americas and Santa Teresa/Jerónimo POE to 20 Hours per Day

The City of El Paso and CBP indicated that this recommendation is tied to increasing CBP staff. CBP does not foresee an extension of hours of operation at the Bridge of the Americas and/or Santa Teresa. Another factor when considering the extension of commercial hours at the Bridge of the Americas is the concerns expressed from adjacent neighborhoods about trucks traversing the neighborhoods. The City of El Paso has thus restricted commercial truck traffic on certain neighborhood streets, and police are enforcing these restrictions with citations issued to violators. The City of El Paso is working with TxDOT and CBP to restrict weaving and the use of residential streets during certain peak hours Monday through Friday.

Recommendation 2: Work with the Texas and New Mexico Congressional Delegations and CBP Leadership and Staff to Add Inspection Personnel

Recommendation 2 requires action from the Federal Government. The Federal Government has stated that no funding is currently available. Federal lobbyists for the City of El Paso are currently lobbying for more CBP staff. In addition, the City of El Paso has offered to pay for additional CBP staff from revenues raised by increasing toll rates at city-owned bridges. Local stakeholders support legislation that will allow public-private partnership financing to pay for additional CBP officers and infrastructure.

Recommendation 3: Work with the Texas Congressional Delegation, Texas Department of Public Safety, and Other Stakeholders to Combine/Co-locate Safety Inspections

Recommendation 3 has been added to the City of El Paso's Federal and State legislative agenda.

Recommendation 4: Implement a Border Traveler and Cargo Information System to Provide Wait Time and Queue Length Information

Recommendation 4 has been included in this Border Master Plan as a project entitled Install Traffic Management Technology for POEs. Traffic management technology to measure real-time wait and crossing times, such as radio frequency identification (RFID) and Bluetooth, is currently being piloted by TTI at the Bridge of the Americas (RFID is installed, and data are being reviewed) and Ysleta-Zaragoza International Bridge. This pilot project is funded by FHWA. The City of El Paso and TTI plan to implement a similar Bluetooth pilot program at the Good Neighbor and Paso del Norte International Bridges. The El Paso County Secure Border Trade Project is equipping 30 trucks and trailers with technology to enable real-time monitoring of cross-border cargo traffic, and ongoing monitoring of trucks started in early 2012.

Recommendation 5: Reconfigure Southbound Lane Approach to the Bridge of the Americas to Separate Cars and Trucks

Recommendation 5 has translated into a project being implemented by TxDOT. The City of El Paso through the MPO Transportation Policy Board estimated the cost for the project at approximately $2 million. Proposition 12 funding has been allocated for this project. The City of El Paso has completed street improvements to restrict commercial traffic from entering residential neighborhoods.

Recommendation 6: Implement System Improvements at the Ysleta-Zaragoza International Bridge to Enhance Commercial Operations

- A left-turn lane for southbound trucks is being implemented by TxDOT through striping. The striping of this lane has not been included in the Border Master Plan, but part of this recommendation—adding inspection capacity for commercial vehicles—has been included as a planned project in this Border Master Plan.

El Paso/Santa Teresa – Chihuahua Border Master Plan

Appendix E
Criteria Definition and Scoring Metric

El Paso/Santa Teresa – Chihuahua Border Master Plan

Criteria Scoring Metrics

Table of Contents

Capacity / Congestion Category

Road and Interchange Projects

1. 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 to D is considered acceptable. The higher the final LOS, the higher the score assigned. The road and interchange projects will be scored as follows:

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

2. Increase in Level of Service (LOS)

An improvement (increase) in LOS measures a decrease in congestion experienced. The higher the improvement in LOS achieved (e.g., from LOS F to LOS A or B), the higher the score assigned. The road and interchange projects will be scored as follows:

		To LOS					
		F	E	D	C	B	A
From LOS	F	0	0.25	0.5	0.75	1	1
	E		0	0.25	0.50	0.75	1
	D			0	0.25	0.50	0.75
	C				0	0.25	0.5
	B					0	0.25
	A						0

3. Congestion Management

The Congestion Management criterion assesses the decrease in congestion experienced resulting from the implementation of non-traditional infrastructure measures, such as non-motorized transportation routes, HOV lanes, ITS, and mass transit corridors. The more non-traditional infrastructure measures associated with the planned road and interchange project, the higher the score assigned. The road and interchange projects will be scored as follows:

Congestion Management Measures	Score
No measure	0.00
Non-motorized mobility route	0.25
HOV lanes	0.50
ITS (e.g., information to users, screens, tracking systems, RFID, security devices, alternate routes, travel information)	0.75
Mass transit corridor (e.g., bus lane, light rail, passenger rail)	1.00

Rail Projects

1. Increase in Track Capacity

This criterion assesses the increase in track capacity resulting from a planned rail project. A distinction is made to reflect whether capacity is added to rail track or rail yards. Increase in rail track capacity can be achieved from, for example, an increase in the number of rail tracks, the relocation of rail track to increase efficiency or capacity, geometric improvements that allow higher train speeds, or a change in the type of tracks to allow for the movement of heavier trains (e.g., track can accommodate 130 ton rail cars as opposed to 110 tons). The higher the increase in rail track capacity, the higher the planned rail track project will be scored. Increase in track capacity at rail yards will be measured in terms of the increase in the number of rail cars (i.e., increased rail car capacity) resulting from a planned rail project. The higher the increase in rail car capacity associated with a planned rail project, the higher the score assigned to the planned rail project.

Rail Track Projects will be scored as follows:

Increase in Track Capacity	Score
No change	0.00
Improvement	0.25
Add track in *current* location	0.50
Bypass / relocation	0.75
New location / new rail	1.00

Rail Yard Projects will be scored as follows:

Increase in Rail Car Capacity	Score
No increase	0.00
Up to an additional 110 rail cars (equivalent to one long track)	0.50
More than 110 additional rail cars	1.00

2. Alleviate Congestion Locally

The Alleviate Congestion Locally criterion measures how a given rail project will affect vehicle (i.e, road) traffic congestion within the same county (US) or municipality (Mx). Alleviate local congestion is a function of the number of at-grade rail crossings eliminated by the proposed rail project. The higher the number of rail crossings eliminated, the higher the assigned score. Rail projects will be scored as follows:

Number of At-grade Rail Crossings Eliminated	Score
None	0.00
1 to 5	0.50
More than 5	1.00

3. Increase in Rail Mode Share

The Increase in Rail Mode Share criterion measures how many truck loads will be diverted from congested streets to rail by a proposed rail project that adds rail infrastructure capacity. It is estimated that one rail car equates to three truck loads. The higher the number of daily truck loads diverted to rail as a result of the proposed rail project, the higher the assigned score. Rail projects will be scored as follows:

Number of Daily Truck Loads Diverted to Rail	Score
None	0.00
Divert up to 300 daily trucks from congested streets to rail	0.33
Divert between 301 daily trucks and 500 daily trucks from congested streets to rail	0.67
Divert more than 500 daily trucks from congested streets to rail	1.00

Port-of-Entry (POE) Projects

1. Increase in Number of Operational Booths (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/rail tracks 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 be scored as follows:

Increase in Number of Lanes/Rail Tracks	Score
No change	0.00
Double-stacked booth	0.15
+1	0.33
+2	0.67
+3 or more	1.00

* Double stacked booths and new lanes can be additive.

2. Increase Number of Secure Lanes

Secure lanes (i.e., specialized lanes such as, FAST or SENTRI lanes, Remote Logistics Tracking, and Driver Less Cargo Movement Systems) increase the throughput of different modes - thereby enhancing the capacity of the POE. POE projects will be scored as follows:

Number of Secure Lanes	Score
No increase in secure lanes	0.00
READY and or Specialized Bus Lanes	0.50
Advanced lane technology (FAST, SENTRI, Remote Logistics Tracking, Driver Less Cargo Movement Systems)	1.00

3. Decrease 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**
1/3	Pedestrians	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile
1/3	Automobiles	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile
1/3	Trucks	1st Quartile	2nd Quartile	3rd Quartile	4th Quartile

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

4. Alleviates Congestion

The Alleviate Congestion criterion measures 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 be scored as follows:

Expected Wait Time Relative to the Baseline (from highest to lowest)	Score
No Impact	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

5. Increase POE Efficiency through a Congestion Management Strategy

The Congestion Management Strategy criterion assesses the increase in POE efficiency resulting from the implementation of non-traditional infrastructure investments, such as traffic management strategies, signing, ITS, remote logistics tracking systems, and driver-less cargo movement systems. The more sophisticated the congestion management strategy/the higher the increase in POE efficiency associated with the planned POE project, the higher the score assigned. The POE projects will be scored as follows:

Congestion Management Strategy/ Improved Efficiency	Score
No improvement	0.00
Traffic management strategies / signing	0.25
ITS	0.50
Remote logistics tracking	0.75
Driver-less cargo movement system	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 (should use data obtained after 2004/2005). The higher the increase in AADT, the higher the demand satisfied or additional usage of the facility. The road and interchange projects will be scored as follows:

Increase 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. Existing 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 be scored as follows:

Percentage of Trucks	Score
None	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

The Multiple Mode Demand criterion measures the number of additional modes facilitated by a proposed road and interchange project. The higher the additional modes facilitated, the higher the score assigned. The road and interchange projects will be scored as follows:

Number of Additional Modes	Score
No additional modes	0.00
1 additional mode	0.33
2 additional modes	0.67
3 or more additional modes	1.00

Rail Projects

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

Average Annual Daily Rail Cars 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 Average Annual Daily Rail Cars (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 (should use data obtained after 2004/2005). The higher the change in AADRC, the higher the demand satisfied or additional usage of the facility. The rail projects will be scored as follows:

Increase in AADRC	Score
No increase	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 and is an indicator of the importance of the rail infrastructure to cross-border goods movement. The higher the total tonnage moved by rail across the border, the higher the score assigned. The rail projects will be scored as follows:

Current Cross-Border 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

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

Additional Modes	Score
No	0.00
Yes	1.00

The project sponsor will need to document and 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. Increase in Average Annual Daily Non-Commercial Crossings

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

Relative Increase in Average Annual Daily Non-Commercial Crossings	Score
No increase	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. Increase in Average Annual Daily Commercial Crossings

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

Relative Increase in Average Annual Daily Commercial Crossings	Score
No increase	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. Transit Demand

The Transit Demand criterion assesses the demand for cross-border transit services at the POE. The higher the demand, the higher the score assigned to a proposed POE project. The planned POE projects will be scored as follows:

Transit Demand	Score
No demand	0.00
1st Quartile	0.25
2nd Quartile	0.50
3rd Quartile	0.75
4th Quartile	1.00

Economic Value Category

All Projects

1. Socio-Economic Impacts

The socio-economic impacts criterion is a qualitative assessment of the socio-economic impacts of a proposed project in terms of employment creation, increased property value, the distribution of traffic flows or any other relevant measure. The project sponsor will need to document and describe in detail to the study team the socio-economic impacts of the proposed project. The projects will be scored as follows:

Socio-Economic Impacts	Score
No/Negative Impact	0.00
Low Positive Impact	0.33
Medium Positive Impact	0.67
High Positive Impact	1.00

2. 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 fully operational booths (for POE projects). The higher the cost effectiveness (i.e., lower the value), the higher the score assigned. Projects will be scored as follows:

$/Capacity	Score
Zero	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. 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 the change in AADT (for roads and interchanges), by the change in AADRC (for rail projects), and by the change in the number of fully operational booths (for POE projects). The higher the cost effectiveness (i.e., lower the value), the higher the score assigned. Projects will be scored as follows:

$/Demand	Score
Zero	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.

Project Readiness Category

All Projects

1. Funding Availability

Secured project funding can be considered a measure of project readiness. A planned project that has secured funding for a relatively high percentage 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 as % of Project Budget	Score
10% or less	0.00
11 – 25%	0.25
26 – 50%%	0.50
51 – 75%	0.75
More than 75%	1.00

2. Phase of Project Development

There are a number of phases in project development. A traditional phased approach involves a sequence of steps to be completed. Typical phases include: (i) conceptual, (ii) preliminary feasibility (includes cost of project, acreage, etc.), (iii) planning/programming, (iv) all environmental permits acquired (Local/State/Federal), (v) more than 80% of ROW acquired and Local/State/Federal permits obtained, and

(vi) project is ready to be let. 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	0.20
Planning/Programming	0.40
All environmental permits acquired (Local/State/Federal)	0.60
>80% ROW acquired, Local/State/Federal Permits obtained, stakeholder commitment/agreement	0.80
Project is ready to be let	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 Annual 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 Annual 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:

Annual 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. Measures to Improve Safety

The Measures to Improve Safety criterion assesses the anticipated improvement in the "level of safety" experienced as a function of the number of safety measures – e.g., geometric improvements, improved lighting and signage, construction of guard rails and safety barriers, installation of crossing gates, installation of rail crossing control infrastructure, and preventative rail maintenance – associated with a proposed project. The more measures associated with the planned road and interchange or rail project, respectively the higher the score assigned. The road and interchange and rail projects will be scored as follows:

Number of Safety Measures	Score
None	0.00
1 or 2	0.50
3 or more	1.00

Port-of-Entry (POE)

1. Diversion of Commercial Traffic / Separation of Traffic by Type

In the case of new POE projects the criterion will measure if commercial traffic is diverted out of urban areas and 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 (i.e., pedestrians, bicycles, POVs, trucks).

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	0.33
Separation of 2 modes	0.67
Separation of more than 2 modes	1.00

Regional Impacts Category

All Projects

1. Community Impacts

The Community Impacts criterion is a qualitative assessment of the community impacts (i.e., environmental justice and economic activity) associated with a proposed/planned project. The project sponsor will need to document and describe in detail how the proposed project impacts protected communities and the economic characteristics of the area. The projects will be scored as follows:

Community Impacts	Score
None/ Environmental justice communities are disproportionately impacted	0.00
Environmental justice communities are not disproportionately impacted	0.50
Substantial increase in economic activity	0.50
Environmental justice communities are not disproportionately impacted and substantial increase in economic activity	1.00

2. Geographical Impacts

This criterion attempts to measure the wider geographic/spatial impacts – e.g., traffic distribution and congestion impacts – associated with proposed/planned projects. The wider the geographic impact (i.e., local, regional, wider regional, or bi-national), the higher the score assigned.

Wider Geographic Impacts	Score
No impact/Local impact	0.00
Regional impact (up to 60 miles/100 kilometers)	0.33
Wider regional impact (more than 60 miles/100 kilometers)	0.67
Bi-national impact (Mexico and U.S.)	1.00

Bi-national Coordination Category

Port-of-Entry (POE) Projects

1. Bi-national Coordination Criteria

This criterion assesses whether the binational components of a POE project have been taken into account. The extent of bi-national coordination will be assessed 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 Bi-national 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; or 4) is included on the twelve-month action plan of the bilateral Executive Steering Committee on 21st Century Border Management. POE projects will be scored as follows:

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

Port-of-Entry Connectivity Category

Road, Interchange and Rail Projects

1. Number of 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/rail track. The higher the number of POEs served (directly or indirectly), the higher the score assigned. The road and interchange and rail projects will be scored as follows:

Number of POEs Served	Score
1	0.33
2	0.67
3 or more	1.00

2. Improve Accessibility/Traffic Flow to and from POE

This criterion measures if a proposed road/interchange or rail project improves access or the flow of traffic to and from a POE. The maximum score will be assigned to a proposed project that improves access/traffic flow to **and** from a POE. The road/interchange or rail projects will be scored as follows:

Improve Accessibility/Traffic Flow	Score
No improvement	0.00
Improve access/traffic flow **to** POE	0.50
Improve access/traffic flow **from** POE	0.50
Improve access/traffic flow **to and from** POE	1.00

3. Degrees of Separation to POE

This criterion measures the degrees of separation between a proposed road/interchange or rail project and the POE. The maximum score will be assigned to a proposed project that directly connects to the POE and lower scores will be assigned if the proposed project indirectly connects/is farther removed from the POE (i.e., one or more nodes removed). The road and interchange and rail projects will be scored as follows:

Degrees of Separation to POE	Score
Direct connection	1.00
Indirect connection - one node removed	0.75
Indirect connection - 2 nodes removed	0.50
Indirect connection - 3 nodes removed	0.25
Indirect connection - 4 or more nodes	0.00

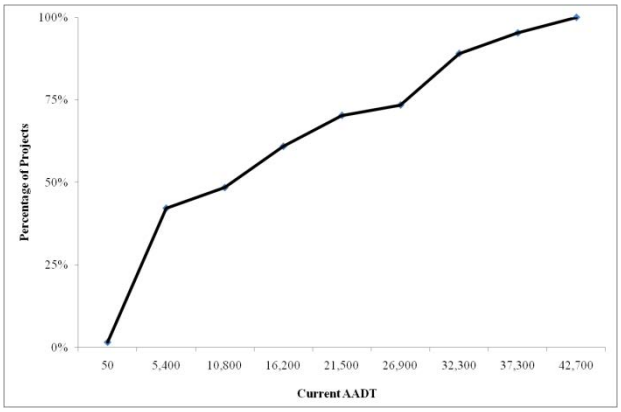
Appendix 1 – Quartiles

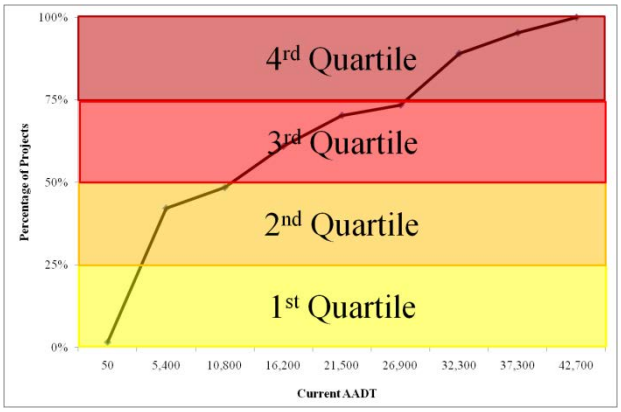
A quartile is a statistical term corresponding to one of three points, that divide a ranked data set into equal groups, each representing a fourth of the data points. The three points are:

- 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.

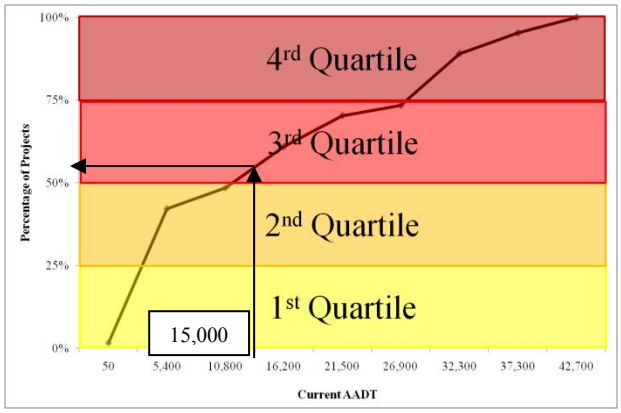
Example – Average Annual Daily Traffic (AADT)

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.

El Paso/Santa Teresa – Chihuahua Border Master Plan

Appendix F
Ranking Spreadsheets

El Paso / Santa Teresa / Chihuahua Border Master Plan - POE Projects Ranking Spreadsheet

Project Characteristics – Project Info

Term	Project ID/CSJ	Reporting Agency	Project Name	Project Description	Location of Project	Year Project Becomes Operational	Let Year	Estimated Cost/Low Bid
Medium Term	X501	City of El Paso	International Freight Shuttle System	The FSI is an automated, zero-emission, lower cost, and higher performing option for shippers that are increasingly constrained by the growing congestion in many critical freight corridors..	Ysleta-Zaragoza International Bridge	2017	2016	$ 150,000,000
Medium Term	USB-POE-09	City of El Paso	Expansion of Primary Commercial Inspection Lanes at the Zaragoza POE	Up to six additional primary inspection lanes at the Zaragoza POE to increase POE capacity.	Ysleta-Zaragoza International Bridge	2015	2014	$ 5,000,000
Short Term	USB-POE-20	City of El Paso	Zaragoza POE Passenger Vehicle Bridge Lane Reconfiguration and READY Lane	Reconfigure the lanes by reducing width of sidewalks on each side of the bridge from 10 ft to 5 ft to increase the number of lanes from 5 lanes (1 SENTRI, 2 northbound and 2 southbound) to 6 lanes (1 SENTRI, 1 dedicated READY Lane, 2 northbound, and 2 southbound lanes). The project will include signage.	Ysleta-Zaragoza International Bridge	2013	2013	$ 300,000
Short Term	USB-POE-02	City of El Paso	Blue Tooth Border Wait Time System	The project will deploy a system to measure, relay, and archive wait and crossing times of both U.S. and Mexico bound pedestrians and POVs at the Stanton/Good Neighbor International Bridge POE in downtown El Paso.	Good Neighbor International Bridge POE	2013	2013	$ 120,000
Short Term	USB-POE-03	City of El Paso	Bridge of the Americas READY Lane	Dedicate one bridge lane, from the Mexican Aduana Inspection Area to CBP primary inspection Area, as a Ready Lane.	Bridge of the Americas	2013	2013	$ 100,000
Short Term	USB-POE-14	City of El Paso	Paso del Norte READY Lane	Dedicate one bridge lane, from the Mexican Toll Plaza to CBP primary inspection Area, as a READY Lane	Paso del Norte International Bridge	2013	2013	$ 100,000
Short Term	USB-POE-16	City of El Paso	Secure Origins	Secure Origins will monitor commercial vehicles and cargo on the U.S.-Mexico border by providing real-time information across the entire supply chain and software-enhanced analysis of the real-time data.	City of El Paso	2013	2012	$ 10,000,000
Short Term	EPMPO A524X-CAP	City of El Paso	Zaragoza POE Bridge Repairs and Commercial Lane Reconfiguration	Repairs to the commercial and non-commercial bridge spans and reconfigure the commercial bridge lanes to increase the number of northbound lanes from 2 to 3, as well as install LED signage.	Ysleta-Zaragoza International Bridge	2013	2013	$ 500,000
Short Term	USB-POE-01	City of El Paso	Blue Tooth Border Wait Time System	The project will deploy a system to measure, relay, and archive wait and crossing times of both U.S. and Mexico bound pedestrians and POVs at the Paso Del Norte POE in downtown El Paso.	Paso del Norte International Bridge	2013	2013	$ 120,000
Medium Term	T071X	City of El Paso	Bridge of the Americas Park-n-Ride and Transit Station	This project is designed to promote the use of mass-transit and will include a transit (bus) station, a taxi stand and passenger vehicle parking.	Bridge of the Americas	2020	2020	$ 1,500,000
Medium Term	USB-POE-19	City of El Paso	Zaragoza POE Commercial Toll Facility and Cargo Hold Area	Construct a state of the art commercial toll collection facility to use dynamic tolling and a cargo hold area	Ysleta-Zaragoza International Bridge	2018	2017	$ 5,000,000
Short Term	0924-06-435 / T070X	City of El Paso	Zaragoza International Bridge Park-N-Ride	This project is designed to promote use of mass-transit and will include a transit (bus) station, a taxi stand, and passenger vehicle parking at the no longer used Border Safety Inspection Facility.	Ysleta-Zaragoza International Bridge	2014	09/2014 (FY 2015)	$ 953,289
Short Term	USB-POE-12	City of El Paso	New CBP Commercial POE Entrance and Exit at the Zaragoza POE	Design and implement a new commercial entrance and exit to the CBP compound at the Zaragoza POE. The new entrance and exit will be connected to the new access road through Pan American Drive and Winn Road.	Ysleta-Zaragoza International Bridge	2015	2014	$ 2,000,000
Long Term	EPMPO C022X	City of El Paso	New POE Bridge - El Paso	New Commuter POE (POVs and pedestrians) between the Bridge of the Americas and the Ysleta – Zaragoza International Bridge as recommended by the Camino Real Border Improvement Plan	Between BOTA and Ysleta – Zaragoza International Bridge	2032	2031	$ 120,000,000
Long Term	EPMPO T013B-2	Sun Metro Transit	International Mass Transit (BRT/LRT) between Juarez & El Paso	International Mass Transit (BRT/LRT) between Ciudad Juarez and El Paso using FTA funds	El Paso – City of Juárez through the Paso Del Norte and Stanton POEs		2021	$ 79,473,126
Medium Term	0924-07-010	TxDOT/Presidio County	Presidio-Ojinaga International Bridge Crossing	Presidential permit preparation for the addition of a twin structure and construction of the twin structure	Presidio, Texas	2017	2015	$ 15,401,000
Short Term	USB-POE-11	City of El Paso	Mass Transit Cross-Border System at the Paso Del Norte POE	Use mass transit (buses equipped with a security system) to shuttle pedestrians from City of Juárez to El Paso.	Paso Del International Bridge	2014	2013	$ 20,000,000
Long Term	USB-POE-23	EPMPO and IMIP (sponsored as a Public-Private Partnership)	International Freight Shuttle System	The FSS is an innovative technology. The system is an automated, zero-emission, lower cost and higher performing option for shippers that are increasingly constrained by the growing congestion in many critical freight corridors. The system will increase the security of the border while facilitating international trade, improving air quality, and promoting regional economic development.	Billy the Kid Port of Entry, Between City of Socorro, TX and San Elizario, TX	2025	2023	$ 100,000,000
Short Term	USB-POE-24	EPMPO	Ysleta-Zaragosa Northbound High Security Lane	The High Security Lane is a method to manage the traffic congestion and mitigate air quality within the port-of-entry air shed. It also provides a more efficient option for commuters traveling northbound from Mexico to the United States. The system involved provides an extra lane for pre-scanned applicants who commute from Juarez to El Paso. The system and the extra lane will provide an additional lane to help decrease POE queuing and wait time, improve air quality and promote regional economic development.	Ysleta-Zaragoza International Bridge	2014	2014	$ 500,000
Short Term	USB-POE-25	EPMPO	Bridge of the Americas Southbound High Security Lane	The High Security Lane is a method to manage the traffic congestion and mitigate air quality within the port-of-entry air shed. It also provides a more efficient option for commuters traveling southbound into Mexico. The system involved provides an extra lane for pre-scanned applicants who commute from El Paso to Juarez. The system and the extra lane will provide an additional lane to help decrease POE queuing and wait time, improve air quality and promote regional economic development.	Bridge of the Americas	2014	2014	$ 500,000
Short Term	USB-POE-04	City of El Paso	Bridge Repairs at Good Neighbor/Stanton Street International Bridge	Necessary repairs to joints of bridge.	Good Neighbor International	2013	2013	$ 50,000
Unknown	USB-POE-05	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build	Bridge of the Americas			$ 1,926,000
Unknown	USB-POE-06	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build	Presidio, Texas			$ 1,161,000
Unknown	USB-POE-07	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build	Santa Terera,LPOE			$ 1,669,000
Unknown	USB-POE-08	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build	Ysleta-Zaragoza International Bridge			$ 1,380,000
Unknown	USB-POE-10	Presidio County	International Rail Bridge on the South Orient at Presidio	TxDOT and Texas Pacifico Transportation are in the preliminary stages of developing a project to reconstruct the international rail bridge on South Orient at Presidio, Texas	Presidio County		2015	
Medium Term	EPMPO C028X	City of El Paso	Light Rail Study for Mass Transit Cross-Border System	Study Toll Fixed Rail System That Transports Pre-Cleared International Commuters in a Secure Capsule between downtown El Paso and downtown Ciudad Juarez.	City of El Paso	2020	2014	$ 300,000
Unknown	EPMPO M619X	City of Sunland Park (Roberto Diaz de Leon)	New POE Bridge - Anapra Sunland Park	Construction of a new POE at Sunland Park, NM / Anapra, Chihuahua	Sunland Park City, NM and Anapra, Chihuahua			
Short Term	USB-POE-13	City of El Paso	Paso Del Norte Bridge Repairs	Necessary repairs to joints of bridge.	Paso Del Norte International Bridge	2013	2013	$ 50,000
Short Term	NMDOT CN 7682	NMDOT	Santa Teresa Commercial Weight Inspection Station	Infrastructure for Santa Teresa Commercial Inspection Facilities	Santa Terera,LPOE			$ 10,109,383
Short Term	USB-POE-17	City of El Paso	Southbound Empty Truck Lane in the ADUANA Compound	Implement an empty truck lane in the ADUANA compound. Currently empty trucks are not allowed to cross southbound at the Zaragoza POE	Ysleta-Zaragoza International Bridge – ADUANA compound	2015	2014	
Short Term	USB-POE-18	City of El Paso	Increase the number of Southbound Access Gates to ADUANA	Increase the number of southbound access gates to Aduana from two to four	Ysleta-Zaragoza International Bridge – ADUANA compound	2015	2014	
Short Term	EPMPO C027X	City of El Paso	Zaragoza Commercial Toll Office Building	Construct a state of the art toll collection facility. The facility will use dynamic tolling to increase traffic efficiency	Ysleta-Zaragoza International Bridge		2017	$ 5,031,445
Short Term	USB-POE-21	BNSF	Vado East Levee Rehabilitation Project	MP 128.5 to 129 Construct East Levee embankment improvements and Del Rio drain improvements. Work will encroach on BNSF ROW. Agreements in place.				
Short Term	USB-POE-22	BNSF	Canutillo Phase 2 Improvements	MP 1139.1 to 1144.3. Flood wall and gates will be constructed parallel to BNSF ROW, which will encroach on BNSF ROW. Plans have not been approved by BNSF. Multiple options are being reviewed.				

Congestion / Capacity (21.5%)

Project ID/CSJ	1. Increase in # of Operational Booths (18.7%)						2. Increase in # of Secure Lanes (14.5%)					3. Decrease Wait Times (27.9%)					4. Alleviates Congestion (16.7%)				5. Increase POE Efficiency through Congestion Management Strategy (22.2%)							Congestion / Capacity Weight
	Before Project	After Project	Change in booths	Double Stacked Booth?	*Score*	*Partial Weight*	No increase in secure lanes	# of READY or Secured Bus Lanes	# of Lanes with Advanced Technology (FAST, SENTRI, etc.)	*Score*	*Partial Weight*	Change in PedestrianWait Time	Change in Automobile Wait Time	Change in Truck Wait Time	*Score*	*Partial Weight*	*Anticipated Wait Time (min)*	*Expected Wait Time Relative to the Baseline*	*Score*	*Partial Weight*	No Improvement	Traffic management strategies / Signing?	ITS?	Remote Logistics Tracking?	Driver-less Cargo Movement System?	*Score*	*Partial Weight*	
X501	0	2	2		0.67	0.027			Yes	1.00	0.031			25	0.167	0.010	5	0.4	0.50	0.018					Yes	1.00	0.048	0.134
USB-POE-09	7	13	6		1.00	0.040			Yes	1.00	0.031			50	0.250	0.015	10	0.8	0.75	0.027		Yes				0.25	0.012	0.125
USB-POE-20	12	12	0		0.00	0.000		Yes		0.50	0.016		40		0.083	0.005	20	0.7	0.50	0.018		Yes				0.25	0.012	0.050
USB-POE-02			0		0.00	0.000				0.00	0.000		55		0.333	0.020	5	0.2	0.25	0.009			Yes			0.50	0.024	0.053
USB-POE-03			0		0.00	0.000		Yes		0.50	0.016		170		0.333	0.020	10	0.3	0.25	0.009		Yes				0.25	0.012	0.056
USB-POE-14			0		0.00	0.000		Yes		0.50	0.016		50		0.167	0.010	10	0.3	0.25	0.009		Yes				0.25	0.012	0.046
USB-POE-16			0		0.00	0.000			Yes	1.00	0.031			20	0.083	0.005	10	0.8	0.75	0.027				Yes		0.75	0.036	0.099
EPMPO A524X-CAP	7	7	0		0.00	0.000	Yes			0.00	0.000			20	0.083	0.005	10	0.8	0.75	0.027		Yes				0.25	0.012	0.044
USB-POE-01			0		0.00	0.000				0.00	0.000		50		0.167	0.010	10	0.3	0.25	0.009			Yes			0.50	0.024	0.043
T071X			0		0.00	0.000				0.00	0.000		160		0.333	0.020	20	0.7	0.50	0.018		Yes				0.25	0.012	0.050
USB-POE-19			0		0.00	0.000			Yes	1.00	0.031			50	0.250	0.015	10	0.8	0.75	0.027		Yes				0.25	0.012	0.085
0924-06-435 / T070X			0		0.00	0.000				0.00	0.000		40		0.083	0.005	20	0.7	0.50	0.018		Yes				0.25	0.012	0.035
USB-POE-12			0		0.00	0.000				0.00	0.000			50	0.250	0.015	10	0.8	0.75	0.027		Yes				0.25	0.012	0.054
EPMPO C022X	0	10	10		1.00	0.040			Yes	1.00	0.031		40		0.083	0.005	20	0.7	0.50	0.018		Yes				0.25	0.012	0.106
EPMPO T013B-2	0	2	2		0.67	0.027		Yes		0.50	0.016		50		0.167	0.010	10	0.3	0.25	0.009		Yes				0.25	0.012	0.073
0924-07-010	2	4	2		0.67	0.027			Yes	1.00	0.031	0	0	0	0.000	0.000			0.00	0.000		Yes				0.25	0.012	0.070
USB-POE-11			0		0.00	0.000		Yes		0.50	0.016		50		0.167	0.010	10	0.3	0.25	0.009		Yes				0.25	0.012	0.046
USB-POE-23			0		0.00	0.000			Yes	1.00	0.031				0.000	0.000			0.00	0.000					Yes	1.00	0.048	0.079
USB-POE-24	9	10	1		0.33	0.013		Yes		0.50	0.016		0		0.000	0.000			0.00	0.000		Yes				0.25	0.012	0.041
USB-POE-25	12	13	1		0.33	0.013		Yes		0.50	0.016		0		0.000	0.000			0.00	0.000		Yes				0.25	0.012	0.041
USB-POE-04			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
USB-POE-05			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
USB-POE-06			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
USB-POE-07			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
USB-POE-08			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
USB-POE-10			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
EPMPO C028X			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
EPMPO M619X			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
USB-POE-13			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
NMDOT CN 7682			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
USB-POE-17			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
USB-POE-18			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
EPMPO C027X			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
USB-POE-21			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000
USB-POE-22			0		0.00	0.000				0.00	0.000				0.000	0.000			0.00	0.000						0.00	0.000	0.000

Demand (19.6%)

Project ID/CSJ	1. Increase in Average Annual Daily Non-Commercial Crossings (37%)					2. Increase in Average Annual Daily Commercial Crossings (37%)					3. Transit Demand (26%)			Demand Weight
	Before Project	After Project	Change in Daily Non-Commercial Crossings	*Score*	*Partial Weight*	Before Project	After Project	Change in Daily Commercial Crossings	*Score*	*Partial Weight*	Transit Demand	*Score*	*Partial Weight*	
X501				-	-	1,946	3,543	1,597	0.75	0.054		-	-	0.054
USB-POE-09				-	-	1,040	1,892	852	0.50	0.036		-	-	0.036
USB-POE-20	10,947	21,894	10,947	0.75	0.054				-	-	-	-	-	0.054
USB-POE-02	6,366	12,733	6,367	0.75	0.054				-	-	32.2	0.75	0.038	0.093
USB-POE-03	8,954	14,953	5,999	0.50	0.036				-	-	32.0	0.25	0.013	0.049
USB-POE-14	5,952	11,904	5,952	0.25	0.018				-	-	32.2	0.75	0.038	0.056
USB-POE-16				-	-	1,946	3,543	1,597	0.75	0.054		-	-	0.054
EPMPO A524X-CAP				-	-	1,946	3,543	1,597	0.75	0.054		-	-	0.054
USB-POE-01	5,952	11,904	5,952	0.25	0.018				-	-	32.2	0.75	0.038	0.056
T071X	8,954	14,953	5,999	0.50	0.036				-	-	32.0	0.25	0.013	0.049
USB-POE-19				-	-	907	1,650	743	0.25	0.018		-	-	0.018
0924-06-435 / T070X	5,088	10,176	5,088	0.25	0.018				-	-	-	-	-	0.018
USB-POE-12				-	-	907	1,650	743	0.25	0.018		-	-	0.018
EPMPO C022X	25,064	47,173	22,109	1.00	0.073				-	-	82.0	1.00	0.051	0.123
EPMPO T013B-2	16,923	28,360	11,437	1.00	0.073				-	-	32.0	0.25	0.013	0.085
0924-07-010	1,709	2,921	1,212	0.25	0.018	36	79	43	0.25	0.018		-	-	0.036
USB-POE-11	16,923	28,360	11,437	1.00	0.073				-	-	32.2	0.75	0.038	0.111
USB-POE-23				-	-				-	-		-	-	-
USB-POE-24				-	-	5,068			-	-		-	-	-
USB-POE-25				-	-				-	-		-	-	-
USB-POE-04				-	-				-	-		-	-	-
USB-POE-05				-	-				-	-		-	-	-
USB-POE-06				-	-				-	-		-	-	-
USB-POE-07				-	-				-	-		-	-	-
USB-POE-08				-	-				-	-		-	-	-
USB-POE-10				-	-				-	-		-	-	-
EPMPO C028X				-	-				-	-		-	-	-
EPMPO M619X				-	-				-	-		-	-	-
USB-POE-13				-	-				-	-		-	-	-
NMDOT CN 7682				-	-				-	-		-	-	-
USB-POE-17				-	-				-	-		-	-	-
USB-POE-18				-	-				-	-		-	-	-
EPMPO C027X				-	-				-	-		-	-	-
USB-POE-21				-	-				-	-		-	-	-
USB-POE-22				-	-				-	-		-	-	-

Economic Value (10%)

Project ID/CSJ	1. Socio-Economic Impacts (30.6%)						2. Cost Effectiveness (Cost/Capacity Criterion) (34.0%)						3. Cost Effectiveness (Cost/Demand Criterion) (35.4%)						Economic Value Weight
	No/Negative Impact	Low Impact	Medium Impact	High Impact	*Score*	*Partial Weight*	Estimated Cost ($2010)	Funding - Private	Number of Fully Operational Booths	Cost Effectiveness	*Score*	*Partial Weight*	Estimated Cost ($2010)	Funding - Private	Change in Number of Operational Booths	Cost Effectiveness	*Score*	*Partial Weight*	
X501				Yes	1.00	0.031	$ 150,000,000	$ 150,000,000	2	$ -	1.00	0.034	$ 150,000,000	$ 150,000,000	2	$ -	1.00	0.035	0.100
USB-POE-09				Yes	1.00	0.031	$ 5,000,000		13	$ 384,615	0.50	0.017	$ 5,000,000	$ -	6	$ 833,333	0.50	0.018	0.065
USB-POE-20				Yes	1.00	0.031	$ 300,000		12	$ 25,000	1.00	0.034	$ 300,000	$ -	0		0.00	0.000	0.065
USB-POE-02				Yes	1.00	0.031	$ 120,000		0		0.00	0.000	$ 120,000	$ -	0		0.00	0.000	0.031
USB-POE-03				Yes	1.00	0.031	$ 100,000		0		0.00	0.000	$ 100,000	$ -	0		0.00	0.000	0.031
USB-POE-14				Yes	1.00	0.031	$ 100,000		0		0.00	0.000	$ 100,000	$ -	0		0.00	0.000	0.031
USB-POE-16				Yes	1.00	0.031	$ 10,000,000		0	$ -	1.00	0.034	$ 10,000,000	$ -	0	$ -	1.00	0.035	0.100
EPMPO A524X-CAP				Yes	1.00	0.031	$ 500,000		7	$ 71,429	0.50	0.017	$ 500,000	$ -	0		0.00	0.000	0.048
USB-POE-01				Yes	1.00	0.031	$ 120,000		0		0.00	0.000	$ 120,000	$ -	0		0.00	0.000	0.031
T071X				Yes	1.00	0.031	$ 1,500,000		0		0.00	0.000	$ 1,500,000	$ -	0		0.00	0.000	0.031
USB-POE-19				Yes	1.00	0.031	$ 5,000,000		0		0.00	0.000	$ 5,000,000	$ -	0		0.00	0.000	0.031
0924-06-435 / T070X				Yes	1.00	0.031	$ 953,289		0		0.00	0.000	$ 953,289	$ -	0		0.00	0.000	0.031
USB-POE-12				Yes	1.00	0.031	$ 2,000,000		0		0.00	0.000	$ 2,000,000	$ -	0		0.00	0.000	0.031
EPMPO C022X				Yes	1.00	0.031	$ 120,000,000		10	$ 12,000,000	0.25	0.009	$ 120,000,000	$ -	10	$ 12,000,000	0.25	0.009	0.048
EPMPO T013B-2				Yes	1.00	0.031	$ 79,473,126		2	$ 39,736,563	0.25	0.009	$ 79,473,126	$ -	2	$ 39,736,563	0.25	0.009	0.048
0924-07-010	Yes				0.00	0.000	$ 15,401,000		4	$ 3,850,250	0.25	0.009	$ 15,401,000	$ -	2	$ 7,700,500	0.50	0.018	0.026
USB-POE-11				Yes	1.00	0.031	$ 20,000,000		0		0.00	0.000	$ 20,000,000	$ -	0		0.00	0.000	0.031
USB-POE-23				Yes	1.00	0.031	$ 100,000,000		0		0.00	0.000	$ 100,000,000	$ -	0		0.00	0.000	0.031
USB-POE-24			Yes		0.67	0.021	$ 500,000		10	$ 50,000	0.75	0.026	$ 500,000	$ -	1	$ 500,000	0.75	0.027	0.073
USB-POE-25			Yes		0.67	0.021	$ 500,000		13	$ 38,462	0.75	0.026	$ 500,000	$ -	1	$ 500,000	0.75	0.027	0.073
USB-POE-04					0.00	0.000	$ 50,000		0		0.00	0.000	$ 50,000	$ -	0		0.00	0.000	0.000
USB-POE-05					0.00	0.000	$ 1,926,000		0		0.00	0.000	$ 1,926,000	$ -	0		0.00	0.000	0.000
USB-POE-06					0.00	0.000	$ 1,161,000		0		0.00	0.000	$ 1,161,000	$ -	0		0.00	0.000	0.000
USB-POE-07					0.00	0.000	$ 1,669,000		0		0.00	0.000	$ 1,669,000	$ -	0		0.00	0.000	0.000
USB-POE-08					0.00	0.000	$ 1,380,000		0		0.00	0.000	$ 1,380,000	$ -	0		0.00	0.000	0.000
USB-POE-10					0.00	0.000	$ -		0		0.00	0.000	$ -	$ -	0		0.00	0.000	0.000
EPMPO C028X					0.00	0.000	$ 300,000		0		0.00	0.000	$ 300,000	$ -	0		0.00	0.000	0.000
EPMPO M619X					0.00	0.000	$ -	$ 11,800,000	0		0.00	0.000	$ -	$ 11,800,000	0		0.00	0.000	0.000
USB-POE-13					0.00	0.000	$ 50,000		0		0.00	0.000	$ 50,000	$ -	0		0.00	0.000	0.000
NMDOT CN 7682					0.00	0.000	$ 10,109,383		0		0.00	0.000	$ 10,109,383	$ -	0		0.00	0.000	0.000
USB-POE-17					0.00	0.000	$ -		0		0.00	0.000	$ -	$ -	0		0.00	0.000	0.000
USB-POE-18					0.00	0.000	$ -		0		0.00	0.000	$ -	$ -	0		0.00	0.000	0.000
EPMPO C027X					0.00	0.000	$ 5,031,445		0		0.00	0.000	$ 5,031,445	$ -	0		0.00	0.000	0.000
USB-POE-21					0.00	0.000	$ -		0		0.00	0.000	$ -	$ -	0		0.00	0.000	0.000
USB-POE-22					0.00	0.000	$ -		0		0.00	0.000	$ -	$ -	0		0.00	0.000	0.000

Project Readiness (9%) and Safety (4.3%)

Project ID/CSJ	1. Funding Availability (40%)							2. Phase of Project Development (60%)								Project Readiness Weight	1. Diversion of Commercial Traffic/Separation of Traffic by Type (100%)					Safety Weight
	0 to ≤10%	>10 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	*Score*	*Partial Weight*	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits acquired	>80% ROW in hand acquired	Project is ready to be let	*Score*	*Partial 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*	
X501					Yes	1.00	0.036			Yes				0.40	0.022	0.058	No		1.0	0.33	0.014	0.014
USB-POE-09						0.00	0.000	Yes						0.00	0.000	0.000	No		1.0	0.33	0.014	0.014
USB-POE-20						0.00	0.000			Yes				0.40	0.022	0.022	No		1.0	0.33	0.014	0.014
USB-POE-02						0.00	0.000			Yes				0.40	0.022	0.022	No			0.00	0.000	0.000
USB-POE-03						0.00	0.000			Yes				0.40	0.022	0.022	No		1.0	0.33	0.014	0.014
USB-POE-14						0.00	0.000			Yes				0.40	0.022	0.022	No		1.0	0.33	0.014	0.014
USB-POE-16					Yes	1.00	0.036						Yes	1.00	0.054	0.090	No			0.00	0.000	0.000
EPMPO A524X-CAP						0.00	0.000						Yes	1.00	0.054	0.054	No		None	0.00	0.000	0.000
USB-POE-01						0.00	0.000			Yes				0.40	0.022	0.022	No			0.00	0.000	0.000
T071X						0.00	0.000			Yes				0.40	0.022	0.022	No		None	0.00	0.000	0.000
USB-POE-19						0.00	0.000	Yes						0.00	0.000	0.000	No		1.0	0.33	0.014	0.014
0924-06-435 / T070X					Yes	1.00	0.036			Yes				0.40	0.022	0.058	No		None	0.00	0.000	0.000
USB-POE-12						0.00	0.000	Yes						0.00	0.000	0.000	No		1.0	0.33	0.014	0.014
EPMPO C022X						0.00	0.000		Yes					0.20	0.011	0.011	Yes	No		0.00	0.000	0.000
EPMPO T013B-2						0.00	0.000	Yes						0.00	0.000	0.000	No		2.0	0.67	0.029	0.029
0924-07-010	Yes					0.00	0.000			Yes				0.40	0.022	0.022	No		1.0	0.33	0.014	0.014
USB-POE-11						0.00	0.000	Yes						0.00	0.000	0.000	No		2.0	0.67	0.029	0.029
USB-POE-23						0.00	0.000	Yes						0.00	0.000	0.000	Yes	Yes		1.00	0.043	0.043
USB-POE-24						0.00	0.000	Yes						0.00	0.000	0.000	No			0.00	0.000	0.000
USB-POE-25						0.00	0.000	Yes						0.00	0.000	0.000	No			0.00	0.000	0.000
USB-POE-04						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
USB-POE-05						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
USB-POE-06						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
USB-POE-07						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
USB-POE-08						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
USB-POE-10						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
EPMPO C028X						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
EPMPO M619X						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
USB-POE-13						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
NMDOT CN 7682						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
USB-POE-17						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
USB-POE-18						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
EPMPO C027X						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
USB-POE-21						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000
USB-POE-22						0.00	0.000							0.00	0.000	0.000				0.00	0.000	0.000

Regional Impacts (12.3%), Bi-National Coordination (23.3%), Project Score and Rank

Project ID/CSJ	1. Geographical Impacts (48.8%)						2. Community Impacts (51.2%)					Regional Impacts Weight	1. Bi-National Coordination (100%)			Bi-National Coordination Weight	Project Score	Project Rank
	No Impact	Regional Impact (<60 miles)	Wider-regional Impact (>60 miles)	Bi-National Impact (Mexico and US)	*Score*	*Partial Weight*	None	Environmental justice communities are not disproportionately impacted	Substantial increase in economic activity	*Score*	*Partial Weight*		Measures for Bi-National Coordination	*Score*	*Partial Weight*			
X501				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	2	0.500	0.117	0.117	0.599	1
USB-POE-09				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	4	1.000	0.233	0.233	0.597	2
USB-POE-20				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	4	1.000	0.233	0.233	0.561	3
USB-POE-02				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	4	1.000	0.233	0.233	0.554	4
USB-POE-03				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	4	1.000	0.233	0.233	0.528	5
USB-POE-14				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	4	1.000	0.233	0.233	0.525	6
USB-POE-16				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	1	0.250	0.058	0.058	0.525	7
EPMPO A524X-CAP		Yes			0.33	0.020		Yes	Yes	1.00	0.063	0.083	4	1.000	0.233	0.233	0.516	8
USB-POE-01				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	4	1.000	0.233	0.233	0.507	9
T071X				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	4	1.000	0.233	0.233	0.507	10
USB-POE-19				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	4	1.000	0.233	0.233	0.504	11
0924-06-435 / T070X				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	4	1.000	0.233	0.233	0.497	12
USB-POE-12				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	4	1.000	0.233	0.233	0.473	13
EPMPO C022X				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	1	0.250	0.058	0.058	0.470	14
EPMPO T013B-2				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	0	0.000	0.000	0.000	0.358	15
0924-07-010				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	1	0.250	0.058	0.058	0.350	16
USB-POE-11				Yes	1.00	0.060		Yes	Yes	1.00	0.063	0.123	0	0.000	0.000	0.000	0.340	17
USB-POE-23				Yes	1.00	0.060			Yes	0.50	0.031	0.092	0	0.000	0.000	0.000	0.244	18
USB-POE-24				Yes	1.00	0.060		Yes		0.50	0.031	0.092	0	0.000	0.000	0.000	0.205	19
USB-POE-25				Yes	1.00	0.060		Yes		0.50	0.031	0.092	0	0.000	0.000	0.000	0.205	19
USB-POE-04					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
USB-POE-05					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
USB-POE-06					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
USB-POE-07					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
USB-POE-08					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
USB-POE-10					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
EPMPO C028X					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
EPMPO M619X					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
USB-POE-13					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
NMDOT CN 7682					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
USB-POE-17					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
USB-POE-18					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
EPMPO C027X					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
USB-POE-21					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21
USB-POE-22					0.00	0.000				0.00	0.000	0.000		0.000	0.000	0.000	0.000	21

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

Project Characteristics — Project Info

Term	Project ID/CSJ	Reporting Agency	Project Name	Project Description	Location of Project	Year Project Becomes Operational	Let Year	Estimated Cost/Low Bid	Before Project	After Project	Change in booths
Corto (3 años)	SCT-DGDC-CI-06	Secretaría de Comunicaciones y Transportes, DGDC	Construcción del Puente Internacional Gpe-Tornillo	Construcción de las instalaciones administrativas y de revisión y estructura del cruce para el nuevo Puerto Fronterizo Guadalupe-Tornillo	Guadalupe	2014	2013	$ 27,200,000	0	6	6
Corto mediano plazo	CDJ-CI-001	Gobierno del Estado de Chihuahua- Municipio de Juarez	Cruce Fronterizo No-Comercial Anapra, Chih – Sunland Park, N.M.	Nuevo Puerto fronterizo no comercial. Se requiere Gestión de los Permisos Presidenciales.	En el Norponiente de Juárez, en la frontera con el estado de Nuevo Mexico			$ 14,400,000	0	2	2
Corto (3-5 años)	GobChi-CI-01	Gobierno del Estado de Chihuahua	Construcción de Carril Exclusivo de Exportación	Actualmente el carril de exportación se encuentra restringido en cuanto a anchos de calzada y radios de giro, lo que provoca maniobras forzadas de los vehículos de carga. La Construcción de un carril exclusivo de exportación en el Cruce existente hará más eficiente y ágil el movimiento de mercancía.	Ojinaga I			$ 551,181	1	1	0
Mediano (5-8 años)	GobChi-CI-11	Gobierno del Estado de Chihuahua	Construcción de Carril Exclusivo de Importación	Actualmente no existe una separación entre los vehículos de carga y los demás vehículos que ingresan al país, lo cual crea problemas de operación en la zona del cruce. La cnstrucción de un carril exclusivo de importación en el Cruce existente agilizará el movimiento de mercancía.	Ojinaga I			$ 551,181	1	1	0
Mediano (8-10 años)	AI-CI-04 & SCT-DGDC-CI-04	Aduanas / INDAABIN	Construcción de Nuevo Puerto Fronterizo Ojinaga	Construcción de las nuevas instalaciones administratrivas y de revisión del nuevo cruce fronterizo	Ojinaga I			$ 10,629,921	0	2	2
Mediano plazo	GobChi-CI-13	Gobierno del Estado de Chihuahua- Municipio de Juarez	Puerto de entrada Ferroviario Jerónimo Santa Teresa	Creación de un nuevo puerto de ferrocarril con el objeto de manejar la carga fuera de la zona urbana de Ciudad Juarez, en complemento con el Libramiento Ferroviario Samalayuca Jerónimo. Construcción de libramiento ferroviario iniciando en Km. 1935+322 Línea "A" con una longitud de 52.5 Km. hasta llegar a la línea Fronteriza Mex – EUA. Incluye la construcción de patio ferroviario en San Jerónimo. Se contemplan las obras de conectividad desde la red vial existente y las instalaciones del puerto fronterizo Jerónimo – Santa Teresa. Modernización de las intersecciones de la nueva ruta con la red vial existente, destacando el paso superior vehicular en el cruce con la carretera Cd. Juárez – Casas Grandes.	Jerónimo, Juarez Chihuahua- Santa Teresa NM			$ 128,000,000	0	1	1
Mediano Plazo	GobChi-CI-14	Gobierno del Estado de Chihuahua	Reconstrucción de puente ferroviario y modernización de la infraestructura existente	Mejoramiento de la infraestructura de cruce del puente Internacional Ojinaga –Presidio. Se requiere la ampliación de otro cuerpo del puente con 2 carriles de circulación y mejoramiento de la ubicación de las instalaciones portuarias (Inmigración, aduanas, etc.) en ambos lados de la frontera.	Ojinaga I				0	1	1
Corto (3-5 años)	AI-CI-08	Aduanas / INDAABIN	Construcción de andadores peatonales en las instalaciones del Puerto Fronterizo Jerónimo	Construcción de andadores (banquetas) para dar rutas definidas a los peatones que circulan dentro de las instalaciones del puerto y hacia la zona norte americana	Jerónimo			$ 275,591	1	1	0
Corto (3-5 años)	AI-CI-02	Aduanas / INDAABIN	Modernización de Instalaciones Administrativas y de Revisión en Puerto Fronterizo .	Modernización y ampliación de las instalaciones administratrivas y de revisión del cruce fronterizo existente	Córdova-Las Américas			$ 6,299,212	4	4	0
Mediano (8-10 años)	SCT-DGDC-CI-03	Secretaría de Comunicaciones y Transportes, DGDC	Construcción del 2do Cpo del Cruce Ojinaga Presidio	Construcción de puente paralelo al existente para proveer mayor capacidad vehicular	Ojinaga I			$ 3,149,606	0	2	2
Corto Plazo	GobChi-CI-12	Gobierno del Estado de Chihuahua- Municipio de Juarez, Asociación de Transportistas	Ampliación del acceso de Carga a los patios de la Aduana en el Puente Internacional Zaragoza Ysleta	Ampliación de 2 a 3 carriles el acceso a los patios de la Aduana Mexicana con el fin de aumentar la capacidad del acceso, asignando cada carril para la diferente clasificación dea los vehículos de carga (FAST, Vacios y cargados).	Puerto de Entrada Zaragoza Ysleta			$ 6,299,212	2	3	1
Mediano plazo	CDJ-CI-004	Municipio de Juarez	Transbordador de carga		En Zaragoza, Chih/ Ysleta, Tx Freight Shuttle System						0
Corto Mediano Plazo	CDJ-CI-002	Gobierno del Estado de Chihuahua- Municipio de Juarez	Nuevo Puerto de Entrada Internacional "Juarez El Paso"	Desarrollo de un Puerto de Entrada no comercial en la zona de Juarez-El Paso (instalaciones SENTRI, Autobuses, Ciclistas y Peatones)	Ubicado entre el Puente Internacional de "Las Americas" y el Puente Internacional "Zaragoza-Isleta""						0
Medio (5-8 años)	AI-CI-07	Aduanas / INDAABIN	Modernización y Ampliación de las Instalaciones Administrativas y de Revisión del Puerto Fronterizo	Remodelación y Ampliación de las instalaciones administrativas y de seguridad del Puerto Fronterizo, para incluir mayores áreas de estacionamiento, revisión migratoria, estacionamientos públicos y revisión aduanal	Jerónimo			$ 5,511,811	1	1	0
Corto (3-5 años)	AI-CI-01	Aduanas / INDAABIN	Modernización de Instalaciones Administrativas y de Revisión en Puerto Fronterizo .	Modernización y ampliación de las instalaciones administratrivas y de revisión del cruce fronterizo existente	Zaragoza-Ysleta			$ 6,299,212	2	2	0
Corto (3-5 años)	AI-CI-03	Aduanas / INDAABIN	Modernización de Instalaciones Administrativas y de Revisión en Puerto Fronterizo .	Modernización y ampliación de las instalaciones administratrivas y de revisión del cruce fronterizo existente	Lerdo-Stanton			$ 6,299,212	2	2	0
Corto (3-5 años)	AI-CI-10	Secretaría de Comunicaciones y Transportes, DGDC	Modernización de Instalaciones Administrativas y de Revisión en Puerto Fronterizo .	Modernización y ampliación de las instalaciones administratrivas y de revisión del cruce fronterizo existente	Paso del Norte			$ 6,299,212	4	4	0
Mediano (5-10 años)	Ferr-CI-03	Secretaría de Comunicaciones y Transportes	Construcción de Accesos, Plataformas y Áreas de Revisión para el Cruce Ferroviario Ojinaga-Presidio	Construcción de accesos, plataformas y áreas de resguardo e inspección necesarios para la puesta en marcha del Cruce Ferroviario Ojinaga - Presidio	Ojinaga I			$ 787,402	0	0	0
Mediano (5-8 años)	AI-CI-06	Aduanas / INDAABIN	Modernización de Instalaciones Administrativas y de Revisión en Puerto Fronterizo .	Modernización y ampliación de las instalaciones administratrivas y de revisión del cruce fronterizo existente	Porvenir			$ 6,299,212	1	1	0
Mediano plazo	CDJ-CI-008	Municipio de Juarez	Transbordador de carga		Nuevo Puerto Fronterizo [Billy the Kid] entre Socorry y San Elizario						
Corto (3-5 años)	AI-CI-05	Aduanas / INDAABIN	Modernización de Instalaciones Administrativas y de Revisión en Puerto Fronterizo .	Modernización y ampliación de las instalaciones administratrivas y de revisión del cruce fronterizo existente	Ojinaga I			$ 6,299,212			0
	AI-CI-09	Aduanas / INDAABIN		Ampliación y Modernización de áreas de importación y exportación	Jerónimo						0
	SCT-DGDC-CI-02	Secretaría de Comunicaciones y Transportes, DGDC		Implementación de instalaciones para medios verdes de transporte	Paso del Norte						0

Regional Impacts / Bi-National Coordination (23.3%) / Project Score

Project ID/CSJ	Score	Partial Weight	Regional Impacts Weight	Measures for Bi-National Coordination	Score	Partial Weight	Bi-National Coordination Weight	Project Score	Project Rank
SCT-DGDC-CI-06	1.00	0.063	0.123	4	1.000	0.233	0.233	0.681	1
CDJ-CI-001	0.50	0.031	0.051	2	0.500	0.117	0.117	0.339	2
GobChi-CI-01	0.50	0.031	0.092	1	0.250	0.058	0.058	0.255	3
GobChi-CI-11	0.50	0.031	0.092	1	0.250	0.058	0.058	0.255	3
AI-CI-04 & SCT-DGDC-CI-04	0.00	0.000	0.020	2	0.500	0.117	0.117	0.218	5
GobChi-CI-13	0.00	0.000	0.060	2	0.500	0.117	0.117	0.218	6
GobChi-CI-14	0.50	0.031	0.092	1	0.250	0.058	0.058	0.184	7
AI-CI-08	0.00	0.000	0.060	0	0.000	0.000	0.000	0.159	8
AI-CI-02	0.00	0.000	0.060	0	0.000	0.000	0.000	0.139	9
SCT-DGDC-CI-03	0.00	0.000	0.000	1	0.250	0.058	0.058	0.137	10
GobChi-CI-12	0.00	0.000	0.000	0	0.000	0.000	0.000	0.125	11
CDJ-CI-004	0.00	0.000	0.000	0	0.000	0.000	0.000	0.048	12
CDJ-CI-002	0.00	0.000	0.000	0	0.000	0.000	0.000	0.042	13
AI-CI-07	0.50	0.031	0.031	0	0.000	0.000	0.000	0.040	14
AI-CI-01	0.00	0.000	0.020	0	0.000	0.000	0.000	0.037	15
AI-CI-03	0.00	0.000	0.000	0	0.000	0.000	0.000	0.029	16
AI-CI-10	0.00	0.000	0.000	0	0.000	0.000	0.000	0.026	17
Ferr-CI-03	0.00	0.000	0.020	0	0.000	0.000	0.000	0.020	18
AI-CI-06	0.00	0.000	0.000	0	0.000	0.000	0.000	0.009	19
CDJ-CI-008	0.00	0.000	0.000		0.000	0.000			20
AI-CI-05	0.00	0.000	0.000	0	0.000	0.000	0.000	0.000	20
AI-CI-09	0.00	0.000	0.000	0	0.000	0.000	0.000	0.000	20
SCT-DGDC-CI-02	0.00	0.000	0.000	0	0.000	0.000	0.000	0.000	20

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

El Paso / Santa Teresa / Chihuahua Border Master Plan - Roadway and Interchange Projects Ranking Spreadsheet

Project Characteristics – Project Info

Term	Project ID(CSJ)	County	Reporting Agency	Project Name	Highway	Project Description	Segment From	Segment To	Year Project Becomes Operational	Let Year	Estimated Cost ($2012)/Low Bid
Short Term	0924-06-418	El Paso, TX	TXDOT/ City of El Paso	New : Pan American Drive at Loop 375 to Ysleta – Zaragoza POE	New	New commercial access road to the Ysleta – Zaragoza POE	Pan American Drive at Loop 375	Ysleta – Zaragoza POE	2015	04/2014 (FY 2014)	$ 5,488,358
Unknown	0374-02-097	El Paso, TX	TxDOT	US 62 : Global Reach/Yarbrough Drive to Ranch Road 659 (Zaragoza Road)	US 62	Add Capacity	Global Reach/Yarbrough Drive	Ranch Road 659 (Zaragoza Road)	2018	2015	$ 138,000,000
Short Term	2121-04-093	El Paso, TX	TxDOT	IH 10 : IH 10 @ LP 375	IH 10	Interchange improvements including the constuction of direct-connector LP 375 northbound to IH-10 eastbound	IH 10 @ LP 375		2017	08/2015 (FY 2015)	$ 21,000,000
Medium Term	0924-06-111	El Paso, TX	TxDOT	Old Hueco Tanks Rd : FM 76 (North Loop Road) to Intersection of Eastlake @ Gateway Blvd. East	Old Hueco Tanks Rd	Construct new 4 lane raised median divided urban collector to extend Eastlake Blvd. to FM 76	FM 76 (North Loop Road)	Intersection of Eastlake @ Gateway Blvd. East	2018	08/2016 (FY 2016)	$ 10,000,000
Short Term	2121-03-151	El Paso, TX	TxDOT	IH 10 : Viscount Blvd to FM 659 (Zaragoza Rd)	IH 10	Construct new roadway lanes	Viscount Blvd	FM 659 (Zaragoza Rd)	2015	2013-Aug	$ 18,191,741
Short Term	2552-03-049/ EPMPO F040X-MOD	El Paso, TX	TxDOT	LP 375 : IH 10 to Zaragoza Road (FM 659)	LP 375	Construct Managed Lanes	IH 10	Zaragoza Road (FM 659)	2016	11/2014 (FY 2015)	$ 36,300,000
Short Term	0002-01-055	El Paso, TX	TxDOT	SH 20 (Alameda) : Padres Drive to LP 375	SH 20 (Alameda)	Reconstruction of roadway	Padres Drive	LP 375	2017	08/2015 (FY 2015)	$ 9,156,000
Medium Term	EPMPO M068X	El Paso, TX	City of El Paso	VA : POE's within City of El Paso to POE's within City of El Paso	VA	ITS System (Border Traveler and Cargo Information System)	POE's within City of El Paso	POE's within City of El Paso	2018	2017	$ 3,900,000
Medium Term	2552-04-027	El Paso, TX	TxDOT	LP 375 : Park Street to Paisano Drive (US 62)	LP 375	Construct new location freeway LP 375 Extension to construct expressway	Park Street	Paisano Drive (US 62)	2022	08/2018 (FY 2018)	$ 184,050,000
Short Term	0924-07-010	El Paso, TX	TxDOT/Presidio County	US 67 : O'Reilly Street to US Port of Entry	US 67	Improvements to US 67 at the Port of Entry.	O'Reilly Street	US Port of Entry		2015	$ 1,670,000
Unknown	2552-02-028	El Paso, TX	TxDOT	LP 375 : SPUR 601 to Montana Avenue (US 62/180)	LP 375	Add 1 lane each direction and frontage roads	SPUR 601	Montana Avenue (US 62/180)		TBD	$ 22,000,000
Unknown	0924-06-090	El Paso, TX	TxDOT	Construction of the Border Highway Extension-from East Zaragosa Road to Fabens Port of Entry	New	Construction of the Border Highway Extension-East	Zaragosa Road	Fabens Port of Entry	(Approx. 3 years after let year)	TBD	$ 135,700,000
Unknown	2552-02-029	El Paso, TX	TxDOT	LP 375 : SPUR 601 to Dyer Street (BU 54A)	LP 375	Add 1 lane each direction	SPUR 601	Dyer Street (BU 54A)		TBD	$ 35,000,000
Medium Term	0002-14-039	El Paso, TX	TxDOT	FM 258 (Socorro Rd) : SH 20 (Alameda) North to SH 20 (Alameda) South	FM 258 (Socorro Rd)	Install continuous turn lane, widen paved shoulders	SH 20 (Alameda) North	SH 20 (Alameda) South	2017	03/2016 (FY 2016)	$ 2,149,518
Short Term	NMDOT E100030	Dona Ana, NM	NMDOT	NM 136 : MP 7.5 to MP 8.4	NM 136	Pavement preservation & design/construction of multiuse path on NM 136; and including drainage and erosion control	MP 7.5	MP 8.4		2012	$ 5,928,503
Unknown	0924-06-136	El Paso, TX	TxDOT	Construct a new location non-freeway: Northeast El Paso Bypass (Toll)1.8 mi East of Railroad Drive overpass to TX/NM SL on FM 3255	New	Construct a new location non-freeway: Northeast El Paso Bypass (Toll)	1.8 mi East of Railroad Drive overpass	TX/NM SL on FM 3255	(Approx. 3 years after let year)	TBD	$ 153,200,000
Short Term	NMDOT CP 701	Dona Ana, NM	NMDOT	Strauss Road : NM 136 to For approximately 6.5 miles to Union Pacific Intermodal Yard	Strauss Road	Improvements to county road A-017 (Strauss Road), Industrial Dr, and relocation of St. John's access point on NM 136, Re-construction & rehabilitation to include infrastructure and professional services.	NM 136	For approximately 6.5 miles to Union Pacific Intermodal Yard		2012	$ 11,523,000
Short Term	2121-03-131	El Paso, TX	TxDOT	IH 10 : Hammet Street to US 54 (Patriot Freeway)	IH 10	Interchange Improvements	Hammet Street	US 54 (Patriot Freeway)	2016	08/2013 (FY 2013)	$ 4,655,875
Unknown	2121-01-084	El Paso, TX	TxDOT	IH 10 : New Mexico State Line to 0.865 mi N of SH 20	IH 10	Mainlane micro mill and 2" overlay	New Mexico State Line	0.865 mi N of SH 20	2015	12/2013 (FY 2014)	$ 5,900,000
Short Term	0002-02-051	El Paso, TX	TxDOT	SH 20 : LP 375 to Fabens (FM 76)	SH 20	Resurface roadway	LP 375	Fabens (FM 76)	2014	2013-Sep	$ 4,545,000
Medium Term (5 years)	NMDOT 1100620	Dona Ana, NM	NMDOT	I-10 Pavement Preservation	IH 10	I-10 pavement preservation, Las Cruces to Texas state line.	Las Cruces	Texas state line	FY 2015	Has not been set	$ 9,000,000
Medium Term	EPMPO F048X	El Paso, TX	City of El Paso	Loop 375 : North Loop (FM 76) to Zaragoza POE	Loop 375	Loop 375 (Americas) Exit Ramps - Reconstruction of Off and On Ramps for Loop 375 West of Pan American Drive to segregate POE commercial and non-commercial traffic	North Loop (FM 76)	Zaragoza POE	2021	2020	$ 7,000,000
Short Term	NMDOT E100050	Dona Ana, NM	NMDOT	Sunland Park Drive	Sunland Park Drive	Pavement preservation, Sunland Park Drive, Texas state line to McNutt Road (NM 273).	Texas state line	NM 273		2013	$ 1,275,000
Short Term	0924-06-436	El Paso, TX	TxDOT	Eastlake Blvd : (On Eastlake Blvd) IH 10 to Approximately 0.25 M W of Darrington Road	Eastlake Blvd	Widen 4-lane divided to 6-lane divided	(On Eastlake Blvd) IH 10	Approximately 0.25 M W of Darrington Road	2016	09/2014 (FY 2015)	$ 12,626,502
Short Term	NMDOT LC00100	Dona Ana, NM	NMDOT	Missouri Ave Bridge, Las Cruces, NM	Missouri Ave., Las Cruces, NM	Bridge Rehabilitation/Widening of Missouri Ave Bridge.	MP 1.800	MP 2.700		2014	$ 9,000,000
Short Term	NMDOT D1611	Dona Ana, NM	NMDOT	NM-404/NM-213: Anthony Gap to Warrior Highway	NM-404/NM-213	Construct a new round about at the intersection of NM-404 and NM-213. New pavement with signing, lighting, and traffic control will be placed to assist with congestion and traffic control within the area.	Anthony Gap NM 404 (OHARA RD.)	NM 213 (War Rd.)			$ 2,099,441
Unknown	1281-02-005	El Paso, TX	TxDOT	FM 1110 (Clint Cutoff Rd) : IH 10 to SH 20	FM 1110 (Clint Cutoff Rd)	Widen roadway to 4 lanes	IH 10	SH 20		TBD	$ 17,000,000
Long Term	EPMPO A520X-MOD	El Paso, TX	City of El Paso	New : Terminus (Approximate 1 mile SE of Zaragoza Road) to Loop 375 Road) to Loop 375	Billy the Kid	Build 4-Lane Undivided Arterial to connect Zaragoza Road to Loop 375	Terminus (Approximate 1 mile SE of Zaragoza Road)	Loop 375	2027	2026	$ 5,595,000
Short Term	NMDOT E100060	Dona Ana, NM	NMDOT	NM 460, Antony Drainage Project	Anthony, NM	Storm drian alignment, curb, gutter, and ADA complaint sidewalk along Anthony Dr.	MP 0.250	MP 1.0		2013	$ 2,500,000
Short Term	EPMPO P442X	El Paso, TX	TXDOT	US 62/180 : US 62/180 at Hawkins	US 62/180	Highway grade separation	US 62/180 at Hawkins			TBD	$ 6,333,900
Short Term	0924-06-269/ EPMPO A123X	El Paso, TX	City of El Paso	CS : FR SP 276 (On Isela Rubalcava Blvd) to El Paso Community College	CS	Construct new road - 4 lane divided	FR SP 276 (On Isela Rubalcava Blvd)	El Paso Community College		2013-Feb	$ 3,140,711
Short Term	0924-06-154	El Paso, TX	TXDOT/ City of El Paso	CS : Stiles Dr to Alameda Ave	CS	Replace bridge. Reconstruct 2 overpasses (2 lane undivided) at UPRR	Stiles Dr	Alameda Ave	2016	2015-July	$ 5,600,000
Short Term	0924-06-190 / EPMPO R307D	El Paso, TX	TXDOT/ City of El Paso	CS : Central business district to Phase IV	CS	Repair roadway. Reconstruction of downtown streets at CBD	Central business district	Phase IV		2014-Aug	$ 11,516,000
Short Term	EPMPO M017X	El Paso, TX	City of El Paso	Entire City : City wide	Entire City	Reconstruction of (15) intersections (Project phased down to 8 intersections; 7 already done, one left)	City wide			FY 2013 (Sep-Aug)	$ 1,245,853
Short Term	0924-06-311 / EPMPO A552C-MOD	El Paso, TX	TxDOT / El Paso County	Manuel F. Aguilera Hwy. (FM 3380) : 0.35 Mi S of SH 20 (Alameda Ave) to IH-10 @ O.T. Smith Road	Manuel F. Aguilera Hwy. (FM 3380)	Build 2 lanes undivided including overpass at SH 20/UPRR	0.35 Mi S of SH 20 (Alameda Ave)	IH-10 @ O.T. Smith Road		2013-May (project may be excluded from ranking)	$ 17,233,091
Short Term	0924-06-429	El Paso, TX	TXDOT/ City of El Paso	CS : (On Santa Fe St Bridge) Franklin St to Main St	CS	Repair bridge	(On Santa Fe St Bridge) Franklin St	Main St	2014	2013-Aug	$ 696,000
Short Term	EPMPO M405X / 1046-01-024	El Paso, TX	City of El Paso	Zaragoza Rd (FM 659) : At Zaragoza Rd (FM 659)	Zaragoza Rd (FM 659)	Install traffic management technology. Fiber interconnect for Zaragoza Road	At Zaragoza Rd (FM 659)			2013-Jul	$ 1,805,338
Short Term	EPMPO S306X	El Paso, TX	TXDOT	I-10 : At Chelsea St.	I-10	Improvement of traffic signal	At Chelsea St.			FY 2011 (Sep-Aug)	$ 376,925
Short Term	EPMPO M025B / 0924-06-379	El Paso, TX	City of El Paso	VA : Various Locations (off-system) to	VA	Install traffic management technology	Various Locations Citywide (off-system)			2015-Aug	$ 2,232,331
Medium Term	EPMPO M077X / 0924-06-437	El Paso, TX	City of El Paso	City Wide		Reconstruct 8 intersections including left turn lanes and adding right turn lanes. Mesa/Resler; Viscount/Hawkins; Mesa/Sunland Park; Saul Kleinfeld/Montwood; Saul Kleinfeld/Pebble Hills; Viscount/Montwood; Airport/Founders; Airport/Cassidy				2016	$ 1,000,000
Short Term	EPMPO C026X	El Paso, TX	City of El Paso	Street Cars Alternative Analysis		The El Paso Street-Car Alternative Analysis will provide the justification for implementation of a proposed street-car route that will bring a critical transit project that will connect the Paso Del Norte Port Of Entry International Bridge to the "Golden Horseshoe" Shopping District, Downtown Government District, Entertainment District, Medical District and the EPCC and UTEP Campuses.	Glory Road	Paso Del Norte Bridge		2013	$ 1,500,000
Long Term	EPMPO T305	El Paso, TX	Sun Metro Transit	Oregon Street Car Project		Design and construct roadway and pedestrian elements required to integrate street car project to include purchase of streetcars	Glory Road	Paso Del Norte Bridge		2020	$ 132,713,860
Medium Term	BMP-RD-002	El Paso, TX	BNSF	State Spur 1966		State Spur 1966 – new highway overpass crossing – MP 1154.72 in preliminary planning with TXDOT. Funding to be 100% funded by TXDOT and possibly others (no BNSF cost). No schedule has been suggested for this project.					

Congestion / Capacity (18.6%) and Demand (18%)

Project ID(CSJ)	Congestion / Capacity (18.6%)															Demand (18%)												
	1. Final LOS (24.2%)			2. Increase in LOS (42.2%)				3. Congestion Management (33.6%)							Congestion / Capacity Weight	1. Increase in Average Annual Daily Traffic (33.2%)						2. Existing Percentage of Trucks (34.0%)			3. Multiple Mode Demand (32.8%)			Demand Weight
	Final LOS	Score	Partial Weight	LOS Before Project	LOS After Project	Score	Partial Weight	No measure	Non-Motorized Mobility Route?	HOV Lanes?	ITS Installation?	Mass Transit Corridor?	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	Number of Additional Modes	Score	Partial Weight	
0924-06-418	A	1.00	0.045	A	A	0.00	0.000				Yes		0.75	0.047	0.092	1,946	3.0%	3,543	1,597	0.25	0.015	100.00	1.00	0.061		0.00	0.000	0.076
0374-02-097	A	1.00	0.045	A	A	0.00	0.000					Yes	1.00	0.062	0.108	25,179	2.6%	42,342	17,163	0.75	0.045	11.40	0.50	0.031	5	1.00	0.059	0.134
2121-04-093	B	0.75	0.034	A	B	0.00	0.000	Yes					0.00	0.000	0.034	22,660	1.8%	32,180	9,520	0.50	0.030	18.50	0.75	0.046	2	0.67	0.040	0.115
0924-06-111	-	0.00	0.000			0.00	0.000					Yes	1.00	0.062	0.062		-		-	0.00	0.000	1.00	0.25	0.015	3	1.00	0.059	0.074
2121-03-151	E	0.00	0.000	C	E	0.00	0.000						0.00	0.000	0.000	115,027	2.2%	177,078	62,051	1.00	0.060	9.20	0.50	0.031	2	0.67	0.040	0.130
2552-03-049/ EPMPO F040X-MOD	B	0.75	0.034	B	B	0.00	0.000	Yes					0.00	0.000	0.034	32,976	2.1%	49,924	16,948	0.75	0.045	12.00	0.50	0.031	0	0.00	0.000	0.075
0002-01-055	A	1.00	0.045	A	A	0.00	0.000					Yes	1.00	0.062	0.108	19,550	1.7%	27,370	7,820	0.50	0.030	2.70	0.25	0.015	2	0.67	0.040	0.085
EPMPO M068X	-	0.00	0.000			0.00	0.000				Yes		0.75	0.047	0.047	27,029	3.2%	51,101	24,072	1.00	0.060	7.30	0.50	0.031		0.00	0.000	0.090
2552-04-027	-	0.00	0.000			0.00	0.000	Yes					0.00	0.000	0.000		-		-	0.00	0.000		0.00	0.000	2	0.67	0.040	0.040
0924-07-010	A	1.00	0.045	A	A	0.00	0.000				Yes		0.75	0.047	0.092	1,745	3.7%	3,600	1,855	0.25	0.015	3.00	0.25	0.015		0.00	0.000	0.030
2552-02-028	A	1.00	0.045	A	A	0.00	0.000	Yes					0.00	0.000	0.045	19,820	2.7%	34,020	14,200	0.50	0.030	18.10	0.75	0.046	0	0.00	0.000	0.076
0924-06-090	-	0.00	0.000			0.00	0.000					Yes	1.00	0.062	0.062		-		-	0.00	0.000		0.00	0.000	2	0.67	0.040	0.040
2552-02-029	A	1.00	0.045	A	A	0.00	0.000						0.00	0.000	0.045	17,930	3.9%	38,820	20,890	0.75	0.045	18.30	0.75	0.046	0	0.00	0.000	0.091
0002-14-039	A	1.00	0.045	A	A	0.00	0.000	Yes					0.00	0.000	0.045	8,000	1.7%	11,200	3,200	0.25	0.015	21.10	1.00	0.061	0	0.00	0.000	0.076
NMDOT E100030	A	1.00	0.045	A	A	0.00	0.000	Yes					0.00	0.000	0.045	10,108	-		-	0.00	0.000	28.00	1.00	0.061		0.00	0.000	0.061
0924-06-136	-	0.00	0.000			0.00	0.000					Yes	1.00	0.062	0.062		-		-	0.00	0.000		0.00	0.000	3	1.00	0.059	0.059
NMDOT CP 701	A	1.00	0.045		A	0.00	0.000	Yes					0.00	0.000	0.045		-	12,777	-	0.00	0.000		0.00	0.000		0.00	0.000	0.000
2121-03-131	-	0.00	0.000			0.00	0.000					Yes	1.00	0.062	0.062		-		-	0.00	0.000		0.00	0.000	3	1.00	0.059	0.059
2121-01-084	E	0.00	0.000	C	E	0.00	0.000						0.00	0.000	0.000	55,583	1.7%	78,126	22,543	1.00	0.060	17.00	0.75	0.046	0	0.00	0.000	0.106
0002-02-051	A	1.00	0.045	A	A	0.00	0.000	Yes					0.00	0.000	0.045	10,648	2.2%	16,497	5,849	0.25	0.015	28.40	1.00	0.061	0	0.00	0.000	0.076
NMDOT 1100620	B	0.75	0.034	B	B	0.00	0.000				Yes		0.75	0.047	0.081	34,333	-		-	0.00	0.000	25.00	1.00	0.061		0.00	0.000	0.061
EPMPO F048X	-	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
NMDOT E100050	C	0.50	0.023		C	0.00	0.000	Yes					0.00	0.000	0.023		-		-	0.00	0.000		0.00	0.000		0.00	0.000	0.000
0924-06-436	-	0.00	0.000			0.00	0.000	Yes					0.00	0.000	0.000		-		-	0.00	0.000		0.00	0.000		0.00	0.000	0.000
NMDOT LC00100	C	0.50	0.023	C	C	0.00	0.000	Yes					0.00	0.000	0.023	37,667	-		-	0.00	0.000	16.00	0.75	0.046		0.00	0.000	0.046
NMDOT D1611	B	0.75	0.034	C	B	0.25	0.020	Yes					0.00	0.000	0.053	9,500	-		-	0.00	0.000	28.00	1.00	0.061		0.00	0.000	0.061
1281-02-005	-	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
EPMPO A520X-MOD	-	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
NMDOT E100060	C	0.50	0.023	C	C	0.00	0.000	Yes					0.00	0.000	0.023	9,332	-		-	0.00	0.000	12.00	0.50	0.031		0.00	0.000	0.031
EPMPO P442X	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000	45,000	-		-	0.00	0.000	5.10	0.25	0.015		0.00	0.000	0.015
0924-06-269/ EPMPO A123X	-	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
0924-06-154	-	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
0924-06-190 / EPMPO R307D	-	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
EPMPO M017X	-	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
0924-06-311 / EPMPO A552C-MOD	-	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
0924-06-429	-	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
EPMPO M405X / 1046-01-024	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000	53,000	-		-	0.00	0.000	7.20	0.25	0.015		0.00	0.000	0.015
EPMPO S306X	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000	186,570	-		-	0.00	0.000	6.80	0.25	0.015		0.00	0.000	0.015
EPMPO M025B / 0924-06-379	-	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
EPMPO M077X / 0924-06-437	-	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
EPMPO C026X	-	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
EPMPO T305	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000													
BMP-RD-002	-	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

Economic Value (8.5%)

Project ID(CSJ)	1. Socio-Economic Impacts (30.6%)						2. Cost Effectiveness (Cost/Capacity Criterion) (34.0%)								3. Cost Effectiveness (Cost/Demand Criterion) (35.4%)						Economic Value Weight
	No/Negative Impact	Low Impact	Medium Impact	High Impact	Score	Partial Weight	Estimated Cost ($2012)	Funding - Private	Project Length (mi)	Change in Number of Lanes	Lane-miles	Cost Effectiveness	Score	Partial Weight	Estimated Cost ($2012)	Funding - Private	Change in AADT	Cost Effectiveness	Score	Partial Weight	
0924-06-418				Yes	1.00	0.026	$ 5,488,358		0.625	0	0	-	0.00	0.000	$ 5,488,358		1,597	$ 3,436.67	0.25	0.008	0.034
0374-02-097				Yes	1.00	0.026	$ 138,000,000		7.13	0	0	-	0.00	0.000	$ 138,000,000		17,163	$ 8,040.55	0.25	0.008	0.034
2121-04-093				Yes	1.00	0.026	$ 21,000,000		0.69	0	0	-	0.00	0.000	$ 21,000,000		9,520	$ 2,205.88	0.25	0.008	0.034
0924-06-111				Yes	1.00	0.026	$ 10,000,000		1.36	4	5.44	$ 1,838,235	1.00	0.029	$ 10,000,000		-	-	0.00	0.000	0.055
2121-03-151				Yes	1.00	0.026	$ 18,191,741		4.65	0	0	-	0.00	0.000	$ 18,191,741		62,051	$ 293.17	1.00	0.030	0.056
2552-03-049/ EPMPO F040X-MOD			Yes		0.67	0.017	$ 36,300,000		4.5	0	0	-	0.00	0.000	$ 36,300,000		16,948	$ 2,141.85	0.25	0.008	0.025
0002-01-055			Yes		0.67	0.017	$ 9,156,000		1.71	0	0	-	0.00	0.000	$ 9,156,000		7,820	$ 1,170.84	0.50	0.015	0.032
EPMPO M068X				Yes	1.00	0.026	$ 3,900,000			-	-	-	0.00	0.000	$ 3,900,000		24,072	$ 162.01	1.00	0.030	0.056
2552-04-027				Yes	1.00	0.026	$ 184,050,000		2.3	0	0	-	0.00	0.000	$ 184,050,000		-	-	0.00	0.000	0.026
0924-07-010	Yes				0.00	0.000	$ 1,670,000			0	0	-	0.00	0.000	$ 1,670,000		1,855	$ 900.27	0.75	0.023	0.023
2552-02-028				Yes	1.00	0.026	$ 22,000,000		4.5	2	9	$ 2,444,444	0.50	0.014	$ 22,000,000		14,200	$ 1,549.30	0.50	0.015	0.056
0924-06-090				Yes	1.00	0.026	$ 135,700,000			-	-	-	0.00	0.000	$ 135,700,000		-	-	0.00	0.000	0.026
2552-02-029			Yes		0.67	0.017	$ 35,000,000		7.32	2	14.64	$ 2,390,710	0.75	0.022	$ 35,000,000		20,890	$ 1,675.44	0.50	0.015	0.054
0002-14-039		Yes			0.33	0.009	$ 2,149,518		16.6	0	0	-	0.00	0.000	$ 2,149,518		3,200	$ 671.72	0.75	0.023	0.031
NMDOT E100030			Yes		0.67	0.017	$ 5,928,503		8	-	-	-	0.00	0.000	$ 5,928,503		-	-	0.00	0.000	0.017
0924-06-136				Yes	1.00	0.026	$ 153,200,000		11.3	-	-	-	0.00	0.000	$ 153,200,000		-	-	0.00	0.000	0.026
NMDOT CP 701				Yes	1.00	0.026	$ 11,523,000		6.42	-	-	-	0.00	0.000	$ 11,523,000		-	-	0.00	0.000	0.026
2121-03-131			Yes		0.67	0.017	$ 4,655,875			-	-	-	0.00	0.000	$ 4,655,875		-	-	0.00	0.000	0.017
2121-01-084		Yes			0.33	0.009	$ 5,900,000		10.3	0	0	-	0.00	0.000	$ 5,900,000		22,543	$ 261.72	1.00	0.030	0.039
0002-02-051		Yes			0.33	0.009	$ 4,545,000		15.3	0	0	-	0.00	0.000	$ 4,545,000		5,849	$ 777.06	0.75	0.023	0.031
NMDOT 1100620				Yes	1.00	0.026	$ 9,000,000		19.6	-	-	-	0.00	0.000	$ 9,000,000		-	-	0.00	0.000	0.026
EPMPO F048X				Yes	1.00	0.026	$ 7,000,000		0.2	-	-	-	0.00	0.000	$ 7,000,000		-	-	0.00	0.000	0.026
NMDOT E100050			Yes		0.67	0.017	$ 1,275,000		1.1	-	-	-	0.00	0.000	$ 1,275,000		-	-	0.00	0.000	0.017
0924-06-436			Yes		0.67	0.017	$ 12,626,502		3.41	2	6.82	$ 1,851,393	1.00	0.029	$ 12,626,502		-	-	0.00	0.000	0.046
NMDOT LC00100				Yes	1.00	0.026	$ 9,000,000		0.9	-	-	-	0.00	0.000	$ 9,000,000		-	-	0.00	0.000	0.026
NMDOT D1611		Yes			0.33	0.009	$ 2,099,441		3.89	-	-	-	0.00	0.000	$ 2,099,441		-	-	0.00	0.000	0.009
1281-02-005			Yes		0.67	0.017	$ 17,000,000		2.86	2	5.72	$ 2,972,028	0.50	0.014	$ 17,000,000		-	-	0.00	0.000	0.032
EPMPO A520X-MOD				Yes	1.00	0.026	$ 5,595,000		0.27	4	1.08	$ 5,180,556	0.25	0.007	$ 5,595,000		-	-	0.00	0.000	0.033
NMDOT E100060	Yes				0.00	0.000	$ 2,500,000		0.75	-	-	-	0.00	0.000	$ 2,500,000		-	-	0.00	0.000	0.000
EPMPO P442X					0.00	0.000	$ 6,333,900		0.1	-	-	-	0.00	0.000	$ 6,333,900		-	-	0.00	0.000	0.000
0924-06-269/ EPMPO A123X					0.00	0.000	$ 3,140,711		0.23	4	0.92	$ 3,413,817	0.25	0.007	$ 3,140,711		-	-	0.00	0.000	0.007
0924-06-154					0.00	0.000	$ 5,600,000		0.27	-	-	-	0.00	0.000	$ 5,600,000		-	-	0.00	0.000	0.000
0924-06-190 / EPMPO R307D					0.00	0.000	$ 11,516,000			-	-	-	0.00	0.000	$ 11,516,000		-	-	0.00	0.000	0.000
EPMPO M017X					0.00	0.000	$ 1,245,853			-	-	-	0.00	0.000	$ 1,245,853		-	-	0.00	0.000	0.000
0924-06-311 / EPMPO A552C-MOD					0.00	0.000	$ 17,233,091		3.81	2	7.62	$ 2,261,560	0.75	0.022	$ 17,233,091		-	-	0.00	0.000	0.022
0924-06-429					0.00	0.000	$ 696,000		0.1	-	-	-	0.00	0.000	$ 696,000		-	-	0.00	0.000	0.000
EPMPO M405X / 1046-01-024					0.00	0.000	$ 1,805,338		4	-	-	-	0.00	0.000	$ 1,805,338		-	-	0.00	0.000	0.000
EPMPO S306X					0.00	0.000	$ 376,925		0.1	-	-	-	0.00	0.000	$ 376,925		-	-	0.00	0.000	0.000
EPMPO M025B / 0924-06-379					0.00	0.000	$ 2,232,331			-	-	-	0.00	0.000	$ 2,232,331		-	-	0.00	0.000	0.000
EPMPO M077X / 0924-06-437					0.00	0.000	$ 1,000,000			-	-	-	0.00	0.000	$ 1,000,000		-	-	0.00	0.000	0.000
EPMPO C026X					0.00	0.000	$ 1,500,000			-	-	-	0.00	0.000	$ 1,500,000		-	-	0.00	0.000	0.000
EPMPO T305					0.00	0.000	$ 132,713,860			-	-	-	0.00	0.000	$ 132,713,860		-	-	0.00	0.000	0.000
BMP-RD-002					0.00	0.000	$ -		0.24	-	-	-	0.00	0.000	$ -		-	-	0.00	0.000	0.000

Project Readiness (13.5%) and Safety (6.3%)

Project ID(CSJ)	Project Readiness (13.5%)																Safety (6.3%)						
	1. Funding Availability (40%)							2. Phase of Project Development (60%)								Project Readiness Weight	1. Accident Rate per Mile (51.0%)			2. Measures to Improve Safety (49.0%)			Safety Weight
	0 to ≤10%	>10 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	Score	Partial Weight	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits acquired	>80% ROW in hand acquired	Project is ready to be let	Score	Partial Weight		Accident Rate per mile	Score	Partial Weight	Number of measures to Improve Safety	Score	Partial Weight	
0924-06-418					Yes	1.00	0.054			Yes				0.40	0.032	0.086	14.20	0.50	0.016	3 or more	1.00	0.031	0.047
0374-02-097	Yes					0.00	0.000	Yes						0.00	0.000	0.000	25.24	1.00	0.032	3 or more	1.00	0.031	0.063
2121-04-093					Yes	1.00	0.054							0.00	0.000	0.054	10.02	0.25	0.008	3 or more	1.00	0.031	0.039
0924-06-111					Yes	1.00	0.054				Yes			0.60	0.049	0.103		0.00	0.000	3 or more	1.00	0.031	0.031
2121-03-151						0.00	0.000			Yes				0.40	0.032	0.032	82.05	1.00	0.032	1 or 2	0.50	0.015	0.048
2552-03-049/ EPMPO F040X-MOD					Yes	1.00	0.054			Yes				0.40	0.032	0.086	37.71	1.00	0.032	1 or 2	0.50	0.015	0.048
0002-01-055					Yes	1.00	0.054			Yes				0.40	0.032	0.086	32.57	1.00	0.032	3 or more	1.00	0.031	0.063
EPMPO M068X						0.00	0.000	Yes						0.00	0.000	0.000	19.40	0.75	0.024		0.00	0.000	0.024
2552-04-027			Yes			0.50	0.027			Yes				0.40	0.032	0.059		0.00	0.000	3 or more	1.00	0.031	0.031
0924-07-010						0.00	0.000			Yes				0.40	0.032	0.032		0.00	0.000		0.00	0.000	0.000
2552-02-028	Yes					0.00	0.000	Yes						0.00	0.000	0.000	5.49	0.25	0.008	3 or more	1.00	0.031	0.039
0924-06-090	Yes					0.00	0.000		Yes					0.20	0.016	0.016		0.00	0.000	0	0.00	0.000	0.000
2552-02-029	Yes					0.00	0.000	Yes						0.00	0.000	0.000	3.20	0.25	0.008	1 or 2	0.50	0.015	0.023
0002-14-039					Yes	1.00	0.054			Yes				0.40	0.032	0.086	14.72	0.75	0.024	1 or 2	0.50	0.015	0.040
NMDOT E100030						0.00	0.000						Yes	1.00	0.081	0.081		0.00	0.000	1 or 2	0.50	0.015	0.015
0924-06-136	Yes					0.00	0.000		Yes					0.20	0.016	0.016		0.00	0.000	0	0.00	0.000	0.000
NMDOT CP 701						0.00	0.000						Yes	1.00	0.081	0.081		0.00	0.000		0.00	0.000	0.000
2121-03-131					Yes	1.00	0.054		Yes					0.20	0.016	0.070		0.00	0.000		0.00	0.000	0.000
2121-01-084					Yes	1.00	0.054			Yes				0.40	0.032	0.086	12.46	0.50	0.016	1 or 2	0.50	0.015	0.032
0002-02-051					Yes	1.00	0.054			Yes				0.40	0.032	0.086	7.57	0.25	0.008	1 or 2	0.50	0.015	0.023
NMDOT 1100620						0.00	0.000			Yes				0.40	0.032	0.032		0.00	0.000		0.00	0.000	0.000
EPMPO F048X						0.00	0.000	Yes						0.00	0.000	0.000	14.20	0.50	0.016		0.00	0.000	0.016
NMDOT E100050						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
0924-06-436					Yes	1.00	0.054			Yes				0.40	0.032	0.086		0.00	0.000	1 or 2	0.50	0.015	0.015
NMDOT LC00100						0.00	0.000					Yes		0.80	0.065	0.065		0.00	0.000		0.00	0.000	0.000
NMDOT D1611						0.00	0.000						Yes	1.00	0.081	0.081		0.00	0.000		0.00	0.000	0.000
1281-02-005	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
EPMPO A520X-MOD						0.00	0.000	Yes						0.00	0.000	0.000	14.20	0.50	0.016		0.00	0.000	0.016
NMDOT E100060						0.00	0.000						Yes	1.00	0.081	0.081		0.00	0.000	0	0.00	0.000	0.000
EPMPO P442X						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
0924-06-269/ EPMPO A123X						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
0924-06-154						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
0924-06-190 / EPMPO R307D						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
EPMPO M017X						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
0924-06-311 / EPMPO A552C-MOD						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
0924-06-429						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
EPMPO M405X / 1046-01-024						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
EPMPO S306X						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
EPMPO M025B / 0924-06-379						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
EPMPO M077X / 0924-06-437						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
EPMPO C026X						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
EPMPO T305						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000
BMP-RD-002						0.00	0.000							0.00	0.000	0.000		0.00	0.000		0.00	0.000	0.000

Regional Impacts (17.1%), POE Connectivity (18.0%), Project Score and Rank

Project ID(CSJ)	Regional Impacts (17.1%)												POE Connectivity (18.0%)												Project Score	Project Rank
	1. Geographical Impacts (48.8%)						2. Community Impacts (51.2%)					Regional Impacts Weight	1. Number of POEs Served (27.3%)			2. Improve Accessibility/Traffic Flow to and from POE (45%)					3. Degrees of Separation to POE (27.7%)			POE Connectivity Weight		
	No Impact	Regional Impact (<60 miles)	Wider-regional Impact (>60 miles)	Bi-National Impact (Mexico and US)	Score	Partial Weight	None	Substantial increase in economic activity	Environmental justice communities are not disproportionately impacted	Score	Partial Weight		Number of POEs Served	Score	Partial Weight	No Improvement	Improve access/traffic flow TO POE	Improve access/traffic flow FROM POE	Score	Partial Weight	Number of Nodes (Enter "0" for Direct Connection)	Score	Partial Weight			
0924-06-418		Yes			0.33	0.028		Yes	Yes	1.00	0.088	0.115	1	0.330	0.016		Yes	Yes	1.000	0.081	0	1.000	0.050	0.147	0.597	1
0374-02-097		Yes			0.33	0.028		Yes		0.67	0.059	0.086	2	0.670	0.033		Yes	Yes	1.000	0.081	1	0.750	0.037	0.151	0.576	2
2121-04-093			Yes		0.67	0.056		Yes		0.67	0.059	0.115	4	1.000	0.049		Yes	Yes	1.000	0.081	0	1.000	0.050	0.180	0.570	3
0924-06-111		Yes			0.33	0.028		Yes		0.67	0.059	0.086	2	0.670	0.033		Yes	Yes	1.000	0.081	2	0.500	0.025	0.139	0.550	4
2121-03-151			Yes		0.67	0.056		Yes		0.67	0.059	0.115	4	1.000	0.049		Yes	Yes	1.000	0.081	1	0.750	0.037	0.168	0.548	5
2552-03-049/ EPMPO F040X-MOD				Yes	1.00	0.083	Yes			0.00	0.000	0.083	4	1.000	0.049		Yes	Yes	1.000	0.081	0	1.000	0.050	0.180	0.532	6
0002-01-055	Yes				0.00	0.000	Yes			0.00	0.000	0.000	2	0.670	0.033		Yes	Yes	1.000	0.081	1	0.750	0.037	0.151	0.525	7
EPMPO M068X		Yes			0.33	0.028		Yes	Yes	1.00	0.088	0.115	4	1.000	0.049		Yes	Yes	1.000	0.081	0	1.000	0.050	0.180	0.513	8
2552-04-027				Yes	1.00	0.083		Yes	Yes	1.00	0.088	0.171	4	1.000	0.049		Yes	Yes	1.000	0.081	0	1.000	0.050	0.180	0.507	9
0924-07-010				Yes	1.00	0.083		Yes	Yes	1.00	0.088	0.171	1	0.330	0.016		Yes	Yes	1.000	0.081	0	1.000	0.050	0.147	0.495	10
2552-02-028					0.00	0.000		Yes		0.67	0.059	0.059	4	1.000	0.049		Yes	Yes	1.000	0.081	0	1.000	0.050	0.180	0.454	11
0924-06-090				Yes	1.00	0.083		Yes		0.67	0.059	0.142	2	0.670	0.033		Yes	Yes	1.000	0.081	0	1.000	0.050	0.164	0.450	12
2552-02-029			Yes		0.67	0.056	Yes			0.00	0.000	0.056	4	1.000	0.049		Yes	Yes	1.000	0.081	0	1.000	0.050	0.180	0.449	13
0002-14-039	Yes				0.00	0.000	Yes			0.00	0.000	0.000	2	0.670	0.033		Yes	Yes	1.000	0.081	1	0.750	0.037	0.151	0.430	14
NMDOT E100030				Yes	1.00	0.083		Yes		0.67	0.059	0.142	1	0.330	0.016				0.000	0.000	0	1.000	0.050	0.066	0.428	15
0924-06-136			Yes		0.67	0.056		Yes		0.67	0.059	0.115	1	0.330	0.016		Yes	Yes	1.000	0.081	2	0.500	0.025	0.122	0.400	16
NMDOT CP 701				Yes	1.00	0.083		Yes		0.67	0.059	0.142	1	0.330	0.016		Yes	Yes	1.000	0.081		0.000	0.000	0.097	0.391	17
2121-03-131					0.00	0.000				0.00	0.000	0.000	2	0.670	0.033		Yes	Yes	1.000	0.081	0	1.000	0.050	0.164	0.373	18
2121-01-084	Yes				0.00	0.000	Yes			0.00	0.000	0.000	2	0.670	0.033	Yes			0.000	0.000	2	0.500	0.025	0.058	0.320	19
0002-02-051	Yes				0.00	0.000	Yes			0.00	0.000	0.000	1	0.330	0.016	Yes			0.000	0.000	1	0.750	0.037	0.054	0.316	20
NMDOT 1100620			Yes		0.67	0.056		Yes		0.67	0.059	0.115		0.000	0.000	Yes			0.000	0.000		0.000	0.000	0.000	0.315	21
EPMPO F048X		Yes			0.33	0.028		Yes	Yes	1.00	0.088	0.115	1	0.330	0.016		Yes	Yes	1.000	0.081	1	0.750	0.037	0.135	0.292	22
NMDOT E100050				Yes	1.00	0.083		Yes		0.67	0.059	0.142	1	0.330	0.016		Yes	Yes	1.000	0.081		0.000	0.000	0.097	0.279	23
0924-06-436		Yes			0.33	0.028		Yes		0.67	0.059	0.086	1	0.330	0.016	Yes			0.000	0.000	2	0.500	0.025	0.041	0.276	24
NMDOT LC00100			Yes		0.67	0.056		Yes		0.67	0.059	0.115	0	0.000	0.000	Yes			0.000	0.000		0.000	0.000	0.000	0.274	25
NMDOT D1611		Yes			0.33	0.028				0.00	0.000	0.028	0	0.000	0.000				0.000	0.000	1	0.750	0.037	0.037	0.269	26
1281-02-005		Yes			0.33	0.028		Yes		0.67	0.059	0.086	1	0.330	0.016		Yes	Yes	1.000	0.081	3	0.250	0.012	0.110	0.243	27
EPMPO A520X-MOD	Yes				0.00	0.000		Yes	Yes	1.00	0.088	0.088	1	0.330	0.016		Yes	Yes	1.000	0.081	4	0.000	0.000	0.097	0.234	28
NMDOT E100060			Yes		0.67	0.056			Yes	0.33	0.029	0.085	0	0.000	0.000	Yes			0.000	0.000		0.000	0.000	0.000	0.219	29
EPMPO P442X					0.00	0.000				0.00	0.000	0.000	3	1.000	0.049				0.000	0.000		0.000	0.000	0.049	0.064	30
0924-06-269/ EPMPO A123X					0.00	0.000				0.00	0.000	0.000	3	1.000	0.049				0.000	0.000		0.000	0.000	0.049	0.056	31
0924-06-154					0.00	0.000				0.00	0.000	0.000	4	1.000	0.049				0.000	0.000		0.000	0.000	0.049	0.049	32
0924-06-190 / EPMPO R307D					0.00	0.000				0.00	0.000	0.000	3	1.000	0.049				0.000	0.000		0.000	0.000	0.049	0.049	32
EPMPO M017X					0.00	0.000				0.00	0.000	0.000	4	1.000	0.049				0.000	0.000		0.000	0.000	0.049	0.049	32
0924-06-311 / EPMPO A552C-MOD					0.00	0.000				0.00	0.000	0.000	1	0.330	0.016				0.000	0.000		0.000	0.000	0.016	0.038	35
0924-06-429					0.00	0.000				0.00	0.000	0.000	2	0.670	0.033				0.000	0.000		0.000	0.000	0.033	0.033	36
EPMPO M405X / 1046-01-024					0.00	0.000				0.00	0.000	0.000	1	0.330	0.016				0.000	0.000		0.000	0.000	0.016	0.032	37
EPMPO S306X					0.00	0.000				0.00	0.000	0.000	1	0.330	0.016				0.000	0.000		0.000	0.000	0.016	0.032	37
EPMPO M025B / 0924-06-379					0.00	0.000				0.00	0.000	0.000	0	0.000	0.000				0.000	0.000		0.000	0.000	0.000	0.000	39
EPMPO M077X / 0924-06-437					0.00	0.000				0.00	0.000	0.000		0.000	0.000				0.000	0.000		0.000	0.000	0.000	0.000	39
EPMPO C026X					0.00	0.000				0.00	0.000	0.000		0.000	0.000				0.000	0.000		0.000	0.000	0.000	0.000	39
EPMPO T305					0.00	0.000				0.00	0.000	0.000		0.000	0.000				0.000	0.000		0.000	0.000	0.000	0.000	39
BMP-RD-002					0.00	0.000				0.00	0.000	0.000		0.000	0.000				0.000	0.000		0.000	0.000	0.000	0.000	39

TABLE KEY

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Project Characteristics — Project Info

Term	Project ID[CSJ]	Reporting Agency	Project Name	Highway	Project Description	Segment From	Segment To	Year Project Becomes Operational	Let Year	Estimated Cost ($2012) / Low Bid	Direct Connection to Comm…	Existing Number of Lanes	Future Number of Lanes
Mediano Plazo	SCT-DGDC--CARR-02	Secretaría de Comunicaciones y Transportes, DGDC (Zamora)	Libramiento de Ciudad Juárez		Construcción de acceso - Libramiento va a conectar al nuevo Puente de Guadalupe Tornillo propuesto	Carretera Chihuahua-Cd. Juarez / MEX45	Carretera Cd. Juarez-El Porvenir / MEX2	2014	2013	$ 62,992,126			
Corto (3-5 años)	CentroSCT-CARR-06	Secretaría de Comunicaciones y Transportes, Centro SCT	Modernización de la Carretera MEX 048	E.C. (Juárez-Janos MEX 002) - Jerónimo MEX 048	Modernización de la Carretera MEX 048 a un ancho de corona de 12.0 metros para alojar acotamiento (De 2.5 m a cada lado) Tipo A2	E.C. Juárez-Janos MEX 002	Puerto Fronterizo Jerónimo			$ 11,023,622			
Corto (1- 3 años)	CentroSCT-CARR-08	Secretaría de Comunicaciones y Transportes, Centro SCT	Modificación de curva horizontal en la Carr E.C. (Juárez-Janos)-Jerónimo MEX 048 en el km 18	E.C. (Juárez-Janos MEX 002) - Jerónimo MEX 048	Modificación del radio y sobreelevación en la curva horizontal ubicada en el km 18	Kilómetro 18	Kilómetro 19			$ 275,591			
Mediano (5 años)	CDJ-CARR-002	Gobierno del Estado de Chihuahua-Municipio de Juarez	Libramiento a Col. Anapra. (Prol. de la Av. 16 de Septiembre)	Libramiento Rancho Anapra Carretera Urbana	Construcción de nueva carretera urbana con longitud de 5.7 km. y 4 carriles de operación en su primera etapa, en el tramo antes descrito para conectar directamente al POE de Anapra-Sunland Park, e indirectamente al POE de SJ-ST, sin tener que pasar a través de la Col. Rancho Anapra	Entronque con Perif. Camino Real y Av. 16 de Septiembre	Entronque con Blvd. Fronterizo en dirección al POE de San Jerónimo						
	CentroSCT-CARR-16	Secretaría de Comunicaciones y Transportes, Centro SCT	Eje Interestatal Fronteriza del Norte, Tramo Ojinaga EL Porvenir del Km. 0+000 al Km. 40+000	Eje Interestatal Fronteriza del Norte, Tramo Ojinaga EL Porvenir del Km. 0+000 al Km. 266+000	Modernización del Camino Rural a una sección de 9.0 metros de ancho de corona, para alojar dos carriles de circulación de 3.5 metros cada uno y acotamientos laterales de 1.0 metros.	Km. 0+000 (igualdad al Km. 80+000)	Km. 266+000 (igualdad al Km. 346+000)	2011	2011	$ 167,559,055			
Corto (3-5 años)	CentroSCT-CARR-07	Secretaría de Comunicaciones y Transportes, Centro SCT	Recarpeteo de la Carretera MEX 048	E.C. (Juárez-Janos MEX 002) - Jerónimo MEX 048	Recarpeteo de la superficie de rodamiento existente	E.C. Juárez-Janos MEX 002	Puerto Fronterizo Jerónimo			$ 1,322,835			
Mediano (5-8 años)	GobChi-CARR-24	Gobierno del Estado de Chihuahua	Conservación de Vialidades de acceso al cruce fronterizo	Av. 16 de sept., Eje Vial J.Gabriel, Blvd. Oscar Flores, Blvd. Norzagaray, carr. Anapra-Jerónimo.	Las calzadas de rodamiento de estas avenidas se encuentran muy deterioradas, por lo que se plantea realizar una Conservación Periódica #5 años a través de un programa de repavimentación, afín de mejorar el nivel de servicio de estas arterias.	Zona suburbana y urbana y de Cd, Juárez.	Puerto Fronterizo	n/a	n/a	$ 7,086,614			
Medio (5-10 años)	CentroSCT-CARR-09	Secretaría de Comunicaciones y Transportes, Centro SCT	Construcción de camino de acceso a Cruce Ferroviario Jerónimo - Santa Teresa	E.C. (Janos-Juárez) - Jerónimo MEX 048	Construcción de camino tipo B para dar acceso carretero al nuevo cruce ferroviario Jerónimo-Santa Teresa	Entronque carretera MEX 048	Instalaciones administrativas del cruce ferroviario			$ 3,779,528			
Corto (3 años)	GobChi-CARR-05	Gobierno del Estado de Chihuahua	Construcción de paso a desnivel en intersección de Blvd. Manuel Gómez Morín y Av. Manuel Clouthier.	Blvd. Norzagaray.	Debido al alto volumen vehicular y un porcentaje considerado de vehículos de carga, en esta intersección se presentan largos tiempos de espera.. La construcción del paso a desnivel en la intersección de Blvd. Manuel Gómez Morín y Av. Manuel Clouthier proporcionará una mejor fluidez al acceso hacia el cruce fronterizo.	Punto de intersección	300 m antes y después del entronque.	n/a	n/a	$ 3,937,008			
Corto (3- 5 años)	GobChi-CARR-19	Gobierno del Estado de Chihuahua	Modernización de Entronque MEX 048 y Libramiento Puerto Fronterizo Jerónimo	E.C. (Juárez - Janos)-Jerónimo MEX 048	Modernización del entronque a nivel de la carretera MEX 048 y el Libramiento Puerto Jerónimo, a fin de mejorar la operación vehicular del entronque al aumentar la seguridad y comodidad durante los movimientos direccionales en el mismo.	Entronque	Entronque	n/a	n/a	$ 590,551			
Largo (10-15 años)	GobChi-CARR-33	Gobierno del Estado de Chihuahua	Construcción de PS Ent. Carr Janos-Juárez MEX 002 y Carr E.C. (Janos-Juárez)-Jerónimo MEX 048	E.C. Janos-Juárez MEX 003	Los movimientos direccionales a nivel efectuados por el tráfico de carga, tanto el que se dirige al Puerto fronterizo, así como el resto con destinos diferentes, originan riesgos de accidentes en este entronque. A fin de dar una solución a este problema , se prevee la Construcción del PS Ent. Carr Janos-Juárez MEX 002 y Carr E.C. (Janos-Juárez)-Jerónimo MEX 048 para encauzar el tráfico de paso.	Entronque	Entronque	n/a	n/a	$ 6,692,913			
Mediano (5-8 años)	GobChi-CARR-25	Gobierno del Estado de Chihuahua	Modernización de la Carr Camargo Ojinaga CHIH 067	Carr Camargo Ojinaga CHIH 067	Esta carretera con dos carriles de circulación(uno por sentido), se torna peligrosa al pasar de una zona rural a una zona urbana. La construcción de un segundo cuerpo de circulación aumentará la seguridad de los usuarios y mejorará la capacidad y nivel de servicio de este tramo carretero.	Km 201	Ojinaga (Km 240)	n/a	n/a	$ 22,047,244			
Corto (3 años)	GobChi-CARR-04	Gobierno del Estado de Chihuahua	Construcción de paso a desnivel en intersección de Av. Ramón Rayón y Av. Manuel Clouthier.	Blvd. Norzagaray.	En esta intersección se presentan problemas de congestionamiento sobre todo debido al alto porcentaje de vehículos pesados. Con la construcción del paso a desnivel en la intersección de Av. Ramón Rayón y Av. Manuel Clouthier, se dará mayor fluidez al acceso hacia el cruce fronterizo.	Punto de intersección	300 m antes y después del entronque.	n/a	n/a	$ 3,937,008			
Mediano (5 años)	CDJ-CARR-006	Gobierno del Estado de Chihuahua-Municipio de Juarez	Distribuidor Vial en intersección de Perif. Camino Real y Av. 16 de Septiembre	Camino Real/16 de septiembre en Ciudad Juarez	Construcción de distribuidor vial en el entronque indicado. Actualmente está en construcción la 1a fase que consiste en un paso elevado de la Av. 16 de Septiembre sobre Perif. Camino Real. En el mediano y largo plazo permitirá derivar el tráfico de largo recorrido (comercial y no comercial) del Anillo Vial de Circunvalación hacia los POEs de Anapra y de SJ Y reorientar el paso directo al centro urbano de Juárez, y por lo tanto hacia los POEs del centro de la	Punto de intersección	300 m. antes y después del Distribuidor Vial						
Corto (3 años)	GobChi-CARR-14	Gobierno del Estado de Chihuahua	Construcción de paso a desnivel en intersección de calle Cloro y Blvd. Norzagaray	Blvd. Norzagaray.	Esta intersección presenta un alto riesgo de accidentes así como demoras provocadas por los semáforos. Con la construcción del paso a desnivel en la intersección de calle Cloro y Blvd. Norzagaray se pretende dar mayor seguridad y fluidez al acceso hacia el cruce fronterizo.	Punto de intersección	300 m antes y después del entronque.	n/a	n/a	$ 2,362,205			
Medio-Largo (8-15 años)	GobChi-CARR-32	Gobierno del Estado de Chihuahua	Modernización de entronque Carr Jerónimo-Anapra y Libramiento Puerto Jerónimo	Carretera Jerónimo - Anapra	Con el propósito de evitar el cruzamiento de los vehículos provenientes de Cd. Juárez y que se dirigen hacia el sur con los vehículos que van a esa ciudad provenientes del Puerto Jerónimo, se propone la Construcción de gaza superior para dar servicio a usuarios que se dirijan hacia la carretera MEX 048.	Entronque	Entronque	n/a	n/a	$ 905,512			
Mediano (5-8 años)	GobChi-CARR-26	Gobierno del Estado de Chihuahua	Modernización Carr E.C. Km. 84.7 (Chihuahua - Ojinaga) - La Mula	E.C. Chihuahua Ojinaga - La Mula CHIH 080	Las altas velocides a que circulan los vehículos en esta carretera originan riesgos de accidentes para los usuarios. La construcción del segundo cuerpo de circulación, proporcionará una mayor seguridad y comodidad en la operación vehicular de esta carretera.	Km 0 (Km 85 MEX 016)	Km 50	n/a	n/a	$ 27,559,055			
Medio-Largo (8-15 años)	GobChi-CARR-31	Gobierno del Estado de Chihuahua	Instalación de Semáforos en accesos de las instalaciones ganaderas a Carr. Jerónimo-Anapra	Carretera Jerónimo - Anapra	Actualmente los movimientos de entrada y salida en este lugar se realizan sin ningún tipo de protección, con los riesgos de accidentes que esto conlleva, y más al tratarse de vehículos articulados de carga. La instalación de semáforos activados en los accesos de las instalaciones de importación/exportación de ganado sobre la Carretera Jerónimo – Anapra, tiene como fin evitar en lo posible la ocurrencia de accidentes durante las maniobras descritas.	Entronque	Entronque	n/a	n/a	$ 118,110			
Mediano (8-10 años)	GobChi-CARR-29	Gobierno del Estado de Chihuahua	Construcción de Libramiento Sur Ojinaga	Carr Camargo Ojinaga CHIH 067	Construcción de carretera de 12 mts de ancho (5.5 kms) que funcionaría como libramiento sur a la Cd. de Ojinaga para conectar directamente al nuevo cruce fronterizo	Entronque Carr Camargo Ojinaga CHIH 067	Puerto Fronterizo	n/a	n/a	$ 6,062,992			
	CentroSCT-CARR-17	Secretaría de Comunicaciones y Transportes, Centro SCT	AVE. 16 DE SEPTIEMBRE, Programa de Seguridad Ferroviaria	Av. 16 de Septiembre, en la intersección con Av. Fco. Villa	Construir paso a nivel para cruzar tráfico arriba de la Ferromex Línea A			2013					
	CentroSCT-CARR-18	Secretaría de Comunicaciones y Transportes, Centro SCT	MUNICIPIO LIBRE, Programa de Seguridad Ferroviaria	Municipio Libre, entre Vial Juan Gabriel y Ing F. Dozal	Construir paso a nivel para cruzar tráfico arriba de la Ferromex Línea A								
Mediano (5-8 años)	GobChi-CARR-23	Gobierno del Estado de Chihuahua	Conservación de Vialidades de acceso al cruce fronterizo	Av. De las Américas, Av. Pérez Serna, Av. H. Col. Militar, Blvd. J. Pablo II, Av. Tecnológico.	Las calzadas de rodamiento de estas avenidas se encuentran muy deterioradas, por lo que se plantea realizar una Conservación Periódica #5 años a través de un programa de repavimentación, afín de mejorar el nivel de servicio de estas arterias.	Puerto fronterizo	Zona suburbana y urbana y de Cd, Juárez.	n/a	n/a	$ 2,283,465			
	CentroSCT-CARR-19	Secretaría de Comunicaciones y Transportes, Centro SCT	VICENTE GUERRERO, Programa de Seguridad Ferroviaria	Vicente Guerrero, en la intersección con Av. Fco. Villa	Construir paso a nivel para cruzar tráfico arriba de la Ferromex Línea A								
	CentroSCT-CARR-20	Secretaría de Comunicaciones y Transportes, Centro SCT	DAVID HERRERA, Programa de Seguridad Ferroviaria	David Herrera, en la intersección con Av. Fco. Villa	Construir paso a nivel para cruzar tráfico arriba de la Ferromex Línea A								
Corto	CDJ-CARR-003	Gobierno del Estado de Chihuahua-Municipio de Juarez		Carretera Anapra a Jerónimo	Cancelar 1.50 Km de tramo de esta carreta con el fin de inducir el trafico por el nuevo segmento de red recién construido y así evitar los conflictos con la fila de espera para el cruce de sur a norte en el PDE Jerónimo Santa Teresa.	Carretera Internacional (corrales para exportación)	Carretera Samalayuca Jerónimo						
MEDIANO LARGO PLAZO	CDJ-CARR-009	Gobierno del Estado de Chihuahua-Municipio de Juarez		Distribuidor vial Regional	Distribuidor Vial a desnivel, resolver la intersección de la carretera MEX 045, el Libramiento Samalayuca Jerónimo y la Av. Tangencial, en la confluencia de tres carreteras importantes	Intersección MEX 045 / Libramiento Samalayuca Jerónimo				$ 10,000,000			
Mediano plazo	CDJ-CARR-022	Gobierno del Estado de Chihuahua-Municipio de Juarez		Bernardo Norzagaray en Ciudad Juarez	Construcción de acceso al Libramiento "Bernardo Norzagaray" que permita a la carga el acceso directo al anillo periférico, con el objeto de completar la infraestructura destinada a la circulación y de carga dirigida a la exportación e importación. Se requiere la construcción de un paso elevado, dotación de infraestructura y equipamiento urbano.	Salida de los Patios de la Aduana Mexicana en el PDE Las Américas	Blvd. Bernardo Norzagaray			$ 170,866			
Corto plazo	CDJ-CARR-012	Gobierno del Estado de Chihuahua-Municipio de Juarez		16 de septiembre	Prolongación de avenida urbana para conectar con el Periférico Camino Real	Calle Caborca	Periférico Camino Real	2013					
Largo Plazo	CDJ-CARR-028	Gobierno del Estado de Chihuahua-Municipio de Juarez		Carretera Samalayuca Jerónimo	Construcción de libramiento para la carga en la zona de Jerónimo con el objeto de completar la infraestructura destinada a la circulación de carga dirigida a la exportación e importación por el puerto de Jerónimo /Santa Teresa y Anapra	Carretera Samalayuca Jerónimo	Blvd. Internacional						
Mediano (5-10 años)	SCT-DGDC-CARR-01	Secretaría de Comunicaciones y Transportes, DGDC	Modernización Entronque Carr Porvenir - Cd. Juárez y Ramal al Puerto Fronterizo	Carr Porvenir - Cd. Juárez MEX 002, Ramal a Puerto Fronterizo	Construcción de acotamientos, carriles de aceleración y desaceleración, modificaciones necesarias para vehículos pesados	Entroque				$ 393,701			
Mediano plazo	CDJ-CARR-019	Gobierno del Estado de Chihuahua-Municipio de Juarez		Avenida Francisco Villarreal Torres en Ciudad Juarez	Ampliación a la sección transversal, mejoramiento de la infraestructura de drenaje en 4.30 Km de carretera urbana. Se requiere completar la sección transversal propuesta, dotación de infraestructura para la movilidad no motorizada	Blvd. Juan Pablo II	Avenida Manuel Clouthier			$ 213,386			
Mediano plazo	CDJ-CARR-023	Gobierno del Estado de Chihuahua-Municipio de Juarez		Blvd. Juan Pablo II	Construcción de paso elevado tipo diamante en la intersección con la calle Francisco Villarreal Torres, con el objeto de completar la infraestructura destinada a la circulación vial y de carga dirigida a la exportación e importación. Se requiere la construcción de un paso elevado, dotación de infraestructura para la movilidad no motorizada, equipamiento urbano	Avenida Francisco Villarreal Torres				$ 366,142			
Mediano plazo	CDJ-CARR-027	Gobierno del Estado de Chihuahua-Municipio de Juarez		Bernardo Norzagaray en Ciudad Juarez	Construcción de distribuidor vial en la intersección con la calle Arroyo de las Víboras con el objeto de completar la infraestructura destinada a la circulación vial y de carga dirigida a la exportación e importación por el puerto de Jerónimo /Santa Teresa y Anapra /Sunland Park (en propuesta)	Intersección de Bernardo Norzagaray	calle Arroyo de las Víboras			$ 305,512			
Mediano plazo	CDJ-CARR-017	Gobierno del Estado de Chihuahua-Municipio de Juarez		Blvd. Juan Pablo II en Ciudad Juarez	Ampliación a la sección transversal, mejoramiento de la infraestructura de drenaje en 7.00 Km de carretera urbana. Sección total, tres carriles por sentido, separados por un camellón y barrera, acotamientos en ambos cuerpos de circulación.	Intersección con la avenida Francisco Villarreal Torres	Intersección con Libramiento Independencia			$ 1,653,543			
Corto plazo	CDJ-CARR-014	Gobierno del Estado de Chihuahua-Municipio de Juarez		Varias calles de acceso al PDE Zaragoza Isleta	Mejorar las condiciones de acceso vehicular y peatonal al PDE de Zaragoza. Existe convenio de colaboración entre el gobierno del estado de Chihuahua y la empresa Promofront concesionaria del Puerto internacional								
Mediano plazo	CDJ-CARR-020	Gobierno del Estado de Chihuahua-Municipio de Juarez		Acceso al Puerto internacional Ojinaga/Presidio	Mejoramiento de la infraestructura urbana y rehabilitación de pavimentos en 1.50 Km de carretera urbana. Se requiere completar la sección transversal propuesta, dotación de infraestructura para la movilidad no motorizada, equipamiento urbano.	Calle Fronteriza	Calle Coronado						
Largo plazo	CDJ-CARR-024	Gobierno del Estado de Chihuahua-Municipio de Juarez		Blvd. Internacional en Ciudad Juarez	Construcción de avenida de 5.50 Km, con el objeto de completar la infraestructura destinada a la circulación vial y de carga dirigida a la exportación e importación por el puerto de Jerónimo Santa Teresa y el cruce ferroviario (en propuesta).	Carretera Samalayuca a Jerónimo	Vías del libramiento Ferroviario (en propuesta)						
Largo plazo	CDJ-CARR-025	Gobierno del Estado de Chihuahua-Municipio de Juarez		Blvd. Norzagaray en Ciudad Juarez	Construcción pasos elevado con el objeto de completar la infraestructura destinada a la circulación vial y de carga dirigida a la exportación e importación por el puerto de Jerónimo Santa Teresa y el cruce ferroviario (en propuesta).	Puente Internacional Paso del Norte	Calle Arrollo de las Víboras			$ 396,850			
Largo plazo	CDJ-CARR-026	Gobierno del Estado de Chihuahua-Municipio de Juarez		Blvd. Juan Pablo II en Ciudad Juarez	Construcción de distribuidor vial con el objeto de completar la infraestructura destinada a la circulación vial y de carga dirigida a la exportación e importación por el puerto de Zaragoza Isleta y Tangencial/San Elizario	Intersección de Juan pablo II	Libramiento Independencia			$ 305,512			
LARGO PLAZO	CDJ-CARR-011	Gobierno del Estado de Chihuahua-Municipio de Juarez		Prolongación del Blvd. Independencia	Construcción de carretera urbana de 10 carriles	Blvd. Manuel Talamas Camandari	Carretera MEX 045						
Mediano plazo	CDJ-CARR-021	Gobierno del Estado de Chihuahua-Municipio de Juarez		Libramiento Independencia	Construcción de paso elevado tipo diamante en la intersección con la calle Búfalo, con el objeto de completar la infraestructura destinada a la circulación vial y de carga dirigida a la exportación e importación. Se requiere la construcción de un paso elevado , dotación de infraestructura para la movilidad no motorizada, equipamiento urbano.	Calle Búfalo intersección				$ 366,142			
Corto (3 años)	GobChi-CARR-20	Gobierno del Estado de Chihuahua	Construcción de banquetas	Av. Ramón Rayón, Blvd. Independencia.	Estas vialidades actualmente presentan una mala apariencia además de que carecen del espacio necesario para colocar los diversos tipos de servicios y equipamiento urbano. El proyecto de construcción de banquetas está encaminado a mejorar el entorno y facilitar la instalación de equipamiento urbano.	Puerto fronterizo	Zona suburbana y urbana y de Cd, Juárez.	n/a	n/a	$ 1,417,323			
Mediano largo plazo	CDJ-CARR-007	Gobierno del Estado de Chihuahua-Municipio de Juarez		Avenida Tangencial en Ciudad Juarez	Tangencial al valle de Juarez, desde el entronque con la Carretera MEX-045 y el libramiento a Jerónimo, hasta el entronque con el Bvld Fronterizo y la Carr. de las naciones	Carretera MEX-045	Bvld Fronterizo						
MEDIANO LARGO PLAZO	CDJ-CARR-008	Gobierno del Estado de Chihuahua-Municipio de Juarez		16 de septiembre en Ciudad Juarez	Prolongación de la avenida 16 de septiembre para enlazar Ciudad Juarez con Jerónimo 9.70 Km	Entronque con el libramiento Anapra	Entronque con la carretera Samalayuca Jerónimo						
Mediano (5-10 años)	CentroSCT-CARR-01	Secretaría de Comunicaciones y Transportes, Centro SCT	Construcción Carr Fronteriza Cd. Juárez Muzquiz	Carr Fronteriza Cd. Juárez-Muzquiz-Nueva Rosita	Construcción de un cuerpo de 9 metros de ancho tipo "B"	Ojinaga	Porvenir			$ 51,181,102			
Corto (1- 5 años)	Privado-CARR-01	Privado	Construcción de camino de acceso a empresa maquiladora (FOXCONN) en km 19 MEX 048	E.C. (Juárez-Janos MEX 002) - Jerónimo MEX 048	Construcción de camino de acceso a maquiladora (FOXCONN) ubicada en el km 19 para reubicar su actual acceso al entronque de la Carr MEX 048 con el libramiento del Puerto Fronterizo	Planta Maquiladora (FOXOCONN)	E.C. MEX 048 y Libramiento Puerto Jerónimo			$ 472,441			
LARGO PLAZO	CDJ-CARR-010	Gobierno del Estado de Chihuahua-Municipio de Juarez		Distribuidor Tangencial/valle	Distribuidor vial a desnivel con el objeto de resolver la intersección de la carretera De las naciones, la prolongación del Blvd. Fronterizo y la avenida Tangencial al valle, Cruce a desnivel en la intersección entre 3 carreteras	Avenida Tangencial (en propuesta), Blvd. Fronterizo (en propuesta) y Carretera 2 naciones (en proyecto).				$ 8,000,000			
Corto plazo	CDJ-CARR-016	Gobierno del Estado de Chihuahua-Municipio de Juarez		David Herrera Jordán en Ciudad Juarez	Mejoramiento de la infraestructura vial para el acceso al carril SENTRI en el puerto de entrada Lerdo	Avenida Lerdo	Calle Xochimilco						
Mediano Largo	CDJ-CARR-005	Gobierno del Estado de Chihuahua-Municipio de Juarez		Blvd. Fronterizo en Ciudad Juárez	Prolongación del Blvd. Fronterizo al oriente del Anillo periférico de Juarez, a lo largo del rio Bravo	Intersección con el Libramiento Independencia	Avenida Tangencial						
Mediano plazo	CDJ-CARR-018	Gobierno del Estado de Chihuahua-Municipio de Juarez		Periférico Camino Real	Conexiones de la red vial al Periférico Camino Real, desarrollo de calles y avenidas con sus intersecciones con el periférico con el objeto de mejorar la accesibilidad a dicha avenida.								

Congestion / Capacity (18.6%)

Project ID[CSJ]	1. Final LOS (24.2%)			2. Increase in LOS (42.2%)				3. Congestion Management (33.6%)							
	Final LOS	Score	Partial Weight	LOS Before Project	LOS After Project	Score	Partial Weight	No measure	Non-Motorized Mobility Ro…	HOV Lanes?	ITS Installation?	Mass Transit Corridor?	Score	Partial Weight	Congestion / Capacity Weight
SCT-DGDC--CARR-02	A	1.00	0.045	-	A	0.00	0.000				Yes		0.75	0.047	0.092
CentroSCT-CARR-06	A	1.00	0.045	B	A	0.25	0.020			Yes			0.50	0.031	0.096
CentroSCT-CARR-08	B	0.75	0.034	B	B	0.00	0.000						0.00	0.000	0.034
CDJ-CARR-002	A	1.00	0.045	-	A	0.00	0.000			Yes			0.50	0.031	0.076
CentroSCT-CARR-16	A	1.00	0.045	-	A	0.00	0.000			Yes			0.50	0.031	0.076
CentroSCT-CARR-07	B	0.75	0.034	B	B	0.00	0.000	Yes					0.00	0.000	0.034
GobChi-CARR-24	B	0.75	0.034	C	B	0.25	0.020	Yes					0.00	0.000	0.053
CentroSCT-CARR-09	A	1.00	0.045	A	A	0.00	0.000	Yes					0.00	0.000	0.045
GobChi-CARR-05	B	0.75	0.034	C	B	0.25	0.020	Yes					0.00	0.000	0.053
GobChi-CARR-19	A	1.00	0.045	A	A	0.00	0.000	Yes					0.00	0.000	0.045
GobChi-CARR-33	C	0.50	0.023	C	C	0.00	0.000	Yes					0.00	0.000	0.023
GobChi-CARR-25	A	1.00	0.045	B	A	0.25	0.020	Yes					0.00	0.000	0.065
GobChi-CARR-04	B	0.75	0.034	C	B	0.25	0.020	Yes					0.00	0.000	0.053
CDJ-CARR-006	A	1.00	0.045	-	A	0.00	0.000						0.00	0.000	0.045
GobChi-CARR-14	B	0.75	0.034	C	B	0.25	0.020	Yes					0.00	0.000	0.053
GobChi-CARR-32	A	1.00	0.045	B	A	0.25	0.020	Yes					0.00	0.000	0.065
GobChi-CARR-26	A	1.00	0.045	B	A	0.25	0.020	Yes					0.00	0.000	0.065
GobChi-CARR-31	A	1.00	0.045	C	A	0.50	0.039	Yes					0.00	0.000	0.084
GobChi-CARR-29	A	1.00	0.045	-	A	0.00	0.000	Yes					0.00	0.000	0.045
CentroSCT-CARR-17	-	0.00	0.000	-	-	0.00	0.000						0.00	0.000	0.000
CentroSCT-CARR-18	-	0.00	0.000	-	-	0.00	0.000						0.00	0.000	0.000
GobChi-CARR-23	B	0.75	0.034	C	B	0.25	0.020	Yes					0.00	0.000	0.053
CentroSCT-CARR-19	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CentroSCT-CARR-20	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-003	A	1.00	0.045	C	A	0.50	0.039						0.00	0.000	0.084
CDJ-CARR-009	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-022	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-012	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-028	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
SCT-DGDC-CARR-01	B	0.75	0.034	B	B	0.00	0.000						0.00	0.000	0.034
CDJ-CARR-019	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-023	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-027	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-017	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-014	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-020	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-024	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-025	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-026	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-011	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-021	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
GobChi-CARR-20	-	0.00	0.000			0.00	0.000	Yes					0.00	0.000	0.000
CDJ-CARR-007	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-008	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CentroSCT-CARR-01	A	1.00	0.045	-	A	0.00	0.000						0.00	0.000	0.045
Privado-CARR-01	A	1.00	0.045	A	A	0.00	0.000						0.00	0.000	0.045
CDJ-CARR-010	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-016	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-005	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000
CDJ-CARR-018	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000

Demand (18%)

Project ID[CSJ]	1. Increase in Average Annual Daily Traffic (33.2%)						2. Existing Percentage of Trucks (34.0%)			3. Multiple Mode Demand (32.8%)			
	AADT Before Project (2010)	Growth Rate	AADT After Project (2030)	Change in AADT	Score	Partial Weight	Truck AADT / % Share	Score	Partial Weight	Number of Additional Modes	Score	Partial Weight	Demand Weight
SCT-DGDC--CARR-02		-	4,800	4,800	1.00	0.060	25.0	0.75	0.046	3	1.00	0.059	0.165
CentroSCT-CARR-06	2,117	0.1%	2,181	64	0.25	0.015	33.0	1.00	0.061	1	0.33	0.019	0.096
CentroSCT-CARR-08	2,117	0.1%	2,181	64	0.25	0.015	33.0	1.00	0.061	0	0.00	0.000	0.076
CDJ-CARR-002		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-16	350	3.1%	640	290	0.25	0.015	50.0	1.00	0.061	0	0.00	0.000	0.076
CentroSCT-CARR-07	3,000	1.2%	3,800	800	0.75	0.045	14.0	0.50	0.031	0	0.00	0.000	0.075
GobChi-CARR-24	35,000	0.4%	38,000	3,000	1.00	0.060	12.0	0.50	0.031	0	0.00	0.000	0.090
CentroSCT-CARR-09		-			0.00	0.000		0.00	0.000	1	0.33	0.019	0.019
GobChi-CARR-05	24,000	0.8%	28,000	4,000	1.00	0.060	10.0	0.25	0.015	0	0.00	0.000	0.075
GobChi-CARR-19	2,100	1.6%	2,900	800	0.75	0.045	29.0	1.00	0.061	0	0.00	0.000	0.106
GobChi-CARR-33	3,200	1.0%	3,900	700	0.75	0.045	16.0	0.75	0.046	0	0.00	0.000	0.091
GobChi-CARR-25	2,030	1.2%	2,600	570	0.50	0.030	18.0	0.75	0.046	0	0.00	0.000	0.076
GobChi-CARR-04	18,000	0.5%	20,000	2,000	0.75	0.045	12.0	0.50	0.031	0	0.00	0.000	0.075
CDJ-CARR-006		-			0.00	0.000	-	0.00	0.000	0	0.00	0.000	0.000
GobChi-CARR-14	12,000	0.8%	14,000	2,000	0.75	0.045	8.0	0.25	0.015	0	0.00	0.000	0.060
GobChi-CARR-32	1,400	1.3%	1,800	400	0.50	0.030	14.0	0.50	0.031	0	0.00	0.000	0.060
GobChi-CARR-26	1,150	1.2%	1,450	300	0.50	0.030	16.0	0.75	0.046	0	0.00	0.000	0.076
GobChi-CARR-31	1,400	1.3%	1,800	400	0.50	0.030	14.0	0.50	0.031	0	0.00	0.000	0.060
GobChi-CARR-29		-	800		0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-17		-			0.00	0.000	-	0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-18		-			0.00	0.000	-	0.00	0.000	0	0.00	0.000	0.000
GobChi-CARR-23	40,000	0.0%	40,000	-	0.00	0.000	8.0	0.25	0.015	0	0.00	0.000	0.015
CentroSCT-CARR-19		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-20		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-003		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-009		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-022		-			0.00	0.000	45.0	1.00	0.061	0	0.00	0.000	0.061
CDJ-CARR-012		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-028		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
SCT-DGDC-CARR-01		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-019	81,124	-			0.00	0.000	4.0	0.25	0.015	0	0.00	0.000	0.015
CDJ-CARR-023	48,576	-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-027	28,393	-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-017	18,102	-			0.00	0.000	4.0	0.25	0.015	0	0.00	0.000	0.015
CDJ-CARR-014	-	-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-020	-	-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-024		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-025	28,393	-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-026	18,089	-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-011		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-021	25,108	-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
GobChi-CARR-20		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-007		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-008		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-01		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
Privado-CARR-01		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-010		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-016		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-005		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-018		-			0.00	0.000		0.00	0.000	0	0.00	0.000	0.000

Economic Value (8.5%)

Project ID[CSJ]	1. Socio-Economic Impacts (30.6%)						2. Cost Effectiveness (Cost/Capacity Criterion) (34.0%)								3. Cost Effectiveness (Cost/Demand Criterion) (35.4%)						
	No/Negative Impact	Low Impact	Medium Impact	High Impact	Score	Partial Weight	Estimated Cost (USD 2012)	Funding - Private	Project Length (mi)	Number of Lanes	Lane-miles	Cost Effectiveness	Score	Partial Weight	Estimated Cost (USD 2012)	Funding - Private	Change in AADT	Cost Effectiveness	Score	Partial Weight	Economic Value Weight
SCT-DGDC--CARR-02				Yes	1.00	0.026	$ 62,992,126				0		0.00	0.000	$ 62,992,126		4,800	$ 13,123.36	0.50	0.015	0.041
CentroSCT-CARR-06				Yes	1.00	0.026	$ 11,023,622				0		0.00	0.000	$ 11,023,622		64	$ 172,244.09	0.25	0.008	0.034
CentroSCT-CARR-08				Yes	1.00	0.026	$ 275,591		0.6		0		0.00	0.000	$ 275,591		64	$ 4,306.10	0.50	0.015	0.041
CDJ-CARR-002				Yes	1.00	0.026	$ -		3.5		0		0.00	0.000	$ -				0.00	0.000	0.026
CentroSCT-CARR-16			Yes		0.67	0.017	$ 167,559,055		0.006		0		0.00	0.000	$ 167,559,055		290	$ 577,789.85	0.25	0.008	0.025
CentroSCT-CARR-07				Yes	1.00	0.026	$ 1,322,835				0		0.00	0.000	$ 1,322,835		800	$ 1,653.54	0.75	0.023	0.049
GobChi-CARR-24			Yes		0.67	0.017	$ 7,086,614				0		0.00	0.000	$ 7,086,614		3,000	$ 2,362.20	0.50	0.015	0.032
CentroSCT-CARR-09				Yes	1.00	0.026	$ 3,779,528				0		0.00	0.000	$ 3,779,528				0.00	0.000	0.026
GobChi-CARR-05			Yes		0.67	0.017	$ 3,937,008		0.4		0		0.00	0.000	$ 3,937,008		4,000	$ 984.25	1.00	0.030	0.048
GobChi-CARR-19			Yes		0.67	0.017	$ 590,551				0		0.00	0.000	$ 590,551		800	$ 738.19	1.00	0.030	0.048
GobChi-CARR-33			Yes		0.67	0.017	$ 6,692,913				0		0.00	0.000	$ 6,692,913		700	$ 9,561.30	0.50	0.015	0.032
GobChi-CARR-25			Yes		0.67	0.017	$ 22,047,244				0		0.00	0.000	$ 22,047,244		570	$ 38,679.38	0.25	0.008	0.025
GobChi-CARR-04		Yes			0.33	0.009	$ 3,937,008		0.4		0		0.00	0.000	$ 3,937,008		2,000	$ 1,968.50	0.75	0.023	0.031
CDJ-CARR-006				Yes	1.00	0.026	$ -				0		0.00	0.000	$ -				0.00	0.000	0.026
GobChi-CARR-14			Yes		0.67	0.017	$ 2,362,205				0		0.00	0.000	$ 2,362,205		2,000	$ 1,181.10	1.00	0.030	0.048
GobChi-CARR-32			Yes		0.67	0.017	$ 905,512				0		0.00	0.000	$ 905,512		400	$ 2,263.78	0.75	0.023	0.040
GobChi-CARR-26			Yes		0.67	0.017	$ 27,559,055		31		0		0.00	0.000	$ 27,559,055		300	$ 91,863.52	0.25	0.008	0.025
GobChi-CARR-31			Yes		0.67	0.017	$ 118,110				0		0.00	0.000	$ 118,110		400	$ 295.28	1.00	0.030	0.048
GobChi-CARR-29			Yes		0.67	0.017	$ 6,062,992				0		0.00	0.000	$ 6,062,992				0.00	0.000	0.017
CentroSCT-CARR-17					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
CentroSCT-CARR-18					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
GobChi-CARR-23			Yes		0.67	0.017	$ 2,283,465				0		0.00	0.000	$ 2,283,465		-		0.00	0.000	0.017
CentroSCT-CARR-19					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
CentroSCT-CARR-20					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
CDJ-CARR-003					0.00	0.000	$ -		0.9		0		0.00	0.000	$ -				0.00	0.000	0.000
CDJ-CARR-009					0.00	0.000	$ 10,000,000				0		0.00	0.000	$ 10,000,000				0.00	0.000	0.000
CDJ-CARR-022					0.00	0.000	$ 170,866				0		0.00	0.000	$ 170,866				0.00	0.000	0.000
CDJ-CARR-012					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
CDJ-CARR-028					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
SCT-DGDC-CARR-01					0.00	0.000	$ 393,701				0		0.00	0.000	$ 393,701				0.00	0.000	0.000
CDJ-CARR-019					0.00	0.000	$ 213,386		2.7		0		0.00	0.000	$ 213,386				0.00	0.000	0.000
CDJ-CARR-023					0.00	0.000	$ 366,142				0		0.00	0.000	$ 366,142				0.00	0.000	0.000
CDJ-CARR-027					0.00	0.000	$ 305,512				0		0.00	0.000	$ 305,512				0.00	0.000	0.000
CDJ-CARR-017					0.00	0.000	$ 1,653,543		4.3		0		0.00	0.000	$ 1,653,543				0.00	0.000	0.000
CDJ-CARR-014					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
CDJ-CARR-020					0.00	0.000	$ -		0.9		0		0.00	0.000	$ -				0.00	0.000	0.000
CDJ-CARR-024					0.00	0.000	$ -		3.4		0		0.00	0.000	$ -				0.00	0.000	0.000
CDJ-CARR-025					0.00	0.000	$ 396,850				0		0.00	0.000	$ 396,850				0.00	0.000	0.000
CDJ-CARR-026					0.00	0.000	$ 305,512				0		0.00	0.000	$ 305,512				0.00	0.000	0.000
CDJ-CARR-011					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
CDJ-CARR-021					0.00	0.000	$ 366,142				0		0.00	0.000	$ 366,142				0.00	0.000	0.000
GobChi-CARR-20		Yes			0.33	0.009	$ 1,417,323				0		0.00	0.000	$ 1,417,323				0.00	0.000	0.009
CDJ-CARR-007					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
CDJ-CARR-008					0.00	0.000	$ -		6		0		0.00	0.000	$ -				0.00	0.000	0.000
CentroSCT-CARR-01					0.00	0.000	$ 51,181,102		0.006		0		0.00	0.000	$ 51,181,102				0.00	0.000	0.000
Privado-CARR-01					0.00	0.000	$ 472,441	Yes			0		0.00	0.000	$ 472,441				0.00	0.000	0.000
CDJ-CARR-010					0.00	0.000	$ 8,000,000				0		0.00	0.000	$ 8,000,000				0.00	0.000	0.000
CDJ-CARR-016					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
CDJ-CARR-005					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000
CDJ-CARR-018					0.00	0.000	$ -				0		0.00	0.000	$ -				0.00	0.000	0.000

Project Readiness (13.5%) and Safety (6.3%)

Project ID[CSJ]	1. Funding Availability (40%)							2. Phase of Project Development (60%)									1. Accident Rate per Mile (51.0%)			2. Measures to Improve Safety (49.0%)			
	0 to ≤10%	>10 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	Score	Partial Weight	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits a…	>80% ROW in hand acquired	Project is ready to be let	Score	Partial Weight	Project Readiness Weight	Accident Rate per mile	Score	Partial Weight	Number of measures to Impr…	Score	Partial Weight	Safety Weight
SCT-DGDC--CARR-02	Yes					0.00	0.000						Yes	1.00	0.081	0.081		0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-06	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-08	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-002						0.00	0.000			Yes				0.40	0.032	0.032		0.00	0.000	1 or 2	0.50	0.015	0.015
CentroSCT-CARR-16			Yes			0.50	0.027							0.00	0.000	0.027		0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-07	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
GobChi-CARR-24	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
CentroSCT-CARR-09	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
GobChi-CARR-05	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
GobChi-CARR-19	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
GobChi-CARR-33	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
GobChi-CARR-25	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
GobChi-CARR-04	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
CDJ-CARR-006	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
GobChi-CARR-14	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
GobChi-CARR-32	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
GobChi-CARR-26	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
GobChi-CARR-31	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
GobChi-CARR-29	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
CentroSCT-CARR-17						0.00	0.000						Yes	1.00	0.081	0.081		0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-18						0.00	0.000						Yes	1.00	0.081	0.081		0.00	0.000	0	0.00	0.000	0.000
GobChi-CARR-23	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	1 or 2	0.50	0.015	0.015
CentroSCT-CARR-19						0.00	0.000		Yes					0.20	0.016	0.016		0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-20						0.00	0.000		Yes					0.20	0.016	0.016		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-003						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-009						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-022						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-012						0.00	0.000						Yes	1.00	0.081	0.081		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-028						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
SCT-DGDC-CARR-01	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-019						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-023						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-027						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-017						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-014						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-020						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-024						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-025						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-026						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-011						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-021						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
GobChi-CARR-20	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-007						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-008						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CentroSCT-CARR-01	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
Privado-CARR-01	Yes					0.00	0.000	Yes						0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-010						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-016						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-005						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000
CDJ-CARR-018						0.00	0.000							0.00	0.000	0.000		0.00	0.000	0	0.00	0.000	0.000

Regional Impacts (17.1%), POE Connectivity (18.0%), Project Score and Rank

Project ID[CSJ]	1. Geographical Impacts (48.8%)						2. Community Impacts (51.2%)						1. Number of POEs Served (27.3%)			2. Improce Accessibility/Traffic Flow to and from POE (45%)					3. Degrees of Separation to POE (27.7%)					
	No Impact	Regional Impact (<60 miles)	Wider-regional Impact (>60 m…	Bi-National Impact (Mexico a…	Score	Partial Weight	None	Substantial increase in economic activity	Environmental justice communities are not disproportionately impacted	Score	Partial Weight	Regional Impacts Weight	Number of POEs Served	Score	Partial Weight	No Improvement	Improve access/traffic flow TO POE	Improve access/traffic flow FROM POE	Score	Partial Weight	Number of Nodes (Enter "0" for Direct Connection)	Score	Partial Weight	POE Connectivity Weight	Project Score	Project Rank
SCT-DGDC--CARR-02				Yes	1.00	0.083		Yes		0.50	0.044	0.127	1	0.330	0.016		Yes	Yes	1.000	0.081	1	0.750	0.037	0.135	0.640	1
CentroSCT-CARR-06				Yes	1.00	0.083		Yes	Yes	1.00	0.088	0.171	1	0.330	0.016		Yes	Yes	1.000	0.081	0	1.000	0.050	0.147	0.543	2
CentroSCT-CARR-08				Yes	1.00	0.083		Yes	Yes	1.00	0.088	0.171		0.000	0.000		Yes	Yes	1.000	0.081	0	1.000	0.050	0.131	0.453	3
CDJ-CARR-002		Yes			0.33	0.028		Yes	Yes	1.00	0.088	0.115	2	0.670	0.033		Yes	Yes	1.000	0.081	0	1.000	0.050	0.164	0.429	4
CentroSCT-CARR-16				Yes	1.00	0.083		Yes		0.50	0.044	0.127	1	0.330	0.016		Yes		0.500	0.041	1	0.750	0.037	0.094	0.426	5
CentroSCT-CARR-07				Yes	1.00	0.083		Yes		0.50	0.044	0.127		0.000	0.000		Yes	Yes	1.000	0.081	0	1.000	0.050	0.131	0.416	6
GobChi-CARR-24		Yes			0.33	0.028		Yes		0.50	0.044	0.071	1	0.330	0.016		Yes	Yes	1.000	0.081	0	1.000	0.050	0.147	0.410	7
CentroSCT-CARR-09				Yes	1.00	0.083		Yes	Yes	1.00	0.088	0.171		0.000	0.000		Yes	Yes	1.000	0.081	0	1.000	0.050	0.131	0.392	8
GobChi-CARR-05	Yes				0.00	0.000		Yes		0.50	0.044	0.044	1	0.330	0.016		Yes	Yes	1.000	0.081	0	1.000	0.050	0.147	0.382	9
GobChi-CARR-19	Yes				0.00	0.000		Yes		0.50	0.044	0.044	1	0.330	0.016		Yes	Yes	1.000	0.081	2	0.500	0.025	0.122	0.380	10
GobChi-CARR-33		Yes			0.33	0.028		Yes		0.50	0.044	0.071	1	0.330	0.016		Yes	Yes	1.000	0.081	0	1.000	0.050	0.147	0.380	11
GobChi-CARR-25		Yes			0.33	0.028		Yes		0.50	0.044	0.071	1	0.330	0.016		Yes	Yes	1.000	0.081	2	0.500	0.025	0.122	0.374	12
GobChi-CARR-04	Yes				0.00	0.000		Yes		0.50	0.044	0.044	1	0.330	0.016		Yes	Yes	1.000	0.081	0	1.000	0.050	0.147	0.366	13
CDJ-CARR-006		Yes			0.33	0.028		Yes	Yes	1.00	0.088	0.115	2	0.670	0.033		Yes	Yes	1.000	0.081	0	1.000	0.050	0.164	0.365	14
GobChi-CARR-14	Yes				0.00	0.000		Yes		0.50	0.044	0.044	2	0.670	0.033		Yes	Yes	1.000	0.081	2	0.500	0.025	0.139	0.359	15
GobChi-CARR-32		Yes			0.33	0.028		Yes		0.50	0.044	0.071	1	0.330	0.016		Yes		0.500	0.041	0	1.000	0.050	0.107	0.358	16
GobChi-CARR-26		Yes			0.33	0.028		Yes		0.50	0.044	0.071	1	0.330	0.016		Yes	Yes	1.000	0.081	4	0.000	0.000	0.097	0.349	17
GobChi-CARR-31	Yes				0.00	0.000		Yes		0.50	0.044	0.044	1	0.330	0.016		Yes		0.500	0.041	2	0.500	0.025	0.082	0.333	18
GobChi-CARR-29		Yes			0.33	0.028		Yes		0.50	0.044	0.071	1	0.330	0.016		Yes	Yes	1.000	0.081	0	1.000	0.050	0.147	0.296	19
CentroSCT-CARR-17		Yes			0.33	0.028				0.00	0.000	0.028	3	1.000	0.049		Yes	Yes	1.000	0.081	1	0.750	0.037	0.168	0.276	20
CentroSCT-CARR-18		Yes			0.33	0.028				0.00	0.000	0.028	3	1.000	0.049		Yes	Yes	1.000	0.081	1	0.750	0.037	0.168	0.276	20
GobChi-CARR-23	Yes				0.00	0.000		Yes		0.50	0.044	0.044	2	0.670	0.033				0.000	0.000	0	1.000	0.050	0.083	0.228	22
CentroSCT-CARR-19		Yes			0.33	0.028				0.00	0.000	0.028	3	1.000	0.049		Yes	Yes	1.000	0.081	1	0.750	0.037	0.168	0.211	23
CentroSCT-CARR-20		Yes			0.33	0.028				0.00	0.000	0.028	3	1.000	0.049		Yes	Yes	1.000	0.081	1	0.750	0.037	0.168	0.211	23
CDJ-CARR-003			Yes		0.67	0.056				0.00	0.000	0.056	1	0.330	0.016				0.000	0.000	0	1.000	0.050	0.066	0.206	25
CDJ-CARR-009			Yes		0.67	0.056				0.00	0.000	0.056	3	1.000	0.049				0.000	0.000	0	1.000	0.050	0.099	0.155	26
CDJ-CARR-022		Yes			0.33	0.028				0.00	0.000	0.028	1	0.330	0.016				0.000	0.000	0	1.000	0.050	0.066	0.155	27
CDJ-CARR-012		Yes			0.33	0.028				0.00	0.000	0.028	1	0.330	0.016				0.000	0.000	2	0.500	0.025	0.041	0.150	28
CDJ-CARR-028				Yes	1.00	0.083				0.00	0.000	0.083	1	0.330	0.016				0.000	0.000	0	1.000	0.050	0.066	0.150	29
SCT-DGDC-CARR-01			Yes		0.67	0.056				0.00	0.000	0.056	1	0.330	0.016				0.000	0.000	1	0.750	0.037	0.054	0.143	30
CDJ-CARR-019		Yes			0.33	0.028				0.00	0.000	0.028	3	1.000	0.049				0.000	0.000	0	1.000	0.050	0.099	0.142	31
CDJ-CARR-023		Yes			0.33	0.028				0.00	0.000	0.028	3	1.000	0.049				0.000	0.000	0	1.000	0.050	0.099	0.127	32
CDJ-CARR-027		Yes			0.33	0.028				0.00	0.000	0.028	3	1.000	0.049				0.000	0.000	0	1.000	0.050	0.099	0.127	32
CDJ-CARR-017		Yes			0.33	0.028				0.00	0.000	0.028	2	0.670	0.033				0.000	0.000	0	1.000	0.050	0.083	0.126	34
CDJ-CARR-014			Yes		0.67	0.056				0.00	0.000	0.056	1	0.330	0.016				0.000	0.000	0	1.000	0.050	0.066	0.122	35
CDJ-CARR-020			Yes		0.67	0.056				0.00	0.000	0.056	1	0.330	0.016				0.000	0.000	0	1.000	0.050	0.066	0.122	35
CDJ-CARR-024			Yes		0.67	0.056				0.00	0.000	0.056	1	0.330	0.016				0.000	0.000	0	1.000	0.050	0.066	0.122	35
CDJ-CARR-025		Yes			0.33	0.028				0.00	0.000	0.028	2	0.670	0.033				0.000	0.000	0	1.000	0.050	0.083	0.110	38
CDJ-CARR-026		Yes			0.33	0.028				0.00	0.000	0.028	2	0.670	0.033				0.000	0.000	0	1.000	0.050	0.083	0.110	38
CDJ-CARR-011		Yes			0.33	0.028				0.00	0.000	0.028	1	0.330	0.016				0.000	0.000	0	1.000	0.050	0.066	0.094	40
CDJ-CARR-021		Yes			0.33	0.028				0.00	0.000	0.028	1	0.330	0.016				0.000	0.000	0	1.000	0.050	0.066	0.094	40
GobChi-CARR-20	Yes				0.00	0.000		Yes		0.50	0.044	0.044	1	0.330	0.016				0.000	0.000	2	0.500	0.025	0.041	0.094	42
CDJ-CARR-007			Yes		0.67	0.056				0.00	0.000	0.056		0.000	0.000				0.000	0.000	1	0.750	0.037	0.037	0.093	43
CDJ-CARR-008			Yes		0.67	0.056				0.00	0.000	0.056		0.000	0.000				0.000	0.000	1	0.750	0.037	0.037	0.093	43
CentroSCT-CARR-01	Yes				0.00	0.000				0.00	0.000	0.000	1	0.330	0.016				0.000	0.000	2	0.500	0.025	0.041	0.086	46
Privado-CARR-01	Yes				0.00	0.000				0.00	0.000	0.000	1	0.330	0.016	Yes			0.000	0.000	2	0.500	0.025	0.041	0.086	46
CDJ-CARR-010		Yes			0.33	0.028				0.00	0.000	0.028	1	0.330	0.016				0.000	0.000	1	0.750	0.037	0.054	0.081	48
CDJ-CARR-016		Yes			0.33	0.028				0.00	0.000	0.028		0.000	0.000				0.000	0.000	1	0.750	0.037	0.037	0.065	49
CDJ-CARR-005	Yes				0.00	0.000				0.00	0.000	0.000	1	0.330	0.016				0.000	0.000	1	0.750	0.037	0.054	0.054	50
CDJ-CARR-018	Yes				0.00	0.000				0.00	0.000	0.000		0.000	0.000				0.000	0.000	1	0.750	0.037	0.037	0.037	51

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

El Paso / Santa Teresa / Chihuahua Border Master Plan - Rail Projects Ranking Spreadsheet

Project Characteristics						
Project Info						
Term	Project ID/CSJ	Reporting Agency	Project Name	Description	Let Year	Estimated Cost/Low Bid
Short Term	USB-RAIL-01	New Mexico Border Authority	Rail Bypass and International Crossing Development Study Including Preparation For Presidential Permitting	Rail service to the Paso del Norte region is provided by three railroads: Union Pacific (UPRR), traversing New Mexico and Texas generally from west to east; Burlington Northern Santa Fe (BNSF), from north to south along the Rio Grande; and Ferrocarril Mexicana (FXE), traversing Chihuahua from south to north. UPRR and BNSF converge with FXE for the bi-national exchange of freight at two adjacent bridges across the river in central El Paso and Ciudad Juarez. Within El Paso and Ciudad Juarez, the rail corridors have been in place for over one hundred years and have become densely urbanized. In Ciudad Juarez, rail extends ten miles from the bridges at the river southward through the urban center. Rail activity disrupts vehicular traffic movement so adversely at twelve major vehicular crossings in Ciudad Juarez that the city has restricted FXE operations to a few early morning hours per day. As a result, bi-national rail exchange is at or near it capacity. In addition, the confined urban rail corridors on both sides of the border do not provide access to rapidly growing industrial areas that would greatly benefit from direct rail availability. Two studies were completed in 2003 that considered the proposed Santa Teresa rail bypass. Copies of the studies are available from the Procurement Manager. Both studies concluded that construction of a rail bypass extending from the existing BNSF line north of Anthony, NM onto the west mesa and then to the vicinity or Santa Teresa, NM and interchange with a new FXE extension at the border to be the most feasible relocation. An added benefit is that the bypass would allow UPRR access to FXE from a new major intermodal rail yard at Santa Teresa, NM that is in development. Among the requirements included in the Scope of Work, a Presidential Permit from the U.S. Department of State will ultimately be required for the proposed international crossing. Work required in this RFP will be in support of the Presidential Permit. The State of New Mexico, the State of Chihuahua, and the Municipality of Ciudad Juarez have executed a Memorandum of Understanding to jointly pursue the Presidential Permit. The NMBA and a project team of state agencies will manage and administer the work on behalf of the State.	2012-2013	$1,800,000.00
Unknown	USB-RAIL-02	BNSF	Various upgrades to 31 bridges on the BNSF El Paso subdivision within the next 10-15 years	Various upgrades to 31 bridges on the BNSF El Paso subdivision within the next 10-15 years		

	Congestion / Capacity (18.6%)																
	1. Increase in Track Capacity (35.2%)										2. Alleviates Congestion Locally (36%)			3. Increase in Rail Mode Share (28.8%)			
Project ID/CSJ	Rail Yard Project?	Improvement in Track Capacity?	# of Tracks before Project	# of Tracks after Project	Bypass/Relocation?	New Location or New Rail Project?	Addition in Rail Car Capacity (Rail Yards Only)	Change in # of Tracks	*Score*	*Partial Weight*	# of At-grade Rail Crossings Eliminated	*Score*	*Partial Weight*	Number of Daily Truck Loads Diverted to Rail	*Score*	*Partial Weight*	Congestion / Capacity Weight
USB-RAIL-01	Yes					Yes	more than 110	0	1.00	0.065		0.00	0.000		0.00	0.000	0.065
USB-RAIL-02								0	0.00	0.000		0.00	0.000		0.00	0.000	0.000

	Demand (18%)											
	1. Increase in Average Annual Daily Rail Cars (33.1%)					2. Cross-border Tonnage by Rail (35.2%)			3. Multiple Mode Demand (31.7%)			
Project ID/CSJ	Before Project	After Project	Change in AADRC	*Score*	*Partial Weight*	Tonnage	*Score*	*Partial Weight*	Additional Modes?	*Score*	*Partial Weight*	Demand Weight
USB-RAIL-01			0	0	0		0	0	Yes	1	0.05706	0.057
USB-RAIL-02			0	0	0		0	0		0	0	0.000

	Economic Value (8.5%)																				
	1. Socio-Economic Impacts (30.6%)						2. Cost Effectiveness (Cost/Capacity Criterion) (34.0%)								3. Cost Effectiveness (Cost/Demand Criterion) (35.4%)						
Project ID/CSJ	No Impact	Low Impact	Medium Impact	High Impact	*Score*	*Partial Weight*	Estimated Cost ($2010)	Funding - Private	Project Length (mi)	Number of Tracks	Track-miles	Cost Effectiveness	*Score*	*Partial Weight*	Estimated Cost ($2010)	Funding - Private	Change in AADT	Cost Effectiveness	*Score*	*Partial Weight*	Economic Value Weight
USB-RAIL-01	Yes				0.00	0.000	$ 1,800,000			0	0		0.00	0.000	$ 1,800,000	$ -	0		0.00	0.000	0.000
USB-RAIL-02					0.00	0.000	$ -			0	0		0.00	0.000	$ -	$ -	0		0.00	0.000	0.000

	Project Readiness (13.5%)																
	1. Funding Availability (40%)							2. Phase of Project Development (60%)								
Project ID/CSJ	0 to ≤10%	>10 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	*Score*	*Partial Weight*	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits acquired	>80% ROW in hand acquired	Project is ready to be let	*Score*	*Partial Weight*	Project Readiness Weight
USB-RAIL-01					Yes	1.00	0.054		Yes					0.20	0.016	0.070
USB-RAIL-02						0.00	0.000							0.00	0.000	0.000

	Safety (6.3%)						
	1. Accident Rate per Mile (51.0%)			2. Measures to Improve Safety (49.0%)			
Project ID/CSJ	Accident Rate per mile	*Score*	*Partial Weight*	Number of measures to Improve Safety	*Score*	*Partial Weight*	Safety Weight
USB-RAIL-01		0.00	0.000	3 or more	1.00	0.031	0.031
USB-RAIL-02		0.00	0.000		0.00	0.000	0.000

	Regional Impacts (17.1%)											
	1. Geographical Impacts (48.8%)						2. Community Impacts (51.2%)					
Project ID/CSJ	No Impact	Regional Impact (<60 miles)	Wider-regional Impact (>60 miles)	Bi-National Impact (Mexico and US)	*Score*	*Partial Weight*	None	Environmental justice communities are not disproportionately impacted	Substantial increase in economic activity	*Score*	*Partial Weight*	Regional Impacts Weight
USB-RAIL-01				Yes	1.00	0.083		Yes	Yes	1.00	0.088	0.171
USB-RAIL-02					0.00	0.000				0.00	0.000	0.000

	POE Connectivity (18.0%)													
	1. Number of POEs Served (27.3%)			2. Improce Accessibility/Traffic Flow to and from POE (45%)					3. Degrees of Separation to POE (27.7%)					
Project ID/CSJ	Number of POEs Served	*Score*	*Partial Weight*	No Improvement	Improve access/traffic flow to POE	Improve access/traffic flow to POE	*Score*	*Partial Weight*	Number of Nodes (Enter "0" for Direct Connection)	*Score*	*Partial Weight*	POE Connectivity Weight	Project Score	Project Rank
USB-RAIL-01		0.000	0.000		Yes	Yes	1.000	0.081	0	1.000	0.050	0.131	0.525	1
USB-RAIL-02		0.000	0.000				0.000	0.000		0.000	0.000	0.000	0.000	2

TABLE KEY

INPUT DATA SUBMITTED BY AGENCY. IF BLANK, MEANS DATA
INPUT DATA COMPUTED BY SPREADSHEET
SCORING CELL
PROJECT SCORE AND RANK

El Paso / Santa Teresa / Chihuahua Border Master Plan - Mexico Rail Projects Ranking Spreadsheet

Project Characteristics — Project Info

Term	Project ID/CSJ	Reporting Agency	Project Name	Location of Project	Description	Segment From	Segment To	Estimated Cost/Low Bid
Corto-Mediano	GobChi-FERR-001	Gobierno del Estado de Chihuahua-Municipio de Juarez	Libramiento Ferroviario Cd. Juárez		Construccion de Vías ferroviarias para el nuevo libramiento de Ciudad Juárez - vía el nuevo puente San Jerónimo. Se requiere Tramitar los Permisos Presidenciales correspondientes, Elaboración del Proyecto Ejecutivo, y Determinación de reservas territoriales para uso del Puerto y vialidades de Acceso.	Samalayuca, Chihuahua	Santa Teresa Nuevo México	$ 125,984,252
Mediano (5-10 años)	FERR-001	Secretaría de Comunicaciones y Transportes - DGTFM	Reemplazo y Modernización de Vías y Estructura en la Línea "Q"	Línea "Q" Ojinaga-Topolobampo	Reemplazo y mejora en las especificaciones de las vías y estructura en la Línea Ferroviaria "Q" en el tramo Chihuahua-Ojianaga	Chihuahua	Ojinaga	$ 265,748,031
Corto Plazo	FERR-002	Gobierno del Estado de Chihuahua-Municipio de Juarez			Espuela Ferroviaria a Planta Electrolux			

Congestion / Capacity (18.6%)

	1. Increase in Track Capacity (35.2%)										2. Alleviates Congestion Locally (36%)			3. Increase in Rail Mode Share (28.8%)			
Project ID/CSJ	Rail Yard Project?	Improvement in Track Capacity?	# of Tracks before Project	# of Tracks after Project	Bypass/Relocation?	New Location or New Rail Project?	Addition in Rail Car Capacity (Rail Yards Only)	Change in # of Tracks	*Score*	*Partial Weight*	# of At-grade Rail Crossings Eliminated	*Score*	*Partial Weight*	Number of Daily Truck Loads Diverted to Rail	*Score*	*Partial Weight*	**Congestion / Capacity Weight**
GobChi-FERR-001	Yes	Yes	0	1	Yes	Yes		1	0.00	0.000		0.00	0.000		0.00	0.000	0.000
FERR-001	No	Yes	1	1	No	No		0	0.25	0.016		0.00	0.000		0.00	0.000	0.016
FERR-002	No	No	0	1				1	0.50	0.033		0.00	0.000		0.00	0.000	0.033

Demand (18%)

	1. Increase in Average Annual Daily Rail Cars (33.1%)					2. Cross-border Tonnage by Rail (35.2%)			3. Multiple Mode Demand (31.7%)			
Project ID/CSJ	Before Project	After Project	Change in AADRC	*Score*	*Partial Weight*	Tonnage	*Score*	*Partial Weight*	Additional Modes?	*Score*	*Partial Weight*	**Demand Weight**
GobChi-FERR-001	608	1900	1292	1	0.060		0	0		0	0	0.060
FERR-001	0	150	150	0.5	0.030		0	0		0	0	0.030
FERR-002			0	0	0.000		0	0		0	0	0.000

Economic Value (8.5%)

	1. Socio-Economic Impacts (30.6%)						2. Cost Effectiveness (Cost/Capacity Criterion) (34.0%)								3. Cost Effectiveness (Cost/Demand Criterion) (35.4%)						
Project ID/CSJ	No Impact	Low Impact	Medium Impact	High Impact	*Score*	*Partial Weight*	Estimated Cost (USD 2012)	Funding - Private	Project Length (mi)	Number of Tracks	Track-miles	Cost Effectiveness	*Score*	*Partial Weight*	Estimated Cost (USD 2012)	Funding - Private	Change in AADT	Cost Effectiveness	*Score*	*Partial Weight*	**Economic Value Weight**
GobChi-FERR-001				Yes	1.00	0.026	$ 125,984,252			1	0		0.00	0.000	$ 125,984,252	$ -	0		0.00	0.000	0.026
FERR-001		Yes			0.33	0.009	$ 265,748,031			1	0		0.00	0.000	$ 265,748,031	$ -	0		0.00	0.000	0.009
FERR-002					0.00	0.000				1	0		0.00	0.000		$ -	0		0.00	0.000	0.000

Project Readiness (13.5%)

	1. Funding Availability (40%)							2. Phase of Project Development (60%)								
Project ID/CSJ	0 to ≤10%	>10 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	*Score*	*Partial Weight*	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits acquired	>80% ROW in hand acquire	Project is ready to be let	*Score*	*Partial Weight*	**Project Readiness Weight**
GobChi-FERR-001	Yes					0.00	0.000		Yes					0.20	0.016	0.016
FERR-001	Yes					0.00	0.000	Yes						0.00	0.000	0.000
FERR-002	Yes					0.00	0.000							0.00	0.000	0.000

Safety (6.3%)

	1. Accident Rate per Mile (51.0%)			2. Measures to Improve Safety (49.0%)			
Project ID/CSJ	Accident Rate per mile	*Score*	*Partial Weight*	Number of measures to Improve Safety	*Score*	*Partial Weight*	**Safety Weight**
GobChi-FERR-001		0.00	0.000		0.00	0.000	0.000
FERR-001		0.00	0.000		0.00	0.000	0.000
FERR-002		0.00	0.000		0.00	0.000	0.000

Regional Impacts (17.1%)

	1. Geographical Impacts (48.8%)						2. Community Impacts (51.2%)					
Project ID/CSJ	No Impact	Regional Impact (<60 miles)	Wider-regional Impact (>60 miles)	Bi-National Impact (Mexico and US)	*Score*	*Partial Weight*	None	Environmental justice communities are not disproportionately impacted	Substantial increase in economic activity	*Score*	*Partial Weight*	**Regional Impacts Weight**
GobChi-FERR-001				Yes	1.00	0.083		Yes	Yes	1.00	0.088	0.171
FERR-001				Yes	1.00	0.083		Yes		0.50	0.044	0.127
FERR-002		Yes			0.33	0.028	Yes			0.00	0.000	0.028

POE Connectivity (18.0%)

	1. Number of POEs Served (27.3%)			2. Improce Accessibility/Traffic Flow to and from POE (45%)					3. Degrees of Separation to POE (27.7%)					
Project ID/CSJ	Number of POEs Served	*Score*	*Partial Weight*	No Improvement	Improve access/traffic flow to POE	Improve access/traffic flow to POE	*Score*	*Partial Weight*	Number of Nodes (Enter "0" for Direct Connection)	*Score*	*Partial Weight*	**POE Connectivity Weight**	**Project Score**	**Project Rank**
GobChi-FERR-001	2	0.670	0.033		Yes	Yes	1.000	0.081	0	1.000	0.050	0.164	0.437	1
FERR-001	1	0.330	0.016		Yes		0.500	0.041	0	1.000	0.050	0.107	0.289	2
FERR-002	0	0.000	0.000				0.000	0.000	1	0.750	0.037	0.037	0.098	3

LEYENDA DE LA TABLA

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INFORMACIÓN CALCULADA POR LA HOJA DE EXCEL
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PUNTAJE Y NÚMERO DE PRIORIDAD DE CADA PROYECTO

El Paso / Santa Teresa / Chihuahua Border Master Plan - Transit Projects Ranking Spreadsheet

Project Characteristics – Project Info

Term	Project ID[CSJ]	County	Reporting Agency	Project Name	Highway	Project Description	Segment From	Segment To	Year Project Becomes Operational	Let Year	Estimated Cost ($2012)/Low Bid
Short Term	EPMPO T017D / 0374-02-089	El Paso, TX	Sun Metro Transit	Bus rapid transit (BRT) on US 180 (Montana Ave.) / Montana Corridor Routes: On Montana Ave. at Piedras to Airway(NB)/Viscount (SB) to Hawkins to Montana to Tierra Este to R.C. Poe	US 180 (Montana Ave.) / Montana Corridor Routes	Bus rapid transit (BRT) on US 180 (Montana Ave.) / Montana Corridor Routes: On Montana Ave. at Piedras to Airway(NB)/Viscount (SB) to Hawkins to Montana to Tierra Este to R.C. Poe	On Montana Ave. on Piedras	R. C. Poe @ Edgemere	2016	2015	$ 9,248,808
Short Term	EPMPO T015C-2	El Paso, TX	Sun Metro Transit	Bus rapid transit (BRT) sysem construction	SH 20	SH 20 (Alameda Ave.): On Santa Fe St. at Fourth Ave. to Kansas/Campbell St., to San Antonio/Magoffin Rd., to Texas/Myrtle St. to Alameda Ave. to Zaragoza St.	Santa Fe St.	Zaragoza St.	2014	2013	$ 8,400,000
Short Term	EPMPO T015C / 0001-02-054	El Paso, TX	Sun Metro Transit	Bus rapid transit (BRT) on SH 20 (Mesa St) : On Santa Fe St. at Fourth Ave. to Franklin Ave. to Oregon St., to Glory Rd., to Mesa St. to Remcon Circle	SH 20 (Mesa St)	Design and Construction for Rapid Transit System (RtS) (This project Is Cover in Transit and Highway Project Lists. Using $2M FHWA CAT5 Funds in FY 2011, $6.13M FHWA CAT2, $13.55M FTA 5309, and $5.420M LCL Funds For Total Of $27.1m) Barely started this project.	On Santa Fe St. at Fourth Ave. to Franklin Ave. to Oregon St., to Glory Rd., to Mesa St. to Remcon Circle			2014	$ 6,130,000
Short Term	EPMPO TO17C / 0167-02-050	El Paso, TX	Sun Metro Transit	Bus rapid transit (BRT) on Dyer Corridor Routes : On Sante Fe St. at Fourth Ave. to Dyer Street (BU 54A) to Diana Drive to Wren St.	Dyer Corridor Routes	Design and Construction for RTS/ITS/Signal Prioritization/Diamond Striped Lanes. This project is covered in transit and highway projects lists. Using $9.618M FHWA CAT2 Funds, $15,237,058 FTA 5309 and $10,889,276 LCL funds. ROW using LCL funds $222,724 in FY 2012 for total of $35.51M	On Sante Fe St. at Fourth Ave.	Dyer Street (BU 54A) to Diana Drive to Wren St.	2015	2013	$ 9,168,000
Short Term	EPMPO T017D-1	El Paso, TX	Sun Metro Transit	US 62/180 : Hueco Club Park to Airway Blvd	US 62/180	Preliminary engineering for bus rapid transit (BRT) system (Major changes made)	Hueco Club Park	Airway Blvd		2015	$ 2,000,000

Congestion / Capacity (18.6%)

Project ID[CSJ]	1. Final LOS (24.2%): Final LOS	Score	Partial Weight	2. Increase in LOS (42.2%): LOS Before Project	LOS After Project	Score	Partial Weight	3. Congestion Management (33.6%): No measure	Non-Motorized Mobility Route?	HOV Lanes?	ITS Installation?	Mass Transit Corridor?	Score	Partial Weight	Congestion / Capacity Weight
EPMPO T017D / 0374-02-089	B	0.75	0.034	A	B	0.00	0.000				Yes		0.75	0.047	0.081
EPMPO T015C-2	-	0.00	0.000			0.00	0.000				Yes		0.75	0.047	0.047
EPMPO T015C / 0001-02-054	-	0.00	0.000			0.00	0.000				Yes		0.75	0.047	0.047
EPMPO TO17C / 0167-02-050	-	0.00	0.000			0.00	0.000				Yes		0.75	0.047	0.047
EPMPO T017D-1	-	0.00	0.000			0.00	0.000						0.00	0.000	0.000

Demand (18%)

Project ID[CSJ]	1. Increase in Average Annual Daily Traffic (33.2%): AADT Before Project (2010)	Growth Rate	AADT After Project (2030)	Change in AADT	Score	Partial Weight	2. Existing Percentage of Trucks (34.0%): Truck AADT / % Share	Score	Partial Weight	3. Multiple Mode Demand (32.8%): Number of Additional Modes	Score	Partial Weight	Demand Weight
EPMPO T017D / 0374-02-089	36,770	2.0%	54,440	17,670	1.00	0.060	7.10	1.00	0.061		0.00	0.000	0.121
EPMPO T015C-2		-			0.00	0.000		0.00	0.000		0.00	0.000	0.000
EPMPO T015C / 0001-02-054		-			0.00	0.000		0.00	0.000		0.00	0.000	0.000
EPMPO TO17C / 0167-02-050		-			0.00	0.000		0.00	0.000		0.00	0.000	0.000
EPMPO T017D-1	45,000	-			0.00	0.000	5.10	0.25	0.015		0.00	0.000	0.015

Economic Value (8.5%)

Project ID[CSJ]	1. Socio-Economic Impacts (30.6%): No/Negative Impact	Low Impact	Medium Impact	High Impact	Score	Partial Weight	2. Cost Effectiveness (Cost/Capacity Criterion) (34.0%): Estimated Cost ($2012)	Funding - Private	Project Length (mi)	Number of Lanes	Lane-miles	Cost Effectiveness	Score	Partial Weight	3. Cost Effectiveness (Cost/Demand Criterion) (35.4%): Estimated Cost ($2012)	Funding - Private	Change in AADT	Cost Effectiveness	Score	Partial Weight	Economic Value Weight
EPMPO T017D / 0374-02-089			Yes		0.67	0.017	$ 9,248,808		18.24	0	0		0.00	0.000	$ 9,248,808		17,670	$ 523.42	0.25	0.008	0.025
EPMPO T015C-2			Yes		0.67	0.017	$ 8,400,000		12.8	0	0		0.00	0.000	$ 8,400,000				0.00	0.000	0.017
EPMPO T015C / 0001-02-054			Yes		0.67	0.017	$ 6,130,000		4.62	0	0		0.00	0.000	$ 6,130,000				0.00	0.000	0.017
EPMPO TO17C / 0167-02-050			Yes		0.67	0.017	$ 9,168,000		4.62	0	0		0.00	0.000	$ 9,168,000				0.00	0.000	0.017
EPMPO T017D-1					0.00	0.000	$ 2,000,000		9.18	0	0		0.00	0.000	$ 2,000,000				0.00	0.000	0.000

Project Readiness (13.5%)

Project ID[CSJ]	1. Funding Availability (40%): 0 to ≤10%	>10 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	Score	Partial Weight	2. Phase of Project Development (60%): Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits acquired	>80% ROW in hand acquired	Project is ready to be let	Score	Partial Weight	Project Readiness Weight
EPMPO T017D / 0374-02-089						0.00	0.000		Yes					0.20	0.016	0.016
EPMPO T015C-2						0.00	0.000			Yes				0.40	0.032	0.032
EPMPO T015C / 0001-02-054						0.00	0.000						Yes	1.00	0.081	0.081
EPMPO TO17C / 0167-02-050						0.00	0.000			Yes				0.40	0.032	0.032
EPMPO T017D-1						0.00	0.000							0.00	0.000	0.000

Safety (6.3%)

Project ID[CSJ]	1. Accident Rate per Mile (51.0%): Accident Rate per mile	Score	Partial Weight	2. Measures to Improve Safety (49.0%): Number of measures to Improve Safety	Score	Partial Weight	Safety Weight
EPMPO T017D / 0374-02-089	33.58	1.00	0.032		0.00	0.000	0.032
EPMPO T015C-2		0.00	0.000		0.00	0.000	0.000
EPMPO T015C / 0001-02-054		0.00	0.000		0.00	0.000	0.000
EPMPO TO17C / 0167-02-050		0.00	0.000		0.00	0.000	0.000
EPMPO T017D-1		0.00	0.000		0.00	0.000	0.000

Regional Impacts (17.1%)

Project ID[CSJ]	1. Geographical Impacts (48.8%): No Impact	Regional Impact (<60 miles)	Wider-regional Impact (>60 miles)	Bi-National Impact (Mexico and US)	Score	Partial Weight	2. Community Impacts (51.2%): None	Substantial increase in economic activity	Environmental justice communities are not disproportionately impacted	Score	Partial Weight	Regional Impacts Weight
EPMPO T017D / 0374-02-089					0.00	0.000		Yes	Yes	1.00	0.088	0.088
EPMPO T015C-2			Yes		0.67	0.056		Yes	Yes	1.00	0.088	0.143
EPMPO T015C / 0001-02-054					0.00	0.000		Yes	Yes	1.00	0.088	0.088
EPMPO TO17C / 0167-02-050					0.00	0.000		Yes	Yes	1.00	0.088	0.088
EPMPO T017D-1					0.00	0.000				0.00	0.000	0.000

POE Connectivity (18.0%)

Project ID[CSJ]	1. Number of POEs Served (27.3%): Number of POEs Served	Score	Partial Weight	2. Improce Accessibility/Traffic Flow to and from POE (45%): No Improvement	Improve access/traffic flow TO POE	Improve access/traffic flow FROM POE	Score	Partial Weight	3. Degrees of Separation to POE (27.7%): Number of Nodes (Enter "0" for Direct Connection)	Score	Partial Weight	POE Connectivity Weight	Project Score	Project Rank
EPMPO T017D / 0374-02-089	2	0.670	0.033	Yes			0.000	0.000	2	0.500	0.025	0.058	0.420	1
EPMPO T015C-2	4	1.000	0.049		Yes	Yes	1.000	0.081	1	0.750	0.037	0.168	0.408	2
EPMPO T015C / 0001-02-054		0.000	0.000		Yes	Yes	1.000	0.081	1	0.750	0.037	0.118	0.351	3
EPMPO TO17C / 0167-02-050		0.000	0.000		Yes	Yes	1.000	0.081	1	0.750	0.037	0.118	0.303	4
EPMPO T017D-1	2	0.670	0.033				0.000	0.000		0.000	0.000	0.033	0.048	N/A

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

El Paso / Santa Teresa / Chihuahua Border Master Plan - Mexico Transit Projects Ranking Spreadsheet

Project Characteristics										
Project Info										
Term	Project ID/CSJ	Reporting Agency	Project Name	Highway	Project Description	Segment From	Segment To	Year Project Becomes Operational	Let Year	Estimated Cost ($2012) / Low Bid
Corto plazo	CDJ-CARR-013	Gobierno del Estado de Chihuahua-Municipio de Juarez		Eje vial Juan Gabriel-Blvd. Zaragoza, 6 de septiembre paseo triunfo de la republica avenida Tecnológico	Mejoramiento del transporte público de pasajeros desarrollando sistemas de autobuses rápidos (BRT), conectando las zonas generadoras con los puntos más importantes de destinos incluyendo los PDE.			2013		$ 55,118,110

Project ID/CSJ	Congestion / Capacity (18.6%)														
	1. Final LOS (24.2%)			2. Increase in LOS (42.2%)				3. Congestion Management (33.6%)							
	Final LOS	*Score*	*Partial Weight*	LOS Before Project	LOS After Project	*Score*	*Partial Weight*	No measure	Non-Motorized Mobility Ro	HOV Lanes?	ITS Installation?	Mass Transit Corridor?	*Score*	*Partial Weight*	**Congestion / Capacity Weight**
CDJ-CARR-013	-	0.00	0.000	-	-	0.00	0.000						0.00	0.000	0.000

Project ID/CSJ	Demand (18%)													
	1. Increase in Average Annual Daily Traffic (33.2%)						2. Existing Percentage of Trucks (34.0%)			3. Multiple Mode Demand (32.8%)			
	AADT Before Project (2010)	Growth Rate	AADT After Project (2030)	Change in AADT	*Score*	*Partial Weight*	Truck AADT / % Share	*Score*	*Partial Weight*	Number of Additional Mode	*Score*	*Partial Weight*	**Demand Weight**
CDJ-CARR-013		-	30		0.00	0.000	-	0.00	0.000	0	0.00	0.000	0.000

Project ID/CSJ	Economic Value (8.5%)																				
	1. Socio-Economic Impacts (30.6%)						2. Cost Effectiveness (Cost/Capacity Criterion) (34.0%)								3. Cost Effectiveness (Cost/Demand Criterion) (35.4%)						
	No/Negative Impact	Low Impact	Medium Impact	High Impact	*Score*	*Partial Weight*	Estimated Cost (USD 2012)	Funding - Private	Project Length (mi)	Number of Lanes	Lane-miles	Cost Effectiveness	*Score*	*Partial Weight*	Estimated Cost (USD 2012)	Funding - Private	Change in AADT	Cost Effectiveness	*Score*	*Partial Weight*	**Economic Value Weight**
CDJ-CARR-013					0.00	0.000	$ 55,118,110			####	####	####	####	#REF!	$ 55,118,110				0.00	0.000	#REF!

Project ID/CSJ	Project Readiness (13.5%)															
	1. Funding Availability (40%)							2. Phase of Project Development (60%)								
	0 to ≤10%	>10 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	*Score*	*Partial Weight*	Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits a	>80% ROW in hand acquired	Project is ready to be let	*Score*	*Partial Weight*	**Project Readiness Weight**
CDJ-CARR-013						0.00	0.000						Yes	1.00	0.081	0.081

Project ID/CSJ	Safety (6.3%)						
	1. Accident Rate per Mile (51.0%)			2. Measures to Improve Safety (49.0%)			
	Accident Rate per mile	*Score*	*Partial Weight*	Number of measures to Imp	*Score*	*Partial Weight*	**Safety Weight**
CDJ-CARR-013		0.00	0.000	0	0.00	0.000	0.000

Project ID/CSJ	Regional Impacts (17.1%)												
	1. Geographical Impacts (48.8%)						2. Community Impacts (51.2%)					
	No Impact	Regional Impact (<60 miles)	Wider-regional Impact (>60	Bi-National Impact (Mexico	*Score*	*Partial Weight*	None	Substantial increase in economic activity	Environmental justice communities are not disproportionately impacted	*Score*	*Partial Weight*	**Regional Impacts Weight**
CDJ-CARR-013					0.00	0.000				0.00	0.000	0.000

Project ID/CSJ	POE Connectivity (18.0%)														
	1. Number of POEs Served (27.3%)			2. Improve Accessibility/Traffic Flow to and from POE (45%)					3. Degrees of Separation to POE (27.7%)					
	Number of POEs Served	*Score*	*Partial Weight*	No Improvement	Improve access/traffic flow TO POE	Improve access/traffic flow FROM POE	*Score*	*Partial Weight*	Number of Nodes (Enter "0" for Direct Connection)	*Score*	*Partial Weight*	**POE Connectivity Weight**	**Project Score**	**Project Rank**
CDJ-CARR-013	2	0.670	0.033				0.000	0.000	0	1.000	0.050	0.083	0.164	1

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