# Binational Border Transportation Infrastructure Needs Assessment Study

**Revised Executive Summary**

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SourcePoint

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# ABSTRACT

*In 1994, the U.S. Department of Transportation (DOT) and Mexico's Secretariat of Communications and Transportation (Secretaría de Comunicaciones y Transportes (SCT)) signed a Memorandum of Understanding (MOU) outlining the creation of the Joint Working Committee (JWC). Through the MOU, the JWC was charged with "analyzing, developing, and coordinating border transportation plans and programs reflecting the needs of both countries." JWC consists of representatives from the four U.S. states and the six Mexican states along the international border and representatives from selected federal agencies from both the U.S. and Mexican governments, including the Federal Highway Administration (FHWA) of the U.S. DOT, Mexico's SCT, the U.S. Department of State and Mexico's Secretariat of Foreign Relations (Secretaría de Relaciones Exteriores). In 1998, the JWC completed the Binational Border Transportation Planning & Programming Study (P&P Study). The P&P Study produced an inventory of transportation infrastructure along the U.S.-Mexico border and specified some of the "disconnects" that existed at that time.*

*The Binational Border Transportation Infrastructure Needs Assessment Study (BINS) follows the JWC's vision of developing and coordinating border transportation plans, and continues the work initiated in the P&P study. The purpose of BINS is to identify major transportation corridors in the border region, to develop a quantitative procedure to evaluate the needs of these corridors, and then, with input from the JWC, to identify transportation projects to meet the needs of the corridors as well as to identify possible funding sources. The BINS project was conducted in close coordination with the BINS Technical Committee, which is comprised of representatives from the ten border states as well as SCT and FHWA, under the guidance of the JWC.*

***HIGHLIGHTS OF THE BINS PROJECT:***

- *Developed a systematic approach for assessing transportation infrastructure needs in the U.S.-Mexico border region. This framework will be useful for future transportation infrastructure assessments and can be enhanced or adapted to reflect the JWC's evolving areas of emphasis.*
- *Identified 42 multimodal transportation corridors within the ten border states.*
- *Created a border-wide database and evaluation tool, that was used to help prioritize each state's transportation corridors, based on multimodal quantifiable criteria for highways, land ports of entry, airports, maritime ports, and railroads.*
- *Identified 311 significant transportation projects (258 in the U.S. and 53 in Mexico). The purpose of compiling transportation project-level information was to summarize funded and unfunded planned infrastructure improvements for the border region.*
- *Identified in the U.S., a shortfall of approximately $10.6 billion dollars (in 2003 constant dollars) for transportation projects, corresponding mainly to highway projects ($10.5 billion dollars).*
- *Identified in Mexico, a shortfall for transportation projects of $9,030 million pesos (in constant 2003 pesos) [or $860 million dollars], which also corresponds mainly to highway projects ($8,878 million pesos) [or $846 million dollars]. Mexican Pesos were converted to US dollars at 1 US $ = 10.5 Mexican pesos.*
- *The section titled Summary of Findings by State illustrates the corridors (organized by priority), provides an example of transportation projects, and identifies funding shortfalls, for each of the ten border states.*
- *Future work of BINS could improve the process of corridor and project identification, such as establishing binational and multistate transportation corridors. Incorporating a broader set of criteria, such as security, environment, and safety elements, could enhance the corridor evaluation process. The integration of the binational geographical information system (BGIS) database with BINS would enhance the display and analysis of transportation corridors and projects.*

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## INTRODUCTION

Trade between the United States (U.S.) and Mexico has soared over the past decade. With the signing of the North American Free Trade Agreement (NAFTA) in 1994, the value of trade from 1995-2000 has increased by 17 percent per year. Currently, Mexico is the second largest trading partner of the U.S., behind only Canada. In 2002, trade between the U.S. and Mexico totaled $232 billion dollars.[1]

This explosion of trade between the U.S. and Mexico predominantly moves across the border on trucks, with a smaller portion of goods exchanged by rail, water and air. Two-way truck trade alone more than doubled from about $77 billion dollars in 1994 to about $170 billion dollars in 2000. In 2002, nearly 70 percent of merchandise trade between the U.S. and Mexico was transported by trucks.[2]

While NAFTA has brought economic benefit to the border region as well as to each country, it has also provided infrastructure-related challenges. For both countries to continue to benefit in future years from the shared border, the transportation infrastructure that links the two countries needs to be maintained and expanded to handle future cross-border travel demand. Current transportation infrastructure was not designed to handle the large NAFTA traffic volumes.[3] As a result, the local transportation system is increasingly used by international trade related traffic destined for the interior of the United States or Mexico, compounding existing demands for additional transportation infrastructure from the rise in local traffic. In the U.S., state Departments of Transportation (DOTs) have been mainly responsible for improving the local transportation infrastructure, which provided benefits to the national economy as it serves international goods movement.

The U.S. and Mexico share a 1,278-mile (2,056 kilometers – km) border that extends from the Pacific Ocean on the west coast to the Gulf of Mexico on the southeast coast. A border region of 100 km on either side of the border is shown in Map 1 on the following page. The 100 km, ten-state "Border Region" is the focus of this study. The four U.S. border states are California, Arizona, New Mexico and Texas. The six Mexican border states are Baja California, Sonora, Chihuahua, Coahuila, Nuevo León, and Tamaulipas.

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1 U.S. Bureau of the Census, Foreign Trade Division, 2003.

2 U.S. Department of Transportation, Bureau of Transportation Statistics, Transborder Surface Freight Data, 2003

3 Transportation infrastructure in the U.S. and Mexico was not historically built around binational trade and as such is not adequate for the reorientation of traffic around the border. For example, in the U.S., the main transportation arteries run east-west, following the pattern of national development. In Mexico, the principal federal highways run north-south and show a radial pattern around main population centers (Federal District, Guadalajara and Monterrey).

**Map 1 – Study Area**
**U.S.-Mexico: 100 km Border Region**


Source: BINS Technical Committee

## BACKGROUND

In April 1994, the U.S. Department of Transportation (DOT) and Mexico's Secretariat of Communications and Transportation (Secretaría de Comunicaciones y Transportes (SCT)) signed a Memorandum of Understanding (MOU) outlining the creation of the Joint Working Committee (JWC). Through the MOU, the JWC was charged with "analyzing, developing, and coordinating border transportation plans and programs reflecting the needs of both countries." The MOU also envisioned enhanced communications, coordination, advice, and consensus building among government entities on both sides of the border. The JWC consists of transportation and planning agency representatives from the four U.S. states and the six Mexican states along the international border and representatives from selected federal agencies from both the U.S. and Mexican governments, including the U.S. Department of State (DOS) and Mexico's Secretariat of Foreign Relations (Secretaría de Relaciones Exteriores (SRE)).

In Mexico, the 1995-2000 National Development Plan (Plan Nacional de Desarrollo (PND)) called for the modernization of the federal highways of national importance, which provide a link among state capitals and main maritime and border ports. The 2001-2006 PND continues these efforts with the objective of achieving a transportation infrastructure network that will facilitate Mexico's participation in the globalization process. In addition to investments in highway improvements, railroads, airports and seaports have benefited from both public and private investments.[4]

In the U.S., the Transportation Equity Act for the 21$^{st}$ Century (TEA-21), which became law in 1998, provided some dedicated resources to address additional transportation facilities identified in the

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[4] Secretaría de Comunicaciones y Transportes, *Plan Nacional de Desarrollo 1995-2000 and Plan Nacional de Desarrollo 2001-2006*.

National Corridor Planning and Development (NCPD) Program and the Corridor Border Infrastructure (CBI) Program. However, the transportation needs have exceeded the funding capacity of these two programs. The sections authorizing these programs ended with the termination of TEA-21 at the end of the 2003 federal fiscal year.

In 1998, the JWC authorized the Binational Border Transportation Planning & Programming Study[5] or P&P Study. The P&P Study produced an inventory of transportation infrastructure along the U.S.-Mexico border and specified some of the "disconnects" that existed in 1998. However, the P&P Study stopped short of identifying major transportation corridors and assessing their needs.

The JWC recognized that the TEA-21 programs did not provide sufficient funding to satisfy the rapidly expanding border area transportation needs and, with the reauthorization of TEA-21 close at hand, that additional information was required to carry out a transportation corridor analysis and needs assessment for the U.S.-Mexico border region. Initially, the JWC anticipated that the findings from this study would be used during the TEA-21 reauthorization process, and thus authorized the Binational Border Transportation Infrastructure Needs Assessment Study (BINS). As explained in more detail in this Executive Summary, BINS has evolved as a tool to identify and evaluate major transportation corridors and compiled a list of planned transportation projects, based on each state's needs.

## STUDY PURPOSE AND OBJECTIVES

The BINS project follows the JWC's vision of developing and coordinating border transportation plans, and continues the work initiated in the P&P study. The purpose of BINS is to identify major transportation corridors on the border region, to develop a quantitative procedure to evaluate the needs of these corridors, and then, with input from the JWC, to identify transportation projects to meet the needs of the corridors as well as to identify possible funding sources.

Specifically, the BINS project has five key objectives:

1. To develop a set of minimum criteria to be used by the JWC to identify major multi-modal transportation corridors.
2. To develop an evaluation process, accepted by the JWC, to analyze major transportation corridors identified in Objective No. 1.
3. To create a border-wide database and evaluation tool to prioritize each state's transportation corridors based on the methodology and process identified in Objective No. 2, which can be used for future assessments.
4. To compile a list of significant transportation projects on the corridors, including each project's description, estimated cost, and anticipated completion date, and to summarize each state funding needs, as well as those for the U.S.-Mexico border, to implement these transportation projects.

[5] Barton-Aschman Associates Inc. & La Empresa S. de R.L., "Binational Border Transportation Planning and Programming Study," April 10, 1998.

5. To investigate traditional and innovative methods to fund border transportation infrastructure needs.

## ORGANIZATION OF THE REPORT

The BINS project is documented in three reports that provide increasing levels of detail. First, the Executive Summary highlights the major findings related to border transportation infrastructure needs, strategic transportation corridors and planned projects as well as potential financing options. Second, the BINS report describes the process, methodology and tools developed to evaluate transportation infrastructure needs along the border region and it also presents the results of the analyses in more detail. Finally, the Appendices include the raw data used as input for the various analyses as well as documentation of the study process.

## GENERAL CONCLUSIONS

The BINS project completed five main objectives which followed the overall purpose of assessing the transportation infrastructure needs of the U.S.-Mexico border region. It was conducted in close coordination with the BINS Technical Committee, which is comprised of representatives from the ten border states as well as SCT and Federal Highway Administration (FHWA), under the guidance of the JWC.

First, multimodal border transportation corridors were identified. Then, an evaluation process and tool, as well as a borderwide database, were developed to analyze and prioritize those corridors within each border state. Next, transportation projects were identified on each of the selected corridors. Finally, traditional and innovative financing methods for transportation projects were investigated. This work was conducted with ongoing participation from the BINS Technical Committee.

The BINS project provides a systematic approach for assessing transportation infrastructure needs in the U.S.-Mexico border region. Findings from this project will assist transportation officials on both sides of the border to establish planning and programming strategies to achieve common goals for key multi-modal transportation corridors. The framework developed by the BINS project also will be useful for future transportation infrastructure assessments and can be enhanced or adapted to reflect the JWC's evolving areas of emphasis. A summary of findings for each border state is provided in the following section.

In brief, the BINS project identified 42 multimodal transportation corridors within the ten border states, which were selected by the individual state representatives of the BINS Technical Committee based on the needs identified by each state. A border-wide database and evaluation tool, that was used to help prioritize each state's transportation corridors, was created based on multimodal quantifiable criteria for highways, land ports of entry, airports, maritime ports, and railroads.

Also, the BINS project resulted in a list of significant transportation projects on the corridors provided by the BINS Technical Committee according to the needs identified by each state. The purpose of compiling transportation project-level information was both to summarize planned infrastructure improvements for the border region and the unfunded needs identified by the states.

Texas' long-term projects were not included. Arizona submitted projects beyond 2003; however, the expected implementation timeline was not provided.

In the U.S., a shortfall of approximately $10.6 billion dollars (in 2003 constant dollars) for transportation projects was identified and it is mostly related to highway projects ($10.5 billion dollars). Anticipated costs for long-term projects were not submitted by Texas and Arizona. New Mexico submitted cost estimates for long-term highway projects only.

In Mexico, the identified shortfall for transportation projects amounts to $9,030 million pesos (in constant 2003 pesos) and it also corresponds mainly to highway projects ($8,878 million pesos). Future allocation of funding for planned projects should be based on priorities developed through further analyses.

The section titled Summary of Findings by State illustrates the corridors (organized by priority), provides an example of transportation projects, and identifies funding shortfalls, for each of the ten border states.

As noted earlier, the BINS methodology followed a multimodal approach for gathering quantitative data for highway, rail, maritime, airport, port of entry, and intermodal facilities. The evaluation tool relies on this database to prioritize transportation corridors within each border state. The limitations of the evaluation tool derive from the lack of availability of current or projected traffic and trade data for the corridors identified. Several border states were unable to provide complete datasets. Another data limitation encountered was related to information on planned transportation projects. The data provided by the states varied widely in terms of the planning horizon, project description, cost estimates, and project funding availability. For example, some states provided no data on planned long-term projects, anticipated project cost or funding levels. Project descriptions were many times incomplete.

The future enhancement of the transportation infrastructure network along the border region will greatly depend on continuous cooperation and coordination efforts in binational planning. The BINS project has continued to strengthen the foundation of a binational perspective for the improvement of transportation infrastructure, which was started through the P&P study. However, BINS stopped short of looking at the connection between the transportation corridors identified in the U.S. and Mexico or between adjoining states in either country. The remainder of this section identifies recommended enhancements for a potential second phase of the BINS project.

A second phase of BINS could accomplish improvements in the process of corridor and project identification of binational and multistate transportation corridors. The concept of establishing binational corridors would capture the synergy of crossborder trade and travel more fully. It would allow the prioritization of corridors and projects under a new light by providing a better understanding of the mutual economic benefits for both countries. Also, it would point to the positive results of coordinated binational planning and, at the same time, would provide a signal when that coordination is not present. For example, establishing binational corridors and identifying key transportation projects would show whether both countries are planning to implement improvements on transportation facilities or POEs on a similar schedule.

In addition, a second phase of BINS could enhance the corridor evaluation process by incorporating a broader set of criteria. Issues such as security, environment, and safety should be considered as additional elements. Current criteria could be reviewed to determine whether minimum or maximum thresholds should be established, such as minimum levels of daily traffic on a facility, among others.

Although a binational geographical information system (GIS) database was not available during the development of the BINS project, a second phase of BINS could incorporate its capabilities. Such a system could facilitate the process of corridor data administration and, most importantly, it could assist in locating and analyzing transportation projects on the identified corridors. A binational GIS database could also assist in the production of maps, which are important visual tools for transportation studies and decision making.

Finally, it is recommended that the evaluation of U.S.-Mexico border transportation corridors be updated regularly, building upon the BINS project.

## SUMMARY OF FINDINGS BY STATE

### Arizona

The BINS Technical Committee representative identified one corridor in Arizona, the CANAMEX Corridor. A map of the Arizona border region and its corridor within 100 km is presented below.

The BINS Technical Committee representative identified 21 transportation projects in Arizona's CANAMEX Corridor through 2020 and all of them are highway projects on I-19. They include reconstruction of an interchange at Valencia and bridge rehabilitation. Of the 21 projects, 13 are considered fully funded, with an estimated cost of $38.8 million dollars (constant 2003 dollars).[6]

Eight of the projects are not fully funded and no cost estimates were provided for them. Funding for these projects represents an unmet need related to border transportation infrastructure in Arizona. However, since no cost estimates were provided for these eight projects, it is not possible to quantify that need.


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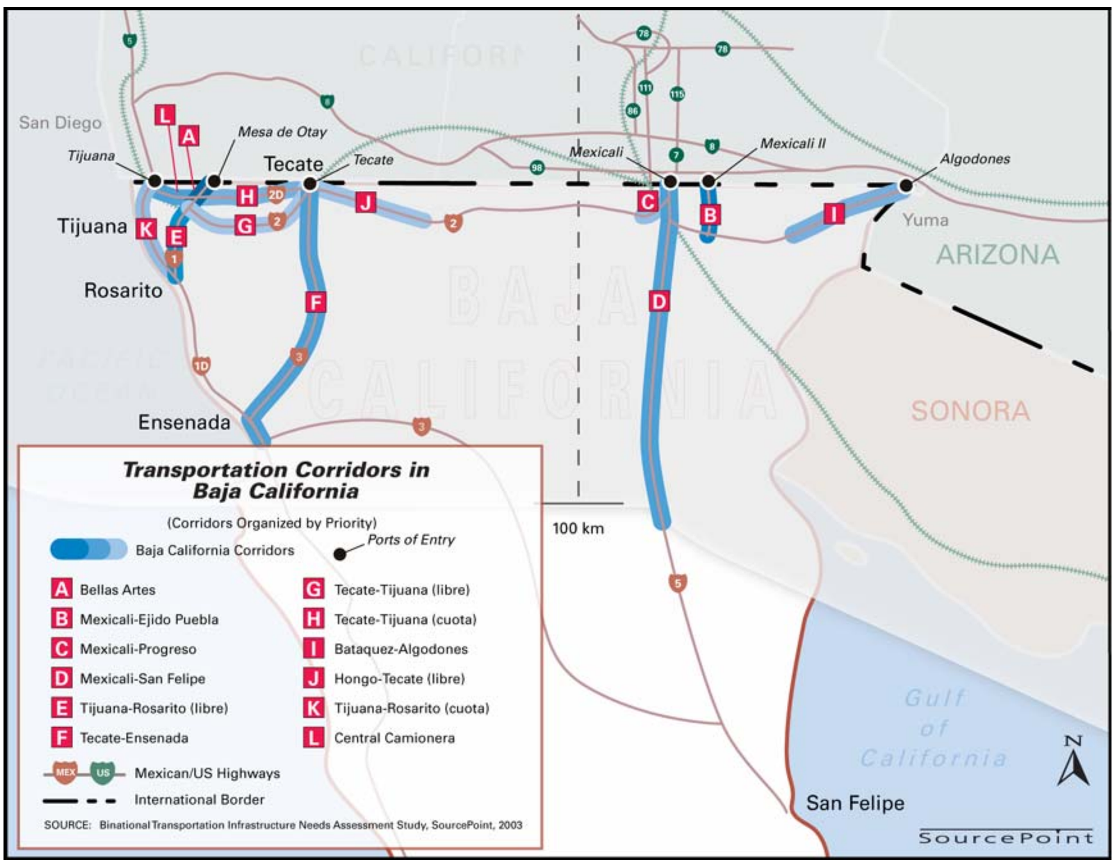
6 For Arizona, California, and Texas, values were provided in 2001 constant dollars and are inflated to 2003 constant dollars using an inflation factor of 3.2 percent per year. This inflation factor was obtained from the BINS Technical Committee representative.

## Baja California

The BINS Technical Committee representative identified 12 corridors in Baja California and named most of them after road junctions. A map of the Baja California border region and its corridors, which are organized by priority, is presented below.

The BINS Technical Committee representative identified 17 transportation projects in Baja California's corridors through 2020 and all of them are highway projects. They include the Tijuana-Rosarito 2000 highway, the Ejido Cuernavaca-La Rosita project in Mexicali, and improvements to the Tecate-Mexicali free highway. Of the 17 projects, which total approximately $4,164 million pesos (constant 2003 pesos), 14 are considered fully funded with an estimated cost of $464 million pesos.

Three highway projects are considered not fully funded and are estimated to cost $3,700 million pesos. Therefore, this amount represents an outstanding funding need related to Baja California's border transportation infrastructure.



## California

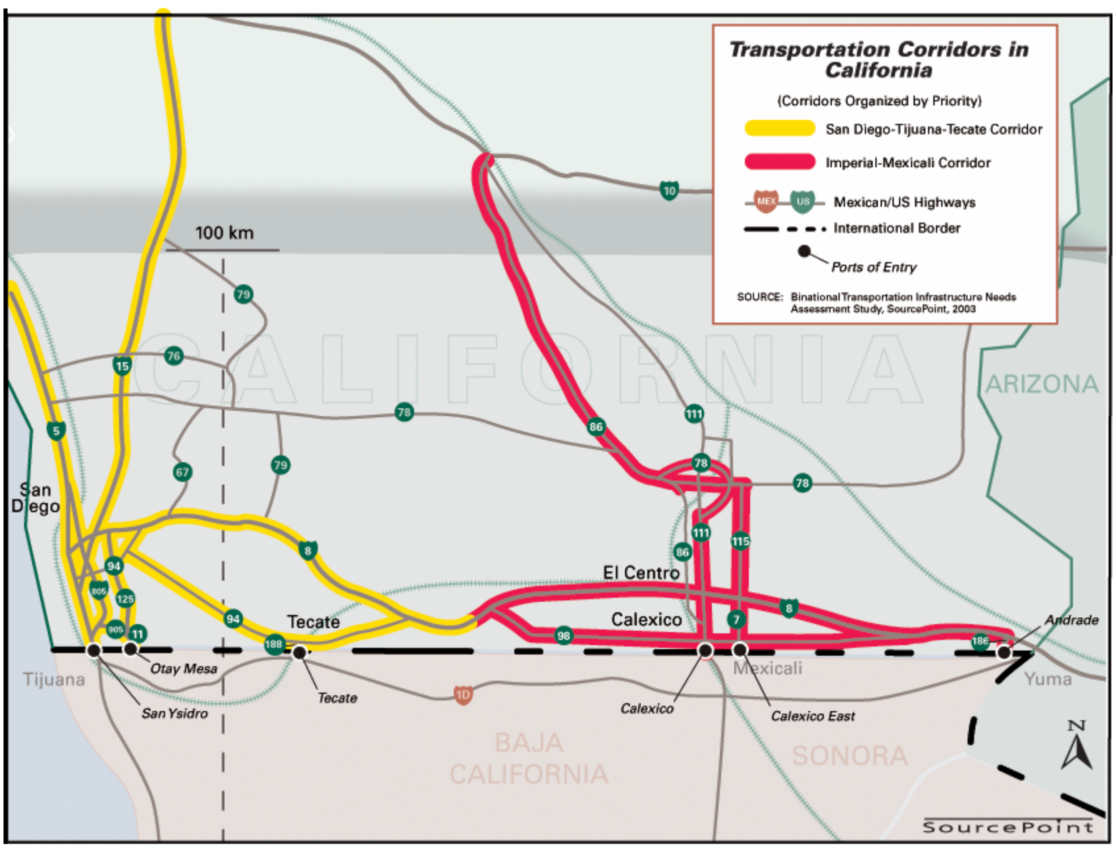
The BINS Technical Committee representative identified two corridors in California, the San Diego-Tijuana-Tecate and the Imperial-Mexicali Corridors. A map of the California border region and its corridors, which are organized by priority, is presented below.

The BINS Technical Committee representative identified 110 transportation projects in California's two corridors through 2030. They include the construction of State Route (SR) 905, improvements to I-5 and I-805, construction of Brawley Bypass expressway, and upgrades to SR 111. Of the 110 projects, 103 are highway projects and seven are railroad projects. Twenty-six projects are considered fully funded and 84 projects are not fully funded.

Of the 103 highway projects, which total approximately $12.9 billion dollars (constant 2003 dollars), 22 projects are considered fully funded and have an estimated cost of approximately $2.6 billion dollars The remaining 81 highway projects are considered not fully funded and are estimated to cost $10.3 billion dollars.

Of the seven railroad projects, which total approximately $923 million dollars (constant 2003 dollars), four projects are considered fully funded at an estimated cost of approximately $811 million dollars while three projects are considered not fully funded and are anticipated to cost $112 million dollars.

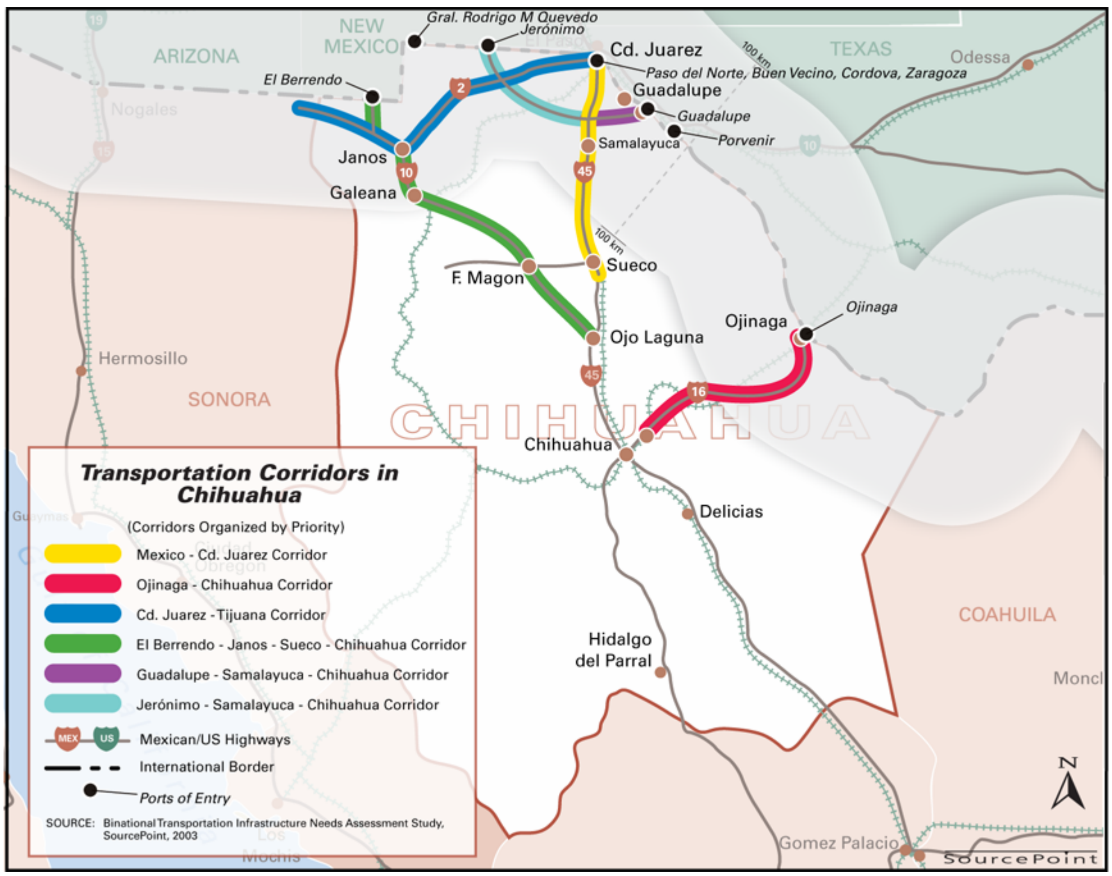
Therefore, California has identified a need of $10.3 billion dollars to fully fund identified highway projects and $112 million dollars to implement rail projects in the state's border transportation system.



## Chihuahua

The BINS Technical Committee representative identified six corridors in Chihuahua, which are México-Ciudad Juárez, Ojinaga-Chihuahua, Ciudad Juárez-Tijuana, El Berrendo-Janos-Sueco-Chihuahua, Guadalupe-Samalayuca-Chihuahua and Jerónimo-Samalayuca-Chihuahua Corridors. A map of the Chihuahua border region and its corridors, which are organized by priority, is presented below.

The BINS Technical Committee representative identified four transportation projects in Chihuahua's corridors through 2020 and all of them are highway projects. They include the new Zaragoza-Dr. Porfirio Parra highway, upgrades to the La Mula-Ojinaga highway, and other road rehabilitations. The four highway projects, which are not fully funded, total approximately $503 million pesos (constant 2003 pesos). Therefore, this amount represents the funding needs identified for Chihuahua's border transportation infrastructure.



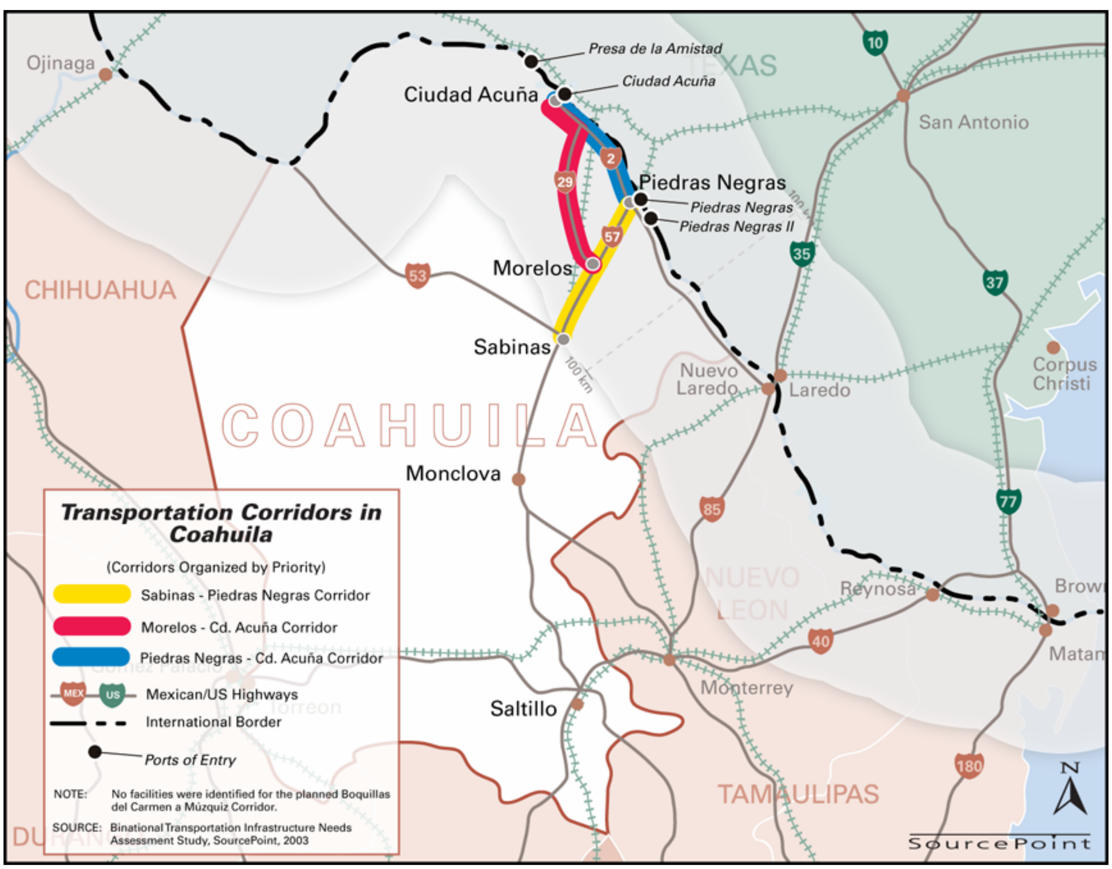
## Coahuila

The BINS Technical Committee representative identified four corridors in Coahuila, which are the Piedras Negras-Ciudad (Cd) Acuña Corridor, the Morelos-Cd. Acuña Corridor, the Sabinas-Piedras Negras Corridor and the Boquillas del Carmen a Múzquiz Corridor. A map of the Coahuila border region and its corridors, which are organized by priority, is presented below. Because no facilities were identified for the planned Boquillas del Carmen a Múzquiz Corridor, it is not shown on the map.

The BINS Technical Committee representative identified ten transportation projects in Coahuila's corridors through 2020. Nine of them are highway projects and one of them is an airport project. They include construction of the El Melón-La Linda highway, improvements to the Zaragoza-Ciudad Acuña highway, and runway improvements at the International Airport in Acuña. Of the ten projects, two are considered fully funded, and eight are considered not fully funded.

Of the nine highway projects, which total approximately $1,363 million pesos (constant 2003 pesos), two projects are considered fully funded at an estimated cost of $307 million pesos. Seven highway projects are considered not fully funded and are anticipated to cost approximately $1,056 million pesos. The airport project, which is not fully funded, has an estimated cost of $62 million pesos (constant 2003 pesos).

Therefore, Coahuila has identified a need of $1,056 million pesos to fully fund identified highway projects and $62 million pesos to implement an airport project in the state's border transportation system.



## New Mexico

The BINS Technical Committee representative identified three corridors in New Mexico, which are the I-10, the North-South, and the Midwest Corridors. A map of the New Mexico border region and its corridors, which are organized by priority, is presented below.

The BINS Technical Committee representative identified ten transportation projects in New Mexico's corridors through 2020. They include highway widenings, the extension of Sunland Park Drive, construction of a new intermodal center, railroad crossing at Santa Teresa, and extension of the Doña Ana County airport runway. Five of those projects are highway projects, three are airport projects and two are rail related. Of the ten projects, three are considered fully funded and seven are considered not fully funded.

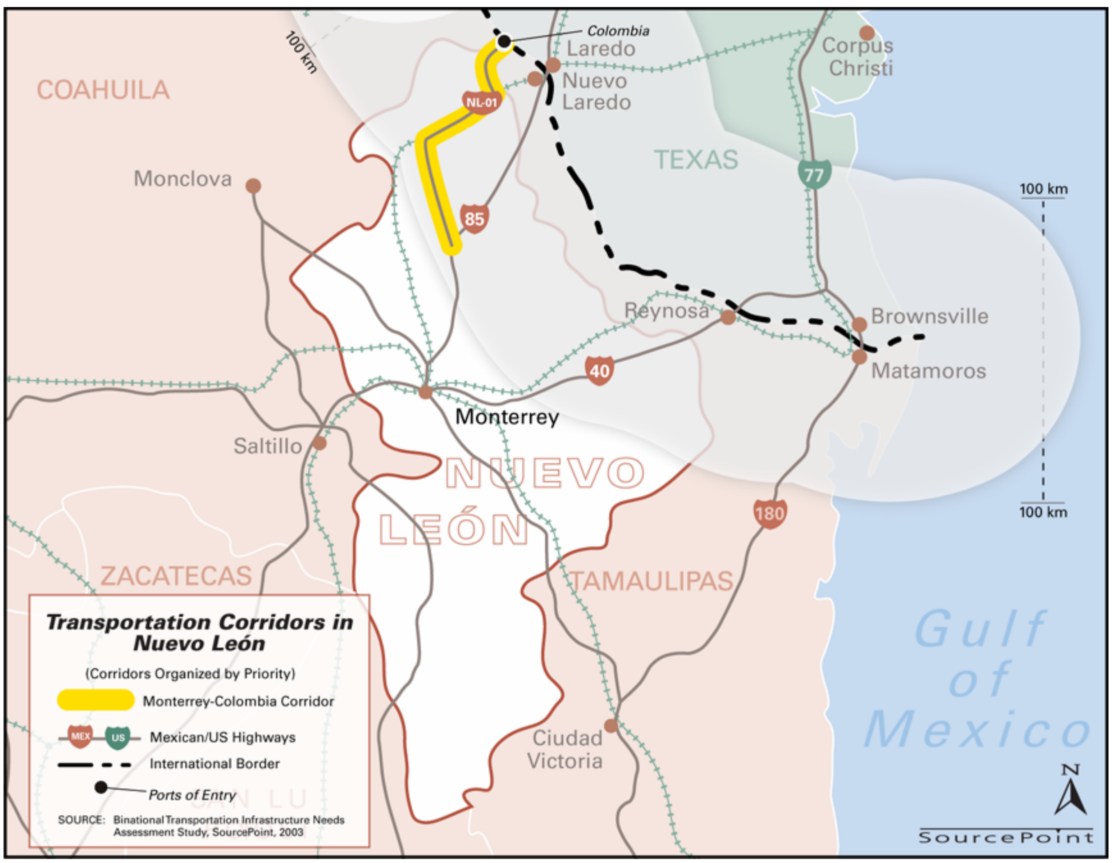
Of the five highway projects, three are considered fully funded and have an estimated cost of $57 million dollars (constant 2003 dollars). The remaining two highway projects are considered not fully funded. No cost estimates were provided for one of these projects. The other project, the Sunland Park Drive Extension, is projected to cost $13 million dollars. Funds for Phase 1 have been programmed for a total of $5 million dollars. The remaining funds for Phase 2 of the Sunland Park Drive Extension have not been identified. Therefore, the unmet funding need identified for New Mexico's border highway infrastructure is $8 million dollars.

Since no cost estimates were provided for any of the airport or rail related projects, the unmet funding need for those infrastructure projects could not be quantified.

## Nuevo León

The BINS Technical Committee representative identified one corridor in Nuevo León, the Monterrey-Colombia Corridor. A map of the Nuevo León border region and its corridor within the 100 km limit is presented below.

The BINS Technical Committee representative identified one transportation project in Nuevo León's corridor through 2020. This project involves highway improvements to NL-01 between Ciudad Lampazos and the Colombia POE. It is not fully funded and is estimated to cost approximately $656 million pesos. Therefore, this amount represents the funding needs identified for Nuevo León's border transportation infrastructure.

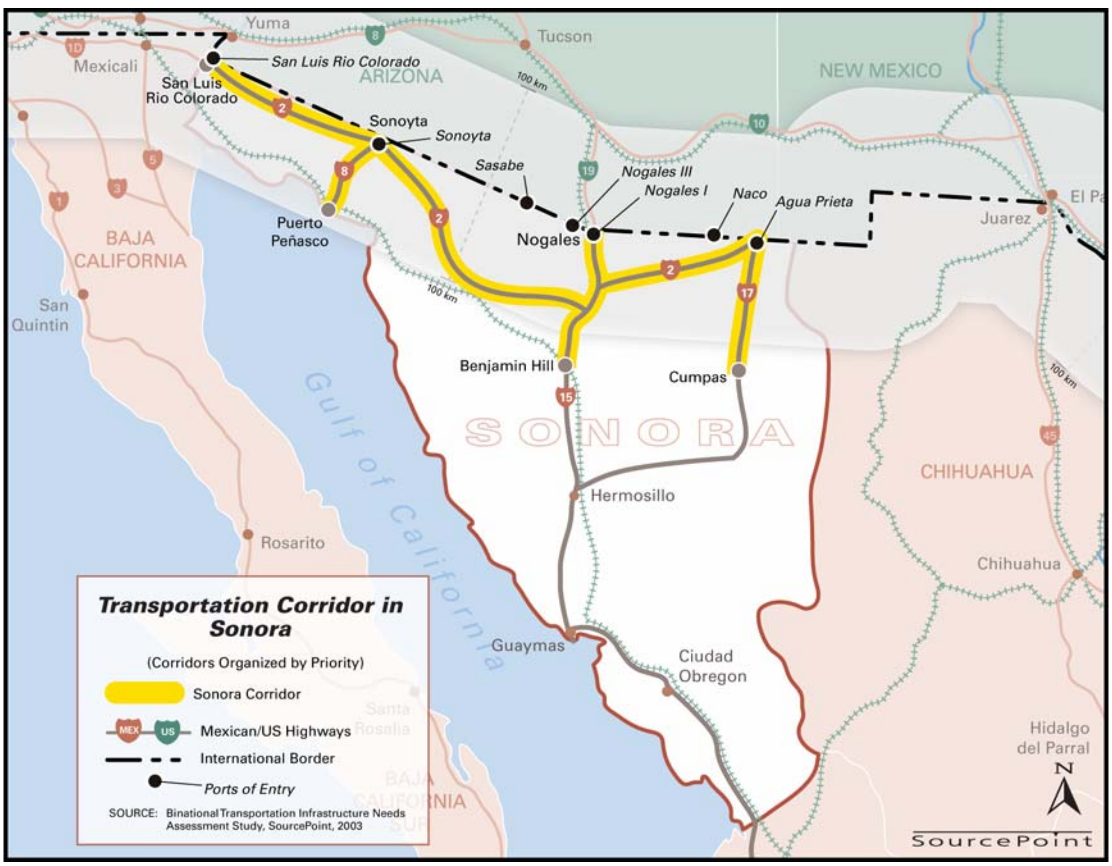


## Sonora

The BINS Technical Committee representative did not identify any transportation corridors in Sonora. The SCT identified one corridor in this state and titled it the Sonora Corridor. A map of the Sonora border region and its corridor within the 100 km limit is presented below.

The BINS Technical Committee representative identified four transportation projects through 2020 in the Sonora Corridor. They include improvements to the MX-2 highway, such as modernization of the San Luis Río Colorado southern access, upgrades at Paso por Agua Prieta, and improvements at Imuris-Cananea and Pitiquito-Caborca. All of them are highway projects and are considered fully funded. The total estimated cost is approximately $106.3 million pesos (constant 2003 pesos).

Even though these four highway projects are categorized as fully funded, the BINS Technical Committee representative indicated that the source of the funding is the federal government, and an unknown portion of the total funding still needs to be provided to the state.



## Tamaulipas

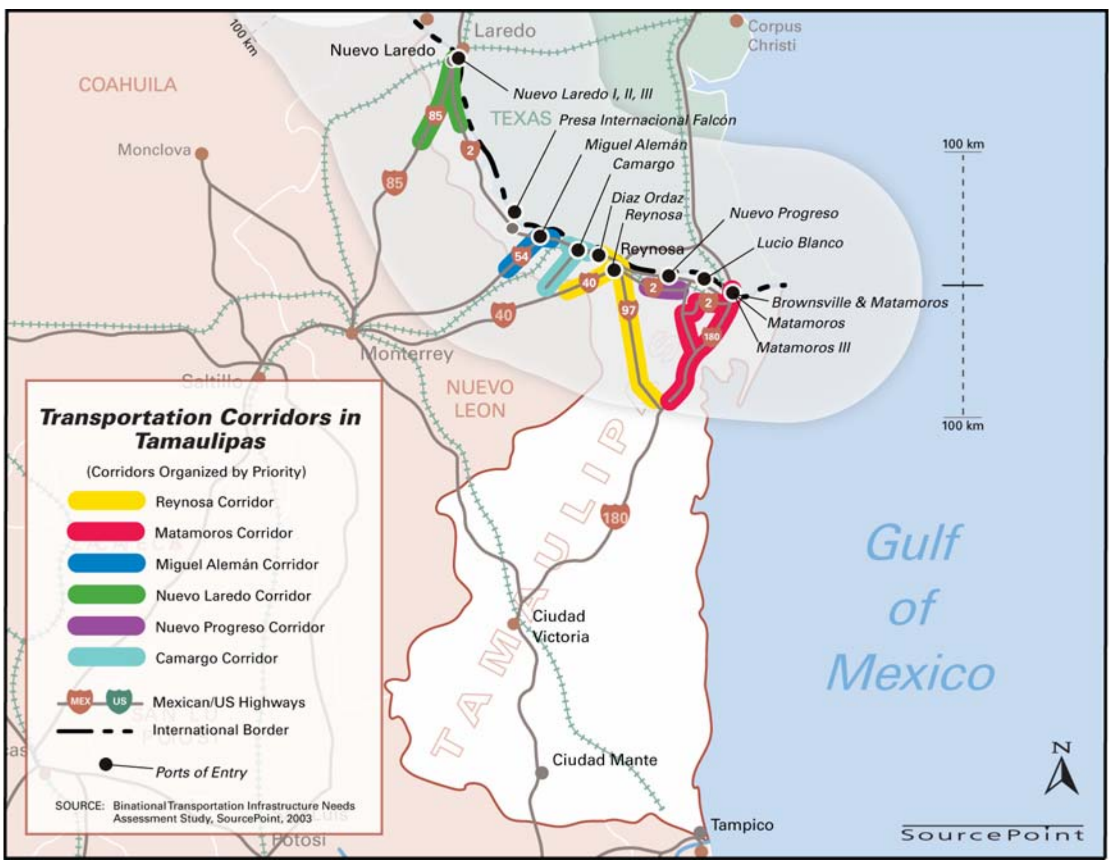
The BINS Technical Committee representative identified six corridors in Tamaulipas. They are the Reynosa Corridor, Matamoros Corridor, Miguel Alemán Corridor, Nuevo Laredo Corridor, Nuevo Progreso Corridor, and Camargo Corridor. A map of the Tamaulipas border region and its corridors, which are organized by priority, is presented below.

The BINS Technical Committee representative identified 17 transportation projects in Tamaulipas' corridors through 2020, of which 16 are highway projects and one is a rail project. They include improvements to the Nuevo Laredo-Reynosa highway and the Tejón-Reynosa roadway, and improvements to the railroad bridge at Matamoros. Of the 17 projects, 5 are fully funded, and 12 are not fully funded.

The 16 highway projects are estimated to cost $3,829 million pesos (constant 2003 pesos). Five of those projects are considered fully funded and are anticipated to cost approximately $866 million pesos. The remaining 11 highway projects are considered not fully funded at an estimated cost of approximately $2,963 million pesos.

The one rail project, which is considered not fully funded, is estimated to cost $90 million pesos (constant 2003 pesos).

Therefore, Tamaulipas has identified a need of $2,963 million pesos to fully fund identified highway projects and $90 million pesos to implement a rail project in the state's border transportation system.



## Texas

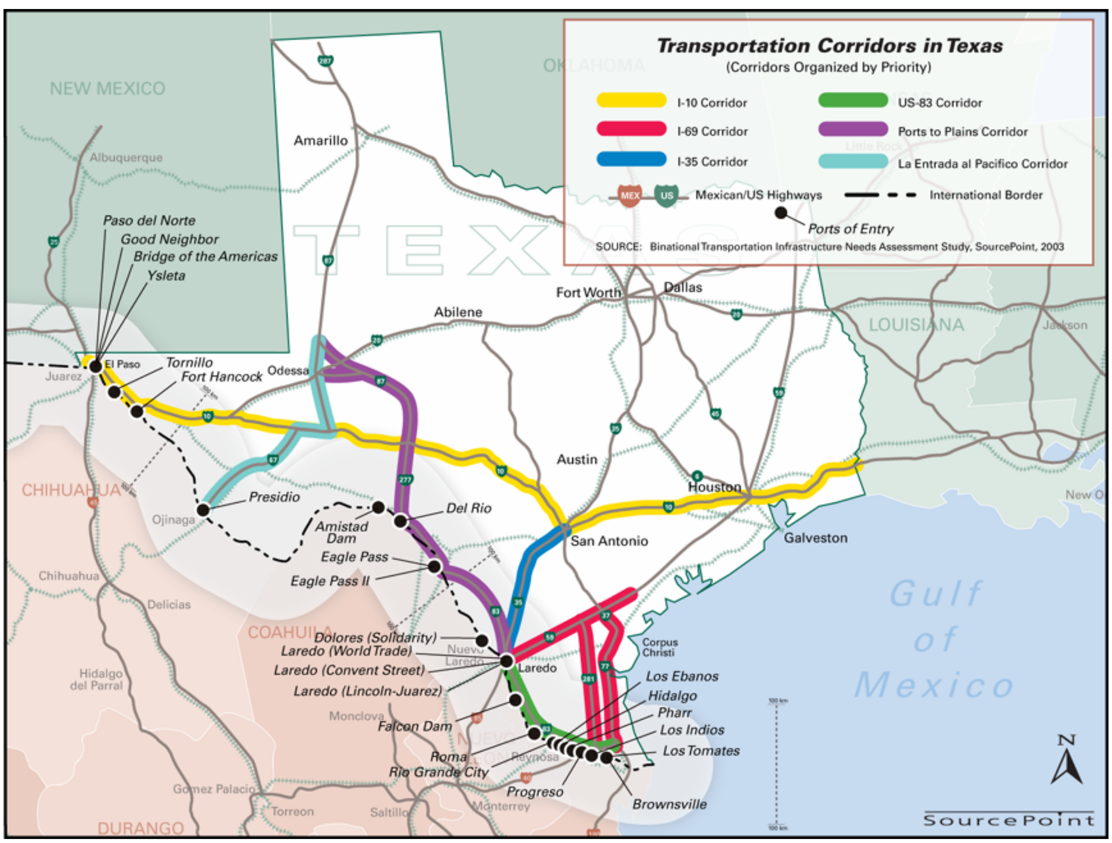
The BINS Technical Committee representative identified six corridors in Texas: the Interstate Highway (IH) 10 Corridor, the IH-35 Corridor, the IH-69 Corridor, the U.S. 83 Corridor, the La Entrada al Pacifico Corridor and the Ports to Plains Corridor. A map of the Texas border region and its corridors, which are organized by priority, is shown below.

The BINS Technical Committee representative identified 117 transportation projects in Texas' corridors through 2005. They include improvements to I-H 10, I-H 35, U.S. 77, modernization of the Del Rio International Airport, and the rehabilitation of the Presidio POE rail crossing. Of the total number of projects, 107 are highway projects, nine are airport projects, and one is a railroad project. With regard to the funding level of these projects, 109 of the 117 projects are considered fully funded, and eight projects are not fully funded.

The total cost of the 107 highway projects is estimated at $1.4 billion dollars (constant 2003 dollars). Of those projects, 99 are considered fully funded and they are anticipated to cost approximately $1.2 billion dollars. Eight projects are considered not fully funded at an estimated cost of approximately $185.6 million dollars.

The nine airport projects are fully funded, with a total cost of approximately $11 million dollars (constant 2003 dollars). The one railroad project, which also is fully funded, has an estimated cost of $1.4 million dollars (constant 2003 dollars).

The projects identified by Texas in the border region reflect only short-term projects through 2005 and do not represent unfunded projects through 2020. Therefore, a funding need of $185.6 million dollars is anticipated through 2005. A quantification of long-term funding needs in Texas over the next two decades could not be conducted.



## Background

The process of globalization can be seen in the integration of the economic, political, and social character of North America. Driving and guiding the forces of globalization are improvements in transportation and communication technology (i.e. the "death of distance") as well as deliberate policy choices, such as NAFTA.

NAFTA has succeeded in increasing trade among the U.S., Mexico, and Canada. As a result, since the introduction of this agreement, U.S. trade with its two partners has doubled. Annual trade along the U.S.-Mexico border reached $232 billion dollars during 2002.

Along with this increase in trade, problems have arisen because neither the existing transportation corridors nor the ports of entry (POEs) were designed to handle the amount of traffic that they are now attempting to serve. In the U.S., the predominant east-west traffic flows have been shifting to north-south flows. Many of the POEs were built between 1950 and 1970, long before free trade was considered. The result is often long lines, congestion, and unpredictable delays that are estimated to cost private companies and the local, state, and national economies of all three countries millions of dollars every year. In some cases, the linkages between POEs and transportation facilities were not considered. For example, when the Otay Mesa POE in California-Baja California opened it connected to the state's highway system by a four-lane city street that operates at three times its designated capacity.

The success of NAFTA has resulted in increased traffic on North American highways, railroads, as well as at POEs, seaports, and airports. Not surprisingly, the result has been delays and congestion, especially in trans-border corridors.[7] A more efficient transportation system is needed to achieve expected economic benefits from NAFTA.[8]

## U.S.-Mexico: Key Economic Partnership

The growth in trade between Mexico and the U.S. has been substantial between 1995 and 2000. Truck imports into the U.S. increased from about $42 billion dollars in 1995 to about $87 billion dollars in 2000 while truck exports to Mexico increased from about $35 billion dollars in 1995 to about $82 billion dollars in 2000.[9] The growth in rail trade has also been significant as rail imports into the U.S. grew from about $8.4 billion dollars in 1995 to about $21 billion dollars in 2000. Rail

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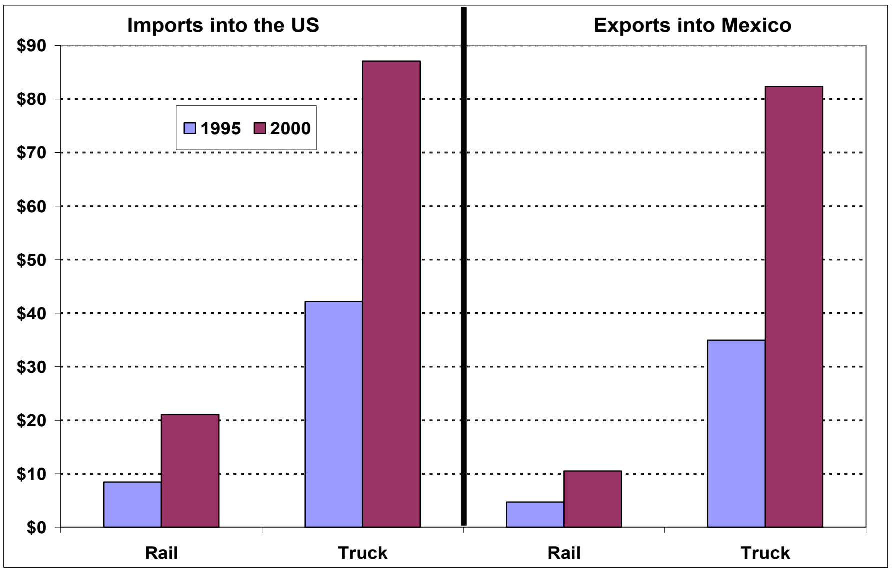
7 Barton-Aschman Associates, Inc., & La Empresa, S. de R.L. (1998). Binational Border Transportation Planning and Programming Study. Washington, D.C.: U.S. Department of Transportation, Federal Highway Administration.

8 There are likely other unintended, unforeseen impacts on other policy areas such as security, safety, environmental, and immigration. Although not addressed in this study on transportation infrastructure, these areas could be addressed in future studies.

9 U.S. BTS web site at http://www.bts.gov/ntda/tbscd/reports.html.

exports to Mexico grew from about $4.7 billion dollars in 1995 to about $10.5 billion dollars in 2000 (see Figure 1).[10]

**Figure 1**
**Surface Trade across the U.S.-Mexico Border**
**In Billions of Current Dollars**




Source: U.S Bureau of Transportation Statistics.

Trucks continue to dominate goods movement across the U.S.-Mexico border. In 2002, total U.S.-Mexico trade by truck reached $161 billion dollars while U.S.-Mexico trade by rail accounted for nearly $31 billion dollars.[12]

## U.S.-Mexico Trade: Expected to Continue to Grow

Projections of the dollar value of imports from Mexico into the U.S. between 2000 and 2020[13] indicate that future imports will increase, but at a much slower pace than what occurred between 1995 and 2000. Dollar values of goods imported into the U.S. by trucks are projected to grow about 5.9 percent per year (compound annual growth) while dollar value of goods imported by rail will increase at about 5.7 percent per year. Overall, imports are projected to increase by 5.9 percent per year. The important point to note is that growth rates are positive, but lower than the growth rates from 1995 to 2000.

According to a 1997 study produced by the California Governor's Office of Planning and Research (OPR), trade projections reflect a slowing of growth as we approach 2020, the end of the forecast

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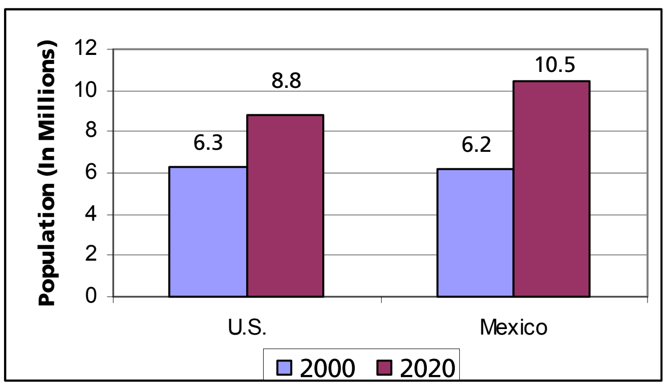
[10] Ibid.
[11] U.S. BTS web site at http://www.bts.gov/ntda/tbscd/reports.html.
[12] The BINS Technical Representative for New Mexico provided dollar projections for New Mexico trade for 2020. Projections for Arizona, California and Texas were derived by applying a growth rate to the 2000 data. The growth rate for each state was obtained from the Office of Freight Management, U.S. Department of Transportation, Federal Highway Administration.

period.[14] The stimulative effects of trade liberalization and the 1994 Mexican peso devaluation (on the import side) are assumed to diminish through the year 2010, at which time additional gains in bilateral trade may largely depend on normal economic growth. OPR's projection of normal annual growth rates are 5.1 percent for exports and 4.6 percent for imports.

### *Factors Affecting Future Cross-Border Travel Demand*

Growth in bilateral trade and population will result in additional travel demand in both the U.S. and Mexican transportation corridors. In 2000, about 12.5 million people lived in the U.S. counties and Mexican municipios along the U.S.-Mexico border.[9] Approximately 6.3 million people (51%) resided in the 25 U.S. border counties and about 6.1 million people (49%) lived in the 35 Mexican border municipios. Population in counties and municipios along the U.S.-Mexico border is projected to increase more than 50 percent between 2000 and 2020, from 12.5 million to 19.3 million residents. About 10.5 million people (54%) would reside in Mexico while 8.8 million (46%) would live in the U.S. Figure 2 illustrates population growth projections.

**Figure 2**
**Projected Growth in Population in Border Counties and Municipios (2000-2020)**




Sources: BINS Technical Committee and Mexican National Population Council (CONAPO).

The projected growth in cross-border truck traffic will continue to outpace population growth and indicates that truck traffic will continue to impose a burden on the local communities that surround the U.S.-Mexico border region. Between 2000 and 2020 the number of cross-border trucks is expected to increase from eight million to 14.4 million trucks annually (3.3% per year).[15]

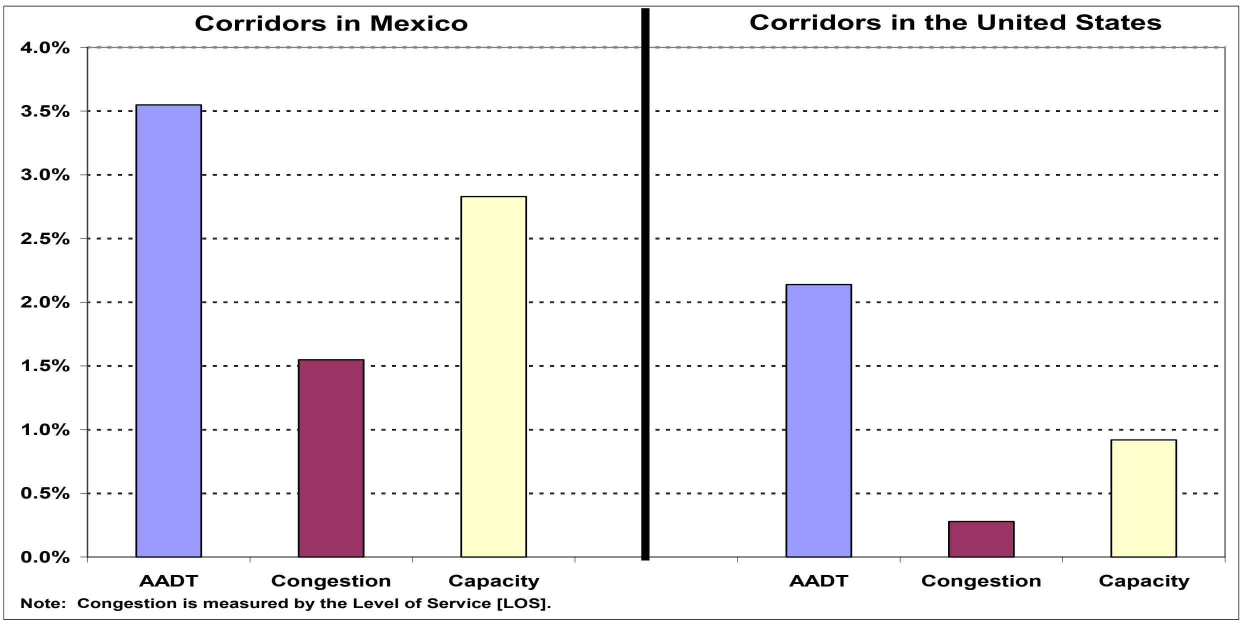
[13] Governor's Office of Planning and Research, The North American Free Trade Agreement: Implications for California, 1993.

[14] All U.S. population data was obtained from the BINS Technical representatives, U.S. State Transportation Departments. For Mexican states, the BINS representatives provided population data for Baja California while population estimates for the remaining states were obtained from the Mexican National Population Counsel (CONAPO). A municipio is equivalent to a county.

[15] The BINS Technical Representative for New Mexico provided 2020 projections for New Mexico truck crossings. Projections for Arizona, California and Texas were computed by multiplying the 2000 data by a growth rate for each state obtained from the Office of Freight Management, U.S. DOT, FHWA. In Mexico, the Baja California BINS Technical Representative provided a 2020 projection of truck crossings. All other

Three indicators were selected to analyze the current and projected performance of the transportation system along the border region: average annual daily traffic (AADT), congestion (measured by the Level of Service or LOS) and highway capacity at peak hours. Projections through 2020 for these three indicators show that AADT will increase, congestion will worsen, and planned improvements in highway capacity will not keep up with projected increases in traffic volumes, based on the data provided by the BINS Technical representatives (see Figure 3). Increased congestion and resulting delays also would cause negative impacts to the environment and the quality of life of border residents.

**Figure 3**
**AADT, Congestion & Highway Capacity, 2000 to 2020**
**Compound Annual Growth Rates**




Source: BINS Technical Committee

In Mexico, between 2000 and 2020, AADT[16] is projected to increase 3.6 percent per year (compound annual rate), while the LOS[17] is projected to worsen from LOS B to LOS C, and highway capacity[18] is expected to increase about 2.8 percent annually.

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projections used a 3.0% compound annual growth rate recommended by the Mexican Secretariat of Communications and Transportation.

[16] The BINS Technical representative for Chihuahua, Coahuila, Nuevo León and Tamaulipas provided 2020 projections of AADT. For Baja California and Sonora, projections were derived by applying a 3.0 percent compound annual growth rate to the 2000 data, as recommended by SCT.

[17] Projections for LOS for 2020 were not provided by Sonora and Coahuila. For Baja California, projections were developed by applying a 3.0 percent compound annual growth rate to the 2000 data, as recommended by SCT.

[18] Highway capacity projections for 2020 were not provided by Sonora, Coahuila and Nuevo Leon. For Baja California, projections were created by applying a 3.0 percent compound annual growth rate to the 2000 data, as recommended by SCT.

Overall, traffic flow would deteriorate in Mexico on the corridors within 100 km of the U.S.-Mexico border. These conclusions are intended to be indicative of all Mexican corridors, but there are no LOS or highway capacity data for five corridors in two of the Mexican states.

The situation is similar in the U.S.: in the 20-year period, AADT is projected to increase, congestion would get worse, and highway capacity at peak hours would increase less than the growth in traffic. AADT[19] is projected to increase 2.1 percent per year (compound annual growth). For four of the five corridors for which data were provided, the LOS[20] is projected to decline while highway capacity at peak hours[21] is projected to expand only 0.9 percent per year.

Overall, travel conditions would deteriorate in the U.S. on the corridors within 100 km of the U.S.-Mexico border. As with Mexico, this analysis is intended to be indicative of the performance of all corridors, but as there are no LOS or capacity data for seven of the 12 corridors in two states – Texas and Arizona – it may not be representative of the performance of all the U.S. corridors. Texas accounts for about 21 percent of the U.S. border region AADT in 2000 and about 24 percent in 2020.

In conclusion, to accommodate the projected growth in trade and population over the next two decades, and its resulting increase in commercial and passenger travel, the transportation system along the border region must be improved.

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[19] The BINS Technical representatives for the four states provided 2020 projections of AADT.

[20] LOS data were provided only for California and New Mexico corridors, which represent five of 12 U.S. corridors identified by the BINS Technical Committee.

[21] The highway capacity data were provided only for two states (California and New Mexico BINS Technical representatives).

## U.S.-MEXICO: STRATEGIC TRANSPORTATION CORRIDORS

### Background

Solving the transportation difficulties occurring along the U.S.-Mexico border involves a binational planning process (multinational if Canada is included) to create an integrated transportation system. In fact, both countries have shown a commitment to approaching transportation planning and border crossings as a system.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) contained provisions that specifically identified the need to create an efficient north-south transportation system. As a result of ISTEA, 21 "trilateral corridors" were identified as being of high priority and a number of studies have identified infrastructure and operational deficiencies near the U.S. borders with Mexico and Canada.

Since ISTEA, other corridors have been added to the priority list. Eight corridors were added in the 1995 National Highway Systems Designation Act, and another 14 were added by the passage of the Transportation Equity Act for the 21st Century (TEA-21) in 1998.

TEA-21 contains two programs specifically targeted toward corridor and border transportation improvements: the NCPD and the CBI Program. The purpose of NCPD is to provide allocations to states and metropolitan planning organizations for coordinated planning, design, and construction of corridors of national significance, economic growth, and international and interregional trade. The purpose of CBI is to improve the safe movement of people and goods at or across the U.S. borders with Mexico and Canada. Allocations for these programs are described in the section titled Financing Options for Border Transportation Infrastructure.

### Identification of Major Transportation Corridors in the Border Region

The first objective of the BINS project was to develop a set of minimum criteria to be used by the JWC to identify major multi-modal transportation corridors. In the BINS project, a corridor is defined as a combination of modes that move people, vehicles and goods from one location to another. A transportation corridor, then, is not just one road or rail line, but a combination of modes.

Two minimum criteria were established for a transportation facility to be part of a corridor, as follows:

1. All facilities must lie within 100 km of the U.S.-Mexico border.

2. Highways and railroads must serve an international POE, and airports and maritime ports must be designated as an international POE.

The corridor definition and the minimum criteria for transportation facilities were used throughout the BINS project and both were approved by the JWC.

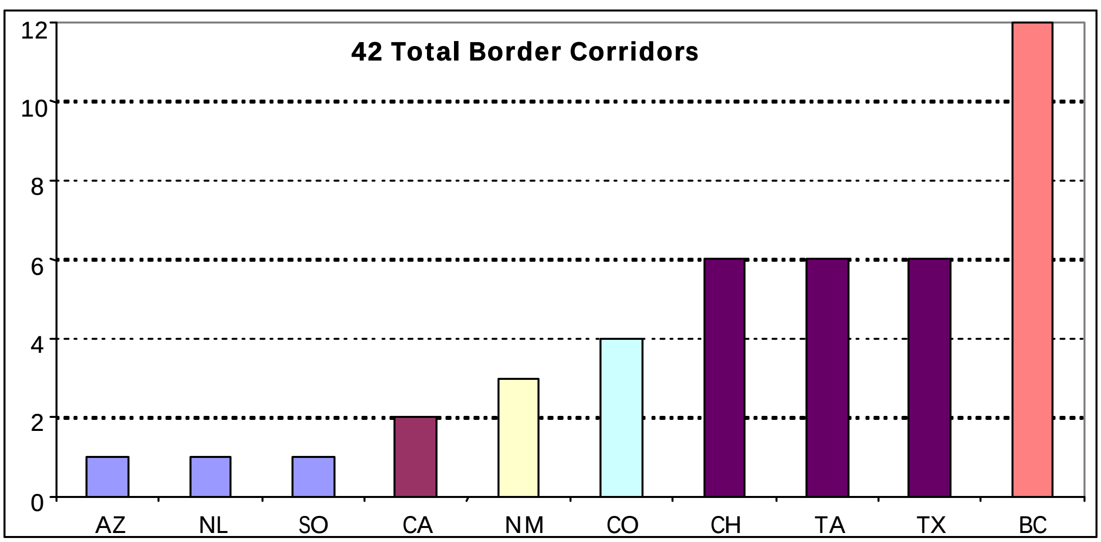
Based on the criteria described above, the BINS Technical Committee members were asked to identify transportation corridors, including highways, railroads, airports, and maritime ports that serve the corridors. Within the ten border states, 42 transportation corridors were identified.

In addition to the many highways that serve international POEs, there are also seven railroads that operate within 100 km of the U.S.-Mexico border and cross the border. Also, there are 22 airports and four maritime ports that are designated as international POEs within 100 km of the U.S.-Mexico border.

The BINS project aimed to be inclusive and allow each state to designate its own corridors as long as they met the minimum criteria established. There was a wide range of corridors identified in each state – from one transportation corridor in Arizona, Nuevo Leon, and Sonora to 12 corridors in Baja California, as shown in Figure 4.

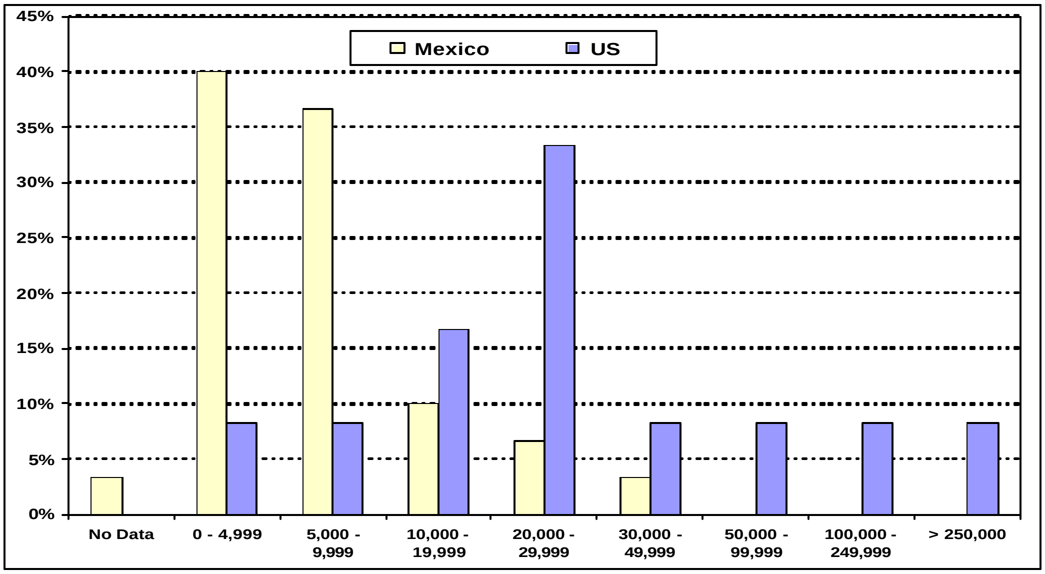
The corridors identified in Mexico are very different from the corridors identified in the U.S. In general, the Mexican corridors tend to be more numerous and smaller in size (AADT and highway mileage) than their U.S. counterparts. Figure 5 illustrates the distribution of corridors by AADT in 2000 by country. Looking forward, the corridors in Mexico are projected to grow at a faster rate than the U.S. corridors, but the U.S. corridors will have the largest traffic volume increases.

**Figure 4**
**Number of Transportation Corridors in Each of U.S.-Mexico Border States**




Source: BINS Technical Committee.
Note: AZ = Arizona, BC = Baja California, CA = California, CH = Chihuahua, CO = Coahuila, NM = New Mexico, NL = Nuevo Leon, SO = Sonora, TA = Tamaulipas and TX = Texas.

**Figure 5**
**Distribution of Corridor AADT, By Country, Year 2000**




Source: BINS Technical Committee.

Maps of Transportation Corridors in the U.S.-Mexico Border Region, International Bridges and Border Crossings, Seaports and Airports Facilities Serving Transportation Corridors in the Border Region, and Railroads Facilities Serving Transportation Corridors in the Border Region are included at the end of this Executive Summary.

## Corridor Evaluation Process

The second objective of the BINS project was to develop an evaluation process, accepted by the JWC, to analyze the identified major transportation corridors. Details can be found in Appendix 8 (under separate cover), which includes the corridor evaluations and highway data.

Once the BINS Technical Committee representatives selected the transportation facilities within the respective corridors using the minimum criteria, the following data were collected for calendar year 2000 and projections for 2020 for each criterion. Calendar year 2000 was selected as the base or historical year because data were available for all states. Projections to calendar year 2020 were chosen to illustrate how the corridors could change over time. The approved quantifiable data elements used in the corridor evaluation are listed below, organized by mode.

- Highways – AADT, highway length, LOS, and highway capacity and volume at peak hours.
- Land Ports of Entry – Number of passenger vehicles and buses, number of trucks, volume and value of goods transported by truck.
- Airports – Volume and value of goods exported and imported at the airport, share of Mexican/U.S. tonnage and value of goods, runway length for each runway at the airport.

- Maritime Ports – Volume and value of goods exported and imported at the maritime port, number of twenty-foot equivalent containers (TEUs) exported and imported, Mexican/U.S. portion of tons/TEUs/value handled at the port, channel depth of the main channel.
- Railroads – Number of rail cars and TEUs, volume and value of goods that cross the U.S.- Mexico border.

To obtain the data for these criteria, five questionnaires were developed in collaboration with the Technical Committee representatives. These questionnaires were in the form of spreadsheets that could be completed electronically. The Technical Committee members were asked to complete the spreadsheets (a set of questionnaires is included in Appendix 7, under separate cover).

## Corridor Evaluation Tool

The third objective of the BINS project was to create a border-wide database and evaluation tool to prioritize each state's transportation corridors based on the methodology and process previously described.

The evaluation tool is a spreadsheet that was designed to include formulas and quantifiable data to conduct the corridor evaluations. The same methodology is applied to each state's evaluation process. Spreadsheets for each border state are different based on:

1. The infrastructure in each border state.
2. The number of corridors specified in each border state.

The methodology used for the BINS project required an ordinal ranking system that could be used as a common denominator, allowing indicators measured in different units to be combined together (dollars, miles, number of rail cars, etc.). Further, quantifiable data were used in the evaluation to allow for easy comparisons and to provide a systematic method to evaluate the transportation corridors. The evaluation methodology was approved by the JWC.

The evaluation was conducted by compiling data, allocating the data to corridors and comparing corridors (within a state) to one another. The evaluations are conducted by ordering the data from highest to lowest to determine need. For example, assuming there are three corridors in a state with the following AADT: 157,000 vehicles (Corridor A), 450,000 vehicles (Corridor B), and 30,000 vehicles (Corridor C). Corridor B is listed first because it has the highest AADT (its evaluation result is 1). Corridor A is second (evaluation result is 2), and Corridor C is third (evaluation result is 3). This process was repeated for each criterion for calendar year 2000, and for the projected absolute and percentage change between 2000 and 2020.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of 1, and it represents the highest need.

The evaluation results were summed by mode. For example, there are four indicators for highways – AADT, the highway length, LOS and the highway capacity at peak hours. If a corridor were listed first for each indicator, its highway score would be a four (a score of one for each indicator). This was done for POEs (five indicators), airports (one indicator), maritime ports (two indicators) and railroads (four indicators).

The overall score for each corridor was then calculated by summing the five modal scores. The corridor with the lowest overall score is listed first and has the highest overall need. The Summary of Findings by State illustrates each state's transportation corridors by priority (pages 8 through 17)

***Weaknesses and Strengths of the Corridor Evaluation Methodology***

Both the U.S. and Mexico have established requirements and guidelines for transportation planning at the federal and state levels. However, despite these guidelines, the availability of transportation data varied significantly among the states. Long-term traffic projections were by far the most difficult to obtain while current highway AADT was not provided in some cases. LOS data were not consistently provided by the states either. Trade projections also were lacking. Selected data from other sources were obtained.

Despite the lack of a complete dataset for some corridors, all corridors were evaluated. Additional corridor characteristics were considered for those corridors where data for more indicators were provided. Missing or incomplete data, as well as new data that may become available, could be incorporated in future phases of the BINS project.

The BINS project has resulted in the development of a systematic and multimodal approach for evaluating transportation infrastructure needs in the U.S.-Mexico border states. This framework also will be useful for future transportation infrastructure assessments and can be updated to reflect the JWC's evolving areas of emphasis. Findings from these assessments will help decision-makers in the implementation of planning and programming strategies to optimize the efficiency of key multimodal transportation corridors.

## U.S.-MEXICO: PLANNED TRANSPORTATION PROJECTS ON BORDER CORRIDORS

The fourth objective of the BINS project was to compile a list of significant transportation projects on the corridors based on the projects identified by each state, including the project's description, estimated cost, and anticipated completion date, and to summarize each state's funding needs, as well as those for the U.S.-Mexico border, to implement these transportation projects.

The purpose of compiling transportation project-level information is both to get a sense of the infrastructure improvements planned for the border region and of the unfunded needs identified by the states. Each of the ten states in the BINS project was asked to submit a list of significant projects, on the major transportation corridors, that are planned for the next 20 years.

The project information requested from each state included the following items: the name of the project, county in which the project resides, the project mode (highway, airport, maritime, railroad), a brief description of the project, the year the project is schedule to begin and to be completed, and the cost of the project. Data for the binational geographical information system (GIS) were also requested, such as project's GIS coordinates, date and source of the data, data resolution, coordinate/projection system, description of attributes, documentation of valid values for each attribute, and data limitations.

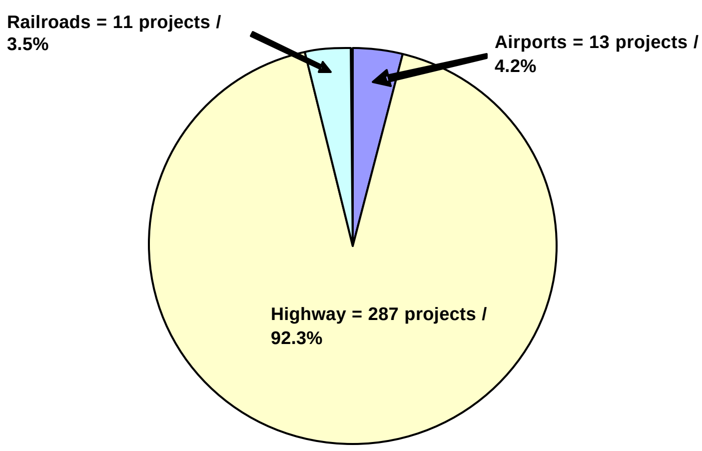
For highway projects, additional information was requested, including highway project location, LOS for the segment before and after project implementation, and current and projected traffic capacity and AADT of the segment before and after project implementation.

To summarize the amount of funding needed by each state to implement the identified transportation projects, the projects were classified into projects that are fully funded and projects that are not fully funded.

## Overview of Transportation Projects in the Border Region

A total of 311 transportation related projects were submitted by the BINS Technical representatives from the ten border states. More than 90 percent of the projects are highway and roadway related projects. Figure 6 shows the distribution of projects by mode for the U.S. and Mexico. The summary of each state's project information is shown in the Summary of Findings.

**Figure 6**
**U.S. and Mexico: Transportation Projects by Mode**




Source: BINS Technical Committee.

Problems encountered included obtaining cost estimates for projects as well as obtaining long-term projects themselves. Of the 311 projects, cost estimates were not obtained for 14 projects. Of the 287 highway projects, no cost estimates were provided for nine projects.

The total cost of the projects submitted is estimated at approximately $16.3 billion dollars (in constant 2003 dollars).[22] This amount is subject to a significant increase with the inclusion of missing cost estimates of projects submitted and of long-term projects from Texas.

Regarding their level of funding, 176 projects (57%) are anticipated to be fully funded through 2020 while the remaining 135 projects (43%) are not fully funded.

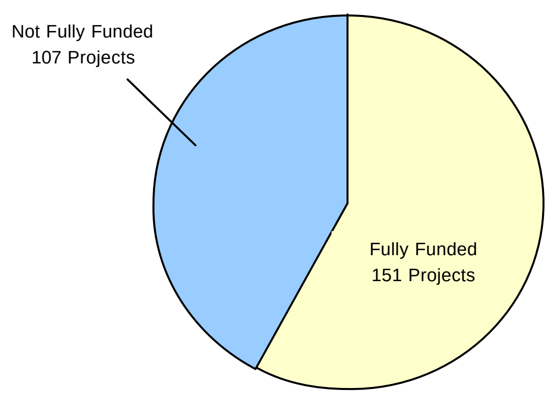
Highway projects represent about 83 percent of the total cost of the projects. Railroad projects account for almost 17 percent of the total cost; however, no cost data were provided for two of the 11 railroad projects. Airports only represent 0.2 percent of the total project cost; however, no cost data were provided for one third of the airport projects.

## United States

The BINS Technical Committee representatives for the four U.S. border states identified 258 transportation projects, at an estimated cost of $15.3 billion dollars. A significant share of these projects (41%) is considered not fully funded and represents a need of $10.6 billion dollars. This amount is subject to a significant increase with the inclusion of missing cost estimates of not fully funded projects submitted and of long-term projects from Texas. Nearly all of the identified funding need is related to highway projects or $10.5 billion dollars.

Of the 258 projects, 236 (91%) are highway projects, 12 (5%) are airport projects, and ten (4%) are railroad projects. Regarding their funding level, 151 of the 258 projects are considered fully funded, and 107 projects are not fully funded (see Figure 7). Of the 258 projects, 14 have no cost estimates.

**Figure 7**
**U.S.: Projects by Funding Availability**




Source: BINS Technical Committee.

[22] To make this calculation, the costs for projects in Mexico, in 2003 Mexican Pesos, are converted to U.S. dollars using an exchange rate of 1 USD = 10.5 Mexican Pesos. For projects in the U.S., project cost estimates for Arizona, California and Texas are all converted to 2003 constant dollars using adjustments provided by each state's Technical representative.

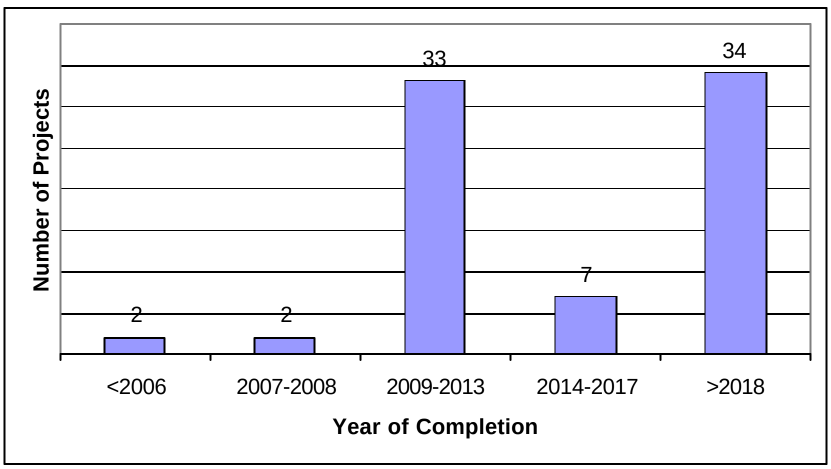
Of the 236 highway projects, 137 (58%) are considered fully funded, and 99 (42%) are not fully funded. Nine highway projects do not have cost estimates. Projects without cost are assumed to be not fully funded.

The anticipated cost of the 137 fully funded highway projects is about $3.9 billion dollars (in constant 2003 dollars). These projects range from a cost of about $448 million dollars (largest) to approximately $36,000 dollars (smallest).

The total cost of the 90 not fully funded projects (with cost data) is about $10.5 billion dollars (in constant 2003 dollars). These projects range from a cost of approximately $900 million dollars (largest) to about $393,000 dollars (smallest).

Of the 236 highway projects, expected completion dates were provided for 78 projects. Figure 8 shows the distribution of projects by implementation date.

**Figure 8**
**U.S. Highway Projects by Year of Completion**




Source: BINS Technical Committee.

Of the 12 airport projects, nine are considered fully funded, and three are not fully funded and have no cost estimates. The anticipated cost of the nine fully funded airport projects is about $10.9 million dollars (in constant 2003 dollars).

Of the ten railroad projects, five are considered fully funded, and five are not fully funded. Two projects do not have cost estimates. The anticipated cost of the five fully funded railroad projects is about $812.6 million dollars (in constant 2003 dollars). The total cost of the three not fully funded projects (with cost data) is about $112.5 million dollars (in constant 2003 dollars).

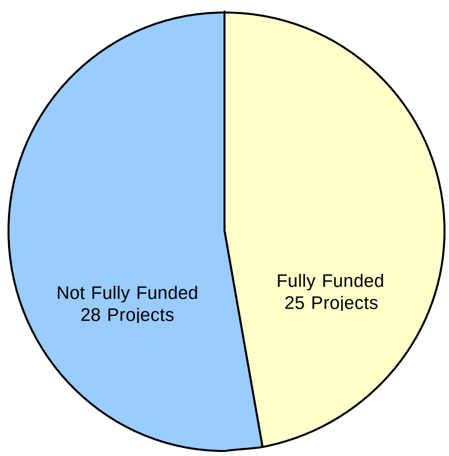
The fully funded projects will help accommodate the projected growth in travel demand in the U.S. corridors over the next two decades. However, there is a significant share of not fully funded highway projects (42%), which represent an identified need of $10.5 billion dollars, and additional resources needed for airport and railroad projects. Also, this amount is subject to a significant increase with the inclusion of missing cost estimates of not fully funded projects submitted and of long-term projects from Texas. More funding is needed for the U.S. border states to be able to deliver planned transportation projects to serve future travel and alleviate current or projected congestion on key facilities in the international border region.

## Mexico

The BINS Technical Committee representatives for the six Mexican border states identified 53 transportation projects, with an anticipated cost of $10,773 million pesos. However, slightly more than half of the projects (53%) are not fully funded and represent an identified need of $9,030 million pesos. Almost all the funding need identified corresponds to highway projects or $8,878 million pesos.

Of the 53 projects, 51 (96%) are highway projects, one project (2%) is airport related, and one project (2%) is railroad related. Regarding their funding level, 25 of the 53 projects are considered fully funded, and 28 projects are not fully funded (see Figure 9).

**Figure 9**
**Mexico: Projects by Funding Availability**




Source: BINS Technical Committee.

Of the 51 highway projects, 25 (49%) are considered fully funded, and 26 (51%) are not fully funded.

The total cost of the 25 fully funded highway projects is estimated at $1,743 million pesos (in constant 2003 pesos). These projects range in cost from about $425 million pesos (largest) to approximately $5 million pesos (smallest).

The total cost of the 26 not fully funded highway projects is about $8,878 million pesos (in constant 2003 pesos). These projects range in cost from approximately $1,500 million pesos (largest) to about $3 million pesos (smallest).

Of the 51 highway projects, scheduled completion dates were provided for 49 of the projects. All projects are anticipated to be implemented before 2010, with 44 of them completed before 2006 and five between 2007 and 2008.

The one airport project is considered not fully funded and has a total cost of about $62 million pesos (in constant 2003 pesos). The one railroad project is considered not fully funded and has a total cost of about $90 million pesos (in constant 2003 pesos).

The fully funded projects will help accommodate the projected growth in travel demand in the Mexican corridors over the next two decades. However, slightly more than half of the highway projects (51%) are not fully funded, which represents a need of $8,878 million pesos, plus additional resources for airport and railroad projects. Only with this funding would Mexico be able to implement planned transportation projects to serve future travel and improve current or projected congestion on major facilities in the international border region.

## Data Issues

Not all the transportation project data requested were provided by the states, including complete project description, cost estimates, and project funding availability. Some states submitted planned transportation projects in the short- and medium-term, but not through 2020.

The lack of complete data for planned projects limited the BINS project ability to provide an estimate of long-term funding needs for border transportation infrastructure for some states. Missing data, as well as new information that may become available, could be incorporated in future phases of the BINS project.

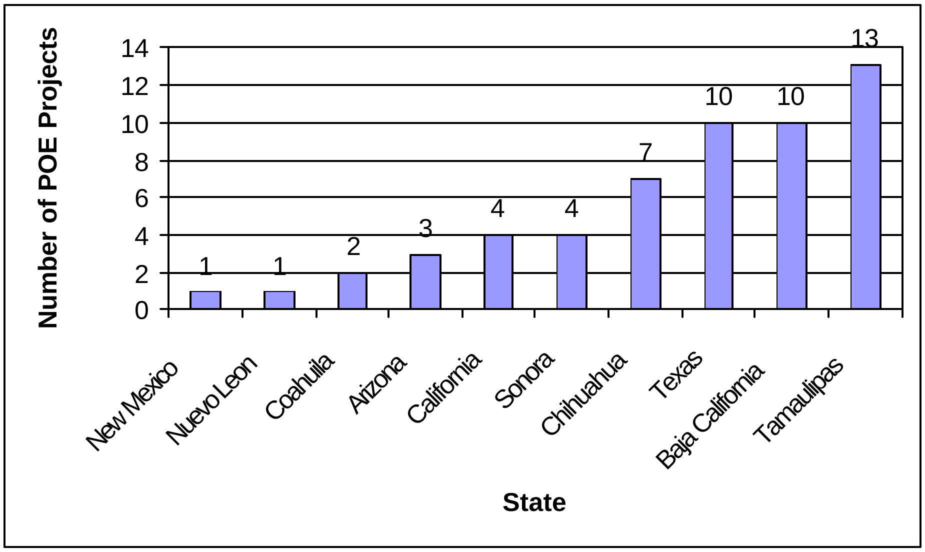
## Projects in the Ports of Entry

In addition to the transportation projects identified by the ten border states, there are 55 POE projects along the U.S. - Mexican border that are anticipated to be implemented through 2012. Eighteen of those are in the POE facilities in the U.S., while 37 of them are in the POE facilities in Mexico. Figure 10 shows the number of POE projects by state.

The U.S. General Services Administration (GSA) provided a list of projects, including a brief description. Projects include proposals for expansion of existing facilities, operational improvements to separate truck traffic from passenger vehicles, or construction of new border stations.

SCT provided a list of projects in Mexican POEs. Proposed improvements include modernization and expansion of facilities as well as construction of new border crossings.

**Figure 10**
**U.S.-Mexico POE Projects by State**




Source: SCT and GSA

## FINANCING OPTIONS FOR BORDER TRANSPORTATION INFRASTRUCTURE

The fifth and last objective of the BINS project was to investigate traditional and innovative methods to fund border transportation infrastructure needs. This section describes the funding processes in the U.S. and Mexico and it also introduces the concept of innovative financing to provide an understanding of the funding opportunities for transportation projects within the identified corridors.

### Traditional Financing Sources in the United States

In the U.S., most of the funding for transportation projects is allocated at the federal and state levels, while the majority of planning occurs at the regional level. Congress authorizes multi-year transportation funding levels through legislation such as TEA-21, followed by annual appropriations through the budgetary process. The funds are administered by the U.S. DOT through FHWA, and the Federal Transit Administration (FTA). For highways, FHWA apportions funds to state DOTs by formula. The states prioritize the financing of transportation infrastructure projects statewide, and consequently along the border. Metropolitan Planning Organizations also play an important role in establishing funding priorities for transportation projects.

TEA-21 builds on the initiatives established in ISTEA, which was the last major authorizing legislation for surface transportation. TEA-21 expired on September 30, 2003 and a new funding act is expected in the upcoming months.

## Traditional Financing Sources in Mexico

Mexico's transportation funding system is characterized by its centralization. This means the majority of transportation funding and planning originates at the federal level. The federal government is responsible for interstate or federal highways, international border crossings, bridges, and border roadways. However, within the past few years the federal government is becoming more de-centralized, giving states and municipalities more involvement and responsibility in the transportation planning process.

The planning process starts at the federal level typically with the SCT, while the SRE acts as a communicator for binational relations. Federal funds are largely derived from the national income tax. These funds are then distributed to state and local governments.

The State Urban Development and Public Works Departments are in charge of planning at the state level, as is the case of the State Secretariat of Infrastructure and Urban Development (Secretaría de Infraestructura y Desarrollo Urbano Estatal (SIDUE)) in Baja California. These agencies have similar functions to state transportation departments in the U.S.

## Border and Corridor Grant Opportunities

In addition to funds allocated to U.S. states by Congress through a formula, TEA-21 provides two sections of supplemental funding for projects serving international trade in the border region. These are the CBI Program and the NCPD Program. Each program provided for $70 million dollars per year for the period between 1999 and 2003.

However, the need for improvements greatly exceeds the availability of public funds in these programs. For example, eligible applications for 1999 and 2000 totaled approximately $2 billion dollars, compared to the $280 million dollars available for those two years. The Administration's reauthorization proposal, dated May 13, 2003 and known as the Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003 (SAFETEA), recognizes the need for improvements by increasing the funding under the new versions of this program (Section 1806 Multi-State Corridor Planning Program with $76.5 million dollars the first year and $84 million dollars thereafter, and Section 1807 Border Planning, Operations, and Technology Program with $76.5 million dollars the first year and $84 million dollars thereafter). Additionally, recognizing the binational nature of the required projects, Section 1807 contains a provision for allowing projects in Canada or Mexico proposed by the border states that directly and predominantly facilitate crossborder vehicle and commercial cargo movements at the states' POEs to use funds allocated under this program, given assurances related to construction standards and maintenance of the project.

Table 1 indicates how the funds were allocated in FY 1999 through FY 2003. Of the approximately $1.1 billion dollars allocated, a large share of the funds went to Texas and California. However, in total, non-border states received nearly twice as much funding from these programs as the states that border Canada and Mexico.

In 2002, a large amount of additional funding was obtained for these two programs through Section 1105 of the TEA-21 legislation ("Revenue and Aligned Budget Authority"), increasing the total amount of funds awarded to $492 million dollars.

**Table 1**
**CBI and NCPD Allocations by State, FY 1999–FY 2003**

| | FY 1999-FY 2003 | Percent of CBI/ NCPD Funding (1) |
|---|---|---|
| Individual Southwest Border States: | | |
| Arizona | $11,223,343 | 1% |
| California | $61,631,218 | 6% |
| New Mexico | $10,971,000 | 1% |
| Texas | $90,524,701 | 8% |
| **Total U.S. States Bordering Mexico** | **$174,350,262** | **16%** |
| **Total U.S. States Bordering Canada** | **$196,447,453** | **18%** |
| All U.S. Border States | $370,797,715 | 34% |
| Non-border States | $725,240,015 | 66% |
| **Total of Border and Non-border States** | **$1,096,037,730** | **100%** |
| GSA | $6,292,338 | |
| Total CBI/ NCPD Funding | $1,102,330,068 | |

(1) Funds allocated to GSA are not included in the computation of the Percent of CBI/NCPD Funding.
Source: U.S. DOT, FHWA

In the case of Mexico, funding for transportation projects is strongly dependent on federal resources. This dependency can be traced back to Mexico's centralized governmental system. Even though Mexico has begun a process of decentralization in which state and local governments are developing their own funding techniques, there is a significant reliance on federal funds to implement transportation projects. Some partnerships among local, state, and federal funding sources also have taken place.

Scarcity of transportation funding can prove challenging for states along the border as they attempt to fulfill the increased demand for transportation infrastructure. Two possible solutions to this problem are described in the remainder of this section.

First, the application of innovative financing techniques should be studied. Innovative finance initiatives respond to the need to supplement rather than replace traditional financing techniques. An inventory of conventional and innovative financing options has been created and is contained in the BINS final report. [23]

Second, the evaluation of major border transportation corridors along the U.S. - Mexico border should be updated regularly. The BINS project developed an evaluation process and tool to analyze

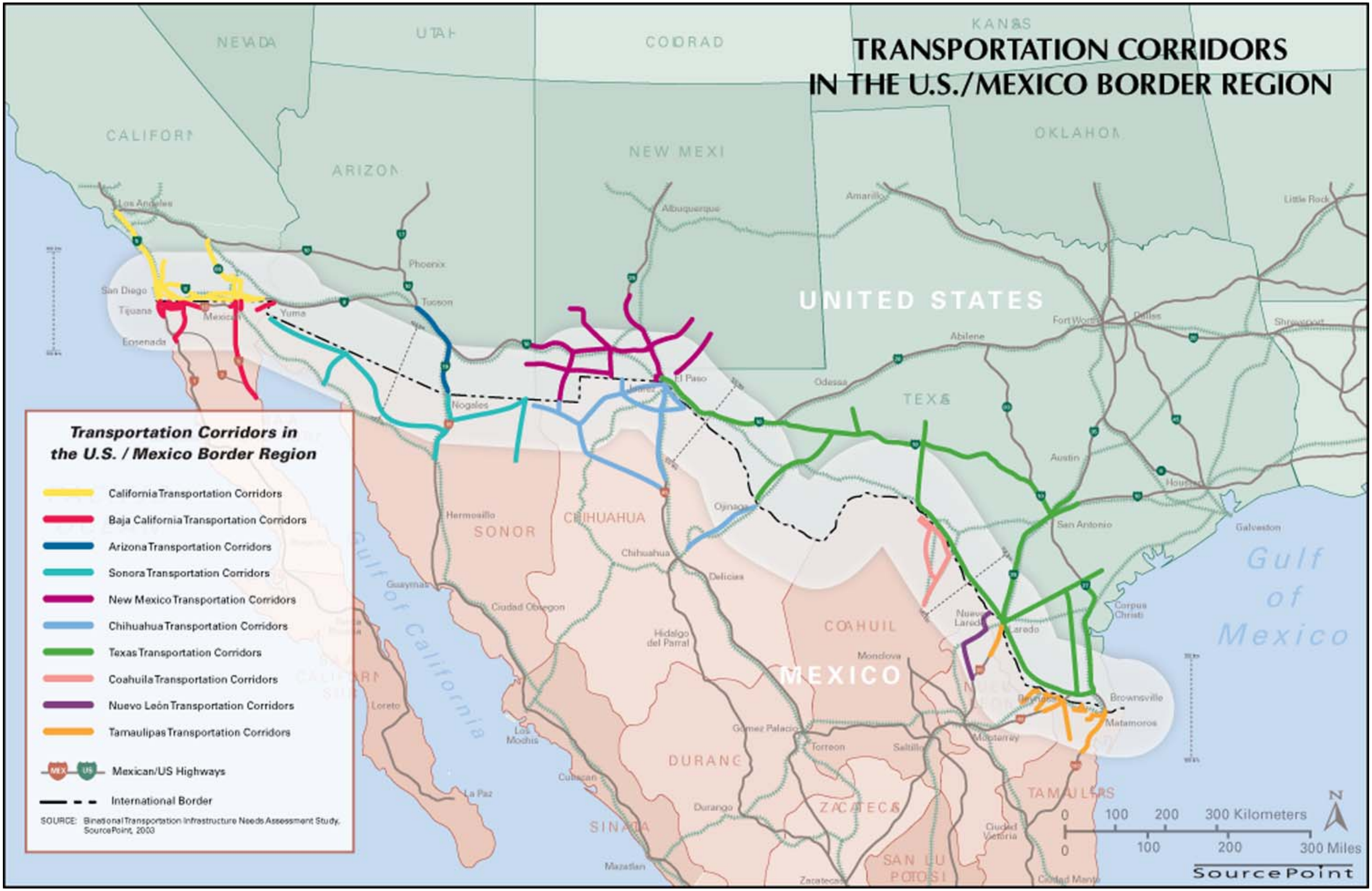
[23] Werner, Frederick, FHWA, "U.S./Mexico Joint Working Committee Innovative Finance Team FY 2004 Work Plan Products," July 10, 2003.

and prioritize each state's transportation corridors. This analysis gives states a quantitative guide to organize projects based on the infrastructure needs of their corresponding corridor. The BINS methodology takes a multimodal approach to gathering data for road, rail, maritime, airport, port of entry, and intermodal facilities. By using this quantitative method, transportation funding can be distributed giving priorities to the identified needs of corridors.

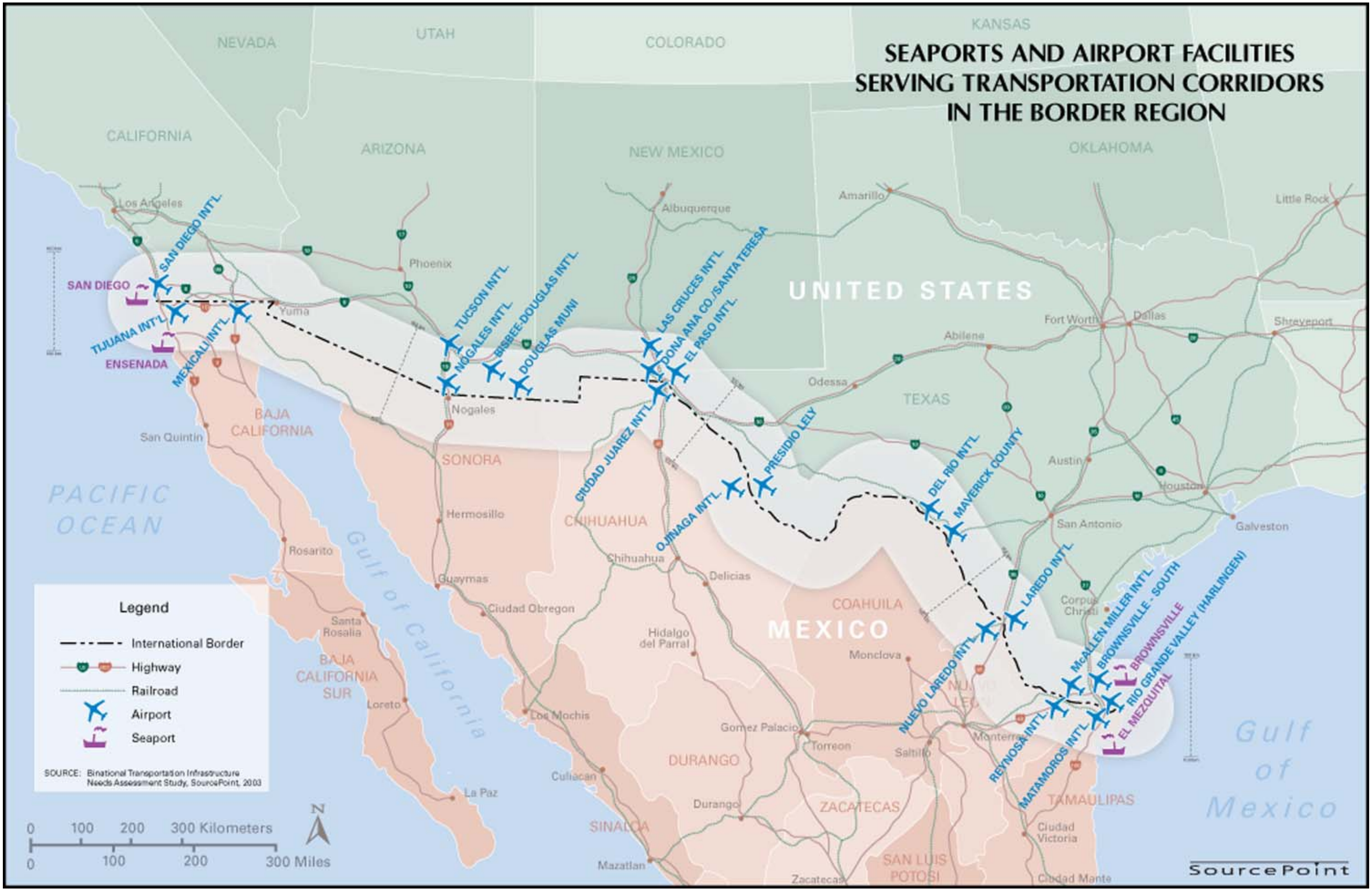
## Innovative Financing

Innovative finance, as it relates to funding transportation projects, refers to non-traditional methods of financing transportation projects. Innovative Finance for transportation is a broadly defined term that encompasses a combination of specially designed techniques that supplement traditional highway financing methods. While many of these techniques may not be new to other sectors, their application to transportation is innovative (Innovative Financing is explained in detail in Chapter 5).

Because of a consistent shortfall in financing from traditional funding sources, both in the U.S. and Mexico, creative new ways to finance are needed on both sides of the border to encourage an adequate quality of travel in the border region. Transportation officials at all levels of government face a significant challenge when considering ways to pay for improvements to transportation infrastructure. Traditional government funding sources are insufficient to meet the increasingly complex and diverse needs of the border transportation system. Despite record levels of investment in surface transportation infrastructure in recent years, funding is not keeping pace with demands for improvements to maintain the vitality of the nation's transportation system. As forecasts have shown in this study, demand for transportation services is outpacing the supply of highway capacity by a two to one factor in the U.S.-Mexico border region.



TRANSPORTATION CORRIDORS
IN THE U.S./MEXICO BORDER REGION
Transportation Corridors in the U.S. / Mexico Border Region
California Transportation Corridors
Baja California Transportation Corridors
Arizona Transportation Corridors
Sonora Transportation Corridors
New Mexico Transportation Corridors
Chihuahua Transportation Corridors
Texas Transportation Corridors
Coahuila Transportation Corridors
Nuevo León Transportation Corridors
Tamaulipas Transportation Corridors
Mexican/US Highways
International Border
SOURCE: Binational Transportation Infrastructure Needs Assessment Study, SourcePoint, 2003
UNITED STATES
MEXICO
Gulf of Mexico
Gulf of California
0 100 200 300 Kilometers
0 100 200 300 Miles
SourcePoint



SEAPORTS AND AIRPORT FACILITIES
SERVING TRANSPORTATION CORRIDORS
IN THE BORDER REGION
NEVADA
UTAH
COLORADO
KANSAS
CALIFORNIA
ARIZONA
NEW MEXICO
OKLAHOMA
UNITED STATES
TEXAS
MEXICO
PACIFIC OCEAN
Gulf of California
Gulf of Mexico
BAJA CALIFORNIA
BAJA CALIFORNIA SUR
SONORA
CHIHUAHUA
COAHUILA
NUEVO LEON
DURANGO
ZACATECAS
SINALOA
TAMAULIPAS
SAN LUIS POTOSI
SAN DIEGO
ENSENADA
BROWNSVILLE
EL MEZQUITAL
SAN DIEGO INT'L
TIJUANA INT'L
MEXICALI INT'L
TUCSON INT'L
NOGALES INT'L
BISBEE-DOUGLAS INT'L
DOUGLAS MUNI
LAS CRUCES INT'L
DONA ANA CO./SANTA TERESA
EL PASO INT'L
CIUDAD JUAREZ INT'L
OJINAGA INT'L
PRESIDIO LEY
DEL RIO INT'L
MAVERICK COUNTY
LAREDO INT'L
NUEVO LAREDO INT'L
REYNOSA INT'L
McALLEN MILLER INT'L
BROWNSVILLE - SOUTH
RIO GRANDE VALLEY (HARLINGEN)
MATAMOROS INT'L
Los Angeles
Yuma
Phoenix
Nogales
Albuquerque
Amarillo
Odessa
Abilene
Fort Worth
Dallas
Little Rock
Shreveport
Austin
San Antonio
Houston
Galveston
Corpus Christi
San Quintin
Rosarito
Santa Rosalia
Loreto
La Paz
Hermosillo
Guaymas
Ciudad Obregon
Los Mochis
Culiacan
Mazatlan
Chihuahua
Delicias
Hidalgo del Parral
Gomez Palacio
Torreon
Durango
Zacatecas
Monclova
Saltillo
Monterrey
Ciudad Victoria
Ciudad Mante
Legend
International Border
Highway
Railroad
Airport
Seaport
SOURCE: Binational Transportation Infrastructure Needs Assessment Study, SourcePoint, 2003
0 100 200 300 Kilometers
0 100 200 300 Miles
N
SourcePoint

SOURCE: Binational Transportation Infrastructure Needs Assessment Study, SourcePoint, 2003
INTERNATIONAL BRIDGES AND BORDER CROSSINGS
Ports of Entry in the United States
LAND
1 San Ysidro
2 Otay Mesa
3 Tecate
4 Calexico
5 Calexico East
6 Andrade
7 San Luis
8 Lukeville
9 Sasabe
10 Nogales-Mariposa
11 Nogales-Dennis Deconcini
12 Naco
13 Douglas
14 Antelope Wells
15 Columbus
16 Santa Teresa
17 Paso del Norte (Santa Fe)
18 Good Neighbor (Stanton)
19 Bridge of the Americas
20 Ysleta
21 Tornillo/Fabens
22 Fort Hancock
23 Presidio
24 Heath's Crossing (closed)
25 Amistad Dam
26 Del Rio
27 Eagle Pass
28 Eagle Pass II
29 Dolores (Solidarity)/ Laredo Colombia (Solidarity)
30 Laredo IV (World Trade)
31 Laredo (Convent Street)/ Laredo (Gateway to Americas Bridge)
32 Laredo (Lincoln-Juarez)
33 Falcon Dam
34 Roma
35 Roma (closed)
36 Rio Grande City
37 Los Ebanos
38 Hidalgo
39 Pharr
40 Progreso
41 Los Indios
42 Brownsville & Matamoros Railroad/Vehicle
43 Brownsville
44 Los Tomates
RAIL
A San Ysidro
B Calexico
C Nogales
D El Paso
E El Paso
F Presidio
G Eagle Pass
H Laredo
I Brownsville & Matamoros Railroad/Vehicle
Ports of Entry in Mexico
LAND
1 Tijuana
2 Mesa de Otay
3 Tecate
4 Mexicali
5 Mexicali II
6 Algodones
7 San Luis Rio Colorado
8 Sonoyta
9 Sasabe
10 Nogales III
11 Nogales I
12 Naco
13 Agua Prieta
14 El Berrendo
15 Gral. Rodrigo M Quevedo (Palomas)
16 Jerónimo
17 Paso del Norte
18 Buen Vecino
19 Córdova
20 Zaragoza
21 Guadalupe
22 Porvenir
23 Ojinaga
24 La Linda (closed)
25 Presa de la Amistad
26 Cd. Acuña
27 Piedras Negras
28 Piedras Negras II
29 Colombia
30 Nuevo Laredo III
31 Nuevo Laredo I
32 Nuevo Laredo II
33 Presa Internacional Falcón
34 Miguel Alemán
35 Miguel Alemán (closed)
36 Camargo
37 Diaz Ordaz
38 Reynosa
39 Reynosa
40 Nuevo Progreso
41 Lucio Blanco
42 Ferroviario/Vehicular Brownsville & Matamoros
43 Matamoros
44 Matamoros III
RAIL
A Tijuana
B Mexicali
C Nogales
D Juarez
E Juarez
F Ojinaga
G Piedras Negras
H Nuevo Laredo
I Ferroviario/Vehicular Brownsville & Matamoros
PACIFIC OCEAN
Gulf of Mexico
UNITED STATES
MEXICO
0 100 200 300 Kilometers
0 100 200 300 Miles
N
SourcePoint

RAILROAD FACILITIES SERVING TRANSPORTATION CORRIDORS IN THE BORDER REGION
NEVADA
UTAH
COLORADO
KANSAS
CALIFORNIA
ARIZONA
NEW MEXICO
OKLAHOMA
TEXAS
UNITED STATES
MEXICO
BAJA CALIFORNIA
SONORA
CHIHUAHUA
COAHUILA
NUEVO LEON
BAJA CALIFORNIA SUR
DURANGO
SINALOA
ZACATECAS
SAN LUIS POTOSI
TAMAULIPAS
PACIFIC OCEAN
Gulf of California
Gulf of Mexico
Los Angeles
San Diego
Tijuana
Mexicali
Yuma
Ensenada
Phoenix
Tucson
Nogales
Albuquerque
Amarillo
Little Rock
El Paso
Ciudad Juarez
Odessa
Abilene
Fort Worth
Dallas
Shreveport
Austin
Houston
Galveston
San Antonio
Corpus Christi
Nuevo Laredo
Laredo
Brownsville
Matamoros
Reynosa
Monterrey
Saltillo
Monclova
Ojinaga
Chihuahua
Delicias
Hidalgo del Parral
Gomez Palacio
Torreon
Durango
Zacatecas
Ciudad Victoria
Ciudad Mante
Mazatlan
Culiacan
Los Mochis
Ciudad Obregon
Guaymas
Hermosillo
San Quintin
Rosarito
Santa Rosalia
Loreto
La Paz
Legend
International Border
Highway
Railroad
Binational Railroad
SOURCE: Binational Transportation Infrastructure Needs Assessment Study, SourcePoint, 2003
0 100 200 300 Kilometers
0 100 200 300 Miles
N
SourcePoint

# Binational Border Transportation Infrastructure Needs Assessment Study

**Technical Appendices**
**January 2004**


SourcePoint

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# TABLE OF CONTENTS

# APPENDIX 1:
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# APPENDIX 1: BINS TECHNICAL COMMITTEE CONTACTS

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# APPENDIX 2:
# BINS INITIAL SCOPE OF WORK

# APPENDIX 2: BINS INITIAL SCOPE OF WORK

## INTRODUCTION

Since the passage of the North American Free Trade Agreement (NAFTA) the U.S.-Mexico cross-border movement of both people and goods has had robust growth. This growth has placed pressure on the existing transportation infrastructure and has underscored the need for improved binational coordination, planning, and development of transportation facilities. For example, in California, trade activity with Mexico has surpassed Japan and Canada to becoming California top trade partner, with more than $29 billion in annual trade. The value of goods in California represents an increase of approximately 149% since 1994. In an effort to redefine current and anticipated transportation infrastructure needs along the border region, the U.S.-Mexico Joint Working Committee (JWC) will be conducting a binational border transportation infrastructure needs assessment study.

The JWC consists of transportation and planning agency representatives from the four U.S. states and six Mexican states that abut the border and representatives from selected federal agencies from both the U.S. and Mexican governments. Key components to be undertaken in this study will include the implementation of a thorough data collection effort of transportation facilities, and identification and assessment of major trans-border corridors and projects. The findings resulting from this study also will provide input to the reauthorization of the Transportation Equity Act for the 21st Century (TEA 21) in order to ensure future financing for international border transportation investment needs. On the U.S. side, SourcePoint, a nonprofit corporation charted by the San Diego Association of Governments (SANDAG) will serve as the lead agency on behalf of the California Department of Transportation (CALTRANS) and the Secretariat of Infrastructure and Urban Development of the State of Baja California (SIDUE) – formerly the Secretariat of Human Settlements and Public Works of the State of Baja California (SAHOPE) - is to serve as the lead agency on the Mexican side.

## BACKGROUND

Within the United States, TEA-21, PL 105-178, which became law 9 June 1998, provided some dedicated resources to address the needed increased transportation facilities in Sections 1118 (National Corridor Planning and Development Program) and 1119 (Coordinator Border Infrastructure Program). However, these programs have not provided sufficient funding to cover border area transportation needs and these sections of TEA-21 are to terminate with TEA-21 at the end of the 2003 federal fiscal year.

TEA-21, Section 1213(d), Southwest Border Transportation Infrastructure, called for the Secretary of the Department of Transportation to "conduct a comprehensive assessment of the state of the transportation infrastructure on the southwest border between the United States and Mexico". This study was undertaken; however, it did not perform a transportation corridor analysis and needs assessment for the U.S.-Mexico border region. The study to be undertaken as described in the next section is intended to carry out a transportation corridor analysis and needs assessment and other efforts not performed by the above report.

## PROJECT DESCRIPTION

The proposed Binational Border Transportation Infrastructure Needs Assessment Study (BINS) will be the product of a coordinated effort of transportation and planning agencies within the ten U.S. and Mexican Border States. Findings resulting from this study are expected to reflect an innovative and comprehensive approach to identifying border transportation deficiencies, issues, and recommendations that will address the following goals and objectives:

1. Establish a broadly accessible border-wide data bank with protocol for an ongoing updating process; closely coordinate the development of the databank with work on the Binational Geographic Information System tasks.
2. Update border region transportation infrastructure needs;
3. Identify major trans-border transportation corridors within the 100 kilometers band in the U.S. and in Mexico;
4. Assess the transportation infrastructure needs of these corridors to adequately serve present and future cross-border travel and trade;
5. Identify necessary projects and their estimated costs to address short-term (now) and long-term, as defined by the JWC;
6. Explore traditional and innovative funding mechanisms to remedy the identified needs;
7. Identify existing and proposed major traffic generators that may significantly impact these Binational transportation corridors (e.g. 1. large commercial/industrial developments, 2. international airport expansions, 3. major intermodal facilities); and
8. Develop and make broadly accessible a preliminary Binational Geographic Information System (BGIS) platform for transportation within the U.S.-Mexico border region.

### Study Organization and Participation

It is proposed to undertake the subject study in two separate efforts. First, SourcePoint will be responsible for completing the initial seven goals and objectives and, second, CALTRANS headquarters staff will be responsible for carrying out the eighth objective listed above (BGIS). Although discussion of the BGIS is limited in this document, it is necessary to integrate the two projects to ensure compatibility of the information collected. A preliminary scope of work for the BGIS is included in Attachment I for reference. SourcePoint will be expected carry out the services set in the BINS effort and work cooperatively with CALTRANS and others to ensure coordination between the two separate efforts, BINS and BGIS. A detailed scope of work for the BINS effort is set in the following section (Phase I, I-A, and II), and is comprised of three phases as follows:

- Phase I: Data Collection Framework – presently funded for a maximum of $150,000;
- Phase I-A: California Transportation Corridor Assessment, Evaluation, and Recommendations – presently funded at a maximum of $40,000; and

- Phase II: Transportation Corridor Assessment, Evaluation Criteria, and Recommendations for Remaining Agencies – presently funded for a maximum of $150,000.

SourcePoint on behalf of CALTRANS will serve as the lead agency in coordination with the Secretariat of Infrastructure and Urban Development of the State of Baja California (SIDUE) – formerly the Secretariat of Human Settlements and Public Works of Baja California (SAHOPE) – for all phases of the BINS effort. All references to written deliverables in the following scope of work include at least one draft and one final version, unless otherwise specified. CALTRANS, the JWC Subcommittee, and the JWC member agencies will review all draft versions. Comments will be integrated into the final version of the deliverable. The time to review and comment on the drafts of the task reports by the JWC member agencies will be scheduled to not exceed two weeks from the time the deliverables are received. Throughout completion of the study SourcePoint or represented Consultant will be required to attend out-of-state JWC meetings, and meetings with CALTRANS District staff as appropriate.

## Area of Study and Border Corridors

It is understood that for the purpose of data collection the "area of study" is the border region defined as 100 kilometers on each side of the international border for Phase I and IA. Phase II of the BINS work efforts is to place emphasis on certain "border corridors" that will be agreed upon by the JWC Subcommittee.

## Schedule and Budget

SourcePoint's services for this project will entail the completion of those elements identified in the scope of work within the project budget described above. All work expected under this study is anticipated to be completed by the proposed schedule and corresponding budget as outlined in detail in the scope of work section.

## JWC Subcommittees

All work conducted by the SourcePoint will be under the support of CALTRANS and the U.S.–Mexico Joint Working Committee (JWC) appointed Technical subcommittees; the Border Infrastructure Needs Assessment (BINS) Committee and the Binational Geographic Information Systems (BGIS) Technical Committee. Members of both the BINS and BGIS will include representatives of the JWC member agencies and will include transportation officials of the four U.S. and six Mexican states and representatives from selected federal agencies from both the U.S. and Mexican governments.

## SCOPE OF WORK

The subsequent sections outline the major activities seen as necessary to the deliver the BINS project. Key to the BINS effort is that SourcePoint have the ability to coordinate and extensive data collection effort and processing, work cooperatively with the JWC Technical Committee members, and have an understanding of border transportation issues. The tasks to be undertaken will include but are not limited to the following:

## PHASE I: Data Collection Framework

SourcePoint will develop and implement a data collection and literature review strategy as described below. It is essential that the needs of the JWC be identified to assure that the appropriate data be collected to ensure the support of subsequent tasks included in Phase I-A, and Phase II. It is expected that Phase I will be completed by March 2003. Specific tasks to be carried out in this phase shall include:

### *Task 1:Literature Review*

SourcePoint will identify, review, and annotate applicable literature addressing border region transportation and its growth and adequacies as requested by JWC member agencies. Sample literature will include, but not limited to, a summary of the economic and other forces driving the need for border transportation improvements, federal and state legislation from both the U.S. and Mexico, updated information or planning studies, and border type studies relating to the growth and operation of the border region's transportation system. This task is to remain open so that it is up to date at the termination of the BINS project.

### *Task 2:Data Requirements*

Work closely with JWC BINS Committee members to identify data requirements to be used by each state to determine their border area transportation infrastructure needs. Prepare sample summary sheets (hard copy and electronic) with examples of data requirements developed for similar projects including, but not limited to, the types of data requirements provided in Attachment II. Prepare and submit a Data Requirements Memo that will incorporate the sample summary sheets for presentation, review, and approval. Submit memo to BGIS Committee for comments.

Upon approval of the data requirements, SourcePoint will develop suitable bilingual forms to be used by each U.S. and Mexican State to aggregate their input. SourcePoint will review the forms with CALTRANS and SIDUE (formerly SAHOPE), and after their approval, develop and present a technical report covering data requirements to the JWC BINS Committee.

The data requested from each Border State is to be that judged necessary to support implementation of border region transportation infrastructure needs to the year 2020 as well as present needs. The data, as a minimum, is to address the following components:

- Ports of Entry (POE)
- Highways
- Railroads
- Intermodal facilities
- Seaports handling significant international cargo
- International airports

- Population, housing units, employment and income (present and as projected for 2020 for each region or subregion by volume and annual estimated growth percent)

**Deliverable**

1. **Prepare a Data Requirements Memo**
2. **Data Requirements Technical Report**

***Task 3: Request Data***

Upon approval of data collection forms for data input, SourcePoint will request data from each of the Border States and follow up request as warranted with the JWC BINS Committee. SourcePoint will respond to questions that may arise and produce a report consolidating the data from the various states for review.

It is anticipated that many agencies will have existing readily available data in different formats including databases, maps, and documents. It is also anticipated that there will be inconsistencies in available data between each agency. SourcePoint will be responsible for consolidating and assessing the quality of data received and will work cooperatively to provide the necessary support to the JWC BINS Committee members to ensure that the appropriate data is included in the data collection forms. Coordinate data review with BGIS Committee.

SourcePoint will prepare and present status reports to CALTRANS and the JWC BINS Committee that will briefly address the progress, the quantity, and quality of data received, and identifies any problems or issues encountered during this process.

**Deliverable**

3. **Data Requests Progress Reports – to be presented to Coincide with JWC meetings**

***Task 4: Database System Plan***

SourcePoint will develop criteria and recommendations for establishing a border-area database. Each state shall be responsible for implementing and maintaining their state's database. The BGIS Committee will review the database system plan.

SourcePoint will prepare a Database System Plan that will define possible recommendations for consolidating and managing the data, and defining how the database will be structured and formatted to meet the needs of its prospective users. The Plan will also document technical or other related issues such as database management, maintenance, and reporting capabilities. Recommendations will need to be coordinated with other CALTRANS or JWC ongoing efforts to ensure consistency and allow for future integration such as:

- Review and update as necessary the Database developed under the U.S. Mexico Binational Border Transportation Planning and Programming Study. Tasks reports are available at the following FHWA website: www.fhwa.dot.gov/binational/reports/reports.html
- Coordination with BGIS data gathering related efforts;

- To provide a brief description on software available that is compatible with GIS applications with specific reference to CALTRANS/JWC current and future GIS efforts.

**Deliverable**

**4. Border-Area Database System Plan**

***Task 5: Final Report, Phase I***

SourcePoint will produce a Phase I final report that will document and incorporate all deliverables included in the previous tasks. The report is to include updated literature review (an annotated bibliography) and the final versions of all deliverables generated by Phase I of the study, the data from the other border states, and any issues or problems that should be addressed in Phase II.

**Deliverable**

**5. Phase I Final Report**

## PHASE I-A: California Transportation Corridor Assessment, Evaluation, and Recommendations

Based on reports, work efforts and deliverables from the previous phase, SourcePoint will consolidate and present data focused on California transportation corridors. Work efforts under this phase will parallel key activities undertaken in Phase II. Subsequently, the intent is to apply the evaluation criteria/factors developed under the BINS Phase II efforts, and working with CALTRANS to develop and identify evaluation criteria/factors specific to California's' needs. The evaluation criteria/factors will be used for prioritizing transportation corridors, and perform a border infrastructure needs assessment intended to result in recommended transportation projects to satisfy needs of border-oriented transportation corridors serving California. This phase is funded by the State of California at the maximum amount of $40,000, and is expected to be completed by May 2003. Specific tasks to be carried out in this phase shall include:

***Task 1: California Data***

Upon completion of data collection effort, SourcePoint will assemble all data covering the California region. SourcePoint will review the results with all the appropriate agencies in California including CALTRANS, the Southern California Association of Governments, the Imperial Valley Association of Governments, and others as found appropriate.

**Deliverable**

**6. California Data Report**

***Task 2: California Transportation Corridor – Evaluation Factors***

SourcePoint will apply evaluation criteria/factors developed under the BINS Phase II efforts, and or additional criteria to be determined CALTRANS for determining priority corridors to serve the binational border within or, in the case of I-10, adjacent to the border region of California.

SourcePoint and CALTRANS will mutually define the extent of factors, and detail analysis to be undertaken for this effort. The results of this task will be used to 1) determine priority corridors and 2) measure the corridor and/or infrastructure deficiencies and needs. A preliminary list of evaluation criteria to be considered is described in Attachment III. The proposed criteria should also include existing and proposed major traffic generators along the individual corridors that may significantly impact traffic, travel time, and the environment.

**Deliverable**

**7. California Corridor Evaluation Factors Report**

***Task 3: California Transportation Corridors – Present and Future Needs***

SourcePoint will perform a Border Analysis Infrastructure Needs Assessment Study for the California region. The Study will determine priority corridors to serve the binational border and identify infrastructure needs and deficiencies along these corridors and will also look at funding related issues, such as identifying existing possible funding resources or innovative financing strategies to address deficiencies/needs.

**Deliverable**

**8. Border Analysis Infrastructure Needs Assessment Study – California Region**

***Task 4: Final Report***

SourcePoint will produce a final report to document the completed study. The final Report will include updated literature review (an annotated bibliography) and will compile final versions of all deliverables produced in this phase.

**Deliverable**

**9. Phase I-A Final Report**

## PHASE II: Transportation Corridor Assessment, Evaluation Criteria, and Corridor Recommendations for Remaining Agencies

Phase II is designed to supplement the work elements undertaken under Phase I and IA and will focus on carrying out the transportation corridor assessment effort for the remaining agencies. Additional key efforts will include reviewing the corridor data from all the participating agencies, the development of evaluation criteria and factors for evaluating and prioritizing transportation corridors, and performing a border system wide infrastructure needs assessment, and submitting corridor and project level recommendations. SourcePoint or represented Consultant is expected carry out, coordinate, and provide the necessary services as described below. It is expected that Phase II will be completed by November 2003.

### *Task 1: Data Review and Identify Key Corridors*

Once all the data is reviewed, consolidated, and assessed for quality per Task 3 of Phase I, SourcePoint will work with the JWC BINS Committee to identify key current and projected north/south transportation corridors serving the U.S.-Mexico border and the east/west corridors necessary to distribute or accommodate border traffic. The selection of these corridors should take into account, as a minimum, location of facilities, owner/operator information, and any other information on existing and future operations including connections between modes. Additional corridor elements should be based on data findings completed under Tasks 2 of Phase I (refer to Attachment II).

**Deliverable**

**10. Key Borders Corridor Report**

### *Task 2: Development of Corridor Evaluation Criteria*

After SourcePoint and the JWC BINS Committee submit their identified key corridors, SourcePoint will work with the JWC BINS Committee to develop an evaluation criteria/factors to be used by the individual Border States to prioritize their identified transportation corridors, and projects within corridors. After JWC BINS Committee approval of the evaluation criteria/factors, SourcePoint will disseminate the evaluation criteria to the participating agencies along the nine Bordering States and request that each agency perform a priority corridor evaluation analysis, and come up with corresponding project improvements. Project corridor evaluation criteria/factors shall address such issues as:

- Capacity (uniform standards need to be developed)
- System continuity
- Level of Service (LOS – volume/demand to capacity)
- Costs
- Environmental Impacts
- Safety
- Enforcement
- Travel Time
- Cost Benefit
- Socioeconomic Changes
- Land Use Compatibility
- Short-term Completion Potential
- Intelligent Transportation System

**Deliverable**

**11. Corridor Evaluation Criteria/Factors Technical Memo**

**12. Corridor Evaluation Analysis Results and Proposed Corresponding Projects Memo**

***Task 3: Corridor and Project Review***

As the participating agencies submit their corridor evaluation analysis, SourcePoint will work the JWC BINS Committee to review their findings for criteria/factors conformance, and review the corresponding corridor projects as submitted by the agencies. Key efforts will include ensuring that the submitted priority corridors are indeed essential to cross-border interstate and international goods movement from both the U.S. and Mexican side. SourcePoint will then prepare and submit an aggregate priority corridor list/findings and preliminary corresponding corridor project improvements to the JWC for their review and comments.

**Deliverables**

13. **Final Corridor Priority List/Findings and Project Improvements Memo**

***Task 4: Corridor Project Recommendations***

Upon review of the Corridor Priority List/Findings, and comments and approval of the corridor project improvements by the JWC, SourcePoint will work with the BINS Committee to develop and performing a border system wide infrastructure needs assessment. The border system wide infrastructure needs assessment will include discussions on key project elements such as setting short and long-term priorities, and the identification of possible funding resources. Additionally, SourcePoint will work with the JWC to develop a prioritized list of provisions for inclusion in TEA 21 reauthorization, and legislation for Mexico's federal government that support international border transportation corridor related projects. Possible funding sources for the project priority list may include:

- Existing Federal or State resources available
- Possible future legislation resources
- Possible innovative financing
- Public/Private partnerships
- Multi-agency or multi-state
- Other

**Deliverable**

14. **Border System Wide Infrastructure Needs Assessment Report and Federal Legislation Memo**
15. **Federal Legislation Recommendation Memo**

***Task 5: Final Report***

SourcePoint will produce a final report that will document all efforts undertaken by Phase II. The Final Report will include updated literature review findings (and annotated bibliography), and summary of tasks by tasks findings accomplished during Phase II along with a synopsis of Phase I, and 1A key findings.

**Deliverable**

16. **BINS Phase II Final Report**

## BINS Project Schedule and Budget

| Work Elements | BINS Project Timeline (Months) | | | | | | | | | | | | % Budget Breakdown |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0-2 | 3-4 | 5-6 | 7-8 | 9-10 | 11-12 | 13-14 | 15-16 | 17-18 | 19-20 | 21-22 | 23-24 | |
| PHASE I | | | | | | | | | | | | | |
| Task 1 | | | | | | | | | | | | | 15% |
| Task 2 | | | | | | | | | | | | | 10% |
| Task 3 | | | | | | | | | | | | | 60% |
| Task 4 | | | | | | | | | | | | | 10% |
| Task 5 | | | | | | | | | | | | | 5% |
| | | | | | | | | | | | | | Phase I Total Cost $150,000 |
| Phase IA | | | | | | | | | | | | | |
| Task 1 | | | | | | | | | | | | | 25% |
| Task 2 | | | | | | | | | | | | | 18% |
| Task 3 | | | | | | | | | | | | | 38% |
| Task 4 | | | | | | | | | | | | | 20% |
| | | | | | | | | | | | | | Phase IA Total Cost $40,000 |
| Phase II | | | | | | | | | | | | | |
| Task 1 | | | | | | | | | | | | | 13% |
| Task 2 | | | | | | | | | | | | | 40% |
| Task 3 | | | | | | | | | | | | | 10% |
| Task 4 | | | | | | | | | | | | | 17% |
| Task 5 | | | | | | | | | | | | | 20% |
| | | | | | | | | | | | | | Phase II Total Cost $150,000 |
| | | | | | | | | | | | | Project Total | $340,000 |

# APPENDIX 3:
# BINS FRAMEWORK

# APPENDIX 3: BINS FRAMEWORK

## FRAMEWORK FOR COMPLETING THE BINS PROJECT: "IMPROVING THE CROSS-BORDER FLOW"

| |
|---|
| ***Levels of Review:*** |
| *SourcePoint → CALTRANS → BINS Technical Committee → Joint Working Committee* |

**Project Goals: A Standardized Quantifiable Methodology for Evaluating Border-Related Transportation Corridors and a Listing of Transportation Related Projects on Selected Binational Transportation Corridors**

## PHASE I

1. **LITERATURE REVIEW (On going throughout entire study).** SourcePoint will collect, review, and summarize literature addressing border region transportation.

    a. **Planning Process**: Create a synopsis of the U.S. and Mexican Transportation Planning and Programming Processes.

    b. **Bibliography:** Prepare a bibliography and annotated bibliography of the relevant studies and articles.

2. **Corridor Evaluation Procedure & Methodology.** SourcePoint will develop a procedure to create a corridor evaluation methodology.

    a. **Procedure:**

        i. SourcePoint will review other corridor studies to ascertain methods for specifying and evaluating transportation corridors. It will also develop the rationale to utilize specified data elements in the corridor evaluation process.

        ii. SourcePoint will receive approval by the BINS Technical Committee to develop a "procedure" to create a methodology to evaluate transportation corridors. After the development of a corridor evaluation methodology, SourcePoint will seek approval by the JWC.

    b. **Methodology:** SourcePoint will develop a standardized methodology for analyzing transportation corridors within each state.

        i. The first part of the methodology consists in the development of a questionnaire to gather information about each border-state's transportation system.

ii. The second part of the methodology consists of gathering, using the developed questionnaire from each border-state. This data will be used as the basis for the analysis of each state's transportation corridors.

**Deliverables:**

1. **BINS Communication Memo # 1 [FEB 2003**]

3. **Corridor Data Request.** SourcePoint will request data from each border-state that will be used to evaluate the transportation corridors.

   a. **Quantifiable Corridor Data:** This section will gather information that will be use to describe and evaluate the transportation corridors.

   b. **Socio-Economic Regional Data:** This section will gather socio-economic information from each individual border-state and their respective counties. The information includes data on population, employment, trade, regional product, and personal income.

   c. **Bilingual Data:** Questionnaires will be translated into Spanish for the six Spanish speaking states of Mexico

   d. **Other Data:** Any other data requested by SourcePoint

**Note:** SourcePoint will obtain approval from BINS Technical Committee members on the corridor criteria and corridor evaluation used in the questionnaires.

**Deliverables:**

**2. Survey Completion Memos [FEB 2003]**

**3. Survey Management Memo # 1 [MARCH 2003]**

4. **Corridor Evaluation Database.** Prepare a database that will be used to organize and store the data provided by each border-state as part of the Corridor Data Request (Phase I, task 3).

   a. **Compilation**: Data received from the ten border-states will be compiled into a database.

   b. **Analysis & Evaluation:** Data will be analyzed according to a specific evaluation method and will be used to evaluate transportation corridors for one of the border-states.

   5. **Other Relevant Tasks.** Any task that is related to the development and completion of the BINS study, but that does not fit within the specific set of tasks presented above (i.e. maintain contact with Technical Committee members on a regular basis).

**Deliverables:**

**4. Corridor Survey Instruments [MARCH 2003]**
**5. Technical Memo # 3 - Proposed Resolution [MARCH 2003]**
**6. Phase I Report: Corridor Identification and Evaluation Procedure (with up to date literature review) [MARCH 2003]**

## PHASE I-A

1. **California Database Review.** Upon receipt of the California data, SourcePoint will assemble all data covering the California region in its database. This data will be reviewed by the appropriate California agencies and inconsistencies will be resolved.

    **Deliverables:**

    **7. California Survey Instrument [APRIL 2003]**

2. **California Corridor Analysis.** Conduct analysis of California Transportation Corridors. SourcePoint will use the developed Corridor Evaluation Methodology to identify corridors that serve the binational border within California.

    a. **Identification:** SourcePoint will identify transportation corridors in California.

    b. **Evaluation:** SourcePoint will evaluate the identified transportation corridors using the developed methodology. The results of this evaluation will provide a corridor's list where corridors are listed top to bottom depending on their specific needs (i.e. the corridor listed first in an evaluation of a group of corridors will mean that corridor has the most needs out of that group).

3. **California Project Database and Evaluation**. SourcePoint will start assembling a list of proposed California corridor-related projects through 2020.

    **Deliverables:**

    **8. BINS Assessment for California [MAY 2003]**

    **9. Phase IA Report: California-Baja California BINS Report [MAY 2003]**

## PHASE II

1. **Border-States Database Review**. SourcePoint will assemble all data covering the remaining border-states in a database. This data will be reviewed by the appropriate state agencies and inconsistencies will be resolved.

    **Deliverables:**

    **10. Border-States Survey Instruments [JUNE 2003]**

2. **Border-States Corridor Analysis.** Upon review of the data, SourcePoint and the JWC BINS Committee will identify and select transportation corridors that serve the binational border within each individual border-state.

    a. **Identification:** SourcePoint will identify transportation corridors along the border. This identification process will also analyze the relationship between regional demographic trends and the effect of these trends on the selected transportation corridors.

b. **Needs Assessment:** SourcePoint will perform a Border Analysis Infrastructure Needs Assessment Study for the entire border region. The study identifies the needs and deficiencies of transportation corridors.

**Note:** SourcePoint will obtain approval from BINS Technical Committee to use a corridor identification "procedure" when selecting border-related transportation corridors with the JWC [July 2003 meeting].

**Deliverables:**

**11. Corridor Evaluation Findings [AUGUST 2003]**

3. **Border-States Project Database and Evaluation**. SourcePoint will assemble a list of proposed border-states corridor-related projects through 2020.

*a.* **Database:** The projects will be assembled in Excel database format. The projects will also be assigned to their appropriate corridor by using GIS coordinates.

*b.* **Evaluation:** SourcePoint will identify the projects that improve corridor flow. This identification process will analyze projects under construction and planned projects. *Example: The project's AADT by segment will be matched to the highway's AADT by segment.*

**Deliverables:**

**12. Transportation Projects Findings [AUGUST 2003]**

**13. Border Infrastructure Needs Assessment [SEPTEMBER 2003]**

4. **Identify Funding Sources.** Explore funding options and innovative financing strategies for each corridor's and their respective transportation projects.

a. **Existing Funding Processes:** Identify existing funding processes for the financing of proposed projects on the identified corridors.

b. **Innovative Funding Processes:** Explore alternative innovative funding processes that could be used for the financing of proposed projects on the corridors.

**Deliverables:**

**14. Suggested Legislative Provisions Draft [SEPTEMBER 2003]**

5. **Recommendation Memo.** Draft Corridor Improvements Recommendation Memo including provisions for TEA-21 and reauthorization and Mexican legislation. SourcePoint and the JWC will include discussions on key project elements such as short and long-term priorities, corridors needs, state's binational infrastructure relations, and any other important components of the BINS analysis.

**Deliverables:**

**15. Suggested Legislative Provisions [SEPTEMBER 2003]**

**16. Submit Phase II Report: Final Report [NOVEMBER 2003]**

# APPENDIX 4:
# LISTING OF DELIVERABLES

# APPENDIX 4: LISTING OF DELIVERABLES

***Phase I Deliverables***
***(Completed by MARCH 2003)*****:............................... STATUS .....................LOCATION IN REPORT**

1. *BINS Communication Memo # 1*
   *[FEB 2003]*.......................................................... [Completed] ............................. Appendix 5

2. *Survey Completion Memos [FEB 2003]*
   a. *Technical Memo # 1* .................................... [Completed] ............................. Appendix 5
   b. *Technical Memo #2*……................................ [Completed] ............................. Appendix 5

3. *Survey Management Memo # 1*
   *[MARCH 2003]*.................................................... [Completed]…………............... Appendix 5

4. *Corridor Survey Instruments*
   *[MARCH 2003]*……………………………….. [Completed]……… .................. Appendix 7

5. *Technical Memo # 3 – Proposed Resolution*
   *[MARCH 2003]*……………………………. ......... [Completed]……… .................. Appendix 5

6. *Phase I Report [MARCH 2003]*........................... [Completed]

***Phase IA Deliverables (Completed by MAY 2003)*****:**

7. *California Survey Instrument*
   *[APRIL 2003]* ....................................................... [Completed]……… .................. Appendix 7

8. *BINS Assessment for California*
   *[MAY 2003]* ........................................................ [Completed]……… ............. Chapters 4 & 5

9. *California-Baja California BINS Report*
   *[MAY 2003]*…………………………………….. [Completed] .....................California Report

***Phase II Deliverables (Completed by NOVEMBER 2003):*** .

10. *Border-States Survey Instrument*
    *[JUNE 2003]*……………………………………. [Completed]……… ..................... Chapter 7

11. *Corridor Evaluation Findings*
    *[AUGUST 2003]*................................................... [Completed] ................................ Chapter 4

12. *Transportation Projects Findings*
……*[AUGUST 2003]*…………………………………..... [Completed] ................................ Chapter 5

13. *Border Infrastructure Needs Assessment*
*[SEPTEMBER 2003]*…………………………….. .... [Completed]…………….................. Chapter 2

14. *Suggested Legislative Provisions Draft*
*[SEPTEMBER 2003]*……..…………………………... . [Completed]…………… .............. Chapter 8

15. *Suggested Legislative Provisions*
*[SEPTEMBER 2003]*……..………………………….. ... [Completed]…………….................. Chapter 8

16. *Phase II Final Report*
*[NOVEMBER 2003]*……………………………….. [Completed]………….............. Final Report

# APPENDIX 5:
# FORMAL COMMUNICATIONS

# APPENDIX 5: FORMAL COMMUNICATIONS

## TECHNICAL MEMORANDA

BINS Communication Memorandum #1 [English] ........................................................ February 21, 2002
Technical Memorandum #1 [English & Spanish]
    Transportation Corridor Evaluation Criteria ......................................................... February 21, 2002
Technical Memorandum #2 [English & Spanish]
    Request for Corridor Data and Meeting Notice ........................................................ March 07, 2003
Survey Management Memorandum # 1 [English & Spanish]
Update on Telephone Survey ........................................................................................... April 04, 2003
Technical Memorandum #3 and #4 [English]
Proposed Resolutions ......................................................................................................... April 25, 2003
Transportation Project Memorandum [English & Spanish]
Request for Transportation Project Data ............................................................................ May 01, 2003
Survey Management Memorandum #2 [English]
    Questionnaire Completion ............................................................................................. May 08, 2003

## OTHER ELECTRONIC COMMUNICATION

Confirmation of Corridor Evaluations
    Arizona ........................................................................................................................ June 02, 2003
    Baja California ............................................................................................................ June 16, 2003
    California ..................................................................................................................... May 20, 2003
    Chihuahua ................................................................................................................... June 17, 2003
    Coahuila ...................................................................................................................... June 17, 2003
    New Mexico ................................................................................................................. June 03, 2003
    Nuevo León .................................................................................................................. June 17, 2003
    Sonora ......................................................................................................................... June 17, 2003
    Tamaulipas ................................................................................................................... June 12, 2003
    Texas ........................................................................................................................... June 24, 2003

Technical Committee Meeting Notices .................................................................................. April 23, 2003
    ........................................................................................................................................ May 13, 2003
    ........................................................................................................................................ June 09, 2003
    ................................................................................................................................ November 14, 2003

Review and Comments on Reports ....................................................................................... December 5, 2003
    ................................................................................................................................ December 22, 2003
    ..................................................................................................................................... January 9, 2004
    ................................................................................................................................... January 15, 2004

Other data requests such as additional transportation project data in August 2003

## RESOLUTIONS

## TECHNICAL MEMORANDA

February 21, 2003

To: Technical Committee Members

From: Marney Cox, SourcePoint, BINS Project Manager

**Subject: BINS Communication Memorandum #1**

SourcePoint continues to progress on the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and this e-mail provides you with information about the project and our progress. Attached to this e-mail is a copy of the "Minutes" from the November 19, 2002 Technical Committee meeting held in San Diego.

**Project Review and Future Schedule**:

November 19, 2002 – The first Technical Committee meeting is convened for BINS. The major outcome from this meeting – the Technical Committee approved a procedure to develop a methodology to evaluate transportation corridors. The Committee recommends that SourcePoint send recommended corridor criteria to the Technical Committee for review and approval. Details of the meeting and the resolution are contained in the attached file titled *BTCM 11-19-02.doc.*

December 13, 2002 – Marney Cox delivers a presentation on the status of the BINS study to the US-Mexico Joint Working Committee [JWC] on Transportation Planning & Programming. The JWC approves the BINS Technical Committee recommendations from the November 19 meeting; authorized SourcePoint to proceed with the study; and encouraged full and timely Technical Committee participation. At the JWC meeting, the following dates were set as benchmarks for the BINS project:

- February 2003 – Selection of the Corridor Criteria
- March 2003 – Completion of the Data Collection
- April 2003 – BINS Technical Committee Meeting to Review the Collected Data
- June 2003 – JWC in conjunction with SourcePoint Selects the Corridors
- August 2003 – SourcePoint completes a Draft Version of the Final Report
- October 2003 – SourcePoint provides the JWC the Final Report

**Proposed April Meeting Date**

The purpose of this meeting is to review the criteria, and to review and verify the data collected. Please select a date in April [from the list below] that is your preference for the next BINS Technical Committee meeting to be held in San Diego. Please send your selection to Michael Williams [Telephone 1 619 595 5646 or e-mail at mwi@sourcepoint.org] by February 28, 2003.

Proposed Meeting dates for the BINS Technical Committee Meeting to Review the Collected data

1. Tuesday, April 8, 2003 in San Diego
2. Wednesday, April 16, 2003 in San Diego
3. Thursday, April 24, 2003 in San Diego

February 28, 2003

To: BINS Technical Committee Members

From: Marney Cox, SourcePoint

**Subject: Technical Memorandum #1**
**Comments Requested on the Transportation Corridor Evaluation Criteria**

**Our Request**

Please review the five survey questionnaires attached to this e-mail. The survey questionnaires are designed to gather data on the criteria that we propose to use to evaluate and identify each state's major transportation corridor. Please evaluate the criteria in the questionnaires, and let Michael Williams know by February 28, 2003, if you approve of the proposed criteria. Should you have any questions, please contact Michael Williams at SourcePoint [Telephone 1 619 595 5646 or e-mail at mwi@sourcepoint.org].

**Background Discussion**

At the Technical Committee meeting held on November 19, 2002 in San Diego, the BINS Technical Committee requested that SourcePoint research studies that use quantifiable criteria to evaluate major transportation corridors, identify common criteria used by the studies, and present these criteria to the Technical Committee. This Technical Memo is the response to the Technical Committee request.

**Identifying Studies and Common Criteria**

In selecting criteria to define a corridor, numerous studies were examined including the following:

- "Western Transportation Trade Network", 1999 – articulated the idea that corridors are multi-modal; the volume and value of goods transported by truck, rail, air and ship are important indicators of corridor size; border crossings are vital; and Average Annual Daily Traffic [AADT] is a good measure of road use. This study also suggests using long run projections as a way of evaluating how traffic flows will evolve over time.

- "Latin America Trade and Transportation Study", March 2001 – stated that the volume and value of goods transported by truck, rail, air and ship are important indicators of corridor size; a corridor is multi-modal; channel depth at maritime ports and runway length at airports are good indicators of transport capacity; and suggested using long run projections as a way of evaluating the manner in which traffic flows will evolve over time.

- "The National Highway Program" by the Mexican Secretariat of Communication & Transportation – this study uses measures for highway utilization similar to AADT.

Based on our research findings, a major transportation corridor is defined as: A combination of modes that move people, vehicles and goods from one location to another. A transportation corridor is not just one road or rail line, but a combination of modes. Corridors may include airports, maritime ports and multi-modal facilities.

SourcePoint has identified a draft set of evaluation criteria. The proposed criteria, shown in the attached questionnaires, could be used to perform a systematic evaluation of your state's transportation corridors. The criteria have been categorized into two broad areas – Minimum Criteria and Quantifiable Criteria.

**Minimum Criteria**

The focus of the BINS study is the geographical area surrounding the US-Mexico border and the movement of goods and people across the border. Therefore, the study focuses on those transportation corridors that are within 100 kilometers of the US-Mexico border and serve an international Port of Entry [POE]. Questions addressing these two topics are called "*Minimum Criteria*."

**Quantifiable Criteria**

The criteria requested in this category are facility specific and grouped by modes and include Highways, Airports, Railroads and Maritime Ports. To take into account the change of the corridors over time, we request data for one historical year [calendar year 2000] and one future year [calendar year 2020] to determine how the corridors are expected to evolve. The specific data requested is listed below by mode.

**A. Highways**

1. Average Annual Daily Traffic [AADT], Level of Service, Peak Hour Traffic Volume and Peak Hour Carrying Capacity
2. The number of trucks crossing the border
3. The volume & value of goods carried by trucks crossing the border
4. The number of passenger vehicles and buses crossing the border

**B Airports**

1. Runway length
2. The volume & value of goods transported by airplanes

**C. Railroads**

1. The number of rail cars crossing the border
2. The volume & value of goods transported by rail cars

**D. Maritime Ports**

1. Channel Depth
2. The volume & value of goods transported by ship that use the port

28 de Febrero del 2003

Para: Miembros del Comité Técnico

De: Marney Cox [SourcePoint]

**Sujeto: Memorándum Técnico # 1**
**Solicitud de Comentarios Acerca de los Criterios de Evaluación de Corredores de Transporte**

**Nuestro Pedido**

Les agradecemos revisen los cinco cuestionarios anexados a este correo electrónico. Los cuestionarios se han diseñado con el fin de reunir datos sobre los criterios que hemos propuesto usar para evaluar e identificar los principales corredores de transporte de cada estado. Por favor evalúe los criterios solicitados en los cuestionarios, y comuníquese con Santiago Dávila, antes del 28 de Febrero del 2003, para informarle si usted aprueba los criterios. Para cualquier aclaración en español, comuníquese por favor con Santiago Dávila a SourcePoint [Teléfono 1 619 595 5635 o por correo electrónico a sda@sourcepoint.org].

**Antecedentes**

En la reunión del Comité Técnico llevada a cabo el19 de noviembre de 2002 en San Diego, el Comité Técnico BINS recomendó que SourcePoint, identificara los estudios que usan criterios cuantificables para evaluar corredores, que encontrara los criterios comunes usados por los estudios para analizar corredores, y presentara estos criterios al Comité Técnico. Este es el Memorándum solicitado por el Comité Técnico.

**Identificando Estudios y Criterios Comunes**

Al escoger los criterios y al definir los corredores, numerosos estudios se examinaron:

- "La Red Occidental del Comercio del Transporte", 1999 – Articuló la idea que los corredores son multi-modales; el volumen y el valor de bienes transportados por camión, ferrocarril, avión y barco son indicadores importantes del tamaño del corredor; los cruces fronterizos son esenciales; y el Aforo Promedio [AADT, por sus siglas en inglés] es un buen indicador del uso de la carretera. Este estudio sugiere también usar proyecciones a futuro como una manera de evaluar cómo flujos de tráfico crecerán con el tiempo.

- "Estudio Latino Americano de Comercio y Transporte", Marzo del 2001 – Expresó que el volumen y el valor de bienes transportados por camión, ferrocarril, avión y barco son indicadores importantes del tamaño del corredor; un corredor es multi modal; la profundidad del canal de puertos marítimos y la longitud de la pista de aterrizaje en aeropuertos son indicadores buenos de la capacidad de transporte; y también sugirió usar las futuras proyecciones como una manera de evaluar la manera en que los flujos de trafico evolucionarán con el tiempo.

- "El Programa Nacional de Carreteras" por la Secretaría de Comunicación y Transporte de México– este estudio usa medidas similares para la utilización de carreteras al AADT, usado en Estados Unidos.

Basado en nuestras conclusiones de investigación, un corredor de transporte principal se define como: Una combinación de modos de transporte que transportan a gente, vehículos y bienes de un lugar a otro. Un corredor de transporte no es solo una carretera o una línea de ferrocarril, sino una combinación de modos. Los corredores pueden incluir aeropuertos, puertos marítimos e instalaciones multi-modales.

SourcePoint ha propuesto un grupo de criterios de evaluación. Los criterios anexados a este correo electrónico se usarán para realizar una evaluación sistemática de los corredores en su estado usando datos cuantificables. La justificación para los criterios se puede clasificar en dos partes – los criterios mínimos y la información específica de cada instalación. Cada uno será revisado a continuación.

**El Criterio Mínimo**

El foco del estudio BINS es el área geográfica que rodea la frontera de México-US y el movimiento de bienes y gente a través de la frontera. Por lo tanto, el estudio se enfoca en esos corredores de transporte que están dentro de los 100 kilómetros de la frontera de México-US y que prestan servicio a un Cruce Fronterizo Internacional. Las preguntas en el cuestionario relacionadas con estos dos temas se llaman "los Criterios Mínimos".

**Datos Específicos de las Instalaciones**

Los datos solicitados en esta categoría se refieren a "los Criterios Cuantificables" en los cuestionarios. Los criterios son agrupados por modos e incluyen Carreteras, Aeropuertos, Ferrocarriles y Puertos Marítimos. Para tener en cuenta el cambio de los corredores con el tiempo, solicitamos los datos para un año histórico [año calendario 2000] y un año futuro [año calendario 2020] para determinar cómo se anticipa que los corredores van a evolucionar.

**A. Carreteras**

1 Aforo Promedio [AADT, por sus siglas en inglés], Nivel de Servicio, Volumen de Tráfico de la Hora Pico y Capacidad de la carretera en la Hora Pico
2 El número de camiones que cruza la frontera
3 El volumen y el valor de bienes transportados por camiones que cruzan la frontera
4 El numero de vehículos de pasajeros y autobuses que cruza la frontera

**B. Aeropuertos**

1. Longitud de la pista de aterrizaje
2. El volumen y el valor de bienes transportados por aviones

**C. Ferrocarriles**

1. El numero de vagones de tren que cruzan la frontera
2. El volumen y el valor de bienes transportados por vagones de tren

**D. Puertos Marítimos**

1. Profundidad del canal
2. El volumen y el valor de bienes transportados por barcos que utilizan el puerto marítimo

March 7, 2003

To: BINS Technical Committee Members

From: Marney Cox, SourcePoint

**Subject: Technical Memorandum #2**
**Request for Corridor Data and Meeting Notice**

Thank you for your comments on the criteria and questions that we mailed you two weeks ago. We have used your input to revise the questionnaires and they are attached to this note.

**Our Request**

Please complete the five survey questionnaires attached to this e-mail. The survey questionnaires are designed to gather data on the criteria that we propose to use to evaluate and identify each state's major transportation corridors.

**Please complete the questionnaires by *April 4, 2003*, and e-mail them to Michael Williams at mwi@sourcepoint.org]. Should you have any questions, please contact Michael Williams at SourcePoint [Telephone 1 619 595 5646]**

**The Next Technical Committee Meeting**

The next Technical Committee meeting is scheduled for Friday, April 25, 2003 from 11:30 AM to 5:00 PM in San Diego. The meeting will be held at 401 B Street, Suite 800, in Conference Room A and lunch will be served while the meeting is in progress. The purpose of this meeting is to review the criteria and the data collected from the questionnaires. Thus, it is important that the questionnaires be returned to SourcePoint in a timely fashion. Also, during this meeting we propose that the Technical Committee take action to recommend the criteria for approval by the Joint Working Committee.

**Changes to the Survey Instrument**

Changes are grouped into three broad categories:

**1 Criteria**

All the criteria that were in the questionnaires were acceptable to members of the Technical Committee. There was one suggestion to add a criterion – the **number of pedestrians crossing** at the land ports of entry. The questionnaire has been altered; the criterion has been added and is question #11 in the POE questionnaire.

## 2 Questionnaires

There are two changes of substance:

**A. Highways can be divided among corridors**. In the event that a highway is part of more than one corridor, it is up to each State to specify the segments in each highway that resides in each corridor. The State decides at which segment the change occurs. An example of this can be viewed in the Example tab in Highways Questionnaire where Interstate-8 is divided between Corridor A and Corridor B, and in the Example tab in the Corridors Questionnaire.

**B. Highway Intermodal facilities**. The highway questionnaire will contain a question to determine if the highway is served by a rail line.

## 3 Wording and Instructions

Several items were suggested for clarification and they are the following:

**A.** It is up to each State to specify the transportation corridors in its state.

**B.** All the data requested have to be input into the spreadsheet, and the spreadsheet has to be e-mailed to Michael Williams

**C.** In the highways questionnaire, the peak period refers to both the morning and afternoon peak periods [am/pm peak].

10 de Marzo de 2003

Para: Miembros del Comité Técnico

De: Marney Cox [SourcePoint]

**Sujeto: Memorándum Técnico #2**
**Solicitud de Información de Corredores y Fecha de Reunión**

Gracias por sus comentarios sobre los criterios y preguntas que le enviamos hace dos semanas, los cuales hemos utilizado para revisar el cuestionario y los hemos incorporado en esta nota.

**Nuestra Solicitud**

Les agradecemos completar los cinco cuestionarios anexos a este correo electrónico. Los cuestionarios se han diseñado con el fin de reunir datos sobre los criterios que proponemos usar para evaluar e identificar los principales corredores de transporte de cada estado.

**Por favor complete los cuestionarios antes del 7 de abril del 2003, y envíelos a Michael Williams [mwi@sourcepoint.org]. Si requiere ayuda en español, comuníquese por favor con Santiago Dávila a SourcePoint, Teléfono (619) 595 5635]**

**La Próxima Reunión del Comité Técnico**

La próxima reunión del Comité Técnico fue programada para el Viernes, 25 de abril del 2003 de 11:30 AM a 5 PM en San Diego. La dirección de la reunión es 401 Calle B, suite 800, en el Salón de Conferencias A (será proporcionado un almuerzo ligero). El propósito de la reunión es revisar los criterios y la información recabada de los cuestionarios. Por tal razón, es importante que éstos sean completados y enviados a SourcePoint a tiempo. Durante esta reunión, también esperamos que el Comité Técnico tome acción para recomendar los criterios para la aprobación por parte del Comité Conjunto de Trabajo.

**Cambios para el Cuestionario**

Los cambios están agrupados en tres categorías:

**1 Criterio**

Todos los criterios propuestos en el cuestionario fueron aceptados por los miembros del Comité Técnico. Hubo la sugerencia de añadir un criterio, el número de personas que cruzan por los cruces fronterizos. Por ello el cuestionario ha sido modificado y el nuevo criterio ha sido añadido en la pregunta # 11 del cuestionario de CF.

**2 Cuestionarios**

Hay dos cambios substanciales:

**A** **Carreteras pueden ser agrupadas en corredores.** En el caso de que una carretera sea parte de más de un corredor, es decisión del estado especificar el segmento de cada carretera que reside en cada corredor. El estado decide en qué segmento el cambio de corredores ocurre. Usted puede revisar un ejemplo de este caso en la cejilla de "Ejemplo" en el Cuestionario de Carreteras donde la carretera interestatal-8 está incluida en el corredor A y el corredor B, además de estar en la cejilla de "Ejemplo" del Cuestionario de Corredores.

**B** **Instalaciones Inter modales de Carreteras**. El cuestionario de carreteras contendrá una pregunta para determinar si la carretera se conecta con alguna línea de ferrocarril.

### 3 Fraseo e Instrucciones

Varios puntos fueron sugeridos para clarificación y estos son los siguientes:

**A** Cada estado especificará los corredores de transporte en su entidad.

**B** Toda la información tiene que ser incorporada en hoja electrónica y ésta tiene que ser enviada por correo electrónico a Michael Williams.

**C** En el cuestionario de carreteras, la hora pico se refiere a la mañana y la tarde [hora pico AM/PM].

April 4, 2003

**To:** Technical Committee Members

**From:** Marney Cox, SourcePoint

**Subject:** Survey Management Memorandum # 1 – Update on Telephone Survey

The purpose of this memorandum is to update the BINS Technical Committee on the survey review process.

**Review Survey Process**:

The criteria and draft survey were emailed to the Technical Committee on February 21, 2003. During the following week the Technical Committee members were contacted by telephone and their suggestions on the survey were obtained in a telephone interview. These suggestions were incorporated into the revised survey. The main points from those interviews are contained in the table below.

**Contact Information and Comments on Corridor Evaluation Criteria Survey:**

| State & Country | Contact Name | Telephone Number | E-mail Address | Feedback (Major points listed, for more detail contact SourcePoint) |
|---|---|---|---|---|
| California (US) | Sergio Pallares | 1-619 688 3136 | sergio.pallares@dot.ca.gov | -Feels optimistic about completing data<br>-Difficulty with forecast data<br>-Need various sources of data |
| Arizona (US) | Arnold Burnham | 1-602 712 8591 | aburnham@dot.state.az.us | -Feels optimistic about completing data<br>-Difficulty with forecast data<br>-No Maritime Ports |
| Texas (US) | Mary Deleon | 1-512 486 5017 | mdeleon@dot.state.tx.us | -Hopes to have data in two weeks<br>-Confusion over corridor definition |
| New Mexico (US) | Adrian Apodaca | 1-505 523 0615 | adrian.apodaca@nmshtd.state.nm.us | -Issues with getting data from correct sources<br>-No Maritime Ports<br>-One month should be fine |
| Tamaulipas (MEX) | Ernesto Morris Delgado | 52-8343189550 | dgicico@tamaulipas.gob.mx | -Money issues for attending meeting<br>-Difficulty to obtain some data |
| Nuevo Leon (MEX) | Evaristo Gaytan | 52-8183440550 | scaminosnl@infosel.net.mx | -No Maritime Ports<br>-Should be translated into Spanish<br>-Understands role of his state |
| Coahuila (MEX) | Noe Garcia Riojas | 52-8444155221 | gario@prodigy.net.mx | -Mentioned the trans. Texas corridor and the Ports to Plains Corridor studies |
| Chihuahua (MEX) | Joaquin Barrios | 52-6144181816 | jbarrios@buzon.chihuahua.gob.mx | -No Maritime Ports<br>-Should be translated into Spanish |
| Sonora (MEX) | Hector Garcia | 52-6622131900 | hgarcia@rtn.uson.mx | -Should be translated into Spanish<br>-Difficulty obtaining data |
| Baja California (MEX) | Carlos Lopez | 52-6865581062 | clopez@baja.gob.mx | -Feels optimistic about obtaining data |

April 4, 2003

**To:** Technical Committee Members

**From:** Marney Cox, SourcePoint

**Subject:** Memorándum de Administración de los Cuestionarios # 1 – Llamada Telefónica

El propósito de este memorándum es informar al Comité Técnico de BINS del proceso de revisar los cuestionarios.

**Proceso de Revisar los Cuestionarios**:

El criterio y el borrador de los cuestionarios fueron enviados por correo electrónico al Comité Técnico el 21 de febrero, 2003. Durante la siguiente semana los miembros del Comité Técnico fueron contactados por teléfono y sus sugerencias para los cuestionarios fueron obtenidas durante una entrevista por teléfono. Las sugerencias fueron incorporadas en los cuestionarios revisados. Los temas más importantes de estas entrevistas están incluidos en la siguiente tabla.

**Información de Contacto y Sugerencias a los Criterios de Evaluación de Corredores**:

| Estado y País | Nombre del Contacto | Numero de Teléfono | Dirección de Correo Electrónico | Sugerencias (Puntos mas importantes, para más detalle contactar a SourcePoint) |
|---|---|---|---|---|
| California (US) | Sergio Pallares | 1-619 688 3136 | sergio.pallares@dot.ca.gov | -Se siente optimista para completar la información.<br>-Dificultad con los pronósticos<br>-Necesitara varias fuentes de atos |
| Arizona (US) | Arnold Burnham | 1-602 712 8591 | aburnham@dot.state.az.us | -Se siente optimista para completar la información.<br>-Dificultad con los pronósticos<br>-No hay puertos marítimos |
| Texas (US) | Mary Deleon | 1-512 486 5017 | mdeleon@dot.state.tx.us | -Quiere tener la infamación en los semanas<br>-Confusión en la definición de corredores |
| New Mexico (US) | Adrian Apodaca | 1-505 523 0615 | adrian.apodaca@ nmshtd.state.nm.us | -Tratar de adquirir la información e fuentes correctas.<br>-No hay puertos marítimos<br>-Un mes estará bien |
| Tamaulipas (MEX) | Ernesto Morris Delgado | 52-8343189550 | dgicico@tamaulipas.gob.mx | -No hay dinero para ir a la reunión<br>-Dificultad adquiriendo la información |
| Nuevo Leon (MEX) | Evaristo Gaytan | 52-8183440550 | scaminosnl@infosel.net.mx | -No hay puertos marítimos<br>-Mejor si se traduce a español<br>-Entiende el papel de su estado |
| Coahuila (MEX) | Noe Garcia Riojas | 52-8444155221 | gario@prodigy.net.mx | -Menciono los estudios de Trans Texas Corridor y el Ports to Plains corridor |
| Chihuahua (MEX) | Joaquin Barrios | 52-6144181816 | jbarrios@buzon.chihuahua. gob.mx | -No hay puertos marítimos<br>-Mejor si se traduce a español |

| | | | | |
|---|---|---|---|---|
| Sonora<br>MEX) | Hector Garcia | 52-6622131900 | hgarcia@rtn.uson.mx | -Mejor si se traduce a español<br>-Dificultad adquiriendo la información |
| Baja California (MEX) | Carlos Lopez | 52-6865581062 | clopez@baja.gob.mx | -e siente optimista para completar la información. |

April 25, 2003

To: Technical Committee Members

From: Marney Cox, SourcePoint

Subject: Technical Memorandum #3 & #4 - Proposed Resolutions

## BACKGROUND

The BINS project is in the latter stages of Phase I [see attached Framework]. At this point the Technical Committee has reviewed the list of criteria and suggested modifications. The suggested modifications have been implemented and the revised questionnaires were sent to the Technical Committee between March 7 and March 12. As of April 19, the 10 Border States along the US-Mexico border have returned **XX%** of the questionnaires to SourcePoint [see attached Questionnaire Response]. At this time we request the Technical Committee formally approve the corridor criteria used for the study.

Specifying criteria and obtaining data are steps towards conducting a corridor analysis. The most important step is the method by which the data are analyzed and combined to rank the corridors and an example is attached [see Example Corridor Evaluation]. At this time we request the Technical Committee formally approve the corridor Evaluation Methodology used for the study.

## RESOLUTIONS

### Proposed Resolution For Joint Working Committee

The BINS Technical Committee ***approves*** the following resolutions to be recommended to the US-Mexico Joint Working Group on Binational Border Transportation and Planning.

### Proposed Resolution #1 – Border Corridor Evaluation Methodology

The BINS Technical Committee ***approves*** an 11 step procedure to evaluate border transportation corridors within each state.

### Proposed Resolution #2 – Border Corridor Selection Criteria

The BINS Technical Committee ***approves*** the criteria to be used in the 11 step methodology to evaluate border transportation corridors within each state.

## DISCUSSION

### Border Corridor Evaluation Methodology

**Step 1**: Only use facilities that meet minimum criteria [(a) Be within 100 km of US-Mexico border; (b) for highways and railroads – serve an international POE; (c) for airports and maritime ports – they must be designated as an international port of entry [POE].

**Step 2**: Divide the data by mode [highway, land POE, airport, maritime port, and railroad]

For Steps 3 through 8, one set of **computations** uses the data for calendar year 2000, and a second set of computations uses the 2020 projections. These computations are the following:

**Step 3**: For highways, compile the criteria by corridor. If there is more than one highway in a corridor, the highway data for each highway needs to be summed to obtain the corridor total. The Average Annual Daily Traffic [AADT] for each corridor and for *all* corridors needs to be computed as well as the relative share of AADT amongst the corridors.

**Step 4**: For railroads, compile the data by corridor.

**Step 5**: For land POE, compile the data for all land POE. For example, the number of trucks crossing at each POE must be aggregated to obtain the total truck crossings for all land POE.

**Step 6:** For airports, compile the data for all airports. For example, the imports at each airport must be summed to obtain total imports at all airports.

**Step 7:** For maritime ports, compile the data for all maritime ports. For example, the imports at each maritime port must be summed to obtain total imports at all maritime ports.

**Step 8:** Distribute the land POE, airport and maritime port data amongst the corridors based on the distribution of AADT amongst the corridors.

**Step 9**: Calculate the percent change for each corridor mode from 2000 to 2020.

**The Listing**

**Step 10:** Utilize corridor data for calendar year 2000 and the percent change for 2000 to 2020. For each item, sort the corridor totals from highest score to lowest score. If there are three corridors, the highest score is 1 and the lowest score is 3.

**Step 11:** Sum the scores for each mode. The corridor with the lowest score is listed 1st, while the corridor with the highest score is listed 3rd or last [assumes three corridors].

## BORDER CORRIDOR SELECTION CRITERIA

### Minimum Criteria

- That all facilities lie within 100 km of the US-Mexico border
- That highways and railroads serve an international Port of Entry [POE]; that airports and maritime ports be designated as international POE.

**Quantifiable Criteria – to be gathered for calendar year 2000 and a forecast for 2020**

- For **Highways** – the beginning & ending segment markers, and the following data by segment: average annual daily traffic, level of service, traffic capacity at peak hours, traffic volume at peak hours, and the corridor in which each segment resides.

- For Land **Ports of Entry** – the number of trucks, buses, passenger vehicles, rail cars and pedestrians crossing the border, and the volume and value of goods crossing the border by rail and by truck.

- For **Airports** – the total volume and total value of goods being exported and imported at the airport; the Mexican volume and Mexican value of goods being exported and imported at the airport; and the runway length for each runway at the airport.

- For **Maritime Ports** – the total volume and total value of goods being exported and imported at the maritime port; the Mexican volume and Mexican value of goods being exported and imported at the maritime port; and the channel depth of the main channel at the port.

- For **Railroads** – the location of Intermodal facilities and the corridor in which the rail lines reside.

May 1, 2003

To: Technical Committee Members

From: Marney Cox [SourcePoint]

**Subject: Transportation Project Memorandum**
**Request for Transportation Project Data**

As part of the Bi-National Border Transportation Infrastructure Needs Assessment study [BINS], we are requesting information on transportation projects in your state.

Attached is an Excel spreadsheet with the format for submitting the project data to us. Please send a list of all transportation related projects in your state that are within 100 km of the US-Mexico border by May 30, 2003. Please send the spreadsheet to Michael Williams [mwi@sourcepoint.org] and include the following items for each project:

1. The name or ID of the project
2. Your State ID [AZ = Arizona, CA = California, etc.]
3. The County in which the project resides
4. The project mode [highway, airport, maritime, railroad]
5. A brief description of the project [road widening from 4 to 6 lanes, etc.]
6. The year the project begins
7. The year the project is scheduled to be completed.
8. For highway projects provide the following additional data:
    a. The highway on which the project resides
    b. Beginning milepost number of the segment on the highway where the project will be implemented
    c. Ending milepost number of the segment on the highway where the project will be implemented
    d. The Level of Service for the segment *before* the project begins
    e. The Level of Service for the segment *after* the project is completed
    f. The traffic capacity of the segment during peak afternoon/evening hours [PM] *before* the project begins
    g. The traffic capacity of the segment during peak afternoon/evening hours [PM] after the project is completed
    h. The projected traffic volume on the segment during peak afternoon/evening hours [PM] *before* the project begins
    i. The projected traffic volume on the segment during peak afternoon/evening hours [PM] *after* the project is completed
9. The cost of the project in "constant" dollars [suggest 2003 dollars].
10. The "year" used as the base year for estimating constant dollars [2003].
11. The Geographical Information System [GIS] data. Please include the following items:
    a. The project's GIS coordinates
    b. Date of the data – the month and year the data were created
    c. Source of the data – A regional report or aerial photography, for example.

d. Data resolution – a reliability factor such as + or – 30 feet, or digitized off map
e. Coordinate / Projection system – the system used in your state such as the California State Coordinate System or UTM.
f. Description of attributes – a description of the terms for each variable in the data base, for example, mode the type of transportation system
g. Documentation of valid values for each attribute – if there are values associated with mode, please specify. For example, 1 = highway, 2 = airport, etc.
h. Data limitations – deals with the accuracy of the data as well as proprietary rights issues.

Please contact Michael Williams at SourcePoint if you have any questions [Tel: 1 619 595 5646, E-mail: mwi@sourcepoint.org].

1 de Mayo de 2003

Para: Miembros del Comité Técnico

De: Marney Cox [SourcePoint]

**Sujeto: Memorándum de Proyectos de Transportación - Solicitación de Información sobre Proyectos de Transporte**

Como parte del estudio de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés], le solicitamos información acerca de proyectos de transporte en su estado.

Anexado es un documento Excel para proporcionar la información de los proyectos requeridos. Por favor prepare una lista, antes del 31 de Mayo del 2003, de todos los proyectos de transporte en su estado que estén dentro de los 100 Km. de la frontera México-US. Por favor envíe el documento a Santiago Dávila [sda@sourcepoint.org] e incluya la siguiente información para cada proyecto:

1 El nombre e identificación del proyecto.
2 Su estado [BC = Baja California, MEX, etc.]
3 El municipio donde el proyecto está ubicado.
4 El tipo de proyecto [carretera, aeropuerto, puerto marítimo, ferrocarril]
5 Breve descripción del proyecto [ejemplo: ampliación a 4 carriles, etc.]
6 El año comienzote iniciación del proyecto.
7 El año planeado para la terminación del proyecto.
8 Para proyectos de carretera, enviar la siguiente información adicional:
   a. La carretera en que la que el proyecto se implementará.
   b. El Km. inicial del segmento donde el proyecto será implementado.
   c. El Km. final del segmento donde el proyecto será implementado.
   d. El nivel del servicio para el segmento *antes* del inicio del proyecto.
   e. El nivel del servicio para el segmento *después* de que el proyecto sea terminado.
   f. La capacidad de tráfico del segmento durante la hora pico de la tarde *antes* del inicio del proyecto.
   g. La capacidad de tráfico del segmento durante la hora pico de la tarde *después* de que el proyecto sea terminado.
   h. El volumen de tráfico pronosticado del segmento durante la hora pico de la tarde *antes* del inicio del proyecto.
   i. El volumen de tráfico pronosticado del segmento durante la hora pico de la tarde *después* de que el proyecto sea terminado.
9 El costo del proyecto en pesos “constantes” [sugerimos pesos del 2003].
10 El año utilizado como el año base para la estimación del peso “constante” [2003]
11 La información de datos con relación al Sistema de Información Geográfica [GIS, por sus siglas en inglés]. Por favor incluir la siguiente información:
   a. Las coordenadas en GIS del proyecto.
   b. La fecha de la información – el mes y año en que la información fue creada.
   c. El origen de la información – Un reporte regional o fotografía aérea, por ejemplo.

d. La resolución de la información – un factor de certeza de + a – 30 pies, o un mapa digitalizado.
e. El sistema de coordenadas y proyecciones - el sistema usado en su estado. Por ejemplo, el Sistema de Coordenadas y Proyecciones de California o el UTM.
f. Una descripción de los atributos – una descripción de los términos para cada variable en el banco de datos, por ejemplo, el modo del sistema de transportación.
g. La documentación de valores válidos para cada atributo – si hay valores asociados con los módulos, por favor especifique. Por ejemplo, 1 = carretera, 2 = aeropuerto, etc.
h. Limitaciones de la información – por ejemplo: certeza de los datos proporcionados así como los derechos propietarios.

Por favor contactar a Santiago Dávila a SourcePoint para cualquier aclaración [Tel: 1 619 595 5635, E-mail: sda@sourcepoint.org].

May 8, 2003

**To:** Technical Committee Members

**From:** Marney Cox, SourcePoint

**Subject:** Survey Management Memorandum # 2 – Questionnaire Completion

The purpose of this memorandum is to update the BINS Technical Committee on the questionnaire completion. The previous Survey Management Memorandum (# 1) outlined the criteria review process.

**Questionnaire Completion**

The BINS questionnaires were distributed to the four US states on March 4th and the six Mexican states on March 7th. Completion of the questionnaires did not go as smoothly as hoped. Two Mexican States (Sonora and Coahuila) did not provide any information, while Chihuahua, Nuevo Leon and Tamaulipas completed parts of the questionnaires. Our data collection results are presented on Table 1.

**Process for States that Did Not Provide Data**

As shown in Table 1, we did **NOT** receive questionnaires from all states. Consequently, we are implementing an alternative evaluation process for those states that did not provide questionnaires to SourcePoint.

- **The Evaluation Process:**

The basic methodology will be the same as that used for states that provided questionnaires; however, there will be some changes to account for differences in data. Where states have omitted certain questionnaires, we will obtain the data using other sources. The number of indicators used in the corridor evaluation will be less than the number of indicators used for those states that provided a complete set of data. The difference in the number of indicators will not make the evaluation of a state's corridors less significant than those evaluations with more indicators. A corridor that contains more indicators has added characteristics that help understand specific qualities of that corridor. A corridor with fewer indicators can still be evaluated, yet it will lack some of those added characteristics.

The alternative sources for the missing data are the following:

- **Base Year Data – Calendar Year 2000**

*Highways*: SourcePoint will obtain highway data from the Mexican Secretariat of Communications and Transportation [SCT]. SCT will provide segment data for federal highways located in those Mexican states that did not provide highway data to SourcePoint. This highway information contains segment length [kilometers – km] and Trafico Diario Promedio Annual [TDPA – a measure similar to average annual daily traffic] for each segment.

*Land POE*: For trucks and rail, the value of exports going south into Mexico [from the United States] will come from the United States Bureau of Transportation Statistics [BTS].

- **Forecast Data – Year 2020**:

The forecast data for highways and land POE will be derived using a percentage growth of 3.0% provided by the SCT.

**Project Schedule**

SourcePoint will complete the corridor evaluations by mid June, 2003.

**Table 1. Results of Data Collection Efforts**

| | Arizona | California | New Mexico | Texas | | |
|---|---|---|---|---|---|---|
| **United States** | | | | | | |
| Part 1 - Highways | X | X | X | X | | |
| Part 2 - POE | X | X | X | X | | |
| Part 3 - Airports | X | X | X | X | | |
| Part 4 - Maritime | X | X | X | X | | |
| Part 5 - Corridors | X | X | X | X | | |
| | **Baja** | **Chihuahua** | **Coahuila** | **Nuevo Leon** | **Sonora** | **Tamaulipas** |
| **Mexico** | | | | | | |
| Part 1 - Highways | X | X | | X | | X |
| Part 2 - POE | X | X | | | | X |
| Part 3 - Airports | X | X | | X | | X |
| Part 4 - Maritime | X | | | | | X |
| Part 5 - Corridors | X | | | | | |
| | **United States Totals** | | **Mexican Totals** | | **All States** | |
| Part 1 - Highways | 4 | 20% | 4 | 13% | 8 | 16% |
| Part 2 - POE | 4 | 20% | 3 | 10% | 7 | 14% |
| Part 3 - Airports | 4 | 20% | 4 | 13% | 8 | 16% |
| Part 4 - Maritime | 4 | 20% | 2 | 7% | 6 | 12% |
| Part 5 - Corridors | 4 | 20% | 1 | 3% | 5 | 10% |
| **Questionnaires Received** | **20** | **100%** | **14** | **47%** | **34** | **68%** |
| Total Questionnaires | **20** | | **30** | | **50** | |

## OTHER ELECTRONIC COMMUNICATION

### Confirmation of Corridor Evaluations:

Arizona....................June 2, 2003
Baja California .......June 16, 2003
California ...............May 20, 2003
Chihuahua..............June 17, 2003
Coahuila .................June 17, 2003
New Mexico ...........June 3, 2003
Nuevo León............June 17, 2003
Sonora ....................June 17, 2003
Tamaulipas.............June 12, 2003
Texas.......................June 24, 2003

### Notices of Technical Committee Meetings

April 23, 2003
May 13, 2003
June 9, 2003
November 14, 2003

### Review and Comments on Reports

December 5, 2003
December 22, 2003
January 9, 2004
January 15, 2004

## CONFIRMATION OF CORRIDOR EVALUATIONS

### Arizona: Confirmation of Corridor Evaluation [6/02/03]

Arnold –

This note represents **formal confirmation** that you have **approved** the Final Version of the **Arizona Corridor Evaluation** conducted under the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and performed by SourcePoint.

The Final Version of the Corridor Evaluation was sent to you on May 20, 2003.

Oral confirmation was obtained from you during a telephone conversation we had on June 2, 2003.

With best regards,

**Michael D. Williams**
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

## Baja California: Confirmation of Corridor Evaluation [6/16/03]

Carlos –

This note represents **formal confirmation** that you have **approved** the Final Version of the Baja California Corridor Evaluation conducted under the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and performed by SourcePoint.

The Final Version of the Corridor Evaluation was sent to you on May 22, 2003.

Oral confirmation was obtained from you during the BINS Technical Committee meeting that was conducted on June 13, 2003.

With best regards,

**Michael D. Williams**
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

## California: Confirmation of Corridor Evaluation [5/20/03]

Mark & Sergio –

This note represents **formal confirmation** that you have **approved** the Final Version of the **California Corridor Evaluation** conducted under the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and performed by SourcePoint.

The Final Version of the Corridor Evaluation was sent to you on May 20, 2003.

Oral confirmation was obtained from Mark Baza during a telephone conversation that was conducted on May 30, 2003.

With best regards,

**Michael D. Williams**
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

## Chihuahua: Confirmation of Corridor Evaluation [6/17/03]

Ing. Joaquin Barrios,

Anexado a esta nota electrónica esta la versión final de la Evaluación de Corredores de Chihuahua.

Varias modificaciones se han incorporado en la Evaluación de Corredores de Chihuahua. Estas modificaciones son las siguientes:

1. Se cambio el texto en la cejilla de "Descripción General". Debajo de ferrocarriles, se menciona que hay dos líneas de ferrocarril que cruzan la frontera entre México-US y que están dentro del estado de Chihuahua. También se menciona que los datos para estas dos líneas de ferrocarril no fueron proporcionados por el miembro del comité técnico de BINS del estado de Chihuahua.

2. Con respecto a los datos de carreteras:

    a. Se inserto el segmento 5 de carretera MX-10 como segmento 13 de la carretera MX-2 en el resumen de carreteras.
    b. Se movió el segmento 6 de la MX-10 como segmento 5 de la MX-10 en el resumen de carreteras.
    c. Se hicieron los cambios necesarios para calcular los promedios.
    d. La nueva información del resumen de carreteras fue re-insertada en la evaluación de corredores [Tabla 5].

Por favor contactarnos **en una semana** por si tiene alguna corrección, sugerencia o pregunta acerca de esta Versión Final de la Evaluación de Corredores de Chihuahua. Por favor contactar a Santiago Dávila si quiere organizar una reunión. Si no recibimos ningún contacto de su parte en una semana, presentaremos esta evaluación como la Versión Final al Comité Conjunto de Trabajo en julio.

Atentamente,

Santiago Dávila
Economic Analyst
SourcePoint, (SANDAG)
401 B Street, Suite 800
San Diego, Ca 92101
phone (619) 595-5635
fax (619) 595-5305

## Coahuila: Confirmation of Corridor Evaluation [6/17/03]

Adela y Noe –

Esta nota electrónica representa una confirmación formal de su apruebo de la Versión Final de la Evaluación de Corredores de Coahuila realizada bajo el Estudio Bi-Nacional de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y llevado a cabo por SourcePoint.

La Versión Final de la Evaluación de Corredores fue enviada el 5 de junio del 2003.

Confirmación verbal fue obtenida el 16 de junio del 2003 durante una conversación por teléfono con Adela Blanco.

Atentamente,

Santiago Dávila
Economic Analyst
SourcePoint, (SANDAG)
401 B Street, Suite 800
San Diego, Ca 92101
phone (619) 595-5635
fax (619) 595-5305

## New Mexico: Confirmation of Corridor Evaluation [6/03/03]

Adrian –

This note represents **formal confirmation** that you have **approved** the Final Version of the **New Mexico Corridor Evaluation** conducted under the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and performed by SourcePoint.

The Final Version of the Corridor Evaluation was sent to you on May 20, 2003.

Confirmation was obtained from you in a telephone discussion we had on June 3, 2003.

With best regards,

**Michael D. Williams**
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

## Nuevo Leon: Confirmation of Corridor Evaluation [6/17/03]

Adela y Noe –

Esta nota electrónica representa una confirmación formal de su apruebo de la Versión Final de la Evaluación de Corredores de Coahuila realizada bajo el Estudio Bi-Nacional de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y llevado a cabo por SourcePoint.

La Versión Final de la Evaluación de Corredores fue enviada el 5 de junio del 2003.

Confirmación verbal fue obtenida el 16 de junio del 2003 durante una conversación por teléfono con Adela Blanco.

Atentamente,

Santiago Dávila
Economic Analyst
SourcePoint, (SANDAG)
401 B Street, Suite 800
San Diego, Ca 92101
phone (619) 595-5635
fax (619) 595-5305

## Sonora: Confirmation of Corridor Evaluation [6/17/03]

Héctor –

Esta nota electrónica representa una confirmación formal de su apruebo de la Versión Final de la Evaluación de Corredores de Coahuila realizada bajo el Estudio Bi-Nacional de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y llevado a cabo por SourcePoint.

Durante la reunión del pasado 13 de junio del 2003, SourcePoint y los miembros del Comité Técnico que asistieron a la reunión, llegaron al acuerdo de que SourcePoint daría una semana más en la cual se podía recibir cualquier sugerencia o cambio para la evaluación de corredores. Después de esa semana, SourcePoint presentaría la evaluación de corredores del estado como Versión Final.

La Versión Final de la Evaluación de Corredores de Sonora fue enviada el 6 de junio del 2003.

Confirmación verbal fue obtenida el 16 de junio del 2003 durante una conversación por teléfono con Héctor García.

Atentamente,
Santiago Dávila
Economic Analyst
SourcePoint, (SANDAG)

## Tamaulipas: Confirmation of Corridor Evaluation [6/12/03]

Attached to this e-mail are two documents:

1. A copy of the Tamaulipas Corridor Evaluation [one Excel spreadsheet].
2. A copy of the Tamaulipas Highway Summary [one Excel spreadsheet]

Ernesto – Please contact me by June 12, 2003, if you have any corrections, suggestions or concerns regarding the Tamaulipas Corridor Evaluation. If we do not hear from you by June 12, 2003, we will consider this Corridor Evaluation the Final Version for Tamaulipas.

Please remember that the next BINS Technical Committee meeting is scheduled for Friday, June 13th from 11:30 AM to 5:00 PM. For those of you not able to attend the San Diego meeting, a conference call will begin at 1:00 PM Pacific Coast time. At that meeting we will be voting on the Proposed Resolutions, therefore, it is imperative that you or a representative from your state participate in the meeting.

The Tamaulipas Corridor Evaluation will be discussed at the upcoming BINS Technical Committee meeting. The last corridor evaluation [for Sonora] will be sent today.

With best regards,

**Michael D. Williams**
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

## Texas: Confirmation of Corridor Evaluation [6/24/03]

Mary –

This note represents **formal confirmation** that you have **approved** the Final Version of the Texas Corridor Evaluation conducted under the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and performed by SourcePoint.

Thank you for the note accepting the Final Version of the Texas Corridor Evaluation.

With best regards,

**Michael D. Williams**
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

# NOTICES OF TECHNICAL COMMITTEE MEETINGS

## Email Notice of Technical Committee Meeting, Sent 4/23/03

Ladies & Gentlemen –

The next BINS Technical Committee Meeting will be held Wednesday April 30th from 11:30 am to 5:00 pm [Pacific Coast Time] in San Diego, California. Between 1:00 pm and 2:30 pm Pacific Coast time (2:00 pm and 3:30 pm Arizona time), an operator from San Diego will contact you to establish a teleconference call with the rest of the BINS Technical Committee members. I know from our earlier discussion that you will not be able to participate in the meeting. Would you like someone to sit in your place for this meeting? If so, what telephone number should the operator dial?

Attached to this email note are three documents:

1. The Meeting Agenda
2. Proposed Resolutions 1 and 2
3. Corridor Evaluation for Arizona

The main purpose of this meeting is to gather Technical Committee member's opinions and guidance on these documents and discuss them during the teleconferencing section of the Technical Committee Meeting. Please review these documents meticulously and prepare two suggestions, or questions, for each document (Proposed Resolution 1, Proposed Resolution 2, and Corridor Evaluation for Arizona). SourcePoint will contact you on Monday, April 28th, to gather your suggestions and questions and discover if you will have a substitute for the meeting. We will summarize the suggestions and questions that all Committee members provide and present them during the Technical Committee Meeting on Wednesday, April 30th.

This Technical Committee meeting is the first of three meetings that will be held during the next two months during which we will review each state's corridor evaluation.

We thank you for your support and participation,

**Michael D. Williams**
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

## Email Notice of Technical Committee Meeting, Sent 5/13/03

Ladies & Gentlemen –

Attached to this e-mail note are three documents:

1. Agenda for the May 16th BINS Technical Committee Meeting
2. A copy of the Baja California Corridor Evaluation [one Excel spreadsheet].
3. Survey Management Memorandum # 2 - Survey Completion. The purpose of this memorandum is to update the BINS Technical Committee on the survey completion.

Please remember that the BINS Technical Committee meeting is scheduled on May 16th from 11:30 AM to 4:00 PM. For those of you not able to attend the San Diego meeting, a conference call will occur between 1:00 PM and 2:30 PM. Items two and three [above] will be discussed at the upcoming meeting. During the next week we will send corridor evaluations for other states.

If you have any questions, please contact me at 1 619 595 5646 or mwi@sourcepoint.org.

With best regards,

**Michael D. Williams**
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

## EMAIL NOTICE OF TECHNICAL COMMITTEE MEETING, SENT 6/09/03

Ladies & Gentlemen –

Attached to this e-mail note are four Microsoft Word documents:

1. A copy of the Agenda for the June 13th Technical Committee Meeting
2. A copy of the **Proposed Resolutions** with **a place to vote for each of the resolutions** at the bottom of each page in the document
3. Attachment #1 – The *Eleven-Step Procedure* discussed in Proposed Resolution #1
4. Attachment #2 – The *Criteria* discussed in Proposed Resolution #2

Please vote on each of the **Proposed Resolutions** (pages 2, 3 and 4 of word document). After voting, please send your votes to me via e-mail or fax by Wednesday, June 11, 2003.

Remember, the next BINS Technical Committee meeting is scheduled for Friday, June 13th from 11:30 AM to 5:00 PM. For those of you not able to attend the San Diego meeting, a conference call will begin at 1:00 PM Pacific Coast Time.

At the next Technical Committee meeting, your votes on the Proposed Resolutions will be reviewed and verified. Because of this, it is imperative that you or a representative from your state participate in the meeting. I will call you during this week to confirm your participation, and review your submitted vote. In addition to voting on the proposed resolutions, we will also review corridor evaluations for seven states.

If you have any questions, please contact me at 1 619 595 5646 or mwi@sourcepoint.org.

With best regards,

**Michael D. Williams**
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

## Email Notice of Technical Committee Meeting, Sent 11/14/03

**E-mail** Note with BINS **Agenda & Proposed Resolutions**

TO: BINS Technical Committee Members

FROM: SourcePoint

Subject Line: BINS Technical Committee Meeting Agenda [November 21, 2003] and Proposed Resolution for Voting

Attached to this e-mail note are two Microsoft Word documents:

1. Agenda for the November 21, 2003 BINS Technical Committee Meeting
2. **Proposed Resolution of Approval**

In order to request approval of the BINS project from the Joint Working Committee (JWC), the Technical Committee is being asked to tentatively approve the BINS draft final report and to forward it to the JWC for final approval and acceptance for distribution. Please vote on the attached **Proposed Resolution** and send your vote to Santiago Dávila via e-mail or fax by Thursday, November 20.

The next BINS Technical Committee meeting is scheduled for Friday, November 21st from noon to 5:00 PM. For those of you not able to attend the San Diego meeting, a conference call will begin at 1:00 PM Pacific Coast Time. Instructions for the conference call will be e-mailed on Monday, November 17th.

At the Technical Committee meeting, SourcePoint will summarize and address the comments received from each state. Also, your vote on the Proposed Resolution will be reviewed and verified. Because of this, it is imperative that you or a representative from your state participate in the meeting. Santiago Dávila or Elisa Arias will call you next week to confirm your participation, obtain your comments or suggestions on the BINS draft final report, and review your submitted vote.

If you have any questions, please contact Santiago Dávila at 1 619 595 5635 or sda@sourcepoint.org or Elisa Arias at 1 619 595 5336.

## REVIEW AND COMMENTS ON REPORTS

### Memo Attached to an Email Sent 12/5/03

December 5, 2003

TO: BINS Technical Committee

FROM: Elisa Arias, SourcePoint

SUBJECT: Proposed Response to Comments and Suggestions on the BINS Draft Final Reports

On November 7, 2003, three reports were mailed to the BINS Technical Committee representatives for review and comment. These reports are the following:

- BINS Draft Final Executive Summary
- BINS Draft Final Report
- BINS Draft Final Appendices

Written comments were requested by November 20, 2003. A meeting of the BINS Technical Committee was held on November 21, 2003 and SourcePoint reviewed comments received. At this meeting the BINS Technical Committee representatives had another opportunity to provide comments. The comment period was extended to December 3, 2003 to allow for consultation among agencies on pending issues and to provide additional review time requested by the Texas representative.

The attached matrix includes all major comments and suggestions on the reports that were received through December 3, 2003 and SourcePoint's proposed response to the comments. Please review this matrix to ensure that your agency's comments were addressed adequately and report any concerns in writing by December 10, 2003 to Elisa Arias (ear@sandag.org or by fax 1-619-595-5305).

The BINS reports will be revised to address the comments following the responses presented in the matrix. The revised Executive Summary will be provided to the BINS Technical Committee.

We appreciate your cooperation as we finalize the BINS project.

## Memo Attached to an Email Sent 12/22/03

December 22, 2003

TO: BINS Technical Committee

FROM: Elisa Arias, SourcePoint

SUBJECT: Revised Executive Summary Report

As agreed at the BINS Technical Committee meeting on November 21, 2003, we are enclosing the revised Executive Summary. This report addresses comments received through December 3, 2003. No further suggestions were received on SourcePoint's proposed response to the comments summarized in the matrix that was reviewed by the Technical Committee.

Please review the revised Executive Summary report and provide any comments in writing by Friday, January 9, 2004 to Elisa Arias (ear@sandag.org or by fax 1-619-595-5305).

Thanks for your cooperation as we finalize the BINS project.

## Memo Attached to an Email Sent 1/9/04

January 9, 2004

TO: Binational Border Transportation Infrastructure Needs Assessment Study (BINS) Technical Committee

FROM: Elisa Arias, SourcePoint

SUBJECT: Final Resolution for Voting

This Memorandum is to ask the Technical Committee to complete the BINS Final Reports tentative approval process, initiated in November 2003. The BINS Technical Committee is requested to provide tentative approval of the BINS final reports and to recommend that the Joint Working Committee (JWC) approve and accept for distribution the BINS final reports at its meetings on March 1-3, 2004.

**Background**

At the BINS Technical Committee meeting held on November 21, 2003, the following votes on the BINS Draft Final Reports were received:

- Approve: Arizona, Baja California, Chihuahua, Coahuila, Sonora, Tamaulipas, Secretariat of Communications and Transportation (Secretaría de Comunicaciones y Transportes)
- Needs more discussion: California, New Mexico, Texas
- Missing Vote: Nuevo León

As agreed at this meeting, SourcePoint prepared a matrix of comments and proposed responses, which was provided to the Technical Committee for review and concurrence on December 5, 2003. Subsequently, SourcePoint revised the Executive Summary report and provided it to the Technical Committee for review and comment on December 23, 2003. Revisions to the main report and appendices have been made according to the responses included in the matrix of comments referenced above.

**Request**

**Please vote on the enclosed Resolution and send your vote to Elisa Arias via e-mail or fax by Thursday, January 15, 2004.** We will summarize the votes and inform the BINS Technical Committee of the voting results.

Final reports will be available prior to the JWC meetings on March1-3, 2004. If you have any questions, please contact me at 1-619-595-5336, by fax at 1-619-595-5305 or by e-mail at ear@sandag.org.

Thanks for your continued cooperation.

## Email Sent 1/15/04

To: BINS Technical Advisory Committee Members

SourcePoint has received votes from all representatives. The results are as follows:

**Approve: Arizona, Baja California, California, Chihuahua, Coahuila, New Mexico, Nuevo León, Sonora, Tamaulipas, Texas, Secretariat of Communications and Transportation (Secretaría de Comunicaciones y Transportes)**

**Requires more discussion: None**

The Technical Committee representative from Texas abstained from recommending distribution of the report and deferred to the Texas representative of the JWC for recommendation/approval of distribution.

Comments received by SourcePoint on the revised Executive Summary through January 9, 2004 are being incorporated into the final documents.

If you have any questions, please contact me. Thanks very much for your cooperation.

Elisa Arias
Phone: 619-595-5336
Fax: 619-595-5305
E-mail: ear@sandag.org

Please note new phone and fax numbers effective January 26, 2004:
Phone: (619) 699-1936
Fax: (619) 699-1905

**PROPOSED RESOLUTIONS**

**RESOLUCIONES PROPUESTAS**

**Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS]**

**Estudio de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés]**

## Proposed Resolution #1
## Border Corridor Evaluation Methodology

(*See Attachment #1 for Procedure*)

The BINS Technical Committee ***approves*** an 11 step ***procedure*** to evaluate border transportation corridors within each state.

## Resolución Propuesta # 1
## Metodología de Evaluación de Corredores de La Frontera

(*Ver Anexo #1 con el Procedimiento*)

El Comité Técnico de BINS ***aprueba*** el ***procedimiento*** de 11 pasos para evaluar los corredores de transporte fronterizo de cada estado.

Approve / Apruebo ______
Requires More Discussion / Require Más Discusión ____

Name / Nombre ______________________ State / Estado _____________________

Date/ Fecha __________________

## Proposed Resolution #2
## Border Corridor Selection Criteria

(See Attachment #2 for Criteria)

The BINS Technical Committee approves the criteria to be used in the 11 step methodology to evaluate border transportation corridors within each state.

## Resolución Propuesta # 2
## Criterio de Selección de Corredores Fronterizos

(Ver Anexo #2 con los Criterios)

El Comité Técnico de BINS aprueba los criterios que serán usados en la metodología de 11 pasos para evaluar corredores de transporte fronterizo para cada estado.

Approve / Apruebo ______
Requires More Discussion / Requiere Más Discusión ____

Name / Nombre ______________________ State / Estado _____________________

Date/ Fecha __________________

## Recommendation to the Joint Working Committee

The BINS Technical Committee approves the previous two resolutions and recommends their approval by the Joint Working Committee.

## Recomendación al Comité Conjunto de Trabajo

El Comité Técnico de BINS aprueba las dos previas resoluciones y las recomienda al Comité Conjunto de Trabajo para su aprobación.

Approve / Apruebo ______
Requires More Discussion / Requiere Más Discusión ____

Name / Nombre ______________________ State / Estado _____________________

Date/ Fecha __________________

## PROPOSED RESOLUTION #3
## Recommendation to the Joint Working Committee

The BINS Technical Committee has reviewed the BINS Draft Final Report, and tentatively approves it with a recommendation to the Joint Working Committee for its final approval and acceptance for distribution.

## RESOLUCION PROPUESTA
## Recomendación al Comité Conjunto de Trabajo

El Comité Técnico de BINS ha revisado el Borrador Final del Informe de BINS y lo aprueba tentativamente con una recomendación al Comité Conjunto de Trabajo para su aprobación final y aceptación para su distribución.

Approve / Apruebo _____________
Requires More Discussion / Requiere Más Discusión ____

Name / Nombre _____________________ State / Estado
________________________

Date/ Fecha _______________________

## PROPOSED RESOLUTION #4
## Recommendation to the Joint Working Committee

The BINS Technical Committee has reviewed the BINS Project Final Reports (Executive Summary, Report, and Appendices), and tentatively approves them with a recommendation to the Joint Working Committee for their final approval and acceptance for distribution.

## RESOLUCION
## Recomendación al Comité Conjunto de Trabajo

El Comité Técnico de BINS ha revisado los Informes Finales del Proyecto BINS (Resumen Ejecutivo, Informe y Apéndices) y los aprueba tentativamente con una recomendación al Comité Conjunto de Trabajo para su aprobación final y aceptación para su distribución.

Approve / Apruebo ______________

Requires More Discussion / Requiere Más Discusión ____
(Please attach reasons for requesting more discussion cross-referencing requested discussions with Report documents)

Name / Nombre ______________________ State / Estado
_________________________

Date/ Fecha ________________________

## BI-NATIONAL BORDER TRANSPORTATION INFRASTRUCTURE NEEDS ASSESSMENT STUDY [BINS] PROPOSED RESOLUTIONS AND DISCUSSION

### Introduction

Shown below are four proposed resolutions and a recommendation that the BINS Technical Committee approved.

### Proposed Resolution #1 – Border Corridor Evaluation Methodology

The BINS Technical Committee ***approves*** an 11 step procedure to evaluate border transportation corridors within each state.

### Proposed Resolution #2 – Border Corridor Selection Criteria

The BINS Technical Committee ***approves*** the criteria to be used in the 11 step methodology to evaluate border transportation corridors within each state.

### Proposed Resolution #3 – BINS Draft Final Report

The BINS Technical Committee reviewed and ***tentatively approves*** the BINS Draft Final Report.

### Proposed Resolution #4 – BINS Project Final Reports

The BINS Technical Committee reviewed and ***tentatively approves*** the BINS Project Final Reports (Executive Summary, Report, and Appendices).

### Recommendation to the Joint Working Committee

The BINS Technical Committee ***approves*** the four resolutions, and recommends their ***approval*** by the Joint Working Committee.

On pages two and three is a discussion of the Corridor Evaluation Methodology and a detailed description of the 11 step procedure to implement the corridor evaluation.

On page 4 is a listing and description of the criteria used in the corridor evaluation methodology.

## Discussion

### *Corridor Evaluation Methodology*

This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the use of the data and methodology, the computations are calculated in formulas contained in a spreadsheet that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. **Historical Data** – data for 16 indicators for the year 2000.
2. **Change Data** – a combination of *actual changes* for the 16 indicators from 2000 to 2020 and *per cent changes* for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are 1, and it has the highest need. Corridor A is listed 2nd because its AADT is 157,000 [second highest], its evaluation results are 2, and it has the second highest need. Corridor C is listed 3rd because it has the lowest AADT [30,000], its evaluation results are 3 and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of 1 and represents the highest need.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one

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[1] In some cases there will be less than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by 2.

The **Steps** to compile the corridor evaluation for a particular state are the following:

**Step 1**: Only use facilities that meet minimum criteria [(a) Be within 100 km of US-Mexico border; (b) for highways and railroads – serve an international POE; (c) for airports and maritime ports – they must be designated as an international port of entry [POE].

**Step 2**: Divide the data by mode [highway, land POE, airport, maritime port, and railroad]

For Steps 3 through 8, one set of **computations** uses the data for calendar year 2000, and a second set of computations uses the 2020 projections. These computations are the following:

**Step 3**: For highways, compile the criteria by corridor. If there is more than one highway in a corridor, the highway data for each highway needs to be summed to obtain the corridor total. The Average Annual Daily Traffic [AADT] for each corridor and for *all* corridors needs to be computed as well as the relative share of AADT amongst the corridors.

**Step 4**: For railroads, compile the data by corridor.

**Step 5**: For land POE, compile the data for all land POE. For example, the number of trucks crossing at each POE must be aggregated to obtain the total truck crossings for all land POE.

**Step 6:** For airports, compile the data for all airports. For example, the imports at each airport must be summed to obtain total imports at all airports.

**Step 7:** For maritime ports, compile the data for all maritime ports. For example, the imports at each maritime port must be summed to obtain total imports at all maritime ports.

**Step 8:** Distribute the land POE, airport and maritime port data amongst the corridors based on the distribution of AADT amongst the corridors.

**Step 9**: Calculate the percent change for each corridor mode from 2000 to 2020.

***The Listing***

**Step 10:** Utilize corridor data for calendar year 2000 and the percent change for 2000 to 2020. For each item, sort the corridor totals from highest score to lowest score. If there are three corridors, the highest score is 1 and the lowest score is 3.

**Step 11:** Sum the scores for each mode. The corridor with the lowest score is listed 1st, while the corridor with the highest score is listed 3rd or last [assumes three corridors].

## Border Corridor Selection Criteria

### Minimum Criteria

- That all facilities lie within 100 km of the US-Mexico border
- That highways and railroads serve an international Port of Entry [POE]; that airports and maritime ports be designated as international POE.

***Quantifiable Criteria –to be gathered for calendar year 2000 and a forecast for 2020***

- For **Highways** – the beginning & ending segment markers, and the following data by segment: average annual daily traffic, level of service, traffic capacity at peak hours, traffic volume at peak hours, and the corridor in which each segment resides.

- For Land **Ports of Entry** – the number of trucks, buses, passenger vehicles, rail cars and pedestrians crossing the border, and the volume and value of goods crossing the border by rail and by truck.

- For **Airports** – the total volume and total value of goods being exported and imported at the airport; the Mexican volume and Mexican value of goods being exported and imported at the airport; and the runway length for each runway at the airport.

- For **Maritime Ports** – the total volume and total value of goods being exported and imported at the maritime port; the Mexican volume and Mexican value of goods being exported and imported at the maritime port; and the channel depth of the main channel at the port.

- For **Railroads** – the location of Intermodal facilities and the corridor in which the rail lines reside.

# APPENDIX 6:
# MEETING MINUTES

# APPENDIX 6: MEETING MINUTES

**SourcePoint – Caltrans**

November 7, 2002
December 5, 2002
February 3, 2003
April 2, 2003
April 22, 2003
June 19, 2003
July 2, 2003
July 29, 2003

**SourcePoint – Caltrans – BGIS**

December 16, 2002
August 1, 2003

**BINS Technical Committee**

November 19, 2002
April 30, 2003
May 16, 2003
June 13, 2003
November 21, 2003

## SOURCEPOINT – CALTRANS MEETING MINUTES

## Dates:

November 7, 2002
December 5, 2002
February 3, 2003
April 2, 2003
April 22, 2003
June 19, 2003
July 2, 2003
July 29, 2003

## MINUTES FROM THE SOURCEPOINT – CALTRANS MEETING CONDUCTED NOVEMBER 7, 2002

### Goals of Meeting

There are two main goals for the meeting. The first deals with approving the project management and framework. The second objective is to finalize the administrative details and agenda of the BINS Technical Committee Meeting scheduled for November 19th.

### Discussion

Regarding Project Management:
- The project's schedule of tasks has been revised in order to more accurately reflect the way the project is being carried out. Caltrans representatives agreed on the creation of this framework and recommended we present it to the JWC in December.

Regarding the BINS Technical Committee Meeting November 19:
- The attendees concluded that the JWC prefers the U.S. approach of evaluating projects on a state-by-state basis and also recognized that the JWC hopes to guide the BINS project in that direction.
- The group agreed on creating evaluation criteria for choosing transportation corridors.
- The Technical Committee and JWC will use these criteria to choose their preferred corridors.

Regarding Evaluation Methodology:
- BINS will compare and assess the corridor criteria, and present the findings to the TWC and JWC.

### Follow-up

- Gene Pound will be removed from the list of Caltrans representatives.
- BINS Team will send emails the Mexican States of Tamaulipas and Nuevo León inviting them to the Technical Committee meeting in November.
- Sergio and Lisa will provide comments on:
    - The Transportation Planning Process Technical memo.
    - Current profiles of corridors.

Technical Committee Meeting, November 19
- BINS Meeting with Caltrans Representatives, December 5 @ 9:00 AM
- Joint Working Committee meeting, December 12 & 13, 2002, Baltimore, MD.

### Attendees

California Department of Transportation [Caltrans]
- Trent Clark
- Sergio Pallares

SourcePoint
- Marney Cox
- Santiago Dávila
- Oliver Kaplan
- Michael Williams

San Diego Association of Governments
- Elisa Arias

U.S. Federal Highway Administration
- Lisa Dye

## MINUTES FROM THE SOURCEPOINT – CALTRANS MEETING CONDUCTED DECEMBER 5, 2002

### Goals of Meeting

The main goal for the meeting is to review Marney Cox's [SourcePoint] presentation to the Joint Working Committee (JWC) in Baltimore, Maryland on December 13, 2002. At this meeting, Marney [SourcePoint] will reconfirm the procedure approved by the Technical Committee on November 19, 2002 with the JWC. Also, Marney [SourcePoint] will present the criteria elements for the JWC to agree on.

### Discussion

- Regarding the criteria-based procedure:
  - The attendees decided to ask the Joint Working Committee (JWC) whether or not it wants projects to be prioritized.
  - A memo describing the criteria will be created and sent to the JWC and Technical Committee.

- Regarding the criteria:
  - The states will be asked for specific data, including a listing of projects along corridors.
  - Establish two sets of criteria, "minimum criteria" and "quantitative criteria". Minimum criteria will be "Yes/No" responses, and quantitative criteria will ask for numeric values.
  - There was a consensus to integrate multimodal facilities into the study.

### Follow-up

- Further develop an objective, uniform system of criteria that all states agree on.
- Create a technical memo to explain why we are using ADT (Average Daily Traffic) as a significant part of the criteria.
- CALTRANS meeting Tuesday, November 10th at 10 AM.

### Attendees

California Department of Transportation [Caltrans]
- Mark Baza
- Beth Landrum
- Sergio Pallares

SourcePoint
- Marney Cox
- Santiago Dávila
- Michael Williams

San Diego Association of Governments
- Elisa Arias

US Federal Highway Administration
- Lisa Dye

## MINUTES FROM THE SOURCEPOINT – CALTRANS MEETING CONDUCTED FEBRUARY 3, 2003

### Goals of Meeting

There are four main goals for the meeting. Most importantly, SourcePoint and Caltrans will review the BINS Questionnaire, and give suggestions and ideas for needed improvements. Secondly, the attendees will decide on a process for the BINS Criteria Approval, followed by an update on GIS Issues related to the project. The final goal of the meeting is to determine which party will pay for the translation of the final report.

### Discussion

- Regarding the criteria for the questionnaire:
    - Marney Cox [SourcePoint] explained to Sergio Pallares [California Department of Transportation – Caltrans] that the main intention of SourcePoint is to present a criteria draft to the Technical Committee (agreed on during November's meeting) in order to provide them with something to comment on. In addition to this criteria draft, SourcePoint will present the questionnaire that will be used to collect and analyze the criteria.
    - Sergio [Caltrans] pointed out that it was important to spend some time explaining and justifying the criteria. SourcePoint already has a justification draft started and will use it to "market" the criteria to the Technical Committee. The revised justification, questionnaire, and attached memo will be sent out to the Technical Committee next week.

- The attendees agreed that the cover page on each part of the questionnaire will be reorganized, with all the items that are general information grouped in a box on the top of the page, and the instructions/directions grouped in a box below the general information box

- SourcePoint will provide a tentative list of facilities to all the states. This list is part of the questionnaire.

- Regarding the Corridors section of the questionnaire: Under the example tab, there will be a definition of a "transportation corridor", along with the "100 kilo….." specification. The definition of the corridor will also mention that "…the corridors serve a POE".
    - Surface POE will be changed to Land POE.
    - Water Port will be changed to Maritime POE.
    - For the airport section, on Part 1 (Corridors), the definition will be changed to include the first component "within 100 kilo…", and the second component "must serve as an international POE" for each mode (Maritime Ports, Airports, and Railroads).
    - The second component, airport section, Part 1 (Corridors) will now read "must serve as a POE from goods coming from Mexico to the U.S."
    - SourcePoint will group the railroads and highways on top, as they serve a POE, and group the airports and water modes, as they are designated as POEs.

- Caltrans pointed out the difference between census projections and "SCAG" projections. A source needs to be obtained for either the census or "SCAG" projections of data on the Socio-Economic Tab. Trade forecast will be hard to obtain. Highways may have AADT projections.

However, POE will not have projections. Projections for railroads are private information that will be hard to obtain.

- Regarding Part 2b (Ports of Entry):
  - Under the example tab, number 2 of the minimum criteria will be left out.
  - On Part 2b (POE), add "in calendar year 2000" for number 3 of the Quantifiable criteria.
  - Question # 6, under Quantifiable Criteria on Part 2b passenger vehicles will replace personal vehicles.
  - For questions # 11-16, Part 2b, it will read "Estimate" instead of "Specify"
  - Questionnaire (part 2b) under the rail information needs three things: number of rail cars, number of containers and number of bulk goods.

- Regarding Part 2a (Highways):
  - The allocation of AADT to different corridors (Part 2a) is too difficult. The allocation section of all the questionnaire parts will be left out. Data will be allocated specifically to only one corridor.
  - For the allocation of data from the POEs to the different highways on the U.S. side, a method will be used, where the percentage of AADT in different sections of the 100 KM border line will be used to split/allocate the data from the POE. In other words, the AADT percentage of traffic will serve as a tool for the allocation of POE crossings among the HWYS that serve that specific POE.

- Projected data (2020) will be moved to the side of the historic data.

- Regarding Part 2c (Airports):
  - The specific mode where the cargo is transferred to needs to be collected.
  - A question will be added to the Airport questionnaire (Part 2c), "Is an airport served by a railroad facility?"
  - A question concerning the amount of passengers for Airports will be added IF the Technical Committee sees the need for it.
  - For the questions under the quantifiable criteria for Airports, the place of origin should be added. For example, "Specify the volume of goods [in tons] coming from Mexico and transported at the airport in calendar year 2000…."

- Regarding Part 2e (Maritime Ports):
  - A question will be added to the Maritime Port questionnaire (Part 2e), "Does the Maritime Port serve by a railroad facility?"
  - Minimum criteria question #2 for Maritime Ports will read "Does the maritime port handle goods to/from Mexico and U.S.?"
  - Under the quantifiable criteria for Maritime Ports, channel will be changed to channel(s).
  - Questionnaire (part 2e) under the Maritime Port information, it needs to ask total tons, dollars and what portion of that comes from Mexico (%).
  - Under the Maritime Port questionnaire, the specific mode where the cargo is transferred to needs to be collected.

- Regarding the questionnaire as a whole, the attendees agreed that:
  - "Serve" will be used instead of "directly or indirectly" throughout the entire study.
  - The questionnaire for railroads will be left out. However, the data for international cargo transported by railroads will be captured in the POE tab. Under the POE questionnaire tab,

we have a question that captures the % of cargo transported. A question regarding which corridor each rail line is in will be added to the POE questionnaire tab.
- All the rail line information will be picked up on the other modes.

## Follow-up

- The revised justification, questionnaire, and attached memo will be sent out to the Technical Committee next week.

- Caltrans and SourcePoint will discuss translation issues for the remaining parts of the study and the final report.

- Questionnaire will be mailed out to Carlos Lopez [SAHOPE].

- SourcePoint will inform Caltrans of any progress on the BINS use of GIS functions.

## Attendees

California Department of Transportation [Caltrans]
- Mark Baza
- Trent Clark
- Beth Landrum
- Sergio Pallares

SourcePoint
- Marney Cox
- Santiago Dávila
- Amir Masliyah
- Michael Williams

San Diego Association of Governments
- Elisa Arias

U.S. Federal Highway Administration
- Lisa Dye

## MINUTES FROM SOURCEPOINT – CALTRANS MEETING CONDUCTED APRIL 2, 2003

### Goals of Meeting

There are five main goals for the meeting. SourcePoint will give an overview of progress made thus far, specifically as it relates to questionnaire responses. Also, SourcePoint and Caltrans will review two resolutions concerning corridor evaluation that will be recommended to the Technical Committee for approval. Next, the attendees will examine the steps needed to complete the California Corridor Evaluation and use this example to lead into a review of the Corridor Database System Plan. Finally, the attendees will outline the logistics for the April $25^{th}$ meeting with the Technical Committee.

### Discussion

- Regarding SourcePoint's progress with data retrieval:
  - SourcePoint and Caltrans decided on April 11th as a "drop dead" date where no more questionnaire responses will be accepted from the border-states.
  - The attendees decided on utilizing alternate sources of data (HPMS, various websites) to populate the incomplete questionnaires.

- Regarding Resolutions #1 & Resolution #2:
  - Numerous word, phrase, and organizational adjustments were made to the resolutions that will be reflected in the final drafts.

- Regarding the California Corridor Evaluation Example:
  - Caltrans expressed difficulty in providing the evaluation data to SourcePoint by the April 4 deadline, and a new April 11 deadline was created.
  - In order to receive approval of the resolutions from the Technical Committee, members of the meeting expressed the need to show how a corridor evaluation will affect each state via an example evaluation of at least one state (most likely Arizona).

- Regarding the Corridor Database System Plan:
  - An Excel spreadsheet format will be used as the database and evaluation tool for all the border-states.
  - BGIS project data will have GIS coordinates that can be incorporated into the BGIS layers once the BGIS project is completed.
  - A matrix will be created to show the connection between the Binational study and the BINS database.

### Follow-up

- The Technical Committee will meet April 30th, (rather than April 25th), and the members that cannot attend in person will be teleconferenced in.
  - The Joint Working Committee will meet in June (rather than in May).

## Attendees

California Department of Transportation [Caltrans]
- Mark Baza
- Trent Clark
- Beth Landrum
- Sergio Pallares

SourcePoint
- Marney Cox
- Santiago Dávila
- Amir Masliyah
- Michael Williams

San Diego Association of Governments
- Elisa Arias

## MINUTES FROM SOURCEPOINT – CALTRANS MEETING CONDUCTED APRIL 22, 2003

### Goals of Meeting

There are four main goals for the meeting. SourcePoint will give an update and overview of the questionnaire completion results, and SourcePoint will also present alternative solutions for obtaining Mexican data. SourcePoint and Caltrans will review and discuss the strategy to gain approval on the two proposed resolutions (concerning corridor evaluation) from the Technical Committee. Lastly, the attendees will discuss outstanding issues and arrangements for the April 30th meeting with the Technical Committee.

### Discussion

- Regarding Alternative Solutions for the Mexican Data:
    - SourcePoint will find data for Sonora, Coahuila, and Nuevo Leon from a myriad of sources, and send it to these states for review.
    - A memo will be sent to the Technical Committee and Joint Working Committee summarizing the responses to the questionnaires, and the procedure to supplement the data deficiencies.
    - Options for obtaining projection data include: SCT, locating the sources of the Mexican states that have successfully completed the surveys, and using demographic data to create transportation projections.

- Regarding the Two Corridor Evaluation Resolutions:
    - SourcePoint will not ask for approval on the resolutions until each state has viewed its particular evaluation results (early June timeframe). There will be a three step evaluation presentation process leading up to the vote.
    - The attendees resolved to email the Technical Committee members the following, ASAP: the agenda for the April 30th meeting, the resolutions, and the Arizona Corridor Evaluation.

- Regarding the Arizona Corridor Evaluation and the Evaluations in General:
    - SourcePoint will create a written explanation to accompany the corridor evaluations.
    - The "weighting factor" will be clearly displayed in the evaluation spreadsheet and highway maps will be added.
    - Caltrans expressed that the use of the word "ranking" used throughout the evaluation might not accurately convey that corridors within a state are of equal importance. Caltrans stressed that it is the needs and characteristics of these corridors that differ.
    - SourcePoint reassured Caltrans that by weighting projects along corridors, the desires of the transportation official is ultimately the key influencing factor.
    - SourcePoint and Caltrans reached a consensus to change the phrase "corridor ranking" to "evaluation results".
    - SourcePoint decided to embed a general description of each of the corridors within each state evaluation.

## Follow-up

- SourcePoint resolved to tie in the corridors highlighted in the BINS study with the corridors designated “High Priority Corridors” by the U.S. Congress.
- SourcePoint will email the Technical Committee members the details of the April 30th meeting and request questions or issues about the agenda items prior to the meeting.
- There will be a “dry run” of the BINS Technical Committee Meeting April 28th.

## Attendees

California Department of Transportation [Caltrans]

- Mark Baza
- Sergio Pallares

SourcePoint

- Marney Cox
- Santiago Dávila
- Amir Masliyah
- Michael Williams

## MINUTES FROM THE BINS – CALTRANS: JWC PREP MEETING #1 CONDUCTED JUNE 19, 2003

### Goals of Meeting

The purpose of the meeting is to prepare for the Joint Working Committee on July 10-11 in Mexico City.

### Discussion

- Regarding the Status of the BINS Project:
    - As of June 19, SourcePoint has received final approval on corridor evaluations for all states except Texas, Tamaulipas, and Chihuahua. Revised corridor evaluations have been sent to Texas and Chihuahua and are awaiting final approval, and the evaluation for Tamaulipas is currently being revised and will be sent out by Wednesday, June 25.

- Regarding transportation projects:
    - The BINS team has received a list of transportation projects from all ten states except Nuevo León. These projects will be compiled into a database and analyzed by the BINS team to gain an idea of funding levels along the different corridors. Also, the JWC will be able to examine project types/levels in order to choose a pilot project for Robert Czerniac's innovative finance study.

- Regarding collateral for the JWC Meeting in July:
    - The attendees decided on furnishing approximately 20 compact discs (with executive summaries on the CD's), 20 executive summaries (paper copies), 75 copies of the PowerPoint presentation, and SourcePoint promotional items.

- Regarding the Presentation Strategy:
    - The attendees advised that the presentation should tie in other components of the JWC meeting and also show the relationship between the BINS study and the Binational Programming and Planning study.

- Regarding the JWC's vote on the Proposed Resolutions:
    - Lisa Dye [Federal Highway Administration] expressed the need to adequately prepare JWC members for the upcoming Resolution vote. Several members do not have Technical Committee representation and are not aware of the BINS study or the upcoming vote on the Proposed Resolutions. A memo describing the situation will be sent by SourcePoint to the JWC coordinators, Sylvia Grijalva [Federal Highway Administration] and Oscar Ringenbach [Mexican Secretariat of Communication and Transportation]. Sylvia and Oscar will then brief the JWC members about the course of the BINS project and the vote on the Proposed Resolutions at the JWC meeting.

## Follow-up

- The BINS team will prepare an executive summary and a PowerPoint Presentation by the next JWC preparation meeting (July 2) for review.
- SourcePoint will produce and send a memo to update JWC members [only those who do not have Technical Committee representation] about the vote on the Proposed Resolutions July 10-11.

## Attendees – At Meeting

California Department of Transportation [Caltrans]

- Mark Baza
- Sergio Pallares

SourcePoint

- Marney Cox
- Santiago Davila
- Amir Masliyah
- Michael Williams

U.S. Federal Highway Administration

- Lisa Dye

## MINUTES FROM THE SOURCEPOINT – CALTRANS: JWC PREP MEETING #2 CONDUCTED JULY 2, 2003

### Goals of Meeting

The purpose of the meeting: To prepare for the Joint Working Committee on July 10-11 in Mexico City. The attendees will review the handouts created by SourcePoint and critique Marney Cox's [SourcePoint] PowerPoint presentation.

### Discussion

- Regarding the handouts for the JWC meeting:
  - On the "READ ME" handout, the title to the Transportation Project Folder will be changed to reflect its relationship to the Corridor Evaluations. Also, the word "carpeta" will be changed to "archivo". One binder of Corridor Evaluations will be left at the JWC meeting in Mexico City for review.

- Regarding Executive Summary and PowerPoint presentation:
  - The BINS team will verify what brought about the creation of the JWC; Sergio Pallares [Caltrans] suggested it came out of a FHWA Memorandum of Understanding titled "Operating Guidelines".
  - Slides two and three will switch spots in the presentation, and the information in the "Background" slide will be discussed with the "Study Area" slide. Using the "Study Area" slide, the map will eventually fade and the study's objectives will come to the forefront and be discussed.
  - The "Reaching Consensus" slide will be put in front of the "Methodology" slide, and the "Consensus" slide will focus less on a timeline and more on the spirit of consensus and what was agreed to. This slide will also include a brief summary about the composition of the Technical Committee for the JWC's clarification.
  - On the "Relationship with Other JWC Projects" slide, the bullet "GIS Mapping" will be changed to "BGIS Mapping". Slide eight will be taken out, and the slide with New Mexico's map will then be in front of the "Relationship" slide.
  - The "Expected Products" slide will be re-crafted in a way that aligns these products with the initial objectives of the study. The bullet "planning processes" will be deleted, and the bullets "maps" and "transportation project database" will be switched.
  - The slides that deal with the Vote on the Proposed Resolutions will be moved to the end of the presentation, and a high level summary of the 11 step process will be integrated into the presentation (in between the "Resolution #1" slide and "Resolution #2" slide).
  - The "Accomplishments" slide will be merged with the "Expected Products" slide. The bullet points about Texas' truck data and "minor modifications" will be taken out of the "Work To Do" slide. On this slide, the bullet point "project analysis" will be inserted.

## Follow-up

- The BINS team will make the necessary changes to the executive summary and PowerPoint Presentation, and CD's will be made.
- All travel and logistical arrangements will be coordinated in advance of the July 10-11 JWC Meeting in Mexico City.

## Attendees

California Department of Transportation [Caltrans]

- Mark Baza
- Trent Clark
- Jose Ornelas
- Pedro Orso
- Sergio Pallares

SourcePoint

- Marney Cox
- Santiago Davila
- Amir Masliyah
- Michael Williams

U.S. Federal Highway Administration

- Lisa Dye

## MINUTES FROM THE SOURCEPOINT – CALTRANS MEETING CONDUCTED JULY 29, 2003

### Goals of Meeting

The purpose of the meeting: To critique the Table of Contents for the BINS California Draft Report created by SourcePoint; to discuss the creation of maps; and to review the approval process for the BINS final report.

### Discussion

- Regarding the JWC meeting in July:
  - The possibility of extending the contract for BINS into a Phase II was discussed. This Phase II would further develop the corridor identification methodology and it would incorporate factors such as environmental concerns, safety concerns, and net economic benefits. The issue of disparity between corridor characteristics (i.e. AADT) was also discussed.

- Regarding the BINS Draft Report:
  - The section on 'Differences Between US & Mexican Transportation Planning' will be reviewed by the appropriate government organizations for approval. Information on transportation 'Programming' will also be incorporated into this section.
  - There was discussion about the possibility of creating a funding category for all of the projects that have NO cost figures. These projects would be interpreted as projects that require an initial investment for planning and development.
  - On the 'Needs Assessment of Border Region & Infrastructure' section, the word 'Municipios' will be introduced as a way of representing the counties south of the border.
  - On the 'Needs Assessment of Border Region & Infrastructure' section, the word 'Municipios' will be introduced as a way of representing the counties south of the border. SourcePoint will create a section under the 'Background & the BINS Project' to discuss the economic benefits of trade among the border region. SourcePoint will also put emphasis in the creation of the Executive Summary. This summary will explain, in great detail, the major categories that make up the BINS project, including the major findings, the corridor evaluations, U.S and Mexican Federal Legislation, and funding opportunities. It was suggested that the Executive Summary should be able to 'stand alone'.
  - Under the 'Project Funding Opportunities' section, a section on 'Major disconnects between the Mexican and U.S. planning processes' will be added after each country's planning process is explained.
  - The 'Legislative Provisions' sections will deal with topics like: Revenue allocation among the border region, homeland security, border technologies, and the possible creation of a 'trust fund' in Mexico that would be used to pay for transportation projects.

- Regarding the California Draft Report:
  - The title of the report will read 'California/Baja California Report'. The topic on differences in corridor definition and interpretation between Baja and California will be addressed as an initiative, from both states, to acknowledge these differences and the willingness from

both states to work around these separate views to encourage continuous binational planning efforts.
    - Under the section 'Major Finding from the Corridor Evaluations', the word 'Compare' will not be used; instead, the title will read 'California and Baja California Corridors'.
    - In general, the California/Baja California Report will concentrate on topics that explain, with great detail, the differences between each state's planning and programming processes. This report will also investigate issues dealing with local funding mechanisms, detail highway data analysis, and any other type of information that can provide a clear view of the border transportation infrastructure in both border-states.

- Regarding Mapping:
    - SourcePoint will review the POE maps to make sure that the Mexican POE names are correct. SourcePoint will study the possibility of attaching numbers to the POEs and then providing names to these numbers on a separate legend.
    - Caltrans is in the process of creating cargo/trucks distributions maps within California and from California to the other states. Caltrans is interested in including these maps in the California/Baja California report.

- Regarding Process of Approval of the Final Report:
    - SourcePoint will contact the state technical representatives during the week following September 18th in order to collect comments and answer any questions that may arise. SourcePoint will also mail courtesy draft reports to Lisa Dye and Sylvia in September 18.

## Follow-up

- SourcePoint will write a letter to Caltrans requesting an extension of the BINS project contract until June 2004. The current contract expires December 2003 but the JWC meeting is scheduled for February 2004, therefore, an extension is needed to accommodate the next JWC meeting.

- SourcePoint will send the 'Differences between US & Mexican Transportation Planning' document to Oscar Ringenbach (SCT) for review and comment.

- SourcePoint will obtain a copy of the SCT's presentation at the July 10 JWC meeting in Mexico City.

- SourcePoint will contact Roger Petzold in order to obtain a map that shows the corridors connecting U.S. with Canada and Mexico.

- Caltrans will provide SourcePoint with the contact information for Dennis Linskey who has a Map containing the proper locations of all POE on the US-Mexico border. Once SourcePoint has Mr. Linskey's coordinates, SourcePoint will contact him and request a copy of the map so it can be used in the BINS report.

- Caltrans will review and provide feedback on a few of the maps created for the BINS report.

## Attendees

California Department of Transportation [Caltrans]

- Mark Baza
- Trent Clark
- Sergio Pallares

SourcePoint

- Marney Cox
- Santiago Dávila
- Michael Williams

Baja California

- Carlos López

## SOURCEPOINT – CALTRANS/BGIS MEETING MINUTES

### Dates:

December 16, 2002
August 1, 2003

## MINUTES FROM THE SOURCEPOINT – CALTRANS/BGIS MEETING CONDUCTED DECEMBER 16, 2002

### Goals of the Meeting

The main goal of this meeting is for BGIS [Bi-National Border Geographic Information System] to give a project status update to the BINS committee.

- Regarding the BGIS project:
  - Diane Pierzinski, the BGIS project manager [California Department of Transportation-Caltrans], began the meeting by stating that the main objective of the BGIS project is to create an interactive GIS structure for the border region (10 border-states). Diane [Caltrans] explained that there are two main applications that will develop from the BGIS project:
    1) An application where the border data will become available to the public in a web format. This application will provide some kind of technical assistance and can be used by the general public, planners etc.
    2) A more detailed application that can be used in conjunction with the BINS project. BGIS will create a mode/spatial-location relationship that will be used, later on, by the BINS team for different project tasks (i.e. plotting and selecting projects).

- Regarding project deadline and BINS clarification:
  - Diane mentioned that she hoped to have the BGIS project completed by OCTOBER 2003.
  - The University of New Mexico has joined the BGIS project, helping in the revision of border layer data across the entire border.
  - Diane’s perspective of the BINS project was that projects and their spatial location were the main objectives. BINS explained that projects were a subset of the most important task, which is the spatial location of corridors along the border.

- Regarding BGIS project obstacles:
  - Diane mentioned that she has not received a great deal of cooperation from south of the border. She is hoping that each of the six Mexican border-states will provide the conversions needed for the already existing layer data. In conjunction with the U.S. data, this data will be used for the creation of the BGIS structure.
  - Diane pointed out that all ten border-states have agreed on a similar Identification format for airports, seaports, POEs, and railroads. However, each state has a different identification format for highways and roads, making it difficult to form a unified relationship for the data across all ten border-states.
  - Also, providing technical assistance to the Mexican states for the collection of GIS data doesn’t seem to be part of the BGIS scope of work.
  - Diane mentioned the possibility that Mexican data will come from the federal government. She pointed out that individual border-states look up to the federal government when asked to release data for the BGIS project. This can present a problem since the federal government tends to have a different perspective/objective compared to the individual border-states in the development of transportation infrastructure.

## Follow-up

- Diane Pierzinski will provide SANDAG with the developments of the BGIS project.
- Michael Williams will provide Mark Woodall with Arizona project data.

## Attendees

California Department of Transportation [Caltrans]
- Mark Baza
- Trent Clark
- Maurice Eaton
- Barbara Kent
- Chad Lambirth
- Sergio Pallares
- Diane Pierzinski

SourcePoint
- Marney Cox
- Santiago Dávila
- Michael Williams

San Diego Association of Governments [SANDAG]
- Steve Kunkel
- Mark Woodall

## MINUTES FROM THE SOURCEPOINT – CALTRANS/BGIS MEETING CONDUCTED AUGUST 1, 2003

### Goals of Meeting

The main goals of the meeting are the following:
- To explore the existing BGIS [Binational Border Geographic Information System] and BINS databases and review their compatibility
- To better understand the current mapping capabilities of BGIS.

### Discussion

- Regarding the BGIS Databases:
  - Mathew Rich [New Mexico State] reported that there are missing GIS attributes with both the US and Mexican GIS data. However, all of the problems and missing attributes are "solvable".
  - New Mexico State is waiting for funding from the Federal Highway Administration to extend the BGIS project to the entire border region. Mathew Rich and New Mexico State are currently working only for the New Mexico Department of Transportation.

- Regarding the BINS Databases:
  - The BINS corridor database consists of a series of questionnaires, all of which are Excel spreadsheets. The spreadsheets for each state are not linked together in a way that allows the data to be used by GIS software.
  - There is also a transportation project related database, and this data is contained in Excel spreadsheets.
  - Mathew Rich described the need to reformat this data into a form that can be utilized by GIS. He also pointed out that geographical representation of the post miles would be helpful in plotting project data.

- Regarding Mapping:
  - SourcePoint will send the Excel spreadsheets to Mathew Rich after the completion of the BINS project.
  - The BGIS project will convert the Excel spreadsheet into a GIS-usable data set.
  - Lisa Dye [FHWA] will speak with Adrian Apodaca [New Mexico Technical Committee Representative] about this contract add-on.
  - Mathew Rich [NM State] will review the area maps presented by SourcePoint and provide comments and suggestions.

### Follow-up

- SourcePoint, Caltrans, and New Mexico State will remain in contact in the coming months as future plans to connect BINS and BGIS continue to take shape.
- Because GIS mapping of the Border States is not available from BGIS, BINS mapping will be done by artists at SourcePoint.

## Attendees

California Department of Transportation [Caltrans]
- Mark Baza
- Sergio Pallares

SourcePoint
- Marney Cox
- Santiago Dávila
- Michael Williams

San Diego Association of Governments [SANDAG]
- John Hofmockel
- Steve Kunkel
- Mark Woodall

U.S. Federal Highway Administration
- Lisa Dye

New Mexico State University
- Mathew Rich

## BINS TECHNICAL COMMITTEE MEETINGS MINUTES

### Dates:

November 19, 2002
April 30, 2003
May 16, 2003
June 13, 2003
November 21, 2003

## MINUTES FROM THE BINS TECHNICAL COMMITTEE MEETING CONDUCTED ON NOVEMBER 19, 2002

### Goals of the Meeting

- The goal of the meeting is to develop a systematic methodology that uses quantifiable criteria to identify major transportation corridors. Ultimately, the systematic and quantifiable process may be used in the reauthorization of TEA 21 funds. To be used in this manner, the states along the US-Mexico border need to agree on a set of criteria and a methodology to assess the transportation corridors. If successful, this approach may help ensure a leadership role for states in the funding reauthorization process. The main goal of this meeting, then, is for the Technical Committee to APPROVE the process of arriving at a methodology to select corridors

### Discussion

- Regarding the differences between transportation planning and programming between Mexico and the United States:
- Sergio Pallares [California Department of Transportation – Caltrans] stated that there is a highway transportation fund that pays for highway projects in the US, while in Mexico there is none. He wants to include this difference in the planning and programming process section of the BINS report.
- Carlos Lopez [Baja California Secretaría de Asentamientos Humanos y Obras Públicas – SAHOPE] commented that in the past few years, Baja California has tried to participate in the process of decentralizing planning as they had the opportunity to implement federal projects, however, they did not receive funds to implement the projects. Consequently, they were obligated to return the projects to the federal government.
- Joaquin Barrios [Chihuahua Secretaría de Comunicaciones y Obras Públicas – SCOP] added that his state government has many disputes with the federal government because they want to build highways, however, the federal government does not allow it.
- Regarding project level data:
- Arnold Burnham [Arizona Department of Transportation – ADOT] stated that the Arizona State Transportation Improvement Plans [STIPs] concentrate specifically on big projects, without taking into account the need for maintenance of roads, which uses a significant portion of the annual budget.
- Larry Warner [US General Services Administration – GSA] stated that the GSA manages land Ports of Entry [POE] along the US-Mexico border. It was suggested that the POE should be included when studying the prioritization of projects and transportation needs.
- Regarding privatization:
- Arnold [ADOT] stated that Arizona has tried it but it has not worked well because there are many alternative corridors.
- Carlos [SAHOPE] stated that Baja California knows of many projects that have potential for privatization, but the federal legislation does not allow them to implement the process. The issues are the amount of ownership and investment the federal and state governments should have in these types of projects.

- Claude Cortez [México Secretaría de Comunicaciones y Transportes – SCT] stated that there are rules and legislation for ownership and construction of projects that do not allow for these types of agreements. States want to put money into certain highway projects, but they also want to receive some of the revenue coming from those highways (toll revenue), creating financial disagreements between levels of government.

- Regarding Corridor Analysis:
  - Marney [SourcePoint] stated that SourcePoint will gather different criteria to evaluate corridors. However, the main objective of this meeting is to APPROVE the process of arriving at a methodology to select corridors. Marney pointed out the need to receive more US and Mexican studies that will provide additional guidance for developing the methodology.
  - Marney [SourcePoint] reminded the committee that a technical memo would be sent by SourcePoint to the Technical Committee listing relevant studies and providing a recommend list of criteria.
  - Claude [SCT] stated that the evaluation of corridors is usually done using a systematic methodology [95% of the time]; however, in a few cases [5% of the time] political issues dominate. The corridor between Mazatlan and Nuevo León is an example where political factors dominated. He also said that Mexico has a problem developing East-West corridors since there is not enough trade to support them. However, they need them. Consequently, he wants to introduce some criteria to make sure it supports the idea of East-West corridors.
  - Joaquin [SCOP] stated that Chihuahua has North-South corridors but does not have East-West corridors. He made a point that Chihuahua needs more East-West corridors due to its large geographical area.
  - Sergio [Caltrans] pointed out that the data for the criteria should come from each state.
  - Arnold [ADOT] stated that when the ADOT analyzes corridors, they gather special information on that corridor instead of relying on the Highway Performance Monitoring System [HPMS] database.

**Sergio [Caltrans] proposed a resolution on a process to identify major transportation corridors.** This "procedure" consists of:

- Identifying different studies that used "quantifiable" criteria.
- Comparing and identifying "common points" among the studies.
- Using the common points from the studies as the basis for the BINS CORRIDOR EVALUATION CRITERIA to be approved by the JWC with recommendation from the BINS TECHNICAL COMMITTEE.

**The Technical Committee approved this resolution**.

- Regarding project evaluation
  - Arnold [ADOT] also stated that they have tried the Highway Economic Requirements System [HERS] and it didn't work – most likely because they used it for secondary roads, not highways. Further, Arizona's rapid development does not make highway project evaluation fit well with the HERS model framework.
  - Mark Baza [Caltrans] also mentioned they would not be in support of using HERS. They wanted to use data more directly related to the criteria agreed on.
  - Oscar Ringenbach [SCT] stated that the Mexican government uses a model similar to HERS for evaluating projects. They would also like to see the structure of HERS in order to

compare it with their model. Oscar also mentioned that the software program has been used by the World Bank and it is a cost-benefit analysis only used for highway projects.

**The committee agreed on having the corridor data stored in EXCEL Spreadsheets**.

## Follow-up

- SourcePoint will distribute the Framework for completing the BINS project to all the members of the BINS Technical Committee [**see Attachment 1**].
- SourcePoint will send a Technical Memorandum to the Technical Committee listing relevant studies & providing a recommend list of corridor criteria [**to be sent February 28, 2003**].
- SourcePoint will establish a meeting with Caltrans for December 5, 2002 to review main points for the Joint Working Committee meeting [**completed**].
- Arizona will send SourcePoint a flow chart describing the transportation planning process in Arizona [**received**].
- The SCT requested a copy of the HPMS table of contents in order to understand the type of data available in HPMS. Upon further discussion, it became clear that a number of agencies were interested in this, therefore, it is being sent to all the Technical Committee members [**see Attachment 2**].
- The SCT mentioned that they have a database that may contain information similar to what is contained in the HPMS database and they said they would provide a copy of this to SourcePoint.
- Arizona will send SourcePoint a study that compares HERS with other types of analysis [**received**].
- The SCT will send SourcePoint information on the model used to evaluate projects.
- December 5th meeting with Caltrans to review Marney's presentation to the JWC [**completed**].
- Draft BINS report for December meeting of Joint Working Committee [**completed**].
- Joint Working Committee meeting, December 12 & 13, 2002, Baltimore, MD [**completed**].

## Attendees

California Department of Transportation [Caltrans]
- Mark Baza
- Sergio Pallares

SourcePoint
- Marney Cox
- Santiago Davila
- Michael Williams

San Diego Association of Governments
- Elisa Arias
- Hector Vanegas

Arizona Department of Transportation
- Arnold Burnham

Secretaria de Infraestructura y Desarrollo Urbano del Estado,
SIDUE (ex-SAHOPE), BAJA CALIFORNIA
- Carlos López

Secretaria de Comunicaciones y Obras Públicas [SCOP], Chihuahua

- Joaquín Barrios

México Secretaria de Comunicaciones y Transportes [SCT]

- Claude Cortez
- Oscar Ringenbach

U.S. Federal Highway Administration

- Lisa Dye
- Sylvia Grijalva

US General Services Administration

- Larry Warner

**MINUTES FROM THE BINS TECHNICAL COMMITTEE MEETING CONDUCTED ON APRIL 30, 2003**

## Goals of Meeting

To obtain *opinions and suggestions* from the BINS Technical Committee on several proposed resolutions and a completed corridor evaluation for Arizona – the first of 10 states that will be conducted along the US-Mexico border.

## Discussion

- Regarding the Recommendation to the Joint Working Committee:
  - This meeting will be the first of three meetings that will occur during the next two months. During these meetings we will review the corridor evaluations for each state.
  - During the last meeting we will ask the Technical Committee to approve the resolutions. After the Technical Committee approves the resolutions, we will then recommend those resolutions to the Joint Working Committee in July 2003.
  - SourcePoint received tentative approval to proceed knowing that a final decision will not be made until June.
  - Regarding the Proposed Resolutions # 1 and # 2:
  - SourcePoint presented the corridor evaluation example with no questions, suggestions, or comments from any representative.
  - The reason there are more indicators in the border corridor selection criteria than in the actual corridor evaluation is because it was not possible to obtain all the criteria initially listed; therefore we used the data provided by most of the states.
  - CALTRANS pointed out that we have not received any data from Coahuila and Sonora. Currently SourcePoint is allowing an extension (May 9th) for those states that want to provide any missing data.
  - SourcePoint received tentative approval to proceed using the methodology (11-step process) and the criteria, knowing that a final decision will not be made until June.

- Regarding the Corridor Evaluation for Arizona:
  - For the analysis of Arizona, the format of the results is that which will be used for all the border-states.
  - SourcePoint received tentative approval to proceed using the Arizona Corridor Evaluation – keeping in mind that there will be changes made to the format.
  - Sonora expressed concern with the possibility that they may only have one corridor for their evaluation. SourcePoint reassured Sonora that a one corridor analysis did not decrease the efficiency of the results of the evaluation.

- Regarding the Database System Plan:
  - One of the main purposes of creating the database system plan is to allow each state to maintain its own set of data and its own corridor evaluation tool.
  - SourcePoint is in the process of creating corridor evaluation tools for each of the 10 states. This tool will be in the form of an Excel spreadsheet and will contain each state's unique

attributes [highways, airports, corridors, etc.]. While each tool uses the same methodology, the attributes and complexity will vary by state.
- SourcePoint will send each state the evaluation tool when it is complete. Each state can then conduct its own evaluation using the tool, and it can conduct the evaluation at its discretion.

## Follow-up

- Texas will be sending additional data before the May 9th extension.
- SourcePoint will email the Technical Committee members details of the May 16 meeting as we distribute the corridor evaluations for California, Baja, New Mexico, and the revised version for Arizona. The meeting will take place in San Diego, CA, and the same conference call format will be used.
- SourcePoint will be requesting specific transportation project information from each of the border-states. This data will need to be turned in before the third corridor evaluation meeting with the Technical Committee in June.
- The next Joint Working Committee meeting is schedule for July 10-11 in Mexico City.

## Attendees – At Meeting

California Department of Transportation [Caltrans]
- Mark Baza
- Sergio Pallares

SourcePoint
- Marney Cox
- Santiago Davila
- Amir Masliyah
- Michael Williams

San Diego Association of Governments
- Elisa Arias
- Hector Vanegas

Secretaria de Infraestructura y Desarrollo Urbano del Estado,
SIDUE (ex-SAHOPE), BAJA CALIFORNIA
- Carlos López

U.S. Federal Highway Administration
- Lisa Dye
- Sylvia Grijalva

## Attendees – On the Telephone

Texas Department of Transportation

- Mary Deleon
- Fred Márquez

Secretaría de Urbanismo y Obras Públicas del Estado, COHUILA

- Adela Blanco
- Francisco Samora

Secretaria de Infraestructura Urbana y Ecológica (SIUE), SONORA

- Héctor García

Secretaria de Comunicaciones y Transportes (SCT), MEXICO CITY

- Oscar Ringenbach

## MINUTES FROM THE BINS TECHNICAL COMMITTEE MEETING CONDUCTED MAY 16, 2003

### Goals of Meeting

To obtain *opinions and suggestions* from the BINS Technical Committee on the following:

- Changes to the discussion portion of the proposed resolutions.
- The revised Arizona corridor evaluation and corridor evaluations for California, New Mexico and Baja California.

The second goal is to establish the date for the June BINS Technical Committee meeting.

### Discussion

- Regarding the Status of the BINS Project:
  - SourcePoint emphasized that the BINS project is a logical extension of Phase IV of the Binational Border Transportation Study.
  - Coahuila provided data to supplement the data compiled by SourcePoint's, but Sonora provided no data whatsoever. As of May 16, there has been full participation from all the U.S. states and participation from five of the six Mexican [Sonora provided no data].

- Regarding the changes to the discussion section of the Proposed Resolutions:
  - There were no changes made to the proposed resolutions and two minor wording changes to the discussion. The first change clarifies the number of indicators used for the land ports of entry evaluation [four corrected to five]. And in Step 10, text was changed to clarify how corridors are listed based on their scores.

- Regarding the Revised Corridor Evaluation for Arizona:
  - SourcePoint outlined the format changes to the Arizona evaluation, and the Arizona representatives gave their approval of these changes. Thus, SourcePoint has completed the corridor evaluation for Arizona. Arizona will receive one additional week (a total of three weeks) to review the final version of the Arizona corridor evaluation.

- Regarding the Highway Summary and Corridor Evaluation for New Mexico:
  - This section composed a large portion of the meeting. SourcePoint reviewed both documents in detail to ensure that the Technical Committee members understood the methodology for estimating weighted averages for AADT, capacity, and Level of Service.
  - SourcePoint will provide an additional week (three weeks total for review) to allow New Mexico to examine the final version of the New Mexico Corridor Evaluation and provide questions or comments.

- Regarding the Baja California Corridor Evaluation:
  - The Baja California corridor evaluation contains one more page than the other evaluations because additional space was needed for eleven corridors.

    - The evaluation will be re-computed without allocation of truck traffic to the Central Camionera Garita corridor. A different road is used by trucks to enter the Otay Mesa POE, and this road will be created and integrated as a twelfth corridor.

- Regarding the California Highway Summary and Corridor Evaluation:
    - The California Corridor Evaluation was reviewed but the California Highway Summary was not reviewed because the methodology and layout are identical to the New Mexico Highway Summary. There are minor errors that will be corrected.

## Follow-up

- The next Technical Committee meeting will be held June 13th in San Diego, CA, and the same conference call format will be used.
- During this meeting, SourcePoint will request that the Technical Committee formally approve the proposed resolutions.
- SourcePoint is expecting transportation project information from each of the border-states to be submitted by May 30, 2003.
- The next Joint Working Committee meeting is scheduled for July 10-11 in Mexico City.

## Attendees

California Department of Transportation [Caltrans]
- Mark Baza
- Sergio Pallares

SourcePoint
- Santiago Davila
- Amir Masliyah
- Michael Williams

San Diego Association of Governments
- Elisa Arias

Secretaria de Infraestructura y Desarrollo Urbano del Estado,
SIDUE (ex-SAHOPE), BAJA CALIFORNIA
- Carlos López

U.S. Federal Highway Administration
- Lisa Dye

## Attendees – On the Telephone

Arizona Department of Transportation
- Lupe Harriger

New Mexico Department of Transportation
- Adrian Apodaca

United States Federal Highway Administration
- Sylvia Grijalva

## MINUTES FROM THE BINS TECHNICAL COMMITTEE MEETING CONDUCTED JUNE 13, 2003

### Goals of Meeting

There are two goals for the meeting: to vote on and approve the Proposed Resolutions, and to review the corridor evaluations for the following states: Texas, Chihuahua, Coahuila, Nuevo León, Tamaulipas, Sonora, and Baja California (revised). Lastly, the attendees will discuss the Joint Working Committee meeting slated for July 10-11.

### Discussion

- Regarding the Status of the BINS Project:
    - SourcePoint reported that the BINS project is on schedule according to the timeline laid out by the Framework. Each state's corridor evaluation has been completed, and final approval for four of the evaluations has been obtained [as of June 23, final approval has been received for all ten states except Texas, Tamaulipas, and Chihuahua. Texas and Chihuahua are awaiting final approval, and the revised evaluation for Tamaulipas will be sent out by Wednesday, June 25]. SourcePoint expects to have all 10 evaluations finalized by the first week of July.
    - In early May, the BINS team requested a list of transportation projects from all ten states, as well as GIS coordinates for the projects. [As of June 23, Nuevo León is the only state that has not yet provided transportation project data].

- Regarding the JWC Meeting in July:
    - A PowerPoint presentation describing the BINS study will be delivered at the Joint Working Committee meeting in July. SourcePoint will also provide the final versions of all the corridor evaluations on a CD ROM, and a listing of all the transportation projects along the border region.

- Regarding the Vote on the Proposed Resolutions:
    - There are two Proposed Resolutions that deal with the evaluation of transportation corridors. The first is an 11 step corridor evaluation procedure methodology, and the second deals with the criteria to be used in this 11 step methodology.
    - There are eleven parties eligible to vote on the Resolutions. There is one vote for each of the ten states, and one vote for the Mexican Secretariat of Communications and Transportation [SCT]. All eleven voting representatives approved the Resolutions in written form prior to the meeting. During the conference call, nine of the eleven parties approved the Resolutions with an oral confirmation; Nuevo León and Sonora were absent.

- Regarding the Corridor Evaluation for Texas:
    - SourcePoint outlined the General Description and Analysis of the Texas Corridor Evaluation, and presented major modifications that will be made. The Texas representative gave her approval of these revisions and agreed to the time frame for approving the Final Version of the Texas Evaluation [Friday, June 27th].

- Regarding the Corridor Evaluation for Chihuahua:
  - SourcePoint outlined the General Description and Analysis of the Chihuahua Corridor Evaluation, and presented minor modifications that will be made. The Chihuahua representative gave his approval of these revisions and agreed to the time frame for approving the Final Version of the Chihuahua Evaluation [Wednesday, June 25th].

- Regarding the Coahuila Corridor Evaluation:
  - SourcePoint outlined the General Description and Analysis of the Coahuila Corridor Evaluation. There were no modifications. The Coahuila representative agreed to the time frame for approving the Final Version of the Coahuila Evaluation [Friday, June 20th].

- Regarding the Nuevo León Corridor Evaluation:
  - SourcePoint outlined the General Description and Analysis of the Nuevo León Corridor Evaluation. There were no modifications, and the Nuevo León representative was not present to agree to the time frame for approving the Final Version of the Nuevo León Evaluation [Friday, June 20th].

- Regarding the Tamaulipas Corridor Evaluation:
  - SourcePoint outlined the General Description and Analysis of the Tamaulipas Corridor Evaluation, and presented major modifications that will be made. The Tamaulipas representative gave his approval of these revisions and agreed to the time frame for approving the Final Version of the Tamaulipas Evaluation [Monday, June 23rd].

- Regarding the Sonora Corridor Evaluation:
  - SourcePoint outlined the General Description and Analysis of the Sonora Corridor Evaluation. There were no modifications, and the Sonora representative was not present to agree to the time frame for approving the Final Version of the Sonora Evaluation [Friday, June 20th].

- Regarding the Baja California Corridor Evaluation [revised]:
  - The Final Version of the Baja California Corridor Evaluation was accepted by the Baja California Technical Committee Representative.

## Follow-up

- The BINS team will be preparing for the next Joint Working Committee meeting scheduled for July 10-11 in Mexico City.
- Lisa Dye [Federal Highway Administration] will coordinate with Robert Czerniac at New Mexico State University in an attempt to obtain Mexican GIS data for the BGIS project.
- Oscar Ringenbach [Mexican Secretariat of Communication and Transportation] will provide Mexican Port of Entry project data, and this list will be verified with CABIN [Comisión de Avalúos de Bienes Nacionales].
- Michael Williams will interview Larry Warner of the General Services Administration to obtain a listing of projects planned at the US Ports of Entry along the US-Mexico border.

## Attendees – At Meeting

California Department of Transportation [Caltrans]

- Mark Baza
- Sergio Pallares

SourcePoint

- Santiago Davila
- Amir Masliyah
- Michael Williams

San Diego Association of Governments

- Elisa Arias
- Héctor Vanegas

Secretaria de Infraestructura y Desarrollo Urbano del Estado, SIDUE (ex-SAHOPE), BAJA CALIFORNIA

- Carlos López Rodríguez

U.S. Federal Highway Administration

- Lisa Dye

Mexican Secretariat of Communication and Transportation

- Oscar Ringenbach

## Attendees – On the Telephone

Arizona Department of Transportation

- Arnold Burnham

New Mexico Department of Transportation

- Adrian Apodaca

Texas Department of Transportation

- Mary DeLeon
- Alfredo Marquez

Secretaría de Urbanismo y Obras Públicas del Estado, Coahuila

- Adela Blanco

Secretaría de Urbanismo y Obras Públicas del Estado, Chihuahua

- Joaquín Barrios

Secretaría de Urbanismo y Obras Públicas del Estado, Tamaulipas

- Ernesto Delgado

## MINUTES FROM THE BINS TECHNICAL COMMITTEE MEETING CONDUCTED NOVEMBER 21, 2003

### Goals of Meeting

There are two goals for the meeting:

- To review summary of suggestions and comments on BINS draft final draft report
- To review the votes on the proposed resolution

Lastly, the attendees will discuss next steps and JWC meeting on February, 2004.

### Discussion

- Regarding the Status of the BINS Project:
  - SourcePoint reported that the BINS report is on its final stage of review. Once the Technical Committee approves the report, then a final copy will go to the JWC.
  - SourcePoint will implement all changes, comments, and suggestion on the BINS final draft report provided by the Technical Committee. Before this, SourcePoint will create a matrix (see matrix below) that would list all comments and suggestions, as well as SourcePoint's responses to them. This document will enable all states to review their comments and approve their implementation.

- Regarding the JWC Meeting in February, 2004:
  - A PowerPoint presentation describing the status of the BINS study will be delivered at the Joint Working Committee meeting in February.

- Regarding the Vote on the Proposed Resolutions:
  - There is one proposed resolution where the Technical Committee reviews the final draft of BINS, and tentatively approves the draft for the JWC's approval and acceptance for distribution.
  - There are eleven parties eligible to vote on the Resolutions. There is one vote for each of the ten states, and one vote for the Mexican Secretariat of Communications and Transportation [SCT]. Seven representatives approved the Proposed Resolution, while three of them required more discussion. One of them did not present their vote.

- Regarding the Comments from Tamaulipas:
  - SourcePoint presented Tamaulipas' comments and suggestions. The representative from this state wasn't able to attend the conference call.

- Regarding the Comments from Chihuahua:
  - SourcePoint presented Chihuahua's comments and suggestions. The representative from Chihuahua agreed that it was necessary that all other suggestions were implemented in order to have a full approval from his state.

- Regarding the Comments from Nuevo León:
  - SourcePoint did not received any comments or suggestions from the technical representative. There is also a new technical representative and his name is Oscar Herrera. This state was the only state that did not provided.

- Regarding the Comments from Coahuila:
  - SourcePoint presented the comments and suggestions from Coahuila. There were no additional comments from this state.

- Regarding the Comments from Sonora:
  - SourcePoint did not receive any comments or suggestions from the technical representative.

- Regarding the Comments from Texas:
  - SourcePoint presented the comments and suggestions from Texas. Mary DeLeon wanted more time to review the final draft. She also wanted to know if she could provide additional project data, in order to improve the analysis.

- Regarding the Comments from New Mexico:
  - SourcePoint presented the comments and suggestions from New Mexico. Adrian wanted to correct some of the corridor data in order to maintain continuity with Texas' corridors.

- Regarding the Comments from Arizona:
  - SourcePoint did not receive any comments or suggestions from the technical representative.

- Regarding the Comments from Baja California:
  - SourcePoint presented the comments and suggestions from Baja California. Carlos Lopez would like to resolve some data inconsistencies with the SCT.

- Regarding the Comments from California:
  - SourcePoint presented the comments and suggestion from California. Caltrans provided detailed comments in written and text form. SourcePoint will work closely with Caltrans in order to implement these changes.

- Regarding the Comments from SCT and FHWA:
  - SourcePoint presented the comments and suggestions from the SCT and the FHWA. Sylvia provided oral and written comments during the meeting. The SCT would like to discuss some data inconsistencies with Baja California.

## Follow-up

- The BINS team will develop a matrix (see below for matrix) with all the comments and suggestions. During the time it takes to develop the matrix, states can provide further comments and revisions. Once the matrix is mailed out, no more comments or suggestions will be allowed. The changes will be implemented and a copy of the report will be mailed out to the representatives.
- The states of New Mexico and Texas would let us know the outcome of the discussion about corridor and the continuity of these from state to state. The state of Baja California and the SCT will resolve some POE project issues and inform us their decision.

- December 3rd is the last day states can turn in suggestions or comments on the BINS report.

## Attendees – At Meeting

California Department of Transportation [CALTRANS]
- Mark Baza
- Sergio Pallares
- Trent Clark
- Beth Landbam

SourcePoint
- Santiago Davila
- Elisa Arias
- Marney Cox

San Diego Association of Government
- Héctor Vanegas

U.S. Federal Highway Administration
- Lisa Dye

Mexican Secretariat of Communication and Transportation
- Oscar Ringenbach

## Attendees – On the Telephone

Arizona Department of Transportation
- Lupe Harriger

Texas Department of Transportation
- Mary DeLeon

New Mexico Department of Transportation
- Adrian Apodaca

Texas Department of Transportation
- Mary DeLeon
- Alfredo Marquez

Secretaría de Urbanismo y Obras Públicas del Estado, COHUILA
- Adela Blanco

Secretaría de Urbanismo y Obras Públicas del Estado, Chihuahua
- Joaquín Barrios

U.S. Federal Highway Administration
- Sylvia Grijalva

**BINS**
**Matrix of Comments Received on Draft Final BINS Reports and Proposed Responses**

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| 1. | Arizona | Arizona did not provide any comments or suggestions on the draft final reports. | No response needed. | X |
| 2. | Baja California | Baja California requested a revision the Port of Entry (POE) Project table (page 27) of the Executive Summary. One of the projects (Las Americas) was not recognized by the state government of Baja California and another POE project was missing. | SourcePoint proposes to eliminate the table from the Executive Summary because several states found the POE table confusing (i.e., it did not clearly explain the relation between U.S. and Mexican projects) and there is not sufficient information to describe the projects. | X |
| 3. | Baja California | Baja California and SCT sent a table with POE projects to revise the table included on page 626 of the appendices. | SourcePoint will update the table in the appendix. | X |
| 4. | California | California likes the logo but is concerned about the distortion of the national flags and requested SourcePoint check with the Mexican Consulate. | SourcePoint verified that artistic flags have been used at events co-sponsored by the Mexican Consulate and no issues were raised. | X |
| 5. | California | California would like to introduce the concept that Border Departments of Transportation (DOTs) are bearing most of the responsibility for improving a transportation infrastructure that serves international trade which benefits national economies (on pages 3-5 of the executive summary). TEA-21 additional funding was not enough. | SourcePoint request concurrence on this statement from the BINS Technical Representatives prior to including it in the BINS report. | X |
| 6. | California | California pointed out that on Footnote 3; Mexican primary federal highways run north-south and do not begin and end in Mexico City. | SourcePoint will correct this footnote. | X |
| 7. | California | California would like the Executive Summary to more specifically address the study purpose and the objectives (page 5), as clearly as possible. | SourcePoint will restructure the Executive Summary and provide a revised copy to the BINS Technical Committee for review. | X |
| 8. | California | California would like the objectives (page 5 of Executive Summary) to be numbered for easier identification. | SourcePoint will make this change. | X |

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| 9. | California | California would like the following changes applied to the objectives:<br>a. 2nd Objective would read "To establish a **live binational** border-wide database….to evaluate **current and new** transportation corridors and **projects**…"<br>b. 3rd Objective, substitute "identify" by "**consolidate**"<br>c. Add two additional objectives: 5th Objective: "To identify current and projected funding needs in the binational border-wide region". 6th Objective: "To provide a binational border-wide tool for the JWC to update the future assessment of transportation infrastructure at the border region." | SourcePoint will clarify the language of the objectives. Under objective No. 2, the objective was to evaluate transportation corridors but not projects. | X |
| 10. | California | California mentioned that the conclusions (page 10) need to highlight impacts of the trade and population data introduced to the border transportation infrastructure. Issues like increase in cross-border delays, impacts on infrastructure and state/local dots budgets, environmental impacts, etc. | SourcePoint will review and revise that section. | X |
| 11. | California | California would like to delete or provide more substantive comments on the first paragraph of the Background section (page 12 of the Executive Summary). | SourcePoint will reword the paragraph. | X |
| 12. | California | California questioned the use of highlighting, at the Executive Summary level (pages 17 and 18) some facts about the corridors, which appear to be irrelevant. | SourcePoint will restructure the Executive Summary and remove some of the detailed information. | X |
| 13. | California | California asked what the criteria are for a corridor to be included in BINS (page 13). | SourcePoint will move up the criteria (within 100km of the border and serve a POE), which is listed in the second paragraph. | X |
| 14. | California | California asked if there were criteria for a "project" to be included in BINS (page 21). | SourcePoint included these criteria in the first paragraph, but will highlight it (…significant projects on major transportation corridors | X |

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| | | | planned for the next 20-years). | |
| 15. | California | California requested to create a graph of the type of information provided in page 21 of the Executive Summary (paragraphs $1^{st}$, $2^{nd}$, $3^{rd}$, and $4^{th}$). | SourcePoint will restructure the Executive Summary and evaluate providing additional graphics. | X |
| 16. | California | California mentioned that on page 12 and others, relative numbers should be inserted in a parenthesis following the absolute numbers. | SourcePoint will consolidate absolute numbers and percentages as appropriate. | X |
| 17. | California | California requested to highlight the level of effort of border DOTs and local agencies to fund border infrastructure, and maybe compare it to the level of dedicated funding received. | SourcePoint will update Table 2 (page 29) to provide federal dedicated funding allocations for 1999-2003, instead of 2001 only. The BINS project did not compile historical information on state and local agencies funds provided for border transportation projects. | X |
| 18. | California | California mentioned that pages 21 to 24 are the heart of BINS. This section needs more detail and information and it needs to be easier to read. | SourcePoint will present identified funding needs based on the data provided by the states for projects on key corridors in the Overview of the Border Region section. SourcePoint will move that information to the beginning of the U.S. and Mexico sections for additional clarity. | X |
| 19. | California | California pointed out that the POE table (page 27) needed to be revised. | SourcePoint proposes to eliminate the table from the Executive Summary because several states found the POE table confusing (i.e., it did not clearly explain the relation between U.S. and Mexican projects) and there is not sufficient information to describe the projects. | X |
| 20. | California | California mentioned that the way information is presented (page 28) is weak. Funding is not top down; it is by National-State formula (Highway Trust Fund). States and MPOs decide funding priorities. | SourcePoint will review and revise as appropriate. | X |

| **Comment No.** | **State/ Organization** | **Comment/Suggestion** | **SourcePoint's Response** | **Status** |
|---|---|---|---|---|
| 21. | California | California requested to know why BINS concentrated on CBI-NCPD for the year 2001 only. They requested to see the entire funding picture. | SourcePoint will update Table 2 (page 29) to provide federal dedicated funding allocations for 1999-2003, instead of 2001 only. | X |
| 22. | California | California mentioned that the General Conclusions should further summarize and reiterate what has been said so far. | SourcePoint will review and revise the General Conclusions in order to satisfy the suggestions presented. | X |
| 23. | California | California believed this section (page 6, Executive Summary, Organization of the Report) could be condensed. | SourcePoint will review the text and will make changes accordingly. | X |
| 24. | California | California pointed out that (page 9 of the Executive Summary) annual trade by truck and rail in 2002 accounted for $192 billion, while on page 7, the text says annual trade in 2002 was $232 billion. | SourcePoint did not implement any changes because the figures on page 9 are for <u>truck and rail only</u>, as specified. The figure on page 7 is TOTAL ANNUAL TRADE. | X |
| 25. | California | California suggested that pages16 through 20 should be summarized and graphs should be included. | SourcePoint will look into this and changes will be implemented. | X |
| 26. | California | California mentioned that the municipios (counties) of Rosarito and Ensenada should be included in Map 2 on page 10. | Map 2 only shows municipios that are adjacent to the U.S./Mexico border. No change is needed. | X |
| 27. | California | California requested that Map 3, page 11, shows the San Ysidro and Otay Mesa POE names listed in order from west to east. | SourcePoint will implement this change. | See Lori |
| 28. | California | California pointed out that the study report on page 16 indicates a total of $190 billion while page 10 presented a total of $170 billion for U.S.-Mexico trade in 2000. | The figures on page 16 ($190 billion) include both truck and rail trade, while the total on page 10 ($170 billion) represents truck trade only, as indicated in the text. No change is needed. | X |
| 29. | California | California mentioned that the study report was too technical. California requested to eliminate some numerical analyses and consolidate the information. | SourcePoint will review and revise sections of the report to improve readability. | X |
| 30. | California | California would like the "Steps Employed to Achieve Consensus" (Page 32 of the study report) be moved to an Appendix. | SourcePoint will summarize the steps in the report. | X |

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| 31. | California | California pointed out that the information is duplicated on pages 51 and 52 of the study report. | Page 51 provides the analysis for Current Conditions while page 52 provides the analysis for Projected Change. No change is needed. | X |
| 32. | California | California provided a more detailed map with the description of California's two corridors. | SourcePoint will use this map to enhance the map in the report. | X |
| 33. | Chihuahua | Chihuahua requested a correction in the length of the airport runways (page 56 of the main report). | SourcePoint will correct the length of the runways appropriately. | X |
| 34. | Chihuahua | Chihuahua requested corrections to the state's corridor map (page 57 of the main report). Chihuahua requested consistency in the names of the corridors on the state map and the text. | SourcePoint revised the corridor names in the map and will send it by e-mail to Chihuahua for review. | X |
| 35. | Coahuila | Coahuila asked why the Piedras Negras and the Acuña airports were not shown on the map of major seaport and airport facilities. | SourcePoint explained to the technical committee representative from Coahuila that data on those two airports were not provided. Only those airports where data were provided were included in the corridor analysis of the states. | X |
| 36. | Coahuila | Coahuila pointed out a mistake in the spelling of Piedras Negras in the reports. | SourcePoint will correct the misspellings. | X |
| 37. | Coahuila | Coahuila requested the name of the El Melon – La Linda corridor be changed to Boquillas del Carmen – Múzquiz. | SourcePoint will change the name of the corridor wherever it applies. | X |
| 38. | New Mexico | New Mexico requested the data collected to be made more complete. The technical representative felt that there were many indicators that were missing data and other indicators that could be introduced in the evaluation. | SourcePoint evaluated the data that was provided by the New Mexico technical representative. Additional data was requested, but it was not provided. The methodology, the indicators and corridor evaluation were approved by New Mexico on June 23, 2003 and by the JWC on July 10, 2003. | X |

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| 39. | New Mexico | New Mexico pointed that corridors within the study need more continuity; as some states chose only a few corridors, while other states chose many corridors. | The corridor selection methodology approved for the BINS project called for each state to identify its own transportation corridors, based on approved selection criteria. | X |
| 40. | New Mexico | New Mexico pointed out that the database created for the BINS study is not compatible with the Border GIS (BGIS) project. | SourcePoint recognizes that both databases are not compatible. The BGIS study began after the BINS database had been created. | X |
| 41. | New Mexico | New Mexico would like to replace the text (page 596) of the appendices to read "Governor Richardson's Investment Partnership." | SourcePoint will implement this change. | X |
| 42. | New Mexico | New Mexico would like to delete the project (page 596 of appendices): "NE Parkway Loop, 4-lane divided highway 2015." | SourcePoint will implement this change. | X |
| 43. | New Mexico | New Mexico would like to replace the following text (page 354 of appendices): Reword the 2nd sentence. It currently reads: "It is envisioned that a new land POE will open about five miles east of Santa Teresa at Sunland Park around 2020." to say the following: "The City of Sunland Park is proposing a new, non-commercial POE to be opened about five miles east of Santa Teresa." New Mexico would also like to delete the following sentence: "The primary role for this new POE is the movement…." | SourcePoint will implement these changes. | X |
| 44. | New Mexico | New Mexico would like to reword the first sentence (page 355 of the appendices): Delete "plan" and replace with "proposal". It would read: There is a proposal to move the rail crossing that currently crosses the international boundary between downtown Juarez, Mexico and El Paso, Texas to the Santa Teresa POE in New Mexico. New Mexico would also like to reword the 2nd sentence to read: This is proposed to occur during the next 20 years. | SourcePoint will implement these changes. | X |

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| 45. | Nuevo Leon | Nuevo Leon did not provide any comments or suggestions on the draft final reports. | No response needed. | X |
| 46. | Sonora | Sonora did not provide any comments or suggestions to the BINS project team. | No response needed. | X |
| 47. | Tamaulipas | Tamaulipas requested the Port of Entry (POE) Project table (page 27) of the Executive Summary be revised. The list of POE projects did not represent the correct projects recognized by the state. | SourcePoint proposes to eliminate the table from the Executive Summary because several states found the POE table confusing (i.e., it did not clearly explain the relation between U.S. and Mexican projects) and there is not sufficient information to describe the projects. | X |
| 48. | Tamaulipas | Tamaulipas requested to discuss the location of the Nuevo Leon corridor. Tamaulipas mentioned that the Nuevo Leon corridor passed through Nuevo Laredo, in Tamaulipas, before connecting to Monterrey. | SourcePoint revised Map17 to show highway MX-2 and MX-85 on the Nuevo Laredo corridor in Tamaulipas. In the State of Nuevo León, the Monterrey-Colombia corridor includes highway NL-01 only. | X |
| 49. | Tamaulipas | Tamaulipas pointed out that the map in the Executive Summary that shows the major seaport and airport facilities did not include the port of Mezquital, on the Gulf Coast of Tamaulipas. | SourcePoint will revise the map to include the port of Mezquital. | X |
| 50. | Tamaulipas | Tamaulipas pointed out a few discrepancies with the state corridor map (page 70 of the main report). Most of the discrepancies dealt with color coding of the transportation corridors. | SourcePoint implemented the changes to the map and will send it by e-mail to Tamaulipas for review. | X |
| 51. | Texas | Texas asked why there were so many blank spaces on the Port of Entry (POE) Project table (page 27) of the Executive Summary. | SourcePoint proposes to eliminate the table from the Executive Summary because several states found the POE table confusing (i.e., it did not clearly explain the relation between U.S. and Mexican projects) and there is not sufficient information to describe the projects. | X |

| **Comment No.** | **State/ Organization** | **Comment/Suggestion** | **SourcePoint's Response** | **Status** |
|---|---|---|---|---|
| 52. | Texas | Texas requested corrections to the description of land POEs (Page 73 of the report and page 496 of the appendices). No busses or passenger vehicles cross through Stanton or the World Trade Bridge POEs. | SourcePoint will make these corrections. | X |
| 53. | Texas | Texas requested the heading "Project Data Issues" (page 96) of the report be clarified so it does not appear that they were Texas' project data issues. | SourcePoint will change the heading to "BINS Data Issues Related to Projects. | X |
| 54. | Texas | Texas requested the report (page 73) and the appendices (page 496) mention that Tex Mex railroad interchanges with TFM at Laredo II POE. They also requested to add a comment to the fact that the Presidio POE rail crossing will re-open in 2004, which may potentially affect rail traffic at El Paso POE. | SourcePoint will add this information. | X |
| 55. | Texas | Texas requested to revise the International Bridge and Border Crossing Map (in the Executive Summary). Revise #29 Dolores (Solidarity) to read Laredo Colombia (Solidarity); revise #31 Laredo (Convent Street) to read Laredo (Gateway to Americans Bridge); and revise #21 Tornillo to read Fabens (Tornillo Application is still in the Presidential Permit process). | For all states, SourcePoint is using the international bridge and border crossing names recognized by DOS/CILA. Texas revisions will be shown in parentheses. | X |
| 56. | Texas | Texas requested to add a sentence to the 1st paragraph (page 95) explaining that Texas' listing of funded and non-funded projects, that are identified, reflect short term projects through 2006 and do not represent 20 years of unfunded projects. | SourcePoint will add this sentence to the report. | X |

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| 57. | Texas | Texas submitted a funded project list as requested, but did not submit a non-funded project list for the following reason: Texas was told that in addition to the GIS database creation, the non-funded projects were to be used as a master list for the JWC to select a pilot project to be funded as part of the Innovative Finance Project. At this point, TxDOT made a decision that the project submitted by Texas was to be selected and nominated by TxDOT's Administration. | SourcePoint has included the project list provided by Texas in the BINS project. | X |
| 58. | Texas | Texas felt that the evaluation criteria concerning corridor selection was unclear. As the project moved forward, Texas had questions concerning the project methodology. | The evaluation criteria was reviewed (at the Technical Committee meeting on June 13, 2003) and approved by the Texas Technical Committee representative on June 27, 2003; and by the JWC on July 10, 2003. The evaluation criteria may be updated in future phases of the BINS project. | X |
| 59. | FHWA | FWHA recommended the word "prosperity" be changed to "economic benefit" or similar (page 3 of Executive Summary, 3rd paragraph). | SourcePoint will implement this change. | X |
| 60. | FHWA | FHWA would like to include the Mexican perspective in the text (page 4 of the Executive Summary under the Background section). | SourcePoint will obtain background information from Mexican representatives to incorporate into this section. | X |
| 61. | FHWA | FHWA commented on page 4 of the Executive Summary under the Background section – The DOS and SRE should be included as members of the JWC. | SourcePoint will implement this change. | X |
| 62. | FHWA | FHWA commented on page 12 of the Executive Summary under Background section, first paragraph – the last two sentences should be eliminated. | SourcePoint will implement this change. | X |

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| 63. | FHWA | FHWA commented on page 12 of the Executive Summary under Background section, last paragraph – beginning at fourth sentence – this portion should be eliminated or rewritten because it is incorrect. | SourcePoint will review and revise this paragraph. | X |
| 64. | FHWA | FHWA commented on page 21 of the Executive Summary –3rd paragraph – the sentence that begins "This provides an indication…" Either eliminate or reword it or take it where conclusions are discussed. | SourcePoint will implement this change. | X |
| 65. | FHWA | FHWA commented on page 28 of the Executive Summary – under Traditional Financing Sources in the US – Last two sentences should be reworded clearly stating the States responsibility and FHWA's responsibility. | SourcePoint will implement this change. | X |
| 66. | FHWA | FHWA commented on page 29 of the Executive Summary – under Border and Corridor Grant Opportunities – Last sentence should be eliminated. | SourcePoint will implement this change. | X |
| 67. | FHWA | FHWA commented on page 30 of the Executive Summary – first sentence should be eliminated. | SourcePoint will implement this change. | X |
| 68. | FHWA | FHWA commented on page 30 & 31 of the Executive Summary – under the Innovative Financing section – that this section is repetitive. | SourcePoint will revise to eliminate repetitive text. | X |
| 69. | FHWA | FHWA commented that on page 31 of the Executive Summary the footnote is confusing. Suggested the following:<br>Werner Frederick, FHWA "U.S./Mexico Joint Working Committee Innovative Finance team FY 2004 Work Plan Products", July 10, 2003. | SourcePoint will implement this suggestion. | X |
| 70. | FHWA | FHWA commented on page 111 of study report – first paragraph – Reword the second sentence to reflect the fact that FHWA and the other agencies are part of the DOT. | SourcePoint will implement this change. | X |
| 71. | FHWA | FHWA commented on page 111 of study report – 2nd paragraph – second sentence – the USDOS is responsible for the permitting process in the US, | SourcePoint will make this change. | X |

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| | | not for planning the locations of border crossings. | | |
| 72. | FHWA | FHWA commented overall that the Executive Summary should be more concise and to the point. It should clearly state what the findings are for the study. FHWA recommended that once the comments are incorporated and the executive summary is revamped, that the report be redistributed for review. | SourcePoint will restructure the Executive Summary and provide a revised copy to the BINS Technical Committee for review. | X |
| 73. | FHWA | FHWA commented that more emphasis needs to be made on the results, the next steps and the usability of the product. | SourcePoint will restructure the Executive Summary and provide a revised copy to the BINS Technical Committee for review. | X |
| 74. | FHWA | FHWA commented that Chapter 4 of the study report seems a bit wordy. FHWA believes that the chart provided in the Appendix is easier to understand, even though this chart doesn't answer the following:<br>1) The corridor to which the projects belong,<br>2) Where the funding is coming from,<br>3) What type of projects we are talking about (new roads, increased capacity, etc) | SourcePoint will review Chapter 4 and make changes accordingly. Project data submitted to SourcePoint varied substantially from state to state and not all information requested by SourcePoint was provided. | X |
| 75. | FHWA | FHWA doesn't believe that a repeat of the AADT increasing for every state (under each list of state projects) is relevant to the discussion in Chapter 4 of report | SourcePoint will review those sections and eliminate repetitive AADT data. | X |
| 76. | FHWA | FHWA commented that when a Mexican entity is referenced in the text, it should be presented (first instance) as English translation (actual name/acronym). Chapter 5 needs these revisions. | SourcePoint will implement these changes. | X |
| 77. | FHWA | FHWA mentioned that in Chapter 5, it makes more sense to discuss each country's planning process before comparing the planning processes. FHWA found it to be a bit repetitive. | SourcePoint will make this change. | X |

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| 78. | FHWA | FHWA commented that more of the information contained in Chapter 6 of the study report should be incorporated in the Executive Summary. | SourcePoint will add more information from Chapter 6 into the Executive Summary. | X |
| 79. | FHWA | FHWA would like the four main objectives of the study to say:<br>1) Develop an evaluation process and procedure to identify corridors – how was this done?<br>2) To establish a border-wide database that can be used.<br>3) To identify projects – beyond numbers of projects, what are the projects? New roads? Added capacity?<br>4) To identify funding | SourcePoint will clarify the language of the objectives. | X |
| 80. | FHWA | FHWA would like the following issues to be discussed in the Executive Summary:<br>1) The evaluation process was good and was accepted by all 10 states – a very large accomplishment.<br>2) What does the database looks like?<br>3) What is the limitation of the database?<br>4) Is the format compatible with GIS?<br>5) If not, how can this be overcome?<br>6) How will the database be maintained?<br>7) How are projects going to be maintained?<br>8) What are some of the legislative changes that could be made that will assist funding?<br>9) What are some of the innovative ways to fund? | SourcePoint will restructure the Executive Summary to address these suggestions, based on available data. | X |
| 81. | FHWA | FHWA mentioned that the Executive Summary is too wordy and too general. It should discuss issues such as:<br>1) Will this process help decision makers decide where to fund?<br>2) Can I identify the first ranked corridor for each state, find projects on that state and make decisions? | SourcePoint will restructure the Executive Summary to address this comment. | X |

| Comment No. | State/ Organization | Comment/Suggestion | SourcePoint's Response | Status |
|---|---|---|---|---|
| | | 3) How do I use the BINS project and database? | | |
| 82. | FHWA | FHWA would like to define the term "Major Seaports and Airports" and "Major Railroads" on page 13 of the Executive Summary. | SourcePoint will provide these definitions. | X |
| 83. | FHWA | FHWA would like to see the distribution of CBI and NCPD money for the years 2002 and 2003 also (Table 2, page 29 of the Executive Summary). | SourcePoint has obtained data from 1999 through 2003 and will update Table 2. | X |
| 84. | SCT | The SCT believes that the criteria for the evaluation of corridors need to be more selective. | SourcePoint concurs that additional criteria would be beneficial. However, the criteria for the evaluation of corridors were approved by the technical representatives in June 2003 and by the JWC in July 2003. Changes could be implemented in a future phase of BINS. | X |

X = completed

# APPENDIX 7
# BINS SURVEY INSTRUMENTS

# PART 1- HIGHWAYS: ASSIGNING DATA TO CORRIDORS INSTRUCTIONS FOR COMPLETING THE HIGHWAYS QUESTIONNAIRE

## INTRODUCTION

This is the first of five questionnaires intended to gather information about the transportation systems in your state. Each questionnaire is a separate Excel spreadsheet and each deals with a different topic [highways, ports of entry, airports, maritime ports and corridors]. The data obtained from these questionnaires will be used to analyze your state's transportation corridors.

Each state has agreed to provide SourcePoint with data for the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] that is endorsed by the US-Mexico Joint Working Committee on Transportation Planning & Programming.

For any queries contact Michael Williams at (619) 595-5646 or e-mail at mwi@sourcepoint.org.

## DEFINITION OF TRANSPORTATION CORRIDOR

A combination of modes that move people, vehicles and goods from one location to another. In general, a transportation corridor is not just one road or rail line, but a combination of modes.

## RETURN THE COMPLETED SPREADSHEET TO SOURCEPOINT

After inserting your responses into this spreadsheet, please return it to Michael Williams at SourcePoint [mwi@sourcepoint.org]. For any queries or uncertainties regarding the questionnaire, please call Michael Williams at (619) 595-5646.

Your timely response is greatly appreciated. Please return the completed spreadsheet by April 4, 2003.

See the "FAQ" tab for answers to frequently asked questions, and please provide comments or clarification in the "Notes" Tab.

## INSTRUCTION FOR COMPLETING THE HIGHWAY QUESTIONNAIRE

In each highway tab, this questionnaire requests Average Annual Daily Traffic [AADT] by segment, for each highway, for the year 2000 and the assignment of those AADT to one or more Corridors. In addition, projected AADT for the year 2020 is also requested by segment, for each highway and it must be assigned to one or more Corridors. We also request the Level of Service [LOS], the volume of traffic, and the traffic-carrying capacity for each segment during morning/afternoon peak hours for the year 2000, and projections for the year 2020. All facilities must be within 100 km of the US-

Mexico border and serve an international Port of Entry. For each highway there are two minimum criteria questions and 16 other questions. Please insert your answers into this spreadsheet.

For each highway there is one tab to collect data for calendar year 2000, and another tab to collect the projections for the year 2020.

**Hint**: "Copy & Paste" the segment data from your database to the excel spreadsheet to facilitate compilation. We want all of this data in electronic form. It is up to the state to specify the segments within a highway and it is up to the state to specify the corridors. Please verify the Corridors listed at the top of each highway form. If the form omits a Corridor, please insert the missing Corridor. Likewise, if you need to add segments, please insert them at the bottom of the form. If a highway is omitted, please insert it and use the forms in the "Other 2000" and "Other 2020" tabs. If a highway is not in operation today, but its construction and operation will occur between now and 2020, please add the highway in a new tab or use the "Other 2020" tab.

## EXAMPLE TABS

There are two example tabs of how the questionnaires should be completed. The "Example 2000" Tab contains hypothetical data for Interstate 8 [I-8] for the calendar year 2000 while the "Example 2020" Tab contains hypothetical projections for I-8 for the year 2020.

## FREQUENTLY ASKED QUESTIONS [FAQ]: THE HIGHWAY QUESTIONNAIRE

1. **What highways did SourcePoint provide in this spreadsheet?**

   **Answer**

   Highway Names

2. **Can we add highways to the list?**

   **Answer**

   Yes

3. **If I decide to add a highway, how do I do it?**

**Answer**

Use the "Other 2000" tab and the "Other 2020" tab in the far right of the spreadsheet. If you add more than one highway, please insert tabs at the far right. In addition, please write in the "Notes" tab the highway additions you made.

4. **Can we delete highways from the list?**

   **Answer**

   Yes

5. **If I decide to delete a highway, how do I do it?**

   **Answer**

   Delete the appropriate tab in the spreadsheet. In addition, please write in the note tab the highway that you deleted.

6. **What are the factors that would help us determine if a highway should be added or subtracted from the list?**

   **Answer**

   Two items:

   a. Whether the highway is within 100 km of the US-Mexico border

   b. Whether the highway serves an international port of entry

**7. What happens if I cannot obtain a specific bit of information for the questionnaire [forecasts, for example]?**

**Answer**

Leave the space blank for the data you cannot obtain and write a note in the "Notes" tab explaining what is missing.

**8. Who decides on the segments for each highway?**

**Answer**

Your state does. We suggest accessing your database to obtain the specific segment data for each highway.

**9. Do I have to "key in" each bit of segment data?**

**Answer**

We suggest you "copy and paste" the data into this spreadsheet. If you make a request to your data processing department, ask them to provide the data elements in a spreadsheet, then you can easily copy them into the Highways questionnaire.

**10. Can a highway be assigned to more than one corridor?**

**Answer**

Yes, it is up to the state to decide which corridor or corridors, a highway belongs in. If a highway belongs in more than one corridor, it is up to you to determine the highway segments that are contained in each corridor.

**11. Who can I contact for assistance?**

**Answer**

Michael Williams, Telephone (619) 595-5646 or e-mail mwi@sourcepoint.org

## COMPLETED EXAMPLE FOR INTERSTATE 8 WITH SOME HYPOTHETICAL DATA FOR CALENDAR YEAR 2000

| **Minimum Criteria:** | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Are all the highway segments within 100 km of the US-Mexico border? [**Y/N**] | | | | | | | | **Y** | | | | | |
| Does the highway serve an international Port of Entry? [**Y/N**] | | | | | | | | **Y** | | | | | |
| **For the quantifiable data, please complete the following table.** | | | | | | | | PLEASE SEE END OF FORM FOR FOLLOW-UP QUESTIONS | | | | | |
| | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Average Annual Daily Traffic [AADT] for each segment | Specify the Level of Service [A to F] for each segment during the am/pm peak hours | Specify the traffic volume for each segment during the am/pm peak hours | Specify the segment capacity during the am/pm peak hours | | | | | | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Average Annual Daily Traffic** | **Level Of Service** | **Peak Hour Traffic Volume** | **Peak Hr Traffic-Carrying Capacity** | **<========= AADT Assigned to Corridors =========>** | | | | | | |
| | | | | | | | **A** | **B** | **C** | **D** | **E** | **F** | |
| 1 | 0.000 | 0.458 | 94,676 | C | 12,400 | 16,000 | 94,676 | | | | | | |
| 2 | 0.458 | 3.071 | 72,222 | C | 10,400 | 16,000 | 72,222 | | | | | | |
| 3 | 13.283 | 13.974 | 179,438 | F | 18,800 | 16,000 | | 179,438 | | | | | |
| 4 | 14.927 | 15.326 | 208,882 | F | 19,200 | 16,000 | | 208,882 | | | | | |
| 5 | 15.326 | 15.960 | 239,250 | F | 20,000 | 16,000 | | 239,250 | | | | | |
| 6 | 15.960 | 16.480 | 214,643 | F | 19,800 | 16,000 | | 214,643 | | | | | |
| 7 | 16.480 | 17.387 | 198,235 | F | 18,800 | 16,000 | | 198,235 | | | | | |
| 8 | 17.387 | 18.174 | 167,903 | F | 18,800 | 16,000 | | 167,903 | | | | | |
| 9 | 26.681 | 30.573 | 150,381 | D | 15,900 | 16,000 | | 150,381 | | | | | |
| 10 | 30.573 | 34.025 | 238,666 | F | 20,000 | 16,000 | | 238,666 | | | | | |
| 11 | 38.891 | 41.591 | 187,777 | F | 18,800 | 16,000 | | 187,777 | | | | | |

**Follow Up Questions**

**Source of data:** HPMS database for AADT

**Person Completing Form (Name, Contact information, Organization):** Michael Williams, 619.595.5642, SourcePoint

**Intermodal facilities**

Is this highway served by a railroad through an intermodal facility? [**Y/N**] **Y**

If yes, specify the corridor in which the intermodal facility is in: **A**

If yes, what is the name of the railroad company? **San Diego & Arizona Eastern [SDAE]**

**For Queries Regarding any Question in This Form:** Please contact Michael Williams at SourcePoint, Telephone (619) 595-5646 or e-mail mwi@sourcepoint.org.

## COMPLETED EXAMPLE FOR INTERSTATE 8 WITH SOME PROJECTED DATA FOR CALENDAR YEAR 2020

| Minimum Criteria: | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Are all the highway segments within 100 km of the US-Mexico border? [**Y/N**] | | | | | | | | **Y** | | | | | |
| Does the highway serve an international Port of Entry? [**Y/N**] | | | | | | | | **Y** | | | | | |
| **For the quantifiable data, please complete the following table.** | | | | | | | | PLEASE SEE END OF FORM FOR FOLLOW-UP QUESTIONS | | | | | |
| | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Average Annual Daily Traffic [AADT] for each segment | Specify the Level of Service [A to F] for each segment during the am/pm peak hours | Specify the traffic volume for each segment during the am/pm peak hours | Specify the segment capacity during the am/pm peak hours | | | | | | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Average Annual Daily Traffic** | **Level Of Service** | **Peak Hour Traffic Volume** | **Peak Hr Traffic-Carrying Capacity** | **<========= AADT Assigned to Corridors =========>** | | | | | | |
| | | | | | | | **A** | **B** | **C** | **D** | **E** | **F** | |
| 1 | 0.000 | 0.458 | 121,000 | D | 16,500 | 18,000 | 121,000 | | | | | | |
| 2 | 0.458 | 3.071 | 81,000 | D | 16,000 | 18,000 | 72,900 | | | | | | |
| 3 | 13.283 | 13.974 | 210,000 | F | 20,000 | 18,000 | | 210,000 | | | | | |
| 4 | 14.927 | 15.326 | 265,000 | F | 22,000 | 18,000 | | 265,000 | | | | | |
| 5 | 15.326 | 15.960 | 270,000 | F | 23,000 | 18,000 | | 270,000 | | | | | |
| 6 | 15.960 | 16.480 | 252,000 | F | 21,000 | 18,000 | | 252,000 | | | | | |
| 7 | 16.480 | 17.387 | 248,000 | F | 20,000 | 18,000 | | 248,000 | | | | | |
| 8 | 17.387 | 18.174 | 169,000 | F | 19,500 | 18,000 | | 169,000 | | | | | |
| 9 | 26.681 | 30.573 | 212,000 | F | 21,000 | 18,000 | | 180,000 | | | | | |
| 10 | 30.573 | 34.025 | 362,000 | F | 24,000 | 18,000 | | 362,000 | | | | | |
| 11 | 38.891 | 41.591 | 269,000 | F | 23,000 | 18,000 | | 269,000 | | | | | |

**Follow Up Questions**

**Source of data:** HPMS database for AADT

**Person Completing Form (Name, Contact information, Organization):** Michael Williams, 619.595.5642, SourcePoint

**Intermodal facilities**

Is this highway served by a railroad through an intermodal facility? [**Y/N**] **Y**

If yes, specify the corridor in which the intermodal facility is in: **A**

If yes, what is the name of the railroad company? **San Diego & Arizona Eastern [SDAE]**

**For Queries Regarding any Question in This Form:** Please contact Michael Williams at SourcePoint, Telephone (619) 595-5646 or e-mail mwi@sourcepoint.org.

## DATA FOR CALENDAR YEAR 2000

| Minimum Criteria: | |
|---|---|
| Are all the highway segments within 100 km of the US-Mexico border? [**Y/N**] | **Y** |
| Does the highway serve an international Port of Entry? [**Y/N**] | **Y** |
| **For the quantifiable data, please complete the following table.** | PLEASE SEE END OF FORM FOR FOLLOW-UP QUESTIONS |

| | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Average Annual Daily Traffic [AADT] for each segment | Specify the Level of Service [A to F] for each segment during the am/pm peak hours | Specify the traffic volume for each segment during the am/pm peak hours | Specify the segment capacity during the am/pm peak hours | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Average Annual Daily Traffic** | **Level Of Service** | **Peak Hour Traffic Volume** | **Peak Hr Traffic-Carrying Capacity** | **<========= AADT Assigned to Corridors =========>** | | | | | |
| | | | | | | | **A** | **B** | **C** | **D** | **E** | **F** |
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**Follow Up Questions**

**Source of data:** HPMS database for AADT

**Person Completing Form (Name, Contact information, Organization):** Michael Williams, 619.595.5642, SourcePoint

**Intermodal facilities**

Is this highway served by a railroad through an intermodal facility? [**Y/N**]

If yes, specify the corridor in which the intermodal facility is in:

If yes, what is the name of the railroad company?

**For Queries Regarding any Question in This Form:** Please contact Michael Williams at SourcePoint, Telephone (619) 595-5646 or e-mail mwi@sourcepoint.org.

## DATA FOR CALENDAR YEAR 2020

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Minimum Criteria:** | | | | | | | | | | | | |
| Are all the highway segments within 100 km of the US-Mexico border? [**Y/N**] | | | | | | | | **Y** | | | | |
| Does the highway serve an international Port of Entry? [**Y/N**] | | | | | | | | **Y** | | | | |
| **For the quantifiable data, please complete the following table.** | | | | | | | | PLEASE SEE END OF FORM FOR FOLLOW-UP QUESTIONS | | | | |
| | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Average Annual Daily Traffic [AADT] for each segment | Specify the Level of Service [A to F] for each segment during the am/pm peak hours | Specify the traffic volume for each segment during the am/pm peak hours | Specify the segment capacity during the am/pm peak hours | | | | | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Average Annual Daily Traffic** | **Level Of Service** | **Peak Hour Traffic Volume** | **Peak Hr Traffic-Carrying Capacity** | **<========= AADT Assigned to Corridors =========>** | | | | | |
| | | | | | | | **A** | **B** | **C** | **D** | **E** | **F** |
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| 11 | | | | | | | | | | | | |

**Follow Up Questions**

**Source of data:** HPMS database for AADT

**Person Completing Form (Name, Contact information, Organization):**Michael Williams, 619.595.5642, SourcePoint

**Intermodal facilities**

Is this highway served by a railroad through an intermodal facility? [**Y/N**]

If yes, specify the corridor in which the intermodal facility is in:

If yes, what is the name of the railroad company?

**For Queries Regarding any Question in This Form:** Please contact Michael Williams at SourcePoint, Telephone (619) 595-5646 or e-mail mwi@sourcepoint.org.

## NOTES

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# PART 2- LAND PORTS OF ENTRY: BORDER CROSSINGS INSTRUCTIONS FOR COMPLETING THE PORTS OF ENTRY QUESTIONNAIRE

## INTRODUCTION

This is the second of five questionnaires intended to gather information about the transportation systems in your state. Each questionnaire is a separate Excel spreadsheet and each deals with a different topic [highways, ports of entry, airports, maritime ports and corridors]. The data obtained from these questionnaires will be used to analyze your state's transportation corridors.

Each state has agreed to provide SourcePoint with data for the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] that is endorsed by the US-Mexico Joint Working Committee on Transportation Planning & Programming.

For any queries contact Michael Williams at (619) 595-5646 or e-mail at mwi@sourcepoint.org.

## DEFINITION OF TRANSPORTATION CORRIDOR

A combination of modes that move people, vehicles and goods from one location to another. In general, a transportation corridor is not just one road or rail line, but a combination of modes.

## RETURN THE COMPLETED SPREADSHEET TO SOURCEPOINT

After inserting your responses into this spreadsheet, please return it to Michael Williams at SourcePoint [mwi@sourcepoint.org]. For any queries or uncertainties regarding the questionnaire, please call Michael Williams at (619) 595-5646.

Your timely response is greatly appreciated. Please return the completed spreadsheet by April 4, 2003.

See the "FAQ" tab for answers to frequently asked questions, and please provide comments or clarification in the "Notes" Tab.

## INSTRUCTION FOR COMPLETING THE PORTS OF ENTRY [POE] QUESTIONNAIRE

In each Port of Entry tab, the questionnaire requests the number of north-bound border crossings by trucks, passenger vehicles, buses, rail cars and pedestrians for calendar year 2000 and projected north-bound border crossings for the year 2020. For each POE there is one minimum criteria questions and 10 quantifiable questions.  Please insert your answers into this spreadsheet. In each POE tab the questionnaire also requests data on the volume of goods [in tons] transported across the border, and the value of the those goods [in dollars] transported across the border for calendar year 2000 and projections for calendar year 2020. If a land POE is omitted, please insert it and use the forms in the "Other POE."

## EXAMPLE TABS

There is one example tab of how the questionnaires should be completed. The "Example POE" Tab contains hypothetical data for the Otay Mesa POE for the calendar year 2000 and projections for calendar year 2020.

## FREQUENTLY ASKED QUESTIONS [FAQ]: THE POE QUESTIONNAIRE

1. **What poe did SourcePoint provide in this spreadsheet?**

   **Answer:** POE Names

2. **Can we add a port of entry to the list?**

   **Answer:** Yes

3. **If I decide to add a poe, how do I do it?**

   **Answer:** Use the "Other POE" tab in the far right of the spreadsheet. If you add more than one POE, please insert a tab at the far right. In addition, please write in the "Notes" tab the POE additions you made.

4. **Can we delete a poe from the list?**

   **Answer:** Yes

5. **If I decide to delete a poe, how do I do it?**

   **Answer:** Delete the appropriate tab in the spreadsheet. In addition, please write in the note tab the POE that you deleted.

6. **What happens if I cannot obtain a specific bit of information for the questionnaire [forecasts, for example]?**

   **Answer:** Leave the space blank for the data you cannot obtain and write a note in the "Notes" tab explaining what is missing.

7. **Who can I contact for assistance?**

   Answer: Michael Williams, Telephone 1 619 595 5646 or e-mail mwi@sourcepoint.org.

## COMPLETED EXAMPLE OF OTAY MESA POE WITH SOME HYPOTHETICAL DATA

| Completed Example of Otay Mesa POE with Hypothetical Data | | | |
|---|---|---|---|
| **Minimum Criteria** | | | |
| 1 | Are federal inspection facilities at the POE? [**Y/N**] | **Y** | |
| | | **Border Crossings** | |
| | | **Calendar Year 2000** | **Projections For Calendar Year 2020** |
| **Quantifiable Criteria** | | | |
| 2 | Specify the number of north-bound trucks that cross the border into the United States [US] at this POE. | 280,000 | 500,000 |
| 3 | Specify the volume of goods [in *tons]* transported by the north-bound trucks that cross the border into the US at this POE. | 2,700,000 | 4,500,000 |
| 4 | Specify the value of the goods [in millions of *dollars]* transported by the north-bound trucks that cross the border into the US at this POE. | $11,500.0 | $23,000.0 |
| 5 | Specify the number of north-bound passenger vehicles that cross the border into the US at this POE. | 4,850,000 | 8,000,000 |
| 6 | Specify the number of north-bound buses that cross the border into the US at this POE. | 45,700 | 80,000 |
| 7 | Specify the number of north-bound rail cars that cross the border into the US at this POE. | 3,874 | 12,000 |
| 8 | Specify the volume of goods [in *tons]* transported by the north-bound rail cars that cross the border into the US at this POE. | 380,000 | 700,000 |
| 9 | Specify the number of twenty foot equivalent containers [TEU] transported by the north-bound rail cars that cross the border into the US at this POE. | 10,000 | 30,000 |
| 10 | Specify the value of the goods [in millions of *dollars]* transported by the north-bound rail cars that cross the border into the US at this POE. | $215.1 | $425.6 |
| 11 | Specify the number of north-bound pedestrians that cross the border into the US at this POE. | 670,000 | 3,000,000 |

**Check type of ton used to answer questions 3 & 8**

Question 3: long ton = 2,240 pounds [ ], short ton = 2,000 pounds [ **X** ], metric tonne = 2,200 pounds [ ]

Question 8: long ton = 2,240 pounds [ ], short ton = 2,000 pounds [ **X** ], metric tonne = 2,200 pounds [ ]

**In which county does this POE reside**? San Diego County

**What is the name of the railroad company whose cars cross at this POE?** Burlington Northern Santa Fe [BNSF]

**Sources of Historical Data:** US Customs and local records.

**Sources of Projections:** Michael Williams

**For Queries Regarding any Question in This Form:** Contact Michael Williams at SourcePoint, Telephone 1 619 595 5646 or e-mail mwi@sourcepoint.org.

## BLANK FORM

| POE Name | | | |
|---|---|---|---|
| **Minimum Criteria** | | | |
| 1 | Are federal inspection facilities at the POE? [**Y/N**] | | |
| | | **Border Crossings** | |
| | | **Calendar Year 2000** | **Projections For Calendar Year 2020** |
| **Quantifiable Criteria** | | | |
| 2 | Specify the number of north-bound trucks that cross the border into the United States [US] at this POE. | | |
| 3 | Specify the volume of goods [in *tons]* transported by the north-bound trucks that cross the border into the US at this POE. | | |
| 4 | Specify the value of the goods [in millions of *dollars]* transported by the north-bound trucks that cross the border into the US at this POE. | | |
| 5 | Specify the number of north-bound passenger vehicles that cross the border into the US at this POE. | | |
| 6 | Specify the number of north-bound buses that cross the border into the US at this POE. | | |
| 7 | Specify the number of north-bound rail cars that cross the border into the US at this POE. | | |
| 8 | Specify the volume of goods [in *tons]* transported by the north-bound rail cars that cross the border into the US at this POE. | | |
| 9 | Specify the number of twenty foot equivalent containers [TEU] transported by the north-bound rail cars that cross the border into the US at this POE. | | |
| 10 | Specify the value of the goods [in millions of *dollars]* transported by the north-bound rail cars that cross the border into the US at this POE. | | |
| 11 | Specify the number of north-bound pedestrians that cross the border into the US at this POE. | | |

**Check type of ton used to answer questions 3 & 8**

Question 3: long ton = 2,240 pounds [ ], short ton = 2,000 pounds [ **X** ], metric tonne = 2,200 pounds [ ]

Question 8: long ton = 2,240 pounds [ ], short ton = 2,000 pounds [ **X** ], metric tonne = 2,200 pounds [ ]

**In which county does this POE reside**?

**What is the name of the railroad company whose cars cross at this POE?**

**Sources of Historical Data:**

**Sources of Projections:**

**For Queries Regarding any Question in This Form:** Contact Michael Williams at SourcePoint, Telephone 1 619 595 5646 or e-mail mwi@sourcepoint.org.

## NOTES

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# PART 3- AIRPORTS: VOLUME AND VALUE OF GOODS INSTRUCTIONS FOR COMPLETING THE AIRPORTS QUESTIONNAIRE

## INTRODUCTION

This is the third of five questionnaires intended to gather information about the transportation systems in your state. Each questionnaire is a separate Excel spreadsheet and each deals with a different topic [highways, ports of entry, airports, maritime ports and corridors]. The data obtained from these questionnaires will be used to analyze your state's transportation corridors.

Each state has agreed to provide SourcePoint with data for the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] that is endorsed by the US-Mexico Joint Working Committee on Transportation Planning & Programming.

For any queries contact Michael Williams at (619) 595-5646 or e-mail at mwi@sourcepoint.org.

## DEFINITION OF TRANSPORTATION CORRIDOR

A combination of modes that move people, vehicles and goods from one location to another. In general, a transportation corridor is not just one road or rail line, but a combination of modes.

## RETURN THE COMPLETED SPREADSHEET TO SOURCEPOINT

After inserting your responses into this spreadsheet, please return it to Michael Williams at SourcePoint [mwi@sourcepoint.org]. For any queries or uncertainties regarding the questionnaire, please call Michael Williams at (619) 595-5646.

Your timely response is greatly appreciated. Please return the completed spreadsheet by April 4, 2003.

See the "FAQ" tab for answers to frequently asked questions, and please provide comments or clarification in the "Notes" Tab.

## INSTRUCTION FOR COMPLETING THE AIRPORTS QUESTIONNAIRE

In each airport tab, the questionnaire requests data on the volume of goods [in tons] and the value of goods [in dollars] transported by airplane at the airport in calendar year 2000, projections for the year 2020 and the classification of these goods by whether they were imported or exported. Further, the questionnaire asks you to specify the portion of the goods originating in Mexico, or destined for Mexico. For each airport there are two minimum criteria questions and 25 quantifiable questions. Please insert your answers into this spreadsheet. For the on-land movement of goods that were handled at the airport, the questionnaire requests that you specify the share of goods moved by truck or rail. The questionnaire requests the runway length for each runway in the year 2000 and the planned runway length in the year 2020 with the completion date for the planned expansion. To be included in the data collected on your state, the airport must lie within 100 km of the US-Mexico border, and be identified as an international port of entry. There is one Tab for each airport with the airport's name on the tab. If an airport is omitted, please insert it and use the form in the "Other" tab.

## EXAMPLE TABS

An example of how the questionnaires should be completed is contained in the "Example Airport" tab where some hypothetical data for Lindbergh field are presented.

## FREQUENTLY ASKED QUESTIONS [FAQ]: THE AIRPORTS QUESTIONNAIRE

1. **What airports did SourcePoint provide in this spreadsheet?**

   **Answer:** Airport Names.

2. **Can we add airports to the list?**

   **Answer:** Yes.

3. **If I decide to add an airport, how do I do it?**

   **Answer:** Use the "Other" tab in the far right of the spreadsheet. If you add more than one airport, please insert a tab at the far right. In addition, please write in the "Notes" tab the airport additions you made.

4. **Can we delete airports from the list?**

   **Answer:** Yes.

5. **If I decide to delete an airport, how do I do it?**

   **Answer:** Delete the appropriate tab in the spreadsheet. In addition, please write in the note tab the airport that you deleted.

6. **What are the factors that would help us determine if an airport should be added or subtracted from the list?**

   **Answer:** Two items

   a. Whether the airport is within 100 km of the US-Mexico border
   b. Whether the airport serves an international port of entry

7. **What happens if I cannot obtain a specific bit of information for the questionnaire [forecasts, for example]?**

   **Answer:** Leave the space blank for the data you cannot obtain and write a note in the "Notes" tab explaining what is missing.

8. **Who can I contact for assistance?**

   **Answer:** Michael Williams, Telephone (619) 595-5646 or e-mail mwi@sourcepoint.org

## COMPLETED EXAMPLE OF LINDBERGH AIRPORT WITH SOME HYPOTHETICAL DATA

| | | | |
|---|---|---|---|
| **Completed Example of Lindbergh Airport with Hypothetical Data** | | | |
| **Minimum Criteria** | | | |
| 1 | Is the airport within 100 km of the US-Mexico border? [**Y/N**] | **Y** | |
| 2 | Is the airport designated as an international Port of Entry? [**Y/N**] | **Y** | |
| | | **Calendar Year 2000** | **Projections For Calendar Year 2020** |
| **Quantifiable Criteria** | | | |
| 3 | How many runways are there at this airport? | 1 | 1 |
| 4 | Specify the runway length [in feet] for each runway | | |
| 4a | Runway #1 | 9,400 | 10,500 |
| 4b | Runway #2 | N/A | N/A |
| 4c | Runway #3 | N/A | N/A |
| 5 | If the 2020 runway length is greater than the 2000 runway length, specify the date when the longer runway becomes operational. | | |
| 5a | Runway #1: Jan 2008 | | |
| 5b | Runway #2 | | |
| 5c | Runway #3 | | |
| 6 | Specify the total volume of goods [in *tons]* exported and imported at the airport. | 100,000 | 125,000 |
| 6a | Specify the volume of goods [in *tons] exported* from the airport. | 50,000 | 62,500 |
| 6b | Specify the volume of goods [in *tons] imported* at the airport. | 50,000 | 62,500 |
| 7 | Specify the total volume of goods [in *tons]* exported and imported at the airport to / from Mexico. | 10,000 | 15,000 |
| 7a | Specify the volume of goods [in *tons] exported* from the airport to Mexico. | 5,000 | 7,500 |
| 7b | Specify the volume of goods [in *tons] imported* at the airport from Mexico. | 5,000 | 75,000 |
| 8 | Specify the total value of goods [in millions of *dollars]* exported and imported at the airport. | $115.0 | $140.0 |
| 8a | Specify the value of goods [in millions of *dollars] exported* from the airport. | $55.0 | $65.0 |
| 8b | Specify the value of goods [in millions of *dollars] imported* at the airport. | $60.0 | $75.0 |
| 9 | Specify the total value of goods [in millions of *dollars]* exported and imported at the airport to / from Mexico. | $11.5 | $14.0 |
| 9a | Specify the value of goods [in millions of *dollars] exported* from the airport to Mexico. | $5.5 | $6.5 |
| 9b | Specify the value of goods [in millions of *dollars] imported* at the airport from Mexico. | $6.0 | $7.5 |
| 10 | Is this airport served by a railroad facility? [**Y/N**] | Y | Y |
| 10a | If yes, what is the name of the railroad company? | BNSF | BNSF |
| 11 | What portion of the on-land movement of the goods is transported by trucks? | 90.0% | 90.0% |
| 12 | What portion of the on-land movement of the goods is transported by rail? | 10.0% | 10.0% |

**Check type of ton used to answer questions 6 & 7**

Long ton = 2,240 pounds [ ], short ton = 2,000 pounds [ **X** ], metric tonne = 2,200 pounds [ ]

**Sources of Historical Data:**

**Source of the Forecast Data** Michael Williams

**For Queries Regarding any Question in This Form:** Please contact Michael Williams at SourcePoint, Telephone 1 619 595 5646 or e-mail mwi@sourcepoint.org.

## BLANK FORM

| | | | |
|---|---|---|---|
| | **Airport Name** | | |
| | **Minimum Criteria** | | |
| 1 | Is the airport within 100 km of the US-Mexico border? [**Y/N**] | | |
| 2 | Is the airport designated as an international Port of Entry? [**Y/N**] | | |
| | | **Calendar Year 2000** | **Projections For Calendar Year 2020** |
| | **Quantifiable Criteria** | | |
| 3 | How many runways are there at this airport? | | |
| 4 | Specify the runway length [in feet] for each runway | | |
| 4a | Runway #1 | | |
| 4b | Runway #2 | | |
| 4c | Runway #3 | | |
| 5 | If the 2020 runway length is greater than the 2000 runway length, specify the date when the longer runway becomes operational. | | |
| 5a | Runway #1: Jan 2008 | | |
| 5b | Runway #2 | | |
| 5c | Runway #3 | | |
| 6 | Specify the total volume of goods [in *tons]* exported and imported at the airport. | | |
| 6a | Specify the volume of goods [in *tons] exported* from the airport. | | |
| 6b | Specify the volume of goods [in *tons] imported* at the airport. | | |
| 7 | Specify the total volume of goods [in *tons]* exported and imported at the airport to / from Mexico. | | |
| 7a | Specify the volume of goods [in *tons] exported* from the airport to Mexico. | | |
| 7b | Specify the volume of goods [in *tons] imported* at the airport from Mexico. | | |
| 8 | Specify the total value of goods [in millions of *dollars]* exported and imported at the airport. | | |
| 8a | Specify the value of goods [in millions of *dollars] exported* from the airport. | | |
| 8b | Specify the value of goods [in millions of *dollars] imported* at the airport. | | |
| 9 | Specify the total value of goods [in millions of *dollars]* exported and imported at the airport to / from Mexico. | | |
| 9a | Specify the value of goods [in millions of *dollars] exported* from the airport to Mexico. | | |
| 9b | Specify the value of goods [in millions of *dollars] imported* at the airport from Mexico. | | |
| 10 | Is this airport served by a railroad facility? [**Y/N**] | | |
| 10a | If yes, what is the name of the railroad company? | | |
| 11 | What portion of the on-land movement of the goods is transported by trucks? | | |
| 12 | What portion of the on-land movement of the goods is transported by rail? | | |

**Check type of ton used to answer questions 6 & 7**

Long ton = 2,240 pounds [ ], short ton = 2,000 pounds [ **X** ], metric tonne = 2,200 pounds [ ]

**Sources of Historical Data:**

**Source of the Forecast Data**

**For Queries Regarding any Question in This Form:** Please contact Michael Williams at SourcePoint, Telephone (619) 595 5646 or e-mail mwi@sourcepoint.org.

## NOTES

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# PART 4- MARITIME PORTS: VOLUME AND VALUE OF GOODS INSTRUCTIONS FOR COMPLETING THE MARITIME PORTS QUESTIONNAIRE

## INTRODUCTION

This is the forth of five questionnaires intended to gather information about the transportation systems in your state. Each questionnaire is a separate Excel spreadsheet and each deals with a different topic [highways, ports of entry, maritime ports, maritime ports and corridors]. The data obtained from these questionnaires will be used to analyze your state's transportation corridors.

Each state has agreed to provide SourcePoint with data for the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] that is endorsed by the US-Mexico Joint Working Committee on Transportation Planning & Programming.

For any queries contact Michael Williams at (619) 595-5646or e-mail at mwi@sourcepoint.org.

## DEFINITION OF TRANSPORTATION CORRIDOR

A combination of modes that move people, vehicles and goods from one location to another. In general, a transportation corridor is not just one road or rail line, but a combination of modes.

## RETURN THE COMPLETED SPREADSHEET TO SOURCEPOINT

After inserting your responses into this spreadsheet, please return it to Michael Williams at SourcePoint [mwi@sourcepoint.org]. For any queries or uncertainties regarding the questionnaire, please call Michael Williams at (619) 595-5646.

Your timely response is greatly appreciated. Please return the completed spreadsheet by April 4, 2003.

See the "FAQ" tab for answers to frequently asked questions, and please provide comments or clarification in the "Notes" Tab.

## INSTRUCTION FOR COMPLETING THE MARITIME PORTS QUESTIONNAIRE

In each maritime port tab, the questionnaire requests data on the volume of goods [in tons], the number of 20 foot equivalent containers and the value of goods [in dollars] transported by ship at the maritime port in calendar year 2000, projections for the year 2020 and the classification of these goods by whether they were imported or exported. Further, the questionnaire asks you to specify the portion of the goods originating in Mexico, or destined for Mexico. For each water port there are two minimum criteria questions and 24 quantifiable questions. Please insert your answers into this spreadsheet. For the on-land movement of goods that were handled at the maritime port, the questionnaire requests that you specify the share of goods moved by truck or rail. The questionnaire requests the main channel depth for the maritime port in the year 2000 and the planned channel depth in the year 2020 with a date for completion of the planned expansion. To be included in the data collected on your state, the water port must lie within 100 km of the US-Mexico border, and be identified as an international port of entry. There is one Tab for each water port with the water port's name on the tab. If a water port is omitted, please insert it and use the form in the "Other" tab.

## EXAMPLE TABS

An example of how the questionnaires should be completed is contained in the "Example" tab where some hypothetical data for the Port of San Diego are presented.

## FREQUENTLY ASKED QUESTIONS [FAQ]: THE MARITIME PORTS QUESTIONNAIRE

1. **What maritime ports did SourcePoint provide in this spreadsheet?**

   **Answer:** Maritime port names

2. **Can we add maritime ports to the list?**

   **Answer:** Yes

3. **If I decide to add a maritime port, how do I do it?**

   **Answer:** Use the "Other" tab in the far right of the spreadsheet. If you add more than one maritime port, please insert a tab at the far right. In addition, please write in the "Notes" tab the maritime port additions you made.

4. **Can we delete maritime ports from the list?**

   **Answer:** Yes

5. **If I decide to delete a maritime port, how do I do it?**

   **Answer:** Delete the appropriate tab in the spreadsheet. In addition, please write in the note tab the maritime port that you deleted.

6. **What are the factors that would help us determine if a maritime port should be added or subtracted from the list?**

   **Answer:** Two items.

   a. Whether the maritime port is within 100 km of the US-Mexico border
   b. Whether the maritime port serves an international port of entry

7. **What happens if i cannot obtain a specific bit of information for the questionnaire [forecasts, for example]?**

   **Answer:** Leave the space blank for the data you cannot obtain and write a note in the "Notes" tab explaining what is missing.

8. **Who can I contact for assistance?**

   **Answer:** Michael Williams, Telephone (619) 595-5646or e-mail mwi@sourcepoint.org

## COMPLETED EXAMPLE OF SAN DIEGO'S MARITIME PORT WITH SOME HYPOTHETICAL DATA

| | | | |
|---|---|---|---|
| | **Minimum Criteria** | | |
| 1 | Is the maritime port within 100 km of the US-Mexico border? [**Y/N**] | **Y** | |
| 2 | Is the maritime port designated as an international Port of Entry? [**Y/N**] | **Y** | |
| | | **Border Crossings** | |
| | | **Calendar Year 2000** | **Projections For Calendar Year 2020** |
| | **Quantifiable Criteria** | | |
| 3 | What is the main channel depth [in feet] at this maritime port? | 35 | 42 |
| 4 | If the 2020 channel depth is greater than the 2000 channel depth, specify the *date* when the deeper channel depth becomes operational. | | March 2012 |
| 5 | Specify the total volume of goods [in tons] exported and imported at the maritime port. | 300,000 | 500,000 |
| 5a | Specify the volume of goods [in tons] exported from the maritime port. | 150,000 | 250,000 |
| 5b | Specify the volume of goods [in tons] imported at the maritime port. | 150,000 | 250,000 |
| 6 | Specify the total volume of goods [in tons] exported and imported at the maritime port to / from Mexico. | 30,000 | 50,000 |
| 6a | Specify the number of tons exported from the maritime port to Mexico. | 15,000 | 25,000 |
| 6b | Specify the number of tons imported at the maritime port from Mexico. | 15,000 | 25,000 |
| 7 | Specify the total number of 20 foot equivalent containers [TEUs] exported and imported at the maritime port. | 10,000 | 30,000 |
| 7a | Specify the number of TEUs exported at the maritime port. | 5,000 | 15,000 |
| 7b | Specify the number of TEUs imported at the maritime port. | 5,000 | 15,000 |
| 8 | Specify the number of TEUs exported and imported at the maritime port to / from Mexico. | 500 | 500 |
| 8a | Specify the number of TEUs exported at the maritime port to Mexico. | 250 | 250 |
| 8b | Specify the number of TEUs imported at the maritime port from Mexico. | 250 | 250 |
| 9 | Specify the total value of goods [in millions of dollars] exported and imported at the maritime port. | $50.0 | $140.0 |
| 9a | Specify the value of goods [in millions of dollars] exported from the maritime port. | $25.0 | $65.0 |
| 9b | Specify the value of goods [in millions of dollars] imported at the maritime port. | $25.0 | $75.0 |
| 10 | Specify the total value of goods [in millions of dollars] exported and imported at the maritime port to / from Mexico. | $2.5 | $2.5 |
| 10a | Specify the value of goods [in millions of dollars] exported from the maritime port to Mexico. | $1.5 | $1.5 |
| 10b | Specify the value of goods [in millions of dollars] imported at the maritime port from Mexico. | $1.0 | $1.0 |
| 11 | Is this maritime port served by a railroad facility? [**Y/N**] | Y | Y |
| 11a | If yes, what is the name of the railroad company? | BNSF | BNSF |
| 12 | What portion of the on-land movement of the goods is transported by rail? | 10.0% | 10.0% |
| 13 | What portion of the on-land movement of the goods is transported by trucks? | 90.0% | 90.0% |

**Check type of ton used to answer questions 5 & 6**

Long ton = 2,240 pounds [ ], short ton = 2,000 pounds [ **X** ], metric tonne = 2,200 pounds [ ]

**Sources of Historical Data:**

**Source of the Forecast Data** Michael Williams

**For Queries Regarding any Question in This Form:** Please contact Michael Williams at SourcePoint, Telephone (619) 595-5646or e-mail mwi@sourcepoint.org.

## BLANK MARITIME PORT FORM

| Minimum Criteria | | | |
|---|---|---|---|
| 1 | Is the maritime port within 100 km of the US-Mexico border? [**Y/N**] | | |
| 2 | Is the maritime port designated as an international Port of Entry? [**Y/N**] | | |
| | | **Border Crossings** | |
| | | **Calendar Year 2000** | **Projections For Calendar Year 2020** |
| **Quantifiable Criteria** | | | |
| 3 | What is the main channel depth [in feet] at this maritime port? | | |
| 4 | If the 2020 channel depth is greater than the 2000 channel depth, specify the *date* when the deeper channel depth becomes operational. | | |
| 5 | Specify the total volume of goods [in tons] exported and imported at the maritime port. | | |
| 5a | Specify the volume of goods [in tons] exported from the maritime port. | | |
| 5b | Specify the volume of goods [in tons] imported at the maritime port. | | |
| 6 | Specify the total volume of goods [in tons] exported and imported at the maritime port to / from Mexico. | | |
| 6a | Specify the number of tons exported from the maritime port to Mexico. | | |
| 6b | Specify the number of tons imported at the maritime port from Mexico. | | |
| 7 | Specify the total number of 20 foot equivalent containers [TEUs] exported and imported at the maritime port. | | |
| 7a | Specify the number of TEUs exported at the maritime port. | | |
| 7b | Specify the number of TEUs imported at the maritime port. | | |
| 8 | Specify the number of TEUs exported and imported at the maritime port to / from Mexico. | | |
| 8a | Specify the number of TEUs exported at the maritime port to Mexico. | | |
| 8b | Specify the number of TEUs imported at the maritime port from Mexico. | | |
| 9 | Specify the total value of goods [in millions of dollars] exported and imported at the maritime port. | | |
| 9a | Specify the value of goods [in millions of dollars] exported from the maritime port. | | |
| 9b | Specify the value of goods [in millions of dollars] imported at the maritime port. | | |
| 10 | Specify the total value of goods [in millions of dollars] exported and imported at the maritime port to / from Mexico. | | |
| 10a | Specify the value of goods [in millions of dollars] exported from the maritime port to Mexico. | | |
| 10b | Specify the value of goods [in millions of dollars] imported at the maritime port from Mexico. | | |
| 11 | Is this maritime port served by a railroad facility? [**Y/N**] | | |
| 11a | If yes, what is the name of the railroad company? | | |
| 12 | What portion of the on-land movement of the goods is transported by rail? | | |
| 13 | What portion of the on-land movement of the goods is transported by trucks? | | |

**Check type of ton used to answer questions 5 & 6**

Long ton = 2,240 pounds [ ], short ton = 2,000 pounds [ **X** ], metric tonne = 2,200 pounds [ ]

**Sources of Historical Data:**

**Source of the Forecast Data**

**For Queries Regarding any Question in This Form:** Please contact Michael Williams at SourcePoint, Telephone (619) 595-5646or e-mail mwi@sourcepoint.org.

## NOTES

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# PART 5- IDENTIFYING CORRIDORS INSTRUCTIONS FOR COMPLETING THE CORRIDORS QUESTIONNAIRE

## INTRODUCTION

This is the fifth of five questionnaires intended to gather information about the transportation systems in your state. Each questionnaire is a separate Excel spreadsheet and each deals with a different topic [highways, ports of entry, maritime ports, maritime ports and corridors]. The data obtained from these questionnaires will be used to analyze your state's transportation corridors.

Each state has agreed to provide SourcePoint with data for the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] that is endorsed by the US-Mexico Joint Working Committee on Transportation Planning & Programming.

For any queries contact Michael Williams at (619) 595-5646or e-mail at mwi@sourcepoint.org.

## DEFINITION OF TRANSPORTATION CORRIDOR

A combination of modes that move people, vehicles and goods from one location to another. In general, a transportation corridor is not just one road or rail line, but a combination of modes.

## RETURN THE COMPLETED SPREADSHEET TO SOURCEPOINT

After inserting your responses into this spreadsheet, please return it to Michael Williams at SourcePoint [mwi@sourcepoint.org]. For any queries or uncertainties regarding the questionnaire, please call Michael Williams at (619) 595-5646.

Your timely response is greatly appreciated. Please return the completed spreadsheet by April 4, 2003.

See the "FAQ" tab for answers to frequently asked questions, and please provide comments or clarification in the "Notes" Tab.

## INSTRUCTION FOR COMPLETING THE CORRIDORS QUESTIONNAIRE

In the corridors tab, this questionnaire asks you to identify and name the corridors within 100 km of the US-Mexico border. Assign facilities to corridors by marking an X in each box to specify the corridor in which the facility belongs. A facility may be a highway or railroad. Use the results from Part 1 - Highways to assign highways to corridors. A highway may be assigned to more than one corridor [see Example tab]. Review the list of facilities provided and make sure it is complete - add or delete as necessary. Please provide maps to assist in the description of the transportation systems. Please mail a paper map and electronic files in either portable document format [pdf] by Adobe Acrobat, or a Joint Photographic Expert Group [JPEG] file. Mail both to Michael Williams, SourcePoint, 401 B Street, Suite 800, San Diego, CA 92101-4231.

## EXAMPLE TABS

An example of how the corridor tab should be completed is contained in the "Example" tab where some corridor names, highways and a railroad are entered.

## SOCIO-ECON TAB

In the socio-econ tab, please provide the following socio-economic data for your state and for all counties that are within 100 km of the US-Mexico border:

1. The population for 1995, 2000 and a projection for 2020
2. The number of people employed in 1995, 2000 and a projection for 2020.
3. The dollar value of your trade with Mexico for 1995, 2000 and a projection for 2020.
4. Personal Income [in dollars] for 1995, 2000 and a projection for 2020.

Data for 1995 is requested as this signifies the beginning of the North American Free Trade Agreement [NAFTA].

## FREQUENTLY ASKED QUESTIONS [FAQ]: THE CORRIDORS QUESTIONNAIRE

1. **Where do I get the names for the corridors?**

   **Answer:** It is up to each state to name their corridors.

2. **Can highways and railroads be in more than one corridor?**

   **Answer:** Yes. It is up to the state to decide which corridor, or corridors, each highway and railroad is in. If a highway is divided among more than corridor, it has to be done at the segment level – and this is contained in Part 1.

3. **Can we add or delete highways from the list**

   **Answer:** Yes. Use the information from Part 1 to revise the list of highways in the Corridors questionnaire. If you do make changes, please specify the changes in the "Notes" tab.

4. **What happens if I cannot obtain a specific bit of information for the questionnaire [forecasts, for example]?**

   **Answer:** Leave the space blank for the data you cannot obtain and write a note in the "Notes" tab explaining what is missing.

5. **Who can I contact for assistance?**

   **Answer:** Michael Williams, Telephone (619) 595 5646 or e-mail mwi@sourcepoint.org

## COMPLETED EXAMPLE OF CORRIDORS AND FACILITIES IN CALIFORNIA

| Completed Example of Corridors and Facilities in California | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Corridors | | | | | | Comments |
| | A | B | C | D | E | F | |
| **Name of Corridor [defined by user]:** | West Coast | Alameda | Economic Lifeline | | | | |
| | | | | | | | |
| **Facility** | | | | | | | |
| **Highways - Place an X in the box** | | | | | | | |
| **The highway must be within 100 km of the US-Mexico Border and serve an international POE** | | | | | | | |
| Interstate - 5 [I-5] | **X** | | | | | | |
| I-8 | **X** | **X** | | | | | I-8 is allocated to 2 corridors. |
| I-15 | | | **X** | | | | |
| Others: | | | | | | | |
| **Railroads - Place an X in the box** | | | | | | | |
| **The rail line must be within 100 km of the US-Mexico Border and serve an international POE** | | | | | | | |
| BNSF | **X** | | | | | | |
| Other: | | | | | | | |

**For Queries Regarding any Question in This Form:**
Please contact Michael Williams at SourcePoint, Telephone (619) 595-5646or e-mail mwi@sourcepoint.org.

## BLANK CORRIDORS AND FACILITIES FORM

| Corridors and Facilities | | | | | | | |
|---|---|---|---|---|---|---|---|
| | Corridors | | | | | | Comments |
| | A | B | C | D | E | F | |
| Name of Corridor [defined by user]: | | | | | | | |
| | | | | | | | |
| Facility | | | | | | | |
| Highways - Place an X in the box | | | | | | | |
| The highway must be within 100 km of the US-Mexico Border and serve an international POE | | | | | | | |
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| | | | | | | | I-8 is allocated to 2 corridors. |
| | | | | | | | |
| Others: | | | | | | | |
| Railroads - Place an X in the box | | | | | | | |
| The rail line must be within 100 km of the US-Mexico Border and serve an international POE | | | | | | | |
| | | | | | | | |
| Other: | | | | | | | |
| **For Queries Regarding any Question in This Form:** Please contact Michael Williams at SourcePoint, Telephone (619) 595-5646or e-mail mwi@sourcepoint.org. | | | | | | | |

## BLANK SOCIO-ECONOMIC FORM

| Socio-Economic Information for your State and Counties: | | | |
|---|---|---|---|
| **All Counties are *within 100 km of the US-Mexican border*.** | | | |
| | **1995** | **2000** | **2020** |
| Please provide the following data for the state of State Name*[state totals]*: | | | |
| **Population:** | | | |
| **Employment [number of employees]:** | | | |
| **Cross Border Trade with Mexico [in dollars]:** | | | |
| **Personal Income [in dollars]:** | | | |
| Please provide the following data for the County of ***County Name***: | | | |
| **Population:** | | | |
| **Employment [number of employees]:** | | | |
| **Cross Border Trade with Mexico [in dollars]:** | | | |
| **Regional Product [in dollars] OR:** | | | |
| **Personal Income [in dollars]:** | | | |
| Please provide the following data for the County of ***County Name***: | | | |
| **Population:** | | | |
| **Employment [number of employees]:** | | | |
| **Cross Border Trade with Mexico [in dollars]:** | | | |
| **Regional Product [in dollars] OR:** | | | |
| **Personal Income [in dollars]:** | | | |
| In the event there are more counties, please provide their name and answer the following questions: | | | |
| **County Name**: | | | |
| **Population:** | | | |
| **Employment [number of employees]:** | | | |
| **Cross Border Trade with Mexico [in dollars]:** | | | |
| **Regional Product [in dollars] OR:** | | | |
| **Personal Income [in dollars]:** | | | |
| **Sources of Data:** | | | |
| *Population:* | | | |
| *Employment:* | | | |
| *Mexican Trade:* | | | |
| *Personal Income* | | | |

**Suggested Sources for Historical Data [if you need assistance]:**

*Population* = US Department of Commerce, Bureau of Economic Analysis, http://www.bea.doc.gov/bea/regional/reis/

*Employment* = US Department of Commerce, Bureau of Economic Analysis, http://www.bea.doc.gov/bea/regional/reis/

*Mexican Trade* = US Department of Transportation, Transborder Surface Freight Data, http://www.bts.gov/transborder/

*Personal Income* = US Department of Commerce, Bureau of Economic Analysis http://www.bea.doc.gov/bea/regional/reis/

**For Queries Regarding any Question in This Form:**

Please contact Michael Williams at SourcePoint, Telephone (619) 595-5646or e-mail mwi@sourcepoint.org.

## NOTES

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# PARTE 1-CARRETERAS: ASIGNANDO INFORMACIÓN A LOS CORREDORES INSTRUCCIONES PARA COMPLETAR EL CUESTIONARIO DE CARRETERAS

## INTRODUCCION

Este es el primero de cinco cuestionarios elaborados con el propósito de reunir información acerca de los sistemas del transporte en su estado. Cada cuestionario es una hoja electrónica en Excel y cada una trata de temas diferentes [carreteras, cruces fronterizos, aeropuertos, puertos marítimos, ferrocarriles y corredores]. Los datos obtenidos en estos cuestionarios se usarán para analizar los corredores de transporte de su estado.

Los estados acordaron proporcionar a SourcePoint los datos para el Estudio de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y que es endosado por el Comité Conjunto de Trabajo de México-EUA sobre Planeación y Programación de Transporte.

Para cualquier pregunta, por favor contactar a Santiago Dávila al (619) 595-5635 o e-mail a sda@sourcepoint.org.

## DEFINICION DE UN CORREDOR DE TRANSPORTE

Combinación de medios por los que se transportan gente, vehículos y bienes de un lugar a otro. Un corredor de transporte no es solo una carretera o una línea de ferrocarril, sino una combinación de modos.

## REGRESAR LA HOJA ELECTRONICA COMPLETADA A SOURCEPOINT

Después de insertar sus respuestas en la hoja electrónica, por favor regresar la hoja a Santiago Dávila a SourcePoint [sda@sourcepoint.org]. Por favor contactar a Santiago Dávila a SourcePoint para cualquier aclaración al (619) 595-5635.

Su oportuna respuesta será apreciada. Por favor regresar la completa hoja electrónica antes del 7 de Abril, 2003.

Vea la cejilla "FAQ" para respuestas a pregentas frecuentes. Por Favor Proporcione Comentarios y Clarificaciones en la Cejilla de Notas.

## INSTRUCCIONES PARA COMPLETAR EL CUESTIONARIO DE CARRETERAS

En cada cejilla de carreteras, el cuestionario requiere el Aforo Promedio [AADT, por sus siglas en inglés] por segmento para cada carretera, para el año 2000 y la asignación de ese Aforo Promedio a más de un corredor. Además, el Aforo Promedio proyectado para el año 2020 es también requerido por segmento, para cada carretera y debe ser asignado a más de un corredor. También requerimos el Nivel de Servicio [NDS], el volumen de tráfico, la capacidad de tráfico para cada segmento durante la hora pico de la mañana y la tarde para el año 2000, y las proyecciones para el año 2020. Todas las instalaciones tienen que estar dentro de los 100 Km. de la frontera entre México-EUA y deben servir como Puerta de Entrada internacional. Para cada carretera hay dos preguntas de criterio mínimo y otras 16 preguntas. Por favor inserte sus respuestas en esta Hoja Electrónica.

Para cada carretera hay un cejilla para colectar información para el año 2000, y otra cejilla para colectar proyecciones para el año 2020.

**Clave**: "Copiar y Pegar" la información de segmentos de su base de datos a la hoja electrónica en Excel para facilitar su trabajo. Necesitamos toda esta información en forma electrónica. Cada estado debe especificar los segmentos de cada carretera y también especificar los corredores. Por favor verificar la lista de corredores en la parte de arriba de cada cejilla de carretera. Si la cejilla omite algún corredor, por favor insertar ese corredor que falta. De la misma manera, si usted necesita añadir segmentos, por favor insertarlos el la parte de abajo de la cejilla. Si una carretera es omitida, por favor insertarla y usar las cejillas con el nombre "Otro 2000" y "Otro 2020". Si una carretera no esta en actual operación, pero esta en etapa de construcción y operación empezara entre la fecha de hoy y el año 2020, por favor añadir la carretera en la cejilla con el nombre "Otro 2020".

## CEJILLAS DE EJEMPLO

Hay dos cejillas de ejemplo de como se deben llenar los cuestionarios. La cejilla "Ejemplo 2000" contiene infamación hipotética para la carretera Interestatal 8 [I-8] para el año 2000 mientras que la cejilla "Ejemplo 2020" contiene información hipotética para I-8 para el año 2020.

## PREGUNTAS FRECUENTES: CUESTIONARIO DE CARRETERAS

1. **¿Que carreteras fueron proporcionadas por SourcePoint?**

   **Respuesta:** Carretera Mexicana

2. **¿Se pueden añadir carreteras a la lista?**

   **Respuesta:** Sí.

3. **¿Si se decide añadir una carretera, como lo hago?**

   **Respuesta:** Usar la cejilla "Otra 2000" y la cejilla "Otra 2020" a la derecha de la hoja electrónica. Si se va a añadir más de una carretera, por favor insertar cejillas a la derecha. También proporcionar los cambios hechos en la cejilla de "Notas".

4. **¿Podemos borrar  carreteras de la lista?**

   **Respuesta:** Sí.

5. **¿Si decido borrar una carretera, como lo hago?**

   **Respuesta:** Borrar la cejilla en la hoja electrónica. También proporcionar los cambios hechos en la cejilla de "Notas".

6. **¿Cuales son los factores que determinarian si una carretera debe ser añadida o borrada de la lista proporcionada?**

   **Respuesta:** Dos factores.

   a. Si la carretera esta dentro de los 100 Km. de la frontera entre México-EUA

   b. Si la carretera sirve como un punto de entrada internacional

7. **¿Que pasa si no se puede conseguir información especifica acerca de una pregunta en el cuestionario?**

   **Respuesta:** Dejar el espacio vacío y explicar en la cejilla de "Notas" qué información, y por qué, fue omitida.

8. **¿Quien decide que segmentos de cada carretera se incluyen?**

   **Respuesta:** Su estado decide. Sugerimos analice su banco de datos para poder obtener información específica para cada carretera.

9. **¿Tengo que ingresar la información de cada segmento en el cuestionario?**

**Respuesta:** Sugerimos que "copie y pegue" la información dentro de cada hoja electrónica. Cuando pida la información, tratar de que esta información sea proporcionada en formato de hoja electrónica, de esa manera se puede copiar fácilmente entre cuestionarios.

**10. ¿Puede asignarse una carretera a mas de un corredor?**

**Respuesta:** Sí, depende de las preferencias de cada estado. Si una carretera forma parte de más de un corredor, cada estado decide que segmento de carretera se incluye en cada corredor.

**11. ¿A quien puedo contactar para asistencia?**

**Respuesta:** A Santiago Dávila, Teléfono (619) 595 5646 o e-mail sda@sourcepoint.org.

## EJEMPLO COMPLETADO PARA LA CARRETERA INTERESTATAL 8 CON INFORMACION HIPOTETICA PARA EL AÑO 2000

| **Criterio Mínimo:** | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hay segmentos de carretera dentro de los 100 Km. de la frontera México-EUA? [**S/N**] | | | | | | | **S** | | | | | |
| Sirve la carretera a una Puerta de Entrada internacional? [**S/N**] | | | | | | | **S** | | | | | |
| **Para la información cuantificable, por favor completar la siguiente tabla.** | | | | | | | ***VER FINAL DE ESTA CEJILLA PARA MAS PREGUNTAS*** | | | | | |
| | Especifique el kilómetro donde el segmento empieza | Especifique el kilómetro donde el segmento termina | Especifique el Aforo Promedio [AP] y trafico para cada segmento | Especifique el Nivel de Servicio [De A a F] para cada segmento durante la hora pico am/pm | Especifique el volumen de trafico para cada segmento durante la hora pico am/pm | Especifique la capacidad del segmento durante la hora pico am/pm | | | | | | |
| | **Seg-mento #** | **Km. Inicial** | **Km. Final** | **Aforo Promedio** | **Nivel De Servicio** | **Volumende Trafico en Hora** | **<===== Aforo Promedio asignado a Corredores =====>** | | | | | |
| | | | | | | | **A** | **B** | **C** | **D** | **E** | **F** |
| 1 | 0.000 | 0.458 | 94,676 | C | 12,400 | 16,000 | 94,676 | | | | | |
| 2 | 0.458 | 3.071 | 72,222 | C | 10,400 | 16,000 | 72,222 | | | | | |
| 3 | 13.283 | 13.974 | 179,438 | F | 18,800 | 16,000 | | 179,438 | | | | |
| 4 | 14.927 | 15.326 | 208,882 | F | 19,200 | 16,000 | | 208,882 | | | | |
| 5 | 15.326 | 15.960 | 239,250 | F | 20,000 | 16,000 | | 239,250 | | | | |
| 6 | 15.960 | 16.480 | 214,643 | F | 19,800 | 16,000 | | 214,643 | | | | |
| 7 | 16.480 | 17.387 | 198,235 | F | 18,800 | 16,000 | | 198,235 | | | | |
| 8 | 17.387 | 18.174 | 167,903 | F | 18,800 | 16,000 | | 167,903 | | | | |
| 9 | 26.681 | 30.573 | 150,381 | D | 15,900 | 16,000 | | 150,381 | | | | |
| 10 | 30.573 | 34.025 | 238,666 | F | 20,000 | 16,000 | | 238,666 | | | | |
| 11 | 38.891 | 41.591 | 187,777 | F | 18,800 | 16,000 | | 187,777 | | | | |

**Otras Preguntas**

**Fuente de Datos:** base de datos HPMS para AADT

**Individuo llenando Formulario (Nombre, Información de Contacto, Organización**

**Instalaciones Intermodales**

Especifique si la carretera es servida por una línea de tren por medio de una instalación intermodal? **[S/N]** **S**

Si es, especifique el corredor en en cual esta la instalación intermodal? **A**

Si es, especifique el nombre de la compañía de ferrocarril? **San Diego & Arizona Eastern [SDAE]**

**Preguntas acerca de esta página:** Por favor contactar a Santiago Dávila en SourcePoint para cualquier aclaración al TEL: 619 595 5635 o e-mail a sda@sourcepoint.org.

## EJEMPLO COMPLETADO PARA LA CARRETERA INTERESTATAL 8 CON INFORMACION HIPOTETICA PARA EL AÑO 2020

| **Criterio Mínimo:** | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hay segmentos de carretera dentro de los 100 Km. de la frontera México-EUA? [**S/N**] | | | | | | | **S** | | | | | |
| Sirve la carretera a una Puerta de Entrada internacional? [**S/N**] | | | | | | | **S** | | | | | |
| **Para la información cuantificable, por favor completar la siguiente tabla.** | | | | | | | ***VER FINAL DE ESTA CEJILLA PARA MAS PREGUNTAS*** | | | | | |
| | Especifique el kilómetro donde el segmento empieza | Especifique el kilómetro donde el segmento termina | Especifique el Aforo Promedio [AP] y trafico para cada segmento | Especifique el Nivel de Servicio [De A a F] para cada segmento durante la hora pico am/pm | Especifique el volumen de trafico para cada segmento durante la hora pico am/pm | Especifique la capacidad del segmento durante la hora pico am/pm | | | | | | |
| | **Seg-mento #** | **Km. Inicial** | **Km. Final** | **Aforo Promedio** | **Nivel De Servicio** | **Volumende Trafico en Hora** | **<===== Aforo Promedio asignado a Corredores =====>** | | | | | |
| | | | | | | | **A** | **B** | **C** | **D** | **E** | **F** |
| 1 | 0.000 | 0.458 | 121,000 | D | 16,500 | 18,000 | 121,000 | | | | | |
| 2 | 0.458 | 3.071 | 81,000 | D | 16,000 | 18,000 | 72,900 | | | | | |
| 3 | 13.283 | 13.974 | 210,000 | F | 20,000 | 18,000 | | 210,000 | | | | |
| 4 | 14.927 | 15.326 | 265,000 | F | 22,000 | 18,000 | | 265,000 | | | | |
| 5 | 15.326 | 15.960 | 270,000 | F | 23,000 | 18,000 | | 270,000 | | | | |
| 6 | 15.960 | 16.480 | 252,000 | F | 21,000 | 18,000 | | 252,000 | | | | |
| 7 | 16.480 | 17.387 | 248,000 | F | 20,000 | 18,000 | | 248,000 | | | | |
| 8 | 17.387 | 18.174 | 169,000 | F | 19,500 | 18,000 | | 169,000 | | | | |
| 9 | 26.681 | 30.573 | 212,000 | F | 21,000 | 18,000 | | 180,000 | | | | |
| 10 | 30.573 | 34.025 | 362,000 | F | 24,000 | 18,000 | | 362,000 | | | | |
| 11 | 38.891 | 41.591 | 269,000 | F | 23,000 | 18,000 | | 269,000 | | | | |

**Otras Preguntas**

**Fuente de Datos:** base de datos HPMS para AADT

**Individuo llenando Formulario (Nombre, Información de Contacto, Organización**

**Instalaciones Intermodales**

Especifique si la carretera es servida por una línea de tren por medio de una instalación intermodal? **[S/N]** **S**

Si es, especifique el corredor en en cual esta la instalación intermodal? **A**

Si es, especifique el nombre de la compañía de ferrocarril? **San Diego & Arizona Eastern [SDAE]**

**Preguntas acerca de esta página:** Por favor contactar a Santiago Dávila en SourcePoint para cualquier aclaración al TEL: 619 595 5635 o e-mail a sda@sourcepoint.org.

## CARRETERA MX PARA EL AÑO 2000

| **Criterio Mínimo:** | |
|---|---|
| Hay segmentos de carretera dentro de los 100 Km. de la frontera México-EUA? [**S/N**] | |
| Sirve la carretera a una Puerta de Entrada internacional? [**S/N**] | |
| **Para la información cuantificable, por favor completar la siguiente tabla.** | ***VER FINAL DE ESTA CEJILLA PARA MAS PREGUNTAS*** |

| | Especifique el kilómetro donde el segmento empieza | Especifique el kilómetro donde el segmento termina | Especifique el Aforo Promedio [AP] y trafico para cada segmento | Especifique el Nivel de Servicio [De A a F] para cada segmento durante la hora pico am/pm | Especifique el volumen de trafico para cada segmento durante la hora pico am/pm | Especifique la capacidad del segmento durante la hora pico am/pm | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Seg-mento #** | **Km. Inicial** | **Km. Final** | **Aforo Promedio** | **Nivel De Servicio** | **Volumende Trafico en Hora** | **<===== Aforo Promedio asignado a Corredores =====>** | | | | | |
| | | | | | | | **A** | **B** | **C** | **D** | **E** | **F** |
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**Otras Preguntas**

**Fuente de Datos:**

**Individuo llenando Formulario (Nombre, Información de Contacto, Organización)**

**Instalaciones Intermodales**

Especifique si la carretera es servida por una línea de tren por medio de una instalación intermodal? **[S/N]**

Si es, especifique el corredor en en cual esta la instalación intermodal?

Si es, especifique el nombre de la compañía de ferrocarril?

**Preguntas acerca de esta página:** Por favor contactar a Santiago Dávila en SourcePoint para cualquier aclaración al TEL: 619 595 5635 o e-mail a sda@sourcepoint.org.

## CARRETERA MX PARA EL AÑO 2020

| **Criterio Mínimo:** | |
|---|---|
| Hay segmentos de carretera dentro de los 100 Km. de la frontera México-EUA? [**S/N**] | |
| Sirve la carretera a una Puerta de Entrada internacional? [**S/N**] | |
| **Para la información cuantificable, por favor completar la siguiente tabla.** | ***VER FINAL DE ESTA CEJILLA PARA MAS PREGUNTAS*** |

| | Especifique el kilómetro donde el segmento empieza | Especifique el kilómetro donde el segmento termina | Especifique el Aforo Promedio [AP] y trafico para cada segmento | Especifique el Nivel de Servicio [De A a F] para cada segmento durante la hora pico am/pm | Especifique el volumen de trafico para cada segmento durante la hora pico am/pm | Especifique la capacidad del segmento durante la hora pico am/pm | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Seg-mento #** | **Km. Inicial** | **Km. Final** | **Aforo Promedio** | **Nivel De Servicio** | **Volumende Trafico en Hora** | **<===== Aforo Promedio asignado a Corredores =====>** | | | | | |
| | | | | | | | **A** | **B** | **C** | **D** | **E** | **F** |
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**Otras Preguntas**

**Fuente de Datos:**

**Individuo llenando Formulario (Nombre, Información de Contacto, Organización)**

**Instalaciones Intermodales**

Especifique si la carretera es servida por una línea de tren por medio de una instalación intermodal? **[S/N]**

Si es, especifique el corredor en en cual esta la instalación intermodal?

Si es, especifique el nombre de la compañía de ferrocarril?

**Preguntas acerca de esta página:** Por favor contactar a Santiago Dávila en SourcePoint para cualquier aclaración al TEL: 619 595 5635 o e-mail a sda@sourcepoint.org.

## NOTAS

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# PARTE 2- CRUCES FRONTERIZOS
# INSTRUCCIONES PARA COMPLETAR EL CUESTIONARIO DE CRUCES FRONTERIZOS [CF]

## INTRODUCCION

Este es el quinto de cinco cuestionarios elaborados con el propósito de reunir información acerca de los sistemas del transporte en su estado. Cada cuestionario es una hoja electrónica en Excel y cada una trata de temas diferentes [carreteras, cruces fronterizos, aeropuertos, puertos marítimos, ferrocarriles y corredores]. Los datos obtenidos en estos cuestionarios se usarán para analizar los corredores de transporte de su estado.

Los estados acordaron proporcionar a SourcePoint los datos para el Estudio de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y que es endosado por el Comité Conjunto de Trabajo de México-EUA sobre Planeación y Programación de Transporte.

Para cualquier pregunta, por favor contactar a Santiago Dávila al (619) 595-5635 o e-mail a sda@sourcepoint.org.

## DEFINICION DE UN CORREDOR DE TRANSPORTE

Combinación de medios por los que se transportan gente, vehículos y bienes de un lugar a otro. Un corredor de transporte no es solo una carretera o una línea de ferrocarril, sino una combinación de modos.

## REGRESAR LA HOJA ELECTRONICA COMPLETADA A SOURCEPOINT

Después de insertar sus respuestas en la hoja electrónica, por favor regresar la hoja a Santiago Dávila a SourcePoint [sda@sourcepoint.org]. Por favor contactar a Santiago Dávila a SourcePoint para cualquier aclaración al (619) 595-5635.

Su oportuna respuesta será apreciada. Por favor regresar la completa hoja electrónica antes del 7 de Abril, 2003.

Vea la cejilla "FAQ" para respuestas a pregentas frecuentes. Por Favor Proporcione Comentarios y Clarificaciones en la Cejilla de Notas.

## INSTRUCCIONES PARA COMPLETAR EL CUESTIONARIO DE CRUCES FRONTERIZOS [CF]

En cada cejilla de Cruce Fronterizo, el cuestionarios requiere el número de cruces en dirección sur de camiones, vehículos de pasajeros, autobuses, vagones de tren y peatones en el año 2000 así como los cruces en dirección sur para el año 2020. Para cada Puerto Fronterizo hay un criterio mínimo y 10 preguntas cuantificables. Por favor insertar sus respuestas en esta hoja electrónica. Para cada cejilla de Cruce Fronterizo, el cuestionario requiere información acerca del volumen y valor de carga [en toneladas y en pesos] transportadas a través de la frontera en el año 2000 así como sus proyecciones para el año 2020. Si se omitió un Puerto de Entrada, por favor de insertarlo en la cejilla llamada "Otro CF."

## CEJILLAS DE EJEMPLO

Hay una cejilla de ejemplo de como se debe llenar este cuestionario. La cejilla "Ejemplo CF" contiene información hipotética para el cruce fronterizo de Otay Mesa para el año 2000 y proyecciones para el año 2020.

## PREGUNTAS FRECUENTES: CUESTIONARIO DE CRUCES FRONTERIZOS

1. **¿Que Cruces Fronterizos fueron proporcionados por Sourcepoint?**

   **Respuesta:** Cruce Fronterizo

2. **¿Se pueden añadir Cruces Fronterizos a la lista?**

   **Respuesta:** Sí.

3. **¿Si se decide añadir un Cruce Fronterizo, como lo hago?**

   **Respuesta:** Usar la cejilla "Otra CF" a la derecha de la hoja electrónica. Si se va a añadir más de un cruce fronterizo, por favor insertar cejillas a la derecha. También proporcionar los cambios hechos en la cejilla de "Notas".

4. **¿Podemos borrar Cruces Fronterizos de la lista?**

   **Respuesta:** Sí.

5. **¿Si decido borrar un Cruce Fronterizo, como lo hago?**

   **Respuesta:** Borrar la cejilla en la hoja electrónica. También proporcionar los cambios hechos en la cejilla de "Notas".

6. **¿Que pasa si no se puede conseguir información especifica acerca de una pregunta en el cuestionario?**

   **Respuesta:** Dejar el espacio vacío y explicar en la cejilla de "Notas" qué información, y por qué, fue omitida.

7. **¿A quien puedo contactar para asistencia?**

   **Respuesta:** A Santiago Dávila, Teléfono (619) 595 5646 o e-mail sda@sourcepoint.org.

## EJEMPLO DE FORMATO COMPLETO PARA EL CRUCE FRONTERIZO

| Criterio Mínimo | | | |
|---|---|---|---|
| 1 | ¿Hay inspecciones federales en el CF? [**S/N**] | **S** | |
| | | **Cruces Fronterizos** | |
| | | **Año 2000** | **Proyecciones Para el Año 2020** |
| **Criterio Cuantificable** | | | |
| 2 | Especifique el número de camiones que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | 280,000 | 500,000 |
| 3 | Especifique el volumen de la carga [en toneladas] transportada por camiones que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | 2,700,000 | 4,500,000 |
| 4 | Especifique el valor de la carga [en pesos] transportada por camiones que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | $11,500.0 | $23,000.0 |
| 5 | Especifique el número de vehículos privados que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | 4,850,000 | 8,000,000 |
| 6 | Especifique el número de autobuses que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | 45,700 | 80,000 |
| 7 | Especifique el número de vagones de tren que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | 3,874 | 12,000 |
| 8 | Especifique el volumen de la carga [en toneladas] transportada por tren que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | 380,000 | 700,000 |
| 9 | Especifique el número de vagones equivalentes a 20 pies, transportados por trenes que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | 10,000 | 30,000 |
| 10 | Especifique el valor de la carga [en pesos] transportada por tren en dirección norte que cruzan la frontera a los EUA por este cruce fronterizo. | $215.1 | $425.6 |

**Especifique qué valor de tonelada usó para contestar las preguntas 3 y 8**

Pregunta 3: ton larga = 2,240 libras [ ], ton corta = 2,000 libras [ **X** ], ton métrica = 2,200 libras [ ]

Pregunta 8: ton larga = 2,240 libras [ ], ton corta = 2,000 libras [ **X** ], ton métrica = 2,200 libras [ ]

**¿En qué municipio reside este Cruce Fronterizo**? Municipio de San Diego
**¿Cuál es el nombre de la compañía de ferrocarril que cruza este puerto de entrada?** Burlington Northern Santa Fe [BNSF]

**Fuente de Información Histórica:** Servicio de Aduanas de Estados Unidos y archivos locales.

**Fuente de Proyecciones:** Michael Williams
**Para preguntas y aclaraciones en este cuestionario:** Por favor contactar a Santiago Dávila en SourcePoint, Teléfono (619) 595-5635 o e-mail sda@sourcepoint.org.

## CRUCE FRONTERIZO

| Criterio Mínimo | | | |
|---|---|---|---|
| 1 | ¿Hay inspecciones federales en el CF? [**S/N**] | | |
| | | **Cruces Fronterizos** | |
| | | **Año 2000** | **Proyecciones Para el Año 2020** |
| **Criterio Cuantificable** | | | |
| 2 | Especifique el número de camiones que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | | |
| 3 | Especifique el volumen de la carga [en toneladas] transportada por camiones que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | | |
| 4 | Especifique el valor de la carga [en pesos] transportada por camiones que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | | |
| 5 | Especifique el número de vehículos privados que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | | |
| 6 | Especifique el número de autobuses que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | | |
| 7 | Especifique el número de vagones de tren que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | | |
| 8 | Especifique el volumen de la carga [en toneladas] transportada por tren que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | | |
| 9 | Especifique el número de vagones equivalentes a 20 pies, transportados por trenes que cruzan la frontera en dirección norte hacia los EUA por este cruce fronterizo. | | |
| 10 | Especifique el valor de la carga [en pesos] transportada por tren en dirección norte que cruzan la frontera a los EUA por este cruce fronterizo. | | |

**Especifique qué valor de tonelada usó para contestar las preguntas 3 y 8**

Pregunta 3: ton larga = 2,240 libras [ ], ton corta = 2,000 libras [ ], ton métrica = 2,200 libras [ ]

Pregunta 8: ton larga = 2,240 libras [ ], ton corta = 2,000 libras [ ], ton métrica = 2,200 libras [ ]

**¿En qué municipio reside este Cruce Fronterizo**?

**¿Cuál es el nombre de la compañía de ferrocarril que cruza este puerto de entrada?**

**Fuente de Información Histórica:**

**Fuente de Proyecciones:**

**Para preguntas y aclaraciones en este cuestionario:** Por favor contactar a Santiago Dávila en SourcePoint, Teléfono (619) 595-5635 o e-mail sda@sourcepoint.org.

## NOTAS

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## PARTE 3-AEROPUERTOS: VOLUMEN Y VALOR DE LA CARGA INSTRUCCIONES PARA COMPLETAR EL CUESTIONARIO DE AEROPUERTOS

### INTRODUCCION

Este es el tercero de cinco cuestionarios elaborados con el propósito de reunir información acerca de los sistemas del transporte en su estado. Cada cuestionario es una hoja electrónica en Excel y cada una trata de temas diferentes [carreteras, cruces fronterizos, aeropuertos, puertos marítimos, ferrocarriles y corredores]. Los datos obtenidos en estos cuestionarios se usarán para analizar los corredores de transporte de su estado.

Los estados acordaron proporcionar a SourcePoint los datos para el Estudio de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y que es endosado por el Comité Conjunto de Trabajo de México-EUA sobre Planeación y Programación de Transporte.

Para cualquier pregunta, por favor contactar a Santiago Dávila al (619) 595-5635 o e-mail a sda@sourcepoint.org.

### DEFINICION DE UN CORREDOR DE TRANSPORTE

Combinación de medios por los que se transportan gente, vehículos y bienes de un lugar a otro. Un corredor de transporte no es solo una carretera o una línea de ferrocarril, sino una combinación de modos.

### REGRESAR LA HOJA ELECTRONICA COMPLETADA A SOURCEPOINT

Después de insertar sus respuestas en la hoja electrónica, por favor regresar la hoja a Santiago Dávila a SourcePoint [sda@sourcepoint.org]. Por favor contactar a Santiago Dávila a SourcePoint para cualquier aclaración al (619) 595-5635.

Su oportuna respuesta será apreciada. Por favor regresar la completa hoja electrónica antes del 7 de Abril, 2003.

Vea la cejilla "FAQ" para respuestas a preguntas frecuentes. Por Favor Proporcione Comentarios y Clarificaciones en la Cejilla de Notas.

### INSTRUCCIONES PARA COMPLETAR EL CUESTIONARIO PARA AEROPUERTOS

En cada tabula de aeropuerto, el cuestionario requiere información del volumen de carga [en toneladas] y el valor de la carga [en pesos] transportados en avión desde un aeropuerto en el año 2000, proyecciones para el año 2020 y la clasificación de esta carga como importación o exportación. El cuestionario solicita se especifique qué porción de la carga es originada en México o tiene destino en México. Para cada aeropuerto hay dos criterios mínimos y 25 criterios cuantificables. Por favor insertar sus respuestas en esta hoja electrónica. Para el manejo terrestre de carga en aeropuertos, el cuestionario requiere que usted especifique la proporción de carga moviéndose por camiones o por tren. El cuestionario requiere la extensión de la pista de aterrizaje para el año 2000 y las dimensiones de la pista en los planes para el año 2020, incluyendo la fecha de terminación de la expansión. Para ser incluir la información proveniente de su estado, el aeropuerto debe estar situado dentro de la franja de 100 Km. de la frontera entre México-EUA y también ser identificado como aeropuerto internacional de entrada. Hay una cejilla para cada aeropuerto identificado con el nombre de cada uno. Si se omití un aeropuerto, por favor insertarlo en la cejilla de "Otros."

## CEJILLAS DE EJEMPLO

Un ejemplo completo de la forma en que la cejilla de aeropuertos debe ser completada está incluido en la cejilla "Ejemplo de Aeropuerto" donde información hipotética sobre el Aeropuerto de Lindbergh ha sido insertada.

## PREGUNTAS FRECUENTES: CUESTIONARIO DE AEROPUERTOS

1. **¿Que aeropuertos fueron proporcionados por SourcePoint?**

   **Respuesta:** Aeropuertos Mexicanos.

2. **¿Se pueden añadir aeropuertos a la lista?**

   **Respuesta:** Sí.

3. **¿Si se decide añadir un aeropuerto, como lo hago?**

   **Respuesta:** Usar la cejilla "Otros" a la derecha de la hoja electrónica. Si se va a añadir más de un aeropuerto, por favor insertar cejillas a la derecha. También proporcionar los cambios hechos en la cejilla de "Notas".

4. **¿Podemos borrar un aeropuerto de la lista?**

   **Respuesta:** Sí.

5. **¿Si decido borrar un aeropuerto, como lo hago??**

   **Respuesta:** Borrar la cejilla en la hoja electrónica. También proporcionar los cambios hechos en la cejilla de "Notas".

6. **¿Cuales son los factores que determinarían si un aeropuerto debe ser añadido o borrado de la lista proporcionada?**

   **Respuesta:** Dos factores.

   a. Si el aeropuerto esta dentro de los 100 Km. de la frontera entre México-EUA
   b. Si el aeropuerto sirve como un punto de entrada internacional

7. **¿Que pasa si no se puede conseguir información especifica acerca de una pregunta en el cuestionario?**

   **Respuesta:** Dejar el espacio vacío y explicar en la cejilla de "Notas" qué información, y por qué, fue omitida.

8. **¿A quien puedo contactar para asistencia?**

   **Respuesta:** A Santiago Dávila, Teléfono (619) 595 5646 o e-mail sda@sourcepoint.org.

## EJEMPLO COMPLETADO PARA UN AEROPUERTO CON INFORMACION HIPOTETICA

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|---|---|---|---|
| **Criterio Mínimo** | | | |
| 1 | ¿Está el aeropuerto dentro de los 100 Km. de la frontera Mex/EUA? [**S/N**] | **S** | |
| 2 | ¿El aeropuerto es designado como puerto de entrada nternacional? [**S/N**] | **S** | |
| | | **Año 2000** | **Proyecciones Para el Año 2020** |
| **Criterio Cuantificable** | | | |
| 3 | ¿Cuántas pistas de aterrizaje hay en este aeropuerto? | 1 | 1 |
| 4 | Especifique la longitud de cada pista de aterrizaje [en pies] | | |
| 4a | Pista #1 | 9,400 | 10,500 |
| 4b | Pista #2 | N/A | N/A |
| 4c | Pista #3 | N/A | N/A |
| 5 | Si la longitud de la pista para el año 2020 es mayor que la del año 2000, especifique la fecha cuando la otra pista será inaugurada | | |
| 5a | Pista #1: Enero 2008 | | |
| 5b | Pista #2 | | |
| 5c | Pista #3 | | |
| 6 | Especifique el volumen total de la carga [en ton.] exportada e importada en el aeropuerto. | 100,000 | 125,000 |
| 6a | Especifique el volumen de carga [en ton.] exportada del aeropuerto. | 50,000 | 62,500 |
| 6b | Especifique el volumen de carga [en ton.] importada al aeropuerto. | 50,000 | 62,500 |
| 7 | Especifique el volumen total de carga [en ton.] exportada e importada en el aeropuerto para/de México. | 10,000 | 15,000 |
| 7a | Especifique el volumen de carga [en ton.] exportada del aeropuerto a MX. | 5,000 | 7,500 |
| 7b | Especifique el volumen de carga [en ton.] importada al aeropuerto de MX. | 5,000 | 75,000 |
| 8 | Especifique el valor monetario de la carga [en millones de dólares] exportada e importada en el aeropuerto. | $115.0 | $140.0 |
| 8a | Especifique el valor de las exportaciones [en millones de dólares] desde el aeropuerto. | $55.0 | $65.0 |
| 8b | Especifique el valor de las importaciones [en millones de dólares] al aeropuerto. | $60.0 | $75.0 |
| 9 | Especifique el valor de carga [en millones de dólares] exportada e importada en el aeropuerto para/de México. | $11.5 | $14.0 |
| 9a | Especifique el valor de carga [en millones de dólares] exportada del aeropuerto a MX. | $5.5 | $6.5 |
| 9b | Especifique el valor de carga [en millones de dólares] importada al aeropuerto de MX. | $6.0 | $7.5 |
| 10 | ¿Cuenta este aeropuerto con servicio de ferrocarril? [**S/N**] | S | S |
| 10a | Si es el caso, ¿Cuál es el nombre de la compañía de ferrocarril? | BNSF | BNSF |
| 11 | ¿Qué porción de la carga movilizada por tierra va por tren? | 90.0% | 90.0% |
| 12 | ¿Qué porción de la carga se transporta en camiones? | 10.0% | 10.0% |
| **Revise el valor de la tonelada usado para contestar las preguntas 5 & 6** | | | |
| ton larga = 2,240 libras [ ], ton corta = 2,000 libras [ **X** ], ton métrica = 2,200 libras [ ] | | | |
| **Fuentes de Información Histórica** | | | |
| **Fuentes de Información para el Futuro** Michael Williams | | | |
| **Para preguntas y aclaraciones en este formulación:** Por favor contactar a Santiago Dávila a SourcePoint, Teléfono (619) 595-5635 o e-mail sda@sourcepoint.org. | | | |

## AEROPUERTO MEXICANOS

| | | | |
|---|---|---|---|
| **Criterio Mínimo** | | | |
| 1 | ¿Está el aeropuerto dentro de los 100 Km. de la frontera Mex/EUA? [**S/N**] | | |
| 2 | ¿El aeropuerto es designado como puerto de entrada nternacional? [**S/N**] | | |
| | | **Año 2000** | **Proyecciones Para el Año 2020** |
| **Criterio Cuantificable** | | | |
| 3 | ¿Cuántas pistas de aterrizaje hay en este aeropuerto? | | |
| 4 | Especifique la longitud de cada pista de aterrizaje [en pies] | | |
| 4a | Pista #1 | | |
| 4b | Pista #2 | | |
| 4c | Pista #3 | | |
| 5 | Si la longitud de la pista para el año 2020 es mayor que la del año 2000, especifique la fecha cuando la otra pista será inaugurada | | |
| 5a | Pista #1: Enero 2008 | | |
| 5b | Pista #2 | | |
| 5c | Pista #3 | | |
| 6 | Especifique el volumen total de la carga [en ton.] exportada e importada en el aeropuerto. | | |
| 6a | Especifique el volumen de carga [en ton.] exportada del aeropuerto. | | |
| 6b | Especifique el volumen de carga [en ton.] importada al aeropuerto. | | |
| 7 | Especifique el volumen total de carga [en ton.] exportada e importada en el aeropuerto para/de México. | | |
| 7a | Especifique el volumen de carga [en ton.] exportada del aeropuerto a MX. | | |
| 7b | Especifique el volumen de carga [en ton.] importada al aeropuerto de MX. | | |
| 8 | Especifique el valor monetario de la carga [en millones de dólares] exportada e importada en el aeropuerto. | | |
| 8a | Especifique el valor de las exportaciones [en millones de dólares] desde el aeropuerto. | | |
| 8b | Especifique el valor de las importaciones [en millones de dólares] al aeropuerto. | | |
| 9 | Especifique el valor de carga [en millones de dólares] exportada e importada en el aeropuerto para/de México. | | |
| 9a | Especifique el valor de carga [en millones de dólares] exportada del aeropuerto a MX. | | |
| 9b | Especifique el valor de carga [en millones de dólares] importada al aeropuerto de MX. | | |
| 10 | ¿Cuenta este aeropuerto con servicio de ferrocarril? [**S/N**] | | |
| 10a | Si es el caso, ¿Cuál es el nombre de la compañía de ferrocarril? | | |
| 11 | ¿Qué porción de la carga movilizada por tierra va por tren? | | |
| 12 | ¿Qué porción de la carga se transporta en camiones? | | |

| |
|---|
| **Revise el valor de la tonelada usado para contestar las preguntas 5 & 6** |
| ton larga = 2,240 libras [ ], ton corta = 2,000 libras [ ], ton métrica = 2,200 libras [ ] |
| **Fuentes de Información Histórica** |
| **Fuentes de Información para el Futuro** |
| **Para preguntas y aclaraciones en este formulación:** Por favor contactar a Santiago Dávila a SourcePoint, Teléfono (619) 595-5635 o e-mail sda@sourcepoint.org. |

## NOTAS

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# PARTE 4-PUERTOS MARITIMOS: VOLUMEN Y VALOR DE LA CARGA INSTRUCCIONES PARA COMPLETAR EL CUESTIONARIO DE PUERTOS MARITIMOS

## INTRODUCCION

Este es el cuarto de cinco cuestionarios elaborados con el propósito de reunir información acerca de los sistemas del transporte en su estado. Cada cuestionario es una hoja electrónica en Excel y cada una trata de temas diferentes [carreteras, cruces fronterizos, aeropuertos, puertos marítimos, ferrocarriles y corredores]. Los datos obtenidos en estos cuestionarios se usarán para analizar los corredores de transporte de su estado.

Los estados acordaron proporcionar a SourcePoint los datos para el Estudio de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y que es endosado por el Comité Conjunto de Trabajo de México-EUA sobre Planeación y Programación de Transporte.

Para cualquier pregunta, por favor contactar a Santiago Dávila al (619) 595-5635 o e-mail a sda@sourcepoint.org.

## DEFINICION DE UN CORREDOR DE TRANSPORTE

Combinación de medios por los que se transportan gente, vehículos y bienes de un lugar a otro. Un corredor de transporte no es solo una carretera o una línea de ferrocarril, sino una combinación de modos.

## REGRESAR LA HOJA ELECTRONICA COMPLETADA A SOURCEPOINT

Después de insertar sus respuestas en la hoja electrónica, por favor regresar la hoja a Santiago Dávila a SourcePoint [sda@sourcepoint.org]. Por favor contactar a Santiago Dávila a SourcePoint para cualquier aclaración al (619) 595-5635.

Su oportuna respuesta será apreciada. Por favor regresar la completa hoja electrónica antes del 7 de Abril, 2003.

Vea la cejilla "FAQ" para respuestas a pregentas frecuentes. Por Favor Proporcione Comentarios y Clarificaciones en la Cejilla de Notas.

## INSTRUCCIONES PARA COMPLETAR EL CUESTIONARIO DE PUERTOS MARITIMOS

En cada cejilla de puertos marítimos, el cuestionario requiere información del volumen de carga [en toneladas], el numero de contenedores equivalentes a 20 pies y el valor de la carga [en pesos] transportada por barco en el puerto marítimo en el año 2000, proyecciones para el año 2020 y la clasificación de la carga si fue exportada o importada. Además, el cuestionario requiere que usted especifique la porción de la carga originada en los Estados Unidos, o con destino en los Estados Unidos.

Para cada puerto marítimo hay dos criterios mínimos y 24 preguntas cuantificables. Para el movimiento de carga manejado en el puerto marítimo por tierra, el cuestionario requiere que usted especifique la proporción de carga moviéndose por camiones o por tren. El cuestionario requiere la profundidad del canal principal del puerto marítimo para el año 2000 y la profundidad planeada del canal para el año 2020 con la fecha de terminación de la planeada expansión. Para ser incluidos en la información proveniente de su estado, el puerto marítimo debe estar situado entre los 100 Km. de la frontera entre México-US, y también ser identificado como un puerto internacional de entrada. Hay una cejilla para cada puerto marítimo con el nombre del puerto en la cejilla. Si se ha omitido un puerto marítimo, por favor insertarlo usando la cejilla "Otros."

## CEJILLAS DE EJEMPLO

Un ejemplo completo de la forma en que la cejilla de puertos debe ser completada esta incluido en la cejilla "Ejemplo" donde información hipotética acerca del Puerto de San Diego ha sido insertada.

## PREGUNTAS FRECUENTES: CUESTIONARIO DE PUERTOS MARITIMOS

1. **¿Que aeropuertos fueron proporcionados por SourcePoint?**

   **Respuesta:** Puerto Maritímo

2. **¿Se pueden añadir puerto maritimo a la lista?**

   **Respuesta:** Sí.

3. **¿Si se decide añadir un puerto maritimo, como lo hago?**

   **Respuesta:** Usar la cejilla "Otro" a la derecha de la hoja electrónica. Si se va a añadir más de un puerto maritímo, por favor insertar cejillas a la derecha. También proporcionar los cambios hechos en la cejilla de "Notas."

4. **¿Podemos borrar puertos maritimos de la lista?**

   **Respuesta:** Sí.

5. **¿Si decido borrar un puerto maritimo, como lo hago?**

   **Respuesta:** Borrar la cejilla en la hoja electrónica. También proporcionar los cambios hechos en la cejilla de "Notas."

6. **¿Cuales son los factores que determinarian si un puerto maritimo debe ser añadido o borrado de la lista proporcionada?**

   **Respuesta:** Dos factores.

   a. Si el puerto maritímo esta dentro de los 100 Km. de la frontera entre México-EUA

   b. Si el Puerto maritímo sirve como un punto de entrada internacional

7. **¿Que pasa si no se puede conseguir información especifica acerca de una pregunta en el cuestionario?**

   **Respuesta:** Dejar el espacio vacío y explicar en la cejilla de "Notas" qué información, y por qué, fue omitida.

8. **¿A quien puedo contactar para asistencia?**

   **Respuesta:** A Santiago Dávila, Teléfono (619) 595-5646 o e-mail sda@sourcepoint.org.

## EJEMPLO COMPLETO DEL PUERTO MARITIMO DE SAN DIEGO CON INFORMACION HIPOTETICA

| | | | |
|---|---|---|---|
| **Criterio Mínimo** | | | |
| 1 | ¿Esta el puerto marítimo ubicado dentro de los 100 Km. de la frontera Mex/US? [**S/N**] | **S** | |
| 2 | ¿Está el puerto designado como Puerta de Entrada internacional? [**S/N**] | **S** | |
| | | **Puerto Marítimo** | |
| | | **Año 2000** | **Proyecciones Para el Año 2020** |
| **Criterio Cuantificable** | | | |
| 3 | ¿Cual es la profundidad del canal principal [en metros] de este puerto marítimo? | 35 | 42 |
| 4 | Si la profundidad del canal en el año 2020 es mayor que la del 2000, especifique la fecha en que la nueva profundidad entra en operación. | | Marzo 2012 |
| 5 | Especifique el volumen total de carga [en toneladas] exportadas e importadas por el puerto. | 300,000 | 500,000 |
| 5a | Especifique el volumen de la carga [en toneladas] exportado desde el puerto. | 150,000 | 250,000 |
| 5b | Especifique el volumen de la carga [en toneladas] importado por el puerto. | 150,000 | 250,000 |
| 6 | Especifique el volumen total de carga [en toneladas] exportadas e importadas por el puerto para / de México. | 30,000 | 50,000 |
| 6a | Especifique el numero de toneladas exportadas desde el puerto a México. | 15,000 | 25,000 |
| 6b | Especifique el numero de toneladas importadas por el puerto desde MX. | 15,000 | 25,000 |
| 7 | Especifique el numero total de contenedores equivalentes a 20 pies [TEUs] exportados e importados en el puerto. | 10,000 | 30,000 |
| 7a | Especifique el numero de TEUs exportados desde el puerto. | 5,000 | 15,000 |
| 7b | Especifique el numero de TEUs importados por el puerto. | 5,000 | 15,000 |
| 8 | Especifique el numero de TEUs exportado e importado por el puerto de/para México. | 500 | 500 |
| 8a | Especifique el numero de TEUs exportados desde el puerto a México. | 250 | 250 |
| 8b | Especifique el numero de TEUs importados por el puerto desde México. | 250 | 250 |
| 9 | Especifique el valor de la carga [en millones de dólares] exportados e importados por el puerto. | $50.0 | $140.0 |
| 9a | Especifique el valor de la carga exportada desde el puerto. | $25.0 | $65.0 |
| 9b | Especifique el valor de la carga importada por el puerto. | $25.0 | $75.0 |
| 10 | Especifique el valor de la carga [en millones de dólares] exportada e importada por puerto de/para México. | $2.5 | $2.5 |
| 10a | Especifique el valor de la carga [en millones de dólares] exportada desde el puerto a México. | $1.5 | $1.5 |
| 10b | Especifique el valor de la carga [en millones de dólares] importada por el puerto de México. | $1.0 | $1.0 |
| 11 | ¿Es este puerto marítimo servido por una línea de ferrocarril? [**S/N**] | S | S |
| 11a | Si contesto sí, dé el nombre de la compañía de ferrocarril. | BNSF | BNSF |
| 12 | ¿Que porción de la carga movilizada por tierra va por tren? | 10.0% | 10.0% |
| 13 | ¿Que porción de la carga movilizada por tierra va por camiones? | 90.0% | 90.0% |

**Indique el tipo de tonelada usado para contestar a las preguntas 5 & 6**

tonelada larga = 2,240 libras [ ], tonelada corta = 2,000 libras [ **X** ], tonelada métrica = 2,200 libras [ ]

**Fuentes de Información Histórica**

**Fuentes de Información Proyectada al Futuro** Michael Williams

Por favor contactar a Santiago Dávila en SourcePoint, Teléfono (619) 595-5635 o e-mail sda@sourcepoint.org.

## PUERTO MARITIMO

| | | | |
|---|---|---|---|
| **Criterio Mínimo** | | | |
| 1 | ¿Esta el puerto marítimo ubicado dentro de los 100 Km. de la frontera Mex/US? [**S/N**] | | |
| 2 | ¿Está el puerto designado como Puerta de Entrada internacional? [**S/N**] | | |
| | | **Puerto Marítimo** | |
| | | **Año 2000** | **Proyecciones Para el Año 2020** |
| **Criterio Cuantificable** | | | |
| 3 | ¿Cual es la profundidad del canal principal [en metros] de este puerto marítimo? | | |
| 4 | Si la profundidad del canal en el año 2020 es mayor que la del 2000, especifique la fecha en que la nueva profundidad entra en operación. | | |
| 5 | Especifique el volumen total de carga [en toneladas] exportadas e importadas por el puerto. | | |
| 5a | Especifique el volumen de la carga [en toneladas] exportado desde el puerto. | | |
| 5b | Especifique el volumen de la carga [en toneladas] importado por el puerto. | | |
| 6 | Especifique el volumen total de carga [en toneladas] exportadas e importadas por el puerto para / de México. | | |
| 6a | Especifique el numero de toneladas exportadas desde el puerto a México. | | |
| 6b | Especifique el numero de toneladas importadas por el puerto desde MX. | | |
| 7 | Especifique el numero total de contenedores equivalentes a 20 pies [TEUs] exportados e importados en el puerto. | | |
| 7a | Especifique el numero de TEUs exportados desde el puerto. | | |
| 7b | Especifique el numero de TEUs importados por el puerto. | | |
| 8 | Especifique el numero de TEUs exportado e importado por el puerto de/para México. | | |
| 8a | Especifique el numero de TEUs exportados desde el puerto a México. | | |
| 8b | Especifique el numero de TEUs importados por el puerto desde México. | | |
| 9 | Especifique el valor de la carga [en millones de dólares] exportados e importados por el puerto. | | |
| 9a | Especifique el valor de la carga exportada desde el puerto. | | |
| 9b | Especifique el valor de la carga importada por el puerto. | | |
| 10 | Especifique el valor de la carga [en millones de dólares] exportada e importada por puerto de/para México. | | |
| 10a | Especifique el valor de la carga [en millones de dólares] exportada desde el puerto a México. | | |
| 10b | Especifique el valor de la carga [en millones de dólares] importada por el puerto de México. | | |
| 11 | ¿Es este puerto marítimo servido por una línea de ferrocarril? [**S/N**] | | |
| 11a | Si contesto sí, dé el nombre de la compañía de ferrocarril. | | |
| 12 | ¿Que porción de la carga movilizada por tierra va por tren? | | |
| 13 | ¿Que porción de la carga movilizada por tierra va por camiones? | | |

**Indique el tipo de tonelada usado para contestar a las preguntas 5 & 6**

tonelada larga = 2,240 libras [ ], tonelada corta = 2,000 libras [ ], tonelada métrica = 2,200 libras [ ]

**Fuentes de Información Histórica**

**Fuentes de Información Proyectada al Futuro**

Por favor contactar a Santiago Dávila en SourcePoint, Teléfono (619) 595-5635 o e-mail sda@sourcepoint.org.

## NOTAS

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# PARTE 5- CORREDORES INSTRUCCIONES PARA COMPLETAR EL CUESTIONARIO DE CORREDORES

## INTRODUCCION

Este es el quinto de cinco cuestionarios elaborados con el propósito de reunir información acerca de los sistemas del transporte en su estado. Cada cuestionario es una hoja electrónica en Excel y cada una trata de temas diferentes [carreteras, cruces fronterizos, aeropuertos, puertos marítimos, ferrocarriles y corredores]. Los datos obtenidos en estos cuestionarios se usarán para analizar los corredores de transporte de su estado.

Los estados acordaron proporcionar a SourcePoint los datos para el Estudio de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y que es endosado por el Comité Conjunto de Trabajo de México-EUA sobre Planeación y Programación de Transporte.

Para cualquier pregunta, por favor contactar a Santiago Dávila al (619) 595-5635 o e-mail a sda@sourcepoint.org.

## DEFINICION DE UN CORREDOR DE TRANSPORTE

Combinación de medios por los que se transportan gente, vehículos y bienes de un lugar a otro. Un corredor de transporte no es solo una carretera o una línea de ferrocarril, sino una combinación de modos.

## REGRESAR LA HOJA ELECTRONICA COMPLETADA A SOURCEPOINT

Después de insertar sus respuestas en la hoja electrónica, por favor regresar la hoja a Santiago Dávila a SourcePoint [sda@sourcepoint.org]. Por favor contactar a Santiago Dávila a SourcePoint para cualquier aclaración al (619) 595-5635.

Su oportuna respuesta será apreciada. Por favor regresar la completa hoja electrónica antes del 7 de Abril, 2003.

Vea la cejilla "FAQ" para respuestas a pregentas frecuentes. Por Favor Proporcione Comentarios y Clarificaciones en la Cejilla de Notas.

## INSTRUCCIONES PARA COMPLETAR EL CUESTIONARIO DE CORREDORES

En la Cejilla de corredores, el cuestionario requiere que usted identifique y nombre los corredores que están dentro de los 100 Km. de la frontera entre México-US. Asigne instalaciones a los corredores poniendo una X en cada casilla para especificar el corredor al cual cada instalación pertenece. Una instalación puede ser una carretera o un ferrocarril. Use los resultados de la Parte 1 - Carreteras para asignar carreteras a los corredores. Una carretera puede ser asignada a más de un corredor [ver tabula de Ejemplo]. Revisar la lista de instalaciones proporcionada para asegurarse que esta completa - agregar o cancelar si necesario. Por favor proporcionar mapas para asistir la descripción de los sistemas de transporte. Por favor remita por correo electrónico mapas impresos o archivos electrónicos en formato [pdf] de Adobe Acrobat, o a Joint Photographic Expert Group [JPEG] archivo electrónico. Envíe ambos a Santiago Dávila, SourcePoint, 401 B Street, Suite 800, San Diego, CA 92101-4231.

## CEJILLAS DE EJEMPLO

Un ejemplo completo de la forma en que la cejilla de corredores debe ser completada esta incluido en la cejilla "Ejemplo" donde unos nombres de corredores, carreteras y ferrocarriles han sido insertados.

## CEJILLA DE INFORMACION SOCIO-ECONOMICA

En la cejilla de información socio-económica, por favor proporcionar la siguiente información socio-económica para su estado y los municipios que están dentro de los 100 Km. de la frontera México-US.

1. La población en 1995, 2000 y la proyección para 2020

2. El número de empleados en 1995, 2000 y la proyección para 2020

3. El valor monetario del comercio con US para 1995, 2000 y la proyección para 2020 (en pesos Mexicanos).

4. Ingreso Personal [en pesos] para 1995, 2000 y la proyección para 2020.

Información para el 1995 es requerida ya que significa el periodo del comienzo del Tratado de Libre Comercio de América del Norte [NAFTA, por sus siglas en inglés].

## PREGUNTAS FRECUENTES: CUESTIONARIO DE PUERTOS MARITIMOS

1. **¿Donde consigo los nombres para cada corredor?**

   **Respuesta:** Cada estado debe nominar los corredores.

2. **¿Pueden carreteras y ferrocarriles pertenecer a mas de un corredor?**

   **Respuesta:** Sí. Cada estado decide a que corredor, o grupo de corredores, pertenecen las carreteras y los ferrocarriles. Si una carretera pertenece a más de un corredor, se tiene que dividir por segmento y esto es incluido en la Parte 1.

3. **¿Se pueden añadir o borrar carreteras de la lista?**

   **Respuesta:** Sí. Utilice la información de la Parte 1 para revisar la lista de carreteras en el cuestionario de corredores. Si se hacen cambios, por favor especificar ellos en la cejilla de "Notas."

4. **¿Que pasa si no se puede conseguir información especifica acerca de una pregunta en el cuestionario?**

   **Respuesta:** Dejar el espacio vacío y explicar en la cejilla de "Notas" qué información, y por qué, fue omitida.

5. **¿A quien puedo contactar para asistencia?**

   **Respuesta:** A Santiago Dávila, Teléfono (619) 595-5646 o e-mail sda@sourcepoint.org.

## EJEMPLO COMPLETO DE CORREDORES E INSTALACIONES EN BAJA CALIFORNIA

| | <============= Corredores =============> | | | | | | Comentarios |
|---|---|---|---|---|---|---|---|
| | **A** | **B** | **C** | **D** | **E** | **F** | |
| **Nombre del Corredor [definido por el usuario]: Instalación** | West Coast | Alameda | Economic Lifeline | | | | |
| **Carreteras - poner una X en cada casilla** | | | | | | | |
| **La carretera tiene que estar dentro de los 100 Km. de la frontera México-EUA y servir una Puerta de Entrada internacional** | | | | | | | |
| Interstate - 5 [I-5] | **X** | | | | | | |
| I-8 | **X** | **X** | | | | | I-8 esta situada en 2 corredores. |
| I-15 | | | **X** | | | | |
| Otras: | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| **Ferrocarriles - poner una x en cada casilla** | | | | | | | |
| **La línea de ferrocarril tiene que estar dentro de los 100 Km. de la frontera México-EUA y servir una Puerta de Entrada internacional** | | | | | | | |
| BNSF | **X** | | | | | | |
| Otras: | | | | | | | |
| | | | | | | | |
| | | | | | | | |

**Preguntas acerca de esta página:** Por favor contactar a Santiago Dávila en SourcePoint para cualquier aclaración al TEL: (619) 595 5635 o e-mail a sda@sourcepoint.org.

## EJEMPLO COMPLETO DE CORREDORES E INSTALACIONES EN CALIFORNIA

| | <============= Corredores =============> | | | | | | Comentarios |
|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | |
| **Nombre del Corredor [definido por el usuario]: Instalación** | | | | | | | |
| **Carreteras - poner una X en cada casilla** | | | | | | | |
| **La carretera tiene que estar dentro de los 100 Km. de la frontera México-EUA y servir una Puerta de Entrada internacional** | | | | | | | |
| Interstate - 1 [MX-1] | | | | | | | |
| MX-3 | | | | | | | |
| MX-5 | | | | | | | |
| Otras: | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| **Ferrocarriles - poner una x en cada casilla** | | | | | | | |
| **La línea de ferrocarril tiene que estar dentro de los 100 Km. de la frontera México-EUA y servir una Puerta de Entrada internacional** | | | | | | | |
| Ferrocarril Pacifico-Norte [FPN] | | | | | | | |
| San Diego-Imperial Valley RR | | | | | | | |
| Otras: | | | | | | | |
| | | | | | | | |
| **Preguntas acerca de esta página:** Por favor contactar a Santiago Dávila en SourcePoint para cualquier aclaración al TEL: (619) 595 5635 o e-mail a sda@sourcepoint.org. | | | | | | | |

## INFORMACION SOCIO-ECONOMICA DE SU ESTADO Y MUNICIPIOS: TODOS LOS MUNICIPIOS DEBEN ESTAN DENTRO DE LOS 100 KM. DE LA FRONTERA ENTRE MEXICO-US.

| | 1995 | 2000 | 2020 |
|---|---|---|---|
| Proporcione la siguiente información para el estado de : | | | |
| **Población:** | | | |
| **Empleo [número de empleados]:** | | | |
| **Comercio México-EUA [en pesos]:** | | | |
| **Ingreso Personal [en pesos]:** | | | |
| Proporcione la siguiente información para el municipio de: | | | |
| **Población:** | | | |
| **Empleo [número de empleados]:** | | | |
| **Comercio México-EUA [en pesos]:** | | | |
| **Producto Regional [en pesos] O:** | | | |
| **Ingreso Personal [en pesos]:** | | | |
| Proporcione la siguiente información para el municipio de: | | | |
| **Población:** | | | |
| **Empleo [número de empleados]:** | | | |
| **Comercio México-EUA [en pesos]:** | | | |
| **Producto Regional [en pesos] O:** | | | |
| **Ingreso Personal [en pesos]:** | | | |
| Proporcione la siguiente información para el municipio de: | | | |
| **Población:** | | | |
| **Empleo [número de empleados]:** | | | |
| **Comercio México-EUA [en pesos]:** | | | |
| **Producto Regional [en pesos] O:** | | | |
| **Ingreso Personal [en pesos]:** | | | |

**Por favor especifique el tipo de cambio (pesos/dólar) para la información proporcionada, por año**

1995 [ ] 2000 [ ] 2020 [ ]

**Fuente de Datos:**

*Población:*

*Empleo:*

*Comercio con US:*

*Salario Personal:*

**Sugerencias para fuentes de datos históricos [si necesita ayuda]:**

*Población:* = Instituto Nacional de Estadística, Geografía e Informática, http://www.inegi.gob.mx/

*Empleo* = Instituto Nacional de Estadística, Geografía e Informática, http://www.inegi.gob.mx/

*Comercio con EUA* = Instituto Nacional de Estadística, Geografía e Informática, http://www.inegi.gob.mx/

*Salario Personal* = Instituto Nacional de Estadística, Geografía e Informática, http://www.inegi.gob.mx/

**Preguntas acerca de esta pagina:** Por favor contactar a Santiago Dávila en SourcePoint para cualquier aclaración al TEL: (619)595-5635 o e-mail a sda@sourcepoint.org

## NOTAS

| Notas | |
|---|---|
| 1 | |
| 2 | |
| 3 | |
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# APPENDIX 8
# COORIDOR EVALUATION AND HIGHWAY DATA

# CORRIDOR EVALUATION
# ARIZONA RESULTS AND DATA

Corridor evaluations are conducted to determine the corridors with the greater needs. This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the evaluation process, the computations are calculated in formulas contained in the spreadsheets that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. Historical Data – data for 16 indicators for the year 2000.

2. Change Data – a combination of actual changes for the 16 indicators from 2000 to 2020 and percent changes for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are one, and it has the highest need. Corridor A is listed second because its AADT is 157,000 [second highest], its evaluation results are two, and it has the second highest need. Corridor C is listed third because it has the lowest AADT [30,000], its evaluation results are three and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of one and represents the highest need.

[1] In some cases there will be fewer than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by two.

## GENERAL DESCRIPTION OF ARIZONA'S CORRIDORS

### Corridors

Arizona has identified one corridor for the study and it is called CANAMEX.

### Highways

The CANAMEX corridor is composed of two highways: Interstate 19 [I-19] and State Road 189 [SR 189]. Both highways run North-South. No data are available for SR189 and only AADT and segment length are available for I-19. No data on Level of Service [LOS] or capacity is provided. Therefore, the level of current or future congestion on Arizona highways cannot be established.

### Land Ports of Entry [POE]

There are seven land POEs in Arizona: San Luis, Lukeville, Sasabe, Naco, Nogales-DeConcini, Nogales-Mariposa, and Douglas. Nogales-Mariposa and Nogales DeConcini are directly connected to SR 189. In calendar year 2000, about 345,000 trucks carrying 42.9 million tons of goods were transported through north across the US-Mexico border at Land POE in Arizona. Also in calendar year 2000, about 10.3 million passenger vehicles crossed the US-Mexico border north into Arizona through the seven land POEs.

### Airports

There are seven airports in Arizona that are within 100 km of the US-Mexico border. Four of the airports are designated as international ports of entry and are included in this evaluation. Those airports are: Bisbee-Douglas International Airport, Douglas Municipal Airport, Nogales International

Airport and Tucson International Airport. Of the four airports used in this evaluation, Tucson has the longest runway length at 10,994 feet. The four airports in this study transported about 35,000 tons of goods in calendar year 2000.

## Railroads

There is one railroad that operates in the CANAMEX corridor and it is the Union Pacific. The Union Pacific rail lines cross the US-Mexico border at the Nogales-DeConcini POE. UP transported about 332,400 tons and 8,700 twenty foot equivalent containers across the US-Mexico border north into Arizona in calendar year 2000.

## Maritime Ports

Arizona has no maritime ports and no plans to construct a maritime port between now and 2020.

**Source:** Arizona BINS Technical Committee representative.

## ANALYSIS OF CORRIDOR EVALUATION RESULTS

There is only one corridor identified in Arizona and it is called CANAMEX. Because there is only one corridor, there are no corridor comparisons.

### Historical Data

This discussion reviews highway, land POE, airport, maritime port and rail data and results. With regard to the highways, the CANAMEX corridor averaged about 24,000 vehicles per day over its 63 miles in 2000. Arizona did not provide level of service or capacity data therefore it is not possible to ascertain the level of congestion.

The 345,000 trucks that crossed the US-Mexico border passing through the seven land POEs in Arizona during calendar year 2000, transported more than 99% of the volume of all goods moved by land across the US-Mexico border at the seven land POEs during calendar year 2000. The port of Nogales-Mariposa had the most truck crossings with about 254,700 trucks, or about 74% of the state total. Of the 10.3 million passenger vehicles that crossed the US-Mexico border north into Arizona in calendar year 2000, about 29% passed through the Nogales-DeConcini port of entry.

For the approximately 3,400 rail cars that crossed the US-Mexico border at Nogales-DeConcini in calendar year 2000, the average ton move per rail car is about 98 tons.

### Change Data

This discussion will review highway, land POE, airport and rail data for both absolute changes and percent changes. With regard to absolute changes in highway data, average annual daily traffic [AADT] on the CANAMEX corridor increases 6,023 between calendar year 2000 and 2020 while the highway length of I-19 remains constant.

Truck crossings at land POE are projected to increase by about 382,200 between 2000 and 2020 while passenger vehicles crossing at the land POE are projected to increase by about 5.3 million vehicles between 2000 and 2020. For railroads, the total tonnage is projected to increase by about 223,000 while TEUs are projected to increase by about 5,870 - both between 2000 and 2020. For airports, the total volume of tons transported at the airports is projected to increase by about 31,000 tons between 2000 and 2020.

With regard to percent changes in highway data, AADT is projected to grow about 25% between 2000 and 2020. The number of trucks crossing the land POE is projected to increase by about 211% between 2000 and 2020 while the number of passenger vehicles crossing the US-Mexico border north into Arizona is projected to increase by about 52%. With respect to railroads, the number of rail cars crossing the US-Mexico border into Arizona is projected to increase about 167% between calendar year 2000 and 2020. With respect to airport tonnage, it is projected to increase about 89% between 2000 and 2020.

**Table 1**
**Summary Corridor Results**

| | Corridor Scores[1] | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| **CANAMEX** | **A** | **B** | **C** | **A** | **B** | **C** |
| **Historical Data for 2000[2]** | | | | | | |
| Highways | 4 | | | 1 | | |
| Land Ports of Entry | 8 | | | 1 | | |
| Airports | 2 | | | 1 | | |
| Maritime Ports[3] | | | | | | |
| Railroads | 8 | | | 1 | | |
| **Sum of Historical Scores**: | **22** | | | **1** | | |
| **Changes Between 2000 and 2020[4]** | | | | | | |
| Highways | 4 | | | 1 | | |
| Land Ports of Entry | 8 | | | 1 | | |
| Airports | 2 | | | 1 | | |
| Maritime Ports[3] | | | | | | |
| Railroads | 8 | | | 1 | | |
| **Sum of Change Scores:** | **22** | | | **1** | | |
| **Overall Scores[5]:** | **44** | | | | | |
| **Overall Result:** | **1** | | | | | |

**Notes**:

1 The Corridor Scores are from the results in Tables 2, 4 and 5.

2 Historical results from Table 2. To insure equal weighting with the Changes scores, the Historical corridor scores are multiplied by two.

3 Arizona has no maritime ports.

4 The Changes Scores is the sum of the corridor results from the Corridor Changes [Table 4] and the corridor results from the Corridor Percent Changes [Table 5].

5 The Overall Score is the sum of the Historical Score and the Changes Score. The Historical Data scores and the Changes Between 2000 and 2020 scores are equally weighted.

Lower score represents greater need.

**Table 2**
**Corridor Data and Results For 2000**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| **CANAMEX** | **A** | **B** | **C** | **A** | **B** | **C** |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 24,026 | | | 1 | | |
| Highway Length [in miles] | 63.090 | | | 1 | | |
| LOS [A=1 to F3 = 9] | | | | | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | **2** | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 344,945 | | | 1 | | |
| Total volume [tons] | 42,925,707 | | | 1 | | |
| Value of goods Millions $ | $8,308 | | | 1 | | |
| # passenger vehicles & buses | 10,321,419 | | | 1 | | |
| | | **POE Scores** | | **4** | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports** | | | | | | |
| Total volume [tons] | 34,835 | | | 1 | | |
| | | **Airport Scores** | | **1** | | |
| | | **Overall Airport Result** | | **1** | | |
| **Maritime Ports - NONE** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | 3,392 | | | 1 | | |
| Total volume [tons] | 332,417 | | | 1 | | |
| Total Number TEUs | 8,748 | | | 1 | | |
| Value of goods Millions $ | $1,856 | | | 1 | | |
| | | **Railroad Scores** | | **4** | | |
| | | **Overall Railroad Result** | | **1** | | |
| Total AADT in One Corridor | **Share of AADT Among Corridors** | | | | | |
| 24,026 | 100.0% | 0.0% | 0.0% | | | |

**Notes:**
POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.
Historical data from Arizona BINS Technical Committee Representative, see Tables 6 - 9 for details.

Lower score represents greater need.

**Table 3**
**Corridor Data and Results For 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| **CANAMEX** | **A** | **B** | **C** | **A** | **B** | **C** |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 30,049 | | | 1 | | |
| Highway Length [in miles] | 63.090 | | | 1 | | |
| LOS [A=1 to F3 = 9] | | | | | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | **2** | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 727,144 | | | 1 | | |
| Total volume [tons] | 90,487,390 | | | 1 | | |
| Value of goods Millions $ | $29,826 | | | 1 | | |
| # passenger vehicles & buses | 15,659,112 | | | 1 | | |
| | | **POE Scores** | | **4** | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports** | | | | | | |
| Total volume [tons] | 65,850 | | | 1 | | |
| | | **Airport Scores** | | **1** | | |
| | | **Overall Airport Result** | | **1** | | |
| **Maritime Ports - NONE** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | 5,668 | | | 1 | | |
| Total volume [tons] | 555,469 | | | 1 | | |
| Total Number TEUs | 14,618 | | | 1 | | |
| Value of goods Millions $ | $5,314 | | | 1 | | |
| | | **Railroad Scores** | | **4** | | |
| | | **Overall Railroad Result** | | **1** | | |
| **Total AADT in One Corridor** | **Share of AADT Among Corridors** | | | | | |
| 30,049 | 100.0% | 0.0% | 0.0% | | | |

**Notes:**
POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.
Forecasts for highway and airport are from Arizona BINS Technical Committee representative. See Tables 6 and 8 for details
Other forecasts are derived from secondary sources. See Tables 7 for details.

Lower score represents greater need.

**Table 4**
**Corridor Changes and Results, 2000 - 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| **CANAMEX** | **A** | **B** | **C** | **A** | **B** | **C** |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 6,023 | | | 1 | | |
| Highway Length [in miles] | 0.000 | | | 1 | | |
| LOS [A=1 to F3 = 9] | | | | | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | **2** | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 382,199 | | | 1 | | |
| Total volume [tons] | 47,561,683 | | | 1 | | |
| Value of goods Millions $ | $21,518 | | | 1 | | |
| # passenger vehicles & buses | 5,337,693 | | | 1 | | |
| | | **POE Scores** | | **4** | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports** | | | | | | |
| Total volume [tons] | 31,015 | | | 1 | | |
| | | **Airport Scores** | | **1** | | |
| | | **Overall Airport Result** | | **1** | | |
| **Maritime Ports - NONE** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | 2,276 | | | 1 | | |
| Total volume [tons] | 223,052 | | | 1 | | |
| Total Number TEUs | 5,870 | | | 1 | | |
| Value of goods Millions $ | $3,458 | | | 1 | | |
| | | **Railroad Scores** | | **4** | | |
| | | **Overall Railroad Result** | | **1** | | |
| **Total AADT in One Corridor** | **Share of AADT Among Corridors** | | | | | |
| 6,023 | 100.0% | 0.0% | 0.0% | | | |

**Notes:**
POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.
Differences are estimated by subtracting the year 2000 data from the 2020 projections.
See Tables 6 - 9 for details.

Lower score represents greater need.

**Table 5**
**Corridor Percent Changes and Results, 2000 - 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| **CANAMEX** | **A** | **B** | **C** | **A** | **B** | **C** |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 25.1% | | | 1 | | |
| Highway Length [in miles] | 0.0% | | | 1 | | |
| LOS [A=1 to F3 = 9] | | | | | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | **2** | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 210.8% | | | 1 | | |
| Total volume [tons] | 210.8% | | | 1 | | |
| Value of goods Millions $ | 359.0% | | | 1 | | |
| # passenger vehicles & buses | 51.7% | | | 1 | | |
| | | **POE Scores** | | **4** | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports** | | | | | | |
| Total volume [tons] | 89.0% | | | 1 | | |
| | | **Airport Scores** | | **1** | | |
| | | **Overall Airport Result** | | **1** | | |
| **Maritime Ports - NONE** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | 167.1% | | | 1 | | |
| Total volume [tons] | 167.1% | | | 1 | | |
| Total Number TEUs | 167.1% | | | 1 | | |
| Value of goods Millions $ | 286.3% | | | 1 | | |
| | | **Railroad Scores** | | **4** | | |
| | | **Overall Railroad Result** | | **1** | | |

**Notes:**
See Tables 6 – 9 for details.

Lower score represents greater need.

**Table 6**
**Highway Data for the CANAMEX Corridor [Corridor A]**

| Highway Factors | Year 2000 | Year 2020 | Change, 2000 to 2020 | |
|---|---|---|---|---|
| | | | Data | Per Cent |
| AADT | 24,026 | 30,049 | 6,023 | 25.1% |
| Highway Length | 63.090 | 63.090 | 0.000 | 0.0% |
| LOS [A to F] | | | | |
| LOS # | | | | |
| Capacity | | | | |

**Notes:**
All data are from Interstate 19
LOS is the Level of Service
AADT is Average Annual Daily Traffic
Highway length is in miles

**Source:** Arizona BINS Technical Committee representative

**Table 7**
**Land Ports of Entry [POE] Crossing Data**

| | San Luis | Lukeville | Sasabe | Nogales-De | Nogales-Ma | Naco | Douglas | Total |
|---|---|---|---|---|---|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | |
| **Northbound POE Crossing Data for 2000**[1] | | | | | | | | |
| Number trucks | 40,348 | 3,840 | 2,652 | 0 | 254,694 | 9,817 | 33,594 | 344,945 |
| Tons of goods | 326,577 | 3,673 | ---- | 0 | 42,303,974 | 79,109 | 212,374 | 42,925,707 |
| Value [Millions $] moved by truck | $816.8 | $2.9 | ---- | $0.0 | $6,654.7 | $186.9 | $646.9 | $8,308.2 |
| Number of passenger vehicles | 2,597,835 | 400,493 | 32,823 | 2,998,046 | 1,686,401 | 339,196 | 2,252,216 | 10,307,010 |
| Number of buses | 38 | 404 | 0 | 0 | 8,899 | 0 | 5,068 | 14,409 |
| Number passenger vehicles & buses | 2,597,873 | 400,897 | 32,823 | 2,998,046 | 1,695,300 | 339,196 | 2,257,284 | 10,321,419 |
| Number of rail cars | 0 | 0 | 0 | 3,392 | 0 | 0 | 0 | X |
| Volume of tons moved by rail | 0 | 0 | 0 | 332,417 | 0 | 0 | 0 | X |
| Number of TEUs moved by rail | 0 | 0 | 0 | 8,748 | 0 | 0 | 0 | X |
| Value [Millions $] moved by rail | $0 | $0 | $0 | $1,856.1 | $0 | $0 | $0 | X |
| **Northbound POE Crossing Data for 2020**[2] | | | | | | | | |
| Number trucks | | | | | | | | 727,144 |
| Tons of goods | | | | | | | | 90,487,390 |
| Value [Millions $] moved by truck | | | | | | | | $29,826.4 |
| Number of passenger vehicles | | | | | | | | X |
| Number of buses | | | | | | | | X |
| umber passenger vehicles & buses | | | | | | | | 15,659,112 |
| Number of rail cars | | | | 5,668 | | | | X |
| Volume of tons moved by rail | | | | 555,469 | | | | X |
| Number of TEUs moved by rail | | | | 14,618 | | | | X |
| Value [Millions $] moved by rail | | | | $5,314.0 | | | | X |
| **Per Cent Change in POE Data: 2000 to 2020** | | | | | | | | |
| Number trucks[3] | | | | | | | | 210.8% |
| Tons of goods[3] | | | | | | | | 210.8% |
| Value [Millions $] moved by truck[3] | | | | | | | | 359.0% |
| Number of passenger vehicles | | | | | | | | X |
| Number of buses | | | | | | | | X |

| | San Luis | Lukeville | Sasabe | Nogales-De | Nogales-Ma | Naco | Douglas | Total |
|---|---|---|---|---|---|---|---|---|
| Numb. passenger vehicles & buses[4] | | | | | | | | 51.7% |
| Number of rail cars[5] | | | | 167.1% | | | | X |
| Volume of tons moved by rail[5] | | | | 167.1% | | | | X |
| Number of TEUs moved by rail[5] | | | | 167.1% | | | | X |
| Value [Millions $] moved by rail[5] | | | | 286.3% | | | | X |

**Notes**

Number of trucks = northbound trucks that cross the US-Mexico border

Tons of goods = carried by northbound trucks that cross the US-Mexico border.

Value [Millions $] moved by truck = value of goods moved by northbound trucks that cross the US-Mexico border.

Number of passenger vehicles = northbound passenger vehicles that cross the US-Mexico border.

Number of buses = northbound buses that cross the US-Mexico border.

Number passenger vehicles & buses = sum of northbound passenger vehicles and buses that cross the US-Mexico border.

Number of rail cars = northbound rail cars that cross the US-Mexico border.

Volume of tons moved by rail = transported by the northbound rail cars that cross the US-Mexico border.

Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are northbound and cross the US-Mexico border.

Value [Millions $] moved by rail = value of goods transported by northbound rail cars that cross the US-Mexico border.

Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee representative. This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

The Port of Sasabe gets a small number of commercial shipments that are not captured in the automated system.

**Sources:**

1 From Arizona BINS Technical Committee representative.

2 Derived my multiplying the 2000 data by the growth rates.

3 The growth rates for trucks, tons and dollars are derived from data published by the Office of Freight Management and Operations, FHWA, US Department of Transportation, "Freight Transportation Profile - Arizona". There are absolute values forecast for the year 2020 for tons and dollars with 1998 data as the base year. Growth rates are calculated for the 22 year period, and 20 year growth rates are estimated. These 20-year growth rates are the ones used in this table. For tons and trucks the compound annual growth rate is 3.8%. For the value of goods moved by truck, the compound annual growth rate is 7.7%.

4 The growth rate for passenger vehicles and buses is the same as that observed for the change in Average Annual Daily Traffic [AADT] in the highway segments nearest the US-Mexico border. These AADT data were obtained from the I-19 data provided by the Arizona BINS Technical representative

| | | | |
|---|---|---|---|
| I-19 Segment 1 AADT in 2000: | 10,614 | Change between 2000 & 2020 in Segment 1: | 5,489 |
| I-19 Segment 1 AADT in 2020: | 16,103 | Percent increase in AADT in Segment 1: | 51.7% |

The 51.7% is used to forecast the number of border crossings for passenger vehicles and buses in 2020.

5 The growth rates for rail cars, tons, TEUs & dollars are derived from data published by the Office of Freight Management and Operations, FHWA, US Department of Transportation, "Freight Transportation Profile - Arizona". There are absolute values forecast for the year 2020 for tons and dollars with1998 data as the base year. Growth rates are calculated for the 22 year period, and 20 year growth rates are estimated. These 20-year growth rates are the ones used in this table. For rail cars, tons of goods moved, and TEUs moved, the compound annual growth rate is 2.6%. For the value of goods moved by rail the compound annual growth rate is 5.4%.

**Table 8**
**Airport Data**

| | Bisbee-Douglas Intl | Cochise College | Douglas Municipal | Libby | Nogales International | Tucson | Yuma | Total |
|---|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | |
| **Designated as an International POE?** | **Yes** | **No** | **Yes** | **No** | **Yes** | **Yes** | **No** | |
| **Historical Data for 2000** | | | | | | | | |
| Longest runway length | 7,290 | | 5,760 | | 7,199 | 10,994 | | 10,994 |
| Tons of goods exported & imported | unknown | | unknown | | 435 | 34,400 | | 34,835 |
| Airport served by railroad facility? | No | | No | | No | Yes | | X |
| If yes, name of railroad | | | | | | Union Pacific | | X |
| On-land movement of air freight | X | X | X | X | X | X | X | X |
| Share of goods moved by truck | unknown | | unknown | | 100.0% | unknown | | X |
| Share of goods moved by railroad | unknown | | unknown | | 0.0% | unknown | | X |
| **Projections for 2020** | | | | | | | | |
| Longest runway length | 8,700 | | 5,760 | | 7,199 | 11,000 | | 11,000 |
| Date becomes operational | | | unknown | | | | | X |
| Tons of goods exported & imported | unknown | | unknown | | 950 | 64,900 | | 65,850 |
| Airport served by railroad facility? | | | N/A | | No | Yes | | X |
| If yes, name of railroad | | | | | | Union Pacific | | X |
| On-land movement of air freight | X | X | X | X | X | X | X | X |
| Share of goods moved by truck | unknown | | unknown | | 100.0% | unknown | | |
| Share of goods moved by railroad | unknown | | unknown | | 0.0% | unknown | | |
| **Per Cent Change: 2000 to 2020** | | | | | | | | |
| Longest runway length | | | | | | | | 0.1% |
| Tons of goods exported & imported | | | | | | | | 89.0% |

**Note:**
Only data for facilities that meet minimum criteria are included.

**Source:** Arizona BINS Technical Committee representative.

**Table 9**
**Maritime Port Data**

There are **NO MARITIME PORTS** in Arizona

# CORRIDOR EVALUATION
# BAJA CALIFORNIA RESULTS AND DATA

Corridor evaluations are conducted to determine the corridors with the greater needs. This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the evaluation process, the computations are calculated in formulas contained in the spreadsheets that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. Historical Data – data for 16 indicators for the year 2000.

2. Change Data – a combination of actual changes for the 16 indicators from 2000 to 2020 and percent changes for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are one, and it has the highest need. Corridor A is listed second because its AADT is 157,000 [second highest], its evaluation results are two, and it has the second highest need. Corridor C is listed third because it has the lowest AADT [30,000], its evaluation results are three and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of one and represents the highest need.

[1] In some cases there will be fewer than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by two.

# GENERAL DESCRIPTION OF BAJA CALIFORNIA'S CORRIDORS

## Corridors

Baja has identified 12 corridors for the evaluation and each corridor represents a highway segment and is identified by a letter. The corridor names, an identification letters [A to L], and the highway numbers are contained in Table 5 [page 14]. Most tables contain the highway name and identification letter Corridor K [Central Camionera Garita] does not have trucks move along its roadway.

## Highways

The highways that are specified in this evaluation are highways MX-1D, MX-1, MX-2D, MX-2, MX-3, MX-5, BCN-2 and two local roads [Via Rapida Oriente & Boulevard Bella Artes].

## Land Ports of Entry [POE]

There are six land POEs in Baja: Puerta Mexico, Mesa de Otay, Tecate, Mexicali, Mexicali-Este, and Algodones. In calendar year 2000, about 925,000 trucks crossed the border traveling south into Baja through four land POEs. Also in calendar year 2000, about 22.3 million passenger vehicles crossed the border into Baja through the six land POEs.

## Airports

There are three airports located within 100 km of the US-Mexico border, but only the Mexicali and Tijuana airports are included in this evaluation because they are the only two airports designated as international ports of entry. The longest runway at both airports is 2,600 meters. During calendar year 2000, airplanes arriving and departing at the Mexicali and Tijuana airports transported about 76,000 tons of goods

## Railroads

There are two railroads that operate within 100 km of the U.S.-Mexico border: the Ferrocarnil [FFRR] Via Corta Tijuana-Tecate, and the Ferrocarnil Sonora-Baja California [FFRR--FSBC]. The FFRR Via Corta Tijuana-Tecate operates in the Tijuana-Tecate corridor [Corridor G]. The FFRR-FSBC operates in the Mexicali-Eljido Puebla corridor [Corridor E].The rail lines of the FFRR-FSBC cross the US-Mexico border at the Mexicali POE. In 2000 there were 335,000 tons of goods transported south across the US-Mexico border into Baja at the Mexicali POE by the FFRR-FSBC railroad. The rail lines of the FFRR Via Corta Tijuana-Tecate cross the US-Mexico border at Puerta Mexico. In 2000 there were about 2,400 rail cars that crossed the US-Mexico border at Puerta Mexico POE heading south into Baja.

## Maritime Ports

Baja has one maritime port located within 100 km of the U.S.-Mexico border and designated as an international port of entry. That port is the Port of Ensenada and its main channel depth is 13 meters. Ships arriving and departing at the Port of Ensenada transported about 640,000 tons of goods in 2000.

**Source:** Baja California BINS Technical Committee representative.

## ANALYSIS OF CORRIDOR EVALUATION RESULTS

Of the 12 corridors evaluated in Baja California, the Bellas Artes corridor is listed first - this is one of the corridors that is a local road. Listed #2 is the Mexicali-Ejido Puebla corridor, #3 is Mexicali Progreso, #4 is Mexicali-San Felipe, #5 is Tijuana-Rosarito [free], #6 is Tecate-Ensenada, #7 is Tecate-Tijuana [free], #8 is Tecate-Tijuana [toll], #9 is Bataques-Algodones, #10 is El Hongo-Tecate [free], #11 is Tijuana-Rosarito [toll], and listed #12 or last is the Central Camionera Garita corridor [a local road].

The Bellas Artes corridor obtains its first place listing by being listed first with respect to the historical data and being listed first with respect to the change data.

### Historical Data

This discussion reviews highway, land POE, airport, maritime port and rail data and results. With regard to the highways, the Central Camionera Garita Puerta Mexico is listed first in three of the four highway categories - AADT, LOS and capacity. This corridor dominates the AADT listing with 40,000 - this is twice as large as the corridor listed second [Bellas Artes] and 20 times larger than the corridor listed twelfth [Bataques-Algodones]. Highway length is the only indicator for which the Central Camionera Garita is not listed first - and the Tecate-Ensenada corridor is listed first with 104.5 km.

For truck, airport and maritime port data, the Bellas Artes corridor is always listed first by virtue of the fact that those data are allocated by the distribution of AADT amongst 11 corridors and Bellas Artes has the largest total of the 11 corridors. Trucks do not transit the Central Camionera Garita corridor; therefore, no truck, airport or maritime port data are allocated to it. For passenger vehicles, the Central Camionera Garita corridor is listed first since is has the largest portion of AADT among the 12 corridors and the Bellas Artes corridor is listed second. For railroad cars, the Tecate-Tijuana corridor [G] is listed first since the FFRR Via Corta Tijuana-Tecate rail line is assigned to this corridor. For railroad volume, the Mexicali-Ejido Puebla corridor [E] is listed first since the FFRR-FSBC rail line is assigned to this corridor. Had data for both rail cars and tonnage been provided for both POE, it would impact the corridor scores - but not the final ranking.

### Change Data

This discussion reviews highway, land POE, airport, maritime port and rail data for both absolute changes and percent changes. With regard to absolute changes, the Central Camionera Garita dominates the highways mode with the Bellas Artes listed second. With regard to highways, the Central Camionera Garita is listed first for three indicators [AADT, LOS and capacity] and tied for first for highway length.

For truck, airport, and maritime port data, the Bellas Artes corridor is always listed first by virtue of the fact that it supports the highest trade and vehicle volumes for the year 2000, and the growth rates for 11 corridors are the same [the Central Camionera Garita corridor is excluded]. For passenger vehicles, Central Camionera Garita corridor is listed first. For railroad cars, the Tecate-Tijuana corridor [G] is listed first since the FFRR Via Corta Tijuana-Tecate rail line is assigned to this corridor. For railroad volume, the Mexicali-Ejido Puebla corridor [E] is listed first since the FFRR-FSBC rail line is assigned to this corridor. Had data for both rail cars and tonnage been provided for both POE, it would impact the corridor scores - but not the final listing.

With regard percent changes in highway data, all 12 corridors are tied for first by virtue of the fact that each uses the same annual compound growth rate - 3.0% per year for AADT, LOS and Capacity and no change for highway length.

For trucks, airports and maritime ports, 11 of the corridors are tied for first by virtue of the fact that they use the same growth rates [the Central Camionera Garita corridor is excluded]. For passenger vehicles the 12 corridors are tied. For railroad cars, the Tecate-Tijuana corridor [G] is listed first since the FFRR Via Corta Tijuana-Tecate rail line is assigned to this corridor. For railroad volume, the Mexicali-Ejido Puebla corridor [E] is listed first since the FFRR-FSBC rail line is assigned to this corridor. Had data for both rail cars and tonnage been provided for both POE, it would impact the corridor scores - but not the final listing.

**Table 1**
**Summary Corridor Results**

| Corridor Identification | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Tijuana-Rosarito [toll] | Tijuana-Rosarito [free] | Tecate-Tijuana [toll] | Hongo-Tecate [free] | Mexicali - Ejido Puebla | Mexicali–Progreso | Tecate-Tijuana [free] | Tecate–Ensenada | Mexicali -San Felipe | Bataques–Algodones | Central Camionera Garita | Bellas Artes |
| **Historical Scores for 2000 Data[1]** | | | | | | | | | | | | |
| Highways | 52 | 44 | 54 | 54 | 42 | 52 | 54 | 36 | 42 | 64 | 28 | 40 |
| Land Ports of Entry | 36 | 26 | 28 | 34 | 24 | 20 | 26 | 30 | 24 | 28 | 26 | 6 |
| Airports | 22 | 20 | 16 | 16 | 14 | 12 | 10 | 8 | 6 | 4 | 24 | 2 |
| Maritime Ports | 44 | 40 | 32 | 32 | 28 | 24 | 20 | 16 | 12 | 8 | 48 | 4 |
| Railroads | 8 | 8 | 8 | 8 | 6 | 8 | 6 | 8 | 8 | 8 | 8 | 8 |
| **Sum of Historical Scores:** | **162** | **138** | **138** | **144** | **114** | **116** | **116** | **98** | **92** | **112** | **134** | **60** |
| **Changes Scores For Changes Between 2000 and 2020[2]** | | | | | | | | | | | | |
| Highways | 25 | 20 | 24 | 27 | 16 | 19 | 28 | 22 | 24 | 34 | 8 | 16 |
| Land Ports of Entry | 15 | 7 | 13 | 19 | 11 | 9 | 17 | 23 | 19 | 25 | 26 | 5 |
| Airports | 7 | 3 | 6 | 9 | 5 | 4 | 8 | 11 | 9 | 12 | 24 | 2 |
| Maritime Ports | 14 | 6 | 12 | 18 | 10 | 8 | 16 | 22 | 18 | 24 | 48 | 4 |
| Railroads | 8 | 8 | 8 | 8 | 6 | 8 | 6 | 8 | 8 | 8 | 8 | 8 |
| **Sum of Change Scores:** | **69** | **44** | **63** | **81** | **48** | **48** | **75** | **86** | **78** | **103** | **114** | **35** |
| **Overall Scores[3]:** | **231** | **182** | **201** | **225** | **162** | **164** | **191** | **184** | **170** | **215** | **248** | **95** |
| **Overall Result:** | **11** | **5** | **8** | **10** | **2** | **3** | **7** | **6** | **4** | **9** | **12** | **1** |

**Notes:**

1 Historical Scores from Table 2a. To insure equal weighting with the Changes scores, the Historical corridor scores are multiplied by two.

2 The Changes Scores is the sum of the Evaluation Results from Table 4a [Corridor Changes] and Table 4a [Corridor Percent Changes].

3 The Overall Score is the sum of the *Historical Score* and the *Changes Score.* The *Historical Data* scores and the *Changes Between 2000 and 2020* scores are equally weighted

Lower score represents greater need.

## Table 2
## Corridor Data For 2000

| Corridor Identification: | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Corridor Name** | **Tijuana - Rosarito [toll]** | **Tijuana - Rosarito [free]** | **Tecate - Tijuana [toll]** | **Hongo - Tecate [free]** | **Mexicali - Ejido Puebla** | **Mexicali – Progreso** | **Tecate - Tijuana [free]** | **Tecate – Ensenada** | **Mexicali - San Felipe** | **Bataques - Algodones** | **Central Camionera Garita** | **Bellas Artes** |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 5,100 | 10,600 | 5,700 | 4,600 | 6,500 | 7,000 | 5,000 | 4,200 | 4,600 | 2,100 | 40,000 | 20,000 |
| Highway Length [in km] | 35.4 | 25.9 | 22.7 | 45.0 | 12.0 | 7.8 | 50.6 | 104.5 | 100.0 | 51.7 | 7.9 | 16.3 |
| LOS [A=1 to F3 = 9] | 1.0 | 4.0 | 1.0 | 3.0 | 3.0 | 2.0 | 3.0 | 3.0 | 2.0 | 2.0 | 4.0 | 4.0 |
| Capacity at Peak Hour | 3,200 | 1,600 | 3,200 | 2,000 | 3,200 | 3,200 | 1,600 | 3,200 | 3,200 | 2,000 | 5,500 | 2,500 |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 62,511 | 129,925 | 69,865 | 56,382 | 79,671 | 85,799 | 61,285 | 51,480 | 56,382 | 25,740 | 0 | 245,141 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 986,815 | 2,051,027 | 1,102,910 | 890,068 | 1,257,705 | 1,354,451 | 967,465 | 812,671 | 890,068 | 406,335 | 7,739,723 | 3,869,861 |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 5,129 | 10,661 | 5,733 | 4,626 | 6,537 | 7,040 | 5,029 | 4,224 | 4,626 | 2,112 | 0 | 20,115 |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [tons] | 43,271 | 89,935 | 48,361 | 39,028 | 55,149 | 59,391 | 42,422 | 35,635 | 39,028 | 17,817 | 0 | 169,689 |
| Total number TEUs | 1,952 | 4,057 | 2,182 | 1,761 | 2,488 | 2,679 | 1,914 | 1,608 | 1,761 | 804 | 0 | 7,655 |
| **Railroads Border Crossing at POE** | | | | | | | | | | | | |
| Number rail cars | | | | | | | 2,419 | | | | | |
| Total volume [tons] | | | | | 335,000 | | | | | | | |
| Total AADT in Corridors[1] | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 75,400 | 6.8% | 14.1% | 7.6% | 6.1% | 8.6% | 9.3% | 6.6% | 5.6% | 6.1% | 2.8% | | 26.5% |
| 115,400 | 4.4% | 9.2% | 4.9% | 4.0% | 5.6% | 6.1% | 4.3% | 3.6% | 4.0% | 1.8% | 34.7% | 17.3% |

**Notes:**
[1] There are 75,400 AADT in 11 corridors [excludes Central Camionera Garita]. This is used to distribute data for trucks, airports and maritime ports. There are 115,400 AADT in all twelve corridors used to distribute passenger vehicles and buses.

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution

**Source:** Baja California BINS Technical Committee Representative, see Tables 6 - 9 for details.

**Table 2a**
**Corridor Evaluation Results For 2000**

| **Corridor Identification:** | **A** | **B** | **C** | **D** | **E** | **F** | **G** | **H** | **I** | **J** | **K** | **L** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Corridor Name** | **Tijuana Rosarito [toll]** | **Tijuana Rosarito [free]** | **Tecate Tijuana [toll]** | **Hongo Tecate [free]** | **Mexicali - Ejido Puebla** | **Mexicali Progreso** | **Tecate Tijuana [free]** | **Tecate – Ensenada** | **Mexicali - San Felipe** | **Bataques Algodones** | **Central Camionera Garita** | **Bellas Artes** |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 7 | 3 | 6 | 9 | 5 | 4 | 8 | 11 | 9 | 12 | 1 | 2 |
| Highway Length [in km] | 6 | 7 | 8 | 5 | 10 | 12 | 4 | 1 | 2 | 3 | 11 | 9 |
| LOS [A=1 to F3 = 9] | 11 | 1 | 11 | 4 | 4 | 8 | 4 | 4 | 8 | 8 | 1 | 1 |
| Capacity at Peak Hour | 2 | 11 | 2 | 9 | 2 | 2 | 11 | 2 | 2 | 9 | 1 | 8 |
| **Highway Scores:** | **26** | **22** | **27** | **27** | **21** | **26** | **27** | **18** | **21** | **32** | **14** | **20** |
| **Overall Highway Result:** | **7** | **6** | **9** | **9** | **4** | **7** | **9** | **2** | **4** | **12** | **1** | **3** |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 11 | 10 | 8 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 12 | 1 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 7 | 3 | 6 | 9 | 5 | 4 | 8 | 11 | 9 | 12 | 1 | 2 |
| **Land POE Scores:** | **18** | **13** | **14** | **17** | **12** | **10** | **13** | **15** | **12** | **14** | **13** | **3** |
| **Overall POE Result:** | **12** | **5** | **8** | **11** | **3** | **2** | **5** | **10** | **3** | **8** | **5** | **1** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 11 | 10 | 8 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 12 | 1 |
| **Airport Scores:** | **11** | **10** | **8** | **8** | **7** | **6** | **5** | **4** | **3** | **2** | **12** | **1** |
| **Overall Airport Result:** | **11** | **10** | **8** | **8** | **7** | **6** | **5** | **4** | **3** | **2** | **12** | **1** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [tons] | 11 | 10 | 8 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 12 | 1 |
| Total number TEUs | 11 | 10 | 8 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 12 | 1 |
| **Maritime Port Score:** | **22** | **20** | **16** | **16** | **14** | **12** | **10** | **8** | **6** | **4** | **24** | **2** |
| **Overall Maritime Result:** | **11** | **10** | **8** | **8** | **7** | **6** | **5** | **4** | **3** | **2** | **12** | **1** |
| **Railroads Border Crossing at POE** | | | | | | | | | | | | |
| Number rail cars | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |
| Total volume [tons] | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| **Railroad Scores:** | **4** | **4** | **4** | **4** | **3** | **4** | **3** | **4** | **4** | **4** | **4** | **4** |
| **Overall Railroad Result:** | **3** | **3** | **3** | **3** | **1** | **3** | **1** | **3** | **3** | **3** | **3** | **3** |

**Notes:** Lower score represents greater need

**Table 3**
**Corridor Data For 2020**

| Corridor Identification: | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Corridor Name | Tijuana - Rosarito [toll] | Tijuana - Rosarito [free] | Tecate - Tijuana [toll] | Hongo - Tecate [free] | Mexicali - Ejido Puebla | Mexicali – Progreso | Tecate - Tijuana [free] | Tecate – Ensenada | Mexicali - San Felipe | Bataques – Algodones | Central Camionera Garita | Bellas Artes |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 9,211 | 19,145 | 10,295 | 8,308 | 11,740 | 12,643 | 9,031 | 7,586 | 8,308 | 3,793 | 72,244 | 36,122 |
| Highway Length [in km] | 35.4 | 25.9 | 22.7 | 45.0 | 12.0 | 7.8 | 50.6 | 104.5 | 100.0 | 51.7 | 7.9 | 16.3 |
| LOS [A=1 to F3 = 9] | 1.8 | 7.2 | 1.8 | 5.4 | 5.4 | 3.6 | 5.4 | 5.4 | 3.6 | 3.6 | 7.2 | 7.2 |
| Capacity at Peak Hour | 5,780 | 2,890 | 5,780 | 3,612 | 5,780 | 5,780 | 2,890 | 5,780 | 5,780 | 3,612 | 9,934 | 4,515 |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 135,663 | 281,966 | 151,623 | 122,363 | 172,904 | 186,204 | 133,003 | 111,722 | 122,363 | 55,861 | 0 | 532,012 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 1,782,286 | 3,704,359 | 1,991,967 | 1,607,552 | 2,271,541 | 2,446,275 | 1,747,339 | 1,467,765 | 1,607,552 | 733,882 | 13,978,713 | 6,989,357 |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 7,036 | 14,624 | 7,864 | 6,346 | 8,968 | 9,657 | 6,898 | 5,794 | 6,346 | 2,897 | 0 | 27,592 |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [tons] | 269,089 | 559,282 | 300,746 | 242,707 | 342,956 | 369,337 | 263,812 | 221,602 | 242,707 | 110,801 | 0 | 1,055,249 |
| Total number TEUs | 10,187 | 21,173 | 11,385 | 9,188 | 12,983 | 13,982 | 9,987 | 8,389 | 9,188 | 4,195 | 0 | 39,949 |
| **Railroads Border Crossing at POE** | | | | | | | | | | | | |
| Number rail cars | | | | | | | 4,369 | | | | | |
| Total volume [tons] | | | | | 1,744,380 | | | | | | | |
| Total AADT in Corridors[1] | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 136,180 | 6.8% | 14.1% | 7.6% | 6.1% | 8.6% | 9.3% | 6.6% | 5.6% | 6.1% | 2.8% | | 26.5% |
| 208,424 | 4.4% | 9.2% | 4.9% | 4.0% | 5.6% | 6.1% | 4.3% | 3.6% | 4.0% | 1.8% | 34.7% | 17.3% |

**Notes:**

[1] There are 136,180 AADT in 11 corridors [excludes Central Camionera Garita]. This is used to distribute data for trucks, airports and maritime ports. There are 208,424 AADT in all twelve corridors used to distribute passenger vehicles and buses

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution

**Sources:** Baja California BINS Technical Committee representative and the Mexican Secretariat of Communications and Transportation. See Tables 6 - 9 for details

**Table 3a**
**Corridor Evaluation Results For 2020**

| Corridor Identification[1]: | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 7 | 3 | 6 | 9 | 5 | 4 | 8 | 11 | 9 | 12 | 1 | 2 |
| Highway Length [in km] | 6 | 7 | 8 | 5 | 10 | 12 | 4 | 1 | 2 | 3 | 11 | 9 |
| LOS [A=1 to F3 = 9] | 11 | 1 | 11 | 4 | 4 | 8 | 4 | 4 | 8 | 8 | 1 | 1 |
| Capacity at Peak Hour | 2 | 11 | 2 | 9 | 2 | 2 | 11 | 2 | 2 | 9 | 1 | 8 |
| **Highway Scores:** | **26** | **22** | **27** | **27** | **21** | **26** | **27** | **18** | **21** | **32** | **14** | **20** |
| **Overall Highway Result:** | **7** | **6** | **9** | **9** | **4** | **7** | **9** | **2** | **4** | **12** | **1** | **3** |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 6 | 2 | 5 | 8 | 4 | 3 | 7 | 10 | 8 | 11 | 12 | 1 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 7 | 3 | 6 | 9 | 5 | 4 | 8 | 11 | 9 | 12 | 1 | 2 |
| **Land POE Scores:** | **13** | **5** | **11** | **17** | **9** | **7** | **15** | **21** | **17** | **23** | **13** | **3** |
| **Overall POE Result:** | **6** | **2** | **5** | **9** | **4** | **3** | **8** | **11** | **9** | **12** | **6** | **1** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 6 | 2 | 5 | 8 | 4 | 3 | 7 | 10 | 8 | 11 | 12 | 1 |
| **Airport Scores:** | **6** | **2** | **5** | **8** | **4** | **3** | **7** | **10** | **8** | **11** | **12** | **1** |
| **Overall Airport Result:** | **7** | **3** | **6** | **9** | **5** | **4** | **8** | **11** | **9** | **12** | **1** | **2** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [tons] | 6 | 2 | 5 | 8 | 4 | 3 | 7 | 10 | 8 | 11 | 12 | 1 |
| Total number TEUs | 6 | 2 | 5 | 8 | 4 | 3 | 7 | 10 | 8 | 11 | 12 | 1 |
| **Maritime Port Score:** | **12** | **4** | **10** | **16** | **8** | **6** | **14** | **20** | **16** | **22** | **24** | **2** |
| **Overall Maritime Result:** | **6** | **2** | **5** | **8** | **4** | **3** | **7** | **10** | **8** | **11** | **12** | **1** |
| **Railroads Border Crossing at POE** | | | | | | | | | | | | |
| Number rail cars | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |
| Total volume [tons] | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| **Railroad Scores:** | **4** | **4** | **4** | **4** | **3** | **4** | **3** | **4** | **4** | **4** | **4** | **4** |
| **Overall Railroad Result:** | **3** | **3** | **1** | **3** | **1** | **3** | **3** | **3** | **3** | **3** | **3** | **3** |

**Notes**

[1]
**A** **Tijuana -Rosarito [toll]**
**B** **Tijuana -Rosarito [free]**
**C** **Tecate -Tijuana [toll]**
**D** **Hongo - Tecate [free]**
**E** **Mexicali - Ejido Puebla**
**F** **Mexicali – Progreso**
**G** **Tecate - Tijuana [free]**
**H** **Tecate – Ensenada**
**I** **Mexicali - San Felipe**
**J** **Bataques – Algodones**
**K** **Central Camionera Garita**
**L** **Bellas Artes**

Lower score represents greater need.

**Table 4**
**Corridor Changes 2000 - 2020**

| Corridor Identification: | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Corridor Name** | Tijuana - Rosarito [toll] | Tijuana - Rosarito [free] | Tecate - Tijuana [toll] | Hongo - Tecate [free] | Mexicali - Ejido Puebla | Mexicali – Progreso | Tecate - Tijuana [free] | Tecate – Ensenada | Mexicali - San Felipe | Bataques - Algodones | Central Camionera Garita | Bellas Artes |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 4,111 | 8,545 | 4,595 | 3,708 | 5,240 | 5,643 | 4,031 | 3,386 | 3,708 | 1,693 | 32,244 | 16,122 |
| Highway Length [in km] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS [A=1 to F3 = 9] | 0.81 | 3.22 | 0.81 | 2.42 | 2.42 | 1.61 | 2.42 | 2.42 | 1.61 | 1.61 | 3.22 | 3.22 |
| Capacity at Peak Hour | 2,580 | 1,290 | 2,580 | 1,612 | 2,580 | 2,580 | 1,290 | 2,580 | 2,580 | 1,612 | 4,434 | 2,015 |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 73,152 | 152,042 | 81,758 | 65,980 | 93,233 | 100,405 | 71,718 | 60,243 | 65,980 | 30,121 | 0 | 286,871 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 795,471 | 1,653,332 | 889,056 | 717,484 | 1,013,836 | 1,091,823 | 779,874 | 655,094 | 717,484 | 327,547 | 6,238,990 | 3,119,495 |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 1,907 | 3,963 | 2,131 | 1,720 | 2,430 | 2,617 | 1,869 | 1,570 | 1,720 | 785 | 0 | 7,477 |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [tons] | 225,818 | 469,347 | 252,385 | 203,679 | 287,807 | 309,946 | 221,390 | 185,968 | 203,679 | 92,984 | 0 | 885,560 |
| Total number TEUs | 8,235 | 17,116 | 9,204 | 7,428 | 10,496 | 11,303 | 8,073 | 6,782 | 7,428 | 3,391 | 0 | 32,294 |
| **Railroads Border Crossing at POE** | | | | | | | | | | | | |
| Number rail cars | | | | | | | 1,950 | | | | | |
| Total volume [tons] | | | | | 1,409,380 | | | | | | | |
| Total AADT in Corridors[1] | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 60,780 | 6.8% | 14.1% | 7.6% | 6.1% | 8.6% | 9.3% | 6.6% | 5.6% | 6.1% | 2.8% | | 26.5% |
| 93,024 | 4.4% | 9.2% | 4.9% | 4.0% | 5.6% | 6.1% | 4.3% | 3.6% | 4.0% | 1.8% | 34.7% | 17.3% |

**Notes:**

[1] There are 60,780 AADT in 11 corridors [excludes Central Camionera Garita]. This is used to distribute data for trucks, airports and maritime ports. There are 93,024 AADT in all twelve corridors used to distribute passenger vehicles and buses. Differences are estimated by subtracting the year 2000 data from the 2020 projections. See Tables 6 - 9 for details.

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

**Table 4a**
**Corridor Evaluation Results for Changes 2000 - 2020**

| Corridor Identification[1]: | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Average Annual Daily Traffic | 7 | 3 | 6 | 9 | 5 | 4 | 8 | 11 | 9 | 12 | 1 | 2 |
| Highway Length [in km] | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| LOS [A=1 to F3 = 9] | 11 | 1 | 11 | 4 | 4 | 8 | 4 | 4 | 8 | 8 | 1 | 1 |
| Capacity at Peak Hour | 2 | 11 | 2 | 9 | 2 | 2 | 11 | 2 | 2 | 9 | 1 | 8 |
| **Highway Scores:** | **21** | **16** | **20** | **23** | **12** | **15** | **24** | **18** | **20** | **30** | **4** | **12** |
| **Overall Highway Result:** | **9** | **5** | **7** | **10** | **2** | **4** | **11** | **6** | **7** | **12** | **1** | **2** |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 6 | 2 | 5 | 8 | 4 | 3 | 7 | 10 | 8 | 11 | 12 | 1 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 7 | 3 | 6 | 9 | 5 | 4 | 8 | 11 | 9 | 12 | 1 | 2 |
| **Land POE Scores:** | **13** | **5** | **11** | **17** | **9** | **7** | **15** | **21** | **17** | **23** | **13** | **3** |
| **Overall POE Result:** | **6** | **2** | **5** | **9** | **4** | **3** | **8** | **11** | **9** | **12** | **6** | **1** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 6 | 2 | 5 | 8 | 4 | 3 | 7 | 10 | 8 | 11 | 12 | 1 |
| **Airport Scores:** | **6** | **2** | **5** | **8** | **4** | **3** | **7** | **10** | **8** | **11** | **12** | **1** |
| **Overall Airport Result:** | **6** | **2** | **5** | **8** | **4** | **3** | **7** | **10** | **8** | **11** | **12** | **1** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [tons] | 6 | 2 | 5 | 8 | 4 | 3 | 7 | 10 | 8 | 11 | 12 | 1 |
| Total number TEUs | 6 | 2 | 5 | 8 | 4 | 3 | 7 | 10 | 8 | 11 | 12 | 1 |
| **Maritime Port Score:** | **12** | **4** | **10** | **16** | **8** | **6** | **14** | **20** | **16** | **22** | **24** | **2** |
| **Overall Maritime Result:** | **6** | **2** | **5** | **8** | **4** | **3** | **7** | **10** | **8** | **11** | **12** | **1** |
| **Railroads Border Crossing at POE** | | | | | | | | | | | | |
| Number rail cars | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |
| Total volume [tons] | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| **Railroad Scores:** | **4** | **4** | **4** | **4** | **3** | **4** | **3** | **4** | **4** | **4** | **4** | **4** |
| **Overall Railroad Result:** | **3** | **3** | **3** | **3** | **1** | **3** | **1** | **3** | **3** | **3** | **3** | **3** |
| Lower score represents greater need. | 56 | 31 | 50 | 68 | 36 | 35 | 63 | 73 | 65 | 90 | 57 | 22 |

Notes

[1]

| | | | |
|---|---|---|---|
| **A** | **Tijuana -Rosarito [toll]** | **G** | **Tecate - Tijuana [free]** |
| **B** | **Tijuana -Rosarito [free]** | **H** | **Tecate – Ensenada** |
| **C** | **Tecate -Tijuana [toll]** | **I** | **Mexicali - San Felipe** |
| **D** | **Hongo - Tecate [free]** | **J** | **Bataques – Algodones** |
| **E** | **Mexicali - Ejido Puebla** | **K** | **Central Camionera Garita** |
| **F** | **Mexicali – Progreso** | **L** | **Bellas Artes** |

**Table 5**
**Corridor Percent Changes 2000 - 2020**

| Corridor Identification: | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Corridor Name** | Tijuana - Rosarito [toll] | Tijuana - Rosarito [free] | Tecate - Tijuana [toll] | Hongo - Tecate [free] | Mexicali - Ejido Puebla | Mexicali-Progreso | Tecate - Tijuana [free] | Tecate - Ensenada | Mexicali - San Felipe | Bataques - Algodones | Central Camionera Garita | Bellas Artes |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% |
| Highway Length [in km] | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| LOS [A=1 to F3 = 9] | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% |
| Capacity at Peak Hour | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 117.0% | 117.0% | 117.0% | 117.0% | 117.0% | 117.0% | 117.0% | 117.0% | 117.0% | 117.0% | | 117.0% |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 37.2% | 37.2% | 37.2% | 37.2% | 37.2% | 37.2% | 37.2% | 37.2% | 37.2% | 37.2% | | 37.2% |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [tons] | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | | 521.9% |
| Total number TEUs | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | 521.9% | | 521.9% |
| **Railroads Border Crossing at POE** | | | | | | | | | | | | |
| Number rail cars | | | | | | | 80.6% | | | | | |
| Total volume [tons] | | | | | 420.7% | | | | | | | |

**Notes:** See Tables 6 - 9 for details.

**Table 5a**
**Corridor Evaluation Results for Percent Changes 2000 – 2020**

| Corridor Identification[1]: | A | B | C | D | E | F | G | H | I | J | K | L |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Highway Length [in km] | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| LOS [A=1 to F3 = 9] | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Capacity at Peak Hour | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Highway Scores:** | **4** | **4** | **4** | **4** | **4** | **4** | **4** | **4** | **4** | **4** | **4** | **4** |
| **Overall Highway Result:** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 12 | 1 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Land POE Scores:** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **13** | **2** |
| **Overall POE Result:** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **12** | **1** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 12 | 1 |
| **Airport Scores:** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **12** | **1** |
| **Overall Airport Result:** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **12** | **1** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [tons] | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 12 | 1 |
| Total number TEUs | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 12 | 1 |
| **Maritime Port Score:** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **2** | **24** | **2** |
| **Overall Maritime Result:** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **1** | **12** | **1** |
| **Railroads Border Crossing at POE** | | | | | | | | | | | | |
| Number rail cars | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 |
| Total volume [tons] | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| **Railroad Scores:** | **4** | **4** | **4** | **4** | **3** | **4** | **3** | **4** | **4** | **4** | **4** | **4** |
| **Overall Railroad Result:** | **3** | **3** | **3** | **3** | **1** | **3** | **1** | **3** | **3** | **3** | **3** | **3** |

**Notes:**

[1]

| | | | |
|---|---|---|---|
| **A** | **Tijuana -Rosarito [toll]** | **G** | **Tecate - Tijuana [free]** |
| **B** | **Tijuana -Rosarito [free]** | **H** | **Tecate – Ensenada** |
| **C** | **Tecate -Tijuana [toll]** | **I** | **Mexicali - San Felipe** |
| **D** | **Hongo - Tecate [free]** | **J** | **Bataques – Algodones** |
| **E** | **Mexicali - Ejido Puebla** | **K** | **Central Camionera Garita** |
| **F** | **Mexicali – Progreso** | **L** | **Bellas Artes** |

Lower score represents greater need.

**Table 6**
**Highway Data**

| Corridor ID | Highway | Corridor Name | Kilometers | | | Avg. Annual Daily Traffic | Level of Service - LOS | | Traffic-Carrying Capacity |
|---|---|---|---|---|---|---|---|---|---|
| | | | Begin Post | End Post | Highway Length | | A to F3 | 1 to 9 | |
| **Historical Data for Calendar Year 2000** | | | | | | | | | |
| A | MX-1D | Tijuana - Rosarito [cuota] | 0.00 | 35.42 | 35.42 | 5,100 | A | 1 | 3,200 |
| B | MX-1 | Tijuana - Rosarito [libre] | 0.00 | 25.94 | 25.94 | 10,600 | D | 4 | 1,600 |
| C | MX-2D | Tecate-Tijuana [cuota] | 0.00 | 22.74 | 22.74 | 5,700 | A | 1 | 3,200 |
| D | MX-2 | Hongo - Tecate [libre] | 87.00 | 132.00 | 45.00 | 4,600 | C | 3 | 2,000 |
| E | MX-2 | Mexicali - Ejido Puebla | 0.00 | 12.00 | 12.00 | 6,500 | C | 3 | 3,200 |
| F | MX-2 | Mexicali - Progreso | 0.00 | 7.80 | 7.80 | 7,000 | B | 2 | 3,200 |
| G | MX-2 | Tecate-Tijuana [libre] | 132.00 | 182.60 | 50.60 | 5,000 | C | 3 | 1,600 |
| H | MX-3 | Tecate - Ensenada [El Sauzal] | 0.00 | 104.53 | 104.53 | 4,200 | C | 3 | 3,200 |
| I | MX-5 | Mexicali - San Felipe | 0.00 | 100.00 | 100.00 | 4,600 | B | 2 | 3,200 |
| J | BCN-2 | Bataques - Algodones | 49.65 | 101.30 | 51.65 | 2,100 | B | 2 | 2,000 |
| K | via Rapida Oriente | Central Camionera - Garita Puerta Mexico | 0.00 | 7.90 | 7.90 | 40,000 | D | 4 | 5,500 |
| L | Bellas Artes Blvd | Bellas Artes | 0.00 | 16.25 | 16.25 | 20,000 | D | 4 | 2,500 |
| **Projections for 2020** | | | | | | | | | |
| A | MX-1D | Tijuana - Rosarito [cuota] | 0.00 | 35.42 | 35.42 | 9,211 | A | 1.81 | 5,780 |
| B | MX-1 | Tijuana - Rosarito [libre] | 0.00 | 25.94 | 25.94 | 19,145 | F1 | 7.22 | 2,890 |
| C | MX-2D | Tecate-Tijuana [cuota] | 0.00 | 22.74 | 22.74 | 10,295 | A | 1.81 | 5,780 |
| D | MX-2 | Hongo - Tecate [libre] | 87.00 | 132.00 | 45.00 | 8,308 | E | 5.42 | 3,612 |
| E | MX-2 | Mexicali - Ejido Puebla | 0.00 | 12.00 | 12.00 | 11,740 | E | 5.42 | 5,780 |
| F | MX-2 | Mexicali - Progreso | 0.00 | 7.80 | 7.80 | 12,643 | C | 3.61 | 5,780 |
| G | MX-2 | Tecate-Tijuana [libre] | 132.00 | 182.60 | 50.60 | 9,031 | E | 5.42 | 2,890 |
| H | MX-3 | Tecate - Ensenada [El Sauzal] | 0.00 | 104.53 | 104.53 | 7,586 | E | 5.42 | 5,780 |
| I | MX-5 | Mexicali - San Felipe | 0.00 | 100.00 | 100.00 | 8,308 | C | 3.61 | 5,780 |
| J | BCN-2 | Bataques - Algodones | 49.65 | 101.30 | 51.65 | 3,793 | C | 3.61 | 3,612 |
| K | via Rapida Oriente | Central Camionera - Garita Puerta Mexico | 0.00 | 7.90 | 7.90 | 72,244 | F1 | 7.22 | 9,934 |
| L | Bellas Artes Blvd | Bellas Artes | 0.00 | 16.25 | 16.25 | 36,122 | F1 | 7.22 | 4,515 |

**Percent Change: 2000 to 2020**
It is assumed that highway length does not change during the 20 year period. All other indicators increase at a compound annual rate of 3.0%. This translates to overall growth of 80.6%

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Sources:** Historical data from the Baja California BINS Technical Committee Representative
Compound Annual Growth Rate of 3.0% per year: Mexican Secretariat of Communications and Transportation [SCT]

**Table 7**
**Land Ports Of Entry [POE] Crossing Data**

| | Algondones | Mexicali | Mexicali-Este | Puerta Mexico | Mesa de Otay | Tecate | Total |
|---|---|---|---|---|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | |
| **Southbound POE Crossing Data for 2000**[1] | | | | | | | |
| Number trucks | | | | | 819,060 | 105,120 | 924,180 |
| Tons of goods | | | | | | | 0 |
| Value [Millions $] moved by truck | | | | | | | $0.0 |
| Number of passenger vehicles | | | | 20,380,000 | | 1,949,100 | 22,329,100 |
| Number of buses | | | | | | | 0 |
| Number passenger vehicles & buses | | | | 20,380,000 | | 1,949,100 | 22,329,100 |
| Number of rail cars | | | | 2,419 | | | X |
| Volume of tons moved by rail | | 335,000 | | | | | X |
| Number of TEUs moved by rail | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | X |
| **Southbound POE Crossing Data for 2020** | | | | | | | |
| Number trucks[2] | | | | | 1,777,550 | 228,135 | 2,005,685 |
| Tons of goods | | | | | | | |
| Value [Millions $] moved by truck | | | | | | | |
| Number of passenger vehicles | | | | | | | X |
| Number of buses | | | | | | | X |
| Number passenger vehicles & buses[3] | | | | | | | 40,328,588 |
| Number of rail cars[3] | | | | 4,369 | | | X |
| Volume of tons moved by rail[1] | | 1,744,380 | | | | | X |
| Number of TEUs moved by rail | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | X |
| **Per Cent Change in POE Data: 2000 to 2020** | | | | | | | |
| Number trucks[2] | | | | | | | 117.0% |
| Tons of goods | | | | | | | |
| Value [Millions $] moved by truck | | | | | | | |
| Number of passenger vehicles | | | | | | | X |
| Number of buses | | | | | | | X |

| | Algondones | Mexicali | Mexicali-Este | Puerta Mexico | Mesa de Otay | Tecate | Total |
|---|---|---|---|---|---|---|---|
| Number passenger vehicles & buses[4] | | | | | | | 80.6% |
| Number of rail cars[4] | | | | 80.6% | | | X |
| Volume of tons moved by rail[5] | | 420.7% | | | | | X |
| Number of TEUs moved by rail | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | X |

**Notes**

Number of trucks = southbound trucks that cross the US-Mexico border

Tons of goods = carried by southbound trucks that cross the US-Mexico border.

Value [Millions $] moved by truck = value of goods moved by southbound trucks that cross the US-Mexico border.

Number of passenger vehicles = southbound passenger vehicles that cross the US-Mexico border.

Number of buses = southbound buses that cross the US-Mexico border.

Number passenger vehicles & buses = sum of southbound passenger vehicles and buses that cross the US-Mexico border.

Number of rail cars = southbound rail cars that cross the US-Mexico border.

Volume of tons moved by rail = transported by the southbound rail cars that cross the US-Mexico border.

Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are southbound and cross the US-Mexico border.

Value [Millions $] moved by rail = value of goods transported by southbound rail cars that cross the US-Mexico border.

Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee representative This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

**Sources:**

1 From Baja California BINS Technical Committee representative.

2 The BINS Technical Committee representative provided the 2020 projections for the Mesa de Otay POE. The growth rate from that forecast is estimated at 117.0% and is used to project the 2020 truck crossings at Tecate

3 Computed by multiplying the 2000 data by the 80.6% growth rate and adding the result to the 2000 data.

4 This 80.6% growth rate is based on a compound annual growth rate of 3.0% - the level specified by the Mexican Secretariat of Communications and Transportation

5 Estimated by subtracting the 2000 rail tonnage from the 2020 projections, and dividing the result by the 2000 rail tonnage.

**Table 8**
**Airport Data**

| | San Felipe | Mexicali | Tijuana | Total |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | **No** | **Yes** | **Yes** | |
| **Designated as an International POE?** | **Yes** | **Yes** | **Yes** | |
| **Historical Data for 2000** | | | | |
| Longest runway length [in meters]. | | 2,600 | 2,600 | 2,600 |
| Tons of goods exported & imported | | 7,565 | 68,268 | 75,833 |
| Airport served by railroad facility? | | No | No | X |
| If yes, name of railroad | | | | X |
| On-land movement of air freight | X | X | X | X |
| Share of goods moved by truck | | | | X |
| Share of goods moved by railroad | | | | X |
| **Projections for 2020** | | | | |
| Longest runway length | | | | |
| Date becomes operational | | | | X |
| Tons of goods exported & imported | | 9,609 | 94,414 | 104,023 |
| Airport served by railroad facility? | | | | X |
| If yes, name of railroad | | | | X |
| On-land movement of air freight | X | X | X | X |
| Share of goods moved by truck | | | | |
| Share of goods moved by railroad | | | | |
| **Per Cent Change: 2000 to 2020** | | | | |
| Longest runway length | | | | |
| Tons of goods exported & imported | | | | 37.2% |

**Note:** Only data for facilities that meet minimum criteria are included

**Source:** Baja California BINS Technical Committee representative

**Table 9**
**Maritime Port Data**

| | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | **Yes** | | | |
| **Designated as an International POE?** | **Yes** | | | |
| | | | **Changes 2000 to 2020** | |
| | **2000** | **2020** | **Absolute** | **Percent** |
| Main Channel Depth [in meters] | 13 | | | |
| Total tons of goods exported & imported | 639,727 | 3,978,289 | 3,338,562 | 521.9% |
| Total number TEUs exported & imported | 28,859 | 150,607 | 121,748 | 521.9% |
| Maritime ports served by railroad facility? | N | Y | | |
| If yes, name of railroad | | | | |
| On-land movement of air freight | X | X | X | X |
| Share of goods moved by truck | 100% | | | |
| Share of goods moved by railroad | | | | |

**Note:**
Only data for the port of Ensenada are included in the evaluation as Ensenada meets both minimum criteria. There are maritime ports at Rosarito and Sauzal that are not included because they are not designated as international ports of entry.

**Sources:**
Historical data: Baja California BINS Technical Committee representative.
Forecast data: Tons projections provided by the Baja California BINS Technical Committee representative.
For TEU, the tonnage growth rate [521.9%] is used to obtain the TEU projections.

**Map 1**
**Baja California Border Area**

# CORRIDOR EVALUATION
# CALIFORNIA RESULTS AND DATA

Corridor evaluations are conducted to determine the corridors with the greater needs. This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the evaluation process, the computations are calculated in formulas contained in the spreadsheets that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. Historical Data – data for 16 indicators for the year 2000.

2. Change Data – a combination of actual changes for the 16 indicators from 2000 to 2020 and percent changes for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are one, and it has the highest need. Corridor A is listed second because its AADT is 157,000 [second highest], its evaluation results are two, and it has the second highest need. Corridor C is listed third because it has the lowest AADT [30,000], its evaluation results are three and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of one and represents the highest need.

[1] In some cases there will be fewer than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by two.

# GENERAL DESCRIPTION OF CALIFORNIA'S CORRIDORS

## Corridors

California has identified two corridors for the study and they are called the San Diego-Tijuana-Tecate corridor, and the Imperial-Mexicali corridor. Both corridors run North-South.

## Highways

The San Diego-Tijuana-Tecate corridor is composed of nine highways: Interstate 5 [I-5], I-8, I-15, I-805, SR 11, SR 94, SR 125, SR 188 and SR 905. The Imperial-Mexicali corridor is composed of eight highways: Interstate 8 [I-8], I-10, SR 78, SR 86, SR 98, SR 111, SR 115 and SR 186.

## Land Ports of Entry [POE]

There are six land POEs in California: San Ysidro, Otay Mesa, Tecate, Calexico, Calexico East and Andrade. In calendar year 2000, about 1 million trucks carrying about 3.6 million tons of goods were transported into California through four land POEs. Also in calendar year 2000, about 30 million passenger vehicles crossed the border into California through the six land POEs.

## Airports

There are six airports located within 100 km of the US-Mexico border, but only Lindbergh Field is included in this evaluation because it is the only airport designated as an international port of entry. The longest runway at Lindbergh Field is 9,400 feet in length. During calendar year 2000, airplanes arriving and departing at Lindbergh field transported about 102,600 tons of goods.

## Railroads

There are three railroads that operate within 100 km of the US-Mexico border and they are the Burlington Northern Santa Fe [BNSF], the San Diego and Imperial Valley [SDIV], and the Union Pacific [UP]. The BNSF and SDIV both operate in the San Diego-Tijuana-Tecate corridor. The UP operates in the Imperial-Mexicali corridor. The rail lines of the SDIV cross the US-Mexico border at the San Ysidro POE. In 2000 there were 202 rail cars that crossed the border into the United States at the San Ysidro POE transporting about 9,700 tons of goods. The rail lines of the UP cross the US-Mexico border at the Calexico POE. In 2000 there were 246 rail cars that crossed the border into the United States at Calexico transporting about 78,600 tons of goods.

## Maritime Ports

California has one maritime port located within 100 km of the US-Mexico border and designated as an international port of entry. That port is the Port of San Diego with a main channel depth of 42 feet. Ships arriving and departing at the Port of San Diego transported about 2 million tons of goods in 2000.

**Source:** California BINS Technical Committee representative.

## ANALYSIS OF CORRIDOR EVALUATION RESULTS

Of the two corridors evaluated in California, the San Diego-Tijuana-Tecate corridor [or the San Diego corridor] is listed first overall with the Imperial-Mexicali corridor [Imperial corridor] listed second. The San Diego corridor obtains its first place listing by being listed first with respect to the historical data, and being listed first with respect to the change data.

### Historical Data

This discussion reviews highway, land POE, airport, maritime port and rail data and results. With regard to the highways, the San Diego corridor is listed first. This comes about because the San Diego corridor is listed first in three categories [AADT, LOS and capacity] and the Imperial corridor is listed first in one category [highway length]. The San Diego corridor had almost eight [8] times as much AADT as the Imperial corridor [719,972 to 92,755], 77% more highway capacity [42,177 versus 23,871] and its LOS is significantly lower [C versus A]. By contrast, the Imperial corridor has 29% more mileage than the San Diego corridor [377.8 miles versus 292.4 miles].

For truck data, passenger vehicles, airports, and maritime ports, the San Diego corridor is always listed first by virtue of the fact that those data are distributed by the distribution of AADT amongst the corridors. For railroad data, the Imperial corridor is always listed first because the number of rail cars and the amount of goods transported in the Imperial corridor by Union Pacific is larger than the number of rail cars and goods transported by the San Diego Imperial Valley railroad in the San Diego corridor.

### Change Data

This discussion reviews highway, land POE, airport, maritime port and rail data for both absolute changes and percent changes. With regard absolute changes in highway data, the San Diego corridor is listed first in three of the four categories [AADT, highway length and capacity] implying the absolute changes were larger in the San Diego corridor. In the case of LOS, the LOS rating for the Imperial corridor declined more than the LOS rating for the San Diego corridor.

For trucks, passenger vehicles, airports, and maritime ports data, the San Diego corridor is always listed first by virtue of the fact that the growth rates for both corridors are the same, and the San Diego corridor had larger volumes in the year 2000. For railroad data, the Imperial corridor is always listed first for a similar reason. The growth rates are the same for both railroads, but the Union Pacific [in the Imperial corridor] had larger volumes in calendar year 2000 than the San Diego Imperial Valley railroad [San Diego corridor] had in the year 2000.

With regard percent changes in highway data, the San Diego and Imperial corridor are tied for first by virtue of the fact that each is listed first in two categories. The San Diego corridor is listed first with regard to the larger percent increase in highway length [4.8% versus 1.3%] and capacity [42.0% versus 8.2%]. The Imperial corridor is listed first with regard to AADT [101% growth versus 40%] and LOS [a decline of 40.5% versus a decline of 7.5%].

For trucks, passenger vehicles, airports, maritime ports, and railroad data, the San Diego and Imperial corridor are always tied for first by virtue of the fact that they used the same growth rates.

**Table 1**
**Summary Corridor Results**

| | Corridor Scores[1] | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A San Diego-Tijuana-Tecate | B Imperial-Mexicali | C | A | B | C |
| **Historical Data for 2000[2]** | | | | | | |
| Highways | 10 | 14 | | 1 | 2 | |
| Land Ports of Entry | 8 | 16 | | 1 | 2 | |
| Airports | 2 | 4 | | 1 | 2 | |
| Maritime Ports | 2 | 4 | | 1 | 2 | |
| Railroads | 16 | 8 | | 2 | 1 | |
| **Sum of Historical Scores:** | **38** | **46** | | **1** | **2** | |
| **Changes Between 2000 and 2020[3]** | | | | | | |
| Highways | 11 | 13 | | 1 | 2 | |
| Land Ports of Entry | 8 | 12 | | 1 | 2 | |
| Airports | 2 | 3 | | 1 | 2 | |
| Maritime Ports | 2 | 3 | | 1 | 2 | |
| Railroads | 12 | 8 | | 2 | 1 | |
| **Sum of Change Scores:** | **35** | **39** | | **1** | **2** | |
| **Overall Scores[4]:** | **73** | **85** | | | | |
| **Overall Result:** | **1** | **2** | | | | |

**Notes:**

1 The Corridor Scores are the Evaluation Results in Tables 2, 4 and 5.

2. Historical Scores from Table 2. To insure equal weighting with the Changes scores, the *Historical* corridor scores are multiplied by two.

3 The Changes Scores is the sum of the Evaluation Results from Table 4 [Corridor Changes] and Table 5 [Corridor Percent Changes].

4 The Overall Score is the sum of the *Historical Score* and the *Changes Score.* The *Historical Data* scores and the *Changes Between 2000 and 2020* scores are equally weighted.

Lower score represents greater need.

**Table 2**
**Corridor Data and Results For 2000**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A San Diego-Tijuana-Tecate | B Imperial-Mexicali | C | A | B | C |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 719,972 | 92,755 | | 1 | 2 | |
| Highway Length [in miles] | 292.40 | 377.80 | | 2 | 1 | |
| LOS [A=1 to F3 = 9] | 3.922 | 1.330 | | 1 | 2 | |
| Capacity at Peak Hour | 42,177 | 23,871 | | 1 | 2 | |
| | | **Highway Scores** | | **5** | **7** | |
| | | **Overall Highway Result** | | **1** | **2** | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 910,694 | 117,326 | | 1 | 2 | |
| Total volume [tons] | 3,162,134 | 407,383 | | 1 | 2 | |
| Value of goods Millions $ | $14,121 | $1,819 | | 1 | 2 | |
| # passenger vehicles & buses | 26,566,907 | 3,422,661 | | 1 | 2 | |
| | | **POE Scores** | | **4** | **8** | |
| | | **Overall POE Result** | | **1** | **2** | |
| **Airports** | | | | | | |
| Total volume [tons] | 94,168 | 12,132 | | 1 | 2 | |
| | | **Airport Scores** | | **1** | **2** | |
| | | **Overall Airport Result** | | **1** | **2** | |
| **Maritime Ports** | | | | | | |
| Total volume [tons] | 1,803,950 | 232,406 | | 1 | 2 | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | **1** | **2** | |
| | | **Overall Maritime Result** | | **1** | **2** | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | 202 | 246 | | 2 | 1 | |
| Total volume [tons] | 9,676 | 78,632 | | 2 | 1 | |
| Total Number TEUs | 3,874 | 5,779 | | 2 | 1 | |
| Value of goods Millions $ | $1.0 | $22.8 | | 2 | 1 | |
| | | **Railroad Scores** | | **8** | **4** | |
| | | **Overall Railroad Result** | | **2** | **1** | |
| Total AADT in Two Corridors | **Share of AADT Among Corridors** | | | | | |
| 812,728 | 88.6% | 11.4% | 0.0% | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

Historical data from California BINS Technical Committee representative, see Tables 6 - 9 for details.

Lower score represents greater need.

**Table 3**
**Corridor Data and Results For 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A San Diego-Tijuana-Tecate | B Imperial-Mexicali | C | A | B | C |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 1,008,392 | 186,422 | | 1 | 2 | |
| Highway Length [in miles] | 306.30 | 382.80 | | 2 | 1 | |
| LOS [A=1 to F3 = 9] | 4.216 | 1.868 | | 1 | 2 | |
| Capacity at Peak Hour | 59,891 | 25,830 | | 1 | 2 | |
| | | **Highway Scores** | | **5** | **7** | |
| | | **Overall Highway Result** | | **1** | **2** | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 1,478,428 | 273,318 | | 1 | 2 | |
| Total volume [tons] | 5,133,434 | 949,023 | | 1 | 2 | |
| Value of goods Millions $ | $41,543 | $7,680 | | 1 | 2 | |
| # passenger vehicles & buses | 43,633,792 | 8,066,624 | | 1 | 2 | |
| | | **POE Scores** | | **4** | **8** | |
| | | **Overall POE Result** | | **1** | **2** | |
| **Airports** | | | | | | |
| Total volume [tons] | 299,779 | 55,421 | | 1 | 2 | |
| | | **Airport Scores** | | **1** | **2** | |
| | | **Overall Airport Result** | | **1** | **2** | |
| **Maritime Ports** | | | | | | |
| Total volume [tons] | 2,740,507 | 506,640 | | 1 | 2 | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | **1** | **2** | |
| | | **Overall Maritime Result** | | **1** | **2** | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | 379 | 462 | | 2 | 1 | |
| Total volume [tons] | 18,171 | 147,671 | | 2 | 1 | |
| Total Number TEUs | 7,275 | 10,853 | | 2 | 1 | |
| Value of goods Millions $ | $2.7 | $60.5 | | 2 | 1 | |
| | | **Railroad Scores** | | **8** | **4** | |
| | | **Overall Railroad Result** | | **2** | **1** | |
| Total AADT in Two Corridors | **Share of AADT Among Corridors** | | | | | |
| 1,194,814 | 84.4% | 15.6% | 0.0% | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.
Forecasts for highway, airport and maritime port data are from the California BINS Technical Committee representative. See Tables 6, 8 and 9 for details. Other forecasts are derived from secondary sources. See Table 6 for details.

Lower score represents greater need.

**Table 4**
**Corridor Changes and Results, 2000 - 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A San Diego-Tijuana-Tecate | B Imperial-Mexicali | C | A | B | C |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 288,419 | 93,667 | | 1 | 2 | |
| Highway Length [in miles] | 13.90 | 5.00 | | 1 | 2 | |
| LOS [A=1 to F3 = 9] | 0.294 | 0.539 | | 2 | 1 | |
| Capacity at Peak Hour | 17,714 | 1,959 | | 1 | 2 | |
| | | **Highway Scores** | | **5** | **7** | |
| | | **Overall Highway Result** | | **1** | **2** | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 546,307 | 177,419 | | 1 | 2 | |
| Total volume [tons] | 1,896,902 | 616,038 | | 1 | 2 | |
| Value of goods Millions $ | $25,124 | $8,159 | | 1 | 2 | |
| # passenger vehicles & buses | 12,883,001 | 1,138,451 | | 1 | 2 | |
| | | **POE Scores** | | **4** | **8** | |
| | | **Overall POE Result** | | **1** | **2** | |
| **Airports** | | | | | | |
| Total volume [tons] | 187,883 | 61,017 | | 1 | **2** | |
| | | **Airport Scores** | | **1** | **2** | |
| | | **Overall Airport Result** | | **1** | **2** | |
| **Maritime Ports** | | | | | | |
| Total volume [tons] | 913,970 | 296,821 | | 1 | 2 | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | **1** | **2** | |
| | | **Overall Maritime Result** | | **1** | **2** | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | 177 | 216 | | 2 | 1 | |
| Total volume [tons] | 8,495 | 69,039 | | 2 | 1 | |
| Total Number TEUs | 3,401 | 5,074 | | 2 | 1 | |
| Value of goods Millions $ | $1.7 | $37.7 | | 2 | 1 | |
| | | **Railroad Scores** | | **8** | **4** | |
| | | **Overall Railroad Result** | | **2** | **1** | |
| Total AADT in Two Corridors | **Share of AADT Among Corridors** | | | | | |
| 382,087 | 75.5% | 24.5% | 0.0% | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

Differences are estimated by subtracting the year 2000 data from the 2020 projections. See Tables 5 - 8 for details.

Lower score represents greater need.

**Table 5**
**Corridor Percent Changes and Results, 2000 – 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A San Diego-Tijuana-Tecate | B Imperial-Mexicali | C | A | B | C |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 40.1% | 101.0% | | 2 | 1 | |
| Highway Length [in miles] | 4.8% | 1.3% | | 1 | 2 | |
| LOS [A=1 to F3 = 9] | 7.5% | 40.5% | | 2 | 1 | |
| Capacity at Peak Hour | 42.0% | 8.2% | | 1 | 2 | |
| | | **Highway Scores** | | **6** | **6** | |
| | | **Overall Highway Result** | | **1** | **1** | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 170.4% | 170.4% | | 1 | 1 | |
| Total volume [tons] | 170.4% | 170.4% | | 1 | 1 | |
| Value of goods Millions $ | 308.8% | 308.8% | | 1 | 1 | |
| # passenger vehicles & buses | 72.4% | 72.4% | | 1 | 1 | |
| | | **POE Scores** | | **4** | **4** | |
| | | **Overall POE Result** | | **1** | **1** | |
| **Airports** | | | | | | |
| Total volume [tons] | 234.1% | 234.1% | | 1 | 1 | |
| | | **Airport Scores** | | **1** | **1** | |
| | | **Overall Airport Result** | | **1** | **1** | |
| **Maritime Ports** | | | | | | |
| Total volume [tons] | 59.5% | 59.5% | | 1 | 1 | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | **1** | **1** | |
| | | **Overall Maritime Result** | | **1** | **1** | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | 187.8% | 187.8% | | 1 | 1 | |
| Total volume [tons] | 187.8% | 187.8% | | 1 | 1 | |
| Total Number TEUs | 187.8% | 187.8% | | 1 | 1 | |
| Value of goods Millions $ | 265.3% | 265.3% | | 1 | 1 | |
| | | **Railroad Scores** | | **4** | **4** | |
| | | **Overall Railroad Result** | | **1** | **1** | |

**Notes:**
See Tables 6 - 9 for details.

Lower score represents greater need.

**Table 6**
**Highway Data**

| Summary Data for the San Diego-Tijuana-Tecate Corridor for 2000 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **I-5** | **I-8** | **I-15** | **I-805** | **SR 11** | **SR 94** | **SR 125** | **SR 188** | **SR 905** | **Total** |
| **AADT:** | 172,043 | 68,163 | 148,330 | 187,041 | 0 | 51,639 | 40,969 | 6,700 | 45,088 | **719,972** |
| **Highway Length:** | 72.40 | 77.80 | 54.30 | 28.00 | 0.00 | 37.60 | 11.20 | 1.90 | 9.20 | **292.40** |
| **LOS:** | D | B | D | D | | C | D | B | B | **C** |
| **LOS #:** | 4.7 | 2.6 | 4.6 | 4.8 | | 3.5 | 4.6 | 2.0 | 3.0 | |
| **Weighted Average LOS:** | 1.2 | 0.7 | 0.9 | 0.5 | 0.0 | 0.4 | 0.2 | 0.0 | 0.1 | **3.9** |
| **Capacity:** | 8,300 | 5,153 | 8,065 | 9,041 | 0 | 3,833 | 2,568 | 2,000 | 3,217 | **42,177** |

| Summary Data for the San Diego-Tijuana-Tecate Corridor for 2020 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **I-5** | **I-8** | **I-15** | **I-805** | **SR 11** | **SR 94** | **SR 125** | **SR 188** | **SR 905** | **Total** |
| **AADT:** | 230,033 | 70,758 | 179,199 | 231,343 | 40,500 | 61,667 | 99,830 | 17,811 | 77,252 | **1,008,392** |
| **Highway Length:** | 72.40 | 77.80 | 54.30 | 28.00 | 2.70 | 37.60 | 22.40 | 1.90 | 9.20 | **306.30** |
| **LOS:** | F0 | B | C | E | B | C | C | B | B | **D** |
| **LOS #:** | 6.7 | 2.6 | 3.3 | 5.9 | 2.0 | 3.4 | 4.0 | 2.7 | 2.8 | |
| **Weighted Average LOS:** | 1.6 | 0.7 | 0.6 | 0.5 | 0.0 | 0.4 | 0.3 | 0.0 | 0.1 | **4.2** |
| **Capacity:** | 8,860 | 5,594 | 10,961 | 9,396 | 4,400 | 4,828 | 7,080 | 2,400 | 6,370 | **59,891** |

| Summary Data for the Imperial-Mexicali Corridor for 2000 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **I-8** | **I-10** | **SR 7** | **SR 78** | **SR 86** | **SR 98** | **SR 111** | **SR 115** | **SR 186** | **Total** |
| **AADT:** | 12,067 | 23,244 | 9,700 | 2,766 | 11,044 | 10,999 | 13,219 | 2,416 | 7,300 | **92,755** |
| **Highway Length:** | 97.00 | 131.30 | 1.20 | 21.00 | 48.90 | 11.80 | 32.50 | 32.00 | 2.10 | **377.80** |
| **LOS:** | A | A | B | B | A | B | A | B | B | **A** |
| **LOS #:** | 1.0 | 1.0 | 2.0 | 2.0 | 1.5 | 2.2 | 2.0 | 2.0 | 2.0 | |
| **Weighted Average LOS:** | 0.3 | 0.3 | 0.0 | 0.1 | 0.2 | 0.1 | 0.2 | 0.2 | 0.0 | **1.3** |
| **Capacity:** | 4,000 | 4,786 | 2,400 | 2,023 | 2,430 | 2,020 | 2,160 | 2,051 | 2,000 | **23,871** |

| Summary Data for the Imperial-Mexicali Corridor for 2020 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **I-8** | **I-10** | **SR 7** | **SR 78** | **SR 86** | **SR 98** | **SR 111** | **SR 115** | **SR 186** | **Total** |
| **AADT:** | 18,179 | 60,150 | 26,558 | 4,269 | 17,526 | 19,918 | 24,167 | 5,655 | 10,000 | **186,422** |
| **Highway Length:** | 97.00 | 131.30 | 6.70 | 21.00 | 48.90 | 11.80 | 32.00 | 32.00 | 2.10 | **382.80** |
| **LOS:** | A | B | C | A | A | B | B | B | C | **A** |
| **LOS #:** | 1.0 | 2.3 | 3.4 | 1.9 | 1.7 | 2.4 | 2.3 | 2.1 | 3.0 | |
| **Weighted Average LOS:** | 0.3 | 0.8 | 0.1 | 0.1 | 0.2 | 0.1 | 0.2 | 0.2 | 0.0 | **1.9** |
| **Capacity:** | 4,000 | 4,906 | 2,400 | 2,069 | 2,503 | 2,315 | 2,808 | 2,429 | 2,400 | **25,830** |

**Notes:** SR 125 only includes data from segments 1 - 3.
LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Table 7**
**Land Ports of Entry [POE] Crossing Data**

| | San Ysidro | Otay Mesa | Tecate | Calexico | Calexico E | Andrade | Total |
|---|---|---|---|---|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | |
| **Northbound POE Crossing Data for 2000[1]** | | | | | | | |
| Number trucks | 0 | 683,703 | 61,707 | 0 | 281,032 | 1,578 | 1,028,020 |
| Tons of goods | 0 | 2,265,250 | 242,163 | 0 | 1,062,104 | 0 | 3,569,517 |
| Value [Millions $] moved by truck | $0.0 | $10,650.0 | $488.0 | $0.0 | $4,800.0 | $2.1 | $15,940.1 |
| Number of passenger vehicles | 14,054,104 | 4,855,639 | 1,149,431 | 6,823,029 | 2,337,807 | 617,787 | 29,837,797 |
| Number of buses | 104,040 | 45,688 | 544 | 1,249 | 173 | 77 | 151,771 |
| Number passenger vehicles & buses | 14,158,144 | 4,901,327 | 1,149,975 | 6,824,278 | 2,337,980 | 617,864 | 29,989,568 |
| Number of rail cars | 202 | 0 | 0 | 246 | 0 | 0 | X |
| Volume of tons moved by rail | 9,676 | 0 | 0 | 78,632 | 0 | 0 | X |
| Number of TEUs moved by rail | 3,874 | 0 | 0 | 5,779 | 0 | 0 | X |
| Value [Millions $] moved by rail | $1.0 | 0 | 0 | $22.8 | 0 | 0 | X |
| **Northbound POE Crossing Data for 2020[2]** | | | | | | | |
| Number trucks | | | | | | | 1,751,746 |
| Tons of goods | | | | | | | 6,082,457 |
| Value [Millions $] moved by truck | | | | | | | $49,223.0 |
| Number of passenger vehicles | | | | | | | X |
| Number of buses | | | | | | | X |
| Number passenger vehicles & buses | | | | | | | 51,700,416 |
| Number of rail cars | 379 | | | 462 | | | X |
| Volume of tons moved by rail | 18,171 | | | 147,671 | | | X |
| Number of TEUs moved by rail | 7,275 | | | 10,853 | | | X |
| Value [Millions $] moved by rail | $2.7 | | | $60.5 | | | X |
| **Per Cent Change in POE Data: 2000 to 2020** | | | | | | | |
| Number trucks[3] | | | | | | | 170.4% |
| Tons of goods[3] | | | | | | | 170.4% |
| Value [Millions $] moved by truck[3] | | | | | | | 308.8% |
| Number of passenger vehicles | | | | | | | X |
| Number of buses | | | | | | | X |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Number passenger vehicles & buses[4] | | | | | | | 72.4% |
| Number of rail cars[5] | 187.8% | | | 187.8% | | | X |
| Volume of tons moved by rail[5] | 187.8% | | | 187.8% | | | X |
| Number of TEUs moved by rail[5] | 187.8% | | | 187.8% | | | X |
| Value [Millions $] moved by rail[5] | 265.3% | | | 265.3% | | | X |

**Notes**

Number of trucks = northbound trucks that cross the US-Mexico border

Tons of goods = carried by northbound trucks that cross the US-Mexico border.

Value [Millions $] moved by truck = value of goods moved by northbound trucks that cross the US-Mexico border.

Number of passenger vehicles = northbound passenger vehicles that cross the US-Mexico border.

Number of buses = northbound buses that cross the US-Mexico border.

Number passenger vehicles & buses = sum of northbound passenger vehicles and buses that cross the US-Mexico border.

Number of rail cars = northbound rail cars that cross the US-Mexico border.

Volume of tons moved by rail = transported by the northbound rail cars that cross the US-Mexico border.

Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are northbound and cross the US-Mexico border.

Value [Millions $] moved by rail = value of goods transported by northbound rail cars that cross the US-Mexico border.

Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee representative. This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

**Sources:**

1 From California BINS Technical Committee representative.

2 Derived by multiplying the 2000 data by the growth rates.

3 The growth rates for trucks, tons and dollars are derived from data published by the Office of Freight Management and Operations, FHWA, US Department of Transportation, Freight Transportation Profile - California". There are absolute values forecast for the year 2020 for tons and dollars with1998 data as the base year. Growth rates are calculated for the 22 year period, and 20 year growth rates are estimated. These 20-year growth rates are the ones used in this table. For tons and trucks the compound annual growth rate is 2.7%. For the value of goods moved by truck, the compound annual growth rate is 5.8%.

4 The growth rate for passenger vehicles and buses is the same as that observed for the change in Average Annual Daily Traffic [AADT] in the highway segments nearest the US-Mexico border. These AADT data were obtained for I-5, SR 7, SR 11, SR 111, SR 186, SR 188 and SR 905 from the California BINS Technical Committee representative. The total change in AADT was 152,204 or 72.4%. The 72.4% is used to forecast the number of border crossings for passenger vehicles and buses in 2020.

5 The growth rates for rail cars, tons, TEUs & dollars are derived from data published by the Office of Freight Management and Operations, FHWA, US Department of Transportation, "Freight Transportation Profile - California". There are absolute values forecast for the year 2020 for tons and dollars with1998 data as the base year. Growth rates are calculated for the 22 year period, and 20 year growth rates are estimated. These 20-year growth rates are the ones used in this table. For rail cars, tons of goods moved, and TEUs moved, the compound annual growth rate is 3.2%. For the value of goods moved by rail the compound annual growth rate is 5.0%.

**Table 8**
**Airport Data**

| | Lindbergh | Brown | Calexico | Imperial | Gillespie | Montgomery | Total |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | |
| **Designated as an International POE?** | **Yes** | **No** | **No** | **No** | **No** | **No** | |
| **Historical Data for 2000** | | | | | | | |
| Longest runway length | 9,400 | | | | | | 9,400 |
| Tons of goods exported & imported | 106,300 | | | | | | 106,300 |
| Airport served by railroad facility? | N | | | | | | X |
| If yes, name of railroad | | | | | | | X |
| On-land movement of air freight | X | X | X | X | X | X | X |
| Share of goods moved by truck | | | | | | | X |
| Share of goods moved by railroad | | | | | | | X |
| **Projections for 2020** | | | | | | | |
| Longest runway length | | | | | | | |
| Date becomes operational | | | | | | | X |
| Tons of goods exported & imported | 355,200 | | | | | | 355,200 |
| Airport served by railroad facility? | | | | | | | X |
| If yes, name of railroad | | | | | | | X |
| On-land movement of air freight | X | X | X | X | X | X | X |
| Share of goods moved by truck | | | | | | | |
| Share of goods moved by railroad | | | | | | | |
| **Per Cent Change: 2000 to 2020** | | | | | | | |
| Longest runway length | | | | | | | |
| Tons of goods exported & imported | | | | | | | 234.1% |

**Note:** Only data for facilities that meet minimum criteria are included.

**Sources:** California BINS Technical Committee representative.

**Table 9**
**Maritime Port Data**

| | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | **Yes** | | | |
| **Designated as an International POE?** | **Yes** | | | |
| | | | **Changes 2000 to 2020** | |
| | **2000** | **2020** | **Absolute** | **Percent** |
| Main Channel Depth | 42 | | | |
| Total tons of goods exported & imported | 2,036,356 | 3,247,147 | 1,210,791 | 59.5% |
| Total number TEUs exported & imported | 0 | | | |
| Maritime ports served by railroad facility? | Y | | | |
| If yes, name of railroad | BNSF | | | |
| On-land movement of air freight | X | X | X | X |
| Share of goods moved by truck | | | | |
| Share of goods moved by railroad | | | | |
| **Sources:** California BINS Technical Committee representative. | | | | |

**Map 1**
**California Border Area**

## Methodology For Calculating Corridor Averages for Average Annual Daily Traffic [AADT], Level of Service [LOS], and Peak Hour Traffic Carrying Capacity

Corridor totals for highways are obtained for highway length, AADT, LOS and Peak Hour Traffic Carrying Capacity. The corridor total for each of these indicators is obtained by adding the data for each of the highways assigned to the corridor. The State BINS Technical Committee representative assigned the highways to the corridors. Each of the compilations for each of the indicators is now reviewed.

**Highway Length—**the length of each highway within the 100 km limit. The length is obtained for each highway by subtracting the beginning mile marker, from the last mile marker. If segments are omitted, those segments and their data are omitted from the highway total. The highway length for the entire corridor is obtained by summing the highway length for each highway in the corridor.

**Weighted Average—**an average in which each of the observations is multiplied [or "weighted"] by a factor before calculations. In addition, these weights sum to unity or one [1]. Weighted averages are used so that short and long segments of roadway are counted proportionately in calculating the average for the entire highway.

**Average Annual Daily Traffic—**the weighted average AADT for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the AADT for that segment to obtain the weighted AADT for the segment. Step 3: The weighted AADT for all the segments are summed to obtain the weighted average AADT for the highway. The weighted average AADT for all the highways in the corridor are then summed to obtain the Corridor Total AADT.

**Level of Service—**the weighted average LOS for each highway is calculated in the same manner as that used for AADT. A major difference is that LOS is provided in the letters A, B, C, D, E, F0, F1, F2 and F3. These letters are converted to numbers using the following system, A=1, B=2, C=3, D=4, E=5, F0=6, F1=7, F2=8, and F3=9. After the conversions the following steps are used to calculate LOS for each highway. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the LOS number for that segment to obtain the weighted LOS number for the segment. Step 3: The weighted LOS number for all the segments are summed to obtain the weighted average LOS for the highway. The weighted average LOS number for all the highways in the corridor are then summed to obtain the Corridor Total LOS.

**Peak Hour Traffic Carrying Capacity [PCAP]—**the weighted average PCAP for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the PCAP for that segment to obtain the weighted PCAP for the segment. Step 3: The weighted PCAP for all the segments are summed to obtain the weighted average PCAP for the highway. The weighted average PCAP for all the highways in the corridor are then summed to obtain the Corridor Total PCAP.

## HIGHWAY DATA COMPILED INTO CORRIDOR FORM USED IN TABLE 6 OF CORRIDOR EVALUATION FOR CALIFORNIA

Segment Length Is the Basis for Estimating The Weighted Average for AADT, Los And Capacity.

**Table 1**
**Summary Corridor Results**

| Summary Data for the San Diego / Tijuana /Tecate Corridor for 2000 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **I-5** | **I-8** | **I-15** | **I-805** | **SR 11** | **SR 94** | **SR 125** | **SR 188** | **SR 905** | **Total** |
| **AADT:** | 172,043 | 68,163 | 148,330 | 187,041 | 0 | 51,639 | 40,969 | 6,700 | 45,088 | **719,972** |
| **Highway Length:** | 72.4 | 77.8 | 54.3 | 28.0 | 0.0 | 37.6 | 11.2 | 1.9 | 9.2 | **292.4** |
| **LOS:** | D | B | D | D | | C | D | B | B | **C** |
| **LOS #:** | 4.7 | 2.6 | 4.6 | 4.8 | | 3.5 | 4.6 | 2.0 | 3.0 | |
| **Weighted Average LOS:** | 1.2 | 0.7 | 0.9 | 0.5 | 0.0 | 0.4 | 0.2 | 0.0 | 0.1 | **3.9** |
| **Capacity:** | 8,300 | 5,153 | 8,065 | 9,041 | 0 | 3,833 | 2,568 | 2,000 | 3,217 | **42,177** |
| **Summary Data for the San Diego / Tijuana /Tecate Corridor for 2020** | | | | | | | | | | |
| | **I-5** | **I-8** | **I-15** | **I-805** | **SR 11** | **SR 94** | **SR 125** | **SR 188** | **SR 905** | **Total** |
| **AADT:** | 230,033 | 70,758 | 179,199 | 231,343 | 40,500 | 61,667 | 99,830 | 17,811 | 77,252 | **1,008,392** |
| **Highway Length:** | 72.4 | 77.8 | 54.3 | 28.0 | 2.7 | 37.6 | 22.4 | 1.9 | 9.2 | **306.3** |
| **LOS:** | F0 | B | C | E | B | C | C | B | B | **D** |
| **LOS #:** | 6.7 | 2.6 | 3.3 | 5.9 | 2.0 | 3.4 | 4.0 | 2.7 | 2.8 | |
| **Weighted Average LOS:** | 1.6 | 0.7 | 0.6 | 0.5 | 0.0 | 0.4 | 0.3 | 0.0 | 0.1 | **4.2** |
| **Capacity:** | 8,860 | 5,594 | 10,961 | 9,396 | 4,400 | 4,828 | 7,080 | 2,400 | 6,370 | **59,891** |
| **Summary Data for the Imperial / Mexicali Corridor for 2000** | | | | | | | | | | |
| | **I-8** | **I-10** | **SR 7** | **SR 78** | **SR 86** | **SR 98** | **SR 111** | **SR 115** | **SR 186** | **Total** |
| **AADT:** | 12,067 | 23,244 | 9,700 | 2,766 | 11,044 | 10,999 | 13,219 | 2,416 | 7,300 | **92,755** |
| **Highway Length:** | 97.0 | 131.3 | 1.2 | 21.0 | 48.9 | 11.8 | 32.5 | 32.0 | 2.1 | **377.8** |
| **LOS:** | A | A | B | B | A | B | A | B | B | **A** |
| **LOS #:** | 1.0 | 1.0 | 2.0 | 2.0 | 1.5 | 2.2 | 2.0 | 2.0 | 2.0 | |
| **Weighted Average LOS:** | 0.3 | 0.3 | 0.0 | 0.1 | 0.2 | 0.1 | 0.2 | 0.2 | 0.0 | **1.3** |
| **Capacity:** | 4,000 | 4,786 | 2,400 | 2,023 | 2,430 | 2,020 | 2,160 | 2,051 | 2,000 | **23,871** |

| Summary Data for the Imperial / Mexicali Corridor for 2020 | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **I-8** | **I-10** | **SR 7** | **SR 78** | **SR 86** | **SR 98** | **SR 111** | **SR 115** | **SR 186** | **Total** |
| **AADT:** | 18,179 | 60,150 | 26,558 | 4,269 | 17,526 | 19,918 | 24,167 | 5,655 | 10,000 | **186,422** |
| **Highway Length:** | 97.0 | 131.3 | 6.7 | 21.0 | 48.9 | 11.8 | 32.0 | 32.0 | 2.1 | **382.8** |
| **LOS:** | A | B | C | A | A | B | B | B | C | **A** |
| **LOS #:** | 1.0 | 2.3 | 3.4 | 1.9 | 1.7 | 2.4 | 2.3 | 2.1 | 3.0 | |
| **Weighted Average LOS:** | 0.3 | 0.8 | 0.1 | 0.1 | 0.2 | 0.1 | 0.2 | 0.2 | 0.0 | **1.9** |
| **Capacity:** | 4,000 | 4,906 | 2,400 | 2,069 | 2,503 | 2,315 | 2,808 | 2,429 | 2,400 | **25,830** |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Table 2**
**First Segment Growth Rates**

| | **Average Annual Daily Traffic** | | | **Percent Change** | **Port of Entry to which the Highway is Connected** |
|---|---|---|---|---|---|
| | **2000** | **2020** | **Change** | | |
| **Segment 1 of Highways Directly Connected to the Land Ports of Entry** | | | | | |
| Interstate 5 | 108,478 | 121,200 | 12,722 | 11.7% | San Ysidro |
| State Route 7 | 9,700 | 39,200 | 29,500 | 304.1% | Calexico East |
| State Route 11 | | 40,500 | 40,500 | | East Otay Mesa |
| State Route 111 | 34,064 | 47,800 | 13,736 | 40.3% | Calexico |
| State Route 186 | 7,300 | 10,000 | 2,700 | 37.0% | Andrade |
| State Route 188 | 6,700 | 10,900 | 4,200 | 62.7% | Tecate |
| State Route 905 | 44,000 | 92,846 | 48,846 | 111.0% | Otay Mesa |
| **Total:** | **210,242** | **362,446** | **152,204** | **72.4%** | |

**Notes:** The AATD shown above is the value for the first segment of each of the highways for calendar year 2000 and projections for 2020. The Change is the difference between the two numbers, and the percent change is calculated by dividing the difference by the AADT for calendar year 2000.

All of these highways are directly connected to the Land Ports of Entry, and the US-Mexico border.

The total growth rate of 72.4% is the growth rate that is used to calculate the 2020 border crossings of passenger vehicles and buses.

**Source:** California BINS Technical Committee representative

**Table 3a**
**Interstate 5 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 0.900 | 0.900 | 108,478 | C | 3 | 8,000 |
| 2 | 0.900 | 3.100 | 2.200 | 69,471 | A | 1 | 8,000 |
| 3 | 3.100 | 4.700 | 1.600 | 112,097 | C | 3 | 8,600 |
| 4 | 4.700 | 6.800 | 2.100 | 156,412 | D | 4 | 8,600 |
| 5 | 6.800 | 9.400 | 2.600 | 161,771 | D | 4 | 8,800 |
| 6 | 9.400 | 12.600 | 3.200 | 200,479 | F0 | 6 | 8,000 |
| 7 | 12.600 | 14.100 | 1.500 | 166,405 | F0 | 6 | 8,000 |
| 8 | 14.100 | 15.000 | 0.900 | 190,400 | F0 | 6 | 8,000 |
| 9 | 15.000 | 16.100 | 1.100 | 212,017 | F0 | 6 | 9,200 |
| 10 | 16.100 | 17.500 | 1.400 | 198,916 | F0 | 6 | 8,600 |
| 11 | 17.500 | 20.100 | 2.600 | 191,334 | E | 5 | 8,600 |
| 12 | 20.100 | 23.500 | 3.400 | 216,115 | F0 | 6 | 8,600 |
| 13 | 23.500 | 26.000 | 2.500 | 202,870 | F0 | 6 | 8,600 |
| 14 | 26.000 | 30.700 | 4.700 | 164,418 | E | 5 | 8,000 |
| 15 | 30.700 | 32.900 | 2.200 | 256,962 | F1 | 7 | 8,600 |
| 16 | 32.900 | 38.600 | 5.700 | 225,711 | F0 | 6 | 8,600 |
| 17 | 38.600 | 42.700 | 4.100 | 200,400 | F0 | 6 | 8,000 |
| 18 | 42.700 | 47.000 | 4.300 | 192,939 | F0 | 6 | 8,000 |
| 19 | 47.000 | 51.200 | 4.200 | 199,142 | F0 | 6 | 8,000 |
| 20 | 51.200 | 53.200 | 2.000 | 186,098 | E | 5 | 8,000 |
| 21 | 53.200 | 53.900 | 0.700 | 179,300 | E | 5 | 8,600 |
| 22 | 53.900 | 56.400 | 2.500 | 145,000 | C | 3 | 10,000 |
| 23 | 56.400 | 72.400 | 16.000 | 124,428 | C | 3 | 8,000 |
| **Sum** | | | **72.400** | **4,061,163** | | **114** | **193,400** |

| Estimating the Weighted Averages for I-5 | | | | | |
|---|---|---|---|---|---|
| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| 1 | 1.2% | 1,348 | | 0.037 | 99 |
| 2 | 3.0% | 2,111 | | 0.030 | 243 |
| 3 | 2.2% | 2,477 | | 0.066 | 190 |
| 4 | 2.9% | 4,537 | | 0.116 | 249 |
| 5 | 3.6% | 5,809 | | 0.144 | 316 |
| 6 | 4.4% | 8,861 | | 0.265 | 354 |
| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| 7 | 2.1% | 3,448 | | 0.124 | 166 |
| 8 | 1.2% | 2,367 | | 0.075 | 99 |
| 9 | 1.5% | 3,221 | | 0.091 | 140 |

| | | | | | |
|---|---|---|---|---|---|
| 10 | 1.9% | 3,846 | | 0.116 | 166 |
| 11 | 3.6% | 6,871 | | 0.180 | 309 |
| | **100.0%** | **172,043** | **D** | **4.740** | **8,300** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 3b**
**Interstate 8 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1<br>2 | Overlapping Segments 1 & 2 dropped | | | | | | |
| 3 | 0.000 | 2.400 | 2.400 | 219,379 | F0 | 6 | 8,600 |
| 4 | 2.400 | 4.400 | 2.000 | 229,606 | F0 | 6 | 8,600 |
| 5 | 4.400 | 5.600 | 1.200 | 279,300 | F1 | 7 | 9,200 |
| 6 | 5.600 | 9.600 | 4.000 | 251,170 | F0 | 6 | 10,000 |
| 7 | 9.600 | 12.400 | 2.800 | 195,790 | F0 | 6 | 8,600 |
| 8 | 12.400 | 15.800 | 3.400 | 209,110 | F0 | 6 | 8,600 |
| 9 | 15.800 | 18.700 | 2.900 | 110,307 | F0 | 6 | 5,200 |
| 10 | 18.700 | 25.700 | 7.000 | 65,920 | D | 4 | 4,000 |
| 11 | 25.700 | 28.500 | 2.800 | 55,400 | D | 4 | 4,600 |
| 12 | 28.500 | 31.300 | 2.800 | 34,600 | B | 2 | 4,600 |
| 13 | 31.300 | 34.300 | 3.000 | 22,800 | A | 1 | 4,600 |
| 14 | 34.300 | 37.800 | 3.500 | 22,800 | A | 1 | 4,600 |
| 15 | 37.800 | 65.900 | 28.100 | 14,186 | A | 1 | 4,000 |
| 16 | 65.900 | 77.800 | 11.900 | 11,609 | A | 1 | 4,000 |
| 17 | | | | | | | |
| 18 | | | | | | | |
| 19 | | | | | | | |
| 20 | | | | | | | |
| **Sum** | | | **77.800** | **1,721,977** | | **57** | **89,200** |

**Estimating the Weighted Averages for I-8**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1<br>2 | Overlapping Segments 1 & 2 dropped | | | | |
| 3 | 3.1% | 6,767 | | 0.185 | 265 |
| 4 | 2.6% | 5,902 | | 0.154 | 221 |
| 5 | 1.5% | 4,308 | | 0.108 | 142 |
| 6 | 5.1% | 12,914 | | 0.308 | 514 |
| 7 | 3.6% | 7,046 | | 0.216 | 310 |
| 8 | 4.4% | 9,138 | | 0.262 | 376 |
| 9 | 3.7% | 4,112 | | 0.224 | 194 |

| | | | | | |
|---|---|---|---|---|---|
| 10 | 9.0% | 5,931 | | 0.360 | 360 |
| 11 | 3.6% | 1,994 | | 0.144 | 166 |
| 12 | 3.6% | 1,245 | | 0.072 | 166 |
| 13 | 3.9% | 879 | | 0.039 | 177 |
| 14 | 4.5% | 1,026 | | 0.045 | 207 |
| 15 | 36.1% | 5,124 | | 0.361 | 1,445 |
| 16 | 15.3% | 1,776 | | 0.153 | 612 |
| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| 17 | | | | | |
| 18 | | | | | |
| 19 | | | | | |
| 20 | | | | | |
| **Sum** | **100.0%** | **68,163** | **B** | **2.631** | **5,153** |
| **Notes** | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9 | | | | |
| **Source:** | California BINS Technical Committee representative | | | | |

**Table 3c**
**State Route 11 Data 2000**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| **Estimating the Weighted Averages for SR 11** | | | | | | | |
| **Segment** | **Weight** | **AADT** | | **Level of Service** | | | **Capacity** |
| n/a | n/a | n/a | | n/a | n/a | | n/a |
| **Notes** | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9 | | | | | | |
| **Source:** | California BINS Technical Committee representative | | | | | | |

**Table 3d**
**Interstate 15 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| Serves an International POE? | | | | | Y | | |
| Segment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F3 | Level of Service 1 to 9 | Peak Hr Traffic Capacity |
| 1 | 0.000 | 2.200 | 2.200 | 103,265 | F0 | 6 | 6,000 |
| 2 | 2.200 | 3.400 | 1.200 | 107,600 | C | 3 | 6,600 |
| 3 | 3.400 | 5.600 | 2.200 | 69,715 | F | 5 | 2,000 |
| 4 | 5.600 | 6.100 | 0.500 | 89,000 | D | 4 | 6,000 |
| 5 | 6.100 | 9.300 | 3.200 | 191,116 | F0 | 6 | 9,200 |
| 6 | 9.300 | 10.600 | 1.300 | 154,175 | E | 5 | 8,000 |
| 7 | 10.600 | 12.100 | 1.500 | 154,700 | E | 5 | 8,000 |
| 8 | 12.100 | 15.900 | 3.800 | 286,012 | F0 | 6 | 10,000 |
| 9 | 15.900 | 18.200 | 2.300 | 258,147 | F2 | 8 | 9,200 |
| 10 | 18.200 | 19.400 | 1.200 | 218,300 | F1 | 7 | 8,000 |
| 11 | 19.400 | 26.000 | 6.600 | 213,991 | F0 | 6 | 8,600 |
| 12 | 26.000 | 27.600 | 1.600 | 215,940 | F1 | 7 | 8,600 |
| 13 | 27.600 | 31.500 | 3.900 | 176,879 | D | 4 | 9,200 |
| 14 | 31.500 | 36.600 | 5.100 | 93,610 | B | 2 | 8,000 |
| 15 | 36.600 | 46.500 | 9.900 | 88,737 | D | 4 | 8,000 |
| 16 | 46.500 | 54.300 | 7.800 | 91,020 | C | 3 | 8,000 |
| **Sum** | | | **54.300** | **2,512,207** | | **81** | **123,400** |

**Estimating the Weighted Averages for I-15**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 4.1% | 4,184 | | 0.243 | 243 |
| 2 | 2.2% | 2,378 | | 0.066 | 146 |
| 3 | 4.1% | 2,825 | | 0.203 | 81 |
| 4 | 0.9% | 820 | | 0.037 | 55 |
| 5 | 5.9% | 11,263 | | 0.354 | 542 |
| 6 | 2.4% | 3,691 | | 0.120 | 192 |
| 7 | 2.8% | 4,273 | | 0.138 | 221 |
| 8 | 7.0% | 20,016 | | 0.420 | 700 |
| 9 | 4.2% | 10,934 | | 0.339 | 390 |
| 10 | 2.2% | 4,824 | | 0.155 | 177 |
| 11 | 12.2% | 26,010 | | 0.729 | 1,045 |
| 12 | 2.9% | 6,363 | | 0.206 | 253 |
| 13 | 7.2% | 12,704 | | 0.287 | 661 |
| 14 | 9.4% | 8,792 | | 0.188 | 751 |
| 15 | 18.2% | 16,179 | | 0.729 | 1,459 |
| 16 | 14.4% | 13,075 | | 0.431 | 1,149 |
| **Sum** | **93.7%** | **148,330** | **D** | **4.645** | **8,065** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 3e**
**State Route 94 Data 2000**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 1.400 | 3.200 | 1.800 | 128,573 | E | 5 | 8,400 |
| 2 | 3.200 | 4.100 | 0.900 | 156,406 | E | 5 | 9,660 |
| 3 | 4.100 | 6.200 | 2.100 | 181,005 | E | 5 | 10,500 |
| 4 | 6.200 | 9.800 | 3.600 | 167,400 | F0 | 6 | 8,400 |
| 5 | 9.800 | 10.100 | 0.300 | 156,800 | E | 5 | 8,400 |
| 6 | 10.100 | 13.300 | 3.200 | 70,735 | D | 4 | 4,000 |
| 7 | 13.300 | 14.300 | 1.000 | 41,000 | D | 4 | 2,800 |
| 8 | 14.300 | 14.900 | 0.600 | 49,600 | F0 | 6 | 2,800 |
| 9 | 14.900 | 19.800 | 4.900 | 20,600 | E | 5 | 2,000 |
| 10 | 19.800 | 24.800 | 5.000 | 10,713 | B | 2 | 2,000 |
| 11 | 24.800 | 39.000 | 14.200 | 6,200 | B | 2 | 2,000 |
| **Sum** | | | **37.600** | **989,032** | | **49** | **60,960** |

**Estimating the Weighted Averages for SR 94**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | 4.8% | 6,155 | | 0.239 | 402 |
| 2 | 2.4% | 3,744 | | 0.120 | 231 |
| 3 | 5.6% | 10,109 | | 0.279 | 586 |
| 4 | 9.6% | 16,028 | | 0.574 | 804 |
| 5 | 0.8% | 1,251 | | 0.040 | 67 |
| 6 | 8.5% | 6,020 | | 0.340 | 340 |
| 7 | 2.7% | 1,090 | | 0.106 | 74 |
| 8 | 1.6% | 791 | | 0.096 | 45 |
| 9 | 13.0% | 2,685 | | 0.652 | 261 |
| 10 | 13.3% | 1,425 | | 0.266 | 266 |
| 11 | 37.8% | 2,341 | | 0.755 | 755 |
| **Sum** | **100.0%** | **51,639** | **C** | **3.468** | **3,833** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 3f**
**State Route 125 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 9.600 | 9.600 | | | | |
| 2 | 9.600 | 11.200 | 1.600 | | | | |
| 3 | 11.200 | 14.600 | 3.400 | 27,531 | D | 4 | 2,000 |
| 4 | 14.600 | 15.500 | 0.900 | 121,400 | D | 4 | 6,000 |
| 5 | 15.500 | 22.400 | 6.900 | 37,100 | E | 5 | 2,400 |
| **Sum** | | | **11.200** | **186,031** | | **13** | **10,400** |

**Estimating the Weighted Averages for SR 125**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | 30.4% | 8,358 | | 1.214 | 607 |
| 4 | 8.0% | 9,755 | | 0.321 | 482 |
| 5 | 61.6% | 22,856 | | 3.080 | 1,479 |
| **Sum** | **100.0%** | **40,969** | **D** | **4.616** | **2,568** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 3g**
**State Route 188 Data 2000**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 0.100 | 0.100 | 6,700 | B | 2 | 2,000 |
| 2 | 0.100 | 0.600 | 0.500 | 6,700 | B | 2 | 2,000 |
| 3 | 0.600 | 1.900 | 1.300 | 6,700 | B | 2 | 2,000 |
| **Sum** | | | **1.900** | **20,100** | | **6** | **6,000** |

**Estimating the Weighted Averages for SR 188**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | 5.3% | 353 | | 0.105 | 105 |
| 2 | 26.3% | 1,763 | | 0.526 | 526 |
| 3 | 68.4% | 4,584 | | 1.368 | 1,368 |
| **Sum** | **100.0%** | **6,700** | **B** | **2.000** | **2,000** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 3h**
**Interstate 805 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| Serves an International POE? | | | | | Y | | |
| Segment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service | | Peak Hr Traffic Capacity |
| | | | | | A to F3 | 1 to 9 | |
| 1 | 0.500 | 1.800 | 1.300 | 57,718 | A | 1 | 8,000 |
| 2 | 1.800 | 2.900 | 1.100 | 99,100 | B | 2 | 8,000 |
| 3 | 2.900 | 7.200 | 4.300 | 155,942 | C | 3 | 8,600 |
| 4 | 7.200 | 8.900 | 1.700 | 210,696 | F0 | 6 | 8,600 |
| 5 | 8.900 | 13.500 | 4.600 | 228,602 | F0 | 6 | 10,000 |
| 6 | 13.500 | 14.600 | 1.100 | 233,181 | F1 | 7 | 8,400 |
| 7 | 14.600 | 17.600 | 3.000 | 230,634 | F0 | 6 | 10,000 |
| 8 | 17.600 | 20.600 | 3.000 | 217,935 | F0 | 6 | 10,000 |
| 9 | 20.600 | 23.700 | 3.100 | 182,105 | D | 4 | 8,600 |
| 10 | 23.700 | 27.100 | 3.400 | 183,341 | F0 | 6 | 8,600 |
| 11 | 27.100 | 28.500 | 1.400 | 130,500 | B | 2 | 8,000 |
| **Sum** | | | **28.000** | **1,929,754** | | **49** | **96,800** |

| Estimating the Weighted Averages for I-805 | | | | | |
|---|---|---|---|---|---|
| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| 1 | 4.6% | 2,680 | | 0.046 | 371 |
| 2 | 3.9% | 3,893 | | 0.079 | 314 |
| 3 | 15.4% | 23,948 | | 0.461 | 1,321 |
| 4 | 6.1% | 12,792 | | 0.364 | 522 |
| 5 | 16.4% | 37,556 | | 0.986 | 1,643 |
| 6 | 3.9% | 9,161 | | 0.275 | 330 |
| 7 | 10.7% | 24,711 | | 0.643 | 1,071 |
| 8 | 10.7% | 23,350 | | 0.643 | 1,071 |
| 9 | 11.1% | 20,162 | | 0.443 | 952 |
| 10 | 12.1% | 22,263 | | 0.729 | 1,044 |
| 11 | 5.0% | 6,525 | | 0.100 | 400 |
| **Sum** | **91.4%** | **187,041** | **D** | **4.768** | **9,041** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 3i**
**Interstate 905 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 2.800 | 5.200 | 2.400 | 44,000 | B | 2 | 4,000 |
| 2 | 5.200 | 6.600 | 1.400 | 51,000 | C | 3 | 4,000 |
| 3 | 6.600 | 7.600 | 1.000 | 60,400 | D | 4 | 2,400 |
| 4 | 7.600 | 8.700 | 1.100 | 54,700 | D | 4 | 2,400 |
| 5 | 8.700 | 9.700 | 1.000 | 39,600 | D | 4 | 2,400 |
| 6 | 9.700 | 10.600 | 0.900 | 39,600 | B | 2 | 4,000 |
| 7 | 10.600 | 12.000 | 1.400 | 30,000 | C | 3 | 2,400 |
| **Sum** | | | **9.200** | **319,300** | | **22** | **21,600** |

**Estimating the Weighted Averages for I-905**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | 26.1% | 11,478 | | 0.522 | 1,043 |
| 2 | 15.2% | 7,761 | | 0.457 | 609 |
| 3 | 10.9% | 6,565 | | 0.435 | 261 |
| 4 | 12.0% | 6,540 | | 0.478 | 287 |
| 5 | 10.9% | 4,304 | | 0.435 | 261 |
| 6 | 9.8% | 3,874 | | 0.196 | 391 |
| 7 | 15.2% | 4,565 | | 0.457 | 365 |
| **Sum** | **100.0%** | **45,088** | **B** | **2.978** | **3,217** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 4a**
**Interstate 5 Data 2020**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| Serves an International POE? | | | | | Y | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service | | Peak Hr Traffic Capacity |
| | | | | | A to F3 | 1 to 9 | |
| 1 | 0.000 | 0.900 | 0.900 | 121,200 | E | 5 | 8,000 |
| 2 | 0.900 | 3.100 | 2.200 | 81,813 | B | 2 | 8,000 |
| 3 | 3.100 | 4.700 | 1.600 | 153,573 | F0 | 6 | 8,000 |
| 4 | 4.700 | 6.800 | 2.100 | 200,798 | F3 | 9 | 8,000 |
| 5 | 6.800 | 9.400 | 2.600 | 215,590 | F3 | 9 | 8,000 |
| 6 | 9.400 | 12.600 | 3.200 | 228,299 | F1 | 7 | 10,000 |
| 7 | 12.600 | 14.100 | 1.500 | 207,853 | F2 | 8 | 8,600 |
| 8 | 14.100 | 15.000 | 0.900 | 214,459 | F0 | 6 | 8,600 |
| 9 | 15.000 | 16.100 | 1.100 | 264,900 | F0 | 6 | 10,600 |
| 10 | 16.100 | 17.500 | 1.400 | 253,747 | F3 | 9 | 8,600 |
| 11 | 17.500 | 20.100 | 2.600 | 208,997 | F0 | 6 | 8,600 |
| 12 | 20.100 | 23.500 | 3.400 | 257,778 | F0 | 6 | 8,600 |
| 13 | 23.500 | 26.000 | 2.500 | 229,146 | F0 | 6 | 8,000 |
| 14 | 26.000 | 30.700 | 4.700 | 213,745 | F1 | 7 | 8,000 |
| 15 | 30.700 | 32.900 | 2.200 | 415,500 | F0 | 6 | 12,800 |
| 16 | 32.900 | 38.600 | 5.700 | 317,804 | F2 | 8 | 10,000 |
| 17 | 38.600 | 42.700 | 4.100 | 266,509 | F0 | 6 | 10,000 |
| 18 | 42.700 | 47.000 | 4.300 | 249,913 | F0 | 6 | 10,000 |
| 19 | 47.000 | 51.200 | 4.200 | 243,048 | F0 | 6 | 10,000 |
| 20 | 51.200 | 53.200 | 2.000 | 248,721 | F2 | 8 | 8,000 |
| 21 | 53.200 | 53.900 | 0.700 | 209,100 | F1 | 7 | 8,000 |
| 22 | 53.900 | 56.400 | 2.500 | 200,224 | F1 | 7 | 8,000 |
| 23 | 56.400 | 72.400 | 16.000 | 200,000 | F1 | 7 | 8,000 |
| **Sum** | | | **72.400** | **5,202,717** | | **153** | **204,400** |

**Estimating the Weighted Averages for I-5**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 1.2% | 1,507 | | 0.062 | 99 |
| 2 | 3.0% | 2,486 | | 0.061 | 243 |
| 3 | 2.2% | 3,394 | | 0.133 | 177 |
| 4 | 2.9% | 5,824 | | 0.261 | 232 |
| 5 | 3.6% | 7,742 | | 0.323 | 287 |
| 6 | 4.4% | 10,091 | | 0.309 | 442 |
| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| 7 | 2.1% | 4,306 | | 0.166 | 178 |
| 8 | 1.2% | 2,666 | | 0.075 | 107 |

| | | | | | |
|---|---|---|---|---|---|
| 9 | 1.5% | 4,025 | | 0.091 | 161 |
| 10 | 1.9% | 4,907 | | 0.174 | 166 |
| 11 | 3.6% | 7,505 | | 0.215 | 309 |
| 12 | 4.7% | 12,106 | | 0.282 | 404 |
| 13 | 3.5% | 7,913 | | 0.207 | 276 |
| 14 | 6.5% | 13,876 | | 0.454 | 519 |
| 15 | 3.0% | 12,626 | | 0.182 | 389 |
| 16 | 7.9% | 25,020 | | 0.630 | 787 |
| 17 | 5.7% | 15,092 | | 0.340 | 566 |
| 18 | 5.9% | 14,843 | | 0.356 | 594 |
| 19 | 5.8% | 14,099 | | 0.348 | 580 |
| 20 | 2.8% | 6,871 | | 0.221 | 221 |
| 21 | 1.0% | 2,022 | | 0.068 | 77 |
| 22 | 3.5% | 6,914 | | 0.242 | 276 |
| 23 | 22.1% | 44,199 | | 1.547 | 1,768 |
| | **100.0%** | **230,033** | **F0** | **6.747** | **8,860** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 4b**
**Interstate 8 Data 2020**

| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F3 | Level of Service 1 to 9 | Peak Hr Traffic Capacity |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| 1<br>2 | Overlapping Segments 1 & 2 dropped | | | | | | |
| 3 | 0.000 | 2.400 | 2.400 | 228,510 | F0 | 6 | 10,600 |
| 4 | 2.400 | 4.400 | 2.000 | 234,105 | F1 | 7 | 9,200 |
| 5 | 4.400 | 5.600 | 1.200 | 271,800 | F2 | 8 | 9,200 |
| 6 | 5.600 | 9.600 | 4.000 | 259,671 | F2 | 8 | 10,000 |
| 7 | 9.600 | 12.400 | 2.800 | 198,128 | F1 | 7 | 8,000 |
| 8 | 12.400 | 15.800 | 3.400 | 192,545 | F0 | 6 | 8,600 |
| 9 | 15.800 | 18.700 | 2.900 | 108,452 | D | 4 | 8,000 |
| 10 | 18.700 | 25.700 | 7.000 | 59,976 | C | 3 | 6,000 |
| 11 | 25.700 | 28.500 | 2.800 | 49,800 | C | 3 | 6,000 |
| 12 | 28.500 | 31.300 | 2.800 | 31,500 | B | 2 | 6,000 |
| 13 | 31.300 | 34.300 | 3.000 | 31,400 | A | 1 | 4,600 |
| 14 | 34.300 | 37.800 | 3.500 | 31,400 | A | 1 | 4,600 |
| 15 | 37.800 | 65.900 | 28.100 | 19,179 | A | 1 | 4,000 |
| 16 | 65.900 | 77.800 | 11.900 | 17,572 | A | 1 | 4,000 |
| 17 | | | | | | | |
| 18 | | | | | | | |
| 19 | | | | | | | |
| 20 | | | | | | | |
| **Sum** | | | **77.800** | **1,734,038** | | **58** | **98,800** |

**Estimating the Weighted Averages for I-8**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1<br>2 | Overlapping Segments 1 & 2 dropped | | | | |
| 3 | 3.1% | 7,049 | | 0.185 | 327 |
| 4 | 2.6% | 6,018 | | 0.180 | 237 |
| 5 | 1.5% | 4,192 | | 0.123 | 142 |
| 6 | 5.1% | 13,351 | | 0.411 | 514 |
| 7 | 3.6% | 7,131 | | 0.252 | 288 |
| 8 | 4.4% | 8,415 | | 0.262 | 376 |
| 9 | 3.7% | 4,043 | | 0.149 | 298 |
| 10 | 9.0% | 5,396 | | 0.270 | 540 |
| 11 | 3.6% | 1,792 | | 0.108 | 216 |
| 12 | 3.6% | 1,134 | | 0.072 | 216 |
| 13 | 3.9% | 1,211 | | 0.039 | 177 |
| 14 | 4.5% | 1,413 | | 0.045 | 207 |
| 15 | 36.1% | 6,927 | | 0.361 | 1,445 |

| | | | | | |
|---|---|---|---|---|---|
| 16 | 15.3% | 2,688 | | 0.153 | 612 |
| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| 17 | | | | | |
| 18 | | | | | |
| 19 | | | | | |
| 20 | | | | | |
| **Sum** | **100.0%** | **70,758** | **B** | **2.611** | **5,594** |
| **Notes** | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9 | | | | |
| **Source:** | California BINS Technical Committee representative | | | | |

**Table 4c**
**State Route 11 Data 2020**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 2.700 | 2.700 | 40,500 | B | 2 | 4,400 |
| **Sum** | | | **2.700** | **40,500** | **B** | **2** | **4,400** |

**Estimating the Weighted Averages for SR 11**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 100.0% | 40,500 | | 2.000 | 4,400 |
| **Sum** | **100.0%** | **40,500** | **B** | **2.000** | **4,400** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

## Table 4d
## Interstate 15 Data 2020

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| Serves an International POE? | | | | | Y | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service | | Peak Hr Traffic Capacity |
| | | | | | A to F3 | 1 to 9 | |
| 1 | 0.000 | 2.200 | 2.200 | 115,000 | C | 3 | 9,378 |
| 2 | 2.200 | 3.400 | 1.200 | 111,000 | D | 4 | 7,920 |
| 3 | 3.400 | 5.600 | 2.200 | 133,000 | C | 3 | 8,800 |
| 4 | 5.600 | 6.100 | 0.500 | 131,000 | C | 3 | 9,200 |
| 5 | 6.100 | 9.300 | 3.200 | 200,000 | C | 3 | 10,520 |
| 6 | 9.300 | 10.600 | 1.300 | 150,000 | B | 2 | 10,520 |
| 7 | 10.600 | 12.100 | 1.500 | 153,000 | B | 2 | 10,520 |
| 8 | 12.100 | 15.900 | 3.800 | 281,000 | C | 3 | 16,373 |
| 9 | 15.900 | 18.200 | 2.300 | 272,000 | C | 3 | 15,120 |
| 10 | 18.200 | 19.400 | 1.200 | 214,000 | C | 3 | 12,820 |
| 11 | 19.400 | 26.000 | 6.600 | 215,000 | C | 3 | 13,469 |
| 12 | 26.000 | 27.600 | 1.600 | 240,000 | C | 3 | 12,820 |
| 13 | 27.600 | 31.500 | 3.900 | 203,000 | C | 3 | 11,899 |
| 14 | 31.500 | 36.600 | 5.100 | 145,000 | C | 3 | 9,200 |
| 15 | 36.600 | 46.500 | 9.900 | 149,000 | D | 4 | 9,200 |
| 16 | 46.500 | 54.300 | 7.800 | 149,000 | D | 4 | 9,200 |
| **Sum** | | | **54.300** | **2,861,000** | | **49** | **176,959** |

**Estimating the Weighted Averages for I-15**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 4.1% | 4,659 | | 0.122 | 380 |
| 2 | 2.2% | 2,453 | | 0.088 | 175 |
| 3 | 4.1% | 5,389 | | 0.122 | 357 |
| 4 | 0.9% | 1,206 | | 0.028 | 85 |
| 5 | 5.9% | 11,786 | | 0.177 | 620 |
| 6 | 2.4% | 3,591 | | 0.048 | 252 |
| 7 | 2.8% | 4,227 | | 0.055 | 291 |
| 8 | 7.0% | 19,665 | | 0.210 | 1,146 |
| 9 | 4.2% | 11,521 | | 0.127 | 640 |
| 10 | 2.2% | 4,729 | | 0.066 | 283 |
| 11 | 12.2% | 26,133 | | 0.365 | 1,637 |
| 12 | 2.9% | 7,072 | | 0.088 | 378 |
| 13 | 7.2% | 14,580 | | 0.215 | 855 |
| 14 | 9.4% | 13,619 | | 0.282 | 864 |
| 15 | 18.2% | 27,166 | | 0.729 | 1,677 |
| 16 | 14.4% | 21,403 | | 0.575 | 1,322 |
| **Sum** | **100.0%** | **179,199** | **C** | **3.297** | **10,961** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 4e**
**State Route 94 Data 2020**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 1.400 | 3.200 | 1.800 | 155,386 | B | 2 | 10,380 |
| 2 | 3.200 | 4.100 | 0.900 | 164,297 | C | 3 | 10,380 |
| 3 | 4.100 | 6.200 | 2.100 | 196,859 | D | 4 | 10,500 |
| 4 | 6.200 | 9.800 | 3.600 | 184,987 | E | 5 | 8,400 |
| 5 | 9.800 | 10.100 | 0.300 | 235,900 | D | 4 | 13,380 |
| 6 | 10.100 | 13.300 | 3.200 | 103,378 | C | 3 | 6,600 |
| 7 | 13.300 | 14.300 | 1.000 | 56,400 | C | 3 | 4,400 |
| 8 | 14.300 | 14.900 | 0.600 | 44,300 | B | 2 | 4,400 |
| 9 | 14.900 | 19.800 | 4.900 | 29,773 | C | 3 | 5,100 |
| 10 | 19.800 | 24.800 | 5.000 | 10,699 | B | 2 | 4,411 |
| 11 | 24.800 | 39.000 | 14.200 | 9,000 | D | 4 | 1,550 |
| **Sum** | | | **37.600** | **1,190,979** | | **35** | **79,501** |

**Estimating the Weighted Averages for SR 94**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 4.8% | 7,439 | | 0.096 | 497 |
| 2 | 2.4% | 3,933 | | 0.072 | 248 |
| 3 | 5.6% | 10,995 | | 0.223 | 586 |
| 4 | 9.6% | 17,712 | | 0.479 | 804 |
| 5 | 0.8% | 1,882 | | 0.032 | 107 |
| 6 | 8.5% | 8,798 | | 0.255 | 562 |
| 7 | 2.7% | 1,500 | | 0.080 | 117 |
| 8 | 1.6% | 707 | | 0.032 | 70 |
| 9 | 13.0% | 3,880 | | 0.391 | 665 |
| 10 | 13.3% | 1,423 | | 0.266 | 587 |
| 11 | 37.8% | 3,399 | | 1.511 | 585 |
| **Sum** | **100.0%** | **61,667** | **C** | **3.436** | **4,828** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 4f**
**State Route 125 Data 2020**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg- ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 9.600 | 9.600 | 65,350 | B | 2 | 8,000 |
| 2 | 9.600 | 11.200 | 1.600 | 95,000 | C | 3 | 8,000 |
| 3 | 11.200 | 14.600 | 3.400 | 179,220 | F3 | 9 | 6,000 |
| 4 | 14.600 | 15.500 | 0.900 | 206,082 | F2 | 8 | 8,000 |
| 5 | 15.500 | 22.400 | 6.900 | 95,942 | D | 4 | 6,000 |
| **Sum** | | | **22.400** | **641,594** | | **26** | **36,000** |

**Estimating the Weighted Averages for SR 125**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | 42.9% | 28,007 | | 0.857 | 3,429 |
| 2 | 7.1% | 6,786 | | 0.214 | 571 |
| 3 | 15.2% | 27,203 | | 1.366 | 911 |
| 4 | 4.0% | 8,280 | | 0.321 | 321 |
| 5 | 30.8% | 29,554 | | 1.232 | 1,848 |
| **Sum** | **100.0%** | **99,830** | **C** | **3.991** | **7,080** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 4g**
**State Route 188 Data 2020**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 0.100 | 0.100 | 10,900 | B | 2 | 2,400 |
| 2 | 0.100 | 0.600 | 0.500 | 10,900 | B | 2 | 2,400 |
| 3 | 0.600 | 1.900 | 1.300 | 21,000 | C | 3 | 2,400 |
| **Sum** | | | **1.900** | **42,800** | | **7** | **7,200** |

**Estimating the Weighted Averages for SR 188**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 5.3% | 574 | | 0.105 | 126 |
| 2 | 26.3% | 2,868 | | 0.526 | 632 |
| 3 | 68.4% | 14,368 | | 2.053 | 1,642 |
| **Sum** | **100.0%** | **17,811** | **B** | **2.684** | **2,400** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 4h**
**Interstate 805 Data 2020**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service A to F3** | **1 to 9** | **Peak Hr Traffic Capacity** |
| 1 | 0.500 | 1.800 | 1.300 | 78,136 | C | 3 | 8,000 |
| 2 | 1.800 | 2.900 | 1.100 | 149,400 | C | 3 | 10,560 |
| 3 | 2.900 | 7.200 | 4.300 | 237,876 | E | 5 | 10,292 |
| 4 | 7.200 | 8.900 | 1.700 | 263,608 | F2 | 8 | 8,600 |
| 5 | 8.900 | 13.500 | 4.600 | 238,907 | F0 | 6 | 10,000 |
| 6 | 13.500 | 14.600 | 1.100 | 256,200 | F2 | 8 | 8,600 |
| 7 | 14.600 | 17.600 | 3.000 | 240,345 | F1 | 7 | 9,200 |
| 8 | 17.600 | 20.600 | 3.000 | 242,513 | F0 | 6 | 10,000 |
| 9 | 20.600 | 23.700 | 3.100 | 230,171 | F0 | 6 | 8,600 |
| 10 | 23.700 | 27.100 | 3.400 | 261,375 | F0 | 6 | 9,200 |
| 11 | 27.100 | 28.500 | 1.400 | 220,800 | F1 | 7 | 8,000 |
| **Sum** | | | **28.000** | **2,419,331** | | **65** | **101,052** |

**Estimating the Weighted Averages for I-805**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 4.6% | 3,628 | | 0.139 | 371 |
| 2 | 3.9% | 5,869 | | 0.118 | 415 |
| 3 | 15.4% | 36,531 | | 0.768 | 1,581 |
| 4 | 6.1% | 16,005 | | 0.486 | 522 |
| 5 | 16.4% | 39,249 | | 0.986 | 1,643 |
| 6 | 3.9% | 10,065 | | 0.314 | 338 |
| 7 | 10.7% | 25,751 | | 0.750 | 986 |
| 8 | 10.7% | 25,984 | | 0.643 | 1,071 |
| 9 | 11.1% | 25,483 | | 0.664 | 952 |
| 10 | 12.1% | 31,738 | | 0.729 | 1,117 |
| 11 | 5.0% | 11,040 | | 0.350 | 400 |
| **Sum** | **100.0%** | **231,343** | **E** | **5.946** | **9,396** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 4i**
**Interstate 905 Data 2020**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 2.800 | 5.200 | 2.400 | 92,846 | D | 4 | 5,720 |
| 2 | 5.200 | 6.600 | 1.400 | 91,400 | C | 3 | 6,600 |
| 3 | 6.600 | 7.600 | 1.000 | 94,600 | C | 3 | 6,600 |
| 4 | 7.600 | 8.700 | 1.100 | 87,400 | C | 3 | 6,600 |
| 5 | 8.700 | 9.700 | 1.000 | 72,800 | B | 2 | 6,600 |
| 6 | 9.700 | 10.600 | 0.900 | 49,700 | B | 2 | 6,600 |
| 7 | 10.600 | 12.000 | 1.400 | 36,900 | A | 1 | 6,600 |
| **Sum** | | | **9.200** | **525,646** | | **18** | **45,320** |

**Estimating the Weighted Averages for I-905**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 26.1% | 24,221 | | 1.043 | 1,492 |
| 2 | 15.2% | 13,909 | | 0.457 | 1,004 |
| 3 | 10.9% | 10,283 | | 0.326 | 717 |
| 4 | 12.0% | 10,450 | | 0.359 | 789 |
| 5 | 10.9% | 7,913 | | 0.217 | 717 |
| 6 | 9.8% | 4,862 | | 0.196 | 646 |
| 7 | 15.2% | 5,615 | | 0.152 | 1,004 |
| **Sum** | **100.0%** | **77,252** | **B** | **2.750** | **6,370** |

**Notes** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

## IMPERIAL / MEXICALI CORRIDOR: CALENDAR YEAR 2000 DATA

**Table 5a**
**Interstate 8 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| Serves an International POE? | | | | | Y | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service | | Peak Hr Traffic Capacity |
| | | | | | A to F3 | 1 to 9 | |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | | | | | | | |
| 14 | | | | | | | |
| 15 | | | | | | | |
| 16 | | | | | | | |
| 17 | 0.000 | 37.000 | 37.000 | 11,720 | A | 1 | 4,000 |
| 18 | 37.000 | 40.900 | 3.900 | 28,117 | A | 1 | 4,000 |
| 19 | 40.900 | 65.800 | 24.900 | 9,498 | A | 1 | 4,000 |
| 20 | 65.800 | 97.000 | 31.200 | 12,523 | A | 1 | 4,000 |
| **Sum** | | | **97.000** | **61,858** | | **4** | **16,000** |

**Estimating the Weighted Averages for I-8**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| 12 | | | | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |
| 17 | 38.1% | 4,471 | | 0.381 | 1,526 |
| 18 | 4.0% | 1,130 | | 0.040 | 161 |
| 19 | 25.7% | 2,438 | | 0.257 | 1,027 |
| 20 | 32.2% | 4,028 | | 0.322 | 1,287 |
| **Sum** | **100.0%** | **12,067** | **A** | **1.000** | **4,000** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 5b**
**Interstate 10 Data 2000**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | 25.2 | 29.7 | 4.500 | 60,000 | A | 1 | 8,000 |
| 12 | 29.7 | 44.4 | 14.700 | 54,600 | A | 1 | 8,000 |
| 13 | 44.4 | 52.3 | 7.900 | 45,300 | A | 1 | 6,000 |
| 14 | 52.3 | 57.6 | 5.300 | 29,300 | A | 1 | 6,000 |
| 15 | 57.600 | 105.100 | 47.500 | 15,200 | A | 1 | 4,000 |
| 16 | 105.100 | 149.200 | 44.100 | 14,100 | A | 1 | 4,000 |
| 17 | 149.200 | 154.200 | 5.000 | 16,200 | A | 1 | 4,000 |
| 18 | 154.200 | 156.500 | 2.300 | 18,000 | A | 1 | 4,000 |
| **Sum** | | | **131.300** | **252,700** | | **8** | **44,000** |

**Estimating the Weighted Averages for I-10**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | 3.4% | 2,056 | | 0.034 | 274 |
| 12 | 11.2% | 6,113 | | 0.112 | 896 |
| 13 | 6.0% | 2,726 | | 0.060 | 361 |
| 14 | 4.0% | 1,183 | | 0.040 | 242 |
| 15 | 36.2% | 5,499 | | 0.362 | 1,447 |
| 16 | 33.6% | 4,736 | | 0.336 | 1,343 |
| 17 | 3.8% | 617 | | 0.038 | 152 |
| 18 | 1.8% | 315 | | 0.018 | 70 |
| **Sum** | **100.0%** | **23,244** | **A** | **1.000** | **4,786** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 5c**
**State Route 7 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 1.200 | 1.200 | 9,700 | B | 2 | 2,400 |
| 2 | 1.200 | 6.700 | 5.500 | | | | |
| **Sum** | | | **1.200** | **9,700** | | **2** | **2,400** |

**Estimating the Weighted Averages for SR 7**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 100.0% | 9,700 | | 2.000 | 2,400 |
| **Sum** | **100.0%** | **9,700** | **B** | **2.000** | **2,400** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

## Table 5d
## State Route 78 Data 2000

| | |
|---|---|
| **Within 100 km of the US-Mexico Border?** | **Y** |
| **Serves an International POE?** | **Y** |

| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
|---|---|---|---|---|---|---|---|
| | | | | | **A to F3** | **1 to 9** | |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | 0.000 | 13.200 | 13.200 | 700 | B | 2 | 2,000 |
| 14 | 13.200 | 13.800 | 0.600 | 19,064 | B | 2 | 2,000 |
| 15 | 13.800 | 15.000 | 1.200 | 14,747 | B | 2 | 2,400 |
| 16 | 15.000 | 18.700 | 3.700 | 3,400 | B | 2 | 2,000 |
| 17 | 18.700 | 21.000 | 2.300 | 3,100 | B | 2 | 2,000 |
| **Sum** | | | **21.000** | **41,011** | | **10** | **10,400** |

**Estimating the Weighted Averages for SR 78**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | 62.9% | 440 | | 1.257 | 1,257 |
| 14 | 2.9% | 545 | | 0.057 | 57 |
| 15 | 5.7% | 843 | | 0.114 | 137 |
| 16 | 17.6% | 599 | | 0.352 | 352 |
| 17 | 11.0% | 340 | | 0.219 | 219 |
| **Sum** | **100.0%** | **2,766** | **B** | **2.000** | **2,023** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 5e**
**State Route 86 Data 2000**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | 18.900 | 20.600 | 1.700 | 16,953 | A | 1 | 2,800 |
| 9 | 20.600 | 21.400 | 0.800 | 12,816 | B | 2 | 2,400 |
| 10 | 21.400 | 43.600 | 22.200 | 9,978 | B | 2 | 2,000 |
| 11 | 43.600 | 56.100 | 12.500 | 10,700 | A | 1 | 2,800 |
| 12 | 56.100 | 67.800 | 11.700 | 12,456 | A | 1 | 2,800 |
| **Sum** | | | **48.900** | **62,903** | | **7** | **12,800** |

**Estimating the Weighted Averages for SR 86**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | 3.5% | 589 | | 0.035 | 97 |
| 9 | 1.6% | 210 | | 0.033 | 39 |
| 10 | 45.4% | 4,530 | | 0.908 | 908 |
| 11 | 25.6% | 2,735 | | 0.256 | 716 |
| 12 | 23.9% | 2,980 | | 0.239 | 670 |
| **Sum** | **100.0%** | **11,044** | **A** | **1.470** | **2,430** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 5f**
**State Route 98 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | 30.300 | 32.300 | 2.000 | 17,424 | C | 3 | 2,000 |
| 4 | 32.300 | 32.900 | 0.600 | 19,023 | B | 2 | 2,400 |
| 5 | 32.900 | 39.600 | 6.700 | 11,421 | B | 2 | 2,000 |
| 6 | 39.600 | 42.100 | 2.500 | 2,800 | B | 2 | 2,000 |
| **Sum** | | | **11.800** | **50,668** | | **9** | **8,400** |

**Estimating the Weighted Averages for SR 98**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | 16.9% | 2,953 | | 0.508 | 339 |
| 4 | 5.1% | 967 | | 0.102 | 122 |
| 5 | 56.8% | 6,485 | | 1.136 | 1,136 |
| 6 | 21.2% | 593 | | 0.424 | 424 |
| **Sum** | **100.0%** | **10,999** | **B** | **2.169** | **2,020** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 5g**
**State Route 111 Data 2000**

| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F3 | Level of Service 1 to 9 | Peak Hr Traffic Capacity |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| 1 | 0.000 | 1.200 | 1.200 | 34,064 | D | 4 | 2,000 |
| 2 | 1.200 | 4.700 | 3.500 | 29,700 | A | 1 | 2,800 |
| 3 | 4.700 | 7.700 | 3.000 | 29,356 | B | 2 | 2,800 |
| 4 | 7.700 | 22.100 | 14.400 | 8,611 | B | 2 | 2,000 |
| 5 | 22.100 | 22.600 | 0.500 | 9,940 | B | 2 | 2,000 |
| 6 | 22.600 | 32.500 | 9.900 | 6,844 | B | 2 | 2,000 |
| **Sum** | | | **32.500** | **118,515** | | **13** | **13,600** |

**Estimating the Weighted Averages for SR 111**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 3.7% | 1,258 | | 0.148 | 74 |
| 2 | 10.8% | 3,198 | | 0.108 | 302 |
| 3 | 9.2% | 2,710 | | 0.185 | 258 |
| 4 | 44.3% | 3,815 | | 0.886 | 886 |
| 5 | 1.5% | 153 | | 0.031 | 31 |
| 6 | 30.5% | 2,085 | | 0.609 | 609 |
| **Sum** | **100.0%** | **13,219** | **A** | **1.966** | **2,160** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 5h**
**State Route 115 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 3.200 | 9.300 | 6.100 | 1,717 | B | 2 | 2,000 |
| 2 | 9.300 | 9.800 | 0.500 | 6,129 | B | 2 | 2,400 |
| 3 | 9.800 | 11.400 | 1.600 | 6,505 | B | 2 | 2,000 |
| 4 | 11.400 | 21.200 | 9.800 | 2,700 | B | 2 | 2,000 |
| 5 | 21.200 | 31.600 | 10.400 | 1,739 | B | 2 | 2,000 |
| 6 | 31.600 | 35.200 | 3.600 | 2,449 | B | 2 | 2,400 |
| **Sum** | | | **32.000** | **21,239** | | **12** | **12,800** |

**Estimating the Weighted Averages for SR 115**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 19.1% | 327 | | 0.381 | 381 |
| 2 | 1.6% | 96 | | 0.031 | 38 |
| 3 | 5.0% | 325 | | 0.100 | 100 |
| 4 | 30.6% | 827 | | 0.613 | 613 |
| 5 | 32.5% | 565 | | 0.650 | 650 |
| 6 | 11.3% | 276 | | 0.225 | 270 |
| **Sum** | **100.0%** | **2,416** | **B** | **2.000** | **2,051** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 5i**
**State Route 186 Data 2000**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 2.100 | 2.100 | 7,300 | B | 2 | 2,000 |
| **Sum** | | | **2.100** | **7,300** | | **2** | **2,000** |

**Estimating the Weighted Averages for SR 186**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 100.0% | 7,300 | | 2.000 | 2,000 |
| **Sum** | **100.0%** | **7,300** | **B** | **2.000** | **2,000** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

## IMPERIAL / MEXICALI CORRIDOR: CALENDAR YEAR 2020 DATA

**Table 6a**
**Interstate 8 Data 2020**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | | | | | | | |
| 14 | | | | | | | |
| 15 | | | | | | | |
| 16 | | | | | | | |
| 17 | 0.000 | 37.000 | 37.000 | 18,211 | A | 1 | 4,000 |
| 18 | 37.000 | 40.900 | 3.900 | 34,231 | A | 1 | 4,000 |
| 19 | 40.900 | 65.800 | 24.900 | 10,696 | A | 1 | 4,000 |
| 20 | 65.800 | 97.000 | 31.200 | 22,108 | A | 1 | 4,000 |
| **Sum** | | | **97.000** | **85,246** | | **4** | **16,000** |

**Estimating the Weighted Averages for I-8**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| 14 | | | | | |
| 15 | | | | | |
| 16 | | | | | |
| 17 | 38.1% | 6,946 | | 0.381 | 1,526 |
| 18 | 4.0% | 1,376 | | 0.040 | 161 |
| 19 | 25.7% | 2,746 | | 0.257 | 1,027 |
| 20 | 32.2% | 7,111 | | 0.322 | 1,287 |
| **Sum** | **100.0%** | **18,179** | **A** | **1.000** | **4,000** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

## Table 6b
## Interstate 10 Data 2020

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service A to F3** | **Level of Service 1 to 9** | **Peak Hr Traffic Capacity** |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | 25.2 | 29.7 | 4.500 | 86,900 | B | 2 | 8,000 |
| 12 | 29.7 | 44.4 | 14.700 | 143,100 | E | 5 | 8,000 |
| 13 | 44.4 | 52.3 | 7.900 | 161,700 | F0 | 6 | 8,000 |
| 14 | 52.3 | 57.6 | 5.300 | 118,900 | D | 4 | 6,000 |
| 15 | 57.600 | 105.100 | 47.500 | 38,500 | B | 2 | 4,000 |
| 16 | 105.100 | 149.200 | 44.100 | 32,000 | A | 1 | 4,000 |
| 17 | 149.200 | 154.200 | 5.000 | 35,000 | A | 1 | 4,000 |
| 18 | 154.200 | 156.500 | 2.300 | 35,000 | A | 1 | 4,000 |
| **Sum** | | | **131.300** | **651,100** | | **22** | **46,000** |

**Estimating the Weighted Averages for I-10**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | 3.4% | 2,978 | | 0.069 | 274 |
| 12 | 11.2% | 16,021 | | 0.560 | 896 |
| 13 | 6.0% | 9,729 | | 0.361 | 481 |
| 14 | 4.0% | 4,799 | | 0.161 | 242 |
| 15 | 36.2% | 13,928 | | 0.724 | 1,447 |
| 16 | 33.6% | 10,748 | | 0.336 | 1,343 |
| 17 | 3.8% | 1,333 | | 0.038 | 152 |
| 18 | 1.8% | 613 | | 0.018 | 70 |
| **Sum** | **100.0%** | **60,150** | **B** | **2.266** | **4,906** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

## Table 6c
## State Route 7 Data 2020

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 1.200 | 1.200 | 39,200 | E | 5 | 2,400 |
| 2 | 1.200 | 6.700 | 5.500 | 23,800 | C | 3 | 2,400 |
| **Sum** | | | **6.700** | **63,000** | | **8** | **4,800** |

**Estimating the Weighted Averages for SR 7**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | 17.9% | 7,021 | | 0.896 | 430 |
| 2 | 82.1% | 19,537 | | 2.463 | 1,970 |
| **Sum** | **100.0%** | **26,558** | **C** | **3.358** | **2,400** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

## Table 6d
## State Route 78 Data 2020

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | 0.000 | 13.200 | 13.200 | 1,700 | B | 2 | 2,000 |
| 14 | 13.200 | 13.800 | 0.600 | 15,000 | A | 1 | 2,800 |
| 15 | 13.800 | 15.000 | 1.200 | 21,000 | A | 1 | 2,800 |
| 16 | 15.000 | 18.700 | 3.700 | 5,500 | B | 2 | 2,000 |
| 17 | 18.700 | 21.000 | 2.300 | 5,500 | B | 2 | 2,000 |
| **Sum** | | | **21.000** | **48,700** | | **8** | **11,600** |

**Estimating the Weighted Averages for SR 78**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | | | | | |
| 12 | | | | | |
| 13 | 62.9% | 1,069 | | 1.257 | 1,257 |
| 14 | 2.9% | 429 | | 0.029 | 80 |
| 15 | 5.7% | 1,200 | | 0.057 | 160 |
| 16 | 17.6% | 969 | | 0.352 | 352 |
| 17 | 11.0% | 602 | | 0.219 | 219 |
| **Sum** | **100.0%** | **4,269** | **A** | **1.914** | **2,069** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 6e**
**State Route 86 Data 2020**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | 18.900 | 20.600 | 1.700 | 23,000 | A | 1 | 2,600 |
| 9 | 20.600 | 21.400 | 0.800 | 20,400 | B | 2 | 2,400 |
| 10 | 21.400 | 43.600 | 22.200 | 17,000 | B | 2 | 2,400 |
| 11 | 43.600 | 56.100 | 12.500 | 16,000 | B | 2 | 2,400 |
| 12 | 56.100 | 67.800 | 11.700 | 19,164 | A | 1 | 2,800 |
| **Sum** | | | **48.900** | **95,564** | | **8** | **12,600** |

**Estimating the Weighted Averages for SR 86**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | 3.5% | 800 | | 0.035 | 90 |
| 9 | 1.6% | 334 | | 0.033 | 39 |
| 10 | 45.4% | 7,718 | | 0.908 | 1,090 |
| 11 | 25.6% | 4,090 | | 0.511 | 613 |
| 12 | 23.9% | 4,585 | | 0.239 | 670 |
| **Sum** | **100.0%** | **17,526** | **A** | **1.726** | **2,503** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 6f**
**State Route 98 Data 2020**

| Within 100 km of the US-Mexico Border? | | | | | Y | | |
|---|---|---|---|---|---|---|---|
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | | | | | | | |
| 2 | | | | | | | |
| 3 | 30.300 | 32.300 | 2.000 | 32,000 | D | 4 | 2,400 |
| 4 | 32.300 | 32.900 | 0.600 | 37,400 | D | 4 | 2,400 |
| 5 | 32.900 | 39.600 | 6.700 | 20,200 | B | 2 | 2,400 |
| 6 | 39.600 | 42.100 | 2.500 | 5,300 | B | 2 | 2,000 |
| **Sum** | | | **11.800** | **94,900** | | **12** | **9,200** |

**Estimating the Weighted Averages for SR 98**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | 16.9% | 5,424 | | 0.678 | 407 |
| 4 | 5.1% | 1,902 | | 0.203 | 122 |
| 5 | 56.8% | 11,469 | | 1.136 | 1,363 |
| 6 | 21.2% | 1,123 | | 0.424 | 424 |
| **Sum** | **100.0%** | **19,918** | **B** | **2.441** | **2,315** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 6g**
**State Route 111 Data 2020**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 1.200 | 1.200 | 47,800 | D | 4 | 3,000 |
| 2 | 1.200 | 4.700 | 3.500 | 38,000 | C | 3 | 2,800 |
| 3 | 4.700 | 7.700 | 3.000 | 34,727 | C | 3 | 2,800 |
| 4 | 7.700 | 22.100 | 14.400 | 25,000 | B | 2 | 2,800 |
| 5 | **Relinquished** | | | | | | |
| 6 | 22.600 | 32.500 | 9.900 | 12,000 | B | 2 | 2,800 |
| **Sum** | | | **32.000** | **157,527** | | **14** | **14,200** |

| | | | | | |
|---|---|---|---|---|---|
| **Estimating the Weighted Averages for SR 111** | | | | | |
| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| 1 | 3.8% | 1,793 | | 0.150 | 113 |
| 2 | 10.9% | 4,156 | | 0.328 | 306 |
| 3 | 9.4% | 3,256 | | 0.281 | 263 |
| 4 | 45.0% | 11,250 | | 0.900 | 1,260 |
| 5 | | | | | |
| 6 | 30.9% | 3,713 | | 0.619 | 866 |
| **Sum** | **100.0%** | **24,167** | **B** | **2.278** | **2,808** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 6h**
**State Route 115 Data 2020**

| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F3 | Level of Service 1 to 9 | Peak Hr Traffic Capacity |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| 1 | 3.200 | 9.300 | 6.100 | 6,631 | B | 2 | 2,000 |
| 2 | 9.300 | 9.800 | 0.500 | 14,820 | B | 2 | 2,600 |
| 3 | 9.800 | 11.400 | 1.600 | 10,481 | C | 3 | 2,000 |
| 4 | 11.400 | 21.200 | 9.800 | 4,000 | B | 2 | 2,800 |
| 5 | 21.200 | 31.600 | 10.400 | 5,577 | B | 2 | 2,400 |
| 6 | 31.600 | 35.200 | 3.600 | 5,317 | B | 2 | 2,400 |
| **Sum** | | | **32.000** | **46,826** | | **13** | **14,200** |

**Estimating the Weighted Averages for SR 115**

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 19.1% | 1,264 | | 0.381 | 381 |
| 2 | 1.6% | 232 | | 0.031 | 41 |
| 3 | 5.0% | 524 | | 0.150 | 100 |
| 4 | 30.6% | 1,225 | | 0.613 | 858 |
| 5 | 32.5% | 1,813 | | 0.650 | 780 |
| 6 | 11.3% | 598 | | 0.225 | 270 |
| **Sum** | **100.0%** | **5,655** | **B** | **2.050** | **2,429** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

**Table 6i**
**State Route 186 Data 2020**

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | | **Y** | | |
| **Serves an International POE?** | | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service** | | **Peak Hr Traffic Capacity** |
| | | | | | **A to F3** | **1 to 9** | |
| 1 | 0.000 | 2.100 | 2.100 | 10,000 | C | 3 | 2,400 |
| **Sum** | | | **2.100** | **10,000** | | **3** | **2,400** |

**Estimating the Weighted Averages for SR 186**

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|
| 1 | 100.0% | 10,000 | | 3.000 | 2,400 |
| **Sum** | **100.0%** | **10,000** | **C** | **3.000** | **2,400** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** California BINS Technical Committee representative

## LEVEL OF SERVICE LOOK UP TABLE

This table has two purposes:

1. The first purpose is to assign numbers to LOS letters. The LOS is provided by the State and is in the form of a letter, such as A, B, C, etc. These letters are converted to numbers using the following scheme: A=1, B=2, C=3, D=4, E=5, F0=6, F1=7, F2=8, F3=9.

2. The second purpose is to convert average LOS calculations to letters. This occurs after the weighted average is computed for a highway and for a corridor. The letters associated with the ranges are the following: A = 1.000 to 1.999; B = 2.000 to 2.999; C = 3.000 to 3.999; D = 4.000 to 4.999; E = 5.000 to 5.999; F0 = 6.000 to 6.999; F1 = 7.000 to 7.999; F2 = 8.000 to 8.999; F3 = 9.000

**Table 7**
**Level of Service Look Up Table**

| LOS | Number |
|---|---|
| A | 1 |
| B | 2 |
| C | 3 |
| D | 4 |
| E | 5 |
| F0 | 6 |
| F1 | 7 |
| F2 | 8 |
| F3 | 9 |

**Note:** This table has two purposes:

1. The first purpose is to assign numbers to LOS letters. The LOS is provided by the State and is in the form of a letter, such as A, B, C, etc. These letters are converted to numbers using the following scheme: A=1, B=2, C=3, D=4, E=5, F0=6, F1=7, F2=8, F3=9

2. The second purpose is to convert average LOS calculations to letters. This occurs after the weighted average is computed for a highway and for a corridor. The letters associated with the ranges are the following:
   A = 1.000 to 1.999
   B = 2.000 to 2.999
   C = 3.000 to 3.999
   D = 4.000 to 4.999
   E = 5.000 to 5.999
   F0 = 6.000 to 6.999
   F1 = 7.000 to 7.999
   F2 = 8.000 to 8.999
   F3 = 9.000

# CORRIDOR EVALUATION
# CHIHUAHUA RESULTS AND DATA

Corridor evaluations are conducted to determine the corridors with the greater needs. This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the evaluation process, the computations are calculated in formulas contained in the spreadsheets that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. Historical Data – data for 16 indicators for the year 2000.

2. Change Data – a combination of actual changes for the 16 indicators from 2000 to 2020 and percent changes for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are one, and it has the highest need. Corridor A is listed second because its AADT is 157,000 [second highest], its evaluation results are two, and it has the second highest need. Corridor C is listed third because it has the lowest AADT [30,000], its evaluation results are three and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of one and represents the highest need.

[1] In some cases there will be fewer than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by two.

## GENERAL DESCRIPTION OF CHIHUAHUA'S CORRIDORS

### Corridors

Chihuahua has identified six corridors for the evaluation and each corridor represents a portion of a highway. The corridor names, an identification letters [A to F], and the highway number or title are contained in Table 6. Most tables contain the highway name and identification letter.

### Highways

The highways specified in this evaluation are the MX-2, MX-10, MX-16 and MX-45. Two unnumbered roads titled the Jeronimo-Samaluyuca-Chihuahua highway and the Guadalupe-Samaluyuca-Chihuahua highway are also specified.

### Land Ports of Entry [POE]

There are ten land POEs in Chihuahua: El Berrendo, Gral. Rodrigo M. Quevedo (Palomas), Jeronimo, Paso del Norte (Santa Fe-Juarez), Buen Vecino (Puente Lerdo), Cordova, Zaragoza, Guadalupe Bravo, El Porvenir and Ojinaga. In calendar year 2000, about 707,000 trucks crossed the Mexico-US border traveling south into Chihuahua through six land POEs. Also in calendar year 2000, about 17.8 million passenger vehicles and buses crossed the Mexico-US border into Chihuahua through all ten land POEs.

### Airports

There are two airports that meet the minimum corridor evaluation criteria [located within 100 km of the Mexico-US border and designated as an international port of entry]. During calendar year 2000, airplanes arriving and departing at the Chihuahua and Juarez airports transported about 1,880 tons of goods.

### Railroads

No rail data is included in the corridor evaluation because the BINS Technical representative did not provide rail crossing data for Chihuahua. There are two rail lines that cross the US-Mexico border in Chihuahua.

### Maritime Ports

Chihuahua has no maritime ports and no plans to construct a maritime port between now and 2020.

**Source:** Chihuahua BINS Technical Committee representative.

## ANALYSIS OF CORRIDOR EVALUATION RESULTS

The Mexico-Ciudad Juarez Corridor obtains its first place listing by virtue of the fact it is listed first with respect to the historical data and listed first with respect to the change data.

### Historical Data

This discussion reviews highway, land POE and airport data and results. No maritime port or rail data is included in the evaluation because Chihuahua does not have a maritime port and there is not a rail line that crosses the Mexico-US border in Chihuahua. With regard to the highways, the Mexico-Ciudad Juarez Corridor is listed first because it is listed first in three of the four highway categories - AADT, highway length and capacity. This corridor dominates the AADT listing with 6,937 - this is twice as large as the corridor listed second [Ojinaga-Chihuahua] and 17 times larger than the corridor listed sixth [Jeronimo-Samalayuca-Chihuahua]. The highway length of the #1 corridor is about 26% longer than the second place corridor [580 km vs. 508 km] and its capacity is significantly greater than the other corridors. The El Berrendo corridor is the only other corridor with a #1 listing - it is listed #1 in LOS where it is rated a "B".

For truck, passenger vehicles and airport data, the Mexico-Ciudad Juarez Corridor is always listed first by virtue of the fact that the data are allocated by the distribution of AADT amongst six Corridors and Mexico-Ciudad Juarez has the largest AADT total of the six corridors.

### Change Data

This discussion reviews highway, land POE and airport data for both absolute changes and percent changes. With regard to absolute changes, the Mexico-Ciudad Juarez Corridor dominates the highways mode being listed first for two indicators [AADT and LOS] and tied for first for the other two indicators [highway length and capacity - there was no change in capacity or highway length for any of the six corridors].

For truck, passenger vehicles and buses, and airport data, the Mexico-Ciudad Juarez Corridor is always listed first by virtue of the fact that it had the largest data in 2000, while the growth rates for each mode is the same for all six of the corridors.

With regard to percent changes in highway data, the Jeronimo-Samalayuca-Chihuahua Corridor is listed first with respect to AADT with a growth rate of 82.5%. The other five corridors experienced a growth rate of 65.3%. For LOS, the Mexico-Ciudad Juarez Corridor is listed first with an increase of 168% as its LOS fell from A to B. Regarding highway length and capacity, all of the Corridors are tied for first with no change.

For trucks, passenger vehicles and buses, and airports, all six of the corridors are tied for first by virtue of the fact that each corridor has the same growth rate for each mode [[80.6% for trucks, 65.8% for passenger vehicles and buses, and 80.6% for airports.

**Table 1**
**Summary Corridor Results**

| | Corridor Scores | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Corridor Identification:** | **A** | **B** | **C** | **D** | **E** | **F** | **A** | **B** | **C** | **D** | **E** | **F** |
| **Corridor Names:** | **Ciudad Juarez-Tijuana** | **El Berrendo-Janos-Sueco-Chihuahua** | **Ojinaga-Chihuahua** | **Mexico-Ciudad Juarez** | **Jeronimo-Samalayuca-Chihuahua** | **Guadalupe-Samalayuca-Chihuahua** | | | | | | |
| **Historical Scores for 2000 Data[1]** | | | | | | | | | | | | |
| Highways | 28 | 30 | 18 | 14 | 38 | 34 | 3 | 4 | 2 | 1 | 6 | 5 |
| Land Ports of Entry | 12 | 16 | 8 | 4 | 24 | 20 | 3 | 4 | 2 | 1 | 6 | 5 |
| Airports | 4 | 8 | 6 | 2 | 12 | 10 | 2 | 4 | 3 | 1 | 6 | 5 |
| Maritime Ports[2] | | | | | | | | | | | | |
| Railroads[3] | | | | | | | | | | | | |
| **Sum of Historical Scores:** | **44** | **54** | **32** | **20** | **74** | **64** | **3** | **4** | **2** | **1** | **6** | **5** |
| **Changes Scores For Changes Between 2000 and 2020[4]** | | | | | | | | | | | | |
| Highways | 14 | 18 | 18 | 9 | 23 | 16 | 2 | 5 | 5 | 1 | 6 | 3 |
| Land Ports of Entry | 8 | 10 | 6 | 4 | 14 | 12 | 3 | 4 | 2 | 1 | 6 | 5 |
| Airports | 4 | 5 | 3 | 2 | 7 | 6 | 3 | 4 | 2 | 1 | 6 | 5 |
| Maritime Ports[2] | | | | | | | | | | | | |
| Railroads[3] | | | | | | | | | | | | |
| **Sum of Changes Scores:** | **26** | **33** | **27** | **15** | **44** | **34** | **2** | **4** | **3** | **1** | **6** | **5** |
| **Overall Scores[5]:** | **70** | **87** | **59** | **35** | **118** | **98** | | | | | | |
| **Overall Result:** | **3** | **4** | **2** | **1** | **6** | **5** | | | | | | |

**Notes:**

1. Historical Scores from Table 1. To insure equal weighting with the Changes scores, the Historical corridor scores are multiplied by two.
2. Chihuahua has no maritime ports
3. The BINS Technical representative provided no data on railroad crossings. There are two rail lines that cross the Mexico-US border in Chihuahua.
4. The Changes Scores is the sum of the Corridor Scores from Table 4 [Corridor Changes] and Corridor Scores Table 5 [Corridor Percent Changes].
5. The Overall Score is the sum of the *Historical Score* and the *Changes Score.* The *Historical Data* scores and the *Changes Between 2000 and 2020* scores are equally weighted.

Lower score represents greater need.

**Table 2**
**Corridor Data For 2000**

| Corridor Identification: | A | B | C | D | E | F | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Corridor Names: | Ciudad Juarez-Tijuana | El Berrendo-Janos-Sueco-Chihuahua | Ojinaga-Chihuahua | Mexico-Ciudad Juarez | Jeronimo-Samalayuca-Chihuahua | Guadalupe-Samalayuca-Chihuahua | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 2,326 | 2,258 | 2,625 | 6,937 | 400 | 1,500 | 3 | 4 | 2 | 1 | 6 | 5 |
| Highway Length [in km] | 287.4 | 270.5 | 508.8 | 579.8 | 28.5 | 34.7 | 3 | 4 | 2 | 1 | 6 | 5 |
| LOS [A=1 to F3 = 9] | 1.7 | 2.9 | 1.7 | 1.0 | 1.0 | 1.0 | 3 | 1 | 3 | 4 | 4 | 4 |
| Capacity at Peak Hour | 2,040 | 1,393 | 2,366 | 6,715 | 2,200 | 2,200 | 5 | 6 | 2 | 1 | 3 | 3 |
| | | | | | | **Highway Scores:** | **14** | **15** | **9** | **7** | **19** | **17** |
| | | | | | | **Overall Highway Result:** | **3** | **4** | **2** | **1** | **6** | **5** |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 102,531 | 99,523 | 115,695 | 305,796 | 17,632 | 66,121 | 3 | 4 | 2 | 1 | 6 | 5 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 2,584,688 | 2,508,855 | 2,916,543 | 7,708,758 | 444,486 | 1,666,824 | 3 | 4 | 2 | 1 | 6 | 5 |
| | | | | | | **POE Scores:** | **6** | **8** | **4** | **2** | **12** | **10** |
| | | | | | | **Overall POE Result:** | **2** | **4** | **3** | **1** | **6** | **5** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 273 | 265 | 308 | 813 | 47 | 176 | 3 | 4 | 2 | 1 | 6 | 5 |
| | | | | | | **Airport Scores:** | **3** | **4** | **2** | **1** | **6** | **5** |
| | | | | | | **Overall Airport Result:** | **2** | **4** | **3** | **1** | **6** | **5** |
| **Maritime Ports[1]** | | | | | | | | | | | | |
| Total volume [tons] | | | | | | | | | | | | |
| Total number TEUs | | | | | | | | | | | | |
| | | | | | | **Maritime Port Scores:** | | | | | | |
| | | | | | | **Overall Maritime Result:** | | | | | | |
| **Corridor Identification:** | **A** | **B** | **C** | **D** | **E** | **F** | **A** | **B** | **C** | **D** | **E** | **F** |

| Corridor Names: | Ciudad Juarez-Tijuana | El Berrendo-Janos-Sueco-Chihuahua | Ojinaga-Chihuahua | Mexico-Ciudad Juarez | Jeronimo-Samalayuca-Chihuahua | Guadalupe-Samalayuca-Chihuahua | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Railroads Border Crossing at POE[2]** | | | | | | | | | | | | |
| Number rail cars | | | | | | | | | | | | |
| Total volume [tons] | | | | | | | | | | | | |
| | | | | | | **Railroad Scores:** | | | | | | |
| | | | | | | **Overall Railroad Result:** | | | | | | |
| Total AADT in six Corridors | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 16,046 | 14.5% | 14.1% | 16.4% | 43.2% | 2.5% | 9.3% | | | | | | |

**Notes:**

POE and Airport data are assigned to Corridors based on AADT distribution.

1 Chihuahua has no maritime ports.

2 The BINS Technical representative provided no data on railroad crossings. There are two rail lines that cross the Mexico-US border in Chihuahua.

**Source:** Chihuahua BINS Technical Committee Representative, see Tables 6 - 9 for details.

Lower score represents greater need.

**Table 3**
**Corridor Data And Results For 2020**

| Corridor Identification: | A | B | C | D | E | F | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Corridor Names:** | **Ciudad Juarez-Tijuana** | **El Berrendo-Janos-Sueco-Chihuahua** | **Ojinaga-Chihuahua** | **Mexico-Ciudad Juarez** | **Jeronimo-Samalayuca-Chihuahua** | **Guadalupe-Samalayuca-Chihuahua** | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 3,845 | 3,732 | 4,338 | 11,466 | 730 | 2,480 | 3 | 4 | 2 | 1 | 6 | 5 |
| Highway Length [in km] | 287.4 | 270.5 | 508.8 | 579.8 | 28.5 | 34.7 | 3 | 4 | 2 | 1 | 6 | 5 |
| LOS [A=1 to F3 = 9] | 3.0 | 3.9 | 1.9 | 2.7 | 1.0 | 2.0 | 2 | 1 | 5 | 3 | 6 | 4 |
| Capacity at Peak Hour | 2,040 | 1,393 | 2,366 | 6,715 | 2,200 | 2,200 | 5 | 6 | 2 | 1 | 3 | 3 |
| | | | | | | **Highway Scores:** | **13** | **15** | **11** | **6** | **21** | **17** |
| | | | | | | **Overall Highway Result:** | **2** | **4** | **2** | **1** | **6** | **5** |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 184,716 | 179,274 | 208,407 | 550,843 | 35,070 | 119,141 | 3 | 4 | 2 | 1 | 6 | 5 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 4,274,775 | 4,148,833 | 4,823,027 | 12,747,812 | 811,596 | 2,757,202 | 3 | 4 | 2 | 1 | 6 | 5 |
| | | | | | | **POE Scores:** | **6** | **8** | **4** | **2** | **12** | **10** |
| | | | | | | **Overall POE Result:** | **2** | **4** | **3** | **1** | **6** | **5** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 491 | 477 | 554 | 1,464 | 93 | 317 | 3 | 4 | 2 | 1 | 6 | 5 |
| | | | | | | **Airport Scores:** | **3** | **4** | **2** | **1** | **6** | **5** |
| | | | | | | **Overall Airport Result:** | **2** | **4** | **3** | **1** | **6** | **5** |
| **Maritime Ports[1]** | | | | | | | | | | | | |
| Total volume [tons] | | | | | | | | | | | | |
| Total number TEUs | | | | | | | | | | | | |
| | | | | | | **Maritime Port Scores:** | | | | | | |
| | | | | | | **Overall Maritime Result:** | | | | | | |

| Corridor Identification: | A | B | C | D | E | F | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Corridor Names: | Ciudad Juarez-Tijuana | El Berrendo-Janos-Sueco-Chihuahua | Ojinaga-Chihuahua | Mexico-Ciudad Juarez | Jeronimo-Samalayuca-Chihuahua | Guadalupe-Samalayuca-Chihuahua | | | | | | |
| **Railroads Border Crossing at POE[2]** | | | | | | | | | | | | |
| Number rail cars | | | | | | | | | | | | |
| Total volume [tons] | | | | | | | | | | | | |
| | | | | | | **Railroad Scores:** | | | | | | |
| | | | | | | **Overall Railroad Result:** | | | | | | |
| Total AADT in six Corridors | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 26,591 | 14.5% | 14.0% | 16.3% | 43.1% | 2.7% | 9.3% | | | | | | |

**Notes:**

POE and Airport data are assigned to Corridors based on AADT distribution.

[1] Chihuahua has no maritime ports.

[2] The BINS Technical representative provided no data on railroad crossings. There are two rail lines that cross the Mexico-US border in Chihuahua

**Sources:** Chihuahua BINS Technical Committee representative and the Mexican Secretariat of Communications and Transportation. See Tables 6 - 9 for details

.

Lower score represents greater need.

**Table 4**
**Corridor Changes, 2000 – 2020**

| Corridor Identification: | A | B | C | D | E | F | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Corridor Names: | Ciudad Juarez-Tijuana | El Berrendo-Janos-Sueco-Chihuahua | Ojinaga-Chihuahua | Mexico-Ciudad Juarez | Jeronimo-Samalayuca-Chihuahua | Guadalupe-Samalayuca-Chihuahua | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 1,519 | 1,474 | 1,713 | 4,529 | 330 | 980 | 3 | 4 | 2 | 1 | 6 | 5 |
| Highway Length [in km] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 1 | 1 | 1 | 1 |
| LOS [A=1 to F3 = 9] | 1.300 | 0.950 | 0.171 | 1.676 | 0.000 | 1.000 | 2 | 4 | 5 | 1 | 6 | 3 |
| Capacity at Peak Hour | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | | | **Highway Scores:** | **7** | **10** | **9** | **4** | **14** | **10** |
| | | | | | | **Overall Highway Result:** | **2** | **2** | **5** | **1** | **6** | **4** |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 82,127 | 79,692 | 92,642 | 244,864 | 17,842 | 52,985 | 3 | 4 | 2 | 1 | 6 | 5 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 1,690,078 | 1,639,970 | 1,906,474 | 5,039,028 | 367,166 | 1,090,373 | 3 | 4 | 2 | 1 | 6 | 5 |
| | | | | | | **POE Scores:** | **6** | **8** | **4** | **2** | **12** | **10** |
| | | | | | | **Overall POE Result:** | **2** | **4** | **3** | **1** | **6** | **5** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 218 | 212 | 246 | 651 | 47 | 141 | 3 | 4 | 2 | 1 | 6 | 5 |
| | | | | | | **Airport Scores:** | **3** | **4** | **2** | **1** | **6** | **5** |
| | | | | | | **Overall Airport Result:** | **2** | **4** | **3** | **1** | **6** | **5** |
| **Maritime Ports**[1] | | | | | | | | | | | | |
| Total volume [tons] | | | | | | | | | | | | |
| Total number TEUs | | | | | | | | | | | | |
| | | | | | | **Maritime Port Scores:** | | | | | | |
| | | | | | | **Overall Maritime Result:** | | | | | | |

| Corridor Identification: | A | B | C | D | E | F | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Corridor Names:** | **Ciudad Juarez-Tijuana** | **El Berrendo-Janos-Sueco-Chihuahua** | **Ojinaga-Chihuahua** | **Mexico-Ciudad Juarez** | **Jeronimo-Samalayuca-Chihuahua** | **Guadalupe-Samalayuca-Chihuahua** | | | | | | |
| **Railroads Border Crossing at POE[2]** | | | | | | | | | | | | |
| Number rail cars | | | | | | | | | | | | |
| Total volume [tons] | | | | | | | | | | | | |
| | | | | | | **Railroad Scores:** | | | | | | |
| | | | | | | **Overall Railroad Result:** | | | | | | |
| Total AADT in six Corridors | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 10,545 | 14.4% | 14.0% | 16.2% | 42.9% | 3.1% | 9.3% | | | | | | |

**Notes:**

POE and Airport data are assigned to Corridors based on AADT distribution.

1 Chihuahua has no maritime ports.

2 The BINS Technical representative provided no data on railroad crossings. There are two rail lines that cross the Mexico-US border in Chihuahua

Differences are estimated by subtracting the year 2000 data from the 2020 projections. See Tables 6 - 9 for details.

Lower Score represents greater need.

**Table 5**
**Corridor Percent Changes, 2000 - 2020**

| Corridor Identification: | A | B | C | D | E | F | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Corridor Names:** | **Ciudad Juarez-Tijuana** | **El Berrendo-Janos-Sueco-Chihuahua** | **Ojinaga-Chihuahua** | **Mexico-Ciudad Juarez** | **Jeronimo-Samalayuca-Chihuahua** | **Guadalupe-Samalayuca-Chihuahua** | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 65.3% | 65.3% | 65.3% | 65.3% | 82.5% | 65.3% | 2 | 2 | 2 | 2 | 1 | 2 |
| Highway Length [in km] | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| LOS [A=1 to F3 = 9] | 76.5% | 32.8% | 10.2% | 167.6% | 0.0% | 100.0% | 3 | 4 | 5 | 1 | 6 | 2 |
| Capacity at Peak Hour | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | | | **Highway Scores:** | **7** | **8** | **9** | **5** | **9** | **6** |
| | | | | | | **Overall Highway Result:** | **3** | **4** | **5** | **1** | **5** | **2** |
| **Land Port of Entry Border Crossings** | | | | | | | | | | | | |
| Number trucks | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 1 | 1 | 1 | 1 | 1 | 1 |
| Total volume [tons] | | | | | | | | | | | | |
| # passenger veh. & buses | 65.8% | 65.8% | 65.8% | 65.8% | 65.8% | 65.8% | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | | | **POE Scores:** | **2** | **2** | **2** | **2** | **2** | **2** |
| | | | | | | **Overall POE Result:** | **1** | **1** | **1** | **1** | **1** | **1** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | | | **Airport Scores:** | **1** | **1** | **1** | **1** | **1** | **1** |
| | | | | | | **Overall Airport Result:** | **1** | **1** | **1** | **1** | **1** | **1** |
| **Maritime Ports**[1] | | | | | | | | | | | | |
| Total volume [tons] | | | | | | | | | | | | |
| Total number TEUs | | | | | | | | | | | | |
| | | | | | | **Maritime Port Scores:** | | | | | | |
| | | | | | | **Overall Maritime Result:** | | | | | | |

| Corridor Identification: | A | B | C | D | E | F | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Corridor Names:** | **Ciudad Juarez-Tijuana** | **El Berrendo-Janos-Sueco-Chihuahua** | **Ojinaga-Chihuahua** | **Mexico-Ciudad Juarez** | **Jeronimo-Samalayuca-Chihuahua** | **Guadalupe-Samalayuca-Chihuahua** | | | | | | |
| **Railroads Border Crossing at POE[2]** | | | | | | | | | | | | |
| Number rail cars | | | | | | | | | | | | |
| Total volume [tons] | | | | | | | | | | | | |
| | | | | | | **Railroad Scores:** | | | | | | |
| | | | | | | **Overall Railroad Result:** | | | | | | |

**Notes:**

See Tables 6 - 9 for details.

1 Chihuahua has no maritime ports.

2 The BINS Technical representative provided no data on railroad crossings. There are two rail lines that cross the Mexico-US border in Chihuahua.

Lower score represents greater need.

**Table 6**
**Highway Data**

| Corridor ID | Highway | Corridor Name | km Highway Length | Avg Annual Daily Traffic | Level of Service - LOS | | Traffic-Carrying Capacity |
|---|---|---|---|---|---|---|---|
| | | | | | A to F3 | 1 to 9 | |
| **Historical Data for Calendar Year 2000** | | | | | | | |
| A | MX-2 | Cd Juarez Tijuana | 287.40 | 2,326 | A | 1.7 | 2,040 |
| B | MX-10 | El Berrendo-Janos-Sueco-Chihuahua | 270.50 | 2,258 | B | 2.9 | 1,393 |
| C | MX-16 | Ojinaga-Chihuahua | 508.80 | 2,625 | A | 1.7 | 2,366 |
| D | MX-45 | Mexico-Cd Juarez | 579.78 | 6,937 | A | 1.0 | 6,715 |
| E | Santa Teresa-Sam | Jeronimo-Samalayuca-Chihuahua | 28.50 | 400 | A | 1.0 | 2,200 |
| F | Guadaloupe-Sam | Guadalupe-Samalayuca-Chihuahua | 34.70 | 1,500 | A | 1.0 | 2,200 |
| **Projections for 2020** | | | | | | | |
| A | MX-2 | Cd Juarez Tijuana | 287.40 | 3,845 | C | 3.0 | 2,040 |
| B | MX-10 | El Berrendo-Janos-Sueco-Chihuahua | 270.50 | 3,732 | C | 3.9 | 1,393 |
| C | MX-16 | Ojinaga-Chihuahua | 508.80 | 4,338 | A | 1.9 | 2,366 |
| D | MX-45 | Mexico-Cd Juarez | 579.78 | 11,466 | B | 2.7 | 6,715 |
| E | Santa Teresa-Sam | Jeronimo-Samalayuca-Chihuahua | 28.50 | 730 | A | 1.0 | 2,200 |
| F | Guadalupe-Sam | Guadalupe-Samalayuca-Chihuahua | 34.70 | 2,480 | B | 2.0 | 2,200 |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** Chihuahua BINS Technical Committee Representative

**Table 7**
**Land Ports of Entry [POE] Crossing Data**

| | El Berrendo | Palomas | Jeronimo | Santa Fe Juárez | Puente Lerdo | Cordova | Zaragoza | Guadalupe | El Porvenir | Ojinaga | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | |
| **Southbound POE Crossing Data for 2000**[1] | | | | | | | | | | | |
| Number trucks | 0 | 4,366 | 29,820 | 0 | 0 | 334,918 | 330,982 | 108 | 0 | 7,104 | 707,298 |
| Tons of goods | | | | | | | | | | | 0 |
| Value [Millions $] moved by truck | | | | | | | | | | | $0.0 |
| Number of passenger vehicles | 2,106 | 367,100 | 204,799 | 4,631,951 | 165,674 | 7,019,100 | 3,936,433 | 553,338 | 177,481 | 760,809 | 17,818,791 |
| Number of buses | 153 | 282 | 32 | 1,888 | 0 | 8,415 | 263 | 0 | 0 | 331 | 11,364 |
| Number passenger vehicles & buses | | | | | | | | | | | 17,830,155 |
| Number of rail cars | | | | | | | | | | | X |
| Volume of tons moved by rail | | | | | | | | | | | X |
| Number of TEUs moved by rail | | | | | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | | | | | X |
| **Southbound POE Crossing Data for 2020**[2] | | | | | | | | | | | |
| Number trucks | | | | | | | | | | | 1,277,451 |
| Tons of goods | | | | | | | | | | | |
| Value [Millions $] moved by truck | | | | | | | | | | | |
| Number of passenger vehicles | | | | | | | | | | | X |
| Number of buses | | | | | | | | | | | X |
| Number passenger vehicles & buses | | | | | | | | | | | 29,563,244 |
| Number of rail cars | | | | | | | | | | | X |
| Volume of tons moved by rail | | | | | | | | | | | X |
| Number of TEUs moved by rail | | | | | | | | | | | X |

| | El Berrendo | Palomas | Jeronimo | Santa Fe Juárez | Puente Lerdo | Cordova | Zaragoza | Guadalupe | El Porvenir | Ojinaga | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Value [Millions $] moved by rail | | | | | | | | | | | X |
| **Per Cent Change in POE Data: 2000 to 2020** | | | | | | | | | | | |
| Number trucks[3] | | | | | | | | | | | 80.6% |
| Tons of goods | | | | | | | | | | | |
| Value [Millions $] moved by truck | | | | | | | | | | | |
| Number of passenger vehicles | | | | | | | | | | | X |
| Number of buses | | | | | | | | | | | X |
| Number passenger vehicles & buses[4] | | | | | | | | | | | 65.8% |
| Number of rail cars | | | | | | | | | | | X |
| Volume of tons moved by rail | | | | | | | | | | | X |
| Number of TEUs moved by rail | | | | | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | | | | | X |

**Notes**

Number of trucks = southbound trucks that cross the Mexico-US border

Tons of goods = carried by southbound trucks that cross the Mexico-US border.

Value [Millions $] moved by truck = value of goods moved by southbound trucks that cross the Mexico-US border.

Number of passenger vehicles = southbound passenger vehicles that cross the Mexico-US border.

Number of buses = southbound buses that cross the Mexico-US border.

Number passenger vehicles & buses = sum of southbound passenger vehicles and buses that cross the Mexico-US border.

Number of rail cars = southbound rail cars that cross the Mexico-US border.

Volume of tons moved by rail = transported by the southbound rail cars that cross the Mexico-US border.

Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are southbound and cross Mexico-US border.

Value [Millions $] moved by rail = value of goods transported by southbound rail cars that cross the Mexico-US border.

Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee representative. This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

**Sources:**

1 From the Chihuahua BINS Technical Committee representative.

2 Calculated by Multiplying 2000 Historical Data by Growth Rates

3 The 80.6% growth rate for truck data is based on a compound annual growth rate of 3.0% the level specified by the Mexican Secretariat of Communications and Transportation.

4 The growth rate for passenger vehicles and buses is the same as that observed for the change in Average Annual Daily raffic [AADT] in the highway segments nearest the Mexico-US border. These AADT data were obtained for MX-16, MX-45, Santa Teresa- Samaluyuca-Chihuahua Highway and the Guadalupe-Samaluyuca-Chihuahua Highway. The total change in AADT was 8,729 or 65.8%. The 65.8% is used to forecast the number of border crossings for passenger vehicles and buses in 2020. These data come from the Chihuahua BINS Technical Committee representative.

**Table 8**
**Airport Data**

| | Chihuahua | Juarez | Total |
|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | **Yes** | **Yes** | |
| **Designated as an International POE?** | **Yes** | **Yes** | |
| **Historical Data for 2000** | | | |
| Longest runway length [in meters]. | | | |
| Tons of goods exported & imported | 1,531 | 349 | 1,880 |
| Airport served by railroad facility? | | | X |
| If yes, name of railroad | | | X |
| On-land movement of air freight | X | X | X |
| Share of goods moved by truck | | | X |
| Share of goods moved by railroad | | | X |
| **Projections for 2020**[1] | | | |
| Longest runway length | | | |
| Date becomes operational | | | X |
| Tons of goods exported & imported | | | 3,395 |
| Airport served by railroad facility? | | | X |
| If yes, name of railroad | | | X |
| On-land movement of air freight | X | X | X |
| Share of goods moved by truck | | | |
| Share of goods moved by railroad | | | |
| **Per Cent Change: 2000 to 2020**[2] | | | |
| Longest runway length | | | |
| Tons of goods exported & imported | | | 80.6% |

**Note:**

Only data for facilities that meet minimum criteria are included

1 Calculated by Multiplying 2000 Historical Data by Growth Rates.

2 The 80.6% growth rate for airport volume is based on a compound annual growth rate of 3.0% - the level the level specified by the Mexican Secretariat of Communications and Transportation.

**Source:** Historical Data = Chihuahua BINS Technical Committee representative.

**Table 9**
**Maritime Port Data**

There are **NO MARITIME PORTS** in Chihuahua

**Map 1**
**Chihuahua Border Area**


Figure 2.5
Border Region - Zone 3

*Barton-Aschman* 11 *La Empresa*

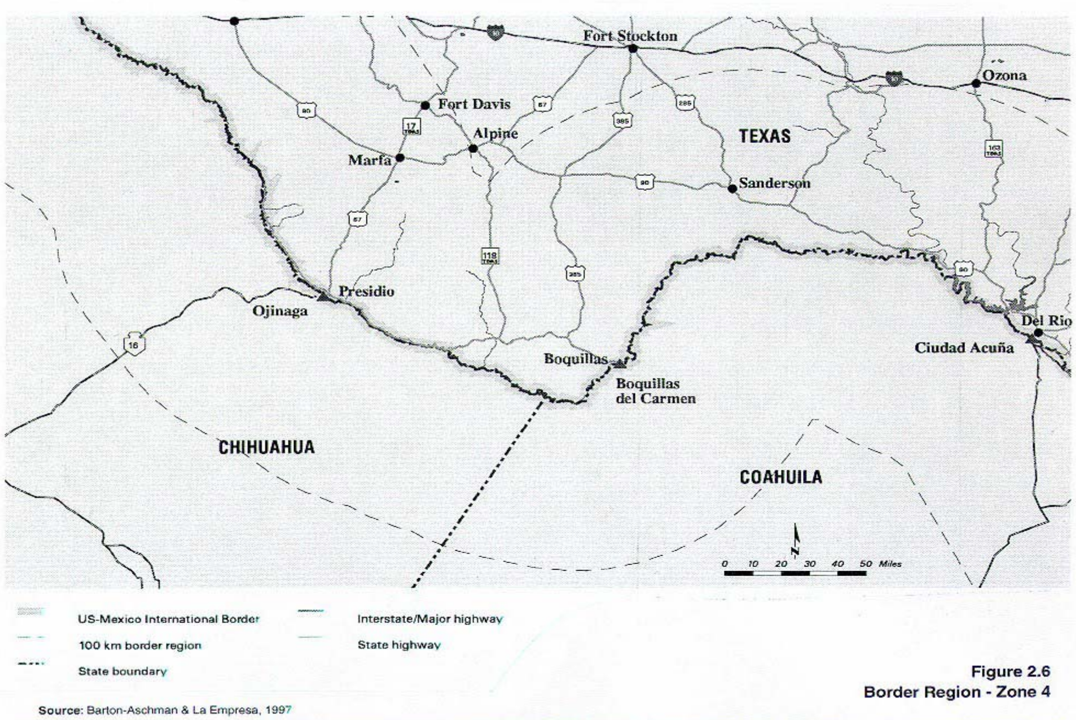


Figure 2.6
Border Region - Zone 4

*Barton-Aschman* 12 *La Empresa*

## CHIHUAHUA HIGHWAY DATA

### Methodology for Calculating Corridor Averages for Average Annual Daily Traffic [AADT], Level of Service [LOS], and Peak Hour Traffic Carrying Capacity

Corridor totals for highways are obtained for highway length, AADT, LOS and Peak Hour Traffic Carrying Capacity. The corridor total for each of these indicators is obtained by adding the data for each of the highways assigned to the corridor. The State BINS Technical Committee representative assigned the highways to the corridors. Each of the compilations for each of the indicators is now reviewed.

**Highway Length—**the length of each highway within the 100 km limit. The length is obtained for each highway by subtracting the beginning mile marker, from the last mile marker. If segments are omitted, those segments and their data are omitted from the highway total. The highway length for the entire corridor is obtained by summing the highway length for each highway in the corridor.

**Weighted Average—**an average in which each of the observations is multiplied [or "weighted"] by a factor before calculations. In addition, these weights sum to unity or one [1]. Weighted averages are used so that short and long segments of roadway are counted proportionately in calculating the average for the entire highway.

**Average Annual Daily Traffic—**the weighted average AADT for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the AADT for that segment to obtain the weighted AADT for the segment. Step 3: The weighted AADT for all the segments are summed to obtain the weighted average AADT for the highway. The weighted average AADT for all the highways in the corridor are then summed to obtain the Corridor Total AADT.

**Level of Service—**the weighted average LOS for each highway is calculated in the same manner as that used for AADT. A major difference is that LOS is provided in the letters A, B, C, D, E, F0, F1, F2 and F3. These letters are converted to numbers using the following system, A=1, B=2, C=3, D=4, E=5, F0=6, F1=7, F2=8, and F3=9. After the conversions the following steps are used to calculate LOS for each highway. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the LOS number for that segment to obtain the weighted LOS number for the segment. Step 3: The weighted LOS number for all the segments are summed to obtain the weighted average LOS for the highway. The weighted average LOS number for all the highways in the corridor are then summed to obtain the Corridor Total LOS.

**Peak Hour Traffic Carrying Capacity [PCAP]—**the weighted average PCAP for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the PCAP for that segment to obtain the weighted PCAP for the segment. Step 3: The weighted PCAP for all the segments are summed to obtain the weighted average PCAP for the highway. The weighted average PCAP for all the highways in the corridor are then summed to obtain the Corridor Total PCAP.

**Table 1**
**Highway Data Compiled Into Corridor Form**
**Used in Table 5 of Corridor Evaluation for Chihuahua**
**Segment Length is the Basis for Estimating the Weighted Average for AADT, LOS and Capacity**

| | | | | |
|---|---|---|---|---|
| | **Cd. Juarez-Tijuana Corridor** | | **El Berrendo Janos Corridor** | |
| | **MX-2 for 2000** | **MX-2 for 2020** | **MX-10 for 2000** | **MX-10 for 2020** |
| **AADT:** | 2,326 | 3,845 | 2,258 | 3,732 |
| **Highway Length:** | 287.4 | 287.4 | 270.5 | 270.5 |
| **LOS:** | A | C | B | C |
| **Weighted Average LOS:** | 1.7 | 3.0 | 2.9 | 3.9 |
| **Capacity:** | 2,040 | 2,040 | 1,393 | 1,393 |
| | **Dallas-Topolobampo Corridor** | | **Mexico-Cd. Juarez Corridor** | |
| | **MX-16 for 2000** | **MX-16 for 2020** | **MX-45 for 2000** | **MX-45 for 2020** |
| **AADT:** | 2,625 | 4,338 | 6,937 | 11,466 |
| **Highway Length:** | 508.8 | 508.8 | 579.8 | 579.8 |
| **LOS:** | A | A | A | B |
| **Weighted Average LOS:** | 1.7 | 1.9 | 1.0 | 2.7 |
| **Capacity:** | 2,366 | 2,366 | 6,715 | 6,715 |
| | **Albuquerque Chihuahua Corridor** | | **Fabens Chihuahua Corridor** | |
| | **Santa Teresa-Samaluyuca-Chihuahua Highway** | | **Guadalupe-Samaluyuca-Chihuahua Highway** | |
| | **2000** | **2020** | **2000** | **2020** |
| **AADT:** | 400 | 730 | 1,500 | 2,480 |
| **Highway Length:** | 28.5 | 28.5 | 34.7 | 34.7 |
| **LOS:** | A | A | A | B |
| **Weighted Average LOS:** | 1.0 | 1.0 | 1.0 | 2.0 |
| **Capacity:** | 2,200 | 2,200 | 2,200 | 2,200 |
| | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9 | | | |

**Table 2**
**First Segment Growth Rates**

| | Average Annual Daily Traffic | | | Percent | Port of Entry to which the |
|---|---|---|---|---|---|
| | 2000 | 2020 | Change | Change | Highway is Connected |
| **Segment 1 of Highways Directly Connected to the Land Ports of Entry** | | | | | |
| MX - 16 | 855 | 1,413 | 558 | 65.3% | San Jerónimo |
| MX - 45 | 10,510 | 17,371 | 6,861 | 65.3% | Guadalupe Bravo |
| Santa Teresa-Samaluyuca-Chihuahua Highway | 400 | 730 | 330 | 82.5% | Ojinaga |
| Guadalupe-Samaluyuca-Chihuahua Highway | 1,500 | 2,480 | 980 | 65.3% | Juárez |
| **Total:** | **13,265** | **21,994** | **8,729** | **65.8%** | |

**Notes:**

The AADT shown above is the value for the first segment of each of the highways for calendar year 2000 and projections for 2020. The Change is the difference between the two numbers, and the Percent Change is calculated by dividing the difference by the AADT for calendar year 2000.

All of these highways are directly connected to the Land Ports of Entry, and the US-Mexico border.

The total growth rate of 65.8% is the growth rate that is used to calculate the 2020 border crossings of passenger vehicles and buses.

**Source:**

Chihuahua BINS Technical Committee representative

**Table 3**

**Ciudad Juarez - Tijuana Corridor**

| | **MX-2 Calendar Year 2000** | | | | | | | **MX-2 Calendar Year 2020** | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | |
| | **Serves an International POE?** | | | | **Y** | | | **Serves an International POE?** | | | | **Y** | | |
| **Seg-ment #** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F3** | **Level of Service 1 to 9** | **Peak Hr Traffic Capacity** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F3** | **Level of Service 1 to 9** | **Peak Hr Traffic Capacity** |
| 1 | 0.000 | 112.000 | 112.000 | 3,116 | B | 2 | 2,040 | 0.000 | 112.000 | 112.000 | 5,150 | C | 3 | 2,040 |
| 2 | 112.000 | 170.950 | 58.950 | 2,325 | B | 2 | 2,040 | 112.000 | 170.950 | 58.950 | 3,843 | C | 3 | 2,040 |
| 3 | 170.950 | 190.600 | 19.650 | 2,395 | B | 2 | 2,040 | 170.950 | 190.600 | 19.650 | 3,959 | C | 3 | 2,040 |
| 4 | 190.600 | 205.000 | 14.400 | 2,285 | B | 2 | 2,040 | 190.600 | 205.000 | 14.400 | 3,777 | C | 3 | 2,040 |
| 5 | 0.000 | 61.000 | 61.000 | 1,245 | A | 1 | 2,040 | 0.000 | 61.000 | 61.000 | 2,058 | C | 3 | 2,040 |
| 6 | 61.000 | 82.400 | 21.400 | 1,245 | A | 1 | 2,040 | 61.000 | 82.400 | 21.400 | 2,058 | C | 3 | 2,040 |
| | | **Sum** | **287.400** | **12,611** | | **10** | **12,240** | | **Sum** | **287.400** | **20,844** | | **18** | **12,240** |
| | | **Estimating the Weighted Averages for 2000** | | | | | | | **Estimating the Weighted Averages for 2020** | | | | | |
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | 39.0% | 1,214 | | 0.779 | 795 | | 1 | 39.0% | 2,007 | | 1.169 | 795 |
| | | 2 | 20.5% | 477 | | 0.410 | 418 | | 2 | 20.5% | 788 | | 0.615 | 418 |
| | | 3 | 6.8% | 164 | | 0.137 | 139 | | 3 | 6.8% | 271 | | 0.205 | 139 |
| | | 4 | 5.0% | 114 | | 0.100 | 102 | | 4 | 5.0% | 189 | | 0.150 | 102 |
| | | 5 | 21.2% | 264 | | 0.212 | 433 | | 5 | 21.2% | 437 | | 0.637 | 433 |
| | | 6 | 7.4% | 93 | | 0.074 | 152 | | 6 | 7.4% | 153 | | 0.223 | 152 |
| **0.0%** | | **Sum** | **100.0%** | **2,326** | **A** | **1.713** | **2,040** | | **Sum** | **100.0%** | **3,845** | **C** | **3.000** | **2,040** |
| **Notes:** | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9 | | | | | | | | | | | | | |
| **Source:** | Chihuahua BINS Technical Committee representative | | | | | | | | | | | | | |

## El Berrendo - Janos - Sueco - Chihuahua Corridor

| | MX-10 Calendar Year 2000 | | | | | | | MX-10 Calendar Year 2020 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Within 100 km of the US-Mexico Border?** | | | | Y | | | **Within 100 km of the US-Mexico Border?** | | | | Y | | |
| | **Serves an International POE?** | | | | Y | | | **Serves an International POE?** | | | | Y | | |
| **Seg-ment #** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F3** | **Level of Service 1 to 9** | **Peak Hr Traffic Capacity** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F3** | **Level of Service 1 to 9** | **Peak Hr Traffic Capacity** |
| 1 | 0.000 | 59.000 | 59.000 | 2,302 | C | 3 | 1,351 | 0.000 | 59.000 | 59.000 | 3,805 | D | 4 | 1,351 |
| 2 | 59.000 | 114.000 | 55.000 | 2,396 | C | 3 | 1,351 | 59.000 | 114.000 | 55.000 | 3,960 | D | 4 | 1,351 |
| 3 | 114.000 | 195.000 | 81.000 | 2,399 | C | 3 | 1,351 | 114.000 | 195.000 | 81.000 | 3,965 | D | 4 | 1,351 |
| 4 | 195.000 | 257.000 | 62.000 | 2,313 | C | 3 | 1,351 | 195.000 | 257.000 | 62.000 | 3,823 | D | 4 | 1,351 |
| 5 | 0.000 | 13.500 | 13.500 | 400 | A | 1 | 2,200 | 0.000 | 13.500 | 13.500 | 661 | A | 1 | 2,200 |
| | | **Sum** | **270.500** | **9,810** | | **13** | **7,604** | | **Sum** | **270.500** | **16,214** | | **17** | **7,604** |

### Estimating the Weighted Averages for 2000 / Estimating the Weighted Averages for 2020

| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 21.8% | 502 | | 0.654 | 295 | 1 | 21.8% | 830 | | 0.872 | 295 |
| 2 | 20.3% | 487 | | 0.610 | 275 | 2 | 20.3% | 805 | | 0.813 | 275 |
| 3 | 29.9% | 718 | | 0.898 | 405 | 3 | 29.9% | 1,187 | | 1.198 | 405 |
| 4 | 22.9% | 530 | | 0.688 | 310 | 4 | 22.9% | 876 | | 0.917 | 310 |
| 5 | 5.0% | 20 | | 0.050 | 110 | 5 | 5.0% | 33 | | 0.050 | 110 |
| **Sum** | **100.0%** | **2,258** | **B** | **2.900** | **1,393** | **Sum** | **100.0%** | **3,732** | **C** | **3.850** | **1,393** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** Chihuahua BINS Technical Committee representative

## Dallas - Topolobampo Corridor

| | MX-16 Calendar Year 2000 | | | | | | | MX-16 Calendar Year 2020 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg-ment # | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F3 | Level of Service 1 to 9 | Peak Hr Traffic Capacity | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F3 | Level of Service 1 to 9 | Peak Hr Traffic Capacity |
| 1 | 0.000 | 6.500 | 6.500 | 7,817 | A | 1 | 4,976 | 0.000 | 6.500 | 6.500 | 12,920 | B | 2 | 4,976 |
| 2 | 6.500 | 26.800 | 20.300 | 5,103 | A | 1 | 4,976 | 6.500 | 26.800 | 20.300 | 8,434 | A | 1 | 4,976 |
| 3 | 26.800 | 141.000 | 114.200 | 996 | A | 1 | 2,162 | 26.800 | 141.000 | 114.200 | 1,646 | A | 1 | 2,162 |
| 4 | 141.000 | 224.000 | 83.000 | 855 | B | 2 | 1,299 | 141.000 | 224.000 | 83.000 | 1,413 | B | 2 | 1,299 |
| 5 | 0.000 | 10.500 | 10.500 | 11,694 | A | 1 | 4,790 | 0.000 | 10.500 | 10.500 | 19,328 | C | 3 | 4,790 |
| 6 | 10.500 | 36.200 | 25.700 | 6,175 | A | 1 | 4,790 | 10.500 | 36.200 | 25.700 | 10,206 | A | 1 | 4,790 |
| 7 | 36.200 | 103.500 | 67.300 | 6,452 | A | 1 | 4,790 | 36.200 | 103.500 | 67.300 | 10,664 | A | 1 | 4,790 |
| 8 | 103.500 | 107.100 | 3.600 | 4,451 | A | 1 | 4,790 | 103.500 | 107.100 | 3.600 | 7,357 | A | 1 | 4,790 |
| 9 | 107.100 | 150.800 | 43.700 | 4,006 | D | 4 | 1,299 | 107.100 | 150.800 | 43.700 | 6,621 | E | 5 | 1,299 |
| 10 | 0.000 | 16.000 | 16.000 | 1,446 | B | 2 | 1,299 | 0.000 | 16.000 | 16.000 | 2,390 | C | 3 | 1,299 |
| 11 | 16.000 | 70.000 | 54.000 | 741 | B | 2 | 1,299 | 16.000 | 70.000 | 54.000 | 1,225 | B | 2 | 1,299 |
| 12 | 70.000 | 134.000 | 64.000 | 412 | B | 2 | 859 | 70.000 | 134.000 | 64.000 | 681 | B | 2 | 859 |
| | | **Sum** | **508.800** | **50,148** | | **19** | **37,329** | | **Sum** | **508.800** | **82,887** | | **24** | **37,329** |

| Estimating the Weighted Averages for 2000 | | | | | | Estimating the Weighted Averages for 2020 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Segment | Weight | AADT | Level of Service | | Capacity | Segment | Weight | AADT | Level of Service | | Capacity |
| 1 | 1.3% | 100 | | 0.013 | 64 | 1 | 1.3% | 165 | | 0.026 | 64 |
| 2 | 4.0% | 204 | | 0.040 | 199 | 2 | 4.0% | 337 | | 0.040 | 199 |
| 3 | 22.4% | 224 | | 0.224 | 485 | 3 | 22.4% | 369 | | 0.224 | 485 |
| 4 | 16.3% | 139 | | 0.326 | 212 | 4 | 16.3% | 231 | | 0.326 | 212 |
| 5 | 2.1% | 241 | | 0.021 | 99 | 5 | 2.1% | 399 | | 0.062 | 99 |
| 6 | 5.1% | 312 | | 0.051 | 242 | 6 | 5.1% | 516 | | 0.051 | 242 |
| 7 | 13.2% | 853 | | 0.132 | 634 | 7 | 13.2% | 1,411 | | 0.132 | 634 |
| 8 | 0.7% | 31 | | 0.007 | 34 | 8 | 0.7% | 52 | | 0.007 | 34 |
| 9 | 8.6% | 344 | | 0.344 | 112 | 9 | 8.6% | 569 | | 0.429 | 112 |
| 10 | 3.1% | 45 | | 0.063 | 41 | 10 | 3.1% | 75 | | 0.094 | 41 |
| 11 | 10.6% | 79 | | 0.212 | 138 | 11 | 10.6% | 130 | | 0.212 | 138 |
| 12 | 12.6% | 52 | | 0.252 | 108 | 12 | 12.6% | 86 | | 0.252 | 108 |
| **Sum** | **100.0%** | **2,625** | **A** | **1.684** | **2,366** | **Sum** | **100.0%** | **4,338** | **A** | **1.856** | **2,366** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** Chihuahua BINS Technical Committee representative

## Mexico Ciudad Juarez Corridor

| | MX-45 Calendar Year 2000 | | | | | | | MX-45 Calendar Year 2020 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg-ment # | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F3 | Level of Service 1 to 9 | Peak Hr Traffic Capacity | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F3 | Level of Service 1 to 9 | Peak Hr Traffic Capacity |
| 1 | 0.000 | 68.980 | 68.980 | 5,168 | A | 1 | 7,012 | 0.000 | 68.980 | 68.980 | 8,542 | B | 2 | 7,012 |
| 2 | 68.980 | 111.500 | 42.520 | 5,110 | A | 1 | 7,012 | 68.980 | 111.500 | 42.520 | 8,446 | B | 2 | 7,012 |
| 3 | 111.500 | 138.000 | 26.500 | 8,359 | A | 1 | 7,012 | 111.500 | 138.000 | 26.500 | 13,816 | C | 3 | 7,012 |
| 4 | 138.000 | 166.870 | 28.870 | 10,887 | A | 1 | 4,976 | 138.000 | 166.870 | 28.870 | 17,995 | C | 3 | 4,976 |
| 5 | 166.870 | 210.000 | 43.130 | 9,005 | A | 1 | 4,976 | 166.870 | 210.000 | 43.130 | 14,884 | C | 3 | 4,976 |
| 6 | 210.000 | 222.560 | 12.560 | 10,840 | A | 1 | 4,976 | 210.000 | 222.560 | 12.560 | 17,917 | C | 3 | 4,976 |
| 7 | 0.000 | 7.200 | 7.200 | 12,190 | A | 1 | 7,012 | 0.000 | 7.200 | 7.200 | 20,148 | D | 4 | 7,012 |
| 8 | 7.200 | 55.380 | 48.180 | 8,534 | A | 1 | 7,012 | 7.200 | 55.380 | 48.180 | 14,105 | C | 3 | 7,012 |
| 9 | 55.380 | 60.480 | 5.100 | 6,381 | A | 1 | 7,012 | 55.380 | 60.480 | 5.100 | 10,547 | C | 3 | 7,012 |
| 10 | 60.480 | 155.870 | 95.390 | 6,756 | A | 1 | 7,012 | 60.480 | 155.870 | 95.390 | 11,167 | C | 3 | 7,012 |
| 11 | 0.000 | 83.630 | 83.630 | 4,699 | A | 1 | 7,012 | 0.000 | 83.630 | 83.630 | 7,767 | B | 2 | 7,012 |
| 12 | 83.630 | 167.650 | 84.020 | 6,194 | A | 1 | 7,012 | 83.630 | 167.650 | 84.020 | 10,238 | C | 3 | 7,012 |
| 13 | 167.650 | 197.920 | 30.270 | 8,674 | A | 1 | 7,012 | 167.650 | 197.920 | 30.270 | 14,337 | C | 3 | 7,012 |
| 14 | 197.920 | 201.350 | 3.430 | 10,510 | A | 1 | 7,012 | 197.920 | 201.350 | 3.430 | 17,371 | C | 3 | 7,012 |
| 15 | 201.350 | 219.000 | | | | | | 201.350 | 219.000 | | | | | |
| | | **Sum** | **579.780** | **113,307** | | **14** | **92,060** | | **Sum** | **579.780** | **187,279** | | **40** | **92,060** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** Chihuahua BINS Technical Committee representative

## Mexico Ciudad Juarez Corridor

| MX-45 Calendar Year 2000 | | | | | MX-45 Calendar Year 2020 | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Estimating the Weighted Averages for 2000 | | | | | Estimating the Weighted Averages for 2020 | | | | |
| **Segment** | **Weight** | **AADT** | **Level of Service** | **Capacity** | **Segment** | **Weight** | **AADT** | **Level of Service** | **Capacity** |
| 1 | 11.9% | 615 | 0.119 | 834 | 1 | 11.9% | 1,016 | 0.238 | 834 |
| 2 | 7.3% | 375 | 0.073 | 514 | 2 | 7.3% | 619 | 0.147 | 514 |
| 3 | 4.6% | 382 | 0.046 | 320 | 3 | 4.6% | 631 | 0.137 | 320 |
| 4 | 5.0% | 542 | 0.050 | 248 | 4 | 5.0% | 896 | 0.149 | 248 |
| 5 | 7.4% | 670 | 0.074 | 370 | 5 | 7.4% | 1,107 | 0.223 | 370 |
| 6 | 2.2% | 235 | 0.022 | 108 | 6 | 2.2% | 388 | 0.065 | 108 |
| 7 | 1.2% | 151 | 0.012 | 87 | 7 | 1.2% | 250 | 0.050 | 87 |
| 8 | 8.3% | 709 | 0.083 | 583 | 8 | 8.3% | 1,172 | 0.249 | 583 |
| 9 | 0.9% | 56 | 0.009 | 62 | 9 | 0.9% | 93 | 0.026 | 62 |
| 10 | 16.5% | 1,112 | 0.165 | 1,154 | 10 | 16.5% | 1,837 | 0.494 | 1,154 |
| 11 | 14.4% | 678 | 0.144 | 1,011 | 11 | 14.4% | 1,120 | 0.288 | 1,011 |
| 12 | 14.5% | 898 | 0.145 | 1,016 | 12 | 14.5% | 1,484 | 0.435 | 1,016 |
| 13 | 5.2% | 453 | 0.052 | 366 | 13 | 5.2% | 749 | 0.157 | 366 |
| 14 | 0.6% | 62 | 0.006 | 41 | 14 | 0.6% | 103 | 0.018 | 41 |
| 15 | | | | | 15 | | | | |
| **Sum** | **100.0%** | **6,937** | **A 1.000** | **6,715** | **Sum** | **100.0%** | **11,466** | **B 2.676** | **6,715** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Level of Service Look Up Table**

| | | | | |
|---|---|---|---|---|
| | | | | |
| | **LOS** | **Number** | | |
| | | | | |
| | A | 1 | | |
| | B | 2 | | |
| | C | 3 | | |
| | D | 4 | | |
| | E | 5 | | |
| | F0 | 6 | | |
| | F1 | 7 | | |
| | F2 | 8 | | |
| | F3 | 9 | | |
| | | | | |
| | | | | |
| **Note:** | This table has two purposes: | | | |
| | 1. The first purpose is to assign numbers to LOS letters. | | | |
| | The LOS is provided by the State and is in the form of a | | | |
| | letter, such as A, B, C, etc. These letters are | | | |
| | converted to numbers using the following scheme: | | | |
| | A=1, B=2, C=3, D=4, E=5, F0=6, F1=7, F2=8, F3=9 | | | |
| | | | | |
| | 2. The second purpose is to convert average LOS | | | |
| | calculations to letters. This occurs after the weighted | | | |
| | average is computed for a highway and for a corridor. | | | |
| | The letters associated with the ranges are the following: | | | |
| | A = 1.000 to 1.999 | | | |
| | B = 2.000 to 2.999 | | | |
| | C = 3.000 to 3.999 | | | |
| | D = 4.000 to 4.999 | | | |
| | E = 5.000 to 5.999 | | | |
| | F0 = 6.000 to 6.999 | | | |
| | F1 = 7.000 to 7.999 | | | |
| | F2 = 8.000 to 8.999 | | | |
| | F3 = 9.000 | | | |

# CORRIDOR EVALUATION
# COAHUILA RESULTS AND DATA

Corridor evaluations are conducted to determine the corridors with the greater needs. This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the evaluation process, the computations are calculated in formulas contained in the spreadsheets that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. Historical Data – data for 16 indicators for the year 2000.

2. Change Data – a combination of actual changes for the 16 indicators from 2000 to 2020 and percent changes for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are one, and it has the highest need. Corridor A is listed second because its AADT is 157,000 [second highest], its evaluation results are two, and it has the second highest need. Corridor C is listed third because it has the lowest AADT [30,000], its evaluation results are three and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of one and represents the highest need.

[1] In some cases there will be fewer than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by two.

## GENERAL DESCRIPTION OF COAHUILA'S CORRIDORS

### Corridors

Coahuila identified four corridors for the study and they are called the Piedras Negras-Ciudad [Cd] Acuña Corridor, the Morelos-Cd. Acuña Corridor, the Sabinas-Piedras Negras Corridor and the Boquillas del Carmen a Muzquiz Corridor. The Coahuila BINS Technical Committee representative provided no data on the Boquillas del Carmen a Muzquiz Corridor.

### Highways

The Piedras Negras-Cd. Acuña Corridor is composed of one highway: MX-2. The Morelos-Cd. Acuña Corridor is composed of one highway: MX-29. The Sabinas-Piedras Negras Corridor is composed of one highway: MX-57. No highways were identified and assigned to the Boquillas del Carmen a Muzquiz Corridor. No Level of service [LOS] or highway capacity data are available, therefore, the current and future level of congestion on Coahuila's corridor cannot be established.

### Land Ports of Entry [POE]

There are four bridge POE crossings on the Mexico-U.S. border in Coahuila. Trucks cross at two of the bridges while passenger vehicles and buses cross at all four. In calendar year 2000, about 183,000 trucks crossed into Coahuila through the two bridge POEs and about 5.5 million passenger vehicles and buses entered Coahuila through the four bridges.

### Airports

No data for Airports were specified by the Coahuila BINS Technical Committee Representative

### Railroads

The Ferrocarnil Mexicano [FERROMEX] Rail Line operates in two of the four corridors: The Piedras Negras-Cd. Acuña and the Morelos-Cd. Acuña. No data was provided for this rail line by the Coahuila BINS Technical Committee representative.

### Maritime Ports

There are NO MARITIME PORTS in Coahuila.

**Source:** Coahuila BINS Technical Committee representative, the Mexican Secretariat of Communication and Transportation and the Texas BINS Technical Committee representative. See Tables 6-9 for details.

## ANALYSIS OF CORRIDOR EVALUATION RESULTS

The Sabinas-Piedras Negras Corridor is listed first. The Morelos-Ciudad.Acuña Corridor is listed second. The Piedras Negras-Ciudad Acuña Corridor is listed third. The Sabinas-Piedras Negras Corridor is listed first by virtue of the fact that it is listed first with respect to historical data and change data.

### Historical Data

This discussion reviews highway and land POE with their results. With regard to the highways, the Sabinas-Piedras Negras Corridor is listed first followed by the Piedras Negras-Cd. Acuña Corridor and then by the Morelos-Cd. Acuña Corridor. The Sabinas-Piedras Negra Corridor is listed first for AADT [99,016] and second in highway length [133 km] while the Piedras Negras-Cd. Acuña Corridor is listed first for highway length [219.3 km] and third for AADT [1,521]. No Level of service [LOS] or highway capacity data are available, therefore, the current and future level of congestion on Arizona's corridor cannot be established.

For truck and passenger vehicle data, the Sabinas-Piedras Negras Corridor is always listed first by virtue of the fact that data are allocated based on the distribution of AADT amongst the Corridors and, as noted above, the Sabinas-Piedras Negras is listed first with respect to AADT.

There are no maritime ports in Coahuila and no data were provided for airports and railroads.

### Change Data

This discussion reviews highway and land POE data for both absolute changes and percent changes. With regard to absolute changes in highway data, the Sabinas-Piedras Negras Corridor is listed first by virtue of the fact that it is listed first for AADT with an increase of 9,978. In addition, the Sabinas-Piedras Negras Corridor is tied for first for highway length with the other corridors where there was no change with regard to highway length.

For trucks and passenger vehicles, the Sabinas-Piedras Negras Corridor is always listed first by virtue of the fact that its 2000 year data is greater than the other three corridors and all the corridors use the same growth rates.

With regard to percent changes in highway data, the Piedras Negras-Cd. Acuña Corridor is listed first because that it is listed first in AADT growth [with 165.3%] and tied for first in growth of highway length with the other three corridors [where there was no change].

For trucks and passenger vehicles, the four corridors are always tied for first by virtue of the fact that the growth rates are the same for each corridor.

There are no maritime ports in Coahuila and no data were provided for airports and railroads.

Note: There is a fourth corridor titled the Boquillas del Carmen a Muzquiz Corridor; however, no information was provided on this corridor.

**Table 1**
**Summary Corridor Results**

| | Corridor Scores[1] | | | | Evaluation Results | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D[2] | A | B | C | D |
| | P. Negras-Cd. Acuña | Morelos - Cd. Acuña | Sabinas-P. Negras | Boquillas del Carmen a Muzquiz[2] | | | | |
| **Historical Data for 2000[3]** | | | | | | | | |
| Highways | 8 | 10 | 6 | | 2 | 3 | 1 | |
| Land Ports of Entry | 12 | 8 | 4 | | 3 | 2 | 1 | |
| Airports[4] | | | | | | | | |
| Maritime Ports[5] | | | | | | | | |
| Railroads[6] | | | | | | | | |
| **Sum of Historical Scores:** | **20** | **18** | **10** | | **3** | **2** | **1** | |
| **Changes Between 2000 and 2020[7]** | | | | | | | | |
| Highways | 5 | 8 | 5 | | 1 | 3 | 1 | |
| Land Ports of Entry | 8 | 6 | 4 | | 3 | 2 | 1 | |
| Airports[4] | | | | | | | | |
| Maritime Ports[5] | | | | | | | | |
| Railroads[6] | | | | | | | | |
| **Sum of Change Scores:** | **13** | **14** | **9** | | **2** | **3** | **1** | |
| **Overall Scores[8]:** | **33** | **32** | **19** | | | | | |
| **Overall Result:** | **3** | **2** | **1** | | | | | |

**Notes:**

1 The Corridor Scores are the Evaluation Results in Tables 2, 4 and 5.

2 The Coahuila BINS Technical representative specified four corridors, including a corridor titled the Boquillas del Carmen a Muzquiz Corridor. However no highways were identified and assigned to this corridor, and no data are provided for the corridor.

3 Historical Scores from Table 2. To insure equal weighting with the Changes scores, the Historical corridor scores are multiplied by two.

4 No data were provided on airport traffic.

5 There are no maritime ports in Coahuila.

6 No data were provided on railroad traffic.

7 The Changes Scores is the sum of the Corridor Scores from Table 3 [Corridor Changes] and the Corridor Scores from Table 5 [Corridor Percent Changes].

8 The Overall Score is the sum of the *Historical Score* and the *Changes Score The Historical Data scores* and A17the *Changes Between 2000 and 2020* scores are equally weighted.

Lower Score represents greater need.

**Table 2**
**Corridor Data For 2000**

| | Corridor Raw Data | | | | Evaluation Results | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | A | B | C | D |
| | P. Negras-Cd. Acuña | Morelos - Cd. Acuña | Sabinas-P. Negras | Boquillas del Carmen a Muzquiz | | | | |
| **Highways** | | | | | | | | |
| Average Annual Daily Traffic | 1,521 | 1,916 | 6,050 | | 3 | 2 | 1 | |
| Highway Length [in Km.] | 219.3 | 104.0 | 133.0 | | 1 | 3 | 2 | |
| LOS [A=1 to F = 9] | | | | | | | | |
| Capacity at Peak Hour | | | | | | | | |
| | | **Highway Scores** | | | **4** | **5** | **3** | |
| | | **Overall Highway Result** | | | **2** | **3** | **1** | |
| **Land Port of Entry Border Crossing** | | | | | | | | |
| Number trucks | 29,326 | 36,942 | 116,648 | | 3 | 2 | 1 | |
| Total volume [tons] | | | | | | | | |
| Value of goods Millions $ | | | | | | | | |
| # passenger vehicles & buses | 874,081 | 1,101,078 | 3,476,785 | | 3 | 2 | 1 | |
| | | **POE Scores** | | | **6** | **4** | **2** | |
| | | **Overall POE Result** | | | **3** | **2** | **1** | |
| **Airports**[1] | | | | | | | | |
| Total volume [tons] | | | | | | | | |
| | | **Airport Scores** | | | | | | |
| | | **Overall Airport Result** | | | | | | |
| **Maritime Ports - NONE** | | | | | | | | |
| Total volume [millions tons] | | | | | | | | |
| Total number TEUs | | | | | | | | |
| | | **Maritime Port Score** | | | | | | |
| | | **Overall Maritime Result** | | | | | | |
| **Railroads Border Crossing at POE**[1] | | | | | | | | |
| Number rail cars | | | | | | | | |
| Total volume [tons] | | | | | | | | |
| Total Number TEUs | | | | | | | | |
| Value of goods Millions $ | | | | | | | | |
| | | **Railroad Scores** | | | | | | |
| | | **Overall Railroad Result** | | | | | | |
| Total AADT in Three Corridors | **Share of AADT Among Corridors** | | | | | | | |
| 9,487 | 16.0% | 20.2% | 63.8% | 0.0% | | | | |

**Notes:**

POE data are assigned to Corridors based on AADT distribution.

1 No data were provided on airports or railroads.

**Sources:** Coahuila BINS Technical Committee representative and the Mexican Secretariat of Communications and Transportation. See Tables 6 - 9 for details.

Lower Score represents greater need.

**Table 3**
**Corridor Data And Results For 2020**

| | Corridor Raw Data | | | | Evaluation Results | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | A | B | C | D |
| | P. Negras-Cd. Acuña | Morelos - Cd. Acuña | Sabinas-P. Negras | Boquillas del Carmen a Muzquiz | | | | |
| **Highways** | | | | | | | | |
| Average Annual Daily Traffic | 4,035 | 5,015 | 16,028 | | 3 | 2 | 1 | |
| Highway Length [in Km.] | 219.3 | 104.0 | 133.0 | | 1 | 3 | 2 | |
| LOS [A=1 to F = 9] | | | | | | | | |
| Capacity at Peak Hour | | | | | | | | |
| | | **Highway Scores** | | | **4** | **5** | **3** | |
| | | **Overall Highway Result** | | | **2** | **3** | **1** | |
| **Land Port of Entry Border Crossing** | | | | | | | | |
| Number trucks | 53,155 | 66,065 | 211,143 | | 3 | 2 | 1 | |
| Total volume [tons] | | | | | | | | |
| Value of goods Millions $ | | | | | | | | |
| # passenger vehicles & buses | 1,945,644 | 2,418,193 | 7,728,572 | | 3 | 2 | 1 | |
| | | **POE Scores** | | | **6** | **4** | **2** | |
| | | **Overall POE Result** | | | **3** | **2** | **1** | |
| **Airports**[1] | | | | | | | | |
| Total volume [tons] | | | | | | | | |
| | | **Airport Scores** | | | | | | |
| | | **Overall Airport Result** | | | | | | |
| **Maritime Ports - None** | | | | | | | | |
| Total volume [million tons] | | | | | | | | |
| Total number TEUs | | | | | | | | |
| | | **Maritime Port Score** | | | | | | |
| | | **Overall Maritime Result** | | | | | | |
| **Railroads Border Crossing at POE**[1] | | | | | | | | |
| Number rail cars | | | | | | | | |
| Total volume [tons] | | | | | | | | |
| Total Number TEUs | | | | | | | | |
| Value of goods Millions $ | | | | | | | | |
| | | **Railroad Scores** | | | | | | |
| | | **Overall Railroad Result** | | | | | | |
| Total AADT in Three Corridors | **Share of AADT Among Corridors** | | | | | | | |
| 25,078 | 16.1% | 20.0% | 63.9% | 0.0% | | | | |

**Notes:**
POE data are assigned to Corridors based on AADT distribution.
[1] No data were provided on airports or railroads.

**Sources:** Coahuila BINS Technical Committee representative and the Mexican Secretariat of Communications and Transportation. See Tables 6 - 9 for details.
Lower Score represents greater need.

**Table 4**
**Corridor Changes and Results, 2000 – 2020**

| | Corridor Raw Data | | | | Evaluation Results | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | A | B | C | D |
| | P. Negras-Cd. Acuña | Morelos - Cd. Acuña | Sabinas- P. Negras | Boquillas del Carmen a Muzquiz | | | | |
| **Highways** | | | | | | | | |
| Average Annual Daily Traffic | 2,514 | 3,099 | 9,978 | | 2 | 3 | 1 | |
| Highway Length [in Km.] | 0.00 | 0.00 | 0.00 | | 1 | 1 | 1 | |
| LOS [A=1 to F = 9] | | | | | | | | |
| Capacity at Peak Hour | | | | | | | | |
| | | **Highway Scores** | | | **3** | **4** | **2** | |
| | | **Overall Highway Result** | | | **2** | **3** | **1** | |
| **Land Port of Entry Border Crossing** | | | | | | | | |
| Number trucks | 23,775 | 29,308 | 94,364 | | 3 | 2 | 1 | |
| Total volume [tons] | | | | | | | | |
| Value of goods Millions $ | | | | | | | | |
| # passenger vehicles & buses | 1,070,754 | 1,319,916 | 4,249,796 | | 3 | 2 | 1 | |
| | | **POE Scores** | | | **6** | **4** | **2** | |
| | | **Overall POE Result** | | | **3** | **2** | **1** | |
| **Airports**[1] | | | | | | | | |
| Total volume [tons] | | | | | | | | |
| | | **Airport Scores** | | | | | | |
| | | **Overall Airport Result** | | | | | | |
| **Maritime Ports - NONE** | | | | | | | | |
| Total volume [tons] | | | | | | | | |
| Total number TEUs | | | | | | | | |
| | | **Maritime Port Score** | | | | | | |
| | | **Overall Maritime Result** | | | | | | |
| **Railroads Border Crossing at POE**[1] | | | | | | | | |
| Number rail cars | | | | | | | | |
| Total volume [tons] | | | | | | | | |
| Total Number TEUs | | | | | | | | |
| Value of goods Millions $ | | | | | | | | |
| | | **Railroad Scores** | | | | | | |
| | | **Overall Railroad Result** | | | | | | |
| Total AADT in Three Corridors | **Share of AADT Among Corridors** | | | | | | | |
| 15,591 | 16.1% | 19.9% | 64.0% | 0.0% | | | | |

**Notes:**
POE data are assigned to Corridors based on AADT distribution.
[1] No data were provided on airports or railroads.
Differences are estimated by subtracting the year 2000 data from the 2020 projections.
See Tables 6 – 9 for details.

Lower score represents greater need.

**Table 5**
**Corridor Percent Changes, 2000 - 2020**

| | Corridor Raw Data | | | | Evaluation Results | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | A | B | C | D |
| | P. Negras-Cd. Acuña | Morelos - Cd. Acuña | Sabinas-P. Negras | Boquillas del Carmen a Muzquiz | | | | |
| **Highways** | | | | | | | | |
| Average Annual Daily Traffic | 165.3% | 161.7% | 164.9% | | 1 | 3 | 2 | |
| Highway Length [in Km.] | 0.0% | 0.0% | 0.0% | | 1 | 1 | 1 | |
| LOS [A=1 to F = 9] | | | | | | | | |
| Capacity at Peak Hour | | | | | | | | |
| | | **Highway Scores** | | | **2** | **4** | **3** | |
| | | **Overall Highway Result** | | | **1** | **3** | **2** | |
| **Land Port of Entry Border Crossing** | | | | | | | | |
| Number trucks | 80.6% | 80.6% | 80.6% | | 1 | 1 | 1 | |
| Total volume [tons] | | | | | | | | |
| Value of goods Millions $ | | | | | | | | |
| # passenger vehicles & buses | 121.8% | 121.8% | 121.8% | | 1 | 1 | 1 | |
| | | **POE Scores** | | | **2** | **2** | **2** | |
| | | **Overall POE Result** | | | **1** | **1** | **1** | |
| **Airports**[1] | | | | | | | | |
| Total volume [tons] | | | | | | | | |
| | | **Airport Scores** | | | | | | |
| | | **Overall Airport Result** | | | | | | |
| **Maritime Ports - NONE** | | | | | | | | |
| Total volume [tons] | | | | | | | | |
| Total number TEUs[1] | | | | | | | | |
| | | **Maritime Port Score** | | | | | | |
| | | **Overall Maritime Result** | | | | | | |
| **Railroads Border Crossing at POE**[1] | | | | | | | | |
| Number rail cars | | | | | | | | |
| Total volume [tons] | | | | | | | | |
| Total Number TEUs | | | | | | | | |
| Value of goods Millions $ | | | | | | | | |
| | | **Railroad Scores** | | | | | | |
| | | **Overall Railroad Result** | | | | | | |

**Notes:**

[1] No data were provided on airports or railroads.

See Tables 5 - 8 for details.

Lower Score represents greater need.

**Table 6**
**Highway Data**

| Summary Data for the Piedras Negras-Cd. Acuña Corridor | | | | |
|---|---|---|---|---|
| | Calendar Year 2000 | | Projections for 2020 | |
| | MX-2 | Total | MX-2 | Total |
| AADT: | 1,521 | **1,521** | 4,035 | **4,035** |
| Highway Length: | 219.3 | **219.3** | 219.3 | **219.3** |
| **Summary Data for the Morelos-Cd. Acuña Corridor** | | | | |
| | Calendar Year 2000 | | Projections for 2020 | |
| | MX-29 | Total | MX-29 | Total |
| AADT: | 1,916 | **1,916** | 5,015 | **5,015** |
| Highway Length: | 104.0 | **104.0** | 104.0 | **104.0** |
| **Summary Data for the Sabinas-Piedras Negras Corridor** | | | | |
| | Calendar Year 2000 | | Projections for 2020 | |
| | MX-57 | Total | MX-57 | Total |
| AADT: | 6,050 | **6,050** | 16,028 | **16,028** |
| Highway Length: | 133.0 | **133.0** | 133.0 | **133.0** |

**Note:** The Coahuila BINS Technical representative specified four corridors, including a corridor titled the Boquillas del Carmen a Muzquiz Corridor. However no highways were identified and assigned to this corridor, and no data are provided for the corridor.

**Source:** Coahuila BINS Technical Committee Representative and the Mexican Secretariat of Communications and Transportation

**Table 7**
**Compiled Coahuila [POE] Crossing Data**

| | Ciudad Acuña | Ciudad Acuña II Presa La Amistad | Piedras Negras | Camino Real-Coahuila Piedras Negras II | Total |
|---|---|---|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | **Yes** | **Yes** | **Yes** | |
| **Southbound POE Crossing Data for 2000**[1] | | | | | |
| Number trucks | 74,023 | 0 | 0 | 108,892 | 182,915 |
| Tons of goods | | | | | |
| Value [Millions $] moved by truck | | | | | |
| Number of passenger vehicles | 2,043,686 | 41,528 | 1,192,316 | 2,166,363 | 5,443,893 |
| Number of buses | 5,374 | 0 | 2,068 | 608 | 8,050 |
| Number passenger vehicles & buses | | | | | 5,451,943 |
| Number of rail cars | | | | | X |
| Volume of tons moved by rail | | | | | X |
| Number of TEUs moved by rail | | | | | X |
| Value [Millions $] moved by rail | | | | | X |
| **Southbound POE Crossing Data for 2020**[2]**:** | | | | | |
| Number trucks | | | | | 330,363 |
| Tons of goods | | | | | |
| Value [Millions $] moved by truck | | | | | |
| Number of passenger vehicles | | | | | X |
| Number of buses | | | | | X |
| Number passenger vehicles & buses | | | | | 12,092,410 |
| Number of rail cars | | | | | X |
| Volume of tons moved by rail | | | | | X |
| Number of TEUs moved by rail | | | | | X |
| Value [Millions $] moved by rail | | | | | X |
| **Per Cent Change in POE Data: 2000 to 2020** | | | | | |
| Number trucks[3] | | | | | 80.6% |
| Tons of goods | | | | | |
| Value [Millions $] moved by truck | | | | | |
| Number of passenger vehicles | | | | | X |
| Number of buses | | | | | X |
| Number passenger vehicles & buses[4] | | | | | 121.8% |
| Number of rail cars | | | | | X |
| Volume of tons moved by rail | | | | | X |
| Number of TEUs moved by rail | | | | | X |
| Value [Millions $] moved by rail | | | | | X |

**Notes:**

Number of trucks = southbound trucks that cross the US-Mexico border

Tons of goods = carried by southbound trucks that cross the US-Mexico border.

Value [Millions $] moved by truck = value of goods moved by southbound trucks that cross the US-Mexico border.

Number of passenger vehicles = southbound passenger vehicles that cross the US-Mexico border.

Number of buses = southbound buses that cross the US-Mexico border.

Number passenger vehicles & buses = sum of southbound passenger vehicles and buses that cross the US-Mexico border.

Number of rail cars = southbound rail cars that cross the US-Mexico border.

Volume of tons moved by rail = transported by the southbound rail cars that cross the US-Mexico border.
Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are southbound and cross the US-Mexico border.

Value [Millions $] moved by rail = value of goods transported by southbound rail cars that cross the US-Mexico border.
Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee representative. This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

**Sources:**

[1] For 'Ciudad Acuña', the data comes from the Coahuila BINS Technical Committee representative. For 'Ciudad Acuna II", 'Piedras Negras' & 'Camino Real-Coahuila', SourcePoint uses data provided by the Texas BINS Technical Committee representative for Northbound trucks, passenger vehicles and buses that cross into the US at those POE. The Texas data on trucks, passenger vehicles and buses are assumed to be the same for Southbound traffic, therefore, the same numbers are used for the Sourthbound numbers for these three ports of entry.

[2] Calculated by Multiplying 2000 Historical Data by Growth Rates

[3] The 80.6% growth rate for truck data is based on a compound annual growth rate of 3.0% - the level specified by the Mexican Secretariat of Communications and Transportation

[4] The growth rate for passenger vehicles and buses is the same as that observed for the change in Average Annual Daily Traffic [AADT] in the highway segments nearest the Mexico-US border. These AADT data were obtained for MX-29 and MX-57 from the Coahuila BINS Technical Committee representative. The total change in AADT is17,631 or 121.8%. The 121.8% is used to forecast the number of border crossings for passenger vehicles and buses in 2020.

**Table 8**
**Airport Data**

No airport data was provided.

**Table 9**
**Maritime Port Data**

There are **NO MARITIME PORTS** in Coahuila.

**Map 1**
**Coahuila Border Area**

## Methodology For Calculating Corridor Averages for Average Annual Daily Traffic [AADT], Level of Service [LOS], and Peak Hour Traffic Carrying Capacity

Corridor totals for highways are obtained for highway length, AADT, LOS and Peak Hour Traffic Carrying Capacity. The corridor total for each of these indicators is obtained by adding the data for each of the highways assigned to the corridor. The State BINS Technical Committee representative assigned the highways to the corridors. Each of the compilations for each of the indicators is now reviewed.

**Highway Length—**the length of each highway within the 100 km limit. The length is obtained for each highway by subtracting the beginning mile marker, from the last mile marker. If segments are omitted, those segments and their data are omitted from the highway total. The highway length for the entire corridor is obtained by summing the highway length for each highway in the corridor.

**Weighted Average—**an average in which each of the observations is multiplied [or "weighted"] by a factor before calculations. In addition, these weights sum to unity or one [1]. Weighted averages are used so that short and long segments of roadway are counted proportionately in calculating the average for the entire highway.

**Average Annual Daily Traffic—**the weighted average AADT for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the AADT for that segment to obtain the weighted AADT for the segment. Step 3: The weighted AADT for all the segments are summed to obtain the weighted average AADT for the highway. The weighted average AADT for all the highways in the corridor are then summed to obtain the Corridor Total AADT.

**Level of Service—**the weighted average LOS for each highway is calculated in the same manner as that used for AADT. A major difference is that LOS is provided in the letters A, B, C, D, E, F0, F1, F2 and F3. These letters are converted to numbers using the following system, A=1, B=2, C=3, D=4, E=5, F0=6, F1=7, F2=8, and F3=9. After the conversions the following steps are used to calculate LOS for each highway. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the LOS number for that segment to obtain the weighted LOS number for the segment. Step 3: The weighted LOS number for all the segments are summed to obtain the weighted average LOS for the highway. The weighted average LOS number for all the highways in the corridor are then summed to obtain the Corridor Total LOS.

**Peak Hour Traffic Carrying Capacity [PCAP]—**the weighted average PCAP for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the PCAP for that segment to obtain the weighted PCAP for the segment. Step 3: The weighted PCAP for all the segments are summed to obtain the weighted average PCAP for the highway. The weighted average PCAP for all the highways in the corridor are then summed to obtain the Corridor Total PCAP.

**Table 1**
**Highway Data Compiled Into Corridor Form**
**Used in Table 5 of Corridor Evaluation for Coahuila**
**Segment Length is the Basis for Estimating the Weighted Average for AADT**

**Summary Data for the Piedras Negras-Cd. Acuña Corridor**

| | Calendar Year 2000 | | | | Projections for 2020 | |
|---|---|---|---|---|---|---|
| | MX-2 | Total | | | MX-2 | Total |
| AADT: | 1,521 | **1,521** | | | 4,035 | **4,035** |
| Highway Length: | 219.3 | **219.3** | | | 219.3 | **219.3** |

**Summary Data for the Morelos-Cd. Acuña Corridor**

| | Calendar Year 2000 | | | | Projections for 2020 | |
|---|---|---|---|---|---|---|
| | MX-29 | Total | | | MX-29 | Total |
| AADT: | 1,916 | **1,916** | | | 5,015 | **5,015** |
| Highway Length: | 104 | **104.0** | | | 104 | **104.0** |

**Summary Data for the Sabinas-Piedras Negras Corridor**

| | Calendar Year 2000 | | | | Projections for 2020 | |
|---|---|---|---|---|---|---|
| | MX-57 | Total | | | MX-57 | Total |
| AADT: | 6,050 | **6,050** | | | 16,028 | **16,028** |
| Highway Length: | 133 | **133.0** | | | 133 | **133.0** |

**Note:** The Boquillas del Carmen a Muzquiz Corridor is a proposed corridor, does not exist, and there are no data for it.

**Source:** Coahuila BINS Technical Committee Representative

| Table 2<br>The Piedras Negras-Cd. Acuña Corridor | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | MX-2 Calendar Year 2000 | | | | | MX-2 Calendar Year 2020 | | | |
| Within 100 km of the US-Mexico Border? | | | | | Y | | | | |
| Serves an International POE? | | | | | Y | | | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic |
| 1 | 0.000 | 46.000 | 46.000 | 2,652 | | 0.000 | 46.000 | 46.000 | 7,037 |
| 2 | 46.000 | 83.300 | 37.300 | 2,280 | | 46.000 | 83.300 | 37.300 | 6,050 |
| 3 | 83.300 | 83.300 | 0.000 | 2,260 | | 83.300 | 83.300 | 0.000 | 5,711 |
| 4 | 0.000 | 16.900 | 16.900 | 1,870 | | 0.000 | 16.900 | 16.900 | 4,962 |
| 5 | 16.900 | 42.000 | 25.100 | 580 | | 16.900 | 42.000 | 25.100 | 1,539 |
| 6 | 42.000 | 42.000 | 0.000 | 842 | | 42.000 | 42.000 | 0.000 | 2,234 |
| 7 | 42.000 | 113.000 | 71.000 | 700 | | 42.000 | 113.000 | 71.000 | 1,857 |
| 8 | 0.000 | 10.600 | 10.600 | 1,721 | | 0.000 | 10.600 | 10.600 | 4,566 |
| 9 | 10.600 | 23.000 | 12.400 | 995 | | 10.600 | 23.000 | 12.400 | 2,640 |
| 10 | 23.000 | 23.000 | 0.000 | 590 | | 23.000 | 23.000 | 0.000 | 1,565 |
| | | **Sum** | **219.300** | **14,490** | | | **Sum** | **219.300** | **38,161** |

## Estimating the Weighted Averages

| | | MX-2 Calendar Year 2000 | | | | | MX-2 Calendar Year 2020 | | |
|---|---|---|---|---|---|---|---|---|---|
| | | **Segment** | **Weight** | **AADT** | | | **Segment** | **Weight** | **AADT** |
| | | 1 | 21.0% | 556 | | | 1 | 21.0% | 1,476 |
| | | 2 | 17.0% | 388 | | | 2 | 17.0% | 1,029 |
| | | 3 | 0.0% | 0 | | | 3 | 0.0% | 0 |
| | | 4 | 7.7% | 144 | | | 4 | 7.7% | 382 |
| | | 5 | 11.4% | 66 | | | 5 | 11.4% | 176 |
| | | 6 | 0.0% | 0 | | | 6 | 0.0% | 0 |
| | | 7 | 32.4% | 227 | | | 7 | 32.4% | 601 |
| | | 8 | 4.8% | 83 | | | 8 | 4.8% | 221 |
| | | 9 | 5.7% | 56 | | | 9 | 5.7% | 149 |
| | | 10 | 0.0% | 0 | | | 10 | 0.0% | 0 |
| | | **Sum** | **100.0%** | **1,521** | | | **Sum** | **100.0%** | **4,035** |
| **Source:** | | Coahuila BINS Technical Committee representative | | | | | | | |

**Table 3**
**The Morelos-Cd. Acuña Corridor**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | **MX-29 Calendar Year 2000** | | | | | **MX-29 Calendar Year 2020** | | | |
| **Within 100 km of the US-Mexico Border?** | | | | | Y | | | | |
| **Serves an International POE?** | | | | | Y | | | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 9.000 | 9.000 | 3,343 | | 0.000 | 9.000 | 9.000 | 8,870 |
| 2 | 9.000 | 69.000 | 60.000 | 1,810 | | 9.000 | 69.000 | 60.000 | 4,802 |
| 3 | 69.000 | 87.000 | 18.000 | 1,779 | | 69.000 | 87.000 | 18.000 | 4,720 |
| 4 | 87.000 | 104.000 | 17.000 | 1,677 | | 87.000 | 104.000 | 17.000 | 4,036 |
| 5 | 104.000 | 104.000 | 0.000 | 3,930 | | 104.000 | 104.000 | 0.000 | 4,127 |
| | | **Sum** | **104.000** | **12,539** | | | **Sum** | **104.000** | **26,555** |

**Estimating the Weighted Averages**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | **MX-29 Calendar Year 2000** | | | | | **MX-29 Calendar Year 2020** | | |
| | | **Segment** | **Weight** | **AADT** | | | **Segment** | **Weight** | **AADT** |
| | | 1 | 8.7% | 289 | | | 1 | 8.7% | 768 |
| | | 2 | 57.7% | 1,044 | | | 2 | 57.7% | 2,770 |
| | | 3 | 17.3% | 308 | | | 3 | 17.3% | 817 |
| | | 4 | 16.3% | 274 | | | 4 | 16.3% | 660 |
| | | **Sum** | **100.0%** | **1,916** | | | **Sum** | **100.0%** | **5,015** |
| | **Source:** | Coahuila BINS Technical Committee representative | | | | | | | |

| Table 4 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Sabinas-P. Negras Corridor | | | | | | | | | |
| | MX-57 Calendar Year 2000 | | | | | MX-57 Calendar Year 2020 | | | |
| Within 100 km of the US-Mexico Border? | | | | | Y | | | | |
| Serves an International POE? | | | | | Y | | | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic |
| 1 | 115.000 | 118.850 | 3.850 | 6,960 | | 115.000 | 118.850 | 3.850 | 17,588 |
| 2 | 118.850 | 126.300 | 7.450 | 6,505 | | 118.850 | 126.300 | 7.450 | 17,260 |
| 3 | 126.300 | 182.000 | 55.700 | 6,175 | | 126.300 | 182.000 | 55.700 | 16,384 |
| 4 | 182.000 | 187.200 | 5.200 | 5,800 | | 182.000 | 187.200 | 5.200 | 15,389 |
| 5 | 187.200 | 206.850 | 19.650 | 6,350 | | 187.200 | 206.850 | 19.650 | 16,848 |
| 6 | 206.850 | 240.280 | 33.430 | 5,620 | | 206.850 | 240.280 | 33.430 | 14,912 |
| 7 | 240.280 | 248.000 | 7.720 | 5,530 | | 240.280 | 248.000 | 7.720 | 14,673 |
| 8 | 248.000 | 248.000 | 0.000 | 10,545 | | 248.000 | 248.000 | 0.000 | 27,979 |
| | | Sum | 133.000 | 53,485 | | | Sum | 133.000 | 141,033 |
| Estimating the Weighted Averages | | | | | | | | | |
| | | MX-57 Calendar Year 2000 | | | | | MX-57 Calendar Year 2020 | | |
| | | Segment | Weight | AADT | | | Segment | Weight | AADT |
| | | 1 | 2.9% | 201 | | | 1 | 2.9% | 509 |
| | | 2 | 5.6% | 364 | | | 2 | 5.6% | 967 |
| | | 3 | 41.9% | 2,586 | | | 3 | 41.9% | 6,862 |
| | | 4 | 3.9% | 227 | | | 4 | 3.9% | 602 |
| | | 5 | 14.8% | 938 | | | 5 | 14.8% | 2,489 |
| | | 6 | 25.1% | 1,413 | | | 6 | 25.1% | 3,748 |
| | | 7 | 5.8% | 321 | | | 7 | 5.8% | 852 |
| | | 8 | 0.0% | 0 | | | 8 | 0.0% | 0 |
| | | Sum | 100.0% | 6,050 | | | Sum | 100.0% | 16,028 |
| | Source: | Coahuila BINS Technical Committee representative | | | | | | | |

# CORRIDOR EVALUATION
# NEW MEXICO RESULTS AND DATA

Corridor evaluations are conducted to determine the corridors with the greater needs. This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the evaluation process, the computations are calculated in formulas contained in the spreadsheets that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. Historical Data – data for 16 indicators for the year 2000.

2. Change Data – a combination of actual changes for the 16 indicators from 2000 to 2020 and percent changes for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are one, and it has the highest need. Corridor A is listed second because its AADT is 157,000 [second highest], its evaluation results are two, and it has the second highest need. Corridor C is listed third because it has the lowest AADT [30,000], its evaluation results are three and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of one and represents the highest need.

[1] In some cases there will be fewer than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by two.

## GENERAL DESCRIPTION OF NEW MEXICO'S CORRIDORS

### Corridors

New Mexico has identified three corridors for the study and they are called the I-10 corridor, the North-South corridor, and the Midwest corridor.

### Highways

The I-10 corridor is composed of seven highways: Interstate 10 [I-10], United States Highway 180 [US-180], New Mexico Route 9 [NM 9], NM 11, NM 81, NM 136 and NM 146. The North-South corridor is composed of one highway and it is Interstate 25. The Midwest corridor is composed of two highways: US-54 and US-70.

### Land Ports of Entry [POE]

There are three land POEs in New Mexico: Antelope Wells, Columbus and Santa Teresa. The City of Sunland Park is proposing a new, non-commercial POE to be opened about five miles east of Santa Teresa. In calendar year 2000, about 37,000 trucks carrying about 387,000 tons of goods were transported into New Mexico through two land POEs. Also in calendar year 2000, about 466,000 passenger vehicles crossed the border into New Mexico through the four land POEs. The State of New Mexico envisions that truck crossings will increase almost 10-fold to 354,000 in 2020, while passenger vehicle crossings will increase almost 7-fold to 3.7 million passenger vehicles in 2020.

## Airports

There are two airports located within 100 km of the US-Mexico border that are designated as international ports of entry; they are the Dona Ana County Airport and Las Cruces International Airport. The longest runway in 2000 is at Dona Ana at 8,500 feet. Both airports plan to lengthen their runway length by 2020. Dona Ana's will increase to 10,000 feet while Las Cruces will increase to 10,600 feet. No tonnage is reported for either airport. Dona Ana rarely receives shipments and for Las Cruces, goods that used to be transported there, are now transported at the airport in El Paso.

## Railroads

There are two railroads that operate within 100 km of the US-Mexico border and they are the Burlington Northern Santa Fe [BNSF] and the Union Pacific [UP]. The BNSF operates in the North-South corridor. The UP operates in the I-10 corridor. No rail lines currently cross at any land POE in New Mexico. There is a proposal to move the rail crossing that currently crosses the international boundary between downtown Juarez, Mexico and El Paso, Texas, to the Santa Teresa POE in New Mexico. This is proposed to occur during the next 20 years. Once completed, it is projected that the number of rail cars crossing the border will be about 73,000 in 2020 transporting about 1.9 million tons of goods. The railroads that will use this crossing are the BNSF [operating in the North-South corridor] and the UP [operating in the East-West corridor].

## Maritime Ports

New Mexico has no maritime ports and no plans to construct a maritime port between now and 2020.

**Source:** New Mexico BINS Technical Committee representative.

# ANALYSIS OF CORRIDOR EVALUATION RESULTS

The I-10 corridor is listed first. The Midwest Corridor is listed second. The North-South Corridor is listed third. The I-10 corridor obtains its first place listing by being listed first with respect to the historical data, and being listed for first with respect to the change data.

## Historical Data

This discussion will review highway land POE data with their results. With regard to the highways, the I-10 corridor is listed first because it is listed first in all four categories [AADT, highway length, LOS and capacity]. The Midwest corridor is listed second in all four categories and the North-South corridor is listed third or last in all four categories. The I-10 corridor had 42% more AADT then the Midwest corridor [26,450 versus 15,340] and is more than three times larger than the North-South corridor [26,450 versus 7,964]. The I-10 corridor has five times as many highway miles as the Midwest corridor [522 versus 104] and about 9 times more than the North-South corridor [522 versus 60]. The LOS is similar for all the three corridors with each receiving an “A” [the LOS numbers are the following: I-10 = 1.4, Midwest = 1.1 and North-South = 1.0]. The I-10 corridor has about 10%

more highway capacity than the Midwest corridor [13,816 versus 12,344] and twice as much capacity as the North-South corridor [13,816 versus 6,120].

For truck and passenger vehicle data, the I-10 corridor is always listed first by virtue of the fact that those data are distributed by the distribution of AADT amongst the corridors. For railroads and maritime ports, none of the corridors are ranked because no goods were transported by these modes.

## Change Data

This discussion will review highway, land POE and rail data for both absolute changes and percent changes. With regard absolute changes in highway data, the I-10 corridor is listed first by virtue of the fact that it is listed first in two categories [LOS and capacity] and tied for first in another category [highway length where there was no change in any of the corridors]. In the case of AADT, the Midwest corridor increased slightly more than the AADT change for the I-10 corridor [16,420 versus 15,477].

For trucks and passenger vehicles, the I-10 corridor is always listed first by virtue of the fact that the its 2000 year data are larger than the other two corridors, but all three corridors used the same growth rates. For railroad data, the I-10 and North-South corridors are tied for first because all rail crossing data is split between these two corridors.

With regard to percent changes in highway data, the I-10 corridor is listed first by virtue of the fact that it is listed first in two categories [LOS and capacity] and tied for first in another category [highway length where there was no change]. The Midwest corridor is listed second overall with a first place listing for AADT [its growth rate is 107% versus 58.5% for the I-10 corridor and 55.4% for the North-South corridor], a first place tie for highway length, a second place tie for capacity and a third place listing for LOS.

For trucks and passenger vehicles, the three corridors are always tied for first by virtue of the fact that the truck rate is the same for each corridor and the passenger vehicle growth rate is the same for each corridor. For railroad data, the I-10 and North-South corridors are tied for first because all rail crossing data is split between these two corridors.

**Table 1**
**Summary Corridor Results**

| | Corridor Scores[1] | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A | B | C | A | B | C |
| | I-10 | North-South | Midwest | | | |
| **Historical Data for 2000[2]** | | | | | | |
| Highways | 8 | 24 | 16 | 1 | 3 | 2 |
| Land Ports of Entry | 8 | 24 | 16 | 1 | 3 | 2 |
| Airports[3] | | | | | | |
| Maritime Ports[4] | | | | | | |
| Railroads[5] | | | | | | |
| **Sum of Historical Scores:** | **16** | **48** | **32** | **1** | **3** | **2** |
| **Changes Between 2000 and 2020[6]** | | | | | | |
| Highways | 10 | 16 | 14 | 1 | 3 | 2 |
| Land Ports of Entry | 12 | 16 | 8 | 2 | 3 | 1 |
| Airports[3] | | | | | | |
| Maritime Ports[4] | | | | | | |
| Railroads[5] | 8 | 8 | 20 | 1 | 1 | 3 |
| **Sum of Change Scores:** | **30** | **40** | **42** | **1** | **2** | **3** |
| **Overall Scores[7]:** | **46** | **88** | **74** | | | |
| **Overall Result:** | **1** | **3** | **2** | | | |

**Notes:**

1 The Corridor Scores are the Evaluation Results in Tables 2, 4 and 5.

2 Historical Scores from Table 2. To insure equal weighting with the Changes scores, the Historical corridor scores are multiplied by two.

3 New Mexico has two airports within 100 km of the US-Mexico border and designated as international ports of entry, however, there is limited data on goods movement and most of the goods movement now occurs at the airport in El Paso.

4 New Mexico has no maritime ports.

5 There are no railroad crossings at land POE in New Mexico today. The State of New Mexico envisions this will change by 2020 as the rail crossing on the US-Mexico border between Juarez and El Paso [in Texas] will be relocated to the Santa Teresa POE in New Mexico.

6 The Changes Scores is the sum of the Corridor Scores from Table 4 [Corridor Changes] and the Corridor Scores from Table 5 [Corridor Percent Changes].

7 The Overall Score is the sum of the *Historical Score* and the *Changes Score The Historical Data scores* and A17the *Changes Between 2000 and 2020* scores are equally weighted.

Lower Score represents greater need.

**Table 2**
**Corridor Data For 2000**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A | B | C | A | B | C |
| | I-10 | North-South | Midwest | | | |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 26,450 | 7,964 | 15,340 | 1 | 3 | 2 |
| Highway Length [in Km.] | 522.70 | 60.00 | 104.10 | 1 | 3 | 2 |
| LOS [A=1 to F = 9] | 1.371 | 1.000 | 1.079 | 1 | 3 | 2 |
| Capacity at Peak Hour | 13,816 | 6,120 | 12,344 | 1 | 3 | 2 |
| | | | **Highway Scores** | **4** | **12** | **8** |
| | | | **Overall Highway Result** | **1** | **3** | **2** |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 19,576 | 5,895 | 11,353 | 1 | 3 | 2 |
| Total volume [tons] | 205,895 | 61,997 | 119,409 | 1 | 3 | 2 |
| Value of goods Millions $ | $481 | $145 | $279 | 1 | 3 | 2 |
| # passenger vehicles & buses | 247,558 | 74,542 | 143,571 | 1 | 3 | 2 |
| | | | **POE Scores** | **4** | **12** | **8** |
| | | | **Overall POE Result** | **1** | **3** | **2** |
| **Airports** | | | | | | |
| Total volume [tons] | | | | | | |
| | | | **Airport Scores** | | | |
| | | | **Overall Airport Result** | | | |
| **Maritime Ports - NONE** | | | | | | |
| Total volume [millions tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | | **Maritime Port Score** | | | |
| | | | **Overall Maritime Result** | | | |
| **Railroads Border Crossing at POE**[1] | | | | | | |
| Number rail cars | | | | | | |
| Total volume [tons] | | | | | | |
| Total Number TEUs | | | | | | |
| Value of goods Millions $ | | | | | | |
| | | | **Railroad Scores** | | | |
| | | | **Overall Railroad Result** | | | |
| Total AADT in Three Corridors | **Share of AADT Among Corridors** | | | | | |
| 49,754 | 53.2% | 16.0% | 30.8% | | | |

**Notes:**

[1] There were no rail crossings at New Mexico POE in calendar year 2000..
OE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.
Historical data from New Mexico BINS Technical Committee Representative, see Tables 6 - 9 for details.

lower Score represents greater need.

**Table 3**
**Corridor Data and Results For 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A | B | C | A | B | C |
| | I-10 | North-South | Midwest | | | |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 41,927 | 12,378 | 31,759 | 1 | 3 | 2 |
| Highway Length [in Km.] | 522.70 | 60.00 | 104.10 | 1 | 3 | 2 |
| LOS [A=1 to F = 9] | 1.816 | 1.000 | 1.040 | 1 | 3 | 2 |
| Capacity at Peak Hour | 13,869 | 6,120 | 12,344 | 1 | 3 | 2 |
| | | | **Highway Scores** | **4** | **12** | **8** |
| | | | **Overall Highway Result** | **1** | **3** | **2** |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 172,260 | 50,856 | 130,484 | 1 | 3 | 2 |
| Total volume [tons] | 2,583,898 | 762,837 | 1,957,265 | 1 | 3 | 2 |
| Value of goods Millions $ | $8,056 | $2,378 | $6,102 | 1 | 3 | 2 |
| # passenger vehicles & buses | 1,778,749 | 525,135 | 1,347,376 | 1 | 3 | 2 |
| | | | **POE Scores** | **4** | **12** | **8** |
| | | | **Overall POE Result** | **1** | **3** | **2** |
| **Airports** | | | | | | |
| Total volume [tons] | | | | | | |
| | | | **Airport Scores** | | | |
| | | | **Overall Airport Result** | | | |
| **Maritime Ports - None** | | | | | | |
| Total volume [million tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | | **Maritime Port Score** | | | |
| | | | **Overall Maritime Result** | | | |
| **Railroads Border Crossing at POE[1]** | | | | | | |
| Number rail cars | 36,400 | 36,400 | 0 | 1 | 1 | 3 |
| Total volume [tons] | 946,400 | 946,400 | 0 | 1 | 1 | 3 |
| Total Number TEUs | 0 | 0 | 0 | 1 | 1 | 3 |
| Value of goods Millions $ | $4,004 | $4,004 | $0 | 1 | 1 | 3 |
| | | | **Railroad Scores** | **4** | **4** | **12** |
| | | | **Overall Railroad Result** | **1** | **1** | **3** |
| Total AADT in Three Corridors | **Share of AADT Among Corridors** | | | | | |
| 86,064 | 48.7% | 14.4% | 36.9% | | | |

**Notes:**

1 The 2020 rail data projections represent crossings made by the Burlington Northern Santa Fe No data were provided on airports or railroads. [BNSF] railroad and the Union Pacific [UP] railroad. The 2020 data are divided equally between the two railroads. Since the BNSF operates in the North -South corridor and the UP operates in the I-10 corridor, these data are divided equally among these two corridors

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution

All forecasts are from the New Mexico BINS Technical Committee representative. See Tables 6-9

Lower Score represents greater need.

**Table 4**
**Corridor Changes and Results, 2000 – 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A | B | C | A | B | C |
| | I-10 | North-South | Midwest | | | |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 15,477 | 4,414 | 16,420 | 2 | 3 | 1 |
| Highway Length [in Km.] | 0.00 | 0.00 | 0.00 | 1 | 1 | 1 |
| LOS [A=1 to F = 9] | 0.446 | 0.000 | -0.038 | 1 | 2 | 3 |
| Capacity at Peak Hour | 53 | 0 | 0 | 1 | 2 | 2 |
| | | | **Highway Scores** | **5** | **8** | **7** |
| | | | **Overall Highway Result** | **1** | **3** | **2** |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 135,025 | 38,506 | 143,246 | 2 | 3 | 1 |
| Total volume [tons] | 2,095,728 | 597,647 | 2,223,325 | 2 | 3 | 1 |
| Value of goods Millions $ | $6,663 | $1,900 | $7,069 | 2 | 3 | 1 |
| # passenger vehicles & buses | 1,357,847 | 387,222 | 1,440,519 | 2 | 3 | 1 |
| | | | **POE Scores** | **8** | **12** | **4** |
| | | | **Overall POE Result** | **2** | **3** | **1** |
| **Airports** | | | | | | |
| Total volume [tons] | | | | | | |
| | | | **Airport Scores** | | | |
| | | | **Overall Airport Result** | | | |
| **Maritime Ports - None** | | | | | | |
| Total volume [million tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | | **Maritime Port Score** | | | |
| | | | **Overall Maritime Result** | | | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | 36,400 | 36,400 | 0 | 1 | 1 | 3 |
| Total volume [tons] | 946,400 | 946,400 | 0 | 1 | 1 | 3 |
| Total Number TEUs | 0 | 0 | 0 | 1 | 1 | 1 |
| Value of goods Millions $ | $4,004 | $4,004 | $0 | 1 | 1 | 3 |
| | | | **Railroad Scores** | **4** | **4** | **10** |
| | | | **Overall Railroad Result** | **1** | **1** | **3** |
| Total AADT in Three Corridors | **Share of AADT Among Corridors** | | | | | |
| 36,310 | 42.6% | 12.2% | 45.2% | | | |

**Notes:**
POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution
Differences are estimated by subtracting the year 2000 data from the 2020 projections.
See Tables 5-8

Lower Score represents greater need.

**Table 5**
**Corridor Percent Changes and Results, 2000 - 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A | B | C | A | B | C |
| | I-10 | North-South | Midwest | | | |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 58.5% | 55.4% | 107.0% | 2 | 3 | 1 |
| Highway Length [in Km.] | 0.0% | 0.0% | 0.0% | 1 | 1 | 1 |
| LOS [A=1 to F = 9] | 32.5% | 0.0% | -3.6% | 1 | 2 | 3 |
| Capacity at Peak Hour | 0.4% | 0.0% | 0.0% | 1 | 2 | 2 |
| | | | **Highway Scores** | **5** | **8** | **7** |
| | | | **Overall Highway Result** | **1** | **3** | **2** |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 860.2% | 860.2% | 860.2% | 1 | 1 | 1 |
| Total volume [tons] | 1269.5% | 1269.5% | 1269.5% | 1 | 1 | 1 |
| Value of goods Millions $ | 1728.3% | 1728.3% | 1728.3% | 1 | 1 | 1 |
| # passenger vehicles & buses | 684.1% | 684.1% | 684.1% | 1 | 1 | 1 |
| | | | **POE Scores** | **4** | **4** | **4** |
| | | | **Overall POE Result** | **1** | **1** | **1** |
| **Airports** | | | | | | |
| Total volume [tons] | | | | | | |
| | | | **Airport Scores** | | | |
| | | | **Overall Airport Result** | | | |
| **Maritime Ports - None** | | | | | | |
| Total volume [million tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | | **Maritime Port Score** | | | |
| | | | **Overall Maritime Result** | | | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | +% | +% | 0.0% | 1 | 1 | 3 |
| Total volume [tons] | +% | +% | 0.0% | 1 | 1 | 3 |
| Total Number TEUs | 0.0% | 0.0% | 0.0% | 1 | 1 | 1 |
| Value of goods Millions $ | +% | +% | 0.0% | 1 | 1 | 3 |
| | | | **Railroad Scores** | **4** | **4** | **10** |
| | | | **Overall Railroad Result** | **1** | **1** | **3** |

**Notes:**

See Tables 5-8

Lower Score represents greater need.

**Table 6**
**Highway Data**

| Summary Data for the I-10 Corridor for 2000 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | I-10 | US-180 | NM-9 | NM-11 | NM-81 | NM-136 | NM-146 | Total |
| AADT: | 17,947 | 2,092 | 436 | 2,542 | 66 | 3,211 | 156 | 26,450 |
| Highway Length: | 164.20 | 163.00 | 87.70 | 34.10 | 45.80 | 8.80 | 19.10 | 522.70 |
| LOS: | B | A | A | A | A | A | A | A |
| LOS #: | 2.2 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | X |
| Weighted Average LOS: | 0.7 | 0.3 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 1.4 |
| Capacity: | 6,216 | 1,600 | 500 | 800 | 500 | 3,200 | 1,000 | 13,816 |

| Summary Data for the I-10 Corridor for 2020 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | I-10 | US-180 | NM-9 | NM-11 | NM-81 | NM-136 | NM-146 | Total |
| AADT: | 29,820 | 3,021 | 528 | 3,551 | 75 | 4,745 | 187 | 41,927 |
| Highway Length: | 164.20 | 163.00 | 87.70 | 34.10 | 45.80 | 8.80 | 19.10 | 522.70 |
| LOS: | C | A | A | A | A | A | A | A |
| LOS #: | 3.3 | 1.3 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | X |
| Weighted Average LOS: | 1.0 | 0.4 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 1.8 |
| Capacity: | 6,269 | 1,600 | 500 | 800 | 500 | 3,200 | 1,000 | 13,869 |

| Summary Data for the North-South Corridor | | |
|---|---|---|
| | Interstate 25 | |
| | Year 2000 | Year 2020 |
| AADT: | 7,964 | 12,378 |
| Highway Length: | 60.00 | 60.00 |
| LOS: | A | A |
| LOS #: | 1.0 | 1.0 |
| Capacity: | 6,120 | 6,120 |

| Summary Data for the Midwest Corridor | | | | | | |
|---|---|---|---|---|---|---|
| | Calendar Year 2000 | | | Calendar Year 2020 | | |
| | US-54 | US-70 | Total | US-54 | US-70 | Total |
| AADT: | 5,832 | 9,508 | 15,340 | 19,281 | 12,478 | 31,759 |
| Highway Length: | 64.30 | 39.80 | 104.10 | 64.30 | 39.80 | 104.10 |
| LOS: | A | A | A | A | A | A |
| LOS #: | 1.0 | 1.2 | X | 1.0 | 1.1 | X |
| Weighted Average LOS: | 0.6 | 0.5 | 1.1 | 0.6 | 0.4 | 1.0 |
| Capacity: | 6,000 | 6,344 | 12,344 | 6,000 | 6,344 | 12,344 |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

**Table 7**
**Land Port of Entry [POE] Crossing Data**

| | Antelope Wells | Columbus | Santa Teresa | Sunland Park | Total |
|---|---|---|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | **Yes** | **Yes** | **Yes** | |
| **Northbound POE Crossing Data for 2000[1]** | | | | | |
| Number trucks | 0 | 4,878 | 31,946 | 0 | 36,824 |
| Tons of goods | 0 | 61,341 | 325,959 | 0 | 387,300 |
| Value [Millions $] moved by truck | $0.0 | $27.2 | $877.2 | $0.0 | $904.4 |
| Number of passenger vehicles | 1,453 | 387,298 | 76,866 | 0 | 465,617 |
| Number of buses | 14 | 0 | 41 | 0 | 55 |
| Number passenger vehicles & buses | 1,467 | 387,298 | 76,907 | 0 | 465,672 |
| Number of rail cars | 0 | 0 | 0 | 0 | X |
| Volume of tons moved by rail | 0 | 0 | 0 | 0 | X |
| Number of TEUs moved by rail | 0 | 0 | 0 | 0 | X |
| Value [Millions $] moved by rail | $0.0 | 0 | 0 | $0.0 | X |
| **Northbound POE Crossing Data for 2020[1]** | | | | | |
| Number trucks | 26,000 | 15,600 | 312,000 | 0 | 353,600 |
| Tons of goods | 390,000 | 234,000 | 4,680,000 | 0 | 5,304,000 |
| Value [Millions $] moved by truck | $780.0 | $156.0 | $15,600.0 | $0.0 | $16,536.0 |
| Number of passenger vehicles | 109,500 | 1,095,000 | 912,500 | 1,460,000 | 3,577,000 |
| Number of buses | 1,460 | 0 | 72,800 | 0 | 74,260 |
| Number passenger vehicles & buses | 110,960 | 1,095,000 | 985,300 | 1,460,000 | 3,651,260 |
| Number of rail cars | 0 | 0 | 72,800 | 0 | X |
| Volume of tons moved by rail | 0 | 0 | 1,892,800 | 0 | X |
| Number of TEUs moved by rail | 0 | 0 | 0 | 0 | X |
| Value [Millions $] moved by rail | $0.0 | $0.0 | $8,008.0 | $0.0 | X |
| **Per Cent Change in POE Data: 2000 to 2020** | | | | | |
| Number trucks | | | | | 860.2% |
| Tons of goods | | | | | 1269.5% |
| Value [Millions $] moved by truck | | | | | 1728.3% |
| Number of passenger vehicles | | | | | X |
| Number of buses | | | | | X |
| Number passenger vehicles & buses | | | | | 684.1% |
| Number of rail cars[2] | | | | | X |
| Volume of tons moved by rail[2] | | | | | X |
| Number of TEUs moved by rail[2] | | | | | X |
| Value [Millions $] moved by rail[2] | | | | | X |

**Notes:**

Number of trucks = northbound trucks that cross the US-Mexico border

Tons of goods = carried by northbound trucks that cross the US-Mexico border.

Value [Millions $] moved by truck = value of goods moved by northbound trucks that cross the US-Mexico border.

Number of passenger vehicles = northbound passenger vehicles that cross the US-Mexico border.

Number of buses = northbound buses that cross the US-Mexico border.

Number passenger vehicles & buses = sum of northbound passenger vehicles and buses that cross the US-Mexico border.

Number of rail cars = northbound rail cars that cross the US-Mexico border.

Volume of tons moved by rail = transported by the northbound rail cars that cross the US-Mexico border.
Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are northbound and cross the US-Mexico border.

Value [Millions $] moved by rail = value of goods transported by northbound rail cars that cross the US-Mexico border.
The 2020 rail data projections represent crossings made by the Burlington Northern Santa Fe [BNSF] railroad and the Union Pacific [UP] railroad at the Santa Teresa POE. The 2020 data are divided equally between the two railroads. Since the BNSF operates in the North-South corridor and the UP operates in the I-10 corridor, these data are divided equally among these two corridors.
Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee representative. This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

**Sources:**

[1] From New Mexico BINS Technical Committee representative.

[2] Growth rates are not calculated for rail data because there are no rail data for the base year.

**Table 8**
**Airport Data**

| | Dona Ana | Las Cruces | Total |
|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | Y | Y | |
| **Designated as an International POE?** | Y | Y | |
| **Historical Data for 2000** | | | |
| Longest runway length | 8,500 | 7,499 | 8,500 |
| Tons of goods exported & imported | | | |
| Airport served by railroad facility? | | | X |
| If yes, name of railroad | | | X |
| On-land movement of air freight | X | X | X |
| Share of goods moved by truck | | | X |
| Share of goods moved by railroad | | | X |
| **Projections for 2020** | | | |
| Longest runway length | 10,000 | 10,600 | 10,600 |
| Date becomes operational | Jan 2008 | 2009 | X |
| Tons of goods exported & imported | | | |
| Airport served by railroad facility? | | | X |
| If yes, name of railroad | | | X |
| On-land movement of air freight | X | X | X |
| Share of goods moved by truck | | | |
| Share of goods moved by railroad | | | |
| **Per Cent Change: 2000 to 2020** | | | |
| Longest runway length | | | |
| Tons of goods exported & imported | | | |

**Notes:**
*Dona Ana County Airport* receives very rarely receives shipments from out of country. Typical imported shipments are received through U.S. Customs at the El Paso International Airport.
*Las Cruces International Airport* is designated as an international port of entry due to import/export shipments in past years. However, they no longer import/export shipments from the airport, but the"port of entry" designation remains.

**Source:** New Mexico BINS Technical Committee representative

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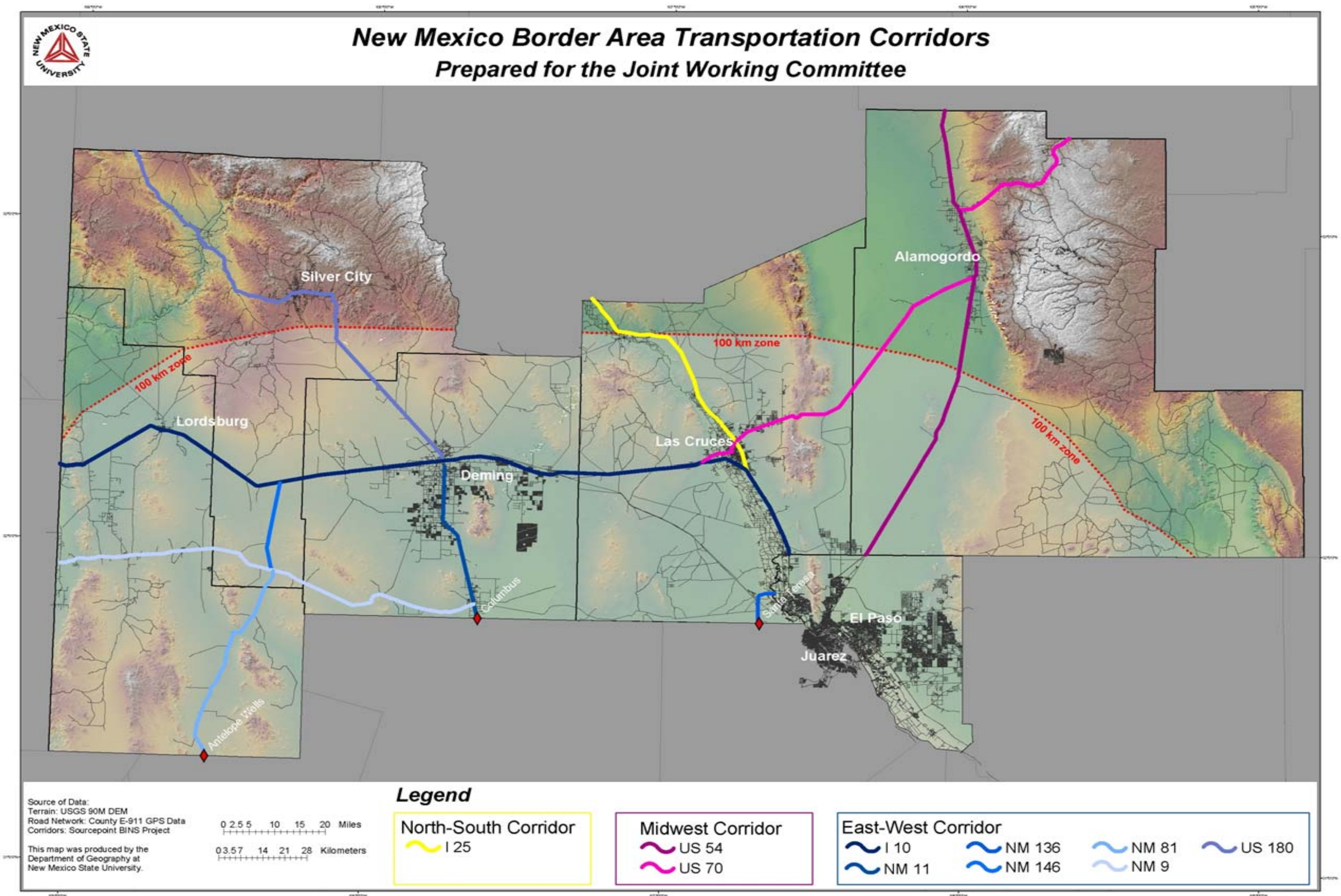
**Table 9**
**Maritime Port Data**

There are **NO MARITIME PORTS** in New Mexico.

**Map 1**
**New Mexico Border Area**



## Methodology For Calculating Corridor Averages for Average Annual Daily Traffic [AADT], Level of Service [LOS], and Peak Hour Traffic Carrying Capacity

Corridor totals for highways are obtained for highway length, AADT, LOS and Peak Hour Traffic Carrying Capacity. The corridor total for each of these indicators is obtained by adding the data for each of the highways assigned to the corridor. The State BINS Technical Committee representative assigned the highways to the corridors. Each of the compilations for each of the indicators is now reviewed.

**Highway Length—**the length of each highway within the 100 km limit. The length is obtained for each highway by subtracting the beginning mile marker, from the last mile marker. If segments are omitted, those segments and their data are omitted from the highway total. The highway length for the entire corridor is obtained by summing the highway length for each highway in the corridor.

**Weighted Average—**an average in which each of the observations is multiplied [or "weighted"] by a factor before calculations. In addition, these weights sum to unity or one [1]. Weighted averages are used so that short and long segments of roadway are counted proportionately in calculating the average for the entire highway.

**Average Annual Daily Traffic—**the weighted average AADT for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the AADT for that segment to obtain the weighted AADT for the segment. Step 3: The weighted AADT for all the segments are summed to obtain the weighted average AADT for the highway. The weighted average AADT for all the highways in the corridor are then summed to obtain the Corridor Total AADT.

**Level of Service—**the weighted average LOS for each highway is calculated in the same manner as that used for AADT. A major difference is that LOS is provided in the letters A, B, C, D, E, F0, F1, F2 and F3. These letters are converted to numbers using the following system, A=1, B=2, C=3, D=4, E=5, F0=6, F1=7, F2=8, and F3=9. After the conversions the following steps are used to calculate LOS for each highway. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the LOS number for that segment to obtain the weighted LOS number for the segment. Step 3: The weighted LOS number for all the segments are summed to obtain the weighted average LOS for the highway. The weighted average LOS number for all the highways in the corridor are then summed to obtain the Corridor Total LOS.

**Peak Hour Traffic Carrying Capacity [PCAP]—**the weighted average PCAP for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the PCAP for that segment to obtain the weighted PCAP for the segment. Step 3: The weighted PCAP for all the segments are summed to obtain the weighted average PCAP for the highway. The weighted average PCAP for all the highways in the corridor are then summed to obtain the Corridor Total PCAP.

**Table 10**
**Highway Data Compiled Into Corridor Form**
**Used in Table 5 of Corridor Evaluation for New Mexico**
**Segment Length is the Basis for Estimating the Weighted Average for**
**AADT, LOS and Capacity**

**Summary Data for the East-West Corridor for 2000**

| | I-10 | US-180 | NM-9 | NM-11 | NM-81 | NM-136 | NM-146 | Total |
|---|---|---|---|---|---|---|---|---|
| AADT: | 17,947 | 2,092 | 436 | 2,542 | 66 | 3,211 | 156 | 26,450 |
| Highway Length: | 164.2 | 163.0 | 87.7 | 34.1 | 45.8 | 8.8 | 19.1 | 522.7 |
| LOS: | B | A | A | A | A | A | A | A |
| LOS #: | 2.2 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Weighted Average LOS: | 0.7 | 0.3 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 1.4 |
| Capacity: | 6,216 | 1,600 | 500 | 800 | 500 | 3,200 | 1,000 | 13,816 |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

**Summary Data for the East-West Corridor for 2020**

| | I-10 | US-180 | NM-9 | NM-11 | NM-81 | NM-136 | NM-146 | Total |
|---|---|---|---|---|---|---|---|---|
| AADT: | 29,820 | 3,021 | 528 | 3,551 | 75 | 4,745 | 187 | 41,927 |
| Highway Length: | 164.2 | 163.0 | 87.7 | 34.1 | 45.8 | 8.8 | 19.1 | 522.7 |
| LOS: | C | A | A | A | A | A | A | A |
| LOS #: | 3.3 | 1.3 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Weighted Average LOS: | 1.0 | 0.4 | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 1.8 |
| Capacity: | 6,269 | 1,600 | 500 | 800 | 500 | 3,200 | 1,000 | 13,869 |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

**Highway Data Compiled Into Corridor Form**
**Used in Table 5 of Corridor Evaluation for New Mexico**
**Segment Length is the Basis for Estimating the Weighted Average for**
**AADT, LOS and Capacity**

**Summary Data for the North-South Corridor**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | **Interstate 25** | | | | | | |
| | | | **Year 2000** | | **Year 2020** | | | | |
| **AADT:** | | | **7,964** | | **12,378** | | | | |
| **Highway Length:** | | | **60.0** | | **60.0** | | | | |
| **LOS:** | | | **A** | | **A** | | | | |
| **LOS #:** | | | **1.0** | | **1.0** | | | | |
| **Capacity:** | | | **6,120** | | **6,120** | | | | |
| | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | |

**Summary Data for the Midwest Corridor**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | **Calendar Year 2000** | | | | | **Calendar Year 2020** | | | |
| | **US-54** | **US-70** | **Total** | | | **US-54** | **US-70** | **Total** | |
| **AADT:** | 5,832 | 9,508 | **15,340** | | | 19,281 | 12,478 | **31,759** | |
| **Highway Length:** | 64.3 | 39.8 | **104.1** | | | 64.3 | 39.8 | **104.1** | |
| **LOS:** | A | A | **A** | | | A | A | **A** | |
| **LOS #:** | 1.0 | 1.2 | | | | 1.0 | 1.1 | | |
| **Weighted Average LOS:** | 0.6 | 0.5 | **1.1** | | | 0.6 | 0.4 | **1.0** | |
| **Capacity:** | 6,000 | 6,344 | **12,344** | | | 6,000 | 6,344 | **12,344** | |
| | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | |

## The I-10 Corridor: Calendar Year 2000 Data

| | Interstate 10 | | | | | | | United States 180 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | 0.000 | 49.800 | 49.800 | 13,924 | B | 2 | 6,000 | 0.000 | 109.000 | 109.000 | 1,317 | A | 1 | 1,600 |
| 2 | 49.800 | 82.300 | 32.500 | 13,589 | B | 2 | 6,000 | 109.000 | 163.000 | 54.000 | 3,656 | A | 1 | 1,600 |
| 3 | 82.300 | 134.700 | 52.400 | 16,359 | B | 2 | 6,000 | | | | | | | |
| 4 | 134.700 | 149.500 | 14.800 | 33,114 | C | 3 | 7,200 | | | | | | | |
| 5 | 149.500 | 164.200 | 14.700 | 31,597 | C | 3 | 7,200 | | | | | | | |
| | | **Sum** | **164.200** | **108,583** | | **12** | **32,400** | | | **Sum** | **163.000** | **4,973** | | **2** | **3,200** |

**Source:** New Mexico BINS Technical Committee representative

### Estimating the Weighted Averages for I-10

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 30.3% | 4,223 | | 0.607 | 1,820 |
| 2 | 19.8% | 2,690 | | 0.396 | 1,188 |
| 3 | 31.9% | 5,221 | | 0.638 | 1,915 |
| 4 | 9.0% | 2,985 | | 0.270 | 649 |
| 5 | 9.0% | 2,829 | | 0.269 | 645 |
| **Sum** | **100.0%** | **17,947** | **B** | **2.180** | **6,216** |

### Estimating the Weighted Averages for US-180

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 66.9% | 881 | | 0.669 | 1,070 |
| 2 | 33.1% | 1,211 | | 0.331 | 530 |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| **Sum** | **100.0%** | **2,092** | **A** | **1.000** | **1,600** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

## The East-West Corridor: Calendar Year 2000 Data

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **New Mexico Route 9** | | | | | | | **New Mexico Route 11** | | | | | | |
| | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | |
| | **Serves an International POE?** | | | | **Y** | | | **Serves an International POE?** | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** |
| 1 | 0.000 | 44.100 | 44.100 | 478 | A | 1 | 500 | 0.000 | 3.100 | 3.100 | 2,873 | A | 1 | 800 |
| 2 | 44.100 | 87.700 | 43.600 | 394 | A | 1 | 500 | 3.100 | 34.100 | 31.000 | 2,509 | A | 1 | 800 |
| 3 | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| | | **Sum** | **87.700** | **872** | | **2** | **1,000** | | **Sum** | **34.100** | **5,382** | | **2** | **1,600** |
| **Source:** | | New Mexico BINS Technical Committee representative | | | | | | | | | | | | |
| | | **Estimating the Weighted Averages for NM-9** | | | | | | | **Estimating the Weighted Averages for NM-11** | | | | | |
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | 50.3% | 240 | | 0.503 | 251 | | 1 | 9.1% | 261 | | 0.091 | 73 |
| | | 2 | 49.7% | 196 | | 0.497 | 249 | | 2 | 90.9% | 2,281 | | 0.909 | 727 |
| | | 3 | | | | | | | 3 | | | | | |
| | | 4 | | | | | | | 4 | | | | | |
| | | 5 | | | | | | | 5 | | | | | |
| | | **Sum** | **100.0%** | **436** | **A** | **1.000** | **500** | | **Sum** | **100.0%** | **2,542** | **A** | **1.000** | **800** |
| **Notes:** | | **Notes:** | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | |

## The East-West Corridor: Calendar Year 2000 Data

| | New Mexico Route 81 | | | | | | | New Mexico Route 136 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | 0.000 | 45.800 | 45.800 | 66 | A | 1 | 500 | 0.000 | 6.000 | 6.000 | 3,211 | A | 1 | 3,200 |
| 2 | | | | | | | | 6.000 | 8.800 | 2.800 | 3,211 | A | 1 | 3,200 |
| 3 | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| | | **Sum** | **45.800** | **66** | | **1** | **500** | | **Sum** | **8.800** | **6,422** | | **2** | **6,400** |

**Source:** New Mexico BINS Technical Committee representative

### Estimating the Weighted Averages for NM-81

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 100.0% | 66 | | 1.000 | 500 |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| **Sum** | **100.0%** | **66** | **A** | **1.000** | **500** |

### Estimating the Weighted Averages for NM-136

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 68.2% | 2,189 | | 0.682 | 2,182 |
| 2 | 31.8% | 1,022 | | 0.318 | 1,018 |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| **Sum** | **100.0%** | **3,211** | **A** | **1.000** | **3,200** |

**Notes:** **Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

## The East-West Corridor: Calendar Year 2000 Data

### New Mexico Route 146

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Within 100 km of the US-Mexico Border?** | | | | Y | | | **Within 100 km of the US-Mexico Border?** | | | | | |
| | **Serves an International POE?** | | | | Y | | | **Serves an International POE?** | | | | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** |
| 1 | 0.000 | 19.100 | 19.100 | 156 | A | 1 | 1,000 | | | | | | | |
| 2 | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| | | **Sum** | **19.100** | **156** | | **1** | **1,000** | | **Sum** | **0.000** | **-** | | **0** | **-** |

**Source:** New Mexico BINS Technical Committee representative

### Estimating the Weighted Averages for NM-146

| Segment | Weight | AADT | Level of Service | | Capacity | Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 100.0% | 156 | | 1.000 | 1,000 | 1 | | | | | |
| 2 | | | | | | 2 | | | | | |
| 3 | | | | | | 3 | | | | | |
| 4 | | | | | | 4 | | | | | |
| 5 | | | | | | 5 | | | | | |
| **Sum** | **100.0%** | **156** | **A** | **1.000** | **1,000** | **Sum** | **0.0%** | **0** | | **0.000** | **0** |

**Notes:** **Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

## The I-10 Corridor: Calendar Year 2020 Data

### Interstate 10 / United States 180

| | Interstate 10 | United States 180 |
|---|---|---|
| Within 100 km of the US-Mexico Border? | Y | Y |
| Serves an International POE? | Y | Y |

| Seg-ment # | I-10 Begin Post Mile | I-10 End Post Mile | I-10 Length Miles | I-10 Avg Ann Daily Traffic | I-10 Level of Service A to F | I-10 Level of Service 1 to 6 | I-10 Peak Hr Traffic Capacity | US-180 Begin Post Mile | US-180 End Post Mile | US-180 Length Miles | US-180 Avg Ann Daily Traffic | US-180 Level of Service A to F | US-180 Level of Service 1 to 6 | US-180 Peak Hr Traffic Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0.000 | 49.800 | 49.800 | 23,687 | C | 3 | 6,000 | 0.000 | 109.000 | 109.000 | 1,840 | A | 1 | 1,600 |
| 2 | 49.800 | 82.300 | 32.500 | 23,359 | C | 3 | 6,000 | 109.000 | 163.000 | 54.000 | 5,404 | B | 2 | 1,600 |
| 3 | 82.300 | 134.700 | 52.400 | 27,827 | C | 3 | 6,000 | | | | | | | |
| 4 | 134.700 | 149.500 | 14.800 | 47,936 | D | 4 | 6,000 | | | | | | | |
| 5 | 149.500 | 164.200 | 14.700 | 53,749 | E | 5 | 9,000 | | | | | | | |
| | | **Sum** | **164.200** | **176,558** | | **18** | **33,000** | | **Sum** | **163.000** | **7,244** | | **3** | **3,200** |

**Source:** New Mexico BINS Technical Committee representative

### Estimating the Weighted Averages for I-10

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 30.3% | 7,184 | | 0.910 | 1,820 |
| 2 | 19.8% | 4,623 | | 0.594 | 1,188 |
| 3 | 31.9% | 8,880 | | 0.957 | 1,915 |
| 4 | 9.0% | 4,321 | | 0.361 | 541 |
| 5 | 9.0% | 4,812 | | 0.448 | 806 |
| **Sum** | **100.0%** | **29,820** | **C** | **3.269** | **6,269** |

### Estimating the Weighted Averages for US-180

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 66.9% | 1,230 | | 0.669 | 1,070 |
| 2 | 33.1% | 1,790 | | 0.663 | 530 |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| **Sum** | **100.0%** | **3,021** | **A** | **1.331** | **1,600** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | The East-West Corridor: Calendar Year 2020 Data | | | | | | | | | | | | | |
| | New Mexico Route 9 | | | | | | | New Mexico Route 11 | | | | | | |
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg- ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | 0.000 | 44.100 | 44.100 | 582 | A | 1 | 500 | 0.000 | 3.100 | 3.100 | 4,009 | A | 1 | 800 |
| 2 | 44.100 | 87.700 | 43.600 | 474 | A | 1 | 500 | 3.100 | 34.100 | 31.000 | 3,505 | A | 1 | 800 |
| 3 | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| | | **Sum** | **87.700** | **1,056** | | **2** | **1,000** | | **Sum** | **34.100** | **7,514** | | **2** | **1,600** |
| **Source:** | | New Mexico BINS Technical Committee representative | | | | | | | | | | | | |
| | | Estimating the Weighted Averages for NM-9 | | | | | | | Estimating the Weighted Averages for NM-11 | | | | | |
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | 50.3% | 293 | | 0.503 | 251 | | 1 | 9.1% | 364 | | 0.091 | 73 |
| | | 2 | 49.7% | 236 | | 0.497 | 249 | | 2 | 90.9% | 3,186 | | 0.909 | 727 |
| | | 3 | | | | | | | 3 | | | | | |
| | | 4 | | | | | | | 4 | | | | | |
| | | 5 | | | | | | | 5 | | | | | |
| | | **Sum** | **100.0%** | **528** | **A** | **1.000** | **500** | | **Sum** | **100.0%** | **3,551** | **A** | **1.000** | **800** |
| **Notes:** | | **Notes:** | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | |

## The East-West Corridor: Calendar Year 2020 Data

| | New Mexico Route 81 | | | | | | | New Mexico Route 136 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** |
| 1 | 0.000 | 45.800 | 45.800 | 75 | A | 1 | 500 | 0.000 | 6.000 | 6.000 | 4,745 | A | 1 | 3,200 |
| 2 | | | | | | | | 6.000 | 8.800 | 2.800 | 4,745 | A | 1 | 3,200 |
| 3 | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| | | **Sum** | **45.800** | **75** | | **1** | **500** | | **Sum** | **8.800** | **9,490** | | **2** | **6,400** |
| **Source:** | | New Mexico BINS Technical Committee representative | | | | | | | | | | | | |
| | | Estimating the Weighted Averages for NM-81 | | | | | | | Estimating the Weighted Averages for NM-136 | | | | | |
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | 100.0% | 75 | | 1.000 | 500 | | 1 | 68.2% | 3,235 | | 0.682 | 2,182 |
| | | 2 | | | | | | | 2 | 31.8% | 1,510 | | 0.318 | 1,018 |
| | | 3 | | | | | | | 3 | | | | | |
| | | 4 | | | | | | | 4 | | | | | |
| | | 5 | | | | | | | 5 | | | | | |
| | | **Sum** | **100.0%** | **75** | **A** | **1.000** | **500** | | **Sum** | **100.0%** | **4,745** | **A** | **1.000** | **3,200** |
| **Notes:** | | **Notes:** | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | |

## The East-West Corridor: Calendar Year 2020 Data

| | New Mexico Route 146 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | 0.000 | 19.100 | 19.100 | 187 | A | 1 | 1,000 | | | | | | | |
| 2 | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| | | **Sum** | **19.100** | **187** | | **1** | **1,000** | | **Sum** | **0.000** | **-** | | **0** | **-** |

**Source:** New Mexico BINS Technical Committee representative

### Estimating the Weighted Averages for NM-146

| Segment | Weight | AADT | Level of Service | | Capacity | Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 100.0% | 187 | | 1.000 | 1,000 | 1 | | | | | |
| 2 | | | | | | 2 | | | | | |
| 3 | | | | | | 3 | | | | | |
| 4 | | | | | | 4 | | | | | |
| 5 | | | | | | 5 | | | | | |
| **Sum** | **100.0%** | **187** | **A** | **1.000** | **1,000** | **Sum** | **0.0%** | **0** | | **0.000** | **0** |

**Notes:** **Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **The North-South Corridor** | | | | | | | | | | | | | |
| | **Interstate 25: Calendar Year 2000** | | | | | | | **Interstate 25: Projections to 2020** | | | | | | |
| | **Within 100 km of the US-Mexico Bord** | | | | **Y** | | | **Within 100 km of the US-Mexico Bor** | | | | **Y** | | |
| | **Serves an International POE?** | | | | **Y** | | | **Serves an International POE?** | | | | **Y** | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **1 to 6** | **Peak Hr Traffic Capacity** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **1 to 6** | **Peak Hr Traffic Capacity** |
| 1 | 0.000 | 6.000 | 6.000 | 18,218 | A | 1 | 7,200 | 0.000 | 6.000 | 6.000 | 19,281 | A | 1 | 7,200 |
| 2 | 6.000 | 60.000 | 54.000 | 6,825 | A | 1 | 6,000 | 6.000 | 60.000 | 54.000 | 11,611 | A | 1 | 6,000 |
| | | **Sum** | **60.000** | **25,043** | | **2** | **13,200** | | **Sum** | **60.000** | **30,892** | | **2** | **13,200** |
| **Source:** | New Mexico BINS Technical Committee representative | | | | | | | | | | | | | |
| | | **Estimating the Weighted Averages for I-25** | | | | | | | **Estimating the Weighted Averages for I-25** | | | | | |
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | 10.0% | 1,822 | | 0.100 | 720 | | 1 | 10.0% | 1,928 | | 0.100 | 720 |
| | | 2 | 90.0% | 6,143 | | 0.900 | 5,400 | | 2 | 90.0% | 10,450 | | 0.900 | 5,400 |
| | | **Sum** | **100.0%** | **7,964** | **A** | **1.000** | **6,120** | | **Sum** | **100.0%** | **12,378** | **A** | **1.000** | **6,120** |
| **Notes:** | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | | | |

## The Midwest Corridor: Calendar Year 2000 Data

| | United States 54 | | | | | | | United States 70 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | 0.000 | 64.300 | 64.300 | 5,832 | A | 1 | 6,000 | 150.700 | 151.700 | 1.000 | 22,947 | C | 3 | 7,200 |
| 2 | | | | | | | | 151.700 | 154.700 | 3.000 | 28,859 | C | 3 | 7,200 |
| 3 | | | | | | | | 154.700 | 154.900 | 0.200 | 22,176 | B | 2 | 7,200 |
| 4 | | | | | | | | 154.900 | 162.100 | 7.200 | 12,166 | A | 1 | 7,200 |
| 5 | | | | | | | | 162.100 | 190.500 | 28.400 | 6,227 | A | 1 | 6,000 |
| | | **Sum** | **64.300** | **5,832** | | **1** | **6,000** | | **Sum** | **39.800** | **92,375** | | **10** | **34,800** |

**Source:** New Mexico BINS Technical Committee representative

### Estimating the Weighted Averages for US-54

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 100.0% | 5,832 | | 1.000 | 6,000 |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| **Sum** | **100.0%** | **5,832** | **A** | **1.000** | **6,000** |

### Estimating the Weighted Averages for US-70

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 2.5% | 577 | | 0.075 | 181 |
| 2 | 7.5% | 2,175 | | 0.226 | 543 |
| 3 | 0.5% | 111 | | 0.010 | 36 |
| 4 | 18.1% | 2,201 | | 0.181 | 1,303 |
| 5 | 71.4% | 4,443 | | 0.714 | 4,281 |
| **Sum** | **100.0%** | **9,508** | **A** | **1.206** | **6,344** |

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

## The Midwest Corridor: Calendar Year 2020 Data

### United States 54

Within 100 km of the US-Mexico Border? Y

Serves an International POE? Y

| Segment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
|---|---|---|---|---|---|---|---|
| 1 | 0.000 | 64.300 | 64.300 | 19,281 | A | 1 | 6,000 |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| | | Sum | 64.300 | 19,281 | | 1 | 6,000 |

### United States 70

Within 100 km of the US-Mexico Border? Y

Serves an International POE? Y

| Segment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
|---|---|---|---|---|---|---|---|
| 1 | 150.700 | 151.700 | 1.000 | 30,118 | B | 2 | 7,200 |
| 2 | 151.700 | 154.700 | 3.000 | 37,879 | B | 2 | 7,200 |
| 3 | 154.700 | 154.900 | 0.200 | 29,106 | B | 2 | 7,200 |
| 4 | 154.900 | 162.100 | 7.200 | 11,905 | A | 1 | 7,200 |
| 5 | 162.100 | 190.500 | 28.400 | 9,202 | A | 1 | 6,000 |
| | | Sum | 39.800 | 118,210 | | 8 | 34,800 |

**Source:** New Mexico BINS Technical Committee representative

### Estimating the Weighted Averages for US-54

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 100.0% | 19,281 | | 1.000 | 6,000 |
| 2 | 0.0% | 0 | | 0.000 | 0 |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| **Sum** | **100.0%** | **19,281** | **A** | **1.000** | **6,000** |

### Estimating the Weighted Averages for US-70

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 2.5% | 757 | | 0.050 | 181 |
| 2 | 7.5% | 2,855 | | 0.151 | 543 |
| 3 | 0.5% | 146 | | 0.010 | 36 |
| 4 | 18.1% | 2,154 | | 0.181 | 1,303 |
| 5 | 71.4% | 6,566 | | 0.714 | 4,281 |
| **Sum** | **100.0%** | **12,478** | **A** | **1.106** | **6,344** |

**Notes:**

**Notes:** LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

| Level of Service Look Up Table | | | | |
|---|---|---|---|---|
| | | | | |
| | **LOS** | **Number** | | |
| | | | | |
| | A | 1 | | |
| | B | 2 | | |
| | C | 3 | | |
| | D | 4 | | |
| | E | 5 | | |
| | F | 6 | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| **Note:** | This table has two purposes: | | | |
| | 1. The first purpose is to assign numbers to LOS letters. | | | |
| | The LOS is provided by the State and is in the form of a | | | |
| | letter, such as A, B, C, etc. These letters are | | | |
| | converted to numbers using the following scheme: | | | |
| | A=1, B=2, C=3, D=4, E=5, F=6 | | | |
| | | | | |
| | 2. The second purpose is to convert average LOS | | | |
| | calculations to letters. This occurs after the weighted | | | |
| | average is computed for a highway and for a corridor. | | | |
| | The letters associated with the ranges are the following: | | | |
| | A = 1.000 to 1.999 | | | |
| | B = 2.000 to 2.999 | | | |
| | C = 3.000 to 3.999 | | | |
| | D = 4.000 to 4.999 | | | |
| | E = 5.000 to 5.999 | | | |
| | F = 6.000 to 6.999 | | | |

# CORRIDOR EVALUATION
# NUEVO LEON RESULTS AND DATA

Corridor evaluations are conducted to determine the corridors with the greater needs. This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the evaluation process, the computations are calculated in formulas contained in the spreadsheets that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. Historical Data – data for 16 indicators for the year 2000.

2. Change Data – a combination of actual changes for the 16 indicators from 2000 to 2020 and percent changes for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are one, and it has the highest need. Corridor A is listed second because its AADT is 157,000 [second highest], its evaluation results are two, and it has the second highest need. Corridor C is listed third because it has the lowest AADT [30,000], its evaluation results are three and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of one and represents the highest need.

[1] In some cases there will be fewer than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by two.

## GENERAL DESCRIPTION OF NUEVO LEON'S CORRIDORS

### Corridors

Nuevo León has identified one corridor for the study and it is called Monterrey-Colombia.

### Highways

The Monterrey-Colombia corridor is composed of one highway and it is NL-01. This highway runs South-North.

### Land Ports of Entry [POE]

There is one POE in Nuevo León: Puente Internacional "Solidaridad" and it is directly connected to highway NL-01. In calendar year 2000, about 560,000 trucks and 130,000 passenger vehicles transited the Mexico-US border in Nuevo León moving south through the Puente Internacional "Solidaridad" POE.

### Airports

Nuevo León has no airports that meet the minimum criteria [designated as an international POE AND located within the 100 km of the Mexico-US border].

## Railroads

There is one railroad that operates in the Monterrey-Colombia corridor and it is the Transportación Ferroviaria Mexicana [TFM]. The TFM rail line crosses the Mexico-US border in Tamaulipas, therefore, there are no rail crossing data for Nuevo León.

## Maritime Ports

Nuevo León has no maritime ports and no plans to construct a maritime port between now and 2020.

**Source:** Nuevo León BINS Technical Committee representative. .

# ANALYSIS OF CORRIDOR EVALUATION RESULTS

There is only one corridor identified in Nuevo León and it is called Monterrey-Colombia. Because there is only one corridor, there are no corridor comparisons

## Historical Data

This discussion reviews highway and land POE data and results. With regard to the highways in 2000, the Monterrey-Colombia corridor averaged about 778 vehicles per day over its 118 kilometer [km] length with an average Level of Service of C.

The 560,000 trucks that crossed the Mexico-US border in 2000 in Nuevo León transported about 3.4 million tons of goods valued at about $12 billion.

There are no maritime ports in Nuevo León; no airports that meet the minimum criteria [being within 100 km of the Mexico-US border and being designated as an international POE]; and no rail lines that cross the Mexico-US border in Nuevo León.

## Change Data

This discussion reviews highway and land POE data for both absolute changes and percent changes. With regard to absolute changes in highway data, average annual daily traffic [AADT] on the Monterrey-Colombia corridor increases 913 between calendar year 2000 and 2020 while the highway length of NL-01 remains constant. The corridor's Level of Service decreases from a C [3.619] to an F [5.619] between calendar year 2000 and 2020.

Truck crossings at land POE are projected to increase by about 450,000 between 2000 and 2020 while passenger vehicles crossing at the land POE are projected to increase by about 151,000.

With regard to percent changes between 2000 and 2020, highway AADT is projected to grow about 117%; the number of truck crossing the land POE is projected to increase by about 80% and passenger vehicle crossings are projected to increase by about 117%.

**Table 1**
**Summary Corridor Results**

| | Corridor Scores[1] | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| **CANAMEX** | **A** | **B** | **C** | **A** | **B** | **C** |
| **Historical Data for 2000[2]** | | | | | | |
| Highways | 6 | | | 1 | | |
| Land Ports of Entry | 6 | | | 1 | | |
| Airports | | | | | | |
| Maritime Ports[3] | | | | | | |
| Railroads | | | | | | |
| **Sum of Historical Scores**: | **12** | | | **1** | | |
| **Changes Between 2000 and 2020[4]** | | | | | | |
| Highways | 6 | | | 1 | | |
| Land Ports of Entry | 6 | | | 1 | | |
| Airports | | | | | | |
| Maritime Ports[3] | | | | | | |
| Railroads | | | | | | |
| **Sum of Change Scores:** | **12** | | | **1** | | |
| **Overall Scores[5]:** | **24** | | | | | |
| **Overall Result:** | **1** | | | | | |

**Notes**:

1 The Corridor Scores are from the results in Tables 2, 4 and 5.
2 Historical results from Table 2. To insure equal weighting with the Changes scores, the Historical corridor scores are multiplied by two.
3 Nuevo León has no airports that meet the minimum criteria.
4 Nuevo León has no maritime ports.
5 There are no rail data because the railroad that operates within 100 km of the Mexico-US border in Nuevo León does not have a rail line that crosses the Mexico-US border in Nuevo León.
6 The Changes Scores is the sum of the corridor results from the Corridor Changes [Table 4] and the corridor results from the Corridor Percent Changes [Table 5].
7 The Overall Score is the sum of the Historical Score and the Changes Score. The Historical Data scores and the Changes Between 2000 and 2020 scores are equally weighted.

Lower score represents greater need.

**Table 2**
**Corridor Data and Results For 2000**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | Monterrey-Colombia | B | C | A | B | C |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 778 | | | 1 | | |
| Highway Length [in miles] | 118.0 | | | 1 | | |
| LOS [A=1 to F3 = 9] | 3.619 | | | 1 | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | **3** | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 561,035 | | | 1 | | |
| Total volume [tons] | 3,379,785 | | | 1 | | |
| Value of goods Millions $ | | | | | | |
| # passenger vehicles & buses | 130,664 | | | 1 | | |
| | | **POE Scores** | | **3** | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports** | | | | | | |
| Total volume [tons] | | | | | | |
| | | **Airport Scores** | | | | |
| | | **Overall Airport Result** | | | | |
| **Maritime Ports - NONE** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | | | | | | |
| Total volume [tons] | | | | | | |
| Total Number TEUs | | | | | | |
| Value of goods Millions $ | | | | | | |
| | | **Railroad Scores** | | | | |
| | | **Overall Railroad Result** | | | | |
| Total AADT in One Corridor | **Share of AADT Among Corridors** | | | | | |
| 778 | 100.0% | 0.0% | 0.0% | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

Historical data from Nuevo León BINS Technical Committee Representative, see Tables 6 - 9 for details.

Lower score represents greater need.

**Table 3**
**Corridor Data and Results For 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | **Monterrey-Colombia** | **B** | **C** | **A** | **B** | **C** |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 1,691 | | | 1 | | |
| Highway Length [in miles] | 118.0 | | | 1 | | |
| LOS [A=1 to F3 = 9] | 5.619 | | | 1 | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | **3** | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 1,013,285 | | | 1 | | |
| Total volume [tons] | 6,104,230 | | | 1 | | |
| Value of goods Millions $ | | | | | | |
| # passenger vehicles & buses | 284,272 | | | 1 | | |
| | | **POE Scores** | | **3** | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports** | | | | | | |
| Total volume [tons] | | | | | | |
| | | **Airport Scores** | | | | |
| | | **Overall Airport Result** | | | | |
| **Maritime Ports - NONE** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | | | | | | |
| Total volume [tons] | | | | | | |
| Total Number TEUs | | | | | | |
| Value of goods Millions $ | | | | | | |
| | | **Railroad Scores** | | | | |
| | | **Overall Railroad Result** | | | | |
| **Total AADT in One Corridor** | **Share of AADT Among Corridors** | | | | | |
| 1,691 | 100.0% | 0.0% | 0.0% | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.
Forecasts for highway data are from Nuevo León BINS Technical Committee representative. Forecasts for POE data from the Mexican SCT and highway segment data nearest the Mexico-US border. See Tables 6 and 8 for details

Lower score represents greater need.

**Table 4**
**Corridor Changes and Results, 2000 - 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | Monterrey-Colombia | B | C | A | B | C |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 914 | | | 1 | | |
| Highway Length [in miles] | 0.0 | | | 1 | | |
| LOS [A=1 to F3 = 9] | 2.000 | | | 1 | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | 3 | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 452,250 | | | 1 | | |
| Total volume [tons] | 2,724,445 | | | 1 | | |
| Value of goods Millions $ | | | | | | |
| # passenger vehicles & buses | 153,608 | | | 1 | | |
| | | **POE Scores** | | 3 | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports** | | | | | | |
| Total volume [tons] | | | | | | |
| | | **Airport Scores** | | | | |
| | | **Overall Airport Result** | | | | |
| **Maritime Ports** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | | | | | | |
| Total volume [tons] | | | | | | |
| Total Number TEUs | | | | | | |
| Value of goods Millions $ | | | | | | |
| | | **Railroad Scores** | | | | |
| | | **Overall Railroad Result** | | | | |
| **Total AADT in One Corridor** | **Share of AADT Among Corridors** | | | | | |
| 914 | 100.0% | 0.0% | 0.0% | | | |

**Notes:**
POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.
Differences are estimated by subtracting the year 2000 data from the 2020 projections.
See Tables 6 - 9 for details.

Lower score represents greater need.

**Table 5**
**Corridor Percent Changes and Results, 2000 - 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | Monterrey-Colombia | B | C | A | B | C |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 117.5% | | | 1 | | |
| Highway Length [in miles] | 0.0% | | | 1 | | |
| LOS [A=1 to F3 = 9] | 55.3% | | | 1 | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | **3** | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 80.6% | | | 1 | | |
| Total volume [tons] | 80.6% | | | 1 | | |
| Value of goods Millions $ | | | | | | |
| # passenger vehicles & buses | 117.6% | | | 1 | | |
| | | **POE Scores** | | **3** | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports** | | | | | | |
| Total volume [tons] | | | | | | |
| | | **Airport Scores** | | | | |
| | | **Overall Airport Result** | | | | |
| **Maritime Ports** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE** | | | | | | |
| Number rail cars | | | | | | |
| Total volume [tons] | | | | | | |
| Total Number TEUs | | | | | | |
| Value of goods Millions $ | | | | | | |
| | | **Railroad Scores** | | | | |
| | | **Overall Railroad Result** | | | | |

**Notes:**
See Tables 6 – 9 for details.

Lower score represents greater need.

**Table 6**
**Highway Data For the For the Monterrey-Colombia Corridor [Corridor A]**

| Highway Factors | Year 2000 | Year 2020 | Change, 2000 to 2020 | |
|---|---|---|---|---|
| | | | Data | Per Cent |
| AADT | 778 | 1,691 | 914 | 117.5% |
| Highway Length | 118.000 | 118.000 | 0.000 | 0.0% |
| LOS [A to F] | C | E | | |
| LOS # | 3.619 | 5.619 | 2.000 | 55.3% |
| Capacity | | | | |

**Notes:**
All data are from NL-01
Weighted Averages calculations are shown on next page.
LOS is the Level of Service
AADT is Average Annual Daily Traffic
LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F0 = 6, F1 = 7, F2 = 8, F3 = 9

**Source:** Nuevo León BINS Technical Committee representative

**Table 7**
**Land Ports of Entry [POE] Crossing Data**

| | Puente Solidaridad | Total |
|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | |
| **Southbound POE Crossing Data for 2000**[1] | | |
| Number trucks | 561,035 | 561,035 |
| Tons of goods | 3,379,785 | 3,379,785 |
| Value [Millions $] moved by truck | $12,046.3 | $12,046.3 |
| Number of passenger vehicles | 130,364 | 130,364 |
| Number of buses | 300 | 300 |
| Number passenger vehicles & buses | 130,664 | 130,664 |
| Number of rail cars | | |
| Volume of tons moved by rail | | |
| Number of TEUs moved by rail | | |
| Value [Millions $] moved by rail | | |
| **Southbound POE Crossing Data for 2020**[2] | | |
| Number trucks | | 1,013,285 |
| Tons of goods | | 6,104,230 |
| Value [Millions $] moved by truck | | |
| Number of passenger vehicles | | |
| Number of buses | | |
| Number passenger vehicles & buses | | 284,272 |
| Number of rail cars | | |
| Volume of tons moved by rail | | |
| Number of TEUs moved by rail | | |
| Value [Millions $] moved by rail | | |
| **Per Cent Change in POE Data: 2000 to 2020** | | |
| Number trucks[3] | | 80.6% |
| Tons of goods[3] | | |
| Value [Millions $] moved by truck | | |
| Number of passenger vehicles | | |
| Number of buses | | |
| Numb. passenger vehicles & buses[3] | | 117.6% |
| Number of rail cars | | |
| Volume of tons moved by rail | | |
| Number of TEUs moved by rail | | |
| Value [Millions $] moved by rail | | |

**Notes**

Number of trucks = southbound trucks that cross the Mexico-US border

Tons of goods = carried by southbound trucks that cross the Mexico-US border.

Value [Millions $] moved by truck = value of goods moved by southbound trucks that cross the Mexico-US border.

Number of passenger vehicles = southbound passenger vehicles that cross the Mexico-US border.

Number of buses = southbound buses that cross the Mexico-US border.

Number passenger vehicles & buses = sum of southbound passenger vehicles & buses that cross the Mexico-US border.

Number of rail cars = southbound rail cars that cross the Mexico-US border.
Volume of tons moved by rail = transported by the southbound rail cars that cross the Mexico-US border.
Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are southbound and cross the Mexico-US border.
Value [Millions $] moved by rail = value of goods transported by southbound rail cars that cross the Mexico-US border.
Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee representative. This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

**Sources:**

1 The 2000 southbound POE crossing data are derived from the Laredo - Columbia northbound crossing data provided by the Texas BINS Technical Committee representative. The southbound data specified above are the same numbers as the northbound data specified on the Texas BINS Questionnaire [Part 2].

2 The actual values for 2020 are obtained by multiplying the historical data by the growth rate.

3 The 80.6% growth rate for truck data is based on a compound annual growth rate of 3.0% - the level specified by the Mexican Secretariat of Communications and Transportation.

4 The growth rate for passenger vehicles and buses is the same as that observed for the change in Average Annual Daily Traffic [AADT] in the highway segment nearest the Mexico-US border. These AADT are obtained from the NL-01, Segment 4 of the data provided by the Nuevo Leon BINS Technical representative.

| | | |
|---|---|---|
| NL-01 Segment 4 AADT in 2000: | 877 | 1,031 |
| NL-01 Segment 4 AADT in 2020: | 1,908 | 117.6% |

The 117.6% is used to forecast the number of border crossings for passenger vehicles and buses in 2020.

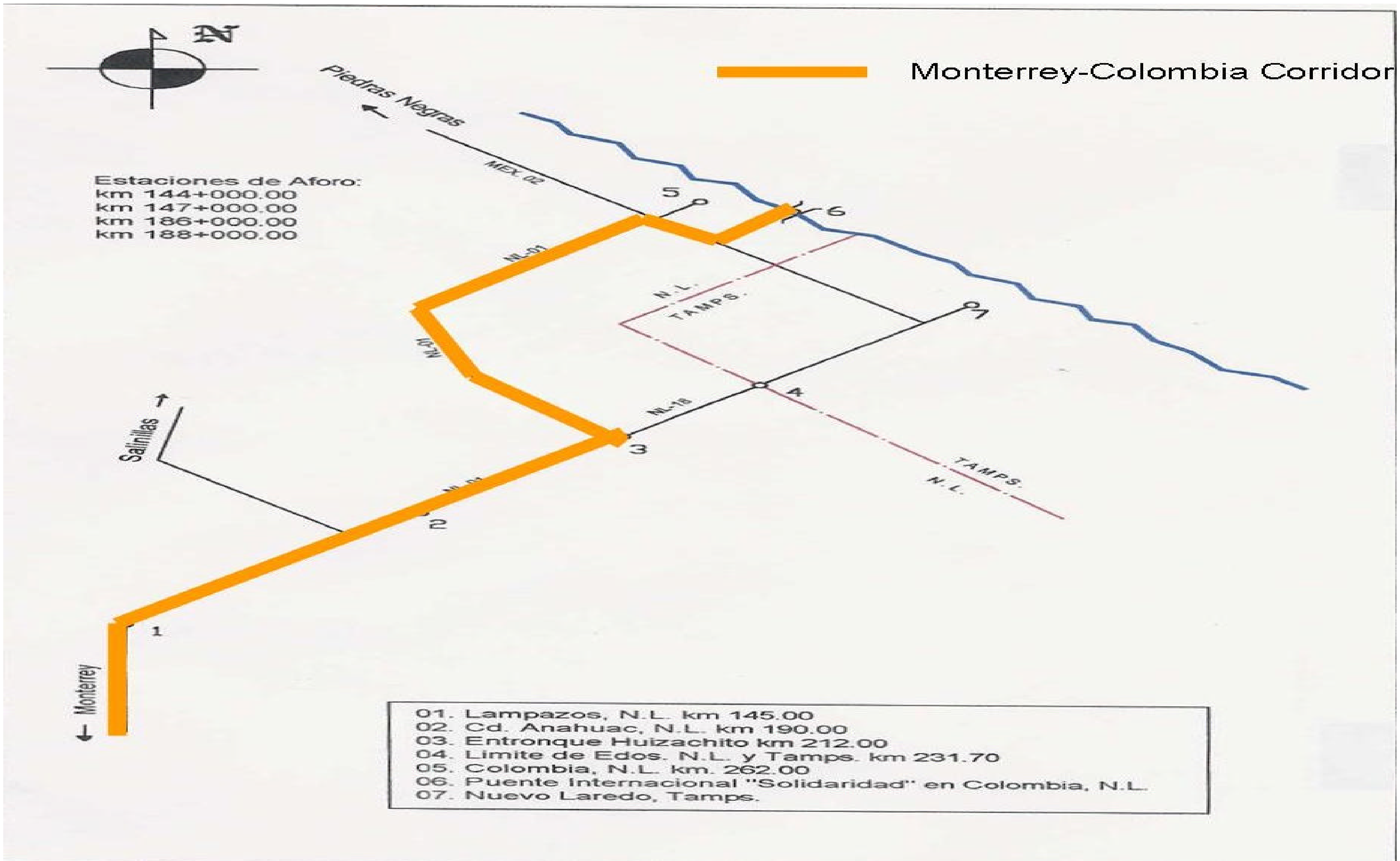
**Table 8**
**Airport Data**

There are NO AIRPORTS in Nuevo León that meet minimum criteria.

**Table 9**
**Maritime Port Data**

There are **NO MARITIME PORTS** in Nuevo León.

**Map 1**
**Monterrey-Colombia Corridor**



# CORRIDOR EVALUATION
# SONORA RESULTS AND DATA

Corridor evaluations are conducted to determine the corridors with the greater needs. This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the evaluation process, the computations are calculated in formulas contained in the spreadsheets that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. Historical Data – data for 16 indicators for the year 2000.

2. Change Data – a combination of actual changes for the 16 indicators from 2000 to 2020 and percent changes for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are one, and it has the highest need. Corridor A is listed second because its AADT is 157,000 [second highest], its evaluation results are two, and it has the second highest need. Corridor C is listed third because it has the lowest AADT [30,000], its evaluation results are three and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of one and represents the highest need.

[1] In some cases there will be fewer than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by two.

## GENERAL DESCRIPTION OF SONORA'S CORRIDORS

### Corridors

Sonora has identified one corridor for the study and it is called the Sonora Corridor.

### Highways

The Sonora corridor is composed of five highways and they are the following:

1. MX-2, runs east-west.
2. MX-8, runs south-north.
3. MX-15, runs south-north.
4. MX-15D, runs south-north.
5. MX-17, runs south-north

No data on Level of Service [LOS] or capacity is provided. Therefore, the level of current or future congestion on highways in Sonora cannot be established.

### Land Ports of Entry [POE]

There is a rail crossing, a pedestrian crossing, and seven POEs serving vehicles in Sonora. The names of the seven POEs that serve vehicles are the following:

1. The San Luis Rio Colorado POE [directly connected to the MX-2].

2. The San Luis Rio Colorado POE [directly connected to the MX-2].
3. The Sasabe I POE.
4. The Nogales-Deconcini POE [directly connected to the MX-15 and MX-15D].
5. The Nogales III-Mariposa POE [directly connected to the MX-15 and MX-15D].
6. The Naco POE.
7. The Agua Prieta POE [directly connected to MX-2 and MX-17].

In calendar year 2000, about 345,000 trucks and 10 million passenger vehicles and buses transited the Mexico-US border into Sonora moving through these POEs.

## Airports

Sonora DID NOT provide any airport data

## Railroads

There is a rail crossing at the Nogales POE, however, Sonora DID NOT provide any rail data.

## Maritime Ports

Sonora DID NOT provide any maritime port data

**Source:** The Sonora BINS Technical Committee representative provided no data for the BINS study. SourcePoint specified the Sonora Corridor, identified the highways within the corridor and compiled the highway data from the Mexican Secretariat of Communication & Transportation. See Table 6 for details. SourcePoint compiled Sonora land POE data by using POE data submitted by the Arizona BINS Technical Committee representative. See Table 6 for details.

# ANALYSIS OF CORRIDOR EVALUATION RESULTS

There is only one corridor identified in Sonora and it is called the Sonora Corridor. Because there is only one corridor, there are no corridor comparisons

## Historical Data

This discussion reviews highway and land POE data and results. With regard to the highways in 2000, the Sonora corridor averaged 14,474 vehicles per day over its 687 kilometer [km] length.

There were about 345,000 trucks and 10 passenger vehicles and buses that crossed the Mexico-US border in to Sonora during calendar year 2000.

No data on Level of Service [LOS] or capacity is provided. Therefore, the level of current or future congestion on Sonora highways cannot be established.

The Sonora BINS Technical Committee representative did not provide any data and DID NOT specify any airports, maritime ports, or railroads.

## Change Data

This discussion reviews highway and land POE data for both absolute changes and percent changes. With regard to absolute changes in highway data, average annual daily traffic [AADT] on the Sonora corridor increases about 11,000 between calendar year 2000 and 2020 while the highway length of all the five highways remains constant.

Truck crossings at land POEs are projected to increase by about 278,000 between 2000 and 2020, while passenger vehicles crossing at the land POEs are projected to increase by about 8 million.

With regard to percent changes between 2000 and 2020, highway AADT is projected to grow about 80 percent; the number of trucks, passenger vehicles and buses crossing the land POEs is also projected to increase by about 80 percent.

**Table 1**
**Summary Corridor Results**

| | Corridor Scores[1] | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | A | B | C | A | B | C |
| **Historical Data for 2000**[2] | | | | | | |
| Highways | 4 | | | 1 | | |
| Land Ports of Entry | 4 | | | 1 | | |
| Airports[3] | | | | | | |
| Maritime Ports[4] | | | | | | |
| Railroads[5] | | | | | | |
| **Sum of Historical Scores**: | **8** | | | **1** | | |
| **Changes Between 2000 and 2020**[6] | | | | | | |
| Highways | 4 | | | 1 | | |
| Land Ports of Entry | 4 | | | 1 | | |
| Airports[3] | | | | | | |
| Maritime Ports[4] | | | | | | |
| Railroads[5] | | | | | | |
| **Sum of Change Scores:** | **8** | | | **1** | | |
| **Overall Scores**[7]**:** | **16** | | | | | |
| **Overall Result:** | **1** | | | | | |

**Notes**:

1 The Corridor Scores are from the results in Tables 2, 4 and 5.

2 Historical results from Table 2. To insure equal weighting with the Changes scores, the Historical corridor scores are multiplied by two.

3 Sonora did not specify any airports or provide any airport data.

4 Sonora did not specify any maritime ports or provide any maritime port data.

5 Sonora did not specify any railroads or provide any railroad crossing data.

6 The Changes Scores is the sum of the corridor results from the Corridor Changes [Table 4] and the corridor results from the Corridor Percent Changes [Table 5].

7 The Overall Score is the sum of the Historical Score and the Changes Score. The Historical Data scores and the Changes Between 2000 and 2020 scores are equally weighted.

Lower score represents greater need.

**Table 2**
**Corridor Data and Results For 2000**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | Sonora | B | C | A | B | C |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 11,520 | | | 1 | | |
| Highway Length [in miles] | 784 | | | 1 | | |
| LOS [A=1 to F3 = 9] | | | | | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | **2** | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 344,945 | | | 1 | | |
| Total volume [tons] | | | | | | |
| Value of goods Millions $ | | | | | | |
| # passenger vehicles & buses | 10,321,419 | | | 1 | | |
| | | **POE Scores** | | **2** | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports– None Specified** | | | | | | |
| Total volume [tons] | | | | | | |
| | | **Airport Scores** | | | | |
| | | **Overall Airport Result** | | | | |
| **Maritime Ports - – None Specified** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE– None Specified** | | | | | | |
| Number rail cars | | | | | | |
| Total volume [tons] | | | | | | |
| Total Number TEUs | | | | | | |
| Value of goods Millions $ | | | | | | |
| | | **Railroad Scores** | | | | |
| | | **Overall Railroad Result** | | | | |
| Total AADT in One Corridor | **Share of AADT Among Corridors** | | | | | |
| 11,520 | 100.0% | 0.0% | 0.0% | | | |

**Notes:**
POEs are assigned to Corridors based on AADT distribution.
Historical data from Arizona BINS Technical Committee Representative and the Mexican Secretariat of Communications and Transportation, see Tables 6 - 9 for details.

Lower score represents greater need.

**Table 3**
**Corridor Data and Results For 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | Sonora | B | C | A | B | C |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 20,806 | | | 1 | | |
| Highway Length [in miles] | 784 | | | 1 | | |
| LOS [A=1 to F3 = 9] | | | | | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | 2 | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 623,005 | | | 1 | | |
| Total volume [tons] | | | | | | |
| Value of goods Millions $ | | | | | | |
| # passenger vehicles & buses | 18,640,483 | | | 1 | | |
| | | **POE Scores** | | 2 | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports– None Specified** | | | | | | |
| Total volume [tons] | | | | | | |
| | | **Airport Scores** | | | | |
| | | **Overall Airport Result** | | | | |
| **Maritime Ports - – None Specified** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE– None Specified** | | | | | | |
| Number rail cars | | | | | | |
| Total volume [tons] | | | | | | |
| Total Number TEUs | | | | | | |
| Value of goods Millions $ | | | | | | |
| | | **Railroad Scores** | | | | |
| | | **Overall Railroad Result** | | | | |
| **Total AADT in One Corridor** | **Share of AADT Among Corridors** | | | | | |
| 20,806 | 100.0% | 0.0% | 0.0% | | | |

**Notes:**

POEs are assigned to Corridors based on AADT distribution.
Forecasts for highways and POE data from the Mexican Secretariat for Communication and Transportation. Highway segment data from the segment nearest the Mexico-US border. See Tables 6 and 8 for details

Lower score represents greater need.

**Table 4**
**Corridor Changes and Results, 2000 - 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | **Sonora** | **B** | **C** | **A** | **B** | **C** |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 9,286 | | | 1 | | |
| Highway Length [in miles] | 0 | | | 1 | | |
| LOS [A=1 to F3 = 9] | | | | | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | 2 | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 278,060 | | | 1 | | |
| Total volume [tons] | | | | | | |
| Value of goods Millions $ | | | | | | |
| # passenger vehicles & buses | 8,319,064 | | | 1 | | |
| | | **POE Scores** | | 2 | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports – None Specified** | | | | | | |
| Total volume [tons] | | | | | | |
| | | **Airport Scores** | | | | |
| | | **Overall Airport Result** | | | | |
| **Maritime Ports– None Specified** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE– None Specified** | | | | | | |
| Number rail cars | | | | | | |
| Total volume [tons] | | | | | | |
| Total Number TEUs | | | | | | |
| Value of goods Millions $ | | | | | | |
| | | **Railroad Scores** | | | | |
| | | **Overall Railroad Result** | | | | |
| **Total AADT in One Corridor** | **Share of AADT Among Corridors** | | | | | |
| 9,286 | 100.0% | 0.0% | 0.0% | | | |

**Notes:**

POE data are assigned to Corridors based on AADT distribution.

Differences are estimated by subtracting the year 2000 data from the 2020 projections.

See Tables 6 - 9 for details.

Lower score represents greater need.

**Table 5**
**Corridor Percent Changes and Results, 2000 - 2020**

| | Corridor Raw Data | | | Evaluation Results | | |
|---|---|---|---|---|---|---|
| | Sonora | B | C | A | B | C |
| **Highways** | | | | | | |
| Average Annual Daily Traffic | 80.6% | | | 1 | | |
| Highway Length [in miles] | 0.0% | | | 1 | | |
| LOS [A=1 to F3 = 9] | | | | | | |
| Capacity at Peak Hour | | | | | | |
| | | **Highway Scores** | | **2** | | |
| | | **Overall Highway Result** | | **1** | | |
| **Land Port of Entry Border Crossing** | | | | | | |
| Number trucks | 80.6% | | | 1 | | |
| Total volume [tons] | | | | | | |
| Value of goods Millions $ | | | | | | |
| # passenger vehicles & buses | 80.6% | | | 1 | | |
| | | **POE Scores** | | **2** | | |
| | | **Overall POE Result** | | **1** | | |
| **Airports – None Specified** | | | | | | |
| Total volume [tons] | | | | | | |
| | | **Airport Scores** | | | | |
| | | **Overall Airport Result** | | | | |
| **Maritime Ports – None Specified** | | | | | | |
| Total volume [tons] | | | | | | |
| Total number TEUs | | | | | | |
| | | **Maritime Port Score** | | | | |
| | | **Overall Maritime Result** | | | | |
| **Railroads Border Crossing at POE – None Specified** | | | | | | |
| Number rail cars | | | | | | |
| Total volume [tons] | | | | | | |
| Total Number TEUs | | | | | | |
| Value of goods Millions $ | | | | | | |
| | | **Railroad Scores** | | | | |
| | | **Overall Railroad Result** | | | | |

**Notes:**
See Tables 6 – 9 for details.

Lower score represents greater need.

**Table 6**
**Highway Data**

| Summary Data for the Sonora Corridor for 2000 | | | | | | | |
|---|---|---|---|---|---|---|---|
| | **Sonoyta-San Luis Rio Colorado (MX-2)** | **Santa Ana-Sonoyta (MX-2)** | **Sonoyta-US Border (MX-8)** | **Santa Ana-Nogales (MX 15)** | **Libramiento de Nogales (MX 15D)** | **Nacozari De Garcia-Agua Prieta (MX 17)** | **Total** |
| **AADT:** | 2,164 | 801 | 3,371 | 3,542 | 1,191 | 451 | **11,520** |
| **Highway Length:** | 200.0 | 251.1 | 100.0 | 109.7 | 6.7 | 116.6 | **784.13** |
| **Summary Data for the Sonora Corridor for 2020** | | | | | | | |
| | **Sonoyta-San Luis Rio Colorado (MX-2)** | **Santa Ana-Sonoyta (MX-2)** | **Sonoyta-US Border (MX-8)** | **Santa Ana-Nogales (MX 15)** | **Libramiento de Nogales (MX 15D)** | **Nacozari De Garcia-Agua Prieta (MX 17)** | **Total** |
| **AADT:** | 3,908 | 1,447 | 6,088 | 6,397 | 2,151 | 815 | **20,806** |
| **Highway Length:** | 200.0 | 251.1 | 100.0 | 109.7 | 6.7 | 116.6 | **784.13** |

**Sources:** SourcePoint identified the Corridor and selected the highways within the corridor. AADT and highway length were obtained from data compiled by the Mexican Secretariat of Communication and Transportation

**Table 7**
**Compiled Sonora Land Ports of Entry [POE] Crossing Data**

| | San Luis Rio Colorado | Sonoyta | Sasabe I Colorado | Nogales-Deconcini | Nogales III Mariposa | Naco | Agua Prieta | Total |
|---|---|---|---|---|---|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | |
| **Historical Southbound POE Crossing Data for 2000[1]** | | | | | | | | |
| Number trucks | 40,348 | 3,840 | 2,652 | 0 | 254,694 | 9,817 | 33,594 | 344,945 |
| Tons of goods | | | | | | | | |
| Value [Millions $] moved by truck | | | | | | | | |
| Number of passenger vehicles | 2,597,835 | 400,493 | 32,823 | 2,998,046 | 1,686,401 | 339,196 | 2,252,216 | 10,307,010 |
| Number of buses | 38 | 404 | 0 | 0 | 8,899 | 0 | 5,068 | 14,409 |
| Number passenger vehicles & buses | | | | | | | | 10,321,419 |
| Number of rail cars | | | | | | | | X |
| Volume of tons moved by rail | | | | | | | | X |
| Number of TEUs moved by rail | | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | | X |
| **Projected Southbound POE Crossing Data for 2020[2]** | | | | | | | | |
| Number trucks | | | | | | | | 623,005 |
| Tons of goods | | | | | | | | |
| Value [Millions $] moved by truck | | | | | | | | |
| Number of passenger vehicles | | | | | | | | X |
| Number of buses | | | | | | | | X |
| Number passenger vehicles & buses | | | | | | | | 18,640,483 |
| Number of rail cars | | | | | | | | X |
| Volume of tons moved by rail | | | | | | | | X |
| Number of TEUs moved by rail | | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | | X |
| **Per Cent Change in POE Data: 2000 to 2020 [Growth Rates Provided by SourcePoint]** | | | | | | | | |
| Number trucks[3] | | | | | | | | 80.6% |

| | San Luis Rio | Sonoyta | Sasabe I | Nogales- | Nogales III | Naco | Agua | |
|---|---|---|---|---|---|---|---|---|
| | Colorado | | Colorado | Deconcini | Mariposa | | Prieta | Total |
| Tons of goods | | | | | | | | |
| Value [Millions $] moved by truck | | | | | | | | |
| Number of passenger vehicles | | | | | | | | X |
| Number of buses | | | | | | | | X |
| Number passenger vehicles & buses[4] | | | | | | | | 80.6% |
| Number of rail cars | | | | | | | | X |
| Volume of tons moved by rail | | | | | | | | X |
| Number of TEUs moved by rail | | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | | X |

**Notes:**

Number of trucks = southbound trucks that cross the US-Mexico border

Tons of goods = carried by southbound trucks that cross the US-Mexico border.

Value [Millions $] moved by truck = value of goods moved by southbound trucks that cross the US-Mexico border.

Number of passenger vehicles = southbound passenger vehicles that cross the US-Mexico border.

Number of buses = southbound buses that cross the US-Mexico border.

Number passenger vehicles & buses = sum of southbound passenger vehicles and buses that cross the US-Mexico border.

Number of rail cars = southbound rail cars that cross the US-Mexico border.

Volume of tons moved by rail = transported by the southbound rail cars that cross the US-Mexico border.

Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are southbound and cross the US-Mexico border.

Value [Millions $] moved by rail = value of goods transported by southbound rail cars that cross the US-Mexico border.

Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee representative. This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT

**Sources:**

1 For all of the seven POEs in Sonora, SourcePoint used the data provided by the Arizona BINS Technical Committee representative. Southbound truck, passenger vehicle and bus data provided by the Arizona BINS Technical Committee representative are the same data used for southbound truck, passenger vehicle and bus crossings for Sonora. This was done because no data was provided by the Sonora BINS representative Technical Committee

2 Calculated by Multiplying 2000 Historical Data by Growth Rates

3 The 80.6% growth rate for truck data is based on a compound annual growth rate of 3.0% - the level specified by the Mexican Secretariat of Communications and Transportation data for Sonora.

4 The growth rate for passenger vehicles and buses is the same as that observed for the change in Average Annual Daily Traffic [AADT] in the highway segments nearest the Mexico-US border. These AADT data are obtained for MX-2, MX-15, MX-17, MX State Road and MX Toll Road from the Mexican Secretariat of Communications and Transportation. The total change in AADT was 11,022 or 80.6%. The 80.6% is used to forecast the number of border crossings for passenger vehicles and buses in 2020.

**Table 8**
**Airport Data**

No Airports were specified by the Sonora BINS Technical Committee representative

**Table 9**
**Maritime Port Data**

No Maritime Ports were specified by the Sonora BINS Technical Committee representative.

**Map 1**
**Sonora Border Area**

# CORRIDOR EVALUATION
# TAMAULIPAS RESULTS AND DATA

Corridor evaluations are conducted to determine the corridors with the greater needs. This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the evaluation process, the computations are calculated in formulas contained in the spreadsheets that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. Historical Data – data for 16 indicators for the year 2000.

2. Change Data – a combination of actual changes for the 16 indicators from 2000 to 2020 and percent changes for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are one, and it has the highest need. Corridor A is listed second because its AADT is 157,000 [second highest], its evaluation results are two, and it has the second highest need. Corridor C is listed third because it has the lowest AADT [30,000], its evaluation results are three and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of one and represents the highest need.

[1] In some cases there will be fewer than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by two.

## GENERAL DESCRIPTION OF TAMAULIPAS' CORRIDORS

### Corridors

Tamaulipas has identified six corridors for the study and they are called the Nuevo Laredo Corridor, the Reynosa Corridor, the Matamoros Corridor, the Miguel Alemán Corridor, the Camargo Corridor, and the Nuevo Progreso Corridor.

### Highways

The Nuevo Laredo Corridor is composed of portions of two highways: MX-2 and MX-85. The Reynosa Corridor is composed of portions of three highways: MX-2, MX-40, and MX-97. The Matamoros Corridor is composed of portions of two highways: MX-2 and MX-180. The Miguel Alemán Corridor is composed of portions of two highways: MX-2 and MX-54. The Camargo Corridor is composed of portions of two highways: MX-2 and MX-SIN NUM [SN]. The Nuevo Progreso Corridor is composed of portions of one highways: MX-2.

### Land Ports of Entry [POE]

Tamaulipas has 14 POEs on the Mexico-US border that are served by 13 bridges and one ferry. The names of the POEs are the following: Nuevo Laredo I [Puente Viejo], Nuevo Laredo II, Comercio Mundial-Puente III, Nuevo Ciudad Guerrero, Miguel Aleman, Camargo, Gustavo Diaz Ordaz [ferry crossing], Puente Reynosa, Puente Nuevo Amanecer [at Reynosa], Nuevo Progreso, Puerto Mexico-Puente Nuevo [at Matamoros], Puente Viejo [at Matamoros] Los Indios-Puente Lucio Blanco and Los Tomatoes-Puente General.

In calendar year 2000, about 1.5 million trucks crossed into Tamaulipas through 10 of the land POEs and about 25.3 million passenger vehicles and buses entered Tamaulipas through all 14 land POEs.

## Airports

There are three airports in Tamaulipas that meet the minimum corridor evaluation criteria [located within 100 km of the US-Mexico border and designated as an international port of entry]. The airports are at Nuevo Laredo, Reynosa and Matamoros. In calendar year 2000 about one million tons of goods were transported at two of the three airports. Tamaulipas envisions goods transported by airplane increasing about 64% to 1.7 million tons in 2020.

## Railroads

The Ferrocarril del Noreste [FNE] operates within Tamaulipas and has rail lines that cross the Mexico-US border at Nuevo Laredo, Reynosa, and Matamoros. Data are provided on the number of rail cars and tonnage that cross south into Tamaulipas from the US through the POE at Puente Viejo [at Matamoros], and Nuevo Laredo. In calendar year 2000, about 340,000 rail cars carrying about 28 million tons transited the POE at Puente Viejo and Nuevo Laredo.

The rail line that crosses at Nuevo Laredo is assigned to the Nuevo Laredo Corridor and the rail line that crosses at Puente Viejo is assigned to the Matamoros Corridor.

## Maritime Ports

Tamaulipas has one maritime port that meets the minimum corridor evaluation criteria [within 100 km of the US-Mexico border and designated as an international port of entry]. That port is located at Mezquital and has a channel depth of 4 meters.

In calendar year 2000, about 6,000 tons of goods and no containers were moved through the El Mezquital maritime port. Tamaulipas envisions substantial growth in the Mezquital maritime port with the channel depth increasing to 12 meters and goods shipped projected to increase to 5 million tons in 2020. This represents a growth of about 83000%.

**Source:** Tamaulipas BINS Technical Committee representative..

## ANALYSIS OF CORRIDOR EVALUATION RESULTS

The Reynosa Corridor is listed first. The Matamoros Corridor is listed second. The Miguel Alemán Corridor is listed third. The Nuevo Laredo Corridor is listed fourth. The Nuevo Progreso Corridor is listed fifth. The Camargo Corridor is listed sixth.

The Reynosa Corridor obtains its first place listing by virtue of the fact that it is listed first with respect to the historical data, and listed second with respect to the change data. The Matamoros Corridor obtains its second place listing because it is listed second with respect to the historical data, and listed first with respect to the change data. With regard to historical data, the Reynosa Corridor obtained one third fewer points when compared to the Matamoros Corridor [34 vs. 52]. With regard to change data, the Reynosa Corridor obtained five points more than the Matamoros Corridor [38 vs.33].

## Historical Data

This discussion reviews highway, land POE, airport, rail and maritime port data with their results. With regard to the highways, the Reynosa Corridor is listed first because it is listed first for two of the four indicators [AADT and Capacity] and second for highway length. The Reynosa Corridor's AADT is about two times larger than the #2 Corridor [24,372 vs. 10,638]; while its capacity is 49% larger than the #2 corridor [10,158 vs. 6,800]. Highway Length is the only indicator where the #2 Corridor [Matamoros] is larger than the #1 Corridor [493 vs. 407 km].

For truck and passenger vehicle data, airport data, and maritime port data, the Reynosa Corridor is always listed first by virtue of the fact that those data are allocated based on the distribution of AADT amongst the Corridors. As noted above, the Reynosa Corridor is listed first with respect to AADT. Regarding railroads, the Nuevo Laredo Corridor is listed first, the Matamoros Corridor second and all the other corridors are tied for third because there are only two corridors with railroads assigned to them. The rail crossings data at Nuevo Laredo are larger than the rail crossing data at Puente Viejas [Matamoros].

## Change Data

This discussion reviews highway, land POE, airport and maritime port data for both absolute changes and percent changes. With regard to absolute changes in highway data, the Reynosa Corridor is listed first for two of the four indicators [AADT & Capacity] and tied for first for Highway Length with the other corridors [as there was no change in highway length for any of the six corridors]. The Matamoros Corridor is listed first for LOS, tied for first for Highway Length, and listed second for AADT.

For truck data, passenger vehicles and bus data, airport data and maritime port data, the Reynosa Corridor is always listed first by virtue of the fact that its 2000 year data is larger than the other three corridors and all the corridors use the same growth rates. Regarding railroads, the Nuevo Laredo is listed first and the Matarmoros Corridor is listed second because there were larger rail crossing increases at Nuevo Laredo.

With regard to percent changes in highway data, the Reynosa Corridor is listed first in AADT growth [with 174.7%]; first for growth in capacity at peak hours [with 120.8%] and tied for first with regard to Highway Length [there was no change for all six corridors]. The Matamoros Corridor is listed first for LOS, tied for first for Highway Length and listed second for Capacity.

For truck data, passenger vehicles and bus data, airport data and maritime port data, all three corridors are tied for first because each corridor has the same growth rate for each mode [80.6% for trucks, 148.2% for passenger vehicles and buses, 63.9% for airports, and 83,233% for maritime ports]. Regarding railroads, the Nuevo Laredo and Matamoras Corridors are tied for first because they are the only two corridor with a growth rate, and it is 80.6 percent.

**Table 1**
**Summary Corridor Results**

| | Corridor Scores[1] | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Nuevo Laredo | Reynosa | Mata-moros | Miguel Alemán | Camargo | Nuevo Progreso | | | | | | |
| **Historical Data for 2000[2]** | | | | | | | | | | | | |
| Highways | 28 | 14 | 28 | 28 | 32 | 36 | 2 | 1 | 2 | 2 | 5 | 6 |
| Land Ports of Entry | 16 | 4 | 8 | 12 | 24 | 20 | 4 | 1 | 2 | 3 | 6 | 5 |
| Airports[3] | 8 | 2 | 4 | 6 | 12 | 10 | 4 | 1 | 2 | 3 | 6 | 5 |
| Maritime Ports[4] | 8 | 2 | 4 | 6 | 12 | 10 | 4 | 1 | 2 | 3 | 6 | 5 |
| Railroads[5] | 4 | 12 | 8 | 12 | 12 | 12 | 1 | 3 | 2 | 3 | 3 | 3 |
| **Sum of Historical Scores:** | **64** | **34** | **52** | **64** | **92** | **88** | **3** | **1** | **2** | **3** | **6** | **5** |
| **Changes Between 2000 and 2020[6]** | | | | | | | | | | | | |
| Highways | 27 | 15 | 20 | 18 | 32 | 26 | 5 | 1 | 3 | 2 | 6 | 4 |
| Land Ports of Entry | 12 | 4 | 6 | 8 | 14 | 10 | 5 | 1 | 2 | 3 | 6 | 4 |
| Airports[3] | 6 | 2 | 3 | 4 | 7 | 5 | 5 | 1 | 2 | 3 | 6 | 4 |
| Maritime Ports[4] | 6 | 2 | 3 | 4 | 7 | 5 | 5 | 1 | 2 | 3 | 6 | 4 |
| Railroads[5] | 4 | 12 | 6 | 12 | 12 | 12 | 1 | 3 | 2 | 3 | 3 | 3 |
| **Sum of Change Scores:** | **55** | **35** | **38** | **46** | **72** | **58** | **4** | **2** | **1** | **3** | **6** | **5** |
| **Overall Scores[7]:** | **119** | **69** | **90** | **110** | **164** | **146** | | | | | | |
| **Overall Result:** | **4** | **1** | **2** | **3** | **6** | **5** | | | | | | |

**Notes:**

1 The Corridor Scores are the Evaluation Results in Tables 2, 4 and 5.

2 Historical Scores from Table 2. To insure equal weighting with the Changes scores, the Historical corridor scores are multiplied by two.

3 Tamaulipas has three airports within 100 km of the US-Mexico border that are designated as international ports of entry

4 Tamaulipas has one maritime port located within 100 km of the US-Mexico border that is designated as an international port of entry.

5 The Ferrocarril del Noreste [FNE] operates in Tamaulipas and crosses the Mexico-US border at three POE. Rail data was provided for two POE and rail lines were assigned to the Nuevo Laredo and Matamoros Corridors.

6 The Changes Scores is the sum of the Corridor Scores from Table 4 [Corridor Changes] and the Corridor Scores from Table 5 [Corridor Percent Changes].

7 The Overall Score is the sum of the *Historical Score* and the *Changes Score.* The *Historical Data* scores and the *Changes Between 2000 and 2020* scores are equally weighted.

Lower Score represents greater need.

**Table 2**
**Corridor Data For 2000**

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | **Nuevo Laredo** | **Reynosa** | **Mata-moros** | **Miguel Alemán** | **Camargo** | **Nuevo Progreso** | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 8,855 | 24,372 | 10,638 | 9,904 | 7,480 | 8,290 | 4 | 1 | 2 | 3 | 6 | 5 |
| Highway Length [in km] | 346.7 | 406.8 | 492.5 | 170.8 | 117.1 | 28.0 | 3 | 2 | 1 | 4 | 5 | 6 |
| LOS [A=1 to F = 9] | 2.196 | 2.485 | 2.128 | 2.407 | 2.763 | 3.357 | 5 | 3 | 6 | 4 | 2 | 1 |
| Capacity at Peak Hour | 5,981 | 10,158 | 4,766 | 5,600 | 5,600 | 2,800 | 2 | 1 | 5 | 3 | 3 | 6 |
| | | | | **Highway Scores** | | | **14** | **7** | **14** | **14** | **16** | **18** |
| | | | | **Overall Highway Results** | | | **2** | **1** | **2** | **2** | **5** | **6** |
| **Land Port of Entry Border Crossing** | | | | | | | | | | | | |
| Number trucks | 195,684 | 538,602 | 235,097 | 218,870 | 165,309 | 183,205 | 4 | 1 | 2 | 3 | 6 | 5 |
| Total volume [tons] | | | | | | | | | | | | |
| Value of goods Millions $ | | | | | | | | | | | | |
| # passenger vehicles & buses | 3,216,319 | 8,852,628 | 3,864,137 | 3,597,413 | 2,717,075 | 3,011,221 | 4 | 1 | 2 | 3 | 6 | 5 |
| | | | | **POE Scores** | | | **8** | **2** | **4** | **6** | **12** | **10** |
| | | | | **Overall POE Results** | | | **4** | **1** | **2** | **3** | **6** | **5** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 131,507 | 361,960 | 157,994 | 147,089 | 111,094 | 123,121 | 4 | 1 | 2 | 3 | 6 | 5 |
| | | | | **Airport Scores** | | | **4** | **1** | **2** | **3** | **6** | **5** |
| | | | | **Overall Airport Results** | | | **4** | **1** | **2** | **3** | **6** | **5** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [millions tons] | 764 | 2,103 | 918 | 855 | 645 | 715 | 4 | 1 | 2 | 3 | 6 | 5 |
| Total number TEUs | | | | | | | | | | | | |
| | | | | **Maritime Port Score** | | | **4** | **1** | **2** | **3** | **6** | **5** |
| | | | | **Overall Maritime Results** | | | **4** | **1** | **2** | **3** | **6** | **5** |

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Nuevo Laredo | Reynosa | Mata-moros | Miguel Alemán | Camargo | Nuevo Progreso | | | | | | |
| **Railroads Border Crossing at POE[1]** | | | | | | | | | | | | |
| Number rail cars | 250,069 | | 89,623 | | | | 1 | 3 | 2 | 3 | 3 | 3 |
| Total volume [tons] | 20,005,520 | | 8,066,070 | | | | 1 | 3 | 2 | 3 | 3 | 3 |
| Total Number TEUs | | | | | | | | | | | | |
| Value of goods Millions $ | | | | | | | | | | | | |
| | | | | **Railroad Scores** | | | **2** | **6** | **4** | **6** | **6** | **6** |
| | | | | **Overall Railroad Results** | | | **1** | **3** | **2** | **3** | **3** | **3** |
| Total AADT in Six Corridors | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 69,539 | 12.7% | 35.0% | 15.3% | 14.2% | 10.8% | 11.9% | | | | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

Historical data from Tamaulipas BINS Technical Committee Representative, see Tables 6 - 9 for details.

[1] The Ferrocarril del Noreste [FNE] operates in Tamaulipas and crosses the Mexico-US border at three ports of entry. Rail data was provided for two POE and rail lines were assigned to the Nuevo Laredo and Matamoros Corridors.

Lower Score represents greater need.

**Table 3**
**Corridor Data and Results for 2020**

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Nuevo Laredo | Reynosa | Mata-moros | Miguel Alemán | Camargo | Nuevo Progreso | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 17,999 | 66,955 | 22,803 | 21,799 | 15,620 | 20,147 | 5 | 1 | 2 | 3 | 6 | 4 |
| Highway Length [in km] | 346.7 | 406.8 | 492.5 | 170.8 | 117.1 | 28.0 | 3 | 2 | 1 | 4 | 5 | 6 |
| LOS [A=1 to F = 9] | 1.702 | 1.317 | 1.718 | 1.835 | 1.208 | 2.000 | 4 | 5 | 3 | 2 | 6 | 1 |
| Capacity at Peak Hour | 10,905 | 22,430 | 8,888 | 12,360 | 11,064 | 6,000 | 4 | 1 | 5 | 2 | 3 | 6 |
| | | | | **Highway Scores** | | | **16** | **9** | **11** | **11** | **20** | **17** |
| | | | | **Overall Highway Results** | | | **4** | **1** | **3** | **3** | **6** | **5** |
| **Land Port of Entry Border Crossing** | | | | | | | | | | | | |
| Number trucks | 302,179 | 1,124,085 | 382,826 | 365,980 | 262,243 | 338,242 | 5 | 1 | 2 | 3 | 6 | 4 |
| Total volume [tons] | | | | | | | | | | | | |
| Value of goods Millions $ | | | | | | | | | | | | |
| # passenger vehicles & buses | 6,825,403 | 25,390,060 | 8,647,018 | 8,266,510 | 5,923,357 | 7,639,977 | 5 | 1 | 2 | 3 | 6 | 4 |
| | | | | **POE Scores** | | | **10** | **2** | **4** | **6** | **12** | **8** |
| | | | | **Overall POE Results** | | | **5** | **1** | **2** | **3** | **6** | **4** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 184,244 | 685,375 | 233,416 | 223,145 | 159,894 | 206,232 | 5 | 1 | 2 | 3 | 6 | 4 |
| | | | | **Airport Scores** | | | **5** | **1** | **2** | **3** | **6** | **4** |
| | | | | **Overall Airport Results** | | | **5** | **1** | **2** | **3** | **6** | **4** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [millions tons] | 544,357 | 2,024,974 | 689,639 | 659,292 | 472,415 | 609,323 | 5 | 1 | 2 | 3 | 6 | 4 |
| Total number TEUs | | | | | | | | | | | | |
| | | | | **Maritime Port Score** | | | **5** | **1** | **2** | **3** | **6** | **4** |
| | | | | **Overall Maritime Results** | | | **5** | **1** | **2** | **3** | **6** | **4** |

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Nuevo Laredo | Reynosa | Mata-moros | Miguel Alemán | Camargo | Nuevo Progreso | | | | | | |
| **Railroads Border Crossing at POE[1]** | | | | | | | | | | | | |
| Number rail cars | 451,650 | | 161,868 | | | | 1 | 3 | 2 | 3 | 3 | 3 |
| Total volume [tons] | 36,131,970 | | 14,568,129 | | | | 1 | 3 | 2 | 3 | 3 | 3 |
| Total Number TEUs | | | | | | | | | | | | |
| Value of goods Millions $ | | | | | | | | | | | | |
| | | | | **Railroad Scores** | | | **2** | **6** | **4** | **6** | **6** | **6** |
| | | | | **Overall Railroad Results** | | | **1** | **3** | **2** | **3** | **3** | **3** |
| Total AADT in Six Corridors | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 165,323 | 10.9% | 40.5% | 13.8% | 13.2% | 9.4% | 12.2% | | | | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

1 The Ferrocarril del Noreste [FNE] operates in Tamaulipas and crosses the Mexico-US border at three ports of entry. Rail data was provided for two POE and rail lines were assigned to the Nuevo Laredo and Matamoros Corridors.

Lower Score represents greater need.

**Table 4**
**Corridor Changes and Results, 2000-2020**

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Nuevo Laredo | Reynosa | Mata-moros | Miguel Alemán | Camargo | Nuevo Progreso | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 9,144 | 42,583 | 12,164 | 11,895 | 8,140 | 11,857 | 5 | 1 | 2 | 3 | 6 | 4 |
| Highway Length [in km] | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| LOS [A=1 to F = 9] | -0.49 | -1.17 | -0.41 | -0.57 | -1.56 | -1.36 | 2 | 4 | 1 | 3 | 6 | 5 |
| Capacity at Peak Hour | 4,924 | 12,272 | 4,122 | 6,760 | 5,464 | 3,200 | 4 | 1 | 5 | 2 | 3 | 6 |
| | | | | **Highway Scores** | | | **12** | **7** | **9** | **9** | **16** | **16** |
| | | | | **Overall Highway Results** | | | **4** | **1** | **3** | **3** | **6** | **6** |
| **Land Port of Entry Border Crossing** | | | | | | | | | | | | |
| Number trucks | 118,264 | 550,733 | 157,324 | 153,844 | 105,275 | 153,348 | 5 | 1 | 2 | 3 | 6 | 4 |
| Total volume [tons] | | | | | | | | | | | | |
| Value of goods Millions $ | | | | | | | | | | | | |
| # passenger vehicles & buses | 3,573,676 | 16,641,983 | 4,754,011 | 4,648,839 | 3,181,184 | 4,633,838 | 5 | 1 | 2 | 3 | 6 | 4 |
| | | | | **POE Scores** | | | **10** | **2** | **4** | **6** | **12** | **8** |
| | | | | **Overall POE Results** | | | **5** | **1** | **2** | **3** | **6** | **4** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 62,964 | 293,214 | 83,761 | 81,908 | 56,049 | 81,643 | 5 | 1 | 2 | 3 | 6 | 4 |
| | | | | **Airport Scores** | | | **5** | **1** | **2** | **3** | **6** | **4** |
| | | | | **Overall Airport Results** | | | **5** | **1** | **2** | **3** | **6** | **4** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [millions tons] | 476,763 | 2,220,204 | 634,232 | 620,201 | 424,401 | 618,199 | 5 | 1 | 2 | 3 | 6 | 4 |
| Total number TEUs | | | | | | | | | | | | |
| | | | | **Maritime Port Score** | | | **5** | **1** | **2** | **3** | **6** | **4** |
| | | | | **Overall Maritime Results** | | | **5** | **1** | **2** | **3** | **6** | **4** |

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Nuevo Laredo | Reynosa | Mata-moros | Miguel Alemán | Camargo | Nuevo Progreso | | | | | | |
| **Railroads Border Crossing at POE[1]** | | | | | | | | | | | | |
| Number rail cars | 201,581 | | 72,245 | | | | 1 | 3 | 2 | 3 | 3 | 3 |
| Total volume [tons] | 16,126,450 | | 6,502,059 | | | | 1 | 3 | 2 | 3 | 3 | 3 |
| Total Number TEUs | | | | | | | | | | | | |
| Value of goods Millions $ | | | | | | | | | | | | |
| | | | | **Railroad Scores** | | | **2** | **6** | **4** | **6** | **6** | **6** |
| | | | | **Overall Railroad Results** | | | **1** | **3** | **2** | **3** | **3** | **3** |
| Total AADT in Six Corridors | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 95,784 | 9.5% | 44.5% | 12.7% | 12.4% | 8.5% | 12.4% | | | | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

Differences are estimated by subtracting the year 2000 data from the 2020 projections., see Tables 6 - 9 for details.

[1] The Ferrocarril del Noreste [FNE] operates in Tamaulipas and crosses the Mexico-US border at three ports of entry. Rail data was provided for two POE and rail lines were assigned to the Nuevo Laredo and Matamoros Corridors.

Lower Score represents greater need.

**Table 5**
**Corridor Percent Changes and Results, 2000-2020**

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Nuevo Laredo | Reynosa | Mata-moros | Miguel Alemán | Camargo | Nuevo Progreso | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 103.3% | 174.7% | 114.3% | 120.1% | 108.8% | 143.0% | 6 | 1 | 4 | 3 | 5 | 2 |
| Highway Length [in km] | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| LOS [A=1 to F = 9] | -22.5% | -47.0% | -19.3% | -23.8% | -56.3% | -40.4% | 2 | 5 | 1 | 3 | 6 | 4 |
| Capacity at Peak Hour | 82.3% | 120.8% | 86.5% | 120.7% | 97.6% | 114.3% | 6 | 1 | 5 | 2 | 4 | 3 |
| | | | | **Highway Scores** | | | **15** | **8** | **11** | **9** | **16** | **10** |
| | | | | **Overall Highway Results** | | | **5** | **1** | **4** | **2** | **6** | **3** |
| **Land Port of Entry Border Crossing** | | | | | | | | | | | | |
| Number trucks | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 80.6% | 1 | 1 | 1 | 1 | 1 | 1 |
| Total volume [tons] | | | | | | | | | | | | |
| Value of goods Millions $ | | | | | | | | | | | | |
| # passenger vehicles & buses | 148.2% | 148.2% | 148.2% | 148.2% | 148.2% | 148.2% | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | **POE Scores** | | | **2** | **2** | **2** | **2** | **2** | **2** |
| | | | | **Overall POE Results** | | | **1** | **1** | **1** | **1** | **1** | **1** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 63.9% | 63.9% | 63.9% | 63.9% | 63.9% | 63.9% | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | **Airport Scores** | | | **1** | **1** | **1** | **1** | **1** | **1** |
| | | | | **Overall Airport Results** | | | **1** | **1** | **1** | **1** | **1** | **1** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [millions tons] | 83233% | 83233% | 83233% | 83233% | 83233% | 83233% | 1 | 1 | 1 | 1 | 1 | 1 |
| Total number TEUs | | | | | | | | | | | | |
| | | | | **Maritime Port Score** | | | **1** | **1** | **1** | **1** | **1** | **1** |
| | | | | **Overall Maritime Results** | | | **1** | **1** | **1** | **1** | **1** | **1** |

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Nuevo Laredo | Reynosa | Mata-moros | Miguel Alemán | Camargo | Nuevo Progreso | | | | | | |
| **Railroads Border Crossing at POE[1]** | | | | | | | | | | | | |
| Number rail cars | 80.6% | | 80.6% | | | | 1 | 3 | 1 | 3 | 3 | 3 |
| Total volume [tons] | 80.6% | | 80.6% | | | | 1 | 3 | 1 | 3 | 3 | 3 |
| Total Number TEUs | | | | | | | | | | | | |
| Value of goods Millions $ | | | | | | | | | | | | |
| | | | | **Railroad Scores** | | | **2** | **6** | **2** | **6** | **6** | **6** |
| | | | | **Overall Railroad Results** | | | **1** | **3** | **1** | **3** | **3** | **3** |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

See Tables 6 - 9 for details.

[1] The Ferrocarril del Noreste [FNE] operates in Tamaulipas and crosses the Mexico-US border at three ports of entry. Rail data was provided for two POE and rail lines were assigned to the Nuevo Laredo and Matamoros Corridors.

Lower Score represents greater need.

**Table 6**
**Highway Data**

| Summary Data for the Nuevo Laredo Corridor | | | | | | |
|---|---|---|---|---|---|---|
| | Year 2000 | | | Year 2020 | | |
| | MX-2 | MX-85 | Total | MX-2 | MX-85 | Total |
| AADT: | 1,558 | 7,297 | **8,855** | 3,254 | 14,745 | **17,999** |
| Highway Length: | 118.7 | 228.0 | **346.7** | 118.7 | 228.0 | **346.7** |
| LOS: | B | B | **B** | B | A | **A** |
| LOS #: | 2.00 | 2.30 | | 2.00 | 1.55 | |
| Weighted Average LOS: | 0.7 | 1.5 | **2.2** | 0.7 | 1.0 | **1.7** |
| Capacity: | 2,800 | 3,181 | **5,981** | 4,000 | 6,905 | **10,905** |

| Summary Data for the Reynosa Corridor for 2000 | | | | |
|---|---|---|---|---|
| | MX-2 | MX-40 | MX-97 | Total |
| AADT: | 11,327 | 9,972 | 3,072 | **24,372** |
| Highway Length: | 66.7 | 225.0 | 115.1 | **406.8** |
| LOS: | B | B | B | **B** |
| LOS #: | 2.26 | 2.80 | 2.00 | |
| Weighted Average LOS: | 0.4 | 1.5 | 0.6 | **2.5** |
| Capacity: | 3,358 | 4,000 | 2,800 | **10,158** |

| Summary Data for the Reynosa Corridor for 2020 | | | | |
|---|---|---|---|---|
| | MX-2 | MX-40 | MX-97 | Total |
| AADT: | 26,232 | 31,623 | 9,100 | **66,955** |
| Highway Length: | 66.7 | 225.0 | 115.1 | **406.8** |
| LOS: | A | A | A | **A** |
| LOS #: | 1.5 | 1.4 | 1.0 | |
| Weighted Average LOS: | 0.3 | 0.8 | 0.3 | **1.3** |
| Capacity: | 6,930 | 7,500 | 8,000 | **22,430** |

| Summary Data for the Matamoros Corridor | | | | | | |
|---|---|---|---|---|---|---|
| | Year 2000 | | | Year 2020 | | |
| | MX-2 | MX-180 | Total | MX-2 | MX-180 | Total |
| AADT: | 6,877 | 3,761 | **10,638** | 15,319 | 7,484 | **22,803** |
| Highway Length: | 76.0 | 416.5 | **492.5** | 76.0 | 416.5 | **492.5** |
| LOS: | C | A | **B** | B | A | **A** |
| LOS #: | 3.0 | 2.0 | | 2.0 | 1.7 | |
| Weighted Average LOS: | 0.5 | 1.7 | **2.1** | 0.3 | 1.4 | **1.7** |
| Capacity: | 2,411 | 2,355 | **4,766** | 4,000 | 4,888 | **8,888** |

| Summary Data for the Miguel Alemán Corridor | | | | | | |
|---|---|---|---|---|---|---|
| | Year 2000 | | | Year 2020 | | |
| | MX-2 | MX-54 | Total | MX-2 | MX-54 | Total |
| AADT: | 3,030 | 6,874 | **9,904** | 6,327 | 15,472 | **21,799** |
| Highway Length: | 14.6 | 156.2 | **170.8** | 14.6 | 156.2 | **170.8** |
| LOS: | C | B | **B** | B | A | **A** |
| LOS #: | 3.0 | 2.4 | | 2.0 | 1.8 | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **Weighted Average LOS:** | 0.3 | 2.2 | **2.4** | 0.2 | 1.7 | **1.8** |
| **Capacity:** | 2,800 | 2,800 | **5,600** | 6,000 | 6,360 | **12,360** |

**Summary Data for the Camargo Corridor**

| | Year 2000 | | | Year 2020 | | |
|---|---|---|---|---|---|---|
| | **MX-2** | **MX-SN** | **Total** | **MX-2** | **MX-SN** | **Total** |
| **AADT:** | 5,178 | 2,302 | **7,480** | 10,813 | 4,807 | **15,620** |
| **Highway Length:** | 52.1 | 65.0 | **117.1** | 52.1 | 65.0 | **117.1** |
| **LOS:** | B | C | **B** | A | A | **A** |
| **LOS #:** | 2.5 | 3.0 | | 1.5 | 1.0 | |
| **Weighted Average LOS:** | 1.1 | 1.7 | **2.8** | 0.7 | 0.6 | **1.2** |
| **Capacity:** | 2,800 | 2,800 | **5,600** | 5,064 | 6,000 | **11,064** |

**Summary Data for the Nuevo Progreso Corridor**

| | Year 2000 | | Year 2020 | |
|---|---|---|---|---|
| | **MX-2** | **Total** | **MX-2** | **Total** |
| **AADT:** | 8,290 | **8,290** | 20,147 | **20,147** |
| **Highway Length:** | 28.0 | **28.0** | 28.0 | **28.0** |
| **LOS:** | C | **C** | B | **B** |
| **LOS #:** | 3.4 | | 2.0 | |
| **Weighted Average LOS:** | 3.4 | **3.4** | 2.0 | **2.0** |
| **Capacity:** | 2,800 | **2,800** | 6,000 | **6,000** |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

**Table 7**
**Land Ports of Entry [POE] Crossing Data**

| Corridor ID[6] | A | B | C | D | E | F | G | H | I | J | K | L | M | N | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Total** |
| **Southbound POE Crossing Data for 2000**[1] | | | | | | | | | | | | | | | |
| Number trucks | 2,656 | 8,247 | 981,503 | 0 | 10,342 | 24,856 | 0 | 5,413 | 312,462 | 21,813 | 1,298 | 0 | 45,832 | 122,345 | 1,536,767 |
| Tons of goods | | | | | | | | | | | | | | | |
| Value [Millions $] moved by truck | | | | | | | | | | | | | | | |
| Number of passenger vehicles | 1,728,043 | 5,364,663 | 81,119 | 0 | 1,178,056 | 636,998 | 0 | 5,371,476 | 2,230,731 | 1,114,920 | 2,324,118 | 2,555,000 | 702,291 | 1,823,702 | 25,111,117 |
| Number of buses | 284 | 38,180 | 130 | 0 | 3,464 | 97 | 0 | 24,686 | 4,703 | 390 | 744 | 0 | 5,697 | 69,301 | 147,676 |
| Number passenger vehicles & buses | | | | | | | | | | | | | | | 25,258,793 |
| Number of rail cars[2] | 250,069 | | | | | | | | | | | 89,623 | | | X |
| Volume of tons moved by rail[2] | 20,005,520 | | | | | | | | | | | 8,066,070 | | | X |
| Number of TEUs moved by rail | | | | | | | | | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | | | | | | | | | X |
| **Southbound POE Crossing Data for 2020**[3] | | | | | | | | | | | | | | | |
| Number trucks | | | | | | | | | | | | | | | 2,775,555 |
| Tons of goods | | | | | | | | | | | | | | | |
| Value [Millions $] moved by truck | | | | | | | | | | | | | | | |
| Number of passenger vehicles | | | | | | | | | | | | | | | |
| Number of buses | | | | | | | | | | | | | | | |

| Corridor ID[6] | A | B | C | D | E | F | G | H | I | J | K | L | M | N | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Southbound POE Crossing Data for 2020[3]** | | | | | | | | | | | | | | | |
| Number passenger vehicles & buses | | | | | | | | | | | | | | | 62,692,324 |
| Number of rail cars | 451,650 | | | | | | | | | | | 161,868 | | | X |
| Volume of tons moved by rail | 36,131,970 | | | | | | | | | | | 14,568,129 | | | X |
| Number of TEUs moved by rail | | | | | | | | | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | | | | | | | | | X |
| **Percent Change in POE Data: 2000 to 2020** | | | | | | | | | | | | | | | |
| Number trucks[4] | | | | | | | | | | | | | | | 80.6% |
| Tons of goods | | | | | | | | | | | | | | | |
| Value [Millions $] moved by truck | | | | | | | | | | | | | | | |
| Number of passenger vehicles | | | | | | | | | | | | | | | X |
| Number of buses | | | | | | | | | | | | | | | X |
| Number passenger vehicles & buses[5] | | | | | | | | | | | | | | | 148.2% |
| Number of rail cars | 80.6% | | | | | | | | | | | 80.6% | | | X |
| Volume of tons moved by rail | 80.6% | | | | | | | | | | | 80.6% | | | X |
| Number of TEUs moved by rail | | | | | | | | | | | | | | | X |
| Value [Millions $] moved by rail | | | | | | | | | | | | | | | X |

**Notes:**

Number of trucks = southbound trucks that cross the Mexico-US border

Tons of goods = carried by southbound trucks that cross the Mexico-US border.

Value [Millions $] moved by truck = value of goods moved by southbound trucks that cross the Mexico-US border.

Number of passenger vehicles = southbound passenger vehicles that cross the Mexico-US border.

Number of buses = southbound buses that cross the Mexico-US border.

Number passenger vehicles & buses = sum of southbound passenger vehicles and buses that cross the Mexico-US border.

Number of rail cars = southbound rail cars that cross the Mexico-US border.

Volume of tons moved by rail = transported by southbound rail cars that cross the Mexico-US border.

Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are southbound and cross the Mexico-US border.

Value [Millions $] moved by rail = value of goods transported by southbound rail cars that cross the Mexico-US border.
Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee representative. This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

**Sources:**

[1] From the Tamaulipas BINS Technical Committee representative.

[2] Derived my multiplying the 2000 data by the appropriate growth rate.

[3] Rail data in Nuevo Laredo cross at the rail bridge that is located west of Nuevo Laredo I. For this study, the rail data are assigned to the Nuevo Laredo I POE.

[4] Based on a 3.0% compound annual growth rate provided by the Mexican Secretariat of Communications and Transportation.

[5] This growth rate is from the growth rate in AADT for the first segment of the five highways that are directly connected to the five land POE. Together, the five highways AADT increases 33,488 between 2000 and 2020 - a 148.2% increase.

[6] Corridor ID translates as follows
A Nuevo Laredo
B Comercio Mundial [Laredo]
C Nueva Cd. Guerrero
D Miguel Alemán
E Camargo
F Gustavo Díaz Ordaz
G Puente Reynosa
H Puente Nuevo Amanecer [Reynosa]
I Nuevo Progreso
J Puerto MX- Puente Nuevo [Matamoros]
K Puente Viejo [Matamoros]
L Los Indios-Puente Lucio Blanco [Matamoros]
M Los Tomates-Puente General [Matamoros]

**Table 8**
**Airport Data**

| | Nuevo Laredo | Reynosa | Matamoros | Total |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | **Yes** | **Yes** | **Yes** | |
| **Designated as an International POE?** | **Yes** | **Yes** | **Yes** | |
| **Historical Data for 2000** | | | | |
| Longest runway length, in meters | 2,000 | | 2,300 | 2,300 |
| Tons of goods exported & imported | 1,022,608 | | 10,157 | 1,032,765 |
| Airport served by railroad facility? | No | No | No | X |
| If yes, name of railroad | | | | X |
| On-land movement of air freight | X | X | X | X |
| Share of goods moved by truck | | | | X |
| Share of goods moved by railroad | | | | X |
| **Projections for 2020** | | | | |
| Longest runway length | | | | |
| Date becomes operational | | | | X |
| Tons of goods exported & imported | 1,675,662 | | 16,643 | 1,692,305 |
| Airport served by railroad facility? | No | No | No | X |
| If yes, name of railroad | | | | X |
| On-land movement of air freight | X | X | X | X |
| Share of goods moved by truck | | | | |
| Share of goods moved by railroad | | | | |
| **Percent Change: 2000 to 2020** | | | | |
| Longest runway length | | | | |
| Tons of goods exported & imported | | | | 63.9% |

**Source:** Tamaulipas BINS Technical Committee representative.

**Table 9**
**Maritime Port Data**

| | Port at El Mezquital | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | **Yes** | | | |
| **Designated as an International POE?** | **Yes** | | | |
| | **2000** | **2020** | **Changes 2000 to 2020** | |
| | | | **Absolute** | **Percent** |
| Main Channel Depth, in meters | 4.0 | 12.0 | 8.0 | 200.0% |
| Total tons of goods exported & imported[1] | 6,000 | 5,000,000 | 4,994,000 | 83233.3% |
| Total number TEUs exported & imported | | | | |
| Maritime ports served by railroad facility? | No | Yes | | |
| If yes, name of railroad | | | | |
| On-land movement of air freight | | | | |
| Share of goods moved by truck | | 60.0% | | |
| Share of goods moved by railroad | | 40.0% | | |

**Notes:**

[1] metric tons

Puerto de Altamira and Puerto de Tampico are not located within 100 km of the Mexico-US border.

**Sources:** Tamaulipas BINS Technical Committee representative.

**Map 1**
**Tamaulipas Border Area**

## TAMAULIPAS HIGHWAY SUMMARY

## Methodology For Calculating Corridor Averages for Average Annual Daily Traffic [AADT], Level of Service [LOS], and Peak Hour Traffic Carrying Capacity

Corridor totals for highways are obtained for highway length, AADT, LOS and Peak Hour Traffic Carrying Capacity. The corridor total for each of these indicators is obtained by adding the data for each of the highways assigned to the corridor. The State BINS Technical Committee representative assigned the highways to the corridors. Each of the compilations for each of the indicators is now reviewed.

**Highway Length—**the length of each highway within the 100 km limit. The length is obtained for each highway by subtracting the beginning mile marker, from the last mile marker. If segments are omitted, those segments and their data are omitted from the highway total. The highway length for the entire corridor is obtained by summing the highway length for each highway in the corridor.

**Weighted Average—**an average in which each of the observations is multiplied [or "weighted"] by a factor before calculations. In addition, these weights sum to unity or one [1]. Weighted averages are used so that short and long segments of roadway are counted proportionately in calculating the average for the entire highway.

**Average Annual Daily Traffic—**the weighted average AADT for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the AADT for that segment to obtain the weighted AADT for the segment. Step 3: The weighted AADT for all the segments are summed to obtain the weighted average AADT for the highway. The weighted average AADT for all the highways in the corridor are then summed to obtain the Corridor Total AADT.

**Level of Service—**the weighted average LOS for each highway is calculated in the same manner as that used for AADT. A major difference is that LOS is provided in the letters A, B, C, D, E, F0, F1, F2 and F3. These letters are converted to numbers using the following system, A=1, B=2, C=3, D=4, E=5, F0=6, F1=7, F2=8, and F3=9. After the conversions the following steps are used to calculate LOS for each highway. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the LOS number for that segment to obtain the weighted LOS number for the segment. Step 3: The weighted LOS number for all the segments are summed to obtain the weighted average LOS for the highway. The weighted average LOS number for all the highways in the corridor are then summed to obtain the Corridor Total LOS.

**Peak Hour Traffic Carrying Capacity [PCAP]—**the weighted average PCAP for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the PCAP for that segment to obtain the weighted PCAP for the segment. Step 3: The weighted PCAP for all the segments are summed to obtain the weighted average PCAP for the highway. The weighted average PCAP for all the highways in the corridor are then summed to obtain the Corridor Total PCAP.

**Table 9**
**Highway Data Compiled Into Corridor Form**
**Used in Table 5 of Corridor Evaluation for Tamaulipas**
**Segment Length is the Basis for Estimating the Weighted Average for AADT, LOS and Capacity**

**Summary Data for the Reynosa Corridor**

| | Calendar Year 2000 | | | | Calendar Year 2020 | | | |
|---|---|---|---|---|---|---|---|---|
| | MX-2 | MX-40 | MX-97 | Total | MX-2 | MX-40 | MX-97 | Total |
| AADT: | 11,327 | 9,972 | 3,072 | **24,372** | 26,232 | 31,623 | 9,100 | **66,955** |
| Highway Length: | 66.7 | 225.0 | 115.1 | **406.8** | 66.7 | 225.0 | 115.1 | **406.8** |
| LOS: | B | B | B | **B** | A | A | A | **A** |
| LOS #: | 2.3 | 2.8 | 2.0 | | 1.5 | 1.4 | 1.0 | |
| Weighted Average LOS: | 0.4 | 1.5 | 0.6 | **2.5** | 0.3 | 0.8 | 0.3 | **1.3** |
| Capacity: | 3,358 | 4,000 | 2,800 | **10,158** | 6,930 | 7,500 | 8,000 | **22,430** |

**Summary Data for the Nuevo Laredo Corridor**

| | Calendar Year 2000 | | | Calendar Year 2020 | | |
|---|---|---|---|---|---|---|
| | MX-2 | MX-85 | Total | MX-2 | MX-85 | Total |
| AADT: | 1,558 | 7,297 | **8,855** | 3,254 | 14,745 | **17,999** |
| Highway Length: | 118.7 | 228.0 | **346.7** | 118.7 | 228.0 | **346.7** |
| LOS: | B | B | **B** | B | A | **A** |
| LOS #: | 2.0 | 2.3 | | 2.0 | 1.5 | |
| Weighted Average LOS: | 0.7 | 1.5 | **2.2** | 0.7 | 1.0 | **1.7** |
| Capacity: | 2,800 | 3,181 | **5,981** | 4,000 | 6,905 | **10,905** |

**Summary Data for the Matamoros Corridor**

| | Calendar Year 2000 | | | Calendar Year 2020 | | |
|---|---|---|---|---|---|---|
| | MX-2 | MX-180 | Total | MX-2 | MX-180 | Total |
| AADT: | 6,877 | 3,761 | **10,638** | 15,319 | 7,484 | **22,803** |
| Highway Length: | 76.0 | 416.5 | **492.5** | 76.0 | 416.5 | **492.5** |
| LOS: | C | A | **B** | B | A | **A** |
| LOS #: | 3.0 | 2.0 | | 2.0 | 1.7 | |
| Weighted Average LOS: | 0.5 | 1.7 | **2.1** | 0.3 | 1.4 | **1.7** |
| Capacity: | 2,411 | 2,355 | **4,766** | 4,000 | 4,888 | **8,888** |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

## Highway Data Compiled Into Corridor Form
## Used in Table 5 of Corridor Evaluation for Tamaulipas
### Segment Length is the Basis for Estimating the Weighted Average for AADT, LOS and Capacity

**Summary Data for the Miguel Alemán Corridor**

| | Calendar Year 2000 | | | Calendar Year 2020 | | |
|---|---|---|---|---|---|---|
| | **MX-2** | **MX-54** | **Total** | **MX-2** | **MX-54** | **Total** |
| **AADT:** | 3,030 | 6,874 | **9,904** | 6,327 | 15,472 | **21,799** |
| **Highway Length:** | 14.6 | 156.2 | **170.8** | 14.6 | 156.2 | **170.8** |
| **LOS:** | C | B | **B** | B | A | **A** |
| **LOS #:** | 3 | 2 | | 2 | 2 | |
| **Weighted Average LOS:** | 0.3 | 2.2 | **2.4** | 0.2 | 1.7 | **1.8** |
| **Capacity:** | 2,800 | 2,800 | **5,600** | 6,000 | 6,360 | **12,360** |

**Summary Data for the Camargo Corridor**

| | Calendar Year 2000 | | | Calendar Year 2020 | | |
|---|---|---|---|---|---|---|
| | **MX-2** | **MX-S.N.** | **Total** | **MX-2** | **MX-S.N.** | **Total** |
| **AADT:** | 5,178 | 2,302 | **7,480** | 10,813 | 4,807 | **15,620** |
| **Highway Length:** | 52.1 | 65.0 | **117.1** | 52.1 | 65.0 | **117.1** |
| **LOS:** | B | C | **B** | A | A | **A** |
| **LOS #:** | 2 | 3 | | 1 | 1 | |
| **Weighted Average LOS:** | 1.1 | 1.7 | **2.8** | 0.7 | 0.6 | **1.2** |
| **Capacity:** | 2,800 | 2,800 | **5,600** | 5,064 | 6,000 | **11,064** |

**Summary Data for the Nuevo Progreso Corridor**

| | Calendar Year 2000 | | Calendar Year 2020 | |
|---|---|---|---|---|
| | **MX-2** | **Total** | **MX-2** | **Total** |
| **AADT:** | 8,290 | **8,290** | 20,147 | **20,147** |
| **Highway Length:** | 28.0 | **28.0** | 28.0 | **28.0** |
| **LOS:** | C | **C** | B | **B** |
| **LOS #:** | 3 | | 2 | |
| **Weighted Average LOS:** | 3.4 | **3.4** | 2.0 | **2.0** |
| **Capacity:** | 2,800 | **2,800** | 6,000 | **6,000** |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

## First Segment Growth Rates

| | Average Annual Daily Traffic 2000 | 2020 | Change | Percent Change | Port(s) of Entry to which the Highway is Connected |
|---|---|---|---|---|---|
| **Segment 1 of Highways Directly Connected to the Land Ports of Entry** | | | | | |
| MX-40 | 7,315 | 23,196 | 15,881 | 217.1% | Reynosa |
| MX-85 | 7,844 | 15,851 | 8,007 | 102.1% | Nuevo Laredo |
| MX-97 | 3,072 | 9,100 | 6,028 | 196.2% | Reynosa |
| MX-180 | 3,950 | 7,860 | 3,910 | 99.0% | Matamoros |
| MX-sin num. | 2,446 | 5,108 | 2,662 | 108.8% | Camargo |
| **Total:** | **24,627** | **61,115** | **36,488** | **148.2%** | |

**Notes:**

The AATD shown above is the value for the first segment of each of the highways for calendar year 2000 and projections for 2020. The change is the difference between the two numbers, and the percent change is calculated by dividing the difference by the AADT for calendar year 2000.

All of these highways are directly connected to the Land Ports of Entry, and the Mexico-US border.

The total growth rate of 148.2% is the growth rate that is used to calculate the 2020 border crossings of passenger vehicles and buses.

**Source:**

Tamaulipas BINS Technical Committee representative

## The Matamoros Corridor: Calendar Year 2000 Data

| | MX-2 | | | | | | | MX-180 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg- ment # | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | 0.000 | 37.000 | 37.000 | 4,512 | C | 3 | 2,000 | 0.000 | 26.000 | 26.000 | 4,887 | A | 1 | 2,800 |
| 2 | 37.000 | 76.000 | 39.000 | 9,121 | C | 3 | 2,800 | 26.000 | 59.000 | 33.000 | 4,121 | A | 1 | 2,800 |
| 3 | | | | | | | | 59.000 | 81.000 | 22.000 | 3,965 | B | 2 | 2,800 |
| 4 | | | | | | | | 81.000 | 112.000 | 31.000 | 6,215 | B | 2 | 2,800 |
| 5 | | | | | | | | 112.000 | 139.000 | 27.000 | 6,317 | B | 2 | 2,800 |
| 6 | | | | | | | | 139.000 | 185.000 | 46.000 | 4,977 | C | 3 | 2,800 |
| 7 | | | | | | | | 185.000 | 271.000 | 86.000 | 2,400 | B | 2 | 2,000 |
| 8 | | | | | | | | 271.000 | 300.250 | 29.250 | 2,275 | B | 2 | 2,000 |
| 9 | | | | | | | | 300.250 | 347.500 | 47.250 | 2,415 | B | 2 | 2,000 |
| 10 | | | | | | | | 347.500 | 380.500 | 33.000 | 2,872 | B | 2 | 2,000 |
| 11 | | | | | | | | 380.500 | 416.500 | 36.000 | 3,950 | B | 2 | 2,000 |
| | | **Sum** | **76.000** | **13,633** | | **6** | **4,800** | | **Sum** | **416.500** | **44,394** | | **21** | **26,800** |
| | | **Estimating the Weighted Averages for MX-2** | | | | | | | **Estimating the Weighted Averages for MX-180** | | | | | |
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | 48.7% | 2,197 | | 1.461 | 974 | | 1 | 6.2% | 305 | | 0.062 | 175 |
| | | 2 | 51.3% | 4,681 | | 1.539 | 1,437 | | 2 | 7.9% | 327 | | 0.079 | 222 |
| | | | | | | | | | 3 | 5.3% | 209 | | 0.106 | 148 |
| | | | | | | | | | 4 | 7.4% | 463 | | 0.149 | 208 |
| | | | | | | | | | 5 | 6.5% | 410 | | 0.130 | 182 |
| | | | | | | | | | 6 | 11.0% | 550 | | 0.331 | 309 |
| | | | | | | | | | 7 | 20.6% | 496 | | 0.413 | 413 |
| | | | | | | | | | 8 | 7.0% | 160 | | 0.140 | 140 |
| | | | | | | | | | 9 | 11.3% | 274 | | 0.227 | 227 |
| | | | | | | | | | 10 | 7.9% | 228 | | 0.158 | 158 |
| | | | | | | | | | 11 | 8.6% | 341 | | 0.173 | 173 |
| | | **Sum** | **100.0%** | **6,877** | **C** | **3.000** | **2,411** | | **Sum** | **100.0%** | **3,761** | **A** | **1.969** | **2,355** |
| | | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | | |
| | **Source:** | Tamaulipas BINS Technical Committee representative | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **The Matamoros Corridor: Calendar Year 2020 Data** | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | **MX-2** | | | | | | | **MX-180** | | | | | | |
| | | | | | | | | | | | | | | |
| | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | |
| | **Serves an International POE?** | | | | **Y** | | | **Serves an International POE?** | | | | **Y** | | |
| | | | | | | | | | | | | | | |
| **Seg-ment #** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** |
| 1 | 0.000 | 37.000 | 37.000 | 8,102 | B | 2 | 4,000 | 0.000 | 26.000 | 26.000 | 9,724 | A | 1 | 6,000 |
| 2 | 37.000 | 76.000 | 39.000 | 22,166 | B | 2 | 4,000 | 26.000 | 59.000 | 33.000 | 8,200 | A | 1 | 6,000 |
| 3 | | | | | | | | 59.000 | 81.000 | 22.000 | 7,890 | A | 1 | 6,000 |
| 4 | | | | | | | | 81.000 | 112.000 | 31.000 | 12,367 | A | 1 | 6,000 |
| 5 | | | | | | | | 112.000 | 139.000 | 27.000 | 12,569 | A | 1 | 6,000 |
| 6 | | | | | | | | 139.000 | 185.000 | 46.000 | 9,903 | B | 2 | 6,000 |
| 7 | | | | | | | | 185.000 | 271.000 | 86.000 | 4,775 | B | 2 | 4,000 |
| 8 | | | | | | | | 271.000 | 300.250 | 29.250 | 4,527 | B | 2 | 4,000 |
| 9 | | | | | | | | 300.250 | 347.500 | 47.250 | 4,805 | B | 2 | 4,000 |
| 10 | | | | | | | | 347.500 | 380.500 | 33.000 | 5,715 | B | 2 | 4,000 |
| 11 | | | | | | | | 380.500 | 416.500 | 36.000 | 7,860 | B | 2 | 4,000 |
| | | **Sum** | **76.000** | **30,268** | | **4** | **8,000** | | **Sum** | **416.500** | **88,335** | | **17** | **56,000** |
| | | | | | | | | | | | | | | |
| | | **Estimating the Weighted Averages for MX-2** | | | | | | | **Estimating the Weighted Averages for MX-180** | | | | | |
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | 48.7% | 3,944 | | 0.974 | 1,947 | | 1 | 6.2% | 607 | | 0.062 | 375 |
| | | 2 | 51.3% | 11,375 | | 1.026 | 2,053 | | 2 | 7.9% | 650 | | 0.079 | 475 |
| | | | | | | | | | 3 | 5.3% | 417 | | 0.053 | 317 |
| | | | | | | | | | 4 | 7.4% | 920 | | 0.074 | 447 |
| | | | | | | | | | 5 | 6.5% | 815 | | 0.065 | 389 |
| | | | | | | | | | 6 | 11.0% | 1,094 | | 0.221 | 663 |
| | | | | | | | | | 7 | 20.6% | 986 | | 0.413 | 826 |
| | | | | | | | | | 8 | 7.0% | 318 | | 0.140 | 281 |
| | | | | | | | | | 9 | 11.3% | 545 | | 0.227 | 454 |
| | | | | | | | | | 10 | 7.9% | 453 | | 0.158 | 317 |
| | | | | | | | | | 11 | 8.6% | 679 | | 0.173 | 346 |
| | | **Sum** | **100.0%** | **15,319** | **B** | **2.000** | **4,000** | | **Sum** | **100.0%** | **7,484** | **A** | **1.666** | **4,888** |
| | | | | | | | | | | | | | | |
| | | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| | **Source:** | Tamaulipas BINS Technical Committee representative | | | | | | | | | | | | |

## The Nuevo Progreso Corridor

| | MX-2 for Calendar Year 2000 | | | | | | | MX-2 for Calendar Year 2020 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg-ment # | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | |
| 3 | 76.000 | 94.000 | 18.000 | 7,189 | C | 3 | 2,800 | 76.000 | 94.000 | 18.000 | 17,471 | B | 2 | 6,000 |
| 4 | 94.000 | 104.000 | 10.000 | 10,272 | D | 4 | 2,800 | 94.000 | 104.000 | 10.000 | 24,964 | B | 2 | 6,000 |
| | | **Sum** | **28.000** | **17,461** | | **7** | **5,600** | | **Sum** | **28.000** | **42,435** | | **4** | **12,000** |

### Estimating the Weighted Averages for MX-2

| Calendar Year 2000 | | | | | | Calendar Year 2020 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Segment | Weight | AADT | Level of Service | | Capacity | Segment | Weight | AADT | Level of Service | | Capacity |
| 1 | | | | | | 1 | | | | | |
| 2 | | | | | | 2 | | | | | |
| 3 | 64.3% | 4,622 | | 1.929 | 1,800 | 3 | 64.3% | 11,231 | | 1.286 | 3,857 |
| 4 | 35.7% | 3,669 | | 1.429 | 1,000 | 4 | 35.7% | 8,916 | | 0.714 | 2,143 |
| **Sum** | **100.0%** | **8,290** | **C** | **3.357** | **2,800** | **Sum** | **100.0%** | **20,147** | **B** | **2.000** | **6,000** |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

**Source:** Tamaulipas BINS Technical Committee representative

## The Reynosa Corridor: Calendar Year 2000 Data

| | MX-2 | | | | | | | MX-40 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg-ment # | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | | | | | | | | 0.000 | 19.100 | 19.100 | 23,285 | B | 2 | 4,000 |
| 2 | | | | | | | | 19.100 | 33.000 | 13.900 | 21,741 | E | 5 | 4,000 |
| 3 | | | | | | | | 33.000 | 68.780 | 35.780 | 11,414 | D | 4 | 4,000 |
| 4 | | | | | | | | 68.780 | 86.400 | 17.620 | 6,718 | C | 3 | 4,000 |
| 5 | 104.000 | 122.650 | 18.650 | 15,765 | A | 1 | 4,000 | 86.400 | 113.000 | 26.600 | 6,660 | C | 3 | 4,000 |
| 6 | 122.650 | 135.000 | 12.350 | 16,897 | B | 2 | 4,000 | 113.000 | 125.000 | 12.000 | 7,010 | C | 3 | 4,000 |
| 7 | 135.000 | 170.680 | 35.680 | 7,080 | C | 3 | 2,800 | 125.000 | 161.900 | 36.900 | 6,980 | D | 4 | 4,000 |
| 8 | | | | | | | | 161.900 | 192.000 | 30.100 | 6,972 | A | 1 | 4,000 |
| 9 | | | | | | | | 192.000 | 225.000 | 33.000 | 7,315 | A | 1 | 4,000 |
| | | **Sum** | **66.680** | **39,742** | | **6** | **10,800** | | **Sum** | **225.000** | **98,095** | | **26** | **36,000** |

| Estimating the Weighted Averages for MX10 | | | | | | Estimating the Weighted Averages for MX-40 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| 1 | | | | | | 1 | 8.5% | 1,977 | | 0.170 | 340 |
| 2 | | | | | | 2 | 6.2% | 1,343 | | 0.309 | 247 |
| 3 | | | | | | 3 | 15.9% | 1,815 | | 0.636 | 636 |
| 4 | | | | | | 4 | 7.8% | 526 | | 0.235 | 313 |
| 5 | 28.0% | 4,409 | | 0.280 | 1,119 | 5 | 11.8% | 787 | | 0.355 | 473 |
| 6 | 18.5% | 3,130 | | 0.370 | 741 | 6 | 5.3% | 374 | | 0.160 | 213 |
| 7 | 53.5% | 3,788 | | 1.605 | 1,498 | 7 | 16.4% | 1,145 | | 0.656 | 656 |
| | | | | | | 8 | 13.4% | 933 | | 0.134 | 535 |
| | | | | | | 9 | 14.7% | 1,073 | | 0.147 | 587 |
| **Sum** | **100.0%** | **11,327** | **B** | **2.255** | **3,358** | **Sum** | **100.0%** | **9,972** | **B** | **2.801** | **4,000** |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

**Source:** Tamaulipas BINS Technical Committee representative

## The Reynosa Corridor: Calendar Year 2000 Data

### MX-97

**Within 100 km of the US-Mexico Border?** Y

**Serves an International POE?** Y

| Seg-ment # | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
|---|---|---|---|---|---|---|---|
| 1 | 0.000 | 115.100 | 115.100 | 3,072 | B | 2 | 2,800 |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| | | **Sum** | **115.100** | **3,072** | | **2** | **2,800** |

### Estimating the Weighted Averages for MX-97

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 100.0% | 3,072 | | 2.000 | 2,800 |
| **Sum** | **100.0%** | **3,072** | **B** | **2.000** | **2,800** |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

**Source:** Tamaulipas BINS Technical Committee representative

## The Reynosa Corridor: Calendar Year 2020 Data

| | MX-2 | | | | | | | MX-40 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg-ment # | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | | | | | | | | 0.000 | 19.100 | 19.100 | 73,837 | A | 1 | 8,000 |
| 2 | | | | | | | | 19.100 | 33.000 | 13.900 | 68,941 | A | 1 | 8,000 |
| 3 | | | | | | | | 33.000 | 68.780 | 35.780 | 36,194 | A | 1 | 8,000 |
| 4 | | | | | | | | 68.780 | 86.400 | 17.620 | 21,303 | B | 2 | 6,000 |
| 5 | 104.000 | 122.650 | 18.650 | 38,313 | A | 1 | 8,000 | 86.400 | 113.000 | 26.600 | 21,119 | B | 2 | 6,000 |
| 6 | 122.650 | 135.000 | 12.350 | 41,064 | A | 1 | 8,000 | 113.000 | 125.000 | 12.000 | 22,229 | B | 2 | 6,000 |
| 7 | 135.000 | 170.680 | 35.680 | 14,784 | B | 2 | 6,000 | 125.000 | 161.900 | 36.900 | 22,134 | B | 2 | 8,000 |
| 8 | | | | | | | | 161.900 | 192.000 | 30.100 | 22,108 | A | 1 | 8,000 |
| 9 | | | | | | | | 192.000 | 225.000 | 33.000 | 23,196 | A | 1 | 8,000 |
| | | **Sum** | **66.680** | **94,161** | | **4** | **22,000** | | **Sum** | **225.000** | **311,061** | | **13** | **66,000** |

| | | Estimating the Weighted Averages for MX-2 | | | | | | | Estimating the Weighted Averages for MX-40 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | | | | | | | 1 | 8.5% | 6,268 | | 0.085 | 679 |
| | | 2 | | | | | | | 2 | 6.2% | 4,259 | | 0.062 | 494 |
| | | 3 | | | | | | | 3 | 15.9% | 5,756 | | 0.159 | 1,272 |
| | | 4 | | | | | | | 4 | 7.8% | 1,668 | | 0.157 | 470 |
| | | 5 | 28.0% | 10,716 | | 0.280 | 2,238 | | 5 | 11.8% | 2,497 | | 0.236 | 709 |
| | | 6 | 18.5% | 7,606 | | 0.185 | 1,482 | | 6 | 5.3% | 1,186 | | 0.107 | 320 |
| | | 7 | 53.5% | 7,911 | | 1.070 | 3,211 | | 7 | 16.4% | 3,630 | | 0.328 | 1,312 |
| | | | | | | | | | 8 | 13.4% | 2,958 | | 0.134 | 1,070 |
| | | | | | | | | | 9 | 14.7% | 3,402 | | 0.147 | 1,173 |
| | | **Sum** | **100.0%** | **26,232** | **A** | **1.535** | **6,930** | | **Sum** | **100.0%** | **31,623** | **A** | **1.414** | **7,500** |
| | | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | | |
| | **Source:** | Tamaulipas BINS Technical Committee representative | | | | | | | | | | | | |

## The Reynosa Corridor: Calendar Year 2020 Data

### MX-97

**Within 100 km of the US-Mexico Border?** Y

**Serves an International POE?** Y

| Seg-ment # | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
|---|---|---|---|---|---|---|---|
| 1 | 0.000 | 115.100 | 115.100 | 9,100 | A | 1 | 8,000 |
| 2 | | | | | | | |
| 3 | | | | | | | |
| 4 | | | | | | | |
| 5 | | | | | | | |
| 6 | | | | | | | |
| 7 | | | | | | | |
| 8 | | | | | | | |
| 9 | | | | | | | |
| | | **Sum** | **115.100** | **9,100** | | **1** | **8,000** |

### Estimating the Weighted Averages for MX-97

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 100.0% | 9,100 | | 1.000 | 8,000 |
| **Sum** | **100.0%** | **9,100** | **A** | **1.000** | **8,000** |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

**Source:** Tamaulipas BINS Technical Committee representative

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **The Camargo Corridor: Calendar Year 2000 Data** | | | | | | | | | | | | | |
| | **MX-2** | | | | | | | **MX-sin num.** | | | | | | |
| | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | |
| | **Serves an International POE?** | | | | **Y** | | | **Serves an International POE?** | | | | **Y** | | |
| **Seg-ment #** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** |
| 1 | | | | | | | | 0.000 | 30.000 | 30.000 | 2,277 | C | 3 | 2,800 |
| 2 | | | | | | | | 30.000 | 40.000 | 10.000 | 2,016 | C | 3 | 2,800 |
| 3 | | | | | | | | 40.000 | 65.000 | 25.000 | 2,446 | C | 3 | 2,800 |
| 4 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | 170.680 | 198.400 | 27.720 | 4,268 | B | 2 | 2,800 | | | | | | | |
| 9 | 198.400 | 222.770 | 24.370 | 6,214 | C | 3 | 2,800 | | | | | | | |
| | | **Sum** | **52.090** | **10,482** | | **5** | **5,600** | | **Sum** | **65.000** | **6,739** | | **9** | **8,400** |
| | | **Estimating the Weighted Averages for MX-2** | | | | | | | **Estimating the Weighted Averages for MX-sin num.** | | | | | |
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | | | | | | | 1 | 46.2% | 1,051 | | 1.385 | 1,292 |
| | | 2 | | | | | | | 2 | 15.4% | 310 | | 0.462 | 431 |
| | | 3 | | | | | | | 3 | 38.5% | 941 | | 1.154 | 1,077 |
| | | 4 | | | | | | | | | | | | |
| | | 5 | | | | | | | | | | | | |
| | | 6 | | | | | | | | | | | | |
| | | 7 | | | | | | | | | | | | |
| | | 8 | 53.2% | 2,271 | | 1.064 | 1,490 | | | | | | | |
| | | 9 | 46.8% | 2,907 | | 1.404 | 1,310 | | | | | | | |
| | | **Sum** | **100.0%** | **5,178** | **B** | **2.468** | **2,800** | | **Sum** | **100.0%** | **2,302** | **C** | **3.000** | **2,800** |
| | | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | | |
| | **Source:** | Tamaulipas BINS Technical Committee representative | | | | | | | | | | | | |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **The Camargo Corridor: Calendar Year 2020 Data** | | | | | | | | | | | | | |
| | **MX-2** | | | | | | | **MX-sin num.** | | | | | | |
| | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | |
| | **Serves an International POE?** | | | | **Y** | | | **Serves an International POE?** | | | | **Y** | | |
| **Seg-ment #** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** |
| 1 | | | | | | | | 0.000 | 30.000 | 30.000 | 4,755 | A | 1 | 6,000 |
| 2 | | | | | | | | 30.000 | 40.000 | 10.000 | 4,210 | A | 1 | 6,000 |
| 3 | | | | | | | | 40.000 | 65.000 | 25.000 | 5,108 | A | 1 | 6,000 |
| 4 | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 | 170.680 | 198.400 | 27.720 | 8,912 | A | 1 | 6,000 | | | | | | | |
| 9 | 198.400 | 222.770 | 24.370 | 12,976 | B | 2 | 4,000 | | | | | | | |
| | | **Sum** | **52.090** | **21,888** | | **3** | **10,000** | | **Sum** | **65.000** | **14,073** | | **3** | **18,000** |
| | | **Estimating the Weighted Averages for MX-2** | | | | | | | **Estimating the Weighted Averages for MX-sin num.** | | | | | |
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | | | | | | | 1 | 46.2% | 2,195 | | 0.462 | 2,769 |
| | | 2 | | | | | | | 2 | 15.4% | 648 | | 0.154 | 923 |
| | | 3 | | | | | | | 3 | 38.5% | 1,965 | | 0.385 | 2,308 |
| | | 4 | | | | | | | 4 | | | | | |
| | | 5 | | | | | | | 5 | | | | | |
| | | 6 | | | | | | | 6 | | | | | |
| | | 7 | | | | | | | 7 | | | | | |
| | | 8 | 53.2% | 4,743 | | 0.532 | 3,193 | | 8 | | | | | |
| | | 9 | 46.8% | 6,071 | | 0.936 | 1,871 | | 9 | | | | | |
| | | | | | | | | | 10 | | | | | |
| | | **Sum** | **100.0%** | **10,813** | **A** | **1.468** | **5,064** | | **Sum** | **100.0%** | **4,807** | **A** | **1.000** | **6,000** |
| | | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | | |
| | **Source:** | Tamaulipas BINS Technical Committee representative | | | | | | | | | | | | |

## The Miguel Alemán Corridor: Calendar Year 2000 Data

| | MX-2 | | | | | | | MX-54 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| Seg-ment # | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | | | | | | | | 0.000 | 19.120 | 19.120 | 17,311 | B | 2 | 2,800 |
| 2 | | | | | | | | 19.120 | 21.300 | 2.180 | 17,355 | C | 3 | 2,800 |
| 3 | | | | | | | | 21.300 | 28.150 | 6.850 | 30,144 | C | 3 | 2,800 |
| 4 | | | | | | | | 28.150 | 38.100 | 9.950 | 5,694 | C | 3 | 2,800 |
| 5 | | | | | | | | 38.100 | 74.100 | 36.000 | 5,287 | C | 3 | 2,800 |
| 6 | | | | | | | | 74.100 | 95.950 | 21.850 | 2,742 | B | 2 | 2,800 |
| 7 | | | | | | | | 95.950 | 115.800 | 19.850 | 3,450 | B | 2 | 2,800 |
| 8 | | | | | | | | 115.800 | 132.800 | 17.000 | 3,080 | B | 2 | 2,800 |
| 9 | | | | | | | | 132.800 | 156.210 | 23.410 | 3,021 | B | 2 | 2,800 |
| 10 | 222.770 | 237.350 | 14.580 | 3,030 | C | 3 | 2,800 | | | | | | | |
| | | **Sum** | **14.580** | **3,030** | | **3** | **2,800** | | **Sum** | **156.210** | **88,084** | | **22** | **25,200** |

### Estimating the Weighted Averages for MX-2

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | 100.0% | 3,030 | | 3.000 | 2,800 |
| **Sum** | **100.0%** | **3,030** | **C** | **3.000** | **2,800** |

### Estimating the Weighted Averages for MX-54

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 12.2% | 2,119 | | 0.245 | 343 |
| 2 | 1.4% | 242 | | 0.042 | 39 |
| 3 | 4.4% | 1,322 | | 0.132 | 123 |
| 4 | 6.4% | 363 | | 0.191 | 178 |
| 5 | 23.0% | 1,218 | | 0.691 | 645 |
| 6 | 14.0% | 384 | | 0.280 | 392 |
| 7 | 12.7% | 438 | | 0.254 | 356 |
| 8 | 10.9% | 335 | | 0.218 | 305 |
| 9 | 15.0% | 453 | | 0.300 | 420 |
| **Sum** | **100.0%** | **6,874** | **B** | **2.352** | **2,800** |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

**Source:** Tamaulipas BINS Technical Committee representative

| The Miguel Alemán Corridor: Calendar Year 2020 Data | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | MX-2 | | | | | | | MX-54 | | | | | | |
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| **Seg-ment #** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **1 to 6** | **Peak Hr Traffic Capacity** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **1 to 6** | **Peak Hr Traffic Capacity** |
| 1 | | | | | | | | 0.000 | 19.120 | 19.120 | 38,965 | A | 1 | 8,000 |
| 2 | | | | | | | | 19.120 | 21.300 | 2.180 | 39,064 | A | 1 | 8,000 |
| 3 | | | | | | | | 21.300 | 28.150 | 6.850 | 67,850 | A | 1 | 8,000 |
| 4 | | | | | | | | 28.150 | 38.100 | 9.950 | 12,816 | B | 2 | 6,000 |
| 5 | | | | | | | | 38.100 | 74.100 | 36.000 | 11,900 | B | 2 | 6,000 |
| 6 | | | | | | | | 74.100 | 95.950 | 21.850 | 6,172 | B | 2 | 6,000 |
| 7 | | | | | | | | 95.950 | 115.800 | 19.850 | 7,766 | B | 2 | 6,000 |
| 8 | | | | | | | | 115.800 | 132.800 | 17.000 | 6,933 | B | 2 | 6,000 |
| 9 | | | | | | | | 132.800 | 156.210 | 23.410 | 6,800 | B | 2 | 6,000 |
| 10 | 222.770 | 237.350 | 14.580 | 6,327 | B | 2 | 6,000 | | | | | | | |
| | | **Sum** | **14.580** | **6,327** | | **2** | **6,000** | | **Sum** | **156.210** | **198,266** | | **15** | **60,000** |
| | | **Estimating the Weighted Averages for MX-2** | | | | | | | **Estimating the Weighted Averages for MX-54** | | | | | |
| | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** | | **Segment** | **Weight** | **AADT** | **Level of Service** | | **Capacity** |
| | | 1 | | | | | | | 1 | 12.2% | 4,769 | | 0.122 | 979 |
| | | 2 | | | | | | | 2 | 1.4% | 545 | | 0.014 | 112 |
| | | 3 | | | | | | | 3 | 4.4% | 2,975 | | 0.044 | 351 |
| | | 4 | | | | | | | 4 | 6.4% | 816 | | 0.127 | 382 |
| | | 5 | | | | | | | 5 | 23.0% | 2,742 | | 0.461 | 1,383 |
| | | 6 | | | | | | | 6 | 14.0% | 863 | | 0.280 | 839 |
| | | 7 | | | | | | | 7 | 12.7% | 987 | | 0.254 | 762 |
| | | 8 | | | | | | | 8 | 10.9% | 755 | | 0.218 | 653 |
| | | 9 | | | | | | | 9 | 15.0% | 1,019 | | 0.300 | 899 |
| | | 10 | 100.0% | 6,327 | | 2.000 | 6,000 | | | | | | | |
| | | **Sum** | **100.0%** | **6,327** | **B** | **2.000** | **6,000** | | **Sum** | **100.0%** | **15,472** | **A** | **1.820** | **6,360** |
| | | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | | |
| | **Source:** | Tamaulipas BINS Technical Committee representative | | | | | | | | | | | | |

| | The Nuevo Laredo Corridor: Calendar Year 2000 Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | |
| | MX-2 | | | | | | | MX-85 | | | | | | |
| | Within 100 km of the US-Mexico Border? | | | | Y | | | Within 100 km of the US-Mexico Border? | | | | Y | | |
| | Serves an International POE? | | | | Y | | | Serves an International POE? | | | | Y | | |
| | | | | | | | | | | | | | | |
| Seg-ment # | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity | Begin Post km | End Post km | Length km | Avg Ann Daily Traffic | Level of Service A to F | Level of Service 1 to 6 | Peak Hr Traffic Capacity |
| 1 | | | | | | | | 0.000 | 12.100 | 12.100 | 11,775 | A | 1 | 4,000 |
| 2 | | | | | | | | 12.100 | 16.000 | 3.900 | 8,390 | A | 1 | 4,000 |
| 3 | | | | | | | | 16.000 | 20.190 | 4.190 | 7,781 | A | 1 | 4,000 |
| 4 | | | | | | | | 20.190 | 32.000 | 11.810 | 6,602 | A | 1 | 4,000 |
| 5 | | | | | | | | 32.000 | 78.230 | 46.230 | 8,894 | D | 4 | 2,000 |
| 6 | | | | | | | | 78.230 | 98.900 | 20.670 | 6,324 | C | 3 | 2,800 |
| 7 | | | | | | | | 98.900 | 124.400 | 25.500 | 6,123 | C | 3 | 2,800 |
| 8 | | | | | | | | 124.400 | 156.800 | 32.400 | 4,457 | C | 3 | 2,800 |
| 9 | | | | | | | | 156.800 | 184.560 | 27.760 | 8,065 | A | 1 | 4,000 |
| 10 | | | | | | | | 184.560 | 205.900 | 21.340 | 6,475 | A | 1 | 4,000 |
| 11 | 237.350 | 257.670 | 20.320 | 2,865 | B | 2 | 2,800 | 205.900 | 228.000 | 22.100 | 7,844 | A | 1 | 4,000 |
| 12 | 257.670 | 340.500 | 82.830 | 969 | B | 2 | 2,800 | | | | | | | |
| 13 | 340.500 | 356.080 | 15.580 | 2,986 | B | 2 | 2,800 | | | | | | | |
| | | Sum | 118.730 | 6,820 | | 6 | 8,400 | | Sum | 228.000 | 82,730 | | 20 | 38,400 |
| | | | | | | | | | | | | | | |

| | The Nuevo Laredo Corridor: Calendar Year 2020 Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **MX-2** | | | | | | | **MX-85** | | | | | | |
| | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | | **Within 100 km of the US-Mexico Border?** | | | | **Y** | | |
| | **Serves an International POE?** | | | | **Y** | | | **Serves an International POE?** | | | | **Y** | | |
| **Seg-ment #** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** | **Begin Post km** | **End Post km** | **Length km** | **Avg Ann Daily Traffic** | **Level of Service A to F** | **Level of Service 1 to 6** | **Peak Hr Traffic Capacity** |
| 1 | | | | | | | | 0.000 | 12.100 | 12.100 | 23,795 | A | 1 | 8,000 |
| 2 | | | | | | | | 12.100 | 16.000 | 3.900 | 16,954 | A | 1 | 8,000 |
| 3 | | | | | | | | 16.000 | 20.190 | 4.190 | 15,724 | A | 1 | 8,000 |
| 4 | | | | | | | | 20.190 | 32.000 | 11.810 | 13,341 | A | 1 | 8,000 |
| 5 | | | | | | | | 32.000 | 78.230 | 46.230 | 17,973 | B | 2 | 6,000 |
| 6 | | | | | | | | 78.230 | 98.900 | 20.670 | 12,779 | B | 2 | 6,000 |
| 7 | | | | | | | | 98.900 | 124.400 | 25.500 | 12,373 | B | 2 | 6,000 |
| 8 | | | | | | | | 124.400 | 156.800 | 32.400 | 9,007 | B | 2 | 6,000 |
| 9 | | | | | | | | 156.800 | 184.560 | 27.760 | 16,298 | A | 1 | 8,000 |
| 10 | | | | | | | | 184.560 | 205.900 | 21.340 | 13,085 | A | 1 | 8,000 |
| 11 | 237.350 | 257.670 | 20.320 | 5,983 | B | 2 | 4,000 | 205.900 | 228.000 | 22.100 | 15,851 | A | 1 | 8,000 |
| 12 | 257.670 | 340.500 | 82.830 | 2,024 | B | 2 | 4,000 | | | | | | | |
| 13 | 340.500 | 356.080 | 15.580 | 6,235 | B | 2 | 4,000 | | | | | | | |
| | | **Sum** | **118.730** | **14,242** | | **6** | **12,000** | | **Sum** | **228.000** | **167,180** | | **15** | **80,000** |

## The Nuevo Laredo Corridor: Calendar Year 2000 Data

### Estimating the Weighted Averages for MX-2

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | | | | | |
| 3 | | | | | |
| 4 | | | | | |
| 5 | | | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | | | | | |
| 10 | | | | | |
| 11 | 17.1% | 490 | | 0.342 | 479 |
| 12 | 69.8% | 676 | | 1.395 | 1,953 |
| 13 | 13.1% | 392 | | 0.262 | 367 |
| **Sum** | **100.0%** | **1,558** | **B** | **2.000** | **2,800** |

### Estimating the Weighted Averages for MX-85

| Segment | Weight | AADT | Level of Service | | Capacity |
|---|---|---|---|---|---|
| 1 | 5.3% | 625 | | 0.053 | 212 |
| 2 | 1.7% | 144 | | 0.017 | 68 |
| 3 | 1.8% | 143 | | 0.018 | 74 |
| 4 | 5.2% | 342 | | 0.052 | 207 |
| 5 | 20.3% | 1,803 | | 0.811 | 406 |
| 6 | 9.1% | 573 | | 0.272 | 254 |
| 7 | 11.2% | 685 | | 0.336 | 313 |
| 8 | 14.2% | 633 | | 0.426 | 398 |
| 9 | 12.2% | 982 | | 0.122 | 487 |
| 10 | 9.4% | 606 | | 0.094 | 374 |
| 11 | 9.7% | 760 | | 0.097 | 388 |
| **Sum** | **100.0%** | **7,297** | **B** | **2.298** | **3,181** |

LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6

**Source:** Tamaulipas BINS Technical Committee representative

## The Nuevo Laredo Corridor: Calendar Year 2020 Data

| | Estimating the Weighted Averages for MX-2 | | | | | | | Estimating the Weighted Averages for MX-85 | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Segment | Weight | AADT | Level of Service | | Capacity | | Segment | Weight | AADT | Level of Service | | Capacity |
| | 1 | | | | | | | 1 | 5.3% | 1,263 | | 0.053 | 425 |
| | 2 | | | | | | | 2 | 1.7% | 290 | | 0.017 | 137 |
| | 3 | | | | | | | 3 | 1.8% | 289 | | 0.018 | 147 |
| | 4 | | | | | | | 4 | 5.2% | 691 | | 0.052 | 414 |
| | 5 | | | | | | | 5 | 20.3% | 3,644 | | 0.406 | 1,217 |
| | 6 | | | | | | | 6 | 9.1% | 1,159 | | 0.181 | 544 |
| | 7 | | | | | | | 7 | 11.2% | 1,384 | | 0.224 | 671 |
| | 8 | | | | | | | 8 | 14.2% | 1,280 | | 0.284 | 853 |
| | 9 | | | | | | | 9 | 12.2% | 1,984 | | 0.122 | 974 |
| | 10 | | | | | | | 10 | 9.4% | 1,225 | | 0.094 | 749 |
| | 11 | 17.1% | 1,024 | | 0.342 | 685 | | 11 | 9.7% | 1,536 | | 0.097 | 775 |
| | 12 | 69.8% | 1,412 | | 1.395 | 2,791 | | | | | | | |
| | 13 | 13.1% | 818 | | 0.262 | 525 | | | | | | | |
| | **Sum** | **100.0%** | **3,254** | **B** | **2.000** | **4,000** | | **Sum** | **100.0%** | **14,745** | **A** | **1.547** | **6,905** |
| | | | | | | | | | | | | | |
| | LOS coding: A = 1, B = 2, C = 3, D = 4, E = 5, F = 6 | | | | | | | | | | | | |
| **Source:** | Tamaulipas BINS Technical Committee representative | | | | | | | | | | | | |

**Level of Service Look Up Table**

| | LOS | Number |
|---|---|---|
| | A | 1 |
| | B | 2 |
| | C | 3 |
| | D | 4 |
| | E | 5 |
| | F | 6 |

**Note:** This table has two purposes:

1. The first purpose is to assign numbers to LOS letters. The LOS is provided by the State and is in the form of a letter, such as A, B, C, etc. These letters are converted to numbers using the following scheme: A=1, B=2, C=3, D=4, E=5, F=6

2. The second purpose is to convert average LOS calculations to letters. This occurs after the weighted average is computed for a highway and for a corridor. The letters associated with the ranges are the following:
   - A = 1.000 to 1.999
   - B = 2.000 to 2.999
   - C = 3.000 to 3.999
   - D = 4.000 to 4.999
   - E = 5.000 to 5.999
   - F = 6.000 to 6.999

# CORRIDOR EVALUATION
# TEXAS RESULTS AND DATA

Corridor evaluations are conducted to determine the corridors with the greater needs. This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the evaluation process, the computations are calculated in formulas contained in the spreadsheets that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. Historical Data – data for 16 indicators for the year 2000.

2. Change Data – a combination of actual changes for the 16 indicators from 2000 to 2020 and percent changes for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are one, and it has the highest need. Corridor A is listed second because its AADT is 157,000 [second highest], its evaluation results are two, and it has the second highest need. Corridor C is listed third because it has the lowest AADT [30,000], its evaluation results are three and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of one and represents the highest need.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of

[1] In some cases there will be fewer than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by two.

## GENERAL DESCRIPTION OF TEXAS' CORRIDORS

### Corridors

Texas has identified six corridors for the study and they are called the IH-10 Corridor, the IH-35 Corridor, the IH-69 Corridor, the U.S. 83 Corridor, the La Entrada al Pacifico Corridor and the Ports to Plains Corridor.

### Highways

The IH-10 Corridor is composed of five highways: I-10, I-110, US-62, US-85 & US Loop 375. The IH-35 Corridor is composed of three highways: I-35, US-90 and State Spur [SS] 20. The IH-69 Corridor is composed of four highways: US-59, US-77, US-281 and State-359 [S-359]. The U.S. 83 Corridor is composed of two highways: US-83 and SS-200/Business 83. The La Entrada Corridor is composed of one highway: US-67. The Ports to Plains Corridor is composed of three highways: US-57, US-83 and US-277. No data on Level of Service [LOS] or capacity is provided. Therefore, the level of current or future congestion on Texas highways cannot be established.

### Land Ports of Entry [POE]

The Texas BINS Technical Committee representative provided data on 26 POEs which include bridges, one dam, and one ferry on the US-Mexico border, in Texas. Trucks crossed at 14 of the POEs while passenger vehicles and buses crossed at 24 POEs. No passenger vehicle or buses cross at Stanton and Word Trade Bridge. In calendar year 2000, about 2.9 million trucks crossed into Texas through the 14 POEs and transported about 13.6 million tons of goods valued at about $62.3 billion. In addition, about 50 million passenger vehicles and buses entered Texas through the 24 POEs. Texas envisions that the number of passenger vehicles and buses entering through its POEs will increase about 192% to 79.6 million in 2020.

### Airports

There are eight airports in Texas that meet the minimum corridor evaluation criteria [located within 100 km of the US-Mexico border and designated as an international port of entry]. In calendar year 2000 about 671,000 tons of goods were transported at four of the eight airports. The airport with the longest runway was El Paso International Airport with a runway length of just over 11,000 feet. In addition, El Paso International Airport transported more goods than the other airports with about 319,000 tons of goods - or nearly 47% of the total.

### Railroads

There are a number of railroads in Texas that operate within 100 km of the US-Mexico border. However, the Burlington Northern Santa Fe [BNSF], the Union Pacific [UP], and the Tex Mex are the only railroads that transport goods from the land POEs. Of the 26 POEs, rail crossings occur at four POEs: Eagle Pass II, El Paso - Santa Fe, Laredo II, and Brownsville B&M.

The BNSF operates in the IH-10 Corridor and interchanges with Ferrocarril Mexicano at the El Paso - Santa Fe POE. In calendar year 2000, BNSF transported about 673,000 tons of goods from this POE.

The UP operates in four corridors: The Ports to Plains, the IH-10, IH-35 and IH-69. UP interchanges with Transportacion Ferroviaria Mexicana [TFM] at the Laredo II POE; UP interchanges with TFM at the Brownsville B&M POE; and UP interchanges with Ferromex at the Eagle Pass II POE. In calendar year 2000, UP transported about 4.8 million tons of goods from these three POE worth about $18 billion. Since no railroads operate in the La Entrada and U.S. 83 Corridors, there are no data for those corridors.

The Tex Mex railroad interchanges with TFM at the Laredo II POE.

In 2004, the Presidio POE rail crossing is anticipated to reopen and may potentially affect rail traffic at the El Paso POE.

## Maritime Ports

Texas has one maritime port that meets the minimum corridor evaluation criteria [within 100 km of the US-Mexico border and designated as an international port of entry]. That port is located at Brownsville.

In calendar year 2000, about 5.25 million tons of goods and no containers were moved through the Brownsville Maritime Port. Texas envisions substantial growth in the Brownsville Maritime Port with goods shipped projected to increase to 10 million tons in 2020. In addition, it is envisioned that Brownsville Maritime Port will be handling container traffic in 2020.

**Source:** Texas BINS Technical Committee representative.

## ANALYSIS OF CORRIDOR EVALUATION RESULTS

The IH-10 Corridor is listed first. The IH-69 Corridor is listed second. The IH-35 Corridor is listed third. The U.S. 83 Corridor is listed fourth. The Ports to Plains Corridor is listed fifth. The La Entrada al Pacifico Corridor is listed last. The IH-10 Corridor obtains its first place listing by being listed first with respect to the historical data, and being listed first with respect to the change data.

### Historical Data

This discussion reviews highway, land POE, airport, maritime port and rail data with their results. With regard to the highways, it should be remembered that level of service and peak capacity data are not available. Therefore, we do not have a sense of congestion that may occur on the highways. The IH-69 Corridor is listed first with regard to highways with a first place listing for highway length [262.3 miles] and second place listing for AADT [[49, 514]. The IH-10 Corridor is listed first for AADT with 137,541 - almost three times larger than the IH-69 Corridor and 80 times larger than the La Entrada al Pacifico Corridor.

For truck and passenger vehicle data, airport data, and maritime port data, the IH-10 Corridor is always listed first by virtue of the fact that those data are allocated based on the distribution of AADT amongst the corridors [as noted above, IH-10 is listed first with respect to AADT]. For railroads, it is important to recall that only rail goods that cross the US-Mexico border are used in the evaluation and the BNSF and UP railroads transport goods from the POE. The IH-10 Corridor is listed first because the BNSF and UP railroads transport goods from the POE into this corridor, while three other corridors are tied for second because the UP is the only rail line that transports goods from the POE to these corridors. The La Entrada and U.S. 83 Corridors have no rail data and are tied for last.

### Change Data

This discussion reviews highway, land POE, airport, maritime port and rail data for both absolute changes and percent changes. With regard to absolute changes in highway data, the IH-10 Corridor is listed first by virtue of the fact that it is listed first for AADT with an increase of 53,423. In addition, the IH-10 Corridor is tied for first for highway length with the other corridors as there is no change with regard to highway length.

For trucks and passenger vehicles, airport data, and maritime port data, the IH-10 Corridor is always listed first by virtue of the fact that the 2000 year data is larger than the other three corridors and all the corridors use the same growth rates. For railroad data, the IH-10 Corridor is listed first because it has the largest 2000 data and uses the same growth rate as the other corridors.

With regard to percent changes in highway data, the IH-35 Corridor is listed first by virtue of the fact that it is listed first in AADT growth [with 97.0%] and tied for first in growth of highway length with the other five corridors - where there was no change.

With data for trucks, passenger vehicles, airport and maritime port data, the six corridors are always tied for first by virtue of the fact that the growth rates are the same for each corridor. For railroad data, the four corridors that contain railroad data are tied for first because the growth rates are the same for each of the corridors.

**Table 1**
**Summary Corridor Results**

| | Corridor Scores[1] | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Ports to Plains | La Entrada al Pacifico | IH-10 | IH-35 | IH-69 | U.S. 83 | | | | | | |
| **Historical Data for 2000[2]** | | | | | | | | | | | | |
| Highways | 18 | 24 | 8 | 12 | 6 | 16 | 5 | 6 | 2 | 3 | 1 | 4 |
| Land Ports of Entry | 40 | 48 | 8 | 32 | 16 | 24 | 5 | 6 | 1 | 4 | 2 | 3 |
| Airports[3] | 10 | 12 | 2 | 8 | 4 | 6 | 5 | 6 | 1 | 4 | 2 | 3 |
| Maritime Ports[4] | 12 | 14 | 4 | 10 | 6 | 8 | 5 | 6 | 1 | 4 | 2 | 3 |
| Railroads[5] | 8 | 20 | 4 | 8 | 8 | 20 | 2 | 5 | 1 | 2 | 2 | 5 |
| **Sum of Historical Scores:** | **88** | **118** | **26** | **70** | **40** | **74** | **5** | **6** | **1** | **3** | **2** | **4** |
| **Changes Between 2000 and 2020[6]** | | | | | | | | | | | | |
| Highways | 9 | 13 | 9 | 6 | 8 | 9 | 3 | 6 | 3 | 1 | 2 | 3 |
| Land Ports of Entry | 24 | 28 | 8 | 16 | 12 | 20 | 5 | 6 | 1 | 3 | 2 | 4 |
| Airports[3] | 6 | 7 | 2 | 4 | 3 | 5 | 5 | 6 | 1 | 3 | 2 | 4 |
| Maritime Ports[4] | 12 | 14 | 4 | 8 | 6 | 10 | 5 | 6 | 1 | 3 | 2 | 4 |
| Railroads[5] | 6 | 20 | 4 | 6 | 6 | 20 | 2 | 5 | 1 | 2 | 2 | 5 |
| **Sum of Change Scores:** | **57** | **82** | **27** | **40** | **35** | **64** | **4** | **6** | **1** | **3** | **2** | **5** |
| **Overall Scores[7]:** | **145** | **200** | **53** | **110** | **75** | **138** | | | | | | |
| **Overall Result:** | **5** | **6** | **1** | **3** | **2** | **4** | | | | | | |

**Notes:**

1 The Corridor Scores are the Evaluation Results in Tables 2, 4 and 5.

2 Historical Scores from Table 2. To insure equal weighting with the Changes scores, the Historical corridor scores are multiplied by two.

3 Texas has eight airports within 100 km of the US-Mexico border that are designated as international ports of entry.

4 Texas has one maritime port located within 100 km of the US-Mexico border that is designated as an international port of entry.

5 The evaluation is based on rail goods that cross the border at a land POE. The Burlington Northern Santa Fe and the Union Pacific railroads are the two rail companies that transport goods from the land POE in Texas. The allocation of rail goods to corridors is specified from the Part 2 and Part 5 questionnaires.

6 The Changes Scores is the sum of the Corridor Scores from Table 4 [Corridor Changes] and the Corridor Scores from Table 5 [Corridor Percent Changes].

7 The Overall Score is the sum of the *Historical Score* and the *Changes Score.* The *Historical Data* scores and the *Changes Between 2000 and 2020* scores are equally weighted.

Lower Score represents greater need.

**Table 2**
**Corridor Data For 2000**

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Ports to Plains | La Entrada al Pacifico | IH-10 | IH-35 | IH-69 | U.S. 83 | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 16,633 | 1,717 | 137,541 | 20,129 | 49,514 | 20,475 | 5 | 6 | 1 | 4 | 2 | 3 |
| Highway Length [in km] | 194.3 | 100.7 | 206.4 | 256.2 | 262.8 | 188.1 | 4 | 6 | 3 | 2 | 1 | 5 |
| LOS [A=1 to F = 9] | | | | | | | | | | | | |
| Capacity at Peak Hour | | | | | | | | | | | | |
| | | | | **Highway Scores** | | | **9** | **12** | **4** | **6** | **3** | **8** |
| | | | | **Overall Highway Results** | | | **5** | **6** | **2** | **3** | **1** | **4** |
| **Land Port of Entry Border Crossing** | | | | | | | | | | | | |
| Number trucks | 196,640 | 20,293 | 1,626,015 | 237,965 | 585,360 | 242,058 | 5 | 6 | 1 | 4 | 2 | 3 |
| Total volume [tons] | 916,380 | 94,569 | 7,577,527 | 1,108,961 | 2,727,886 | 1,128,036 | 5 | 6 | 1 | 4 | 2 | 3 |
| Value of goods Millions $ | $4,207 | $434 | $34,786 | $5,091 | $12,523 | $5,178 | 5 | 6 | 1 | 4 | 2 | 3 |
| # passenger vehicles & buses | 3,390,557 | 349,901 | 28,036,448 | 4,103,098 | 10,093,032 | 4,173,673 | 5 | 6 | 1 | 4 | 2 | 3 |
| | | | | **POE Scores** | | | **20** | **24** | **4** | **16** | **8** | **12** |
| | | | | **Overall POE Results** | | | **5** | **6** | **1** | **4** | **2** | **3** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 45,393 | 4,685 | 375,356 | 54,933 | 135,127 | 55,878 | 5 | 6 | 1 | 4 | 2 | 3 |
| | | | | **Airport Scores** | | | **5** | **6** | **1** | **4** | **2** | **3** |
| | | | | **Overall Airport Results** | | | **5** | **6** | **1** | **4** | **2** | **3** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [millions tons] | 0.35 | 0.04 | 2.93 | 0.43 | 1.06 | 0.44 | 5 | 6 | 1 | 4 | 2 | 3 |
| Total number TEUs | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | **Maritime Port Score** | | | **6** | **7** | **2** | **5** | **3** | **4** |
| | | | | **Overall Maritime Results** | | | **5** | **6** | **1** | **4** | **2** | **3** |
| | **Corridor Raw Data** | | | | | | **Evaluation Results** | | | | | |
| | **A** | **B** | **C** | **D** | **E** | **F** | **A** | **B** | **C** | **D** | **E** | **F** |

| | Ports to Plains | La Entrada al Pacifico | IH-10 | IH-35 | IH-69 | U.S. 83 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Railroads Border Crossing at POE[1]** | | | | | | | | | | | | |
| Number rail cars | | | | | | | | | | | | |
| Total volume [tons] | 1,189,423 | | 1,862,731 | 1,189,423 | 1,189,423 | | 2 | 5 | 1 | 2 | 2 | 5 |
| Total Number TEUs | | | | | | | | | | | | |
| Value of goods Millions $ | $4,519.0 | | $5,565.4 | $4,519.0 | $4,519.0 | | 2 | 5 | 1 | 2 | 2 | 5 |
| | | | | **Railroad Scores** | | | **4** | **10** | **2** | **4** | **4** | **10** |
| | | | | **Overall Railroad Results** | | | **2** | **5** | **1** | **2** | **2** | **5** |
| Total AADT in Six Corridors | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 246,010 | 6.8% | 0.7% | 55.9% | 8.2% | 20.1% | 8.3% | | | | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

Historical data from Texas BINS Technical Committee Representative, see Tables 6 - 9 for details.

[1] UP rail data are divided equally among four corridors: Ports to Plains, IH-10, IH-35 & IH-69. The BNSF rail data are allocated to the IH-10 Corridor. Corridor assignments for the rail data are obtained from the Part 2 POE questionnaire submitted by the Texas BINS Technical Committee representative. Since no railroads operate in the La Entrada and US-83 Corridors, there are no data for those corridors.

Lower Score represents greater need.

**Table 3**
**Corridor Data and Results for 2020**

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Ports to Plains | La Entrada al Pacifico | IH-10 | IH-35 | IH-69 | U.S. 83 | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 30,794 | 2,933 | 222,719 | 39,655 | 84,693 | 36,916 | 5 | 6 | 1 | 3 | 2 | 4 |
| Highway Length [in km] | 194.3 | 100.7 | 206.4 | 256.2 | 262.8 | 188.1 | 4 | 6 | 3 | 2 | 1 | 5 |
| LOS [A=1 to F = 9] | | | | | | | | | | | | |
| Capacity at Peak Hour | | | | | | | | | | | | |
| | | | | **Highway Scores** | | | **9** | **12** | **4** | **5** | **3** | **9** |
| | | | | **Overall Highway Results** | | | **5** | **6** | **2** | **3** | **1** | **4** |
| **Land Port of Entry Border Crossing** | | | | | | | | | | | | |
| Number trucks | 343,051 | 32,677 | 2,481,109 | 441,765 | 943,486 | 411,242 | 5 | 6 | 1 | 3 | 2 | 4 |
| Total volume [tons] | 1,769,539 | 168,554 | 12,798,160 | 2,278,730 | 4,866,728 | 2,121,287 | 5 | 6 | 1 | 3 | 2 | 4 |
| Value of goods Millions $ | $13,384 | $1,275 | $96,803 | $17,236 | $36,811 | $16,045 | 5 | 6 | 1 | 3 | 2 | 4 |
| # passenger vehicles & buses | 5,883,652 | 560,437 | 42,553,402 | 7,576,693 | 16,181,690 | 7,053,200 | 5 | 6 | 1 | 3 | 2 | 4 |
| | | | | **POE Scores** | | | **20** | **24** | **4** | **12** | **8** | **16** |
| | | | | **Overall POE Results** | | | **5** | **6** | **1** | **3** | **2** | **4** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 114,877 | 10,942 | 830,846 | 147,933 | 315,944 | 137,712 | 5 | 6 | 1 | 3 | 2 | 4 |
| | | | | **Airport Scores** | | | **5** | **6** | **1** | **3** | **2** | **4** |
| | | | | **Overall Airport Results** | | | **5** | **6** | **1** | **3** | **2** | **4** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [millions tons] | 0.74 | 0.07 | 5.33 | 0.95 | 2.03 | 0.88 | 5 | 6 | 1 | 3 | 2 | 4 |
| Total number TEUs | 7,372 | 702 | 53,319 | 9,494 | 20,276 | 8,838 | 5 | 6 | 1 | 3 | 2 | 4 |
| | | | | **Maritime Port Score** | | | **10** | **12** | **2** | **6** | **4** | **8** |
| | | | | **Overall Maritime Results** | | | **5** | **6** | **1** | **3** | **2** | **4** |
| | **Corridor Raw Data** | | | | | | **Evaluation Results** | | | | | |

| | A | B | C | D | E | F | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Ports to Plains** | **La Entrada al Pacifico** | **IH-10** | **IH-35** | **IH-69** | **U.S. 83** | | | | | | |
| **Railroads Border Crossing at POE[1]** | | | | | | | | | | | | |
| Number rail cars | | | | | | | | | | | | |
| Total volume [tons] | 1,911,402 | | 2,993,408 | 1,911,402 | 1,911,402 | | 2 | 5 | 1 | 2 | 2 | 5 |
| Total Number TEUs | | | | | | | | | | | | |
| Value of goods Millions $ | 11,989 | | 14,765 | 11,989 | 11,989 | | 2 | 5 | 1 | 2 | 2 | 5 |
| | | | | **Railroad Scores** | | | **4** | **10** | **2** | **4** | **4** | **10** |
| | | | | **Overall Railroad Results** | | | **2** | **5** | **1** | **2** | **2** | **5** |
| Total AADT in Six Corridors | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 417,710 | 7.4% | 0.7% | 53.3% | 9.5% | 20.3% | 8.8% | | | | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

Historical data from Texas BINS Technical Committee Representative, see Tables 6 - 9 for details.

[1] UP rail data are divided equally among four corridors: Ports to Plains, IH-10, IH-35 & IH-69. The BNSF rail data are allocated to the IH-10 Corridor. Corridor assignments for the rail data are obtained from the Part 2 POE questionnaire submitted by the Texas BINS Technical Committee representative. Since no railroads operate in the La Entrada and US-83 Corridors, there are no data for those corridors.

Lower Score represents greater need.

**Table 4**
**Corridor Changes and Results, 2000-2020**

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Ports to Plains | La Entrada al Pacifico | IH-10 | IH-35 | IH-69 | U.S. 83 | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 14,161 | 1,217 | 85,178 | 19,526 | 35,178 | 16,440 | 5 | 6 | 1 | 3 | 2 | 4 |
| Highway Length [in km] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1 | 1 | 1 | 1 | 1 | 1 |
| LOS [A=1 to F = 9] | | | | | | | | | | | | |
| Capacity at Peak Hour | | | | | | | | | | | | |
| | | | | **Highway Scores** | | | **6** | **7** | **2** | **4** | **3** | **5** |
| | | | | **Overall Highway Results** | | | **5** | **6** | **1** | **3** | **2** | **4** |
| **Land Port of Entry Border Crossing** | | | | | | | | | | | | |
| Number trucks | 143,917 | 12,365 | 865,664 | 198,448 | 357,520 | 445,556 | 5 | 6 | 1 | 3 | 2 | 4 |
| Total volume [tons] | 861,826 | 74,048 | 5,183,890 | 1,188,373 | 2,140,949 | 1,000,553 | 5 | 6 | 1 | 3 | 2 | 4 |
| Value of goods Millions $ | $9,842 | $846 | $59,200 | $13,571 | $24,450 | $11,426 | 5 | 6 | 1 | 3 | 2 | 4 |
| # passenger vehicles & buses | 2,446,381 | 210,194 | 14,714,998 | 3,373,318 | 6,077,302 | 2,840,171 | 5 | 6 | 1 | 3 | 2 | 4 |
| | | | | **POE Scores** | | | **20** | **24** | **4** | **12** | **8** | **16** |
| | | | | **Overall POE Results** | | | **5** | **6** | **1** | **3** | **2** | **4** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 73,145 | 6,285 | 439,967 | 100,860 | 181,707 | 84,919 | 5 | 6 | 1 | 3 | 2 | 4 |
| | | | | **Airport Scores** | | | **5** | **6** | **1** | **3** | **2** | **4** |
| | | | | **Overall Airport Results** | | | **5** | **6** | **1** | **3** | **2** | **4** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [millions tons] | 0.39 | 0.03 | 2.36 | 0.54 | 0.97 | 0.46 | 5 | 6 | 1 | 3 | 2 | 4 |
| Total number TEUs | 8,247 | 709 | 49,608 | 11,372 | 20,488 | 9,575 | 5 | 6 | 1 | 3 | 2 | 4 |
| | | | | **Maritime Port Score** | | | **10** | **12** | **2** | **6** | **4** | **8** |
| | | | | **Overall Maritime Results** | | | **5** | **6** | **1** | **3** | **2** | **4** |
| | **Corridor Raw Data** | | | | | | **Evaluation Results** | | | | | |

| | A | B | C | D | E | F | A | B | C | D | E | F |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Ports to Plains | La Entrada al Pacifico | IH-10 | IH-35 | IH-69 | U.S. 83 | | | | | | |
| **Railroads Border Crossing at POE** | | | | | | | | | | | | |
| Number rail cars | | | | | | | | | | | | |
| Total volume [tons] | 721,979 | | 1,130,677 | 721,979 | 721,979 | | 2 | 5 | 1 | 2 | 2 | 5 |
| Total Number TEUs | | | | | | | | | | | | |
| Value of goods Millions $ | 7,470 | | 9,200 | 7,470 | 7,470 | | 2 | 5 | 1 | 2 | 2 | 5 |
| | | | | **Railroad Scores** | | | **4** | **10** | **2** | **4** | **4** | **10** |
| | | | | **Overall Railroad Results** | | | **2** | **5** | **1** | **2** | **2** | **5** |
| Total AADT in Three Corridors | **Share of AADT Among Corridors** | | | | | | | | | | | |
| 171,700 | 8.2% | 0.7% | 49.6% | 11.4% | 20.5% | 9.6% | | | | | | |

**Notes:**

POE, Airport & Maritime port data are assigned to Corridors based on AADT distribution.

Differences are estimated by subtracting the year 2000 data from the 2020 projections.

Since no railroads operate in the La Entrada and US-83 Corridors, there are no rail data for those corridors.

See Tables 6 - 9 for details.

Lower Score represents greater need.

**Table 5**
**Corridor Percent Changes and Results, 2000-2020**

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Ports to Plains | La Entrada al Pacifico | IH-10 | IH-35 | IH-69 | U.S. 83 | | | | | | |
| **Highways** | | | | | | | | | | | | |
| Average Annual Daily Traffic | 85.1% | 70.9% | 61.9% | 97.0% | 71.0% | 80.3% | 2 | 5 | 6 | 1 | 4 | 3 |
| Highway Length [in km] | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| LOS [A=1 to F = 9] | | | | | | | | | | | | |
| Capacity at Peak Hour | | | | | | | | | | | | |
| | | | | **Highway Scores** | | | **3** | **6** | **7** | **2** | **5** | **4** |
| | | | | **Overall Highway Results** | | | **2** | **5** | **6** | **1** | **4** | **3** |
| **Land Port of Entry Border Crossing** | | | | | | | | | | | | |
| Number trucks | 60.0% | 60.0% | 60.0% | 60.0% | 60.0% | 60.0% | 1 | 1 | 1 | 1 | 1 | 1 |
| Total volume [tons] | 77.1% | 77.1% | 77.1% | 77.1% | 77.1% | 77.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| Value of goods Millions $ | 191.8% | 191.8% | 191.8% | 191.8% | 191.8% | 191.8% | 1 | 1 | 1 | 1 | 1 | 1 |
| # passenger vehicles & buses | 59.2% | 59.2% | 59.2% | 59.2% | 59.2% | 59.2% | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | **POE Scores** | | | **4** | **4** | **4** | **4** | **4** | **4** |
| | | | | **Overall POE Results** | | | **1** | **1** | **1** | **1** | **1** | **1** |
| **Airports** | | | | | | | | | | | | |
| Total volume [tons] | 132.1% | 132.1% | 132.1% | 132.1% | 132.1% | 132.1% | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | **Airport Scores** | | | **1** | **1** | **1** | **1** | **1** | **1** |
| | | | | **Overall Airport Results** | | | **1** | **1** | **1** | **1** | **1** | **1** |
| **Maritime Ports** | | | | | | | | | | | | |
| Total volume [millions tons] | 90.6% | 90.6% | 90.6% | 90.6% | 90.6% | 90.6% | 1 | 1 | 1 | 1 | 1 | 1 |
| Total number TEUs[1] | +% | +% | +% | +% | +% | +% | 1 | 1 | 1 | 1 | 1 | 1 |
| | | | | **Maritime Port Score** | | | **2** | **2** | **2** | **2** | **2** | **2** |
| | | | | **Overall Maritime Results** | | | **1** | **1** | **1** | **1** | **1** | **1** |

| | Corridor Raw Data | | | | | | Evaluation Results | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | A | B | C | D | E | F |
| | Ports to Plains | La Entrada al Pacifico | IH-10 | IH-35 | IH-69 | U.S. 83 | | | | | | |
| **Railroads Border Crossing at POE** | | | | | | | | | | | | |
| Number rail cars | | | | | | | | | | | | |
| Total volume [tons] | 60.7% | | 60.7% | 60.7% | 60.7% | | 1 | 5 | 1 | 1 | 1 | 5 |
| Total Number TEUs | | | | | | | | | | | | |
| Value of goods Millions $ | 165.3% | | 165.3% | 165.3% | 165.3% | | 1 | 5 | 1 | 1 | 1 | 5 |
| | | | | **Railroad Scores** | | | **2** | **10** | **2** | **2** | **2** | **10** |
| | | | | **Overall Railroad Results** | | | **1** | **1** | **1** | **1** | **1** | **5** |

**Notes:**

[1]. The number of TEU's increased from zero so no calculation is made for the percent increase

Since no railroads operate in the La Entrada and US-83 Corridors, there are no rail data for those corridors.

See Tables 6 - 9 for details.

Lower Score represents greater need.

**Table 6**
**Highway Data**

**Summary Data for the Ports to Plains Corridor**

| | Year 2000 | | | | Year 2020 | | | |
|---|---|---|---|---|---|---|---|---|
| | US-57 | US-83 | US-277 | Total | US-57 | US-83 | US-277 | Total |
| **AADT:** | 3,870 | 10,813 | 1,950 | **16,633** | 6,169 | 21,393 | 3,233 | **30,794** |
| **Highway Length:** | 77.7 | 58.5 | 58.2 | **194.3** | 77.7 | 58.5 | 58.2 | **194.3** |

**Summary Data for the La Entrada al Pacifico Corridor**

| | Year 2000 | | Year 2020 | |
|---|---|---|---|---|
| | US-67 | Total | US-67 | Total |
| **AADT:** | 1,717 | **1,717** | 2,933 | **2,933** |
| **Highway Length:** | 100.7 | **100.7** | 100.7 | **100.7** |

**Summary Data for the IH-10 Corridor for 2000**

| | I-10 | I-110 | US-62 | US-85 | Loop 375 | Total |
|---|---|---|---|---|---|---|
| **AADT:** | 47,921 | 39,690 | 9,690 | 22,390 | 17,852 | **137,541** |
| **Highway Length:** | 87.9 | 0.9 | 62.7 | 5.6 | 49.2 | **206.4** |

**Summary Data for the IH-10 Corridor for 2020**

| | I-10 | I-110 | US-62 | US-85 | Loop 375 | Total |
|---|---|---|---|---|---|---|
| **AADT:** | 76,847 | 56,357 | 16,301 | 36,593 | 36,620 | **222,719** |
| **Highway Length:** | 87.9 | 0.9 | 62.7 | 5.6 | 49.2 | **206.4** |

**Summary Data for the IH-35 Corridor**

| | Year 2000 | | | | Year 2020 | | | |
|---|---|---|---|---|---|---|---|---|
| | I-35 | US-90 | SS-20 | Total | I-35 | US-90 | SS-20 | Total |
| **AADT:** | 15,301 | 1,725 | 3,103 | **20,129** | 31,606 | 3,167 | 4,883 | **39,655** |
| **Highway Length:** | 67.0 | 175.1 | 14.1 | **256.2** | 67.0 | 175.1 | 14.1 | **256.2** |

**Summary Data for the IH-69 Corridor for 2000**

| | US-59 | US-77 | US-281 | S-359 | Total |
|---|---|---|---|---|---|
| **AADT:** | 4,062 | 23,157 | 18,107 | 4,189 | **49,514** |
| **Highway Length:** | 69.0 | 69.1 | 67.1 | 57.6 | **262.8** |

**Summary Data for the IH-69 Corridor for 2020**

| | US-59 | US-77 | US-281 | S-359 | Total |
|---|---|---|---|---|---|
| **AADT:** | 6,537 | 38,648 | 31,433 | 8,075 | **84,693** |
| **Highway Length:** | 69.0 | 69.1 | 67.1 | 57.6 | **262.8** |

**Summary Data for the U.S. 83 Corridor**

| | Year 2000 | | | Year 2020 | | |
|---|---|---|---|---|---|---|
| | US-83 | SS-200 | Total | US-83 | SS-200 | Total |
| **AADT:** | 20,063 | 412 | **20,475** | 36,297 | 619 | **36,916** |
| **Highway Length:** | 187.0 | 1.1 | **188.1** | 187.0 | 1.1 | **188.1** |

## Table 7a
## Land Ports of Entry [POE] Crossing Data

| | Santa Fe [El Paso] | Stanton [El Paso] | Br of America [El Paso] | Ysleta [El Paso] | Fabens [El Paso] | Ft Hancock | Presido[5] | Amistad Dam [Del Rio] | Del Rio | Eagle Pass I | Eagle Pass II | Columbia [Laredo] | Wld Trade Br [Laredo] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** |
| **Northbound POE Crossing Data for 2000[1]** | | | | | | | | | | | | | |
| Number trucks | 0 | 0 | 354,914 | 365,492 | 0 | 0 | 8,734 | 0 | 60,319 | 0 | 106,892 | 561,035 | 728,756 |
| Tons of goods | 0 | 0 | 1,102,882 | 1,102,882 | 0 | 0 | 71,368 | 0 | 183,675 | 0 | 632,957 | 3,379,785 | 4,301,545 |
| Value [Millions $] moved by truck | $0.0 | $0.0 | $9,581.0 | $9,581.0 | $0.0 | $0.0 | $152.0 | $0.0 | $1,232.0 | $0.0 | $2,198.7 | $12,046.3 | $15,331.7 |
| Number of passenger vehicles | 4,671,993 | 0 | 8,168,984 | 3,856,461 | 177,484 | 177,484 | 723,560 | 41,528 | 1,927,184 | 1,192,316 | 2,165,363 | 130,364 | 0 |
| Number of buses | 30 | 0 | 7,789 | 183 | 0 | 0 | 370 | 0 | 7,073 | 2,068 | 608 | 300 | 0 |
| Number passenger vehicles & buses | 4,672,023 | 0 | 8,176,773 | 3,856,644 | 177,484 | 177,484 | 723,930 | 41,528 | 1,934,257 | 1,194,384 | 2,165,971 | 130,664 | 0 |
| Number of rail cars | 0 | 0 | N/A | N/A | N/A | N/A | 0 | N/A | N/A | N/A | 0 | N/A | N/A |
| Volume of tons moved by rail | 673,308 | 0 | N/A | N/A | N/A | N/A | 0 | N/A | N/A | N/A | 832,357 | N/A | N/A |
| Number of TEUs moved by rail | 0 | 0 | N/A | N/A | N/A | N/A | 0 | N/A | N/A | N/A | 0 | N/A | N/A |
| Value [Millions $] moved by rail | $1,046.4 | $0.0 | N/A | N/A | N/A | N/A | $0.0 | N/A | N/A | N/A | $804.0 | N/A | N/A |
| **Northbound POE Crossing Data for 2020** | | | | | | | | | | | | | |
| Number trucks[1] | | | 567,862 | 584,787 | | | 13,974 | | 96,510 | | 171,027 | 897,655 | 1,166,010 |
| Tons of goods[2] | | | | | | | | | | | | | |
| Value [Millions $] moved by truck[2] | | | | | | | | | | | | | |
| Number of passenger vehicles[1] | 7,475,189 | | 13,070,374 | 6,170,336 | 283,974 | 283,974 | 940,628 | 66,444 | 3,083,494 | 1,907,706 | 3,464,581 | | |
| Number of buses[1] | 48 | | 12,462 | 293 | | | 592 | 0 | 11,317 | 3,308 | 973 | 480 | |
| # passenger vehicles & buses[1] | 7,475,237 | | 13,082,836 | 6,170,629 | 283,974 | 283,974 | 941,220 | 66,444 | 3,094,811 | 1,911,014 | 3,465,554 | 480 | |
| Number of rail cars | | | | | | | | | | | | | |

| | Santa Fe [El Paso] | Stanton [El Paso] | Br of America [El Paso] | Ysleta [El Paso] | Fabens [El Paso] | Ft Hancock | Presido[5] | Amistad Dam [Del Rio] | Del Rio | Eagle Pass I | Eagle Pass II | Columbia [Laredo] | Wld Trade Br [Laredo] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Volume of tons moved by rail[2] | 1,082,006 | | | | | | | | | | 1,337,598 | | |
| Number of TEUs moved by rail | | | | | | | | | | | | | |
| Value [Millions $] moved by rail[2] | $2,776.1 | | | | | | | | | | $2,133.0 | | |
| **Percent Change in POE Data: 2000 to 2020** | | | | | | | | | | | | | |
| Number trucks[3] | | | | | | | | | | | | | |
| Tons of goods[4] | | | | | | | | | | | | | |
| Value [Millions $] moved by truck[4] | | | | | | | | | | | | | |
| Number of passenger vehicles | | | | | | | | | | | | | |
| Number of buses | | | | | | | | | | | | | |
| # passenger vehicles & buses[3] | | | | | | | | | | | | | |
| Number of rail cars | | | | | | | | | | | | | |
| Volume of tons moved by rail[4] | 60.7% | | | | | | | | | | 60.7% | | |
| Number of TEUs moved by rail | | | | | | | | | | | | | |
| Value [Millions $] moved by rail[4] | 165.3% | | | | | | | | | | 165.3% | | |

**Notes:**

Number of trucks = northbound trucks that cross the US-Mexico border

Tons of goods = carried by northbound trucks that cross the US-Mexico border.

Value [Millions $] moved by truck = value of goods moved by northbound trucks that cross the US-Mexico border.

Number of passenger vehicles = northbound passenger vehicles that cross the US-Mexico border.

Number of buses = northbound buses that cross the US-Mexico border.

Number passenger vehicles & buses = sum of northbound passenger vehicles and buses that cross the US-Mexico border.

Number of rail cars = northbound rail cars that cross the US-Mexico border.

Volume of tons moved by rail = transported by northbound rail cars that cross the US-Mexico border.

Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are northbound and cross the US-Mexico border.

Value [Millions $] moved by rail = value of goods transported by northbound rail cars that cross the US-Mexico border.

Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee

This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

**Sources:**

1 From the Texas BINS Technical Committee representative.

2 Derived by multiplying the 2000 data by the appropriate growth rate.

3 Calculated by subtracting the 2000 data from the 2020 projections, and dividing the result by the 2000 data.

4 The growth rates for tons and dollars are derived from data published by the Office of Freight Management and Operations, FHWA, US Department of Transportation, "Freight Transportation Profile - Texas". There are absolute values forecast for the year 2020 for tons and dollars with 1998 data as the base year. Growth rates are calculated for the 22 year period, and 20 year growth rates are estimated. These 20-year growth rates are the ones used in this table. For trucks, the compound annual growth rate for tonnage is2.9% and for value is 5.5%. For rail, the compound annual growth rate for tonnage is 2.4% and for value is 5.0%.

5 The rail border crossing at Presidio has been inactive since 1998. In that year, the South Orient Railroad Company filed an abandonment application with the Surface Transportation Board for the rail line. The abandonment was denied, but SORC was granted permission to discontinue service to the border. According to SORC's abandonment application, 1,910 rail cars were interchanged at Presidio in 1996 (valued at $35.6 million), dropping to 857 in 1997 (valued at $22.7 million). The state of Texas purchased the South Orient line from San Angelo Junction (near Coleman) to Presidio early in 2001, and leased operations to Texas Pacifico Transportation (TXPF). TXPF is in the process of rehabilitating the infrastructure and has committed to resuming service to the border at Presidio by January 2004. TXPF has not developed traffic projections at this time for rail cars crossing the border, but are in negotiations with shippers and interchanging railroads (Ferromex at Presidio; BNSF, & Fort Worth and Western at San Angelo Junction) to develop traffic along the route. Local groups and agencies such as La Entrada al Pacifico Rural Rail District, Pecos County Rural Rail District, and Presidio County Rural Rail District are also promoting rail service along the line.

**Table 7b**
**Land Ports of Entry [POE] Crossing Data**

| | Laredo I | Laredo II | Falcon Dam | Roma | Rio Grande | Los Ebanos | Hidalgo | Pharr | Progreso | Los Indios [Browns-ville] | B&M [Browns-ville] | Gateway [Browns-ville] | Veterans [Browns-ville] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Federal inspection facilities at POE?** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** | **Yes** |
| **Northbound POE Crossing Data for 2000**[1] | | | | | | | | | | | | | |
| Number trucks | 0 | 0 | 452 | 12,824 | 24,065 | 0 | 0 | 374,150 | 11,461 | 84,422 | 0 | 0 | 214,816 |
| Tons of goods | 0 | 0 | Data Not Available | 14,880 | 121,416 | 0 | 0 | 1,639,561 | 8,561 | 278,277 | 0 | 0 | 715,570 |
| Value [Millions $] moved by truck | $0.0 | $0.0 | Data Not Available | $16.0 | $116.0 | $0.0 | $0.0 | $6,374.0 | $13.0 | $1,561.6 | $0.0 | $0.0 | $4,015.4 |
| Number of passenger vehicles | 1,858,418 | 5,162,345 | 164,180 | 1,171,406 | 654,364 | 33,186 | 6,616,232 | 2,163,459 | 1,086,496 | 599,465 | 2,891,256 | 2,519,878 | 1,866,656 |
| Number of buses | 0 | 34,229 | 31 | 4,031 | 0 | 0 | 52,809 | 528 | 516 | 49 | 5 | 210 | 15,819 |
| Number passenger vehicles & buses | 1,858,418 | 5,196,574 | 164,211 | 1,175,437 | 654,364 | 33,186 | 6,669,041 | 2,163,987 | 1,087,012 | 599,514 | 2,891,261 | 2,520,088 | 1,882,475 |
| Number of rail cars | N/A | 0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | N/A | N/A |
| Volume of tons moved by rail | N/A | 3,606,328 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | 319,005 | N/A | N/A |
| Number of TEUs moved by rail | N/A | 0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | | N/A | N/A |
| Value [Millions $] moved by rail | N/A | $17,004.6 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A | $267.5 | N/A | N/A |
| **Northbound POE Crossing Data for 2020** | | | | | | | | | | | | | |
| Number trucks[1] | | | 723 | 20,518 | 38,504 | | | 598,640 | 18,338 | 135,075 | | | 343,706 |
| Tons of goods[2] | | | | | | | | | | | | | |
| Value [Millions $] moved by truck[2] | | | | | | | | | | | | | |
| Number of passenger vehicles[1] | 2,973,469 | 8,259,752 | 262,688 | 1,874,250 | 1,046,982 | 53,098 | 10,585,971 | 3,461,534 | 1,738,394 | 959,144 | 4,626,010 | 4,031,805 | 2,986,650 |
| Number of buses[1] | | 54,766 | 50 | 6,450 | 0 | | 84,494 | 845 | 825 | 78 | 0 | 336 | 25,310 |
| # passenger vehicles & buses[1] | 2,973,469 | 8,314,518 | 262,738 | 1,880,700 | 1,046,982 | 53,098 | 10,670,465 | 3,462,379 | 1,739,219 | 959,222 | 4,626,010 | 4,032,141 | 3,011,960 |

| | Laredo I | Laredo II | Falcon Dam | Roma | Rio Grande | Los Ebanos | Hidalgo | Pharr | Progreso | Los Indios [Browns-ville] | B&M [Browns-ville] | Gateway [Browns-ville] | Veterans [Browns-ville] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Number of rail cars | | | | | | | | | | | | | |
| Volume of tons moved by rail[2] | | 5,795,369 | | | | | | | | | 512,641 | | |
| Number of TEUs moved by rail | | | | | | | | | | | | | |
| Value [Millions $] moved by rail[2] | | $45,113.2 | | | | | | | | | $709.7 | | |
| **Percent Change in POE Data: 2000 to 2020** | | | | | | | | | | | | | |
| Number trucks[3] | | | | | | | | | | | | | |
| Tons of goods[4] | | | | | | | | | | | | | |
| Value [Millions $] moved by truck[4] | | | | | | | | | | | | | |
| Number of passenger vehicles | | | | | | | | | | | | | |
| Number of buses | | | | | | | | | | | | | |
| # passenger vehicles & buses[3] | | | | | | | | | | | | | |
| Number of rail cars | | | | | | | | | | | | | |
| Volume of tons moved by rail[4] | | 60.7% | | | | | | | | | 60.7% | | |
| Number of TEUs moved by rail | | | | | | | | | | | | | |
| Value [Millions $] moved by rail[4] | | 165.3% | | | | | | | | | 165.3% | | |

**Notes:**

Number of trucks = northbound trucks that cross the US-Mexico border

Tons of goods = carried by northbound trucks that cross the US-Mexico border.

Value [Millions $] moved by truck = value of goods moved by northbound trucks that cross the US-Mexico border.

Number of passenger vehicles = northbound passenger vehicles that cross the US-Mexico border.

Number of buses = northbound buses that cross the US-Mexico border.

Number passenger vehicles & buses = sum of northbound passenger vehicles and buses that cross the US-Mexico border.

Number of rail cars = northbound rail cars that cross the US-Mexico border.

Volume of tons moved by rail = transported by northbound rail cars that cross the US-Mexico border.

Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are northbound and cross the US-Mexico border.

Value [Millions $] moved by rail = value of goods transported by northbound rail cars that cross the US-Mexico border.

Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee

This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

**Sources:**

[1] From the Texas BINS Technical Committee representative.

[2] Derived by multiplying the 2000 data by the appropriate growth rate.

[3] Calculated by subtracting the 2000 data from the 2020 projections, and dividing the result by the 2000 data.

[4] The growth rates for tons and dollars are derived from data published by the Office of Freight Management and Operations, FHWA, US Department of Transportation, "Freight Transportation Profile - Texas". There are absolute values forecast for the year 2020 for tons and dollars with 1998 data as the base year. Growth rates are calculated for the 22 year period, and 20 year growth rates are estimated. These 20-year growth rates are the ones used in this table. For trucks, the compound annual growth rate for tonnage is2.9% and for value is 5.5%. For rail, the compound annual growth rate for tonnage is 2.4% and for value is 5.0%.

[5] The rail border crossing at Presidio has been inactive since 1998. In that year, the South Orient Railroad Company filed an abandonment application with the Surface Transportation Board for the rail line. The abandonment was denied, but SORC was granted permission to discontinue service to the border. According to SORC's abandonment application, 1,910 rail cars were interchanged at Presidio in 1996 (valued at $35.6 million), dropping to 857 in 1997 (valued at $22.7 million). The state of Texas purchased the South Orient line from San Angelo Junction (near Coleman) to Presidio early in 2001, and leased operations to Texas Pacifico Transportation (TXPF). TXPF is in the process of rehabilitating the infrastructure and has committed to resuming service to the border at Presidio by January 2004. TXPF has not developed traffic projections at this time for rail cars crossing the border, but are in negotiations with shippers and interchanging railroads (Ferromex at Presidio; BNSF, & Fort Worth and Western at San Angelo Junction) to develop traffic along the route. Local groups and agencies such as La Entrada al Pacifico Rural Rail District, Pecos County Rural Rail District, and Presidio County Rural Rail District are also promoting rail service along the line.

**Table 7c**
**Land Ports of Entry [POE] Crossing Data**

| **Land Ports Of Entry [POE] Crossing Data** | **Total** |
|---|---|
| **Federal inspection facilities at POE?** | |
| **Northbound POE Crossing Data for 2000**[1] | |
| Number trucks | 2,908,332 |
| Tons of goods | 13,553,359 |
| Value [Millions $] moved by truck | $62,218.7 |
| Number of passenger vehicles | 50,020,062 |
| Number of buses | 126,648 |
| Number passenger vehicles & buses | 50,146,710 |
| Number of rail cars | X |
| Volume of tons moved by rail | X |
| Number of TEUs moved by rail | X |
| Value [Millions $] moved by rail | X |
| **Northbound POE Crossing Data for 2020** | |
| Number trucks[1] | 4,653,329 |
| Tons of goods[2] | 24,002,999 |
| Value [Millions $] moved by truck[2] | $181,554.2 |
| Number of passenger vehicles[1] | 79,606,447 |
| Number of buses[1] | 202,627 |
| # passenger vehicles & buses[1] | 79,809,074 |
| Number of rail cars | X |
| Volume of tons moved by rail[2] | X |
| Number of TEUs moved by rail | X |
| Value [Millions $] moved by rail[2] | X |
| **Percent Change in POE Data: 2000 to 2020** | |
| Number trucks[3] | 60.0% |
| Tons of goods[4] | 77.1% |
| Value [Millions $] moved by truck[4] | 191.8% |
| Number of passenger vehicles | X |
| Number of buses | X |
| # passenger vehicles & buses[3] | 59.2% |
| Number of rail cars | X |
| Volume of tons moved by rail[4] | X |
| Number of TEUs moved by rail | X |
| Value [Millions $] moved by rail[4] | X |

**Notes:**

Number of trucks = northbound trucks that cross the US-Mexico border

Tons of goods = carried by northbound trucks that cross the US-Mexico border.
Value [Millions $] moved by truck = value of goods moved by northbound trucks that cross the US-Mexico border.

Number of passenger vehicles = northbound passenger vehicles that cross the US-Mexico border.

Number of buses = northbound buses that cross the US-Mexico border.
Number passenger vehicles & buses = sum of northbound passenger vehicles and buses that cross the US-Mexico border.

Number of rail cars = northbound rail cars that cross the US-Mexico border.

Volume of tons moved by rail = transported by northbound rail cars that cross the US-Mexico border.
Number of TEUs moved by rail = Twenty foot Equivalent containers [TEUs] moved by rail that are northbound and cross the US-Mexico border.
Value [Millions $] moved by rail = value of goods transported by northbound rail cars that cross the US-Mexico border.
Cells are X out when no totals are intended. Rail data, for example, are assigned to corridors by the BINS State Technical Committee
This makes railroads different from airports, maritime ports, passenger vehicles & buses, and trucks that are summed and distributed to the corridors using the distribution of AADT.

**Sources:**

1 From the Texas BINS Technical Committee representative.

2 Derived by multiplying the 2000 data by the appropriate growth rate.

3 Calculated by subtracting the 2000 data from the 2020 projections, and dividing the result by the 2000 data.

4 The growth rates for tons and dollars are derived from data published by the Office of Freight Management and Operations, FHWA, US Department of Transportation, "Freight Transportation Profile - Texas". There are absolute values forecast for the year 2020 for tons and dollars with 1998 data as the base year. Growth rates are calculated for the 22 year period, and 20 year growth rates are estimated. These 20-year growth rates are the ones used in this table. For trucks, the compound annual growth rate for tonnage is2.9% and for value is 5.5%. For rail, the compound annual growth rate for tonnage is 2.4% and for value is 5.0%.

5 The rail border crossing at Presidio has been inactive since 1998. In that year, the South Orient Railroad Company filed an abandonment application with the Surface Transportation Board for the rail line. The abandonment was denied, but SORC was granted permission to discontinue service to the border. According to SORC's abandonment application, 1,910 rail cars were interchanged at Presidio in 1996 (valued at $35.6 million), dropping to 857 in 1997 (valued at $22.7 million). The state of Texas purchased the South Orient line from San Angelo Junction (near Coleman) to Presidio early in 2001, and leased operations to Texas Pacifico Transportation (TXPF). TXPF is in the process of rehabilitating the infrastructure and has committed to resuming service to the border at Presidio by January 2004. TXPF has not developed traffic projections at this time for rail cars crossing the border, but are in negotiations with shippers and interchanging railroads (Ferromex at Presidio; BNSF, & Fort Worth and Western at San Angelo Junction) to develop traffic along the route. Local groups and agencies such as La Entrada al Pacifico Rural Rail District, Pecos County Rural Rail District, and Presidio County Rural Rail District are also promoting rail service along the line.

**Table 8**
**Airport Data**

| | Browns-ville | Del Rio | El Paso | Laredo | Maverick | McAllen-Miller | Presidio Lely | Rio Grande | Total |
|---|---|---|---|---|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | **Y** | **Y** | **Y** | **Y** | **Y** | **Y** | **Y** | **Y** | |
| **Designated as an International POE?** | **Y** | **Y** | **Y** | **Y** | **Y** | **Y** | **Y** | **Y** | |
| **Historical Data for 2000** | | | | | | | | | |
| Longest runway length, in feet | 7,400 | 5,000 | 11,010 | 8,236 | 5,500 | 7,120 | 5,200 | 8,299 | 11,010 |
| Tons of goods exported & imported | 65,408 | NA | 318,645 | 218,155 | NA | NA | NA | 69,164 | 671,372 |
| Airport served by railroad facility? | N | N | N | N | N | N | N | N | |
| If yes, name of railroad | | | | | | | | | |
| On-land movement of air freight | | | | | | | | | |
| Share of goods moved by truck | | | | | | | | | |
| Share of goods moved by railroad | | | | | | | | | |
| **Projections for 2020** | | | | | | | | | |
| Longest runway length | 7,400 | 6,300 | 11,010 | 8,236 | 5,500 | 7,120 | 5,200 | 8,299 | 11,010 |
| Date becomes operational | | 2004 | | | | | | | |
| Tons of goods exported & imported | | | | | | | | | 1,558,254 |
| Airport served by railroad facility? | | | | | | | | | |
| If yes, name of railroad | | | | | | | | | |
| On-land movement of air freight | | | | | | | | | |
| Share of goods moved by truck | | | | | | | | | |
| Share of goods moved by railroad | | | | | | | | | |
| **Percent Change: 2000 to 2020** | | | | | | | | | |
| Longest runway length | | | | | | | | | |
| Tons of goods exported & imported | | | | | | | | | 132.1% |

**Airports Not Meeting Minimum Criteria:**
Cameron County Airport, Corpus Christi International Airport, Crystal City Municipal Airport, Dimmit County Airport, Edinburg Airport, Mid Valley Airport, Starr County Airport, Terrell County Airport and Zapata County Airport - none of these are included in the analysis.

**Source:**

*Runway Dimensions & 2000 Tonnage:* Texas BINS Technical Committee representative.
*Percent Change: 2000 to 2020* The growth rate for air tonnage is derived from data published by the Office of Freight Management and Operations, FHWA, US Department of Transportation, "Freight Transportation Profile - Texas". There are absolute values forecast for the year 2020 tons with 1998 data as the base year. The Growth rate is calculated for the 22 year period, and a 20 year growth rates is estimated. This 20-year growth rates is the one used in this table. For air tonnage, the compound annual growth rate is 4.3%.
*2020 Tonnage* Obtained by multiplying the growth rate by the 2000 tonnage.

**Table 9**
**Maritime Port Data**

| | Port of Brownsville | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | **Yes** | | | |
| **Designated as an International POE?** | **Yes** | | | |
| | | | **Changes 2000 to 2020** | |
| | **2000** | **2020** | **Absolute** | **Percent** |
| Main Channel Depth, in feet | 42 | 55 | 13 | 31.0% |
| Total tons of goods exported & imported[1] | 5.25 | 10.00 | 4.75 | 90.6% |
| Total number TEUs exported & imported | 0 | 100,000 | 100,000 | +% |
| Maritime ports served by railroad facility? | Yes | | | |
| If yes, name of railroad | Brownsville Rio Grande International | | | |
| On-land movement of air freight | X | X | X | X |
| Share of goods moved by truck | 65.0% | 50.0% | | |
| Share of goods moved by railroad | 35.0% | 50.0% | | |

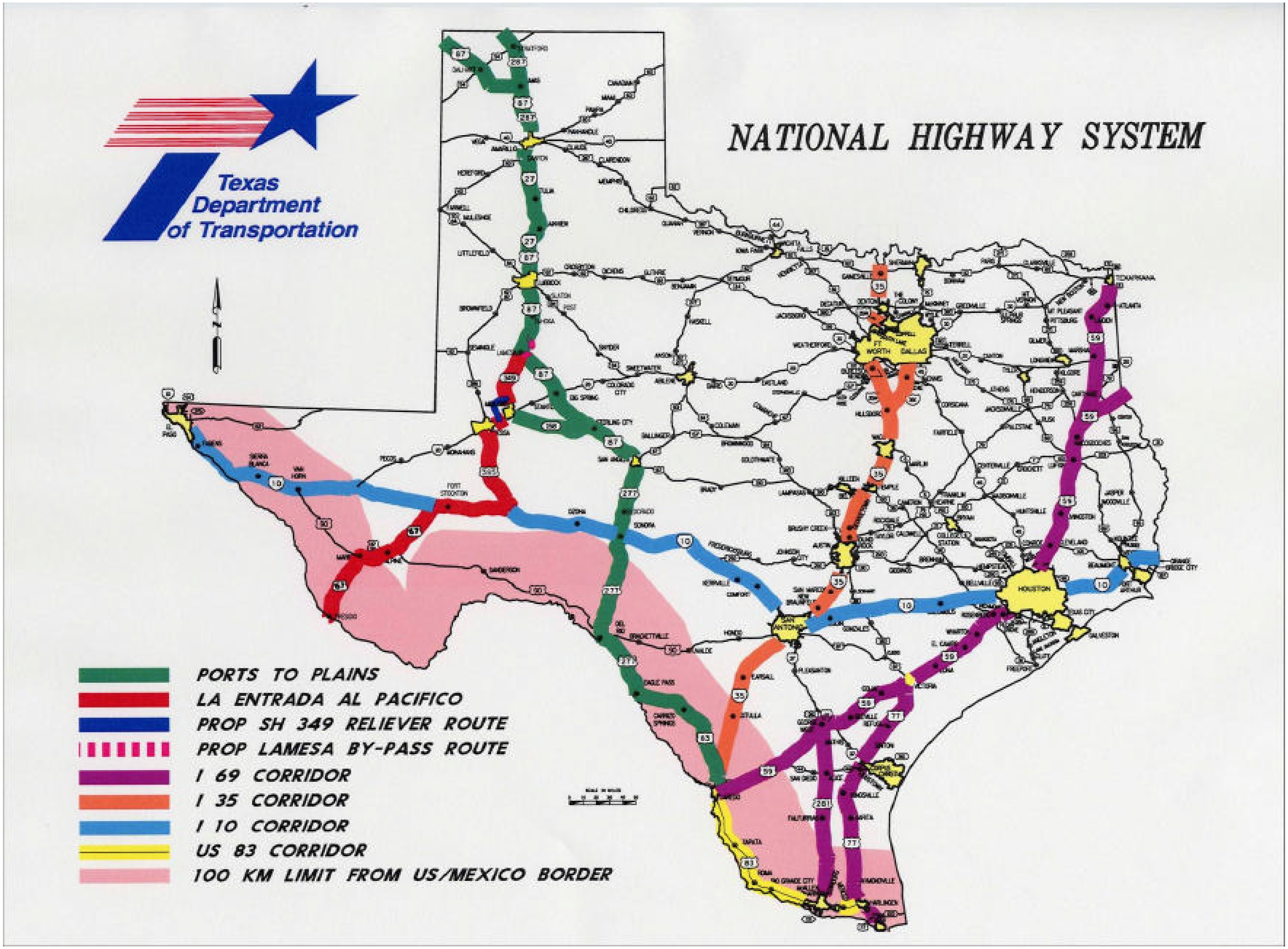
**Notes:**

1 millions of metric tons

The number of TEU's increased from zero so no calculation is made for the percent increase.
**Maritime Ports Not Meeting Minimum Criteria:** The Ports of Houston, Texas City, Freeport, Galveston, Corpus Christi, Port Arthur and Beaumont are not included in the analysis because they are not within 100 km of the US-Mexico border

**Sources:** Texas BINS Technical Committee representative.

**Map 1**
**Texas Border Area**



## TEXAS HIGHWAY DATA

### Methodology For Calculating Corridor Averages for Average Annual Daily Traffic [AADT], Level of Service [LOS], and Peak Hour Traffic Carrying Capacity

Corridor totals for highways are obtained for highway length, AADT, LOS and Peak Hour Traffic Carrying Capacity. The corridor total for each of these indicators is obtained by adding the data for each of the highways assigned to the corridor. The State BINS Technical Committee representative assigned the highways to the corridors. Each of the compilations for each of the indicators is now reviewed.

**HIGHWAY LENGTH—**the length of each highway within the 100 km limit. The length is obtained for each highway by subtracting the beginning mile marker, from the last mile marker. If segments are omitted, those segments and their data are omitted from the highway total. The highway length for the entire corridor is obtained by summing the highway length for each highway in the corridor.

**WEIGHTED AVERAGE—**an average in which each of the observations is multiplied [or "weighted"] by a factor before calculations. In addition, these weights sum to unity or one [1]. Weighted averages are used so that short and long segments of roadway are counted proportionately in calculating the average for the entire highway.

**AVERAGE ANNUAL DAILY TRAFFIC—**the weighted average AADT for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the AADT for that segment to obtain the weighted AADT for the segment. Step 3: The weighted AADT for all the segments are summed to obtain the weighted average AADT for the highway. The weighted average AADT for all the highways in the corridor are then summed to obtain the Corridor Total AADT.

**LEVEL OF SERVICE—**the weighted average LOS for each highway is calculated in the same manner as that used for AADT. A major difference is that LOS is provided in the letters A, B, C, D, E, F0, F1, F2 and F3. These letters are converted to numbers using the following system, A=1, B=2, C=3, D=4, E=5, F0=6, F1=7, F2=8, and F3=9. After the conversions the following steps are used to calculate LOS for each highway. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the LOS number for that segment to obtain the weighted LOS number for the segment. Step 3: The weighted LOS number for all the segments are summed to obtain the weighted average LOS for the highway. The weighted average LOS number for all the highways in the corridor are then summed to obtain the Corridor Total LOS.

**PEAK HOUR TRAFFIC CARRYING CAPACITY [PCAP]—**the weighted average PCAP for each highway is obtained in several steps. Step 1: obtain the segment weights by dividing each segment length by the total highway length. The percent of the highway contained in the segment under investigation is the highway weight. Step 2: This highway weight is then multiplied by the PCAP for that segment to obtain the weighted PCAP for the segment. Step 3: The weighted PCAP for all the segments are summed to obtain the weighted average PCAP for the highway. The weighted average PCAP for all the highways in the corridor are then summed to obtain the Corridor Total PCAP.

## HIGHWAY DATA COMPILED INTO CORRIDOR FORM USED IN TABLE 5 OF CORRIDOR EVALUATION FOR TEXAS

Segment Length Is the Basis for Estimating The Weighted Average for AADT, Los And Capacity.

**Table 1**
**Summary Corridor Results**

| Summary Data for the IH-10 Corridor for 2000 | | | | | | |
|---|---|---|---|---|---|---|
| | I-10 | I-110 | US-62 | US-85 | Loop 375 | Total |
| AADT: | 47,921 | 39,690 | 9,690 | 22,390 | 17,852 | **137,541** |
| Highway Length: | 87.9 | 0.9 | 62.7 | 5.6 | 49.2 | **206.4** |

| Summary Data for the IH-10 Corridor for 2020 | | | | | | |
|---|---|---|---|---|---|---|
| | I-10 | I-110 | US-62 | US-85 | Loop 375 | Total |
| AADT: | 76,847 | 56,357 | 16,301 | 36,593 | 36,620 | **222,719** |
| Highway Length: | 87.9 | 0.9 | 62.7 | 5.6 | 49.2 | **206.4** |

| Summary Data for the IH-35 Corridor | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Calendar Year 2000 | | | | Calendar Year 2020 | | | |
| | I-35 | US-90 | SS-20 | Total | I-35 | US-90 | SS-20 | Total |
| AADT: | 15,301 | 1,725 | 3,103 | **20,129** | 31,606 | 3,167 | 4,883 | **39,655** |
| Highway Length: | 67.0 | 175.1 | 14.1 | **256.2** | 67.0 | 175.1 | 14.1 | **256.2** |

| Summary Data for the IH-69 Corridor for 2000 | | | | | |
|---|---|---|---|---|---|
| | US-59 | US-77 | US-281 | S-359 | Total |
| AADT: | 4,062 | 23,157 | 18,107 | 4,189 | **49,514** |
| Highway Length: | 69.0 | 69.1 | 67.1 | 57.6 | **262.8** |

| Summary Data for the IH-69 Corridor for 2020 | | | | | |
|---|---|---|---|---|---|
| | US-59 | US-77 | US-281 | S-359 | Total |
| AADT: | 6,537 | 38,648 | 31,433 | 8,075 | **84,693** |
| Highway Length: | 69.0 | 69.1 | 67.1 | 57.6 | **262.8** |

| Summary Data for the U.S. 83 Corridor | | | | | | |
|---|---|---|---|---|---|---|
| | Calendar Year 2000 | | | Calendar Year 2020 | | |
| | US-83 | SS-200 | Total | US-83 | SS-200 | Total |
| AADT: | 20,063 | 412 | **20,475** | 36,297 | 619 | **36,916** |
| Highway Length: | 187.0 | 1.1 | **188.1** | 187.0 | 1.1 | **188.1** |

| Summary Data for the Ports to Plains Corridor | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | Calendar Year 2000 | | | | Calendar Year 2020 | | | |
| | US-57 | US-83 | US-277 | Total | US-57 | US-83 | US-277 | Total |
| AADT: | 3,870 | 10,813 | 1,950 | **16,633** | 6,169 | 21,393 | 3,233 | **30,794** |
| Highway Length: | 77.7 | 58.5 | 58.2 | **194.3** | 77.7 | 58.5 | 58.2 | **194.3** |

| Summary Data for La Entrada al Pacifico Corridor for 2000 | | | | |
|---|---|---|---|---|
| | Calendar Year 2000 | | Calendar Year 2020 | |
| | US-67 | Total | US-67 | Total |
| AADT: | 1,717 | **1,717** | 2,933 | **2,933** |
| Highway Length: | 100.7 | **100.7** | 100.7 | **100.7** |

**Source:** Texas BINS Technical Committee Representative

## THE IH-10 CORRIDOR: CALENDAR YEAR 2000 DATA

**Table 2a**
**Interstate 10, Calendar Year 2000 Data**

| Interstate 10 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 0.218 | 0.218 | 31,120 |
| 2 | 0.218 | 2.964 | 2.746 | 35,150 |
| 3 | 2.964 | 6.364 | 3.400 | 40,740 |
| 4 | 6.364 | 9.200 | 2.836 | 48,020 |
| 5 | 9.200 | 11.174 | 1.974 | 63,280 |
| 6 | 11.174 | 13.289 | 2.115 | 79,730 |
| 7 | 13.289 | 13.488 | 0.199 | 93,660 |
| 8 | 13.488 | 16.050 | 2.562 | 109,940 |
| 9 | 16.050 | 18.092 | 2.042 | 118,690 |
| 10 | 18.092 | 19.419 | 1.327 | 121,290 |
| 11 | 19.419 | 21.462 | 2.043 | 155,410 |
| 12 | 21.462 | 21.641 | 0.179 | 163,160 |
| 13 | 22.387 | 22.479 | 0.092 | 163,160 |
| 14 | 22.479 | 22.829 | 0.350 | 163,930 |
| 15 | 22.829 | 23.335 | 0.506 | 163,930 |
| 16 | 23.335 | 24.562 | 1.227 | 200,180 |
| 17 | 24.562 | 25.499 | 0.937 | 188,390 |
| 18 | 25.499 | 26.411 | 0.912 | 192,310 |
| 19 | 26.411 | 27.437 | 1.026 | 181,440 |
| 20 | 27.437 | 28.977 | 1.540 | 136,280 |
| 21 | 28.977 | 29.726 | 0.749 | 136,280 |
| 22 | 29.726 | 30.701 | 0.975 | 140,540 |
| 23 | 30.701 | 33.016 | 2.315 | 56,630 |
| 24 | 33.013 | 34.751 | 1.738 | 55,570 |
| 25 | 34.751 | 38.689 | 3.938 | 32,000 |
| 26 | 38.689 | 43.602 | 4.913 | 19,190 |
| 27 | 43.602 | 50.276 | 6.674 | 17,550 |
| 28 | 50.276 | 50.470 | 0.194 | 15,760 |
| 29 | 50.470 | 56.322 | 5.852 | 15,760 |
| 30 | 56.322 | 62.524 | 6.202 | 13,930 |
| 31 | 0.000 | 10.752 | 10.752 | 13,900 |
| 32 | 10.752 | 16.915 | 6.163 | 13,300 |
| 33 | 16.915 | 26.069 | 9.154 | 13,300 |
| | | **Sum** | **87.850** | **2,993,520** |

| Estimating the Weighted Averages | | |
|---|---|---|
| Interstate 10 | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 0.2% | 77 |
| 2 | 3.1% | 1,099 |
| 3 | 3.9% | 1,577 |
| 4 | 3.2% | 1,550 |
| 5 | 2.2% | 1,422 |
| 6 | 2.4% | 1,920 |
| 7 | 0.2% | 212 |
| 8 | 2.9% | 3,206 |
| 9 | 2.3% | 2,759 |
| 10 | 1.5% | 1,832 |
| 11 | 2.3% | 3,614 |
| 12 | 0.2% | 332 |
| 13 | 0.1% | 171 |
| 14 | 0.4% | 653 |
| 15 | 0.6% | 944 |
| 16 | 1.4% | 2,796 |
| 17 | 1.1% | 2,009 |
| 18 | 1.0% | 1,996 |
| 19 | 1.2% | 2,119 |
| 20 | 1.8% | 2,389 |
| 21 | 0.9% | 1,162 |
| 22 | 1.1% | 1,560 |
| 23 | 2.6% | 1,492 |
| 24 | 2.0% | 1,099 |
| 25 | 4.5% | 1,434 |
| 26 | 5.6% | 1,073 |
| 27 | 7.6% | 1,333 |
| 28 | 0.2% | 35 |
| 29 | 6.7% | 1,050 |
| 30 | 7.1% | 983 |
| 31 | 12.2% | 1,701 |
| 32 | 7.0% | 933 |
| 33 | 10.4% | 1,386 |
| **Sum** | **100.0%** | **47,921** |
| **Source: Texas BINS Technical Committee representative** | | |

**Table 2b**
**United States 62, Calendar Year 2000 Data**

| United States 62 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 5.719 | 6.221 | 0.502 | 21,000 |
| 2 | 6.221 | 8.202 | 1.981 | 23,000 |
| 3 | 8.202 | 9.606 | 1.404 | 22,000 |
| 4 | 9.606 | 10.333 | 0.727 | 19,500 |
| 5 | 10.333 | 10.792 | 0.459 | 13,000 |
| 6 | 10.792 | 10.900 | 0.108 | 37,000 |
| 7 | 0.821 | 1.248 | 0.427 | 14,100 |
| 8 | 12.640 | 13.160 | 0.520 | 37,000 |
| 9 | 13.160 | 15.386 | 2.226 | 34,000 |
| 10 | 15.385 | 16.296 | 0.911 | 45,000 |
| 11 | 16.296 | 16.772 | 0.476 | 42,000 |
| 12 | 16.772 | 18.315 | 1.543 | 38,000 |
| 13 | 18.315 | 21.602 | 3.287 | 20,000 |
| 14 | 21.602 | 24.843 | 3.241 | 10,700 |
| 15 | 24.843 | 31.176 | 6.333 | 16,000 |
| 16 | 31.176 | 32.273 | 1.097 | 3,000 |
| 17 | 32.273 | 33.672 | 1.399 | 3,000 |
| 18 | 33.672 | 37.919 | 4.247 | 1,900 |
| 19 | 0.000 | 13.974 | 13.974 | 1,850 |
| 20 | 13.974 | 28.763 | 14.789 | 1,850 |
| 21 | 30.000 | 33.089 | 3.089 | 1,850 |
| | | **Sum** | **62.740** | **405,750** |

| Estimating the Weighted Averages | | |
|---|---|---|
| United States 62 | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 0.8% | 168 |
| 2 | 3.2% | 726 |
| 3 | 2.2% | 492 |
| 4 | 1.2% | 226 |
| 5 | 0.7% | 95 |
| 6 | 0.2% | 64 |
| 7 | 0.7% | 96 |
| 8 | 0.8% | 307 |
| 9 | 3.5% | 1,206 |
| 10 | 1.5% | 653 |
| 11 | 0.8% | 319 |
| 12 | 2.5% | 935 |
| 13 | 5.2% | 1,048 |
| 14 | 5.2% | 553 |
| 15 | 10.1% | 1,615 |
| **Segment** | **Weight** | **AADT** |
| 16 | 1.7% | 52 |
| 17 | 2.2% | 67 |
| 18 | 6.8% | 129 |
| 19 | 22.3% | 412 |
| 20 | 23.6% | 436 |
| 21 | 4.9% | 91 |
| **Sum** | **100.0%** | **9,690** |
| **Source: Texas BINS Technical Committee representative** | | |

**Table 2c**
**Interstate 110, Calendar Year 2000 Data**

| Interstate 110 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 5.019 | 5.505 | 0.486 | 31,430 |
| 2 | 5.505 | 5.938 | 0.433 | 48,960 |
| | | **Sum** | **0.919** | **80,390** |

**Estimating the Weighted Averages**
**Interstate 110**

| Segment | Weight | AADT |
|---|---|---|
| 1 | 52.9% | 16,621 |
| 2 | 47.1% | 23,068 |
| **Sum** | **100.0%** | **39,690** |

Source: Texas BINS Technical Committee representative

**Table 2d**
**United States 85, Calendar Year 2000 Data**

| United States 85 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 1.105 | 2.512 | 1.407 | 27,000 |
| 2 | 2.512 | 4.132 | 1.620 | 23,000 |
| 3 | 4.132 | 5.719 | 1.587 | 21,000 |
| 4 | 0.089 | 0.633 | 0.544 | 15,000 |
| 5 | 0.633 | 1.105 | 0.472 | 19,740 |
| | | **Sum** | **5.630** | **105,740** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 85** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 25.0% | 6,748 |
| 2 | 28.8% | 6,618 |
| 3 | 28.2% | 5,920 |
| 4 | 9.7% | 1,449 |
| 5 | 8.4% | 1,655 |
| **Sum** | **100.0%** | **22,390** |
| **Source: Texas BINS Technical Committee representative** | | |

**Table 2e**
**Loop 375, Calendar Year 2000 Data**

| Loop 375 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 1.000 | 1.000 | 9,300 |
| 2 | 1.000 | 7.200 | 6.200 | 8,300 |
| 3 | 7.200 | 11.699 | 4.499 | 8,400 |
| 4 | 11.699 | 13.579 | 1.880 | 15,300 |
| 5 | 13.579 | 13.700 | 0.121 | 8,900 |
| 6 | 13.700 | 14.670 | 0.970 | 4,170 |
| 7 | 14.670 | 14.816 | 0.146 | 6,780 |
| 8 | 14.816 | 20.132 | 5.316 | 6,780 |
| 9 | 20.132 | 25.430 | 5.298 | 10,800 |
| 10 | 5.000 | 7.590 | 2.590 | 12,100 |
| 11 | 7.590 | 8.104 | 0.514 | 18,000 |
| 12 | 8.104 | 12.598 | 4.494 | 42,000 |
| 13 | 12.598 | 13.915 | 1.317 | 36,980 |
| 14 | 13.915 | 14.865 | 0.950 | 22,680 |
| 15 | 14.865 | 15.123 | 0.258 | 23,000 |
| 16 | 15.123 | 16.346 | 1.223 | 13,970 |
| 17 | 0.509 | 3.793 | 3.284 | 28,000 |
| 18 | 3.793 | 8.147 | 4.354 | 30,000 |
| 19 | 8.147 | 10.065 | 1.918 | 33,000 |
| 20 | 10.065 | 12.119 | 2.054 | 16,400 |
| 21 | 12.119 | 12.684 | 0.565 | 13,000 |
| 22 | 12.684 | 12.947 | 0.263 | 9,000 |
| | | **Sum** | **49.214** | **376,860** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **Loop 375** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 2.0% | 189 |
| 2 | 12.6% | 1,046 |
| 3 | 9.1% | 768 |
| 4 | 3.8% | 584 |
| 5 | 0.2% | 22 |
| 6 | 2.0% | 82 |
| 7 | 0.3% | 20 |
| 8 | 10.8% | 732 |
| 9 | 10.8% | 1,163 |
| 10 | 5.3% | 637 |
| 11 | 1.0% | 188 |
| 12 | 9.1% | 3,835 |
| 13 | 2.7% | 990 |
| 14 | 1.9% | 438 |
| **Segment** | **Weight** | **AADT** |
| 15 | 0.5% | 121 |
| 16 | 2.5% | 347 |
| 17 | 6.7% | 1,868 |
| 18 | 8.8% | 2,654 |
| 19 | 3.9% | 1,286 |
| 20 | 4.2% | 684 |
| 21 | 1.1% | 149 |
| 22 | 0.5% | 48 |
| **Sum** | **100.0%** | **17,852** |
| **Source: Texas BINS Technical Committee representative** | | |

## THE IH-10 CORRIDOR: CALENDAR YEAR 2020 DATA

**Table 3a**
**Interstate 10, Calendar Year 2020 Data**

| Interstate 10 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 0.218 | 0.218 | 60,650 |
| 2 | 0.218 | 2.964 | 2.746 | 64,130 |
| 3 | 2.964 | 6.364 | 3.400 | 70,260 |
| 4 | 6.364 | 9.200 | 2.836 | 82,340 |
| 5 | 9.200 | 11.174 | 1.974 | 121,590 |
| 6 | 11.174 | 13.289 | 2.115 | 144,370 |
| 7 | 13.289 | 13.488 | 0.199 | 139,750 |
| 8 | 13.488 | 16.050 | 2.562 | 166,020 |
| 9 | 16.050 | 18.092 | 2.042 | 179,210 |
| 10 | 18.092 | 19.419 | 1.327 | 175,880 |
| 11 | 19.419 | 21.462 | 2.043 | 218,710 |
| 12 | 21.462 | 21.641 | 0.179 | 228,670 |
| 13 | 22.387 | 22.479 | 0.092 | 228,670 |
| 14 | 22.479 | 22.829 | 0.350 | 229,500 |
| 15 | 22.829 | 23.335 | 0.506 | 248,160 |
| 16 | 23.335 | 24.562 | 1.227 | 283,480 |
| 17 | 24.562 | 25.499 | 0.937 | 269,510 |
| 18 | 25.499 | 26.411 | 0.912 | 274,700 |
| 19 | 26.411 | 27.437 | 1.026 | 254,020 |
| 20 | 27.437 | 28.977 | 1.540 | 213,140 |
| 21 | 28.977 | 29.726 | 0.749 | 213,050 |
| 22 | 29.726 | 30.701 | 0.975 | 231,160 |
| 23 | 30.701 | 33.016 | 2.315 | 80,410 |
| 24 | 33.013 | 34.751 | 1.738 | 78,910 |
| 25 | 34.751 | 38.689 | 3.938 | 45,440 |
| 26 | 38.689 | 43.602 | 4.913 | 27,250 |
| 27 | 43.602 | 50.276 | 6.674 | 36,410 |
| 28 | 50.276 | 50.470 | 0.194 | 31,180 |
| 29 | 50.470 | 56.322 | 5.852 | 31,180 |
| 30 | 56.322 | 62.524 | 6.202 | 28,960 |
| 31 | 0.000 | 10.752 | 10.752 | 28,940 |
| 32 | 10.752 | 16.915 | 6.163 | 25,700 |
| 33 | 16.915 | 26.069 | 9.154 | 25,700 |
| | | **Sum** | **87.850** | **4,537,050** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **Interstate 10** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 0.2% | 151 |
| 2 | 3.1% | 2,005 |
| 3 | 3.9% | 2,719 |
| 4 | 3.2% | 2,658 |
| 5 | 2.2% | 2,732 |
| 6 | 2.4% | 3,476 |
| 7 | 0.2% | 317 |
| 8 | 2.9% | 4,842 |
| 9 | 2.3% | 4,166 |
| 10 | 1.5% | 2,657 |
| 11 | 2.3% | 5,086 |
| 12 | 0.2% | 466 |
| 13 | 0.1% | 239 |
| 14 | 0.4% | 914 |
| 15 | 0.6% | 1,429 |
| 16 | 1.4% | 3,959 |
| 17 | 1.1% | 2,875 |
| 18 | 1.0% | 2,852 |
| 19 | 1.2% | 2,967 |
| 20 | 1.8% | 3,736 |
| 21 | 0.9% | 1,816 |
| 22 | 1.1% | 2,566 |
| 23 | 2.6% | 2,119 |
| 24 | 2.0% | 1,561 |
| 25 | 4.5% | 2,037 |
| 26 | 5.6% | 1,524 |
| 27 | 7.6% | 2,766 |
| 28 | 0.2% | 69 |
| 29 | 6.7% | 2,077 |
| 30 | 7.1% | 2,045 |
| 31 | 12.2% | 3,542 |
| 32 | 7.0% | 1,803 |
| 33 | 10.4% | 2,678 |
| **Sum** | **100.0%** | **76,847** |
| **Source: Texas BINS Technical Committee representative** | | |

**Table 3b**
**United States 62, Calendar Year 2020 Data**

| United States 62 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 5.719 | 6.221 | 0.502 | 29,400 |
| 2 | 6.221 | 8.202 | 1.981 | 32,200 |
| 3 | 8.202 | 9.606 | 1.404 | 30,800 |
| 4 | 9.606 | 10.333 | 0.727 | 27,300 |
| 5 | 10.333 | 10.792 | 0.459 | 18,200 |
| 6 | 10.792 | 10.900 | 0.108 | 51,800 |
| 7 | 0.821 | 1.248 | 0.427 | 19,740 |
| 8 | 12.640 | 13.160 | 0.520 | 51,800 |
| 9 | 13.160 | 15.386 | 2.226 | 47,600 |
| 10 | 15.385 | 16.296 | 0.911 | 63,000 |
| 11 | 16.296 | 16.772 | 0.476 | 58,800 |
| 12 | 16.772 | 18.315 | 1.543 | 53,200 |
| 13 | 18.315 | 21.602 | 3.287 | 47,460 |
| 14 | 21.602 | 24.843 | 3.241 | 21,930 |
| 15 | 24.843 | 31.176 | 6.333 | 35,790 |
| 16 | 31.176 | 32.273 | 1.097 | 4,340 |
| 17 | 32.273 | 33.672 | 1.399 | 4,340 |
| 18 | 33.672 | 37.919 | 4.247 | 2,660 |
| 19 | 0.000 | 13.974 | 13.974 | 2,590 |
| 20 | 13.974 | 28.763 | 14.789 | 2,590 |
| 21 | 30.000 | 33.089 | 3.089 | 2,590 |
| | | **Sum** | **62.740** | **608,130** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 62** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 0.8% | 235 |
| 2 | 3.2% | 1,017 |
| 3 | 2.2% | 689 |
| 4 | 1.2% | 316 |
| 5 | 0.7% | 133 |
| 6 | 0.2% | 89 |
| 7 | 0.7% | 134 |
| 8 | 0.8% | 429 |
| 9 | 3.5% | 1,689 |
| 10 | 1.5% | 915 |
| 11 | 0.8% | 446 |
| 12 | 2.5% | 1,308 |
| 13 | 5.2% | 2,486 |
| 14 | 5.2% | 1,133 |
| 15 | 10.1% | 3,613 |
| **Segment** | **Weight** | **AADT** |
| 16 | 1.7% | 76 |
| 17 | 2.2% | 97 |
| 18 | 6.8% | 180 |
| 19 | 22.3% | 577 |
| 20 | 23.6% | 611 |
| 21 | 4.9% | 128 |
| **Sum** | **100.0%** | **16,301** |
| **Source: Texas BINS Technical Committee representative** | | |

**Table 3c**
**Interstate 110, Calendar Year 2020 Data**

| Interstate 110 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 5.019 | 5.505 | 0.486 | 44,630 |
| 2 | 5.505 | 5.938 | 0.433 | 69,520 |
| | | **Sum** | **0.919** | **114,150** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **Interstate 110** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 52.9% | 23,602 |
| 2 | 47.1% | 32,755 |
| **Sum** | **100.0%** | **56,357** |

Source: Texas BINS Technical Committee representative

**Table 3d**
**United States 85, Calendar Year 2020 Data**

| United States 85 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 1.105 | 2.512 | 1.407 | 43,150 |
| 2 | 2.512 | 4.132 | 1.620 | 34,670 |
| 3 | 4.132 | 5.719 | 1.587 | 39,340 |
| 4 | 0.089 | 0.633 | 0.544 | 25,120 |
| 5 | 0.633 | 1.105 | 0.472 | 27,640 |
| | | **Sum** | **5.630** | **169,920** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 85** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 25.0% | 10,784 |
| 2 | 28.8% | 9,976 |
| 3 | 28.2% | 11,089 |
| 4 | 9.7% | 2,427 |
| 5 | 8.4% | 2,317 |
| **Sum** | **100.0%** | **36,593** |

Source: Texas BINS Technical Committee representative

**Table 3e**
**Loop 375, Calendar Year 2020 Data**

| Loop 375 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 1.000 | 1.000 | 16,090 |
| 2 | 1.000 | 7.200 | 6.200 | 17,530 |
| 3 | 7.200 | 11.699 | 4.499 | 16,000 |
| 4 | 11.699 | 13.579 | 1.880 | 24,530 |
| 5 | 13.579 | 13.700 | 0.121 | 12,460 |
| 6 | 13.700 | 14.670 | 0.970 | 5,840 |
| 7 | 14.670 | 14.816 | 0.146 | 9,490 |
| 8 | 14.816 | 20.132 | 5.316 | 9,490 |
| 9 | 20.132 | 25.430 | 5.298 | 28,880 |
| 10 | 5.000 | 7.590 | 2.590 | 36,300 |
| 11 | 7.590 | 8.104 | 0.514 | 54,000 |
| 12 | 8.104 | 12.598 | 4.494 | 110,580 |
| 13 | 12.598 | 13.915 | 1.317 | 85,280 |
| 14 | 13.915 | 14.865 | 0.950 | 43,330 |
| 15 | 14.865 | 15.123 | 0.258 | 52,070 |
| 16 | 15.123 | 16.346 | 1.223 | 19,560 |
| 17 | 0.509 | 3.793 | 3.284 | 57,220 |
| 18 | 3.793 | 8.147 | 4.354 | 45,560 |
| 19 | 8.147 | 10.065 | 1.918 | 46,650 |
| 20 | 10.065 | 12.119 | 2.054 | 22,960 |
| 21 | 12.119 | 12.684 | 0.565 | 20,410 |
| 22 | 12.684 | 12.947 | 0.263 | 12,600 |
| | | **Sum** | **49.214** | 746,830 |

| Estimating the Weighted Averages | | |
|---|---|---|
| Loop 375 | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 2.0% | 327 |
| 2 | 12.6% | 2,208 |
| 3 | 9.1% | 1,463 |
| 4 | 3.8% | 937 |
| 5 | 0.2% | 31 |
| 6 | 2.0% | 115 |
| 7 | 0.3% | 28 |
| 8 | 10.8% | 1,025 |
| 9 | 10.8% | 3,109 |
| 10 | 5.3% | 1,910 |
| 11 | 1.0% | 564 |
| 12 | 9.1% | 10,098 |
| 13 | 2.7% | 2,282 |
| 14 | 1.9% | 836 |
| **Segment** | **Weight** | **AADT** |
| 15 | 0.5% | 273 |
| 16 | 2.5% | 486 |
| 17 | 6.7% | 3,818 |
| 18 | 8.8% | 4,031 |
| 19 | 3.9% | 1,818 |
| 20 | 4.2% | 958 |
| 21 | 1.1% | 234 |
| 22 | 0.5% | 67 |
| **Sum** | **100.0%** | **36,620** |
| Source: Texas BINS Technical Committee representative | | |

## THE IH-35 CORRIDOR: CALENDAR YEAR 2000 DATA

**Table 4a**
**Interstate 35, Calendar Year 2000 Data**

| Interstate 35 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 20.060 | 20.660 | 0.600 | 16,000 |
| 2 | 0.880 | 2.669 | 1.789 | 46,370 |
| 3 | 2.669 | 4.090 | 1.421 | 56,910 |
| 4 | 4.090 | 5.025 | 0.935 | 59,020 |
| 5 | 5.025 | 5.472 | 0.447 | 37,430 |
| 6 | 5.472 | 7.525 | 2.053 | 23,170 |
| 7 | 7.525 | 11.968 | 4.443 | 16,080 |
| 8 | 0.000 | 1.904 | 1.904 | 16,080 |
| 9 | 1.904 | 7.185 | 5.281 | 13,580 |
| 10 | 7.185 | 8.274 | 1.089 | 12,990 |
| 11 | 8.278 | 15.523 | 7.245 | 12,990 |
| 12 | 15.523 | 16.980 | 1.457 | 12,180 |
| 13 | 16.980 | 26.869 | 9.889 | 12,180 |
| 14 | 20.343 | 21.442 | 1.099 | 11,960 |
| 15 | 21.442 | 25.908 | 4.466 | 10,900 |
| 16 | 25.908 | 38.086 | 12.178 | 11,000 |
| 17 | 20.087 | 20.862 | 0.775 | 9,680 |
| 18 | 14.340 | 20.087 | 5.747 | 10,840 |
| 19 | 10.154 | 14.307 | 4.153 | 11,080 |
| | | **Sum** | **66.971** | **400,440** |

| Estimating the Weighted Averages | | |
|---|---|---|
| Interstate 35 | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 0.9% | 143 |
| 2 | 2.7% | 1,239 |
| 3 | 2.1% | 1,208 |
| 4 | 1.4% | 824 |
| 5 | 0.7% | 250 |
| 6 | 3.1% | 710 |
| 7 | 6.6% | 1,067 |
| 8 | 2.8% | 457 |
| 9 | 7.9% | 1,071 |
| 10 | 1.6% | 211 |
| 11 | 10.8% | 1,405 |
| 12 | 2.2% | 265 |
| **Segment** | **Weight** | **AADT** |
| 13 | 14.8% | 1,799 |
| 14 | 1.6% | 196 |
| 15 | 6.7% | 727 |
| 16 | 18.2% | 2,000 |
| 17 | 1.2% | 112 |
| 18 | 8.6% | 930 |
| 19 | 6.2% | 687 |
| **Sum** | **100.0%** | **15,301** |
| Source: Texas BINS Technical Committee representative | | |

**Table 4b**
**United States 90, Calendar Year 2000 Data**

| United States 90 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 1.714 | 2.521 | 0.807 | 17,500 |
| 2 | 2.521 | 4.155 | 1.634 | 17,100 |
| 3 | 4.155 | 5.118 | 0.963 | 14,700 |
| 4 | 5.118 | 6.948 | 1.830 | 9,200 |
| 5 | 6.948 | 12.876 | 5.928 | 4,500 |
| 6 | 0.000 | 6.312 | 6.312 | 3,400 |
| 7 | 6.312 | 14.781 | 8.469 | 3,200 |
| 8 | 14.781 | 16.834 | 2.053 | 3,200 |
| 9 | 16.834 | 17.601 | 0.767 | 3,800 |
| 10 | 17.601 | 17.938 | 0.337 | 3,100 |
| 11 | 17.938 | 18.478 | 0.540 | 3,800 |
| 12 | 18.478 | 18.711 | 0.233 | 5,000 |
| 13 | 18.711 | 19.333 | 0.622 | 3,600 |
| 14 | 19.333 | 32.107 | 12.774 | 3,000 |
| 15 | 32.107 | 32.520 | 0.413 | 2,900 |
| 16 | 32.520 | 38.000 | 5.480 | 3,100 |
| 17 | 69.304 | 69.655 | 0.351 | 5,400 |
| 18 | 69.655 | 71.838 | 2.183 | 7,700 |
| 19 | 71.838 | 72.615 | 0.777 | 29,000 |
| 20 | 72.615 | 73.193 | 0.578 | 30,000 |
| 21 | 73.193 | 73.738 | 0.545 | 26,000 |
| 22 | 73.738 | 74.081 | 0.343 | 22,000 |
| 23 | 50.875 | 51.347 | 0.472 | 1,900 |
| 24 | 51.347 | 62.249 | 10.902 | 2,100 |
| 25 | 62.249 | 67.029 | 4.780 | 2,500 |
| 26 | 67.029 | 69.304 | 2.275 | 5,400 |
| 27 | 42.830 | 50.870 | 8.040 | 1,900 |
| 28 | 0.000 | 1.364 | 1.364 | 1,700 |
| 29 | 1.364 | 9.329 | 7.965 | 1,750 |
| 30 | 9.329 | 10.533 | 1.204 | 1,850 |
| 31 | 10.533 | 10.973 | 0.440 | 1,900 |
| 32 | 12.896 | 21.631 | 8.735 | 1,700 |
| 33 | 0.000 | 3.174 | 3.174 | 1,650 |
| 34 | 3.174 | 11.896 | 8.722 | 1,700 |
| 35 | 0.000 | 11.291 | 11.291 | 1,650 |
| 36 | 42.773 | 52.258 | 9.485 | 1,650 |
| 37 | 32.750 | 40.216 | 7.466 | 1,650 |
| 38 | 40.216 | 42.754 | 2.538 | 1,650 |
| 39 | 25.351 | 32.750 | 7.399 | 1,600 |
| 40 | 13.050 | 14.859 | 1.809 | 1,650 |

| | | | | |
|---|---|---|---|---|
| 41 | 14.859 | 18.160 | 3.301 | 1,600 |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 42 | 18.160 | 24.926 | 6.766 | 1,600 |
| 43 | 1.000 | 11.257 | 10.257 | 550 |
| 44 | 11.257 | 12.118 | 0.861 | 760 |
| 45 | 12.118 | 12.537 | 0.419 | 2,600 |
| 46 | 12.537 | 12.820 | 0.283 | 2,600 |
| 47 | 12.820 | 13.002 | 0.182 | 2,600 |
| 48 | 13.002 | 14.005 | 1.003 | 2,600 |
| | | **Sum** | **175.072** | **272,010** |

| **Estimating the Weighted Averages** | | |
|---|---|---|
| **United States 90** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 0.5% | 81 |
| 2 | 0.9% | 160 |
| 3 | 0.6% | 81 |
| 4 | 1.0% | 96 |
| 5 | 3.4% | 152 |
| 6 | 3.6% | 123 |
| 7 | 4.8% | 155 |
| 8 | 1.2% | 38 |
| 9 | 0.4% | 17 |
| 10 | 0.2% | 6 |
| 11 | 0.3% | 12 |
| 12 | 0.1% | 7 |
| 13 | 0.4% | 13 |
| 14 | 7.3% | 219 |
| 15 | 0.2% | 7 |
| 16 | 3.1% | 97 |
| 17 | 0.2% | 11 |
| 18 | 1.2% | 96 |
| 19 | 0.4% | 129 |
| 20 | 0.3% | 99 |
| 21 | 0.3% | 81 |
| 22 | 0.2% | 43 |
| 23 | 0.3% | 5 |
| 24 | 6.2% | 131 |
| 25 | 2.7% | 68 |
| 26 | 1.3% | 70 |
| 27 | 4.6% | 87 |
| 28 | 0.8% | 13 |
| 29 | 4.5% | 80 |
| 30 | 0.7% | 13 |
| 31 | 0.3% | 5 |
| 32 | 5.0% | 85 |
| 33 | 1.8% | 30 |
| 34 | 5.0% | 85 |
| 35 | 6.4% | 106 |

| | | |
|---|---|---|
| 36 | 5.4% | 89 |
| **Segment** | **Weight** | **AADT** |
| 37 | 4.3% | 70 |
| 38 | 1.4% | 24 |
| 39 | 4.2% | 68 |
| 40 | 1.0% | 17 |
| 41 | 1.9% | 30 |
| 42 | 3.9% | 62 |
| 43 | 5.9% | 32 |
| 44 | 0.5% | 4 |
| 45 | 0.2% | 6 |
| 46 | 0.2% | 4 |
| 47 | 0.1% | 3 |
| 48 | 0.6% | 15 |
| **Sum** | **100.0%** | **1,725** |
| **Source: Texas BINS Technical Committee representative** | | |

**Table 4c**
**State Spur 20, Calendar Year 2000 Data**

| State Spur 20 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 1.594 | 1.594 | 19,400 |
| 2 | 0.000 | 1.056 | 1.056 | 13,900 |
| 3 | 1.056 | 4.377 | 3.321 | 7,700 |
| 4 | 4.377 | 8.729 | 4.352 | 15,800 |
| 5 | 8.729 | 10.000 | 1.271 | 20,000 |
| 6 | 10.000 | 10.923 | 0.923 | 20,000 |
| 7 | 10.923 | 11.397 | 0.474 | 15,600 |
| 8 | 11.397 | 12.542 | 1.145 | 13,800 |
| | | **Sum** | **14.136** | **126,200** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **State Spur 20** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 11.3% | 174 |
| 2 | 7.5% | 371 |
| 3 | 23.5% | 163 |
| 4 | 30.8% | 221 |
| 5 | 9.0% | 133 |
| 6 | 6.5% | 613 |
| 7 | 3.4% | 1,035 |
| 8 | 8.1% | 392 |
| **Sum** | **100.0%** | **3,103** |

Source: Texas BINS Technical Committee representative

## THE IH-35 CORRIDOR: CALENDAR YEAR 2020 DATA

**Table 5a**
**Interstate 35, Calendar Year 2020 Data**

| **Interstate 35** | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 20.060 | 20.660 | 0.600 | 22,400 |
| 2 | 0.880 | 2.669 | 1.789 | 72,980 |
| 3 | 2.669 | 4.090 | 1.421 | 107,770 |
| 4 | 4.090 | 5.025 | 0.935 | 119,070 |
| 5 | 5.025 | 5.472 | 0.447 | 64,380 |
| 6 | 5.472 | 7.525 | 2.053 | 51,420 |
| 7 | 7.525 | 11.968 | 4.443 | 39,900 |
| 8 | 0.000 | 1.904 | 1.904 | 39,900 |
| 9 | 1.904 | 7.185 | 5.281 | 27,720 |
| 10 | 7.185 | 8.274 | 1.089 | 27,470 |
| 11 | 8.278 | 15.523 | 7.245 | 27,470 |
| 12 | 15.523 | 16.980 | 1.457 | 26,130 |
| 13 | 16.980 | 26.869 | 9.889 | 26,130 |
| 14 | 20.343 | 21.442 | 1.099 | 25,930 |
| 15 | 21.442 | 25.908 | 4.466 | 21,220 |
| 16 | 25.908 | 38.086 | 12.178 | 23,030 |
| 17 | 20.087 | 20.862 | 0.775 | 21,090 |
| 18 | 14.340 | 20.087 | 5.747 | 22,980 |
| 19 | 10.154 | 14.307 | 4.153 | 23,280 |
| | | **Sum** | **66.971** | **790,270** |

| Estimating the Weighted Averages | | |
|---|---|---|
| Interstate 35 | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 0.9% | 201 |
| 2 | 2.7% | 1,950 |
| 3 | 2.1% | 2,287 |
| 4 | 1.4% | 1,662 |
| 5 | 0.7% | 430 |
| 6 | 3.1% | 1,576 |
| 7 | 6.6% | 2,647 |
| 8 | 2.8% | 1,134 |
| 9 | 7.9% | 2,186 |
| 10 | 1.6% | 447 |
| 11 | 10.8% | 2,972 |
| 12 | 2.2% | 568 |
| **Segment** | **Weight** | **AADT** |
| 13 | 14.8% | 3,858 |
| 14 | 1.6% | 426 |
| 15 | 6.7% | 1,415 |
| 16 | 18.2% | 4,188 |
| 17 | 1.2% | 244 |
| 18 | 8.6% | 1,972 |
| 19 | 6.2% | 1,444 |
| **Sum** | **100.0%** | **31,606** |
| Source: Texas BINS Technical Committee representative | | |

**Table 5b**
**United States 90, Calendar Year 2020 Data**

| United States 90 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 1.714 | 2.521 | 0.807 | 25,630 |
| 2 | 2.521 | 4.155 | 1.634 | 28,790 |
| 3 | 4.155 | 5.118 | 0.963 | 26,310 |
| 4 | 5.118 | 6.948 | 1.830 | 12,880 |
| 5 | 6.948 | 12.876 | 5.928 | 7,790 |
| 6 | 0.000 | 6.312 | 6.312 | 5,980 |
| 7 | 6.312 | 14.781 | 8.469 | 5,770 |
| 8 | 14.781 | 16.834 | 2.053 | 5,770 |
| 9 | 16.834 | 17.601 | 0.767 | 7,090 |
| 10 | 17.601 | 17.938 | 0.337 | 5,790 |
| 11 | 17.938 | 18.478 | 0.540 | 6,380 |
| 12 | 18.478 | 18.711 | 0.233 | 7,000 |
| 13 | 18.711 | 19.333 | 0.622 | 5,380 |
| 14 | 19.333 | 32.107 | 12.774 | 4,720 |
| 15 | 32.107 | 32.520 | 0.413 | 4,220 |
| 16 | 32.520 | 38.000 | 5.480 | 4,340 |
| 17 | 69.304 | 69.655 | 0.351 | 8,150 |
| 18 | 69.655 | 71.838 | 2.183 | 48,320 |
| 19 | 71.838 | 72.615 | 0.777 | 46,920 |
| 20 | 72.615 | 73.193 | 0.578 | 45,610 |
| 21 | 73.193 | 73.738 | 0.545 | 32,520 |
| 22 | 73.738 | 74.081 | 0.343 | 3,280 |
| 23 | 50.875 | 51.347 | 0.472 | 3,280 |
| 24 | 51.347 | 62.249 | 10.902 | 3,460 |
| 25 | 62.249 | 67.029 | 4.780 | 3,900 |
| 26 | 67.029 | 69.304 | 2.275 | 8,150 |
| 27 | 42.830 | 50.870 | 8.040 | 3,280 |
| 28 | 0.000 | 1.364 | 1.364 | 2,950 |
| 29 | 1.364 | 9.329 | 7.965 | 3,180 |
| 30 | 9.329 | 10.533 | 1.204 | 3,290 |
| 31 | 10.533 | 10.973 | 0.440 | 3,280 |
| 32 | 12.896 | 21.631 | 8.735 | 2,950 |
| 33 | 0.000 | 3.174 | 3.174 | 2,990 |
| 34 | 3.174 | 11.896 | 8.722 | 2,950 |
| 35 | 0.000 | 11.291 | 11.291 | 2,990 |
| 36 | 42.773 | 52.258 | 9.485 | 2,900 |
| 37 | 32.750 | 40.216 | 7.466 | 2,310 |
| 38 | 40.216 | 42.754 | 2.538 | 2,310 |

| Segment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic |
|---|---|---|---|---|
| 39 | 25.351 | 32.750 | 7.399 | 1,600 |
| 40 | 13.050 | 14.859 | 1.809 | 1,650 |
| 41 | 14.859 | 18.160 | 3.301 | 1,600 |
| 42 | 18.160 | 24.926 | 6.766 | 1,600 |
| 43 | 1.000 | 11.257 | 10.257 | 550 |
| 44 | 11.257 | 12.118 | 0.861 | 760 |
| 45 | 12.118 | 12.537 | 0.419 | 2,600 |
| 46 | 12.537 | 12.820 | 0.283 | 2,600 |
| 47 | 12.820 | 13.002 | 0.182 | 2,600 |
| 48 | 13.002 | 14.005 | 1.003 | 2,600 |
| | | **Sum** | **175.072** | **420,970** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 90** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 0.5% | 118 |
| 2 | 0.9% | 269 |
| 3 | 0.6% | 145 |
| 4 | 1.0% | 135 |
| 5 | 3.4% | 264 |
| 6 | 3.6% | 216 |
| 7 | 4.8% | 279 |
| 8 | 1.2% | 68 |
| 9 | 0.4% | 31 |
| 10 | 0.2% | 11 |
| 11 | 0.3% | 20 |
| 12 | 0.1% | 9 |
| 13 | 0.4% | 19 |
| 14 | 7.3% | 344 |
| 15 | 0.2% | 10 |
| 16 | 3.1% | 136 |
| 17 | 0.2% | 16 |
| 18 | 1.2% | 603 |
| 19 | 0.4% | 208 |
| 20 | 0.3% | 151 |
| 21 | 0.3% | 101 |
| 22 | 0.2% | 6 |
| 23 | 0.3% | 9 |
| 24 | 6.2% | 215 |
| 25 | 2.7% | 106 |
| 26 | 1.3% | 106 |
| 27 | 4.6% | 151 |
| 28 | 0.8% | 23 |
| 29 | 4.5% | 145 |
| 30 | 0.7% | 23 |
| 31 | 0.3% | 8 |

| Segment | Weight | AADT |
|---|---|---|
| 32 | 5.0% | 147 |
| 33 | 1.8% | 54 |
| 34 | 5.0% | 147 |
| 35 | 6.4% | 193 |
| 36 | 5.4% | 157 |
| 37 | 4.3% | 99 |
| 38 | 1.4% | 33 |
| 39 | 4.2% | 68 |
| 40 | 1.0% | 17 |
| 41 | 1.9% | 30 |
| 42 | 3.9% | 62 |
| 43 | 5.9% | 32 |
| 44 | 0.5% | 4 |
| 45 | 0.2% | 6 |
| 46 | 0.2% | 4 |
| 47 | 0.1% | 3 |
| 48 | 0.6% | 15 |
| **Sum** | **100.0%** | **3,167** |
| Source: Texas BINS Technical Committee representative | | |

**Table 5c**
**State Spur 20, Calendar Year 2020 Data**

| State Spur 20 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 1.594 | 1.594 | 34,920 |
| 2 | 0.000 | 1.056 | 1.056 | 21,680 |
| 3 | 1.056 | 4.377 | 3.321 | 12,010 |
| 4 | 4.377 | 8.729 | 4.352 | 24,650 |
| 5 | 8.729 | 10.000 | 1.271 | 31,200 |
| 6 | 10.000 | 10.923 | 0.923 | 31,200 |
| 7 | 10.923 | 11.397 | 0.474 | 24,340 |
| 8 | 11.397 | 12.542 | 1.145 | 21,530 |
| | | **Sum** | **14.136** | **201,530** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **State Spur 20** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 11.3% | 313 |
| 2 | 7.5% | 579 |
| 3 | 23.5% | 255 |
| 4 | 30.8% | 344 |
| 5 | 9.0% | 208 |
| 6 | 6.5% | 956 |
| 7 | 3.4% | 1,615 |
| 8 | 8.1% | 612 |
| **Sum** | **100.0%** | **4,883** |

Source: Texas BINS Technical Committee representative

## THE IH-69 CORRIDOR: CALENDAR YEAR 2000 DATA

**Table 6a**
**International Highway 59, Calendar Year 2000 Data**

| International Highway 59 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 46.140 | 47.558 | 1.418 | 28,000 |
| 2 | 44.740 | 46.140 | 1.400 | 23,000 |
| 3 | 41.351 | 44.740 | 3.389 | 5,400 |
| 4 | 28.069 | 41.351 | 13.282 | 3,400 |
| 5 | 23.364 | 28.069 | 4.705 | 2,700 |
| 6 | 15.767 | 23.364 | 7.597 | 2,700 |
| 7 | 11.627 | 15.767 | 4.140 | 3,500 |
| 8 | 2.920 | 11.627 | 8.707 | 2,900 |
| 9 | 0.003 | 2.920 | 2.917 | 3,100 |
| 10 | 0.000 | 0.453 | 0.453 | 5,100 |
| 11 | 0.453 | 2.984 | 2.531 | 3,900 |
| 12 | 2.984 | 13.380 | 10.396 | 3,100 |
| 13 | 0.000 | 8.074 | 8.074 | 2,300 |
| | | **Sum** | **69.009** | **89,100** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **International Highway 59** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 2.1% | 575 |
| 2 | 2.0% | 467 |
| 3 | 4.9% | 265 |
| 4 | 19.2% | 654 |
| 5 | 6.8% | 184 |
| 6 | 11.0% | 297 |
| 7 | 6.0% | 210 |
| 8 | 12.6% | 366 |
| 9 | 4.2% | 131 |
| 10 | 0.7% | 33 |
| 11 | 3.7% | 143 |
| 12 | 15.1% | 467 |
| 13 | 11.7% | 269 |
| **Sum** | **100.0%** | **4,062** |

Source: Texas BINS Technical Committee representative

**Table 6b**
**United States 77, Calendar Year 2000 Data**

| United States 77 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 5.325 | 6.161 | 0.836 | 15,840 |
| 2 | 6.161 | 8.124 | 1.963 | 15,730 |
| 3 | 8.124 | 9.620 | 1.496 | 17,650 |
| 4 | 9.620 | 10.754 | 1.134 | 15,470 |
| 5 | 10.754 | 11.867 | 1.113 | 25,860 |
| 6 | 11.867 | 12.322 | 0.455 | 25,860 |
| 7 | 12.322 | 13.165 | 0.843 | 54,270 |
| 8 | 13.165 | 13.964 | 0.799 | 53,860 |
| 9 | 13.964 | 15.402 | 1.438 | 60,460 |
| 10 | 15.402 | 17.558 | 2.156 | 43,570 |
| 11 | 17.558 | 19.060 | 1.502 | 49,380 |
| 12 | 19.060 | 19.560 | 0.500 | 40,220 |
| 13 | 19.560 | 21.543 | 1.983 | 41,010 |
| 14 | 21.543 | 23.908 | 2.365 | 41,050 |
| 15 | 23.908 | 26.848 | 2.940 | 33,160 |
| 16 | 26.848 | 28.520 | 1.672 | 34,440 |
| 17 | 28.520 | 31.651 | 3.131 | 34,840 |
| 18 | 31.629 | 32.227 | 0.598 | 34,840 |
| 19 | 32.227 | 33.879 | 1.652 | 44,420 |
| 20 | 0.000 | 0.060 | 0.060 | 19,300 |
| 21 | 33.879 | 34.409 | 0.530 | 44,420 |
| 22 | 34.409 | 35.474 | 1.065 | 29,620 |
| 23 | 35.474 | 36.551 | 1.077 | 35,230 |
| 24 | 36.551 | 37.128 | 0.577 | 41,480 |
| 25 | 37.128 | 37.876 | 0.748 | 27,440 |
| 26 | 0.000 | 0.921 | 0.921 | 14,790 |
| 27 | 0.921 | 4.325 | 3.404 | 15,840 |
| 28 | 5.021 | 5.925 | 0.904 | 19,300 |
| 29 | 9.999 | 14.965 | 4.966 | 9,900 |
| 30 | 14.965 | 16.539 | 1.574 | 9,700 |
| 31 | 16.539 | 18.045 | 1.506 | 10,000 |
| 32 | 18.045 | 20.209 | 2.164 | 9,070 |
| 33 | 20.209 | 23.252 | 3.043 | 15,700 |
| 34 | 23.252 | 26.844 | 3.592 | 15,600 |
| 35 | 26.844 | 28.275 | 1.431 | 15,780 |
| 36 | 0.011 | 9.722 | 9.711 | 9,400 |
| 37 | 9.722 | 12.988 | 3.266 | 9,400 |
| | | **Sum** | **69.115** | **1,033,900** |

| Estimating the Weighted Averages | | |
|---|---|---|
| United States 77 | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 1.2% | 192 |
| 2 | 2.8% | 447 |
| 3 | 2.2% | 382 |
| 4 | 1.6% | 254 |
| 5 | 1.6% | 416 |
| 6 | 0.7% | 170 |
| 7 | 1.2% | 662 |
| 8 | 1.2% | 623 |
| 9 | 2.1% | 1,258 |
| 10 | 3.1% | 1,359 |
| 11 | 2.2% | 1,073 |
| 12 | 0.7% | 291 |
| 13 | 2.9% | 1,177 |
| 14 | 3.4% | 1,405 |
| 15 | 4.3% | 1,411 |
| 16 | 2.4% | 833 |
| 17 | 4.5% | 1,578 |
| 18 | 0.9% | 301 |
| 19 | 2.4% | 1,062 |
| 20 | 0.1% | 17 |
| 21 | 0.8% | 341 |
| 22 | 1.5% | 456 |
| 23 | 1.6% | 549 |
| 24 | 0.8% | 346 |
| 25 | 1.1% | 297 |
| 26 | 1.3% | 197 |
| 27 | 4.9% | 780 |
| 28 | 1.3% | 252 |
| 29 | 7.2% | 711 |
| 30 | 2.3% | 221 |
| 31 | 2.2% | 218 |
| 32 | 3.1% | 284 |
| 33 | 4.4% | 691 |
| 34 | 5.2% | 811 |
| 35 | 2.1% | 327 |
| 36 | 14.1% | 1,321 |
| 37 | 4.7% | 444 |
| **Sum** | **100.0%** | **23,157** |
| Source: Texas BINS Technical Committee representative | | |

**Table 6c**
**United States 281, Calendar Year 2000 Data**

| United States 281 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 5.000 | 5.738 | 0.738 | 35,000 |
| 2 | 3.385 | 3.966 | 0.581 | 15,000 |
| 3 | 3.966 | 4.432 | 0.466 | 8,600 |
| 4 | 1.497 | 3.385 | 1.888 | 18,300 |
| 5 | 0.213 | 1.497 | 1.284 | 13,000 |
| 6 | 46.341 | 48.342 | 2.001 | 10,100 |
| 7 | 45.843 | 46.341 | 0.498 | 18,500 |
| 8 | 43.843 | 45.843 | 2.000 | 16,600 |
| 9 | 42.845 | 43.843 | 0.998 | 19,600 |
| 10 | 41.355 | 42.845 | 1.490 | 21,000 |
| 11 | 6.585 | 7.584 | 0.999 | 84,000 |
| 12 | 4.945 | 6.585 | 1.640 | 67,000 |
| 13 | 3.946 | 4.945 | 0.999 | 43,000 |
| 14 | 2.788 | 3.946 | 1.158 | 45,000 |
| 15 | 1.000 | 2.780 | 1.780 | 38,000 |
| 16 | 33.366 | 33.849 | 0.483 | 28,000 |
| 17 | 32.326 | 33.366 | 1.040 | 27,000 |
| 18 | 31.329 | 32.326 | 0.997 | 28,000 |
| 19 | 30.620 | 31.329 | 0.709 | 20,000 |
| 20 | 29.216 | 30.620 | 1.404 | 28,000 |
| 21 | 27.839 | 29.216 | 1.377 | 24,000 |
| 22 | 23.261 | 25.654 | 2.393 | 18,000 |
| 23 | 15.837 | 23.261 | 7.424 | 15,000 |
| 24 | 15.561 | 15.837 | 0.276 | 11,000 |
| 25 | 3.700 | 14.600 | 10.900 | 9,900 |
| 26 | 3.162 | 10.998 | 7.836 | 9,900 |
| 27 | 1.413 | 3.162 | 1.749 | 10,500 |
| 28 | 0.000 | 1.413 | 1.413 | 10,600 |
| 29 | 31.316 | 32.721 | 1.405 | 10,200 |
| 30 | 26.177 | 31.316 | 5.139 | 10,900 |
| 31 | 2.985 | 4.084 | 1.099 | 14,600 |
| 32 | 2.512 | 2.985 | 0.473 | 16,100 |
| 33 | 2.497 | 3.011 | 0.514 | 13,500 |
| 34 | 0.500 | 2.497 | 1.997 | 11,400 |
| | | **Sum** | **67.148** | **769,300** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 281** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 1.1% | 385 |
| 2 | 0.9% | 130 |
| 3 | 0.7% | 60 |
| **Segment** | **Weight** | **AADT** |
| 4 | 2.8% | 515 |
| 5 | 1.9% | 249 |
| 6 | 3.0% | 301 |
| 7 | 0.7% | 137 |
| 8 | 3.0% | 494 |
| 9 | 1.5% | 291 |
| 10 | 2.2% | 466 |
| 11 | 1.5% | 1,250 |
| 12 | 2.4% | 1,636 |
| 13 | 1.5% | 640 |
| 14 | 1.7% | 776 |
| 15 | 2.7% | 1,007 |
| 16 | 0.7% | 201 |
| 17 | 1.5% | 418 |
| 18 | 1.5% | 416 |
| 19 | 1.1% | 211 |
| 20 | 2.1% | 585 |
| 21 | 2.1% | 492 |
| 22 | 3.6% | 641 |
| 23 | 11.1% | 1,658 |
| 24 | 0.4% | 45 |
| 25 | 16.2% | 1,607 |
| 26 | 11.7% | 1,155 |
| 27 | 2.6% | 273 |
| 28 | 2.1% | 223 |
| 29 | 2.1% | 213 |
| 30 | 7.7% | 834 |
| 31 | 1.6% | 239 |
| 32 | 0.7% | 113 |
| 33 | 0.8% | 103 |
| 34 | 3.0% | 339 |
| **Sum** | **100.0%** | **18,107** |
| Source: Texas BINS Technical Committee representative | | |

**Table 6d**
**State 359, Calendar Year 2000 Data**

| State 359 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 2.219 | 2.741 | 0.522 | 12,300 |
| 2 | 2.741 | 3.938 | 1.197 | 8,300 |
| 3 | 3.938 | 5.230 | 1.292 | 13,200 |
| 4 | 5.230 | 6.925 | 1.695 | 11,500 |
| 5 | 6.925 | 12.699 | 5.774 | 7,700 |
| 6 | 12.699 | 16.105 | 3.406 | 7,700 |
| 7 | 16.105 | 21.436 | 5.331 | 5,200 |
| 8 | 21.436 | 25.304 | 3.868 | 2,700 |
| 9 | 25.304 | 26.819 | 1.515 | 2,700 |
| 10 | 26.819 | 32.149 | 5.330 | 2,600 |
| 11 | 32.149 | 33.512 | 1.363 | 2,000 |
| 12 | 33.512 | 33.598 | 0.086 | 2,000 |
| 13 | 33.598 | 33.820 | 0.222 | 2,100 |
| 14 | 33.820 | 42.563 | 8.743 | 2,200 |
| 15 | 42.563 | 42.740 | 0.177 | 2,100 |
| 16 | 42.740 | 46.041 | 3.301 | 2,100 |
| 17 | 0.000 | 3.974 | 3.974 | 2,100 |
| 18 | 0.000 | 3.588 | 3.588 | 2,100 |
| 19 | 3.588 | 4.587 | 0.999 | 2,300 |
| 20 | 4.587 | 5.134 | 0.547 | 5,500 |
| 21 | 5.134 | 5.481 | 0.347 | 6,000 |
| 22 | 5.892 | 6.105 | 0.213 | 3,700 |
| 23 | 6.105 | 6.318 | 0.213 | 2,400 |
| 24 | 6.318 | 6.736 | 0.418 | 2,200 |
| 25 | 6.736 | 10.183 | 3.447 | 1,750 |
| | | **Sum** | **57.568** | **114,450** |

| Estimating the Weighted Averages | | |
|---|---|---|
| State 359 | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 0.9% | 112 |
| 2 | 2.1% | 173 |
| 3 | 2.2% | 296 |
| 4 | 2.9% | 339 |
| 5 | 10.0% | 772 |
| 6 | 5.9% | 456 |
| 7 | 9.3% | 482 |
| 8 | 6.7% | 181 |
| 9 | 2.6% | 71 |
| 10 | 9.3% | 241 |
| 11 | 2.4% | 47 |
| 12 | 0.1% | 3 |
| **Segment** | **Weight** | **AADT** |
| 13 | 0.4% | 8 |
| 14 | 15.2% | 334 |
| 15 | 0.3% | 6 |
| 16 | 5.7% | 120 |
| 17 | 6.9% | 145 |
| 18 | 6.2% | 131 |
| 19 | 1.7% | 40 |
| 20 | 1.0% | 52 |
| 21 | 0.6% | 36 |
| 22 | 0.4% | 14 |
| 23 | 0.4% | 9 |
| 24 | 0.7% | 16 |
| 25 | 6.0% | 105 |
| **Sum** | **100.0%** | **4,189** |
| Source: Texas BINS Technical Committee representative | | |

## THE IH-69 CORRIDOR: CALENDAR YEAR 2020 DATA

**Table 7a**
**International Highway 59, Calendar Year 2020 Data**

| International Highway 59 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 46.140 | 47.558 | 1.418 | 39,200 |
| 2 | 44.740 | 46.140 | 1.400 | 50,970 |
| 3 | 41.351 | 44.740 | 3.389 | 8,420 |
| 4 | 28.069 | 41.351 | 13.282 | 5,300 |
| 5 | 23.364 | 28.069 | 4.705 | 4,210 |
| 6 | 15.767 | 23.364 | 7.597 | 4,210 |
| 7 | 11.627 | 15.767 | 4.140 | 5,460 |
| 8 | 2.920 | 11.627 | 8.707 | 4,520 |
| 9 | 0.003 | 2.920 | 2.917 | 4,340 |
| 10 | 0.000 | 0.453 | 0.453 | 7,140 |
| 11 | 0.453 | 2.984 | 2.531 | 6,080 |
| 12 | 2.984 | 13.380 | 10.396 | 4,840 |
| 13 | 0.000 | 8.074 | 8.074 | 3,700 |
| | | **Sum** | **69.009** | **148,390** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **International Highway 59** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 2.1% | 805 |
| 2 | 2.0% | 1,034 |
| 3 | 4.9% | 414 |
| 4 | 19.2% | 1,020 |
| 5 | 6.8% | 287 |
| 6 | 11.0% | 463 |
| 7 | 6.0% | 328 |
| 8 | 12.6% | 570 |
| 9 | 4.2% | 183 |
| 10 | 0.7% | 47 |
| 11 | 3.7% | 223 |
| 12 | 15.1% | 729 |
| 13 | 11.7% | 433 |
| **Sum** | **100.0%** | **6,537** |
| **Source: Texas BINS Technical Committee representative** | | |

**Table 7b**
**United States 77, Calendar Year 2000 Data**

| United States 77 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 5.325 | 6.161 | 0.836 | 27,990 |
| 2 | 6.161 | 8.124 | 1.963 | 27,360 |
| 3 | 8.124 | 9.620 | 1.496 | 31,250 |
| 4 | 9.620 | 10.754 | 1.134 | 24,130 |
| 5 | 10.754 | 11.867 | 1.113 | 36,200 |
| 6 | 11.867 | 12.322 | 0.455 | 36,200 |
| 7 | 12.322 | 13.165 | 0.843 | 75,980 |
| 8 | 13.165 | 13.964 | 0.799 | 84,020 |
| 9 | 13.964 | 15.402 | 1.438 | 88,160 |
| 10 | 15.402 | 17.558 | 2.156 | 67,970 |
| 11 | 17.558 | 19.060 | 1.502 | 70,360 |
| 12 | 19.060 | 19.560 | 0.500 | 60,770 |
| 13 | 19.560 | 21.543 | 1.983 | 73,020 |
| 14 | 21.543 | 23.908 | 2.365 | 70,420 |
| 15 | 23.908 | 26.848 | 2.940 | 58,200 |
| 16 | 26.848 | 28.520 | 1.672 | 57,290 |
| 17 | 28.520 | 31.651 | 3.131 | 56,660 |
| 18 | 31.629 | 32.227 | 0.598 | 56,660 |
| 19 | 32.227 | 33.879 | 1.652 | 80,080 |
| 20 | 0.000 | 0.060 | 0.060 | 23,240 |
| 21 | 33.879 | 34.409 | 0.530 | 80,080 |
| 22 | 34.409 | 35.474 | 1.065 | 46,210 |
| 23 | 35.474 | 36.551 | 1.077 | 54,960 |
| 24 | 36.551 | 37.128 | 0.577 | 58,070 |
| 25 | 37.128 | 37.876 | 0.748 | 39,170 |
| 26 | 0.000 | 0.921 | 0.921 | 25,330 |
| 27 | 0.921 | 4.325 | 3.404 | 27,990 |
| 28 | 5.021 | 5.925 | 0.904 | 23,240 |
| 29 | 9.999 | 14.965 | 4.966 | 18,210 |
| 30 | 14.965 | 16.539 | 1.574 | 19,030 |
| 31 | 16.539 | 18.045 | 1.506 | 15,600 |
| 32 | 18.045 | 20.209 | 2.164 | 14,150 |
| 33 | 20.209 | 23.252 | 3.043 | 29,470 |
| 34 | 23.252 | 26.844 | 3.592 | 27,740 |
| 35 | 26.844 | 28.275 | 1.431 | 27,850 |
| 36 | 0.011 | 9.722 | 9.711 | 18,940 |
| 37 | 9.722 | 12.988 | 3.266 | 17,920 |
| | | **Sum** | **69.115** | **1,649,920** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 77** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 1.2% | 339 |
| 2 | 2.8% | 777 |
| 3 | 2.2% | 676 |
| 4 | 1.6% | 396 |
| 5 | 1.6% | 583 |
| 6 | 0.7% | 238 |
| 7 | 1.2% | 927 |
| 8 | 1.2% | 971 |
| 9 | 2.1% | 1,834 |
| 10 | 3.1% | 2,120 |
| 11 | 2.2% | 1,529 |
| 12 | 0.7% | 440 |
| 13 | 2.9% | 2,095 |
| 14 | 3.4% | 2,410 |
| 15 | 4.3% | 2,476 |
| 16 | 2.4% | 1,386 |
| 17 | 4.5% | 2,567 |
| 18 | 0.9% | 490 |
| 19 | 2.4% | 1,914 |
| 20 | 0.1% | 20 |
| 21 | 0.8% | 614 |
| 22 | 1.5% | 712 |
| 23 | 1.6% | 856 |
| 24 | 0.8% | 485 |
| 25 | 1.1% | 424 |
| 26 | 1.3% | 338 |
| 27 | 4.9% | 1,379 |
| 28 | 1.3% | 304 |
| 29 | 7.2% | 1,308 |
| 30 | 2.3% | 433 |
| 31 | 2.2% | 340 |
| 32 | 3.1% | 443 |
| 33 | 4.4% | 1,298 |
| 34 | 5.2% | 1,442 |
| 35 | 2.1% | 577 |
| 36 | 14.1% | 2,661 |
| 37 | 4.7% | 847 |
| **Sum** | **100.0%** | **38,648** |
| Source: Texas BINS Technical Committee representative | | |

**Table 7c**
**United States 281, Calendar Year 2020 Data**

| United States 281 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 5.000 | 5.738 | 0.738 | 54,600 |
| 2 | 3.385 | 3.966 | 0.581 | 23,400 |
| 3 | 3.966 | 4.432 | 0.466 | 13,420 |
| 4 | 1.497 | 3.385 | 1.888 | 41,770 |
| 5 | 0.213 | 1.497 | 1.284 | 30,070 |
| 6 | 46.341 | 48.342 | 2.001 | 26,130 |
| 7 | 45.843 | 46.341 | 0.498 | 39,890 |
| 8 | 43.843 | 45.843 | 2.000 | 34,200 |
| 9 | 42.845 | 43.843 | 0.998 | 41,560 |
| 10 | 41.355 | 42.845 | 1.490 | 36,410 |
| 11 | 6.585 | 7.584 | 0.999 | 81,850 |
| 12 | 4.945 | 6.585 | 1.640 | 95,190 |
| 13 | 3.946 | 4.945 | 0.999 | 94,180 |
| 14 | 2.788 | 3.946 | 1.158 | 86,090 |
| 15 | 1.000 | 2.780 | 1.780 | 23,770 |
| 16 | 33.366 | 33.849 | 0.483 | 51,790 |
| 17 | 32.326 | 33.366 | 1.040 | 55,280 |
| 18 | 31.329 | 32.326 | 0.997 | 54,220 |
| 19 | 30.620 | 31.329 | 0.709 | 28,500 |
| 20 | 29.216 | 30.620 | 1.404 | 53,540 |
| 21 | 27.839 | 29.216 | 1.377 | 46,050 |
| 22 | 23.261 | 25.654 | 2.393 | 28,080 |
| 23 | 15.837 | 23.261 | 7.424 | 29,380 |
| 24 | 15.561 | 15.837 | 0.276 | 20,370 |
| 25 | 3.700 | 14.600 | 10.900 | 18,610 |
| 26 | 3.162 | 10.998 | 7.836 | 18,680 |
| 27 | 1.413 | 3.162 | 1.749 | 19,690 |
| 28 | 0.000 | 1.413 | 1.413 | 26,020 |
| 29 | 31.316 | 32.721 | 1.405 | 23,680 |
| 30 | 26.177 | 31.316 | 5.139 | 20,590 |
| 31 | 2.985 | 4.084 | 1.099 | 20,440 |
| 32 | 2.512 | 2.985 | 0.473 | 22,540 |
| 33 | 2.497 | 3.011 | 0.514 | 18,900 |
| 34 | 0.500 | 2.497 | 1.997 | 17,100 |
| | | **Sum** | **67.148** | **1,295,990** |

| Estimating the Weighted Averages | | |
|---|---|---|
| United States 281 | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 1.1% | 600 |
| 2 | 0.9% | 202 |
| 3 | 0.7% | 93 |
| **Segment** | **Weight** | **AADT** |
| 4 | 2.8% | 1,174 |
| 5 | 1.9% | 575 |
| 6 | 3.0% | 779 |
| 7 | 0.7% | 296 |
| 8 | 3.0% | 1,019 |
| 9 | 1.5% | 618 |
| 10 | 2.2% | 808 |
| 11 | 1.5% | 1,218 |
| 12 | 2.4% | 2,325 |
| 13 | 1.5% | 1,401 |
| 14 | 1.7% | 1,485 |
| 15 | 2.7% | 630 |
| 16 | 0.7% | 373 |
| 17 | 1.5% | 856 |
| 18 | 1.5% | 805 |
| 19 | 1.1% | 301 |
| 20 | 2.1% | 1,119 |
| 21 | 2.1% | 944 |
| 22 | 3.6% | 1,001 |
| 23 | 11.1% | 3,248 |
| 24 | 0.4% | 84 |
| 25 | 16.2% | 3,021 |
| 26 | 11.7% | 2,180 |
| 27 | 2.6% | 513 |
| 28 | 2.1% | 548 |
| 29 | 2.1% | 495 |
| 30 | 7.7% | 1,576 |
| 31 | 1.6% | 335 |
| 32 | 0.7% | 159 |
| 33 | 0.8% | 145 |
| 34 | 3.0% | 509 |
| **Sum** | **100.0%** | **31,433** |
| Source: Texas BINS Technical Committee representative | | |

**Table 7d**
**State 359, Calendar Year 2020 Data**

| State 359 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 2.219 | 2.741 | 0.522 | 19,190 |
| 2 | 2.741 | 3.938 | 1.197 | 14,940 |
| 3 | 3.938 | 5.230 | 1.292 | 25,440 |
| 4 | 5.230 | 6.925 | 1.695 | 28,540 |
| 5 | 6.925 | 12.699 | 5.774 | 16,520 |
| 6 | 12.699 | 16.105 | 3.406 | 16,520 |
| 7 | 16.105 | 21.436 | 5.331 | 8,910 |
| 8 | 21.436 | 25.304 | 3.868 | 4,210 |
| 9 | 25.304 | 26.819 | 1.515 | 4,210 |
| 10 | 26.819 | 32.149 | 5.330 | 5,460 |
| 11 | 32.149 | 33.512 | 1.363 | 4,020 |
| 12 | 33.512 | 33.598 | 0.086 | 4,020 |
| 13 | 33.598 | 33.820 | 0.222 | 3,660 |
| 14 | 33.820 | 42.563 | 8.743 | 4,040 |
| 15 | 42.563 | 42.740 | 0.177 | 3,520 |
| 16 | 42.740 | 46.041 | 3.301 | 3,380 |
| 17 | 0.000 | 3.974 | 3.974 | 3,620 |
| 18 | 0.000 | 3.588 | 3.588 | 3,620 |
| 19 | 3.588 | 4.587 | 0.999 | 3,450 |
| 20 | 4.587 | 5.134 | 0.547 | 7,700 |
| 21 | 5.134 | 5.481 | 0.347 | 9,240 |
| 22 | 5.892 | 6.105 | 0.213 | 5,180 |
| 23 | 6.105 | 6.318 | 0.213 | 3,360 |
| 24 | 6.318 | 6.736 | 0.418 | 3,680 |
| 25 | 6.736 | 10.183 | 3.447 | 2,750 |
| | | **Sum** | **57.568** | **209,180** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **State 359** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 0.9% | 174 |
| 2 | 2.1% | 311 |
| 3 | 2.2% | 571 |
| 4 | 2.9% | 840 |
| 5 | 10.0% | 1,657 |
| 6 | 5.9% | 977 |
| 7 | 9.3% | 825 |
| 8 | 6.7% | 283 |
| 9 | 2.6% | 111 |
| 10 | 9.3% | 506 |
| 11 | 2.4% | 95 |
| 12 | 0.1% | 6 |
| **Segment** | **Weight** | **AADT** |
| 13 | 0.4% | 14 |
| 14 | 15.2% | 614 |
| 15 | 0.3% | 11 |
| 16 | 5.7% | 194 |
| 17 | 6.9% | 250 |
| 18 | 6.2% | 226 |
| 19 | 1.7% | 60 |
| 20 | 1.0% | 73 |
| 21 | 0.6% | 56 |
| 22 | 0.4% | 19 |
| 23 | 0.4% | 12 |
| 24 | 0.7% | 27 |
| 25 | 6.0% | 165 |
| **Sum** | **100.0%** | **8,075** |
| **Source:** Texas BINS Technical Committee representative | | |

## THE U.S. 83 CORRIDOR: CALENDAR YEAR 2000 DATA

**Table 8a**
**United States 83, Calendar Year 2000 Data**

| United States 83 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Within 100 km of the US-Mexico Border? | | | | | Y | | | | |
| Serves an International POE? | | | | | Y | | | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Seg # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic |
| 1 | | | | | 39 | 0.000 | 48.143 | 48.143 | 44,230 |
| 2 | | | | | 40 | 9.771 | 10.244 | 0.473 | 27,000 |
| 3 | | | | | 41 | 10.244 | 12.831 | 2.587 | 26,000 |
| 4 | | | | | 42 | 12.831 | 14.170 | 1.339 | 31,000 |
| 5 | | | | | 43 | 14.170 | 16.026 | 1.856 | 43,380 |
| 6 | | | | | 44 | 16.026 | 17.744 | 1.718 | 43,010 |
| 7 | | | | | 45 | 17.744 | 18.755 | 1.011 | 48,670 |
| 8 | | | | | 46 | 18.755 | 20.253 | 1.498 | 61,110 |
| 9 | | | | | 47 | 20.253 | 21.802 | 1.549 | 66,500 |
| 10 | | | | | 48 | 21.802 | 22.829 | 1.027 | 51,110 |
| 11 | | | | | 49 | 22.829 | 23.780 | 0.951 | 50,490 |
| 12 | | | | | 50 | 23.780 | 25.249 | 1.469 | 70,830 |
| 13 | | | | | 51 | 25.249 | 25.790 | 0.541 | 72,250 |
| 14 | | | | | 52 | 25.790 | 27.455 | 1.665 | 68,420 |
| 15 | | | | | 53 | 27.455 | 28.488 | 1.033 | 89,590 |
| 16 | | | | | 54 | 28.488 | 29.899 | 1.411 | 76,940 |
| 17 | | | | | 55 | 20.798 | 21.110 | 0.312 | 5,100 |
| 18 | | | | | 56 | 21.110 | 27.575 | 6.465 | 5,500 |
| 19 | | | | | 57 | 27.575 | 30.377 | 2.802 | 6700 |
| 20 | | | | | 58 | 30.377 | 31.080 | 0.703 | 13,500 |
| 21 | | | | | 59 | 31.080 | 32.259 | 1.179 | 17,400 |
| 22 | | | | | 60 | 32.259 | 33.470 | 1.211 | 10,900 |
| 23 | | | | | 61 | 33.470 | 36.793 | 3.323 | 4,500 |
| 24 | | | | | 62 | 36.793 | 37.846 | 1.053 | 4,400 |
| 25 | | | | | 63 | 37.846 | 44.432 | 6.586 | 4,400 |
| 26 | | | | | 64 | 44.432 | 48.719 | 4.287 | 4,500 |
| 27 | | | | | 65 | 48.719 | 53.703 | 4.984 | 4,500 |
| 28 | 0.000 | 0.880 | 0.880 | 44,230 | 66 | 0.000 | 3.634 | 3.634 | 4,600 |
| 29 | 0.880 | 3.104 | 2.224 | 45,220 | 67 | 3.634 | 9.904 | 6.270 | 4,500 |
| 30 | 3.104 | 4.809 | 1.705 | 48,490 | 68 | 1.071 | 2.042 | 0.971 | 33,000 |
| 31 | 4.809 | 6.981 | 2.172 | 45,910 | 69 | 2.042 | 6.449 | 4.407 | 30,000 |
| 32 | 6.981 | 8.730 | 1.749 | 46,250 | 70 | 6.449 | 8.248 | 1.799 | 11,200 |
| 33 | 8.730 | 9.838 | 1.108 | 46,250 | 71 | 8.248 | 11.118 | 2.870 | 11,300 |
| 34 | 29.899 | 31.408 | 1.509 | 86,470 | 72 | 11.118 | 17.048 | 5.930 | 4,600 |
| 35 | 31.408 | 33.661 | 2.253 | 76,750 | 73 | 16.479 | 29.253 | 12.774 | 1,950 |
| 36 | 33.661 | 36.479 | 2.818 | 62,610 | 74 | 29.253 | 32.888 | 3.635 | 2,700 |
| 37 | 36.479 | 41.902 | 5.423 | 61,540 | 75 | 0.000 | 13.037 | 13.037 | 1,900 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 38 | 41.902 | 47.143 | 5.241 | 46,750 | 76 | 13.037 | 16.479 | 3.442 | 1,950 |
| | | | | | | | **Sum** | **187.027** | **1,670,100** |

**Estimating the Weighted Averages**

**United States 83**

| Segment | Weight | AADT | Segment | Weight | AADT |
|---|---|---|---|---|---|
| 1 | | | 39 | 25.7% | 11,385 |
| 2 | | | 40 | 0.3% | 68 |
| 3 | | | 41 | 1.4% | 360 |
| 4 | | | 42 | 0.7% | 222 |
| 5 | | | 43 | 1.0% | 430 |
| 6 | | | 44 | 0.9% | 395 |
| 7 | | | 45 | 0.5% | 263 |
| 8 | | | 46 | 0.8% | 489 |
| 9 | | | 47 | 0.8% | 551 |
| 10 | | | 48 | 0.5% | 281 |
| 11 | | | 49 | 0.5% | 257 |
| 12 | | | 50 | 0.8% | 556 |
| 13 | | | 51 | 0.3% | 209 |
| 14 | | | 52 | 0.9% | 609 |
| 15 | | | 53 | 0.6% | 495 |
| 16 | | | 54 | 0.8% | 580 |
| 17 | | | 55 | 0.2% | 9 |
| 18 | | | 56 | 3.5% | 190 |
| 19 | | | 57 | 1.5% | 100 |
| 20 | | | 58 | 0.4% | 51 |
| 21 | | | 59 | 0.6% | 110 |
| 22 | | | 60 | 0.6% | 71 |
| 23 | | | 61 | 1.8% | 80 |
| 24 | | | 62 | 0.6% | 25 |
| 25 | | | 63 | 3.5% | 155 |
| 26 | | | 64 | 2.3% | 103 |
| 27 | | | 65 | 2.7% | 120 |
| 28 | 0.5% | 208 | 66 | 1.9% | 89 |
| 29 | 1.2% | 538 | 67 | 3.4% | 151 |
| 30 | 0.9% | 442 | 68 | 0.5% | 171 |
| 31 | 1.2% | 533 | 69 | 2.4% | 707 |
| 32 | 0.9% | 433 | 70 | 1.0% | 108 |
| 33 | 0.6% | 274 | 71 | 1.5% | 173 |
| 34 | 0.8% | 698 | 72 | 3.2% | 146 |
| 35 | 1.2% | 925 | 73 | 6.8% | 133 |
| 36 | 1.5% | 943 | 74 | 1.9% | 52 |
| 37 | 2.9% | 1,784 | 75 | 7.0% | 132 |
| 38 | 2.8% | 1,310 | 76 | 1.8% | 36 |
| | | | **Sum** | **100.0%** | **20,063** |

**Source:** Texas BINS Technical Committee representative

**Table 8b**
**State Spur-200 / Business-83, Calendar Year 2000 Data**

| State Spur-200 / Business-83 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 0.050 | 0.050 | 2,400 |
| 2 | 0.000 | 0.699 | 0.699 | 250 |
| 3 | 0.699 | 1.057 | 0.358 | 450 |
| | | **Sum** | **1.107** | **3,100** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **State Spur 200 / Business 83** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 4.5% | 108 |
| 2 | 63.1% | 158 |
| 3 | 32.3% | 146 |
| **Sum** | **100.0%** | **412** |

Source: Texas BINS Technical Committee representative

# THE U.S. 83 CORRIDOR: CALENDAR YEAR 2020 DATA

### Table 9a

### United States 83, Calendar Year 2020 Data

| United States 83 | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Within 100 km of the US-Mexico Border? | | | | | Y | | | | |
| Serves an International POE? | | | | | Y | | | | |
| Seg-ment # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic | Seg # | Begin Post Mile | End Post Mile | Length Miles | Avg Ann Daily Traffic |
| 1 | | | | | 39 | 0.000 | 48.143 | 48.143 | 81,380 |
| 2 | | | | | 40 | 9.771 | 10.244 | 0.473 | 47,090 |
| 3 | | | | | 41 | 10.244 | 12.831 | 2.587 | 48,000 |
| 4 | | | | | 42 | 12.831 | 14.170 | 1.339 | 43,400 |
| 5 | | | | | 43 | 14.170 | 16.026 | 1.856 | 87,950 |
| 6 | | | | | 44 | 16.026 | 17.744 | 1.718 | 76,020 |
| 7 | | | | | 45 | 17.744 | 18.755 | 1.011 | 75,930 |
| 8 | | | | | 46 | 18.755 | 20.253 | 1.498 | 95,330 |
| 9 | | | | | 47 | 20.253 | 21.802 | 1.549 | 108,470 |
| 10 | | | | | 48 | 21.802 | 22.829 | 1.027 | 71,550 |
| 11 | | | | | 49 | 22.829 | 23.780 | 0.951 | 78,760 |
| 12 | | | | | 50 | 23.780 | 25.249 | 1.469 | 110,490 |
| 13 | | | | | 51 | 25.249 | 25.790 | 0.541 | 104,260 |
| 14 | | | | | 52 | 25.790 | 27.455 | 1.665 | 95,790 |
| 15 | | | | | 53 | 27.455 | 28.488 | 1.033 | 136,480 |
| 16 | | | | | 54 | 28.488 | 29.899 | 1.411 | 130,540 |
| 17 | | | | | 55 | 20.798 | 21.110 | 0.312 | 10,160 |
| 18 | | | | | 56 | 21.110 | 27.575 | 6.465 | 10,850 |
| 19 | | | | | 57 | 27.575 | 30.377 | 2.802 | 13730 |
| 20 | | | | | 58 | 30.377 | 31.080 | 0.703 | 25,540 |
| 21 | | | | | 59 | 31.080 | 32.259 | 1.179 | 30,990 |
| 22 | | | | | 60 | 32.259 | 33.470 | 1.211 | 23,100 |
| 23 | | | | | 61 | 33.470 | 36.793 | 3.323 | 8,870 |
| 24 | | | | | 62 | 36.793 | 37.846 | 1.053 | 9,970 |
| 25 | | | | | 63 | 37.846 | 44.432 | 6.586 | 9,970 |
| 26 | | | | | 64 | 44.432 | 48.719 | 4.287 | 9,690 |
| 27 | | | | | 65 | 48.719 | 53.703 | 4.984 | 9,590 |
| 28 | 0.000 | 0.880 | 0.880 | 81,250 | 66 | 0.000 | 3.634 | 3.634 | 7,180 |
| 29 | 0.880 | 3.104 | 2.224 | 80,720 | 67 | 3.634 | 9.904 | 6.270 | 8,630 |
| 30 | 3.104 | 4.809 | 1.705 | 85,800 | 68 | 1.071 | 2.042 | 0.971 | 58,670 |
| 31 | 4.809 | 6.981 | 2.172 | 76,220 | 69 | 2.042 | 6.449 | 4.407 | 76,490 |
| 32 | 6.981 | 8.730 | 1.749 | 75,440 | 70 | 6.449 | 8.248 | 1.799 | 22,480 |
| 33 | 8.730 | 9.838 | 1.108 | 64,750 | 71 | 8.248 | 11.118 | 2.870 | 27,940 |
| 34 | 29.899 | 31.408 | 1.509 | 155,930 | 72 | 11.118 | 17.048 | 5.930 | 7,180 |
| 35 | 31.408 | 33.661 | 2.253 | 141,560 | 73 | 16.479 | 29.253 | 12.774 | 4,360 |
| 36 | 33.661 | 36.479 | 2.818 | 113,840 | 74 | 29.253 | 32.888 | 3.635 | 5,210 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 37 | 36.479 | 41.902 | 5.423 | 107,280 | 75 | 0.000 | 13.037 | 13.037 | 1,900 |
| 38 | 41.902 | 47.143 | 5.241 | 85,690 | 76 | 13.037 | 16.479 | 3.442 | 1,950 |
| | | | | | | | **Sum** | **187.027** | **2,844,370** |

**Estimating the Weighted Averages**

**United States 83**

| Segment | Weight | AADT | Segment | Weight | AADT |
|---|---|---|---|---|---|
| 1 | | | 39 | 25.7% | 20,948 |
| 2 | | | 40 | 0.3% | 119 |
| 3 | | | 41 | 1.4% | 664 |
| 4 | | | 42 | 0.7% | 311 |
| 5 | | | 43 | 1.0% | 873 |
| 6 | | | 44 | 0.9% | 698 |
| 7 | | | 45 | 0.5% | 410 |
| 8 | | | 46 | 0.8% | 764 |
| 9 | | | 47 | 0.8% | 898 |
| 10 | | | 48 | 0.5% | 393 |
| 11 | | | 49 | 0.5% | 400 |
| 12 | | | 50 | 0.8% | 868 |
| 13 | | | 51 | 0.3% | 302 |
| 14 | | | 52 | 0.9% | 853 |
| 15 | | | 53 | 0.6% | 754 |
| 16 | | | 54 | 0.8% | 985 |
| 17 | | | 55 | 0.2% | 17 |
| 18 | | | 56 | 3.5% | 375 |
| 19 | | | 57 | 1.5% | 206 |
| 20 | | | 58 | 0.4% | 96 |
| 21 | | | 59 | 0.6% | 195 |
| 22 | | | 60 | 0.6% | 150 |
| 23 | | | 61 | 1.8% | 158 |
| 24 | | | 62 | 0.6% | 56 |
| 25 | | | 63 | 3.5% | 351 |
| 26 | | | 64 | 2.3% | 222 |
| 27 | | | 65 | 2.7% | 256 |
| 28 | 0.5% | 382 | 66 | 1.9% | 140 |
| 29 | 1.2% | 960 | 67 | 3.4% | 289 |
| 30 | 0.9% | 782 | 68 | 0.5% | 305 |
| 31 | 1.2% | 885 | 69 | 2.4% | 1,802 |
| 32 | 0.9% | 705 | 70 | 1.0% | 216 |
| 33 | 0.6% | 384 | 71 | 1.5% | 429 |
| 34 | 0.8% | 1,258 | 72 | 3.2% | 228 |
| 35 | 1.2% | 1,705 | 73 | 6.8% | 298 |
| 36 | 1.5% | 1,715 | 74 | 1.9% | 101 |
| 37 | 2.9% | 3,111 | 75 | 7.0% | 132 |
| 38 | 2.8% | 2,401 | 76 | 1.8% | 36 |
| | | | **Sum** | **100.0%** | **36,297** |

Source: Texas BINS Technical Committee representative

**Table 9b**
**State Spur-200 / Business-83, Calendar Year 2020 Data**

| State Spur-200 / Business-83 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 0.050 | 0.050 | 3,740 |
| 2 | 0.000 | 0.699 | 0.699 | 390 |
| 3 | 0.699 | 1.057 | 0.358 | 630 |
| | | **Sum** | **1.107** | **4,760** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **State Spur 200 / Business 83** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 4.5% | 169 |
| 2 | 63.1% | 246 |
| 3 | 32.3% | 204 |
| **Sum** | **100.0%** | **619** |

Source: Texas BINS Technical Committee representative

## THE LA ENTRADA AL PACIFICO CORRIDOR

**Table 10**
**United States 67, Calendar Year Data 2000 - 2020**

| United States 67 Calendar Year 2000 | | | | | United States 67 Calendar Year 2020 | | | |
|---|---|---|---|---|---|---|---|---|
| Within 100 km of the US-Mexico Border? | | | | Y | Y | | | |
| Serves an International POE? | | | | Y | Y | | | |
| **Seg-ment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 14.371 | 14.871 | 0.500 | 3,500 | 14.371 | 14.871 | 0.500 | 4,900 |
| 2 | 13.465 | 14.371 | 0.906 | 1,450 | 13.465 | 14.371 | 0.906 | 2,030 |
| 3 | 12.974 | 13.465 | 0.491 | 1,350 | 12.974 | 13.465 | 0.491 | 1,890 |
| 4 | 11.705 | 12.974 | 1.269 | 1,000 | 11.705 | 12.974 | 1.269 | 1,400 |
| 5 | 0.000 | 11.705 | 11.705 | 900 | 0.000 | 11.705 | 11.705 | 1,700 |
| 6 | 16.151 | 33.265 | 17.114 | 890 | 16.151 | 33.265 | 17.114 | 1,700 |
| 7 | 1.126 | 7.842 | 6.716 | 1,100 | 1.126 | 7.842 | 6.716 | 1,540 |
| 8 | 1.000 | 1.126 | 0.126 | 2,400 | 1.000 | 1.126 | 0.126 | 3,620 |
| 9 | 53.830 | 54.102 | 0.272 | 4,200 | 53.830 | 54.102 | 0.272 | 6,800 |
| 10 | 52.700 | 53.830 | 1.130 | 2,300 | 52.700 | 53.830 | 1.130 | 4,300 |
| 11 | 40.005 | 52.700 | 12.695 | 2,100 | 40.005 | 52.700 | 12.695 | 3,700 |
| 12 | 29.811 | 37.202 | 7.391 | 2,100 | 29.811 | 37.202 | 7.391 | 3,700 |
| 13 | 27.925 | 28.834 | 0.909 | 13,600 | 27.925 | 28.834 | 0.909 | 22,220 |
| 14 | 28.834 | 29.811 | 0.977 | 5,800 | 28.834 | 29.811 | 0.977 | 10,850 |
| 15 | 19.676 | 25.178 | 5.502 | 2,500 | 19.676 | 25.178 | 5.502 | 4,320 |
| 16 | 25.178 | 27.238 | 2.060 | 9,600 | 25.178 | 27.238 | 2.060 | 14,960 |
| 17 | 27.238 | 27.507 | 0.269 | 11,800 | 27.238 | 27.507 | 0.269 | 16,520 |
| 18 | 0.000 | 3.091 | 3.091 | 1,100 | 0.000 | 3.091 | 3.091 | 2,140 |
| 19 | 3.091 | 19.676 | 16.585 | 1,100 | 3.091 | 19.676 | 16.585 | 2,060 |
| 20 | 1.000 | 11.970 | 10.970 | 1,100 | 1.000 | 11.970 | 10.970 | 1,540 |
| | | **Sum** | **100.678** | **69,890** | | **Sum** | **100.678** | **111,890** |

**Estimating the Weighted Averages**

| United States 67 Year 2000 | | | United States 67 Year 2020 | | |
|---|---|---|---|---|---|
| **Segment** | **Weight** | **AADT** | **Segment** | **Weight** | **AADT** |
| 1 | 0.5% | 17 | 1 | 0.5% | 24 |
| 2 | 0.9% | 13 | 2 | 0.9% | 18 |
| 3 | 0.5% | 7 | 3 | 0.5% | 9 |
| 4 | 1.3% | 13 | 4 | 1.3% | 18 |
| 5 | 11.6% | 105 | 5 | 11.6% | 198 |
| 6 | 17.0% | 151 | 6 | 17.0% | 289 |
| 7 | 6.7% | 73 | 7 | 6.7% | 103 |
| 8 | 0.1% | 3 | 8 | 0.1% | 5 |

| | | | | | |
|---|---|---|---|---|---|
| 9 | 0.3% | 11 | 9 | 0.3% | 18 |
| **Segment** | **Weight** | **AADT** | **Segment** | **Weight** | **AADT** |
| 10 | 1.1% | 26 | 10 | 1.1% | 48 |
| 11 | 12.6% | 265 | 11 | 12.6% | 467 |
| 12 | 7.3% | 154 | 12 | 7.3% | 272 |
| 13 | 0.9% | 123 | 13 | 0.9% | 201 |
| 14 | 1.0% | 56 | 14 | 1.0% | 105 |
| 15 | 5.5% | 137 | 15 | 5.5% | 236 |
| 16 | 2.0% | 196 | 16 | 2.0% | 306 |
| 17 | 0.3% | 32 | 17 | 0.3% | 44 |
| 18 | 3.1% | 34 | 18 | 3.1% | 66 |
| 19 | 16.5% | 181 | 19 | 16.5% | 339 |
| 20 | 10.9% | 120 | 20 | 10.9% | 168 |
| **Sum** | **100.0%** | **1,717** | **Sum** | **100.0%** | **2,933** |

Source: Texas BINS Technical Committee representative

## THE PORTS TO PLAINS CORRIDOR: CALENDAR YEAR 2000 DATA

**Table 11a**
**United States 57**

| United States 57 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 11.800 | 11.800 | 6,700 |
| 2 | 11.800 | 14.695 | 2.895 | 2,900 |
| 3 | 0.500 | 0.881 | 0.381 | 10,400 |
| 4 | 0.881 | 1.382 | 0.501 | 12,700 |
| 5 | 1.382 | 2.019 | 0.637 | 13,800 |
| 6 | 2.019 | 2.432 | 0.413 | 19,400 |
| 7 | 2.432 | 3.123 | 0.691 | 16,400 |
| 8 | 7.691 | 16.075 | 8.384 | 2,700 |
| 9 | 0.000 | 0.428 | 0.428 | 4,100 |
| 10 | 0.428 | 0.918 | 0.490 | 3,500 |
| 11 | 0.918 | 5.516 | 4.598 | 2,900 |
| 12 | 5.516 | 14.659 | 9.143 | 2,700 |
| 13 | 14.379 | 14.661 | 0.282 | 3,600 |
| 14 | 14.661 | 15.330 | 0.669 | 3,100 |
| 15 | 15.330 | 27.497 | 12.167 | 2,900 |
| 16 | 0.000 | 11.069 | 11.069 | 2,900 |
| 17 | 11.069 | 21.356 | 10.287 | 3,100 |
| 18 | 21.356 | 24.220 | 2.864 | 2,900 |
| | | **Sum** | **77.699** | **116,700** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 57** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 15.2% | 1,018 |
| 2 | 3.7% | 108 |
| 3 | 0.5% | 51 |
| 4 | 0.6% | 82 |
| 5 | 0.8% | 113 |
| 6 | 0.5% | 103 |
| 7 | 0.9% | 146 |
| 8 | 10.8% | 291 |
| 9 | 0.6% | 23 |
| 10 | 0.6% | 22 |
| 11 | 5.9% | 172 |
| 12 | 11.8% | 318 |
| 13 | 0.4% | 13 |
| 14 | 0.9% | 27 |
| 15 | 15.7% | 454 |

| Segment | Weight | AADT |
|---|---|---|
| 16 | 14.2% | 413 |
| 17 | 13.2% | 410 |
| 18 | 3.7% | 107 |
| **Sum** | **100.0%** | **3,870** |

**Source:** Texas BINS Technical Committee representative

**Table 11b**
**United States 277**

| United States 277 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 5.000 | 5.862 | 0.862 | 10,000 |
| 2 | 13.000 | 13.379 | 0.379 | 7,400 |
| 3 | 13.379 | 13.777 | 0.398 | 6,700 |
| 4 | 0.500 | 0.680 | 0.180 | 12,200 |
| 5 | 0.680 | 1.249 | 0.569 | 5,800 |
| 6 | 1.249 | 1.561 | 0.312 | 6,700 |
| 7 | 1.561 | 2.222 | 0.661 | 5,500 |
| 8 | 0.000 | 0.097 | 0.097 | 13,800 |
| 9 | 0.097 | 0.185 | 0.088 | 16,600 |
| 10 | 0.000 | 16.910 | 16.910 | 1,000 |
| 11 | 36.626 | 39.290 | 2.664 | 1,050 |
| 12 | 42.185 | 43.600 | 1.415 | 1,250 |
| 13 | 43.600 | 52.496 | 8.896 | 1,550 |
| 14 | 1.502 | 1.909 | 0.407 | 5,300 |
| 15 | 1.909 | 3.001 | 1.092 | 3,900 |
| 16 | 3.001 | 6.188 | 3.187 | 3,700 |
| 17 | 6.188 | 12.679 | 6.491 | 2,700 |
| 18 | 1.000 | 1.228 | 0.228 | 1,400 |
| 19 | 1.228 | 14.570 | 13.342 | 1,050 |
| | | **Sum** | **58.178** | **107,600** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 277** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 1.5% | 148 |
| 2 | 0.7% | 48 |
| 3 | 0.7% | 46 |
| 4 | 0.3% | 38 |
| 5 | 1.0% | 57 |
| 6 | 0.5% | 36 |
| 7 | 1.1% | 62 |
| 8 | 0.2% | 23 |
| 9 | 0.2% | 25 |
| 10 | 29.1% | 291 |
| 11 | 4.6% | 48 |
| 12 | 2.4% | 30 |
| 13 | 15.3% | 237 |
| 14 | 0.7% | 37 |
| 15 | 1.9% | 73 |
| 16 | 5.5% | 203 |

| | | |
|---|---|---|
| 17 | 11.2% | 301 |
| **Segment** | **Weight** | **AADT** |
| 18 | 0.4% | 5 |
| 19 | 22.9% | 241 |
| **Sum** | **100.0%** | **1,950** |
| **Source:** Texas BINS Technical Committee representative | | |

**Table 11c**
**United States 83**

| United States 83 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 1.000 | 1.758 | 0.758 | 13,500 |
| 2 | 1.758 | 2.479 | 0.721 | 17,400 |
| 3 | 2.479 | 5.735 | 3.256 | 17,800 |
| 4 | 5.735 | 7.170 | 1.435 | 18,300 |
| 5 | 7.170 | 7.599 | 0.429 | 18,600 |
| 6 | 7.599 | 8.502 | 0.903 | 25,000 |
| 7 | 8.502 | 10.016 | 1.514 | 28,000 |
| 8 | 10.016 | 10.024 | 0.008 | 27,000 |
| 9 | 29.146 | 29.376 | 0.230 | 21,000 |
| 10 | 29.376 | 29.718 | 0.342 | 25,000 |
| 11 | 29.718 | 30.221 | 0.503 | 26,000 |
| 12 | 30.221 | 30.384 | 0.163 | 28,000 |
| 13 | 30.384 | 30.517 | 0.133 | 29,000 |
| 14 | 30.517 | 31.293 | 0.776 | 27,000 |
| 15 | 31.293 | 33.187 | 1.894 | 28,000 |
| 16 | 33.187 | 35.307 | 2.120 | 17,200 |
| 17 | 35.307 | 38.698 | 3.391 | 14,300 |
| 18 | 38.698 | 42.326 | 3.628 | 13,500 |
| 19 | 42.326 | 44.580 | 2.254 | 13,400 |
| 20 | 44.580 | 46.747 | 2.167 | 13,500 |
| 21 | 0.142 | 2.583 | 2.441 | 4,100 |
| 22 | 2.583 | 6.446 | 3.863 | 3,600 |
| 23 | 6.446 | 15.275 | 8.829 | 5,200 |
| 24 | 15.275 | 16.115 | 0.840 | 10,900 |
| 25 | 37.846 | 44.432 | 6.586 | 4,400 |
| 26 | 44.432 | 48.719 | 4.287 | 4,500 |
| 27 | 48.719 | 53.703 | 4.984 | 4,500 |
| | | **Sum** | **58.455** | **458,700** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 83** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 1.3% | 175 |
| 2 | 1.2% | 215 |
| 3 | 5.6% | 991 |
| 4 | 2.5% | 449 |
| 5 | 0.7% | 137 |

| Segment | Weight | AADT |
|---|---|---|
| 6 | 1.5% | 386 |
| 7 | 2.6% | 725 |
| 8 | 0.0% | 4 |
| 9 | 0.4% | 83 |
| 10 | 0.6% | 146 |
| 11 | 0.9% | 224 |
| 12 | 0.3% | 78 |
| 13 | 0.2% | 66 |
| 14 | 1.3% | 358 |
| 15 | 3.2% | 907 |
| 16 | 3.6% | 624 |
| 17 | 5.8% | 830 |
| 18 | 6.2% | 838 |
| 19 | 3.9% | 517 |
| 20 | 3.7% | 500 |
| 21 | 4.2% | 171 |
| 22 | 6.6% | 238 |
| 23 | 15.1% | 785 |
| 24 | 1.4% | 157 |
| 25 | 11.3% | 496 |
| 26 | 7.3% | 330 |
| 27 | 8.5% | 384 |
| **Sum** | **100.0%** | **10,813** |

Source: Texas BINS Technical Committee representative

## THE PORTS TO PLAINS CORRIDOR: CALENDAR YEAR 2020 DATA

**Table 12a**
**United States 57**

| United States 57 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 0.000 | 11.800 | 11.800 | 9,380 |
| 2 | 11.800 | 14.695 | 2.895 | 5,700 |
| 3 | 0.500 | 0.881 | 0.381 | 14,560 |
| 4 | 0.881 | 1.382 | 0.501 | 24,910 |
| 5 | 1.382 | 2.019 | 0.637 | 20,690 |
| 6 | 2.019 | 2.432 | 0.413 | 35,450 |
| 7 | 2.432 | 3.123 | 0.691 | 36,400 |
| 8 | 7.691 | 16.075 | 8.384 | 4,690 |
| 9 | 0.000 | 0.428 | 0.428 | 5,740 |
| 10 | 0.428 | 0.918 | 0.490 | 4,900 |
| 11 | 0.918 | 5.516 | 4.598 | 5,180 |
| 12 | 5.516 | 14.659 | 9.143 | 4,390 |
| 13 | 14.379 | 14.661 | 0.282 | 5,040 |
| 14 | 14.661 | 15.330 | 0.669 | 5,230 |
| 15 | 15.330 | 27.497 | 12.167 | 4,480 |
| 16 | 0.000 | 11.069 | 11.069 | 4,610 |
| 17 | 11.069 | 21.356 | 10.287 | 4,800 |
| 18 | 21.356 | 24.220 | 2.864 | 4,590 |
| | | **Sum** | **77.699** | **200,740** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 57** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 15.2% | 1,425 |
| 2 | 3.7% | 212 |
| 3 | 0.5% | 71 |
| 4 | 0.6% | 161 |
| 5 | 0.8% | 170 |
| 6 | 0.5% | 188 |
| 7 | 0.9% | 324 |
| 8 | 10.8% | 506 |
| 9 | 0.6% | 32 |
| 10 | 0.6% | 31 |
| 11 | 5.9% | 307 |
| 12 | 11.8% | 517 |
| 13 | 0.4% | 18 |
| 14 | 0.9% | 45 |
| 15 | 15.7% | 702 |

| Segment | Weight | AADT |
|---|---|---|
| 16 | 14.2% | 657 |
| 17 | 13.2% | 635 |
| 18 | 3.7% | 169 |
| **Sum** | **100.0%** | **6,169** |

Source: Texas BINS Technical Committee representative

**Table 12b**
**United States 277**

| United States 277 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 5.000 | 5.862 | 0.862 | 14,000 |
| 2 | 13.000 | 13.379 | 0.379 | 10,360 |
| 3 | 13.379 | 13.777 | 0.398 | 9,380 |
| 4 | 0.500 | 0.680 | 0.180 | 17,080 |
| 5 | 0.680 | 1.249 | 0.569 | 8,120 |
| 6 | 1.249 | 1.561 | 0.312 | 9,380 |
| 7 | 1.561 | 2.222 | 0.661 | 7,700 |
| 8 | 0.000 | 0.097 | 0.097 | 21,660 |
| 9 | 0.097 | 0.185 | 0.088 | 25,740 |
| 10 | 0.000 | 16.910 | 16.910 | 1,400 |
| 11 | 36.626 | 39.290 | 2.664 | 1,470 |
| 12 | 42.185 | 43.600 | 1.415 | 1,750 |
| 13 | 43.600 | 52.496 | 8.896 | 2,540 |
| 14 | 1.502 | 1.909 | 0.407 | 7,420 |
| 15 | 1.909 | 3.001 | 1.092 | 8,030 |
| 16 | 3.001 | 6.188 | 3.187 | 8,360 |
| 17 | 6.188 | 12.679 | 6.491 | 5,720 |
| 18 | 1.000 | 1.228 | 0.228 | 1,960 |
| 19 | 1.228 | 14.570 | 13.342 | 1,470 |
| | | **Sum** | **58.178** | **163,540** |

| Estimating the Weighted Averages | | |
|---|---|---|
| **United States 277** | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 1.5% | 207 |
| 2 | 0.7% | 67 |
| 3 | 0.7% | 64 |
| 4 | 0.3% | 53 |
| 5 | 1.0% | 79 |
| 6 | 0.5% | 50 |
| 7 | 1.1% | 87 |
| 8 | 0.2% | 36 |
| 9 | 0.2% | 39 |
| 10 | 29.1% | 407 |
| 11 | 4.6% | 67 |

| Segment | Weight | AADT |
|---|---|---|
| 12 | 2.4% | 43 |
| 13 | 15.3% | 388 |
| 14 | 0.7% | 52 |
| 15 | 1.9% | 151 |
| 16 | 5.5% | 458 |
| 17 | 11.2% | 638 |
| 18 | 0.4% | 8 |
| 19 | 22.9% | 337 |
| **Sum** | **100.0%** | **3,233** |
| **Source:** Texas BINS Technical Committee representative | | |

**Table 12c**
**United States 83**

| United States 83 | | | | |
|---|---|---|---|---|
| **Within 100 km of the US-Mexico Border?** | | | | **Y** |
| **Serves an International POE?** | | | | **Y** |
| **Segment #** | **Begin Post Mile** | **End Post Mile** | **Length Miles** | **Avg Ann Daily Traffic** |
| 1 | 1.000 | 1.758 | 0.758 | 26,410 |
| 2 | 1.758 | 2.479 | 0.721 | 30,380 |
| 3 | 2.479 | 5.735 | 3.256 | 29,170 |
| 4 | 5.735 | 7.170 | 1.435 | 29,380 |
| 5 | 7.170 | 7.599 | 0.429 | 34,990 |
| 6 | 7.599 | 8.502 | 0.903 | 45,230 |
| 7 | 8.502 | 10.016 | 1.514 | 56,020 |
| 8 | 10.016 | 10.024 | 0.008 | 47,090 |
| 9 | 29.146 | 29.376 | 0.230 | 33,770 |
| 10 | 29.376 | 29.718 | 0.342 | 39,000 |
| 11 | 29.718 | 30.221 | 0.503 | 40,560 |
| 12 | 30.221 | 30.384 | 0.163 | 46,940 |
| 13 | 30.384 | 30.517 | 0.133 | 49,830 |
| 14 | 30.517 | 31.293 | 0.776 | 53,600 |
| 15 | 31.293 | 33.187 | 1.894 | 62,790 |
| 16 | 33.187 | 35.307 | 2.120 | 37,720 |
| 17 | 35.307 | 38.698 | 3.391 | 29,390 |
| 18 | 38.698 | 42.326 | 3.628 | 27,540 |
| 19 | 42.326 | 44.580 | 2.254 | 27,780 |
| 20 | 44.580 | 46.747 | 2.167 | 27,060 |
| 21 | 0.142 | 2.583 | 2.441 | 8,460 |
| 22 | 2.583 | 6.446 | 3.863 | 7,360 |
| 23 | 6.446 | 15.275 | 8.829 | 10,220 |
| 24 | 15.275 | 16.115 | 0.840 | 22,600 |
| 25 | 37.846 | 44.432 | 6.586 | 9,970 |
| 26 | 44.432 | 48.719 | 4.287 | 9,690 |
| 27 | 48.719 | 53.703 | 4.984 | 9,590 |
| | | **Sum** | **58.455** | **852,540** |

| Estimating the Weighted Averages | | |
|---|---|---|
| United States 83 | | |
| **Segment** | **Weight** | **AADT** |
| 1 | 1.3% | 342 |
| 2 | 1.2% | 375 |
| 3 | 5.6% | 1,625 |
| 4 | 2.5% | 721 |
| 5 | 0.7% | 257 |
| **Segment** | **Weight** | **AADT** |
| 6 | 1.5% | 699 |
| 7 | 2.6% | 1,451 |
| 8 | 0.0% | 6 |
| 9 | 0.4% | 133 |
| 10 | 0.6% | 228 |
| 11 | 0.9% | 349 |
| 12 | 0.3% | 131 |
| 13 | 0.2% | 113 |
| 14 | 1.3% | 712 |
| 15 | 3.2% | 2,034 |
| 16 | 3.6% | 1,368 |
| 17 | 5.8% | 1,705 |
| 18 | 6.2% | 1,709 |
| 19 | 3.9% | 1,071 |
| 20 | 3.7% | 1,003 |
| 21 | 4.2% | 353 |
| 22 | 6.6% | 486 |
| 23 | 15.1% | 1,544 |
| 24 | 1.4% | 325 |
| 25 | 11.3% | 1,123 |
| 26 | 7.3% | 711 |
| 27 | 8.5% | 818 |
| **Sum** | **100.0%** | **21,393** |
| Source: Texas BINS Technical Committee representative | | |

# APPENDIX 9:
# TRANSPORTATION
# PROJECTS DATA

# ARIZONA TRANSPORTATION PROJECTS

**Table 1**
**Arizona Transportation Project Data**

| Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Projects must be Within 100 km of the US-Mexico Border** | | | | | | | | | | | | | | | | |
| **RECid** | **State** | **RTE** | **BMP** | **EMP** | **CO** | **Project Mode 1=Hwy 2=Air 3=Rail 4=Water** | **LOCATION** | **TOW** | **Year Begin** | **Year End** | **COST 2001 $** | **COG** | **CATEGORY** | **TPG PROJECT STATUS** | **Fully Fund -ed?** | **COST 2003 $** |
| **Arizona State Transportation Improvement Plan [STIP]** | | | | | | | | | | | | | | | | |
| | AZ | | | | MO | 1 | I - 19 | Bridge Rehabilitation | | | $1,300 | | | | Y | $1,385 |
| | AZ | | | | PM | 1 | I - 19 | Corridor Study | | | $2,572 | | | | Y | $2,739 |
| 3135 | AZ | 19 | 32.9 | 33 | PM | 1 | CANOA RANCH REST AREA | Construct Sewer System. | 1999 | | $440 | PAG | Roadside Improvements | Archived | Y | $469 |
| 8773 | AZ | 19 | 32.9 | 33 | PM | 1 | CANOA RANCH REST AREA | Reconstruct | 2000 | | $6,400 | PAG | Roadside Improvements | Archived | Y | $6,816 |
| 8697 | AZ | 19 | 45 | 47 | PM | 1 | I 19, CALL BOXES | Install ADA call box equipment | 1999 | | $115 | PAG | Roadside Improvements | Archived | Y | $122 |
| 10843 | AZ | 19 | 47 | 63.09 | PM | 1 | MP 47 TO MP 63.09 | Construct longitudinal rumble strip | 2002 | | $50 | PAG | Safety | 9) Currently Programme d (Advertised) | Y | $53 |
| 7797 | AZ | 19 | 50 | 56.8 | PM | 1 | PIMA MINE ROAD-VALENCIA ROAD | Remove & replace travel & passing lanes, ARAC + ARFC. | 2000 | | $5,270 | PAG | Pavement Preservation | Archived | Y | $5,613 |
| 10687 | AZ | 19 | 54.78 | | PM | 1 | I-19 @ MP 54.78 | Environmental | 2001 | | $40 | PAG | District Minor | Archived | Y | $43 |
| 10689 | AZ | 19 | 54.78 | | PM | 1 | I-19 @ MP 54.78 | Design | 2001 | | $140 | PAG | Major | Archived | Y | $149 |
| 1603 | AZ | 19 | 58.8 | 58.9 | PM | 1 | VALENCIA TI | Reconstruct TI | 1999 | | $19,500 | PAG | Major | Archived | Y | $20,768 |
| 8718 | AZ | 19 | 59 | 59.1 | PM | 1 | VALENCIA TI | Utility relocation. | 1999 | | $250 | PAG | Minor | Archived | Y | $266 |
| 1242 | AZ | 19 | 59.2 | 59.2 | PM | 1 | VALENCIA TI | R/W Acquisition. | 1999 | | $300 | PAG | Major | Archived | Y | $320 |
| 4029 | AZ | 19 | 59.3 | 59.3 | PM | 1 | VALENCIA TI | Design (Landscape). | 1999 | | $50 | PAG | Roadside Improvements | Archived | Y | $53 |

| Arizona State Department of Transportation [ADOT] Database | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **RECid** | **State** | **RTE** | **BMP** | **EMP** | **CO** | **Project Mode 1=Hwy 2=Air 3=Rail 4=Water** | **LOCATION** | **TOW** | **Year Begin** | **Year End** | **COST 2001 $** | **COG** | **CATEGORY** | **TPG PROJECT STATUS** | **Fully Fund-ed?** | **COST 2003 $** |
| | AZ | 19 | 0 | 11644 | SC | 1 | INTERNATIONAL BORDER-SANTA CRUZ PIMA CO LINE | DCR (Cana-Mex Corridor). Include frontage road to Rio Rico TI. | | | | | Corridor Study | 4.2) Submitted to TPG For Review | N | |
| | AZ | 19 | 5 | 7590 | SC | 1 | COUNTRY CLUB - RUBY | W. FRONTAGE ROAD | | | | | Major | 6) Scoping Started | N | |
| | AZ | 19 | 10.9 | 8217 | SC | 1 | RIO RICO TI-RUBY RD TI (EAST FRONTAGE RD) | Operationa l Study. | | | | | Major | 7) Programming Pool | N | |
| | AZ | 19 | 5.97 | 10777 | SC | 1 | SB FR, MP 5.8 - MP 6.1 | Flatten fill slopes and install catch basins and extend cmps as needed. Re-build barb wire fence as needed for constructio n work. | | | | | District Minor | 7) Programming Pool | N | |
| | AZ | 19 | 4.5 | 10404 | SC | 1 | COUNTRY CLUB RD TO RUBY ROAD (JCT 289) | Reconstruct SB Frontage Rd | | | | | Major | 7.1) District Pool | N | |
| | AZ | 19 | 7.7 | 7766 | SC | 1 | PENA BLANCA (RUBY ROAD) TI | Reconstruct Traffic Interchang e | | | | | Major | 7.1) District Pool | N | |
| | AZ | 19 | 2.9 | 10916 | SC | 1 | MARIPOSA RD TO JCT I-19 | RR 3" + ARFC | | | | | Pavement Preservation | TPG (Holding Status) | N | |
| | AZ | 19 | 0 | 11363 | SC | 1 | INTERNATIONAL BORDER TO JCT B-19 | RR (4" TL, 2" PL) & 2" AC & 1/2" ARFC | | | | | Pavement Preservation | TPG (Holding Status) | N | |

Arizona cost data were provided in 2001 dollars. These are updated to 2003 dollars using a 3.2% annual growth rate obtained by the BINS Technical Committee representative.

# BAJA CALIFORNIA
# TRANSPORTATION PROJECTS

**Table 2**
**Baja California Transportation Projects**

| Estudio de Necesidades de Infraestructura de Transporte Fronterizo [BINS] | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Proyectos tienen que estar dentro de los 100 Km. de la frontera México-US | | | | | | | | |
| # 1 | #2 | #3 | #4 | #5 | | | | #6 |
| Nombre e ID del Proyecto | Estado ID | Municipio Donde el Proyecto Está Ubicado | Tipo de Proyecto 1=carreteras 2=aeropuerto 3=ferrocarril 4=Puerto | Descripción del Proyecto | Año de Inicio | Año para Terminacion | Costo del Proyecto en Pesos Constantes | Completa-mente Financiados? |
| Libramiento Mexicali Ej. Cuernavaca - La Rosita | BC | MEXICALI | 1 | Proyecto ejecutivo terminado, propuesto a iniciar obra antes del 2004 | | 2004 | 1,300,000,000 | N |
| Paso a Desnivel Anahuac - Rio Nuevo | BC | MEXICALI | 1 | En proceso proyecto estructural | | 2004 | 60,000,000 | Y |
| Paso a Desnivel Lázaro Cárdenas | BC | MEXICALI | 1 | En proceso proyecto estructural | | 2005 | 70,000,000 | Y |
| Calle México y liga Blvd. Morelos | BC | TECATE | 1 | Obra terminada en 1er etapa | | 2004 | 15,000,000 | Y |
| Enlace vial de la autopista Mexicali-Tijuana con carretera Tecate-Ensenada | BC | TECATE | 1 | Nodo Esperanza III. Obra inicida con 65% de avance | | 2004 | 6,000,000 | Y |
| Mejoramiento carretara libre Tecate-Mexicali | BC | TECATE | 1 | Primera etapa de 3 km. terminada. Segunda etapa en licitactión. | | 2005 | 9,000,000 | Y |
| Blvd. Universidad | BC | TECATE | 1 | 1 km del nodo Esperanza III a acceso a Sanita Anita, proyecto terminado obra en licitación. | | 2005 | 6,000,000 | Y |
| Nodo Insurgentes - Clouthier | BC | TIJUANA | 1 | Obra terminada y funcionando | | 2003 | 20,000,000 | Y |
| Blvd. Casablanca | BC | TIJUANA | 1 | Obra en proceso | | 2005 | 20,000,000 | Y |
| Nodo Gato Bronco - Casa Blanca | BC | TIJUANA | 1 | Proyecto en proceso | | 2004 | 60,000,000 | Y |
| Gaza Cañon del Matadero | BC | TIJUANA | 1 | Obra en proceso por terminarse en este año | | 2006 | 5,000,000 | Y |
| Libramiento Ensenada | BC | ENSENADA | 1 | Anteproyecto terminado, en proceso contrato de fotogrametría | | 2006 | 1,500,000,000 | N |

| Nombre e ID del Proyecto | Estado ID | Municipio Donde el Proyecto Está Ubicado | Tipo de Proyecto 1=carreteras 2=aeropuerto 3=ferrocarril 4=Puerto | Descripción del Proyecto | Año de Inicio | Año para Terminacion | Costo del Proyecto en Pesos Constantes | Completa-mente Financiados? |
|---|---|---|---|---|---|---|---|---|
| Blvd. Popotia, Rosarito | BC | ENSENADA | 1 | Obra en proceso- julio o agosto | | 2007 | 70,000,000 | Y |
| Blvd. Costero | BC | ENSENADA | 1 | Proyecto ejecutivo terminado, propuesto a iniciar obra antes del 2004 | | 2004 | 90,000,000 | Y |
| Circuito Oriente | BC | ENSENADA | 1 | Obra en proceso de construción, por terminarse | | 2006 | 25,000,000 | Y |
| Lib. Sur | BC | ENSENADA | 1 | Blvd. Ojos Negros por licitarse la primera etapa de 1km | | 2003 | 8,000,000 | Y |
| Tijuana-Rosarito 2000 | BC | TIJUANA | 1 | 42 Km. It is being constructed, needs more money | | 2005 | 900,000,000 | N |

# CALIFORNIA TRANSPORTATION PROJECTS

## Table 3
## California Transportation Projects

| Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Projects must be Within 100 km of the US-Mexico Border | | | | | | | | | | | | | | | | | |
| # 1 | #2 | #3 | #4 | #5 | #6 | #7 | <===== Highway Projects Data #8 =====> | | | | | #9 | #10 | | | | |
| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Opera-tional | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Fund-ed? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Alloca-tions | 2003 Dollars Needed [cost allocations] |
| 1R | CA | SD | 1 | Construct 2 new HOV lanes from SR-905 to SR-54 | | 2020 | I-5 | 3.100 | 9.400 | | | $130,000 | N | Projects 1R through 6R | $130,000 | $1,000 | $129,000 |
| 2R | CA | SD | 1 | Construct 2 new HOV lanes from SR-54 to I-8 | | 2020 | I-5 | 9.400 | R20.1 | | | $900,000 | N | obtain | $900,000 | $2,000 | $898,000 |
| 3R | CA | SD | 1 | Add 2 freeway lanes and 2 HOV lanes from I-8 to I-805 | | 2020 | I-5 | R20.1 | R30.7 | | | $440,000 | N | the first | $440,000 | $1,000 | $439,000 |
| 4R | CA | SD | 1 | Construct 4 new managed lanes from I-805 to SR-56 | | 2014 | I-5 | R30.7 | R32.9 | | | $30,000 | N | $7,337 from | $30,000 | $1,000 | $29,000 |
| 5R | CA | SD | 1 | Add 2 freeway lanes and 4 managed lanes from SR-56 to Leucadia Blvd. | | 2014 | I-5 | R32.9 | R42.7 | | | $530,000 | N | RTIP | $530,000 | $1,337 | $528,663 |
| 6R | CA | SD | 1 | Construct 4 new managed lanes from Leucadia Blvd. To Vandegrift Blvd. | | 2030 | I-5 | R42.7 | R56.4 | | | $370,000 | N | Project # 2 | $370,000 | $1,000 | $369,000 |
| 7R | CA | SD | 1 | Construct 2 new HOV lanes from SR-125 to SR-67 | | 2030 | I-8 | 9.600 | 15.800 | | | $130,000 | N | | $130,000 | | $130,000 |
| 8R | CA | SD | 1 | Construct 2 new HOV lanes from SR-67 to 2nd Street | | 2030 | I-8 | 15.800 | R18.7 | | | $40,000 | N | | $40,000 | | $40,000 |
| 9R | CA | SD | 1 | from SR-94 to SR-163 / Two new HOV lanes | | 2030 | I-15 | R2.2 | M12.1 | | | $200,000 | N | Projects 9R | $200,000 | $60,000 | $140,000 |
| 10R | CA | SD | 1 | Add 2 managed lanes/movable barrier from SR-163 to SR-56 | | 2010 | I-15 | M12.1 | M19.4 | | | $200,000 | N | through 12R obtain | $200,000 | $60,000 | $140,000 |
| 11R | CA | SD | 1 | Construct 4 new managed lanes/movable barrier from SR-163 SR 56 to Centre City Pkwy. | | 2010 | I-15 | M12.1 | M27.6 | | | $340,000 | Y | $243,954 from RTP | $340,000 | $100,000 | $240,000 |

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Operational | Highway ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Funded? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Allocations | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12R | CA | SD | 1 | Construct 4 new managed lanes from Centre City Pkwy to SR-78 | | 2010 | I-15 | M27.6 | R31.5 | | | $120,000 | N | projects # 3, #4 & #5 | $120,000 | $23,954 | $96,046 |
| 13R | CA | SD | 1 | Construct 2 new HOV lanes from I-805 to I-15 | | 2030 | SR-52 | | | | | $70,000 | N | | $70,000 | | $70,000 |
| 14R | CA | SD | 1 | Construct 2 new freeway lanes and 2 managed lanes from I-15 to SR-125 | | 2030 | SR-52 | | | | | $170,000 | N | | $170,000 | | $170,000 |
| 15R | CA | SD | 1 | from I-5 to SR-94 / Two new HOV lanes | | 2010 | SR-54/ SR-125 | L1.50 | R14.6 | | | $120,000 | N | From RTIP #20 | $120,000 | $5,502 | $114,498 |
| 16R | CA | SD | 1 | Construct 2 new freeways lanes and 2 HOV lanes fro I-5 to I-15 | | 2014 | SR-56 | | | | | $180,000 | N | | $180,000 | | $180,000 |
| 17R | CA | SD | 1 | Construct 2 new HOV lanes from I-5 to I-15 | | 2030 | SR-78 | | | | | $500,000 | N | | $500,000 | | $500,000 |
| 18R | CA | SD | 1 | Construct 2 new HOV lanes from I-5 to I-8 | | 2030 | SR-94/ SR-125 | 1.400 | T10.1 | | | $500,000 | N | | $500,000 | | $500,000 |
| 19R | CA | SD | 1 | Construct new 4 lane toll road and 2 HOV lanes from Orange County to I-5 | | 2030 | SR-241 | | | | | $420,000 | N | | $420,000 | | $420,000 |
| 20R | CA | SD | 1 | Construct new 4 lane managed lanes from SR-905 to SR-54 | | 2020 | I-805 | 1.800 | 8.900 | | | $300,000 | N | | $300,000 | | $300,000 |
| 21R | CA | SD | 1 | Construct new 4 lane managed lanes from SR-54 to I-8 | | 2020 | I-805 | 8.900 | 17.600 | | | $450,000 | N | | $450,000 | | $450,000 |
| 22R | CA | SD | 1 | Construct new 4 lane managed lanes on Mission Valley Viaduct | | 2020 | I-805 | 17.000 | 18.900 | | | $250,000 | N | | $250,000 | | $250,000 |
| 23R | CA | SD | 1 | Construct 4 new managed lanes from I-8 to I-5 | | 2020 | I-805 | 17.600 | 0.500 | | | $380,000 | N | | $380,000 | | $380,000 |
| 24R | CA | SD | 1 | I-5 and I-805 HOV Connector | | 2014 | I-5 | 30.400 | 32.700 | | | $180,000 | N | | $180,000 | | $180,000 |

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Operational | Highway ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Funded? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Allocations | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25R | CA | SD | 1 | I-15 and SR-78 HOV Connector | | 2030 | I-15 | 31.500 | 32.900 | | | $200,000 | N | | $200,000 | | $200,000 |
| 26R | CA | SD | 1 | I-15 and SR-94 HOV Connector | | 2030 | I-15 | 1.850 | 3.370 | | | $150,000 | N | | $150,000 | | $150,000 |
| 27R | CA | SD | 1 | I-805 and SR-52 HOV Connector | | 2030 | I-805 | 22.600 | 24.400 | | | $150,000 | N | | $150,000 | | $150,000 |
| 28R | CA | SD | 1 | Port of Entry - Mexico | | 2010 | I-5/I-805 | R0.0 | 1.190 | | | $20,000 | N | | $20,000 | | $20,000 |
| 29R | CA | SD | 1 | Construct a 4 lane freeway from SR-125 to SR-67 | | 2010 | SR-52 | | | | | $290,000 | Y | | $290,000 | | $290,000 |
| 30R | CA | SD | 1 | Construct a 4 lane freeway from Camino Ruiz to Carmel County | | 2010 | SR-56 | | | | | $130,000 | Y | | $130,000 | | $130,000 |
| 31R | CA | SD | 1 | Construct new 4 lane toll road from SR-905 to San Miguel Rd. | | 2010 | SR-125 | L1.50 | R14.6 | | | $400,000 | Y | Obtain some funds from | $400,000 | $350,000 | $50,000 |
| 32R | CA | SD | 1 | Construct new 4 lane freeway from San Miguel Rd. to SR-54 | | 2010 | SR-125 | 11.200 | R14.6 | | | $140,000 | Y | RTIP Project # 14 | $140,000 | $97,503 | $42,497 |
| 37R | CA | SD | 1 | Construct new 6 lane freeway from I-805 to Mexico | | 2010 | SR-905 | 2.800 | 12.000 | | | $290,000 | N | From RTIP # 15 & #16 | $290,000 | $224,929 | $65,071 |
| 38R | CA | SD | 1 | Construct new 4 lane freeway from SR-905 to Mexico | | 2010 | SR-11 | 0.000 | 2.700 | | | $190,000 | N | From RTIP Project # 23 | $190,000 | $6,736 | $183,264 |
| 39R | CA | SD | 1 | Southbound Truck Route | | | | 9.700 | 12.000 | | | $16,600 | N | | $16,600 | | $16,600 |
| 40R | CA | SD | 1 | Northbound Truck Route | | | | 12.000 | 10.600 | | | $1,000 | N | | $1,000 | | $1,000 |
| 41R | CA | SD | 1 | Otay Mesa ITS | | | | 12.000 | 12.000 | | | $6,000 | N | | $6,000 | | $6,000 |
| 42R | CA | SD | 1 | I-5/Virginia Avenue Realignment | | | I-5 | R0.0 | R0.9 | | | $130,000 | N | RTIP # 18 | $130,000 | $11,200 | $118,800 |
| 43R | CA | SD | 1 | Friendship Plaza | | | | R0.0 | R0.9 | | | $300 | Y | | $300 | | $300 |
| 45R | CA | SD | 1 | Tecate CVEF | | | | 0.600 | 1.900 | | | $12,500 | N | | $12,500 | | $12,500 |
| 46R | CA | SD | 1 | Tecate CA - Tecate B.C. Commercial Road Connection | | | Tecate POE | | | | | $2,000 | N | | $2,000 | | $2,000 |
| 47R | CA | SD | 1 | Add 4 lane freeway from I-805 to SR-56 | | 2010 | I-5 | R0.9 | R32.9 | | | $190,000 | Y | | $190,000 | | $190,000 |

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Opera-tional | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Fund-ed? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Alloca-tions | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48R | CA | SD | 1 | Add 2 lane freeway from 2nd Street to Los Coches | | 2030 | I-8 | 15.800 | R25.7 | | | $30,000 | N | | $30,000 | | $30,000 |
| 49R | CA | SD | 1 | Add 2 lane freeway from I-5 to I-805 | | 2030 | SR-52 | | | | | $80,000 | N | | $80,000 | | $80,000 |
| 50R | CA | SD | 1 | Add 2 lane freeway form SR-125 to Avocado Rd. | | 2030 | SR-94 | T10.1 | R13.3 | | | $70,000 | N | | $70,000 | | $70,000 |
| 51R | CA | SD | 1 | Add 2 lane conventional highway from Avocado Rd. to Steele Canyon Rd. | | 2030 | SR-94 | R13.3 | 19.800 | | | $20,000 | N | | $20,000 | | $20,000 |
| 52R | CA | SD | 1 | Add 4 lane toll road from SR-905 to San Miguel Rd. | | 2030 | SR-125 | L1.50 | 11.700 | | | $110,000 | Y | | $110,000 | | $110,000 |
| 53R | CA | SD | 1 | Add 4 lane freeway from San Miguel Rd. to SR-54 | | 2030 | SR-125 | 11.700 | R14.6 | | | $60,000 | Y | | $60,000 | | $60,000 |
| 54R | CA | SD | 1 | I-5 and I-8 freeway connector | | 2030 | I-5 | 19.030 | 20.880 | | | $200,000 | N | | $200,000 | | $200,000 |
| 55R | CA | SD | 1 | I-5 and SR-56 freeway connector | | 2010 | I-5 | 30.700 | 34.130 | | | $140,000 | N | RTIP # 43 | $140,000 | $3,750 | $136,250 |
| 56R | CA | SD | 1 | I-5 and SR-78 freeway connector | | 2020 | I-5 | 50.700 | 53.210 | | | $150,000 | N | RTIP # 26 | $150,000 | $393 | $149,607 |
| 57R | CA | SD | 1 | SR-94 and SR-125 freeway connector | | 2014 | SR-94 | 7.800 | 11.100 | | | $110,000 | N | RTIP # 25 | $110,000 | $4,393 | $105,607 |
| Note: In the "Reasonably Expected" scenario, the project cost is equal to the amount of revenue reasonably expected. | | | | | | | | | | | | | | | | | |
| **From the Imperial Valley Association of Governments - Near Term Transportation Projects in 2002 $** | | | | | | | | | | | | | | | | | |
| AA | CA | IMP | 1 | I-8 Winterhaven CVEF | 2002 | 2012 | I-8 | 95.000 | 97.000 | | | $35,000 | N | | $36,225 | | $34,155 |
| A | CA | IMP | 1 | Construct 4 lane expressway from SR-98 to I-8 | 2002 | 2012 | SR-7 | 1.200 | 6.700 | | C | $64,300 | Y | | $66,551 | | |
| B | CA | IMP | 1 | Construct 4 lane expressway "Brawley Bypass" | 2002 | 2012 | SR-78 /SR-111 | 17.590 | 23.670 | F | C | $108,000 | N | | $111,780 | | $18,630 |
| C | CA | IMP | 1 | Imperial Avenue Interchange Improvements | 2002 | 2012 | I-8 | R37.0 | R37.0 | E | C | $23,000 | N | | $23,805 | | $16,043 |
| D | CA | IMP | 1 | SR-98 Corridor Improvements - Widening and/or Realignment | 2002 | 2012 | SR-98 | 32.300 | 39.600 | F | E | $90,000 | N | | $93,150 | | $80,213 |
| E | CA | IMP | 1 | Construct 4 lane extension - I-8 to Evans Hewes | 2002 | 2012 | SR-115 | R3.2 | L9.8 | D | C | $55,000 | N | | $56,925 | | $56,925 |

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Operational | Highway ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Funded? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Allocations | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1-A | CA | IMP | 1 | Access Improvements - Proposed SDSU Campus in Brawley | 2002 | 2012 | SR-78 | 15.000 | 18.700 | D | C | $55,000 | N | | $56,925 | | $56,925 |
| 1 | CA | IMP | 1 | Widening and/or realignment from SR-111 to Dogwood Road | 2002 | 2012 | SR-98 | 30.300 | 32.300 | F | E | $30,000 | N | | $31,050 | | $31,050 |
| 2 | CA | IMP | 1 | SR-111 Improvements - south of SR-98 to POE | 2002 | 2012 | SR-111 | R0.0 | R1.2 | F | D | $50,000 | N | | $51,750 | | $51,750 |
| 3 | CA | IMP | 1 | Upgrade to 4 lane freeway from SR-98 to I-8 with interchange's) at several locations | 2002 | 2012 | SR-111 | R1.2 | R7.7 | F | D | $90,000 | N | | $93,150 | | $93,150 |
| 4 | CA | IMP | 1 | Upgrade to 4 lane conventional highway from SR-78 to SR-115 | 2002 | 2012 | SR-111 | 22.600 | 32.500 | D | C | $50,000 | N | | $51,750 | | $51,750 |
| 5 | CA | IMP | 1 | Construct new east-west facility Corridor from Atten Road to Keystone Road | 2002 | 2012 | | | | D | C | $120,000 | N | | $124,200 | | $120,000 |
| 6 | CA | IMP | 1 | Construct new north-south facility SR-78 to I-8 Corridor from Forrester Road Corridor | 2002 | 2012 | | | | C | B | $120,000 | N | | $124,200 | | $120,000 |
| Note: | Values are converted to 2003 dollars using a 3.5% inflation rate - the rate used by the California Department of Finance. | | | | | | | | | | | | | | | | |
| **From the San Diego Regional Transportation Improvement Plan [RTIP] in Dollars of Year Project is Completed** | | | | | | | | | | | | | | | | | |
| 1 | CA | SD | 1 | From Del Mar Heights Road To Via De La Valle - Construct Northbound Auxiliary Lane | 2004 | | I-5 | | | | | $6,100 | Y | Stand alone project | $5,894 | | |
| 2 | CA | SD | 1 | From San Diego To Oceanside. Construct HOV/managed Lanes | 2012 | 2015 | I-5 | | | | | $10,000 | N | Part of 1R through 6R | $7,337 | | |
| 3 | CA | SD | 1 | Construct Managed Lanes (freeway Elements) | 2004 | | I-15 | | | | | $238,000 | Y | Part of 9R through 12R | $229,952 | | |
| 4 | CA | SD | 1 | Near Escondido - From Clarence Lane To SR 78 - Construct Managed Lanes North Segment | 2007 | 2012 | I-15 | | | | | $5,000 | N | Part of 9R through 12R | $4,668 | | |
| 5 | CA | SD | 1 | From SR 163 To Route 15/56 Separation - Construct Managed Lanes South Segment (freeway Component) | 2007 | 2012 | I-15 | | | | | $10,000 | N | Part of 9R through 12R | $9,335 | | |

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Operational | Highway ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Funded? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Allocations | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6 | CA | SD | 1 | Mercy Road To Just South Of SR 56/i-15 Separation - Construct Northbound And Southbound Added And Auxiliary Lanes | 2004 | | I-15 | | | | | $19,474 | Y | Stand alone project | $18,815 | | |
| 7 | CA | SD | 1 | San Diego - .5 Mile South Of Mira Mar Way To .5 Mile North Of Mira Mesa Blvd. - Auxiliary Lanes (northbound And Southbound) - Various Locations | 2003 | | I-15 | | | | | $34,515 | Y | Stand alone project | $34,515 | | |
| 13 | CA | SD | 1 | In San Diego - Poway Road To Camino Del Norte; Also On Route 56 From Rancho Penasquitos Blvd. To East Of Route 15 - Construct Auxiliary Lanes And Ramp Improvements | 2003 | | I-15 | | | | | $9,940 | Y | Stand alone project | $9,940 | | |
| 14 | CA | SD | 1 | From SR 905 To SR 54 Construct 6-lane Fwy With Interchange With HOV Provisions | 2004 | | SR 125 | | | | | $463,166 | Y | Part of 31R and 32R | $447,503 | | |
| 15 | CA | SD | 1 | I-805 To Otay Mesa Border Station - Construct 6-lane Freeway (stages 2-4) | 2004 | | SR 905 | | | | | $203,097 | N | Part of 37R | $196,229 | | |
| 16 | CA | SD | 1 | From Airway Road To The Otay Mesa Port Of Entry - Construct Siempra Viva Road Interchange (stage 1) | 2003 | | SR 905 | | | | | $28,700 | Y | Part of 37R | $28,700 | | |
| 17 | CA | SD | 1 | In El Cajon - Second Street To Greenfield Drive - Construct Auxiliary Lane Eastbound And Replace Pedestrian Over crossing Bridge | 2006 | | I-8 | | | | | $11,494 | Y | Stand alone project | $10,367 | | |
| 18 | CA | SD | 1 | Realignment Of I-5 & I-805. New Virginia Ave. Lane Improvements, Increase Number Of Inspection Gates @ San Ysidro Poe (gen. Svs Agency Project) | 2005 | | I-5/805 | | | | | $11,998 | N | Part of 42R | $11,200 | | |

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Operational | Highway ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Funded? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Allocations | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19 | CA | SD | 3 | Construct 1.2 Miles Of Double Track North Of Oceanside Blvd & Buena Vista Lagoon | 2003 | | | | | | | $6,000 | N | | $6,000 | | |
| 20 | CA | SD | 1 | In And Near Lemon Grove On SR 125 From South Of Jamacha Blvd To SR 94, On SR 54 From I-805 To South Of Jamacha Blvd- Engineering For HOV Lanes. | 2009 | 2010 | SR-125 | | | | | $7,000 | N | Part of 15R | $5,502 | | |
| 21 | CA | SD | 1 | Near San Diego - Pine Valley Creek River Bridge #57-692, Sweetwater River Bridge #57-688 & La Posta Creek Bridge #57-756 - Rehabilitate Bridges | 2004 | | I-8 | | | | | $30,233 | Y | Maintenance & Rehab of Bridges. No new capacity | $29,211 | | |
| 23 | CA | SD | 1 | Border Of Mexico - East Of Route 905/otay Mesa Border Crossing To Future Route 125/905 Junction - Construct 4-lane Freeway And Truck Bypass Road | 2008 | 2010 | SR 11 | | | | | $8,000 | N | Part of 38R | $6,736 | | |
| 24 | CA | SD | 1 | From I-5 To SR 125. | 2013 | 2016 | SR 94 | | | | | $10,000 | N | Not in MOBILITY 2030 RTP. Included only in Revenue Unconstrained scenario. | $7,089 | | |
| 25 | CA | SD | 1 | Freeway To Freeway Connector | 2009 | 2011 | SR 94/125 | | | | | $5,400 | N | Part of 57R | $4,393 | | |
| 26 | CA | SD | 1 | In The Cities Of Oceanside & Carlsbad - Modify Interchange, Construct Auxiliary Lanes, Construct Direct Connectors | 2010 | | I-5/SR 78 | | | | | $500 | N | Part of 56R | $393 | | |

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Opera-tional | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Fund-ed? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Alloca-tions | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 27 | CA | SD | 1 | Chula Vista - Orange Avenue To Palomar Street - Construct Sound walls; Widen Bridge Deck, Ramp And Add Auxiliary Lanes, Utility Relocation. | 2003 | | I-805 | | | | | $21,831 | Y | Fully Funded and soon to be under construction | $21,831 | | |
| 28 | CA | SD | 1 | Interchange Modifications And Improvements At I-805 And East H Street, Including Street And Ramp Widening, Restriping, Signal Improvements And Landscaping. | 2005 | | I-805 | | | | | $3,114 | Y | Fully Funded and soon to be under construction | $2,907 | | |
| 30 | CA | SD | 1 | On I-5, at Manchester, 4 Lanes Plus One Auxiliary Lane Northbound And Southbound - Interchange Improvements | 2011 | 2012 | I-5 | | | | | $2,425 | N | Stand Alone | $1,842 | | |
| 32 | CA | SD | 3 | Oceanside To Escondido - Design 22 Mile Extension Including 15 Stations And Maintenance Facility | 2004 | | Parallels SR 78 | | | | | $351,520 | Y | | $339,633 | | |
| 34 | CA | SD | 1 | Widen From 4 To 6 Lanes With Intersection Improvements, Raised Median And Left Turn Pockets. Phase 2: On Sr94 Extend Jamacha Blvd. Phase 3: On Sr54 Extend From Cuyamaca College East To Brabham St | 2004 | | SR 54/ 94 | | | | | $8,297 | Y | Stand Alone | $8,016 | | |

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Opera-tional | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Fund-ed? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Alloca-tions | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 36 | CA | SD | 3 | San Diego - Four Light Rail Transit Stations In East Village Area Of Downtown - Platform Improvements, Passenger Amenities, Track Realignment, Lighting, Landscape | 2002 | | | | | | | $24,641 | Y | | $25,503 | | |
| 37 | CA | SD | 1 | United States/Mexico International Border - Rebuild Station To Create A Trolley Plaza With 3 Platforms, New Shelters, Paving And Landscaping. Also Re-routes Traffic To Eliminate Pedestrian Conflicts. | 2003 | | | | | | | $16,408 | N | Stand alone project. Total Cost $22.1 M | $16,408 | | |
| 38 | CA | SD | 3 | Design/construct Light Rail Line From Old Town Transit Center To Balboa Ave; Conduct Alternative Alignment Study; Begin Per From Balboa Ave To University City; Mid-coast Corridor Planning/environmental | 2005 | 2008 | | | | | | $100,090 | N | | $93,435 | | |
| 39 | CA | SD | 3 | Construct Commuter Rail Station At Nobel Drive | 2004 | | | | | | | $13,525 | N | | $13,068 | | |
| 40 | CA | SD | 3 | 5.8 Mile Extension Of San Diego Blue Line With 4 Stations, Including Tunnel At San Diego State University Campus | 2003 | | | | | | | $444,000 | Y | | $444,000 | | |

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Operational | Highway ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Funded? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Allocations | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | CA | SD | 3 | From Old Town To Mission San Diego Station – Enhancements To Blue Line Light Rail Trolley | 2002 | | | | | | | $221,809 | Y | | $2,072 | | |
| 43 | CA | SD | 1 | Freeway To Freeway Interchange | 2007 | 2008 | I-5/SR 56 | | | | | $4,303 | N | Part of 55R | $3,750 | | |
| 45 | CA | SD | 1 | I-5 To I-15 - Widen And Install Traffic Signals, Per Only (cip 52-274) | | | I-5/15 | | | | | $2,558 | N | Stand alone project. | $2,229 | | |
| 47 | CA | SD | 1 | Construct New Interchange At Smilax Road. (cip-108) | | | SR 78 | | | | | $600 | N | | $523 | | |

Note: Values are converted to 2003 dollars using a 3.5% inflation rate - the rate used by the California Department of Finance.

## From the Imperial Valley Association of Governments - Long Term Transportation Projects in 2002 $

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Operational | Highway ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Funded? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Allocations | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | CA | IMP | 1 | Construct bridge structure at railroad crossing | 2012 | 2022 | SR-98 | 30.300 | 32.300 | F | C | $1,500 | N | | $1,553 | | $1,553 |
| 8 | CA | IMP | 1 | Construct new north-south facility West of SR-111 from I-8 to SR-98 | 2012 | 2022 | SR-86 | 6.010 | approx. 0.0 | F | D | $90,000 | N | | $93,150 | | $93,150 |
| 9 | CA | IMP | 1 | Construct Westmorland Bypass Construct 4 lane expressway | 2012 | 2022 | SR-78/SR-86 | 24.200 | 28.000 | C | B | $80,000 | N | | $82,800 | | $82,800 |

| # or ID | State ID | CO | Project Mode 1=Hwy 2=Air 3=Rail 4=Water | Description of Project | Year the Project Begins | Year the Project Becomes Opera-tional | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | LOS before | LOS after | Cost of Project in Thousands of Dollars - Base Year Set by Agency | Fully Fund-ed? | Comments | Cost of Project in Thousands of 2003 Dollars | Partial Funding in 2003 Dollars from Alloca-tions | 2003 Dollars Needed [cost allocations] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | CA | IMP | 1 | Improvements from SR-115 to Riverside County Line | 2012 | 2022 | SR-78 | 21.200 | 80.740 | B | B | $50,000 | N | | $51,750 | | $51,750 |
| 11 | CA | IMP | 1 | Widen to 8 lanes from new north-south route to SR-111 | 2012 | 2022 | I-8 | 23.480 | 40.940 | D | C | $90,000 | N | | $93,150 | | $93,150 |
| 12 | CA | IMP | 1 | Interchange improvements from I-8 to SR-78 | 2012 | 2022 | SR-111 | R1.2 | R7.7 | E | D | $60,000 | N | | $62,100 | | $62,100 |
| 13 | CA | IMP | 1 | Construct interchange at Austin Road | 2022 | | I-8 | 34.000 | 37.000 | E | C | $24,000 | N | | $24,840 | | $24,840 |
| 14 | CA | IMP | 1 | Construct new 4 lane expressway form SR-78 to Brawley Bypass | 2022 | | SR-115 | 21.200 | approx 25.0 | D | B | $36,000 | N | | $37,260 | | $37,260 |
| 15 | CA | IMP | 1 | Widen to 4 lane expressway from SR-78 to SR-111 | 2022 | | SR-115 | 21.200 | 31.600 | C | B | $70,000 | N | | $72,450 | | $72,450 |
| 16 | CA | IMP | 1 | Widen to 4 lane expressway from Evan Hewes Highway to SR-78 | 2022 | | SR-115 | R9.3 | 21.200 | C | B | $70,000 | N | | $72,450 | | $72,450 |
| 17 | CA | IMP | 1 | Widen to 4 lane conventional or construct interchange improvements | 2022 | | SR-186 | 0.000 | 2.100 | D | C | $10,000 | N | | $10,350 | | $10,350 |

Note: Values are converted to 2003 dollars using a 3.5% inflation rate - the rate used by the California Department of Finance.

# CHIHUAHUA TRANSPORTATION PROJECTS

**Table 4**
**Chihuahua Transportation Project Data**

| Estudio de Necesidades de Infraestructura de Transporte Fronterizo [BINS] | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Proyectos tienen que estar dentro de los 100 Km. de la frontera México-US** | | | | | | | | |
| **# 1** | **#2** | **#3** | **#4** | **#5** | **#6** | **#7** | **#8** | **#9** |
| **Nombre e ID del Proyecto** | **Estado ID** | **Municipio Donde el Proyecto Está Ubicado** | **Tipo de Proyecto 1=carreteras 2=aeropuerto 3=ferrocarril 4=Puerto** | **Descripción del Proyecto** | **Año de Iniciación del Proyecto** | **Año Planeado Para la terminación del Proyecto** | **Costo del Proyecto en Pesos Constantes** | **Completamente Financiados?** |
| (CARR. JANOS-AGUA PRIETA,km. 61 )-EL BERRENDO. | CI | JANOS | 1 | PAVIMENTACION CON RIEGOS DE SELLO, CAMINO 9.00 M. DE ANCHO. | | 2004 | 30,000,000 | N |
| ZARAGOZA-DR. PORFIRIO PARRA. | CI | JUAREZ-GUADALUPE | 1 | NUEVA CARRETERA,12.00 M. DE ANCHO, PAVIMENTACION CON CONCRETO ASFALTICO. | | 2006 | 120,000,000 | N |
| SAMALAYUCA-GUADALUPE. ( KM. 320 CARR. CHIH-CD. JUAREZ--DR. PORFIRIO PARRA). | CI | JUAREZ-GUADALUPE | 1 | PAVIMENTACION CON CONCRETO ASFALTICO, CAMINO 12.00 M. DE ANCHO. | | 2004 | 165,000,000 | N |
| LA MULA -OJINAGA ( KM. 210.1 CARR. CAMARGO-OJINAGA--OJINAGA). | CI | OJINAGA | 1 | MODERNIZACION A 12.00 M. DE ANCHO, PAVIMENTACION CON CONCRETO ASFALTICO. | | 2004 | 188,000,000 | N |

# COAHUILA TRANSPORTATION PROJECTS

**Table 5**
**Coahuila Transportation Project Data**

| Estudio de Necesidades de Infraestructura de Transporte Fronterizo [BINS] | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Proyectos tienen que estar dentro de los 100 Km. de la frontera México-US | | | | | | | | | |
| # 1 | #2 | #3 | #4 | #5 | #8 | #6 | #7 | | #9 |
| Nombre e ID del Proyecto | Estado ID | Municipio | Tipo de Proyecto 1=carreteras 2=aeropuerto 3=ferrocarril 4=Puerto | Descripción del Proyecto | Carretera Nombre e ID | Año de Iniciación del Proyecto | Año Planeado Para la terminación del Proyecto | Costo del Proyecto en Pesos Constantes | Financiados Completamente? |
| 2° Puente Internacional | Coahuila | Acuña | 1 | Construcción de Puente | | 2002 | 2007 | 200,000,000 | N |
| Aeropuerto Internacional | Coahuila | Acuña | 2 | Construcción de pista 13/31 de 1750m.x30m. | | 2003 | 2005 | 62,000,000 | N |
| Carretera Zaragoza-Cd. Acuña | Coahuila | Acuña | 1 | Ampliación de corona de 7 a 12m. En 91.8 km. | 29 | | 2003 | 276,000,000 | Y |
| Puente "La Linda" | Coahuila | Acuña | 1 | Reapertura del Puente | | | | 200,000,000 | N |
| El Melón-La Linda | Coahuila | Acuña | 1 | Construcción de carretera 150km. Corona 7m. | | | 2006 | 375,000,000 | N |
| Acceso Aeropuerto Acuña | Coahuila | Acuña | 1 | Ampliación en 10 km. De la secc. De 7 a 12 km. | Acuña Sta. Eulalia | 2003 | 2004 | 31,000,000 | Y |
| PaD Carr 57 con tramo Morelos Nava | Coahuila | Morelos | 1 | Construcción de Paso a Desnivel | 57 | 2003 | 2005 | 36,000,000 | N |
| Gazas en PaD carr. 57 en tramo Allende-Morelos | Coahuila | Allende | 1 | Construcción de enlaces viales | 57 | 2003 | 2005 | 3,100,000 | N |
| Espiral vial | Coahuila | Acuña | 1 | Vialidad para puente internacional 500 mts. | | 2003 | 2004 | 15,500,000 | N |
| Libramiento de Acuña | Coahuila | Acuña | 1 | 27.5 km | | | 2005 | 226,000,000 | N |

# NEW MEXICO TRANSPORTATION PROJECTS

**Table 6a**
**New MexicoTransportation Project Data**

| Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] | | | | | | |
|---|---|---|---|---|---|---|
| **Projects must be Within 100 km of the US-Mexico Border** | | | | | | |
| **# 1** | **#2** | **#3** | **#4** | **#5** | **#6** | **#7** |
| **Project ID** | **State ID** | **County in Which Project Resides** | **Project Mode 1=Hwy 2=Airport 3=Rail 4=Maritime** | **Description of Project** | **Year the Project Begins** | **Year the Project Becomes Operational** |
| **New Mexico State Transportation Improvement Plan [STIP]** | | | | | | |
| 2875 | NM | Dona Ana | 1 | 4-Lane Construction | 2004 | 2004 |
| 3031 | NM | Dona Ana | 1 | 4-Lane Construction | 2008 | 2008 |
| **Governor Richardson's Investment Program** | | | | | | |
| NA | NM | Dona Ana | 1 | 6-Lane Construction [1] | 2010 | 2010 |
| NA | NM | Dona Ana | 1 | Sunland Park Drive Extension[1] | 2005 | 2006 |
| NA | NM | Dona Ana | 1 | 6-Lane Construction | 2020 | 2020 |
| NA | NM | Dona Ana | 3 | Construct New Intermodal Center at Santa Teresa | 2020 | 2020 |
| NA | NM | Dona Ana | 3 | New RR Crossing at Santa Teresa | 2020 | 2020 |
| NA | NM | Dona Ana | 2 | Strengthening of Taxiways | 2003 | 2007 |
| NA | NM | Dona Ana | 2 | Extension of Runway | 2010 | 2010 |
| NA | NM | Dona Ana | 2 | New Runway @DAC Airport | 2020 | 2020 |

[1] In December 2003, New Mexico received state legislative approval to issue bonds for the I-10 project and the Sunland Park Drive Extension project.

**Table 6b**
**New MexicoTransportation Project Data**

| New MexicoTransportation Project Data | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] | | | | | | | | | | | |
| Projects must be Within 100 km of the US-Mexico Border | | | | | | | | | | | |
| # 1 | <==================== Highway Projects Data #8 =====================> | | | | | | | | #9 | #10 | #11 |
| Project ID | Highway ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Level of Service [A to F] for each segment during the PM peak hour *before* Project Completion | Specify the Level of Service [A to F] for each segment during the PM peak hour *after* Project Completion | Specify the traffic volume for each segment during the PM peak hour *before* Project Completion | Specify the segment capacity during the PM peak hour *before* Project Completion | Specify the segment capacity during the PM peak hour *after* Project Completion | Cost of Project in Thousands of Constant Dollars | Specify Base *Year* of Dollars | Fully Funded? |
| 2875 | NM273 | 3.100 | 6.000 | C | A | 948 | 2590 | | $3,000 | 2003 | Y |
| 3031 | NM273 | 6.000 | 9.600 | C | A | 699 | 2590 | | $6,000 | 2003 | Y |
| NA | I-10 | 146.000 | 164.000 | | | | | | $48,000 | 2003 | Y |
| NA | NM273 | - | - | | | | | | $13,000 | 2003 | N |
| NA | I-10 | 146.000 | 164.000 | C | B | 4436 | 7200 | 9000 | | | N |
| NA | | | | | | | | | | | N |
| NA | | | | | | | | | | | N |
| NA | | | | | | | | | | | N |
| NA | | | | | | | | | | | N |
| NA | | | | | | | | | | | N |

# NUEVO LEÓN TRANSPORTATION PROJECTS

**Table 7**
**Nuevo León Transportation Project Data**

| Estudio de Necesidades de Infraestructura de Transporte Fronterizo [BINS] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Proyectos tienen que estar dentro de los 100 Km. de la frontera México-US | | | | | | | | | | |
| # 1 | #2 | #3 | #4 | #5 | #6 | #7 | | Proyectos de Carretera #8 | | |
| Nombre e ID del Proyecto | Estado ID | Municipio Donde el Proyecto Está Ubicado | Tipo de Proyecto 1=carreteras 2=aeropuerto 3=ferrocarril 4=Puerto | Descripción del Proyecto | Año de Iniciación del Proyecto | Año Planeado Para la terminación del Proyecto | Costo del Proyecto en Pesos Constantes | Carretera Nombre e ID | El Km. Inicial del Segmento | El Km. Final del Segmento |
| N/A | NL | | 1 | Monterrey-Colombia Corridor Improvements | | | | None | None | None |
| | | | | | | | | | | |
| NO TIME DATA | | | | | | | | | | |

# SONORA TRANSPORTATION PROJECTS

**Table 8a**
**Información para Proyectos de Transporte de Sonora**

| Estudio de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Proyectos tienen que estar dentro de los 100 Km. de la frontera México-US** | | | | | | | |
| | | **# 1** | **#3** | **#4** | **#5** | **#6** | **#7** |
| **Numero de Proyecto** | **Estado** | **Nombre e ID del Proyecto** | **Municipio Donde el Proyecto Está Ubicado** | **Tipo de Proyecto** 1=carreteras 2=aeropuerto 3=ferrocarril 4=Puerto | **Descripción del Proyecto** | **Año de Iniciación del Proyecto** | **Año Planeado Para la terminación del Proyecto** |
| 1 | SO | Modernización del acceso sur a San Luis Río Colorado | San Luis Río Colorado | 1 | Modernización del acceso sur a la ciudad de San Luis Río Colorado, Sonora, a una sección tipo blevar del kilómetro 192+100 al 192+400 | 2003 | 2003 |
| 2 | SO | Paso por Agua Prieta | Agua Prieta | 1 | Modernizacion del Paso por Agua Prieta, una sección tipo Bulevar, del kilómetro 157+000 al 159+200 | 2003 | 2003 |
| 3 | SO | Construcción del tercer carril en tramos aislados | Imuris-Cananea | 1 | Construcción del tercer carril de ascenso,mediante la ampliación de las terracerias, obras de drenaje, pavimento, obras complementarias y señalamiento, en tramos aislados (kilómetro 90+756 al 97+160 y kilómetro 143+891 al 153.990) | 2003 | 2003 |
| 4 | SO | Modernizacion del tramo Pitiquito - Caborca | Pitiquito - Caborca | 1 | Modernización del subtramo Pitiquito - Caborca y paso por Caborca,ampliando el ancho de la corona a una sección tipo A2 de 12.00 mts. Y ampliando las estructuras existentes, del kilómetro 94+100 al 108+400. | 2003 | 2003 |

**Table 8b**
**Información para Proyectos de Transporte de Sonora**

| Estudio de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] | | | | | |
|---|---|---|---|---|---|
| Proyectos tienen que estar dentro de los 100 Km. de la frontera México-US | | | | | |
| | 8a | 8b | 8c | 8d | 8e |
| **Numero de Proyecto** | **Carretera Nombre e ID** | **El Km. Inicial del Segmento** | **El Km. Final del Segmento** | **Nivel de Servicio Para el Segmento Antes del Inicio del Proyecto** | **Nivel de Servicio Para el Segmento Después de la Terminación del Proyecto** |
| 1 | Federal Núm. 2 "Playa Gral. Lauro del Villar - Tijuana | 192+100 | 195+400 | C | A |
| 2 | Federal Núm. 2 "Playa Gral. Lauro del Villar - Tijuana | 157+000 | 159+200 | D | B |
| 3 | Federal Núm. 2 "Playa Gral. Lauro del Villar - Tijuana | 90+756 | 153+990 | E | B |
| 4 | Federal Núm. 2 "Playa Gral. Lauro del Villar - Tijuana | 94+100 | 108+400 | C | A |

**Table 8c**
**Información para Proyectos de Transporte de Sonora**

| Estudio de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] | | | | | | | |
|---|---|---|---|---|---|---|---|
| Proyectos tienen que estar dentro de los 100 Km. de la frontera México-US | | | | | | | |
| | 8f | 8g | 8h | 8i | #9 | #10 | #11 |
| | | | | | <=== $ Información ===> | | |
| Numero de Proyecto | Volumen de Trafico Para el Segmento en la Hora Pico de la Tarde Antes del Inicio del Proyecto | Volumen de Trafico Para el Segmento en la Hora Pico de la Tarde Después de la Terminación del Proyecto | Capacidad de Trafico del Segmento en la Hora Pico de la Tarde Antes del Inicio del Proyecto | Capacidad de Trafico del Segmento en la Hora Pico de la Tarde Después de la Terminación del Proyecto | Costo del Proyecto en Pesos Constantes | Año Base Para la Estimación del Peso Constante | Completamente Financiados? |
| 1 | 1,100 | 1,100 | 1,200 | 3,600 | 12,600,000 | 2003 | Y |
| 2 | 1,500 | 1,500 | 1,300 | 4,500 | 29,300,000 | 2003 | Y |
| 3 | 400 | 400 | 600 | 2,200 | 28,800,000 | 2003 | Y |
| 4 | 800 | 2,000 | 1,000 | 2,000 | 35,600,000 | 2003 | Y |

# TAMAULIPAS TRANSPORTATION PROJECTS

**Table 9a**
**Tamaulipas Transportation Project Data**

| Estudio de Necesidades de Infraestructura de Transporte Fronterizo [BINS] | | | | | | |
|---|---|---|---|---|---|---|
| Proyectos tienen que estar dentro de los 100 Km. de la frontera México-US | | | | | | |
| # 1 | #2 | #3 | #4 | #5 | #6 | #7 |
| Nombre e ID del Proyecto | Estado ID | Municipio Donde el Proyecto Está Ubicado | Tipo de Proyecto 1=carreteras 2=aeropuerto 3=ferrocarril 4=Puerto | Descripción del Proyecto | Año de Iniciación del Proyecto | Año Planeado Para la terminación del Proyecto |
| Yescas-Matamoros | TM | Matamoros | 1 | Modernización | 2002 | 2004 |
| Lib. De Reynosa | TM | Reynosa | 1 | Construcción | 2003 | 2004 |
| Tejon-Reynosa | TM | Reynosa | 1 | Modernización | 2003 | 2005 |
| Camargo-Lim. De Estado | TM | Camargo | 1 | Modernización | 2004 | 2005 |
| Cd. Mier-Lim. De Estado | TM | Mier | 1 | Modernización | 2005 | 2006 |
| N. Laredo-Reynosa | TM | N.L-Rey. | 1 | Modernización | 2006 | 2007 |
| Lib. De Valle Hermoso | TM | V.Hermoso | 1 | Construcción | 2005 | 2006 |
| Puente Diaz Ordaz | TM | Diaz Ordaz | 1 | Sustitución | 2004 | 2005 |
| Rio Bravo-Donna | TM | Rio Bravo | 1 | Construcción | 2005 | 2006 |
| Puente Nuevo Progreso | TM | Rio Bravo | 1 | Sustitución | 2002 | 2003 |
| Puente Camargo | TM | Camargo | 1 | Ampliación | 2004 | 2005 |
| Puente Anzalduas | TM | Reynosa | 1 | Construcción | 2003 | 2005 |
| Puente F.FC.C. Mat. | TM | Matamoros | 3 | Construcción | 2004 | 2005 |
| Puente int. N. Laredo 4-5 | TM | N. Laredo | 1 | Construcción | 2006 | 2007 |
| P.S.V. En Matamoros | TM | Matamoros | 1 | Const. Puente | 2003 | 2004 |
| Monclova-Cd. Guerrero | TM | | 1 | Pendiente | 2005 | 2007 |
| Puente N. Cd Guerrero-Zapata | TM | | 1 | Construcción | 2004 | 2005 |

**Table 9b**
**Tamaulipas Transportation Projects**

| **Estudio de Necesidades de Infraestructura de Transporte Fronterizo [BINS]** | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Proyectos tienen que estar dentro de los 100 Km. de la frontera México-US** | | | | | | | | | | | |
| **# 1** | **<========== Proyectos de Carretera #8 ===========>** | | | | | | | | | **#9** | **#10** |
| | 8a | 8b | 8c | 8d | 8e | 8f | 8g | 8h | 8i | | |
| **Nombre e ID del Proyecto** | **Carretera Nombre e ID** | **El Km. Inicial del Segmento** | **El Km. Final del Segmento** | **Nivel de Servicio Para el Segmento Antes del Inicio del Proyecto** | **Nivel de Servicio Para el Segmento Después de la Terminación del Proyecto** | **Volumen de Trafico Para el Segmento en la Hora Pico de la Tarde Antes del Inicio del Proyecto** | **Volumen de Trafico Para el Segmento en la Hora Pico de la Tarde Después de la Terminación del Proyecto** | **Capacidad de Trafico del Segmento en la Hora Pico de la Tarde Antes del Inicio del Proyecto** | **Capacidad de Trafico del Segmento en la Hora Pico de la Tarde Después de la Terminación del Proyecto** | **Costo del Proyecto en Pesos Constantes** | **Completamente Financiados?** |
| Yescas-Matamoros | 180 | 254.000 | 312.000 | B | A2 | 4915 | 5,500 | 2,800 | 4,000 | 350,000,000 | Y |
| Lib. De Reynosa | 2 | | | B | A2 | 13472 | 14000 | 2800 | 6000 | 425,000,000 | Y |
| Tejon-Reynosa | 97 | 0.000 | 113.250 | B | A2 | 3457 | 4000 | 2800 | 4000 | 500,000,000 | N |
| Camargo-Lim. De Estado | | 0.000 | 22.800 | C | A2 | 4449 | 5000 | 2800 | 4000 | 150,000,000 | N |
| Cd. Mier-Lim. De Estado | 54 | 132.800 | 156.210 | B | A2 | 3146 | 4000 | 2800 | 4000 | 141,000,000 | N |
| N. Laredo-Reynosa | 2 | 35.680 | 221.080 | B | A2 | 3739 | 4200 | 2800 | 6000 | 745,000,000 | N |
| Lib. De Valle Hermoso | 99 | | | | A2 | 3620 | 4500 | 2800 | 4000 | 72,000,000 | N |
| Puente Diaz Ordaz | | | | | | | | | | 15,000,000 | N |
| Rio Bravo-Donna | | | | | | | | | | 40,000,000 | N |
| Puente Nuevo Progreso | | | | C | A2 | 7000 | | | | 36,000,000 | Y |
| Puente Camargo | | | | C | A2 | | | | | 25,000,000 | Y |
| Puente Anzalduas | | | | | A2 | | | | | 250,000,000 | N |

| Nombre e ID del Proyecto | Carretera Nombre e ID | El Km. Inicial del Segmento | El Km. Final del Segmento | Nivel de Servicio Para el Segmento Antes del Inicio del Proyecto | Nivel de Servicio Para el Segmento Después de la Terminación del Proyecto | Volumen de Trafico Para el Segmento en la Hora Pico de la Tarde Antes del Inicio del Proyecto | Volumen de Trafico Para el Segmento en la Hora Pico de la Tarde Después de la Terminación del Proyecto | Capacidad de Trafico del Segmento en la Hora Pico de la Tarde Antes del Inicio del Proyecto | Capacidad de Trafico del Segmento en la Hora Pico de la Tarde Después de la Terminación del Proyecto | Costo del Proyecto en Pesos Constantes | Completamente Financiados? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Puente F.FC.C. Mat. | | | | | | | | | | 90,000,000 | N |
| Puente int. N. Laredo 4-5 | | | | | A2 | | | | | 150,000,000 | N |
| P.S.V. En Matamoros | | | | | A2 | | | | | 30,000,000 | Y |
| Monclova-San Ingnacio | | 0.000 | 180.000 | C | A2 | | | | | 800,000,000 | N |
| Puente N. Cd Guerrero-Zapata | | | | | | | | | | 100,000,000 | N |

# TEXAS TRANSPORTATION PROJECTS

**Table 10**
**Texas Transportation Project Data**

| Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Projects must be Within 100 km of the US-Mexico Border | | | | | | | | | | | | | | |
| # 1 | #2 | #3 | #4 | #5 | #6 | #7 | <======== Highway Projects Data #8 =======> | | | | #9 | #10 | | |
| | | | | | | | 8a | 8b | 8c | 8d | <=== Dollar Data ===> | | | |
| Project Number or ID | State ID | County in Which Project Resides | Project Mode 1=Hwy 2=Airport 3=Rail 4=Maritime | Description of Project | Year the Project Begins | Year the Project Become Operational | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Level of Service [A to F] for each segment during the PM peak hour *before* Project Completion | Cost of Project in Thousands of Constant 2002 Dollars | Fully Funded ? | Cost of Project in Thousands of Constant 2003 Dollars | |
| Texas Unified Transportation Program - Priority 1 | | | | | | | | | | | | | | |
| NH 99(462) | TX | Webb | 1 | Grad Structures, Base & Surfacing | 1999 | | I 35 | 11.000 | 7.300 | A | $59,654 | Y | $62,040 | |
| RW 18-6-143 | TX | Webb | 1 | Utility Adjustment | 1999 | | I 35 | 0.000 | 0.000 | C | $874 | Y | $908 | |
| CL 86-14-17 | TX | Webb | 1 | Landscape Establishment | 1997 | | LP 20 | 0.000 | 0.000 | NA | $99 | Y | $103 | |
| STP 99(204) HES | TX | Hidalgo | 1 | Construct, grade, seperations | 2000 | | US 83 | 13.175 | 13.375 | NA | $2,110 | Y | $2,194 | |
| STP 99(204) HES | TX | Hidalgo | 1 | Grade Separations | 2000 | | US 83 | 14.604 | 14.804 | NA | $2,332 | Y | $2,425 | |
| C 39-17-139 | TX | Hidalgo | 1 | Construct four main lanes & overpasses | 2000 | | US 83 | 10.600 | 16.100 | NA | $28,711 | Y | $29,859 | |
| C 39-18-75 | TX | Hidalgo | 1 | Reconst. And Add 2 Lanes & Widen Strs. | 2000 | | US 83 | 29.904 | 34.151 | NA | $39,644 | Y | $41,230 | |
| NH 2000(662) | TX | Webb | 1 | Grad, Struc, Base, Surf, Sign, Mark, Sig | 2000 | | US 83 | 10.219 | 17.048 | NA | $17,937 | Y | $18,654 | |
| MG 2001(257) | TX | Cameron | 1 | Widen Freeway to 6 Lanes | 2001 | | US 77 | 12.717 | 25.628 | NA | $61,347 | Y | $63,801 | |
| NH 2000(732) | TX | Hidalgo | 1 | Widen Gr. Strs. & Surf. | 2001 | | BU 83-A | 2.352 | 7.664 | NA | $8,296 | Y | $8,628 | |
| DMO 2001(501) | TX | Hidalgo | 1 | Construct Interchange | 2001 | | US 281 | 24.850 | 26.510 | NA | $7,945 | Y | $8,263 | |
| DMO 2001(501) | TX | Hidalgo | 1 | Const. Overpass Structure | 2001 | | US 281 | 14.820 | 16.780 | NA | $9,904 | Y | $10,300 | |
| MG 2001(189) | TX | Hidalgo | 1 | Gr, Strs, and Surf. | 2001 | | US 83 | 16.058 | 21.424 | NA | $36,598 | Y | $38,062 | |
| MG 2001(188) | TX | Hudspeth | 1 | Rehab of Mainlanes | 2001 | | IH 10 | 43.222 | 46.201 | NA | $1,744 | Y | $1,814 | |

| Project Number or ID | State ID | County in Which Project Resides | Project Mode 1=Hwy 2=Airport 3=Rail 4=Maritime | Description of Project | Year the Project Begins | Year the Project Become Operational | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Level of Service [A to F] for each segment during the PM peak hour *before* Project Completion | Cost of Project in Thousands of Constant 2002 Dollars | Fully Funded ? | Cost of Project in Thousands of Constant 2003 Dollars |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MG 2001(188) | TX | Hudspeth | 1 | Rehab of Mainlanes | 2001 | | IH 10 | 0.000 | 8.995 | NA | $20,617 | Y | $21,442 |
| IM 10-1(229) | TX | Hudspeth | 1 | Rehab of Mainlanes | 2001 | | IH 10 | 55.070 | 58.680 | NA | $2,818 | Y | $2,931 |
| STP 2001(329)R | TX | Maverick | 1 | Reconstruct Existing Roadway (Non-Freeway) | 2001 | | BU 277N ETC | 1.550 | 3.150 | NA | $3,857 | Y | $4,011 |
| MG 2001(341) | TX | Webb | 1 | Gr. Wid Strs. Base & Pave | 2001 | | LP 20 | 4.090 | 8.090 | NA | $15,382 | Y | $15,997 |
| MG 2001(341) | TX | Webb | 1 | Grading Base, Structures & surface | 2001 | | LP 20 | 10.900 | 8.500 | NA | $2,641 | Y | $2,747 |
| NH 2002(283) | TX | Dimmit | 1 | Base, Grading & Surfacing | 2002 | | US 277 | 7.700 | 16.817 | NA | $3,569 | Y | $3,712 |
| NH 2001(622) | TX | El Paso | 1 | Install CTB Barrier | 2002 | | US 85 | 2.133 | 5.143 | NA | $2,068 | Y | $2,151 |
| NH 2002(588) | TX | Hidalgo | 1 | Gr. Strs. And Surf. | 2002 | | US 83 | 34.167 | 42.399 | NA | $82,579 | Y | $85,882 |
| IM 10-1(232) | TX | Hudspeth | 1 | IH 10 Rehabilitation | 2002 | | IH 10 | 52.014 | 54.364 | NA | $2,771 | Y | $2,882 |
| 1M 10-1(231) | TX | Hudspeth | 1 | IH 10 Rehabilitation | 2002 | | IH 10 | 55.073 | 64.118 | NA | $19,029 | Y | $19,790 |
| CPM 18-10-7 | TX | LaSalle | 1 | Asphalt Overlay | 2002 | | BI 35-B | 1.000 | 2.031 | C - D | $6,827 | Y | $7,100 |
| CPM 38-6-36 | TX | Starr | 1 | ACP Overlay | 2002 | | US 83 | 13.820 | 0.142 | NA | $4,335 | Y | $4,508 |
| NH 2002(731) | TX | Zapata | 1 | West Veleno Bridge | 2002 | | US 83 | 29.906 | 32.637 | NA | $5,493 | Y | $5,713 |
| NH 2003(127) | TX | Cameron | 1 | Landscape Development | 2003 | | US 83 | 0.000 | 0.001 | NA | $53 | Y | $55 |
| CPM 1-4-80 | TX | El Paso | 1 | Overlay | 2003 | | US 62 ETC | 0.000 | 0.262 | NA | $2,978 | Y | $3,097 |
| *** | TX | Presidio | 3 | Rehab of South Orient railroad to Class 2 track standards (25 mph) and restart of operations along line | 2003 | | NA | NA | NA | NA | $1,337 | Y | $1,390 |
| NH 2002(787) | TX | Starr | 1 | Upgrade and Widen to Four Lanes Urban | 2003 | | US 83 | 12.800 | 15.870 | NA | $4,893 | Y | $5,089 |
| CPM 38-7-51 | TX | Starr | 1 | ACP Overlay | 2003 | | US 83 | 16.713 | 28.658 | NA | $4,899 | Y | $5,095 |
| IM 35-1(72) | TX | Webb | 1 | Landscape Development | 2003 | | I 35 | 4.168 | 4.568 | NA | $758 | Y | $788 |
| IM 35-1(72) | TX | Webb | 1 | Landscape Development | 2003 | | IH 35 | 4.168 | 4.568 | NA | $757 | Y | $787 |
| NH 2002(80) | TX | Cameron | 1 | Gr., Strs, & Surf. | NA | | US 77 | 19.563 | 21.543 | NA | $67,994 | Y | $70,714 |

| Project Number or ID | State ID | County in Which Project Resides | Project Mode 1=Hwy 2=Airport 3=Rail 4=Maritime | Description of Project | Year the Project Begins | Year the Project Become Operational | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Level of Service [A to F] for each segment during the PM peak hour *before* Project Completion | Cost of Project in Thousands of Constant 2002 Dollars | Fully Funded ? | Cost of Project in Thousands of Constant 2003 Dollars |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NH 2003(369) | TX | Cameron | 1 | Construct Six Lane Expressway | NA | | US 77 | 37.622 | 33.879 | NA | $72,345 | Y | $75,239 |
| NH 2003(25) | TX | Cameron | 1 | Gr, Strs, and Surf. | NA | | US 77 | 31.606 | 28.602 | NA | $8,137 | Y | $8,462 |
| C 167-1-89 | TX | El Paso | 1 | Transvista Digital Video | NA | | US 54 | 0.000 | 7.000 | NA | $1,728 | Y | $1,797 |
| NCL 2003(461) HES | TX | Hidalgo | 1 | Install Intersection Flashing Beacon | NA | | BU 83-A | 11.600 | 11.700 | NA | $9,600 | Y | $9,984 |
| C 22-7-24 | TX | Val Verde | 1 | Upgrade Flashing Beacon | NA | | US 90 | 10.533 | 10.633 | NA | $73 | Y | $76 |
| STP 2003(510 | TX | Zavala | 1 | Surfacing & Pavement Markings | NA | | US 57 | 0.020 | 8.020 | NA | $4,932 | Y | $5,129 |
| STP ( )RGS | TX | BREWSTE R | 1 | REPLACE RAILROAD UNDERPASS | 2003 | | US 67 | 28.467 | 28.567 | NA | $3,508 | Y | $3,648 |
| STP ( )RGS | TX | BREWSTE R | 1 | REPLACE RAILROAD UNDERPASS | 2003 | | US 67 | 29.714 | 29.721 | NA | $3,216 | Y | $3,345 |
| Carrizo Springs Airport | TX | Dimmit | 2 | Engineering/design for FY 2004 construction project | 2003 | | NA | NA | NA | NA | $94 | Y | $98 |
| NH ( )M | TX | EL PASO | 1 | WIDEN 6 LANE TO 8 LANE AND CONSTRUCT TWO OVERPASSES | 2003 | | US 62 | 13.473 | 14.473 | NA | $19,600 | Y | $20,384 |
| STP 2003(204) | TX | JIM HOGG | 1 | RESTRIPING AND INTERSECTION IMPORVEMENTS | 2003 | | SH 359 | 5.481 | 6.318 | NA | $173 | Y | $180 |
| Marfa Municipal Airport | TX | Presidio | 2 | Overlay TW "A", Reconstruct FW 3-21 | 2003 | | NA | NA | NA | NA | $675 | Y | $702 |
| STP 2002(448) | TX | VAL VERDE | 1 | MISCELLANEOUS CONTRUCTION | 2003 | | US 90 | 57.277 | 56.881 | NA | $280 | Y | $291 |
| STP 2003(151)HES | TX | VAL VERDE | 1 | HAZARD ELIMINATION AND SAFETY | 2003 | | US 90 | 69.2 | 72.2 | NA | $100 | Y | $104 |
| NH ( ) | TX | VAL VERDE | 1 | MISCELLANEOUS CONSTRUCTION | 2003 | | US 90 | 69.448 | 69.843 | NA | $350 | Y | $364 |
| NH 2002(79) | TX | WEBB | 1 | UPGRADE TO A 3 LANE RURAL SECTION EACH DIRECTION | 2003 | | IH 35 | 0 | 2.404 | NA | $11,294 | Y | $11,746 |

| Project Number or ID | State ID | County in Which Project Resides | Project Mode 1=Hwy 2=Airport 3=Rail 4=Maritime | Description of Project | Year the Project Begins | Year the Project Become Operational | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Level of Service [A to F] for each segment during the PM peak hour *before* Project Completion | Cost of Project in Thousands of Constant 2002 Dollars | Fully Funded ? | Cost of Project in Thousands of Constant 2003 Dollars |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NH 2002(79) | TX | WEBB | 1 | CONST AND EXTEND UNDERPASS AT CARRIERS DR | 2003 | | IH 35 | 1.193 | 1.515 | NA | $5,721 | Y | $5,950 |
| NH 2002(79) | TX | WEBB | 1 | UPGRADE TO A 3 LANE RURAL SECTION EACH DIRECTION | 2003 | | IH 35 | 8.352 | 11.968 | NA | $14,436 | Y | $15,013 |
| NH 2002(79) | TX | WEBB | 1 | CONSTRUCT UNDERPASS AT XX PROPOSED BLVD. | 2003 | | IH 35 | 9.137 | 9.587 | NA | $6,114 | Y | $6,359 |
| NCL 2003(462)HES | TX | WEBB | 1 | HAZARD ELIMINATION & SAFETY FEATURES | 2003 | | US 59 | 23.4 | 47.6 | NA | $191 | Y | $199 |
| NH ( ) | TX | ZAPATA | 1 | WIDEN FROM 2 LANE UNDIVIDED TO 4 LANE DIVIDED | 2003 | | US 83 | 9.904 | 16.24 | NA | $7,500 | Y | $7,800 |
| NH ( ) | TX | ZAPATA | 1 | WIDEN FROM 2 LANE RURAL TO 4 LANE URBAN DIVIDED-FLUSH MEDIAN | 2003 | | US 83 | 16.24 | 17.064 | NA | $1,500 | Y | $1,560 |
| Zapata | TX | Zapata | 2 | Engineer/design for FY 2004 construction project | 2003 | | NA | NA | NA | NA | $54 | Y | $56 |
| STP 2000(306)TE | TX | CULBERSON | 1 | RECONSTRUCTION OF SAFETY REST AREA | 2004 | | IH 10 | 8.896 | 10.483 | NA | $1,650 | Y | $1,716 |
| Carrizo Springs Airport | TX | Dimmit | 2 | Overlay & mark, widen, reconstruct apron, grade embankement surface, install signage, etc. | 2004 | | NA | NA | NA | NA | $663 | Y | $690 |
| STP 2000(397)TE | TX | EL PASO | 1 | RECONSTRUCTION OF SRA | 2004 | | IH 10 | 0 | 0.001 | NA | $1,975 | Y | $2,054 |
| STP 95(154)TE | TX | EL PASO | 1 | LOOP 375 ENHANCEMENT | 2004 | | LP 375 | 1.008 | 13.7 | NA | $2,000 | Y | $2,080 |
| MG ( ) | TX | EL PASO | 1 | CONSTRUCT MAIN LANES | 2004 | | LP 375 | 5 | 11.95 | NA | $50,800 | Y | $52,832 |
| MG ( ) | TX | EL PASO | 1 | ADD TRAVEL LANE EACH DIRECTION | 2004 | | IH 10 | 11.196 | 16.05 | NA | $78,000 | Y | $81,120 |
| MG 2003(587) | TX | EL PASO | 1 | LANDSCAPING WORK | 2004 | | US 62 | 12.5 | 16.772 | A | $350 | Y | $364 |

| Project Number or ID | State ID | County in Which Project Resides | Project Mode 1=Hwy 2=Airport 3=Rail 4=Maritime | Description of Project | Year the Project Begins | Year the Project Become Operational | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Level of Service [A to F] for each segment during the PM peak hour *before* Project Completion | Cost of Project in Thousands of Constant 2002 Dollars | Fully Funded ? | Cost of Project in Thousands of Constant 2003 Dollars |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| IM | TX | EL PASO | 1 | REMOVE E-3 RAIL AND REPLACE WITH CTB | 2004 | | IH 10 | 18.092 | 23.896 | NA | $7,025 | Y | $7,306 |
| C 2121-4-68 | TX | EL PASO | 1 | ITS SUPPORT COMMUNICATION INFRASTRUCTURE HARDWARE AND SOFTWARE MAINTENANCE | 2004 | | IH 10 | 32.996 | 50.276 | NA | $450 | Y | $468 |
| MG ( ) | TX | HIDALGO | 1 | WIDEN TO 6 LANES | 2004 | | US 281 | 7.584 | 3.946 | NA | $45,024 | Y | $46,825 |
| MG ( ) | TX | HIDALGO | 1 | WIDEN TO 6 LANES | 2004 | | US 83 | 42.46 | 47.683 | C | $54,000 | Y | $56,160 |
| Weslaco Airport | TX | Hidalgo | 2 | Terminal Building Expansion | 2004 | | NA | NA | NA | NA | $300 | Y | $312 |
| C 3-4-46 | TX | JEFF DAVIS | 1 | REHABILITATION OF MAINLANES | 2004 | | IH 10 | 0 | 7.005 | NA | $18,000 | Y | $18,720 |
| IMD 35-1(73) | TX | LA SALLE | 1 | FOR THE CONSTRUCTION OF PERPETUAL PAVEMENT | 2004 | | IH 35 | 29.765 | 35.484 | NA | $9,000 | Y | $9,360 |
| Del Rio International Airport | TX | Laredo | 2 | Extend, Overlay, Mark, Reconstruct apron, install fence, etc. | 2004 | | NA | NA | NA | NA | $8,000 | Y | $8,320 |
| C 299-3-42 | TX | MAVERIC K | 1 | UPGRADE FLASHING BEACON | 2004 | | US 277 | 9.533 | 9.633 | NA | $35 | Y | $36 |
| MG ( ) | TX | VAL VERDE | 1 | RECONSTRUCT EXISTING ROADWAY | 2004 | | US 277 | 1.117 | 12.679 | NA | $4,000 | Y | $4,160 |
| C 23-1-70 | TX | VAL VERDE | 1 | IMPROVE TRAFFIC SIGNAL AND SAFETY LIGHTING AT INTERSECTION | 2004 | | US 90 | 1.645 | 1.745 | NA | $90 | Y | $94 |
| C 22-10-48 | TX | VAL VERDE | 1 | FOR THE CONSTRUCTION OF ASPHALTIC CONCRETE PAVEMENT OVERLAY | 2004 | | US 90 | 69.742 | 72.915 | NA | $2,368 | Y | $2,463 |
| NCL 2003(462)HES | TX | WEBB | 1 | HAZARD ELIMINATION & SAFETY FEATURES | 2004 | | US 59 | 0 | 23.4 | NA | $463 | Y | $482 |

| Project Number or ID | State ID | County in Which Project Resides | Project Mode 1=Hwy 2=Airport 3=Rail 4=Maritime | Description of Project | Year the Project Begins | Year the Project Become Operational | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Level of Service [A to F] for each segment during the PM peak hour *before* Project Completion | Cost of Project in Thousands of Constant 2002 Dollars | Fully Funded ? | Cost of Project in Thousands of Constant 2003 Dollars |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NH ( ) | TX | WEBB | 1 | TRAFFIC MANAGEMENT SYSTEM | 2004 | | IH 35 | 1.272 | 7.313 | NA | $2,000 | Y | $2,080 |
| C 86-1-56 | TX | WEBB | 1 | IMPROVE TRAFFIC SIGNAL | 2004 | | US 83 | 1.45 | 1.55 | NA | $150 | Y | $156 |
| C 38-1-53 | TX | WEBB | 1 | IMPROVE TRAFFIC SIGNAL | 2004 | | US 83 | 1.992 | 2.092 | NA | $90 | Y | $94 |
| C 38-1-52 | TX | WEBB | 1 | IMPROVE TRAFFIC SIGNAL | 2004 | | US 83 | 2.309 | 2.409 | C - D | $90 | Y | $94 |
| C 38-1-55 | TX | WEBB | 1 | IMPROVE TRAFFIC SIGNAL | 2004 | | US 83 | 2.706 | 2.806 | NA | $85 | Y | $88 |
| C 38-1-54 | TX | WEBB | 1 | IMPROVE TRAFFIC SIGNAL | 2004 | | US 83 | 3.036 | 3.136 | NA | $95 | Y | $99 |
| C 38-1-51 | TX | WEBB | 1 | IMPROVE TRAFFIC SIGNAL AND INTERCONNECT SIGNALS | 2004 | | US 83 | 3.9 | 5.7 | A | $65 | Y | $68 |
| NH ( ) | TX | WEBB | 1 | CONSTRUCT URBAN SECTION OF ROADWAY & TRAFFIC MANAGEMENT SYS | 2004 | | US 59 | 45.082 | 42.082 | NA | $19,590 | Y | $20,374 |
| Zapata Airport | TX | Zapata | 2 | Rehab RW, Mark RW, Rehab turnarounds - apron - stub, Install signage, windcones etc. | 2004 | | NA | NA | NA | NA | $230 | Y | $239 |
| C 37-2-44 | TX | ZAVALA | 1 | RECONSTRUCT EXISTING ROADWAY | 2004 | | US 83 | 6.038 | 10.829 | NA | $878 | Y | $913 |
| C 37-3-66 | TX | ZAVALA | 1 | RECONSTRUCT EXISTING ROADWAY | 2004 | | US 83 | 38.538 | 41.725 | NA | $646 | Y | $672 |
| C 75-1-20 | TX | BREWSTE R | 1 | ADDITION OF PASSING LANES AND CULVERT WIDENING | 2005 | | US 67 | 0 | 19.6 | NA | $8,000 | Y | $8,320 |
| MG () | TX | CAMERON | 1 | WIDEN TO 6 LANES | 2005 | | US 83 | 1.69 | 7.78 | NA | $75,000 | Y | $78,000 |
| Carrizo Springs Airport | TX | Dimmit | 2 | Rehab RW, Mark RW, Rehab turnarounds - apron - stub etc. | 2005 | | NA | NA | NA | NA | $237 | Y | $246 |

| Project Number or ID | State ID | County in Which Project Resides | Project Mode 1=Hwy 2=Airport 3=Rail 4=Maritime | Description of Project | Year the Project Begins | Year the Project Become Operational | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Level of Service [A to F] for each segment during the PM peak hour *before* Project Completion | Cost of Project in Thousands of Constant 2002 Dollars | Fully Funded ? | Cost of Project in Thousands of Constant 2003 Dollars |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C 2121-1-51 | TX | EL PASO | 1 | WIDENING TWO-WAY SERVICE ROAD | 2005 | | IH 10 | 0 | 0.218 | NA | $250 | Y | $260 |
| C 374-2-72 | TX | EL PASO | 1 | STORM SEWER CONSTRUCTION | 2005 | | US 62 | 26.605 | 32.273 | NA | $1,000 | Y | $1,040 |
| Presidio Lely International Airport | TX | El Paso | 2 | Rehab RW, Mark RW, and Rehab aprong & stub | 2005 | | NA | NA | NA | NA | $220 | Y | $229 |
| C 299-2-26 | TX | KINNEY | 1 | RECONSTRUCT EXISTING ROADWAY | 2005 | | US 277 | 0.049 | 7.463 | NA | $3,707 | Y | $3,855 |
| STP ( ) | TX | LA SALLE | 1 | CONSTRUCT EXIT AND ENTRANCE RAMPS TO IH 35 AND REALIGN FRONTAGE ROADS | 2005 | | IH 35 | 1.5 | 1.9 | NA | $450 | Y | $468 |
| STP 2000(296)TE | TX | LA SALLE | 1 | CONSTRUCTION OF A NEW SAFETY REST AREA | 2005 | | IH 35 | 13.12 | 13.548 | NA | $2,438 | Y | $2,536 |
| NH | TX | MAVERIC K | 1 | REPLACE BRIDGE AND APPROACHES | 2005 | | US 277 | 11.376 | 11.398 | NA | $800 | Y | $832 |
| C 299-3-44 | TX | MAVERIC K | 1 | REHABILITATION OF EXISTING ROADWAY | 2005 | | US 277 | 11.398 | 16.632 | NA | $2,381 | Y | $2,476 |
| C 20-8-39 | TX | PRESIDIO | 1 | ADDITION OF PASSING LANES AND CONSTRUCTION OF PARKING AREA | 2005 | | US 67 | 54.1 | 40 | NA | $6,000 | Y | $6,240 |
| STP ( ) | TX | WEBB | 1 | REALLIGN AND GRADE SEPARATE INTERSECTION | 2005 | | US 83 | 1.092 | 1.743 | NA | $5,000 | Y | $5,200 |
| STP ( )HES | TX | WEBB | 1 | INSTALLATION OF RAISED MEDIAN | 2005 | | US 83 | 1.2 | 3.3 | NA | $800 | Y | $832 |
| STP 2001(543) | TX | WEBB | 1 | RECONSTRUCT ROADWAY | 2005 | | US 83 | 1.797 | 3.297 | NA | $3,500 | Y | $3,640 |
| STP ( ) | TX | WEBB | 1 | REALIGN INTERSECTION | 2005 | | SH 359 | 2.165 | 2.741 | NA | $5,000 | Y | $5,200 |

| Project Number or ID | State ID | County in Which Project Resides | Project Mode 1=Hwy 2=Airport 3=Rail 4=Maritime | Description of Project | Year the Project Begins | Year the Project Become Operational | High-way ID | Specify the mile marker where the segment begins | Specify the mile marker where the segment ends | Specify the Level of Service [A to F] for each segment during the PM peak hour *before* Project Completion | Cost of Project in Thousands of Constant 2002 Dollars | Fully Funded ? | Cost of Project in Thousands of Constant 2003 Dollars |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| C 18-6-150 | TX | WEBB | 1 | ADD RIGHT TURN LANES | 2005 | | IH 35 | 3.518 | 3.58 | NA | $500 | Y | $520 |
| MG () | TX | WILLACY | 1 | EXPAND TO FOUR LANE FREEWAY | 2005 | | US 77 | 15.265 | 20.509 | NA | $14,000 | Y | $14,560 |
| STP ( ) | TX | ZAPATA | 1 | WIDEN FROM 2 LANE TO 4 LANE UNDIVIDED | 2005 | | US 83 | 31.08 | 28.486 | NA | $2,750 | Y | $2,860 |
| BR ( ) | TX | ZAPATA | 1 | WIDEN BRIDGE AND REPAIR APRROACHES | 2005 | | US 83 | 32.652 | 33.059 | NA | $4,000 | Y | $4,160 |
| **Texas Unified Transportation Program - Priority 2** | | | | | | | | | | | | | |
| IM ( ) | TX | JEFF DAVIS | 1 | REHABILITATION OF MAINLANES | 2004 | | IH 10 | 0 | 7.005 | NA | $18,000 | N | $18,720 |
| IMD 35-1(73) | TX | LA SALLE | 1 | FOR THE CONSTRUCTION OF PERPETUAL PAVEMENT | 2004 | | IH 35 | 29.765 | 35.484 | NA | $9,000 | N | $9,360 |
| MG ( ) | TX | VAL VERDE | 1 | RECONSTRUCT EXISTING ROADWAY | 2004 | | US 277 | 1.117 | 12.679 | NA | $4,000 | N | $4,160 |
| MG ( ) | TX | HIDALGO | 1 | WIDEN TO 6 LANES | 2004 | | US 83 | 42.46 | 47.683 | NA | $54,000 | N | $56,160 |
| STP ( ) | TX | LA SALLE | 1 | CONSTRUCT EXIT AND ENTRANCE RAMPS TO IH 35 AND REALIGN FRONTAGE ROADS | 2005 | | IH 35 | 1.5 | 1.9 | NA | $450 | N | $468 |
| BR ( ) | TX | ZAPATA | 1 | WIDEN BRIDGE AND REPAIR APRROACHES | 2005 | | US 83 | 32.652 | 33.059 | NA | $4,000 | N | $4,160 |
| MG () | TX | CAMERON | 1 | WIDEN TO 6 LANES | 2005 | | US 83 | 1.69 | 7.78 | NA | $75,000 | N | $78,000 |
| MG () | TX | WILLACY | 1 | EXPAND TO FOUR LANE FREEWAY | 2005 | | US 77 | 15.265 | 20.509 | NA | $14,000 | N | $14,560 |

**Note:** Texas cost data provided in 2002 dollars. These are converted to 2003 dollars using a 4.0% inflation rate provided by the BINS Technical Committee representative.

| | |
|---|---|
| (teal) | Priority 2 Projects |
| (blue) | Planned for 2003, 2004, 2005 *Projects obtained from:* 2002 Unified Transportation Program (Pulled Projects for years 2003, 2004, 2005); 2003-2005 Aviation Capital Improvement Program (Pulled Pr ojects for 2003, 2004, 2005) |
| (red) | Projects under Construction Projects obtained from: 1) TxDOT Construction Report dated June 5, 2003 |

*** Estimate based on rehab of 62 miles of track from Presidio, north.

# U.S. PORTS OF ENTRY

**Table 11**
**Capital Projects in US Land Ports of Entry**

| Capital Projects in US Land Ports of Entry | | |
|---|---|---|
| | **POE** | **Project Details** |
| 1 | **San Ysidro** | |
| | Plans | San Ysidro / Virginia Avenue Expansion Project |
| | Type | Increase throughput - expand up to 49 inbound lanes; Separate southbound traffic. |
| | Begin Date | 2006 - take about 4 years |
| | End Date | About 2010 |
| | Other | Environmental Impact Statement currently underway |
| 2 | **Otay Mesa** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | Some ideas have been discussed to add inbound truck lanes. |
| 3 | **Tecate** | |
| | Plans | Tecate POE Expansion |
| | Type | Expand port, separate Passenger Vehicles from trucks. Have one inspection lane for trucks and two for passenger vehicles |
| | Begin Date | 2003 - take about 24 months |
| | End Date | End FY 2005 |
| | Other | |
| 4 | **Calexico East** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 5 | **Calexico Mexicali** | |
| | Plans | Long term expansion from 10 inbound lanes up to 16 inbound lanes. |
| | Type | Basically replace entire port |
| | Begin Date | 2008, take 3 to 4 years. |
| | End Date | 2012 |
| | Other | |
| 6 | **Andrade** | |
| | Plans | To improve the facility making it more efficient and accessible. |
| | Type | Replace the current facility providing up to 4 primary lanes and add a small truck dock. |
| | Begin Date | 2007 - will take about 18 months |

| | | |
|---|---|---|
| | End Date | 2008 or 2009 |
| | Other | No expectation of commercial growth / Basically the facility will be replaced |
| **Capital Projects in US Land Ports of Entry (cont.)** | | |
| 7 | **San Luis** | |
| | Plans | Construct a new facility to accommodate commercial traffic only. |
| | Type | Modernize and expand the old facility - improve internal efficiency The project will be done in stages: |
| | Begin Date | 2006 to 2008 to install the truck crossing which is referred to as San Luis II |
| | End Date | 2008 to 2010 for the remaining renovation and expansion of noncommercial facilities at San Luis I |
| | Other | |
| 8 | **Lukeville** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 9 | **Sasabe** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 10 | **Nogales DeConcini** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 11 | **Nogales Mariposa** | |
| | Plans | A Feasibility Study may be required |
| | Type | There is a local proposal to evaluate the viability of separating trucks and passenger vehicles by constructing a new noncommercial facility nearby |
| | Begin Date | Nothing concrete |
| | End Date | |
| | Other | |
| 12 | **Naco** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |

| Capital Projects in US Land Ports of Entry (cont.) | | |
|---|---|---|
| 13 | **Douglas** | |
| | Plans | A Feasibility Study may be required |
| | Type | Local discussions about separating truck traffic from passenger vehicles by constructing a new commercial facility nearby |
| | Begin Date | Nothing concrete. |
| | End Date | |
| | Other | |
| 14 | **Antelope Wells** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 15 | **Columbus** | |
| | Plans | Separate truck and passenger vehicle traffic. |
| | Type | |
| | Begin Date | 2004 - take about 1 year |
| | End Date | 2005 |
| | Other | |
| 16 | **Santa Teresa** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 17 | **Santa Fe** | |
| | Plans | An expansion - to add up to four [4] primary inbound inspection lanes for passenger vehicles by relocating the Headhouse and adding admin space |
| | Type | |
| | Begin Date | 2005 and will take about 2 years to build |
| | End Date | 2007 |
| | Other | |
| 18 | **Stanton** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |

| Capital Projects in US Land Ports of Entry (cont.) | | |
|---|---|---|
| 19 | **Bridge of the Americas** | |
| | Plans | Expansion almost finished. |
| | Type | Adding four [4] inbound primary inspection lanes |
| | Begin Date | |
| | End Date | Year end 2003 |
| | Other | When complete, will increase inbound inspection capacity by 40% |
| 20 | **Ysleta** | |
| | Plans | Add one dedicated commuter lane [SENTRI]. |
| | Type | City needs to re-stripe bridge and GSA installs necessary equipment [when funded by the SENTRI program]. |
| | Begin Date | |
| | End Date | Could be operational by 2004 depending on funding availability |
| | Other | Other improvements are considered for 2007 to improve internal efficiency. |
| 21 | **Fabens** | |
| | Plans<br>Type | In process of reviewing Presidential permit application to construct new bridge and border station. The current bridge is old and the project would also add lanes. Bridge is 20 miles from El Paso. |
| | Begin Date | Pending Presidential Permit issuance and coordination with Mexico |
| | End Date | Pending Presidential Permit issuance and coordination with Mexico |
| | Other | This is being promoted by El Paso County; still needs Mexican govt. approval. |
| 22 | **Fort Hancock** | |
| | Plans<br>Type | New Facility almost complete. This facility is 60 miles from El Paso and is mainly used as a crossing for farm workers and local traffic. |
| | Begin Date | |
| | End Date | Open in 2003 |
| | Other | |
| 23 | **Presidio** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 24 | **Del Rio [Amistad Dam]** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |

| | | |
|---|---|---|
| | **Capital Projects in US Land Ports of Entry (cont.)** | |
| 25 | **Del Rio** | |
| | Plans | In the Design Phase - which will last 2003 to 2004. The idea is to increase throughput and improve operational capability. Details pending design documents. |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 26 | **Eagle Pass I** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 27 | **Eagle Pass II** | |
| | Plans | Project design underway and will continue through 2004. The project will increase throughput and improve operational capability. Details pending design documents. |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 28 | **Laredo III - Columbia** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 29 | **Laredo II** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 30 | **Laredo I** | |
| | Plans | Increase pedestrian crossing capability. |
| | Type | One northbound vehicle lane would be converted for additional pedestrian processing space, while one of the current southbound vehicle lanes will be converted for northbound vehicle processing. |
| | Begin Date | A project manager has been assigned |
| | End Date | End of 2004 |
| | Other | This port handles all of the local pedestrian traffic between Laredo & Nuevo Laredo. |

| Capital Projects in US Land Ports of Entry (cont.) | | |
|---|---|---|
| 31 | **Falcon Heights** | |
| | Plans | Replace the old US Customs facility |
| | Type | Capacity would not be increased. |
| | Begin Date | 2004 - take 12 to 18 months |
| | End Date | 2005 |
| | Other | |
| 32 | **Roma** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 33 | **Rio Grande City** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 34 | **Los Ebanos** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 35 | **Hidalgo** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 36 | **Pharr - Reynosa III** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |

| Capital Projects in US Land Ports of Entry (cont.) | | |
|---|---|---|
| 37 | **Progreso** | |
| | Plans | Rebuild facility - the owner of the bridge and border station plans to expand. |
| | Type | GSA and the Federal Inspection Service agencies are working with the lessor to develop a master plan for this expansion. |
| | Begin Date | |
| | End Date | |
| | Other | The process is ongoing. |
| 38 | **Brownsville - Los Indios** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 39 | **Brownsville - B&M** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 40 | **Brownsville - Gateway** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |
| 41 | **Brownsville - Veterans** | |
| | Plans | *None* |
| | Type | |
| | Begin Date | |
| | End Date | |
| | Other | |

# MEXICAN PORTS OF ENTRY

**Table 12**
**Capital Projects in Mexican Land Ports of Entry**

| Capital Projects in Mexican Land Ports of Entry | | | | | |
|---|---|---|---|---|---|
| **NOMBRE DEL PROYECTO** | **ESTADO** | **MUNICIPIO** | **VOCACIÓN** | **DESCRIPCIÓN** | **SITUACIÓN** |
| LAS AMERICAS | Baja California | Tijuana | P.F. PEATONAL | NUEVO | Promovido por particualeres. Se encuantra a nivel anteproyecto y está en proceso de permisos |
| EL CHAPARRAL | Baja California | Tijuana | P.F. TURISTICO | REAPERTURA | Se cuenta con Proyecto Ejecutivo, faltan estudios de flujos hacia la ciudad |
| PUERTA MEXICO | Baja California | Tijuana | P.F. TURISTICO | REMODELACIÓN | Se cuenta con Proyecto para el corto plazo con ampliación para Linea SENTRI y Anteproyecto a largo plazo |
| MESA DE OTAY | Baja California | Tijuana | P.F. MIXTO | REMODELACIÓN | Se cuenta con Anteproyecto |
| MESA DE OTAY II | Baja California | Tijuana | P.F. COMERCIAL | NUEVO | Etapa Conceptual |
| TECATE | Baja California | Tecate | P.F. MIXTO | AMPLIACIÓN | Etapa Conceptual |
| MEXICALI I | Baja California | Mexicali | P.F. TURISTICO | AMPLIACIÓN | Etapa Conceptual |
| LOS ALGODONES | Baja California | Mexicali | P.F. TURISTICO | REMODELACIÓN | Etapa Conceptual |
| SAN LUIS RIO COLORADO I | Sonora | San Luis Río Colorado | P.F. TURISTICO | REMODELACIÓN | Etapa Conceptual |
| SAN LUIS RIO COLORADO II | Sonora | San Luis Río Colorado | P.F. COMERCIAL | NUEVO | Etapa Conceptual |
| NACO | Sonora | Naco | P.F. MIXTO | REMODELACIÓN | Se cuenta con Proyecto }Ejecutivo, falta negociar la eliminación de vías ferreas |
| AGUA PRIETA | Sonora | Agua Prieta | P.F. MIXTO | REMODELACIÓN | Se cuenta con Proyecto Ejecutivo, falta negociar la eliminación de vías ferreas |
| RODRIGO M. QUEVEDO | Chihuahua | Ascención | P.F. MIXTO | AMPLIACIÓN | Etapa Conceptual |
| SAN JERONIMO | Chihuahua | Ascención | P.F. MIXTO | REMODELACIÓN | Se cuenta con Anteproyecto de Conjunto y Proyecto Ejecutivo 1a. Etapa (Exportación) |
| PUENTE LERDO (STANTON) | Chihuahua | Cd. Juárez | P.F. TURISTICO | REMODELACIÓN | Etapa Conceptual |
| PUENTE CORDOVA | Chihuahua | Cd. Juárez | P.F. MIXTO | REMODELACIÓN | Se cuenta con Anteproyecto |
| ZARAGOZA | Chihuahua | Cd. Juárez | P.F. MIXTO | REMODELACIÓN | Etapa Conceptual para Línea SENTRI |

| NOMBRE DEL PROYECTO | ESTADO | MUNICIPIO | VOCACIÓN | DESCRIPCIÓN | SITUACIÓN |
|---|---|---|---|---|---|
| GUADALUPE BRAVO (TORNILLO) | Chihuahua | Guadalupe | P.F. MIXTO | AMPLIACIÓN Y SUSTITUCION | Etapa Conceptual |
| OJINAGA | Chihuahua | Ojinaga | P.F. MIXTO | AMPLIACIÓN | Etapa Conceptual |
| LA LINDA | Coahuila | Acuña | P.F. TURISTICO | REAPERTURA | Propuesta |
| CIUDAD ACUÑA | Coahuila | Acuña | P.F. MIXTO | REMODELACIÓN Y AMPLIACIÓN | Propuesta |
| COLOMBIA (SOLIDARIDAD) | Nuevo León | Colombia | P.F. MIXTO | AMPLIACIÓN | Proyecto Nuevo cruce FFCC |
| NUEVO LAREDO I | Tamaulipas | Nuevo Laredo | P.F. TURISTICO | REMODELACIÓN | Se cuenta con Plan Maestro, que requiere actualización |
| NUEVO LAREDO II | Tamaulipas | Nuevo Laredo | P.F. TURISTICO | REMODELACIÓN | Se cuenta con Plan Maestro, que requiere actualización |
| NUEVO LAREDO III | Tamaulipas | Nuevo Laredo | P.F. COMERCIAL | REMODELACIÓN | Propuesta para Reordenamiento. |
| NUEVO LAREDO IV | Tamaulipas | Nuevo Laredo | P.F. TURISTICO | NUEVO | Etapa Conceptual |
| MIGUEL ALEMAN | Tamaulipas | Miguel Aleman | P.F. MIXTO | AMPLIACIÓN | Etapa Conceptual |
| CAMARGO | Tamaulipas | Camargo | P.F. MIXTO | AMPLIACIÓN | Se cuenta con Anteproyecto, se requiere donación de terrenos a la Federación |
| GUSTAVO DIAZ ORDAZ ( EL CHALAN ) | Tamaulipas | Gustavo Díaz Ordaz | P.F. TURISTICO | REMODELACIÓN | Propuesta |
| REYNOSA I Y II | Tamaulipas | Reynosa | P.F. TURISTICO | REMODELACIÓN | Se esta realizando Proyecto por Aduanas, también se cuenta con Propuesta para Línea SENTRI |
| REYNOSA III (PHARR) | Tamaulipas | Reynosa | P.F. MIXTO | REMODELACIÓN | Se esta realizando Proyecto por Aduanas |
| REYNOSA IV ANZALDUAS | Tamaulipas | Reynosa | P.F. MIXTO | NUEVO | Se cuenta con Anteproyecto de Promotores |
| NUEVO PROGRESO | Tamaulipas | Río Bravo | P.F. MIXTO | AMPLIACIÓN | Se cuenta con Anteproyecto, se requiere donación de terrenos a la Federación |
| LUCIO BLANCO (TLC) | Tamaulipas | Matamoros | P.F. MIXTO | REMODELACIÓN | Se cuenta con Anteproyecto para Recintos Fiscalizados |
| MATAMOROS (PUENTE VIEJO, B&M) | Tamaulipas | Matamoros | P.F. TURISTICO | REMODELACIÓN | Se cuenta con Propuesta para Línea SENTRI |

# APPENDIX 10:
# STATISTICAL TABLES

# STATISTICAL TABLES: CORRIDOR DATA

# STATISTICAL TABLES: PROJECT DATA

| State Corridors with Key Information | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Higher LOS Letter Implies Lower Number [A=1, B=2, C=3, etc.] | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | 2000 | |
| | Number | Corridor | LOS - 2000 | | LOS - 2020 | | Change in LOS | | AADT | | Change in AADT | | Highway Length | |
| State | Corridors | Names | Letter | Number | Letter | Number | Number | Percent | 2000 | 2020 | Number | Percent | miles | km |
| Arizona | 1 | | No Level of Service Information Provided | | | | | | 24,026 | 30,049 | 6,023 | 25.1% | 63.1 | 101.5 |
| Baja CA | 12 | MX-1D | A | 1.00 | A | 1.81 | 0.81 | 80.6% | 5,100 | 9,211 | 4,111 | 80.6% | 22.0 | 35.4 |
| All changes based | | MX-1 | D | 4.00 | F1 | 7.22 | 3.22 | 80.6% | 10,600 | 19,145 | 8,545 | 80.6% | 16.1 | 25.9 |
| on 3.0% per year | | MX-2D | A | 1.00 | A | 1.81 | 0.81 | 80.6% | 5,700 | 10,295 | 4,595 | 80.6% | 14.1 | 22.7 |
| | | MX-2 | C | 3.00 | E | 5.42 | 2.42 | 80.6% | 4,600 | 8,308 | 3,708 | 80.6% | 28.0 | 45.0 |
| | | MX-2 | C | 3.00 | E | 5.42 | 2.42 | 80.6% | 6,500 | 11,740 | 5,240 | 80.6% | 7.5 | 12.0 |
| | | MX-2 | B | 2.00 | C | 3.61 | 1.61 | 80.6% | 7,000 | 12,643 | 5,643 | 80.6% | 4.8 | 7.8 |
| | | MX-2 | C | 3.00 | E | 5.42 | 2.42 | 80.6% | 5,000 | 9,031 | 4,031 | 80.6% | 31.4 | 50.6 |
| | | MX-3 | C | 3.00 | E | 5.42 | 2.42 | 80.6% | 4,200 | 7,586 | 3,386 | 80.6% | 65.0 | 104.5 |
| | | MX-5 | B | 2.00 | C | 3.61 | 1.61 | 80.6% | 4,600 | 8,308 | 3,708 | 80.6% | 62.2 | 100.0 |
| | | BCN-2 | B | 2.00 | C | 3.61 | 1.61 | 80.6% | 2,100 | 3,793 | 1,693 | 80.6% | 32.1 | 51.7 |
| | | via Rapida Oriente | D | 4.00 | F1 | 7.22 | 3.22 | 80.6% | 40,000 | 72,244 | 32,244 | 80.6% | 4.9 | 7.9 |
| | | Bellas Artes Blvd | D | 4.00 | F1 | 7.22 | 3.22 | 80.6% | 20,000 | 36,122 | 16,122 | 80.6% | 10.1 | 16.3 |
| California | 2 | San Diego | C | 3.92 | D | 4.22 | 0.29 | 7.5% | 719,972 | 1,008,392 | 288,420 | 40.1% | 292.4 | 470.5 |
| | | Imperial | A | 1.33 | A | 1.87 | 0.54 | 40.5% | 92,755 | 186,422 | 93,667 | 101.0% | 377.8 | 607.9 |
| Chihuahua | 6 | MX-2 | A | 1.71 | C | 3.00 | 1.29 | 75.1% | 2,326 | 3,845 | 1,519 | 65.3% | 178.6 | 287.4 |
| | | MX-10 | B | 2.90 | C | 3.85 | 0.95 | 32.8% | 2,258 | 3,732 | 1,474 | 65.3% | 168.1 | 270.5 |
| | | MX-16 | A | 1.68 | A | 1.86 | 0.17 | 10.2% | 2,625 | 4,338 | 1,713 | 65.3% | 316.2 | 508.8 |
| | | MX-45 | A | 1.00 | B | 2.68 | 1.68 | 167.6% | 6,937 | 11,466 | 4,529 | 65.3% | 360.3 | 579.8 |
| | | Santa Teresa-Sam | A | 1.00 | A | 1.00 | 0.00 | 0.0% | 400 | 730 | 330 | 82.5% | 17.7 | 28.5 |
| | | Guadaloupe-Sam | A | 1.00 | B | 2.00 | 1.00 | 100.0% | 1,500 | 2,480 | 980 | 65.3% | 21.6 | 34.7 |
| Coahuila | 4 | Piedras Negras | No Level of Service Information Provided | | | | | | 1,521 | 4,035 | 2,514 | 165.3% | 136.3 | 219.3 |
| | | Morelos Cd. Acuna | No Level of Service Information Provided | | | | | | 1,916 | 5,015 | 3,099 | 161.7% | 64.6 | 104.0 |
| | | Sabinas P Negras | No Level of Service Information Provided | | | | | | 6,050 | 16,028 | 9,978 | 164.9% | 82.7 | 133.0 |
| | | El Melon La Linda | No Level of Service Information Provided | | | | | | No Information Provided | | | | | |
| New Mexico | 3 | East-West | A | 1.37 | A | 1.82 | 0.45 | 32.5% | 26,450 | 41,927 | 15,477 | 58.5% | 522.7 | 841.0 |
| | | North-South | A | 1.00 | A | 1.00 | 0.00 | 0.0% | 7,964 | 12,378 | 4,414 | 55.4% | 60.0 | 96.5 |
| | | Midwest | A | 1.08 | A | 1.04 | -0.04 | -3.6% | 15,340 | 31,759 | 16,419 | 107.0% | 104.1 | 167.5 |
| Nuevo Leon | 1 | Monterrey-Col | C | 3.62 | E | 5.62 | 2.00 | 55.3% | 778 | 1,691 | 913 | 117.4% | 73.3 | 118.0 |
| Sonora | 1 | | No Level of Service Information Provided | | | | | | 11,520 | 20,806 | 9,286 | 80.6% | 487.3 | 784.1 |
| Tamaulipas | 6 | Nuevo Laredo | B | 2.20 | A | 1.70 | -0.49 | -22.5% | 8,855 | 17,999 | 9,144 | 103.3% | 215.5 | 346.7 |
| | | Reynosa | B | 2.48 | A | 1.32 | -1.17 | -47.0% | 24,372 | 66,955 | 42,583 | 174.7% | 252.8 | 406.8 |
| | | Matamoros | B | 2.13 | A | 1.72 | -0.41 | -19.3% | 10,638 | 22,803 | 12,165 | 114.4% | 306.1 | 492.5 |
| | | Miguel Alemain | B | 2.41 | A | 1.84 | -0.57 | -23.8% | 9,904 | 21,789 | 11,885 | 120.0% | 106.2 | 170.8 |
| | | Camargo | B | 2.76 | A | 1.21 | -1.56 | -56.3% | 7,480 | 15,620 | 8,140 | 108.8% | 72.8 | 117.1 |
| | | Nuevo Progreso | C | 3.36 | B | 2.00 | -1.36 | -40.4% | 8,290 | 20,147 | 11,857 | 143.0% | 17.4 | 28.0 |
| Texas | 6 | Ports to Plains | No Level of Service Information Provided | | | | | | 16,663 | 30,794 | 14,131 | 84.8% | 194.3 | 312.6 |
| | | La Entrada | No Level of Service Information Provided | | | | | | 1,717 | 2,933 | 1,216 | 70.8% | 100.7 | 162.0 |
| | | IH-10 | No Level of Service Information Provided | | | | | | 137,541 | 222,719 | 85,178 | 61.9% | 206.4 | 332.1 |
| | | IH-35 | No Level of Service Information Provided | | | | | | 20,129 | 39,665 | 19,536 | 97.1% | 256.2 | 412.2 |
| | | IH-69 | No Level of Service Information Provided | | | | | | 49,514 | 84,693 | 35,179 | 71.0% | 262.8 | 422.8 |
| | | US-83 | No Level of Service Information Provided | | | | | | 20,475 | 36,916 | 16,441 | 80.3% | 188.1 | 302.7 |

| State Corridors with Key Information<br>Higher LOS Letter Implies Lower Number [A=1, B=2, C=3, etc.] | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Change | AADT | | Change in AADT | | Highway Length | |
| **Statistics** | | | | in LOS | 2000 | 2020 | 2000 to 2020 | | miles | km |
| Sum | 42 | Total number of corridors | | | | | | | | |
| Maximum | 12 | Corridors per state | Maximum: | 167.6% | 719,972 | 1,008,392 | 288,420 | 174.7% | 523 | 841 |
| Minimum | 1 | Corridors per state | Minimum: | -56.3% | 400 | 730 | 330 | 25.1% | 5 | 8 |
| Average | 4.2 | Corridors per state | Average: | 42.5% | 33,056 | 53,087 | 20,030 | 89.8% | 142 | 228 |
| Median | 3.5 | Corridors per state | Median: | 65.2% | 7,480 | 15,620 | 6,023 | 80.6% | 83 | 133 |
| | | | | | | | | | | |
| | 10 | Number States | | | | | | | | |
| | 4 | States that provided no LOS information: Arizona, Coahuila, Sonora & Texas | | | | | | | | |
| | 5 | States with LOS ***increasing*** or getting worse: Baja California, California, Chihuahua, New Mexico and Nuevo Leon. | | | | | | | | |
| | 1 | State with ***no change*** in LOS: Chihuahua & New Mexico | | | | | | | | |
| | 1 | State with LOS ***decreasing*** or getting better: Tamaulipas & New Mexico | | | | | | | | |
| | | | | | | | | | | |
| **Note:** | LOS is Level of Service and is a measure used to evaluate transportation systems quality in terms of motor vehicle movement. | | | | | | | | | |
| | AADT is Average Annual Daily Traffic | | | | | | | | | |
| | 1 Mile = 1,609 meters | | | | | | | | | |
| | | | | | | | | | | |
| **Source:** | The Corridor Evaluations conducted by SourcePoint calculates weighted average LOS and AADT for each corridor based on the information sent by the BINS Technical representatives. | | | | | | | | | |

## ALL DATA RESULTS

| | | | | Change | AADT | | Change in AADT | | Highway Length | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Statistics** | | | | **in LOS** | **2000** | **2020** | **2000 to 2020** | | **miles** | **km** |
| **All Border-States** | | | | | | | | | | |
| Sum | 42 | Total number of corridors | | | | | | | | |
| Maximum | 12 | Corridors per state | Maximum: | 167.6% | 719,972 | 1,008,392 | 288,420 | 174.7% | 523 | 841 |
| Minimum | 1 | Corridors per state | Minimum: | -56.3% | 400 | 730 | 330 | 25.1% | 5 | 8 |
| Average | 4.2 | Corridors per state | Average: | 42.5% | 33,056 | 53,087 | 20,030 | 89.8% | 142 | 228 |
| Median | 3.5 | Corridors per state | Median: | 65.2% | 7,480 | 15,620 | 6,023 | 80.6% | 83 | 133 |
| **United States** | | | | | | | | | | |
| Sum | 12 | Total number of corridors | | | | | | | | |
| Maximum | 6 | Corridors per state | Maximum: | 40.5% | 719,972 | 1,008,392 | 288,420 | 107.0% | 523 | 841 |
| Minimum | 1 | Corridors per state | Minimum: | -3.6% | 1,717 | 2,933 | 1,216 | 25.1% | 60 | 97 |
| Average | 3.0 | Corridors per state | Average: | 15.4% | 94,379 | 144,054 | 49,675 | 71.1% | 219 | 352 |
| Median | 2.5 | Corridors per state | Median: | 7.5% | 22,251 | 38,291 | 16,430 | 70.9% | 200 | 322 |
| **Mexico** | | | | | | | | | | |
| Sum | 30 | Total number of corridors | | | | | | | | |
| Maximum | 12 | Corridors per state | Maximum: | 167.6% | 40,000 | 72,244 | 42,583 | 174.7% | 487 | 784 |
| Minimum | 1 | Corridors per state | Minimum: | -56.3% | 400 | 730 | 330 | 65.3% | 5 | 8 |
| Average | 5.0 | Corridors per state | Average: | 48.0% | 7,682 | 15,445 | 7,763 | 97.6% | 110 | 176 |
| Median | 5 | Corridors per state | Median: | 80.6% | 5,700 | 10,295 | 4,529 | 80.6% | 65 | 104 |

## LEGEND & BRIEF ANALYSIS (HWY ONLY)

| **Transportation HWY Projects [288 Total Projects]** | **United States 2003 $** | **Mexico 2003 Pesos** |
|---|---|---|
| Total Cost Project Dollar/Peso Amount | $14,302,658,965 | 9,964,900,000 |
| Total Cost, Fully Funded Project Dollar/Peso Amount | $3,804,575,035 | 1,743,300,000 |
| Total Cost, Not Funded Project Dollar/Peso Amount | $10,498,083,930 | 8,221,600,000 |
| Minimum(All Modes) Project Dollar/Peso Amount | $36,400 | 5,000,000 |
| Maximum(All Modes) Project Dollar/Peso Amount | $447,503,382 | 425,000,000 |
| Median (All Modes) Project Dollar/Peso Amount | $3,783,520 | 29,300,000 |

| **HWY Projects by State** | **Number** | **%** |
|---|---|---|
| Arizona | 21 | 7% |
| Baja California | 17 | 6% |
| California | 103 | 36% |
| Chihuahua | 4 | 1% |
| Coahuila | 9 | 3% |
| New Mexico | 6 | 2% |
| Nuevo León | 1 | 0% |
| Sonora | 4 | 1% |
| Tamaulipas | 16 | 6% |
| Texas | 107 | 37% |
| **Total** | **288** | **100%** |

| **POE Projects by Country** | **Number** | **%** |
|---|---|---|
| Number of US POE Projects | 19 | 35% |
| Number of Mexican POE Projects | 35 | 65% |
| **Total** | **54** | **100%** |

| **POE Projects by US State** | **Number** | % |
|---|---|---|
| Arizona | 3 | 21.1% |
| California | 4 | 15.8% |
| New Mexico | 1 | 5.3% |
| Texas | 11 | 57.9% |
| **Total** | **19** | **100.0%** |

| **POE Projects by Mexican State** | **Number** | % |
|---|---|---|
| Baja California | 8 | 22.9% |
| Chihuahua | 7 | 20.0% |
| Coahuila | 2 | 5.7% |
| Nuevo León | 1 | 2.9% |
| Sonora | 4 | 11.4% |
| Tamaulipas | 13 | 37.1% |
| **Total** | **35** | **100.0%** |

**Project Cost Summary, By State[1]**
**(All Modes)**

| | | | |
|---|---|---|---|
| **Arizona** | | **Nuevo León** | [NO DATA] |
| Minimum | $42,601 | Minimum | |
| Maximum | $20,767,968 | Maximum | |
| Median | $319,507 | Median | |
| | | | |
| **Baja California** | | **New Mexico** | |
| Minimum | 5,000,000 | Minimum | $3,000,000 |
| Maximum | 1,500,000,000 | Maximum | $6,000,000 |
| Median | 25,000,000 | Median | $4,500,000 |
| | | | |
| **California** | | **Sonora** | |
| Minimum | $300,000 | Minimum | 12,600,000 |
| Maximum | $900,000,000 | Maximum | 35,600,000 |
| Median | $70,000,000 | Median | 29,050,000 |
| | | | |
| **Coahuila** | | **Tamaulipas** | |
| Minimum | 3,100,000 | Minimum | 15,000,000 |
| Maximum | 375,000,000 | Maximum | 800,000,000 |
| Median | 131,000,000 | Median | 141,000,000 |
| | | | |
| **Chihuahua** | | **Texas** | |
| Minimum | 30,000,000 | Minimum | $36,400 |
| Maximum | 188,000,000 | Maximum | $85,882,160 |
| Median | 142,500,000 | Median | $3,344,640 |

**LEGEND**

| **States:** | **Counties:** |
|---|---|
| CA: California | SD: San Diego |
| AZ: Arizona | IMP: Imperial |
| NM: New Mexico | PM: Pima |
| TX: Texas | PN: Pinal |
| BC: Baja California | MO: Mohave |
| SO: Sonora | MA: Maricopa |
| CI: Chihuahua | YV: Yavapai |
| CO: Coahuila | |
| NL: Nuevo León | |
| TM: Tamaulipas | |

**Notes:**

U.S. Dollars

Mexican Pesos

| HWY Projects by State | Funded | Share | Not Fully Funded | Share |
|---|---|---|---|---|
| Arizona | 13 | 8% | 8 | 6% |
| Baja California | 14 | 9% | 3 | 2% |
| California | 22 | 14% | 81 | 64% |
| Chihuahua | 0 | 0% | 4 | 3% |
| Coahuila | 2 | 1% | 7 | 6% |
| New Mexico | 2 | 1% | 4 | 3% |
| Nuevo León | 0 | 0% | 1 | 1% |
| Sonora | 4 | 2% | 0 | 0% |
| Tamaulipas | 5 | 3% | 11 | 9% |
| Texas | 99 | 61% | 8 | 6% |
| **Total** | **161** | **100%** | **127** | **100%** |

| HWY Projects by US State | Funded | Share | Not Fully Funded | Share |
|---|---|---|---|---|
| Arizona | 13 | 10% | 8 | 8% |
| California | 22 | 16% | 81 | 80% |
| New Mexico | 2 | 1% | 4 | 4% |
| Texas | 99 | 73% | 8 | 8% |
| **Total** | **136** | **90.4%** | **101** | **100.0%** |

| HWY Projects by Mexican State | Funded | % | Not Fully Funded | % |
|---|---|---|---|---|
| Baja California | 14 | 56% | 3 | 12% |
| Chihuahua | 0 | 0% | 4 | 15% |
| Coahuila | 2 | 8% | 7 | 27% |
| Nuevo León | 0 | 0% | 1 | 4% |
| Sonora | 4 | 16% | 0 | 0% |
| Tamaulipas | 5 | 20% | 11 | 42% |
| **Total** | **25** | **100.0%** | **26** | **100.0%** |

## US and Mexico: Number of Projects by Mode, by Level of Funding

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | 9 | 1 | 3 | 13 | 5% | | 17% | 4.2% | 69% | | 23% | **92%** |
| Highway | 161 | 114 | 13 | 288 | 92% | 96% | 72% | 92.3% | 56% | 40% | 5% | **100%** |
| Maritime | 0 | 0 | 0 | 0 | | | | | | | | |
| Rail | 5 | 4 | 2 | 11 | 3% | 3% | 11% | 3.5% | 45% | 36% | 18% | **100%** |
| Intermodal | 0 | 0 | 0 | 0 | | | | | | | | |
| **Total** | **175** | **119** | **18** | **312** | **100%** | **99%** | **100%** | **100%** | **56%** | **38%** | **6%** | **100%** |

## US and Mexico: Value of Projects by Mode, by Level of Funding

### Constant 2003 Dollars

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | 10,891,920 | 5,904,762 | - | 16,796,682 | 0.2% | | | 0.1% | 65% | | | **65%** |
| Highway | 3,970,603,607 | 11,281,093,454 | - | 15,251,697,060 | 82.8% | 98.9% | | 94.1% | 26% | 74% | | **100%** |
| Maritime | - | - | - | - | | | | | | | | |
| Rail | 812,598,835 | 121,074,147 | - | 933,672,983 | 16.95% | 1.1% | | 5.8% | 87% | 13% | | **100%** |
| Intermodal | - | - | - | - | | | | | | | | |
| **Total** | **4,794,094,362** | **11,408,072,363** | **-** | **16,202,166,725** | **100%** | **100%** | | **100%** | **30%** | **70%** | | **100%** |

**Notes:** In the United States these totals include projects in Arizona, California, New Mexico and Texas.
In Mexico these totals include projects in Baja California, Chihuahua, Coahuila, Nuevo Leon, Sonora and Tamaulipas.
For Arizona, California and Texas, the original cost data were ***not*** in 2003 $. Factors to convert the data to 2003 $ were obtained from each of the BINS Technical Committee representatives.
Mexican Pesos are converted to US dollars using the exchange rate 1 US $ = 10.5 Mexican pesos

**Source:** BINS Technical Representatives for each state

## United States: Number of Projects by Mode, by Level of Funding

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | 9 | 0 | 3 | 12 | 6% | | 18% | 5% | 75% | | 25% | **100%** |
| Highway | 136 | 89 | 12 | 237 | 91% | 97% | 71% | 92% | 57% | 38% | 5% | **100%** |
| Maritime | 0 | 0 | 0 | 0 | | | | | | | | |
| Rail | 5 | 3 | 2 | 10 | 3% | | 12% | 4% | 50% | | 20% | **70%** |
| Intermodal | 0 | 0 | 0 | 0 | | | | | | | | |
| **Total** | **150** | **92** | **17** | **259** | **100%** | **97%** | **100%** | **100%** | 58% | 36% | 7% | **100%** |

## United States: Value of Projects by Mode, by Level of Funding
## in Thousands of Constant 2003 Dollars

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | 10,892 | - | - | 10,892 | 0.2% | | | 0.07% | 100% | | | **100%** |
| Highway | 3,804,575 | 10,498,084 | - | 14,302,659 | 82.2% | 99% | | 93.9% | 27% | 73% | | **100%** |
| Maritime | - | - | - | - | | | | | | | | |
| Rail | 812,599 | 112,503 | - | 925,102 | 17.56% | | | 6.07% | 88% | | | **88%** |
| Intermodal | - | - | - | - | | | | | | | | |
| **Total** | **4,628,066** | **10,610,587** | **-** | **15,238,652** | **100%** | **99%** | | **100%** | 30% | 70% | | **100%** |

**Notes:** Includes projects for Arizona, California, New Mexico and Texas
All projects with no cost estimates are not fully funded.

**Sources:** BINS Technical Representatives for each state

**Arizona: Number of Projects by Mode, by Level of Funding**

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | | | | | | | | | |
| Highway | 13 | | 8 | 21 | 100% | | 100% | 100% | 62% | | 38% | **100%** |
| Maritime | | | | | | | | | | | | |
| Rail | | | | | | | | | | | | |
| Intermodal | | | | | | | | | | | | |
| **Total** | **13** | **0** | **8** | **21** | **100%** | | **100%** | **100%** | 62% | | 38% | **100%** |

**Arizona: Value of Projects by Mode, by Level of Funding**
**in Thousands of Constant 2003 Dollars**

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | - | | | | | | | | |
| Highway | 38,796 | | | 38,796 | 100% | | | 100% | 100% | | | **100%** |
| Maritime | | | | - | | | | | | | | |
| Rail | | | | - | | | | | | | | |
| Intermodal | | | | - | | | | | | | | |
| **Total** | **38,796** | - | **-** | **38,796** | **100%** | | | **100%** | 100% | | | **100%** |

**Notes:** All projects with no cost estimates are not fully funded.
Cost data provided in 2001 $ and converted to 2003 $ using an inflation rate of 3.2% per year.

**Source:** Arizona BINS Technical Representative

## California: Number of Projects by Mode, by Level of Funding

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | | | | | | | | | |
| Highway | 22 | 81 | | 103 | 85% | 96% | | 94% | 21% | 79% | 0% | **100%** |
| Maritime | | | | | | | | | | | | |
| Rail | 4 | 3 | | 7 | 15% | 4% | | | | | | |
| Intermodal | | | | | | | | | | | | |
| **Total** | **26** | **84** | | **110** | **100%** | **100%** | **0%** | **94%** | 24% | 76% | 0% | **100%** |

## California: Value of Projects by Mode, by Level of Funding
## in Thousands of Constant 2003 Dollars

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | - | | | | | | | | |
| Highway | 2,574,502 | 10,312,496 | | 12,886,998 | 76% | 99% | | 93% | 20% | 80% | | **100%** |
| Maritime | | | | - | | | | | | | | |
| Rail | 811,208 | 112,503 | | 923,711 | 24% | 1% | | 7% | 88% | 12% | | **100%** |
| Intermodal | | | | - | | | | | | | | |
| **Total** | **3,385,710** | **10,424,999** | | **13,810,709** | **100%** | **100%** | | **100%** | 25% | 75% | | **100%** |

**Notes:** All projects with no cost estimates are not fully funded.

Cost data for projects in the Regional Transportation Plan were provided in 2003 $. Cost estimates for projects in the Regional Transportation Improvement Plan were provided in future dollars and discounted back to 2003 $ using 3.5% per year.

**Source:** California BINS Technical Representative

**New Mexico: Number of Projects by Mode, by Level of Funding**

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | 3 | 3 | | | 33% | 27% | | | 100% | **100%** |
| Highway | 2 | | 4 | 6 | 100% | | 44% | 55% | 33% | | 67% | **100%** |
| Maritime | | | | | | | | | | | | |
| Rail | | | 2 | 2 | | | 22% | 18% | | | 100% | **100%** |
| Intermodal | | | | | | | | | | | | |
| **Total** | **2** | | **9** | **11** | **100%** | | **100%** | **100%** | 18% | | 82% | **100%** |

**New Mexico: Value of Projects by Mode, by Level of Funding**
**in Thousands of Constant 2003 Dollars**

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | - | | | | | | | | |
| Highway | 9,000 | | | 9,000 | 100% | | | 100% | 100% | | | **100%** |
| Maritime | | | | - | | | | | | | | |
| Rail | | | | - | | | | | | | | |
| Intermodal | | | | - | | | | | | | | |
| **Total** | **9,000** | | **-** | **9,000** | **100%** | | | **100%** | 100% | | | **100%** |

**Notes:** All projects with no cost estimates are not fully funded.
Cost data provided in 2003 $.

**Source:** New Mexico BINS Technical Representative

## Texas: Number of Projects by Mode, by Level of Funding

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | 9 | | | 9 | 8% | | | 8% | 100% | | | **100%** |
| Highway | 99 | 8 | | 107 | 91% | 100% | | 91% | 93% | 7% | | **100%** |
| Maritime | | | | | | | | | | | | **0%** |
| Rail | 1 | | | 1 | 1% | | | 1% | 100% | | | **100%** |
| Intermodal | | | | | | | | | | | | **0%** |
| **Total** | **109** | **8** | | **117** | **100%** | **100%** | **0%** | **100%** | 93% | 7% | | **100%** |

## Texas: Value of Projects by Mode, by Level of Funding
## in Thousands of Constant 2003 Dollars

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | 10,892 | | | 10,892 | 1% | | | 1% | 100% | | | **100%** |
| Highway | 1,182,278 | 185,588 | | 1,367,866 | 99% | 100% | | 99% | 86% | 14% | | **100%** |
| Maritime | | | | - | | | | | | | | |
| Rail | 1,390 | | | 1,390 | | | | | 100% | | | **100%** |
| Intermodal | | | | - | | | | | | | | |
| **Total** | **1,194,560** | **185,588** | **-** | **1,380,148** | **100%** | **100%** | | **100%** | 87% | 13% | | **100%** |

**Notes:** All projects with no cost estimates are not fully funded.
Cost data provided in 2002 $ and converted to 2003 $ using an inflation rate of 4.0% per year.

**Source:** Texas BINS Technical Representative

## Mexico: Number of Projects by Mode, by Level of Funding

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | 0 | 1 | 0 | 1 | | | 0% | 2% | | | | |
| Highway | 25 | 25 | 1 | 51 | 100% | 93% | 100% | 96% | 49% | 49% | 2% | **100%** |
| Maritime | 0 | 0 | 0 | 0 | | | | | | | | |
| Rail | 0 | 1 | 0 | 1 | | 4% | | 2% | | 100% | | **100%** |
| Intermodal | 0 | 0 | 0 | 0 | | | | | | | | |
| **Total** | **25** | **27** | **1** | **53** | **100%** | **96%** | **100%** | **100%** | 47% | 51% | 2% | **100%** |

## Mexico: Value of Projects by Mode, by Level of Funding

### Constant 2003 Pesos

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully Funded | Not Fully Funded | No Cost Estimates | Total | Fully Funded | Not Fully Funded | No Cost Estimates | Total | Fully Funded | Not Fully Funded | No Cost Estimates | Total |
| Air | - | 62,000,000 | - | 62,000,000 | | | | | | | | |
| Highway | 1,743,300,000 | 8,221,600,000 | - | 9,964,900,000 | 100% | 98% | | 98% | 17% | 83% | | **100%** |
| Maritime | - | - | - | - | | | | | | | | |
| Rail | - | 90,000,000 | - | 90,000,000 | | 1% | | 1% | | 100% | | **100%** |
| Intermodal | - | - | - | - | | | | | | | | |
| **Total** | **1,743,300,000** | **8,373,600,000** | **-** | **10,116,900,000** | **100%** | **99%** | **0%** | **99%** | 17% | 83% | | **100%** |

**Notes:** Includes projects for Baja California, Chihuahua, Coahuila, Nuevo Leon, Sonora and Tamaulipas

All projects that are not fully funded have no cost estimates. In addition, Coahuila provided data on two projects that are fully funded, but provided no cost estimates of the data.

**Sources:** BINS Technical Representatives for each state

**Baja California: Number of Projects by Mode, by Level of Funding**

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | | | | | | | | | |
| Highway | 14 | 3 | | 17 | 100% | 100% | | 100% | 82% | 18% | | **100%** |
| Maritime | | | | | | | | | | | | |
| Rail | | | | | | | | | | | | |
| Intermodal | | | | | | | | | | | | |
| **Total** | **14** | **3** | | **17** | **100%** | **100%** | **0%** | **100%** | 82% | 18% | | **100%** |

**Baja California: Value of Projects by Mode, by Level of Funding**
**Constant 2003 Pesos**

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | - | | | | | | | | |
| Highway | 464,000,000 | 3,700,000,000 | | 4,164,000,000 | 100% | 100% | | 100% | 11% | 89% | | **100%** |
| Maritime | | | | - | | | | | | | | |
| Rail | | | | - | | | | | | | | |
| Intermodal | | | | - | | | | | | | | |
| **Total** | **464,000,000** | **3,700,000,000** | **-** | **4,164,000,000** | **100%** | **100%** | | **100%** | 11% | 89% | | **100%** |
| **Note:** | Cost data provided in 2003 pesos. | | | | | | | | | | | |
| **Source:** | Baja California BINS Technical Representative | | | | | | | | | | | |

| Chihuahua: Number of Projects by Mode, by Level of Funding | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Number of Projects By Funding Level** | | | | **Distribution of Projects By Mode** | | | | **Distribution of Funding Level by Mode** | | | |
| | **Fully** | **Not Fully Funded** | | | **Fully** | **Not Fully Funded** | | | **Fully** | **Not Fully Funded** | | |
| | **Funded** | **Has Cost** | **No Cost** | **Total** | **Funded** | **Has Cost** | **No Cost** | **Total** | **Funded** | **Has Cost** | **No Cost** | **Total** |
| Air | | | | | | | | | | | | |
| Highway | | 4 | | 4 | | 100% | | 100% | | 100% | | **100%** |
| Maritime | | | | | | | | | | | | |
| Rail | | | | | | | | | | | | |
| Intermodal | | | | | | | | | | | | |
| **Total** | | **4** | | **4** | | **100%** | | **100%** | | 100% | | **100%** |

| Chihuahua: Value of Projects by Mode, by Level of Funding<br>Constant 2003 Pesos | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Value of Projects By Funding Level** | | | | **Distribution of Value By Mode** | | | | **Distribution of Funding Level by Mode** | | | |
| | **Fully** | **Not Fully Funded** | | | **Fully** | **Not Fully Funded** | | | **Fully** | **Not Fully Funded** | | |
| | **Funded** | **Has Cost** | **No Cost** | **Total** | **Funded** | **Has Cost** | **No Cost** | **Total** | **Funded** | **Has Cost** | **No Cost** | **Total** |
| Air | | | | - | | | | | | | | |
| Highway | | 503,000,000 | | 503,000,000 | | 100% | | 100% | | 100% | | **100%** |
| Maritime | | | | - | | | | | | | | |
| Rail | | | | - | | | | | | | | |
| Intermodal | | | | - | | | | | | | | |
| **Total** | **-** | 503,000,000 | **-** | **503,000,000** | | **100%** | | **100%** | | **100%** | | **100%** |
| **Notes:** | All projects with no cost estimates are not fully funded. | | | | | | | | | | | |
| **Source:** | Chihuahua BINS Technical Representative | | | | | | | | | | | |

| Coahuila: Number of Projects by Mode, by Level of Funding | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Number of Projects By Funding Level** | | | | **Distribution of Projects By Mode** | | | | **Distribution of Funding Level by Mode** | | | |
| | **Fully** | **Not Fully Funded** | | | **Fully** | **Not Fully Funded** | | | **Fully** | **Not Fully Funded** | | |
| | **Funded** | **Has Cost** | **No Cost** | **Total** | **Funded** | **Has Cost** | **No Cost** | **Total** | **Funded** | **Has Cost** | **No Cost** | **Total** |
| Air | | 1 | | 1 | | 13% | | 10% | | 100% | | **100%** |
| Highway | 2 | 7 | | 9 | 100% | 88% | | 90% | 22% | 78% | | **100%** |
| Maritime | | | | | | | | | | | | |
| Rail | | | | | | | | | | | | |
| Intermodal | | | | | | | | | | | | |
| **Total** | **2** | **8** | | **10** | **100%** | **100%** | | **100%** | 20% | 80% | | **100%** |

| Coahuila: Value of Projects by Mode, by Level of Funding<br>Constant 2003 Pesos | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **Value of Projects By Funding Level** | | | | **Distribution of Value By Mode** | | | | **Distribution of Funding Level by Mode** | | | |
| | **Fully** | **Not Fully Funded** | | | **Fully** | **Not Fully Funded** | | | **Fully** | **Not Fully Funded** | | |
| | **Funded** | **Has Cost** | **No Cost** | **Total** | **Funded** | **Has Cost** | **No Cost** | **Total** | **Funded** | **Has Cost** | **No Cost** | **Total** |
| Air | | 62,000,000 | | 62,000,000 | | 6% | | 4% | | 100% | | **100%** |
| Highway | 307,000,000 | 1,055,600,000 | | 1,362,600,000 | 100% | 94% | | 96% | 23% | 77% | | **100%** |
| Maritime | | | | - | | | | | | | | |
| Rail | | | | - | | | | | | | | |
| Intermodal | | | | - | | | | | | | | |
| **Total** | **307,000,000** | **1,117,600,000** | **-** | **1,424,600,000** | **100%** | **100%** | | **100%** | **22%** | **78%** | | **100%** |

**Notes:** Coahuila provided no cost estimates for any projects, however, two of the projects are fully funded.

**Source:** Coahuila BINS Technical Representative

## Nuevo León: Number of Projects by Mode, by Level of Funding

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | | | | | | | | | |
| Highway | | | 1 | 1 | | | 100% | 100% | | | 100% | **100%** |
| Maritime | | | | | | | | | | | | |
| Rail | | | | | | | | | | | | |
| Intermodal | | | | | | | | | | | | |
| **Total** | | | **1** | **1** | | | **100%** | **100%** | | | 100% | **100%** |

## Nuevo León: Value of Projects by Mode, by Level of Funding

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | - | | | | | | | | |
| Highway | | | | - | | | | | | | | |
| Maritime | | | | - | | | | | | | | |
| Rail | | | | - | | | | | | | | |
| Intermodal | | | | - | | | | | | | | |
| **Total** | **-** | | **-** | **-** | | | | | | | | |

**Notes:** All projects with no cost estimates are not fully funded.

**Source:** Nuevo León BINS Technical Representative

**Sonora: Number of Projects by Mode, by Level of Funding**

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | | | | | | | | | |
| Highway | 4 | | | 4 | 100% | | | 100% | 100% | | | **100%** |
| Maritime | | | | | | | | | | | | |
| Rail | | | | | | | | | | | | |
| Intermodal | | | | | | | | | | | | |
| **Total** | **4** | | | **4** | **100%** | | | **100%** | 100% | | | **100%** |

**Sonora: Value of Projects by Mode, by Level of Funding**
**Constant 2003 Pesos**

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | - | | | | | | | | |
| Highway | 106,300,000 | | | 106,300,000 | 100% | | | 100% | 100% | | | **100%** |
| Maritime | | | | - | | | | | | | | |
| Rail | | | | - | | | | | | | | |
| Intermodal | | | | - | | | | | | | | |
| **Total** | **106,300,000** | **-** | **-** | **106,300,000** | **100%** | | | **100%** | 100% | | | **100%** |

**Note:** Cost data provided in 2003 pesos.

**Source:** Sonora BINS Technical Representative

## Tamaulipas: Number of Projects by Mode, by Level of Funding

| | Number of Projects By Funding Level | | | | Distribution of Projects By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | | | | | | | | | |
| Highway | 5 | 11 | | 16 | 100% | 92% | | 94% | 31% | 69% | 0% | **100%** |
| Maritime | | | | | | | | | | | | |
| Rail | | 1 | | 1 | | 8% | | 6% | | 100% | | **100%** |
| Intermodal | | | | | | | | | | | | |
| **Total** | **5** | **12** | **0** | **17** | **100%** | **100%** | | **100%** | 29% | 71% | 0% | **100%** |

## Tamaulipas: Value of Projects by Mode, by Level of Funding
### Constant 2003 Pesos

| | Value of Projects By Funding Level | | | | Distribution of Value By Mode | | | | Distribution of Funding Level by Mode | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | | Fully | Not Fully Funded | | |
| | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total | Funded | Has Cost | No Cost | Total |
| Air | | | | - | | | | | | | | |
| Highway | 866,000,000 | 2,963,000,000 | | 3,829,000,000 | 100% | 97% | | 98% | 23% | 77% | | **100%** |
| Maritime | | | | - | | | | | | | | |
| Rail | | 90,000,000 | | 90,000,000 | | 3% | | 2% | | 100% | | **100%** |
| Intermodal | | | | - | | | | | | | | |
| **Total** | **866,000,000** | **3,053,000,000** | **-** | **3,919,000,000** | **100%** | **100%** | | **100%** | 22% | 78% | | **100%** |

**Notes:** Cost data provided in 2003 pesos.
All projects with no cost estimates are not fully funded.

**Source:** Tamaulipas BINS Technical Representative

| Highway Project Analysis | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| All Values in Constant 2003 Dollars or Constant 2003 Pesos | | | | | | | | | | |
| | | | | | | | | | | |
| | **United States** | | **Mexico** | | **Total** | | | | | |
| **Number of Highway Projects** | | | | | | | | | | |
| Total Highway Projects: | 237 | | 51 | | **288** | | | | | |
| Fully Funded Projects: | 136 | 57.4% | 25 | 49.0% | **161** | 55.9% | | | | |
| Not Fully Funded Projects: | 101 | 42.6% | 26 | 104.0% | **127** | 44.1% | | | | |
| Projects with Cost Data: | 225 | 94.9% | 50 | 192.3% | **275** | 95.5% | | | | |
| Projects with NO Cost Data: | 12 | 5.1% | 1 | 2.0% | **13** | 4.5% | | | | |
| | | | | | | | | | | |
| | | | **Constant 2003** | | | | | | | |
| | **Dollars** | | **Pesos** | | **Dollars** | | | | | |
| **Value of Highway Projects** | | | | | | | | | | |
| Total Cost: | $14,302,658,965 | | 9,964,900,000 | | $15,251,697,060 | | | | | |
| Total Cost, Fully Funded: | $3,804,575,035 | 26.6% | 1,743,300,000 | 17.5% | $3,970,603,607 | 26.0% | | | | |
| Total Cost, Not Funded: | $10,498,083,930 | 73.4% | 8,221,600,000 | 82.5% | $11,281,093,454 | 74.0% | | | | |
| Minimum (All Modes) | $36,400 | | 5,000,000 | | | | | | | |
| Maximum (All Modes) | $447,503,382 | | 425,000,000 | | | | | | | |
| Median (All Modes) | $3,783,520 | | 29,300,000 | | | | | | | |
| | | | | | | | | | | |
| | **Arizona** | | **Baja California** | | **California** | | **Chihuahua** | | **Coahuila** | |
| **Number of Highway Projects** | | | | | | | | | | |
| Total Highway Projects: | 21 | | 17 | | 103 | | 4 | | 9 | |
| Fully Funded Projects: | 13 | 61.9% | 14 | 82.4% | 22 | 21.4% | 0 | 0.0% | 2 | 22.2% |
| Not Fully Funded Projects: | 8 | 38.1% | 3 | 17.6% | 81 | 78.6% | 4 | 100.0% | 7 | 77.8% |
| Projects with Cost Data: | 13 | 61.9% | 17 | 100.0% | 103 | 100.0% | 4 | 100.0% | 9 | 100.0% |
| Projects with NO Cost Data: | 8 | 38.1% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| | | | | | | | | | | |
| **Value of Highway Projects [Constant 2003 Dollars or Pesos]** | | | | | | | | | | |
| Total Cost: | $38,795,629 | | 4,164,000,000 | | $12,886,997,616 | | 503,000,000 | | 1,362,600,000 | |
| Total Cost, Fully Funded: | $38,795,629 | 100.0% | 464,000,000 | 11.1% | $2,574,501,686 | 20.0% | 0 | 0.0% | 307,000,000 | 22.5% |
| Total Cost, Not Funded: | $0 | 0.0% | 3,700,000,000 | 88.9% | $10,312,495,930 | 80.0% | 503,000,000 | 100.0% | 1,055,600,000 | 77.5% |
| Minimum | $42,601 | | 5,000,000 | | $300,000 | | 30,000,000 | | 3,100,000 | |
| Maximum | $20,767,968 | | 1,500,000,000 | | $900,000,000 | | 188,000,000 | | 375,000,000 | |
| Median | $319,507 | | 25,000,000 | | $72,450,000 | | 142,500,000 | | 200,000,000 | |

| Highway Project Analysis<br>All Values in Constant 2003 Dollars or Constant 2003 Pesos | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | New Mexico | | Nuevo León | | Sonora | | Tamaulipas | | Texas | |
| **Number of Highway Projects** | | | | | | | | | | |
| Total Highway Projects: | 6 | | 1 | | 4 | | 16 | | 107 | |
| Fully Funded Projects: | 2 | 33.3% | 0 | 0.0% | 4 | 100.0% | 5 | 31.3% | 99 | 92.5% |
| Not Fully Funded Projects: | 4 | 66.7% | 1 | 100.0% | 0 | 0.0% | 11 | 68.8% | 8 | 7.5% |
| Projects with Cost Data: | 2 | 33.3% | 0 | 0.0% | 4 | 100.0% | 16 | 100.0% | 107 | 100.0% |
| Projects with NO Cost Data: | 4 | 66.7% | 1 | 100.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| | | | | | | | | | | |
| **Value of Highway Projects [Constant 2003 Dollars or Pesos]** | | | | | | | | | | |
| Total Cost: | $9,000,000 | | N/A | | 106,300,000 | | 3,829,000,000 | | $1,367,865,720 | |
| Total Cost, Fully Funded: | $9,000,000 | 100.0% | N/A | | 106,300,000 | 100.0% | 866,000,000 | 22.6% | $1,182,277,720 | 86.4% |
| Total Cost, Not Funded: | $0 | 0.0% | N/A | | 0 | 0.0% | 2,963,000,000 | 77.4% | $185,588,000 | 13.6% |
| Minimum | $3,000,000 | | N/A | | 12,600,000 | | 15,000,000 | | $36,400 | |
| Maximum | $6,000,000 | | N/A | | 35,600,000 | | 800,000,000 | | $85,882,160 | |
| Median | $4,500,000 | | N/A | | 29,050,000 | | 145,500,000 | | $3,855,280 | |
| | | | | | | | | | | |
| **Notes:** | Pesos converted to dollars using the exchange rate 1 US $ = 10.5 pesos | | | | | | | | | |

| Number of HWY Projects by Time Categories | | | |
|---|---|---|---|
| | | | |
| | All States | United States | Mexico |
| | | | |
| Projects with Time Data: | 243 | 211 | 32 |
| Projects w/ Beginning Year Data: | 191 | 166 | 25 |
| Projects w/ Completion Year Data: | 128 | 79 | 49 |
| Projects w/ NO Time Data: | 49 | 26 | 23 |
| Beginning Year: | | | |
| 2003-2006 | 166 | 141 | 25 |
| 2007-2008 | 5 | 5 | 0 |
| 2009-2013 | 13 | 13 | 0 |
| 2014-2017 | 1 | 1 | 0 |
| 2018-2020 | 6 | 6 | 0 |
| Completion Year: | | | |
| 2003-2006 | 46 | 2 | 44 |
| 2007-2008 | 7 | 2 | 5 |
| 2009-2013 | 33 | 33 | 0 |
| 2014-2017 | 8 | 8 | 0 |
| 2018-2020 | 34 | 34 | 0 |

| Distribution of HWY Project by Time Categories | | | |
|---|---|---|---|
| | | | |
| | All States | United States | Mexico |
| | | | |
| Projects with Time Data: | | | |
| Projects w/ Beginning Year Data: | 78.6% | 78.7% | 78.1% |
| Projects w/ Completion Year Data: | 52.7% | 37.4% | 153.1% |
| Projects w/ NO Time Data: | 20.2% | 12.3% | 71.9% |
| Beginning Year: | | | |
| 2003-2006 | 86.9% | 84.9% | 100.0% |
| 2007-2008 | 2.6% | 3.0% | 0.0% |
| 2009-2013 | 6.8% | 7.8% | 0.0% |
| 2014-2017 | 0.5% | 0.6% | 0.0% |
| 2018-2020 | 3.1% | 3.6% | 0.0% |
| Completion Year: | | | |
| 2003-2006 | 35.9% | 2.5% | 89.8% |
| 2007-2008 | 5.5% | 2.5% | 10.2% |
| 2009-2013 | 25.8% | 41.8% | 0.0% |
| 2014-2017 | 6.3% | 10.1% | 0.0% |
| 2018-2020 | 26.6% | 43.0% | 0.0% |
| | | | |
| **Source:** | BINS Technical Committee representatives. | | |

| Number of HWY Projects by Time Categories | | | |
|---|---|---|---|
| | | | |
| | **Arizona** | **Baja California** | **California** |
| | | | |
| Projects with Time Data: | 11 | 0 | 94 |
| Projects w/ Beginning Year Data: | 11 | 0 | 49 |
| Projects w/ Completion Year Data: | 0 | 17 | 73 |
| Projects w/ NO Time Data: | 10 | 17 | 9 |
| Beginning Year: | | | |
| 2003-2006 | 11 | 0 | 28 |
| 2007-2008 | 0 | 0 | 4 |
| 2009-2013 | 0 | 0 | 12 |
| 2014-2017 | 0 | 0 | 0 |
| 2018-2020 | 0 | 0 | 5 |
| Completion Year: | | | |
| 2003-2006 | 0 | 16 | 0 |
| 2007-2008 | 0 | 1 | 1 |
| 2009-2013 | 0 | 0 | 32 |
| 2014-2017 | 0 | 0 | 7 |
| 2018-2020 | 0 | 0 | 33 |
| | | | |
| | **Chihuahua** | **Coahuila** | **New Mexico** |
| | | | |
| Projects with Time Data: | 4 | 8 | 6 |
| Projects w/ Beginning Year Data: | 0 | 5 | 6 |
| Projects w/ Completion Year Data: | 4 | 8 | 6 |
| Projects w/ NO Time Data: | 4 | 1 | 0 |
| Beginning Year: | | | |
| 2003-2006 | 0 | 5 | 2 |
| 2007-2008 | 0 | 0 | 1 |
| 2009-2013 | 0 | 0 | 1 |
| 2014-2017 | 0 | 0 | 1 |
| 2018-2020 | 0 | 0 | 1 |
| Completion Year: | | | |
| 2003-2006 | 4 | 7 | 2 |
| 2007-2008 | 0 | 1 | 1 |
| 2009-2013 | 0 | 0 | 1 |
| 2014-2017 | 0 | 0 | 1 |
| 2018-2020 | 0 | 0 | 1 |
| | | | |
| **Source:** | BINS Technical Committee representatives. | | |
| | | | |

| Number of HWY Projects by Time Categories | | | |
|---|---|---|---|
| | | | |
| | **Nuevo León** | **Sonora** | |
| | | | |
| Projects with Time Data: | **NO TIME DATA** | 4 | |
| Projects w/ Beginning Year Data: | | 4 | |
| Projects w/ Completion Year Data: | | 4 | |
| Projects w/ NO Time Data: | 1 | 0 | |
| Beginning Year: | | | |
| 2003-2006 | | 4 | |
| 2007-2008 | | 0 | |
| 2009-2013 | | 0 | |
| 2014-2017 | | 0 | |
| 2018-2020 | | 0 | |
| Completion Year: | | | |
| 2003-2006 | | 4 | |
| 2007-2008 | | 0 | |
| 2009-2013 | | 0 | |
| 2014-2017 | | 0 | |
| 2018-2020 | | 0 | |
| | | | |
| | **Tamaulipas** | **Texas** | |
| | | | |
| Projects with Time Data: | 16 | 100 | |
| Projects w/ Beginning Year Data: | 16 | 100 | |
| Projects w/ Completion Year Data: | 16 | 0 | |
| Projects w/ NO Time Data: | 0 | 7 | |
| Beginning Year: | | | |
| 2003-2006 | 16 | 100 | |
| 2007-2008 | 0 | 0 | |
| 2009-2013 | 0 | 0 | |
| 2014-2017 | 0 | 0 | |
| 2018-2020 | 0 | 0 | |
| Completion Year: | | | |
| 2003-2006 | 13 | 0 | |
| 2007-2008 | 3 | 0 | |
| 2009-2013 | 0 | 0 | |
| 2014-2017 | 0 | 0 | |
| 2018-2020 | 0 | 0 | |
| | | | |
| **Source:** | BINS Technical Committee representatives. | | |

## Costs of Transportation HWY Projects Associated with the BINS Project

| All States | | | US States | | | Mexican States | |
|---|---|---|---|---|---|---|---|
| Projects with Cost Data: | 275 | | Projects with Cost Data: | 225 | | Projects with Cost Data: | 50 |
| Projects with NO Cost Data: | 13 | | Projects with NO Cost Data: | 12 | | Projects with NO Cost Data: | 1 |
| Total Cost[1]: | $15,251,697,060 | | Total Cost: | $14,302,658,965 | | Total Cost: | 9,964,900,000 |
| Cost Specific: | | % | Cost Specific: | | % | Cost Specific: | |
| 0 to 999,999 | 41 | 15% | 0 to 999,999 | 41 | 18% | 0 to 999,999 | 0 |
| 1 million - 24,999,999 | 111 | 40% | 1 million - 24,999,999 | 99 | 44% | 1 million - 24,999,999 | 12 |
| 25 million - 99,999,999 | 59 | 21% | 25 million - 99,999,999 | 42 | 19% | 25 million - 99,999,999 | 17 |
| 100 million - 199,999,999 | 28 | 10% | 100 million - 199,999,999 | 21 | 9% | 100 million - 199,999,999 | 7 |
| >200 Million | 36 | 13% | >200 Million | 22 | 10% | >200 Million | 14 |

[1] The total cost for Mexican States was divided by 10.5 to converted to U.S. dollars

| Arizona | | | California | | |
|---|---|---|---|---|---|
| Projects with Cost Data: | 13 | | Projects with Cost Data: | 103 | |
| Projects with NO Cost Data: | 8 | | Projects with NO Cost Data: | 0 | |
| Total Cost: | $38,795,629 | | Total Cost: | $12,886,997,616 | |
| Cost Specific: | | % | Cost Specific: | | % |
| 0 to 999,999 | 8 | 62% | 0 to 999,999 | 3 | 3% |
| 1 million - 24,999,999 | 5 | 38% | 1 million - 24,999,999 | 30 | 29% |
| 25 million - 99,999,999 | 0 | 0% | 25 million - 99,999,999 | 27 | 26% |
| 100 million - 199,999,999 | 0 | 0% | 100 million - 199,999,999 | 21 | 20% |
| >200 Million | 0 | 0% | >200 Million | 22 | 21% |
| | | | | | |
| **Texas** | | | **New Mexico** | | |
| Projects with Cost Data: | 107 | | Projects with Cost Data: | 2 | |
| Projects with NO Cost Data: | 0 | | Projects with NO Cost Data: | 4 | |
| Total Cost: | $1,367,865,720 | | Total Cost: | $9,000,000 | |
| Cost Specific: | | % | Cost Specific: | | % |
| 0 to 999,999 | 30 | 28% | 0 to 999,999 | 0 | 0% |
| 1 million - 24,999,999 | 62 | 58% | 1 million - 24,999,999 | 2 | 100% |
| 25 million - 99,999,999 | 15 | 14% | 25 million - 99,999,999 | 0 | 0% |
| 100 million - 199,999,999 | 0 | 0% | 100 million - 199,999,999 | 0 | 0% |
| >200 Million | 0 | 0% | >200 Million | 0 | 0% |

**Source:** BINS Technical Committee representatives.

**Note:** No cost data were provided for Chihuahua, Coahuila and Nuevo Leon.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **Baja California** | | | **Tamaulipas** | | | **Chihuahua** | |
| Projects with Cost Data: | 17 | | Projects with Cost Data: | 16 | | Projects with Cost Data: | 4 |
| Projects with NO Cost Data: | 0 | | Projects with NO Cost Data: | 0 | | Projects with NO Cost Data: | 0 |
| Total Cost: | 4,164,000,000 | | Total Cost: | 3,829,000,000 | | Total Cost: | 503,000,000 |
| Cost Specific: | | **%** | Cost Specific: | | **%** | Cost Specific: | |
| 0 to 999,999 | 0 | 0% | 0 to 999,999 | 0 | 0% | 0 to 999,999 | 0 |
| 1 million - 24,999,999 | 8 | 47% | 1 million - 24,999,999 | 1 | 6% | 1 million - 24,999,999 | 0 |
| 25 million - 99,999,999 | 6 | 35% | 25 million - 99,999,999 | 5 | 31% | 25 million - 99,999,999 | 1 |
| 100 million - 199,999,999 | 0 | 0% | 100 million - 199,999,999 | 4 | 25% | 100 million - 199,999,999 | 3 |
| >200 Million | 3 | 18% | >200 Million | 6 | 38% | >200 Million | 0 |
| | | | | | | | |
| **Sonora** | | | **Coahuila** | | | **Nuevo Leon** | |
| Projects with Cost Data: | 4 | | Projects with Cost Data: | 9 | | Projects with Cost Data: | 0 |
| Projects with NO Cost Data: | 0 | | Projects with NO Cost Data: | 0 | | Projects with NO Cost Data: | 1 |
| Total Cost: | 106,300,000 | | Total Cost: | 1,362,600,000 | | Total Cost: | 0 |
| Cost Specific: | | **%** | Cost Specific: | | **%** | Cost Specific: | |
| 0 to 999,999 | 0 | 0% | 0 to 999,999 | 0 | 0% | 0 to 999,999 | 0 |
| 1 million - 24,999,999 | 1 | 25% | 1 million - 24,999,999 | 2 | 22% | 1 million - 24,999,999 | 0 |
| 25 million - 99,999,999 | 3 | 75% | 25 million - 99,999,999 | 2 | 22% | 25 million - 99,999,999 | 0 |
| 100 million - 199,999,999 | 0 | 0% | 100 million - 199,999,999 | 0 | 0% | 100 million - 199,999,999 | 0 |
| >200 Million | 0 | 0% | >200 Million | 5 | 56% | >200 Million | 0 |
| | | | | | | | |
| **Source:** | BINS Technical Committee representatives. | | | | | | |
| | | | | | | | |
| **Note:** | No cost data were provided for Nuevo Leon. | | | | | | |

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| Number of Projects by Time Categories (ALL MODES) | | | |
|---|---|---|---|
| | All States | United States | Mexico |
| Projects with Time Data: | 284 | 233 | 51 |
| Projects w/ Beginning Year Data: | 215 | 188 | 27 |
| Projects w/ Completion Year Data: | 136 | 85 | 51 |
| Projects w/ NO Time Data: | 28 | 26 | 2 |
| Beginning Year: | | | |
| 2003-2006 | 186 | 159 | 27 |
| 2007-2008 | 5 | 5 | 0 |
| 2009-2013 | 14 | 14 | 0 |
| 2014-2017 | 1 | 1 | 0 |
| 2018-2020 | 9 | 9 | 0 |
| Completion Year: | | | |
| 2003-2006 | 48 | 2 | 46 |
| 2007-2008 | 9 | 4 | 5 |
| 2009-2013 | 34 | 34 | 0 |
| 2014-2017 | 8 | 8 | 0 |
| 2018-2020 | 37 | 37 | 0 |

| Distribution of Project by Time Categories | | | |
|---|---|---|---|
| | All States | United States | Mexico |
| Projects with Time Data: | | | |
| Projects w/ Beginning Year Data: | 75.7% | 80.7% | 52.9% |
| Projects w/ Completion Year Data: | 47.9% | 36.5% | 100.0% |
| Projects w/ NO Time Data: | 9.9% | 11.2% | 3.9% |
| Beginning Year: | | | |
| 2003-2006 | 86.5% | 84.6% | 100.0% |
| 2007-2008 | 2.3% | 2.7% | 0.0% |
| 2009-2013 | 6.5% | 7.4% | 0.0% |
| 2014-2017 | 0.5% | 0.5% | 0.0% |
| 2018-2020 | 4.2% | 4.8% | 0.0% |
| Completion Year: | | | |
| 2003-2006 | 35.3% | 2.4% | 90.2% |
| 2007-2008 | 6.6% | 4.7% | 9.8% |
| 2009-2013 | 25.0% | 40.0% | 0.0% |
| 2014-2017 | 5.9% | 9.4% | 0.0% |
| 2018-2020 | 27.2% | 43.5% | 0.0% |
| **Source:** | BINS Technical Committee representatives. | | |

| Number of Projects by Time Categories (ALL MODES) | | | | |
|---|---|---|---|---|
| | | | | |
| | **Arizona** | **Baja California** | **California** | |
| | | | | |
| Projects with Time Data: | 11 | 17 | 101 | |
| Projects w/ Beginning Year Data: | 11 | 0 | 56 | |
| Projects w/ Completion Year Data: | 0 | 17 | 74 | |
| Projects w/ NO Time Data: | 10 | 0 | 9 | |
| Beginning Year: | | | | |
| 2003-2006 | 11 | 0 | 35 | 63% |
| 2007-2008 | 0 | 0 | 4 | |
| 2009-2013 | 0 | 0 | 12 | |
| 2014-2017 | 0 | 0 | 0 | |
| 2018-2020 | 0 | 0 | 5 | |
| Completion Year: | | | | |
| 2003-2006 | 0 | 16 | 0 | |
| 2007-2008 | 0 | 1 | 2 | |
| 2009-2013 | 0 | 0 | 32 | |
| 2014-2017 | 0 | 0 | 7 | |
| 2018-2020 | 0 | 0 | 33 | 45% |
| | | | | |
| | **Chihuahua** | **Coahuila** | **New Mexico** | |
| | | | | |
| Projects with Time Data: | 4 | 9 | 11 | |
| Projects w/ Beginning Year Data: | 0 | 6 | 11 | |
| Projects w/ Completion Year Data: | 4 | 9 | 11 | |
| Projects w/ NO Time Data: | 0 | 1 | 0 | |
| Beginning Year: | | | | |
| 2003-2006 | 0 | 6 | 3 | |
| 2007-2008 | 0 | 0 | 1 | |
| 2009-2013 | 0 | 0 | 2 | |
| 2014-2017 | 0 | 0 | 1 | |
| 2018-2020 | 0 | 0 | 4 | |
| Completion Year: | | | | |
| 2003-2006 | 4 | 8 | 2 | |
| 2007-2008 | 0 | 1 | 2 | |
| 2009-2013 | 0 | 0 | 2 | |
| 2014-2017 | 0 | 0 | 1 | |
| 2018-2020 | 0 | 0 | 4 | |
| | | | | |
| **Source:** | BINS Technical Committee representatives. | | | |

| Number of Projects by Time Categories (ALL MODES) | | | | |
|---|---|---|---|---|
| | | | | |
| | **Nuevo León** | **Sonora** | | |
| | | | | |
| Projects with Time Data: | **NO TIME DATA** | 4 | | |
| Projects w/ Beginning Year Data: | | 4 | | |
| Projects w/ Completion Year Data: | | 4 | | |
| Projects w/ NO Time Data: | 1 | 0 | | |
| Beginning Year: | | | | |
| 2003-2006 | | 4 | | |
| 2007-2008 | | 0 | | |
| 2009-2013 | | 0 | | |
| 2014-2017 | | 0 | | |
| 2018-2020 | | 0 | | |
| Completion Year: | | | | |
| 2003-2006 | | 4 | | |
| 2007-2008 | | 0 | | |
| 2009-2013 | | 0 | | |
| 2014-2017 | | 0 | | |
| 2018-2020 | | 0 | | |
| | | | | |
| | **Tamaulipas** | **Texas** | | |
| | | | | |
| Projects with Time Data: | 17 | 110 | | |
| Projects w/ Beginning Year Data: | 17 | 110 | | |
| Projects w/ Completion Year Data: | 17 | 0 | | |
| Projects w/ NO Time Data: | 0 | 7 | | |
| Beginning Year: | | | | |
| 2003-2006 | 17 | 110 | | |
| 2007-2008 | 0 | 0 | | |
| 2009-2013 | 0 | 0 | | |
| 2014-2017 | 0 | 0 | | |
| 2018-2020 | 0 | 0 | | |
| Completion Year: | | | | |
| 2003-2006 | 14 | 0 | | |
| 2007-2008 | 3 | 0 | | |
| 2009-2013 | 0 | 0 | | |
| 2014-2017 | 0 | 0 | | |
| 2018-2020 | 0 | 0 | | |
| | | | | |
| **Source:** | BINS Technical Committee representatives. | | | |

## Costs of Transportation Projects Associated with the BINS Project (ALL MODES)

### All States

| | | |
|---|---|---|
| Projects with Cost Data: | 294 | |
| Projects with NO Cost Data: | 17 | |
| Total Cost[1]: | $16,202,166,725 | |
| Cost Specific: | | % |
| 0 to 999,999 | 49 | 17% |
| 1 million - 24,999,999 | 116 | 39% |
| 25 million - 99,999,999 | 61 | 21% |
| 100 million - 199,999,999 | 29 | 10% |
| >200 Million | 39 | 13% |

### US States

| | | |
|---|---|---|
| Projects with Cost Data: | 242 | |
| Projects with NO Cost Data: | 17 | |
| Total Cost: | $15,238,652,439 | |
| Cost Specific: | | % |
| 0 to 999,999 | 49 | 20% |
| 1 million - 24,999,999 | 104 | 43% |
| 25 million - 99,999,999 | 42 | 17% |
| 100 million - 199,999,999 | 22 | 9% |
| >200 Million | 25 | 10% |

### Mexican States

| | | |
|---|---|---|
| Projects with Cost Data: | 52 | |
| Projects with NO Cost Data: | 0 | |
| Total Cost: | 10,116,900,000 | |
| Cost Specific: | | % |
| 0 to 999,999 | 0 | 0% |
| 1 million - 24,999,999 | 12 | 23% |
| 25 million - 99,999,999 | 19 | 37% |
| 100 million - 199,999,999 | 7 | 13% |
| >200 Million | 14 | 27% |

[1] The total cost for Mexican States was divided by 10.5 to converted to U.S. dollars

### Arizona

| | | |
|---|---|---|
| Projects with Cost Data: | 13 | |
| Projects with NO Cost Data: | 8 | |
| Total Cost: | $38,795,629 | |
| Cost Specific: | | % |
| 0 to 999,999 | 8 | 62% |
| 1 million - 24,999,999 | 5 | 38% |
| 25 million - 99,999,999 | 0 | 0% |
| 100 million - 199,999,999 | 0 | 0% |
| >200 Million | 0 | 0% |

### California

| | | |
|---|---|---|
| Projects with Cost Data: | 110 | |
| Projects with NO Cost Data: | 0 | |
| Total Cost: | $13,810,708,690 | |
| Cost Specific: | | % |
| 0 to 999,999 | 3 | 3% |
| 1 million - 24,999,999 | 33 | 30% |
| 25 million - 99,999,999 | 27 | 25% |
| 100 million - 199,999,999 | 22 | 20% |
| >200 Million | 25 | 23% |

### Texas

| | | |
|---|---|---|
| Projects with Cost Data: | 117 | |
| Projects with NO Cost Data: | 0 | |
| Total Cost: | $1,380,148,120 | |
| Cost Specific: | | % |
| 0 to 999,999 | 38 | 32% |
| 1 million - 24,999,999 | 64 | 55% |
| 25 million - 99,999,999 | 15 | 13% |
| 100 million - 199,999,999 | 0 | 0% |
| >200 Million | 0 | 0% |

### New Mexico

| | | |
|---|---|---|
| Projects with Cost Data: | 2 | |
| Projects with NO Cost Data: | 9 | |
| Total Cost: | $9,000,000 | |
| Cost Specific: | | % |
| 0 to 999,999 | 0 | 0% |
| 1 million - 24,999,999 | 2 | 100% |
| 25 million - 99,999,999 | 0 | 0% |
| 100 million - 199,999,999 | 0 | 0% |
| >200 Million | 0 | 0% |

**Source:** BINS Technical Committee representatives.

**Note:** No cost data were provided for Chihuahua, Coahuila and Nuevo Leon.

| Baja California | | | Tamaulipas | | | Chihuahua | | |
|---|---|---|---|---|---|---|---|---|
| Projects with Cost Data: | 17 | | Projects with Cost Data: | 17 | | Projects with Cost Data: | 4 | |
| Projects with NO Cost Data: | 0 | | Projects with NO Cost Data: | 0 | | Projects with NO Cost Data: | 0 | |
| Total Cost: | 4,164,000,000 | | Total Cost: | 3,919,000,000 | | Total Cost: | 503,000,000 | |
| Cost Specific: | | **%** | Cost Specific: | | **%** | Cost Specific: | | **%** |
| 0 to 999,999 | 0 | 0% | 0 to 999,999 | 0 | 0% | 0 to 999,999 | 0 | 0% |
| 1 million - 24,999,999 | 8 | 47% | 1 million - 24,999,999 | 1 | 6% | 1 million - 24,999,999 | 0 | 0% |
| 25 million - 99,999,999 | 6 | 35% | 25 million - 99,999,999 | 6 | 35% | 25 million - 99,999,999 | 1 | 25% |
| 100 million - 199,999,999 | 0 | 0% | 100 million - 199,999,999 | 4 | 24% | 100 million - 199,999,999 | 3 | 75% |
| >200 Million | 3 | 18% | >200 Million | 6 | 35% | >200 Million | 0 | 0% |
| | | | | | | | | |
| **Sonora** | | | **Coahuila** | | | | | |
| Projects with Cost Data: | 4 | | Projects with Cost Data: | 10 | | | | |
| Projects with NO Cost Data: | 0 | | Projects with NO Cost Data: | 0 | | | | |
| Total Cost: | 106,300,000 | | Total Cost: | 1,424,600,000 | | | | |
| Cost Specific: | | **%** | Cost Specific: | | **%** | | | |
| 0 to 999,999 | 0 | 0% | 0 to 999,999 | 0 | 0% | | | |
| 1 million - 24,999,999 | 1 | 25% | 1 million - 24,999,999 | 2 | 20% | | | |
| 25 million - 99,999,999 | 3 | 75% | 25 million - 99,999,999 | 3 | 30% | | | |
| 100 million - 199,999,999 | 0 | 0% | 100 million - 199,999,999 | 0 | 0% | | | |
| >200 Million | 0 | 0% | >200 Million | 5 | 50% | | | |
| | | | | | | | | |
| **Source:** | BINS Technical Committee representatives. | | | | | | | |
| | | | | | | | | |
| **Note:** | No cost data were provided for Nuevo Leon. | | | | | | | |

# APPENDIX 11:
# LIST OF LITERATURE AND LEGISLATIVE SOURCES

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## Literature

### 1. Draft Programming Process Working Paper (Arizona)

This paper discusses an approach on how to evaluate and prioritize deferred projects for the 2004-2008 Arizona Transportation Program. It develops a methodology to weigh various evaluation criteria (e.g., safety, mobility, feasibility, environmental and economic goals) and is an example of a method to prioritize the funding and construction of transportation projects. Process relies on input from an advisory committee and some subjective weighting.

**Date:** September 2002

**Source:** Lima & Associates, Arizona Department of Transportation

**Contact:**

### 2. Five-Year Highway Construction Program Priority Programming Process (Arizona)

This document details the highway construction and prioritization process in Arizona. It describes how to analyze the highway system needs, how to identify sources of available funding for projects, and processes for updating the state's transportation program. It provides some examples of possible evaluation criteria used to prioritize transportation projects.

**Date:** 1997

**Source:** Arizona Department of Transportation

**Contact:** Arnold Burnham
ABurnham@dot.state.az.us

### 3. Five-Year Transportation Facilities Construction Program (Arizona)

This report describes the Five-Year Construction Program developed in Arizona by the Arizona DOT. This program is a budget of what Arizona expects to receive in funds from various sources and how it proposes to spend them project by project. The report describes in detail the Priority Programming Process for highway and airports. Physical and financial data is provided for each project. There is also forecast project data for 2003-2007. This report was used as an informative source for describing the Arizona transportation and programming process presented in the BINS study.

**Date:** June 2002

**Source:** Arizona Department of Transportation

**Contact:** Arnold Burham, 601-712-8591

## 4. Los Angeles to San Diego Rail Corridor Improvements Technical Study (California)

This document discusses several alternative improvements to the rail line that runs between Los Angeles, California and San Diego, California. This section is the second busiest passenger rail corridor in the United States and is planned to be a part of the California High-Speed Rail Authority in the future. The document pertains to BINS because it evaluates several projects in the border region that can increase the mobility of people in the future.

**Date:** 2002

**Source:** California Transportation Commission, IBI Group

**Contact:** Patrick Merrill
(916) 654-7543

## 5. Regional Transportation Plan Guidelines

This handbook describes the regional transportation planning process in the State of California. In its discussion of Regional Transportation Plans, it includes chapters on planning, financing, environmental considerations and public involvement. Knowledge of regional planning processes is helpful for identifying the actors responsible for funding and planning of transportation projects.

**Date:** 1999

**Source:** California Transportation Commission
http://www.dot.ca.gov/hq/tpp/Offices/ORIP/TRP/Contents.html

**Contact:** California Transportation Commission
1120 N Street, (MS-2)
P.O. Box 942873
Sacramento, CA 94273-0001
(916) 654-4364

## 6. Latin America Trade and Transportation Study (LATTS)

This study surveys the transportation deficiencies in the multimodal LATTS Strategic Transportation System, which facilitates trade between Latin America and 13 southeastern states. The study forecasts future demands on the LATTS Transportation System and estimates the costs of the needed improvements to support the expected increase in commercial activity. The LATTS study serves as an example of a system-wide transportation study.

**Date:** March 2001

**Source:** Wilbur Smith Associates

**Contact:** (803) 758-4500

## 7. Western Transportation Trade Network Study

This study presents a multimodal corridor analysis of the commercial transportation network for 14 western states, including Arizona, California, New Mexico, and Texas. The study identifies major transportation corridors in the western states and their levels of infrastructure deficiencies (often using "High Priority Corridor" definitions from federal legislation). This study is the main reference used in the BINS study to identify transportation infrastructure deficiencies and needed future improvements on the U.S. side of the international border.

**Date:** 1999

**Source:** Wilbur Smith Associates, Colorado Department of Transportation

**Contact:**

## 8. Guia Para la Presentacion y Evaluacion de Propuestas Sobre Puertos Fronterizos (Guide for the Presentation and Evaluation of Proposals for Border Crossings)

This document explains the Mexican process of proposing and evaluating new border crossings. It describes the necessary coordination between several federal departments and describes the evaluation factors that must be considered for each project. It pertains to BINS because it lays the groundwork for a procedure to evaluate (and prioritize) border crossing improvements.

**Date:** April 2001

**Source:** Grupo Intersecretarial de Puertos y Servicios Fronterizos (Inter-secretarial Group of Border Ports and Services); Secretaria de Relaciones Exteriores de Mexico

**Contact:**

## 9. The Impacts of Constrained Air Transportation Capacity on the San Diego Regional Economy (Draft) (California)

This study of airport capacity in the San Diego region evaluates the economic effects of insufficient airport infrastructure. It asks, "What will be the cost to the region's economy and its residents if the future demand for air transportation services is not met?" It estimates the future amount of increased capacity needed based on forecasts of regional economic activity. The study is related to BINS because some of the transportation projects to be prioritized involve airport infrastructure improvements.

**Date:** September 2000

**Source:** Hamilton, Rabinovitz & Alschuler, Inc.

**Contact:**

## 10. Criterio Para Jerarquizar la Conservacion de Carreteras con Base en Su Importancia Economica

The document argues in favor of prioritizing the repair of highways in Mexico based on their economic importance, rather than the number of vehicles that use the highway per day. The values of freight cargo are estimated for ten segments of highway by compiling information on the number of trucks, the types of goods, and the prices of those goods. The ten road segments are then ranked by the total value of the goods being transported. These economic value criteria developed in the report are used as evaluation factors for corridors and projects in this BINS study.

**Date:** 1996

**Source:** Instituto Mexicano del Transporte

**Contact:**

## 11. Programa Regional de Desarrollo Urbano del Corredor Tijuana-Rosarito 2000 (2000 Regional Urban Development Program for the Tijuana-Rosarito Corridor)

This plan describes the proposed implementation of the Tijuana-Rosarito Corridor for the year 2000. The plan touches at different aspects of transportation related issues in Baja California. Maps are included, and provide a good perspective of the area covered by the corridor analysis.

**Date:** 2000

**Source:** SAHOPE, Dirección de Planeación Urbana y Regional (CD-ROM)

**Contact:** Carlos Lopez Rodriguez

## 12. High Occupancy Vehicle/Managed Lane Study

This study describes the process of screening the regional freeway system to determine potential High Occupancy Vehicle (HOV) facilities. It uses forecasts of future freeway congestion and potential HOV demand to identify potential HOV corridors. The potential HOV corridors are then evaluated according to a set of both quantitative and qualitative criteria. This study presents both a methodology for evaluation of transportation projects and an analysis of the value of HOV projects as a tool to increase regional mobility.

**Date:** July 2002

**Source:** Parsons Brinckerhoff Quade and Douglas, San Diego Association of Governments

**Contact:**

## 13. North Coast Transportation Study (California)

This study evaluates transportation improvement alternatives along the north coast section of San Diego County that runs between San Diego and Orange Counties. Alternatives examined include elevated freeway sections, carpool lanes, additional railroad stations and facilities, arterial street expansion, and freight improvements. It is pertinent to the BINS study because it is an example of a multimodal analysis of a transportation corridor.

**Date:** June 2000

**Source:** San Diego Association of Governments

**Contact:** San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300

## 14. Routes 67/125 Corridor Study (California)

This corridor study evaluates options for accommodating future north-south travel demand east of Interstate 15 in San Diego County. Six alternatives are evaluated. This study provides a recent example of a corridor evaluation in the border region. As evaluation criteria, the study looks at traffic volumes as well as several environmental factors

**Date:** June 2002

**Source:** San Diego Association of Governments

**Contact:** San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300

## 15. San Diego Region-Baja California Cross-Border Transportation Study

This study of the San Diego-Baja California region updates binational transportation data, develops a Cross-Border Travel Forecasting Model (TFM), and examines a range of future Cross-Border Alternatives that include potential new ports of entry. The study provides examples of potential cross-border corridors and their resultant impacts on traffic flows.

**Date:** November 2000

**Source:** San Diego Association of Governments

**Contact:** San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300

## 16. State Route 94 Corridor: Tecate Port of Entry Trade and Truck Traffic (California)

Truck traffic on State Route 94 is affected by cross-border merchandise trade through the Tecate Port of Entry. This study evaluates current trade and commercial vehicle activity through the Tecate crossing. Forecasts of trade and truck traffic through this international crossing were developed, taking into account the continued implementation of NAFTA. This study serves as an example of a port of entry and corridor project analysis in the border region.

**Date:** July 1997

**Source:** San Diego Association of Governments

**Contact:** San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300

## 17. Metodologia para el Analisis Beneficio/Costo de un Nuevo Puerto Fronterizo, Integrando Los Factores Economicos, Financieros, Sociales y Ambientales (Methodology for Cost-Benefit Analysis of New Ports of Entry Integrating Economic, Financial, Social, and Environmental Factors)

This document describes an integrated evaluation methodology for the establishment of new border crossings. The objective of this methodology is to identify and weigh a large range of possible costs and benefits of a new border crossing (i.e., not solely economic criteria). It is relevant to BINS because it lays the groundwork for a procedure and criteria to evaluate (and prioritize) border crossing improvements.

**Date:** August 2000

**Source:** Secretaria de Comunicaciones y Transportes

**Contact:**

## 18. Modernizacion del Sistema Carretero Troncal (Modernization of the Main Highway System)

This document presents the Secretariat of Communications and Transport investment program for highway construction and modernization for the years 1999 and 2000, as well as projected investment needs through 2020. The central goal of the listed projects consists of modernizing the ten main highway corridors that extend throughout the national territory. Several rankings of the corridors are also presented. This document is the main reference used in the BINS study to identify planned transportation infrastructure projects on the Mexican side of the international border. The content is presented in both English and Spanish.

**Date:** October 1999

**Source:** Secretaria de Comunicaciones y Transportes
http://www.sct.gob.mx/acuota/index.htm#contenido

**Contact:**

## 19. Sector Comunicaciones y Transportes Programa de Trabajo 2002 (2002 Work Program, Communications and Transportation Sector)

This document defines transportation and infrastructure and service goals for the 2002 work program of the Mexican federal government. It is important to BINS research because it defines the general plan and strategy of the Secretaria de Transporte y Comunicaciones (SCT) in Mexico.

**Date:** 2002

**Source:** Secretaria de Transporte y Comunicaciones (SCT)

**Contact:**

## 20. The U.S.-Mexican Border Environment: A Road Map to a Sustainable 2020

This presents a series of monographs that analyze long-range environmental and demographic issues that pertain to the sustainable development of the U.S.-Mexico border region. The book includes chapters on demographic and economic forecasts for the border region, border environmental issues and cross-border planning and cooperation. With regard to BINS, the demographic forecasts are valuable for estimating the future demands placed on the border region transportation system.

**Date:** September 2002

**Source:** Southwest Center for Environmental Research and Policy (SCERP)

**Contact:** Paul Ganster
School of Business, University of Redlands
1200 East Colton Ave
Redlands, CA 92373-0999
(909) 748-6261

## 21. Transportation Planning Policy Manual (Texas)

The document discusses the regional planning process in the State of Texas. Knowledge of regional planning processes is helpful for identifying the actors responsible for funding and planning of transportation projects.

**Date:** September 2001

**Source:** Texas Department of Transportation

**Contact:** Customs office, operations, collection, Cd. Juárez, 1993-1994, import, export, statistics

## 22. Evaluation of Travel Time Methods to Support Mobility Performance Monitoring

This study attempts to determine a benchmark border crossing delay measure for commercial vehicles. Seven POEs were surveyed. The delay time represents the difference between the average crossing time and the free-flow crossing time. A Buffer Time and Buffer index were also calculated, representing the difference between the 95th percentile crossing tie and the average crossing time for all trucks. This study has implications for the BINS analysis of port of entry infrastructure improvement recommendations that are designed to improve the flow of cross-border traffic.

**Date:** April 2002

**Source:** Texas Transportation Institute

**Contact:**

## 23. Border Demographic Impacts on the Urban Environment and Sustainable Development of Imperial County, California, and Mexicali Municipio, Mexico

This project analyzes recent demographic, economic, energy, and water trends for Imperial County, California and Mexicali, Baja California, to estimate future population and economic growth. It assesses the implications of this growth on the supply of energy and water to these areas. It includes demographic projections and geographical analysis which are useful for the BINS assessment.

**Date:** September 2002

**Source:** University of Redlands

**Contact:** James B. Pick
School of Business, University of Redlands
1200 East Colton Ave
Redlands, CA 92373-0999
(909) 748-6261

## 24. North American Transportation in Figures

This is a graphical and statistical overview of transportation and commercial trends in the NAFTA countries from 1990 to 1996. The information is somewhat dated by now, but it provides several useful graph concepts for the BINS study.

**Date:** October 2000

**Source:** U.S. Census Bureau
www.census.gov/econ/www/natf/natf.html

**Contact:**

## 25. Binational Border Transportation Planning and Program Process

The P&P study conducted an inventory of infrastructure along the U.S.-Mexico border and specified some of the "disconnects" that existed in 1998. Two key conclusions of the P&P study were: (1) The JWC should focus on the area 100 kilometers on either side of the U.S.-Mexico border; and (2) More coordination is needed between the U.S. and Mexican governments with regard to border transportation planning.

**Date:** March 1998

**Source:** U.S. Department of Transportation, Federal Highway Administration

**Contact:**

## 26. Highway Economic Requirements System—State version user's guide (hers-st v 2.0)

This document is a user's manual for the FHWA's Highway Economic Requirements System (HERS). HERS is the computer model software that is used to analyze data from the FHWA's Highway Performance Monitoring System (HPMS) to prioritize projects using cost-benefit techniques. This model informs the BINS study's process for evaluating transportation projects by providing an example of a rational method to prioritize the construction and funding of various highway projects using cost-benefit ratios (as well as the data that is available to make such determinations).

**Date:** 2002

**Source:** U.S. Department of Transportation, Federal Highway Administration

**Contact:**

## 27. Highway Performance Monitoring System Field Manual (HPMS)

This manual describes the content and uses of the FHWA's Highway Performance Monitoring System. The HPMS is a continuous data collection system that was developed by the FHWA in conjunction with the states in 1978. Currently, the HPMS contains over 110,000 highway sample segments, the most comprehensive nationwide data system in use regarding the physical condition of the nation's infrastructure. The HPMS provides an example of the data available for various pieces of highway infrastructure on the U.S. side of the border region to be analyzed in the BINS study.

**Date:** December 2000

**Source:** U.S. Department of Transportation, Federal Highway Administration

**Contact:**

## 28. 1999 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance (Report to Congress)

Provides an objective appraisal of highway, bridge and transit finance, physical conditions, operational performance, and future investment requirements. Assists in developing U.S. federal transportation legislative program. Consolidates data provide by State and local governments to provide a nation-wide summary of transportation needs through 2017. Uses economic modeling, lays ground work for economic evaluation of transportation projects.

**Date:** 2000

**Source:** U.S. Department of Transportation, Federal Highway Administration

**Contact:**

## 29. AARoads High Priority Corridors

Describes the U.S. High Priority Corridors designated by the ISTEA of 1991, the National Highway System Designation Act of 1995 (NHS) and the Transportation Equity Act for the 21$^{st}$ Century of 1998 (TEA-21). A brief synopsis of the legislation for each corridor; an overview of events related to each corridor since its designation. The High Priority Corridors that traverse the U.S.-Mexico border region (along with corridors designated by Mexican legislation) are used for the BINS transportation infrastructure needs assessment.

**Date:** 1998

**Source:** U.S. Department of Transportation
http://www.fhwa.dot.gov/tea21/sumcov.htm

**Contact:**

## 30. A Guide to Metropolitan Transportation Planning Under ISTEA—How the Pieces Fit Together

This guide summarizes how the changes legislated under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 affect the metropolitan transportation planning process in the United States. The major changes include increased planning authority for local officials and Metropolitan Planning Organizations and increased public participation and input in planning. With regard to BINS, local governments have much greater responsibility for collecting information on transportation projects and setting project priorities.

**Date:**

**Source:** U.S. Department of Transportation
www.fta.dot.gov/library/planning/MTPISTEA/424MTP.html

**Contact:**

## 31. NHS Intermodal Freight Connectors: A Report to Congress

This report (1) evaluates the condition of NHS connector highway infrastructure to major intermodal freight terminals; (2) reviews improvements and investments made or programmed for these connectors; and (3) identifies impediments and options to making improvements to the intermodal freight connectors. Projects that improve intermodal facility infrastructure are a key component of the BINS effort to improve the flow of goods in the U.S.-Mexico border region.

**Date:** December 2000

**Source:** U.S. Department of Transportation

**Contact:**

## 32. Coordinated Operational Plan to Ensure Mexican Trucks' Compliance with U.S. Standards

This study examines: (1) the extent to which Mexican-domiciled commercial trucks are likely to travel beyond the U.S. border commercial zones once the border is fully opened, (2) U.S. government agencies' efforts to ensure that Mexican commercial carriers meet U.S. safety and emissions standards and (3) how Mexican government and private sector efforts contribute to ensuring that Mexican commercial vehicles entering the United States meet U.S. safety and emissions standards.

**Date:** December 2001

**Source:** U.S. General Accounting Office

**Contact:** Phillip Herr (202) 512-8509

## 33. Marine Transportation: Federal Financing and a Framework for Infrastructure Investments

This report provides information on the amount of federal funds expended to support the U.S. commercial marine transportation system and the amount of revenue collected from federal assessments on the users of the system for fiscal years 1999, 2000, and 2001. It also presents a framework to Congress that could be used to consider potential changes to the scope or nature of future federal investments in the marine transportation system. The report contains expenditure and collection information from 15 federal agencies. Seaports are one of the modes for which infrastructure is to be analyzed in the BINS study.

**Date:** September 2002

**Source:** U.S. General Accounting Office

**Contact:** JayEtta Hecker (202) 512-2834
Randall Williamson (206) 287-4860

## 34. U.S.-Mexico Border: Better Planning, Coordination Needed to Handle Growing Commercial Traffic

This report provides information and analysis on (1) the nature of commercial truck traffic at the southwest border; (2) the factors that contribute to congestion; and (3) the actions, including programs and funding, that are being taken to address these problems. Recommendations to improve coordination include implementing inspection technologies and increasing binational dialogue. Analysis of the cost-effectiveness of implementing technology to improve the flow of goods and people in the border region is a key component of the BINS assessment.

**Date:** March 2000

**Source:** U.S. General Accounting Office
www.dallasfed.org/htm/eyi/global/0109border.html

**Contact:** Phillip Herr (202) 512-8509

## 35. Evaluating Freight Mobility on a Regionwide Basis Using Emme/Two-Freight Action Strategy (Fast) Truck Model for Puget Sound Region (Washington)

This study evaluates the use of the FAST forecasting model to analyze the benefits of transportation investments that impact the movement of goods in the Puget Sound region in the State of Washington. The study demonstrates that the freight forecasting tool can be effectively used to evaluate alternative strategies and projects aimed at improving freight mobility. The study pertains to BINS because it discusses several evaluation criteria (delay, safety, environment, etc.) and a method for evaluating infrastructure improvements in a border region.

**Date:** March 2002

**Source:** Cambridge Systematics, Inc., Washington Department of Transportation

**Contact:** Arun R. Kuppam
Cambridge Systematics, Inc.
225 S. Rio Vista Street #3
Anaheim, CA 92806
(714) 630-7573

## 36. White House Details 22-point U.S.-Mexico Border Partnership Action Plan

This agreement signed between Mexico and the United States aims to upgrade border infrastructure and facilitate the legitimate flow of people and goods between the two nations. With regard to securing infrastructure and the flow of people, the agreement includes points on long-term planning, relief of bottlenecks, infrastructure protection, cross border cooperation, financing projects at the border, and NAFTA travel.

**Date:** March 21, 2002

**Source:** White House Office of the Press Secretary

**Contact:**

# Legislation

## 1. Transportation Equity Act for the 21st Century: a Summary

This summary of the United States' guiding transportation legislation outlines the mechanics of planning and funding processes at various levels of government and the major priorities of the U.S. transportation system. Major change is increased flexibility and authority at the local levels and public input.

**Date:** 1998

**Source:** U.S. Department of Transportation
http://www.fhwa.dot.gov/tea21/sumcov.htm

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# APPENDIX 12:
# GLOSSARY OF TERMS

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| AADT | Average Annual Daily Traffic. AADT is measure of the average traffic volume found on a segment of highway. Specifically, AADT is the daily number of vehicles (or traffic) averaged over a calendar or fiscal year on a particular segment of highway. |
| ADOT | Arizona Department of Transportation. |
| BANOBRAS | Banco Nacional de Obras y Servicios [National Bank of Works and Services]. This is Mexico's Development Bank, and it deals with transportation budgeting and also serves as the conduit for loans and grants from the World Bank and Inter-American Development Bank. |
| BGIS | Binational Border Geographic Information System. A project designed to associate corridor and transportation project data within the GIS system |
| BINS | Binational Border Transportation Infrastructure Needs Assessment Study. |
| B-O-T | Build-Operate-Transfer System. A system where the government grants a concession for a toll road to a winning bidder, who then builds, operates and after a number of years, transfers the projects back to government ownership. |
| BTS | Bureau of Transportation Statistics. The BTS is a US Federal agency that began operation in 1992 and is part of the US Department of Transportation. The BTS was established under the Intermodal Surface Transportation Efficiency Act [ISTEA] of 1991 to collect data, analyze and report on transportation statistics to ensure the most cost-effective use of transportation-monitoring resources. The BTS brings a greater degree of coordination, comparability, and quality standards to transportation data. |
| CABIN | Comisión de Avaluos de Bienes Nacionales. CABIN is a Mexican Federal agency responsible for infrastructure in the POEs. |
| CALTRANS | The California Department of Transportation. |
| Capacity | In the BINS study this refers to peak hour capacity which is the maximum number of vehicles that can pass over a given segment of a roadway in the morning or evening peak hour. |
| CAPUFE | *Caminos y Puentes Federales de Ingreso.* CAPUFE is the Mexican Federal highway toll road agency associated with the SCT. CAPUFE is a decentralized agency responsible for the operation and maintenance of toll roads and bridges built with federal funds before private investment was allowed in infrastructure projects. As of 1998, the highway network covered by CAPUFE included about 1,360 km and 33 bridges, 12 of |

them across international borders. Its function in the planning process is limited to programming and budgeting objectives, since planning for added infrastructure is performed by another SCT agency. CAPUFE is authorized to propose and implement solutions for operational problems occurring at border crossing bridges. Its financial capability (previous authorization from SHCP) gives high leverage to this agency.

CBI — Coordinated Border Infrastructure Program. A provision in the United States Transportation Equity Act for the 21st Century legislation to provide funds for projects those are important to binational transportation.

CMAQ — Congestion Mitigation and Air Quality program. A US federal government program under TEA-21 that aims to improve air quality in geographical areas that do not meet US Federal government air quality standards ["non-attainment" areas]. This program provides additional funding for the construction of non-single occupancy vehicle (SOV) projects.

CODESOL — A Mexican agreement for Social Development. The budget request for the state and part of the national planning exercise.

COPLADE — In Mexico, a state level planning agency responsible for the economic development plans of the state.

COPLADEM — In Mexico, a local level planning agency responsible for the economic development plans of the jurisdiction.

Corridor — A combination of modes that move people, vehicles and goods from one location to another. In general, a transportation corridor is not just one road or rail line, but a combination of modes.

CTC — California Transportation Commission. This nine member board oversees the California Department of Transportation [CALTRANS] and the programming of funds for projects sponsored by Metropolitan Planning Organizations.

DOT — In the United States, this refers to a Department of Transportation. This can occur at the Federal level, where there is the US DOT or the state level, for example the Arizona Department of Transportation or ADOT.

FAA — The United States Federal Aviation Administration. This agency is responsible for implementing federal policy for airports and air travel.

FAHP — The United States Federal-aid Highway Program. This is a federal grant program that provides highway funds to states and local governments.

FHWA — The United States Federal Highway Administration. This federal agency is responsible for disbursing highway funds to state and local governments and assuring compliance with federal requirements.

FRA — The United States Federal Railroad Administration. This agency is responsible for regulating rail travel.

FNM — A Mexican railroad titled Ferrocarriles Nacionales de Mexico (FNM – National Railroads of Mexico). FNM is a state-owned company in the process of being privatized now that Mexican law has been amended to allow private investment in the railway system.

FTA — The United States Federal Transit Administration. This agency is responsible for disbursing transit funds and providing technical assistance on transit projects to state and local governments.

GSA — The United States General Services Administration. This US federal agency is responsible for design, construction and maintenance of border station facilities leased to federal inspection services.

HPC — High Priority Corridors. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the National Highway System Designation Act of 1995 (NHS), and the Transportation Equity Act for the 21st Century (TEA-21) authorized 44 "high-priority corridors." The first 23 were designated by ISTEA, the next 12 by NHS, 18 by TEA-21, and one by the Fiscal Year 2002 Transportation Appropriations Bill. These corridors were deemed by this legislation to be of national importance.

INS — The United States Immigration and Naturalization Service. This federal agency is responsible for enforcing immigration policies, including inspections at international ports of entry.

ISTEA — The United States Intermodal Surface Transportation Efficiency Act of 1991. This landmark federal government legislation reformed transportation planning in the US, by providing greater planning and programming flexibility for local governments and a greater emphasis on multimodal planning.

JWC — Joint Working Committee. The US/Mexico JWC is a working committee that was formed under a Memorandum of Understanding signed between the United States and Mexico in 1994. Their purpose is to cooperate on land transportation planning and to establish methods and procedures to analyze current and future highway transportation infrastructure needs to facilitate efficient, safe and economical Crossborder transportation movements. The JWC is composed of the following members:

- Four representatives of the Department of Transportation;
- One representative from each of the four border states of the United States;
- One representative from the United States delegation to the United States-Mexico Bilateral Committee on Bridges and Border Crossings;
- Four representatives of the Secretariat de Comunicaciones y Transportes;
- One representative form the Mexican delegation to the Mexico-United States Bilateral Committee on Bridges and Border Crossings; and
- One representative from each of the six border states of Mexico.

One representative for the Department of Transportation and one representative form the Secretaria de Comunicaciones y Transportes will serve as co-chairs for the JWC. Other Federal and state transportation representatives may be included, as appropriate and as decided by the parties, in the Joint Working Committee.

km Kilometers

LATTS Latin America Trade and Transportation Study. A study conducted by Wilbur Smith Associates in conjunction with DRI/McGraw Hill, R.K. Johns, VZM Transystems, HNTB Corporation, WHM Transportation, “Latin America Trade and Transportation Study”, March 2001. The purpose of the LATTS was to evaluate opportunities for trade with Latin America, and to determine transportation infrastructure investment needs to capitalize on the projected trade.

LOS Level of Service. This is a qualitative measure describing operational conditions or congestion within a traffic stream, and the perception by motorists. There is a scale that ranges from free flow to gridlock. For most roads the LOS varies from A to E; for freeways and expressways LOS varies from A to F3. Listed below are the letters and their description:

A = Free Flow
B = Free to stable flow, light to moderate volumes
C = Stable flow, moderate volumes, freedom to maneuver noticeably restricted
D = Approaches unstable flow, heavy volumes, very limited freedom to maneuver
E = Extremely unstable flow, maneuverability & psychological comfort very poor
F0 = Forced flow, heavy congestion, long queues form behind breakdown point, stop and go
F1 = Very heavy congestion, very long queues; 1-2 hour delay
F2 = Extremely heavy congestion, longer queues, more numerous breakdown points, longer stop periods; 2-3 hour delay
F3 = Gridlock; 3+ hours of delay

Mode Refers to transport options. For individuals this would include airplanes for air travel, ships for water travel, and for land travel there are rail options [subway, light rail, etc.], automobiles, buses, bicycles or foot travel [pedestrian].

MPO Metropolitan Planning Organization. A US regional transportation planning organization responsible for developing plans for large metropolitan areas.

NAFTA North American Free Trade Agreement. Under NAFTA, all non-tariff barriers to agricultural trade between the United States and Mexico were eliminated. In addition, many tariffs were eliminated immediately, with others being phased out over periods of 5 to 15 years. Signatories to the document are Canada, Mexico and the United States and the agreement was implemented January 1, 1994.

NCPD The United States National Corridor Planning and Development Program. This is a provision in US TEA-21 legislation that provide funds for the nation’s most important transportation corridors.

NHS National Highway System. The US NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation in cooperation with the states, local officials, and metropolitan planning organizations and includes about 160,000 miles 256,000 km of roadway.

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| PND | Plan Nacional de Desarrollo. [The Mexican National Development Plan]. This plan imposes laws for state and local governments, which require them to formulate their own distinct development plans (including transportation). |
| POE | Port of Entry. A POE is gateway or entry point to a country, where people and goods legally enter the country. There are POEs on land for those entering on bicycles, buses, passenger vehicles, trains, trucks, or walking. There are also POEs at airports for those flying into a country, and POEs at maritime ports for those entering on a seagoing vessel. This location is typically operated by the Federal Government of the country and inspections typically review papers for those entering [passports and visa] and bills of lading for articles being imported. |
| RTP | Regional Transportation Plan. This is a long-term multimodal transportation plan prepared by an MPO for its US region (typically 20-year outlook). |
| SAHOPE | The Mexican Secretaria de Asentamientos Humanos y Obras Publicas del Estado, Gobierno del Estado de Baja California [State Secretariat of Human Settlements and Public Works, State Government of Baja California]. It is responsible for developing the state development plan, which includes individual city plans. |
| SCT | Mexican Secretaria de Comunicaciones y Transportes [Secretariat of Communications and Transportation]. This Federal Agency is in charge of interstate highways and border crossings. Created in 1891, it is responsible for the formulation and implementation of policies, plans and programs aimed at the development of communications and transportation. Originally, SCT rendered its services and executed the public works directly through sub agencies within its organizational structure. At present, SCT has been converted into a regulatory and coordinating organization over all public and private entities involved in communications and all modes of transportation activities. |
| SDI | Safety Data Initiative. A program established by the US Department of Transportation whose goal is to improve the quality of transportation data such that the US travel risk factors can be identified, quantified and minimized. |
| SEDESOL | Secretaria de Desarollo Social – The Mexican Secretariat of Social Development is responsible for urban planning in border cities. |
| SHCP | Secretaría de Hacienda y Crédito Público (Ministry of Finance and Public Credit). This Ministry has budget authority to commit federal funds to projects. |
| SOV | Single Occupancy Vehicles. Vehicles on the road that only have one occupant. |
| SENTRI | Secure Electronic Network for Travelers' Rapid Inspection. |
| SPP | The Mexican Department of Budget and Planning. This agency is involved in transportation planning at the state and local level. |

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| SRE | The Mexican Secretaria de Relaciones Exteriores. This Federal Agency encourages participation in the planning, construction, and operation process of international bridges and border crossings. |
| STIP | A US State Transportation Improvement Program. This is a short-term transportation program that includes all the programmed transportation improvements in a given US state. |
| STP | A US State Transportation Plan. This is a long-term transportation plan adopted by the department of transportation of a US state. |
| TEA-21 | The United States Transportation Equity Act for the Twenty-First Century. The 1998 reauthorization of the ISTEA legislation expires in 2003. |
| TIP | A United States Transportation Improvement Program. This is a short-term program of improvements to an existing transportation system adopted by a US MPO. |
| TMA | A United States Transportation Management Area. This is a local jurisdiction in a metropolitan area of more than 200,000 residents responsible for regional transportation planning (often the same jurisdiction as an MPO). |
| TxDOT | Texas Department of Transportation. |
| UAC | SCT's Toll Road Unit |
| USDA | United States Department of Agriculture. This federal agency is responsible for agricultural inspections at international ports of entry. |
| USDOT | United States Department of Transportation. This is a cabinet level agency of the federal government responsible for overseeing federal transportation agencies and disbursing funds to lower levels of government. |
| WTTN | Western Transportation Trade Network. The WTTN is a surface freight transportation concept specified by Wilbur Smith and Associates [consulting company] for 17 states in the western part of the United States. The WTTN takes a "big picture" view of the trade corridors within the western part of the US. The concepts were published in a report titled "Western Transportation Trade Network – WTTN", 1999. |

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