

## **Chapter 5. POE and Transportation Infrastructure Priorities**

A fundamental component of the El Paso/Santa Teresa–Chihuahua Border Master Plan was reaching consensus on a ranking framework to rank/prioritize the planned POE, road and interchange, transit, and rail projects in the Focused Study Area. This chapter provides a brief overview of the elements of the ranking framework that was used to prioritize the identified projects in the Focused Study Area. Appendix E gives detailed information about the categories, category weights, criteria, criterion weights, and scoring metrics used. This chapter also lists the POE, road and interchange, transit, and rail projects in order of priority by U.S. county and Mexican municipality, respectively, and all project costs are in U.S. dollars.<sup>1</sup>

Project sponsors or working group members provided all planned project information and data included in this chapter. TxDOT’s El Paso District office provided all planned TxDOT project information. The information and data were not independently verified, but the study team did review the information and data for reasonableness. Any concerns about the information and data were addressed with the project sponsors.

### **5.1 Ranking Framework**

The study team explained the elements of the ranking framework to BNAC during the second BNAC meeting (September 5, 2012). Concurrence was reached regarding elements of the ranking framework (the categories, category weights, criteria, criterion weights, and scoring metrics) that would be used for project prioritization during the third BNAC meeting (September 26 and 27, 2012). A detailed summary of the format and outcome of the meeting is provided in the minutes of the meeting (see Appendix B). A few criteria and criteria weights, as well as the scoring metric, were modified during the fourth BNAC voting member meeting (October 11, 2012), but in general, BNAC voting members endorsed the ranking framework developed by BNAC (see Appendix B).

Table 5.1 provides the prioritization criteria and weights assigned to the POE projects. In total, 17 criteria were endorsed for prioritizing the POE projects. In terms of each criterion, projects were scored on a scale of 0 to 1. However, the total project score for a given POE project was multiplied by 100 to express the total score out of a total of 100 points. The scoring metrics are provided in Appendix E.

**Table 5.1: POE Project Prioritization Criteria**

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

Table 5.2 provides the prioritization criteria and weights assigned to the road and interchange and transit projects. In total, 18 criteria were endorsed for prioritizing the road and interchange and transit projects. In terms of each criterion, projects were scored on a scale of 0 to 1. However, the total project score for a given road or interchange or transit project was multiplied by 100 to express the total score out of a total of 100 points. The scoring metric is provided in Appendix E.

**Table 5.2: Road and Interchange and Transit Project Prioritization Criteria**

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

Note: \*Accident rate is defined as the number of accidents per mile (see Appendix E). The accident rate was not defined according to the *Highway Capacity Manual*.

Table 5.3 provides the prioritization criteria and weights assigned to the rail projects. In total, 18 criteria were endorsed for prioritizing the rail projects. In terms of each criterion, projects were scored on a scale of 0 to 1. However, the total project score for a given road or interchange project was multiplied by 100 to express the total score out of a total of 100 points. The scoring metric is provided in Appendix E.

When data were not available for a specific criterion, a score of zero was assigned. Thus, this process had an inherent bias toward projects for which data were submitted. In other words, projects for which limited information was received received lower scores and therefore were ranked lower than projects for which detailed information for each criterion was received. The information submitted and detailed scores for each project are provided in Appendix F. Projects for which no or limited data were available were identified and included in the tables, but no priority/ranking was assigned to these projects.

**Table 5.3: Rail Project Prioritization Criteria**

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

Note: \*Accident rate is defined as the number of accidents per mile (see Appendix E).

## 5.2 Project Prioritization/Ranking

On the U.S. side, 35 POE projects, 43 road and interchange projects, 5 transit projects, and 2 rail projects were identified. On the Mexican side, 23 POE projects, 51 road and interchange projects, 1 transit project, and 3 rail projects were identified. Projects from the United States were ranked separately from those from Mexico because of the limited data that were provided for Mexican projects. The prioritization/ranking of both countries' projects together would have resulted in most of the Mexican projects receiving a lower priority/rank. Each country's projects were thus prioritized/ranked separately. Projects were then ranked by type—POE, road and interchange, transit, and rail projects. The complete ranking of all projects by type in each country is provided in Appendix F.

On the U.S. side, the project priorities are presented by county (El Paso, Presidio, and Doña Ana), and on the Mexican side, the project priorities are presented by Mexican municipality (Municipalities of Juárez, Guadalupe, Práxedes G. Guerrero, and Ojinaga). The locations of the planned projects for which adequate location information

was obtained are illustrated in maps by planning horizon (short, medium, and long term). Projects for which no time period was provided were categorized as “unknown.”

## **5.3 El Paso County**

### **5.3.1 POE Projects in El Paso County**

#### *Planned POE Projects at Existing POEs*

In El Paso County, 27 projects are planned for currently existing POEs. The ranking that emerged for the planned projects at the existing POEs is provided in Table 5.4.

Table 5.4 shows that the highest ranked existing POE project in El Paso County and the U.S. Focused Study Area is construction of the Freight Shuttle System (FSS), which presents an automated, zero-emission, low-cost, and high-performing option for shippers who are increasingly constrained by congestion in critical freight corridors. The FSS will increase the security of the border while facilitating international trade, improving air quality, and promoting regional economic development. Work on this privately funded project is expected to start in 2016 and be completed in 2017. Substantial progress has been made concerning the planning of this particular project, and it has been reported that more than 75 percent of the necessary funds have been secured.

The second-highest ranked POE project in El Paso County and the U.S. Focused Study Area is planned at the Ysleta-Zaragoza International Bridge. This planned project will add up to six primary inspection lanes to increase capacity at the Ysleta-Zaragoza International Bridge. Construction at the site is expected to start in 2014 and to be completed in 2015. The planned project will include advanced technologies and traffic management strategies to improve traffic flow. It is anticipated that this project will provide significant socio-economic benefits without disproportionately impacting environmental justice communities. Although the project is still in the conceptual phase, the necessary funding has already been secured.

**Table 5.4: Planned POE Projects at Existing POEs in El Paso County**

Term	Project Number	Agency	Project Name*	Project Description	Project Location	Estimated Cost (\$2012)	Rank**
Medium	X501	City of El Paso	Freight Shuttle System (FSS)	Build the FSS, an automated, zero-emission, low-cost, and higher performing option for shippers that are increasingly constrained by the growing congestion in many critical freight corridors.	Ysleta-Zaragoza International Bridge	\$150,000,000	1
Medium	USB-POE-09	City of El Paso	Expansion of Primary Commercial Inspection Lanes at the Ysleta-Zaragoza POE	Build up to 6 additional primary inspection lanes at the Zaragoza International Bridge to increase POE capacity.	Ysleta-Zaragoza International Bridge	\$5,000,000	2
Short	USB-POE-20	City of El Paso	Ysleta-Zaragoza POE Passenger Vehicle Bridge Lane Reconfiguration and Ready Lane	Reconfigure the lanes by reducing width of sidewalks on each side of the bridge from 10 feet to 5 feet to increase the number of lanes from 5 lanes (1 SENTRI, 2 northbound, and 2 southbound) to 6 lanes (1 SENTRI, 1 dedicated Ready, 2 northbound, and 2 southbound lanes). The project will include signage.	Ysleta-Zaragoza International Bridge	\$300,000	3
Short	USB-POE-02	City of El Paso	Bluetooth Border Wait Time System	Deploy a system to measure, relay, and archive wait and crossing times of both U.S.- and Mexico-bound pedestrians and POVs at the Good Neighbor International Bridge in downtown El Paso.	Good Neighbor International Bridge	\$120,000	4

Term	Project Number	Agency	Project Name*	Project Description	Project Location	Estimated Cost (\$2012)	Rank**
Short	USB-POE-03	City of El Paso	Bridge of the Americas Ready Lane	Dedicate 1 bridge lane—from the Mexican Aduana inspection area to CBP primary inspection area—as a Ready lane.	Bridge of the Americas	\$100,000	5
Short	USB-POE-14	City of El Paso	Paso del Norte Ready Lane	Dedicate 1 bridge lane—from the Mexican toll plaza to CBP primary inspection area—as a Ready lane.	Paso del Norte International Bridge	\$100,000	6
Short	USB-POE-16	City of El Paso	Secure Origins	Implement Secure Origins to monitor commercial vehicles and cargo on U.S.-Mexico border, providing real-time information across the entire supply chain and software-enhanced analysis of real-time data.	El Paso	\$10,000,000	7
Short	EPMPO A524X-CAP	City of El Paso	Zaragoza POE Bridge Repairs and Commercial Lane Reconfiguration	Perform repairs to the commercial and non-commercial bridge spans and reconfigure the commercial bridge lanes to increase the number of northbound lanes from 2 to 3, as well as install light-emitting diode (LED) signage.	Ysleta-Zaragoza International Bridge	\$500,000	8
Short	USB-POE-01	City of El Paso	Bluetooth Border Wait Time System	Deploy a system to measure, relay, and archive wait and crossing times of both U.S.- and Mexico-bound pedestrians and POVs at the Paso del Norte International Bridge in downtown El Paso.	Paso del Norte International Bridge	\$120,000	9
Medium	T071X	City of El Paso	Bridge of the Americas Park-n-Ride and Transit Station	Promote the use of mass transit. The project will include a transit (bus) station, a taxi stand, and passenger vehicle parking.	Bridge of the Americas	\$1,500,000	10

Term	Project Number	Agency	Project Name*	Project Description	Project Location	Estimated Cost (\$2012)	Rank**
Medium	USB-POE-19	City of El Paso	Zaragoza POE Commercial Toll Facility and Cargo Hold Area	Construct a state-of-the-art commercial toll collection facility that uses dynamic tolling and a cargo hold area.	Ysleta-Zaragoza International Bridge	\$5,000,000	11
Short	0924-06-435/T070X	City of El Paso	Zaragoza International Bridge Park-n-Ride	Promote use of mass transit. The project will include a transit (bus) station, a taxi stand, and passenger vehicle parking at the border safety inspection facility not being used.	Ysleta-Zaragoza International Bridge	\$953,289	12
Short	USB-POE-12	City of El Paso	New CBP Commercial POE Entrance and Exit at the Zaragoza POE	Design and implement a new commercial entrance and exit to the CBP compound at the Zaragoza International Bridge. The new entrance and exit will be connected to the new access road through Pan American Drive and Winn Road.	Ysleta-Zaragoza International Bridge	\$2,000,000	13
Long	EPMPO T013B-2	Sun Metro Transit	International Mass Transit (BRT/LRT) between City of Juárez and El Paso	Provide international mass transit (BRT/LRT) between City of Juárez and El Paso using Federal Transit Administration (FTA) funds.	El Paso–City of Juárez through the Paso del Norte and Good Neighbor International Bridges	\$79,473,126	15
Short	USB-POE-11	City of El Paso	Mass Transit Cross-Border System at the Paso del Norte POE	Use mass transit (buses equipped with a security system) to shuttle pedestrians from City of Juárez to El Paso.	Paso del Norte International Bridge	\$20,000,000	17

Term	Project Number	Agency	Project Name*	Project Description	Project Location	Estimated Cost (\$2012)	Rank**
Short	USB-POE-24	EPMPO	Ysleta-Zaragoza Northbound High Security Lane	Implement the High Security Lane, a method to manage the traffic congestion and mitigate air quality within the POE air shed. It also provides a more efficient option for commuters traveling northbound from Mexico to the United States. The system provides an extra lane for pre-scanned applicants who commute from Juarez to El Paso. The system and the extra lane will provide an additional lane to help decrease POE queuing and wait time, improve air quality, and promote regional economic development.	Ysleta-Zaragoza International Bridge	\$500,00	19
Short	USB-POE-25	EPMPO	Bridge of the Americas Southbound High Security Lane	Implement the High Security Lane, a method to manage the traffic congestion and mitigate air quality within the POE air shed. It also provides a more efficient option for commuters traveling southbound into Mexico. The system provides an extra lane for pre-scanned applicants who commute from El Paso to Juarez. The system and the extra lane will provide an additional lane to help decrease POE queuing and wait time, improve air quality, and promote regional economic development.	Bridge of the Americas	\$500,000	19

Term	Project Number	Agency	Project Name*	Project Description	Project Location	Estimated Cost (\$2012)	Rank**
Short	USB-POE-04	City of El Paso	Bridge Repairs at Good Neighbor/ Stanton Street International Bridge	Perform necessary repairs to joints of bridge.	Good Neighbor International Bridge	\$50,000	N/A
Unknown	USB-POE-05	FMCSA	Commercial and Bus Inspection Facility	Implement Phase I—Feasibility and Phase II—Design/Build.	Bridge of the Americas	\$1,926,000	N/A
Unknown	USB-POE-08	FMCSA	Commercial and Bus Inspection Facility	Implement Phase I—Feasibility and Phase II—Design/Build.	Ysleta-Zaragoza International Bridge	\$1,380,000	N/A
Medium	EPMP0 C028X	City of El Paso	Light Rail Study for Mass Transit Cross-Border System	Study toll fixed-rail system that transports pre-cleared international commuters in a secure capsule between downtown El Paso and downtown City of Juárez.	El Paso	\$300,000	N/A
Short	USB-POE-13	City of El Paso	Paso del Norte Bridge Repairs	Perform necessary repairs to joints of bridge.	Paso del Norte International Bridge	\$50,000	N/A
Short	USB-POE-17	City of El Paso	Southbound Empty Truck Lane in the Aduanas Compound	Implement an empty truck lane in the Aduana compound. Currently empty trucks are not allowed to cross southbound at the Zaragoza International Bridge.	Ysleta-Zaragoza International Bridge	N/A	N/A
Short	USB-POE-18	City of El Paso	Increase the Number of Southbound Access Gates to Aduanas	Increase the number of southbound access gates to Aduana from 2 to 4.	Ysleta-Zaragoza International Bridge	N/A	N/A

Term	Project Number	Agency	Project Name*	Project Description	Project Location	Estimated Cost (\$2012)	Rank**
Short	EPMPO C027X	City of El Paso	Zaragoza Commercial Toll Office Building	Construct a state-of-the-art toll collection facility. The facility will use dynamic tolling to increase traffic efficiency.	Ysleta-Zaragoza International Bridge	\$5,031,445	N/A
Short	USB-POE-21	BNSF	Vado East Levee Rehabilitation Project	Work on MP 128.5 to 129. Construct East Levee embankment improvements and Del Rio drain improvements. Work will encroach on BNSF right of way (ROW). Agreements are in place.	N/A	N/A	N/A
Short	USB-POE-22	BNSF	Canutillo Phase 2 Improvements	Work on MP 1139.1 to 1144.3. Flood wall and gates will be constructed parallel to BNSF ROW and will encroach on BNSF ROW. Plans have not been approved by BNSF. Multiple options are being reviewed.	N/A	N/A	N/A

Notes: "Ready Lane is a dedicated primary vehicle lane for travelers entering the U.S. at land border ports of entry. Travelers who obtain and travel with a radio frequency identification or RFID-enabled travel document may receive the benefits of using a Ready Lane to expedite the inspection process while crossing the border." <sup>2</sup>

LRT = light rail transit; FMCSA = Federal Motor Carrier Safety Administration

\* Project name as provided by sponsoring agency

\*\* Ranking out of 35 U.S. POE projects

The third-highest ranked POE project in El Paso County involves the passenger vehicle lanes at the Ysleta-Zaragoza International Bridge. The planned project involves reconfiguring the passenger vehicle bridge lanes by reducing the sidewalk width on each side of the bridge from 10 feet to 5 feet, and increasing the number of lanes from five (one SENTRI, two northbound, and two southbound lanes) to six (one SENTRI, one dedicated Ready, two northbound, and two southbound lanes). Other improvements included as part of this project are traffic management strategies and signage. Construction is expected to start and be completed in 2013. The completed project is anticipated to have substantial socio-economic benefits without disproportionately impacting environmental justice communities. This project was reported to be in the planning/programming phase of project development.

Two other El Paso County POE projects—which ranked fourth and ninth in the U.S. Focused Study Area—involve the installation of Bluetooth border wait time systems at the Good Neighbor International and Paso del Norte International Bridges. These two projects involve deployment of a system that uses Bluetooth technology to re-identify unique signals from vehicles and mobile devices with Bluetooth capabilities to measure, relay, and archive wait and crossing times of both U.S.-bound and Mexico-bound pedestrians and POVs. The two projects are expected to be completed by the end of 2013 at an estimated cost of \$120,000 each. It is anticipated that these projects will have significant socio-economic benefits.

The fifth-highest ranked POE project in El Paso County and the U.S. Focused Study Area is located at the Bridge of the Americas. The planned project involves dedicating one bridge lane—from the Mexican Aduana inspection area to the CBP primary inspection area—as a Ready lane. The project is expected to be completed by 2013 at an estimated cost of \$100,000. It is expected that the provision of Ready lanes and other traffic management strategies will help improve traffic flow with associated socio-economic benefits. This project was reported to be in the planning/programming phase of project development.

#### *New POE Projects*

Two new POEs are planned in the U.S. Focused Study Area. Table 5.5 shows that a new POE that will accommodate only POVs and pedestrians is planned between the Bridge of the Americas and Ysleta-Zaragoza International Bridge. Ten operational booths, advanced technologies including FAST and SENTRI, and traffic management strategies including signage are planned. Although the project is at an early planning phase, some preliminary feasibility studies have been completed. The project is planned for completion in 2035 at an estimated cost of \$120 million. Substantial socio-economic benefits are anticipated from the completion of the project.

Table 5.5: New POE Projects in El Paso County

Term	Project Number	Agency	Project Name*	Project Description	Project Location	Estimated Cost (\$2012)	Rank**
Long	EPMPO C022X	City of El Paso	New POE Bridge—El Paso	Create new commuter POE (POVs and pedestrians) between the Bridge of the Americas and Ysleta-Zaragoza International Bridge as recommended by the Camino Real Border Improvement Plan.	Between Bridge of the Americas and Ysleta-Zaragoza International Bridge	\$120,000,000	14
Long	USB-POE-23	EPMPO and IMIP	Freight Shuttle System (FSS)	Build the FSS, an automated, zero-emission, low-cost, and higher performing option for shippers that are increasingly constrained by the growing congestion in many critical freight corridors.	Billy the Kid POE to be located between Socorro and San Elizario	\$100,000,000	18

Note: \* Project name as provided by sponsoring agency

\*\* Ranking out of 35 U.S. POE projects

A second FSS is planned at a proposed Billy the Kid POE. The proposed POE will be located between Socorro and San Elizario. This planned project ranked 18th in the U.S. Focused Study Area. Construction of the FSS is expected to start in 2023 and is planned for completion in 2025 at an estimated cost of \$100 million.

### **5.3.2 Planned Road and Interchange Projects in El Paso County**

On the U.S. side, 43 road and interchange projects that serve the POEs are planned in the U.S. Focused Study Area. Most of these road and interchange projects (35 out of 43) are planned in El Paso County. Table 5.6 provides the ranking for the planned road and interchange projects identified in El Paso County. Table 5.6 shows that nine of the top 10 projects in the U.S. Focused Study Area are planned in El Paso County.

The highest ranked road and interchange project in El Paso County and the U.S. Focused Study Area is construction of a new commercial access road to the Ysleta-Zaragoza International Bridge. It includes a 0.9-mile section, which will improve traffic flow to and from major POEs in the region. Work on this project is expected to begin in 2014 and be completed by 2015. An important feature of the planned project is installation of intelligent transportation system (ITS) technologies to improve traffic flow along the corridor. The 2010 AADTT of 1,946 heavy vehicles on this section is projected to increase to 3,543 by 2030. Funding has been secured for this project, and it is anticipated that the project will bring significant socio-economic benefits to the region.

The second-highest ranked road and interchange project in El Paso County and the U.S. Focused Study Area includes adding capacity to US 62 between Global Reach/Yarbrough Drive and RR 659 (Zaragoza Road). The planned project involves a 17-mile section of road, of which parts will serve as a mass transit corridor. The 2010 AADT of 25,179 vehicles on this section of road is projected to increase to 42,342 by 2030, with trucks representing 11.4 percent of the AADT. The completed project will help address current and future transportation needs in the region and alleviate congestion and safety concerns. The completion of this project will improve traffic flow to and from two major crossings in the U.S. Focused Study Area.

**Table 5.6: Planned Road and Interchange Projects in El Paso County**

Term	Project ID (Map ID)	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Short	0924-06-418 (25)	TxDOT/ City of El Paso	New	Pan American Drive at Loop 375 to Ysleta-Zaragoza POE	Build new commercial access road to the Ysleta-Zaragoza International Bridge.	\$5,488,358	1
Unknown	0374-02-097 (18)	TxDOT	US 62	US 62—Global Reach/Yarborough Drive to RR 659 (Zaragoza Road)	Add capacity.	\$138,000,000	2
Short	2121-04-093 (32)	TxDOT	IH 10	IH 10—IH 10 at Loop 375	Make interchange improvements, including construction of direct-connector Loop 375 northbound to IH 10 eastbound.	\$21,000,000	3
Medium	0924-06-111 (20)	TxDOT	Old Hueco Tanks Road	Old Hueco Tanks Road—FM 76 (North Loop Road) to Intersection of Eastlake at Gateway Boulevard East	Construct new 4-lane raised median divided urban collector to extend Eastlake Boulevard to FM 76.	\$10,000,000	4
Short	2121-03-151 (31)	TxDOT	IH 10	IH 10—Viscount Boulevard to FM 659 (Zaragoza Road)	Construct new roadway lanes.	\$18,191,741	5
Short	2552-03-049/ EPMPO F040X- MOD (35)	TxDOT	Loop 375	Loop 375—IH 10 to Zaragoza Road (FM 659)	Construct managed lanes.	\$36,300,000	6
Short	0002-01-055 (16)	TxDOT	SH 20 (Alameda)	SH 20 (Alameda)—Padres Drive to Loop 375	Reconstruct roadway.	\$9,156,000	7

Term	Project ID (Map ID)	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Medium	EPMP0 M068X (13, 14, 41, 42)	City of El Paso	N/A	Various—POEs within El Paso to POEs within El Paso	Implement ITS system (Border Traveler and Cargo Information System).	\$3,900,000	8
Medium	2552-04-027 (36)	TxDOT	Loop 375	Loop 375—Park Street to Paisano Drive (US 62)	Construct a new location, freeway: Loop 375 extension.	\$184,050,000	9
Unknown	2552-02-028 (33)	TxDOT	Loop 375	Loop 375—Spur 601 to Montana Avenue (US 62/180)	Add 1 lane in each direction and frontage roads.	\$22,000,000	11
Unknown	0924-06-090 (19)	TxDOT	New	Border Highway Extension from East Zaragoza Road to Fabens POE	Construct the Border Highway Extension East.	\$135,700,000	12
Unknown	2552-02-029 (34)	TxDOT	Loop 375	Loop 375—Spur 601 to Dyer Street (BU 54A)	Add 1 lane in each direction.	\$35,000,000	13
Medium	0002-14-039 (17)	TxDOT	FM 258 (Socorro Road)	FM 258 (Socorro Road)—SH 20 (Alameda) North to SH 20 (Alameda) South	Install continuous turn lane and widen paved shoulders.	\$2,149,518	14
Unknown	0924-06-136 (21)	TxDOT	New	Construct a New Location Non-freeway: Northeast El Paso Bypass (Toll)	Construct a new location, non-freeway: Northeast El Paso Bypass (toll) 1.8 miles east of Railroad Drive overpass to Texas/New Mexico State line on FM 3255.	\$153,200,000	16
Short	2121-03-131 (30)	TxDOT	IH 10	IH 10—Hammet Street to US 54 (Patriot Freeway)	Make interchange improvements.	\$4,655,875	18

Term	Project ID (Map ID)	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Unknown	2121-01-084 (29)	TxDOT	IH 10	IH 10—New Mexico State Line to 0.865 Miles North of SH 20	Install main lane micro mill and 2-inch overlay.	\$5,900,000	19
Short	0002-02-051 (15)	TxDOT	SH 20	SH 20—Loop 375 to Fabens (FM 76)	Resurface roadway.	\$4,545,000	20
Medium	EPMPO F048X (40)	City of El Paso	Loop 375	Loop 375—North Loop (FM 76) to Zaragoza POE	Loop 375 (Americas) exit ramps—Reconstruct on- and off-ramps for Loop 375 West of Pan American Drive to segregate POE commercial and non-commercial traffic.	\$7,000,000	22
Short	0924-06-436 (27)	TxDOT	Eastlake Boulevard	Eastlake Boulevard—From IH 10 to Approximately 0.25 Miles West of Darrington Road	Widen 4-lane divided to 6-lane divided.	\$12,626,502	24
Unknown	1281-02-005 (28)	TxDOT	FM 1110	FM 1110 (Clint Cutoff Road)—IH 10 to SH 20	Widen roadway to 4 lanes.	\$17,000,000	27
Long	EPMPO A520X-MOD (38)	City of El Paso	Billy the Kid	New—Terminus (Approximately 1 Mile Southeast of Zaragoza Road) to Loop 375 Road	Build 4-lane undivided arterial to connect Zaragoza Road to Loop 375.	\$5,595,000	28
Short	EPMPO P442X (3)	TxDOT	US 62/180	US 62/180—US 62/180 at Hawkins	Construct highway grade separation.	\$6,333,900	30
Short	0924-06-269/ EPMPO A123X (23)	City of El Paso	City Street (CS)	CS—Spur 276 (on Isela Rubalcava Boulevard) to El Paso Community College	Construct new road, 4-lane divided.	\$3,140,711	31

Term	Project ID (Map ID)	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Short	0924-06-154 (22)	TxDOT/ City of El Paso	CS	CS—Stiles Drive to Alameda Avenue	Replace bridge; reconstruct 2 overpasses (2-lane undivided) at UPRR	\$5,600,000	32
Short	0924-06-190/ EPMPO R307D <sup>∞</sup>	TxDOT/ City of El Paso	Central Business District	CS—Central Business District to Phase IV	Repair roadway; reconstruct downtown streets at CBD.	\$11,516,000	32
Short	EPMPO M017X <sup>∞</sup>	City of El Paso	Entire city	Citywide	Reconstruct 15 intersections (project phased down to 8 intersections—7 already completed; 1 left).	\$1,245,853	32
Short	0924-06-311/ EPMPO A552C-MOD (24)	TxDOT/ El Paso County	Manuel F. Aguilera Highway (FM 3380)	Manuel F. Aguilera Highway (FM 3380)—0.35 Miles South of SH 20 (Alameda Avenue) to IH 10 at O.T. Smith Road	Build 2-lane undivided, including overpass at SH 20/UPRR.	\$17,233,091	35
Short	0924-06-429 (26)	TxDOT/ City of El Paso	CS	CS—On Santa Fe Street Bridge from Franklin Street to Main Street	Repair bridge.	\$696,000	36
Short	EPMPO M405X/ 1046-01-024 (1)	City of El Paso	Zaragoza Road (FM 659)	Zaragoza Road (FM 659)	Install traffic management technology; install fiber interconnect for Zaragoza Road.	\$1,805,338	37
Short	EPMPO S306X (2)	TxDOT	IH 10	IH 10—At Chelsea Street	Improve traffic signal.	\$376,925	37
Short	EPMPO M025B/ 0924-06-379 <sup>∞</sup>	City of El Paso	VA	Various Locations (Off System)	Install traffic management technology.	\$2,232,331	39

Term	Project ID (Map ID)	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Medium	EPMPO M077X/0924-06-437 (5, 6, 7, 8, 9, 10, 11, 12)	City of El Paso	VA	Citywide	Reconstruct 8 intersections, including left-turn lanes and adding right-turn lanes: Mesa/Resler, Viscount/Hawkins, Mesa/Sunland Park, Saul Kleinfeld/Montwood, Saul Kleinfeld/Pebble Hills, Viscount/Montwood, Airport/Founders, and Airport/Cassidy.	\$1,000,000	39
Short	EPMPO C026X (39)	City of El Paso	VA	Street Car Alternative Analysis	Perform analysis to provide justification for implementation of a proposed street-car route that will bring a critical transit project connecting the Paso del Norte International Bridge to the "Golden Horseshoe" Shopping District, Downtown Government District, Entertainment District, Medical District, and EPCC and UTEP campuses.	\$1,500,000	39

Term	Project ID (Map ID)	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Long	EPMPO T305 (4)	Sun Metro Transit	VA	Oregon Street Car Project	Design and construct roadway and pedestrian elements required to integrate street car project, including purchasing of street cars.	\$132,713,860	39
Medium	BMP-RD-002 (37)	BNSF	State Spur 1966	State Spur 1966	Construct new highway overpass crossing on State Spur 1966 at MP 1154.72—in preliminary planning with TxDOT; funding to be 100% funded by TxDOT and possibly others (no BNSF cost). No schedule has been suggested for this project.	N/A	39

Note: CBD = central business district; VA = various; EPCC = El Paso Community College; CS = city street

\* Project name as provided by sponsoring agency

\*\* Ranking out of 43 U.S. road and interchange projects

∞ Citywide projects were not included in location map

The third-highest ranked road and interchange project in El Paso County and the U.S. Focused Study Area involves interchange improvements on IH 10, including construction of a direct connector between LP 375 northbound and IH 10 eastbound. According to TxDOT records, construction of the project will start in 2015 and be completed in 2017. The AADT of 22,660 on this section of IH 10 is projected to increase to 32,180 by 2030, with trucks representing 18.5 percent of the AADT. Despite this investment, the LOS on this section is expected to deteriorate from the current level of A to level B. However, the planned improvements will facilitate additional traffic modes and thereby improve mobility in the region. The planned improvements are expected to improve traffic flow to and from four major crossings in the area, alleviate congestion, alleviate safety concerns (and therefore reduce the risk of traffic incidents), and have a positive socio-economic impact on the region. Funding has been secured for this project.

The fourth-highest ranked project in El Paso County and the U.S. Focused Study Area involves construction of a new four-lane raised median divided urban collector that extends Eastlake Boulevard to North Loop (FM 76). Construction of the project is scheduled to begin in 2016 and be completed in 2018. Funding for the project has been secured. The planned project will serve two major crossings in the region, will form part of a mass-transit corridor, and will improve overall mobility in the region, resulting in substantial socio-economic benefits. All necessary environmental permits to complete the project have been secured.

Several other planned projects involving IH 10 (interchange improvements, main lane rehabilitation, and improved traffic lighting) have been identified in the U.S. Focused Study Area. Project 2121-03-151, which ranked fifth in El Paso County and the U.S. Focused Study Area, involves construction of new roadway lanes on IH 10 between Viscount Boulevard and Zaragoza Road. Road construction is expected to start in 2013 and be completed by 2015. Despite the lane additions, the overall LOS on this road is expected to decrease from its current level of C to level E. This is due to the high demand (traffic volume) that this road is currently serving and the expected annual traffic growth rate of 2.2 percent. This planned project will, however, result in substantial socio-economic benefits from improved mobility at four major crossings in the U.S. Focused Study Area as well as improved safety.

The sixth-highest ranked road and interchange project involves construction of managed lanes on Loop 375 between Zaragoza Road and IH 10. Funding has been identified for the project, and construction is anticipated to start in 2014 and be completed in 2016. The AADT of 32,976 vehicles on this section of Loop 375 is projected to increase to 49,924 by 2030, with trucks representing 12 percent of the AADT. It is therefore anticipated that this investment will not improve the LOS on the facility. However, the completed project will improve traffic flow to and from four major

crossings in the region, address some safety concerns, and provide associated socio-economic benefits.

In addition to this project, a number of other projects have been identified involving Loop 375. These projects include a Loop 375 extension, lane additions between Spur 601 and Montana Avenue and between Spur 601 and Dyer Street, and reconstruction of on- and off-ramps between North Loop (FM 76) and the Ysleta-Zaragoza International Bridge. These projects ranked ninth, 11th, 12th, and 26th in the U.S. Focused Study Area (see Table 5.6). Project 2552-04-027, which ranked eighth in El Paso County (ninth in the U.S. Focused Study Area), includes the construction of the Loop 375 extension between Park Street and Paisano Drive, a 2.3-mile section that is expected to improve traffic flow to and from the major POEs in the region. Substantial progress has been made concerning the planning of this project, and funding has been identified.

Figure 5.1 provides the locations of the planned road and interchange projects in El Paso County.

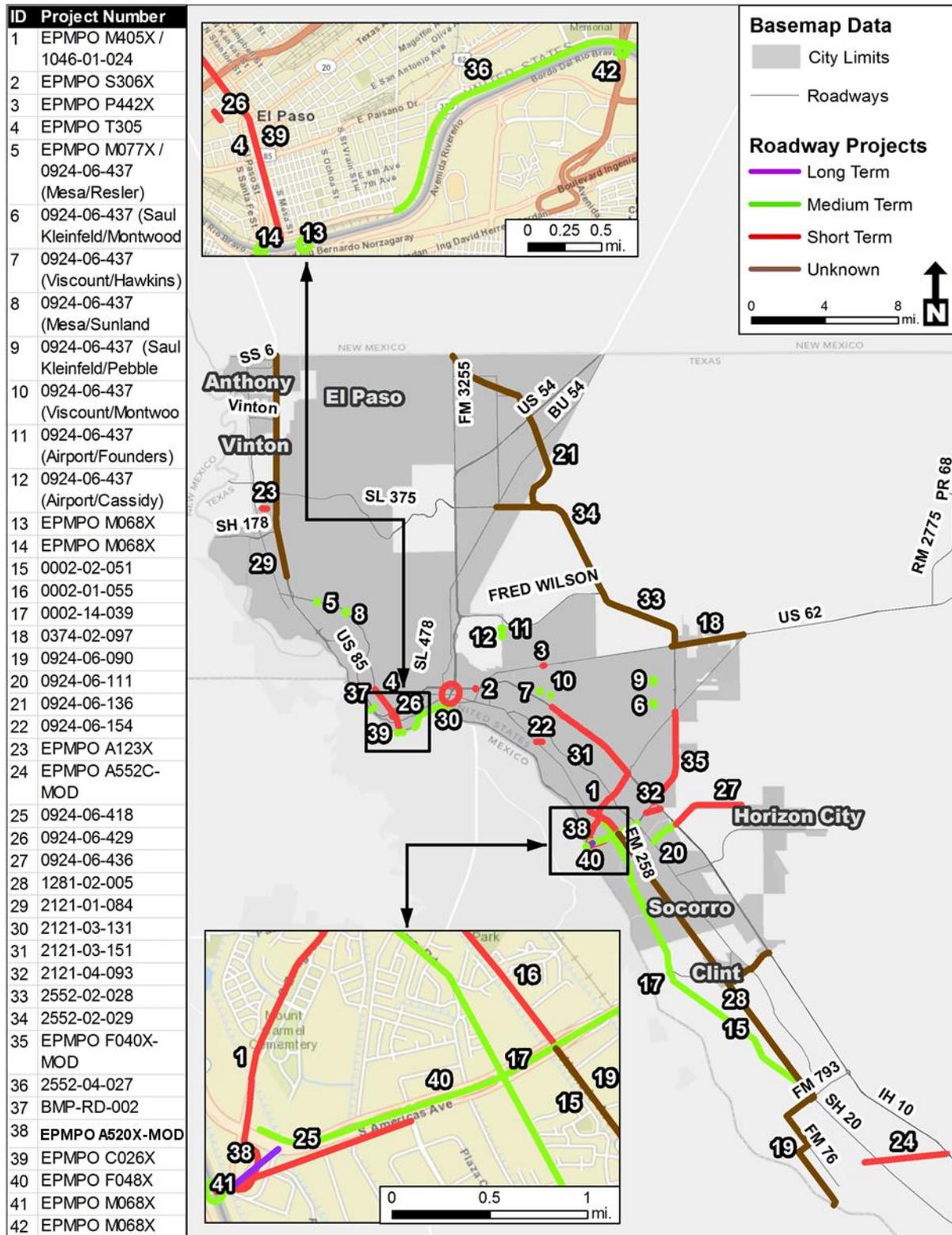


Figure 5.1: Planned Road and Interchange Projects in El Paso County

### **5.3.3 Planned Transit Projects in El Paso County**

Four planned BRT projects and one preliminary engineering study for a BRT system on US 62/180 were identified in the U.S. Focused Study Area. Specifically, all the BRT projects are planned in El Paso County, and Sun Metro Transit is the sponsoring agency for all these projects.

Table 5.7 shows that the highest ranked BRT project in El Paso County and the U.S. Focused Study Area is planned on US 180, also known as the Montana Corridor Route. This planned project includes the design and construction of diamond-stripped lanes and signal prioritization. Substantial progress has been reported in planning the project. Construction of the system is expected to start in 2015 and be completed in 2016. The project is expected to include the installation of ITS technologies to improve regional mobility. It is anticipated that the project will result in increased economic activity in the area.

The second-highest ranked BRT project in El Paso County and the U.S. Focused Study Area is the SH 20 (Alameda Avenue) system on Santa Fe Street at Fourth Avenue to Zaragoza Road. Construction of this system is expected to start in 2013 and be completed in 2014. The project corridor serves four major crossings in the area, and the project's completion is expected to improve mobility to and from each of these four crossings. It is anticipated that the project will result in a significant increase in economic activity without disproportionately impacting environmental justice communities.

The third-highest ranked transit project planned in El Paso County and the U.S. Focused Study Area involves design and construction of a BRT system on SH 20 (Mesa Street) between Fourth Avenue and Remcon Circle. It is anticipated that this project will result in increased economic activity in the area.

The fourth-highest ranked transit project involves design and construction of a BRT system that includes diamond-stripped lanes, ITS technologies, and signal prioritization along the Dyer Corridor Route on Santa Fe Street between Fourth Avenue and Wren Street. Project construction is expected to start in 2013 and be completed in 2015. The project corridor serves four major crossings in the area, and completion of the project is expected to improve mobility to and from each of these four crossings.

Table 5.7: Planned Transit Projects in El Paso County

Term	Project Number (Map ID)	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Short	EPMPO T017D/0374-02-089 (47)	Sun Metro Transit	US 180 (Montana Avenue)/ Montana Corridor Routes	BRT on US 180 (Montana Avenue)/ Montana Corridor Routes	Construct BRT System on US 180 (Montana Avenue)/ Montana Corridor Routes: On Montana Avenue at Piedras to Airway (northbound)/Viscount (southbound) to Hawkins to Montana to Tierra Este to R.C. Poe.	\$9,248,808	1
Short	EPMPO T015C-2 (43)	Sun Metro Transit	SH 20	BRT System Construction	Construct BRT System on SH 20 (Alameda Avenue): On Santa Fe Street at Fourth Avenue to Kansas/Campbell Street, to San Antonio/Magoffin Road, to Texas/Myrtle Street to Alameda Avenue to Zaragoza Road.	\$8,400,000	2
Short	EPMPO T015C/0001-02-054 (44)	Sun Metro Transit	SH 20	BRT on SH 20 (Mesa Street)	Design and construct BRT: On Santa Fe Street at Fourth Avenue to Franklin Avenue to Oregon Street to Glory Road to Mesa Street to Remcon Circle.	\$6,130,000	3
Short	EPMPO TO17C/0167-02-050 (45)	Sun Metro Transit	Dyer Corridor Routes	BRT on Dyer Corridor Routes	Design and construct BRT/ITS/ signal prioritization/diamond-striped lanes: On Santa Fe Street at Fourth Avenue to Dyer Street (BU 54A) to Diana Drive to Wren Street.	\$9,168,000	4
Short	EPMPO T017D-1 (46)	Sun Metro Transit	US 62/180	US 62/180— Hueco Club Park to Airway Boulevard	Preliminary engineering for BRT system.	\$2,000,000	N/A

Note: \* Project name as provided by sponsoring agency

\*\* Ranking out of five U.S. transit projects

The final planned transit project is a preliminary engineering study for a BRT system on US 62 between Hueco Club Park and Airway Boulevard, which is planned for 2015 at an estimated cost of \$2 million. This highway currently serves two major crossings in the area, and it is anticipated that the BRT system will improve traffic flow along the corridor and reduce future congestion. Planned transit projects in El Paso County are shown in Figure 5.2.

### **5.3.4 Planned Rail Projects in El Paso County**

Two planned rail projects were submitted for inclusion in the Border Master Plan. One of these rail projects is in El Paso County and involves various upgrades to 31 bridges on the BNSF El Paso Subdivision over the next 10 to 15 years. It was reported that these upgrades will have substantial impacts on rail freight moved in both the United States and Mexico. This rail project was ranked second in the U.S. Focused Study Area (see Table 5.8).

**Table 5.8: Planned Rail Projects in El Paso County**

<b>Term</b>	<b>Project Number</b>	<b>Agency</b>	<b>Project Description</b>	<b>Estimated Cost (\$2012)</b>	<b>Rank*</b>
N/A	USB-RAIL-02	BNSF	Make various upgrades to 31 bridges on the BNSF El Paso Subdivision within the next 10–15 years.	N/A	2

Note: \* Ranking out of two U.S. rail projects

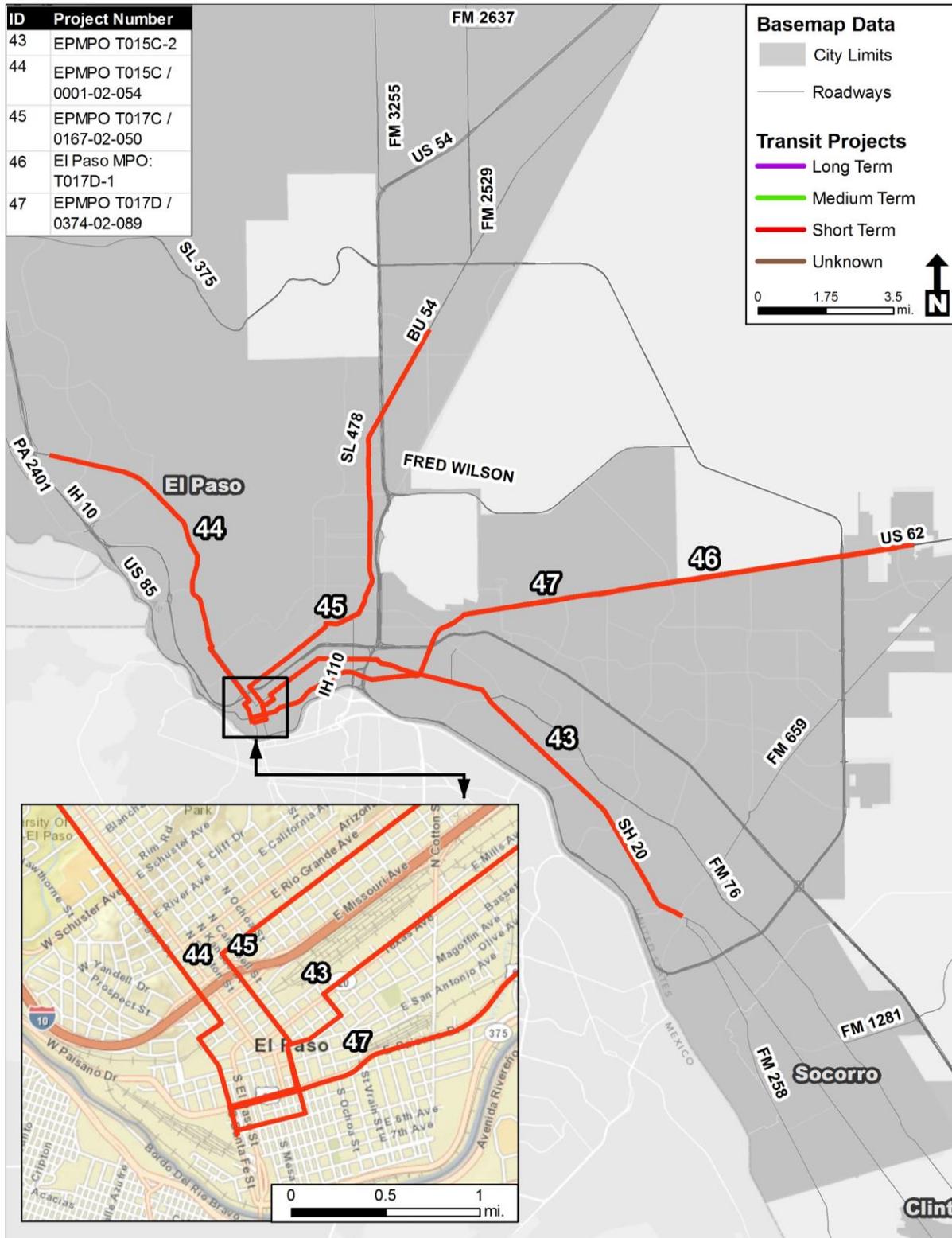


Figure 5.2: Planned Transit Projects in El Paso County

## **5.4 Presidio County**

### **5.4.1 Planned POE Projects in Presidio County**

Three of the 35 planned U.S. POE projects in the U.S. Focused Study Area are in Presidio County (see Table 5.9). Table 5.9 shows that the highest ranked POE project in Presidio County (ranked 16th in the U.S. Focused Study Area) is the preparation of a Presidential Permit for the addition of a twin structure and the construction of the twin structure at the Presidio-Ojinaga International Bridge. Work on the twin structure is expected to start in 2015 and be completed by 2017 at an estimated cost of \$13.7 million. Upon completion of the planned project, two new operational booths will be added at the crossing. The investment will allow for an increase in the number of average daily crossings from the current level of 1,709 to 2,921 crossings. It is expected that this investment will bring significant socio-economic benefits to the area.

The two other POE projects planned in Presidio County are the construction of a commercial and bus inspection facility at an estimated cost of \$1.16 million and the International Rail Bridge on South Orient at Presidio. TxDOT and Texas Pacifico Transportation Ltd. (TxPF) are in the preliminary planning stages for reconstruction of the International Rail Bridge. TxDOT has a surveyor under contract who will be performing the required field work as soon as the international coordination issues have been resolved. Current plan estimates suggest that the project will be open for bidding by 2015.

**Table 5.9: Planned POE Projects in Presidio County**

Term	Project Number	Agency	Project Name*	Project Description	Project Location	Estimated Cost (\$2012)	Rank**
Medium	0924-07-010	TxDOT/ Presidio County	Presidio-Ojinaga International Bridge Crossing	Prepare Presidential Permit for the addition of a twin structure and the construction of the twin structure.	Presidio, Texas	\$15,401,000	16
Unknown	USB-POE-06	FMCSA	Commercial and Bus Inspection Facility	Perform Phase I—Feasibility and Phase II—Design/Build.	Presidio, Texas	\$1,161,000	N/A
Unknown	USB-POE-10	Presidio County	International Rail Bridge on South Orient at Presidio	Reconstruct the international rail bridge on South Orient at Presidio, Texas.	Presidio County	N/A	N/A

Note: \* Project name as provided by sponsoring agency  
 \*\* Ranking out of 35 U.S. POE projects

### 5.4.2 Planned Road and Interchange Project in Presidio County

The project for planned improvements to US 67 between O’Reilly Street and the Presidio-Ojinaga International Bridge is the only road and interchange project in Presidio County that has been identified for inclusion in the Border Master Plan (see Table 5.10). Work on this project is expected to start in 2015 and be completed at an estimated cost of \$1.67 million. An important component of the project is installation of ITS technologies to improve traffic flow along the corridor, resulting in an improvement in the LOS from level B to level A. The AADT of 1,745 on this section of US 67 is projected to increase to 3,600 vehicles by 2030. This investment is thus expected to facilitate increased economic activity in the area. The project is illustrated in Figure 5.3.

**Table 5.10: Planned Road and Interchange Project in Presidio County**

Term	Project Number (Map ID)	Agency	Highway	Project Name	Project Description	Estimated Cost (\$2012)	Rank*
Short	0924-07-010 (48)	TxDOT/Presidio County	US 67	US 67—O’Reilly Street to POE	Improve US 67 at the POE.	\$1,670,000	10

Note: \* Ranking out of 43 U.S. road and interchange projects

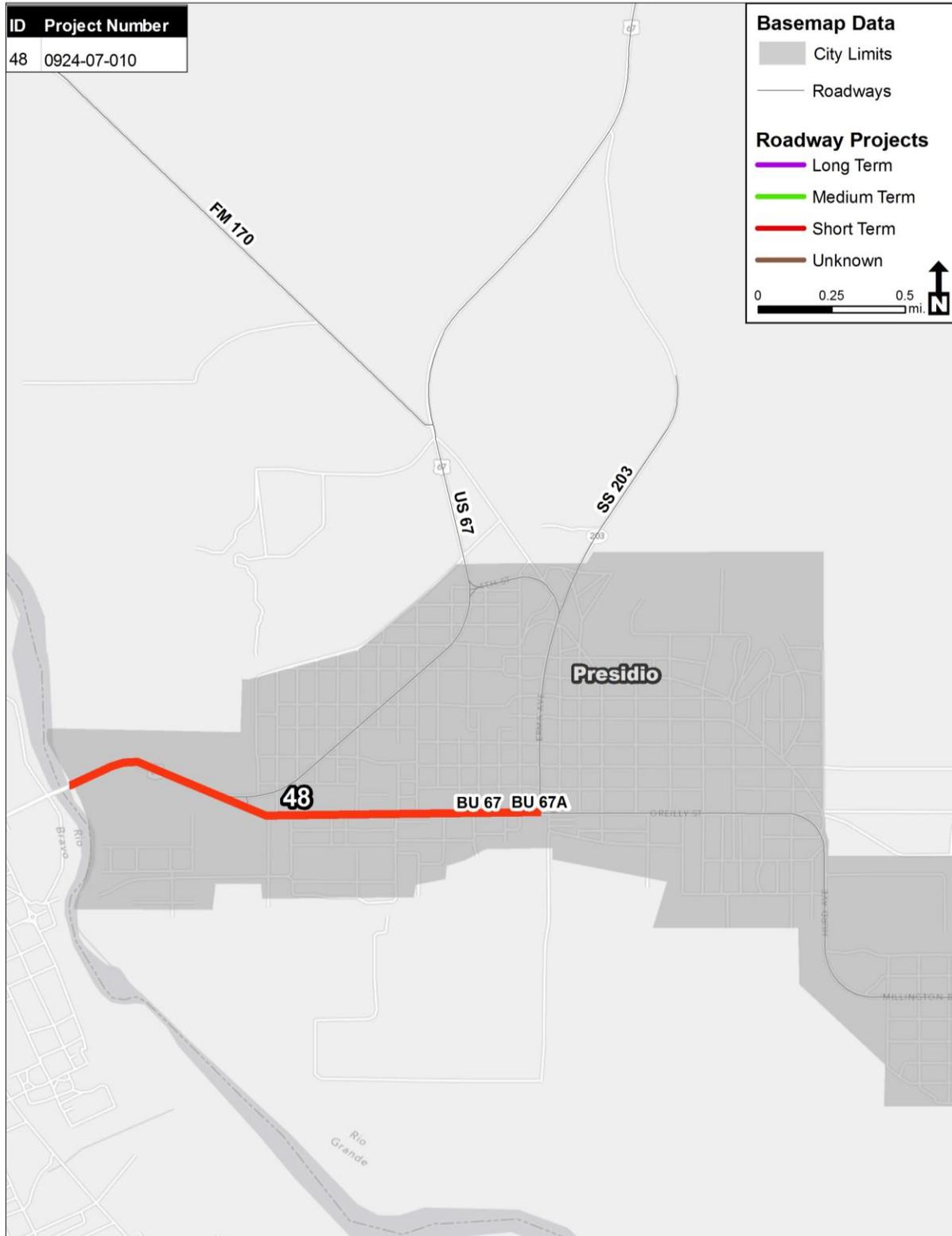


Figure 5.3: Planned Road and Interchange Project in Presidio County

## **5.5 Doña Ana County**

### **5.5.1 Planned POE Projects in Doña Ana County**

Three of the 35 planned U.S. POE projects in the U.S. Focused Study Area are in Doña Ana County (see Table 5.11):

- The construction of a commercial and bus inspection facility.
- Future plans to construct a new POE. The City of Sunland Park reported these plans, but limited information is available for this proposed POE.
- The construction of the Santa Teresa Commercial and Weight Inspection Station.

**Table 5.11: Planned POE Projects in Doña Ana County**

Term	Project Number	Agency	Project Name*	Project Description	Project Location	Estimated Cost (\$2012)	Rank**
Unknown	USB-POE-07	FMCSA	Commercial and Bus Inspection Facility	Perform Phase I—Feasibility and Phase II—Design/Build.	Santa Teresa, New Mexico	\$1,669,000	N/A
Unknown	EPMPO M619X	City of Sunland Park	New POE Bridge—Anapra Sunland Park	Construct a new POE at Sunland Park, New Mexico, and Anapra, Chihuahua.	Sunland Park City, New Mexico, and Anapra, Chihuahua	N/A	N/A
Short	NMDOT CN 7682	NMDOT	Santa Teresa Commercial Weight Inspection Station	Create infrastructure for Santa Teresa commercial inspection facilities.	Santa Teresa, New Mexico	\$10,109,383	N/A

Note: \* Project name as provided by sponsoring agency

\*\* Ranking out of 35 POE projects

### **5.5.1 Planned Road and Interchange Projects in Doña Ana County**

Of the 43 planned U.S. road and interchange projects in the U.S. Focused Study Area, 7 are in Doña Ana County. Table 5.12 shows that the highest ranked road and interchange project in Doña Ana County (ranked 15th in the U.S. Focused Study Area) involves maintenance and repair work and design/construction of a multi-use path on NM 136, as well as drainage and erosion control work. The project was let in 2012 at an estimated cost of \$5.9 million. The NM 136 corridor provides direct access to one of the POEs in the region, and this investment will improve traffic flow on the corridor. It is anticipated that the project will bring substantial socio-economic benefits to the area.

The second-highest ranked road and interchange project in Doña Ana County (ranked 17th in the U.S. Focused Study Area) is the construction of Strauss Road. The 5.7-mile road connects NM 136 to the Union Pacific Intermodal Yard. The project also includes a 0.4-mile connection between Industrial Drive and the newly constructed Strauss Road. The project was let on March 16, 2012, and will be completed at an estimated cost of \$10.7 million. Substantial progress has been reported as of May 2013. This planned project provides direct access to one of the POEs in the region and is expected to improve traffic flow to the POE with associated socio-economic benefits.

The third-highest ranked project in Doña Ana County includes maintenance and repair work on IH 10 from Las Cruces to the Texas–New Mexico State line. Substantial progress has been made with regard to planning, and it is expected that the project will let in fiscal year 2015 at an estimated cost of \$9.0 million. NMDOT has reported that the project will include the installation of ITS technologies to alleviate congestion concerns along the corridor. Planned road and interchange projects in Doña Ana County are shown in Figure 5.4.

**Table 5.12: Planned Road and Interchange Projects in Doña Ana County**

Term	Project Number (Map ID)	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Short	NMDOT E100030 (49)	NMDOT	NM 136	NM 136—MP 7.5 to MP 8.4	Perform pavement preservation and design and construction of multi-use path on NM 136, including drainage and erosion control.	\$5,928,503	15
Short	NMDOT CP 701 (50)	NMDOT	Strauss Road	Strauss Road—NM 136 to approximately 6.5 Miles from Union Pacific Intermodal Yard	Improve A-017 (Strauss Road) and Industrial Drive, and relocate St. John’s access point on NM 136. Reconstruction and rehabilitation will include infrastructure and professional services.	\$11,523,000	17
Medium	NMDOT 1100620 (51)	NMDOT	IH 10	IH 10 Pavement Preservation	Perform IH 10 pavement preservation, from Las Cruces to Texas State line.	\$9,000,000	21
Short	NMDOT E100050 (53)	NMDOT	Sunland Park Drive	Sunland Park Drive	Perform pavement preservation of Sunland Park Drive, from Texas State line to McNutt Road (NM 273).	\$1,275,000	23
Short	NMDOT LC00100 (55)	NMDOT	Missouri Avenue, Las Cruces, New Mexico	Missouri Avenue Bridge, Las Cruces, New Mexico	Perform bridge rehabilitation/widening of Missouri Avenue Bridge.	\$9,000,000	25
Short	NMDOT D1611 (52)	NMDOT	NM 404/ NM 213	NM 404/ NM 213—Anthony Gap to Warrior Highway	Construct new roundabout at the intersection of NM 404 and NM 213. New pavement with signing, lighting, and traffic control will be placed to assist with congestion and traffic control in the area.	\$2,099,441	26

Term	Project Number (Map ID)	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Short	NMDOT E100060 (54)	NMDOT	Anthony, New Mexico	NM 460—Anthony Drainage Project	Build storm drain alignment, curb, gutter, and ADA-compliant sidewalk along Anthony Drive.	\$2,500,000	29

Note: ADA = Americans with Disabilities Act

\* Project name as provided by sponsoring agency

\*\* Ranking out of 43 U.S. road and interchange projects

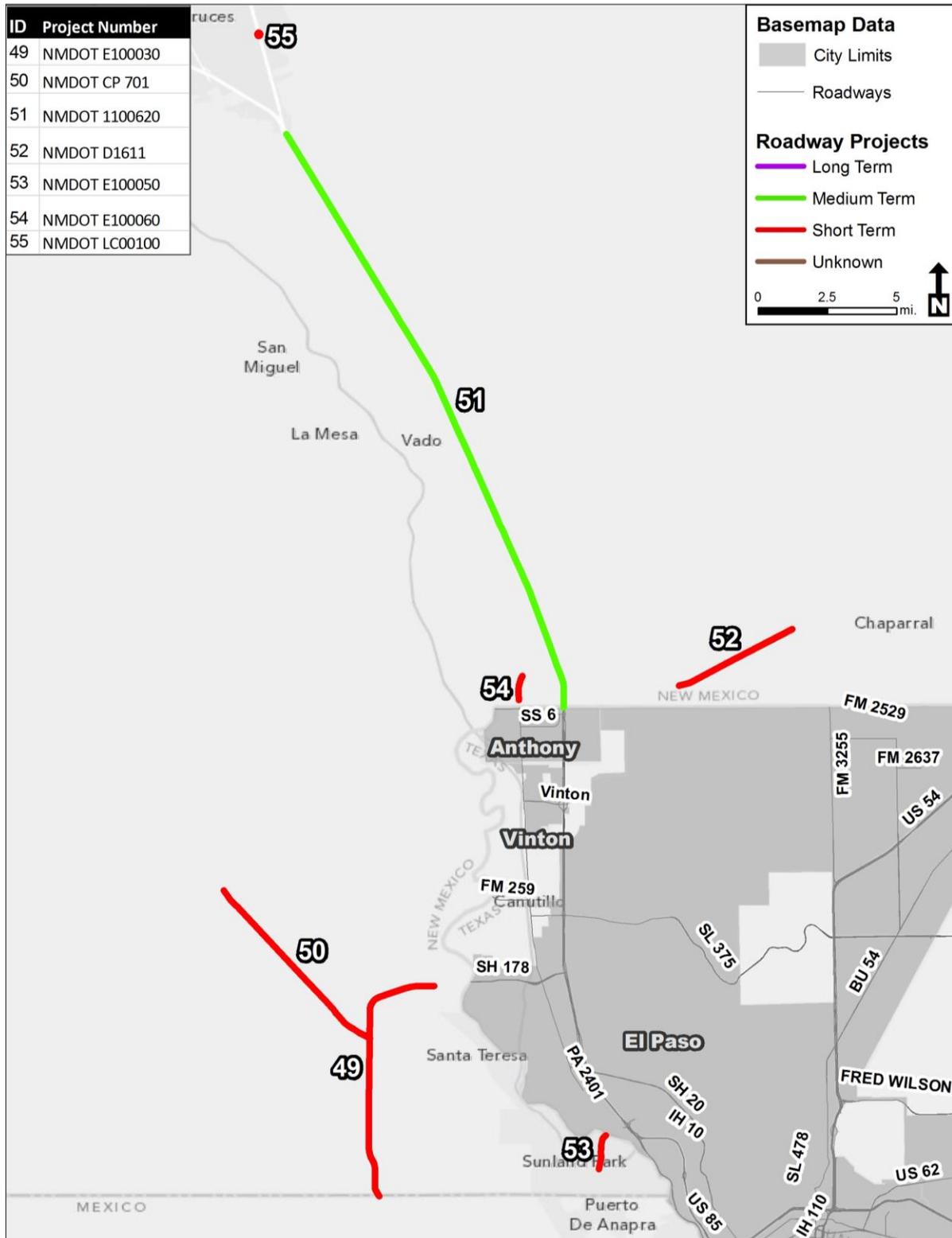


Figure 5.4: Planned Road and Interchange Projects in Doña Ana County

### 5.5.2 Planned Rail Project in Doña Ana County

Two planned rail projects were submitted for inclusion in the Border Master Plan. The highest ranked planned rail project in the U.S. Focused Study Area is the preparation of a Presidential Permit application for the construction of the Santa Teresa, New Mexico, rail bypass (see Table 5.13). Currently, rail service to the Paso del Norte region is provided by three railroads: UPRR, traversing New Mexico and Texas generally from west to east; BNSF, from north to south along the Rio Grande River; Ferromex, traversing Chihuahua from south to north. UPRR and BNSF converge with FXE for the binational exchange of freight at two adjacent bridges across the river in central El Paso and the City of Juárez.

Within El Paso and the City of Juárez, the rail corridors have been in place for over 100 years. In the City of Juárez, rail extends 10 miles from the bridges at the river southward through the urban center. Rail activity disrupts the movement of vehicle traffic so adversely at 12 major vehicle crossings in the City of Juárez that the city has restricted FXE operations to a few early morning hours per day. As a result, binational rail exchange is at or near capacity. In addition, the confined urban rail corridors on both sides of the border do not provide access to rapidly growing industrial areas that would greatly benefit from direct rail availability.

Two studies were completed in 2003 that considered the proposed Santa Teresa rail bypass. Both studies concluded that construction of a rail bypass extending from the existing BNSF line north of Anthony, New Mexico, to the west mesa and then to the vicinity of Santa Teresa, New Mexico, and an interchange with a new FXE extension at the border to be the most feasible relocation. An added benefit would be that the bypass would give UPRR access to FXE from a new major intermodal rail yard at Santa Teresa, which is under development. A Presidential Permit from USDOS will be required for the proposed international crossing. The State of New Mexico, the State of Chihuahua, and the Municipality and City of Juárez have executed a Memorandum of Understanding (MOU) to jointly pursue the Presidential Permit.

**Table 5.13: Planned Rail Project in Doña Ana County**

Term	Project Number	Agency	Project Description	Estimated Cost (\$2012)	Rank*
Short	USB-RAIL-01	New Mexico Border Authority	Prepare Presidential Permit for the construction of the Santa Teresa, New Mexico, rail bypass.	\$1,800,000	1

Note: \* Ranking out of two U.S. rail projects

## **5.6 Municipality of Juárez**

### **5.6.1 Planned POE Projects in Municipality of Juárez**

The POEs in the Municipality of Juárez make up a large percentage of the total number of crossings in the Mexico Focused Study Area. Of the 23 POE projects identified in the Mexico Focused Study Area, 14 are planned in the Municipality of Juárez. Planned POE projects were identified for the Santa Teresa/Jerónimo POE, Bridge of the Americas, Ysleta-Zaragoza International Bridge, Good Neighbor International Bridge, and Paso del Norte International Bridge. In addition, two new planned crossings for Anapra-Sunland Park and the Santa Teresa/Jerónimo rail POE were identified to the northwest of the City of Juárez.

#### *Planned POE Projects at Existing POEs*

The ranking of the planned projects at existing POEs in the Municipality of Juárez is provided in Table 5.14. Table 5.14 shows that 10 of the 23 planned POE projects are at existing POEs in the Municipality of Juárez. These projects include the construction of sidewalks, modernization and expansion of three POEs, and a freight shuttle system. The highest ranked planned project at an existing POE in the Municipality of Juárez (ranked eighth in the Mexico Focused Study Area) is planned at the Santa Teresa/Jerónimo POE and involves the construction of sidewalks for pedestrians using this facility.

**Table 5.14: Planned POE Projects at Existing POEs in Municipality of Juárez**

Term	Project Number	Bridge/Crossing	Project Description*	Estimated Cost (\$2012)	Rank**
Short	AI-CI-08	Santa Teresa/Jerónimo POE	Construct sidewalks to provide dedicated routes for pedestrians using the POE.	\$275,590	8
Short	AI-CI-02	Bridge of the Americas	Modernize and expand administrative facilities and perform renovations at existing crossing.	\$6,299,212	9
Short	GobChi-CI- 12	Ysleta-Zaragoza International Bridge	Widen access road to Mexican Customs from 2 to 3 lanes to increase capacity and to separate heavy vehicles.	\$6,299,212	11
Medium	CDJ-CI-004	Ysleta-Zaragoza International Bridge	Build the FSS.	N/A	12
Medium	AI-CI-07	Santa Teresa/Jerónimo POE	Remodel and expand administrative facilities and security at border crossing.	\$5,511,811	14
Short	AI-CI-01	Ysleta-Zaragoza International Bridge	Modernize and expand administrative facilities and perform renovations at existing crossing.	\$6,299,212	15
Short	AI-CI-03	Good Neighbor International Bridge	Modernize and expand administrative facilities and perform renovations at existing crossing.	\$6,299,212	16
Short	AI-CI-10	Paso del Norte International Bridge	Modernize and expand administrative facilities and perform renovations at existing crossing.	\$6,299,212	17
N/A	AI-CI-09	Santa Teresa/Jerónimo POE	Expand and modernize import and export areas.	N/A	20
N/A	SCT-DGDC-CI-02	Paso del Norte International Bridge	Implement facilities for “green” transportation modes.	N/A	20

Note: \* Project description as provided by sponsoring agency

\*\* Ranking out of 23 Mexican POE projects

*New POE Projects*

Table 5.15 shows that the highest ranked new POE project in the Municipality of Juárez (ranked second in the Mexico Focused Study Area) is the construction of a new, non-commercial crossing at Anapra-Sunland Park. The proposed crossing will connect McNutt Road (SH 273) and Sunland Park Drive on the U.S. side with Carretera Anapra/San Jerónimo in Mexico. Initially, the crossing will have four lanes plus an additional two lanes for buses and two lanes for pedestrians. In the future, the four lanes may be expanded to six. The new crossing will have double-stacked operational booths and ITS technologies to expedite the processing of passenger vehicles, buses, bicycles, motorcycles, and pedestrians.

**Table 5.15: Planned New POE Projects in Municipality of Juárez**

Term	Project Number	Bridge/Crossing	Project Description*	Estimated Cost (\$2012)	Rank**
Medium	CDJ-CI-001	Anapra-Sunland Park	Construct new, non-commercial POE northwest of the City of Juárez.	\$14,400,000	2
Medium	GobChi-CI-13	Santa Teresa/Jerónimo POE	Construct new rail POE to divert cargo away from the urban area of the City of Juárez in conjunction with the Samalayuca-Jerónimo rail loop.	\$128,000,000	6
Short to Medium	CDJ-CI-002	El Paso-Municipality of Juárez (New POE)	Construct non-commercial POE between Bridge of the Americas and the Ysleta-Zaragoza POE, with SENTRI, bus, and pedestrian facilities.	N/A	13
Medium	CDJ-CI-008	Billy the Kid Proposed POE (between Socorro and San Elizario)	Build the FSS.	N/A	20

**Note:** \* Project description as provided by sponsoring agency

\*\* Ranking out of 23 Mexican POE projects

The second-highest ranked new POE project in the Municipality of Juárez (ranked sixth in the Mexico Focused Study Area) is the construction of a new rail POE at the Santa Teresa/Jerónimo POE at a total estimated cost of \$128,000,000.

Other new POE projects in the Municipality of Juárez include the construction of a new non-commercial bridge between the Bridge of the Americas and the Ysleta-Zaragoza International Bridge and an FSS at a new proposed POE between Socorro and San Elizario.

### **5.6.2 Planned Road and Interchange Projects in Municipality of Juárez**

On the Mexican side, 51 road and interchange projects that serve the POEs are planned in the Mexico Focused Study Area. Nine of the 10 highest ranked Mexican road and interchange projects in the Mexico Focused Study Area are planned in the Municipality of Juárez. In addition, 44 of the 51 Mexican projects are in the Municipality of Juárez. The ranking of the planned road and interchange projects that serve the POEs in the Municipality of Juárez is provided in Table 5.16.

Table 5.16 shows that the highest ranked road project in the Municipality of Juárez and the Mexico Focused Study Area is Project SCT-DGDC-CARR-02, which involves the construction of the City of Juárez's Loop, connecting the Guadalupe/Tornillo POE to MEX 2. The planned project is designed to accommodate an AADT of 4,800 vehicles, of which trucks are estimated to be 25 percent.

The second-, third-, and seventh-highest ranked road projects in the Municipality of Juárez (ranked second, third, and sixth in the Mexico Focused Study Area, respectively) are Projects CentroSCT-CARR-06, CentroSCT-CARR-08, and CentroSCT-CARR-07, which involve the construction, modernization, widening, curve elevation, and radius modification of different sections of MEX 48. MEX 48 loops around the southwest side of the City of Juárez, connecting MEX 2 with the Santa Teresa/Jerónimo POE. The planned project is designed to accommodate an AADT of more than 2,000 vehicles, of which trucks are estimated to be 33 percent. The proposed bridge and access road are expected to alleviate congestion in the area, as well as promote economic activity.

Project CDJ-CARR-002 ranked fourth in the Municipality of Juárez and extends 16 de Septiembre Avenue to form a loop around the neighborhood of Rancho Anapra. Rancho Anapra will connect the City of Juárez with the proposed Anapra-Sunland Park and Santa Teresa/Jerónimo POEs.

Table 5.16: Planned Road and Interchange Projects in Municipality of Juárez

Term	Project Number (Map ID)	Highway	Project Description*	Estimated Cost (\$2012)	Rank**
Medium	SCT-DGDC-CARR-02 (8)	City of Juárez Loop	Construct access loop to the new Guadalupe/Tornillo POE.	\$62,992,125	1
Short	CentroSCT-CARR-06 (4)	MEX 48	Modernize and widen MEX 48 to include a shoulder on each side.	\$11,023,622	2
Short	CentroSCT-CARR-08 (39)	MEX 48	Modify the radius and super-elevation of the curve located at the Kilometer 18 marker.	\$275,590	3
Medium	CDJ-CARR-002 (9)	Rancho Anapra Loop (Extension of 16 de Septiembre Avenue)	Construct a new urban 4-lane highway to connect to the Anapra-Sunland Park and Santa Teresa/Jerónimo POEs without passing through the Rancho Anapra neighborhood.	N/A	4
Short	CentroSCT-CARR-07 (48)	MEX 48	Repave sub-base.	\$1,322,834	6
Medium	GobChi-CARR-24 <sup>oo</sup>	16 de Septiembre Avenue, Juan Gabriel Road, Oscar Flores Boulevard, Norzagaray Boulevard, <sup>^</sup> and Anapra-Jerónimo Highway	Perform pavement preservation of POE access roads.	\$7,086,614	7
Medium	CentroSCT-CARR-09	MEX 48	Construct a highway access road to the Santa Teresa/Jerónimo POE bridge.	\$3,779,527	8
Short	GobChi-CARR-05 (2)	Intersection of Manuel Gómez Morín Boulevard and Manuel Clouthier Avenue	Construct overpass.	\$3,937,000	9

Term	Project Number (Map ID)	Highway	Project Description*	Estimated Cost (\$2012)	Rank**
Short	GobChi-CARR-19 (29)	MEX 48	Modernize the intersection of MEX 48 and the Jerónimo Loop.	\$590,551	10
Long	GobChi-CARR-33 (31)	MEX 2	Construct overpass at intersection with MEX 48.	\$6,692,913	11
Short	GobChi-CARR-04 (1)	Intersection of Ramón Rayón Avenue and Manuel Clouthier Avenue	Construct overpass.	\$3,937,000	13
Medium	CDJ-CARR-006 (11)	Camino Real and 16 de Septiembre Avenue	Construct overpass.	N/A	14
Short	GobChi-CARR-14 (3)	Intersection of Cloro Street and Norzagaray Boulevard <sup>^</sup>	Construct overpass.	\$2,362,204	15
Medium to Long	GobChi-CARR-32 (30)	Jerónimo-Anapra Highway	Construct an upper loop for vehicles heading toward MEX 48.	\$905,511	16
Medium to Long	GobChi-CARR-31 (45)	Jerónimo-Anapra Highway	Install actuated traffic signals on access roads to the import/export facilities at the Santa Teresa/Jerónimo POE.	\$118,110	18
N/A	CentroSCT-CARR-17	Intersection of 16 de Septiembre Avenue and Francisco Villa Avenue	Railroad Security Program: Construct overpass allowing vehicle traffic to cross over Ferromex Line A.	N/A	20
N/A	CentroSCT-CARR-18	Municipio Libre, between Juan Gabriel Road and Ing. F. Dozal	Railroad Security Program: Construct overpass allowing vehicle traffic to cross over Ferromex Line A.	N/A	20
Medium	GobChi-CARR-23 <sup>∞</sup>	De las Américas Avenue, Pérez Serna Avenue, Heroico Colegio Militar Avenue, Juan Pablo II Boulevard, and Tecnológico Avenue	Perform pavement preservation of arterial roads that serve as access roads to POEs.	\$2,283,464	22

Term	Project Number (Map ID)	Highway	Project Description*	Estimated Cost (\$2012)	Rank**
N/A	CentroSCT-CARR-19	Vicente Guerrero at the intersection with Francisco Villa Avenue	Railroad Security Program: Construct overpass allowing vehicle traffic to cross over Ferromex Line A.	N/A	23
N/A	CentroSCT-CARR-20	David Herrera at the intersection with Francisco Villa Avenue	Railroad Security Program: Construct overpass allowing vehicle traffic to cross over Ferromex Line A.	N/A	23
Short	CDJ-CARR-003	Anapra-Jerónimo Highway	Remove 0.9 miles of highway, forcing traffic to use the new segment and thus avoiding conflicts with the line waiting to cross the Santa Teresa/Jerónimo POE.	N/A	25
Medium to Long	CDJ-CARR-009 (41)	Intersection of MEX 45, Samalayuca Jerónimo Loop, and Tangencial Avenue	Construct intersection/overpass.	\$10,000,000	26
Medium	CDJ-CARR-022 (20)	Norzagaray Boulevard <sup>^</sup>	Construct direct cargo access to the Norzagaray Boulevard <sup>^</sup> peripheral loop.	\$170,866	27
Short	CDJ-CARR-012 (58)	16 de Septiembre Avenue	Extend 16 de Septiembre Avenue to connect with the Camino Real peripheral.	N/A	28
Long	CDJ-CARR-028 (38, 56)	Samalayuca Jerónimo Highway	Construct loop to complete vehicle and cargo infrastructure directed toward the Santa Teresa/Jerónimo and Anapra/Sunland Park POEs.	N/A	29
Medium	CDJ-CARR-019 (17)	Francisco Villarreal Torres Avenue	Construct transverse expansion; improve drainage infrastructure.	\$213,385	31
Medium	CDJ-CARR-023 (46)	Juan Pablo II Boulevard	Construct diamond-shaped overpass.	\$366,141	32
Medium	CDJ-CARR-027 (22)	Norzagaray Boulevard <sup>^</sup>	Construct intersection to facilitate cargo traveling to and from the Santa Teresa/Jerónimo and Anapra/Sunland Park POEs.	\$305,511	32

Term	Project Number (Map ID)	Highway	Project Description*	Estimated Cost (\$2012)	Rank**
Medium	CDJ-CARR-017 (15)	Juan Pablo II Boulevard	Construct transverse expansion; improve drainage infrastructure.	\$1,653,543	34
Short	CDJ-CARR-014 (57)	Various access roads to Ysleta-Zaragoza POE	Improve vehicle and pedestrian access.°	N/A	35
Long	CDJ-CARR-024 (37)	Internacional Boulevard	Construct 3.4 miles of road to complete vehicle and cargo infrastructure directed toward the Santa Teresa/Jerónimo POE and proposed rail bridge.	N/A	35
Long	CDJ-CARR-025 (21)	Norzagaray Boulevard <sup>^</sup>	Construct overpasses to facilitate cargo moving to and from the Santa Teresa/Jerónimo POE and proposed rail bridge.	\$396,850	38
Long	CDJ-CARR-026 (59)	Juan Pablo II Boulevard	Construct intersection to facilitate cargo moving to and from Ysleta-Zaragoza POE and San Elizario Tangential .	\$305,511	38
Long	CDJ-CARR-011 (13)	Extension of Independencia Boulevard	Construct 10-lane highway.	N/A	40
Medium	CDJ-CARR-021 (19)	Independencia Loop at the intersection with Búfalo Street	Construct diamond-shaped overpass.	\$366,141	40
Short	GobChi-CARR-20	Ramón Rayón Avenue and Independencia Boulevard	Construct sidewalk.	\$1,417,322	42
Medium to Long	CDJ-CARR-007 (12)	Tangencial Avenue	Construct tangent from the intersection of MEX 45 and Jerónimo Loop to the intersection of Fronterizo Boulevard and De las Naciones Highway.	N/A	43

Term	Project Number (Map ID)	Highway	Project Description*	Estimated Cost (\$2012)	Rank**
Medium to Long	CDJ-CARR-008 (34)	16 de Septiembre Avenue	Extend 16 de Septiembre Avenue, linking City of Juárez with the Santa Teresa/Jerónimo POE.	N/A	43
Short to Medium	CDJ-CARR-004 (32)	Carretera de las Naciones	Construct alternative connector to Guadalupe-Tornillo and the eastern region of City of Juárez.	N/A	45
Short	Privado-CARR-01 (40)	MEX 48	Construct access road to the FOXCONN maquila located at the Kilometer 19 marker.	\$472,440	46
Long	CDJ-CARR-010 (36)	Intersection of De las Naciones Highway, the extension of Fronterizo Boulevard, and Tangencial Avenue	Construct intersection/overpass.	\$8,000,000	48
Short	CDJ-CARR-016 (14)	David Herrera Jordán	Improve road infrastructure to enhance access to the SENTRI lane at the Good Neighbor International Bridge.	N/A	49
Medium	CDJ-CARR-005 (33)	Fronterizo Boulevard	Extend Fronterizo Boulevard east toward the Rio Grande.	N/A	50
Medium	CDJ-CARR-018 (16)	Camino Real	Improve connections and access to the Camino Real peripheral.	N/A	51

Note: \* Project description as provided by sponsoring agency

\*\* Ranking out of 51 Mexican road and interchange projects

∞ Not included in location maps

^ Norzagaray Boulevard is also known as Prolongación Poniente del Boulevard Internacional

Project GobChi-CARR-24 ranked sixth in the Municipality of Juárez and seventh in the Mexico Focused Study Area. This project forms part of a pavement preservation and improvement program to improve access to the most-used bridges in the Municipality of Juárez. The project will improve the LOS on five major arterial roads in the area.

Figures 5.5, 5.6, and 5.7 illustrate the location of the planned projects for which location information could be obtained by planning horizon (short, medium, and long term) listed in Table 5.16.

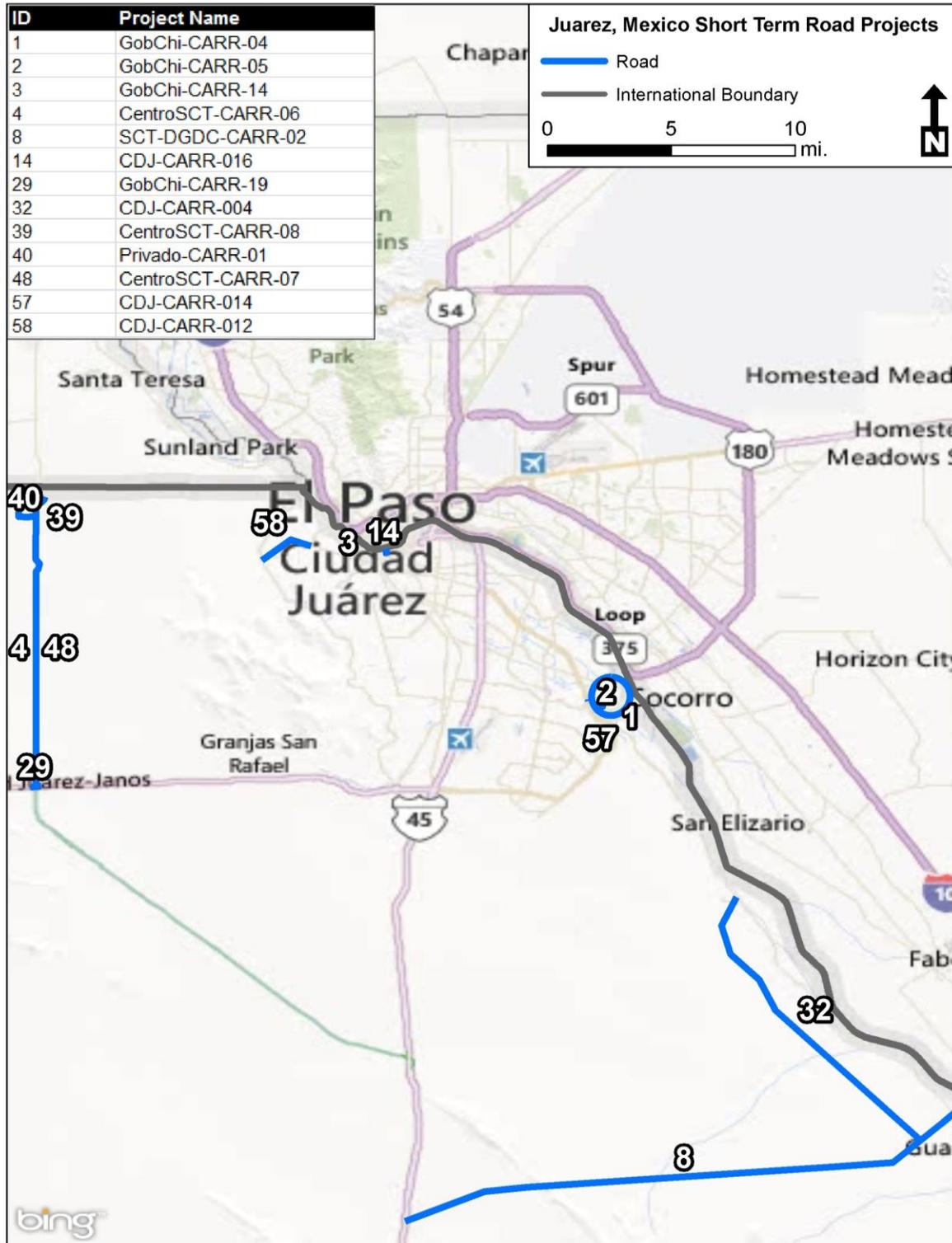


Figure 5.5: Planned Short-Term Road and Interchange Projects in Municipality of Juárez

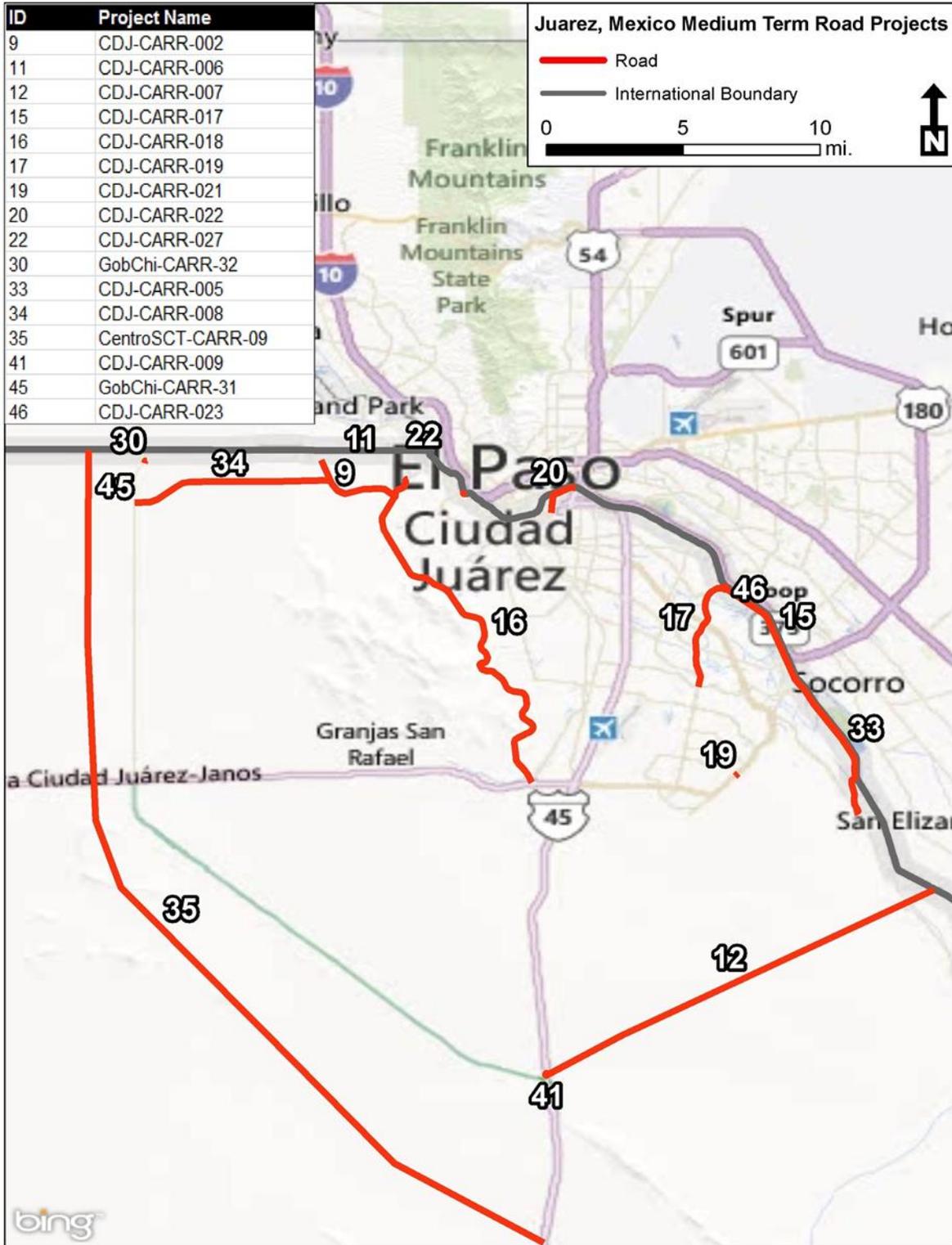


Figure 5.6: Planned Medium-Term Road and Interchange Projects in Municipality of Juárez

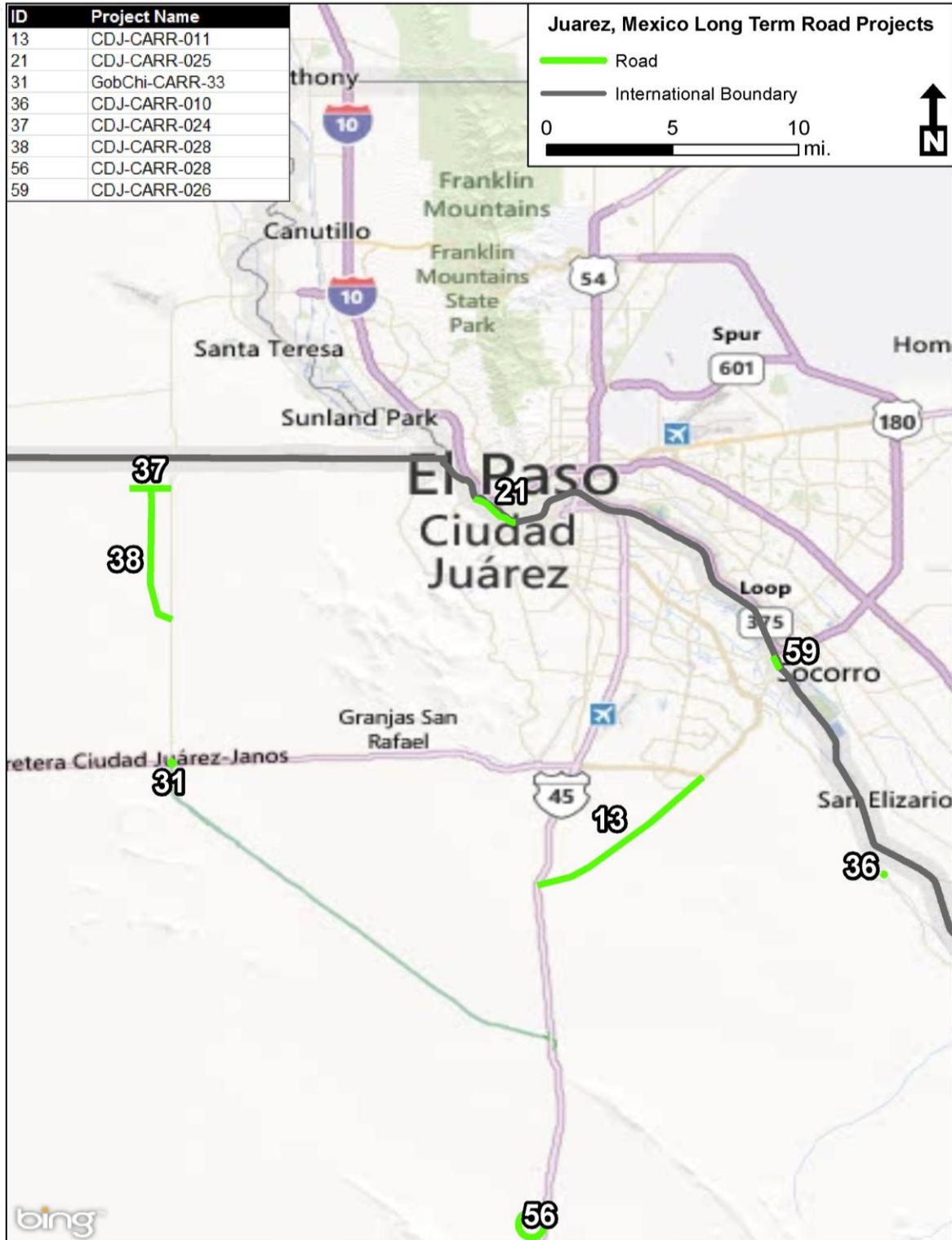


Figure 5.7: Planned Long-Term Road and Interchange Projects in Municipality of Juárez

### 5.6.3 Planned Transit Projects in Municipality of Juárez

On the Mexican side, only one planned transit project, shown in Table 5.17, was submitted for inclusion in the Border Master Plan. The planned project involves general improvements to the public transportation system and the development of a BRT system. The BRT project is expected to become operational in 2013. This investment will add up to 30 buses per hour to the public transportation system in the Municipality of Juárez.

**Table 5.17: Planned Transit Projects in Municipality of Juárez**

Term	Project Number (Map ID)	Location	Project Description*	Estimated Cost (\$2012)	Rank
Short	CDJ-CARR-013 (49)	Juan Gabriel Road, Zaragoza Boulevard, 16 de Septiembre Avenue, Paseo Triunfo de la República, and Tecnológico Avenue	Improve public transportation, develop BRT, and connect originating zones with important destinations, including POEs.	\$4,430,009	1

Note: \* Project description as provided by sponsoring agency

Figure 5.8 illustrates the location of the planned BRT project identified in the Municipality of Juárez.

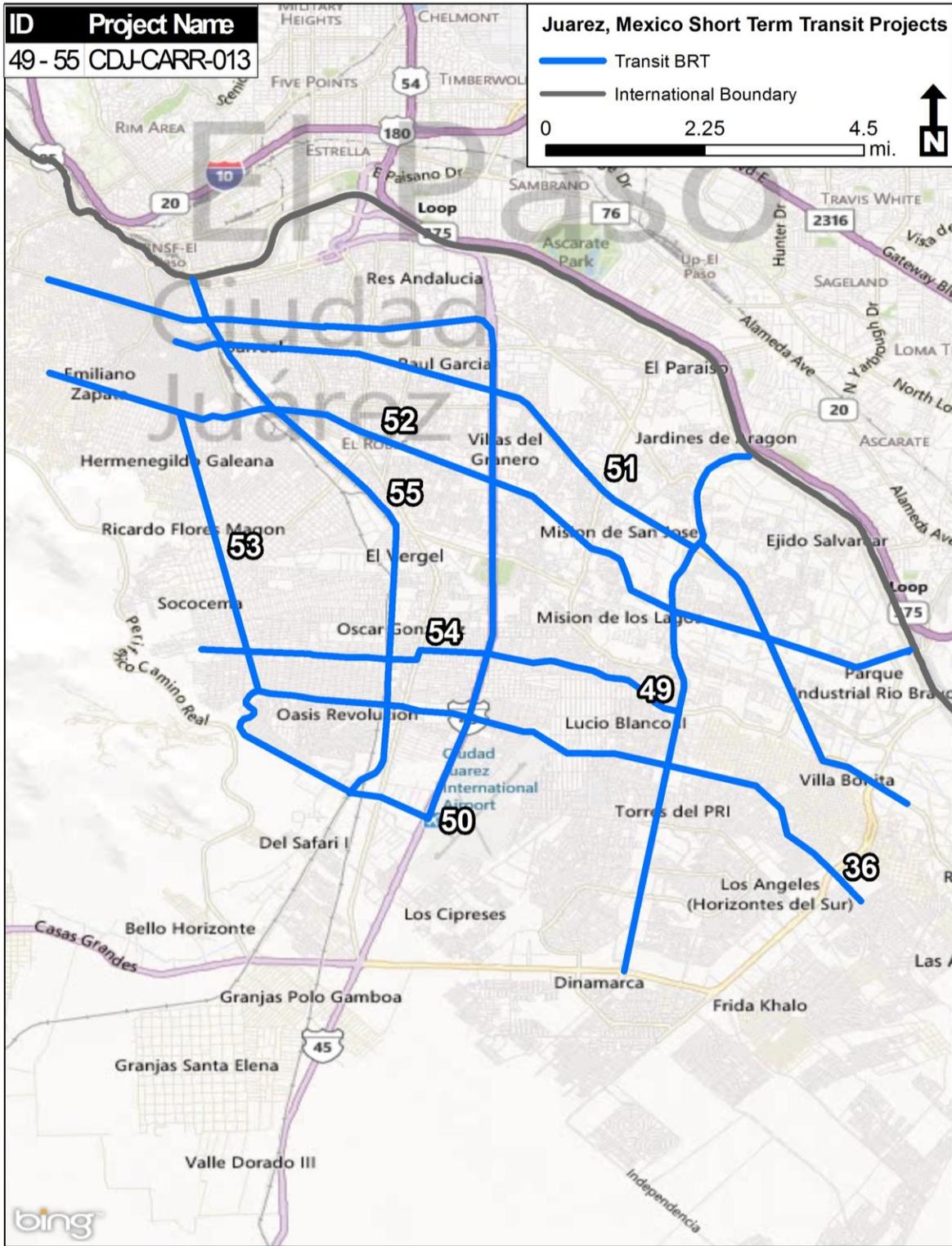


Figure 5.8: Planned Transit Project in Municipality of Juárez

### 5.6.4 Planned Rail Projects in Municipality of Juárez

On the Mexican side, three planned rail projects were identified in the Mexico Focused Study Area. Two of these rail projects are planned in the Municipality of Juárez (see Table 5.18). Table 5.18 shows that the highest ranked rail project in the Municipality of Juárez and the Mexico Focused Study Area is the construction of a new rail line that connects the City of Juárez to the new Santa Teresa/Jerónimo POE (Project GobChi-FERR-001). The cost of this project is estimated at approximately \$126 million. The second planned rail project involves construction of a rail spur connecting to the Electrolux Plant in the southeast of the City of Juárez.

**Table 5.18: Planned Rail Projects in Municipality of Juárez**

Term	Project Number (Map ID)	Owner	Project Description*	Estimated Cost (\$2012)	Rank**
Short to Medium	GobChi-FERR-001 (42)	N/A	Construct a new rail line from the City of Juárez to the Santa Teresa/Jerónimo POE.	\$125,984,031	1
Short	FERR-002 (43)	N/A	Construct a rail spur connecting to the Electrolux Plant in the southeast of the City of Juárez.	N/A	3

Note: \* Project description as provided by sponsoring agency

\*\* Ranking out of three Mexican rail projects

Figures 5.9 and 5.10 illustrate the location of the planned rail projects by planning horizon identified in the Municipality of Juárez.

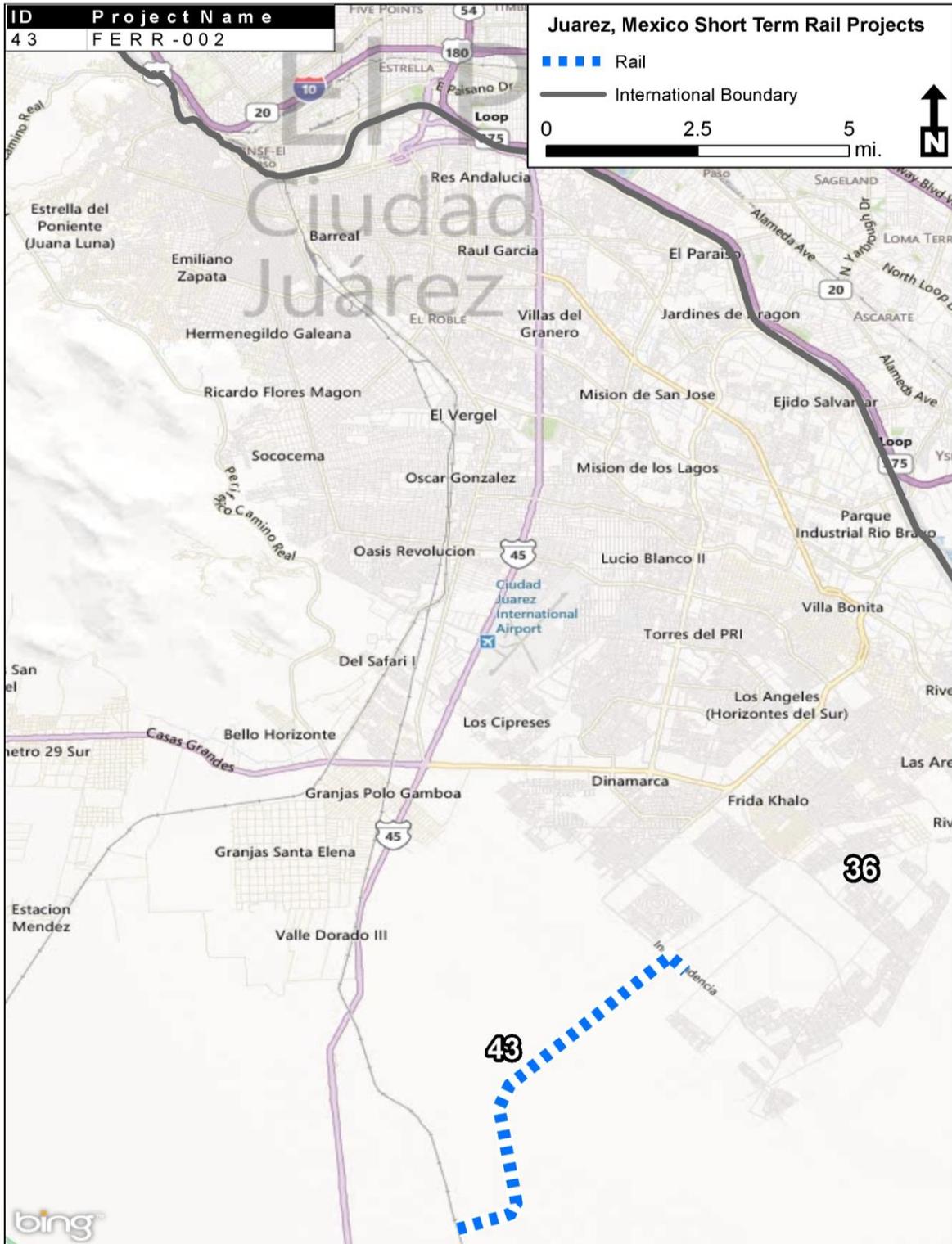


Figure 5.9: Planned Short-Term Rail Projects in Municipality of Juárez

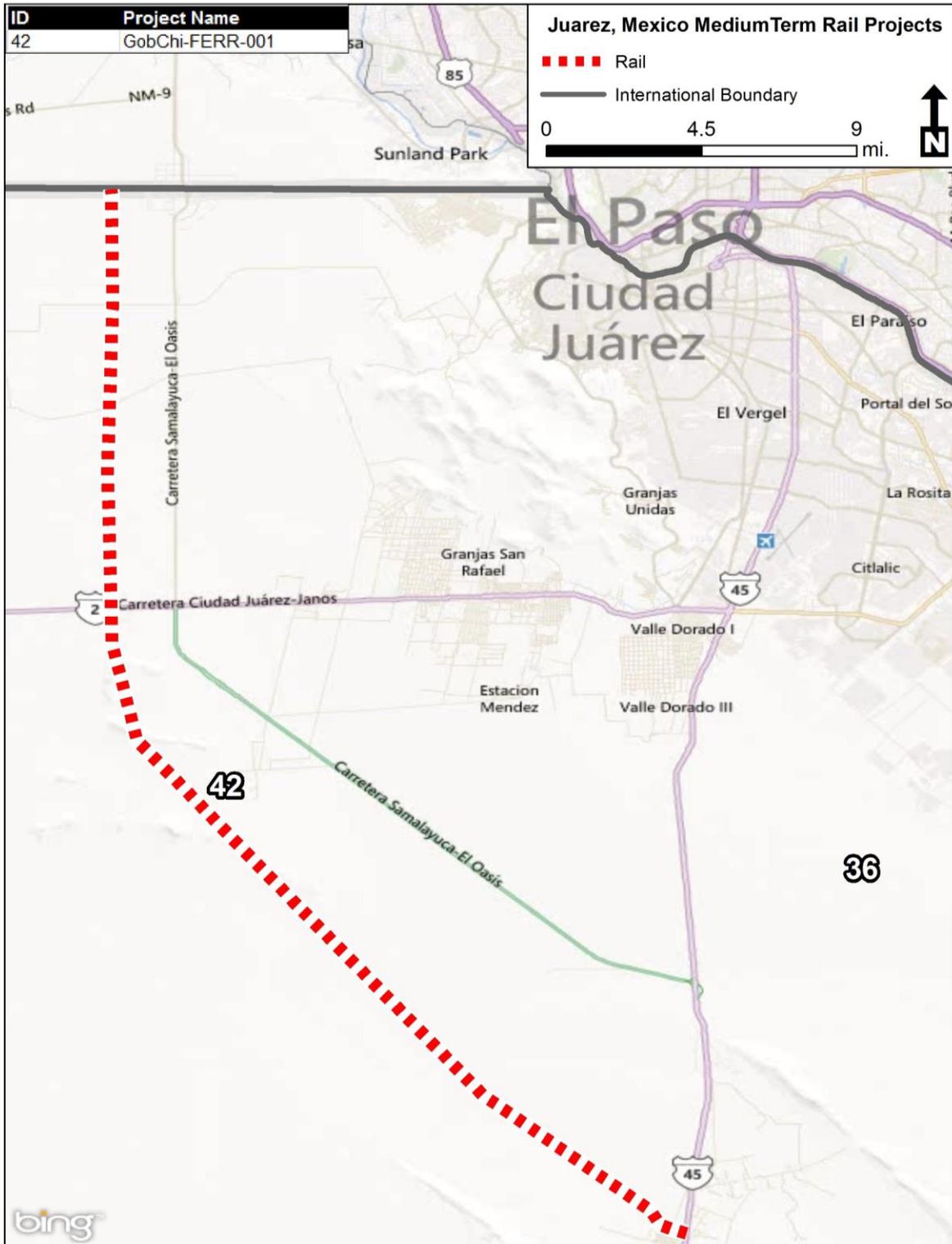


Figure 5.10: Planned Medium-Term Rail Projects in Municipality of Juárez

## 5.7 Municipalities of Guadalupe and Práxedis G. Guerrero

### 5.7.1 Planned POE Projects in Municipalities of Guadalupe and Práxedis G. Guerrero

The ranking of the planned POE projects identified in the Municipalities of Guadalupe and Práxedis G. Guerrero is provided in Tables 5.19 and 5.20.

**Table 5.19: Planned POE Project at Existing POE in Municipalities of Guadalupe and Práxedis G. Guerrero**

Term	Project Number	Bridge	Project Description*	Estimated Cost (\$2012)	Rank**
Medium	AI-CI-06	Fort Hancock-El Porvenir International Bridge	Modernize and expand administrative facilities.	\$6,299,212	19

Note: \* Project description as provided by sponsoring agency

\*\* Ranking out of 23 Mexican POE projects

**Table 5.20: New POE Project in Municipalities of Guadalupe and Práxedis G. Guerrero**

Term	Project Number	Bridge	Project Description*	Estimated Cost (\$2012)	Rank**
Short	SCT-DGDC-CI-06	Guadalupe/Tornillo	Construct administrative facilities and bridge structure for new Guadalupe/Tornillo POE.	\$27,200,000	1

Note: \* Project description as provided by sponsoring agency

\*\* Ranking out of 23 Mexican POE projects

#### *Planned POE Project at Existing POEs*

The only planned project (see Table 5.19) in the Municipalities of Guadalupe and Práxedis G. Guerrero involves the modernization and expansion of the administrative facilities at the Fort Hancock-El Porvenir International Bridge (Project AI-CI-06).

#### *New POE Project*

Table 5.20 shows that administrative facilities and the bridge structure for the new Guadalupe/Tornillo POE was the highest ranked POE project in the Municipality of Guadalupe and the Mexico Focused Study Area.

**5.7.2 Planned Road and Interchange Projects in Municipalities of Guadalupe and Práxedis G. Guerrero**

The only planned road project, shown in Table 5.21 and Figure 5.11, in the Municipalities of Guadalupe and Práxedis G. Guerrero ranked 30th out of the 51 planned Mexican road and interchange projects in the Mexico Focused Study Area. Project SCT-DGDC-CARR-01 involves the modernization of the intersection of MEX 2 and the road leading to the Fort Hancock-El Porvenir International Bridge.

**Table 5.21: Planned Road and Interchange Project in Municipalities of Guadalupe and Práxedis G. Guerrero**

Term	Project Number (Map ID)	Highway	Project Description*	Estimated Cost (\$2012)	Rank**
Medium	SCT-DGDC-CARR-01 (23)	MEX 2	Modernize the intersection of MEX 2 and the road leading to the Fort Hancock-El Porvenir International Bridge; construct shoulders and merge lanes.	\$393,700	30

Note: \* Project description as provided by sponsoring agency

\*\* Ranking out of 51 Mexican road and interchange projects

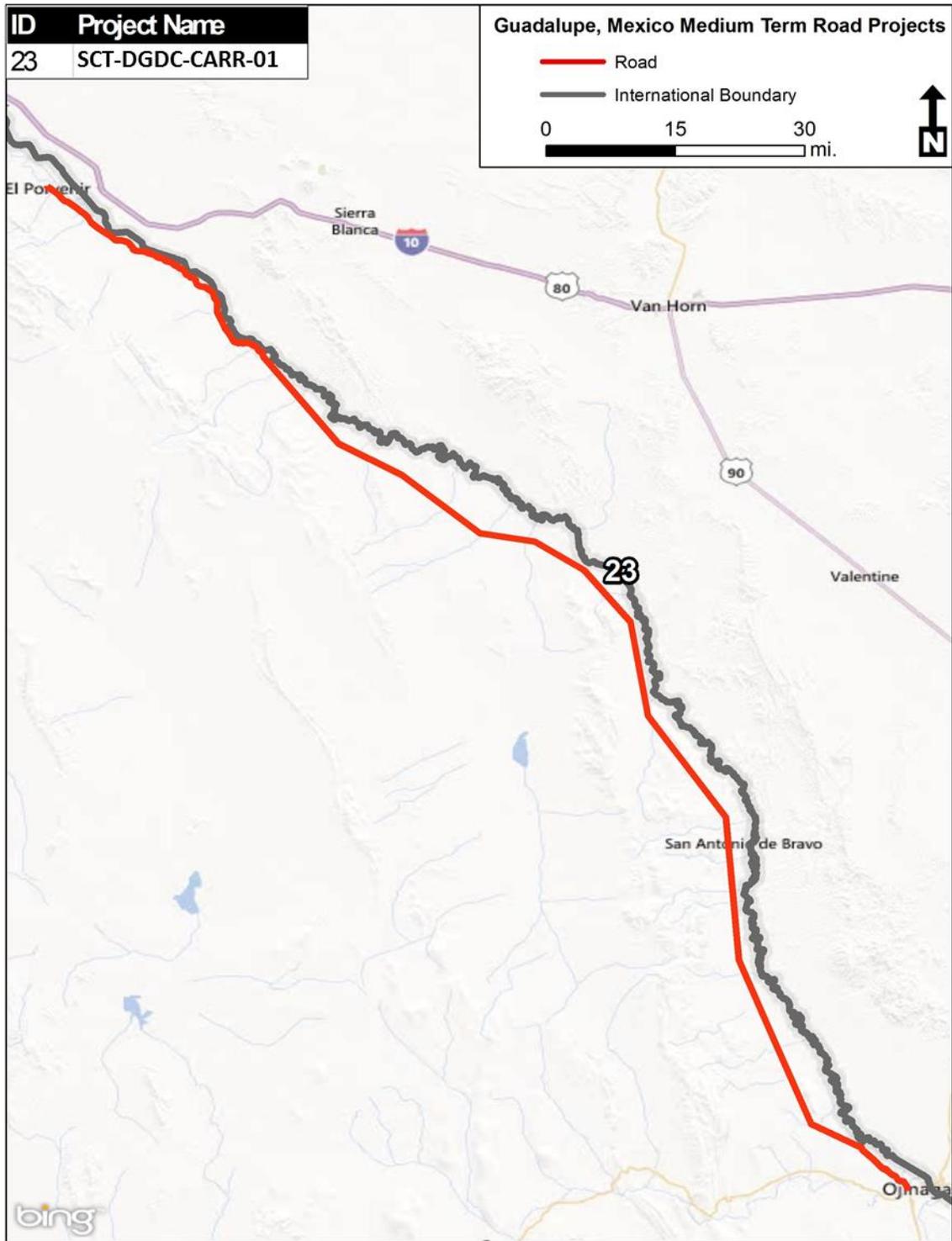


Figure 5.11: Planned Medium-Term Road and Interchange Project in Municipalities of Guadalupe and Práxedes G. Guerrero

## **5.8 Municipality of Ojinaga**

### **5.8.1 Planned POE Projects in Municipality of Ojinaga**

Seven planned Mexican projects involving the Municipality of Ojinaga were submitted for inclusion in the Border Master Plan, including a new crossing and the construction of administrative facilities. Tables 5.22 and 5.23 show that 4 of the 10 highest ranked Mexican POE projects are planned in the Municipality of Ojinaga.

#### *Planned POE Projects at Existing POEs*

Six planned projects were identified at existing POEs in the Municipality of Ojinaga. The ranking of these planned POE projects is provided in Table 5.22. The construction of exclusive export lanes (Project GobChi-CI-01) and exclusive import lanes (Project GobChi-CI-11) at the Presidio-Ojinaga International Bridge tied in ranking first in the Municipality of Ojinaga (tied in ranking third out of the 23 planned POE projects in the Mexico Focused Study Area).

Project GobChi-CI-14, which ranked third in the Municipality of Ojinaga (seventh out of the 23 planned POE projects in the Mexico Focused Study Area), involves the reconstruction and widening of the Presidio-Ojinaga Rail Bridge. This project also includes the modernization of the existing border infrastructure. The other planned rail POE project in the Municipality of Ojinaga, Project FERR-CI-03, includes the construction of access infrastructure, platforms, and areas of security and inspection to begin operations at the Presidio-Ojinaga Rail Bridge.

The construction of a new span parallel to the existing bridge was submitted as Project SCT-DGDC-CI-03. This project ranked fourth in the Municipality of Ojinaga and 10th out of the 23 planned POE projects in the Mexico Focused Study Area. Government entities are currently reviewing this project and Project AI-CI-04-SCT-DGDC-CI-04, included in Table 5.23, as two alternative POE options for improving bridge capacity in the Municipality of Ojinaga.

#### *New POE Project*

The only new POE project in the Municipality of Ojinaga (ranked fifth in the Mexico Focused Study Area) involves the construction of a new bridge and administrative facilities. This proposed bridge was submitted as Project AI-CI-04-SCT-DGDC-CI-04 (see Table 5.23).

**Table 5.22: Planned POE Projects at Existing POEs in Municipality of Ojinaga**

Term	Project Number	POE	Project Description*	Estimated Cost (\$2012)	Rank**
Short	GobChi-CI-01	Presidio-Ojinaga International Bridge	Construct exclusive export lane at the existing bridge.	\$551,181	3
Medium	GobChi-CI-11	Presidio-Ojinaga International Bridge	Construct exclusive import lane at the existing bridge.	\$551,181	3
Medium	GobChi-CI-14	Presidio-Ojinaga International Bridge	Reconstruct and widen the Presidio-Ojinaga Rail Bridge and modernize existing border infrastructure.	N/A	7
Medium	SCT-DGDC-CI-03	Presidio-Ojinaga International Bridge	Construct a new span parallel to the existing bridge to provide increased vehicle capacity.	\$3,149,606	10
Medium	FERR-CI-03	Presidio-Ojinaga International Bridge	Construct access infrastructure, platforms, and areas of security and inspection necessary to begin operation of the Presidio-Ojinaga Rail Bridge.	\$787,401	18
Short	AI-CI-05	Presidio-Ojinaga International Bridge	Modernize and expand administrative facilities at the existing bridge.	\$6,299,212	20

Note: \* Project description as provided by sponsoring agency

\*\* Ranking out of 23 Mexican POE projects

**Table 5.23: Planned New POE Project in Municipality of Ojinaga**

Term	Project Number	POE	Project Description*	Estimated Cost (\$2012)	Rank**
Medium	AI-CI-04-SCT-DGDC-CI-04	Presidio-Ojinaga International Bridge	Construct new international bridge and new administrative facilities.	\$10,629,921	5

Note: \* Project description as provided by sponsoring agency

\*\* Ranking out of 23 Mexican POE projects

### **5.8.2 Planned Road and Interchange Projects in Municipality of Ojinaga**

Six planned road and interchange projects in the Municipality of Ojinaga were submitted for inclusion in the Border Master Plan. The rankings of these six projects are presented in Table 5.24. Table 5.24 shows that 1 of the 10 highest ranked Mexican road and interchange projects is in the Municipality of Ojinaga. The highest ranked road and interchange project in the municipality (ranked fifth out of the 51 Mexican road and interchange projects) involves the modernization and widening of MEX 2 along the U.S.-Mexico border from El Porvenir to Ojinaga (Project CentroSCT-CARR-16). This project will include high-occupancy vehicle lanes and is expected to accommodate double the 2010 AADT, as well as facilitate increased economic activity.

The modernization of CHIH 67 (Projects GobChi-CARR-25 and GobChi-CARR-29) ranked second and fourth in the Municipality of Ojinaga (ranked 12th and 19th out of the 51 Mexican road and interchange projects), respectively. These projects will improve CHIH 67 from Ojinaga south to the intersection with Highway CHIH 80 by constructing a parallel section of road to result in a divided highway, thereby increasing the safety and LOS on the facility while providing additional vehicle capacity. In addition, Project GobChi-CARR-29 also includes the construction of a new loop south of the City of Ojinaga.

Figures 5.12 and 5.13 illustrate the projects listed in Table 5.24 for which location information could be obtained.

**Table 5.24: Planned Road and Interchange Projects in Municipality of Ojinaga**

Term	Project Number (Map ID)	Highway	Project Description*	Estimated Cost (\$2012)	Rank**
Short	CentroSCT-CARR-16 (47)	MEX 2	Modernize and widen the rural section to accommodate 2 lanes and shoulders from El Porvenir to Ojinaga.	\$167,559,055	5
Medium	GobChi-CARR-25 (5)	CHIH 67	Modernize CHIH 67; construct a second parallel section of highway.	\$22,047,244	12
Medium	GobChi-CARR-26 (6)	CHIH 80	Modernize CHIH 80–La Mula; construct a second parallel section of highway.	\$27,559,055	17
Medium	GobChi-CARR-29 (7)	CHIH 67	Construct a new loop south of Ojinaga to connect directly to the Presidio-Ojinaga International Bridge.	\$6,062,992	19
Medium	CDJ-CARR-020 (18)	Presidio-Ojinaga International Bridge Access	Improve urban infrastructure and perform pavement preservation from Fronteriza Street to Coronado Street.	N/A	35
Medium	CentroSCT-CARR-01 (23)	MEX 2	Construct the Border Highway.	\$51,181,102	46

Note: \* Project description as provided by sponsoring agency

\*\* Ranking out of 51 Mexican road and interchange projects

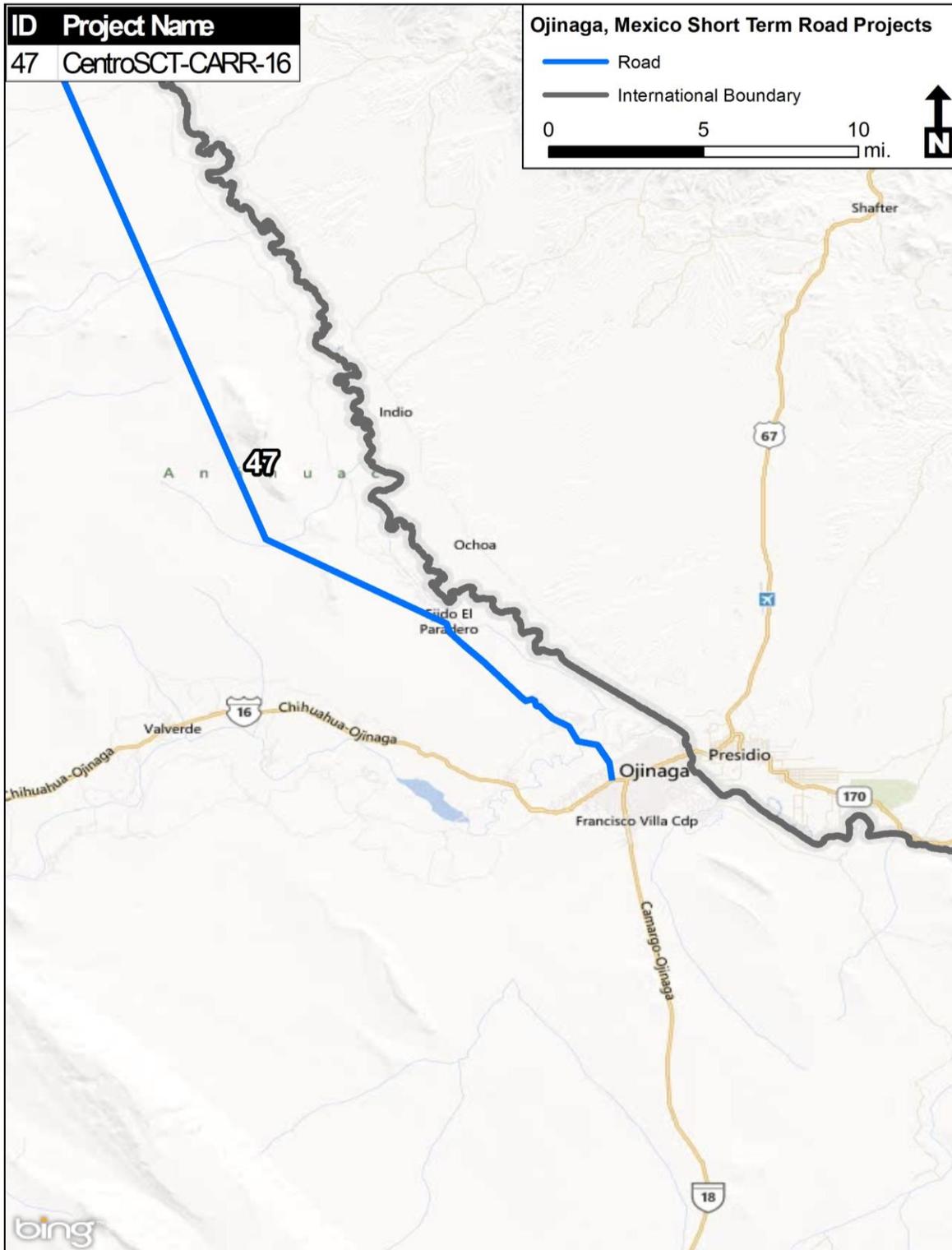


Figure 5.12: Planned Short-Term Road and Interchange Project in Municipality of Ojinaga

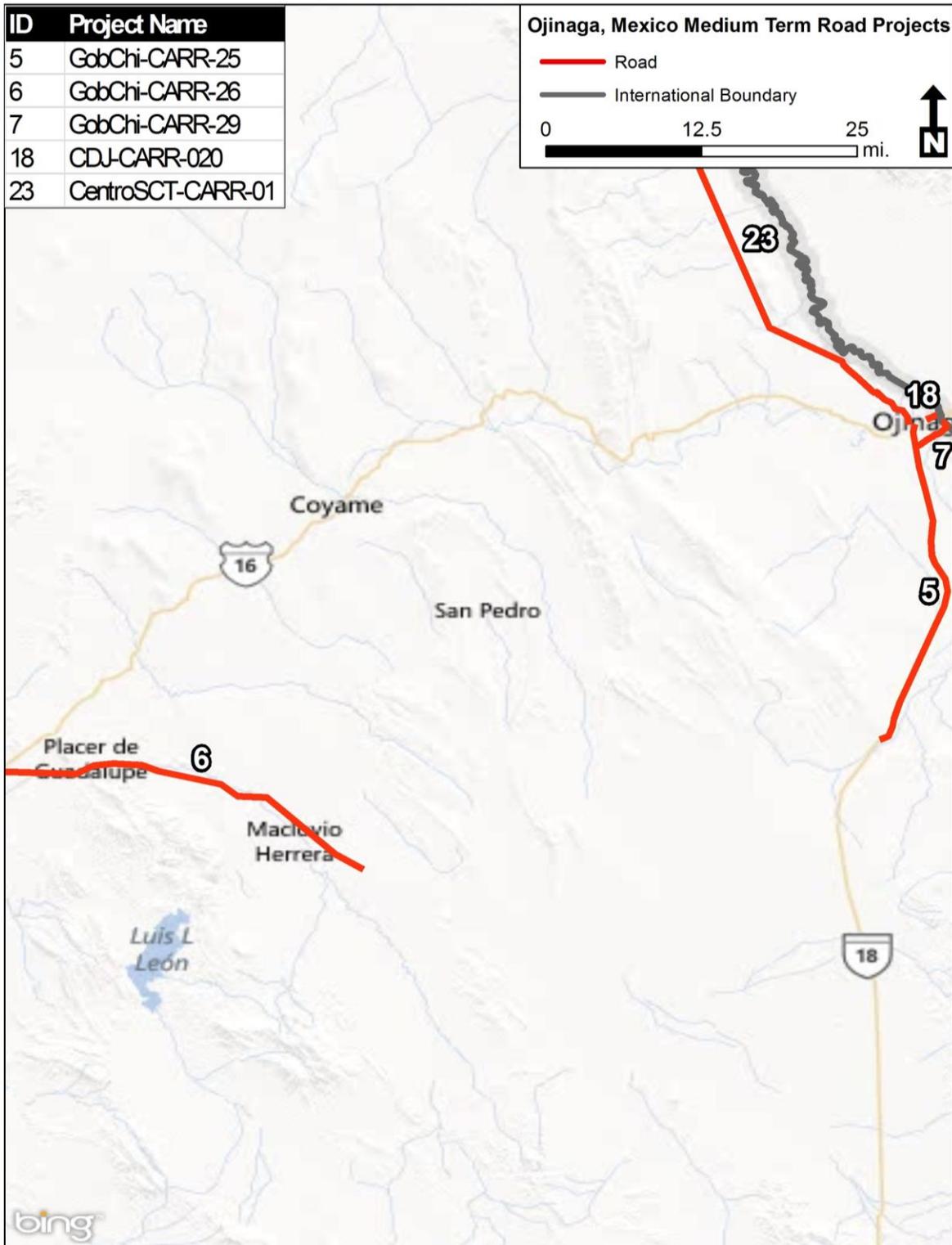


Figure 5.13: Planned Medium-Term Road and Interchange Projects in Municipality of Ojinaga

### 5.8.3 Planned Rail Project in Municipality of Ojinaga

One planned rail project was identified in the Municipality of Ojinaga (see Table 5.25). This project provides for the replacement and improvement of rail line Q in the Ojinaga region at an estimated cost of approximately \$266 million.

**Table 5.25: Planned Rail Project in Municipality of Ojinaga**

Term	Project Number (Map ID)	Owner	Project Description*	Estimated Cost (\$2012)	Rank**
Medium	FERR- 001 (44)	N/A	Replace and improve rail and structures on the Chihuahua-Ojinaga section of the Q rail line.	\$265,748,031	2

Note: \* Project description as provided by sponsoring agency

\*\* Ranking out of three Mexican rail projects

Figure 5.14 shows the location of this rail project.

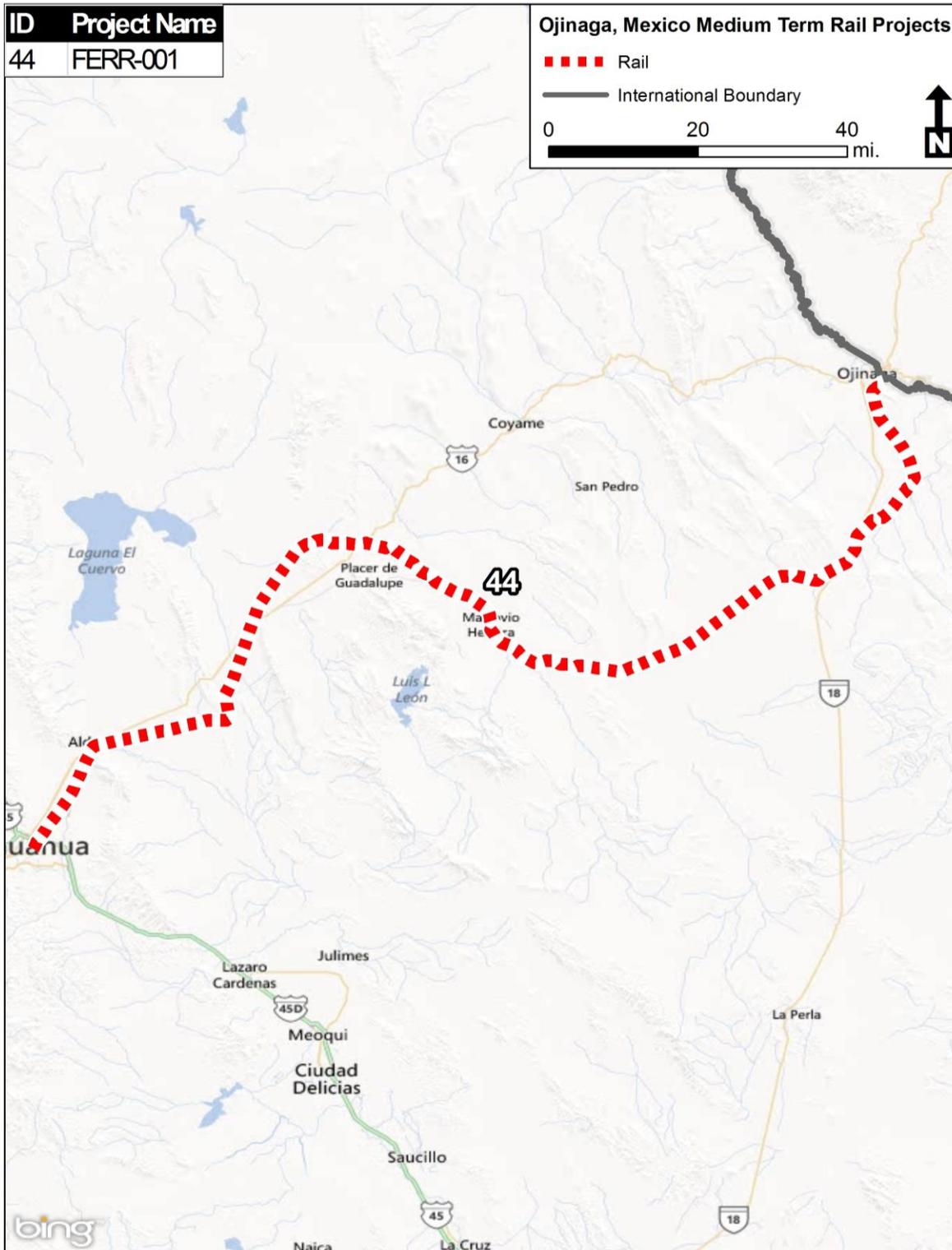


Figure 5.14: Planned Medium-Term Rail Project in Municipality of Ojinaga

## **5.9 POE Projects Requiring Binational Coordination**

The Guadalupe/Tornillo POE is currently under construction on the U.S. side, and it ranked first in the Mexico Focused Study Area. In addition to the Guadalupe/Tornillo POE, nine other POE projects were identified that require binational coordination in the Focused Study Area. To rank these nine projects, the scores of the planned projects in the United States and Mexico were added. This provided a combined ranking for the planned POE projects that require binational coordination.

The planned FSS (Project X501 in the U.S. Focused Study Area and Project CDJ-CI-004 in the Mexico Focused Study Area) at the Ysleta-Zaragoza International Bridge ranked highest with a combined score of 64.7. FSS provides an automated, zero-emission, low-cost, and high-performing option for shippers who are increasingly constrained by congestion along critical freight corridors. The system is predicted to facilitate increased security at the border while supporting international trade, improving air quality, and promoting regional economic development.

The new planned POE between the Bridge of the Americas and Ysleta-Zaragoza International Bridge as proposed by the Camino Real Corridor Border Improvement Plan ranked second. A combined score of 51.2 was calculated for these two projects (Project EPMPO C022X in the U.S. Focused Study Area and Project CDJ-CI-002 in the Mexico Focused Study Area). The project ranked 14th in the U.S. Focused Study Area and 13th in the Mexico Focused Study Area.

The expansion of the Presidio-Ojinaga International Bridge (Project 0924-07-010 in the U.S. Focused Study Area and Project SCT-DGDC-CI-03 in the Mexico Focused Study Area) ranked third with a combined score of 48.7. The U.S. project ranked 16th in the U.S. Focused Study Area, and the Mexico project ranked 10th in the Mexico Focused Study Area.

The new planned POE at Anapra-Sunland Park (Project EPMPO M619X in the U.S. Focused Study Area and Project CDJ-CI-001 in the Mexico Focused Study Area) ranked fourth. Limited information was available for the planned U.S. project, resulting in a combined score of 33.9. The Mexico project ranked second in the Mexico Focused Study Area.

The new planned FSS at the proposed new Billy the Kid POE between Socorro and San Elizario (Project USB-POE-23 in the U.S. Focused Study Area and Project CDJ-CI-008 in the Mexico Focused Study Area) ranked fifth. The project ranked 18th in the U.S. Focused Study Area and 20th in the Mexico Focused Study Area. The combined project score was 24.4.

Finally, two projects were submitted that did not have a “counterpart” project. The first is a new POE project in the Municipality of Ojinaga, which includes the construction of a new bridge and administrative facilities (Project AI-CI-04-SCT-DGDC-CI-04). This proposed bridge ranked fifth in the Mexico Focused Study Area. The second project is the Secure Origins POE project in El Paso (Project USB-POE-16), which ranked seventh in the U.S. Focused Study Area. Secure Origins seeks to monitor commercial vehicles and cargo on the U.S.-Mexico border by providing real-time information across the entire supply chain and software-enhanced analysis of real-time data. It is expected that the project will be completed in 2013 on the U.S. side at an estimated cost of \$10 million. Advanced technologies like Ready and SENTRI will be installed at select locations to improve mobility and traffic flow, and reduce waiting time for truck traffic. The provision of remote logistics is anticipated to improve efficiency and safety for cross-border cargo movements.

### **5.10 Planned U.S. Projects in Focused Study Area**

Tables 5.26 through 5.29 provide the ranking of all the planned POE, road and interchange, transit, and rail projects, respectively, in the U.S. Focused Study Area.

**Table 5.26: Planned U.S. POE Projects in Focused Study Area**

Term	Project Number	Agency	Project Name	Project Description	Project Location	Estimated Cost (\$2012)	Rank
Medium	X501	City of El Paso	Freight Shuttle System	Build the FSS, an automated, zero-emission, low-cost, and higher performing option for shippers that are increasingly constrained by the growing congestion in many critical freight corridors.	Ysleta-Zaragoza International Bridge	\$150,000,000	1
Medium	USB-POE-09	City of El Paso	Expansion of Primary Commercial Inspection Lanes at the Zaragoza POE	Add up to 6 additional primary inspection lanes at the Zaragoza POE to increase POE capacity.	Ysleta-Zaragoza International Bridge	\$5,000,000	2
Short	USB-POE-20	City of El Paso	Zaragoza POE Passenger Vehicle Bridge Lane Reconfiguration and Ready Lane	Reconfigure the lanes by reducing the width of sidewalks on each side of the bridge from 10 feet to 5 feet to increase the number of lanes from 5 lanes (1 SENTRI, 2 northbound, and 2 southbound) to 6 lanes (1 SENTRI, 1 dedicated Ready, 2 northbound, and 2 southbound lanes). The project will include signage.	Ysleta-Zaragoza International Bridge	\$300,000	3
Short	USB-POE-02	City of El Paso	Blue Tooth Border Wait Time System	Deploy a system to measure, relay, and archive wait and crossing times of both U.S.- and Mexico-bound pedestrians and POVs at the Stanton/Good Neighbor International Bridge POE in downtown El Paso.	Good Neighbor International Bridge	\$120,000	4
Short	USB-POE-03	City of El Paso	Bridge of the Americas Ready Lane	Dedicate 1 bridge lane, from the Mexican Aduanas inspection area to CBP primary inspection area, as a Ready lane.	Bridge of the Americas	\$100,000	5

Term	Project Number	Agency	Project Name	Project Description	Project Location	Estimated Cost (\$2012)	Rank
Short	USB-POE-14	City of El Paso	Paso del Norte Ready Lane	Dedicate 1 bridge lane, from the Mexican toll plaza to CBP primary inspection area, as a Ready lane.	Paso del Norte International Bridge	\$100,000	6
Short	USB-POE-16	City of El Paso	Secure Origins	Implement Secure Origins to monitor commercial vehicles and cargo on the U.S.-Mexico border by providing real-time information across the entire supply chain and software-enhanced analysis of real-time data.	El Paso	\$10,000,000	7
Short	EPMPO A524X-CAP	City of El Paso	Zaragoza POE Bridge Repairs and Commercial Lane Reconfiguration	Repair the commercial and non-commercial bridge spans and reconfigure the commercial bridge lanes to increase the number of northbound lanes from 2 to 3, as well as install LED signage.	Ysleta-Zaragoza International Bridge	\$500,000	8
Short	USB-POE-01	City of El Paso	Blue Tooth Border Wait Time System	Deploy a system to measure, relay, and archive wait and crossing times of both U.S.- and Mexico-bound pedestrians and POVs at the Paso del Norte International Bridge in downtown El Paso.	Paso del Norte International Bridge	\$120,000	9
Medium	T071X	City of El Paso	Bridge of the Americas Park-n-Ride and Transit Station	Promote the use of mass transit. The project will include a transit (bus) station, a taxi stand, and passenger vehicle parking.	Bridge of the Americas	\$1,500,000	10
Medium	USB-POE-19	City of El Paso	Zaragoza POE Commercial Toll Facility and Cargo Hold Area	Construct a state-of-the-art commercial toll collection facility that uses dynamic tolling and a cargo hold area.	Ysleta-Zaragoza International Bridge	\$5,000,000	11

Term	Project Number	Agency	Project Name	Project Description	Project Location	Estimated Cost (\$2012)	Rank
Short	0924-06-435/T070X	City of El Paso	Zaragoza International Bridge Park-N-Ride	Promote use of mass transit. The project will include a transit (bus) station, a taxi stand, and passenger vehicle parking at the no longer used Border Safety Inspection Facility.	Ysleta-Zaragoza International Bridge	\$953,289	12
Short	USB-POE-12	City of El Paso	New CBP Commercial POE Entrance and Exit at the Zaragoza POE	Design and implement a new commercial entrance and exit to the CBP compound at the Zaragoza POE. The new entrance and exit will be connected to the new access road through Pan American Drive and Winn Road.	Ysleta-Zaragoza International Bridge	\$2,000,000	13
Long	EPMP0 C022X	City of El Paso	New POE Bridge—El Paso	Construct a new commuter POE (POVs and pedestrians) between the Bridge of the Americas and the Ysleta-Zaragoza International Bridge as recommended by the Camino Real Border Improvement Plan.	Between Bridge of the Americas and Ysleta-Zaragoza International Bridge	\$120,000,000	14
Long	EPMP0 T013B-2	Sun Metro Transit	International Mass Transit (BRT/LRT) between Juarez and El Paso	Provide international mass transit (BRT/LRT) between City of Juárez and El Paso using FTA funds	El Paso—City of Juárez through the Paso del Norte and Good Neighbor International Bridges	\$79,473,126	15
Medium	0924-07-010	TxDOT/Presidio County	Presidio-Ojinaga International Bridge Crossing	Prepare Presidential Permit for the addition of a twin structure and the construction of the twin structure.	Presidio-Ojinaga International Bridge	\$15,401,000	16

Term	Project Number	Agency	Project Name	Project Description	Project Location	Estimated Cost (\$2012)	Rank
Short	USB-POE-11	City of El Paso	Mass Transit Cross-Border System at the Paso del Norte POE	Use mass transit (buses equipped with a security system) to shuttle pedestrians from City of Juárez to El Paso.	Paso del Norte International Bridge	\$20,000,000	17
Long	USB-POE-23	EPMPO and IMIP (sponsored as a PPP)	Freight Shuttle System	Build the FSS, an automated, zero-emission, low-cost, and higher performing option for shippers that are increasingly constrained by the growing congestion in many critical freight corridors. The system will increase the security of the border while facilitating international trade, improving air quality, and promoting regional economic development.	Billy the Kid Port of Entry, between Socorro, Texas, and San Elizario, Texas	\$100,000,000	18
Short	USB-POE-24	EPMPO	Ysleta-Zaragoza Northbound High Security Lane	The High Security Lane is a method to manage the traffic congestion and mitigate air quality within the POE air shed. It also provides a more efficient option for commuters traveling northbound from Mexico to the United States. The system provides an extra lane for pre-scanned applicants who commute from Juarez to El Paso. The system and the extra lane will provide an additional lane to help decrease POE queuing and wait time, improve air quality, and promote regional economic development.	Ysleta-Zaragoza International Bridge	\$500,000	19

Term	Project Number	Agency	Project Name	Project Description	Project Location	Estimated Cost (\$2012)	Rank
Short	USB-POE-25	EPMPO	Bridge of the Americas Southbound High Security Lane	Implement the High Security Lane, a method to manage the traffic congestion and mitigate air quality within the POE air shed. It also provides a more efficient option for commuters traveling southbound into Mexico. The system provides an extra lane for pre-scanned applicants who commute from El Paso to Juarez. The system and the extra lane will provide an additional lane to help decrease POE queuing and wait time, improve air quality, and promote regional economic development.	Bridge of the Americas	\$500,000	19
Short	USB-POE-04	City of El Paso	Bridge Repairs at Good Neighbor/ Stanton Street International Bridge	Make necessary repairs to joints of bridge.	Good Neighbor International Bridge	\$50,000	21
Un-known	USB-POE-05	FMCSA	Commercial and Bus Inspection Facility	Implement Phase I—Feasibility and Phase II—Design/Build.	Bridge of the Americas	\$1,926,000	21
Un-known	USB-POE-06	FMCSA	Commercial and Bus Inspection Facility	Implement Phase I—Feasibility and Phase II—Design/Build.	Presidio, Texas	\$1,161,000	21
Un-known	USB-POE-07	FMCSA	Commercial and Bus Inspection Facility	Implement Phase I—Feasibility and Phase II—Design/Build.	Santa Teresa LPOE	\$1,669,000	21
Un-known	USB-POE-08	FMCSA	Commercial and Bus Inspection Facility	Implement Phase I—Feasibility and Phase II—Design/Build.	Ysleta-Zaragoza International Bridge	\$1,380,000	21

Term	Project Number	Agency	Project Name	Project Description	Project Location	Estimated Cost (\$2012)	Rank
Un-known	USB-POE-10	Presidio County	International Rail Bridge on the South Orient at Presidio	Reconstruct the international rail bridge on South Orient at Presidio, Texas.	Presidio County		21
Medium	EPMPO C028X	City of El Paso	Light Rail Study for Mass Transit Cross-Border System	Study toll fixed-rail system that transports pre-cleared international commuters in a secure capsule between downtown El Paso and downtown City of Juarez.	El Paso	\$300,000	21
Un-known	EPMPO M619X	City of Sunland Park	New POE Bridge – Anapra Sunland Park	Construct a new POE at Sunland Park, New Mexico/Anapra, Chihuahua.	Sunland Park City, New Mexico, and Anapra, Chihuahua	N/A	21
Short	USB-POE-13	City of El Paso	Paso del Norte Bridge Repairs	Make necessary repairs to joints of bridge.	Paso del Norte International Bridge	\$50,000	21
Short	NMDOT CN 7682	NMDOT	Santa Teresa Commercial Weight Inspection Station	Build infrastructure for Santa Teresa Commercial Inspection Facilities.	Santa Teresa LPOE	\$10,109,383	21
Short	USB-POE-17	City of El Paso	Southbound Empty Truck Lane in the Aduana Compound	Implement an empty truck lane in the Aduana compound. Currently empty trucks are not allowed to cross southbound at the Zaragoza POE.	Ysleta-Zaragoza International Bridge – Aduana compound	N/A	21

Term	Project Number	Agency	Project Name	Project Description	Project Location	Estimated Cost (\$2012)	Rank
Short	USB-POE-18	City of El Paso	Increase the Number of Southbound Access Gates to Aduana	Increase the number of southbound access gates to Aduana from 2 to 4.	Ysleta-Zaragoza International Bridge—Aduana compound	N/A	21
Short	EPMPO C027X	City of El Paso	Zaragoza Commercial Toll Office Building	Construct a state-of-the-art toll collection facility. The facility will use dynamic tolling to increase traffic efficiency.	Ysleta-Zaragoza International Bridge	\$5,031,445	21
Short	USB-POE-21	BNSF	Vado East Levee Rehabilitation Project	MP 128.5 to 129—Construct East Levee embankment improvements and Del Rio drain improvements. Work will encroach on BNSF ROW. Agreements in place.	N/A	N/A	21
Short	USB-POE-22	BNSF	Canutillo Phase 2 Improvements	MP 1139.1 to 1144.3—Construct flood wall and gates parallel to BNSF ROW. Work will encroach on BNSF ROW. Plans have not been approved by BNSF. Multiple options are being reviewed.	N/A	N/A	21

**Table 5.27: Planned U.S. Road and Interchange Projects in Focused Study Area**

Term	Project ID	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Short	0924-06-418	TxDOT/ City of El Paso	New	Pan American Drive at Loop 375 to Ysleta-Zaragoza POE	Build new commercial access road to the Ysleta-Zaragoza International Bridge.	\$5,488,358	1
Unknown	0374-02-097	TxDOT	US 62	US 62—Global Reach/Yarborough Drive to RR 659 (Zaragoza Road)	Add capacity.	\$138,000,000	2
Short	2121-04-093	TxDOT	IH 10	IH 10—IH 10 at Loop 375	Make interchange improvements, including construction of direct-connector Loop 375 northbound to IH 10 eastbound.	\$21,000,000	3
Medium	0924-06-111	TxDOT	Old Hueco Tanks Road	Old Hueco Tanks Road—FM 76 (North Loop Road) to Intersection of Eastlake at Gateway Boulevard East	Construct new 4-lane raised median divided urban collector to extend Eastlake Boulevard to FM 76.	\$10,000,000	4
Short	2121-03-151	TxDOT	IH 10	IH 10—Viscount Boulevard to FM 659 (Zaragoza Road)	Construct new roadway lanes.	\$18,191,741	5
Short	2552-03-049/ EPMPO F040X- MOD	TxDOT	Loop 375	Loop 375—IH 10 to Zaragoza Road (FM 659)	Construct managed lanes.	\$36,300,000	6
Short	0002-01-055	TxDOT	SH 20 (Alameda)	SH 20 (Alameda)—Padres Drive to Loop 375	Reconstruct roadway.	\$9,156,000	7

Term	Project ID	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Medium	EPMP0 M068X	City of El Paso	N/A	Various—POEs within El Paso to POEs within El Paso	Implement ITS system (Border Traveler and Cargo Information System).	\$3,900,000	8
Medium	2552-04-027	TxDOT	Loop 375	Loop 375—Park Street to Paisano Drive (US 62)	Construct a new location, freeway: Loop 375 extension.	\$184,050,000	9
Short	0924-07-010	TxDOT/ Presidio County	US 67	US 67—O'Reilly Street to POE	Improve US 67 at the POE.	\$1,670,000	10
Unknown	2552-02-028	TxDOT	Loop 375	Loop 375—Spur 601 to Montana Avenue (US 62/180)	Add 1 lane in each direction and frontage roads.	\$22,000,000	11
Unknown	0924-06-090	TxDOT	New	Border Highway Extension from East Zaragoza Road to Fabens POE	Construct the Border Highway Extension East.	\$135,700,000	12
Unknown	2552-02-029	TxDOT	Loop 375	Loop 375—Spur 601 to Dyer Street (BU 54A)	Add 1 lane in each direction.	\$35,000,000	13
Medium	0002-14-039	TxDOT	FM 258 (Socorro Road)	FM 258 (Socorro Road)—SH 20 (Alameda) North to SH 20 (Alameda) South	Install continuous turn lane and widen paved shoulders.	\$2,149,518	14
Short	NMDOT E100030	NMDOT	NM 136	NM 136—MP 7.5 to MP 8.4	Perform pavement preservation and design and construction of multi-use path on NM 136, including drainage and erosion control.	\$5,928,503	15

Term	Project ID	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Unknown	0924-06-136	TxDOT	New	Construct a New Location Non-freeway: Northeast El Paso Bypass (Toll)	Construct a new location, non-freeway: Northeast El Paso Bypass (toll) 1.8 miles east of Railroad Drive overpass to Texas/New Mexico State line on FM 3255.	\$153,200,000	16
Short	NMDOT CP 701	NMDOT	Strauss Road	Strauss Road—NM 136 to approximately 6.5 Miles from Union Pacific Intermodal Yard	Improve A-017 (Strauss Road) and Industrial Drive, and relocate St. John's access point on NM 136. Reconstruction and rehabilitation will include infrastructure and professional services.	\$11,523,000	17
Short	2121-03-131	TxDOT	IH 10	IH 10—Hammet Street to US 54 (Patriot Freeway)	Make interchange improvements.	\$4,655,875	18
Unknown	2121-01-084	TxDOT	IH 10	IH 10—New Mexico State Line to 0.865 Miles North of SH 20	Install main lane micro mill and 2-inch overlay.	\$5,900,000	19
Short	0002-02-051	TxDOT	SH 20	SH 20—Loop 375 to Fabens (FM 76)	Resurface roadway.	\$4,545,000	20
Medium	NMDOT 1100620	NMDOT	IH 10	IH 10 Pavement Preservation	Perform IH 10 pavement preservation, from Las Cruces to Texas State line.	\$9,000,000	21

Term	Project ID	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Medium	EPMPO F048X	City of El Paso	Loop 375	Loop 375—North Loop (FM 76) to Zaragoza POE	Loop 375 (Americas) exit ramps—Reconstruct on- and off-ramps for Loop 375 West of Pan American Drive to segregate POE commercial and non-commercial traffic.	\$7,000,000	22
Short	NMDOT E100050	NMDOT	Sunland Park Drive	Sunland Park Drive	Perform pavement preservation of Sunland Park Drive, from Texas State line to McNutt Road (NM 273).	\$1,275,000	23
Short	0924-06-436	TxDOT	Eastlake Boulevard	Eastlake Boulevard— From IH 10 to Approximately 0.25 Miles West of Darrington Road	Widen 4-lane divided to 6-lane divided.	\$12,626,502	24
Short	NMDOT LC00100	NMDOT	Missouri Avenue, Las Cruces, New Mexico	Missouri Avenue Bridge, Las Cruces, New Mexico	Perform bridge rehabilitation/widening of Missouri Avenue Bridge.	\$9,000,000	25

Term	Project ID	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Short	NMDOT D1611	NMDOT	NM 404/ NM 213	NM 404/ NM 213— Anthony Gap to Warrior Highway	Construct new roundabout at the intersection of NM 404 and NM 213. New pavement with signing, lighting, and traffic control will be placed to assist with congestion and traffic control in the area.	\$2,099,441	26
Unknown	1281-02-005	TxDOT	FM 1110	FM 1110 (Clint Cutoff Road)— IH 10 to SH 20	Widen roadway to 4 lanes.	\$17,000,000	27
Long	EPMPO A520X-MOD	City of El Paso	Billy the Kid	New— Terminus (Approximately 1 Mile Southeast of Zaragoza Road) to Loop 375 Road	Build 4-lane undivided arterial to connect Zaragoza Road to Loop 375.	\$5,595,000	28
Short	NMDOT E100060	NMDOT	Anthony, New Mexico	NM 460— Anthony Drainage Project	Build storm drain alignment, curb, gutter, and ADA-compliant sidewalk along Anthony Drive.	\$2,500,000	29
Short	EPMPO P442X	TxDOT	US 62/180	US 62/180— US 62/180 at Hawkins	Construct highway grade separation.	\$6,333,900	30
Short	0924-06-269/ EPMPO A123X	City of El Paso	City Street (CS)	CS— Spur 276 (on Isela Rubalcava Boulevard) to El Paso Community College	Construct new road, 4-lane divided.	\$3,140,711	31
Short	0924-06-154	TxDOT/ City of El Paso	CS	CS— Stiles Drive to Alameda Avenue	Replace bridge; reconstruct 2 overpasses (2-lane undivided) at UPRR	\$5,600,000	32

Term	Project ID	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Short	0924-06-190/ EPMPO R307D <sup>∞</sup>	TxDOT/ City of El Paso	Central Business District	CS—Central Business District to Phase IV	Repair roadway; reconstruct downtown streets at CBD.	\$11,516,000	32
Short	EPMPO M017X <sup>∞</sup>	City of El Paso	Entire city	Citywide	Reconstruct 15 intersections (project phased down to 8 intersections—7 already completed; 1 left).	\$1,245,853	32
Short	0924-06-311/ EPMPO A552C- MOD	TxDOT/ El Paso County	Manuel F. Aguilera Highway (FM 3380)	Manuel F. Aguilera Highway (FM 3380)— 0.35 Miles South of SH 20 (Alameda Avenue) to IH 10 at O.T. Smith Road	Build 2-lane undivided, including overpass at SH 20/UPRR.	\$17,233,091	35
Short	0924-06-429	TxDOT/ City of El Paso	CS	CS—On Santa Fe Street Bridge from Franklin Street to Main Street	Repair bridge.	\$696,000	36
Short	EPMPO M405X/ 1046-01- 024	City of El Paso	Zaragoza Road (FM 659)	Zaragoza Road (FM 659)	Install traffic management technology; install fiber interconnect for Zaragoza Road.	\$1,805,338	37
Short	EPMPO S306X	TxDOT	IH 10	IH 10—At Chelsea Street	Improve traffic signal.	\$376,925	37
Short	EPMPO M025B/ 0924-06- 379 <sup>∞</sup>	City of El Paso	VA	Various Locations (Off System)	Install traffic management technology.	\$2,232,331	39

Term	Project ID	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Medium	EPMPO M077X/0924-06-437	City of El Paso	VA	Citywide	Reconstruct 8 intersections, including left-turn lanes and adding right-turn lanes: Mesa/Resler, Viscount/Hawkins, Mesa/Sunland Park, Saul Kleinfeld/Montwood, Saul Kleinfeld/Pebble Hills, Viscount/Montwood, Airport/Founders, and Airport/Cassidy.	\$1,000,000	39
Short	EPMPO C026X	City of El Paso	VA	Street Car Alternative Analysis	Perform analysis to provide justification for implementation of a proposed street-car route that will bring a critical transit project connecting the Paso del Norte International Bridge to the "Golden Horseshoe" Shopping District, Downtown Government District, Entertainment District, Medical District, and EPCC and UTEP campuses.	\$1,500,000	39

Term	Project ID	Agency	Highway	Project Name*	Project Description	Estimated Cost (\$2012)	Rank**
Long	EPMPO T305	Sun Metro Transit	VA	Oregon Street Car Project	Design and construct roadway and pedestrian elements required to integrate street car project, including purchasing of street cars.	\$132,713,860	39
Medium	BMP-RD-002	BNSF	State Spur 1966	State Spur 1966	Construct new highway overpass crossing on State Spur 1966 at MP 1154.72—in preliminary planning with TxDOT; funding to be 100% funded by TxDOT and possibly others (no BNSF cost). No schedule has been suggested for this project.	N/A	39

Table 5.28: Planned U.S. Transit Projects in Focused Study Area

Term	Project Number	Agency	Highway	Project Name	Project Description	Estimated Cost (\$2012)	Rank
Short	EPMPO T017D/0374-02-089	Sun Metro Transit	US 180 (Montana Avenue)/ Montana Corridor Routes	BRT on US 180 (Montana Avenue)/ Montana Corridor Routes	Construct BRT System on US 180 (Montana Avenue)/ Montana Corridor Routes: On Montana Avenue at Piedras to Airway (northbound)/Viscount (southbound) to Hawkins to Montana to Tierra Este to R.C. Poe.	\$9,248,808	1
Short	EPMPO T015C-2	Sun Metro Transit	SH 20	BRT System Construction	Construct BRT System on SH 20 (Alameda Avenue): On Santa Fe Street at Fourth Avenue to Kansas/Campbell Street, to San Antonio/Magoffin Road, to Texas/Myrtle Street to Alameda Avenue to Zaragoza Road.	\$8,400,000	2
Short	EPMPO T015C/0001-02-054	Sun Metro Transit	SH 20	BRT on SH 20 (Mesa Street)	Design and construct BRT: On Santa Fe Street at Fourth Avenue to Franklin Avenue to Oregon Street to Glory Road to Mesa Street to Remcon Circle.	\$6,130,000	3
Short	EPMPO T017C/0167-02-050	Sun Metro Transit	Dyer Corridor Routes	BRT on Dyer Corridor Routes	Design and construct BRT/ITS/signal prioritization/diamond-striped lanes: On Santa Fe Street at Fourth Avenue to Dyer Street (BU 54A) to Diana Drive to Wren Street.	\$9,168,000	4
Short	EPMPO T017D-1	Sun Metro Transit	US 62/180	US 62/180—Hueco Club Park to Airway Boulevard	Perform preliminary engineering for BRT system.	\$2,000,000	N/A

**Table 5.29: Planned U.S. Rail Projects in Focused Study Area**

Term	Project Number	Agency	Project Description	Estimated Cost (\$2012)	Rank
Short	USB-RAIL-01	New Mexico Border Authority	Prepare Presidential Permit for the construction of the Santa Teresa, New Mexico, rail bypass.	\$1,800,000	1
N/A	USB-RAIL-02	BNSF	Perform various upgrades to 31 bridges on the BNSF El Paso Subdivision within the next 10–15 years.	N/A	2

## **5.11 Planned Mexico Projects in Focused Study Area**

Tables 5.30 through 5.33 provide the ranking of all planned POE, road and interchange, transit, and rail projects, respectively, in the Mexico Focused Study Area.

**Table 5.30: Planned Mexico POE Projects in Focused Study Area**

Term	Project Number	Project Description	Project Location	Estimated Cost (\$2012)	Rank
Short	SCT-DGDC-CI-06	Construct administrative facilities and bridge structure for new Guadalupe/Tornillo POE.	Guadalupe/Tornillo	\$27,200,000	1
Medium	CDJ-CI-001	Construct new, non-commercial POE northwest of City of Juárez.	Anapra-Sunland Park	\$14,400,000	2
Short	GobChi-CI-01	Construct exclusive export lane at the existing bridge.	Presidio-Ojinaga International Bridge	\$551,181	3
Medium	GobChi-CI-11	Construct exclusive import lane at the existing bridge.	Presidio-Ojinaga International Bridge	\$551,181	3
Medium	AI-CI-04 and SCT-DGDC-CI-04	Construct new international bridge and new administrative facilities.	Presidio-Ojinaga International Bridge	\$10,629,921	5
Medium	GobChi-CI-13	Construct new rail POE to divert cargo away from the urban area of City of Juárez in conjunction with the Samalayuca-Jerónimo rail loop.	Santa Teresa/Jerónimo POE	\$128,000,000	6
Medium	GobChi-CI-14	Reconstruct and widen the Presidio-Ojinaga Rail Bridge and modernize existing border infrastructure.	Presidio-Ojinaga International Bridge	N/A	7
Short	AI-CI-08	Construct sidewalks to provide dedicated routes for pedestrians using the POE.	Santa Teresa/Jerónimo POE	\$275,590	8
Short	AI-CI-02	Modernize and expand administrative facilities and renovations at existing crossing.	Bridge of the Americas	\$6,299,212	9
Medium	SCT-DGDC-CI-03	Construct a new span parallel to the existing bridge to provide increased vehicle capacity.	Presidio-Ojinaga International Bridge	\$3,149,606	10
Short	GobChi-CI-12	Widen access road to Mexican Customs from 2 to 3 lanes to increase capacity and to separate heavy vehicles.	Ysleta-Zaragoza International Bridge	\$6,299,212	11

Term	Project Number	Project Description	Project Location	Estimated Cost (\$2012)	Rank
Medium	CDJ-CI-004	Build the FSS.	Ysleta-Zaragoza International Bridge	N/A	12
Short to Medium	CDJ-CI-002	Construct non-commercial POE between Bridge of the Americas and the Ysleta-Zaragoza POE, with SENTRI, bus, and pedestrian facilities.	El Paso-City of Juárez (New POE)	N/A	13
Medium	AI-CI-07	Remodel and expand administrative facilities and security at border crossing.	Santa Teresa/Jerónimo POE	\$5,511,811	14
Short	AI-CI-01	Modernize and expand administrative facilities and renovations at existing crossing.	Ysleta-Zaragoza International Bridge	\$6,299,212	15
Short	AI-CI-03	Modernize and expand administrative facilities and renovations at existing crossing.	Good Neighbor International Bridge	\$6,299,212	16
Short	AI-CI-10	Modernize and expand administrative facilities and renovations at existing crossing.	Paso del Norte International Bridge	\$6,299,212	17
Medium	FERR-CI-03	Construct access infrastructure, platforms, and areas of security and inspection necessary to begin operation of the Presidio-Ojinaga Rail Bridge.	Presidio-Ojinaga International Bridge	\$787,401	18
Medium	AI-CI-06	Modernize and expand administrative facilities.	Fort Hancock-El Porvenir International Bridge	\$6,299,212	19
N/A	AI-CI-09	Expand and modernize import and export areas.	Santa Teresa/Jerónimo POE	N/A	20
N/A	SCT-DGDC-CI-02	Implement facilities for “green” transportation modes.	Paso del Norte International Bridge	N/A	20
Short	AI-CI-05	Modernize and expand administrative facilities at the existing bridge.	Presidio-Ojinaga International Bridge	\$6,299,212	20
Medium	CDJ-CI-008	Build the FSS.	Billy the Kid Proposed POE (between Socorro and San Elizario)	N/A	20

Table 5.31: Planned Mexico Road and Interchange Projects in Focused Study Area

Term	Project Number	Highway	Project Description	Estimated Cost (\$2012)	Rank
Medium	SCT-DGDC--CARR-02	City of Juárez Loop	Construct access loop for the new Guadalupe/Tornillo POE.	\$62,992,125	1
Short	CentroSCT-CARR-06	MEX 48	Modernize and widen MEX 48 to include a shoulder on each side.	\$11,023,622	2
Short	CentroSCT-CARR-08	MEX 48	Modify the radius and super-elevation of the curve located at the Kilometer 18 marker.	\$275,590	3
Medium	CDJ-CARR-002	Rancho Anapra Loop (Elongation of 16 de Septiembre Avenue)	Construct a new urban 4-lane highway to connect to the Anapra-Sunland Park and Santa Teresa/Jerónimo POEs without passing through the Rancho Anapra neighborhood.	N/A	4
Short	CentroSCT-CARR-16	MEX 2	Modernize and widen the rural section to accommodate 2 lanes and shoulders from El Porvenir to Ojinaga.	\$167,559,055	5
Short	CentroSCT-CARR-07	MEX 48	Repave sub-base.	\$1,322,834	6
Medium	GobChi-CARR-24	16 de Septiembre Avenue, Juan Gabriel Road, Oscar Flores Boulevard, Norzagaray Boulevard, Anapra-Jerónimo Highway	Perform pavement preservation of POE access roads.	\$7,086,614	7
Medium	CentroSCT-CARR-09	MEX 48	Construct a highway access road to the Santa Teresa/Jerónimo POE bridge.	\$3,779,527	8
Short	GobChi-CARR-05	Intersection of Manuel Gómez Morín Boulevard and Manuel Clouthier Avenue	Construct overpass.	\$3,937,000	9
Short	GobChi-CARR-19	MEX 48	Modernize the intersection of MEX 48 and the Jerónimo Loop.	\$590,551	10

Term	Project Number	Highway	Project Description	Estimated Cost (\$2012)	Rank
Long	GobChi-CARR-33	MEX 2	Construct overpass at intersection with MEX 48.	\$6,692,913	11
Medium	GobChi-CARR-25	CHIH 67	Modernize CHIH 67; construct a second parallel section of highway.	\$22,047,244	12
Short	GobChi-CARR-04	Intersection of Ramón Rayón Avenue and Manuel Clouthier Avenue	Construct overpass.	\$3,937,000	13
Medium	CDJ-CARR-006	Camino Real and 16 de Septiembre Avenue	Construct overpass.	N/A	14
Short	GobChi-CARR-14	Intersection of Cloro Street and Norzagaray Boulevard	Construct overpass.	\$2,362,204	15
Medium to Long	GobChi-CARR-32	Jerónimo-Anapra Highway	Construct an upper loop for vehicles heading toward MEX 48.	\$905,511	16
Medium	GobChi-CARR-26	CHIH 80	Modernize CHIH 80–La Mula; construct a second parallel section of highway.	\$27,559,055	17
Medium to Long	GobChi-CARR-31	Jerónimo-Anapra Highway	Install actuated traffic lights on access roads to the import/export facilities at the Santa Teresa/Jerónimo POE.	\$118,110	18
Medium	GobChi-CARR-29	CHIH 67	Construct a new loop south of Ojinaga to connect directly to Presidio-Ojinaga International Bridge.	\$6,062,992	19
N/A	CentroSCT-CARR-17	Intersection of 16 de Septiembre Avenue and Francisco Villa Avenue	Railroad Security Program: Construct overpass allowing vehicle traffic to cross over Ferromex Line A.	N/A	20
N/A	CentroSCT-CARR-18	Municipio Libre, between Juan Gabriel Road and Ing. F. Dozal	Railroad Security Program: Construct overpass allowing vehicle traffic to cross over Ferromex Line A.	N/A	20

Term	Project Number	Highway	Project Description	Estimated Cost (\$2012)	Rank
Medium	GobChi-CARR-23	De las Américas Avenue, Pérez Serna Avenue, Heroico Colegio Militar Avenue, Juan Pablo II Boulevard, Tecnológico Avenue	Perform pavement preservation of arterial roads that serve as access roads to POEs.	\$2,283,464	22
N/A	CentroSCT-CARR-19	Vicente Guerrero at the intersection with Francisco Villa Avenue	Railroad Security Program: Construct overpass allowing vehicle traffic to cross over Ferromex Line A.	N/A	23
N/A	CentroSCT-CARR-20	David Herrera at the intersection with Francisco Villa Avenue	Railroad Security Program: Construct overpass allowing vehicle traffic to cross over Ferromex Line A.	N/A	23
Short	CDJ-CARR-003	Anapra-Jerónimo Highway	Remove 0.9 miles of highway, forcing traffic to use the new segment and avoiding conflicts with the line waiting to cross the Santa Teresa/Jerónimo POE.	N/A	25
Medium to Long	CDJ-CARR-009	Intersection of MEX 45, Samalayuca Jerónimo Loop, and Tangencial Avenue	Construct intersection/overpass.	\$10,000,000	26
Medium	CDJ-CARR-022	Norzagaray Boulevard	Construct direct cargo access to the Norzagaray Boulevard peripheral loop.	\$170,866	27
Short	CDJ-CARR-012	16 de Septiembre Avenue	Extend 16 de Septiembre Avenue to connect with the Camino Real peripheral.	N/A	28
Long	CDJ-CARR-028	Samalayuca Jerónimo Highway	Construct loop to complete vehicle and cargo infrastructure directed toward the Santa Teresa/Jerónimo and Anapra/Sunland Park POEs	N/A	29

Term	Project Number	Highway	Project Description	Estimated Cost (\$2012)	Rank
Medium	SCT-DGDC-CARR-01	MEX 2	Modernize the intersection of MEX 2 and the branch leading to Fort Hancock/El Porvenir Bridge; construct shoulders and merge lanes.	\$393,700	30
Medium	CDJ-CARR-019	Francisco Villarreal Torres Avenue	Construct transverse expansion; improve drainage infrastructure.	\$213,385	31
Medium	CDJ-CARR-023	Juan Pablo II Boulevard	Construct diamond-shaped overpass.	\$366,141	32
Medium	CDJ-CARR-027	Norzagaray Boulevard	Construct intersection to facilitate cargo traveling to and from the Santa Teresa and Anapra/Sunland Park POEs.	\$305,511	32
Medium	CDJ-CARR-017	Juan Pablo II Boulevard	Construct transverse expansion; improve drainage infrastructure.	\$1,653,543	34
Short	CDJ-CARR-014	Various access roads to Ysleta-Zaragoza International Bridge	Improve vehicle and pedestrian access.	N/A	35
Medium	CDJ-CARR-020	Presidio-Ojinaga International Bridge Access	Improve urban infrastructure and pavement preservation from Fronteriza Street to Coronado Street.	N/A	35
Long	CDJ-CARR-024	Internacional Boulevard	Construct 3.4 mile road to complete vehicle and cargo infrastructure directed toward the Santa Teresa/Jerónimo POE and proposed rail bridge.	N/A	35
Long	CDJ-CARR-025	Norzagaray Boulevard	Construct overpasses to facilitate cargo moving to and from the Santa Teresa/Jerónimo POE and proposed rail bridge.	\$396,850	38
Long	CDJ-CARR-026	Juan Pablo II Boulevard	Construct intersection to facilitate cargo moving to and from Ysleta-Zaragoza POE and San Elizario Tangential.	\$305,511	38
Long	CDJ-CARR-011	Extension of Independencia Boulevard	Construct 10-lane highway.	N/A	40

Term	Project Number	Highway	Project Description	Estimated Cost (\$2012)	Rank
Medium	CDJ-CARR-021	Independencia Loop at the intersection with Búfalo Street	Construct diamond-shaped overpass.	\$366,141	40
Short	GobChi-CARR-20	Ramón Rayón Avenue, Independencia Boulevard	Construct sidewalk.	\$1,417,322	42
Medium to Long	CDJ-CARR-007	Tangencial Avenue	Construct tangent from the intersection of MEX 45 and Jerónimo Loop to the intersection of Fronterizo Boulevard and De las Naciones Highway.	N/A	43
Medium to Long	CDJ-CARR-008	16 de Septiembre Avenue	Extend 16 de Septiembre Avenue, linking City of Juárez with the Santa Teresa/Jerónimo POE.	N/A	43
Short to Medium	CDJ-CARR-004	Carretera de las Naciones	Construct alternative connector to Guadalupe-Tornillo and the eastern region of the City of Juárez.	N/A	45
Medium	CentroSCT-CARR-01	MEX 2	Construct the Border Highway.	\$51,181,102	45
Short	Privado-CARR-01	MEX 48	Construct access road to the FOXCONN maquila located at the Kilometer 19 marker.	\$472,440	45
Long	CDJ-CARR-010	Intersection of De las Naciones Highway, the extension of Fronterizo Boulevard, and Tangencial Avenue	Construct intersection/overpass.	\$8,000,000	47
Short	CDJ-CARR-016	David Herrera Jordán	Improve road infrastructure to enhance access to the SENTRI lane at Good Neighbor International Bridge.	N/A	48
Medium	CDJ-CARR-005	Fronterizo Boulevard	Extend Fronterizo Boulevard east toward the Rio Grande.	N/A	49

Term	Project Number	Highway	Project Description	Estimated Cost (\$2012)	Rank
Medium	CDJ-CARR-018	Camino Real	Improve connections and access to Camino Real.	N/A	50

**Table 5.32: Planned Mexico Transit Projects in Focused Study Area**

Term	Project Number	Location	Project Description	Estimated Cost (\$2012)	Rank
Short	CDJ-CARR-013	Juan Gabriel Road, Zaragoza Boulevard, 16 de Septiembre Avenue, Paseo Triunfo de la República, and Tecnológico Avenue	Improve public transportation; develop BRT and connect originating zones with important destinations, including POEs.	4,430,009	1

**Table 5.33: Planned Mexico Rail Projects in Focused Study Area**

Term	Project Number	Project Description	Estimated Cost (\$2012)	Rank
Short to Medium	GobChi-FERR-001	Construct new rail line from City of Juárez to the Santa Teresa/Jerónimo POE.	\$125,984,031	1
Medium	FERR 001	Replace and improve rail and structures on the Chihuahua-Ojinaga section of the Q rail line.	\$265,748,031	2
Short	FERR-002	Construct rail spur connecting to the Electrolux Plant in southeast City of Juárez.	N/A	3

## 5.12 Concluding Remarks

This chapter provides a brief overview of the elements of the ranking framework that was used to prioritize the identified projects in the Focused Study Area. This chapter also provides a ranking of the POE, road and interchange, transit, and rail projects by U.S. county and Mexican municipality.

The more data and information that were provided for a planned project, the greater the opportunity for the planned project to receive a higher score—and the higher the likelihood that the planned project would be ranked higher than a similar project for which limited data were provided. Specifically, a lack of sufficient data and information impacted the Border Master Plan priorities as follows:

- A number of criteria were selected for project prioritization for which the information provided by all stakeholders was either limited or difficult to come by. For example, roadway and interchange project criteria for which data were scarce were as follows (the overall contribution of these criteria to the total project score is in parentheses):
  - Final LOS (4.5 percent).
  - Increase in LOS (7.8 percent).
  - Multiple mode demand (5.9 percent).
  - Funding availability (5.4 percent).
  - Accident rate (3.2 percent).
  - Measures to improve safety (3.1 percent).
- For roadway and interchange projects, the LOS criterion accounted for 12.3 percent of the total score. If LOS data were not provided by stakeholders, the LOS was calculated by the study team, where possible, using other available data such as the number of lanes and traffic volumes. The study team used methods outlined by the *Highway Capacity Manual* (HCM) in calculating the LOS. For freeways and highways, the LOS could be determined from readily available information on road volumes and capacity data. However, for urban arterials with free-flow speeds less than 45 mph, the HCM requires that the LOS be based on maneuverability, delays, and speeds because these factors are heavily influenced at signalized intersections where green and red time allocations determine the capacity of the arterial. Higher traffic volumes result in an increase in the probability of vehicles stopping at an intersection, thus leading to a decrease in the LOS. Without data for the green time allocation at intersections on these arterials, the study team could not accurately determine the volume-to-capacity ratios of the urban arterials. The freeway methodology was therefore

used for calculating the urban arterial LOS, and this approach may not be reflective of the actual LOS of the facility.

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- <sup>1</sup> In the case of Mexico, an exchange rate of MXN \$12.70 per U.S. \$1 was considered.
  - <sup>2</sup> CBP, undated, Ready Lane—Radio Frequency Identification (RFID): What Is Ready Lane?, [https://help.cbp.gov/app/answers/detail/a\\_id/1210/kw/ready%20lanes/sno/1](https://help.cbp.gov/app/answers/detail/a_id/1210/kw/ready%20lanes/sno/1) (accessed August 2013).