

## Chapter 5. POE and Transportation Infrastructure Priorities

A fundamental component of the Lower Rio Grande Valley–Tamaulipas Border Master Plan was reaching consensus on a framework to rank/prioritize the planned POE, road and interchange, rail, and marine port projects in the Focused Study Area. This chapter provides a brief overview of the elements of the ranking framework used to prioritize the identified projects in the Focused Study Area. For detailed information about the categories, category weights, criteria, criterion weights, and scoring metrics used, please refer to Appendices D and E. This chapter lists the POE, road and interchange, and marine port projects in order of priority (as established by the ranking framework) for the United States and Mexico, respectively.

Road and interchange project selection, funding, and prioritization are determined by the various MPOs (Hidalgo, Harlingen-San Benito, and Brownsville) through their federally regulated TIP and MTP, RMAs (Hidalgo and Cameron) through their respective Strategic Plans, and TTC through the UTP.

Project sponsors provided all planned project information and data included in this chapter. TxDOT’s Pharr District 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 Prioritization Framework

The study team presented the process for the development of the ranking framework and the elements of this framework to the TWG members during the second TWG meeting and to the PAC members during the second PAC meeting. The study team illustrated the process and elements with examples from the ranking framework developed for the Laredo–Coahuila/Nuevo León/Tamaulipas Border Master Plan. The study team also highlighted several lessons learned from the development of that plan regarding criterion selection. Concurrence was reached during the third TWG meeting regarding the elements of the ranking framework (the categories, category weights, criteria, criterion weights, and scoring metrics) that would be used for project prioritization. A detailed summary of the meeting format and outcome of the third TWG meeting is provided in the minutes of the meeting (see Appendix D).

Some of the criteria and the scoring metrics were modified during the third PAC meeting. The PAC rejected the scoring metrics for only one criterion: “Alleviates

Congestion for POE Projects.” After some discussion, the PAC endorsed a metric that calculates the ratio between the wait times as a result of the proposed/planned projects relative to a baseline regional waiting time as reported by CBP. This metric was used for assigning a score to the “Alleviates Congestion for POE Projects” criterion. In general, however, the PAC members endorsed the categories, category weights, criteria, criterion weights, and scoring metrics agreed upon and recommended by the TWG. Appendix E defines the metrics that were endorsed to assign a score to each of the criteria.

The following sections list the prioritization criteria and weights assigned to the four project types. Projects were scored on a scale of 0 to 1 (typically 0, 0.25, 0.5, 0.75, and 1) for each criterion. 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.

Table 5.1 provides the prioritization criteria and weights assigned to the POE projects. In total, 16 criteria were endorsed for prioritizing POE projects.

**Table 5.1: POE Project Prioritization Criteria**

| Category   | Criterion   | Weight |
|--|---|--------|
| Capacity/Congestion<br>(Weight = 21.0%)                      | Increase in Number of Fully Operational Lanes/<br>Rail Tracks | 32.2%  |
|  | Improve Throughput through the Use of Technology              | 19.6%  |
|  | Alleviate Congestion  | 29.2%  |
|  | Increase in Number of Modes Served                            | 19.0%  |
| Demand<br>(Weight = 16.0%)                                   | Percentage Annual Daily Crossings                             | 59.6%  |
|  | Multiple-Mode Demand  | 40.4%  |
| Cost-Effectiveness/<br>Project Readiness<br>(Weight = 15.0%) | Cost/Capacity Criterion                                       | 23.4%  |
|  | Cost/Demand Criterion   | 18.2%  |
|  | Land Availability   | 26.5%  |
|  | Partially Funded Project                                      | 19.8%  |
|  | Phase of Project Development                                  | 12.1%  |
| Safety<br>(Weight = 9.0%)                                    | Diversion of Commercial Traffic                               | 61.0%  |
|  | Safe Handling of Hazardous Materials                          | 39.0%  |
| Regional Impacts<br>(Weight = 22.0%)                         | Wider Geographical Impacts                                    | 50.0%  |
|  | General Development   | 50.0%  |
| Binational<br>Coordination<br>(Weight = 17.0%)               | Binational Coordination                                       | 100.0% |

Table 5.2 provides the prioritization criteria and weights assigned to the road and interchange projects. In total, 17 criteria were endorsed for prioritizing the road and interchange projects.

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

| Category   | Criterion  | Weight |
|--|--|--------|
| Capacity/Congestion<br>(Weight = 25.3%)                      | Increase in Number of Lanes                      | 26.0%  |
|  | Improvement in the LOS                           | 25.6%  |
|  | Number of POEs Served                            | 24.2%  |
|  | Connectivity                                     | 24.2%  |
| Demand<br>(Weight = 19.2%)                                   | Increase in AADT                                 | 34.4%  |
|  | Percentage of Trucks                             | 25.6%  |
|  | Multiple-Mode Demand                             | 12.5%  |
|  | Estimated Demand at 20 Years                     | 27.5%  |
| Cost-Effectiveness/<br>Project Readiness<br>(Weight = 16.9%) | Cost/Capacity Criterion                          | 23.4%  |
|  | Cost/Demand Criterion                            | 18.2%  |
|  | Land Availability                                | 26.5%  |
|  | Partially Funded Project                         | 19.8%  |
|  | Phase of Project Development                     | 12.1%  |
| Safety<br>(Weight = 16.3%)                                   | Accident Rate per Mile*                          | 57.6%  |
|  | Diversion of Non-radioactive Hazardous Materials | 42.4%  |
| Regional Impacts<br>(Weight = 22.3%)                         | Wider Geographical Impacts                       | 50.0%  |
|  | General Development                              | 50.0%  |

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, 16 criteria were endorsed for prioritizing rail projects.

Table 5.4 provides the prioritization criteria and weights assigned to the marine port projects. In total, 15 criteria were endorsed for prioritizing the marine port projects.

When data were not available for a specific criterion, a score of zero was assigned. Projects for which limited information was submitted thus received lower scores and were ranked lower than projects with detailed information. The information submitted and detailed scores for each project are provided in Appendix F.

**Table 5.3: Rail Project Prioritization Criteria**

| Category   | Criterion  | Weight |
|--|--|--------|
| Capacity/Congestion<br>(Weight = 25.3%)                      | Increase in Number of Tracks                     | 30.5%  |
|  | Average Delay Time                               | 29.8%  |
|  | Alleviates Congestion Locally                    | 39.7%  |
| Demand<br>(Weight = 19.2%)                                   | Increase in Average Annual Daily Rail Cars       | 30.0%  |
|  | Cross-Border Tonnage by Rail                     | 17.4%  |
|  | Multiple-Mode Demand                             | 13.6%  |
|  | Additional Hours Needed for Interchange          | 39.0%  |
| Cost-Effectiveness/<br>Project Readiness<br>(Weight = 16.9%) | Cost/Capacity Criterion                          | 23.4%  |
|  | Cost/Demand Criterion                            | 18.2%  |
|  | Land Availability                                | 26.5%  |
|  | Partially Funded Project                         | 19.8%  |
|  | Phase of Project Development                     | 12.1%  |
| Safety<br>(Weight = 16.3%)                                   | Accident Rate per Miles                          | 57.6%  |
|  | Diversion of Non-radioactive Hazardous Materials | 42.4%  |
| Regional Impacts<br>(Weight = 22.3%)                         | Wider Geographical Impacts                       | 50.0%  |
|  | General Development                              | 50.0%  |

**Table 5.4: Marine Port Project Prioritization Criteria**

| Category   | Criterion                            | Weight |
|--|--------------------------------------|--------|
| Capacity/Congestion<br>(Weight = 25.3%)                      | Vessel Size                          | 24.0%  |
|  | Channel Capacity                     | 44.8%  |
|  | Number of Docks                      | 31.3%  |
| Demand<br>(Weight = 19.2%)                                   | Increase in Total Annual Tonnage     | 53.5%  |
|  | Multiple-Mode Demand                 | 14.8%  |
|  | Increase in Cross-Border Tonnage     | 31.7%  |
| Cost-Effectiveness/<br>Project Readiness<br>(Weight = 16.9%) | Cost/Capacity Criterion              | 23.4%  |
|  | Cost/Demand Criterion                | 18.2%  |
|  | Land Availability                    | 26.5%  |
|  | Partially Funded Project             | 19.8%  |
|  | Phase of Project Development         | 12.1%  |
| Safety<br>(Weight = 16.3%)                                   | Diversion of Commercial Traffic      | 61.0%  |
|  | Safe Handling of Hazardous Materials | 39.0%  |
| Regional Impacts<br>(Weight = 22.3%)                         | Wider Geographical Impacts           | 50.0%  |
|  | General Development                  | 50.0%  |

## 5.2 Project Prioritization/Ranking

On the U.S. side, 38 POE projects, 18 road and interchange projects, and 2 marine port projects were identified. No planned rail projects were identified in the U.S. Focused Study Area. On the Mexican side, 7 POE projects, 7 road and interchange projects, and 1 marine port project were identified. No planned rail projects were identified in the Mexican Focused Study Area.

U.S. projects were ranked separately from Mexico's because of the limited data provided for Mexican projects. The prioritization/ranking of both countries' projects together would thus have resulted in most of the Mexican projects receiving a very low priority/rank. Projects were then ranked by type (POE, road and interchange, and marine port). The complete rankings of all projects by type in each country are provided in Appendix F.

On the U.S. side, the project priorities are presented by county (Cameron, Hidalgo, Starr, and Zapata). On the Mexican side, the project priorities are presented by municipality (Matamoros, Valle Hermoso, Río Bravo, Reynosa, Gustavo Díaz Ordaz, Camargo, Miguel Alemán, Mier, and Guerrero). The locations of the planned projects—for which adequate location information was obtained—were identified on maps by planning horizon (short, medium, and long term). Projects for which no time period was provided were categorized as “unknown.”

## 5.3 Cameron County

### 5.3.1 Planned POE Projects in Cameron County

#### *Planned Projects at Existing POEs*

Four projects are planned at existing POEs in Cameron County. Table 5.5 provides their rankings. The highest ranked planned project at an existing POE in Cameron County—ranked 28th in the U.S. Focused Study Area—is the reconfiguration and rebuilding of the existing LPOE (Gateway) to comply with current design standards and operational requirements. This project would improve capacity, processing efficiency, security, and officer safety. Construction is expected to start in 2017 and is scheduled to be completed in 2023 at an estimated cost of \$60 million.

Limited data and information were submitted for the remaining projects planned at existing POEs in Cameron County. Two of these projects involve the construction of border safety inspection facilities at the Veterans International Bridge at Los Tomates and Free Trade Bridge, and the third involves a feasibility analysis and construction of a commercial and bus inspection facility at Free Trade Bridge, submitted by the Federal Motor Carrier Safety Administration (FMCSA).

**Table 5.5: Planned Projects at Existing POEs in Cameron County**

| Term   | Project Number | Agency | Bridge                                       | Project Description*   | Estimated Cost (\$2012) | Rank** |
|--------|----------------|--------|--|--|-------------------------|--------|
| Long   | POE-01         | CBP    | Gateway International Bridge                 | Reconfigure and rebuild the existing LPOE in compliance with current design standards and operational requirements to improve capacity, processing efficiency, security, and officer safety. | \$60,000,000            | 28     |
| Medium | 0921-06-207    | TxDOT  | Veterans International Bridge at Los Tomates | Construct a U.S. border safety inspection facility.  | \$15,000,000            | 30     |
| Medium | 0921-06-208    | TxDOT  | Los Indios Free Trade International Bridge   | Construct a U.S. border safety inspection facility.  | \$15,000,000            | 30     |
| Long   | POE-23         | FMCSA  | Los Indios Free Trade International Bridge   | Conduct Phase I—Feasibility and Phase II—Design/Build of Commercial and Bus Inspection Facility.   | \$1,305,000             | 30     |

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

\*\* Ranking out of 38 POE projects in the U.S. Focused Study Area.

### *New POE Projects*

Two new POEs are planned in Cameron County, as shown in Table 5.6. The highest ranked new POE—ranked fourth in the U.S. Focused Study Area—is planned at the Port of Brownsville. This project involves the construction of two causeway-style bridge spans to connect the Port of Brownsville directly with Mexico. On the U.S. side, the bridge spans will be approximately 1,100 feet long. One of the spans will have four 12-foot truck lanes that will connect to the port’s internal road network via a short two-lane road. The second span will support a single railroad track linking to the existing BRG international railroad system at the port. The planned project also includes facilities for Federal inspection agencies, advanced technologies, and traffic management strategies to enhance traffic flow. Project construction is expected to start in 2019 and is scheduled for completion in 2022 at an estimated cost of \$125 million. The Port of Brownsville anticipates that the planned project will provide significant economic benefits to the area. There are no land constraints, and sufficient measures will be implemented to segregate hazardous materials.

The second-highest ranked new POE—ranked 22nd in the U.S. Focused Study Area—in Cameron County involves the construction of a new bridge between the United States and Mexico at FM 3248 and Avenida Flor de Mayo. The project is expected to be completed in 2019 at an estimated cost of \$20 million. The project faces no land constraints, and this crossing is expected to increase economic activity in the area.

**Table 5.6: Planned New POE Projects in Cameron County**

| Term   | Project Number       | Agency              | Bridge  | Project Description*   | Estimated Cost (\$2012) | Rank** |
|--------|----------------------|---------------------|---|--|-------------------------|--------|
| Long   | POE-Port Brownsville | Port of Brownsville | Approximately 2.5 miles south of the Port of Brownsville Channel and 2.5 miles east of the Brownsville South Padre Island International Airport | On currently undeveloped land, build two causeway-style bridge spans to connect the Port of Brownsville directly with Mexico. One span will have four 12-foot truck travel lanes and will connect to the port's internal road network. The second span will support a single railroad track that links to the port's existing BRG railroad system. Facilities will be built for Federal inspection agencies. | \$125,000,000           | 4      |
| Medium | POE-22               | Cameron County      | New location, Cameron County, Texas   | Build a new bridge to link the United States and Mexico at FM 3248 (Alton Gloor) and Avenida Flor de Mayo. This project excludes the border station.   | \$20,000,000            | 22     |

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

\*\* Ranking out of 38 POE projects in the U.S. Focused Study Area.

### **5.3.2 Planned Road and Interchange Projects in Cameron County**

Nine of the 18 planned road and interchange projects in the U.S. Focused Study Area are in Cameron County. These projects serve the three bridges in Cameron County and are expected to have a significant influence on the region's mobility. Table 5.7 provides the rankings for the planned road and interchange projects identified in Cameron County. Figure 5.1 illustrates the location of the road and interchange projects identified in Cameron County.

The highest ranked road project in Cameron County involves widening FM 1925 from a two-lane undivided facility to a four-lane divided facility between FM 907 and US 77/IH 69E (Projects 1803-02-029, 1803-03-007, and 0921-06-902). The planned project is 21.3 miles long. The 2010 AADT on FM 1925 was 12,000 vehicles, of which 4.9 percent were trucks. The AADT on this facility is expected to increase to 19,800 vehicles by 2030. Construction of this long-term project is scheduled to begin in 2030 with completion by 2033. This investment of \$140 million is expected to improve mobility along the corridor and alleviate congestion on nearby facilities in the area. The LOS on FM 1925 is expected to improve from E to D. Finally, the project is anticipated to divert hazardous material traffic and generate significant economic benefits for the Municipalities of McAllen, Pharr, and Mission, as well as the surrounding region.

CCRMA has submitted two planned improvements to SH 32: widening SH 32 to a four-lane divided facility and constructing overpasses on SH 32 at SH 4 and FM 3068. These projects ranked 7th and 12th, respectively, out of the 18 U.S. road and interchange projects planned in the Focused Study Area. Construction cost estimates for both projects are \$40 million and \$35 million, respectively. The 2010 AADT on SH 32 was 8,700 vehicles per day, of which 15.3 percent were trucks. The AADT on this facility is expected to increase at an annual rate of 1.7 percent. Upon completion of these planned projects, the LOS on SH 32 is expected to improve from D to C. Furthermore, these road investments will likely result in the diversion of non-radioactive hazardous material shipments around the city of Brownsville, as well as bring significant economic benefits to the region.

**Table 5.7: Planned Road and Interchange Projects in Cameron County**

| Term   | Project Number (Map ID)                         | Agency | Highway                            | Project Description*  | Estimated Cost (\$2012) | Rank** |
|--------|---|--------|------------------------------------|---|-------------------------|--------|
| Long   | 1803-02-029,<br>1803-03-007,<br>0921-06-902 (8) | TxDOT  | FM 1925                            | Widen FM 1925 from the existing two-lane undivided highway to a four-lane divided facility from FM 907 to US 77/IH 69E.                               | \$140,000,000           | 4***   |
| Long   | SH 32 (15)                                      | CCRMA  | SH 32                              | Widen SH 32 (East Phase II) from the existing two-lane undivided highway to a four-lane divided facility from FM 3068 to SH 4.                        | \$40,000,000            | 7      |
| Long   | 2369-01-016 (4)                                 | TxDOT  | FM 509                             | Widen FM 509 from the existing two-lane undivided highway to a four-lane divided facility from BU 77 N to FM 106.                                     | \$8,045,184             | 8      |
| Medium | 0220-04-037 (2)                                 | TxDOT  | US 281/Military Highway            | Widen US 281/Military Highway from the existing two-lane undivided highway to a four-lane divided facility from 0.25 miles west of FM 732 to FM 1421. | \$15,000,000            | 9      |
| Long   | 0220-04-900 (3)                                 | CCRMA  | US 281/Military Highway Connector  | Construct a new four-lane divided US 281/Military Highway connector from 0.5 miles west of FM 732 to US 77/US 83/IH 69E/SH 100.                       | \$28,000,000            | 10     |
| Long   | 0921-06-254 (5)                                 | CCRMA  | FM 509 Extension/<br>Outer Parkway | Construct a new two-lane FM 509 Loop Extension from US 77/IH 69E at Orphanage Road to FM 508.   | \$10,000,000            | 11     |
| Long   | SH 32<br>Overpasses<br>(16, 17)                 | CCRMA  | SH 32                              | Construct overpasses on SH 32 at FM 3068 and SH 4.  | \$35,000,000            | 12     |
| Medium | 0921-06-252 (10)                                | CCRMA  | South Parallel Corridor            | Construct a new two-lane rural roadway from FM 509 to FM 732 (South Parallel Corridor Phase II).  | \$10,300,000            | 13     |
| Long   | 0921-06-163 (11)                                | CCRMA  | Second Causeway                    | Construct a new four-lane causeway connecting the mainland to South Padre Island.   | \$494,291,200           | 14     |

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

\*\* Ranking out of 18 road and interchange projects in the U.S. Focused Study Area.

\*\*\* Hidalgo and Cameron Counties.



TxDOT and CCRMA are also planning a number of investments in FM 509. These investments involve upgrading FM 509 to a four-lane divided facility from BU 77N to FM 106 at an estimated cost of \$8,045,184 (Project 2369-01-016) and the construction of a new two-lane loop extension from US 77/IH 69E at Orphanage Road to FM 1925 at an estimated cost of \$10 million (Project 0921-06-254). The 2010 AADT of 13,200 vehicles on FM 509 is projected to increase to 27,705 by 2030, with trucks representing 23.8 percent. Project 2369-01-016 will alleviate congestion on FM 509 and improve the LOS on this facility from E to D. Furthermore, the construction of the two-lane loop extension that will connect to FM 1925 to the east will provide an alternative to US 83/IH 2. The two-lane loop extension is expected to increase economic activity in the region.

A number of infrastructure investments are also planned for US 281/Military Highway. US 281/Military Highway runs parallel to the U.S.-Mexico border on the U.S. side and provides indirect access to most POEs in the U.S. Focused Study Area. Project 0220-04-037 involves upgrading US 281/Military Highway from a two-lane undivided facility to a four-lane divided facility between FM 732 and FM 1421 at an estimated cost of \$15 million. Project 0220-04-900 involves the construction of a new four-lane divided US 281/Military Highway connector from 0.5 miles west of FM 732 and US 77/US 83/IH 69E/SH 100 at an estimated cost of \$28 million. The 2010 AADT of 18,600 vehicles per day on US 281/Military Highway is expected to increase at an annual rate of 4.2 percent to reach 42,391 vehicles per day by 2030. These investments should improve the LOS on US 281/Military Highway from E to D upon project completion. Trucks made up 12 percent of the AADT in 2010.

### **5.3.3 Planned Marine Port Projects in Cameron County**

Two marine port projects were identified in the U.S. Focused Study Area, both in Cameron County. These projects are ranked in Table 5.8.

The highest ranked marine port project involves widening the Brownsville Ship Channel from 250 to 350 feet and deepening the channel by 8 feet to accommodate post-Panamax vessels. The planned project also allows for the addition of five new docks for loading/unloading cargo. This investment will double the amount of cargo handled at the Port of Brownsville by 2030. Upon completion in 2019, this project is expected to benefit both the United States and Mexico and contribute to the socio-economic development of the region.

The second marine port project involves the construction of a new general-purpose cargo dock on a section of undeveloped land on the Brownsville Ship Channel. Funding for this project has been approved, and all necessary permits have been

acquired to implement the project. This investment is also expected to result in substantial socio-economic benefits for the region.

**Table 5.8: Planned Marine Port Projects in Cameron County**

| Term   | Project Number | Agency              | Project Location   | Project Description*  | Estimated Cost (\$2012) | Rank |
|--------|----------------|---------------------|--|---|-------------------------|------|
| Medium | MarinePort-02  | Port of Brownsville | Brownsville Ship Channel   | Widen the Ship Channel from 250 to 350 feet and deepen it from 42 to 50 feet.   | \$250,000,000           | 1    |
| Short  | MarinePort-01  | Port of Brownsville | South side of Brownsville Ship Channel, east of existing Cargo Dock No. 15 | Construct a new general-purpose cargo dock on a section of the Brownsville Ship Channel’s bank that currently is not developed. | \$26,000,000            | 2    |

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

## 5.4 Hidalgo County

### 5.4.1 Planned POE Projects in Hidalgo County

Twenty-nine of the 38 POE projects identified in the U.S. Focused Study Area are planned in Hidalgo County. Of the 29 planned POE projects, 28 projects are planned at existing POEs in Hidalgo County, and 1 project involves a new international border crossing between Sullivan City and Gustavo Díaz Ordaz in Tamaulipas.

#### *Planned Projects at Existing POEs*

Table 5.9 provides the rankings for the planned projects at existing POEs. The first- and fifth-highest ranked POE projects in Hidalgo County and the U.S. Focused Study Area are planned at the Donna International Bridge. These two projects will facilitate the crossing of commercial trucks at the Donna International Bridge. Project POE-DONNA 01 involves the construction of northbound and southbound Federal inspection facilities for empty commercial trucks. The project is expected to be completed in 2013 at an estimated cost of \$5 million. Project POE-DONNA 02 involves the construction of northbound and southbound Federal inspection facilities for loaded commercial trucks. This project is scheduled for completion in 2016 at an estimated cost of \$13 million. In both cases, joint inspections are proposed to expedite the inspection of empty and loaded commercial trucks. All commercial trucks will be required to be FAST certified to cross at the Donna International Bridge, and all commercial trucks will be subjected to an x-ray inspection. Sufficient land is available to implement both these

planned projects. Also, 71 percent of the funding for Project POE-DONNA 01 has been made available by the City of Donna; the State of Tamaulipas is committed to providing 100 percent of the funding for the necessary improvements in Mexico. No funding has been identified for Project POE-DONNA 02. The routing of commercial trucks to the Donna International Bridge is anticipated to decrease the wait times for commercial truck crossings at other bridges, alleviate congestion, and provide savings to manufacturers and logistics/transportation companies in the region.

The second- and third-highest ranked POE projects in Hidalgo County and the U.S. Focused Study Area are planned at the Anzaldúas International Bridge. Project POE-08/POE-09/POE-11 seeks to improve mobility and decrease wait times for northbound vehicles by adding four additional non-commercial lanes to the existing six non-commercial lanes. In addition, the construction of new northbound commercial import lot facilities and lanes are planned to improve the mobility of commercial border corridors in the area. Project construction is expected to begin in 2017 and be completed in 2019 at an estimated cost of \$24,636,476. No funding has been secured for this project because it is still in its preliminary feasibility stages. Project POE-07/POE-13/0921-02-303 will seek to add two additional northbound POV lanes to alleviate queuing on the Anzaldúas International Bridge, and expand the secondary vehicle inspection facility to accommodate southbound commercial truck traffic and buses in 2015. Project construction is expected to begin in 2015 and be completed in 2016 at an estimated cost of \$6,361,129. All the funding for Project POE-07/POE-13/0921-02-303 has been secured.

The City of Pharr submitted 14 projects. Project CSJ 0921-02-193-ALT-1 is an alternative to Project CSJ 0921-02-193-ALT-2. Similarly, Project POE-29-ALT-1 is an alternative to Project POE-29-ALT-2, and Project POE-32-ALT-1 is an alternative to Project POE-32-ALT-2. Feasibility studies are currently being undertaken to determine which alternatives are best for the city. Project CSJ 0921-02-193-ALT-2 ranked sixth among the 38 POE projects in the Focused Study Area and involves increasing the number of entrance inspection booths from six to ten and increasing the number of lanes from the bridge to the inspection booths from two to eight. Project construction is expected to begin in 2014 and be completed in 2015 at an estimated cost of \$5,500,000. Project CSJ 0921-02-193-ALT-1, which ranked ninth, involves increasing the number of entrance inspection booths from six to eight and increasing the number of lanes from the bridge to the inspection booths from two to eight.

**Table 5.9: Planned Projects at Existing POEs in Hidalgo County**

| Term   | Project Number                    | Agency                               | Bridge/LPOE                                    | Project Description*  | Estimated Cost (\$2012) | Rank** |
|--------|-----------------------------------|--------------------------------------|--|---|-------------------------|--------|
| Short  | POE-DONNA 01                      | City of Donna                        | Donna International Bridge                     | Construct northbound and southbound Federal inspection facilities for processing empty commercial truck traffic.  | \$5,000,000             | 1      |
| Medium | POE-08/<br>POE-09/<br>POE-11      | Anzaldúas International Bridge Board | Anzaldúas International Bridge                 | Improve mobility and decrease wait times for northbound vehicles by adding four additional non-commercial lanes. Construct northbound commercial import lot facilities and lanes to (1) divert commercial traffic and separate POVs, trucks, and buses; (2) improve mobility of commercial border corridors; (3) increase border security; and (4) deter cross-border criminal activities. This is a cooperative effort with government agencies. | \$24,636,476            | 2      |
| Short  | POE-07/<br>POE-13/<br>0921-02-303 | Anzaldúas International Bridge Board | Anzaldúas International Bridge                 | Add two additional northbound POV lanes to alleviate queuing on the bridge, and begin expanding the secondary vehicle inspection facility to accommodate southbound commercial traffic of trucks and buses in 2015.   | \$6,361,129             | 3      |
| Short  | POE-DONNA 02                      | City of Donna                        | Donna International Bridge                     | Construct northbound and southbound Federal inspection facilities for processing full commercial truck traffic.   | \$13,000,000            | 5      |
| Short  | CSJ 0921-02-193-ALT-2             | City of Pharr                        | Pharr-Reynosa International Bridge on the Rise | Increase entrance inspection booth facilities from six to ten inspection booths, and expand the access roads from the bridge to the inspection booths from two to eight lanes, each 0.25 miles long.  | \$5,500,000             | 6      |
| Short  | POE-34                            | City of Pharr                        | Pharr-Reynosa International Bridge on the Rise | Increase exit inspection booth facilities from two to four inspection booths to eliminate bottlenecks.  | \$1,650,000             | 7      |

| Term   | Project Number        | Agency                             | Bridge/LPOE                                    | Project Description*   | Estimated Cost (\$2012) | Rank** |
|--------|-----------------------|------------------------------------|--|--|-------------------------|--------|
| Medium | POE-29-ALT-2          | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Widen the bridge by adding four additional lanes to the current U.S. side of the bridge structure (1.3 miles) to improve mobility through designated lanes and encourage commercial truck companies to become FAST certified, which will in turn improve wait times. | \$26,579,400            | 8      |
| Short  | CSJ 0921-02-193-ALT-1 | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Increase entrance inspection booth facilities from six to eight inspection booths, and expand the access roads from the bridge to the inspection booths from two to eight lanes, each 0.25 miles long.   | \$3,300,000             | 9      |
| Short  | POE-29-ALT-1          | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Widen the bridge by adding two additional lanes to the current U.S. side of the bridge structure (1.3 miles) to improve mobility through designated lanes and encourage commercial truck companies to become FAST certified, which will in turn improve wait times.  | \$13,289,700            | 10     |
| Short  | POE-18                | Hidalgo International Bridge Board | LPOE Hidalgo                                   | Demolish the existing primary head house*** and construct five additional inspection stations with a new head house building (second story).   | \$3,500,000             | 12     |
| Medium | POE-21                | Hidalgo International Bridge Board | LPOE Hidalgo                                   | Renovate the existing building "A" to accommodate a bus transit terminal.  | \$270,000               | 13     |
| Medium | POE-30                | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Add an emergency shoulder on both sides of the bridge to prevent accidents and reduce the interruption of traffic flow.  | \$2,300,000             | 14     |
| Short  | CSJ 0921-02-193 - ITS | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Install an overhead warning system to guide and inform traffic and allow for easier flow of traffic.   | \$1,200,000             | 15     |
| Short  | POE-28                | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Build a lab and training room for U.S. Department of Agriculture (USDA) agriculture inspectors to allow for the quicker release of cargo.  | \$2,000,000             | 16     |

| Term   | Project Number | Agency                               | Bridge/LPOE                                    | Project Description*   | Estimated Cost (\$2012) | Rank** |
|--------|----------------|--------------------------------------|--|--|-------------------------|--------|
| Short  | POE-35         | City of Pharr                        | Pharr-Reynosa International Bridge on the Rise | Remodel the current warehouse space into a lab and training room for USDA agriculture inspectors to allow for the quicker release of cargo.  | \$1,000,000             | 16     |
| Short  | POE-32-ALT-2   | City of Pharr                        | Pharr-Reynosa International Bridge on the Rise | Increase the POE import lot inspection facility by 50 percent through the expansion of the current wings of the facility. This will allow for quicker inspection of cargo and efficiency of operations, thereby resulting in increased use of the Pharr POE. | \$7,000,000             | 18     |
| Medium | POE-32-ALT-1   | City of Pharr                        | Pharr-Reynosa International Bridge on the Rise | Duplicate the POE import lot inspection facility, increasing by 100 percent. This will allow for quicker inspection of cargo and efficiency of operations, thereby resulting in increased use of the Pharr POE.  | \$21,000,000            | 19     |
| Medium | POE-05         | Anzaldúas International Bridge Board | Anzaldúas International Bridge                 | Construct a 0.5-mile segment of the proposed northbound bridge to accommodate commercial truck traffic and improve mobility by increasing the number of lanes on the bridge.   | \$7,032,500             | 20     |
| Short  | POE-36         | City of Pharr                        | Pharr-Reynosa International Bridge on the Rise | Create an export inspection area and parking staging area for southbound trucks at the Pharr Free Trade Zone   | \$15,000,000            | 21     |
| Short  | POE-31         | City of Pharr                        | Pharr-Reynosa International Bridge on the Rise | Create a parking staging area for southbound trucks to reduce congestion from the road leading to the bridge and reduce the possibility of accidents.  | \$4,200,000             | 23     |
| Short  | POE-33         | City of Pharr                        | Pharr-Reynosa International Bridge on the Rise | Add a FAST lane within the POE and two exit booths to allow for gate to gate traffic flow.   | \$1,500,000             | 24     |

| Term   | Project Number                        | Agency  | Bridge/LPOE   | Project Description*  | Estimated Cost (\$2012) | Rank** |
|--------|---------------------------------------|---|---|---|-------------------------|--------|
| Medium | POE-06/<br>POE-10/<br>0921-02-<br>197 | TxDOT and<br>Anzaldúas<br>International<br>Bridge Board | Anzaldúas<br>International<br>Bridge                    | Construct a permanent border safety inspection facility and a permanent non-intrusive inspection (NII) inspection facility to (1) improve mobility of commercial border corridors, (2) increase border security, and (3) deter cross-border criminal activities. This is a cooperative effort with government agencies. | \$22,116,507            | 25     |
| Medium | POE-12/<br>0921-02-<br>303            | Anzaldúas<br>International<br>Bridge Board              | Anzaldúas<br>International<br>Bridge                    | Expand the vehicle inspection facility to accommodate southbound commercial traffic inspections.  | \$2,462,957             | 26     |
| Long   | POE-03                                | CBP   | Weslaco-<br>Progreso<br>International<br>Bridge         | Reconfigure and rebuild the existing POE in compliance with current design standards and operational requirements to improve capacity, processing efficiency, security, and officer safety.   | \$55,000,000            | 27     |
| Short  | POE-02                                | Hidalgo<br>International<br>Bridge Board                | LPOE Hidalgo  | Demolish the existing head house, and rebuild it to current design standards and operational requirements at a more suitable location. This will allow realignment of up to four primary inbound POV lanes to facilitate incoming traffic flow and reduce congestion and processing wait times.                         | \$7,000,000             | 30     |
| Long   | POE-24                                | FMCSA   | Pharr-Reynosa<br>International<br>Bridge on the<br>Rise | Perform Phase I—Feasibility and Phase II—Design/Build of Commercial and Bus Inspection Facility.  | \$1,855,000             | 30     |
| Long   | POE-26                                | FMCSA   | Weslaco-<br>Progreso<br>International<br>Bridge         | Perform Phase I—Feasibility and Phase II—Design/Build of Commercial and Bus Inspection Facility.  | \$1,618,000             | 30     |
| Long   | POE-27                                | TxDOT   | Donna<br>International<br>Bridge                        | Construct a U.S. border safety inspection facility.   | \$15,000,000            | 30     |

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

\*\* Ranking out of 38 POE projects in the U.S. Focused Study Area.

\*\*\* A head house typically contains port operations functions, inspection booths, and inspection facilities.

Projects POE-29-ALT-2 and POE-29-ALT-1 ranked eighth and tenth, respectively. Project POE-29-ALT-2 involves widening the Pharr-Reynosa International Bridge on the Rise by adding four additional lanes to the current U.S. side of the bridge structure (1.3 miles) to improve mobility and wait time. If selected, project construction is expected to begin in 2017 and be completed in 2019 at an estimated cost of \$26,579,400. The alternate project, Project POE-29-ALT-1, involves widening the bridge by adding two additional lanes to the current U.S. side of the bridge structure (1.3 miles) instead of four lanes as described in Project POE-29-ALT-2. If selected, project construction is expected to begin in 2015 and be completed in 2018 at an estimated cost of \$13,289,700.

*New POE Projects*

Sullivan City, in partnership with Gustavo Díaz Ordaz, is collaborating on the planning, development, design, and construction of a new border crossing between the two cities. The cost of the proposed new crossing is estimated at \$220 million. This POE project was ranked 29th out of the 38 POE projects identified in the U.S. Focused Study Area (see Table 5.10).

**Table 5.10: Planned New POE Project in Hidalgo County**

| Term | Project Number | Agency        | Bridge                        | Project Description*  | Estimated Cost (\$2012) | Rank** |
|------|----------------|---------------|-------------------------------|---|-------------------------|--------|
| Long | POE-04         | Sullivan City | South of Sullivan City, Texas | Plan, develop, design, and construct a proposed international border crossing between Sullivan City and Gustavo Díaz Ordaz in Tamaulipas, Mexico. | \$220,000,000           | 29     |

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

\*\* Ranking out of 38 POE projects in the U.S. Focused Study Area.

**5.4.2 Planned Road and Interchange Projects in Hidalgo County**

Eight of the 18 planned road and interchange projects in the U.S. Focused Study Area are in Hidalgo County. Table 5.11 provides their rankings, and Figure 5.2 illustrates the location of the planned road and interchange projects in Hidalgo County.

Table 5.11: Planned Road and Interchange Projects in Hidalgo County

| Term   | Project Number (Map ID)                   | Agency             | Highway  | Project Description*  | Estimated Cost (\$2012) | Rank** |
|--------|---|--------------------|--|---|-------------------------|--------|
| Long   | 0921-02-142 (6)                           | Hidalgo County RMA | International Bridge Trade Corridor            | Construct a new two-lane controlled-access tolled facility from US 281 at State Spur (SS) 600 to FM 493.  | \$170,331,406           | 1      |
| Long   | Hidalgo-MTP-06 (7)                        | TxDOT              | US 83/IH 2                                     | Construct an overpass and modify ramps at US 83/IH 2 and Bicentennial Boulevard.  | \$20,000,000            | 2      |
| Long   | 0039-01-066 (12)                          | Hidalgo County RMA | US 83 La Joya Loop                             | Construct a new four-lane controlled-access facility on US 83 La Joya Loop from 2.3 miles west of the Hidalgo County line to 1 mile east of the Hidalgo County line.  | \$25,000,000            | 3      |
| Long   | 1803-02-029, 1803-03-007, 0921-06-902 (8) | TxDOT              | FM 1925  | Widen FM 1925 from the existing two-lane undivided highway to a four-lane divided facility from FM 907 to US 77/IH 69 E.  | \$140,000,000           | 4***   |
| Medium | 0039-17-175                               | TxDOT              | IH 2/IH 69                                     | IH 2/IH 69 interchange improvements from Cesar Chavez Road (East) to McColl Road (West), including at IH 69 BU/IH 69 Split (North)  | \$80,000,000            | 6      |
| Long   | SH 68 Phase II/ 3629-01-###               | TxDOT              | SH 68 Phase II Toll Road                       | Construct a new four-lane controlled-access tolled facility from FM 1925 to US 281 (SH 68 Phase II Toll Road). New route will relieve traffic on US 281/Military Highway and the US 83/IH 2 and US 83/IH 2/US 281/IH 69C interchange, will provide an alternative route for truck traffic separate from area arterials, and will divert hazardous cargo from populated areas. | \$191,000,000           | 16     |
| Long   | 0683-01-056 (9)                           | TxDOT              | FM 493   | Widen FM 493 from the existing two-lane undivided highway to a four-lane divided facility from US 281/Military Highway to Champion Street, and construct a high-water bridge over the International Boundary and Water Commission floodway.   | \$19,700,000            | 17     |
| Long   | 0921-02-287 (13)                          | Sullivan City      | Off-system, Guadalupe Flores Road improvements | Construct a new extension/improvements on Guadalupe Flores Road from US 83 to the proposed Sullivan City-Diaz Ordaz International Border Crossing.  | \$6,000,000             | 18     |

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

\*\* Ranking out of 18 road and interchange projects in the U.S. Focused Study Area.

\*\*\* Hidalgo and Cameron Counties.

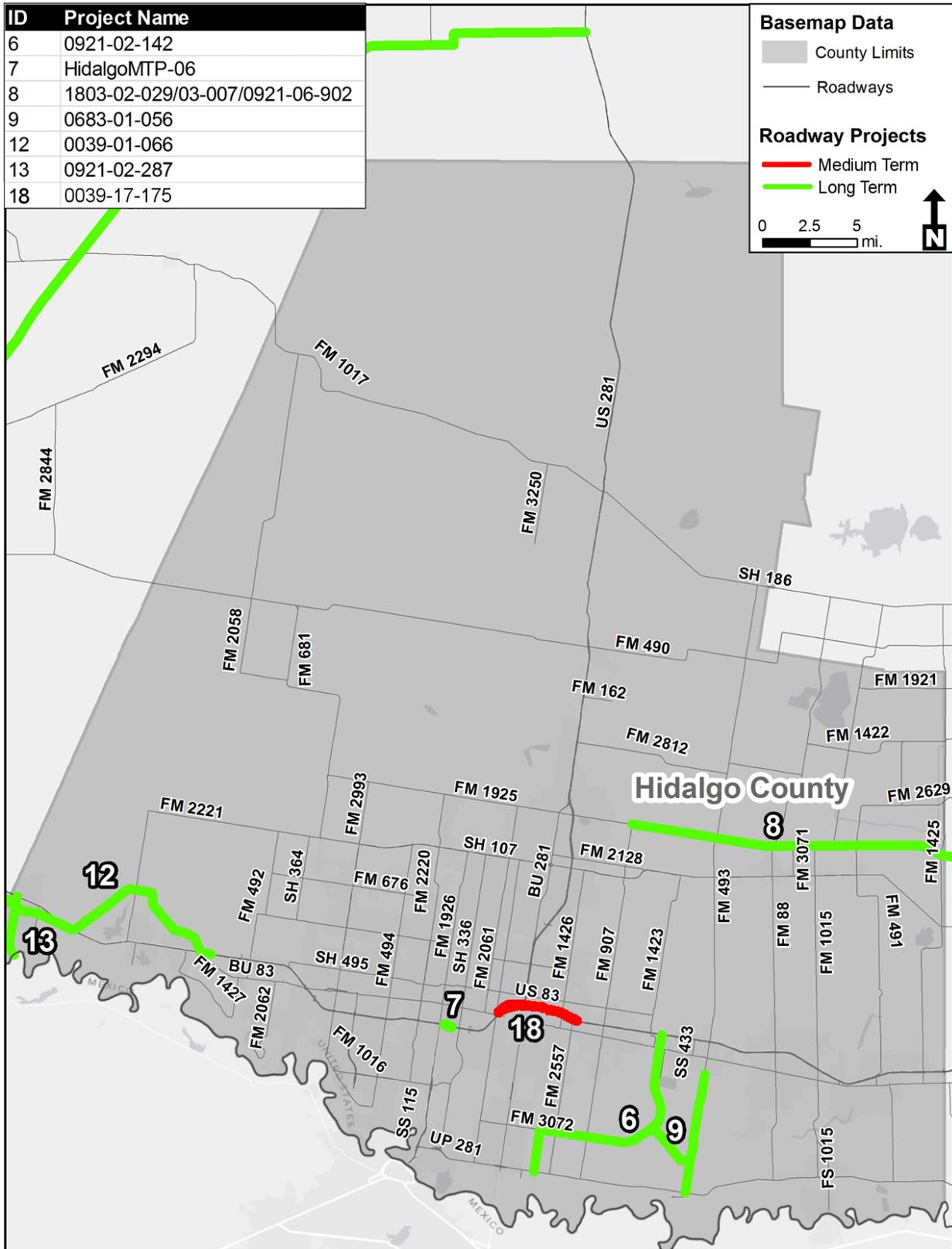


Figure 5.2: Planned Road and Interchange Projects in Hidalgo County

The highest ranked road and interchange project in Hidalgo County and the U.S. Focused Study Area is the development of the International Bridge Trade Corridor (Project 0921-02-142)—a 17.1-mile section from US 281 at Spur 600 to FM 493—by the Hidalgo County RMA. The International Bridge Trade Corridor will be a new two-lane controlled-access tolled facility. Construction is expected to begin in 2030 and be completed in 2033 at an estimated cost of \$170,331,406. The corridor will serve an estimated AADT of 42,656 by 2030, of which 12.8 percent is expected to be trucks. The corridor is expected to operate at LOS D. This project will improve mobility and facilitate economic activity in the region.

Two planned investments in US 83/IH 2 also ranked high in the U.S. Focused Study Area. Project Hidalgo-MTP-06, which involves constructing an overpass and modifying ramps at US 83/IH 2 and Bicentennial Boulevard, ranked second out of the 18 road and interchange projects identified in the U.S. Focused Study Area. The cost of this project is estimated at \$20 million. The 2010 AADT on this section of US 83/IH 2 was 119,280 vehicles per day, of which 5.3 percent were trucks. US 83 traffic on this section is expected to increase at an annual rate of 2.5 percent to reach an AADT of 195,691 vehicles by 2030.

Project 0039-01-066, which involves the construction of a new four-lane controlled-access facility on US 83 La Joya Loop from 2.3 miles west of the Hidalgo County line to 1 mile east of the Hidalgo County line, ranked third in the U.S. Focused Study Area. Completion of the US 83 La Joya Loop will result in LOS B on the facility. This investment of \$25 million will enhance mobility and may also alleviate congestion on other major corridors in the region.

Finally, as earlier discussed in Section 5.3.2, TxDOT is planning to upgrade a section of FM 1925 to a four-lane divided facility. This planned project involves both Cameron and Hidalgo Counties and was ranked fourth in the U.S. Focused Study Area.

## **5.5 Starr County**

### **5.5.1 Planned POE Projects in Starr County**

Three of the 38 POE projects identified in the U.S. Focused Study Area are planned in Starr County. Of the three planned POE projects, two projects are planned at existing POEs in Starr County, and one project involves a new international border crossing sponsored by the Starr-Camargo Bridge Company.

#### *Planned Projects at Existing POEs*

Table 5.12 provides the rankings that emerged for the planned projects at existing POEs. Project Starr-STP-15 involves expanding the Río Grande City-Camargo

Bridge by constructing two additional lane spans for southbound traffic at an estimated cost of \$5 million. The second project involves a feasibility study and the construction of a commercial bus inspection facility, expected to cost approximately \$1.2 million.

**Table 5.12: Planned Projects at Existing POEs in Starr County**

| Term     | Project Number | Agency                       | Bridge                           | Project Description*   | Estimated Cost (\$2012) | Rank** |
|----------|----------------|------------------------------|----------------------------------|--|-------------------------|--------|
| Un-known | Starr-STP-15   | Starr-Camargo Bridge Company | Río Grande City-Camargo Bridge   | Expand the international bridge by constructing an additional two-lane span that will be used by southbound traffic. | \$5,000,000             | 11     |
| Long     | POE-25         | FMCSA                        | Roma-Ciudad Miguel Alemán Bridge | Perform Phase I—Feasibility and Phase II—Design/Build of Commercial and Bus Inspection Facility.                     | \$1,159,000             | 30     |

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

\*\* Ranking out of 38 POE projects in the U.S. Focused Study Area.

*New POE Projects*

The Starr-Camargo Bridge Company is planning a new international border crossing in Starr County. The study team, however, received very limited data on this planned project (see Table 5.13).

**Table 5.13: Planned New POE Project in Starr County**

| Term    | Project Number | Agency                       | Bridge                           | Project Description*                           | Estimated Cost (\$2012) | Rank** |
|---------|----------------|------------------------------|----------------------------------|--|-------------------------|--------|
| Unknown | Starr-STP-14   | Starr-Camargo Bridge Company | Roma-Ciudad Miguel Alemán Bridge | Construct the proposed international crossing. | Unknown                 | 30     |

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

\*\* Ranking out of 38 POE projects in the U.S. Focused Study Area.

**5.5.2 Planned Road and Interchange Projects in Starr County**

Table 5.14 shows the rankings of the planned road and interchange projects identified in Starr County. Figure 5.3 illustrates the location of the planned road and interchange projects in Starr County.

**Table 5.14: Planned Road and Interchange Projects in Starr County**

| Term | Project Number (Map ID)      | Agency | Highway                           | Project Description*  | Estimated Cost (\$2012) | Rank** |
|------|------------------------------|--------|-----------------------------------|---|-------------------------|--------|
| Long | 0921-26-013, 0921-26-014 (1) | TxDOT  | Roma/Rio Grande City Relief Route | Construct a new four-lane divided facility from US 83 at Loma Blanca Road to US 83 at La Puerta.  | \$159,565,630           | 5      |
| Long | FM 755 (14)                  | TxDOT  | FM 755                            | Widen FM 755 from the existing two-lane undivided road to a four-lane divided rural roadway from FM 755 (New Realignment in Starr County) to US 281 in Brooks County. | \$171,000,000           | 15     |

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

\*\* Ranking out of 18 road and interchange projects in the U.S. Focused Study Area.

The highest ranked road and interchange project in Starr County—the fifth-highest ranked road and interchange project in the U.S. Focused Study Area—is the construction of a new four-lane divided facility (Project 0921-26-013, 0921-26-014) that will connect the Río Grande City-Camargo Bridge with FM 755 to provide a direct access route to Río Grande City. The project involves a 21.6-mile section between US 83/Loma Blanca and US 83/La Puerta (see Figure 5.3). The 2030 AADT on this facility is expected to be 12,000 vehicles. Construction on this project is expected to begin in 2030 and be completed in 2033. Upon completion, the facility is expected to operate at LOS B. The investment of \$159,565,630 will improve mobility along the corridor and enhance economic activity in the region.

The second road and interchange project in Starr County involves widening FM 755 to a four-lane divided facility from FM 755 (New Realignment in Starr County) to US 281 in Brooks County. The 2010 AADT on FM 755 was 4,500 vehicles, of which 15.7 percent were trucks. Traffic on FM 755 is expected to increase at an annual rate of 1.9 percent to reach an AADT of 6,500 vehicles by 2030. Completion of the project will improve the LOS on the facility from D to B. The investment of \$171 million will also improve mobility along the corridor and will enhance economic activity in the region.

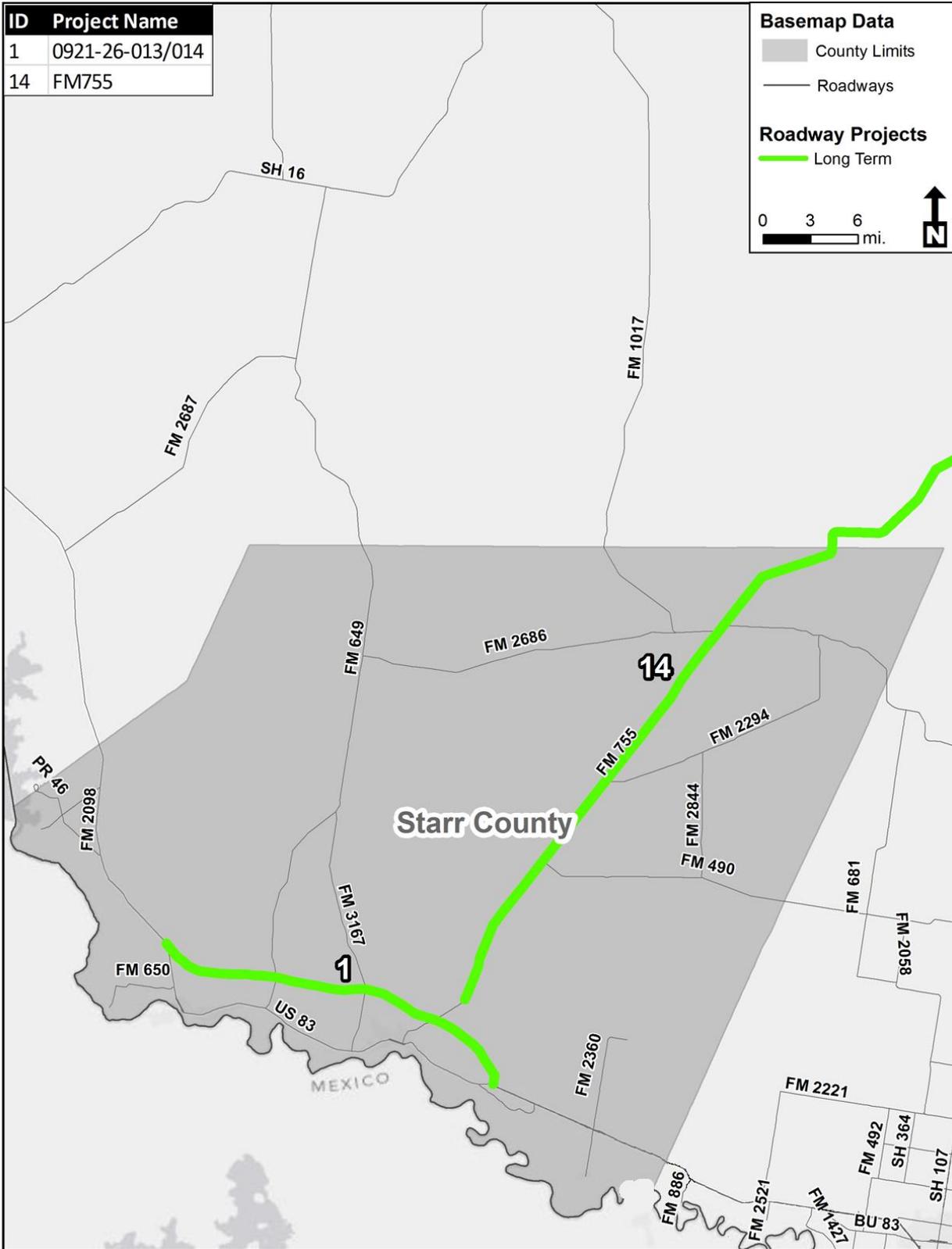


Figure 5.3: Planned Road and Interchange Projects in Starr County

## 5.6 Zapata County

No planned POE or road and interchange projects were identified in the U.S. Focused Study Area in Zapata County.

## 5.7 Municipality of Matamoros

### 5.7.1 Planned POE Projects in Municipality of Matamoros

#### *Planned Projects at Existing POEs*

Two projects are planned at existing POEs in Matamoros. The rankings of these POE projects are provided in Table 5.15. The highest ranked Mexican POE project in Matamoros is Project SCT-DGDC-01. This project involves improvements to the B&M Bridge, including the use of advanced technology such as specialized lanes for traffic management (SENTRI) that would replace the current rail track. Project construction is expected to begin in 2013 and be completed in 2014 or 2015 at an estimated cost of \$11.2 million.

Project GobTamps-03 proposes to expand the customs facilities at the Free Trade Bridge through the construction of export platforms at an estimated cost of \$4.8 million. The project is expected to begin and be completed in 2014.

**Table 5.15: Planned Projects at Existing POEs in Municipality of Matamoros**

| Term  | Project Number | Agency                            | Location          | Project Description*   | Estimated Cost (\$2012) | Rank** |
|-------|----------------|-----------------------------------|-------------------|--|-------------------------|--------|
| Short | SCT-DGDC-01    | SCT                               | B&M Bridge        | Modernize and improve the existing international bridge. Its current rail bridge portion will be converted into a SENTRI lane. | \$11,200,000            | 3      |
| Short | GobTamps-03    | Gobierno del Estado de Tamaulipas | Free Trade Bridge | Expand customs facilities and construct export platforms.  | \$4,800,000             | 4      |

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

\*\* Ranking out of 7 POE projects in the Mexican Focused Study Area.

#### *New POE Projects*

Two new POEs are planned in the Municipality of Matamoros. The project rankings are provided in Table 5.16. Both ranked sixth out of all POE projects in the

Mexican Focused Study Area. Project SCT-DGDC-04 is the construction of the new Flor de Mayo International Bridge. This project corresponds to Project POE-22 in the United States, which ranked second in Cameron County and 21st in the U.S. Focused Study Area (see Table 5.6). The new bridge will be located just north of MEX 2 in west Matamoros and will connect to an extension of Alton Gloor Avenue (FM 3248) in Brownsville.

Project IMPLAN-01 is the Longoreño Bridge POE project. This project corresponds to Project POE-PortBrown that ranked first in Cameron County and fourth in the U.S. Focused Study Area (see Table 5.6). This bridge will be located north of Ejido Longoreño in Matamoros and south of the Port of Brownsville, providing Mexico with a direct connection to the Port of Brownsville.

**Table 5.16: Planned New POE Projects in Municipality of Matamoros**

| Term | Project Number | Agency                            | Location                          | Project Description*    | Estimated Cost (\$2012) | Rank** |
|------|----------------|-----------------------------------|-----------------------------------|-------------------------|-------------------------|--------|
| Long | SCT-DGDC-04    | SCT and DGDC                      | Flor de Mayo International Bridge | Construct a new bridge. | N/A                     | 6      |
| Long | IMPLAN-01      | Municipio de Matamoros and IMPLAN | Longoreño Bridge                  | Construct a new bridge. | N/A                     | 6      |

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

\*\* Ranking out of 7 POE projects in the Mexican Focused Study Area.

### 5.7.2 Planned Road and Interchange Projects in Municipality of Matamoros<sup>1</sup>

Table 5.17 shows the rankings of the two planned road and interchange projects in Matamoros, and Figure 5.4 shows their locations. The highest ranked road and interchange project in Matamoros—and the second-highest ranked road and interchange project in the Mexican Focused Study Area—involves the construction of a new loop (Project SCT-04 or Matamoros Beltway) that will connect the Veterans International Bridge at Los Tomates with MEX 2 and Sixth Avenue in Matamoros. The cost of this project is estimated at \$2.4 million.

The second-highest ranked road and interchange project in Matamoros—and the fourth-highest ranked road and interchange project in the Mexican Focused Study Area—is the expansion and reconstruction of TAM 57, an access road to the Port of Matamoros. The cost of this project is estimated at \$20.8 million.

**Table 5.17: Planned Road and Interchange Projects in Municipality of Matamoros**

| Term   | Project Number (Map ID) | Agency                            | Highway           | Project Description*   | Estimated Cost (\$2012) | Rank** |
|--------|-------------------------|-----------------------------------|-------------------|--|-------------------------|--------|
| Medium | SCT- 04 (2)             | SCT                               | Matamoros Beltway | Construct a beltway to connect the Veterans International Bridge at Los Tomates with Sixth Avenue and MEX 2. | \$2,400,000             | 2      |
| Short  | GobTamps-04 (3)         | Gobierno del Estado de Tamaulipas | TAM 57            | Expand and reconstruct 40 miles of access road to the Port of Matamoros.                                     | \$20,800,000            | 4      |

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

\*\* Ranking out of 7 road and interchange projects in the Mexican Focused Study Area.

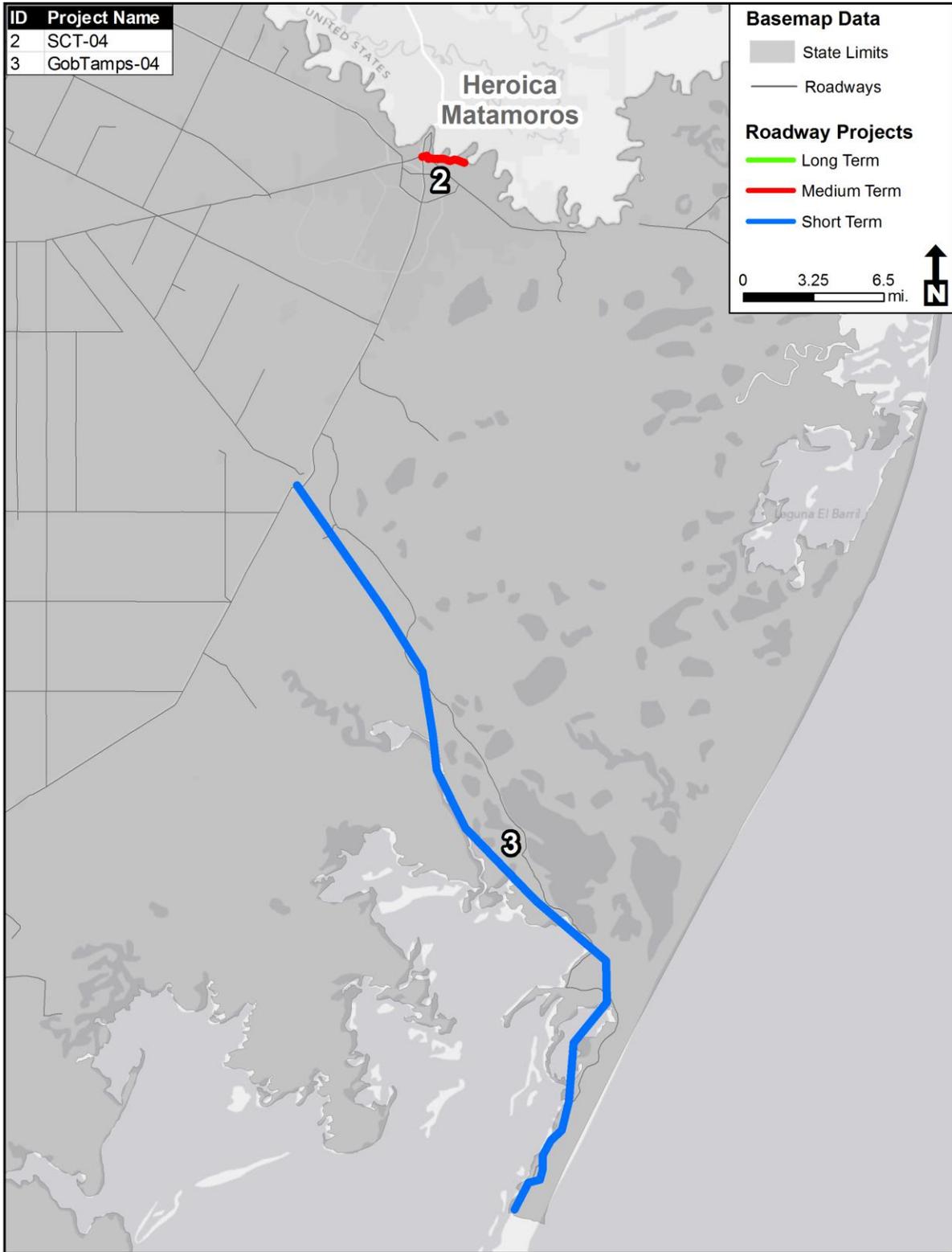


Figure 5.4: Planned Road and Interchange Projects in Municipality of Matamoros

### 5.7.3 Planned Marine Port Projects in Municipality of Matamoros

One marine port project was identified in the Mexican Focused Study Area. Project CG-182 involves dredging to increase the depth of the port and extending the jetties to protect the channels and docks (see Table 5.18). The project is expected to begin in 2013 or 2014 and be completed in 2015 at an estimated cost of \$84.4 million.

**Table 5.18: Planned Marine Port Project in Municipality of Matamoros**

| Term  | Project Number | Agency                   | Location          | Project Description*   | Estimated Cost (\$2012) | Rank |
|-------|----------------|--------------------------|-------------------|--|-------------------------|------|
| Short | CG-182         | Estado de Tamaulipas/API | Port of Matamoros | Complete dredging to increase depth, and extend jetties to protect channels and docks. | \$84,400,000            | 1    |

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

## 5.8 Municipality of Valle Hermoso

The Municipality of Valle Hermosa has no planned POE or road and interchange projects.

## 5.9 Municipality of Río Bravo

### 5.9.1 Planned POE Projects in Municipality of Río Bravo

#### *Planned Projects at Existing POEs*

Two projects are planned at existing POEs in the Municipality of Río Bravo. The rankings are provided in Table 5.19. Project SCT-DGDC-02, which ranked first out of all POE projects in the Mexican Focused Study Area, proposes to improve access at the Weslaco-Progreso International Bridge and to construct inspection facilities for the cargo lanes at the bridge. The cost of this project is estimated at \$3.2 million.

Project GobTamps-02 ranked second out of the seven planned POE projects in the Mexican Focused Study Area. This project proposes the construction of inspection facilities for empty northbound and southbound commercial trucks at the Donna International Bridge. The project is expected to begin and be completed in 2014 at an estimated cost of \$880,000.

**Table 5.19: Planned Projects at Existing POEs in Municipality of Río Bravo**

| Term   | Project Number | Agency                            | Location                              | Project Description*   | Estimated Cost (\$2012) | Rank** |
|--------|----------------|-----------------------------------|---------------------------------------|--|-------------------------|--------|
| Medium | SCT-DGDC-02    | SCT and DGDC                      | Weslaco-Progreso International Bridge | Improve access. Construct inspection facilities for the cargo lanes.           | \$3,200,000             | 1      |
| Short  | GobTamps-02    | Gobierno del Estado de Tamaulipas | Donna International Bridge            | Construct inspection facilities for empty commercial trucks (both directions). | \$880,000               | 2      |

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

\*\* Ranking out of 7 POE projects in the Mexican Focused Study Area.

### *New POE Projects*

The Municipality of Río Bravo has no planned new POE projects.

## **5.9.2 Planned Road and Interchange Projects in Municipality of Río Bravo**

The Municipality of Río Bravo has no planned road and interchange projects.

## **5.10 Municipality of Reynosa**

### **5.10.1 Planned POE Projects in Municipality of Reynosa**

The Municipality of Reynosa has no planned POE projects.

### **5.10.2 Planned Road and Interchange Projects in Municipality of Reynosa**

Table 5.20 shows the rankings of the three planned road and interchange projects in the Municipality of Reynosa, and Figure 5.5 shows their locations. The highest ranked road and interchange project for the Mexican Focused Study Area is located in Reynosa (Project GobTamps-01). This project will add two lanes for commercial truck traffic to Avenida Puente Pharr. The project is expected to begin and be completed in 2014 at an estimated cost of \$7.3 million. The second project in Reynosa (Project GobTamps-11) is the construction of a new interchange at MEX 2 and Avenida Puente Pharr at an estimated cost of \$7.6 million. Both projects will improve access to the Pharr-Reynosa International Bridge on the Rise. The third project in the Municipality of Reynosa involves the modernization and expansion of MEX 2 from Reynosa to Río Bravo.

**Table 5.20: Planned Road and Interchange Projects in Municipality of Reynosa**

| Term   | Project Number (Map ID) | Agency                            | Highway  | Project Description*   | Estimated Cost (\$2012) | Rank* |
|--------|-------------------------|-----------------------------------|--|--|-------------------------|-------|
| Short  | GobTamps-01 (4)         | Gobierno del Estado de Tamaulipas | Road connecting to Pharr-Reynosa International Bridge on the Rise                          | Expand from two lanes to four lanes. Currently two lanes serve as a connecting road; this project would add two additional lanes for commercial traffic to Avenida Puente Pharr. | \$7,312,000             | 1     |
| Short  | GobTamps-11 (7)         | Gobierno del Estado de Tamaulipas | Interchange at MEX 2 and road connecting to Pharr-Reynosa International Bridge on the Rise | Build an interchange at MEX 2 and Avenida Puente Pharr.  | \$7,600,000             | 6     |
| Medium | CG-180b (6)             | SCT                               | MEX 2  | Modernize and expand from Reynosa to Río Bravo.  | N/A                     | 7     |

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

\*\* Ranking out of 7 road and interchange projects in the Mexican Focused Study Area.

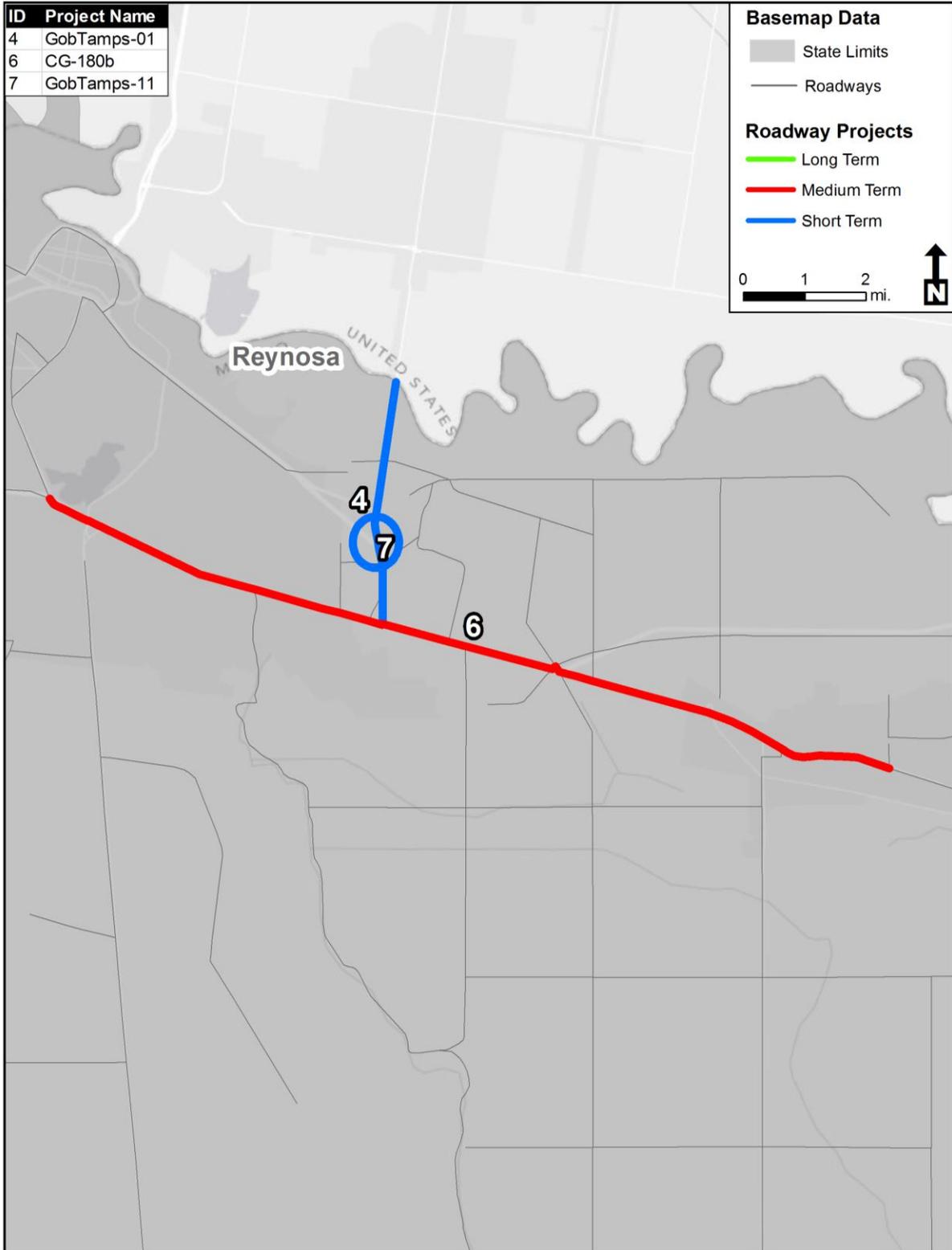


Figure 5.5: Planned Road and Interchange Projects in Municipality of Reynosa

## 5.11 Municipality of Gustavo Díaz Ordaz

The Municipality of Gustavo Díaz Ordaz has no planned POE or road and interchange projects.

## 5.12 Municipality of Camargo

### 5.12.1 Planned POE Projects in Municipality of Camargo

#### *Planned Project at Existing POEs*

One project is planned at existing POEs in the Municipality of Camargo. The ranking is provided in Table 5.21. Project AI-01, which ranked fifth out of all POE projects in the Mexican Focused Study Area, includes the development and reorganization of cargo areas and facilities at the Rio Grande City-Camargo Bridge. The project is expected to begin in 2013 and be completed at an estimated cost of approximately \$10.2 million.

**Table 5.21: Planned Project at Existing POEs in Municipality of Camargo**

| Term  | Project Number | Agency               | Location                                 | Project Description*  | Estimated Cost (\$2012) | Rank** |
|-------|----------------|----------------------|--|---|-------------------------|--------|
| Short | AI-01          | Aduanas/<br>INDAABIN | Rio Grande<br>City-<br>Camargo<br>Bridge | Develop import and<br>export cargo areas;<br>reorganize cargo areas<br>and administrative<br>buildings. | \$10,160,000            | 5      |

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

\*\* Ranking out of 7 POE projects in the Mexican Focused Study Area.

#### *New POE Projects*

The Municipality of Camargo has no planned new POE projects.

### 5.12.2 Planned Road and Interchange Project in Municipality of Camargo

One road and interchange project is planned in the Municipality of Camargo. The ranking of the road and interchange project is provided in Table 5.22, and its location is shown in Figure 5.6. Project CAPUFE-03 ranked fifth out of the seven road and interchange projects in the Mexican Focused Study Area. This project proposes to construct a beltway around Camargo to facilitate freight movements to the Rio Grande City-Camargo Bridge.

**Table 5.22: Planned Road and Interchange Project in Municipality of Camargo**

| Term | Project Number (Map ID) | Agency         | Highway | Project Description*   | Estimated Cost (\$2012) | Rank** |
|------|-------------------------|----------------|---------|--|-------------------------|--------|
| Long | CAPUFE-03 (1)           | SCT and CAPUFE | MEX 2   | Construct a road/ beltway to facilitate cargo movements to the Rio Grande City-Camargo Bridge. | N/A                     | 5      |

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

\*\* Ranking out of 7 road and interchange projects in the Mexican Focused Study Area.

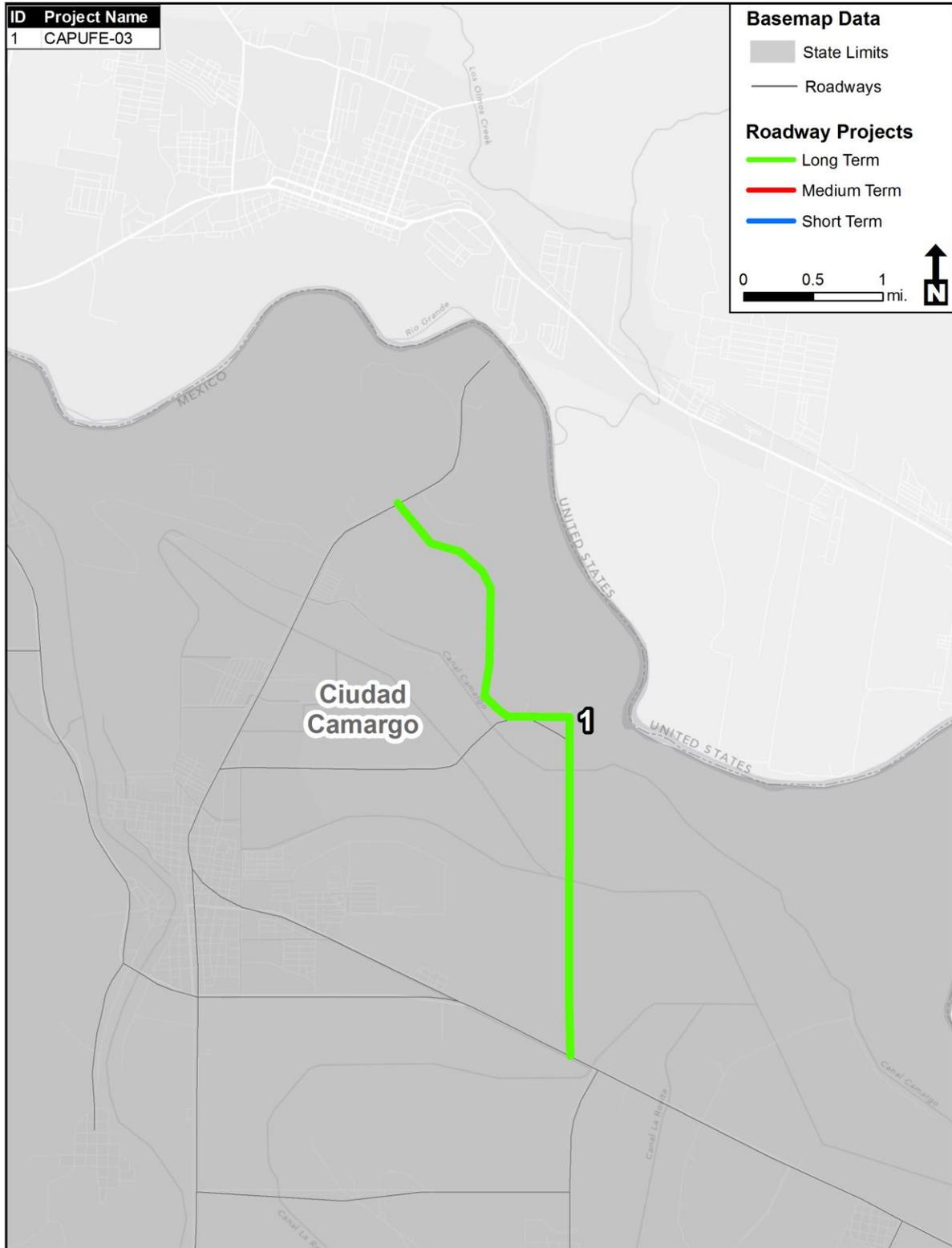


Figure 5.6: Planned Road and Interchange Project in Municipality of Camargo

### 5.13 Municipality of Miguel Alemán

The Municipality of Miguel Alemán has no planned POE or road and interchange projects.

### 5.14 Municipality of Mier

#### 5.14.1 Planned POE Projects in Municipality of Mier

The Municipality of Mier has no planned POE projects.

#### 5.14.2 Planned Road and Interchange Project in Municipality of Mier

One road and interchange project is planned in the Municipality of Mier. The ranking of the road and interchange project is provided in Table 5.23, and its location is shown in Figure 5.7. Project SCT-03 ranked third out of the seven road and interchange projects in the Mexican Focused Study Area. This project proposes to expand the Monterrey-Mier Highway at an estimated cost of approximately \$4 million. The project is scheduled to begin in 2013 and be completed in 2014.

**Table 5.23: Planned Road and Interchange Project in Municipality of Mier**

| Term  | Project Number (Map ID) | Agency   | Highway                | Project Description*   | Estimated Cost (\$2012) | Rank** |
|-------|-------------------------|----------|------------------------|--|-------------------------|--------|
| Short | SCT-03 (5)              | SCT-DGDC | Monterrey-Mier Highway | Expand the highway from Mier to the limits of the State of Tamaulipas. | \$3,992,000             | 3      |

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

\*\* Ranking out of 7 road and interchange projects in the Mexican Focused Study Area.

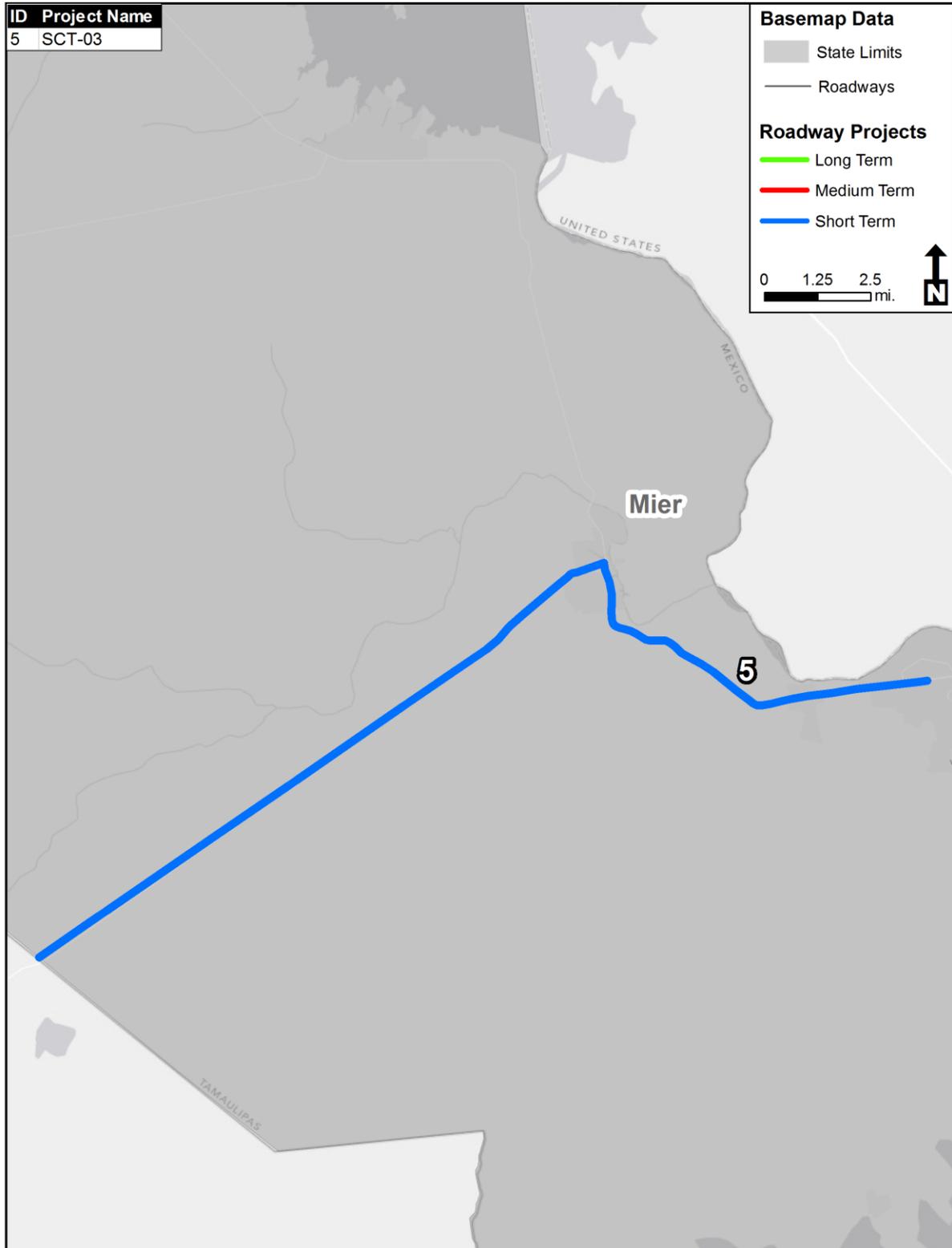


Figure 5.7: Planned Road and Interchange Project in Municipality of Mier

### **5.15 Municipality of Guerrero**

The Municipality of Guerrero has no planned POE or road and interchange projects.

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

Tables 5.24 through 5.26 provide the rankings of all planned POE, road and interchange, and marine port projects, respectively, in the U.S. Focused Study Area.

Table 5.24: Planned U.S. POE Projects in Focused Study Area

| Term   | Project Number                    | Agency                               | Bridge/LPOE   | Project Description*  | Estimated Cost (\$2012) | Rank** |
|--------|-----------------------------------|--------------------------------------|---|---|-------------------------|--------|
| Short  | POE-DONNA 01                      | City of Donna                        | Donna International Bridge  | Construct northbound and southbound Federal inspection facilities for processing empty commercial truck traffic.  | \$5,000,000             | 1      |
| Medium | POE-08/<br>POE-09/<br>POE-11      | Anzaldúas International Bridge Board | Anzaldúas International Bridge  | Improve mobility and decrease wait times for northbound vehicles by adding four additional non-commercial lanes. Construct northbound commercial import lot facilities and lanes to (1) divert commercial traffic and separate POVs, trucks, and buses; (2) improve mobility of commercial border corridors; (3) increase border security; and (4) deter cross-border criminal activities. This is a cooperative effort with government agencies. | \$24,636,476            | 2      |
| Short  | POE-07/<br>POE-13/<br>0921-02-303 | Anzaldúas International Bridge Board | Anzaldúas International Bridge  | Add two additional northbound POV lanes to alleviate queuing on the bridge, and begin expanding the secondary vehicle inspection facility to accommodate southbound commercial traffic of trucks and buses in 2015.   | \$6,361,129             | 3      |
| Long   | POE-Port Brownsville              | Port of Brownsville                  | Approximately 2.5 miles south of the Port of Brownsville Channel and 2.5 miles east of the Brownsville South Padre Island International Airport | On currently undeveloped land, build two causeway-style bridge spans to connect the Port of Brownsville directly with Mexico. One span will have four 12-foot truck travel lanes and will connect to the port's internal road network. The second span will support a single railroad track that links to the port's existing BRG railroad system. Facilities will be built for Federal inspection agencies.                                      | \$125,000,000           | 4      |

| Term    | Project Number        | Agency                       | Bridge/LPOE                                    | Project Description*   | Estimated Cost (\$2012) | Rank** |
|---------|-----------------------|------------------------------|--|--|-------------------------|--------|
| Short   | POE-DONNA 02          | City of Donna                | Donna International Bridge                     | Construct northbound and southbound Federal inspection facilities for processing full commercial truck traffic.  | \$13,000,000            | 5      |
| Short   | CSJ 0921-02-193-ALT-2 | City of Pharr                | Pharr-Reynosa International Bridge on the Rise | Increase entrance inspection booth facilities from six to ten inspection booths, and expand the access roads from the bridge to the inspection booths from two to eight lanes, each 0.25 miles long.   | \$5,500,000             | 6      |
| Short   | POE-34                | City of Pharr                | Pharr-Reynosa International Bridge on the Rise | Increase exit inspection booth facilities from two to four inspection booths to eliminate bottlenecks.   | \$1,650,000             | 7      |
| Medium  | POE-29-ALT-2          | City of Pharr                | Pharr-Reynosa International Bridge on the Rise | Widen the bridge by adding four additional lanes to the current U.S. side of the bridge structure (1.3 miles) to improve mobility through designated lanes and encourage commercial truck companies to become FAST certified, which will in turn improve wait times. | \$26,579,400            | 8      |
| Short   | CSJ 0921-02-193-ALT-1 | City of Pharr                | Pharr-Reynosa International Bridge on the Rise | Increase entrance inspection booth facilities from six to eight inspection booths, and expand the access roads from the bridge to the inspection booths from two to eight lanes, each 0.25 miles long.   | \$3,300,000             | 9      |
| Short   | POE-29-ALT-1          | City of Pharr                | Pharr-Reynosa International Bridge on the Rise | Widen the bridge by adding two additional lanes to the current U.S. side of the bridge structure (1.3 miles) to improve mobility through designated lanes and encourage commercial truck companies to become FAST certified, which will in turn improve wait times.  | \$13,289,700            | 10     |
| Unknown | Starr-STP-15          | Starr-Camargo Bridge Company | Río Grande City-Camargo Bridge                 | Expand the international bridge by constructing an additional two-lane span that will be used by southbound traffic.   | \$5,000,000             | 11     |

| Term   | Project Number        | Agency                             | Bridge/LPOE                                    | Project Description*   | Estimated Cost (\$2012) | Rank** |
|--------|-----------------------|------------------------------------|--|--|-------------------------|--------|
| Short  | POE-18                | Hidalgo International Bridge Board | LPOE Hidalgo                                   | Demolish the existing primary head house*** and construct five additional inspection stations with a new head house building (second story).   | \$3,500,000             | 12     |
| Medium | POE-21                | Hidalgo International Bridge Board | LPOE Hidalgo                                   | Renovate the existing building "A" to accommodate a bus transit terminal.  | \$270,000               | 13     |
| Medium | POE-30                | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Add an emergency shoulder on both sides of the bridge to prevent accidents and reduce the interruption of traffic flow.  | \$2,300,000             | 14     |
| Short  | CSJ 0921-02-193 - ITS | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Install an overhead warning system to guide and inform traffic and allow for easier flow of traffic.   | \$1,200,000             | 15     |
| Short  | POE-28                | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Build a lab and training room for U.S. Department of Agriculture (USDA) agriculture inspectors to allow for the quicker release of cargo.  | \$2,000,000             | 16     |
| Short  | POE-35                | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Remodel the current warehouse space into a lab and training room for USDA agriculture inspectors to allow for the quicker release of cargo.  | \$1,000,000             | 16     |
| Short  | POE-32-ALT-2          | City of Pharr                      | Pharr-Reynosa International Bridge on the Rise | Increase the POE import lot inspection facility by 50 percent through the expansion of the current wings of the facility. This will allow for quicker inspection of cargo and efficiency of operations, thereby resulting in increased use of the Pharr POE. | \$7,000,000             | 18     |

| Term   | Project Number                    | Agency   | Bridge/LPOE                                    | Project Description*  | Estimated Cost (\$2012) | Rank** |
|--------|-----------------------------------|--|--|---|-------------------------|--------|
| Medium | POE-32-ALT-1                      | City of Pharr                                  | Pharr-Reynosa International Bridge on the Rise | Duplicate the POE import lot inspection facility, increasing by 100 percent. This will allow for quicker inspection of cargo and efficiency of operations, thereby resulting in increased use of the Pharr POE.   | \$21,000,000            | 19     |
| Medium | POE-05                            | Anzaldúas International Bridge Board           | Anzaldúas International Bridge                 | Construct a 0.5-mile segment of the proposed northbound bridge to accommodate commercial truck traffic and improve mobility by increasing the number of lanes on the bridge.  | \$7,032,500             | 20     |
| Short  | POE-36                            | City of Pharr                                  | Pharr-Reynosa International Bridge on the Rise | Create an export inspection area and parking staging area for southbound trucks at the Pharr Free Trade Zone  | \$15,000,000            | 21     |
| Long   | POE-22                            | Cameron County                                 | New location, Cameron County, Texas            | Build a new bridge to link the United States and Mexico at FM 3248 (Alton Gloor) and Avenida Flor de Mayo. This project excludes the border station.  | \$20,000,000            | 22     |
| Short  | POE-31                            | City of Pharr                                  | Pharr-Reynosa International Bridge on the Rise | Create a parking staging area for southbound trucks to reduce congestion from the road leading to the bridge and reduce the possibility of accidents.   | \$4,200,000             | 23     |
| Short  | POE-33                            | City of Pharr                                  | Pharr-Reynosa International Bridge on the Rise | Add a FAST lane within the POE and two exit booths to allow for gate to gate traffic flow.  | \$1,500,000             | 24     |
| Medium | POE-06/<br>POE-10/<br>0921-02-197 | TxDOT and Anzaldúas International Bridge Board | Anzaldúas International Bridge                 | Construct a permanent border safety inspection facility and a permanent non-intrusive inspection (NII) inspection facility to (1) improve mobility of commercial border corridors, (2) increase border security, and (3) deter cross-border criminal activities. This is a cooperative effort with government agencies. | \$22,116,507            | 25     |

| Term     | Project Number         | Agency                               | Bridge/LPOE                                  | Project Description*   | Estimated Cost (\$2012) | Rank** |
|----------|------------------------|--------------------------------------|--|--|-------------------------|--------|
| Medium   | POE-12/<br>0921-02-303 | Anzaldúas International Bridge Board | Anzaldúas International Bridge               | Expand the vehicle inspection facility to accommodate southbound commercial traffic inspections.   | \$2,462,957             | 26     |
| Long     | POE-03                 | CBP                                  | Weslaco-Progreso International Bridge        | Reconfigure and rebuild the existing POE in compliance with current design standards and operational requirements to improve capacity, processing efficiency, security, and officer safety.  | \$55,000,000            | 27     |
| Long     | POE-01                 | CBP                                  | Gateway International Bridge                 | Reconfigure and rebuild the existing LPOE in compliance with current design standards and operational requirements to improve capacity, processing efficiency, security, and officer safety.   | \$60,000,000            | 28     |
| Long     | POE-04                 | Sullivan City                        | South of Sullivan City, Texas                | Plan, develop, design, and construct a proposed international border crossing between Sullivan City and Gustavo Díaz Ordaz in Tamaulipas, Mexico.  | \$220,000,000           | 29     |
| Short    | POE-02                 | Hidalgo International Bridge Board   | LPOE Hidalgo                                 | Demolish the existing head house, and rebuild it to current design standard and operational requirements at a more suitable location. This will allow realignment of up to four primary inbound POV lanes to facilitate incoming traffic flow and reduce congestion and processing wait times. | \$7,000,000             | 30     |
| Un-known | Starr-STP-14           | Starr-Camargo Bridge Company         | Roma-Ciudad Miguel Alemán Bridge             | Construct the proposed international crossing.   | Unknown                 | 30     |
| Medium   | 0921-06-207            | TxDOT                                | Veterans International Bridge at Los Tomates | Construct a U.S. border safety inspection facility.  | \$15,000,000            | 30     |

| Term   | Project Number | Agency | Bridge/LPOE                                    | Project Description*   | Estimated Cost (\$2012) | Rank** |
|--------|----------------|--------|--|--|-------------------------|--------|
| Medium | 0921-06-208    | TxDOT  | Los Indios Free Trade International Bridge     | Construct a U.S. border safety inspection facility.  | \$15,000,000            | 30     |
| Long   | POE-23         | FMCSA  | Los Indios Free Trade International Bridge     | Conduct Phase I— Feasibility and Phase II— Design/Build of Commercial and Bus Inspection Facility. | \$1,305,000             | 30     |
| Long   | POE-24         | FMCSA  | Pharr-Reynosa International Bridge on the Rise | Perform Phase I— Feasibility and Phase II— Design/Build of Commercial and Bus Inspection Facility. | \$1,855,000             | 30     |
| Long   | POE-25         | FMCSA  | Roma-Ciudad Miguel Alemán Bridge               | Perform Phase I— Feasibility and Phase II— Design/Build of Commercial and Bus Inspection Facility. | \$1,159,000             | 30     |
| Long   | POE-26         | FMCSA  | Weslaco-Progreso International Bridge          | Perform Phase I— Feasibility and Phase II— Design/Build of Commercial and Bus Inspection Facility. | \$1,618,000             | 30     |
| Long   | POE-27         | TxDOT  | Donna International Bridge                     | Construct a U.S. border safety inspection facility.  | \$15,000,000            | 30     |

**Table 5.25: Planned U.S. Road and Interchange Projects in Focused Study Area**

| Term   | Project Number                        | Agency             | Highway                              | Project Description  | Estimated Cost (\$2012) | Rank* |
|--------|---------------------------------------|--------------------|--------------------------------------|--|-------------------------|-------|
| Long   | 0921-02-142, etc.                     | Hidalgo County RMA | Inter-national Bridge Trade Corridor | Construct a new two-lane controlled-access tolled facility from US 281 at Spur 600 to FM 493.  | \$170,331,406           | 1     |
| Long   | Hidalgo-MTP-06                        | TxDOT              | US 83/IH 2                           | Construct an overpass and modify ramps at US 83/IH 2 and Bicentennial Boulevard.   | \$20,000,000            | 2     |
| Long   | 0039-01-066, etc.                     | Hidalgo County RMA | US 83 La Joya Loop                   | Construct a new four-lane controlled-access facility on US 83 La Joya Loop from 2.3 miles west of the Hidalgo County line to 1 mile east of the Hidalgo County line. | \$25,000,000            | 3     |
| Long   | 1803-02-029, 1803-03-007, 0921-06-902 | TxDOT              | FM 1925                              | Widen FM 1925 from the existing two-lane undivided highway to a four-lane divided facility from FM 907 to US 77/IH 69E.  | \$140,000,000           | 4     |
| Long   | 0921-26-013, 0921-26-014              | TxDOT              | Roma/Rio Grande City Relief Route    | Construct a new four-lane divided facility from US 83 at Loma Blanca Road to US 83 at La Puerta.   | \$159,565,630           | 5     |
| Medium | 0039-17-175                           | TxDOT              | IH 2/IH 69                           | IH 2/IH 69 interchange improvements from Cesar Chavez Road (East) to McColl Road (West) including at IH 69 BU/IH 69 Split (North)                                    | \$80,000,000            | 6     |
| Long   | SH 32                                 | CCRMA              | SH 32                                | Widen SH 32 (East Phase II) from the existing two-lane undivided highway to a four-lane divided facility from FM 3068 to SH 4.                                       | \$40,000,000            | 7     |
| Long   | 2369-01-016                           | TxDOT              | FM 509                               | Widen FM 509 from the existing two-lane undivided highway to a four-lane divided facility from BU 77 N to FM 106.  | \$8,045,184             | 8     |

| Term   | Project Number           | Agency | Highway                                     | Project Description   | Estimated Cost (\$2012) | Rank* |
|--------|--------------------------|--------|---|---|-------------------------|-------|
| Medium | 0220-04-037              | TxDOT  | US 281/<br>Military<br>Highway              | Widen US 281/Military Highway from the existing two-lane undivided highway to a four-lane divided facility from 0.25 miles west of FM 732 to FM 1421.                 | \$15,000,000            | 9     |
| Long   | 0220-04-900              | CCRMA  | US 281/<br>Military<br>Highway<br>Connector | Construct a new four-lane divided US 281/Military Highway connector from 0.5 miles west of FM 732 to US 77/US 83/IH 69E/SH 100.                                       | \$28,000,000            | 10    |
| Long   | 0921-06-254              | CCRMA  | FM 509<br>Extension/<br>Outer<br>Parkway    | Construct a new two-lane FM 509 Loop Extension from US 77/IH 69E at Orphanage Road to FM 508.   | \$10,000,000            | 11    |
| Long   | SH 32<br>Over-<br>passes | CCRMA  | SH 32                                       | Construct overpasses on SH 32 at FM 3068 and SH 4.  | \$35,000,000            | 12    |
| Medium | 0921-06-252              | CCRMA  | South<br>Parallel<br>Corridor               | Construct a new two-lane rural roadway from FM 509 to FM 732 (South Parallel Corridor Phase II).  | \$10,300,000            | 13    |
| Long   | 0921-06-163              | CCRMA  | Second<br>Causeway                          | Construct a new four-lane causeway connecting the mainland to South Padre Island.   | \$494,291,200           | 14    |
| Long   | FM 755                   | TxDOT  | FM 755                                      | Widen FM 755 from the existing two-lane undivided road to a four-lane divided rural roadway from FM 755 (New Realignment in Starr County) to US 281 in Brooks County. | \$171,000,000           | 15    |

| Term | Project Number             | Agency        | Highway  | Project Description   | Estimated Cost (\$2012) | Rank* |
|------|----------------------------|---------------|--|---|-------------------------|-------|
| Long | SH 68 Phase II/3629-01-### | TxDOT         | SH 68 Phase II Toll Road                       | Construct a new four-lane controlled-access tolled facility from FM 1925 to US 281 (SH 68 Phase II Toll Road). The new route will relieve traffic on the US 281/Military Highway and US 83/IH 2 and US 83/IH 2/US 281/IH 69C interchange, will provide an alternative route for truck traffic separate from area arterials, and will divert hazardous cargo from populated areas. | \$191,000,000           | 16    |
| Long | 0683-01-056                | TxDOT         | FM 493   | Widen FM 493 from the existing two-lane undivided highway to a four-lane divided facility from US 281/Military Highway to Champion Street, and construct a high-water bridge over the International Boundary and Water Commission floodway.   | \$19,700,000            | 17    |
| Long | 0921-02-287                | Sullivan City | Off-system, Guadalupe Flores Road improvements | Construct a new extension/improvements on Guadalupe Flores Road from US 83 to the proposed Sullivan City-Diaz Ordaz International Border Crossing.  | \$6,000,000             | 18    |

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

| Term   | Project Number | Agency              | Project Location   | Project Description   | Estimated Cost (\$2012) | Rank |
|--------|----------------|---------------------|--|---|-------------------------|------|
| Medium | Marine Port-02 | Port of Brownsville | Brownsville Ship Channel   | Widen the Ship Channel from 250 to 350 feet and deepen it from 42 to 50 feet.   | \$250,000,000           | 1    |
| Short  | Marine Port-01 | Port of Brownsville | South side of Brownsville Ship Channel, east of existing Cargo Dock No. 15 | Construct a new general-purpose cargo dock on a section of the Brownsville Ship Channel's bank that currently is not developed. | \$26,000,000            | 2    |

### 5.17 Planned Mexico Projects in Focused Study Area

Tables 5.27 through 5.29 provide the rankings of all planned POE, road and interchange, and marine port projects, respectively, in the Mexico Focused Study Area.

**Table 5.27: Planned Mexico POE Projects in Focused Study Area**

| Term   | Project Number | Agency                            | Location                              | Project Description  | Estimated Cost (\$2012) | Rank |
|--------|----------------|-----------------------------------|---------------------------------------|--|-------------------------|------|
| Medium | SCT-DGDC-02    | SCT and DGDC                      | Weslaco-Progreso International Bridge | Improve access. Construct inspection facilities for the cargo lane.  | \$3,200,000             | 1    |
| Short  | GobTamps-02    | Gobierno del Estado de Tamaulipas | Donna International Bridge            | Construct inspection facilities for empty commercial trucks (both directions).   | \$880,000               | 2    |
| Short  | SCT-DGDC-01    | SCT and DGDC                      | B&M Bridge                            | Modernize and improve the existing international bridge. Its current rail bridge portion will be converted into a SENTRI lane. | \$11,200,000            | 3    |
| Short  | GobTamps-03    | Gobierno del Estado de Tamaulipas | Free Trade Bridge                     | Expand customs facilities and construct export platforms.  | \$4,800,000             | 4    |
| Short  | AI-01          | Aduanas/INDAABIN                  | Rio Grande City-Camargo Bridge        | Develop import and export cargo areas; reorganize cargo areas and administrative buildings.                                    | \$10,160,000            | 5    |
| Long   | SCT-DGDC-04    | SCT and DGDC                      | Flor de Mayo International Bridge     | Construct a new bridge.  | N/A                     | 6    |
| Long   | IMPLAN-01      | Municipio de Matamoros and IMPLAN | Longoreño Bridge                      | Construct a new bridge.  | N/A                     | 6    |

Table 5.28: Planned Mexico Road and Interchange Projects in Focused Study Area

| Term   | Project Number | Agency                            | Highway  | Project Description  | Estimated Cost (\$2012) | Rank |
|--------|----------------|-----------------------------------|--|--|-------------------------|------|
| Short  | GobTamps-01    | Gobierno del Estado de Tamaulipas | Road connecting to Pharr-Reynosa International Bridge                          | Expand from two lanes to four lanes. Currently two lanes serve as a connecting road; this project would add two additional lanes for commercial traffic to Avenida Puente Pharr. | \$7,312,000             | 1    |
| Medium | SCT- 04        | SCT                               | Matamoros Beltway  | Construct a beltway to connect the Veterans International Bridge at Los Tomates with Sixth Avenue and MEX 2.   | \$2,400,000             | 2    |
| Short  | SCT-03         | SCT                               | Monterrey-Mier Highway   | Expand the highway from Mier to the limits of the State of Tamaulipas.   | \$3,992,000             | 3    |
| Short  | GobTamps-04    | Gobierno del Estado de Tamaulipas | TAM 57   | Expand and reconstruct 40 miles of access road to the Port of Matamoros.   | \$20,800,000            | 4    |
| Long   | CAPUFE-03      | SCT and CAPUFE                    | MEX 2  | Construct a road/beltway to facilitate cargo movements to the Rio Grande City-Camargo Bridge.  | N/A                     | 5    |
| Short  | GobTamps-11    | Gobierno del Estado de Tamaulipas | Interchange at MEX 2 and road connecting to Pharr-Reynosa International Bridge | Build an interchange at MEX 2 and Avenida Puente Pharr.  | \$7,600,000             | 6    |
| Medium | CG-180b        | SCT                               | MEX 2  | Modernize and expand from Reynosa to Río Bravo.  | N/A                     | 7    |

**Table 5.29: Planned Mexico Marine Port Project in Focused Study Area**

| Term  | Project Number | Agency                       | Location          | Project Description   | Estimated Cost (\$2012) | Rank |
|-------|----------------|------------------------------|-------------------|---|-------------------------|------|
| Short | CG-182         | Estado de Tamaulipas/<br>API | Port of Matamoros | Complete dredging to increase the depth and extension of jetties to protect channels and docks. | \$84,400,000            | 1    |

<sup>1</sup> Projects that span more than one municipality are listed and discussed in the municipality in which they originate.