APPENDIX 11:
LIST OF LITERATURE AND LEGISLATIVE SOURCES

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Literature

1. Draft Programming Process Working Paper (Arizona)

This paper discusses an approach on how to evaluate and prioritize deferred projects for the 2004-2008 Arizona Transportation Program. It develops a methodology to weigh various evaluation criteria (e.g., safety, mobility, feasibility, environmental and economic goals) and is an example of a method to prioritize the funding and construction of transportation projects. Process relies on input from an advisory committee and some subjective weighting.

Date: September 2002

Source: Lima & Associates, Arizona Department of Transportation

Contact:

2. Five-Year Highway Construction Program Priority Programming Process (Arizona)

This document details the highway construction and prioritization process in Arizona. It describes how to analyze the highway system needs, how to identify sources of available funding for projects, and processes for updating the state's transportation program. It provides some examples of possible evaluation criteria used to prioritize transportation projects.

Date: 1997

Source: Arizona Department of Transportation

Contact: Arnold Burnham
ABurnham@dot.state.az.us

3. Five-Year Transportation Facilities Construction Program (Arizona)

This report describes the Five-Year Construction Program developed in Arizona by the Arizona DOT. This program is a budget of what Arizona expects to receive in funds from various sources and how it proposes to spend them project by project. The report describes in detail the Priority Programming Process for highway and airports. Physical and financial data is provided for each project. There is also forecast project data for 2003-2007. This report was used as an informative source for describing the Arizona transportation and programming process presented in the BINS study.

Date: June 2002

Source: Arizona Department of Transportation

Contact: Arnold Burham, 601-712-8591

4. Los Angeles to San Diego Rail Corridor Improvements Technical Study (California)

This document discusses several alternative improvements to the rail line that runs between Los Angeles, California and San Diego, California. This section is the second busiest passenger rail corridor in the United States and is planned to be a part of the California High-Speed Rail Authority in the future. The document pertains to BINS because it evaluates several projects in the border region that can increase the mobility of people in the future.

Date: 2002

Source: California Transportation Commission, IBI Group

Contact: Patrick Merrill
(916) 654-7543

5. Regional Transportation Plan Guidelines

This handbook describes the regional transportation planning process in the State of California. In its discussion of Regional Transportation Plans, it includes chapters on planning, financing, environmental considerations and public involvement. Knowledge of regional planning processes is helpful for identifying the actors responsible for funding and planning of transportation projects.

Date: 1999

Source: California Transportation Commission
http://www.dot.ca.gov/hq/tpp/Offices/ORIP/TRP/Contents.html

Contact: California Transportation Commission
1120 N Street, (MS-2)
P.O. Box 942873
Sacramento, CA 94273-0001
(916) 654-4364

6. Latin America Trade and Transportation Study (LATTS)

This study surveys the transportation deficiencies in the multimodal LATTS Strategic Transportation System, which facilitates trade between Latin America and 13 southeastern states. The study forecasts future demands on the LATTS Transportation System and estimates the costs of the needed improvements to support the expected increase in commercial activity. The LATTS study serves as an example of a system-wide transportation study.

Date: March 2001

Source: Wilbur Smith Associates

Contact: (803) 758-4500

7. Western Transportation Trade Network Study

This study presents a multimodal corridor analysis of the commercial transportation network for 14 western states, including Arizona, California, New Mexico, and Texas. The study identifies major transportation corridors in the western states and their levels of infrastructure deficiencies (often using "High Priority Corridor" definitions from federal legislation). This study is the main reference used in the BINS study to identify transportation infrastructure deficiencies and needed future improvements on the U.S. side of the international border.

Date: 1999

Source: Wilbur Smith Associates, Colorado Department of Transportation

Contact:

8. Guia Para la Presentacion y Evaluacion de Propuestas Sobre Puertos Fronterizos (Guide for the Presentation and Evaluation of Proposals for Border Crossings)

This document explains the Mexican process of proposing and evaluating new border crossings. It describes the necessary coordination between several federal departments and describes the evaluation factors that must be considered for each project. It pertains to BINS because it lays the groundwork for a procedure to evaluate (and prioritize) border crossing improvements.

Date: April 2001

Source: Grupo Intersecretarial de Puertos y Servicios Fronterizos (Inter-secretarial Group of Border Ports and Services); Secretaria de Relaciones Exteriores de Mexico

Contact:

9. The Impacts of Constrained Air Transportation Capacity on the San Diego Regional Economy (Draft) (California)

This study of airport capacity in the San Diego region evaluates the economic effects of insufficient airport infrastructure. It asks, "What will be the cost to the region's economy and its residents if the future demand for air transportation services is not met?" It estimates the future amount of increased capacity needed based on forecasts of regional economic activity. The study is related to BINS because some of the transportation projects to be prioritized involve airport infrastructure improvements.

Date: September 2000

Source: Hamilton, Rabinovitz & Alschuler, Inc.

Contact:

10. Criterio Para Jerarquizar la Conservacion de Carreteras con Base en Su Importancia Economica

The document argues in favor of prioritizing the repair of highways in Mexico based on their economic importance, rather than the number of vehicles that use the highway per day. The values of freight cargo are estimated for ten segments of highway by compiling information on the number of trucks, the types of goods, and the prices of those goods. The ten road segments are then ranked by the total value of the goods being transported. These economic value criteria developed in the report are used as evaluation factors for corridors and projects in this BINS study.

Date: 1996

Source: Instituto Mexicano del Transporte

Contact:

11. Programa Regional de Desarrollo Urbano del Corredor Tijuana-Rosarito 2000 (2000 Regional Urban Development Program for the Tijuana-Rosarito Corridor)

This plan describes the proposed implementation of the Tijuana-Rosarito Corridor for the year 2000. The plan touches at different aspects of transportation related issues in Baja California. Maps are included, and provide a good perspective of the area covered by the corridor analysis.

Date: 2000

Source: SAHOPE, Dirección de Planeación Urbana y Regional (CD-ROM)

Contact: Carlos Lopez Rodriguez

12. High Occupancy Vehicle/Managed Lane Study

This study describes the process of screening the regional freeway system to determine potential High Occupancy Vehicle (HOV) facilities. It uses forecasts of future freeway congestion and potential HOV demand to identify potential HOV corridors. The potential HOV corridors are then evaluated according to a set of both quantitative and qualitative criteria. This study presents both a methodology for evaluation of transportation projects and an analysis of the value of HOV projects as a tool to increase regional mobility.

Date: July 2002

Source: Parsons Brinckerhoff Quade and Douglas, San Diego Association of Governments

Contact:

13. North Coast Transportation Study (California)

This study evaluates transportation improvement alternatives along the north coast section of San Diego County that runs between San Diego and Orange Counties. Alternatives examined include elevated freeway sections, carpool lanes, additional railroad stations and facilities, arterial street expansion, and freight improvements. It is pertinent to the BINS study because it is an example of a multimodal analysis of a transportation corridor.

Date: June 2000

Source: San Diego Association of Governments

Contact: San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300

14. Routes 67/125 Corridor Study (California)

This corridor study evaluates options for accommodating future north-south travel demand east of Interstate 15 in San Diego County. Six alternatives are evaluated. This study provides a recent example of a corridor evaluation in the border region. As evaluation criteria, the study looks at traffic volumes as well as several environmental factors

Date: June 2002

Source: San Diego Association of Governments

Contact: San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300

15. San Diego Region-Baja California Cross-Border Transportation Study

This study of the San Diego-Baja California region updates binational transportation data, develops a Cross-Border Travel Forecasting Model (TFM), and examines a range of future Cross-Border Alternatives that include potential new ports of entry. The study provides examples of potential cross-border corridors and their resultant impacts on traffic flows.

Date: November 2000

Source: San Diego Association of Governments

Contact: San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300

16. State Route 94 Corridor: Tecate Port of Entry Trade and Truck Traffic (California)

Truck traffic on State Route 94 is affected by cross-border merchandise trade through the Tecate Port of Entry. This study evaluates current trade and commercial vehicle activity through the Tecate crossing. Forecasts of trade and truck traffic through this international crossing were developed, taking into account the continued implementation of NAFTA. This study serves as an example of a port of entry and corridor project analysis in the border region.

Date: July 1997

Source: San Diego Association of Governments

Contact: San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
(619) 595-5300

17. Metodologia para el Analisis Beneficio/Costo de un Nuevo Puerto Fronterizo, Integrando Los Factores Economicos, Financieros, Sociales y Ambientales (Methodology for Cost-Benefit Analysis of New Ports of Entry Integrating Economic, Financial, Social, and Environmental Factors)

This document describes an integrated evaluation methodology for the establishment of new border crossings. The objective of this methodology is to identify and weigh a large range of possible costs and benefits of a new border crossing (i.e., not solely economic criteria). It is relevant to BINS because it lays the groundwork for a procedure and criteria to evaluate (and prioritize) border crossing improvements.

Date: August 2000

Source: Secretaria de Comunicaciones y Transportes

Contact:

18. Modernizacion del Sistema Carretero Troncal (Modernization of the Main Highway System)

This document presents the Secretariat of Communications and Transport investment program for highway construction and modernization for the years 1999 and 2000, as well as projected investment needs through 2020. The central goal of the listed projects consists of modernizing the ten main highway corridors that extend throughout the national territory. Several rankings of the corridors are also presented. This document is the main reference used in the BINS study to identify planned transportation infrastructure projects on the Mexican side of the international border. The content is presented in both English and Spanish.

Date: October 1999

Source: Secretaria de Comunicaciones y Transportes
http://www.sct.gob.mx/acuota/index.htm#contenido

Contact:

19. Sector Comunicaciones y Transportes Programa de Trabajo 2002 (2002 Work Program, Communications and Transportation Sector)

This document defines transportation and infrastructure and service goals for the 2002 work program of the Mexican federal government. It is important to BINS research because it defines the general plan and strategy of the Secretaria de Transporte y Comunicaciones (SCT) in Mexico.

Date: 2002

Source: Secretaria de Transporte y Comunicaciones (SCT)

Contact:

20. The U.S.-Mexican Border Environment: A Road Map to a Sustainable 2020

This presents a series of monographs that analyze long-range environmental and demographic issues that pertain to the sustainable development of the U.S.-Mexico border region. The book includes chapters on demographic and economic forecasts for the border region, border environmental issues and cross-border planning and cooperation. With regard to BINS, the demographic forecasts are valuable for estimating the future demands placed on the border region transportation system.

Date: September 2002

Source: Southwest Center for Environmental Research and Policy (SCERP)

Contact: Paul Ganster
School of Business, University of Redlands
1200 East Colton Ave
Redlands, CA 92373-0999
(909) 748-6261

21. Transportation Planning Policy Manual (Texas)

The document discusses the regional planning process in the State of Texas. Knowledge of regional planning processes is helpful for identifying the actors responsible for funding and planning of transportation projects.

Date: September 2001

Source: Texas Department of Transportation

Contact: Customs office, operations, collection, Cd. Juárez, 1993-1994, import, export, statistics

22. Evaluation of Travel Time Methods to Support Mobility Performance Monitoring

This study attempts to determine a benchmark border crossing delay measure for commercial vehicles. Seven POEs were surveyed. The delay time represents the difference between the average crossing time and the free-flow crossing time. A Buffer Time and Buffer index were also calculated, representing the difference between the 95th percentile crossing tie and the average crossing time for all trucks. This study has implications for the BINS analysis of port of entry infrastructure improvement recommendations that are designed to improve the flow of cross-border traffic.

Date: April 2002

Source: Texas Transportation Institute

Contact:

23. Border Demographic Impacts on the Urban Environment and Sustainable Development of Imperial County, California, and Mexicali Municipio, Mexico

This project analyzes recent demographic, economic, energy, and water trends for Imperial County, California and Mexicali, Baja California, to estimate future population and economic growth. It assesses the implications of this growth on the supply of energy and water to these areas. It includes demographic projections and geographical analysis which are useful for the BINS assessment.

Date: September 2002

Source: University of Redlands

Contact: James B. Pick
School of Business, University of Redlands
1200 East Colton Ave
Redlands, CA 92373-0999
(909) 748-6261

24. North American Transportation in Figures

This is a graphical and statistical overview of transportation and commercial trends in the NAFTA countries from 1990 to 1996. The information is somewhat dated by now, but it provides several useful graph concepts for the BINS study.

Date: October 2000

Source: U.S. Census Bureau
www.census.gov/econ/www/natf/natf.html

Contact:

25. Binational Border Transportation Planning and Program Process

The P&P study conducted an inventory of infrastructure along the U.S.-Mexico border and specified some of the "disconnects" that existed in 1998. Two key conclusions of the P&P study were: (1) The JWC should focus on the area 100 kilometers on either side of the U.S.-Mexico border; and (2) More coordination is needed between the U.S. and Mexican governments with regard to border transportation planning.

Date: March 1998

Source: U.S. Department of Transportation, Federal Highway Administration

Contact:

26. Highway Economic Requirements System—State version user's guide (hers-st v 2.0)

This document is a user's manual for the FHWA's Highway Economic Requirements System (HERS). HERS is the computer model software that is used to analyze data from the FHWA's Highway Performance Monitoring System (HPMS) to prioritize projects using cost-benefit techniques. This model informs the BINS study's process for evaluating transportation projects by providing an example of a rational method to prioritize the construction and funding of various highway projects using cost-benefit ratios (as well as the data that is available to make such determinations).

Date: 2002

Source: U.S. Department of Transportation, Federal Highway Administration

Contact:

27. Highway Performance Monitoring System Field Manual (HPMS)

This manual describes the content and uses of the FHWA's Highway Performance Monitoring System. The HPMS is a continuous data collection system that was developed by the FHWA in conjunction with the states in 1978. Currently, the HPMS contains over 110,000 highway sample segments, the most comprehensive nationwide data system in use regarding the physical condition of the nation's infrastructure. The HPMS provides an example of the data available for various pieces of highway infrastructure on the U.S. side of the border region to be analyzed in the BINS study.

Date: December 2000

Source: U.S. Department of Transportation, Federal Highway Administration

Contact:

28. 1999 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance (Report to Congress)

Provides an objective appraisal of highway, bridge and transit finance, physical conditions, operational performance, and future investment requirements. Assists in developing U.S. federal transportation legislative program. Consolidates data provide by State and local governments to provide a nation-wide summary of transportation needs through 2017. Uses economic modeling, lays ground work for economic evaluation of transportation projects.

Date: 2000

Source: U.S. Department of Transportation, Federal Highway Administration

Contact:

29. AARoads High Priority Corridors

Describes the U.S. High Priority Corridors designated by the ISTEA of 1991, the National Highway System Designation Act of 1995 (NHS) and the Transportation Equity Act for the 21st Century of 1998 (TEA-21). A brief synopsis of the legislation for each corridor; an overview of events related to each corridor since its designation. The High Priority Corridors that traverse the U.S.-Mexico border region (along with corridors designated by Mexican legislation) are used for the BINS transportation infrastructure needs assessment.

Date: 1998

Source: U.S. Department of Transportation
http://www.fhwa.dot.gov/tea21/sumcov.htm

Contact:

30. A Guide to Metropolitan Transportation Planning Under ISTEA—How the Pieces Fit Together

This guide summarizes how the changes legislated under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 affect the metropolitan transportation planning process in the United States. The major changes include increased planning authority for local officials and Metropolitan Planning Organizations and increased public participation and input in planning. With regard to BINS, local governments have much greater responsibility for collecting information on transportation projects and setting project priorities.

Date:

Source: U.S. Department of Transportation
www.fta.dot.gov/library/planning/MTPISTEA/424MTP.html

Contact:

31. NHS Intermodal Freight Connectors: A Report to Congress

This report (1) evaluates the condition of NHS connector highway infrastructure to major intermodal freight terminals; (2) reviews improvements and investments made or programmed for these connectors; and (3) identifies impediments and options to making improvements to the intermodal freight connectors. Projects that improve intermodal facility infrastructure are a key component of the BINS effort to improve the flow of goods in the U.S.-Mexico border region.

Date: December 2000

Source: U.S. Department of Transportation

Contact:

32. Coordinated Operational Plan to Ensure Mexican Trucks' Compliance with U.S. Standards

This study examines: (1) the extent to which Mexican-domiciled commercial trucks are likely to travel beyond the U.S. border commercial zones once the border is fully opened, (2) U.S. government agencies' efforts to ensure that Mexican commercial carriers meet U.S. safety and emissions standards and (3) how Mexican government and private sector efforts contribute to ensuring that Mexican commercial vehicles entering the United States meet U.S. safety and emissions standards.

Date: December 2001

Source: U.S. General Accounting Office

Contact: Phillip Herr (202) 512-8509

33. Marine Transportation: Federal Financing and a Framework for Infrastructure Investments

This report provides information on the amount of federal funds expended to support the U.S. commercial marine transportation system and the amount of revenue collected from federal assessments on the users of the system for fiscal years 1999, 2000, and 2001. It also presents a framework to Congress that could be used to consider potential changes to the scope or nature of future federal investments in the marine transportation system. The report contains expenditure and collection information from 15 federal agencies. Seaports are one of the modes for which infrastructure is to be analyzed in the BINS study.

Date: September 2002

Source: U.S. General Accounting Office

Contact: JayEtta Hecker (202) 512-2834
Randall Williamson (206) 287-4860

34. U.S.-Mexico Border: Better Planning, Coordination Needed to Handle Growing Commercial Traffic

This report provides information and analysis on (1) the nature of commercial truck traffic at the southwest border; (2) the factors that contribute to congestion; and (3) the actions, including programs and funding, that are being taken to address these problems. Recommendations to improve coordination include implementing inspection technologies and increasing binational dialogue. Analysis of the cost-effectiveness of implementing technology to improve the flow of goods and people in the border region is a key component of the BINS assessment.

Date: March 2000

Source: U.S. General Accounting Office
www.dallasfed.org/htm/eyi/global/0109border.html

Contact: Phillip Herr (202) 512-8509

35. Evaluating Freight Mobility on a Regionwide Basis Using Emme/Two-Freight Action Strategy (Fast) Truck Model for Puget Sound Region (Washington)

This study evaluates the use of the FAST forecasting model to analyze the benefits of transportation investments that impact the movement of goods in the Puget Sound region in the State of Washington. The study demonstrates that the freight forecasting tool can be effectively used to evaluate alternative strategies and projects aimed at improving freight mobility. The study pertains to BINS because it discusses several evaluation criteria (delay, safety, environment, etc.) and a method for evaluating infrastructure improvements in a border region.

Date: March 2002

Source: Cambridge Systematics, Inc., Washington Department of Transportation

Contact: Arun R. Kuppam
Cambridge Systematics, Inc.
225 S. Rio Vista Street #3
Anaheim, CA 92806
(714) 630-7573

36. White House Details 22-point U.S.-Mexico Border Partnership Action Plan

This agreement signed between Mexico and the United States aims to upgrade border infrastructure and facilitate the legitimate flow of people and goods between the two nations. With regard to securing infrastructure and the flow of people, the agreement includes points on long-term planning, relief of bottlenecks, infrastructure protection, cross border cooperation, financing projects at the border, and NAFTA travel.

Date: March 21, 2002

Source: White House Office of the Press Secretary

Contact:

Legislation

1. Transportation Equity Act for the 21st Century: a Summary

This summary of the United States' guiding transportation legislation outlines the mechanics of planning and funding processes at various levels of government and the major priorities of the U.S. transportation system. Major change is increased flexibility and authority at the local levels and public input.

Date: 1998

Source: U.S. Department of Transportation
http://www.fhwa.dot.gov/tea21/sumcov.htm

Contact: