

Border Master Plan

Laredo District
State of Coahuila
State of Nuevo León
State of Tamaulipas

Reaching Stakeholder Consensus

A key objective of the Laredo-Nuevo León/Tamaulipas/Coahuila BMP was to design a stakeholder agency involvement process that was inclusive and ensures the participation of all stakeholders. Stakeholder participation was directed through the formation of:

- Policy Advisory Committee (PAC) – consisting of executive level managers, and
- Technical Working Group (TWG) – consisting of senior technical staff.

Membership of the PAC and TWG were limited to federal, state, and local government agencies and rail companies whose mandate encompass border transportation infrastructure planning, programming, construction and/or management.

The TWG members selected the criteria categories, category weights, criteria, criteria weights, and the scoring metrics that were subsequently endorsed—with minor modifications by the PAC—and used to prioritize projects. Classroom Performance System technology—i.e., i>Clickers – was used to reach consensus and to ensure that every agency had an equal voice/vote in deciding the parameters in a non-threatening and anonymous environment.



BMPs: Dynamic Planning Tools

BMPs are to be updated periodically to keep the contents and inventories current and to ensure that these documents continue to represent the region's vision and goals.

It is, however, recommended that BMPs be updated only given major changes in the content of the plan. The timing of the updates may thus differ from region to region. It is recommended that each year, the PAC convenes to determine the need for updating the BMP. Information on all completed priorities and any planned initiatives that have emerged since the completion of the previous BMP should then be evaluated.

This will allow an informed decision about the need to update the technical data of the BMP or the need for a comprehensive update to the plan.



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Border Master Plans (BMPs) are comprehensive long range plans to:

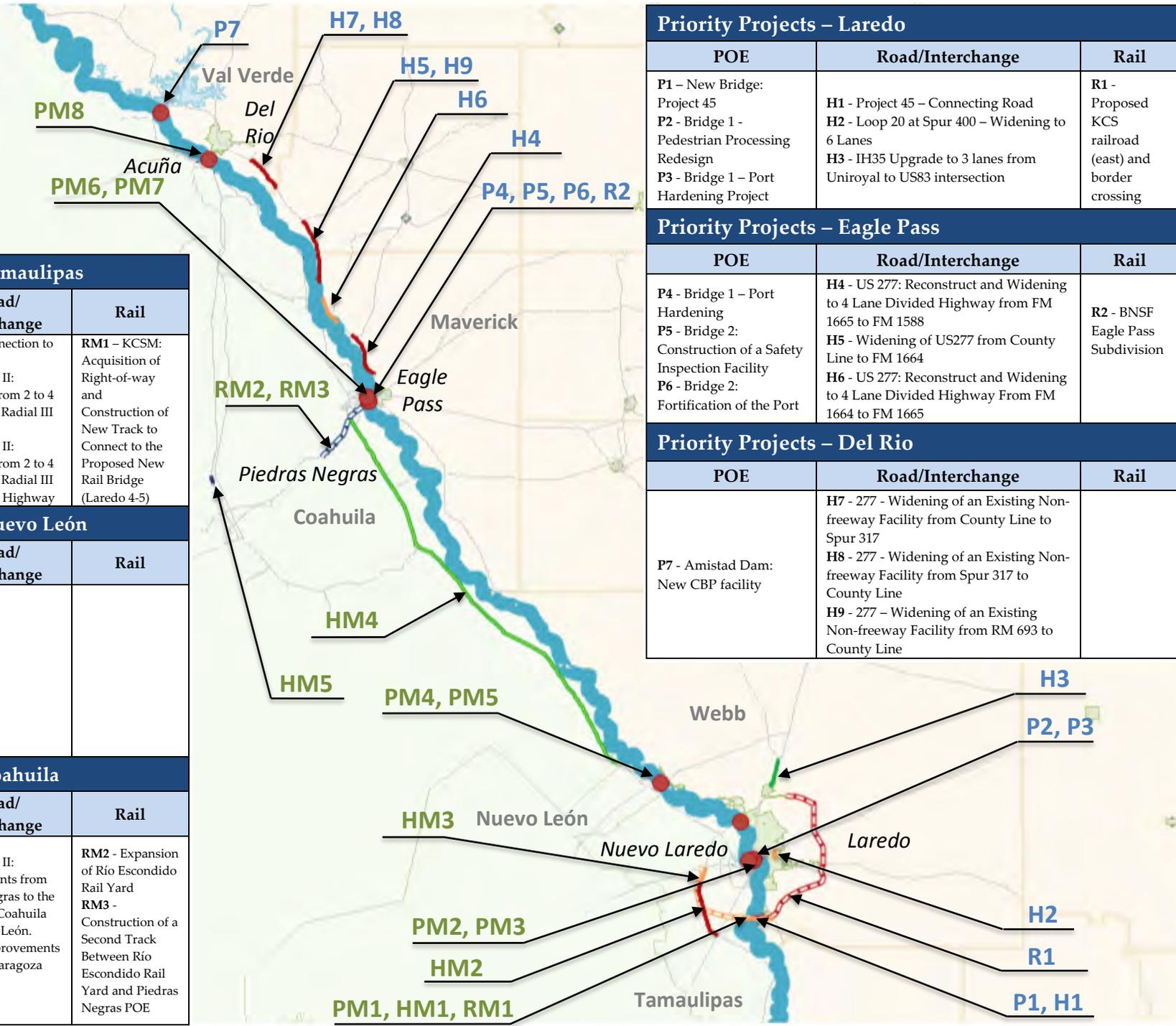
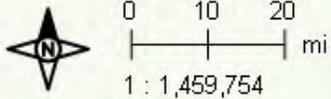
- inventory transportation and port of entry (POE) infrastructure that facilitates trade, and
- prioritize planned transportation and POE projects within a defined study area.

The benefits of border master planning have been recognized by both the United States and Mexico in an official initiatives list entitled U.S.-Mexico Bilateral Action Plan. BMPs are also supported by the U.S./Mexico Joint Working Committee on Transportation Planning and Programming, the Federal Highway Administration, and the U.S. Department of State.

Specifically, BMPs represent binational stakeholder efforts to (i) prioritize POE and related transportation projects; (ii) inform decision-making; (iii) allocate limited funding sources, and (iv) ensure continued dialogue and coordination on future POE and supporting transportation infrastructure needs and projects.



Prioritized Transportation and POE Projects in the Study Area



Priority Projects – State of Tamaulipas

POE	Road/Interchange	Rail
PM1 – New Bridge: Project 45 PM2 - Bridge 2: Convert an Existing Pedestrian Lane into a Pedestrian Express Lane PM3 - Bridge 2: Implement an Automated Method of Payment (Rechargeable Smart Card) for pedestrian fees	HM1 - Connection to Project 45 HM2 - Mex II: Widening from 2 to 4 Lanes from Radial III to Mex 85 HM3 - Mex II: Widening from 2 to 4 Lanes from Radial III to Anáhuac Highway	RM1 – KCSM: Acquisition of Right-of-way and Construction of New Track to Connect to the Proposed New Rail Bridge (Laredo 4-5)

Priority Projects – State of Nuevo León

POE	Road/Interchange	Rail
PM4 - Construction and Operation of a Low-emission Freight Transportation System PM5 - Implementation of a Specialized Customs Service in Science and Technological Development – Including a Strategic Bonded Warehouse that Comprises a Tax-exempt Zone		

Priority Projects – State of Coahuila

POE	Road/Interchange	Rail
PM6 - Piedras Negras Bridge 1: Implement an Automated Method of Payment (Smart Card) for Pedestrian Fees PM7 - Piedras Negras Bridge 1: Convert an Existing Pedestrian Lane into a Pedestrian Express Lane PM8 - Acuña Bridge: Convert an Existing Pedestrian Lane into a Pedestrian Express Lane	HM4 - Mex II: Improvements from Piedras Negras to the Borders of Coahuila and Nuevo León. HM 5 - Improvements to Acuña-Zaragoza Highway	RM2 - Expansion of Río Escondido Rail Yard RM3 - Construction of a Second Track Between Río Escondido Rail Yard and Piedras Negras POE

Priority Projects – Laredo

POE	Road/Interchange	Rail
P1 – New Bridge: Project 45 P2 - Bridge 1 - Pedestrian Processing Redesign P3 - Bridge 1 – Port Hardening Project	H1 - Project 45 – Connecting Road H2 - Loop 20 at Spur 400 – Widening to 6 Lanes H3 - IH35 Upgrade to 3 lanes from Uniroyal to US83 intersection	R1 - Proposed KCS railroad (east) and border crossing

Priority Projects – Eagle Pass

POE	Road/Interchange	Rail
P4 - Bridge 1 – Port Hardening P5 - Bridge 2: Construction of a Safety Inspection Facility P6 - Bridge 2: Fortification of the Port	H4 - US 277: Reconstruct and Widening to 4 Lane Divided Highway from FM 1665 to FM 1588 H5 - Widening of US277 from County Line to FM 1664 H6 - US 277: Reconstruct and Widening to 4 Lane Divided Highway From FM 1664 to FM 1665	R2 - BNSF Eagle Pass Subdivision

Priority Projects – Del Rio

POE	Road/Interchange	Rail
P7 - Amistad Dam: New CBP facility	H7 - 277 - Widening of an Existing Non-freeway Facility from County Line to Spur 317 H8 - 277 - Widening of an Existing Non-freeway Facility from Spur 317 to County Line H9 - 277 – Widening of an Existing Non-freeway Facility from RM 693 to County Line	

