

# Lower Rio Grande Valley-Tamaulipas Border Master Plan



## Appendix F Ranking Spreadsheets

**U.S. POE PROJECT RANKING**  
**Lower Rio Grande Valley / Tamaulipas Border Master Plan**

Project Characteristics										Congestion / Capacity (21%)													Demand (16%)																						
										1. Increase in # of Fully Operational Lanes or Rail Tracks (32.2%)					2. Improve Throughput Through the Use of Technology (19.6%)				3. Alleviates Congestion (29.2%)				4. Increase in Number of Modes Served (19%)				Congestion / Capacity Weight		1. Increase in Average Annual Daily Crossings (59.6%)				2. Multiple Mode Demand (40.4%)				Demand Weight								
Project ID/CSJ	Term	Reporting Agency	Project Name	Project Description	Location of Project	County	Let Year	Year Project Becomes Operational	Estimated Cost/Low Bid (\$Bil)	Before Project	After Project	Change in Booths	Double Stacked Booths?	Score	Partial Weight	No Improvement	Other Technology (LED, etc.)	Advanced Lane Technology (READY, FAST, SENTRI)	Score	Partial Weight	POV Existing Average (2012) Border Crossing Wait Time (in minutes)	CV Existing Average (2012) Border Crossing Wait Time (in minutes)	Future Border Crossing Wait Time	Reduction in Border Crossing Wait Time	Score	Partial Weight	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	Score	Partial Weight	Congestion / Capacity Weight	Current Annual Daily Crossings	Future Annual Daily Crossings	Increase in Average Annual Daily Crossings	Score		Partial Weight	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	Score	Partial Weight	Demand Weight	
POE - DONNA 01	Short Term	City of Donna	Donna - NB and SB Federal Inspection Facilities for Empty Trucks	Construction of northbound and southbound federal inspection facilities for processing empty commercial truck traffic	Donna International Bridge	Hidalgo County	2013	2013	\$ 5,000,000	4	8	4		1.000	0.068			Yes	1.000	0.041					-	0.000	0.000	2	3	1	0.330	0.013	0.122	1,168	6,200	5,032	1.000	0.095	2	3	1	0.250	0.016	0.112	
POE-08 / POE-09 / POE-11	Medium Term	Anzalduas International Bridge Board	Anzalduas LPOE - North Bound Commercial Import Lot Facilities	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 POV, trucks, and buses; 2) improve mobility of commercial border corridors; 3) increase border security; 4) deter cross-border criminal activities. This is a cooperative effort with government agencies.	Anzalduas International Bridge	Hidalgo County	2017	2019	\$ 24,636,476	6	10	4		1.000	0.068			Yes	1.000	0.041	16.46				16.46	0.000	0.000	1	4	3	1.000	0.040	0.149	6,361	8,531	2,170	0.750	0.072	1	4	3	0.750	0.048	0.120	
POE-07 / POE-13 / 0921-02-303	Short Term	Anzalduas International Bridge Board	Anzalduas LPOE - NB Additional Lanes (Non-commercial)	Add two additional northbound POV lanes to alleviate queuing on bridge; and begin expanding the secondary vehicle inspection facility to accommodate southbound commercial traffic of trucks and buses in 2015	Anzalduas International Bridge	Hidalgo County	2015	2016	\$ 6,361,129	4	6	2		0.670	0.045			Yes	1.000	0.041	16.46				16.46	0.000	0.000	1	3	2	0.670	0.027	0.113	6,361	8,531	2,170	0.750	0.072	1	3	2	0.500	0.032	0.104	
POE - Port Brownsville	Long Term	Port of Brownsville	Port of Brownsville International Bridge Project	On currently undeveloped land, two causeway-style bridge spans will be built 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.	Spanning and due north of the Rio Grande River, approximately 2 1/2 miles south of the Port of Brownsville Channel and 2 1/2 miles east of the Brownsville South Padre Island International Airport	Cameron County	2019 (estimate)	2022 (estimate)	\$ 125,000,000	0	5	5		1.000	0.068			Yes	1.000	0.041					-	0.000	0.000	0	2	2	0.670	0.027	0.136	-	650	650	0.500	0.048	-	2	2	0.500	0.032	0.080	
POE - DONNA 02	Short Term	City of Donna	Donna - NB and SB Federal Inspection Facilities for Loaded Commercial Vehicles	Construction of northbound and southbound federal inspection facilities for processing full commercial truck traffic	Donna International Bridge	Hidalgo County	2016	2016	\$ 13,000,000	4	4	0		0.000	0.000			Yes	1.000	0.041					-	0.000	0.000	3	3	-	0.000	0.000	0.041	1,168	7,200	6,032	1.000	0.095	3	3	-	0.000	0.000	0.095	
CSJ 0921-02-193-ALT-2	Short Term	City of Pharr	Northbound Lane Expansion into POE Alternate 2 - 4 lanes option	Increase inspection booth facilities by adding four inspection booths and expand the access roads from the bridge to the inspections booths from two to eight lanes, each a quarter of a mile long.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2015	\$ 5,500,000	6	10	4		1.000	0.068			Yes	1.000	0.041	13.79				5	8.79	0.500	0.031	2	2	-	0.000	0.000	0.139	3,836	6,027	2,192	1.000	0.095	2	2	-	0.000	0.000	0.095
POE-34	Short Term	City of Pharr	POE Exit Booth Expansion	Increase exit inspection booth facilities from two to four inspection booths to eliminate bottlenecks	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2015	2016	\$ 1,650,000	2	4	2		0.670	0.045			Yes	1.000	0.041	13.79				5	8.79	0.500	0.031	1	1	-	0.000	0.000	0.117	3,836	6,027	2,192	1.000	0.095	1	1	-	0.000	0.000	0.095
POE-29 - ALT 2	Medium Term	City of Pharr	Pharr/Reynosa Bridge Expansion - 4 Lanes	Widen 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 encouraging commercial truck companies to become FAST Certified, which will in turn improve wait times.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2017	2019	\$ 26,579,400	4	8	4		1.000	0.068			Yes	1.000	0.041	14.62				5	9.62	0.750	0.046	4	4	-	0.000	0.000	0.155	3,836	6,027	2,192	1.000	0.095	4	4	-	0.000	0.000	0.095
CSJ 0921-02-193-ALT-1	Short Term	City of Pharr	Northbound Lane Expansion into POE Alternate 1 - 2 lanes option	Increase an additional two POE entrance inspection booths and expand the access roads from the bridge to the inspections booths from two to eight lanes quarter of a mile long.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2015	\$ 3,300,000	6	8	2		0.670	0.045			Yes	1.000	0.041	13.79				5	8.79	0.500	0.031	2	2	-	0.000	0.000	0.117	3,836	6,027	2,192	1.000	0.095	2	2	-	0.000	0.000	0.095
POE-29 - ALT 1	Short Term	City of Pharr	Pharr/Reynosa Bridge Expansion - 2 Lanes	Widen 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 encouraging commercial truck companies to become FAST Certified, which will in turn improve wait times.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2015	2018	\$ 13,289,700	4	6	2		0.670	0.045			Yes	1.000	0.041	14.62				5	9.62	0.750	0.046	4	4	-	0.000	0.000	0.132	3,836	6,027	2,192	1.000	0.095	4	4	-	0.000	0.000	0.095
Starr-STP-15	Unknown	Starr-Camargo Bridge Company	Rio Grande City-Camargo Bridge Expansion	Expand international bridge by constructing an additional two lane span that will be used by southbound traffic	Rio Grande City-Camargo Bridge	Starr County	Not available	2016	\$ 5,000,000	2	4	2		0.670	0.045			Yes	1.000	0.041	7.37				7.37	0.000	0.000	2	2	-	0.000	0.000	0.086	1,000	1,300	300	0.500	0.048	2	2	-	0.000	0.000	0.048	
POE-18	Short Term	Hidalgo International Bridge Board	Hidalgo LPOE - Headhouse and 5 Additional Lanes Project	Project shall demolish existing primary headhouse and construct 5 additional inspection stations with new headhouse building constructed atop (second story).	Hidalgo International Land Port of Entry	Hidalgo County	2014	2015	\$ 3,500,000	12	17	5		1.000	0.068			Yes	1.000	0.041	21.29				21.29	0.000	0.000	3	3	-	0.000	0.000	0.109	21,677	22,536	859	0.500	0.048	3	3	-	0.000	0.000	0.048	
POE-21	Medium Term	Hidalgo International Bridge Board	Hidalgo LPOE - Renovation of Building "A" for Bus Transit Terminal	Project proposes to renovate existing building "A" to accommodate a bus transit terminal	Hidalgo International Bridge	Hidalgo County	2016	2017	\$ 270,000	12	13	1		0.330	0.022			Yes	1.000	0.041	21.29				21.29	0.000	0.000	3	3	-	0.000	0.000	0.063	21,677	22,536	859	0.500	0.048	3	3	-	0.000	0.000	0.048	
POE-30	Medium Term	City of Pharr	Emergency Shoulder on Bridge	Add emergency shoulder on both sides of bridge to prevent accidents and reduce the interruption of traffic flow.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2017	2018	\$ 2,300,000	4	4	0		0.000	0.000			Yes	1.000	0.041	13.79				5	8.79	0.500	0.031	4	4	-	0.000	0.000	0.072	3,836	6,027	2,192	1.000	0.095	4	4	-	0.000	0.000	0.095
CSJ 0921-02-193 ITS	Short Term	City of Pharr	Intelligent Traffic System on Bridge	Install overhead warning system to guide and inform traffic and allow for easier flow of traffic	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2015	\$ 1,200,000	6	6	0		0.000	0.000	Yes		0.000	0.000	13.79				5	8.79	0.500	0.031	4	4	-	0.000	0.000	0.031	3,836	6,027	2,192	1.000	0.095	4	4	-	0.000	0.000	0.095	
POE-28	Short Term	City of Pharr	Pharr Port of Entry Agriculture Inspection Lab	Build a lab and training room for USDA agriculture inspectors to allow for the quicker release of cargo.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2015	\$ 2,000,000	6	6	0		0.000	0.000			Yes	1.000	0.041	14.62				5	9.62	0.750	0.046	1	1	-	0.000	0.000	0.087	1,288	2,318	1,030	0.500	0.048	1	1	-	0.000	0.000	0.048
POE-35	Short Term	City of Pharr	Warehouse Remodel Into Agriculture Inspection Lab	Remodel current warehouse space into a lab and training room for USDA agriculture inspectors to allow for the quicker release of cargo.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2015	\$ 1,000,000	6	6	0		0.000	0.000			Yes	1.000	0.041	14.62				5	9.62	0.750	0.046	1	1	-	0.000	0.000	0.087	1,288	2,318	1,030	0.500	0.048	1	1	-	0.000	0.000	0.048
POE-32-ALT-2	Short Term	City of Pharr	Pharr Port of Entry Import Lot Expansion - Alternate 2	Increase the port of entry import lot inspection facility by 50% 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 port of entry.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2016	2017	\$ 7,000,000	10	10	0		0.000	0.000			Yes	1.000	0.041	14.62				5	9.62	0.750	0.046	1	1	-	0.000	0.000	0.087	1,288	2,318	1,030	0.500	0.048	1	1	-	0.000	0.000	0.048

**U.S. POE PROJECT RANKING**  
**Lower Rio Grande Valley / Tamaulipas Border Master Plan**

Project ID/CSJ	Cost effectiveness / Project Readiness (15%)																				Safety (9%)					Regional Impacts (22%)								Bi-National Coordination (17%)				Project Score	Project Score in 100s	Project Rank																						
	1. Cost Effectiveness (S/Capacity Criterion) (23.4%)						2. Cost Effectiveness (S/Demand Criterion) (18.2%)						3. Land Availability (26.5%)				4. Partially Funded Project (19.8%)				5. Phase of Project Development (12.1%)					1. Diversion of Commercial Traffic (61%)		2. Safe Handling of Hazardous Material (39%)			1. Wider Geographic Impacts (50%)				2. General Development (50%)						1. Bi-National Coordination (100%)		Bi-National Coordination Weight																			
	Estimated Cost (\$2D10)	Funding - Private	Number of booths	Cost Effectiveness	Score	Permit/ Fee/Gr	Estimated Cost (\$2D10)	Funding - Private	Change in Number of Booths	Cost Effectiveness	Score	Permit/ Fee/Gr	No land availability	Low land availability	Medium land availability	High land availability/ no land needed	Score	Permit/ Fee/Gr	No Funding 0 to <25%	<25 to <50%	>50 to <75%	>75 to <100%	Score	Permit/ Fee/Gr	Conceptual	Preliminary Feasibility	Planning/Programming	All environmental permits in hand	>80% ROW in hand, permits in hand	Score	Permit/ Fee/Gr	New POE? If new POE, diversion of commercial traffic from urban areas possible? If existing POE, how many traffic modes are separated?	Score	Permit/ Fee/Gr	Proposed?	Score	Permit/ Fee/Gr				Safety Weight	No Impact	Local Impact (within 1 county)	Regional Impact (<1 county)	Statewide Impact (<2 counties)	Bi-National Impact (Mexico and US)	Score	Permit/ Fee/Gr	No Benefit (<\$250,000/year)	Minor Benefit (\$250,000-500,000)	Moderate Benefit (\$500,000-\$1 Million)	Major Benefit (>\$1 Million)	Score	Permit/ Fee/Gr	Regional Impacts Weight	Formal for Bi-National Coordination	Score	Permit/ Fee/Gr	Bi-National Coordination Weight			
POE - DONNA 01	\$ 5,000,000		8	\$ 625,000	0.750	0.026	\$ 5,000,000	\$ -	4	\$ 1,250,000	0.750	0.020			Yes	1.000	0.040			Yes	1.000	0.022						Yes	1.000	0.018	0.127	No		3	0.750	0.041	Yes	1.000	0.035	0.076					Yes	1.000	0.110				Yes	1.000	0.110	0.220	3	0.750	0.128	0.128	0.784	78.42	1	
POE-08 / POE-09 / POE-11	\$ 24,636,476		10	\$ 2,463,648	0.250	0.009	\$ 24,636,476	\$ -	4	\$ 6,159,119	0.500	0.014			Yes	1.000	0.040	Yes					0.000	0.000	Yes					0.250	0.005	0.067	No		3	0.750	0.041	Yes	1.000	0.035	0.076					Yes	1.000	0.110				Yes	1.000	0.110	0.220	2	0.500	0.085	0.085	0.717	71.67	2
POE-07 / POE-13 / 0921-02-303	\$ 6,361,129	\$ 1,272,449	6	\$ 848,113	0.500	0.018	\$ 6,361,129	\$ 1,272,449	2	\$ 2,544,340	0.500	0.014			Yes	1.000	0.040				Yes	1.000	0.030		Yes				0.500	0.009	0.110	No		2	0.500	0.027	Yes	1.000	0.035	0.063					Yes	1.000	0.110	0.220	2	0.500	0.085	0.085	0.694	69.43	3							
POE - PortBrown	\$ 125,000,000		5	\$ 25,000,000	0.250	0.009	\$ 125,000,000	\$ -	5	\$ 25,000,000	0.250	0.007			Yes	1.000	0.040	Yes					0.000	0.000	Yes				0.250	0.005	0.060	Yes	Yes	1.000	0.055	Yes	1.000	0.035	0.090					Yes	1.000	0.110	0.220	2	0.500	0.085	0.085	0.670	67.04	4								
POE - DONNA 02	\$ 13,000,000		4	\$ 3,250,000	0.250	0.009	\$ 13,000,000	\$ -	0	-	0.000	0.000			Yes	1.000	0.040	Yes					0.000	0.000	Yes				1.000	0.018	0.067	No		3	0.750	0.041	Yes	1.000	0.035	0.076					Yes	1.000	0.110	0.220	3	0.750	0.128	0.128	0.627	62.70	5							
CSJ 0921-02-193-ALT-2	\$ 5,500,000		10	\$ 550,000	0.750	0.026	\$ 5,500,000	\$ -	4	\$ 1,375,000	0.750	0.020			Yes	1.000	0.040				Yes	1.000	0.030		Yes				0.500	0.009	0.125	No		0	0.000	0.000	Yes	1.000	0.035	0.035					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.615	61.52	6							
POE-34	\$ 1,650,000		4	\$ 412,500	0.750	0.026	\$ 1,650,000	\$ -	2	\$ 825,000	1.000	0.027			Yes	1.000	0.040				Yes	1.000	0.030		Yes				0.500	0.009	0.132	No		0	0.000	0.000	Yes	1.000	0.035	0.035					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.600	59.97	7							
POE-29 - ALT 2	\$ 26,579,400		8	\$ 3,322,425	0.250	0.009	\$ 26,579,400	\$ -	4	\$ 6,644,850	0.250	0.007			Yes	1.000	0.040				Yes	1.000	0.030		Yes				0.500	0.009	0.094	No		0	0.000	0.000	Yes	1.000	0.035	0.035					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.599	59.94	8							
CSJ 0921-02-193-ALT-4	\$ 3,300,000		8	\$ 412,500	0.750	0.026	\$ 3,300,000	\$ -	2	\$ 1,650,000	0.750	0.020			Yes	1.000	0.040				Yes	1.000	0.030		Yes				0.500	0.009	0.125	No		0	0.000	0.000	Yes	1.000	0.035	0.035					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.593	59.29	9							
POE-29 - ALT 1	\$ 13,289,700		6	\$ 2,214,950	0.250	0.009	\$ 13,289,700	\$ -	2	\$ 6,644,850	0.250	0.007			Yes	1.000	0.040				Yes	1.000	0.030		Yes				0.500	0.009	0.094	No		0	0.000	0.000	Yes	1.000	0.035	0.035					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.577	57.70	10							
Starr-STP-15	\$ 5,000,000		4	\$ 1,250,000	0.500	0.018	\$ 5,000,000	\$ -	2	\$ 2,500,000	0.500	0.014			Yes	1.000	0.040				Yes	1.000	0.030		Yes				1.000	0.018	0.119	No		1	0.250	0.014	Yes	1.000	0.035	0.049					Yes	1.000	0.110	0.220	2	0.500	0.085	0.085	0.570	57.05	11							
POE-18	\$ 3,500,000		17	\$ 205,882	1.000	0.035	\$ 3,500,000	\$ -	5	\$ 700,000	1.000	0.027			Yes	1.000	0.040	Yes					0.000	0.000	Yes				0.000	0.000	0.102	No		3	0.750	0.041	Yes	1.000	0.035	0.076					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.555	55.49	12							
POE-21	\$ 270,000		13	\$ 20,769	1.000	0.035	\$ 270,000	\$ -	1	\$ 270,000	1.000	0.027			Yes	1.000	0.040	Yes					0.000	0.000	Yes				0.000	0.000	0.102	No		4	1.000	0.055	Yes	1.000	0.035	0.090					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.523	52.33	13							
POE-30	\$ 2,300,000		4	\$ 575,000	0.750	0.026	\$ 2,300,000	\$ -	0	-	0.000	0.000		Yes	0.670	0.027				Yes	1.000	0.030		Yes				0.500	0.009	0.092	No		0	0.000	0.000	Yes	1.000	0.035	0.035					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.514	51.40	14								
CSJ 0921-02-193-ITS	\$ 1,200,000		6	\$ 200,000	1.000	0.035	\$ 1,200,000	\$ -	0	-	0.000	0.000			Yes	1.000	0.040				Yes	1.000	0.030		Yes				1.000	0.018	0.123	No		0	0.000	0.000	Yes	1.000	0.035	0.035					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.504	50.38	15							
POE-28	\$ 2,000,000		6	\$ 333,333	1.000	0.035	\$ 2,000,000	\$ -	0	-	0.000	0.000			Yes	1.000	0.040				Yes	1.000	0.030		Yes				0.500	0.009	0.114	No		0	0.000	0.000	Yes	1.000	0.035	0.035					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.504	50.36	16							
POE-35	\$ 1,000,000		6	\$ 166,667	1.000	0.035	\$ 1,000,000	\$ -	0	-	0.000	0.000			Yes	1.000	0.040				Yes	1.000	0.030		Yes				0.500	0.009	0.114	No		0	0.000	0.000	Yes	1.000	0.035	0.035					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.504	50.36	16							
POE-32-ALT-2	\$ 7,000,000		10	\$ 700,000	0.500	0.018	\$ 7,000,000	\$ -	0	-	0.000	0.000			Yes	1.000	0.040				Yes	1.000	0.030		Yes				0.500	0.009	0.096	No		0	0.000	0.000	Yes	1.000	0.035	0.035					Yes	1.000	0.110	0.220	0	0.000	0.000	0.000	0.486	48.60	18							

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Project Characteristics										Congestion / Capacity (21%)												Demand (16%)																						
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Project ID/CSA	Term	Reporting Agency	Project Name	Project Description	Location of Project	County	Let Year	Year Project Becomes Operational	Estimated Cost/Low Bid (\$Mill)	Before Project	After Project	Change in Booths	Double Stacked Booths?	Score	Partial Weight	No Improvement	Other Technology (LED, etc.)	Advanced Lane Technology (READY, FAST, SENTRY)	Score	Partial Weight	POV Existing Average (2012) Border Crossing Wait Time (in minutes)	CV Existing Average (2012) Border Crossing Wait Time (in minutes)	Future Border Crossing Wait Time	Reduction in Border Crossing Wait Time	Score	Partial Weight	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	Score	Partial Weight	Congestion / Capacity Weight	Current Annual Daily Crossings	Future Annual Daily Crossings	Increase in Average Annual Daily Crossings	Score	Partial Weight	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	Score	Partial Weight	Demand Weight	
POE-32-ALT-1	Medium Term	City of Pharr	Pharr Port of Entry Import Lot Expansion – 2nd Facility - Alternate 1	Duplicate the port of entry import lot inspection facility, increasing by 100%. This will allow for quicker inspection of cargo and efficiency of operations thereby resulting in increased use of the Pharr port of entry.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2017	2019	\$ 21,000,000	10	10	0		0.000	0.000			Yes	1.000	0.041		14.62	5	9.62	0.750	0.046	1	1	-	0.000	0.000	0.087	1,288	2,318	1,030	0.500	0.048	1	1	-	0.000	0.000	0.048	
POE-05	Medium Term	Anzalduas International Bridge Board	Anzalduas LPOE Twin NB Bridge Segment	Construct 0.5 mile segment of proposed northbound bridge to accommodate commercial truck traffic and improve mobility by increasing number of lanes on bridge.	Anzalduas International Bridge	Hidalgo County	2017	2018	\$ 7,032,500	4	4	0		0.000	0.000			Yes	1.000	0.041					-	0.000	0.000	2	4	2	0.670	0.027	0.068	6,361	8,531	2,170	0.750	0.072	2	4	2	0.500	0.032	0.104
POE-36	Short Term	City of Pharr	Export Inspection and Staging Area at Pharr FTZ	Create an export inspection area and parking staging area for southbound trucks at the Pharr Free Trade Zone	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2015	2016	\$ 15,000,000			0		0.000	0.000		Yes		0.500	0.021		14.62	3	11.62	1.000	0.061	2	2	-	0.000	0.000	0.082	27	55	28	0.500	0.048	2	2	-	0.000	0.000	0.048	
POE-22	Long Term	David Garcia, Deputy County Administrator, Cameron County	Flor de Mayo International Bridge	New bridge will link the U.S. and Mexico at FM 3248 (Alton Gloor) and Avenida Flor de Mayo (excluding the border station).	New location, Cameron County, TX	Cameron County		2019	\$ 20,000,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000	0	2	2	0.670	0.027	0.027	-	2,466	2,466	1.000	0.095	-	2	2	0.500	0.032	0.128	
POE-31	Short Term	City of Pharr	Export Lot Staging Area	Create a parking staging area for southbound trucks to reduce congestion from road leading to bridge and reduce the possibility of accidents.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2015	2016	\$ 4,200,000			0		0.000	0.000		Yes		0.500	0.021		14.62	3	11.62	1.000	0.061	2	2	-	0.000	0.000	0.082	27	55	27	0.500	0.048	2	2	-	0.000	0.000	0.048	
POE-33	Short Term	City of Pharr	POE FAST Lane & Exit Booths	Add a FAST lane within the POE and two exit booths to allow for gate to gate traffic flow.	Pharr-Reynosa International Bridge on the Rise	Hidalgo County	2014	2014	\$ 1,500,000	6	6	0		0.000	0.000	Yes			0.000	0.000	13.79		5	8.79	0.500	0.031	1	1	-	0.000	0.000	0.031	1,288	2,318	1,030	0.500	0.048	1	1	-	0.000	0.000	0.048	
POE-06 / POE-10 / 0921-02-197	Medium Term	TXDOT & Anzalduas International Bridge Board	Anzalduas Bridge - Border Safety Inspection Facility & Northbound Commercial Facilities Permanent NII Inspection Facility	Construct 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.	Anzalduas International Bridge	Hidalgo County	2017	2018	\$ 22,116,507	10	10	0		0.000	0.000			Yes	1.000	0.041					-	0.000	0.000	4	4	-	0.000	0.000	0.041	6,361	8,531	2,170	0.750	0.072	4	4	-	0.000	0.000	0.072
POE-12 / 0921-02-303	Medium Term	Anzalduas International Bridge Board	Anzalduas Bridge - Southbound Final Commercial Lanes	Expand the vehicle inspection facility to accommodate southbound commercial traffic inspections	Anzalduas International Bridge	Hidalgo County	2015	2015	\$ 2,462,957	4	4	0		0.000	0.000			Yes	1.000	0.041					-	0.000	0.000	2	4	2	0.670	0.027	0.068	6,361	8,531	2,170	0.750	0.072	2	4	2	0.500	0.032	0.104
POE-03	Long Term	CBP	Complete Modernization/Rebuild	Reconfigure and rebuild the existing POE in compliance with current design standards and operational requirements to improve capacity, processing efficiency, security, and officer safety	Progreso International Bridge	Hidalgo County	2017	2023	\$ 55,000,000	5	5	0		0.000	0.000			Yes	1.000	0.041	9.89			9.89	0.000	0.000	2	2	-	0.000	0.000	0.041	1,233		(1,233)	0.000	0.000	2	2	-	0.000	0.000	0.000	
POE-01	Long Term	CBP	Complete Modernization/Rebuild	Reconfigure and rebuild the existing POE in compliance with current design standards and operational requirements to improve capacity, processing efficiency, security, and officer safety	Brownsville - Gateway International Bridge	Cameron County	2017	2023	\$ 60,000,000	5	5	0		0.000	0.000				0.000	0.000	16.6			16.60	0.000	0.000	1	1	-	0.000	0.000	0.000	3,562		(3,562)	0.000	0.000	1	1	-	0.000	0.000	0.000	
POE-04	Long Term	Sullivan City	Sullivan City-Diaz Ordaz International Border Crossing	The planning, development, design, and construction of a proposed international border crossing between Sullivan City and Gustavo Diaz Ordaz in Tamaulipas, Mexico.	South of Sullivan City, TX at the Rio Grande	Hidalgo County			\$ 220,000,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000	0	4	4	1.000	0.040	0.040			-	0.000	0.000	-	4	4	1.000	0.065	0.065	
POE-02	Short Term	City Project	Headhouse relocation and lane realignment	Demolish existing headhouse, rebuild it to current design standard and operational requirements at more suitable location. Will allow realignment of up to four primary inbound POV lanes to facilitate incoming traffic flow and reduce congestion and processing wait times.	Hidalgo International Bridge	Hidalgo County			\$ 7,000,000			0		0.000	0.000				0.000	0.000	21.29			21.29	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000	
Starr-STP-14	Unknown	Starr-Camargo Bridge Company	Construct Proposed International Crossing	Construct proposed International Crossing	Roma-Ciudad Miguel Alemán Bridge	Starr County						0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000	
0921-06-207	Medium Term	TxDOT	Border Safety Inspection Facility - Brownsville/Los Tomates POE	Construct U.S. Border Safety Inspection Facility	Veterans International Bridge at Los Tomates	Cameron County	Jul 2014		\$ 15,000,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000	
0921-06-208	Medium Term	TxDOT	Border Safety Inspection Facility - Los Indios Free Trade International Bridge	Construct U.S. Border Safety Inspection Facility	Los Indios Free Trade International Bridge	Cameron County	Jul 2014		\$ 15,000,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000	
POE-23	Long Term	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build of Commercial and Bus Inspection Facility	Los Indios Free Trade International Bridge	Cameron County			\$ 1,305,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000	
POE-24	Long Term	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build of Commercial and Bus Inspection Facility	Pharr-Reynosa International Bridge on the Rise	Hidalgo County			\$ 1,855,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000	
POE-25	Long Term	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build of Commercial and Bus Inspection Facility	Roma-Ciudad Miguel Alemán Bridge	Starr County			\$ 1,159,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000	
POE-26	Long Term	FMCSA	Commercial and Bus Inspection Facility	Phase I – Feasibility and Phase II – Design/Build of Commercial and Bus Inspection Facility	Progreso International Bridge	Hidalgo County			\$ 1,618,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000	
POE-27	Long Term	TxDOT	Border Safety Inspection Facility - Donna International Bridge	Construct U.S. Border Safety Inspection Facility	Donna International Bridge	Hidalgo County	2035	2038	\$ 15,000,000			0		0.000	0.000				0.000	0.000				-	0.000	0.000			-	0.000	0.000	0.000			-	0.000	0.000	-	-	-	0.000	0.000	0.000	

<b>TABLE KEY</b>
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**MEXICO POE PROJECT RANKING**  
**Lower Rio Grande Valley / Tamaulipas Border Master Plan**

Project Characteristics										Congestion / Capacity (21%)													Demand (16%)																			
										1. Increase in # of Fully Operational Lanes or Rail Tracks (32.2%)					2. Improve Throughput Through the Use of Technology (19.6%)				3. Alleviates Congestion (29.2%)				4. Increase in Number of Modes Served (19%)				1. Increase in Average Annual Daily Crossings (59.6%)				2. Multiple Mode Demand (40.4%)											
Project ID/CSJ	Term	Reporting Agency	Project Name	Project Description	Location of Project	County	Let Year	Year Project becomes Operational	Estimated Cost/Low Bid (\$2012)	Before Project	After Project	Change in booths	Double Stacked Booth?	Score	Partial Weight	No Improvement	Other Technology (LED, etc.)	Advanced Lane Technology (READY FAST, SENTRI)	Score	Partial Weight	Existing Border Crossing Wait Time	Future Border Crossing Wait Time	Reduction in Border Crossing Wait Time	Score	Partial Weight	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	Score	Partial Weight	Congestion / Capacity Weight	Current Annual Daily Crossings	Future Annual Daily Crossings	Increase in Average Annual Daily Crossings	Score	Partial Weight	Current Number of Modes Served	Future Number of Modes to be Served	Increase in Number of Modes	Score	Partial Weight	Demand Weight
SCT-DGDC-02 INDAABIN	Mediano	Secretaría de Comunicaciones y Transportes, DGDC	Puente de Progreso	Carril de Acceso y de Salida del Puerto Fronterizo - 200 metros - 100 metros de cada lado (ancho de corona de 12 metros - y de calzada 15 metros)	Progreso				\$3,200,000	0	2	2		0.67	0.045		Yes		0.50	0.021	65	20	45	1.00	0.061			0.000	0.000	0.000	0.127			-	0.00	0.000	1	2	1	0.25	0.016	0.016
GobTamps-02	Corto	Gobierno del Estado de Tamaulipas	Instalaciones para la inspección de vehículos de carga (vacíos)	Construcción de las instalaciones para la inspección de vehículos de carga (vacíos) en ambos sentidos.	Puente Internacional Rio Bravo-Donna		2014	2014	\$880,000	4	4	0		0.00	0.000			Yes	1.00	0.041			0	0.00	0.000	2	3	1.000	0.330	0.013	0.054	990	5,600	4,610	1.00	0.095	2	3	1	0.25	0.016	0.112
SCT-DGDC-01	Corto	Secretaría de Comunicaciones y Transportes, DGDC	Puente Internacional Matamoros-Brownsville BYM	Mejoras y modernización al Puente Internacional existente - convertir puente ferroviario en carril SENTRI - Modernización de Av. Las Américas y Álvaro Obregón - Se construirá un museo del ferrocarril y ayudará evitar cruces a nivel con las calles transversales en zona urbana del Municipio de Matamoros	Av. Las Americas y Av. Alvaro Obregon	Matamoros	2013	2014-2015	\$11,200,000	0	1	1		0.33	0.022			Yes	1.00	0.041	90	15	75	1.00	0.061	3	3	0.000	0.000	0.000	0.125			-	0.00	0.000	3	3	-	0.00	0.000	0.000
GobTamps-03	Corto	Gobierno del Estado de Tamaulipas	Ampliación de la Aduana de Exportación	Construcción de Andenes de Exportación para aumentar su capacidad de procesamiento de transporte de carga; se tiene capacidad limitada para procesar exportaciones	Puente Internacional Lucio Blanco-Los Indios				\$4,800,000	2	2	0		0.00	0.000	Yes			0.00	0.000			0	0.00	0.000	3	3	0.000	0.000	0.000	0.000	1,200	2,925	1,725	1.00	0.095	3	3	-	0.00	0.000	0.095
AI-01	Corto	Aduanas / INDAABIN	Nueva Ubicación de la Aduana de Camargo	Desarrollo de áreas de carga de Importación y Exportación; Reordenamiento de las áreas de carga y edificios administrativos	Puente Camargo		Possible 2013 (indaabin no lo trae en cartera de inversion)	Se desconoce, falta programar recursos	\$10,160,000	2	2	0		0.00	0.000			Yes	1.00	0.041			0	0.00	0.000			0.000	0.000	0.000	0.041			-	0.00	0.000	-	-	-	0.00	0.000	0.000
SCT-DGDC-04	Largo	Secretaria de Comunicaciones y Transportes, DGDC	Puente Internacional "Flor de Mayo"	Construccion de nuevo puente	Avenida Flor de Mayo / Alton Gloor Blvd.					0	0			0.00	0.000	Yes			0.00	0.000			0	0.00	0.000			0.000	0.000	0.000	0.000			-	0.00	0.000	-	-	-	0.00	0.000	0.000
IMPLAN-01	Largo	Municipio de Matamoros, IMPLAN	Puente Longoreño	Construccion de nuevo puente		Matamoros				0	0			0.00	0.000	Yes			0.00	0.000			0	0.00	0.000			0.000	0.000	0.000	0.000			-	0.00	0.000	-	-	-	0.00	0.000	0.000

**LEYENDA DE LA TABLA**

INFORMACIÓN RECIBIDA DE LOS ACTORES PARTICIPANTES. LAS CELDAS VACÍAS SIGNIFICAN QUE NO SE RECIBIÓ INFORMACIÓN.
INFORMACIÓN CALCULADA POR LA HOJA DE EXCEL.
CELDA DE PUNTUACION
PUNTAJE Y NUMERO DE PRIORIDAD DE CADA PROYECTO

**MEXICO POE PROJECT RANKING**  
**Lower Rio Grande Valley / Tamaulipas Border Master Plan**

Project ID/CSJ	Cost effectiveness / Project Readiness (15%)																				Safety (9%)					Regional Impacts (22%)						Bi-National Coordination (17%)			Project Score	Project Score in 10ths	Project Rank																						
	1. Cost Effectiveness (\$/Capacity Criterion) (23.4%)						2. Cost Effectiveness (\$/Demand Criterion) (18.2%)						3. Land Availability (26.5%)			4. Partially Funded Project (19.8%)				5. Phase of Project Development (12.1%)					1. Diversion of Commercial Traffic (61%)			2. Safe Handling of Hazardous Material (39%)			1. Wider Geographic Impacts (50%)			2. General Development (50%)				1. Bi-National Coordination (100%)		Bi-National Coordination Weight																			
	Estimated Cost (\$2010)	Funding - Private	Number of booths	Cost Effectiveness	Score	Partial Weight	Estimated Cost (\$2010)	Funding - Private	Change in Number of Booths	Cost Effectiveness	Score	Partial Weight	No land availability	Low land availability	Medium land availability	High land availability - no land needed	Score	Partial Weight	No Funding	0 to <2%	>2% to <50%	>50 to <75%	>75 to <100%	Score	Partial Weight	Conceptual	Preliminary feasibility	Planning Programming	All environmental permits in hand	>80% ROW in hand, permits in hand	Score	Partial Weight	Cost effectiveness / Project Readiness Weight	New POE?				If new POE, diversion of commercial traffic from urban areas possible?	If existing POE, how many traffic modes are separated?	Score	Partial Weight	Prepared?	Score	Partial Weight	Safety Weight	No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	Score	Partial Weight	No Benefit (<\$250,000/year)	Minor Benefit (\$250,000-\$500,000)	Moderate Benefit (\$500,000-\$1 Million)	Major Benefit (>\$1 Million)	Score	Partial Weight	Regional Impacts Weight
SCT-DGDC-02 INDAABIN	\$ 3,200,000	\$ -	2	\$ 1,600,000	0.75	0.026	\$ 3,200,000	\$ -	2	\$ 1,600,000	1.00	0.027			Yes	1.00	0.040	Yes							Yes	1.00	0.018	0.112	No		3	0.75	0.041	No	0.00	0.000	0.041					Yes	1.00	0.110			Yes	1.00	0.110	0.220	3	0.750	0.128	0.128	<b>0.644</b>	<b>64.4</b>	<b>1</b>		
GobTamps-02	\$ 880,000	\$ -	4	\$ 220,000	1.00	0.035	\$ 880,000	\$ -	0	-	0.00	0.000			Yes	1.00	0.040	Yes							Yes	1.00	0.018	0.093	No		4	1.00	0.055	No	0.00	0.000	0.055					Yes	1.00	0.110		Yes	0.67	0.074	0.184	3	0.750	0.128	0.128	<b>0.625</b>	<b>62.5</b>	<b>2</b>			
SCT-DGDC-01	\$ 11,200,000	\$ -	1	\$ 11,200,000	0.25	0.009	\$ 11,200,000	\$ -	1	\$11,200,000	0.25	0.007			Yes	1.00	0.040	Yes							Yes	1.00	0.018	0.074	No		4	1.00	0.055	No	0.00	0.000	0.055					Yes	1.00	0.110		Yes	1.00	0.110	0.220	2	0.500	0.085	0.085	<b>0.558</b>	<b>55.8</b>	<b>3</b>			
GobTamps-03	\$ 4,800,000	\$ -	2	\$ 2,400,000	0.50	0.018	\$ 4,800,000	\$ -	0	-	0.00	0.000			Yes	1.00	0.040	Yes							Yes	1.00	0.018	0.075	No		4	1.00	0.055	No	0.00	0.000	0.055					Yes	1.00	0.110		Yes	0.33	0.036	0.146	3	0.750	0.128	0.128	<b>0.500</b>	<b>50.0</b>	<b>4</b>			
AI-01	\$ 10,160,000	\$ -	2	\$ 5,080,000	0.25	0.009	\$ 10,160,000	\$ -	0	-	0.00	0.000			Yes	1.00	0.040	Yes							Yes	1.00	0.018	0.067	No		0	0.00	0.000	No	0.00	0.000	0.000			Yes	0.50	0.055		Yes	1.00	0.110	0.165	0	0.000	0.000	0.000	<b>0.273</b>	<b>27.3</b>	<b>5</b>					
SCT-DGDC-04	\$ -	\$ -	0	-	0.00	0.000	\$ -	\$ -	0	-	0.00	0.000	Yes			0.00	0.000	Yes							0.00	0.000	0.000	Yes			0.00	0.000	0.000	0.000	0.000	0.000					Yes	1.00	0.110	0.110	0	0.000	0.000	0.000	<b>0.110</b>	<b>11.0</b>	<b>6</b>								
IMPLAN-01	\$ -	\$ -	0	-	0.00	0.000	\$ -	\$ -	0	-	0.00	0.000	Yes			0.00	0.000	Yes							0.00	0.000	0.000	Yes			0.00	0.000	0.000	0.000	0.000	0.000					Yes	1.00	0.110	0.110	0	0.000	0.000	0.000	<b>0.110</b>	<b>11.0</b>	<b>6</b>								







**MEXICO ROADWAY PROJECT RANKING**  
**Lower Rio Grande Valley / Tamaulipas Border Master Plan**

Project Characteristics											Congestion / Capacity (25.3%)											Demand (19.2%)																										
											1. Change in Number of Lanes (26%)					2. Change in Level of Service (25.6%)				3. Number of POEs Served (24.2%)		4. Connectivity (24.2%)				1. Change in Average Annual Daily Traffic (34.4%)			2. Percentage of Trucks (25.6%)			3. Multiple Mode Demand (12.5%)		4. Estimated Demand at 20 years (27.5%)			Demand Weight											
Project ID/CSJ	Term	Reporting Agency	Project Name	Highway	Project Description	Segment From	Segment To	Let Year	Year Project becomes operational	Estimated Cost (\$)	Before Project	After Project	Widen / Shoulder?	Overpass?	Change in Lanes	Score	Partial Weight	LOS Before Project	LOS After Project	Score	Partial Weight	Number of POEs Served	Score	Partial Weight	Gap Closure?	New Connection?	Relief Route/Loop?	Score	Partial Weight	Congestion / Capacity Weight	AAADT Before Project (2010)	Growth Rate	AAADT After Project (2030)	Change in AAADT	Score	Partial Weight		Truck AADT / % Share	Score	Partial Weight	Additional Modes?	Score	Partial Weight	20 Year Estimated Demand	Score	Partial Weight		
GobTamps-01	Short	Gobierno del Estado de Tamaulipas	Ampliación del camino de acceso al Puente Internacional Reynosa-Pharr y Entronque de Acceso del Puente Internacional Reynosa - Pharr con Blvd. Luis Donaldo Colosio	Camino al Puente Internacional Reynosa-Pharr	Existen 2 carriles en cada sentido del camino de acceso, estos carriles se saturan de vehículos de carga, lo que complica la circulación de los vehículos ligeros y camiones vacíos. Se pretende conservar los dos carriles del cuerpo principal para uso exclusivo de vehículos ligeros, camiones vacíos y carril fast. Se planea construir dos carriles laterales para uso exclusivo de tráfico pesado.	Camino conector y Entronque		2014	2014	\$ 7,312,000	2	4			2	0.75	0.049	E	A	1.00	0.065	1	0.25	0.015	Yes					0.50	0.031	0.160	4,700	-	-	-	0.00	0.000	30%	1.00	0.049		0.00	0.000	4,700	1.000	0.053	0.102
SCT-04	Medium	Municipio de Matamoros, Gobierno del Estado de Tamaulipas	Libramiento de Matamoros		Modernización - Libramiento para conectar Puente los Tomates con Avenida Sexto y Carretera Matamoros-Reynosa tramo de 500 metros con 12 metros de ancho					\$ 2,400,000	4	4			0	0.00	0.000	D	A	1.00	0.065	4	1.00	0.061			Yes		1.00	0.061	0.187	-	-	-	-	0.00	0.000		0.00	0.000		0.00	0.000	-	0.000	0.000	0.000	
SCT-03	Short	SCT - DGDC	Matamoros-Nuevo Laredo (Corredor Fronterizo)	Corredor Fronterizo (Carretera Monterrey-Cd. Mier)	Ciudad Mier-Lim. Edo. NL. El Proyecto consiste en la Ampliación de 7.00 a 12.00 metros del Km. 131+800 al 144+000 de la carretera Monterrey - ciudad Mier.	131+800	144+000	2013	2014	\$ 3,992,000	2	4			2	0.75	0.049			0.00	0.000	1	0.25	0.015	Yes				0.25	0.015	0.080	-	-	-	-	0.00	0.000		0.00	0.000		0.00	0.000	-	0.000	0.000	0.000	
GobTamps-04	Short	Gobierno del Estado de Tamaulipas	Puerto de Matamoros: Mejoras a la Carretera Conectora	TAM 57	Ampliación de la carretera de acceso al puerto - Reconstrucción de la carretera. 64 km en total, 14 km en Etapa 1 (ya concluidos) y 50 km en Etapas 2 y 3 - se está buscando fondeo				2012-20	\$ 20,800,000	2	4			2	0.75	0.049	A	A	0.00	0.000	1	0.25	0.015	Yes				0.25	0.015	0.080	-	-	-	-	0.00	0.000		0.00	0.000		0.00	0.000	-	0.000	0.000	0.000	
CAPUFE-03-SCT DGDC	Medium	Gobierno del Estado de Tamaulipas - Municipio de Camargo	Camino de acceso al Puente Internacional de Camargo		Libramiento de Camargo hacia el Puente Internacional, Etapa 1: par vial de la ciudad al posible libramiento										0	0.00	0.000			0.00	0.000	1	0.25	0.015					0.00	0.000	0.015	-	-	-	-	0.00	0.000		0.00	0.000		0.00	0.000	-	0.000	0.000	0.000	
GobTamps-11	Short	Gobierno del Estado de Tamaulipas	Entronque Pharr	MEX 2	Entronque entre la Carretera MEX 2 con el libramiento Av. Puente Pharr (que proviene de la Carretera 97)					\$ 7,600,000						0.00	0.000			0.00	0.000								0.00	0.000	0.000	-	-	-	-	0.00	0.000		0.00	0.000		0.00	0.000	-	0.000	0.000	0.000	
CG-180b	Medium	SCT - DGDC	Modernización de la Carretera Reynosa-Rio Bravo	MEX 2	Ampliación a 10 carriles del tramo carretero de Reynosa a Rio Bravo (¿adecuaciones desde el libramiento Oriente hasta el acceso al puente Pharr?)																																											

**LEYENDA DE LA TABLA**  
INFORMACIÓN RECIBIDA DE LOS ACTORES PARTICIPANTES. LAS CELDAS VACÍAS SIGNIFICAN QUE NO SE RECIBIÓ INFORMACIÓN.  
INFORMACIÓN CALCULADA POR LA HOJA DE EXCEL.  
CELDA DE PUNTAJE  
PUNTAJE Y NÚMERO DE PRIORIDAD DE CADA PROYECTO

**MEXICO ROADWAY PROJECT RANKING**  
**Lower Rio Grande Valley / Tamaulipas Border Master Plan**

Project ID(CSJ)	Cost effectiveness / Project Readiness (16.9%)																									Safety (16.3%)					Regional Impacts (22.3%)						Project Score	Project Score in 100s	Project Rank																			
	1. Cost Effectiveness (S/Capacity Criterion) (23.4%)								2. Cost Effectiveness (S/Demand Criterion) (18.2%)						3. Land Availability (26.5%)				4. Partially Funded Project (19.8%)				5. Phase of Project Development (12.1%)				Cost effectiveness / Project Readiness Weight	1. Accident Rates per Mile (57.6%)		2. Diversion of Non-Radioactive Hazardous Materials (42.4%)			1. Wider Geographic Impacts (50%)			2. General Development (50%)				Regional Impacts Weight																		
	Estimated Cost (\$)	Funding - Private	Project Length (mi)	Lane-miles	Cost Effectiveness	Score	Partial Weight	Estimated Cost (\$2010)	Funding - Private	Change in AADT	Cost Effectiveness	Score	Partial Weight	No land availability	Low land availability	Medium land availability	High land availability / no land needed	Score	Partial Weight	No Funding	0 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%	Score	Partial Weight		Conceptual	Preliminary feasibility	Planning/Programming	All environmental permits in hand	>80% ROW in hand, permits in hand	Score	Partial Weight	Cost effectiveness / Project Readiness Weight	I. Accident Rates per mile					Diversion of Hazardous?	Score	Partial Weight	Safety Weight	No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	Score	Partial Weight	No Benefit (<\$250,000/year)	Minor Benefit (\$250,000-\$500,000)	Moderate Benefit (\$500,000-\$1 Million)	Major Benefit (>\$1 Million)	Score	Partial Weight	
																																				Accident Rate per mile																						Score
GobTamps-01	\$ 7,312,000	\$ -		-	-	0.00	0.000	\$ 7,312,000	\$ -	-	-	0.00	0.000				Yes	1.00	0.045	Yes					0.00	0.000				Yes	1.00	0.020	0.065	0.00	0.000	0.00	0.000	0.000						Yes	1.00	0.112					Yes	1.00	0.112	0.223	0.550	55.02	1	
SCT-04	\$ 2,400,000	\$ -		0.50	4,800,000.00	0.25	0.010	\$ 2,400,000	\$ -	-	-	0.00	0.000			Yes	1.00	0.045	Yes					0.00	0.000		Yes				0.25	0.005	0.060	0.00	0.000	0.00	0.000	0.000							Yes	1.00	0.112					Yes	1.00	0.112	0.223	0.470	47.00	2
SCT-03	\$ 3,992,000	\$ -		-	-	0.00	0.000	\$ 3,992,000	\$ -	-	-	0.00	0.000			Yes	1.00	0.045			Yes			1.00	0.033			Yes			1.00	0.020	0.099	0.00	0.000	0.00	0.000	0.000			Yes				0.75	0.084		Yes	0.67	0.075	0.158	0.337	33.70	3				
GobTamps-04	\$ 20,800,000	\$ -	40.0	160.00	130,000.00	1.00	0.040	\$ 20,800,000	\$ -	-	-	0.00	0.000			Yes	1.00	0.045	Yes					0.00	0.000			Yes			1.00	0.020	0.105	0.00	0.000	0.00	0.000	0.000	Yes									Yes	1.00	0.112	0.112	0.296	29.62	4				
CAPUFE-03-SCT DGDC	\$ -	\$ -		-	-	0.00	0.000	\$ -	\$ -	-	-	0.00	0.000	Yes			0.00	0.000	Yes					0.00	0.000		Yes			1.00	0.020	0.020	0.00	0.000	0.00	0.000	0.000	Yes						0.00	0.000	Yes	0.00	0.000	0.000	0.036	3.58	5						
GobTamps-11	\$ 7,600,000	\$ 1.00		-	-	0.00	0.000	\$ 7,600,000	\$ -	-	-	0.00	0.000	Yes			0.00	0.000	Yes					0.00	0.000		Yes			0.00	0.000	0.000	0.00	0.000	0.00	0.000	0.000	Yes								0.00	0.000	0.000	0.000	-	6							
CG-180b																																																										7

**U.S. MARINE PROJECT RANKING**  
**Lower Rio Grande Valley / Tamaulipas Border Master Plan**

Project Characteristics									Congestion / Capacity (25.3%)											Demand (19.2%)																				
									1. Vessel Size (24%)				2. Channel Capacity (44.8%)				3. Number of Docks (31.2%)			Congestion / Capacity Weight	1. Increase in Total Annual Tonnage (53.5%)			2. Multiple Mode Demand (14.8%)			3. Increase in Cross-Border Tonnage (31.7%)			Demand Weight										
Project ID/CSJ	Term	Reporting Agency	Project Name	Description	Location of Project	Year Project Becomes Operational	Let Year	Estimated Cost/Low Bid (\$2012)	No Increase?	Barges	General Vessels	Panamax	Post-Panamax	Score	Partial Weight	Current Depth of Channel (in ft)	Future Depth of Channel (in ft)	Increase in Channel Depth (in ft)	Score		Partial Weight	Existing Number of Docks	Future Number of Docks	Increase in Number of Docks	Score	Partial Weight	Existing Total Annual Tonnage	Future Total Annual Tonnage	% Increase in Total Annual Tonnage		Score	Partial Weight	Additional Modes?	Score	Partial Weight	Current Cross-Border Tonnage	Future Cross-Border Tonnage	% Increase in Cross Border Tonnage	Score	Partial Weight
MarinePort - 02	Medium Term	Port of Brownsville	Widening and Deepening of the Brownsville Ship Channel	Widening the Ship Channel from 250 feet to 350 feet and deepening it from 42 feet to 50 feet	Brownsville Ship Channel	2019 (estimate)	2015 (estimate)	\$ 250,000,000					Yes	1.000	0.061	42	50	8	0.800	0.091	17	22	5	1.000	0.079	0.230	5,370,000	10,740,000	100	1.000	0.103	Yes	1.000	0.028	4,833,000	9,666,000	100	1.000	0.061	0.192
MarinePort - 01	Short Term	Port of Brownsville	Cargo Dock No. 16	Construction of a new general-purpose cargo dock on a section of the Brownsville Ship Channel's bank that currently is not developed	South side of Brownsville Ship Channel, east of existing Cargo Dock No. 15	2014	2013	\$ 26,000,000				Yes	0.750	0.046	42	42	0	0.000	0.000	17	18	1	0.500	0.039	0.085	5,370,000	6,981,000	30	1.000	0.103	Yes	1.000	0.028	4,833,000	6,282,900	30	1.000	0.061	0.192	

**TABLE KEY**

INPUT DATA SUBMITTED BY AGENCY. IF BLANK, MEANS DATA WAS NOT SUBMITTED
INPUT DATA COMPUTED BY SPREADSHEET
SCORING CELL
PROJECT SCORE AND RANK

**U.S. MARINE PROJECT RANKING**  
**Lower Rio Grande Valley / Tamaulipas Border Master Plan**

Project ID/CSJ	Cost effectiveness / Project Readiness (16.9%)																				Safety (16.3%)					Regional Impacts (22.3%)							Project Score	Project Score in 100s	Project Rank																						
	1. Cost Effectiveness (S/Capacity Criterion) (23.4%)						2. Cost Effectiveness (S/Demand Criterion) (18.2%)						3. Land Availability (26.5%)				4. Partially Funded Project (19.8%)				5. Phase of Project Development (12.1%)			Cost effectiveness / Project Readiness Weight	1. Diversion of Commercial Traffic (61%)			2. Safe Handling of Hazardous Materials (39%)		Safety Weight	1. Wider Geographic Impacts (50%)					2. General Development (50%)			Regional Impacts Weight																		
	Estimated Cost (\$)	Funding - Private	Increase in Channel Capacity	Cost Effectiveness	Score	Partial Weight	Estimated Cost (\$)	Funding - Private	Increase in Total Annual Tonnage	Cost Effectiveness	Score	Partial Weight	No land availability	Low land availability	Medium land availability	High land availability / no land needed	Score	Partial Weight	No Funding	0 to ≤25%	>25 to ≤50%	>50 to ≤75%	>75 to ≤100%		Score	Partial Weight	Conceptual	Preliminary feasibility	Planning/Programming		All environmental permits in hand	>80% ROW in hand, permits in hand				Score	Partial Weight	Diversion of Traffic		Score	Partial Weight	Prepared?	Score	Partial Weight	No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	Score	Partial Weight	No Benefit (<\$250,000/year)	Minor Benefit (\$250,000-\$500,000)	Moderate Benefit (\$500,000-\$1 Million)	Major Benefit (>\$1 Million)	Score	Partial Weight
MarinePort - 02	\$ 250,000,000	\$ -	8	\$ 31,250,000	0.250	0.010	\$ 250,000,000	\$ -	100	\$ 2,500,000	0.250	0.008				Yes	1.000	0.045	Yes					0.250	0.008	Yes					0.500	0.010	0.081	Yes	1.000	0.099	Yes	1.000	0.064	0.163					Yes	1.000	0.112				Yes	1.000	0.112	0.223	0.889	88.93	1
MarinePort - 01	\$ 26,000,000	\$ -	0	-	0.000	0.000	\$ 26,000,000	\$ -	30	\$ 866,667	1.000	0.031				Yes	1.000	0.045								Yes					1.000	0.020	0.129	Yes	1.000	0.099	Yes	1.000	0.064	0.163					Yes	1.000	0.112				Yes	1.000	0.112	0.223	0.792	79.25	2

**MEXICO MARINE PROJECT RANKING**  
**Lower Rio Grande Valley / Tamaulipas Border Master Plan**

Project Characteristics									Congestion / Capacity (25.3%)										Demand (19.2%)																					
									1. Vessel Size (24%)					2. Channel Capacity (44.8%)					3. Number of Docks (31.2%)					1. Increase in Total Annual Tonnage (53.5%)			2. Multiple Mode Demand (14.8%)			3. Increase in Cross-Border Tonnage (31.7%)			Demand Weight							
Project ID/CSJ	Term	Reporting Agency	Project Name	Description	Location of Project	Year Project Becomes Operational	Let Year	Estimated Cost/Low Bid (\$2012)	No Increase?	Barges	General Vessels	Panamax	Post-Panamax	Score	Partial Weight	Current Depth of Channel (in ft)	Future Depth of Channel (in ft)	Increase in Channel Depth (in ft)	Score	Partial Weight	Existing Number of Docks	Future Number of Docks	Increase in Number of Docks	Score	Partial Weight	Congestion / Capacity Weight	Existing Total Annual Tonnage	Future Total Annual Tonnage	% Increase in Total Annual Tonnage	Score	Partial Weight	Additional Modes?		Score	Partial Weight	Current Cross-Border Tonnage	Future Cross-Border Tonnage	% Increase in Cross Border Tonnage	Score	Partial Weight
CG-182	Mediano Plazo	Estado de Tamaulipas / Administración Portuaria Integral (API)	Puerto de Matamoros: Ampliación de la Carretera Conectora, Dragado y Escolleras	Puerto de Matamoros	Ampliación de la Carretera Conectora, Realización del dragado para tener un mayor calado para las embarcaciones, y prolongación de las escolleras para proteger los canales y el propio muelle	2015?	2013, 2014	\$ 84,400,000			Yes			0.500	0.030	16.5	39.5	23	1.000	0.113	1	3	2	0.750	0.059	0.203	-	-	0	0.000	0.000	Yes	1.000	0.028	-	-	0	0.000	0.000	0.02842

**LEYENDA DE LA TABLA**

INFORMACIÓN RECIBIDA DE LOS ACTORES PARTICIPANTES. LAS CELDAS VACÍAS SIGNIFICAN QUE NO SE RECIBIÓ INFORMACIÓN.
INFORMACIÓN CALCULADA POR LA HOJA DE EXCEL
CELDA DE PUNTUACIÓN
PUNTAJE Y NÚMERO DE PRIORIDAD DE CADA PROYECTO

**MEXICO MARINE PROJECT RANKING**  
**Lower Rio Grande Valley / Tamaulipas Border Master Plan**

Project ID/CSJ	Cost effectiveness / Project Readiness (16.9%)																Safety (16.3%)					Regional Impacts (22.3%)							Project Score	Project Score in 100s	Project Rank																													
	1. Cost Effectiveness (S/Capacity Criterion) (23.4%)					2. Cost Effectiveness (S/Demand Criterion) (18.2%)					3. Land Availability (26.5%)			4. Partially Funded Project (19.8%)			5. Phase of Project Development (12.1%)			Cost effectiveness / Project Readiness Weight	1. Diversion of Commercial Traffic (61%)		2. Safe Handling of Hazardous Materials (39%)			Safety Weight	1. Wider Geographic Impacts (50%)					2. General Development (50%)			Regional Impacts Weight																									
	Estimated Cost (\$)	Funding - Private	Increase in Channel Capacity	Cost Effectiveness	Score	Partial Weight	Estimated Cost (\$)	Funding - Private	Increase in Total Annual Tonnage	Cost Effectiveness	Score	Partial Weight	No land availability	Low land availability	Medium land availability	High land availability / no land needed	Score	Partial Weight	No Funding		0 to <25%	>25 to <50%	>50 to <75%	>75 to <100%	Score		Partial Weight	Conceptual				Preliminary feasibility	Planning/Programming	All environmental permits in hand		>80% ROW in hand, permits in hand	Score	Partial Weight	Diversion of Traffic	Score	Partial Weight	Prepared?	Score	Partial Weight	No Impact	Local Impact (within 1 county)	Regional Impact (>1 county)	Statewide Impact (>2 counties)	Bi-National Impact (Mexico and US)	Score	Partial Weight	No Benefit (<\$250,000/year)	Minor Benefit (\$250,000-\$500,000)	Moderate Benefit (\$500,000-\$1 Million)	Major Benefit (>\$1 Million)	Score	Partial Weight			
CG-182	\$ 84,400,000	\$ -	23	\$ 3,669,565	0.250	0.010	\$ 84,400,000	\$ -	0	-	0.000	0.000			Yes	1.000	0.045	Yes					0.250	0.008							Yes	1.000	0.020	0.083	Yes	1.000	0.099	Yes	1.000	0.064	0.163			Yes					0.750	0.084				Yes	1.000	0.112	0.195	0.673	67.3	1