APPENDIX 5:
FORMAL COMMUNICATIONS

APPENDIX 5: FORMAL COMMUNICATIONS

TECHNICAL MEMORANDA

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Other data requests such as additional transportation project data in August 2003

RESOLUTIONS

Proposed Resolutions/Resoluciones Propuestas
Proposed Resolutions and Discussion

TECHNICAL MEMORANDA

February 21, 2003

To: Technical Committee Members

From: Marney Cox, SourcePoint, BINS Project Manager

Subject: BINS Communication Memorandum #1

SourcePoint continues to progress on the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and this e-mail provides you with information about the project and our progress. Attached to this e-mail is a copy of the "Minutes" from the November 19, 2002 Technical Committee meeting held in San Diego.

Project Review and Future Schedule:

November 19, 2002 – The first Technical Committee meeting is convened for BINS. The major outcome from this meeting – the Technical Committee approved a procedure to develop a methodology to evaluate transportation corridors. The Committee recommends that SourcePoint send recommended corridor criteria to the Technical Committee for review and approval. Details of the meeting and the resolution are contained in the attached file titled *BTCM 11-19-02.doc.*

December 13, 2002 – Marney Cox delivers a presentation on the status of the BINS study to the US-Mexico Joint Working Committee [JWC] on Transportation Planning & Programming. The JWC approves the BINS Technical Committee recommendations from the November 19 meeting; authorized SourcePoint to proceed with the study; and encouraged full and timely Technical Committee participation. At the JWC meeting, the following dates were set as benchmarks for the BINS project:

- February 2003 – Selection of the Corridor Criteria
- March 2003 – Completion of the Data Collection
- April 2003 – BINS Technical Committee Meeting to Review the Collected Data
- June 2003 – JWC in conjunction with SourcePoint Selects the Corridors
- August 2003 – SourcePoint completes a Draft Version of the Final Report
- October 2003 – SourcePoint provides the JWC the Final Report

Proposed April Meeting Date

The purpose of this meeting is to review the criteria, and to review and verify the data collected. Please select a date in April [from the list below] that is your preference for the next BINS Technical Committee meeting to be held in San Diego. Please send your selection to Michael Williams [Telephone 1 619 595 5646 or e-mail at mwi@sourcepoint.org] by February 28, 2003.

Proposed Meeting dates for the BINS Technical Committee Meeting to Review the Collected data

1. Tuesday, April 8, 2003 in San Diego
2. Wednesday, April 16, 2003 in San Diego
3. Thursday, April 24, 2003 in San Diego

February 28, 2003

To: BINS Technical Committee Members

From: Marney Cox, SourcePoint

Subject: Technical Memorandum #1
Comments Requested on the Transportation Corridor Evaluation Criteria

Our Request

Please review the five survey questionnaires attached to this e-mail. The survey questionnaires are designed to gather data on the criteria that we propose to use to evaluate and identify each state's major transportation corridor. Please evaluate the criteria in the questionnaires, and let Michael Williams know by February 28, 2003, if you approve of the proposed criteria. Should you have any questions, please contact Michael Williams at SourcePoint [Telephone 1 619 595 5646 or e-mail at mwi@sourcepoint.org].

Background Discussion

At the Technical Committee meeting held on November 19, 2002 in San Diego, the BINS Technical Committee requested that SourcePoint research studies that use quantifiable criteria to evaluate major transportation corridors, identify common criteria used by the studies, and present these criteria to the Technical Committee. This Technical Memo is the response to the Technical Committee request.

Identifying Studies and Common Criteria

In selecting criteria to define a corridor, numerous studies were examined including the following:

- "Western Transportation Trade Network", 1999 – articulated the idea that corridors are multi-modal; the volume and value of goods transported by truck, rail, air and ship are important indicators of corridor size; border crossings are vital; and Average Annual Daily Traffic [AADT] is a good measure of road use. This study also suggests using long run projections as a way of evaluating how traffic flows will evolve over time.

- "Latin America Trade and Transportation Study", March 2001 – stated that the volume and value of goods transported by truck, rail, air and ship are important indicators of corridor size; a corridor is multi-modal; channel depth at maritime ports and runway length at airports are good indicators of transport capacity; and suggested using long run projections as a way of evaluating the manner in which traffic flows will evolve over time.

- "The National Highway Program" by the Mexican Secretariat of Communication & Transportation – this study uses measures for highway utilization similar to AADT.

Based on our research findings, a major transportation corridor is defined as: A combination of modes that move people, vehicles and goods from one location to another. A transportation

corridor is not just one road or rail line, but a combination of modes. Corridors may include airports, maritime ports and multi-modal facilities.

SourcePoint has identified a draft set of evaluation criteria. The proposed criteria, shown in the attached questionnaires, could be used to perform a systematic evaluation of your state's transportation corridors. The criteria have been categorized into two broad areas – Minimum Criteria and Quantifiable Criteria.

Minimum Criteria

The focus of the BINS study is the geographical area surrounding the US-Mexico border and the movement of goods and people across the border. Therefore, the study focuses on those transportation corridors that are within 100 kilometers of the US-Mexico border and serve an international Port of Entry [POE]. Questions addressing these two topics are called "*Minimum Criteria*."

Quantifiable Criteria

The criteria requested in this category are facility specific and grouped by modes and include Highways, Airports, Railroads and Maritime Ports. To take into account the change of the corridors over time, we request data for one historical year [calendar year 2000] and one future year [calendar year 2020] to determine how the corridors are expected to evolve. The specific data requested is listed below by mode.

A. Highways

1. Average Annual Daily Traffic [AADT], Level of Service, Peak Hour Traffic Volume and Peak Hour Carrying Capacity
2. The number of trucks crossing the border
3. The volume & value of goods carried by trucks crossing the border
4. The number of passenger vehicles and buses crossing the border

B Airports

1. Runway length
2. The volume & value of goods transported by airplanes

C. Railroads

1. The number of rail cars crossing the border
2. The volume & value of goods transported by rail cars

D. Maritime Ports

1. Channel Depth
2. The volume & value of goods transported by ship that use the port

28 de Febrero del 2003

Para: Miembros del Comité Técnico

De: Marney Cox [SourcePoint]

Sujeto: Memorándum Técnico # 1
Solicitud de Comentarios Acerca de los Criterios de Evaluación de Corredores de Transporte

Nuestro Pedido

Les agradecemos revisen los cinco cuestionarios anexados a este correo electrónico. Los cuestionarios se han diseñado con el fin de reunir datos sobre los criterios que hemos propuesto usar para evaluar e identificar los principales corredores de transporte de cada estado. Por favor evalúe los criterios solicitados en los cuestionarios, y comuníquese con Santiago Dávila, antes del 28 de Febrero del 2003, para informarle si usted aprueba los criterios. Para cualquier aclaración en español, comuníquese por favor con Santiago Dávila a SourcePoint [Teléfono 1 619 595 5635 o por correo electrónico a sda@sourcepoint.org].

Antecedentes

En la reunión del Comité Técnico llevada a cabo el19 de noviembre de 2002 en San Diego, el Comité Técnico BINS recomendó que SourcePoint, identificara los estudios que usan criterios cuantificables para evaluar corredores, que encontrara los criterios comunes usados por los estudios para analizar corredores, y presentara estos criterios al Comité Técnico. Este es el Memorándum solicitado por el Comité Técnico.

Identificando Estudios y Criterios Comunes

Al escoger los criterios y al definir los corredores, numerosos estudios se examinaron:

- "La Red Occidental del Comercio del Transporte", 1999 – Articuló la idea que los corredores son multi-modales; el volumen y el valor de bienes transportados por camión, ferrocarril, avión y barco son indicadores importantes del tamaño del corredor; los cruces fronterizos son esenciales; y el Aforo Promedio [AADT, por sus siglas en inglés] es un buen indicador del uso de la carretera. Este estudio sugiere también usar proyecciones a futuro como una manera de evaluar cómo flujos de tráfico crecerán con el tiempo.

- "Estudio Latino Americano de Comercio y Transporte", Marzo del 2001 – Expresó que el volumen y el valor de bienes transportados por camión, ferrocarril, avión y barco son indicadores importantes del tamaño del corredor; un corredor es multi modal; la profundidad del canal de puertos marítimos y la longitud de la pista de aterrizaje en aeropuertos son indicadores buenos de la capacidad de transporte; y también sugirió usar las futuras proyecciones como una manera de evaluar la manera en que los flujos de trafico evolucionarán con el tiempo.

- "El Programa Nacional de Carreteras" por la Secretaría de Comunicación y Transporte de México– este estudio usa medidas similares para la utilización de carreteras al AADT, usado en Estados Unidos.

Basado en nuestras conclusiones de investigación, un corredor de transporte principal se define como: Una combinación de modos de transporte que transportan a gente, vehículos y bienes de un lugar a otro. Un corredor de transporte no es solo una carretera o una línea de ferrocarril, sino una combinación de modos. Los corredores pueden incluir aeropuertos, puertos marítimos e instalaciones multi-modales.

SourcePoint ha propuesto un grupo de criterios de evaluación. Los criterios anexados a este correo electrónico se usarán para realizar una evaluación sistemática de los corredores en su estado usando datos cuantificables. La justificación para los criterios se puede clasificar en dos partes – los criterios mínimos y la información específica de cada instalación. Cada uno será revisado a continuación.

El Criterio Mínimo

El foco del estudio BINS es el área geográfica que rodea la frontera de México-US y el movimiento de bienes y gente a través de la frontera. Por lo tanto, el estudio se enfoca en esos corredores de transporte que están dentro de los 100 kilómetros de la frontera de México-US y que prestan servicio a un Cruce Fronterizo Internacional. Las preguntas en el cuestionario relacionadas con estos dos temas se llaman "los Criterios Mínimos".

Datos Específicos de las Instalaciones

Los datos solicitados en esta categoría se refieren a "los Criterios Cuantificables" en los cuestionarios. Los criterios son agrupados por modos e incluyen Carreteras, Aeropuertos, Ferrocarriles y Puertos Marítimos. Para tener en cuenta el cambio de los corredores con el tiempo, solicitamos los datos para un año histórico [año calendario 2000] y un año futuro [año calendario 2020] para determinar cómo se anticipa que los corredores van a evolucionar.

A. Carreteras

1 Aforo Promedio [AADT, por sus siglas en inglés], Nivel de Servicio, Volumen de Tráfico de la Hora Pico y Capacidad de la carretera en la Hora Pico
2 El número de camiones que cruza la frontera
3 El volumen y el valor de bienes transportados por camiones que cruzan la frontera
4 El numero de vehículos de pasajeros y autobuses que cruza la frontera

B. Aeropuertos

1. Longitud de la pista de aterrizaje
2. El volumen y el valor de bienes transportados por aviones

C. Ferrocarriles

1. El numero de vagones de tren que cruzan la frontera
2. El volumen y el valor de bienes transportados por vagones de tren

D. Puertos Marítimos

1. Profundidad del canal
2. El volumen y el valor de bienes transportados por barcos que utilizan el puerto marítimo

March 7, 2003

To: BINS Technical Committee Members

From: Marney Cox, SourcePoint

Subject: Technical Memorandum #2
Request for Corridor Data and Meeting Notice

Thank you for your comments on the criteria and questions that we mailed you two weeks ago. We have used your input to revise the questionnaires and they are attached to this note.

Our Request

Please complete the five survey questionnaires attached to this e-mail. The survey questionnaires are designed to gather data on the criteria that we propose to use to evaluate and identify each state's major transportation corridors.

Please complete the questionnaires by *April 4, 2003*, and e-mail them to Michael Williams at mwi@sourcepoint.org]. Should you have any questions, please contact Michael Williams at SourcePoint [Telephone 1 619 595 5646]

The Next Technical Committee Meeting

The next Technical Committee meeting is scheduled for Friday, April 25, 2003 from 11:30 AM to 5:00 PM in San Diego. The meeting will be held at 401 B Street, Suite 800, in Conference Room A and lunch will be served while the meeting is in progress. The purpose of this meeting is to review the criteria and the data collected from the questionnaires. Thus, it is important that the questionnaires be returned to SourcePoint in a timely fashion. Also, during this meeting we propose that the Technical Committee take action to recommend the criteria for approval by the Joint Working Committee.

Changes to the Survey Instrument

Changes are grouped into three broad categories:

1 Criteria

All the criteria that were in the questionnaires were acceptable to members of the Technical Committee. There was one suggestion to add a criterion – the **number of pedestrians crossing** at the land ports of entry. The questionnaire has been altered; the criterion has been added and is question #11 in the POE questionnaire.

2 Questionnaires

There are two changes of substance:

A. Highways can be divided among corridors. In the event that a highway is part of more than one corridor, it is up to each State to specify the segments in each highway that resides in each corridor. The State decides at which segment the change occurs. An example of this can be viewed in the Example tab in Highways Questionnaire where Interstate-8 is divided between Corridor A and Corridor B, and in the Example tab in the Corridors Questionnaire.

B. Highway Intermodal facilities. The highway questionnaire will contain a question to determine if the highway is served by a rail line.

3 Wording and Instructions

Several items were suggested for clarification and they are the following:

A. It is up to each State to specify the transportation corridors in its state.

B. All the data requested have to be input into the spreadsheet, and the spreadsheet has to be e-mailed to Michael Williams

C. In the highways questionnaire, the peak period refers to both the morning and afternoon peak periods [am/pm peak].

10 de Marzo de 2003

Para: Miembros del Comité Técnico

De: Marney Cox [SourcePoint]

Sujeto: Memorándum Técnico #2
Solicitud de Información de Corredores y Fecha de Reunión

Gracias por sus comentarios sobre los criterios y preguntas que le enviamos hace dos semanas, los cuales hemos utilizado para revisar el cuestionario y los hemos incorporado en esta nota.

Nuestra Solicitud

Les agradecemos completar los cinco cuestionarios anexos a este correo electrónico. Los cuestionarios se han diseñado con el fin de reunir datos sobre los criterios que proponemos usar para evaluar e identificar los principales corredores de transporte de cada estado.

Por favor complete los cuestionarios antes del 7 de abril del 2003, y envíelos a Michael Williams [mwi@sourcepoint.org]. Si requiere ayuda en español, comuníquese por favor con Santiago Dávila a SourcePoint, Teléfono (619) 595 5635]

La Próxima Reunión del Comité Técnico

La próxima reunión del Comité Técnico fue programada para el Viernes, 25 de abril del 2003 de 11:30 AM a 5 PM en San Diego. La dirección de la reunión es 401 Calle B, suite 800, en el Salón de Conferencias A (será proporcionado un almuerzo ligero). El propósito de la reunión es revisar los criterios y la información recabada de los cuestionarios. Por tal razón, es importante que éstos sean completados y enviados a SourcePoint a tiempo. Durante esta reunión, también esperamos que el Comité Técnico tome acción para recomendar los criterios para la aprobación por parte del Comité Conjunto de Trabajo.

Cambios para el Cuestionario

Los cambios están agrupados en tres categorías:

1 Criterio

Todos los criterios propuestos en el cuestionario fueron aceptados por los miembros del Comité Técnico. Hubo la sugerencia de añadir un criterio, el número de personas que cruzan por los cruces fronterizos. Por ello el cuestionario ha sido modificado y el nuevo criterio ha sido añadido en la pregunta # 11 del cuestionario de CF.

2 Cuestionarios

Hay dos cambios substanciales:

A **Carreteras pueden ser agrupadas en corredores.** En el caso de que una carretera sea parte de más de un corredor, es decisión del estado especificar el segmento de cada carretera que reside en cada corredor. El estado decide en qué segmento el cambio de corredores ocurre. Usted puede revisar un ejemplo de este caso en la cejilla de "Ejemplo" en el Cuestionario de Carreteras donde la carretera interestatal-8 está incluida en el corredor A y el corredor B, además de estar en la cejilla de "Ejemplo" del Cuestionario de Corredores.

B **Instalaciones Inter modales de Carreteras**. El cuestionario de carreteras contendrá una pregunta para determinar si la carretera se conecta con alguna línea de ferrocarril.

3 Fraseo e Instrucciones

Varios puntos fueron sugeridos para clarificación y estos son los siguientes:

A Cada estado especificará los corredores de transporte en su entidad.

B Toda la información tiene que ser incorporada en hoja electrónica y ésta tiene que ser enviada por correo electrónico a Michael Williams.

C En el cuestionario de carreteras, la hora pico se refiere a la mañana y la tarde [hora pico AM/PM].

April 4, 2003

To: Technical Committee Members

From: Marney Cox, SourcePoint

Subject: Survey Management Memorandum # 1 – Update on Telephone Survey

The purpose of this memorandum is to update the BINS Technical Committee on the survey review process.

Review Survey Process:

The criteria and draft survey were emailed to the Technical Committee on February 21, 2003. During the following week the Technical Committee members were contacted by telephone and their suggestions on the survey were obtained in a telephone interview. These suggestions were incorporated into the revised survey. The main points from those interviews are contained in the table below.

Contact Information and Comments on Corridor Evaluation Criteria Survey:

State & Country	Contact Name	Telephone Number	E-mail Address	Feedback (Major points listed, for more detail contact SourcePoint)
California (US)	Sergio Pallares	1-619 688 3136	sergio.pallares@dot.ca.gov	-Feels optimistic about completing data -Difficulty with forecast data -Need various sources of data
Arizona (US)	Arnold Burnham	1-602 712 8591	aburnham@dot.state.az.us	-Feels optimistic about completing data -Difficulty with forecast data -No Maritime Ports
Texas (US)	Mary Deleon	1-512 486 5017	mdeleon@dot.state.tx.us	-Hopes to have data in two weeks -Confusion over corridor definition
New Mexico (US)	Adrian Apodaca	1-505 523 0615	adrian.apodaca@nmshtd.state.nm.us	-Issues with getting data from correct sources -No Maritime Ports -One month should be fine
Tamaulipas (MEX)	Ernesto Morris Delgado	52-8343189550	dgicico@tamaulipas.gob.mx	-Money issues for attending meeting -Difficulty to obtain some data
Nuevo Leon (MEX)	Evaristo Gaytan	52-8183440550	scaminosnl@infosel.net.mx	-No Maritime Ports -Should be translated into Spanish -Understands role of his state
Coahuila (MEX)	Noe Garcia Riojas	52-8444155221	gario@prodigy.net.mx	-Mentioned the trans. Texas corridor and the Ports to Plains Corridor studies
Chihuahua (MEX)	Joaquin Barrios	52-6144181816	jbarrios@buzon.chihuahua.gob.mx	-No Maritime Ports -Should be translated into Spanish
Sonora (MEX)	Hector Garcia	52-6622131900	hgarcia@rtn.uson.mx	-Should be translated into Spanish -Difficulty obtaining data
Baja California (MEX)	Carlos Lopez	52-6865581062	clopez@baja.gob.mx	-Feels optimistic about obtaining data

April 4, 2003

To: Technical Committee Members

From: Marney Cox, SourcePoint

Subject: Memorándum de Administración de los Cuestionarios # 1 – Llamada Telefónica

El propósito de este memorándum es informar al Comité Técnico de BINS del proceso de revisar los cuestionarios.

Proceso de Revisar los Cuestionarios:

El criterio y el borrador de los cuestionarios fueron enviados por correo electrónico al Comité Técnico el 21 de febrero, 2003. Durante la siguiente semana los miembros del Comité Técnico fueron contactados por teléfono y sus sugerencias para los cuestionarios fueron obtenidas durante una entrevista por teléfono. Las sugerencias fueron incorporadas en los cuestionarios revisados. Los temas más importantes de estas entrevistas están incluidos en la siguiente tabla.

Información de Contacto y Sugerencias a los Criterios de Evaluación de Corredores:

Estado y País	Nombre del Contacto	Numero de Teléfono	Dirección de Correo Electrónico	Sugerencias (Puntos mas importantes, para más detalle contactar a SourcePoint)
California (US)	Sergio Pallares	1-619 688 3136	sergio.pallares@dot.ca.gov	-Se siente optimista para completar la información. -Dificultad con los pronósticos -Necesitara varias fuentes de atos
Arizona (US)	Arnold Burnham	1-602 712 8591	aburnham@dot.state.az.us	-Se siente optimista para completar la información. -Dificultad con los pronósticos -No hay puertos marítimos
Texas (US)	Mary Deleon	1-512 486 5017	mdeleon@dot.state.tx.us	-Quiere tener la infamación en los semanas -Confusión en la definición de corredores
New Mexico (US)	Adrian Apodaca	1-505 523 0615	adrian.apodaca@ nmshtd.state.nm.us	-Tratar de adquirir la información e fuentes correctas. -No hay puertos marítimos -Un mes estará bien
Tamaulipas (MEX)	Ernesto Morris Delgado	52-8343189550	dgicico@tamaulipas.gob.mx	-No hay dinero para ir a la reunión -Dificultad adquiriendo la información
Nuevo Leon (MEX)	Evaristo Gaytan	52-8183440550	scaminosnl@infosel.net.mx	-No hay puertos marítimos -Mejor si se traduce a español -Entiende el papel de su estado
Coahuila (MEX)	Noe Garcia Riojas	52-8444155221	gario@prodigy.net.mx	-Menciono los estudios de Trans Texas Corridor y el Ports to Plains corridor
Chihuahua (MEX)	Joaquin Barrios	52-6144181816	jbarrios@buzon.chihuahua. gob.mx	-No hay puertos marítimos -Mejor si se traduce a español

Sonora MEX)	Hector Garcia	52-6622131900	hgarcia@rtn.uson.mx	-Mejor si se traduce a español -Dificultad adquiriendo la información
Baja California (MEX)	Carlos Lopez	52-6865581062	clopez@baja.gob.mx	-e siente optimista para completar la información.

April 25, 2003

To: Technical Committee Members

From: Marney Cox, SourcePoint

Subject: Technical Memorandum #3 & #4 - Proposed Resolutions

BACKGROUND

The BINS project is in the latter stages of Phase I [see attached Framework]. At this point the Technical Committee has reviewed the list of criteria and suggested modifications. The suggested modifications have been implemented and the revised questionnaires were sent to the Technical Committee between March 7 and March 12. As of April 19, the 10 Border States along the US-Mexico border have returned **XX%** of the questionnaires to SourcePoint [see attached Questionnaire Response]. At this time we request the Technical Committee formally approve the corridor criteria used for the study.

Specifying criteria and obtaining data are steps towards conducting a corridor analysis. The most important step is the method by which the data are analyzed and combined to rank the corridors and an example is attached [see Example Corridor Evaluation]. At this time we request the Technical Committee formally approve the corridor Evaluation Methodology used for the study.

RESOLUTIONS

Proposed Resolution For Joint Working Committee

The BINS Technical Committee ***approves*** the following resolutions to be recommended to the US-Mexico Joint Working Group on Binational Border Transportation and Planning.

Proposed Resolution #1 – Border Corridor Evaluation Methodology

The BINS Technical Committee ***approves*** an 11 step procedure to evaluate border transportation corridors within each state.

Proposed Resolution #2 – Border Corridor Selection Criteria

The BINS Technical Committee ***approves*** the criteria to be used in the 11 step methodology to evaluate border transportation corridors within each state.

DISCUSSION

Border Corridor Evaluation Methodology

Step 1: Only use facilities that meet minimum criteria [(a) Be within 100 km of US-Mexico border; (b) for highways and railroads – serve an international POE; (c) for airports and maritime ports – they must be designated as an international port of entry [POE].

Step 2: Divide the data by mode [highway, land POE, airport, maritime port, and railroad]

For Steps 3 through 8, one set of **computations** uses the data for calendar year 2000, and a second set of computations uses the 2020 projections. These computations are the following:

Step 3: For highways, compile the criteria by corridor. If there is more than one highway in a corridor, the highway data for each highway needs to be summed to obtain the corridor total. The Average Annual Daily Traffic [AADT] for each corridor and for *all* corridors needs to be computed as well as the relative share of AADT amongst the corridors.

Step 4: For railroads, compile the data by corridor.

Step 5: For land POE, compile the data for all land POE. For example, the number of trucks crossing at each POE must be aggregated to obtain the total truck crossings for all land POE.

Step 6: For airports, compile the data for all airports. For example, the imports at each airport must be summed to obtain total imports at all airports.

Step 7: For maritime ports, compile the data for all maritime ports. For example, the imports at each maritime port must be summed to obtain total imports at all maritime ports.

Step 8: Distribute the land POE, airport and maritime port data amongst the corridors based on the distribution of AADT amongst the corridors.

Step 9: Calculate the percent change for each corridor mode from 2000 to 2020.

The Listing

Step 10: Utilize corridor data for calendar year 2000 and the percent change for 2000 to 2020. For each item, sort the corridor totals from highest score to lowest score. If there are three corridors, the highest score is 1 and the lowest score is 3.

Step 11: Sum the scores for each mode. The corridor with the lowest score is listed 1st, while the corridor with the highest score is listed 3rd or last [assumes three corridors].

BORDER CORRIDOR SELECTION CRITERIA

Minimum Criteria

- That all facilities lie within 100 km of the US-Mexico border
- That highways and railroads serve an international Port of Entry [POE]; that airports and maritime ports be designated as international POE.

Quantifiable Criteria – to be gathered for calendar year 2000 and a forecast for 2020

- For **Highways** – the beginning & ending segment markers, and the following data by segment: average annual daily traffic, level of service, traffic capacity at peak hours, traffic volume at peak hours, and the corridor in which each segment resides.

- For Land **Ports of Entry** – the number of trucks, buses, passenger vehicles, rail cars and pedestrians crossing the border, and the volume and value of goods crossing the border by rail and by truck.

- For **Airports** – the total volume and total value of goods being exported and imported at the airport; the Mexican volume and Mexican value of goods being exported and imported at the airport; and the runway length for each runway at the airport.

- For **Maritime Ports** – the total volume and total value of goods being exported and imported at the maritime port; the Mexican volume and Mexican value of goods being exported and imported at the maritime port; and the channel depth of the main channel at the port.

- For **Railroads** – the location of Intermodal facilities and the corridor in which the rail lines reside.

May 1, 2003

To: Technical Committee Members

From: Marney Cox [SourcePoint]

Subject: Transportation Project Memorandum
Request for Transportation Project Data

As part of the Bi-National Border Transportation Infrastructure Needs Assessment study [BINS], we are requesting information on transportation projects in your state.

Attached is an Excel spreadsheet with the format for submitting the project data to us. Please send a list of all transportation related projects in your state that are within 100 km of the US-Mexico border by May 30, 2003. Please send the spreadsheet to Michael Williams [mwi@sourcepoint.org] and include the following items for each project:

1. The name or ID of the project
2. Your State ID [AZ = Arizona, CA = California, etc.]
3. The County in which the project resides
4. The project mode [highway, airport, maritime, railroad]
5. A brief description of the project [road widening from 4 to 6 lanes, etc.]
6. The year the project begins
7. The year the project is scheduled to be completed.
8. For highway projects provide the following additional data:
   a. The highway on which the project resides
   b. Beginning milepost number of the segment on the highway where the project will be implemented
   c. Ending milepost number of the segment on the highway where the project will be implemented
   d. The Level of Service for the segment *before* the project begins
   e. The Level of Service for the segment *after* the project is completed
   f. The traffic capacity of the segment during peak afternoon/evening hours [PM] *before* the project begins
   g. The traffic capacity of the segment during peak afternoon/evening hours [PM] after the project is completed
   h. The projected traffic volume on the segment during peak afternoon/evening hours [PM] *before* the project begins
   i. The projected traffic volume on the segment during peak afternoon/evening hours [PM] *after* the project is completed
9. The cost of the project in "constant" dollars [suggest 2003 dollars].
10. The "year" used as the base year for estimating constant dollars [2003].
11. The Geographical Information System [GIS] data. Please include the following items:
    a. The project's GIS coordinates
    b. Date of the data – the month and year the data were created
    c. Source of the data – A regional report or aerial photography, for example.

d. Data resolution – a reliability factor such as + or – 30 feet, or digitized off map
e. Coordinate / Projection system – the system used in your state such as the California State Coordinate System or UTM.
f. Description of attributes – a description of the terms for each variable in the data base, for example, mode the type of transportation system
g. Documentation of valid values for each attribute – if there are values associated with mode, please specify. For example, 1 = highway, 2 = airport, etc.
h. Data limitations – deals with the accuracy of the data as well as proprietary rights issues.

Please contact Michael Williams at SourcePoint if you have any questions [Tel: 1 619 595 5646, E-mail: mwi@sourcepoint.org].

1 de Mayo de 2003

Para: Miembros del Comité Técnico

De: Marney Cox [SourcePoint]

Sujeto: Memorándum de Proyectos de Transportación - Solicitación de Información sobre Proyectos de Transporte

Como parte del estudio de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés], le solicitamos información acerca de proyectos de transporte en su estado.

Anexado es un documento Excel para proporcionar la información de los proyectos requeridos. Por favor prepare una lista, antes del 31 de Mayo del 2003, de todos los proyectos de transporte en su estado que estén dentro de los 100 Km. de la frontera México-US. Por favor envíe el documento a Santiago Dávila [sda@sourcepoint.org] e incluya la siguiente información para cada proyecto:

1 El nombre e identificación del proyecto.
2 Su estado [BC = Baja California, MEX, etc.]
3 El municipio donde el proyecto está ubicado.
4 El tipo de proyecto [carretera, aeropuerto, puerto marítimo, ferrocarril]
5 Breve descripción del proyecto [ejemplo: ampliación a 4 carriles, etc.]
6 El año comienzote iniciación del proyecto.
7 El año planeado para la terminación del proyecto.
8 Para proyectos de carretera, enviar la siguiente información adicional:
   a. La carretera en que la que el proyecto se implementará.
   b. El Km. inicial del segmento donde el proyecto será implementado.
   c. El Km. final del segmento donde el proyecto será implementado.
   d. El nivel del servicio para el segmento *antes* del inicio del proyecto.
   e. El nivel del servicio para el segmento *después* de que el proyecto sea terminado.
   f. La capacidad de tráfico del segmento durante la hora pico de la tarde *antes* del inicio del proyecto.
   g. La capacidad de tráfico del segmento durante la hora pico de la tarde *después* de que el proyecto sea terminado.
   h. El volumen de tráfico pronosticado del segmento durante la hora pico de la tarde *antes* del inicio del proyecto.
   i. El volumen de tráfico pronosticado del segmento durante la hora pico de la tarde *después* de que el proyecto sea terminado.
9 El costo del proyecto en pesos "constantes" [sugerimos pesos del 2003].
10 El año utilizado como el año base para la estimación del peso "constante" [2003]
11 La información de datos con relación al Sistema de Información Geográfica [GIS, por sus siglas en inglés]. Por favor incluir la siguiente información:
   a. Las coordenadas en GIS del proyecto.
   b. La fecha de la información – el mes y año en que la información fue creada.
   c. El origen de la información – Un reporte regional o fotografía aérea, por ejemplo.

d. La resolución de la información – un factor de certeza de + a – 30 pies, o un mapa digitalizado.
e. El sistema de coordenadas y proyecciones - el sistema usado en su estado. Por ejemplo, el Sistema de Coordenadas y Proyecciones de California o el UTM.
f. Una descripción de los atributos – una descripción de los términos para cada variable en el banco de datos, por ejemplo, el modo del sistema de transportación.
g. La documentación de valores válidos para cada atributo – si hay valores asociados con los módulos, por favor especifique. Por ejemplo, 1 = carretera, 2 = aeropuerto, etc.
h. Limitaciones de la información – por ejemplo: certeza de los datos proporcionados así como los derechos propietarios.

Por favor contactar a Santiago Dávila a SourcePoint para cualquier aclaración [Tel: 1 619 595 5635, E-mail: sda@sourcepoint.org].

May 8, 2003

To: Technical Committee Members

From: Marney Cox, SourcePoint

Subject: Survey Management Memorandum # 2 – Questionnaire Completion

The purpose of this memorandum is to update the BINS Technical Committee on the questionnaire completion. The previous Survey Management Memorandum (# 1) outlined the criteria review process.

Questionnaire Completion

The BINS questionnaires were distributed to the four US states on March 4th and the six Mexican states on March 7th. Completion of the questionnaires did not go as smoothly as hoped. Two Mexican States (Sonora and Coahuila) did not provide any information, while Chihuahua, Nuevo Leon and Tamaulipas completed parts of the questionnaires. Our data collection results are presented on Table 1.

Process for States that Did Not Provide Data

As shown in Table 1, we did **NOT** receive questionnaires from all states. Consequently, we are implementing an alternative evaluation process for those states that did not provide questionnaires to SourcePoint.

- **The Evaluation Process:**

The basic methodology will be the same as that used for states that provided questionnaires; however, there will be some changes to account for differences in data. Where states have omitted certain questionnaires, we will obtain the data using other sources. The number of indicators used in the corridor evaluation will be less than the number of indicators used for those states that provided a complete set of data. The difference in the number of indicators will not make the evaluation of a state's corridors less significant than those evaluations with more indicators. A corridor that contains more indicators has added characteristics that help understand specific qualities of that corridor. A corridor with fewer indicators can still be evaluated, yet it will lack some of those added characteristics.

The alternative sources for the missing data are the following:

- **Base Year Data – Calendar Year 2000**

Highways: SourcePoint will obtain highway data from the Mexican Secretariat of Communications and Transportation [SCT]. SCT will provide segment data for federal highways located in those Mexican states that did not provide highway data to SourcePoint. This highway information contains segment length [kilometers – km] and Trafico Diario Promedio Annual [TDPA – a measure similar to average annual daily traffic] for each segment.

Land POE: For trucks and rail, the value of exports going south into Mexico [from the United States] will come from the United States Bureau of Transportation Statistics [BTS].

- **Forecast Data – Year 2020**:

The forecast data for highways and land POE will be derived using a percentage growth of 3.0% provided by the SCT.

Project Schedule

SourcePoint will complete the corridor evaluations by mid June, 2003.

Table 1. Results of Data Collection Efforts						
	Arizona	**California**	**New Mexico**	**Texas**		
United States						
Part 1 - Highways	**X**	**X**	**X**	**X**		
Part 2 - POE	**X**	**X**	**X**	**X**		
Part 3 - Airports	**X**	**X**	**X**	**X**		
Part 4 - Maritime	**X**	**X**	**X**	**X**		
Part 5 - Corridors	**X**	**X**	**X**	**X**		
	Baja	**Chihuahua**	**Coahuila**	**Nuevo Leon**	**Sonora**	**Tamaulipas**
Mexico						
Part 1 - Highways	**X**	**X**		**X**		**X**
Part 2 - POE	**X**	**X**				**X**
Part 3 - Airports	**X**	**X**		**X**		**X**
Part 4 - Maritime	**X**					**X**
Part 5 - Corridors	**X**					
	United States Totals		**Mexican Totals**		**All States**	
Part 1 - Highways	4	20%	4	13%	8	16%
Part 2 - POE	4	20%	3	10%	7	14%
Part 3 - Airports	4	20%	4	13%	8	16%
Part 4 - Maritime	4	20%	2	7%	6	12%
Part 5 - Corridors	4	20%	1	3%	5	10%
Questionnaires Received	**20**	**100%**	**14**	**47%**	**34**	**68%**
Total Questionnaires	**20**		**30**		**50**	

OTHER ELECTRONIC COMMUNICATION

Confirmation of Corridor Evaluations:

Arizona.....June 2, 2003
Baja California .....June 16, 2003
California .....May 20, 2003
Chihuahua.....June 17, 2003
Coahuila .....June 17, 2003
New Mexico .....June 3, 2003
Nuevo León.....June 17, 2003
Sonora .....June 17, 2003
Tamaulipas.....June 12, 2003
Texas.....June 24, 2003

Notices of Technical Committee Meetings

April 23, 2003
May 13, 2003
June 9, 2003
November 14, 2003

Review and Comments on Reports

December 5, 2003
December 22, 2003
January 9, 2004
January 15, 2004

CONFIRMATION OF CORRIDOR EVALUATIONS

Arizona: Confirmation of Corridor Evaluation [6/02/03]

Arnold –

This note represents **formal confirmation** that you have **approved** the Final Version of the **Arizona Corridor Evaluation** conducted under the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and performed by SourcePoint.

The Final Version of the Corridor Evaluation was sent to you on May 20, 2003.

Oral confirmation was obtained from you during a telephone conversation we had on June 2, 2003.

With best regards,

Michael D. Williams
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

Baja California: Confirmation of Corridor Evaluation [6/16/03]

Carlos –

This note represents **formal confirmation** that you have **approved** the Final Version of the Baja California Corridor Evaluation conducted under the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and performed by SourcePoint.

The Final Version of the Corridor Evaluation was sent to you on May 22, 2003.

Oral confirmation was obtained from you during the BINS Technical Committee meeting that was conducted on June 13, 2003.

With best regards,

Michael D. Williams
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

California: Confirmation of Corridor Evaluation [5/20/03]

Mark & Sergio –

This note represents **formal confirmation** that you have **approved** the Final Version of the **California Corridor Evaluation** conducted under the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and performed by SourcePoint.

The Final Version of the Corridor Evaluation was sent to you on May 20, 2003.

Oral confirmation was obtained from Mark Baza during a telephone conversation that was conducted on May 30, 2003.

With best regards,

Michael D. Williams
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

Chihuahua: Confirmation of Corridor Evaluation [6/17/03]

Ing. Joaquin Barrios,

Anexado a esta nota electrónica esta la versión final de la Evaluación de Corredores de Chihuahua.

Varias modificaciones se han incorporado en la Evaluación de Corredores de Chihuahua. Estas modificaciones son las siguientes:

1. Se cambio el texto en la cejilla de "Descripción General". Debajo de ferrocarriles, se menciona que hay dos líneas de ferrocarril que cruzan la frontera entre México-US y que están dentro del estado de Chihuahua. También se menciona que los datos para estas dos líneas de ferrocarril no fueron proporcionados por el miembro del comité técnico de BINS del estado de Chihuahua.

2. Con respecto a los datos de carreteras:

    a. Se inserto el segmento 5 de carretera MX-10 como segmento 13 de la carretera MX-2 en el resumen de carreteras.
    b. Se movió el segmento 6 de la MX-10 como segmento 5 de la MX-10 en el resumen de carreteras.
    c. Se hicieron los cambios necesarios para calcular los promedios.
    d. La nueva información del resumen de carreteras fue re-insertada en la evaluación de corredores [Tabla 5].

Por favor contactarnos **en una semana** por si tiene alguna corrección, sugerencia o pregunta acerca de esta Versión Final de la Evaluación de Corredores de Chihuahua. Por favor contactar a Santiago Dávila si quiere organizar una reunión. Si no recibimos ningún contacto de su parte en una semana, presentaremos esta evaluación como la Versión Final al Comité Conjunto de Trabajo en julio.

Atentamente,

Santiago Dávila
Economic Analyst
SourcePoint, (SANDAG)
401 B Street, Suite 800
San Diego, Ca 92101
phone (619) 595-5635
fax (619) 595-5305

Coahuila: Confirmation of Corridor Evaluation [6/17/03]

Adela y Noe –

Esta nota electrónica representa una confirmación formal de su apruebo de la Versión Final de la Evaluación de Corredores de Coahuila realizada bajo el Estudio Bi-Nacional de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y llevado a cabo por SourcePoint.

La Versión Final de la Evaluación de Corredores fue enviada el 5 de junio del 2003.

Confirmación verbal fue obtenida el 16 de junio del 2003 durante una conversación por teléfono con Adela Blanco.

Atentamente,

Santiago Dávila
Economic Analyst
SourcePoint, (SANDAG)
401 B Street, Suite 800
San Diego, Ca 92101
phone (619) 595-5635
fax (619) 595-5305

New Mexico: Confirmation of Corridor Evaluation [6/03/03]

Adrian –

This note represents **formal confirmation** that you have **approved** the Final Version of the **New Mexico Corridor Evaluation** conducted under the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and performed by SourcePoint.

The Final Version of the Corridor Evaluation was sent to you on May 20, 2003.

Confirmation was obtained from you in a telephone discussion we had on June 3, 2003.

With best regards,

Michael D. Williams
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

Nuevo Leon: Confirmation of Corridor Evaluation [6/17/03]

Adela y Noe –

Esta nota electrónica representa una confirmación formal de su apruebo de la Versión Final de la Evaluación de Corredores de Coahuila realizada bajo el Estudio Bi-Nacional de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y llevado a cabo por SourcePoint.

La Versión Final de la Evaluación de Corredores fue enviada el 5 de junio del 2003.

Confirmación verbal fue obtenida el 16 de junio del 2003 durante una conversación por teléfono con Adela Blanco.

Atentamente,

Santiago Dávila
Economic Analyst
SourcePoint, (SANDAG)
401 B Street, Suite 800
San Diego, Ca 92101
phone (619) 595-5635
fax (619) 595-5305

Sonora: Confirmation of Corridor Evaluation [6/17/03]

Héctor –

Esta nota electrónica representa una confirmación formal de su apruebo de la Versión Final de la Evaluación de Corredores de Coahuila realizada bajo el Estudio Bi-Nacional de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés] y llevado a cabo por SourcePoint.

Durante la reunión del pasado 13 de junio del 2003, SourcePoint y los miembros del Comité Técnico que asistieron a la reunión, llegaron al acuerdo de que SourcePoint daría una semana más en la cual se podía recibir cualquier sugerencia o cambio para la evaluación de corredores. Después de esa semana, SourcePoint presentaría la evaluación de corredores del estado como Versión Final.

La Versión Final de la Evaluación de Corredores de Sonora fue enviada el 6 de junio del 2003.

Confirmación verbal fue obtenida el 16 de junio del 2003 durante una conversación por teléfono con Héctor García.

Atentamente,
Santiago Dávila
Economic Analyst
SourcePoint, (SANDAG)

Tamaulipas: Confirmation of Corridor Evaluation [6/12/03]

Attached to this e-mail are two documents:

1. A copy of the Tamaulipas Corridor Evaluation [one Excel spreadsheet].
2. A copy of the Tamaulipas Highway Summary [one Excel spreadsheet]

Ernesto – Please contact me by June 12, 2003, if you have any corrections, suggestions or concerns regarding the Tamaulipas Corridor Evaluation. If we do not hear from you by June 12, 2003, we will consider this Corridor Evaluation the Final Version for Tamaulipas.

Please remember that the next BINS Technical Committee meeting is scheduled for Friday, June 13th from 11:30 AM to 5:00 PM. For those of you not able to attend the San Diego meeting, a conference call will begin at 1:00 PM Pacific Coast time. At that meeting we will be voting on the Proposed Resolutions, therefore, it is imperative that you or a representative from your state participate in the meeting.

The Tamaulipas Corridor Evaluation will be discussed at the upcoming BINS Technical Committee meeting. The last corridor evaluation [for Sonora] will be sent today.

With best regards,

Michael D. Williams
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

Texas: Confirmation of Corridor Evaluation [6/24/03]

Mary –

This note represents **formal confirmation** that you have **approved** the Final Version of the Texas Corridor Evaluation conducted under the Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS] and performed by SourcePoint.

Thank you for the note accepting the Final Version of the Texas Corridor Evaluation.

With best regards,

Michael D. Williams
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

NOTICES OF TECHNICAL COMMITTEE MEETINGS

Email Notice of Technical Committee Meeting, Sent 4/23/03

Ladies & Gentlemen –

The next BINS Technical Committee Meeting will be held Wednesday April 30th from 11:30 am to 5:00 pm [Pacific Coast Time] in San Diego, California. Between 1:00 pm and 2:30 pm Pacific Coast time (2:00 pm and 3:30 pm Arizona time), an operator from San Diego will contact you to establish a teleconference call with the rest of the BINS Technical Committee members. I know from our earlier discussion that you will not be able to participate in the meeting. Would you like someone to sit in your place for this meeting? If so, what telephone number should the operator dial?

Attached to this email note are three documents:

1. The Meeting Agenda
2. Proposed Resolutions 1 and 2
3. Corridor Evaluation for Arizona

The main purpose of this meeting is to gather Technical Committee member's opinions and guidance on these documents and discuss them during the teleconferencing section of the Technical Committee Meeting. Please review these documents meticulously and prepare two suggestions, or questions, for each document (Proposed Resolution 1, Proposed Resolution 2, and Corridor Evaluation for Arizona). SourcePoint will contact you on Monday, April 28th, to gather your suggestions and questions and discover if you will have a substitute for the meeting. We will summarize the suggestions and questions that all Committee members provide and present them during the Technical Committee Meeting on Wednesday, April 30th.

This Technical Committee meeting is the first of three meetings that will be held during the next two months during which we will review each state's corridor evaluation.

We thank you for your support and participation,

Michael D. Williams
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

Email Notice of Technical Committee Meeting, Sent 5/13/03

Ladies & Gentlemen –

Attached to this e-mail note are three documents:

1. Agenda for the May 16th BINS Technical Committee Meeting
2. A copy of the Baja California Corridor Evaluation [one Excel spreadsheet].
3. Survey Management Memorandum # 2 - Survey Completion. The purpose of this memorandum is to update the BINS Technical Committee on the survey completion.

Please remember that the BINS Technical Committee meeting is scheduled on May 16th from 11:30 AM to 4:00 PM. For those of you not able to attend the San Diego meeting, a conference call will occur between 1:00 PM and 2:30 PM. Items two and three [above] will be discussed at the upcoming meeting. During the next week we will send corridor evaluations for other states.

If you have any questions, please contact me at 1 619 595 5646 or mwi@sourcepoint.org.

With best regards,

Michael D. Williams
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

EMAIL NOTICE OF TECHNICAL COMMITTEE MEETING, SENT 6/09/03

Ladies & Gentlemen –

Attached to this e-mail note are four Microsoft Word documents:

1. A copy of the Agenda for the June 13th Technical Committee Meeting
2. A copy of the **Proposed Resolutions** with **a place to vote for each of the resolutions** at the bottom of each page in the document
3. Attachment #1 – The *Eleven-Step Procedure* discussed in Proposed Resolution #1
4. Attachment #2 – The *Criteria* discussed in Proposed Resolution #2

Please vote on each of the **Proposed Resolutions** (pages 2, 3 and 4 of word document). After voting, please send your votes to me via e-mail or fax by Wednesday, June 11, 2003.

Remember, the next BINS Technical Committee meeting is scheduled for Friday, June 13th from 11:30 AM to 5:00 PM. For those of you not able to attend the San Diego meeting, a conference call will begin at 1:00 PM Pacific Coast Time.

At the next Technical Committee meeting, your votes on the Proposed Resolutions will be reviewed and verified. Because of this, it is imperative that you or a representative from your state participate in the meeting. I will call you during this week to confirm your participation, and review your submitted vote. In addition to voting on the proposed resolutions, we will also review corridor evaluations for seven states.

If you have any questions, please contact me at 1 619 595 5646 or mwi@sourcepoint.org.

With best regards,

Michael D. Williams
Senior Economist
SourcePoint
Telephone: 1 619 595 5646
Internet: mwi@sourcepoint.org

Email Notice of Technical Committee Meeting, Sent 11/14/03

E-mail Note with BINS **Agenda & Proposed Resolutions**

TO: BINS Technical Committee Members

FROM: SourcePoint

Subject Line: BINS Technical Committee Meeting Agenda [November 21, 2003] and Proposed Resolution for Voting

Attached to this e-mail note are two Microsoft Word documents:

1. Agenda for the November 21, 2003 BINS Technical Committee Meeting
2. **Proposed Resolution of Approval**

In order to request approval of the BINS project from the Joint Working Committee (JWC), the Technical Committee is being asked to tentatively approve the BINS draft final report and to forward it to the JWC for final approval and acceptance for distribution. Please vote on the attached **Proposed Resolution** and send your vote to Santiago Dávila via e-mail or fax by Thursday, November 20.

The next BINS Technical Committee meeting is scheduled for Friday, November 21st from noon to 5:00 PM. For those of you not able to attend the San Diego meeting, a conference call will begin at 1:00 PM Pacific Coast Time. Instructions for the conference call will be e-mailed on Monday, November 17th.

At the Technical Committee meeting, SourcePoint will summarize and address the comments received from each state. Also, your vote on the Proposed Resolution will be reviewed and verified. Because of this, it is imperative that you or a representative from your state participate in the meeting. Santiago Dávila or Elisa Arias will call you next week to confirm your participation, obtain your comments or suggestions on the BINS draft final report, and review your submitted vote.

If you have any questions, please contact Santiago Dávila at 1 619 595 5635 or sda@sourcepoint.org or Elisa Arias at 1 619 595 5336.

REVIEW AND COMMENTS ON REPORTS

Memo Attached to an Email Sent 12/5/03

December 5, 2003

TO: BINS Technical Committee

FROM: Elisa Arias, SourcePoint

SUBJECT: Proposed Response to Comments and Suggestions on the BINS Draft Final Reports

On November 7, 2003, three reports were mailed to the BINS Technical Committee representatives for review and comment. These reports are the following:

- BINS Draft Final Executive Summary
- BINS Draft Final Report
- BINS Draft Final Appendices

Written comments were requested by November 20, 2003. A meeting of the BINS Technical Committee was held on November 21, 2003 and SourcePoint reviewed comments received. At this meeting the BINS Technical Committee representatives had another opportunity to provide comments. The comment period was extended to December 3, 2003 to allow for consultation among agencies on pending issues and to provide additional review time requested by the Texas representative.

The attached matrix includes all major comments and suggestions on the reports that were received through December 3, 2003 and SourcePoint's proposed response to the comments. Please review this matrix to ensure that your agency's comments were addressed adequately and report any concerns in writing by December 10, 2003 to Elisa Arias (ear@sandag.org or by fax 1-619-595-5305).

The BINS reports will be revised to address the comments following the responses presented in the matrix. The revised Executive Summary will be provided to the BINS Technical Committee.

We appreciate your cooperation as we finalize the BINS project.

Memo Attached to an Email Sent 12/22/03

December 22, 2003

TO: BINS Technical Committee

FROM: Elisa Arias, SourcePoint

SUBJECT: Revised Executive Summary Report

As agreed at the BINS Technical Committee meeting on November 21, 2003, we are enclosing the revised Executive Summary. This report addresses comments received through December 3, 2003. No further suggestions were received on SourcePoint's proposed response to the comments summarized in the matrix that was reviewed by the Technical Committee.

Please review the revised Executive Summary report and provide any comments in writing by Friday, January 9, 2004 to Elisa Arias (ear@sandag.org or by fax 1-619-595-5305).

Thanks for your cooperation as we finalize the BINS project.

Memo Attached to an Email Sent 1/9/04

January 9, 2004

TO: Binational Border Transportation Infrastructure Needs Assessment Study (BINS) Technical Committee

FROM: Elisa Arias, SourcePoint

SUBJECT: Final Resolution for Voting

This Memorandum is to ask the Technical Committee to complete the BINS Final Reports tentative approval process, initiated in November 2003. The BINS Technical Committee is requested to provide tentative approval of the BINS final reports and to recommend that the Joint Working Committee (JWC) approve and accept for distribution the BINS final reports at its meetings on March 1-3, 2004.

Background

At the BINS Technical Committee meeting held on November 21, 2003, the following votes on the BINS Draft Final Reports were received:

- Approve: Arizona, Baja California, Chihuahua, Coahuila, Sonora, Tamaulipas, Secretariat of Communications and Transportation (Secretaría de Comunicaciones y Transportes)
- Needs more discussion: California, New Mexico, Texas
- Missing Vote: Nuevo León

As agreed at this meeting, SourcePoint prepared a matrix of comments and proposed responses, which was provided to the Technical Committee for review and concurrence on December 5, 2003. Subsequently, SourcePoint revised the Executive Summary report and provided it to the Technical Committee for review and comment on December 23, 2003. Revisions to the main report and appendices have been made according to the responses included in the matrix of comments referenced above.

Request

Please vote on the enclosed Resolution and send your vote to Elisa Arias via e-mail or fax by Thursday, January 15, 2004. We will summarize the votes and inform the BINS Technical Committee of the voting results.

Final reports will be available prior to the JWC meetings on March1-3, 2004. If you have any questions, please contact me at 1-619-595-5336, by fax at 1-619-595-5305 or by e-mail at ear@sandag.org.

Thanks for your continued cooperation.

Email Sent 1/15/04

To: BINS Technical Advisory Committee Members

SourcePoint has received votes from all representatives. The results are as follows:

Approve: Arizona, Baja California, California, Chihuahua, Coahuila, New Mexico, Nuevo León, Sonora, Tamaulipas, Texas, Secretariat of Communications and Transportation (Secretaría de Comunicaciones y Transportes)

Requires more discussion: None

The Technical Committee representative from Texas abstained from recommending distribution of the report and deferred to the Texas representative of the JWC for recommendation/approval of distribution.

Comments received by SourcePoint on the revised Executive Summary through January 9, 2004 are being incorporated into the final documents.

If you have any questions, please contact me. Thanks very much for your cooperation.

Elisa Arias
Phone: 619-595-5336
Fax: 619-595-5305
E-mail: ear@sandag.org

Please note new phone and fax numbers effective January 26, 2004:
Phone: (619) 699-1936
Fax: (619) 699-1905

PROPOSED RESOLUTIONS

RESOLUCIONES PROPUESTAS

Bi-National Border Transportation Infrastructure Needs Assessment Study [BINS]

Estudio de Evaluación de Necesidades de Infraestructura de Transporte Fronterizo [BINS, por sus siglas en inglés]

Proposed Resolution #1
Border Corridor Evaluation Methodology

(*See Attachment #1 for Procedure*)
The BINS Technical Committee ***approves*** an 11 step ***procedure*** to evaluate border transportation corridors within each state.

Resolución Propuesta # 1
Metodología de Evaluación de Corredores de La Frontera

(*Ver Anexo #1 con el Procedimiento*)
El Comité Técnico de BINS ***aprueba*** el ***procedimiento*** de 11 pasos para evaluar los corredores de transporte fronterizo de cada estado.

Approve / Apruebo _____
Requires More Discussion / Require Más Discusión ____

Name / Nombre _____ State / Estado _____

Date/ Fecha _____

Proposed Resolution #2
Border Corridor Selection Criteria

(See Attachment #2 for Criteria)

The BINS Technical Committee approves the criteria to be used in the 11 step methodology to evaluate border transportation corridors within each state.

Resolución Propuesta # 2
Criterio de Selección de Corredores Fronterizos

(Ver Anexo #2 con los Criterios)

El Comité Técnico de BINS aprueba los criterios que serán usados en la metodología de 11 pasos para evaluar corredores de transporte fronterizo para cada estado.

Approve / Apruebo _____
Requires More Discussion / Requiere Más Discusión ____

Name / Nombre _____ State / Estado _____

Date/ Fecha _____

Recommendation to the Joint Working Committee

The BINS Technical Committee approves the previous two resolutions and recommends their approval by the Joint Working Committee.

Recomendación al Comité Conjunto de Trabajo

El Comité Técnico de BINS aprueba las dos previas resoluciones y las recomienda al Comité Conjunto de Trabajo para su aprobación.

Approve / Apruebo _____
Requires More Discussion / Requiere Más Discusión ____

Name / Nombre _____ State / Estado _____

Date/ Fecha _____

PROPOSED RESOLUTION #3
Recommendation to the Joint Working Committee

The BINS Technical Committee has reviewed the BINS Draft Final Report, and tentatively approves it with a recommendation to the Joint Working Committee for its final approval and acceptance for distribution.

RESOLUCION PROPUESTA
Recomendación al Comité Conjunto de Trabajo

El Comité Técnico de BINS ha revisado el Borrador Final del Informe de BINS y lo aprueba tentativamente con una recomendación al Comité Conjunto de Trabajo para su aprobación final y aceptación para su distribución.

Approve / Apruebo _____
Requires More Discussion / Requiere Más Discusión ____

Name / Nombre _____ State / Estado
_____

Date/ Fecha _____

PROPOSED RESOLUTION #4
Recommendation to the Joint Working Committee

The BINS Technical Committee has reviewed the BINS Project Final Reports (Executive Summary, Report, and Appendices), and tentatively approves them with a recommendation to the Joint Working Committee for their final approval and acceptance for distribution.

RESOLUCION
Recomendación al Comité Conjunto de Trabajo

El Comité Técnico de BINS ha revisado los Informes Finales del Proyecto BINS (Resumen Ejecutivo, Informe y Apéndices) y los aprueba tentativamente con una recomendación al Comité Conjunto de Trabajo para su aprobación final y aceptación para su distribución.

Approve / Apruebo _____

Requires More Discussion / Requiere Más Discusión ____
(Please attach reasons for requesting more discussion cross-referencing requested discussions with Report documents)

Name / Nombre _____ State / Estado _____

Date/ Fecha _____

BI-NATIONAL BORDER TRANSPORTATION INFRASTRUCTURE NEEDS ASSESSMENT STUDY [BINS] PROPOSED RESOLUTIONS AND DISCUSSION

Introduction

Shown below are four proposed resolutions and a recommendation that the BINS Technical Committee approved.

Proposed Resolution #1 – Border Corridor Evaluation Methodology

The BINS Technical Committee ***approves*** an 11 step procedure to evaluate border transportation corridors within each state.

Proposed Resolution #2 – Border Corridor Selection Criteria

The BINS Technical Committee ***approves*** the criteria to be used in the 11 step methodology to evaluate border transportation corridors within each state.

Proposed Resolution #3 – BINS Draft Final Report

The BINS Technical Committee reviewed and ***tentatively approves*** the BINS Draft Final Report.

Proposed Resolution #4 – BINS Project Final Reports

The BINS Technical Committee reviewed and ***tentatively approves*** the BINS Project Final Reports (Executive Summary, Report, and Appendices).

Recommendation to the Joint Working Committee

The BINS Technical Committee ***approves*** the four resolutions, and recommends their ***approval*** by the Joint Working Committee.

On pages two and three is a discussion of the Corridor Evaluation Methodology and a detailed description of the 11 step procedure to implement the corridor evaluation.

On page 4 is a listing and description of the criteria used in the corridor evaluation methodology.

Discussion

Corridor Evaluation Methodology

This corridor evaluation uses quantifiable data with a systematic method to evaluate transportation corridors. Corridors are combinations of modes that move people, vehicles and goods from one location to another. To facilitate the use of the data and methodology, the computations are calculated in formulas contained in a spreadsheet that will be sent to each of the states. Each evaluation spreadsheet is tailored to each state, thus each state's evaluation spreadsheet contains unique data – even though the methodology is the same. It is envisioned that each state will use its spreadsheet to conduct corridor evaluations, at its discretion.

Overall, the evaluation is conducted by compiling data, allocating the data to corridors and comparing corridors [within a state] to one another. There are 16 indicators[1] for which we compile data for each corridor. The overall evaluation uses two broad categories of data:

1. **Historical Data** – data for 16 indicators for the year 2000.
2. **Change Data** – a combination of *actual changes* for the 16 indicators from 2000 to 2020 and *per cent changes* for the same 16 indicators from 2000 to 2020.

Conducting the evaluations is based on the ordering of data from highest to lowest to determine need. For example, assume there are three corridors in a state and the Average Annual Daily Traffic [AADT] in Corridor A is 157,000, the AADT for Corridor B is 450,000 and the AADT for Corridor C is 30,000. In this example, Corridor B is listed first because it has the highest AADT [450,000], its evaluation results are 1, and it has the highest need. Corridor A is listed 2nd because its AADT is 157,000 [second highest], its evaluation results are 2, and it has the second highest need. Corridor C is listed 3rd because it has the lowest AADT [30,000], its evaluation results are 3 and it has the lowest need. This process is repeated for all 16 indicators with data for calendar year 2000, for all 16 indicators for the change in the data between 2000 and 2020, and all 16 indicators for the percent change in the data between 2000 and 2020. There are a total of 48 evaluations compiled if all the data are present.

Higher values for the indicators represent more traffic (AADT), more congestion (LOS), more trade (dollar value of air, maritime, rail and truck cargo across POEs), more vehicles (number of passenger vehicles, trucks, buses, and rail cars across a POE), which point to both the relative importance of the corridor and its infrastructure needs. The highest value is given "first place" or a score of 1 and represents the highest need.

The evaluation results are summed by mode. For example, there are four indicators for highways – AADT, the highway length [in miles], the level of service [LOS] and the highway capacity at peak hours. If a corridor was listed first for each indicator, its highway score would be a four [a score of one for each indicator]. This is done for Land Ports of Entry [POE – five indicators], airports [one

[1] In some cases there will be less than 16 indicators. For example, some states do not have maritime ports so maritime data will not be included in the evaluation.

indicator], maritime ports [two indicators] and railroads [four indicators]. The lower the score, the higher the listing. It follows that the lowest mode score represents the corridor with the greatest need for that mode.

The overall score for each corridor is then calculated by summing the five modes scores [one each for highways, POE, airports, maritime ports and railroads]. The corridor with the lowest overall score is listed first and has the highest overall need. The corridor with the second lowest overall score is listed second and has the second highest need. The corridor with the highest overall score is listed third and has the lowest overall need.

Recall there is one historical component and there are two change components (change in absolute terms and percent change). Without any adjustments, the change component has twice the impact on the final result as the historical data. It was decided that the historical values are as important as the projected changes. To accomplish equal weighting, the historical scores are multiplied by 2.

The **Steps** to compile the corridor evaluation for a particular state are the following:

Step 1: Only use facilities that meet minimum criteria [(a) Be within 100 km of US-Mexico border; (b) for highways and railroads – serve an international POE; (c) for airports and maritime ports – they must be designated as an international port of entry [POE].

Step 2: Divide the data by mode [highway, land POE, airport, maritime port, and railroad]

For Steps 3 through 8, one set of **computations** uses the data for calendar year 2000, and a second set of computations uses the 2020 projections. These computations are the following:

Step 3: For highways, compile the criteria by corridor. If there is more than one highway in a corridor, the highway data for each highway needs to be summed to obtain the corridor total. The Average Annual Daily Traffic [AADT] for each corridor and for *all* corridors needs to be computed as well as the relative share of AADT amongst the corridors.

Step 4: For railroads, compile the data by corridor.

Step 5: For land POE, compile the data for all land POE. For example, the number of trucks crossing at each POE must be aggregated to obtain the total truck crossings for all land POE.

Step 6: For airports, compile the data for all airports. For example, the imports at each airport must be summed to obtain total imports at all airports.

Step 7: For maritime ports, compile the data for all maritime ports. For example, the imports at each maritime port must be summed to obtain total imports at all maritime ports.

Step 8: Distribute the land POE, airport and maritime port data amongst the corridors based on the distribution of AADT amongst the corridors.

Step 9: Calculate the percent change for each corridor mode from 2000 to 2020.

The Listing

Step 10: Utilize corridor data for calendar year 2000 and the percent change for 2000 to 2020. For each item, sort the corridor totals from highest score to lowest score. If there are three corridors, the highest score is 1 and the lowest score is 3.

Step 11: Sum the scores for each mode. The corridor with the lowest score is listed 1st, while the corridor with the highest score is listed 3rd or last [assumes three corridors].

Border Corridor Selection Criteria

Minimum Criteria

- That all facilities lie within 100 km of the US-Mexico border
- That highways and railroads serve an international Port of Entry [POE]; that airports and maritime ports be designated as international POE.

Quantifiable Criteria –to be gathered for calendar year 2000 and a forecast for 2020

- For **Highways** – the beginning & ending segment markers, and the following data by segment: average annual daily traffic, level of service, traffic capacity at peak hours, traffic volume at peak hours, and the corridor in which each segment resides.

- For Land **Ports of Entry** – the number of trucks, buses, passenger vehicles, rail cars and pedestrians crossing the border, and the volume and value of goods crossing the border by rail and by truck.

- For **Airports** – the total volume and total value of goods being exported and imported at the airport; the Mexican volume and Mexican value of goods being exported and imported at the airport; and the runway length for each runway at the airport.

- For **Maritime Ports** – the total volume and total value of goods being exported and imported at the maritime port; the Mexican volume and Mexican value of goods being exported and imported at the maritime port; and the channel depth of the main channel at the port.

- For **Railroads** – the location of Intermodal facilities and the corridor in which the rail lines reside.