

PUERTO VERDE GLOBAL TRADE BRIDGE

Presidential Permit Application

Maverick County, Texas



Submitted to:

U.S. Department of State

Pursuant to the provisions of Executive Order 13867 of April 10, 2019

Submitted for Maverick County By:

Puerto Verde Holdings

October 17, 2023

Letter from Maverick County Judge Ramsey English Cantu



OFFICE OF THE COUNTY JUDGE THE HONORABLE RAMSEY ENGLISH CANTU

Honorable Antony Blinken
United States Secretary of State
Attention: Rebecca Daley, Coordinator, U.S. Office of Mexican Affairs
WHA/Mex Room 3924
Department of State
2201 "C" Street NW
Washington, DC 20520

August 1, 2023

Dear Secretary Blinken:

Maverick County, as the project sponsor, is pleased to submit the Presidential Permit Application to construct a new International Bridge, Puerto Verde Global Trade Bridge, located upstream of the existing Eagle Pass and Piedras Negras Bridge. The Puerto Verde Global Trade Bridge is a Bi-National project between Eagle Pass, Texas and Piedras Negras, Coahuila. The application has been a joint development with Puerto Verde Holdings.

Over the years, I have been blessed to represent my community in many capacities as a City Councilman & Mayor of Eagle Pass for 14 years, a State Senate Regional Director and now as Maverick County Judge. As I look back on those years and how we have survived difficult growing pains with funding needs to keep up with trade and travel. I look towards innovative ways to prepare for the future of our community.

This project presented to you by means of this application, where Maverick County serves as the lead sponsor is a project that is and will be transformational for our community and border region. Maverick County is a community with a nighttime population of nearly 65,000 and a day population of over 250,000 due to the high number of trade and travel flowing through the county daily.

I mention this because our ports of entry export over 30 billion dollars a year in trade through train and commercial transport. Now this is a major number for our nation, however, our community suffers with having to keep up with the challenges of processing such exports that provide jobs in other parts of the nation not so much in our community.

Our vision here is not only to assure a transformation of a community that has an unemployment rate of 10% and provide fair and just paying jobs with the development of such, but to be a leader in innovative cross border trade.

This project would not only give you the opportunity to help us eliminate 26 at grade rail crossings of which 9 of those crossings are in downtown Eagle Pass, 16 of those on the Mexican side of which our colleague and Presidenta Municipal of Piedras Negras, Coahuila, Mexico Norma Lucile Treviño Galindo supports such efforts to assist in redirecting rail on the Mexican side most in particularly in Piedras Negras for safety reasons and the hefty increase that rail has seen in the recent years due to the automotive industry, agricultural products and beer.

PHONE: 830-773-3824 500 QUARRY STREET, SUITE 3 EAGLE PASS, TEXAS 78852 FAX: 830 773 6450

Within our border region, Constellation Brands located in Nava, Coahuila is the second if not largest beer brewery in the world that produces and exports what would equate to 22 million beer bottles a day via rail. Now, this would assist Union Pacific Railroad Operations as this project would without a doubt help improve their safety and fluidity of trade through mode of rail transportation eliminating additional traffic off our local, state and interstate highway systems.

By means of this letter, and in representation of our citizens of Maverick County I ask that you consider our application as you have the opportunity to fix an issue that has not been addressed in years and to assist in such by thinking ahead with modern foresight and vision to transform our county's resiliency, and quality of life for our residents. This Project is much greater than an International Bridge. It is a game changer in how our border community will thrive with proper planning and development. The time for action is now and we must work cohesively and efficiently to achieve an end goal that would transform our county and border region as a whole.

Puerto Verde Global Trade Bridge is proposed as a commercial transportation only bridge connecting major transportation corridors in the western sector of Eagle Pass and Piedras Negras. The proposed bridge has been on the County books for many years, and we now are ready to assure a successful project that will bring greater opportunities to our County.

As Maverick County Judge, I respectfully request your expeditious consideration of our Presidential Permit Application. Should you require additional information, feel free to contact me at (830) 773-3824.

In public service, I remain,

A handwritten signature in black ink, appearing to read 'Ramsey English Cantu', with a long horizontal flourish extending to the right.

Ramsey English Cantu
Maverick County Judge

Executive Summary

Puerto Verde Holdings (PVH) is a US-based, bi-national developer, with a mission to deliver a first of its kind 24-hour Intelligent US-Mexico land port of entry designed to be the most secure and efficient in the Americas. Working together with Maverick County, Texas, as a project sponsor, the public-private pair have proposed what would be known as the Puerto Verde Global Trade Bridge (PVGTB).

The PVGTB would be a secure corridor linking industrial areas in Mexico with industrial areas in the United States. The proposal consists of a roadway for commercial vehicles, with a parallel railroad running along the border between Eagle Pass, Texas, USA, and Piedras Negras, Coahuila, Mexico, located on the Rio Grande River. The new corridor would re-route commercial traffic out of the densely populated urban centers of each city to improve security, safety, and mobility, expand rail capacity, lessen carbon emissions, and provide the necessary capacity to support bi-national trade growth for decades to come.

Border security between the United States and Mexico is at a pivotal point in the two countries long history. To continue to keep our borders safe, the PVGTB will utilize non-intrusive inspection (NII) technology to ensure that 100% of cargo will be screened, compared to the 17% currently being reported. NII technology has made it possible to conduct searches quicker and smarter, as it detects contraband including narcotics, weapons, and materials posing potential nuclear or radiological threats. Recent advances including non-ionizing scanners allows for the workforce of U.S. Customs and Border Protection (CBP) and the Agencia Nacional de Aduanas de Mexico to do their jobs in a safe and efficient manner.

The PVGTB project is crucial to the United States supply chain resiliency and economic interests as Mexico is America's largest trade partner and best option to reduce its reliance on China. Without investment in border infrastructure, the Texas Department of Transportation estimates crossing times will escalate to unmanageable levels exceeding 9 hours, putting the country's economic competitiveness at risk. These massive backlogs are projected to result in a \$116B reduction in GDP and millions in job losses by 2050.

The Puerto Verde project is a lifeline to the historically disadvantaged and under-invested communities in Maverick County, Texas, and across the border in northern Coahuila, Mexico. Maverick County has the 3rd highest Hispanic concentration in the continental U.S., with approximately double the poverty rate and half the per capita income compared to the nation's average. This project has the potential to create a new binational hub for North American re-shoring activity. An economic study from world-renowned economist Dr. Ray Perryman concluded ongoing regional impacts of this new re-shoring hub may create \$28B in annual GDP contributions, \$20B in personal income, and over 320,000 new jobs.

The project also addresses climate and environmental sustainability by preventing a projected 100 million pounds of annual CO2 emissions from idling trucks waiting to cross the border, avoiding all 25 existing at-grade rail crossings through urban areas, and promoting efficient rail transport.

The proposed project is privately funded and has ever expanding bi-national support from local and state governments on both sides of the border. At the federal level, U.S. Senators Ted Cruz and John Cornyn of Texas have both supported the project, as well as bipartisan members of the Texas delegation in the U.S. House of Representatives. Former agency leaders have also expressed their support for the project.

The PVGTB will bolster both American and Mexican economies, create a new reshoring hub to strengthen our supply chain and create jobs, cut down carbon emissions while simultaneously increasing supply chain transportation efficiency and further protect our border by using updated and advanced technology.

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Chapter 1: Identifying Information

Maverick County is the primary sponsor of this application for a presidential permit for the Puerto Verde Global Trade Bridge (PVGTB). The PVGTB will provide an alternative commercial vehicle and freight rail Land Port of Entry (LPOE) and urban bypass around downtown Eagle Pass, Texas and Piedras Negras, Mexico, to support projected growth in trade through the region.

The PVGTB will be developed through an innovative public-private partnership (P3) arrangement. As part of this P3 arrangement, Maverick County will partner with Puerto Verde Holdings (PVH). Public-private partnerships for international bridge projects are permitted under Texas state law. Information about each partner is provided below.

A. Maverick County

Maverick County is a Texas County that was created in 1856 and organized in 1871. Maverick County is located in the southwestern portion of the Rio Grande Valley. The county is 1,292 square miles, with a population of 57,887 as of the 2020 Census. Exhibit 1.1 shows the location of Maverick County.

Exhibit 1.1 – Maverick County Location



The International Bridge Act and subsequent Texas state law grant Maverick County the authority to establish, maintain, and operate international toll bridges connecting to Mexico within its jurisdiction. Maverick County is currently home to three international bridges, all located in downtown Eagle Pass. The City of Eagle Pass owns and operates two vehicular and pedestrian bridges, referred to as Bridge I and II. Union Pacific owns and operates a single-track railroad bridge just south of Bridge II.

On July 7, 2023, Maverick County issued a resolution to endorse the PVGTB and serve as its primary sponsor for the presidential permit application. A copy of this resolution can be found in the appendix.

Contact information for Maverick County is as follows:

The Honorable Ramsey E. Cantu, County Judge
Maverick County Texas
500 Quarry Street, Suite 3
Eagle Pass, TX 78852

B. Puerto Verde Holdings (PVH)

PVH is a Limited Liability Company (LLC) incorporated in Texas (Texas SOS File Number 0804728877). PVH is the pioneer of *Industrial Sustainability™*, a revolutionary approach to industrial development centered around social and environmental sustainability. PVH is presently developing industrial parks in Maverick County, Texas, and Coahuila, Mexico, near the municipality of Nava.

PVH is wholly owned by Ruben Garibay, a U.S. citizen and resident of Texas. Ruben Garibay is also the founder and majority owner of Select Dedicated Solutions (SDS). SDS is an industry-leading trucking logistics carrier specializing in US-Mexico cross-border operations. SDS conducts more than 35,000 border crossings each year, primarily through Eagle Pass and Laredo LPOEs. SDS is a certified partner in U.S. Customs and Border Protection's (CBP's) Customs Trade Partnership Against Terrorism (CTPAT) program and in Mexico's counterpart program, known as Authorized Economic Operator (AEO, commonly referenced as OEA in Mexico).

The Green Eagle Railroad (GER), a Texas LLC (Texas SOS Filing Number 0804728885) is a wholly-owned subsidiary of PVH. GER is in the process of securing a Class III railroad permit from the Surface Transportation Board (STB) for construction and operating authority.

Contact for PVH is as follows:

Ruben Garibay, Chairman
Puerto Verde Holdings, LLC
22211 I-10 Suite 1206
San Antonio, TX 78257
rg@puertoverde.com

C. P3 Arrangement

In recognition of the significant potential benefits the PVGTB stands to deliver to the community, Maverick County issued a resolution on July 7th July to endorse this project and serve as its primary sponsor for the presidential permit application. PVH will coordinate all aspects of planning and construction of the multimodal bridge and associated infrastructure on both sides of the border. After construction, PVH intends to retain ownership of the rail portion of the bridge with operations managed by its wholly-owned subsidiary the Green Eagle Railroad (GER). As the project advances, PVH and Maverick County will evaluate the potential sale or transfer of portions of the vehicular infrastructure and/or its operations to the county, the City of Eagle Pass, and/or other local transportation authorities.

Chapter 2: Foreign Policy Interest

The PVGTB project will provide numerous benefits that advance the United States' foreign policy and national interests, including national security, economic prosperity, supply chain resilience, investing in disadvantaged communities, and addressing climate and environmental sustainability.

Trade between the U.S. and Mexico is vital to both economies, especially in the context of the United States-Mexico Canada Agreement (USMCA) and in the spirit of allowing U.S. industry to stay competitive with China. In addition, trade through the Texas-Mexico border benefits all states in the U.S. and Mexico. The large economic benefits historically associated with North American trade (expressed in terms of GDP and employment) will not continue to accrue if the current congestion and delays persist along the U.S. - Mexico border. The PVGTB solves the capacity problem at border crossings and allows the U.S. and Mexico to unlock additional economic benefits that results from a more competitive movement of goods.

A. National Security

The PVGTB will enhance national security by collaborating with the U.S. Customs and Border Protection (CBP), the Agencia Nacional de Aduanas de México (ANAM), former Director of National Intelligence John Ratcliffe, and private enterprise to design a next generation land port of entry (LPOE) that will be the safest and most secure on the border. It will utilize the latest technologies and innovative approaches including 100% unified non-intrusive inspection, use of non-ionizing scanning technologies, and a secure rail corridor to strengthen our borders and build on this Administration's laser focus and unprecedented investment on preventing fentanyl and illicit drugs from entering our borders by bolstering the frequency, effectiveness, and technology inspections at the border.

While much of the details of the inspection and security approach will be developed in coordination with CBP, ANAM, and private enterprise after the issuance of the presidential permit, this section provides an overview of the guiding principles behind PVGTB's innovative approach. These features are further explained in Chapter 3: Description of Facility – Section C: Inspection Operations and Facilities.

100% Unified Non-Intrusive Inspections

According to the White House Fact Sheet for President Biden's State of the Union Address (Fact Sheet) released in February 2023, in just the preceding year Customs and Border Protection (CBP) had seized a historic 260,000 pounds of illicit drugs, including nearly 15,000 pounds of fentanyl, primarily from inspections conducted at ports of entry¹. CBP's regional supervisor Paul del Rincon notes Eagle Pass has had the largest number of fentanyl seizures along the entire southern border of Texas with Mexico².

It is well established that non-intrusive inspections are an efficient and effective means of identifying and preventing illicit materials from entering the United States, however their use is currently limited. The Fact Sheet highlights that historical non-intrusive inspection rates have been around two percent for passenger vehicles and about 17 percent for cargo vehicles. The Fact Sheet notes these low inspection rates represent a major unmitigated avenue for fentanyl trafficking and proposes investment to bring the non-intrusive inspection rates to 40% for passenger vehicles and 70% for cargo vehicles. A recent bipartisan bill proposed by U.S. Senators Gary Peters (D-MI), Chairman of the Homeland Security and

¹ White House. <https://www.whitehouse.gov/briefing-room/statements-releases/2023/02/07/fact-sheet-in-state-of-the-union-president-biden-to-outline-vision-to-advance-progress-on-unity-agenda-in-year-ahead/>

² MEGA 94.9 FM. <https://mega943.com/eagle-pass-texas-crossing-where-more-fentanyl-has-been-seized>

Governmental Affairs Committee, and John Cornyn (R-TX) as S. 1822, the Non-Intrusive Inspection Expansion Act, increases the target for inbound cargo vehicles to 90% by 2026³.

The PVGTB will conduct 100% unified Non-Intrusive Inspections (NII) for both CMV and rail operations to ensure all cargo passing through its port is secure. In addition, the system will utilize electronic manifests and facial recognition technology. Customs officers from both nations will be located on the U.S. side of the border to jointly review imaging and conduct physician inspections as needed. This approach, which does not require any trains to slow below 7 mph unless flagged for further inspection, will make PVGTB the most secure port on the U.S.-Mexican border, protecting our country from terrorist activities, illicit contraband including dangerous drugs such as fentanyl, and illegal human transport.

Non-Ionizing Scanning Technology

Puerto Verde Holdings (PVH) is dedicated to increasing national security while also protecting the health and safety of officers conducting inspections. Recent advancements in NII technologies allow for the use of non-ionizing scanners that are both efficient and safe for CBP officers, port workers, drivers, and sensitive cargo as film, food, animals, and plants. PVH is presently in discussions with Decision Sciences, a California-based technology company, regarding the implementation of their Discovery scanning systems for use at the PVGTB. This system has already been successfully piloted by CBP at a port of entry in 2019 where the Discover system overwhelmingly demonstrated its ability to accurately detect anomalies that traditional x-ray and gamma-ray machines could not detect⁴.

Secure Rail Corridor

The PVGTB will construct a secure rail corridor encompassing the entire route between the U.S. and Mexico rail switchyards. On both sides of the border, this secure corridor will be fully fenced, video monitored, and patrolled by security personnel. Unlike the existing railroad routes in Laredo and Eagle Pass that each have more than two dozen at-grade crossings, this corridor will cross none between the two rail switchyards. Furthermore, because experience shows that a train in motion is a safe train, trains will maintain motion for the entirety of the journey from throughout the corridor. This secure corridor will be facilitated using international crews, making the PVGTB rail crossing the most efficient, cost-effective, and secure along the US-Mexico border and significantly reducing the risk of theft, vandalism, and illegal transport of illicit goods and unauthorized passengers.

B. Economic Prosperity

Mexico is the most important trading partner of the United States and contributes significantly to the economies of both nations. In 2022, binational merchandise trade with Mexico amounted to \$779.1B, ranking second closely following Canada's \$793.0B in trade.⁵ Since the beginning of 2023, Mexico has become the United State's top trading partner, accounting for 15.4 percent of all goods traded⁶.

³ Senate Subcommittee on Homeland Security & Government Affairs.

<https://www.hsgac.senate.gov/media/dems/peters-and-cornyn-reintroduce-bipartisan-bill-to-increase-screening-of-vehicles-and-cargo-at-ports-of-entry/>

⁴ Decision Sciences. <https://decisionsciences.com/wp-content/uploads/2022/05/DS-Brochures-Website-Download.pdf>

⁵ Congressional Research Service. In Focus 11175, version 7. <https://sgp.fas.org/crs/row/IF11175.pdf>

⁶ Federal Reserve Bank of Dallas. <https://www.dallasfed.org/research/economics/2023/0711>

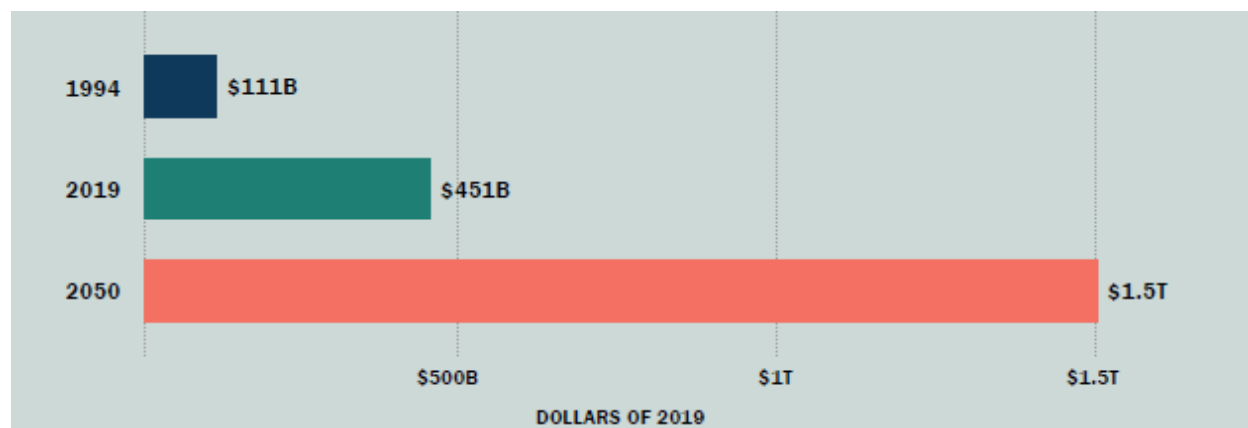
The USMCA, which went into effect in 2020, replaced 1994’s North American Free Trade Agreement (NAFTA) as the foundation for a trilateral relationship that is vitally important to the United States’ foreign policy and economic interests. The USMCA is anticipated to generate greater certainty in the US-Mexico binational trade relations and to encourage investment in infrastructure, facilities, and operations along the U.S. - Mexico Border.

Trade between the U.S. and Mexico is primarily facilitated by LPOEs along the U.S.-Mexico border such as the PVGTB proposed in this application. This makes the PVGTB a vital and strategic link in the commercial connection between the two nations. The Texas Department of Transportation’s (TXDOT’s) 2021 Texas-Mexico Border Transportation Master Plan (BTMP) provides the most comprehensive and up-to-date data on trade across the U.S. - Mexico border in Texas and its impacts. It identifies current and future transportation needs, challenges, and opportunities for moving people and goods across the Texas-Mexico border. As such, this section draws heavily on material contained within the BTMP.

Binational Trade

U.S. – Mexico trade tripled from the beginning of NAFTA in 1994 to 2019, increasing from \$173B to \$615B. Over the same period, trade through the Texas-Mexico border quadrupled, increasing from \$111B to \$451B, accounting for 73% of trade between the two countries. As shown in Exhibit 2.1, trade across the Texas-Mexico border is forecasted more than triple again by 2050 to \$1.5T. Part of this growth is related to the fact that companies producing goods destined for the U.S. that were previously located elsewhere (including China) are being established, or re-established, in Mexico due to its proximity to the U.S. market.

Exhibit 2.1 – Value of Trade Across the Texas-Mexico Border⁷



Over \$261B, or nearly 58%, of 2019 trade across the Texas-Mexico border passed through the Del Rio / Eagle Pass / Laredo region where the PVGTB is to be centrally located. This region is a key transportation gateway between the two countries and of vital importance to binational trade.

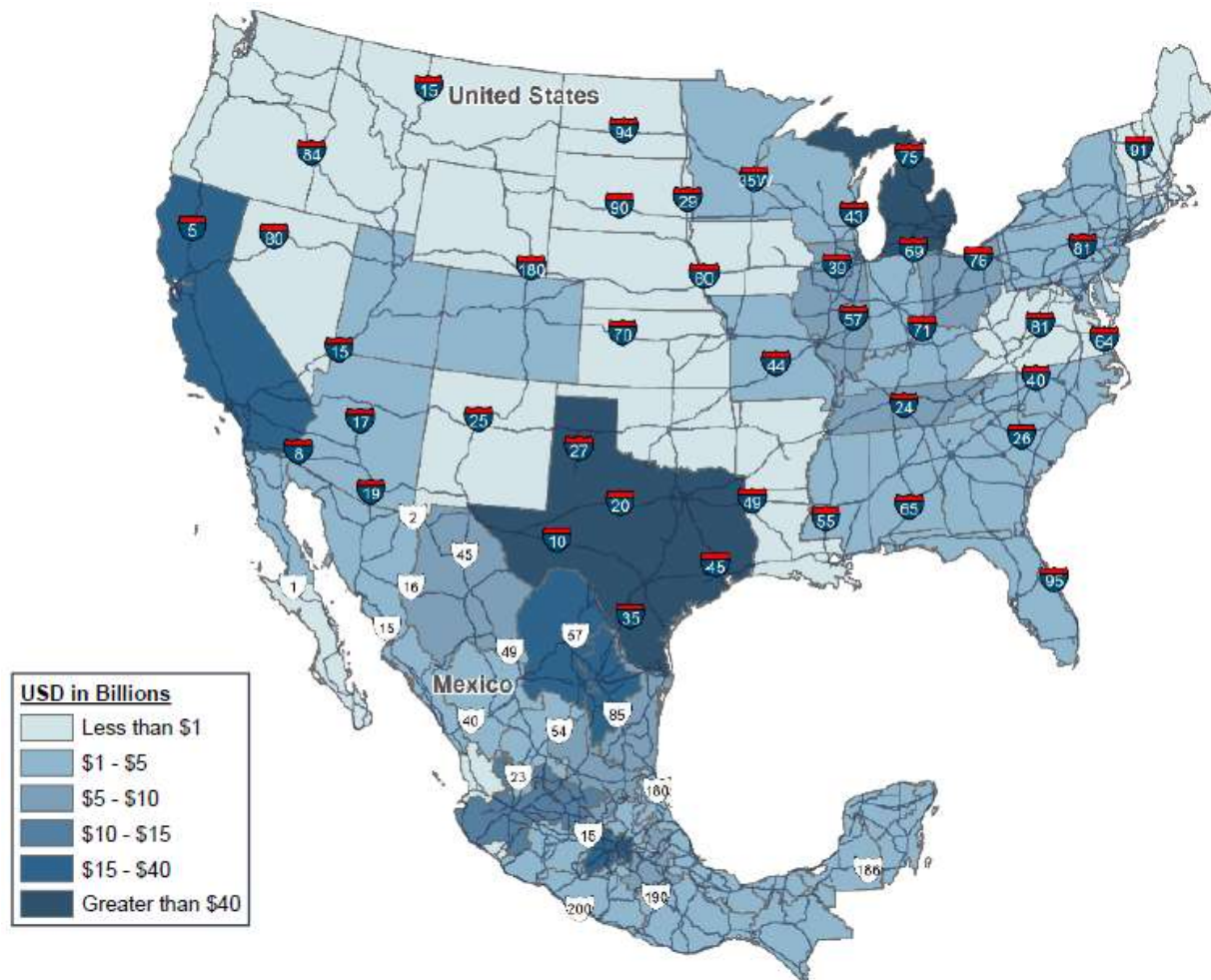
According to the BTMP, “Border trade touches every U.S. and Mexican state. It enables cross-border, bidirectional automotive supply chains to function seamlessly between Puebla and Michigan; it facilitates the movement of southbound Nebraska grain by unit train to breweries in Jalisco and northbound refrigerated trucks carrying beer north; it allows consumers across the U.S. to buy fresh avocados from

⁷ TXDOT 2021 BTMP. Executive Summary. Page 18.

Michoacán, and for manufacturers in Nuevo León to procure industrial machinery built in Ohio.” A recent study by the Texas Center for Border Economic and Enterprise Development (TCBEED) estimates that only 41.5% of Mexican imports that arrive at Texas ports of entry stay in Texas, meaning that in 2021, the majority of Mexican imports arriving at Texas land ports were ultimately shipped to other states.⁸

Exhibit 2.2 below illustrates the amount of trade by each state through the Texas-Mexico border.

Exhibit 2.2 – Value of Texas-MX Northbound Trade by State of Origin (MX) and Destination (US) 2019



Gross Domestic Product (GDP) and Employment

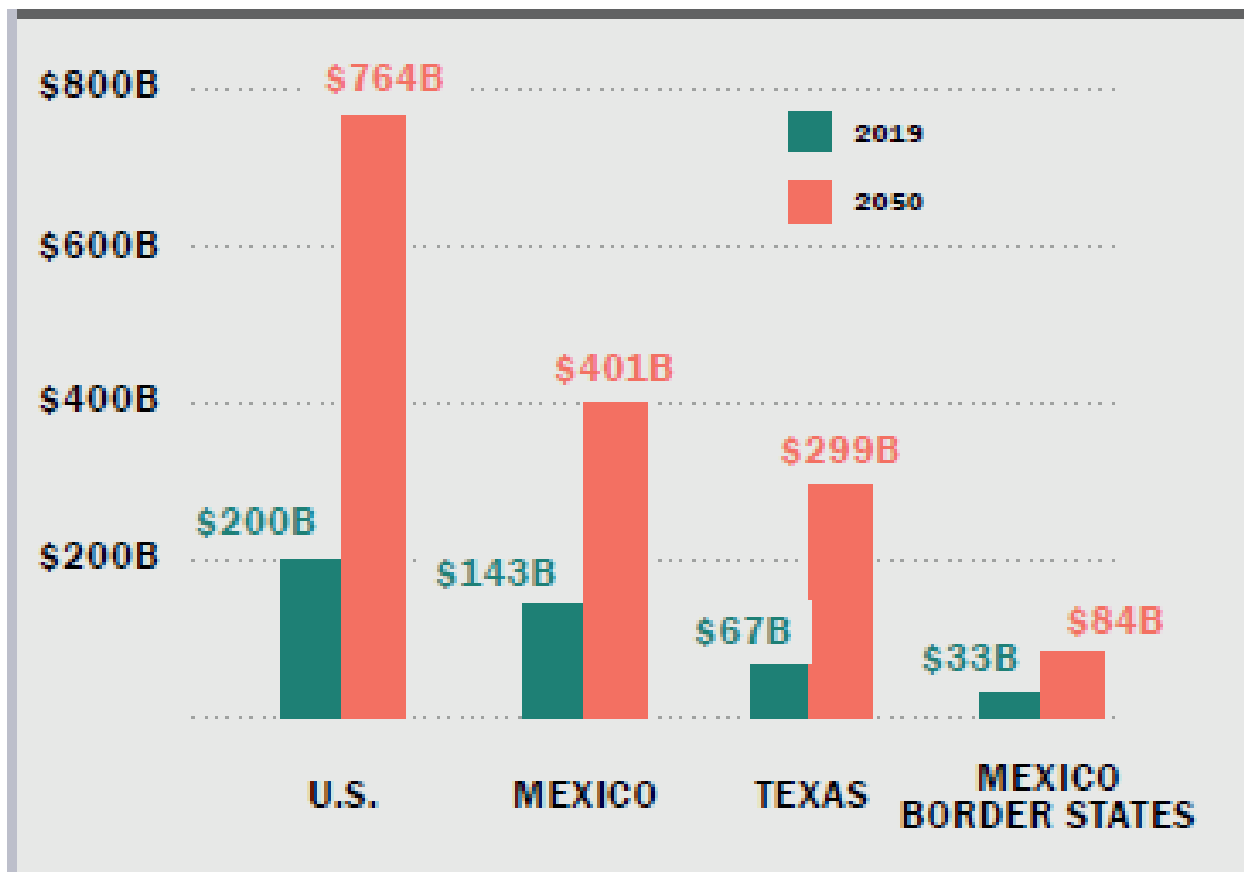
The border is an economic engine for both the U.S. and Mexico. The movement of goods across the border, either as final products for sale to consumers and businesses or as intermediate goods being finished into final products, generates substantial economic impact on the local, regional, state, and national economies in terms of GDP and employment. These trade impacts are spread throughout the

⁸ US 57 Corridor Interstate Feasibility Study, January 2023.

U.S. and Mexico. Mexico is the number one or two trading partner for 28 U.S. states.⁹ This makes the movement of goods across the border important at national, state, and regional levels.

TXDOT found that movement of goods across the Texas-Mexico border contributed \$343B in binational GDP in 2019 and is expected to contribute \$1.1T in GDP by 2050. As outlined in Exhibit 2.3 below, the majority of the GDP impact is outside of Texas and Mexican border states, as much of the movement is “through” traffic, meaning that the origin and destination of these goods are far reaching and often great distances from the border.

Exhibit 2.3 – GDP Impact of the Movement of Goods Across the Texas-Mexico Border¹⁰



Much of the trade in higher-value categories, such as durable goods, moves to or from states far away from the border (including states in the industrial heartland of the American Midwest, such as Michigan and Illinois), where regional economic manufacturing clusters have been most prevalent. For example, the Detroit area exports more goods to Mexico than any other U.S. metropolitan area.¹¹ Continued growth

⁹ World Trade Center San Diego. Trade and Competitiveness in North America A Focus on the Cali Baja Mega Region. June 2018.

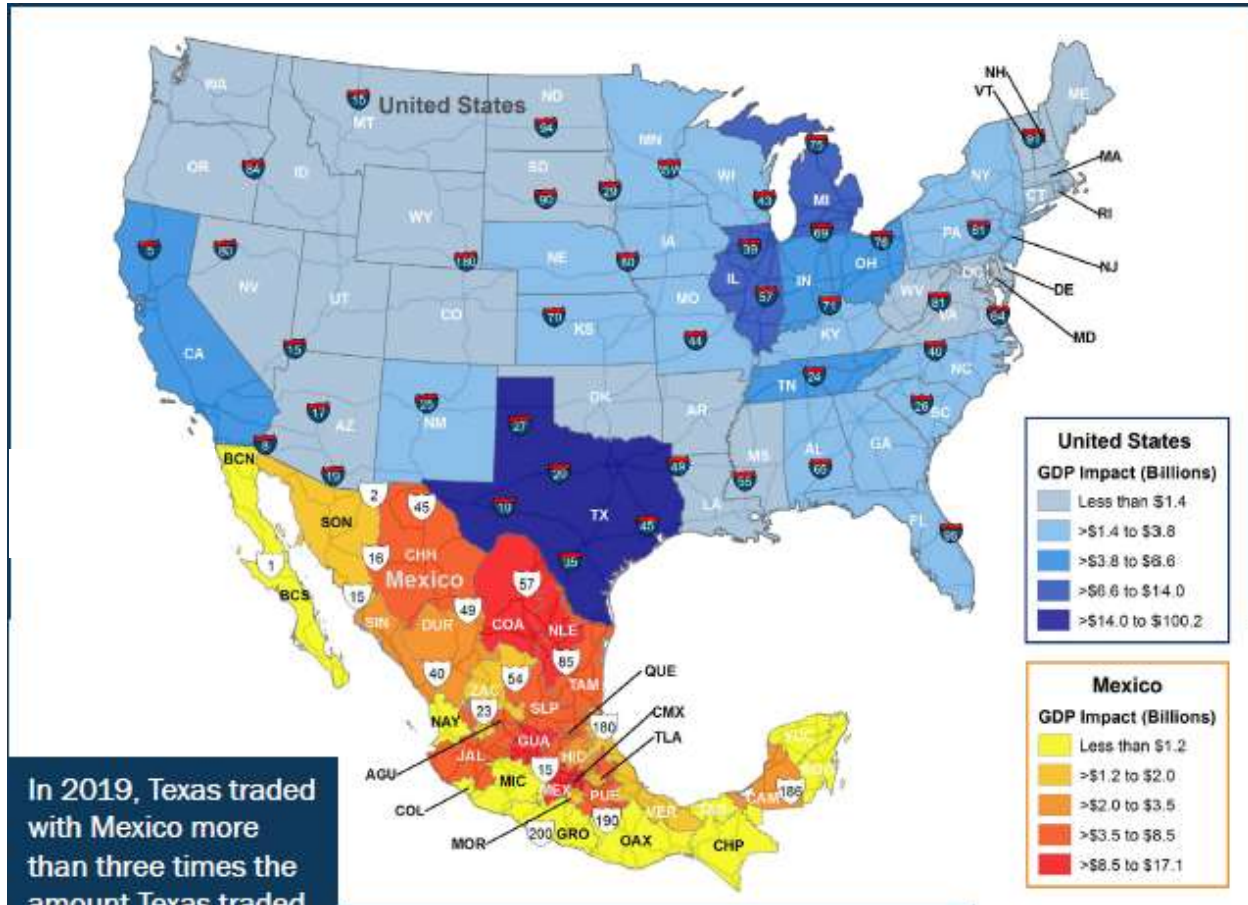
¹⁰ TXDOT 2021 BTMP. Executive Summary. Page 4.

¹¹ Working Together: Economic Ties Between The United States and Mexico. Woodrow Wilson International Center for Scholars. 2011.

in these sectors, and maintenance of well-paying jobs throughout the country, depends on a well-functioning border.

As illustrated in Exhibit 2.4 below, this impact to GDP is spread significantly across the country.

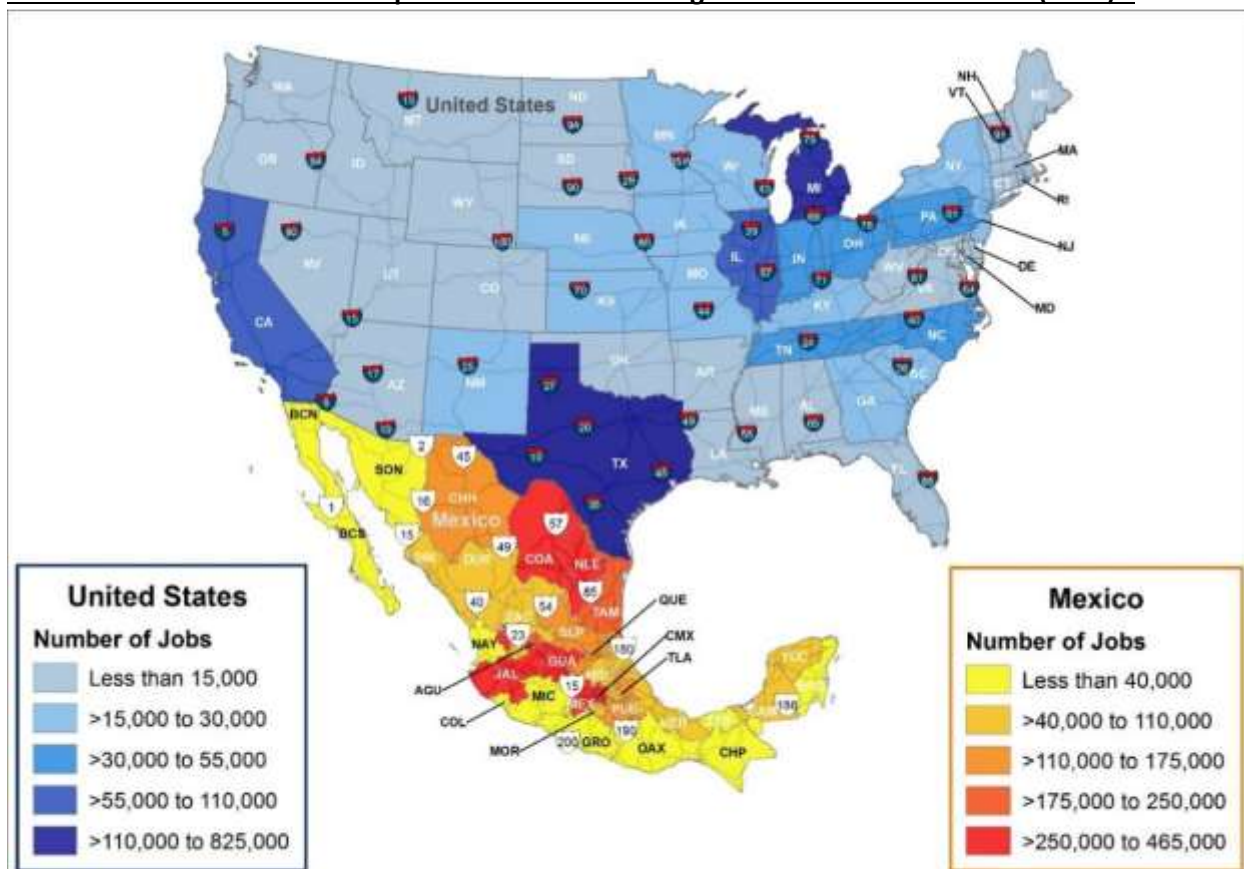
Exhibit 2.4 – GDP Contribution of Trade Through the Texas Mexico Border by State (2019)¹²



Cross-border trade also contributes significantly to employment on both sides of the Texas-Mexico border. In 2019, the combined movement of people and goods generated 7.4M jobs on both sides of the border: 1.9M jobs in the U.S. and 5.5M jobs in Mexico. By 2050, the number of jobs generated is estimated to be over 20M. These jobs support national, state, and regional economies in both the U.S. and Mexico. Exhibit 2.5 below depicts the number of jobs dependent and supported by the movement of goods through the Texas-Mexico border.

¹² TXDOT 2021 BTMP. Executive Summary. Page 19.

Exhibit 2.5 – Number of Jobs Dependent on Trade Through the Texas-Mexico Border (2019)¹³



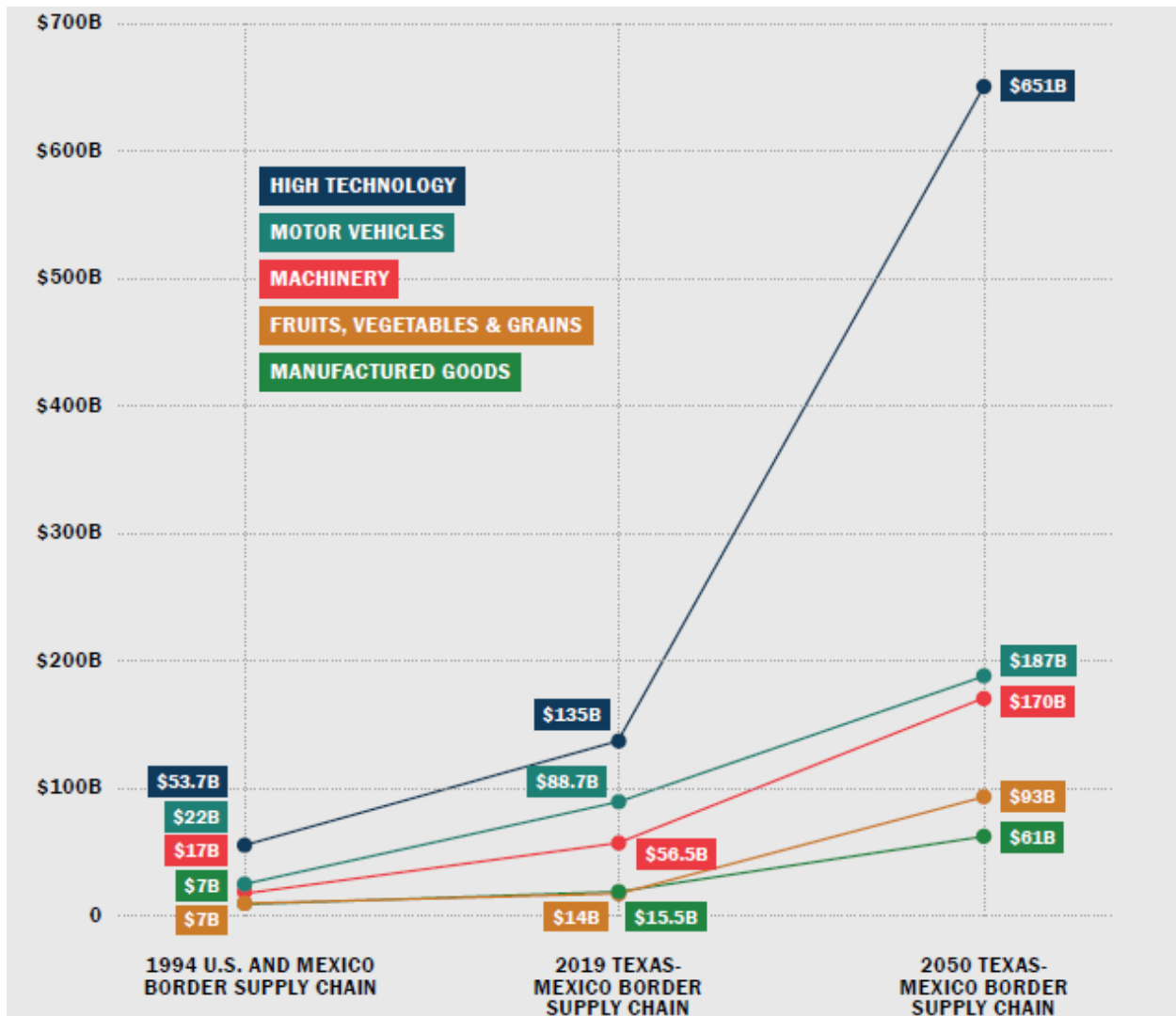
Key Industry Support

Trade across the Texas-Mexico border is critical for important industries that enable other aspects of our economy including high technology, motor vehicles, and machinery. These industries, especially high technology, also play an important role in national security. Among goods crossing the Texas-Mexico border, high technology is the largest supply chain by value and its share is forecasted to increase materially by 2050.

Exhibit 2.6 below highlights the historical and future significance of the movement of goods across the Texas-Mexico border to these crucial industries.

¹³ TXDOT. 2021 BTMP. Figure 7.2.4

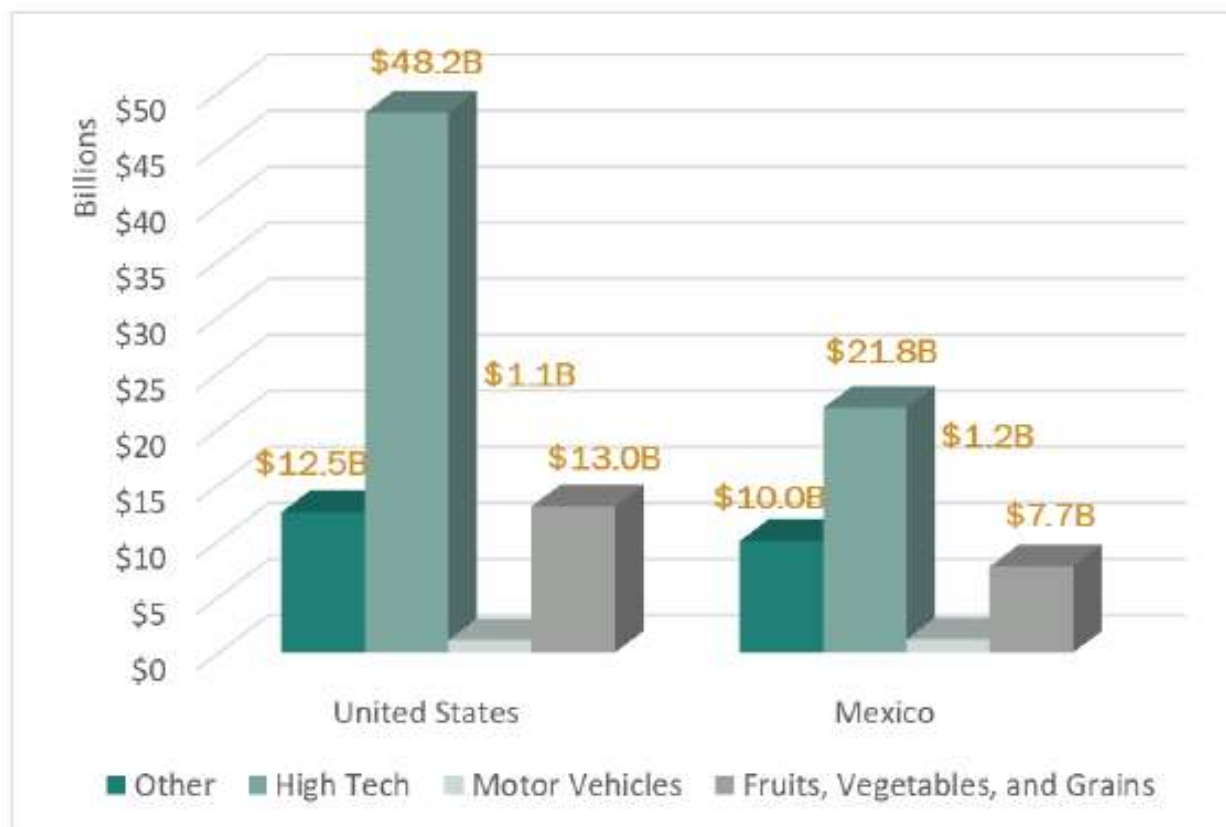
Exhibit 2.6 – Top 5 Supply Chains by Movement of Goods Across the TX-Mexico Border (1994-2050)¹⁴



It bears noting that delays to movement of goods across the Texas-Mexico border under a do-nothing scenario are expected to have particularly detrimental impacts in the high technology industry, as illustrated in Exhibit 2.7 below.

¹⁴ TXDOT 2021 BTMP. Executive Summary. Page 21.

Exhibit 2.7 – Forecasted Impact of Delays to Movement of Goods on GDP by Industry (2050)¹⁵



The PVGTB provides the required infrastructure to keep vital industries functioning.

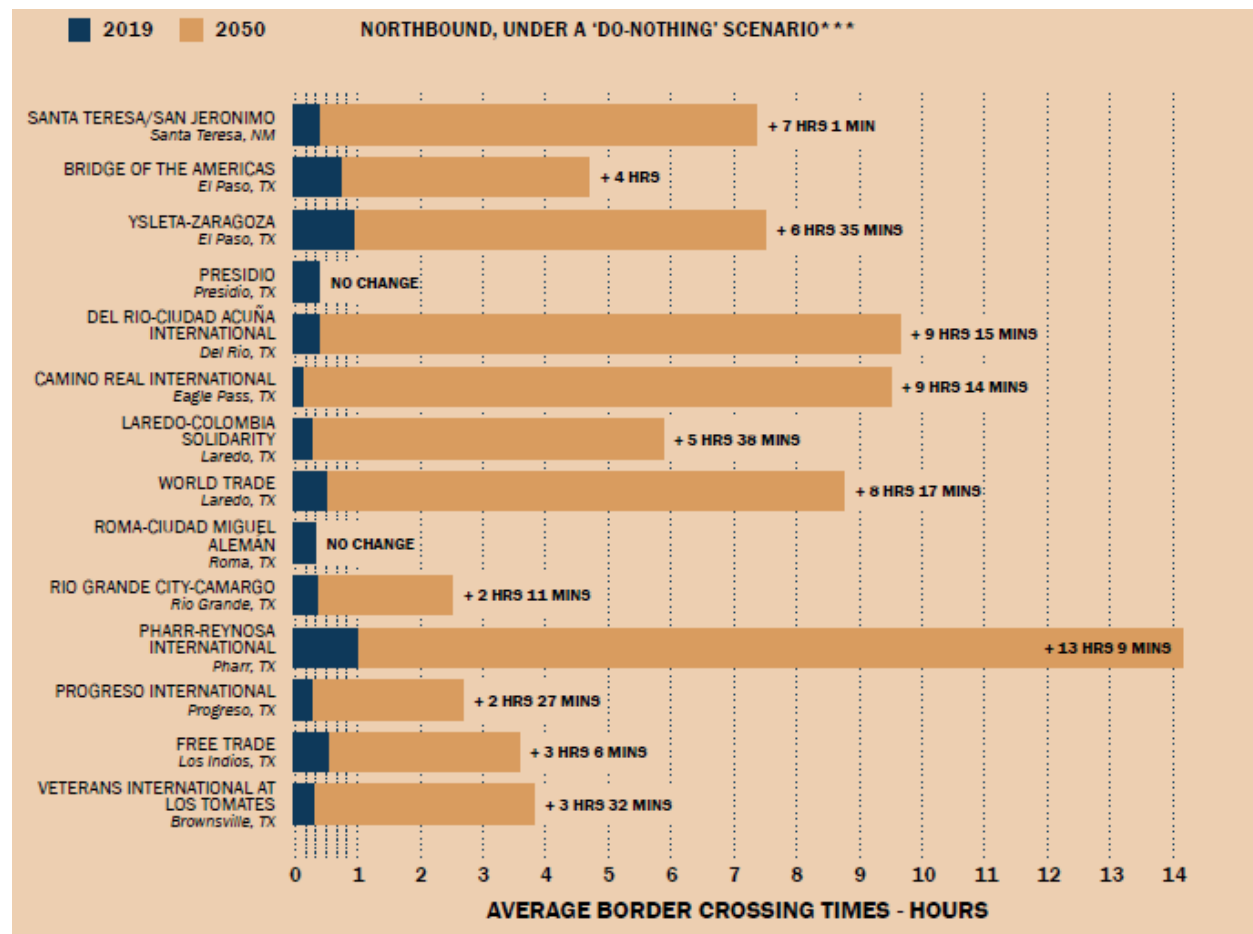
Infrastructure Requirements

The BTMP found that existing border infrastructure is woefully inadequate to meet the projected demand for transportation of goods across the Texas-Mexico border by 2050. According the BTMP, *“Without border infrastructure improvements, border crossing times will escalate to unmanageable levels putting at risk the economic competitiveness of trade between the U.S. and Mexico. Without efficient border infrastructure, this trade could move to other countries, resulting in fewer jobs and lower incomes in both countries.”* Under a ‘do-nothing’ scenario, northbound commercial motor vehicle (CMV) wait times will likely increase from a total of 3 million hours in 2019 to 107 million hours by 2050.

Under this scenario, the average CMV wait times are projected to exceed 8 hours at many of the larger border crossings, including those in the Del Rio / Eagle Pass / Laredo region as illustrated on Exhibit 2.8 below.

¹⁵ TXDOT 2021 BTMP. Figure 7.4-9.

Exhibit 2.8 - Average Northbound CMV Border Crossing Times¹⁶



These massive backlogs are projected to result in a \$116B reduction in GDP and the loss of millions of jobs annually by 2050. Exhibit 2.9 below highlights the GDP impact in the Del Rio / Eagle Pass / Laredo region where the PVGTB is to be located.

Exhibit 2.9 – GDP Impact of Border Crossing Delays in the Del Rio / Eagle Pass / Laredo region¹⁷

COMMERCIAL BORDER CROSSING	2019		2050	
	U.S.	MEXICO	U.S.	MEXICO
DEL RIO-CIUDAD ACUÑA INTL.	\$10.9M	\$7.8M	\$2,822.2M	\$630.7M
CAMINO REAL INTL.	\$2.1M	\$2.8M	\$3,747.8M	\$966.0M
LAREDO-COLOMBIA SOLIDARITY	\$41.7M	\$47.3M	\$3,529.6M	\$1,542.7M
WORLD TRADE	\$197.9M	\$224.4M	\$16,763.6M	\$7,327.0M

¹⁶ TXDOT 2021 BTMP. Executive Summary. Page 24.

¹⁷ TXDOT 2021 BTMP. Executive Summary. Page 33.

While improvements to existing border crossings are projected to alleviate some of these impacts, new LPOEs such as the PVGTB are desperately needed to ensure the smooth cross-border movement of goods and avoid negative impacts to GDP and employment.

Competitive Freight Rates

The PVGTB project will increase international freight rail competitiveness by providing multiple US Class I carriers parity access to a crucial rail gateway between the U.S. and Mexico.

The Laredo Rail Bridge and Eagle Pass Rail Bridge account for more than 80 percent of rail car movements across the Texas-Mexico border¹⁸. Both crossings are single-track bridges that are effectively at or near their fluid capacities. Rail traffic in Laredo is interchanged between CPKC on the Mexican side and CPKC, UP, and BNSF on the US side via the CPKC owned bridge. During the CPKC merger proceedings, both UP and BNSF expressed their concerns about post-merger competitiveness at this key gateway. At Eagle Pass, rail traffic is interchanged between Grupo Mexico's Ferromex on the Mexican side and UP and BNSF on the U.S. side. While the existing bridge in Eagle Pass is owned by Union Pacific, BNSF has parity access to the border via UP's bridge and tracks and to interchange with Ferromex due to trackage rights established as part of the UP/SP merger which provides a unique competitive rate environment at the Eagle Pass rail gateway.

Under the Trump administration, pursuant to Executive Order No 13867, KCS (now CPKC) was granted a presidential permit to add a second rail bridge in Laredo. When completed, the new bridge will not only increase capacity at this crossing but also improve efficiency. The recent CPKC merger poses a risk to international freight competition as the new joint entity will have full control of the entire corridor from Mexico across the Laredo rail port of entry, with distribution throughout the U.S. and into Canada under a single line. Conditional to the approval of this merger issued by the STB on March 15, 2023, the STB felt strongly that stringent oversight conditions were necessary to preserve competitiveness at key interchange gateways such as Laredo. These conditions include expedited rate review protocols aimed at alleviating the time-consuming and challenging rate review process that exists today.

Notwithstanding these mitigation efforts, the CPKC merger poses a material threat to international freight competitiveness. The newly combined company will have reduced reliance on other Class I carriers to reach customer endpoints thus diminishing their incentives to cooperate with other Class I carriers at the border and preserve competitiveness of interchange rates from and to Mexico via the Laredo gateway.

With these changes in Laredo, the Eagle Pass gateway will become even more important to UP and BNSF's ability to provide competitive international freight rates to and from Mexico. However, existing conditions at Eagle Pass currently limit additional throughput at this gateway. The PVGTB project is required to alleviate capacity constraints of the existing rail crossing in Eagle Pass and to preserve overall international rail freight rate competitiveness for shippers throughout the country.

¹⁸ TXDOT 2021 BTMP. Page 6-21.

Reshoring and Reduced Reliance on China

Cross border trade is also essential to U.S. national interests because it allows North American manufacturing to be more competitive against China. A well-functioning border is a strategic national requirement if we want to maintain U.S. manufacturing's international competitiveness. Moving goods back and forth across the border has allowed U.S. industry to stay competitive with China by taking advantage of Mexican labor and U.S. technology while keeping higher value-added jobs in the U.S.²²

Maintaining current production in North America and reshoring from Asia are in the U.S. strategic interest. Recent geopolitical concerns over China and the risk of locating production of strategic computer chips in Asia (e.g., Taiwan) bolster the argument for reshoring production of higher value-added manufacturing.

A full 40% of Mexican exports to the U.S contains U.S. domestic content, a number about 10 times greater than the domestic content in China's exports to the U.S. (4%).²³ This underscores the reality that imports from Mexico not only play a greater role in U.S. supply chains, but also that their impact across the entire U.S. is greater than imports from other regions. Hence, a dollar of production invested in Mexico instead of China heavily benefits U.S. production as well.

While the cost of transportation also gives companies a major economic incentive to reshore, the costs of moving goods between Mexico and the U.S. via surface transportation are affected by congestion at the border. These costs not only include direct transportation costs, but also costs related to maintaining excess inventories to account for delays and uncertainty in delivery times. Continued improvements to roads in the border region (especially in Mexico) will be essential if we want to remain competitive with Asia and increase regional trade.²⁴ Delays are also caused by strains on border crossing facilities. Investments in border infrastructure (roads and crossings) directly affect the costs and reliability of moving goods. Targeted investments to ease these strains would likely result in increased trade.²⁵ For example, a 2022 study of a new border crossing in San Diego showed the crossing would reduce current delays by up to 68 percent and, in turn, increase trade through that area by up to 34 percent (through both reshoring and organic growth).²⁶

The PVGTB provides the necessary infrastructure to support and accelerate reshoring trends.

Route Redundancy

The Laredo LPOE processes the highest value of commercial goods out of all LPOEs in the U.S. and is an integral part of that equation. Laredo and Eagle Pass both serve as key strategic crossing points between major Mexican manufacturing hubs and U.S. destinations and serve as alternative routes between common origin and destination pairs. It is a national security imperative to ensure redundancies in this vital binational trade corridor.

The PVGTB will provide an alternative crossing point along this key transportation corridor and help alleviate congestion and bottlenecks at this vital POE. The additional LPOE will provide important redundancy in the case of a national emergency resulting from a natural disaster, terrorist attack, or act of war and ensure the continued flow across the border of critical goods including those of the defense

²² NAFTA and The U.S.MCA: Weighing the Impact of North American Trade, Council of Foreign Relations, February 24, 2020.

²³ *ibid*

²⁴ Casares, E. Sobarzo, H. Diez Años del TCLAN en Mexico: Una Perspectiva Analitica. Funda ded Cultura Económico. Mexico, DF. 2004.

²⁵ Freight Capacity for the 21st Century. Transportation Research Board, Washington, DC. 2003.

²⁶ Economic Value of Cross Border Freight – Impact of OME on Economic Impact of Freight, September 2022.

industry. Its location is far enough away that it is unlikely an emergency would impact both ports simultaneously yet close enough to Laredo that critical traffic can easily be diverted with minimal disruption, utilizing existing highway infrastructure.

Route redundancy also provides needed congestion relief for commercial and personal vehicles throughout the region. The PVGTB is a vital component of existing national and regional mobility priorities including the Ports-to-Plains trade corridor, US57 corridor, and Texas State Loop 480. The Ports-to-Plains corridor, which is presently being upgraded to I-27, extends from the LPOEs of Laredo, Eagle Pass, and Del Rio north through the great plains of the U.S. and into Canada. TXDOT's recent feasibility study recommends the expansion of US57 from Eagle Pass towards San Antonio to a four-lane divided highway with eventual plans to become an interstate highway. The completion of SL480, which bypasses the urban center of Eagle Pass to connect the Ports-to-Plains and US57 corridors, was deemed a top regional priority in Texas' 2023 Unified Transportation Program (UTP) and received funding in the 2023 UTP.

In Mexico, an existing state-owned right of way known as the Libramiento Norte will be utilized by the Puerto Verde project so that commercial vehicle and freight rail traffic may bypass the urban center of Piedras Negras. The State of Coahuila is also investing in infrastructure upgrades along Mexican FH57 which provides access to key manufacturing hubs including Saltillo, Monterrey, and Mexico City.

These complimentary infrastructure projects are outlined in further detail in Chapter 4: Traffic Information.

Dedicated Commercial Port

The PVGTB will be a dedicated commercial port for both commercial motor vehicles and freight rail. It will be located outside of the urban centers of both Piedras Negras and Eagle Pass limiting conflicts between commercial traffic and passenger and pedestrian transportation. Its connection to Mexican highway and rail infrastructure will also avoid the urban center of Piedras Negras utilizing a secure corridor that will have restricted use to authorized commercial transport. The landing site on the Mexican side will also be an industrial zone with controlled access. Because of its location and infrastructure connection, the PVGTB is less susceptible to migrant related closures and disruption to commercial transport that hurts binational trade. By separating traffic commercial operations will be able to continue in instances where the existing downtown bridges are required to close or reduce capacity.

D. Investment in Disadvantaged Communities

The Puerto Verde project will revitalize local rural predominately Hispanic communities that have been historically marginalized, disadvantaged, and underinvested. Maverick County is a rural county in Southwest Texas with a population of 57,887 per the 2020 Census²⁷ where 95% of its residents are Hispanic, the third highest percentage for any county in the continental U.S.²⁸ Maverick County is one of the poorest counties in Texas and the United States. Maverick County's per capita income is \$19,098, approximately half the U.S. average with a poverty rate of 20.5%, approximately double the U.S. average.

Construction and operation of the PVGTB is expected to benefit the community in many ways including employment growth and increased tax revenue. Furthermore, the project has the potential to create a new hub for North American reshoring activity. An economic impact study was conducted by the internationally renowned Dr. Ray Perryman to highlight benefits of the project to the region's economy.

²⁷ U.S. 2020 Census. <https://www.census.gov/quickfacts/fact/table/maverickcountytexas/POP010220>

²⁸ Wikipedia. https://en.wikipedia.org/wiki/List_of_majority-Hispanic_or_Latino_counties_in_the_United_States

Dr. Perryman and his group have completed more than 3,000 private-sector projects and over 1,000 public policy studies. His client list includes the 9 largest firms in the US, 3 of the 4 largest domestic foundations, the 6 largest energy companies doing business in the US, the 12 largest technology companies in the world, the 5 largest financial institutions in the US, two-thirds of the Global 25, and more than one-half of the Fortune 100. Dr. Perryman has served as advisor and/or consultant to several U.S. Presidents, numerous House and Senate Committees, 12 Cabinet departments, the Federal Reserve System, numerous foreign governments, and more than 100 other state and federal agencies. He has testified extensively regarding economic, financial, and statistical issues in hundreds of congressional, legislative, regulatory, and judicial proceedings.

Dr. Perryman is intimately familiar with the Eagle Pass / Piedras Negras area having worked extensively in Texas and along the border region. His firm has been producing regular forecasts for each metropolitan statistical area and region along the Texas-Mexico border for more than 40 years and performed numerous studies related to maquiladoras, interregional trade, major infrastructure projects (highways and border crossings), and other aspects of the importance of the relationships between the U.S. and Mexico including the United States-Mexico-Canada Agreement (USMCA) and its predecessor, the North American Free Trade Agreement (NAFTA). Dr. Perryman also provided all the economic analysis underlying the development of Fort Worth Alliance Airport, the largest and most successful business aviation complex in the world, and much of the associated collateral activity.

Dr. Perryman's analysis concludes that the Puerto Verde project has the potential to create a new North American reshoring hub that could have a profound economic impact on the region generating 320k jobs and \$28B in annual GDP with much of the impact accruing to local communities. Of the 320k potential jobs to be created by the project 127k are expected to be filled locally in Maverick County. Business activity related to the Puerto Verde project and collateral housing developments may also increase annual local tax receipts by \$488M. Furthermore, the Puerto Verde project may increase local property values and demand for amenities including restaurants, retail outlets, and personal services.

A summary of the expected tax receipts is included in Exhibit 2.11 below and a full copy of the economic impact study can be found in Appendix E.

Exhibit 2.11 – Local Tax Receipts Expected from New North American Reshoring Hub



E. Climate and Environmental Sustainability

Maverick County and PVH are committed to the environmental sustainability of the PVGTB project. PVH is the pioneer of *Industrial Sustainability*[™], a revolutionary approach to industrial development centered around social and environmental sustainability. As such, PVH will prioritize environmental sustainability in the construction and operation of the PVGTB and its related development projects. This all-encompassing approach includes building design and material selection, procurement practices, construction operations, power generation and consumption, emissions reduction, on-going operations management, community impact and civic involvement. This section highlights but a few of the more tangible environmental practices associated with the PVGTB and its operations.

Location Selection

One of the ways in which PVH sought to limit environmental impact was in selection of the landing site on previously disturbed farmland and along undeveloped areas outside of the city limits of Eagle Pass. This location allows for the new infrastructure to have minimal impacts on both the natural and human environment. Preliminary environmental analysis conducted as part of Maverick County's feasibility study for a third bridge and updated desktop research performed for this application supports this assertion. PVH is dedicated to protecting both the natural and human environment and minimizing any potential negative impacts that the PVGTB may have.

Additional details regarding environmental protection can be found in Chapter 9: Environmental Protection of this application along with a full copy of Maverick County's Feasibility Study in Appendix D.

A full environmental assessment will be conducted following issuance of this presidential permit application as required by the National Environmental Policy Act (NEPA) and in accordance with various agency requirements to obtain necessary construction and operating permits for the bridge and transportation infrastructure.

Greenhouse Emissions Avoidance

Under TXDOT's do-nothing scenario, average northbound CMV wait times at Camino Real International, Eagle Pass' only existing commercial crossing, are expected to exceed 9 hours by 2050, significantly contributing to carbon emissions. The combined expected wait time by 2050 for the projected 600,000 yearly northbound trucks would exceed 5 million hours annually. According to the U.S. Department of Energy, idling trucks consume about 0.8 gallons of fuel per hour while generating emissions that contribute to climate change, diminish local air quality, and negatively impact the health of those in the community²⁹. The U.S. Energy Information Administration notes that for each gallon of diesel consumed 22.46 pounds of CO₂ are released into the atmosphere³⁰. Altogether in the do-nothing scenario, this suggests northbound idling trucks at Eagle Pass are expected to generate approximately 100 million pounds of CO₂ emissions per year by 2050.

The PVGTB provides a solution to alleviate wait times thus avoiding these greenhouse gas emissions.

²⁹ U.S. Department of Energy (https://afdc.energy.gov/files/u/publication/hdv_idling_2015.pdf)

³⁰ U.S. Energy Information Administration (https://www.eia.gov/environment/emissions/co2_vol_mass.php)

Environmental Benefits of Rail

Rail is the most efficient and cleanest mode of transport freight over long distances. According to analysis of freight movement and emissions figures from the Bureau of Transportation Statistics Data, rail produces only 0.048 pounds of CO₂ equivalent greenhouse gas emissions per ton-mile. This is roughly one-tenth of the 0.465 pounds of emissions per ton-mile when transported by truck and less than 2% of the emissions per ton-mile when transported by air.

These comparative emissions figures by mode of transport are shown in Exhibit 2.12 below.

Exhibit 2.12 – Emissions Impact of Freight Transportation Modes³¹

	Freight movements by weight and distance (millions of ton-miles)	Percentage of freight movements by weight and distance	GHG emissions (millions of metric tons)	Percentage of freight emissions	Emissions per ton-mile of freight (pounds of CO ₂ equivalent)
Trucking	2,033,921	38.74%	429	77.58%	0.465
Rail	1,729,638	32.94%	38	6.87%	0.048
Water transportation	491,800	9.37%	18	3.25%	0.080
Aircraft	15,969	0.30%	19	3.44%	2.623

The PVGTB provides expanded rail capacity allowing shippers to choose a more environmentally friendly mode of transportation.

Avoidance of At-Grade Crossings

The existing rail route between Ferromex's Rio Escondido yard to the south of Piedras Negras and Union Pacific's Clark's Park yard to the north of Eagle Pass contains more than two dozen at-grade rail and roadway crossings. These crossings pose public safety and mobility concerns for the local community, where roadway blockages slow transit times for residents and critical emergency services. At-grade crossings are also a common cause of railway accidents involving passenger vehicles and pedestrians.

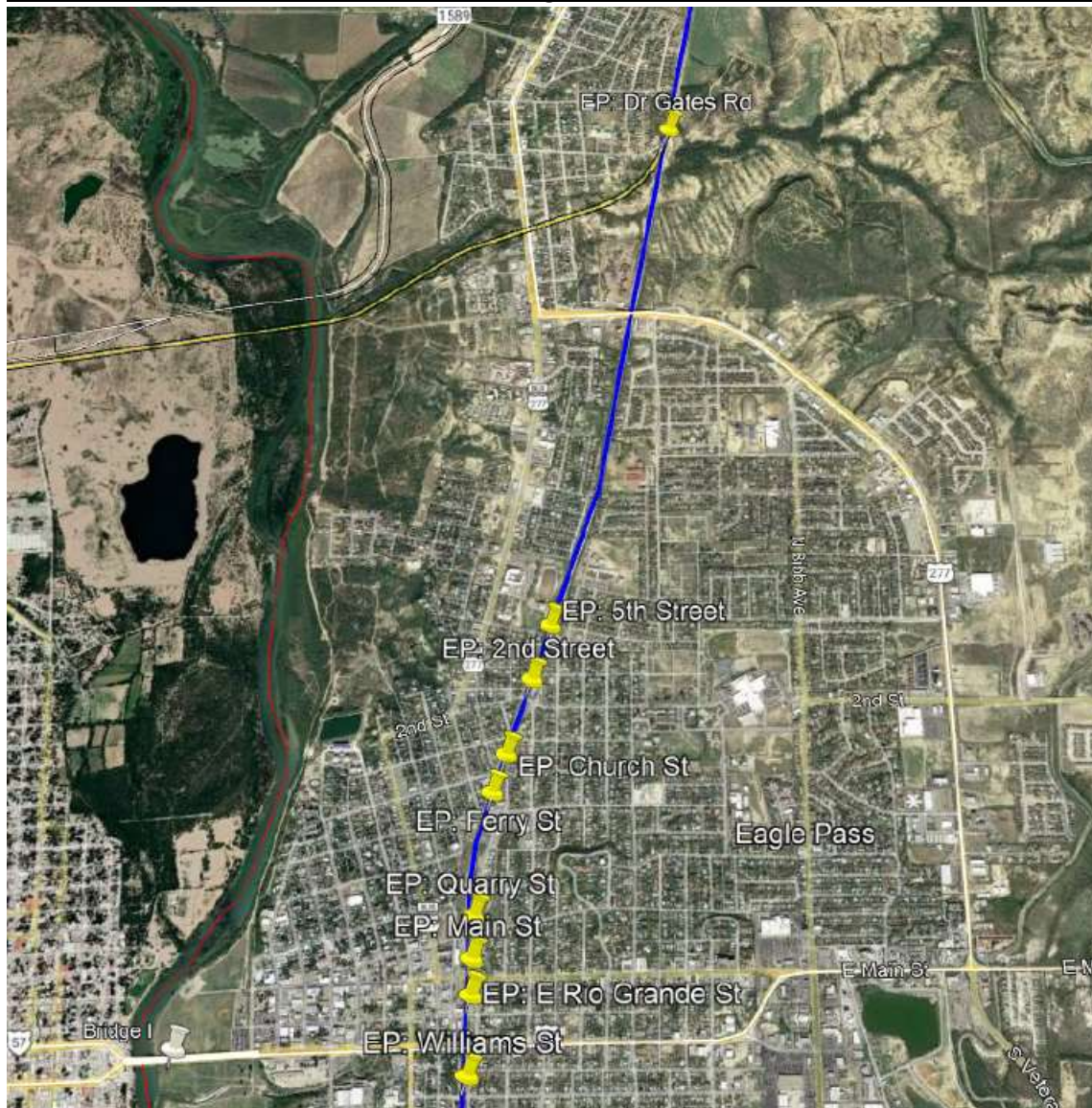
Aside from their public safety and mobility drawbacks, they necessitate reduced train speeds thus limiting throughput along the route and can lead to blockages that restrict the movement of goods crossing the border. Stopped or slow-moving trains along the corridor also pose security challenges that increase opportunities for theft, vandalism, and trespassing.

The proposed route serving the PVGTB would have zero at-grade crossings and allow for more fluid movement of goods across the border and between rail yards. Due to the absence of at-grade crossings in the proposed alignment, the Puerto Verde project will facilitate the reconnecting of communities that may be adversely affected by the existing at-grade crossings through urban centers.

The 9 U.S. at-grade crossings avoided by this new crossing are shown in Exhibit 2.13 below.

³¹ Third Way (<https://www.thirdway.org/memo/freight-rails-role-in-a-net-zero-economy>)

Exhibit 2.13 – U.S. Rail/Road At-Grade Crossings Between the Rio Grande River at Clark’s Park



Noise Reduction

Relocation of commercial traffic outside of urban areas reduces noise impacts to local residents, workers, and visitors. Additionally, by avoiding at-grade crossing altogether and traveling within an access restricted corridor, the new route would eliminate the need to use horns to warn vehicles and pedestrians of approaching trains. Furthermore, the use of continuously welded steel track along the corridor reduces noise from moving trains.

Green Spaces

Independent of the port, the Garibay family will also be donating portions of their farmlands and private parks on both sides of the border to the community to remain as green spaces for public enjoyment. The existing parks total 55 acres that feature picnic and recreational facilities with scenic views of the adjacent Rio Grande River and ponds.

Exhibit 2.14 below highlights the location of these green spaces while Exhibits 2.15 and 2.16 show renderings of the community parks on each side of the border.

Exhibit 2.14 – Location of Green Spaces and Community Parks

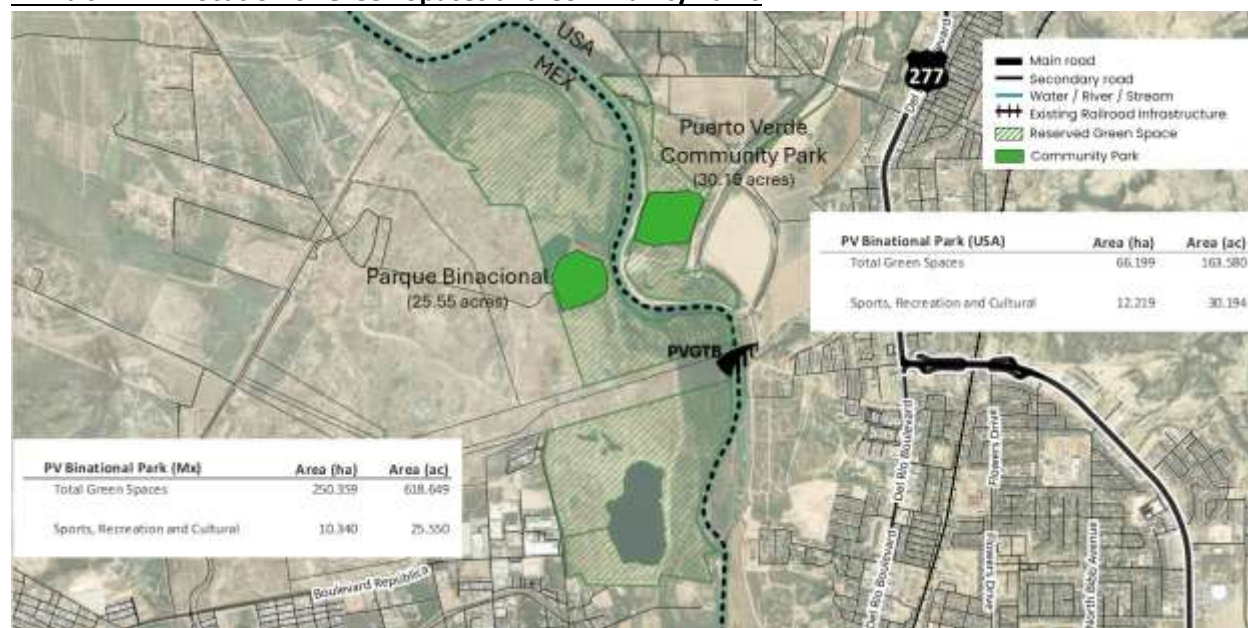


Exhibit 2.15 – Puerto Verde Community Park (US)



Exhibit 2.16 – Parque Binational (MX)



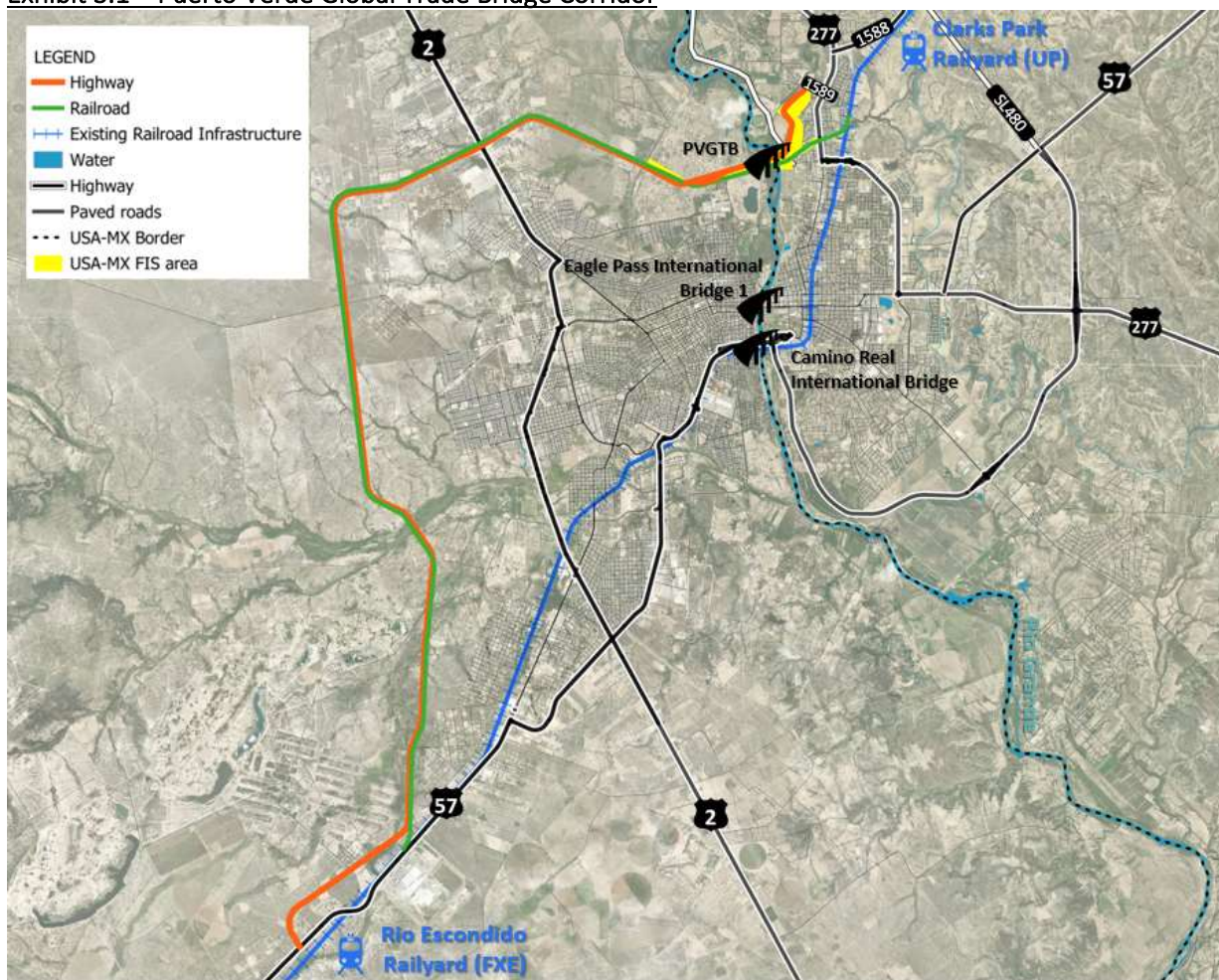
Chapter 3: Description of Facility

The Puerto Verde Global Trade Bridge is proposed as a corridor linking commercial areas in Mexico with commercial areas in the US. It consists of a roadway for commercial vehicles with an adjacent railroad via a new crossing of the border and Rio Grande River north of downtown Eagle Pass. The Global Trade Bridge route crossing of the US/Mexico border is approximately located at Longitude 100°30'53"W and Latitude 28°45'06"N. The project corridor, which includes an industrial park in addition to the international bridge structure of the Rio Bravo/Rio Grande River crossing for both commercial truck vehicles and rail traffic, will be located in a proposed Foreign Trade Zone. The majority of the proposed Trade Bridge corridor passes through agricultural land owned by the applicant.

A. Location

The corridor starts from MX57 near the Ferromex Rio Escondido Yard following the existing Libramiento Norte corridor in Mexico and terminating in the United States at FM 1589 approximately ¼ mile west of Del Rio Boulevard (US 277 / future I-27) and at UPRR approximately ½ mile south of UPRR's Clark's Park railyard. The proposed border crossing is located in Maverick County approximately two miles north of Bridge I, at the northwest edge of the City of Eagle Pass. Exhibit 3.1 below shows the proposed location of the PVGTB in relation to the existing and planned transportation infrastructure.

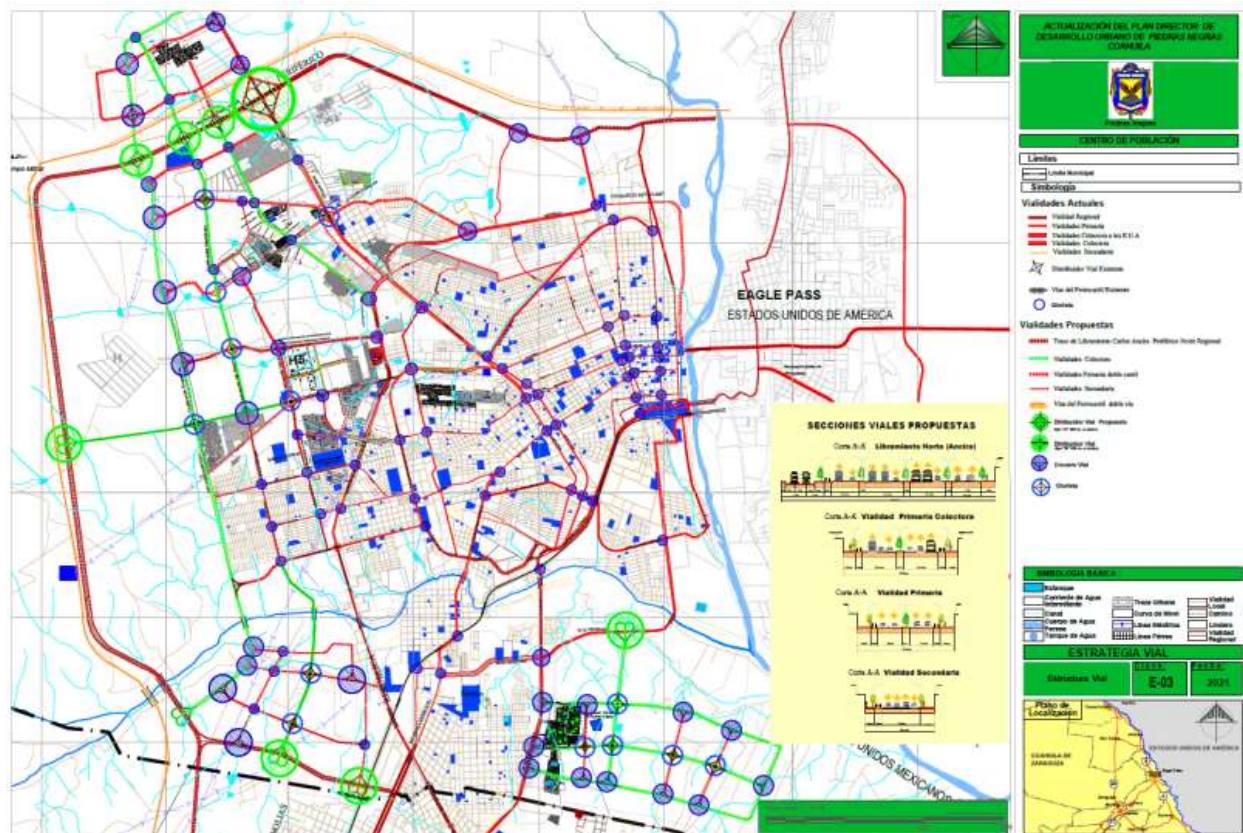
Exhibit 3.1 – Puerto Verde Global Trade Bridge Corridor



The location of the PVGTB was chosen based on longstanding regional plans to reroute commercial traffic out of the urban centers of Eagle Pass and Piedras Negras. Located to the north of both cities, the location is outside of Eagle Pass city limits and its urban center. It is the only location that provides connectivity to existing and planned regional freight road and rail trade routes while alleviating the burdens of commercial traffic on local residents and visitors. The location allows for realization of Piedras Negras' Master Plan to route commercial traffic to the north of the city and of Maverick County's plans for a new international crossing to the north of Eagle Pass. The proposed crossing location is also the only feasible alternative to avoid the more than two dozen at-grade rail crossings between Eagle Pass and Piedras Negras and separates the voluminous commercial traffic from the non-commercial traffic in downtown Eagle Pass and Piedras Negras.

Exhibit 3.2 below highlights Piedras Negras' Master Plan. Appendix D contains Maverick County's feasibility study for a new international crossing in this general area.

Exhibit 3.2 – Piedras Negras Master Plan



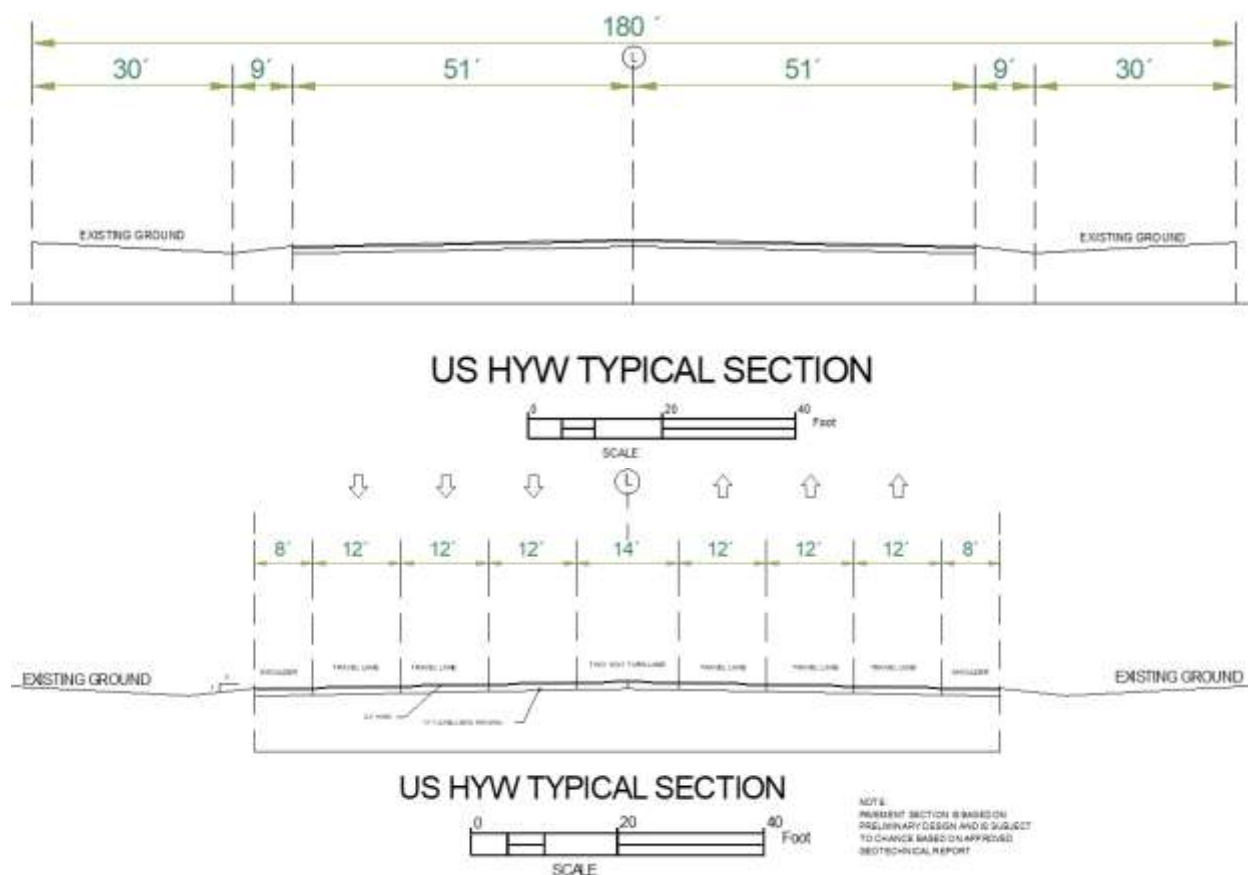
B. The PVGTB Corridor Design Elements

Roadways

PVH will provide a 180-foot-wide right-of-way for 6 travel lanes and a center turn lane from the PVGTB and its inspection facilities to meet FM1589. This route was developed in collaboration with TxDOT to align with the existing and future transportation infrastructure and freight mobility plans. The land for this right-of-way has already been acquired by PVH and is presently used for agricultural purposes. The roadway will be designed and built to comply with FHWA, AASHTO, and TxDOT requirements.

Typical US roadway sections are provided below in Exhibit 3.3.

Exhibit 3.3 – Typical US Roadway Section

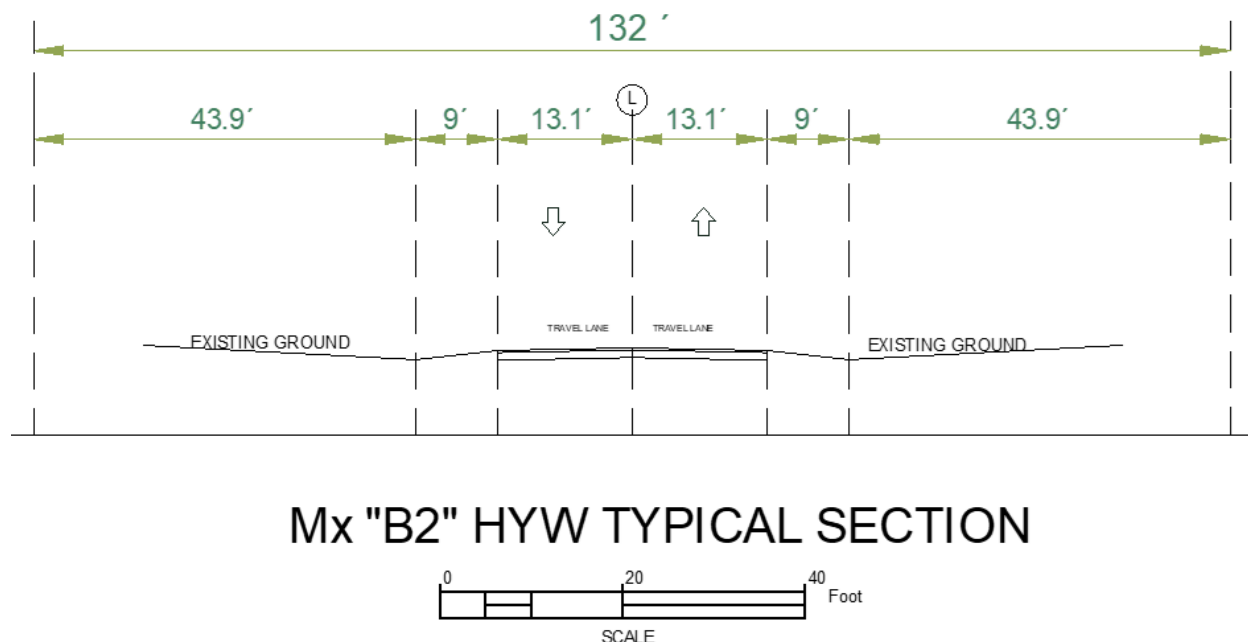


The Mexican State of Coahuila has pledged to assign the approximately 18-mile long and 80-meter-wide existing right of way known as Libramiento Norte for use by the Puerto Verde project (a support letter from Governor of Coahuila can be found in the appendix). The proposed corridor will initially utilize the existing two-way roadway located within this right of way along with additions of strategic passing lanes. The existing roadway will undergo repairs to comply with Mexican B2 highway requirements and be extended to meet the bridge structure at the northern terminus of the existing Libramiento Norte and at

the southern terminus for a new intersection with MX 57. As traffic dictates, the roadway can be expanded to up to eight total vehicular lanes within the existing right-of-way.

Typical Mexican roadway sections are provided in Exhibit 3.4 below.

Exhibit 3.4 – Typical Mexican Roadway Section



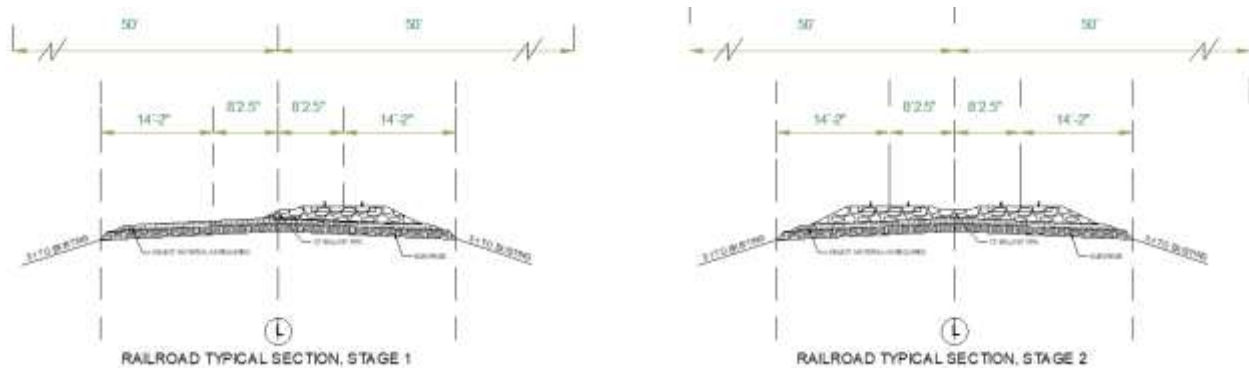
The commercial vehicle Non-Intrusive Inspection (NII) primary inspection system for each country's Custom and Border Protection use would be located near the bridge ends of the Rio Bravo (Mexico) and Rio Grande (US) bridge structure crossing. Secondary inspection would occur in new facilities constructed near the border. The new primary and secondary inspection facilities needed for this project would be provided by the Project Sponsor to the appropriate agencies for their use.

Railway

The railroad components are designed to meet American Railway Engineering and Maintenance of Way (AREMA), Ferromex and Union Pacific Railroad requirements as well as International Heavy Haul Association recommended practices. The planned trains northbound and southbound consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9300 feet. Freight will be handled in box cars, refrigerated box cars, gondola cars, intermodal on double stack cars, tank cars and hopper cars for grains and other dry material. Trains could be marshaled and blocked for destinations beyond the border allowing for increased velocity of product movement and associated capacity gains on the overall logistics corridor.

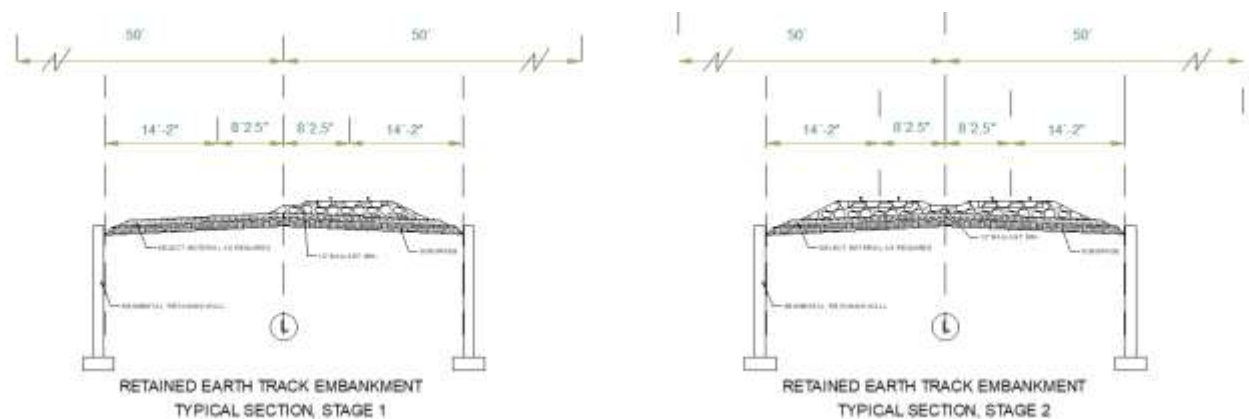
A typical track section is shown below in Exhibit 3.5. Discussions with US Customs and Border Protection have noted a need for an All-Terrain Vehicle passageway on each side of the track. This will be finalized as the design and discussions with US CBP progress.

Exhibit 3.5 – Conceptual Track Typical Section



In several locations, the track will be constructed on retained earth fill. This typical section is provided below in Exhibit 3.6.

Exhibit 3.6 – Retained Earth Track Embankment Typical Section



The entire railway corridor would be secure with plans for northbound trains not stopping, full security fencing, Closed Circuit Video Monitoring and Motion Detector sensors. The railroad Non-Intrusive Inspection (NII) primary inspection system for each country's Custom and Border Protection use would be located near the bridge ends of the Rio Bravo (Mexico) and Rio Grande (US) bridge structure crossing. Secondary inspection would occur in the existing railroad yards nearest the border. The new primary inspection systems needed for this project would be provided by the Project Sponsor to the appropriate agencies for their use.

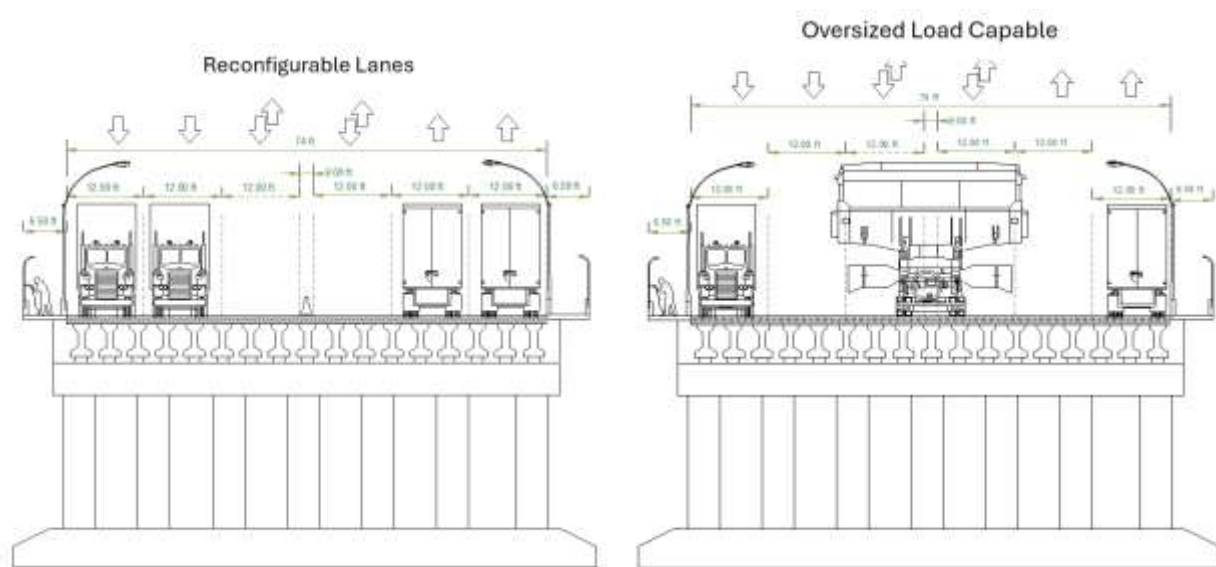
Bridges

There are several bridges required to support both the roadway and track elements of the project. The Roadway bridges will be designed in accordance with FHWA/AASHTO and TXDOT Bridge standards incorporating Mexican requirements, if more stringent. The bridges supporting railway loading will be designed in accordance with AREMA and the standards for the railroads being serviced by the project; Ferromex, UPRR and BNSF.

Bridge and other drainage structures will cross several drainages with major crossings occurring over the Rio Escondido and Rio Bravo (Rio Grande) in Mexico and the Rio Grande, Secco Creek, Highway 277 and other drainages in the US.

The highway structures will exhibit similar spans and pier structures as the rail structures. Exhibit 3.9 below shows the typical cross section for the highway structure and its ability to reconfigure travel lanes to meet real-time northbound and southbound demand fluctuations as well as accommodate oversized loads down the center of the bridge.

Exhibit 3.9 – Typical Rio Bravo / Rio Grande CMV Bridge Section



Appendix C contains plan and profile views for both the vehicular and rail structures crossing the Rio Grande River.

C. Inspection Operations and Facilities

The PVGTB seeks to develop an innovative inspection operations and facilities plan to become the most secure and efficient commercial LPOE in North. The proposed approach will utilize a non-intrusive inspection (NII) runway prior to the primary booths for testing new technologies and privately-funded Centralized Examination Station (CES) facilities within a Foreign Trade Zone (FTZ) for secondary inspections.

Design and operating specifications are to be developed jointly with stakeholders including the U.S. Customs and Border Protection (CBP), the U.S. General Services Administration (GSA), GSA's Green Proving Grounds (GPG), DPS, FDA, USDA, and TXDOT following issuance of the presidential permit.

The GPG program "aims to drive down operational costs in federal buildings and help lead market transformation through the deployment of new technologies".³² This collaborative and innovative approach ensures that the PVGTB will be the U.S.'s most effective and efficient border crossing, providing the highest levels of protection for our country and saving taxpayer money.

The conceptual design and operating parameters discussed in this section are based on input and collaboration between PVH, former CBP Director of Field Operations, David Higgerson, with Director of National Intelligence, John Ratcliffe, former GSA Regional Administrator, Bobby Babcock, and local CBP

³²U.S. GSA. GPG. <https://www.gsa.gov/governmentwide-initiatives/climate-action-and-sustainability/center-for-emerging-building-technologies/about-green-proving-ground-gpg>. Accessed 03/30/2023

leadership and field personnel. The latest concepts contained herein were presented to CBP personnel and Mexican customs brokers in Eagle Pass on October 2, 2023.

The project's sponsors anticipate that inspection operations will be cost neutral to CBP as the proposed PVGTB would relocate all commercial traffic and inspections, both vehicular and rail, to a central location. Through the use of technology, the PVGTB would be able to process increased cargo loads utilizing the resources that are already present today.

While specific details are yet to be determined, this section highlights some of the features the PVGTB plans to implement to achieve its goals of revolutionary effectiveness and efficiency including:

- Secure Rail Corridor
- Zero At-Grade Rail and Roadway Crossings (compared to over two dozen today)
- Continuously moving rail cars along the corridor
- International crews between Rio Escondido and Clarks Park
- 100% Unified Non-Intrusive Inspections
- Technology Pilot Runway
- Facial recognition technology
- 24/7 Inspections for CTPAT/FAST Compliant Loads
- Centralized Examination Stations (CES)
- Foreign Trade Zone (FTZ)

Inspection Components

Secure Rail Corridor

The PVGTB will construct a secure rail corridor encompassing the entire route between the U.S. and Mexico rail switchyards. On both sides of the border, this secure corridor will be fully fenced, video monitored, and patrolled by security personnel. Unlike the existing railroad routes in Laredo and Eagle Pass that each have more than two dozen at-grade crossings, this corridor will have no at-grade crossings. Furthermore, because experience shows that a train in motion is a safe train, trains will maintain motion throughout the corridor. This secure corridor will allow for the use of international crews, making the PVGTB rail crossing the most efficient, cost-effective, and secure along the US-Mexico border and significantly reducing the risk of theft, vandalism, and illegal human transport.

100% Unified Non-Intrusive Inspections (NII)

The PVGTB proposes to conduct 100% unified non-intrusive inspections (NII) to ensure all cargo passing through its port is secure compared to the historical rates of approximately 17% for northbound cargo vehicles. In addition, electronic manifests and facial recognition technology will be utilized. All inspection systems, associated security, buildings, and access roads will meet CBP Land Port of Entry requirements which are assumed to also meet the Mexican National Customs Agency, ANAM, requirements.

For rail freight, scanners and portal radiation monitoring will be installed at the head of the Rio Bravo/Rio Grande Bridge for northbound movements and north of Clark's Park for southbound movements to provide NII Primary Inspection for railroad cars crossing the border. The secondary inspection station will either utilize existing/upgraded facilities at Clarke's Park or another location mutually agreed between CBP, Mexico, the railroads, and other relevant parties. Specific cars flagged by the primary inspection will

be removed from their respective trains and delivered to the secondary inspection station for further examination.

For commercial vehicles, scanners and portal radiation monitoring will be incorporated into the Technology Pilot Runway for bidirectional monitoring allowing for 100% unified NII prior to reaching the primary booths. Vehicles requiring further inspection will be “tagged” and sent to the secondary inspection station for further examination.

While unified inspections are proposed to take place on the U.S. side of the border, Mexican facilities with a reduced footprint will likely still be required on the Mexican side of the border. Designs and operating plans for these facilities will be coordinated with Mexican authorities following issuance of the presidential permit.

This approach will make PVGTB the most secure railroad port on the U.S.- Mexican border, protecting our country from terrorist activities, illicit drugs and contraband, and illegal human transport.

Non-Ionizing Scanning Technology

Puerto Verde Holdings (PVH) is dedicated to increasing national security while also protecting the health and safety of officers conducting inspections. Recent advancements in NII technologies allow for the use of non-ionizing scanners that are both efficient and safe for CBP officers, port workers, drivers, and sensitive cargo as film, food, animals, and plants. PVH is presently in discussions with Decision Sciences, a California-based technology company, regarding the implementation of their Discovery scanning systems for use at the PVGTB. This system has already been successfully piloted by CBP at a port of entry in 2019 where the Discover system overwhelmingly demonstrated its ability to accurately detect anomalies that traditional x-ray and gamma-ray machines could not detect³³.

Technology Pilot Runway

The PVGTB will feature a technology pilot runway of at least 5 truck lengths prior to the primary inspection booths. This runway will allow for piloting of new inspection technologies to ensure the PVGTB is always on the forefront of security advances and serve as a proving ground for the rest of the country. Specifications of the Technology Pilot Runway are to be developed jointly with CBP and other relevant parties following issuance of the presidential permit.

Centralized Examination Stations (CES)

The PVGTB will make extensive use of Centralized Examination Stations (CESs) to facilitate more efficient freight operations and limit federal expenditures required for inspections. Per Title 19 Part 118 of the Code of Federal Regulations, “A CES is a privately operated facility, not in the charge of a Customs officer, at which merchandise is made available to Customs officers for physical examination. A CES may be established in any port or any portion of a port, or any other area under the jurisdiction of a port director.”³⁴. In the CES model, private enterprise bears the cost of facilities where inspections take place. Locating inspections within private customs broker facilities streamlines freight operations allowing for faster shipping times and more efficient supply chains. The CES facilities will be located within the port’s

³³ Decision Sciences. <https://decisionsciences.com/wp-content/uploads/2022/05/DS-Brochures-Website-Download.pdf>

³⁴ 19 CFR Part 118. <https://www.ecfr.gov/current/title-19/chapter-I/part-118>. Accessed 03/30/2023.

designated area but outside of federally controlled facilities. Under the CES model GSA would not be burdened with the operation and maintenance of the inspection facilities; Instead, these responsibilities and costs will rest on the private sector.

Foreign Trade Zone (FTZ)

The area reserved for CESs will also be designated as a Foreign Trade Zone (FTZ). The City of Eagle Pass is the authorized grantee for Foreign Trade Zone No. 96 (FTZ 96) with the US Department of Commerce's International Trade Administration³⁵. The city is currently assisting PVH in designating the area around the PVGTB a registered subzone. Operating as an FTZ provides benefits to those using the PVGTB, including the reduction or elimination of tariffs, deferment of duties, exemption of duties on re-exports, expedited transfer of goods, elimination of duties on waste, reduction in paperwork, and avoidance of duty drawbacks. We also are planning for a sister FTZ on the Mexican side of the border, which will allow goods to move back and forth between facilities as needed before formally entering either country.

24/7 Inspections for CTPAT/FAST Compliant Loads

For trusted drivers and loads – those that are certified CTPAT or FAST-compliant – the PVGTB will offer 24/7 processing. This will dramatically improve efficiencies in border crossings by avoiding the inevitable bottlenecks that build up when inspection hours are limited. The 24-hour model matches up with many manufacturers' actual production schedules, limiting the need for warehousing. This system will also require fewer lanes and fewer trucks, allowing for more efficient trade and expanding capacity without requiring more warehousing or personnel.

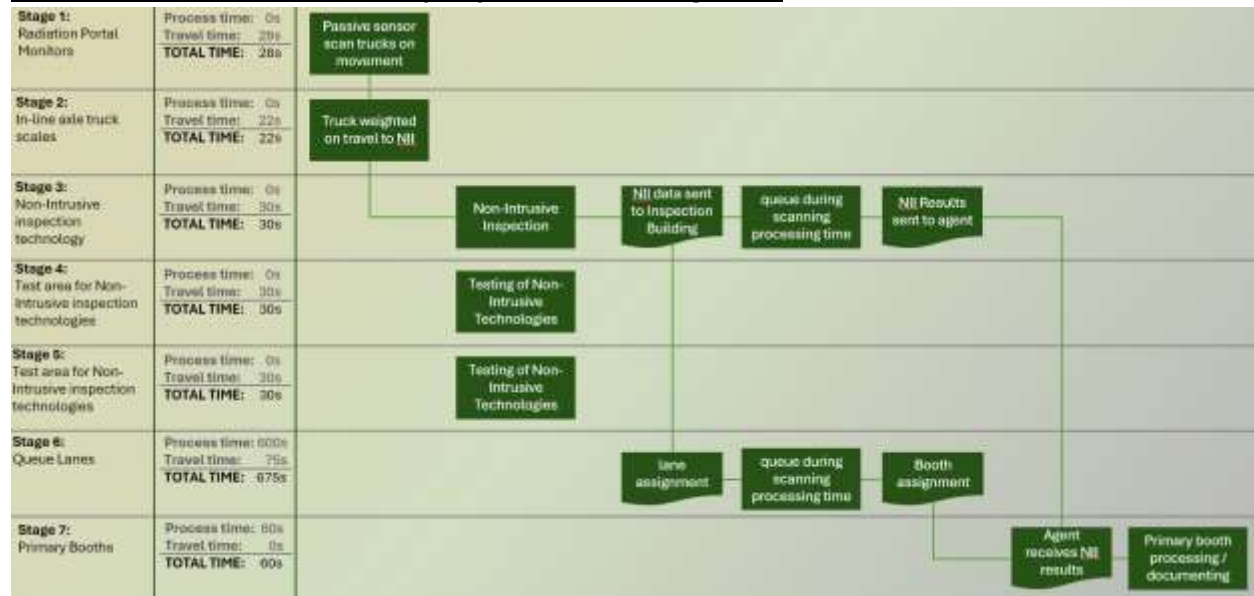
Conceptual Design

While specific design of inspection facilities and operations is pending coordination with appropriate binational agencies pending issuance of the presidential permit, conceptual designs are included herein. Preliminary designs are based off expected cycle times for each step in the inspection process and a target time to clear primary northbound inspections of less than 15 minutes.

A breakdown of estimated processing times utilized in this design are provided in Exhibit 3.10 below.

³⁵City of Eagle Pass. <https://www.chooseeaglepass.com/business/incentive-programs/p/item/2217/foreign-trade-zone>. Accessed 03/30/2023.

Exhibit 3.10 – Northbound Primary Inspection Processing Times



An initial buildout of northbound lanes of 2 NNI units, 6 queue lanes, and 4 booths will accommodate projected traffic through 2050 with an increase of an additional 1 NNI unit, 3 queue lanes, and 2 booths to accommodate projected traffic through 2060. Additional lanes will be added as needed to accommodate future growth. Space has been reserved between the NII and queue lanes for piloting of new inspection technology. Southbound infrastructure includes 2 NII lanes, 8 queue lanes, and 4 primary booths. A middle lane has been designated for oversized loads that can accommodate loads up to 28' wide (e.g. a Caterpillar 797 400-ton mining haul truck) and lengths of up to 210' (e.g. a 180' wind turbine blade). The radiation portal monitor and in-line axle truck scales for northbound inspections will be located directly at the bridge head.

Exhibit 3.11 below illustrates the conceptual inspection infrastructure layout.

Exhibit 3.11 – Conceptual Inspection Infrastructure Layout



Chapter 4: Traffic Information

This section describes the existing and future binational transportation infrastructure in the area, the need for additional commercial border infrastructure, and PVGTB's compatibility with this infrastructure. This section refers extensively to the Texas Department of Transportation's (TXDOT's) Texas-Mexico Border Transportation Master Plan (BTMP), which is the most extensive and comprehensive study of binational infrastructure for the area.

The BTMP found that existing border infrastructure is woefully inadequate to meet the projected demand for transportation of goods across the Texas-Mexico border by 2050. According to the BTMP, *"Without border infrastructure improvements, border crossing times will escalate to unmanageable levels putting at risk the economic competitiveness of trade between the U.S. and Mexico. Without efficient border infrastructure, this trade could move to other countries, resulting in fewer jobs and lower incomes in both countries."* Under a 'do-nothing' scenario, northbound commercial motor vehicle (CMV) wait times will likely increase from a total of 3 million hours in 2019 to 107 million hours by 2050.

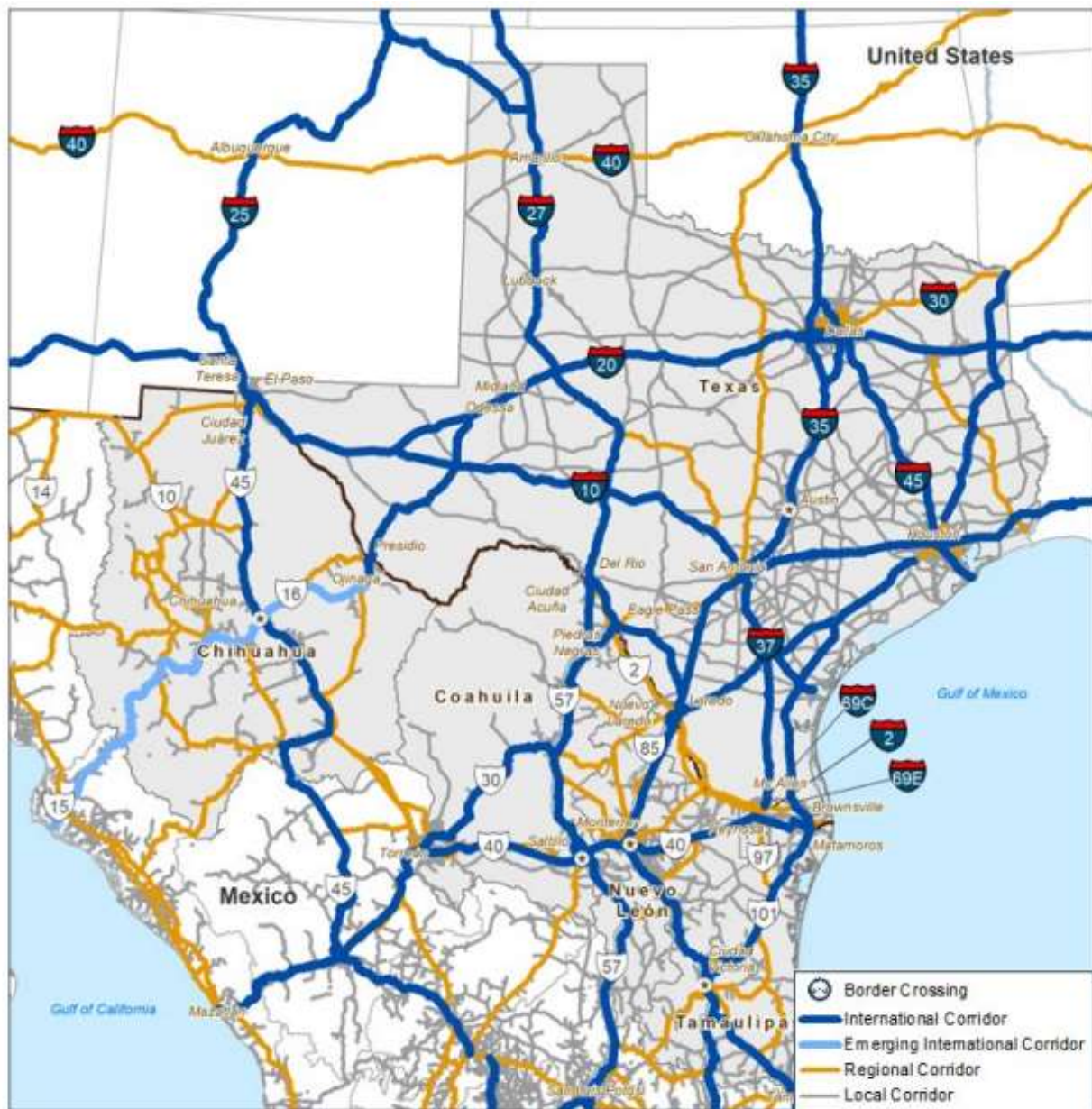
The PVGTB will provide this much needed border infrastructure and alleviate current oversaturation at existing bridges that is projected to increase to unmanageable levels. The PVGTB also complements both local and regional transportation priorities including Mexico's Libramiento Norte commercial bypass around the urban center of Piedras Negras, completion of SL 480 bypassing the urban center of Eagle Pass, expansion of US 57, and the Ports-to-Plains I-27 corridor providing redundancy and congestion relief to the I-35 corridor.

A. Existing Transportation Infrastructure

The City of Eagle Pass has a population of approximately 30,000. Across the U.S.-Mexico border, Piedras Negras is home to over 160,000 people, with the population of the total metropolitan area exceeding 250,000. Key economic activities of the Piedras Negras / Eagle Pass region are manufacturing, retail trade, transportation and warehousing, mining, quarrying and oil and gas extraction.

The BTMP identifies the key transportation infrastructure linking the U.S. and Mexico through Texas. Exhibit 4.1 below identifies the designated binational roadway/multimodal corridors along the Texas-Mexico border, while Exhibit 4.2 identifies the binational Texas-Mexico railroad network.

Exhibit 4.1 – Texas-Mexico Roadway / Multimodal Transportation Corridor Network³⁶



³⁶ TXDOT. 2021 BTMP. Figure 4.1-5.

Exhibit 4.2 – Texas-Mexico Rail Network³⁷

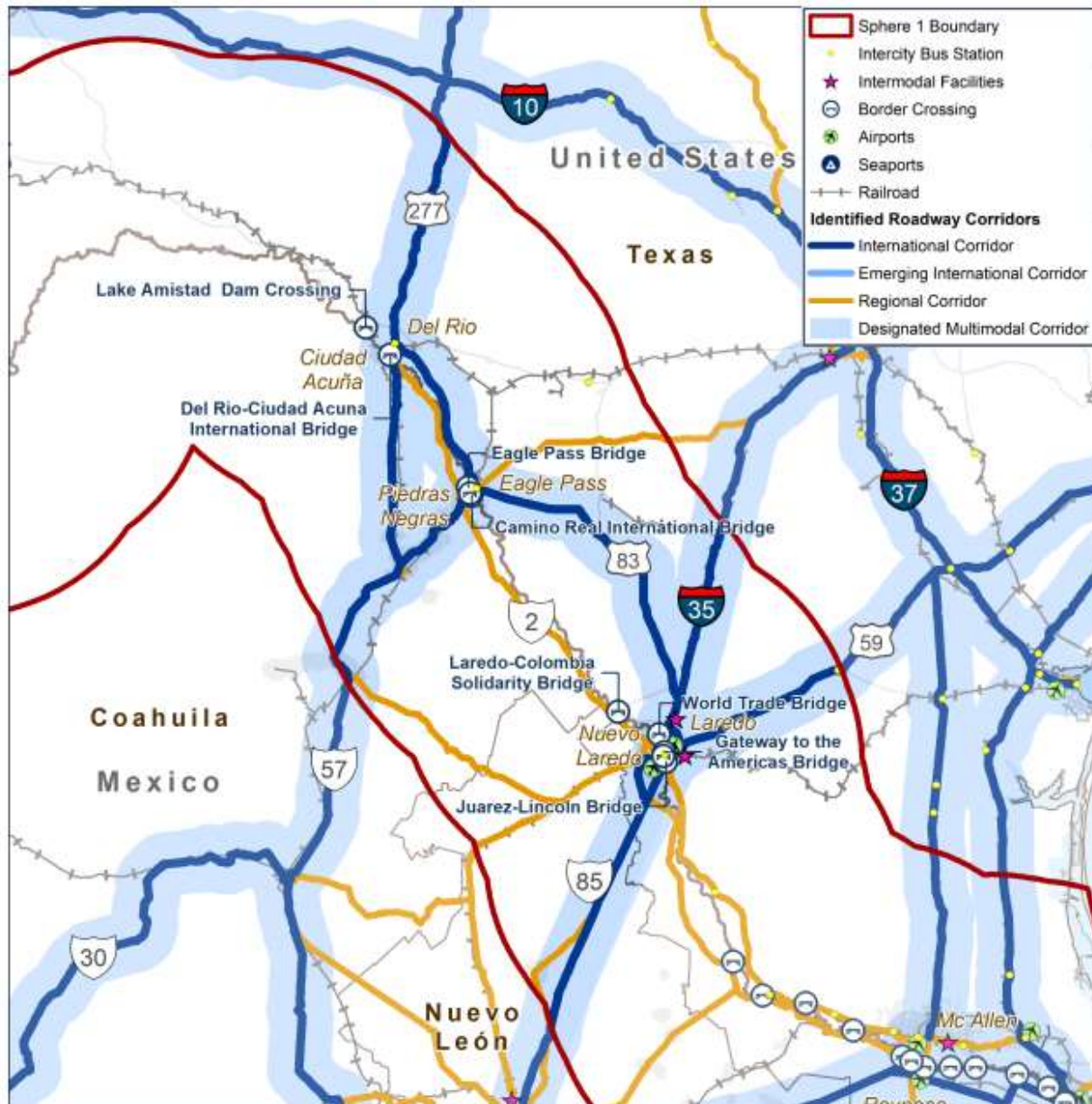


³⁷ TXDOT. 2021 BTMP. Figure 3.5-2.

To facilitate its analysis, the BTMP splits the Texas-Mexico border region into three regions. The proposed crossing falls within the Del Rio/Eagle Pass/Laredo region of the BTMP.

This region's key binational transportation infrastructure is presented in Exhibit 4.3 below.

Exhibit 4.3 – Del Rio/Eagle Pass/Laredo Region Multimodal Transportation Network³⁸



³⁸ TXDOT. 2021 BTMP. Figure 4.1-9.

The Ports-to-Plains (I-27/FH 57) is a key roadway/multimodal trade corridor for the region. This corridor links Central Mexico with the Midwest states and Canada via Federal Highway 57 (FH 57) and the U.S.'s highway (I-27), which cross the border at Piedras Negras/Eagle Pass.

This corridor is outlined in Exhibit 4.4. below.

Exhibit 4.4 – Ports to Plains Map³⁹



³⁹ https://portstoplains.com/wp-content/uploads/2021/03/ptp_intermodal_map_2013wlogo.pdf

On the railroad side, Piedras Negras/Eagle Pass is one of only 5 rail crossings along the entire Texas-Mexico border. This crossing is currently used by Union Pacific, BNSF, and Ferromex to move freight rail between origins and destinations deep into the two countries. It is the second busiest rail crossing between the United State and Mexico.

Existing U.S. Infrastructure

Roadway Network

The primary roadways serving Eagle Pass, TX are US 57 to San Antonio, US 277 to Del Rio and I-10, and State Loop 480 connecting the existing international bridge to US 277 and US 57.

US 57 is the primary route between Eagle Pass and San Antonio. The corridor begins at the Eagle Pass LPOE and extends 100 miles southwest of San Antonio to Moore, TX, where it meets I-35. As part of the feasibility study to expand US 57, Texas Department of Transportation (TXDOT) analyzed traffic, safety, and freight activity along the corridor. From 2017-2021, the crash rate in the urban Eagle Pass segment (between Bridge I and US 277) was six to seven times the statewide average based on classification, and three to four times the statewide average based on roadway type.⁴⁰ The urban areas of the corridor account for more than 70 percent of crashes along the corridor, due to the closely-spaced intersections and numerous driveways accessing adjacent commercial properties.⁴¹ According to TXDOT's Statewide Planning Map, US 57 traffic within Eagle Pass increases between Bibb Avenue and US 277 to approximately 25,000 vehicles per day. Year 2021 truck percentages along US 57 were approximately 15 percent outside of Eagle Pass, with roughly 800 trucks per day using the rural portion of the corridor. The existing 97.7-mile US 57 corridor from the Bridge I border crossing in Eagle Pass to the I-35 junction is predominately a super 2 highway, with an approximate travel time of 1 hour, 40 minutes.

US 277 connects Eagle Pass to Laredo to the southeast and to Del Rio to the northwest. It is included in the ongoing Ports-to-Plains Trade Corridor expansion project to upgrade the corridor to I-27. Per the TXDOT feasibility study, project planning includes an opportunity to connect the Port of Eagle Pass to I-27/US 277 more directly.⁴² Within the study area, US 277 is a two-lane road with 12-foot travel lanes that is traveled by over 5,300 daily and is projected to carry over 10,880 vehicles per day by 2035.

State Loop 480, of which two of three planned phases are complete, presently originates at the Camino Real International Bridge following the river southbound around Eagle Pass before turning northbound to intersect with southbound US 277 and terminate at US 57. Maverick County believes the loop should be completed to move commercial traffic north to undeveloped land. When completed, Phase III would create a major intersection at northbound US277 and SL 480 approximately three miles north of Eagle Pass. The final phase will integrate US 57 and US 277, completing a full beltway around urban Eagle Pass.

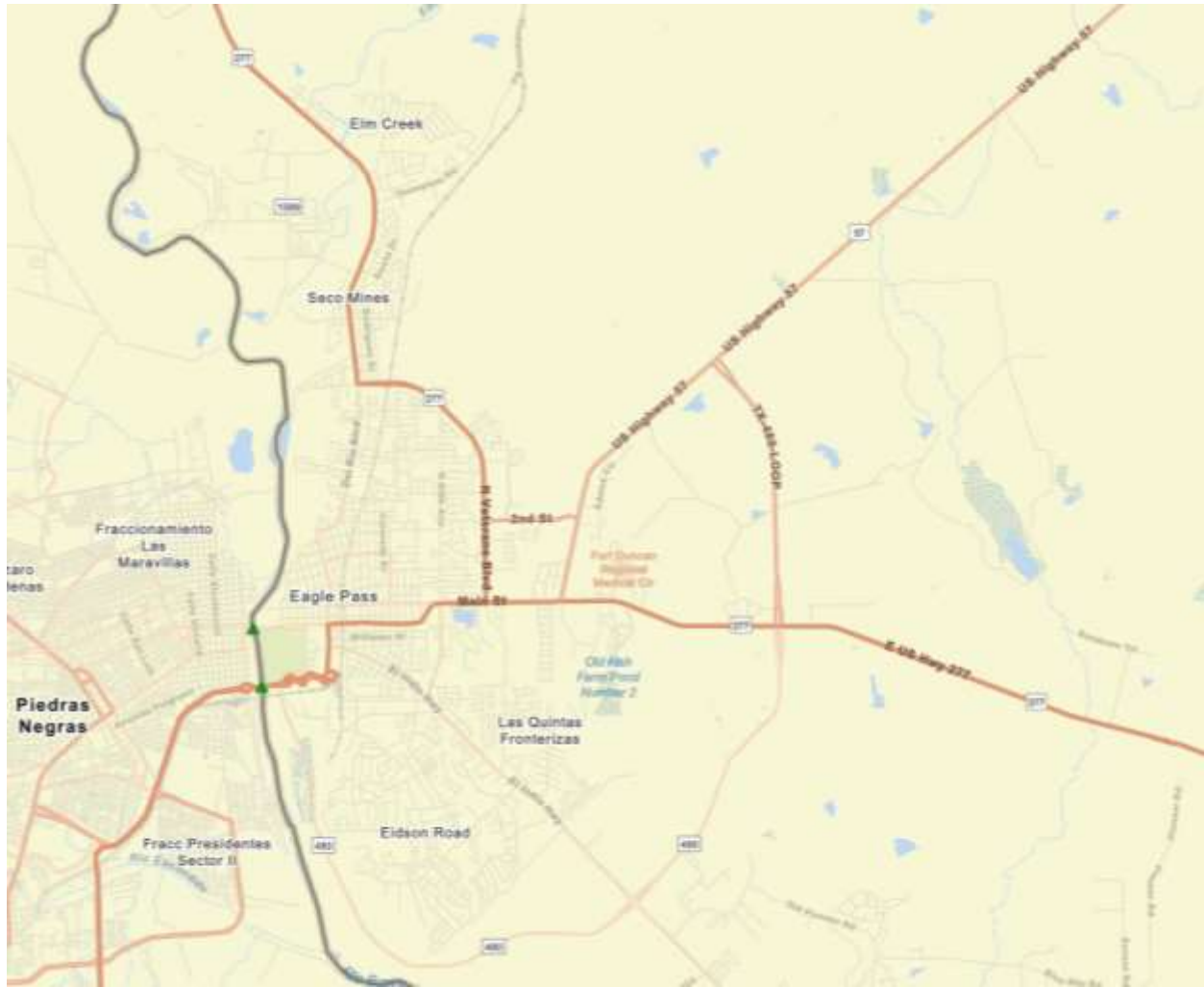
⁴⁰ [U.S.-57 Corridor Interstate Feasibility Study, January 2023.](#)

⁴¹ The intersections of US 57 at Veterans Blvd. (288 crashes) and Bibb Ave/FM 375 (160 crashes) combined accounted for almost a third of the total crashes along the entire 98-miles US 57 corridor during the 2017-2022 period.

⁴² [Ports-to-Plains Corridor Interstate Feasibility Study. Segment 3 Executive Summary. June 30, 2020.](#)

Exhibit 4.5 below shows the existing highway infrastructure around Eagle Pass, TX.

Exhibit 4.5 – Existing Roadway Network at Eagle Pass, TX⁴³



⁴³ https://www.txdot.gov/apps/statewide_mapping/StatewidePlanningMap.html

Railroad network

Union Pacific currently operates a single-track border crossing at the Union Pacific International Railroad Bridge. The UPRR line travels through downtown Eagle Pass with nine at-grade crossings.

Exhibit 4.5 below shows Union Pacific's extensive rail network reach.

Exhibit 4.5 – Union Pacific Rail Network Map⁴⁴



BNSF also has trackage rights through Eagle Pass and interchange rights with Ferromex with parity access to the international bridge as a condition of the UP/SP merger.

BNSF's rail network is shown in Exhibit 4.6 below.

⁴⁴ https://www.up.com/aboutup/reference/maps/system_map/index.htm

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Existing Mexican Infrastructure

Roadway network

In the city of Piedras Negras, US 57 turns into Mexican Federal Highway 57 (FH 57) and covers 809 miles from Piedras Negras to Mexico City.

Exhibit 4.7 below highlights the route between Piedras Negras and Mexico City along Mexican FH 57

Exhibit 4.7 – Mexican FH 57 from Piedras Negras to Mexico City



FH 57 traverses eight Mexican States (Coahuila, Nuevo León, San Luis Potosí, Guanajuato, Querétaro, Estado de México, Hidalgo and Ciudad de México), and forms vital connections to major urban areas throughout the north of Mexico.

The city of Piedras Negras built the Libramiento Norte bypass to divert traffic from the downtown area. This bypass allows vehicles coming from the south of the city on FH 57 to link with FH 2 on the western side of the city. The PVGTB will connect directly to this bypass to reroute commercial vehicle and freight rail traffic outside of urban areas.

Railroad network

Ferromex operates a single-track railroad on the Mexican side of the border that crosses at the Union Pacific International Railroad Bridge. The Ferromex line travels through downtown Piedras Negras with 16 at-grade crossings.

Exhibit 4.8 below shows the Mexican rail network including Ferromex's extensive coverage including key markets such as Mexico City, Saltillo, and Monterrey.

Exhibit 4.8 – Mexican Rail Network⁴⁶



Existing Border Infrastructure

Importance of Border Crossings

The Port of Eagle Pass facilitated \$34B in trade and ranked 5th among more than 450 U.S. airports, seaports, and border crossings in trade with Mexico in 2022. In 2022 Eagle Pass:⁴⁷

- Led the nation in soybean exports;
- Led the nation in beer imports;
- Led the nation in commercial vehicle exports and imports;

⁴⁶ Map of the Railway System in Mexico. Wikicommons. https://en.wikipedia.org/wiki/Rail_transport_in_Mexico

⁴⁷ World City. [Eagle Pass Trade Numbers](#)

- Ranked second nationally in passenger vehicle exports and fourth in imports

The Eagle Pass Port of Entry

The Eagle Pass Port of Entry was established in 1896, with a carriage system initially transporting people and goods across the border. Shortly thereafter, the Eagle Pass-Piedras Negras International Bridge was constructed connecting the city of Eagle Pass, TX, with Piedras Negras, MX. Today the Port of Eagle Pass serves as the primary crossing between Texas and Coahuila, Mexico, and includes three international bridges.

Exhibit 4.9 below illustrate the location of the existing port facilities.

Exhibit 4.9 – Map of Eagle Pass Ports of Entry



The City of Eagle Pass is the owner and operator of the Eagle Pass International Bridge System and consults with the U.S. Customs and Border Protection in the operation of the two vehicular and pedestrian crossings: the **Eagle Pass International Bridge (Bridge I)** and the **Camino Real International Bridge (Bridge II)**. These crossings are operated in conjunction with Caminos y Puentes Federales de Ingresos y Servicios Conexos (CAPUFE), the Mexican federal toll road and bridge authority that connects Eagle Pass, TX, and Piedras Negras, MX. The **Eagle Pass Union Pacific International Railroad Bridge** is the second busiest international rail crossing between the United States and Mexico. The U.S. portion is owned and operated by Union Pacific Railroad, with BNSF Railway having trackage rights. The Mexican portion is owned by the Mexican federal government, with operation concessioned to Ferromex. Additional details of each border crossing are provided below.

Eagle Pass International Bridge (Bridge I)

Bridge I is a two-lane bridge with pedestrian walkways that serves non-commercial traffic. The bridge, rebuilt in 1927 and 1954, is 1,855 feet long. It connects US 57 with Mexican Federal Highway 57. The bridge was the sole crossing for Eagle Pass until 1999, which meant the bridge served both commercial and non-commercial traffic. After construction of Bridge II, Bridge I transitioned to non-commercial traffic

only. In 2019, more than 170,000 vehicles crossed northbound each month. It costs \$4 in tolls for non-commercial vehicles to cross southbound.⁴⁸ Operating hours are 7:00 am – 10:45 pm daily.

Camino Real International Bridge (Bridge Two)

The Camino Real International Bridge (Bridge II) is located approximately one-half-mile south of Bridge I and is directly north of the Eagle Pass Union Pacific International Railroad Bridge. Bridge II was built in 1999 to complement and expand the capacity of Bridge I. Bridge II, which is 1,384 feet long, provides four lanes of inbound traffic and two lanes for outbound. It is the only inspection station for commercial traffic in Eagle Pass and also serves non-commercial traffic. One lane is 25 feet wide to accommodate wide loads. In 2019, approximately 135,000 vehicles crossed northbound each month.

It costs between \$10 and \$30 in tolls for commercial vehicles to cross southbound, depending on the number of axles. Bridge II is open for southbound commercial crossings from 8:00 am to 10:45 pm Monday through Friday and 8:00 am to 2:00 pm on Saturday. The crossing is open 24 hours to non-commercial traffic, for which the average crossing time is five minutes.⁴⁹

Vehicular Bridge Volumes

The volumes of border crossings at Bridges I and II in 2022 are presented in Exhibit 4.10 below.

Exhibit 4.10 – 2022 City of Eagle Pass Traffic Reports⁵⁰

	Bridge I	Bridge II	Total Commercial Traffic	Non-Commercial Traffic
January	127,820	110,103	14,620	194,784
February	130,309	111,956	14,452	202,524
March	154,743	135,638	17,346	239,994
April	154,267	133,871	15,541	239,754
May	153,714	131,835	16,348	237,063
June	146,163	132,510	17,534	233,443
July	148,206	139,415	16,496	242,136
August	149,829	127,090	17,958	229,958
September	160,020	129,005	17,071	240,848
October	168,944	133,014	16,775	248,404
November	162,468	129,481	16,677	234,341
December	184,360	162,585	16,525	280,243
Total	1,840,843	1,576,503	197,343	2,823,492
Average	153,404	131,375	16,445	235,291

Eagle Pass Union Pacific International Railroad Bridge

The Eagle Pass Union Pacific International Railroad Bridge is located directly south of the Camino Real International Bridge. The original bridge was built in 1884 for Southern Pacific Railroad and replaced in 1922. The current bridge is a Parker through truss with a length of 1,703 feet and a deck width of 15 feet accommodating a single track. Following the 1996 Union Pacific-Southern Pacific merger, Union Pacific became the owner and operator of the U.S. portion of the bridge with equal trackage and exchange rights

⁴⁸ [City of Eagle Pass. Tolls and Services.](#)

⁴⁹ [City of Eagle Pass. Bridge I and II.](#)

⁵⁰ [City of Eagle Pass. Monthly Traffic Reports. 2021.](#)

granted to BNSF. In 2019, approximately 286 trains carrying 28,000 rail cars crossed northbound each month.

While Union Pacific has invested in unified inspection facilities at their nearby Clark's Park railyard, those facilities are not yet fully utilized due to operational challenges along the existing route. The route through the downtown urban areas of Piedras Negras and Eagle Pass includes nearly two dozen road/rail at-grade intersections between Ferromex's Rio Escondido and UP's Clark's Park railyards. Trains often travel at slow speeds along this route and make several stops, leading to frequent occurrences of theft, vandalism, and unauthorized human transport. For these reasons, CBP intervention is often required immediately at the border prior to reaching UP's facility at Clark's Park.

B. Future Transportation Infrastructure

Future US Infrastructure

Roadway network

Ports-to-Plains Interstate Upgrade

In 1998, the Ports-to-Plains Trade Corridor was designated as a high-priority corridor by the U.S. Congress. TxDOT has continually expanded the network. In 2020, Governor Greg Abbott established the I-27 Advisory Committee, tasked with evaluating the feasibility and costs associated with a four-lane divided highway to extend I-27. The City of Eagle Pass's U.S.-277 is included in the third segment of the advisory committee and feasibility study.⁵¹ The interstate expansion will divert trips from other nearby parallel and national routes, improving safety on arterial roads.⁵²

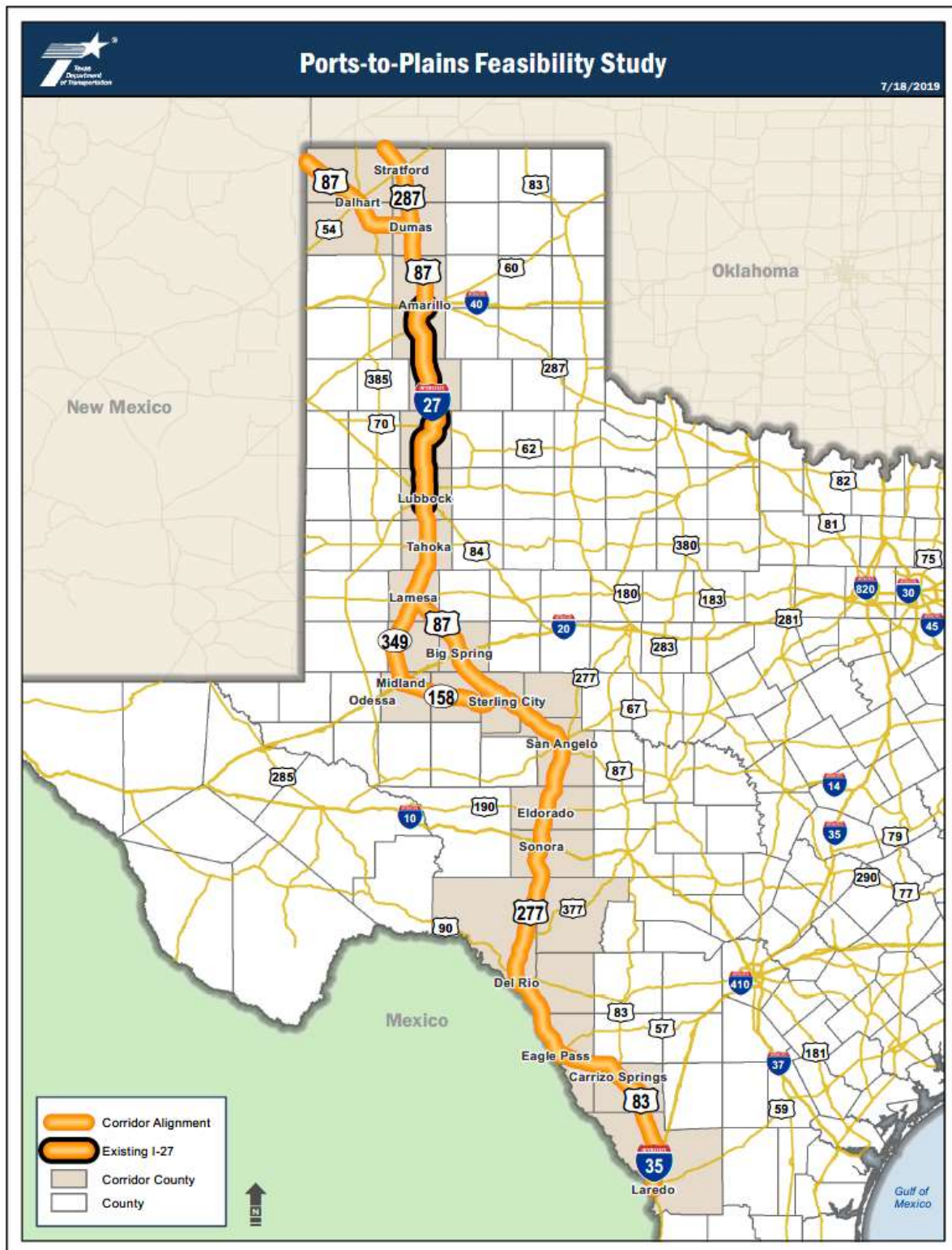
In 2022, President Joe Biden signed the Consolidated Appropriations Act of 2021 (P.L. 117-103)⁵³ The legislation designated the I-27 portion of the Port-to-Plains Corridor a future interstate, which will make the segment eligible for additional funding to expand capacity.

⁵¹ [Ports-to-Plains Corridor Interstate Feasibility Study. Segment 3 Executive Summary.](#)

⁵² For example, crash rates are projected to reduce by 29 percent just in segment three of the project.

⁵³ [Consolidated Appropriations Act. P.L. 117-103.](#)

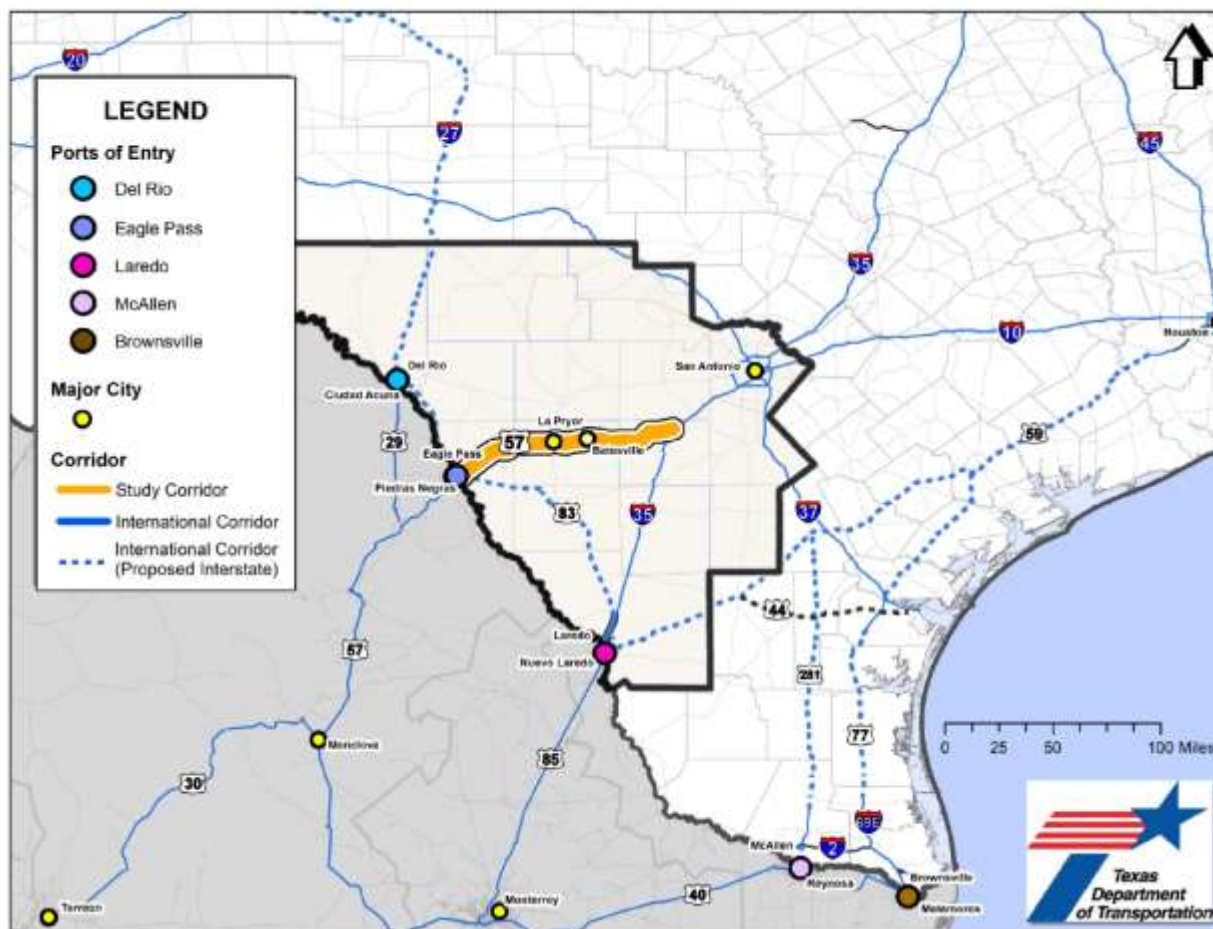
Exhibit 4.11 – Ports-to-Plains I-27 Expansion Map



US 57 Expansion

TxDOT conducted a feasibility study to expand US 57 from Eagle Pass to I-35 south of San Antonio (see Exhibit 4.12) to accommodate projected growth in freight trucking. The Safety Analysis⁵⁴ conducted by TxDOT states that two third of all crashes along the US 57 Corridor occur in the urban Eagle Pass segment, “where the crash rate was over three times higher than the statewide average between 2017 and 2021.” Approximately 8 percent of accidents in the corridor involved commercial motor vehicles.

Exhibit 4.12 – US 57 Corridor Interstate Feasibility Study Map



Due to the heavily trafficked border crossings, the US 57 Corridor is integral to U.S.-Mexico international trade. Since nearly one in four vehicles on the corridor is a commercial motor vehicle (CMV),⁵⁵ expanding it will help increase the capacity of the Eagle Pass region to move goods in a safe way.

TxDOT’s feasibility study recommended immediately upgrading US 57 to a four-lane divided highway with future evaluation for upgrade to interstate status. The US 57 Expansion Project is anticipated to break ground in 2027 and is scheduled to be operational by 2030.⁵⁶

⁵⁴ [US 57 Corridor Interstate Feasibility Study Safety Analysis Synopsis.](#)

⁵⁵ [US 57 Corridor Interstate Feasibility Study Fact Sheet.](#)

⁵⁶ Cost Benefit Analysis presented in the [U.S.-57 Corridor Interstate Feasibility Study, January 2023.](#)

State Loop 480 (Phase 3)

The third and final segment connecting SL-480 from US 57 to US 277 is yet to be constructed. The project is proposed to install an interchange at this junction and then route north and west until connecting to US 277 north of Eagle Pass. As of January 2023, the plans, specifications, and estimates (PS&E) stage of the project was 90 % complete.⁵⁷ TXDOT's 2023 Unified Transportation Program notes that "as part of the Ports-to-Plains (I-27) initiative, the SL480 project in Maverick County will be prioritized in order to complete this loop."⁵⁸ When complete, it will form a "beltway" around downtown Eagle Pass, connecting major interstates and state highways while diverting heavy vehicle traffic away from downtown. On August 16th, 2023, TXDOT released their 2024 Unified Transportation Program including authorization for the completion of SL-480⁵⁹.

Railroad network

The Green Eagle Railroad (GER) is in the process of petitioning the Surface Transportation Board to construct and operate approximately 1 mile of new common carrier railroad line in close proximity to the proposed land port of entry project. The proposed double-tracked rail line will extend from the Union Pacific Railroad Company main line between UPRR's Clark's Park yard and US 277 southwest across the proposed bridge into Mexico. The line will extend 18 miles into Mexico, where it will connect to a Ferromex rail line north of the Rio Escondido switchyard.

Future Mexican Infrastructure

Roadway network

The State of Coahuila has plans for multiple bypasses along SH-30 and SH-57 that will reduce travel time between the port of Mazatlán and the Texas border.⁶⁰ These include the C.S.G. bypass (between FH-30 and FH-57, which will benefit traffic coming and going from Torreón to the borders of Piedras Negras and Acuña), the Sabinas-Agujita Bypass (on FH-57, which will shorten the travel time for those coming from the center of the country to the border at Piedras Negras and Ciudad Acuña), and the Jesus M. Ramón Bypass (between FH-29 and FH-2, which will shorten travel time to the international bridge by providing a more efficient connection to the federal highways to Piedras Negras and Zaragoza).

Railroad network

The Green Eagle Railroad (GER) is in the process of petitioning Mexico's Secretaria de Infraestructura, Comunicaciones, y Transportes (SICT) for a concession to construct approximately 18 miles of new railroad track in close proximity to the proposed land port of entry and to create a short line railroad in Mexico to operate this track. The proposed double-tracked rail line will extend 18 miles into Mexico, where it will connect to a Ferromex rail line north of Ferromex's Rio Escondido yard. This railway will be constructed and maintained to FRA and AREMA requirements.

Piedras Negras Urban Bypass

The city of Piedras Negras has long planned to reroute commercial traffic, both vehicular and rail, to the north of the city by utilizing an existing right-of-way owned by the State of Coahuila.

⁵⁷ [U.S.-57 Corridor Interstate Feasibility Study, January 2023.](#)

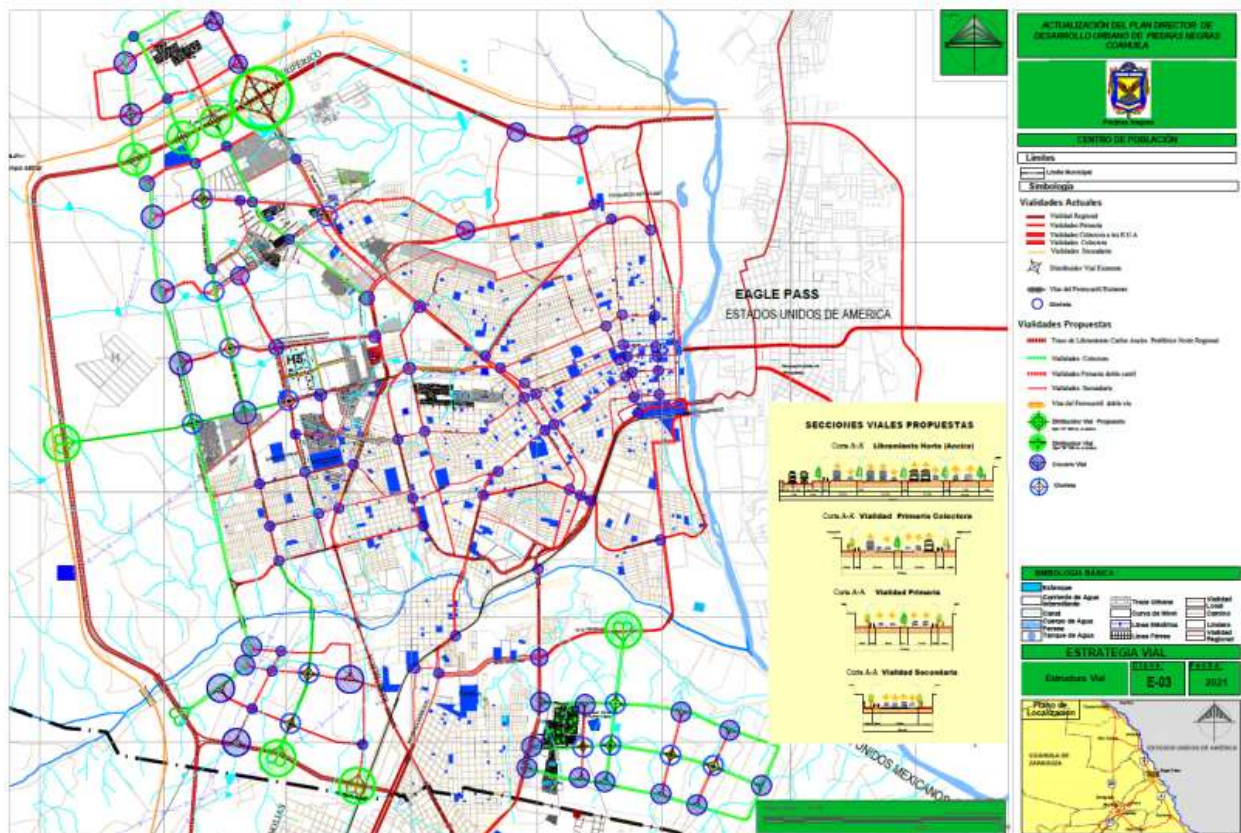
⁵⁸ TXDOT 2023 Unified Transportation Program. Page 98.

⁵⁹ TXDOT 2024 Unified Transportation Program. Page 115.

⁶⁰ Texas-Mexico Border Transportation Master Plan, Appendix 10B.

This route, shown on Exhibit 4.13 below, aligns with those proposed by the PVGTB.

Exhibit 4.13 – Piedras Negras Master Plan



Future Border Infrastructure

Improvements to Existing Crossings

Eagle Pass’s list of Capital Improvement Projects (CIP) includes several million dollars of planned repairs and maintenance for Bridges I and II, to take place between 2021-2026.⁶¹ These repairs and maintenance will allow the existing bridges connecting downtown areas to continue to facilitate passenger vehicle and pedestrian transit between the two cities.

New Border Crossing

Sensing that border-crossing congestion was on the rise, Maverick County commissioned a study on the feasibility of a third land port of entry in 2019 (see Appendix D). The study area, which was largely undeveloped farmland, was selected based on input from governmental officials in Maverick County and Piedras Negras, Mexico, compatibility with State Loop 480, and a high-level review of environmental and engineering conditions. The study concluded there are no “fatal flaws” in the study area.

The proposed PVGTB site is located in the southern portion of the study area, in alignment with Piedras Negras’ master plan discussed above and shown at Exhibit 4.13.

⁶¹ [City of Eagle Pass. Proposed Annual Budget. FY2022-2023.](#)

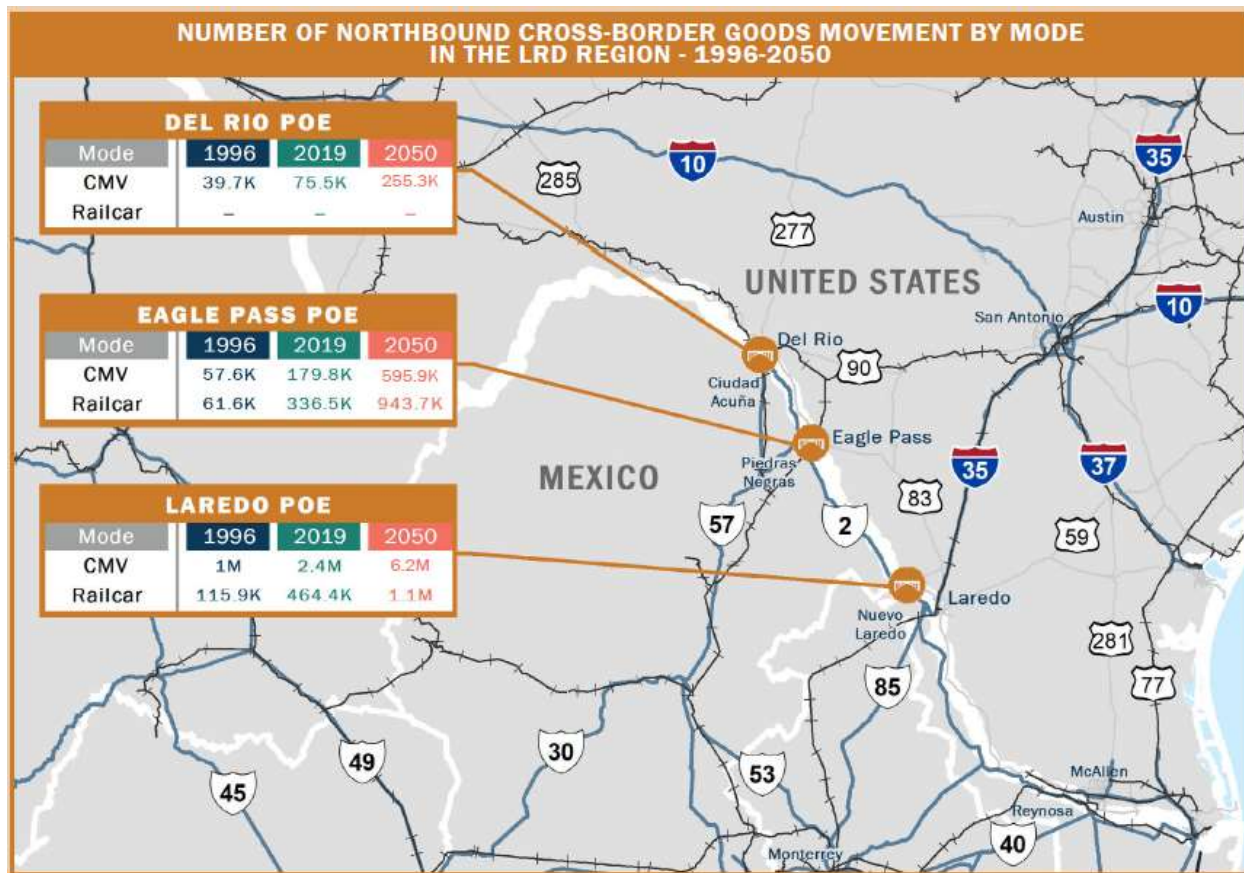
C. Need for Additional Commercial Crossing

In its 2021 BTMP, TXDOT estimates northbound crossing demand at Piedras Negras/Eagle Pass will continue to increase in future decades. Both commercial motor vehicle and rail traffic will nearly triple by 2050, far exceeding the capacity of existing infrastructure.⁶²

- Piedras Negras/Eagle Pass international crossings are already operating above their capacity, and will become highly oversaturated without future infrastructure improvements.
- The number of northbound commercial vehicles crossing the border in Piedras Negras/Eagle Pass is anticipated to grow from 180,000 in 2019 to almost 600,000 in 2050.
- The number of northbound railcars crossing the border in Piedras Negras/Eagle Pass is anticipated to grow from 336,500 in 2019 to almost 950,000 in 2050.
 - As a result, by 2050 the Eagle Pass Rail Bridge is projected to have more goods by tonnage moving through than any other rail crossing.

The BTMP's forecasts for future border crossing activity in the region can be seen in Exhibit 4.14.

Exhibit 4.14 – Northbound Cross-Border Goods Movement by Mode 1996-2050⁶³



⁶² [Texas-Mexico Border Transportation Master Plan 2021. Regional Summary: Laredo/Coahuila/Nuevo Leon/Tamaulipas Region.](#)

⁶³ TXDOT 2021 BTMP. Executive Summary. Page 16.

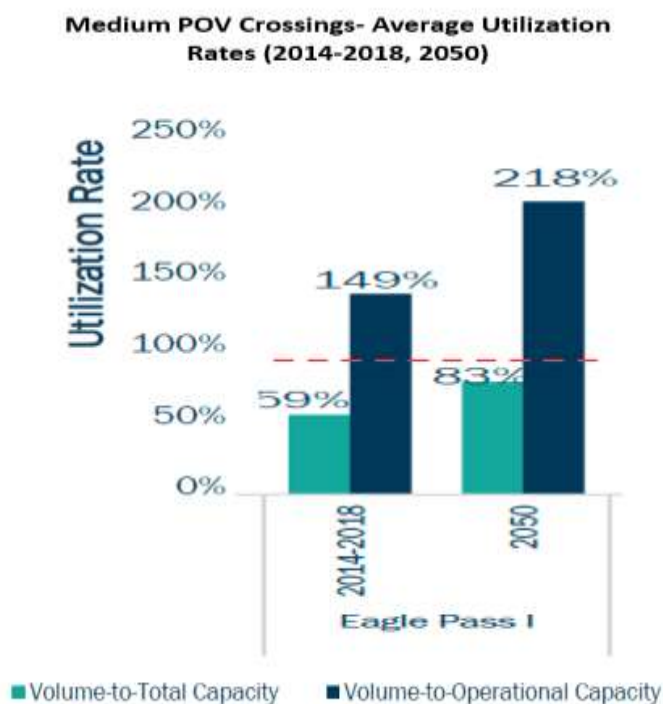
Saturation of Border Infrastructure

The BTMP contains an assessment of current and future total (theoretical) and operational capacity, including staffing and the number of lanes open at each border crossing. This assessment was combined with demand estimates to determine current and future utilization rates. This analysis shows that regional border-crossing infrastructure is overutilized. The BTMP found that the Piedras Negras/Eagle Pass international crossings are already operating above their capacity, and that they will become highly oversaturated without future infrastructure improvements. The utilization rates calculated for the crossings in the Eagle Pass / Piedras Negras region are presented below.

Eagle Pass International Bridge (Bridge I)

For the Eagle Pass International Bridge, the calculations for passenger vehicle traffic showed a volume-to-capacity utilization rate of 59% and a volume-to-operational capacity of 149% for the years 2014-2018. By 2050, the volume-to-operational capacity ratio will increase significantly to 218%. The volume-to-total capacity ratio will also increase to 83%. This suggests that the Eagle Pass International Bridge is currently above operational capacity and will need both operational improvements and greater physical capacity to serve the increasing volume of passenger vehicles.

Exhibit 4.15 – Eagle Pass I Utilization Rates

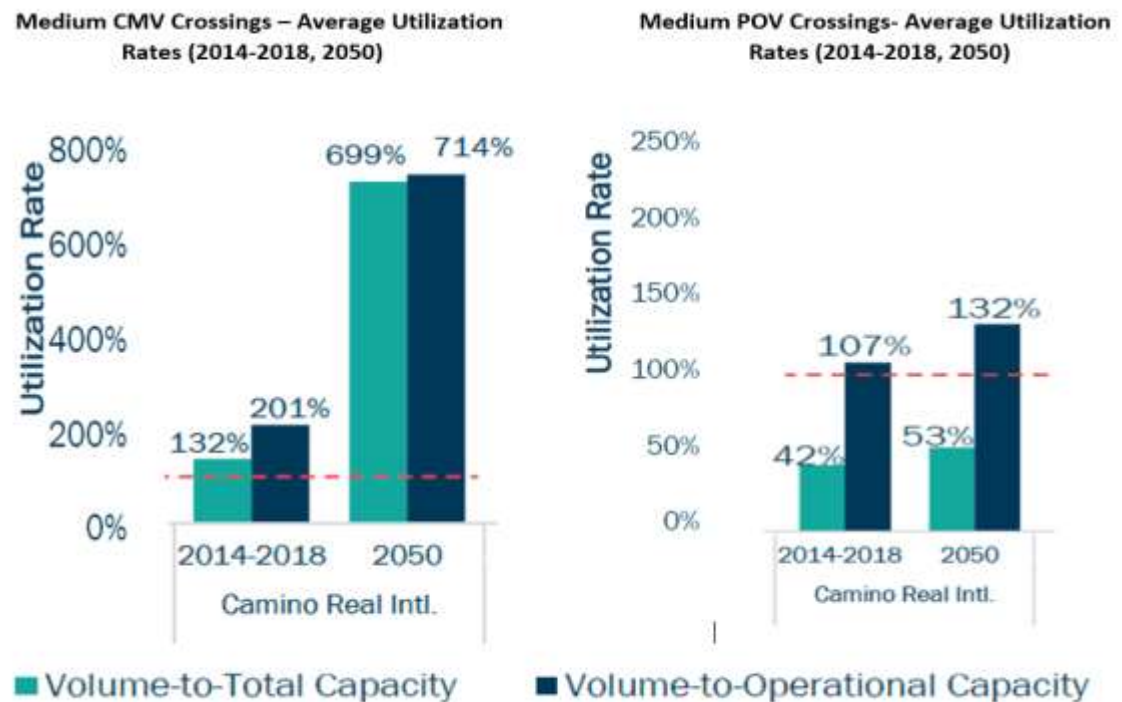


Camino Real International Bridge (Bridge II)

In terms of its total volume-to-capacity, this crossing has a utilization rate of 132% and 42% for trucks (or commercial vehicles, CMV) and passenger vehicles (POV), respectively, between 2014 and 2018. Bridge II also had a volume-to-operational capacity utilization rate of 201% for CMV and of 107% for POV between 2014 and 2018. By 2050, the volume-to-operational capacity ratio is projected to increase by more than

three-folds for CMV and POV (to 714% and 132%, respectively). The utilization rate of the total volume-to-capacity will grow to 699% (for CMV) and 53% (for POV). In other words, this bridge is already operating above its operational capacity, and its saturation will only increase in the future, particularly for trucks. In assessing the situation at the Camino Real International Bridge, the BTMP concluded: The bridge requires both operational improvements and additional physical capacity to accommodate continued trade growth.

Exhibit 4.16 – Camino Real International Utilization Rates



Eagle Pass Union Pacific International Railroad Bridge

The Eagle Pass rail crossing is consistently one of the busiest U.S.-Mexico rail crossings. Since 2009, Eagle Pass has ranked second every year for the number of rail containers crossing the border. The 2021 BTMP noted that the two border crossings in the Laredo region (including Eagle Pass) are “located in urban areas, [causing] complex challenges to the expansion of rail facility solutions for mitigating highway/rail conflicts.”⁶⁴ The plan also noted limited train speeds and limited freight capacity due to the need for improved infrastructure and expanded track at the Eagle Pass rail crossing.

Delays at Border Crossings

According to 2019 data, northbound crossing times for passenger vehicles on Bridge I range between 30 and 60 minutes approximately 57% of the time and are less than 30 minutes 43% of the time.⁶⁵ In 2050,

⁶⁴ TXDOT BTMP Regional Summary Page

⁶⁵ [US 57 Corridor Interstate Feasibility Study, January 2023](#).

these wait times are anticipated to go over 2 hours on average, an increase of more than an hour and a half.

As of today, northbound CMV crossing times at Bridge II rarely exceed 30 minutes. By 2050, the projected average crossing time will increase by seven to nine hours, a 7,050 percent cumulative growth.⁶⁶ Similarly, the single-tracking nature of border-crossing rail operations at this location means that vehicular traffic on the Piedras Negras and Eagle Pass downtown areas will be blocked for longer periods of time, on a daily average, to allow for the increased rail operations.

D. Compatibility with Existing Infrastructure and Nearby Bridges

Border crossings in the region already surpass the capacity of its border crossing. Apart from supporting the increasing demand for border crossings, transportation infrastructure improvements at larger scales (including the Ports-to-Plains and both US and MX 57 Improvements) and PVH's own industrial development projects will generate additional demand for border crossings in Piedras Negras/Eagle Pass. The location of the PVGTB also provides connectivity to new roadway infrastructure planned at the local level. The PVGBT project does not intend to compete for volume with existing bridges in Eagle Pass; rather, it aims to relocate commercial border crossing activities, such as rail and truck operations, outside of the congested downtown areas of Piedras Negras and Eagle Pass. This will create additional space for passenger vehicle capacity in the downtown crossings and will also provide room for expansion in the future.

Benefits of PVGTB

Maverick County's feasibility study for a new border crossing in Eagle Pass found that "any future cross-border commercial traffic... can reasonably be expected to strain the single commercial crossing in downtown Eagle Pass."⁶⁷ This is an important justification for this request for a presidential permit for a new international bridge in Eagle Pass/Piedras Negras. Northbound traffic, as the traffic system is currently structured, travels straight from Mexican Federal Highway 57 across Bridge I or II onto US 57. Highway 57 runs straight through downtown Eagle Pass, along what is known as Main Street or Garrison Street. Because US 57 is landlocked downtown, there is little opportunity for expansion without significant commercial and residential disruption.

By building a new border crossing outside the downtown areas of Eagle Pass and Piedras Negras, the PVGTB will:

- Provide a connection to Phase 3 of Loop 480 in Eagle Pass and to the Piedras Negras bypass on the Mexican side, routing the majority of truck traffic away from the downtown areas and improving safety.
- Reduce delays for northbound trucks crossing the border, making the border more efficient and competitive and reducing air emissions.

⁶⁶ [U.S.-Mexico Border Transportation Master Plan. Laredo Regional Summary.](#)

⁶⁷ Third Land Port of Entry. Final Feasibility Study. Maverick County, Texas. January 14, 2019.

- Avoid all at-grade rail crossings in downtown areas, allowing more rail operations⁶⁸ and further growth of trade via rail⁶⁹ while improving safety for the residents of both Eagle Pass and Piedras Negras
- Allow all commercial vehicle traffic to shift to the new border crossing, freeing up capacity at the downtown bridges to address the anticipated growth in demand for personal vehicle crossings⁷⁰
- Provide redundancy in border crossings. This is imperative for economic security. For example, processing delays and protests in 2022 slowed international commerce on the U.S.-Mexico and U.S.-Canada borders and cost the U.S. billions of dollars in lost GDP.

As a result, the proposed PVGTB bridge crossings will improve public safety, increase regional mobility, reduce pollution, and provide needed economic growth for the region.

Support from Local Authorities

There is increased awareness by the Departments of Transportation of the U.S. and Mexico that commercial border-crossing operations (both truck and rail) in the downtown areas of border cities is not desirable. These operations frequently generate traffic congestion, pollution, and safety risks for the crossers and the local population. As such, border communities have supported the movement to relocate truck and rail crossings outside urban footprints.

Both Maverick County and Piedras Negras have developed local mobility and development plans to move commercial operations outside of their downtown areas. The PVGTB is compatible with the local plans.

Conclusion

Existing border crossings in the Eagle Pass/Piedras Negras region are oversaturated. TXDOT projects that exceptional growth in traffic in this region will soon overwhelm existing border crossing infrastructure. The proposed PVGTB would decrease the saturation of the border-crossing infrastructure in the region, reduce border-crossing times, support growth in economic activity in the region, and relocate the commercial border-crossing activities outside of the downtown areas of Eagle Pass and Piedras Negras. U.S. and Mexican stakeholders are aligned in expressing the need for this type of solution.

⁶⁸ It is the expectation of GER to be able to increase this capacity as an alternative to the existing UPRR crossing for Class I shippers and local shippers, thus allowing for increased northbound and southbound capacity. GER estimates shipping 50 local cars in a single train per week.

⁶⁹ At the Eagle Pass POE, the value of cross-border rail trade grew by 154 percent, or \$13 billion between 2006 and 2019 (source: BTMP)

⁷⁰ The BTMP forecasts that the Piedras Negras/Eagle Pass border crossings will increase their demand for passenger vehicle crossings from 6 million (in 2019) to 7.6 million (in 2050) and their demand for pedestrian and bicycle crossings from 0.9 million (in 2019) to 1.1 million (in 2050).

Chapter 5: Other U.S. Approvals

In addition to securing the Presidential Permit, the PVGTB project will require numerous permits and approvals from other regulatory bodies prior to commencement of construction and/or operation. The PVGTB's sponsors are aware of these additional requirements and have already begun coordinating with the various agencies. This section includes commentary on a few of the more pertinent approvals required.

A. State of Texas Bridge Permit

Per the applicable Texas state code (Texas Transportation Code, §201.612), Maverick County intends to apply for a State of Texas Bridge Permit from the Texas Transportation Commission (TCC) prior to constructing a bridge across the Rio Grande River. The Texas permit application requires similar information as the presidential permit application and is being developed concurrently.

As per Texas guidelines, the project should also be adopted into the Texas-Mexico Border Transportation Master Plan (BTMP). The 2021 BTMP lists the project as the third international bridge at Piedras Negras⁷¹. Additional details about the PVGTB along with a high impact designation will be incorporated into the next version of the BTMP.

This process would also require discussion with TXDOT for additional National Environmental Policy Act (NEPA) requirements that may need to be coordinated with the Surface Transportation Board (STB).

PVH and Maverick County are actively coordinating with the governor's office, TCC, and TXDOT to secure the necessary Texas permits and approvals for the PVGTB. The PVGTB's project sponsors do not foresee any issues in obtaining the State of Texas Bridge Permit nor any other permits required by the State of Texas for this project. Letters of support and prioritization from TCC Commissioner Bruce Bugg, TXDOT, and the Texas Economic Development Corporation are included in Appendix A: US Support Letters.

B. Customs and Boarder Protection (CBP) and General Services Administration (GSA)

CBP will operate the inspection services required for PVGTBs operation. As is customary for international bridge projects, PVH will construct any required federal facilities according to the CBP's requirements and then transfer ownership of these facilities to GSA via the Donation Acceptance Program (DAP). PVH has engaged in preliminary conversations with GSA regarding the DAP and consulted locally with CBP on the requirements for PVGTB's inspection services. Per guidance from CBP representatives given at the 2023 Binational Bridges and Border Crossing Group (BBBXG) Plenary Meeting, detailed decisions on inspection operations and coordination between the PVGTB project sponsors and CBP can begin in earnest following issuance of the presidential permit.

PVH has also secured two former CBP Deputy of Field Operations (DFOs) as advisors and liaisons to ensure PVGTB's inspection operations will be the most efficient and secure of any border crossing. PVH has also engaged in discussions with former Director of National Intelligence John Ratcliffe regarding inspection technology and security for this project. Letters of support from former Director Ratcliffe and former DFO David Higgerson are contained with Appendix A: U.S. Support Letters.

⁷¹ 2021 Texas-Mexico Border Transportation Master Plan. Appendix 10B / Page 40

C. Surface Transportation Board

The STB has broad economic regulatory oversight of railroads within the United States. PVH, through its subsidiary the GER, is currently working with the STB to secure authority to construct and operate a new class III railroad connecting the PVGTB with existing rail infrastructure at UP's Clark's Park.

PVH has submitted a notice of intent to the STB for construction and operating authority of its proposed Class III shortline, the Green Eagle Railroad (GER) and is coordinating with its Office of Environmental Analysis (OEA) to begin the NEPA assessment that is required prior to the issuance of such authority.

D. National Environmental Policy Act of 1969

Maverick County and PVH understand that NEPA compliance is a prerequisite of the PVGTB project and have begun the necessary steps to conduct the required studies. The Feasibility Study conducted in 2019 provides an overview of the environmental factors that will be analyzed in the detailed NEPA assessment. A copy of this study is included in the appendix for reference, and pertinent details are also included in the Environmental section of this document. PVH has also retained an engineering firm with extensive environmental experience to aid in preparation for this assessment.

The STB's Office of Environmental Analysis (OEA) is responsible for ensuring the agency's compliance with NEPA and related environmental laws. Based on preliminary discussions between PVH/GER and OEA, it is anticipated that the STB will serve as the Lead Federal Agency (LFA) for the NEPA assessment that is required to secure approval of the GER and the broader PVGTB project. TXDOT, U.S. Coast Guard, U.S. Army Corps of Engineers, and the International Boundary and Water Commission are all expected to participate as coordinating agencies. PVH has also identified a third-party vendor to serve as the OEA's consultant on the project. The formal NEPA process is expected to begin following receipt of the Presidential Permit pursuant to Executive Order No 13867.

E. International Boundary and Water Commission (IBWC) Permit

Pursuant to the terms of the 1970 Boundary Treaty, any activity within the IBWC right-of-way requires IBWC approval based on the design criteria of the bridge. PVH has begun coordination with IBWC and will obtain the required IBWC approval and permit prior to commencing construction of the PVGTB. The NEPA assessment and presidential permit, along with final bridge designs and construction plans, will all be required prior to receiving the IBWC permit.

F. United States Coast Guard (USCG) Bridge Permit

New bridges over navigable water and international boundaries also require a USCG bridge permit consistent with the International Bridge Act of 1972 and Section 9 of the Rivers and Harbors Act. This permit will also be required prior to commencing construction of the PVGTB. PVH will coordinate with USGS as it progresses with the bridge design and intends to formally apply for the USGS permit following IBWC coordination.

G. Additional U.S. Approvals

Among others, the PVGTB project will also need to comply with:

- Rivers and Harbors Act Section 10 and Clean Water Act, Section 404; both to be coordinated with U.S. Army Corps of Engineers (USACE)
- Endangered Species Act (ESA), Section 7 and Migratory Bird Treaty Act; both to be coordinated with U.S Fish and Wildlife Services (USFWS)
- National Historic Preservation Act (NHPA), Section 106; to be coordinated with the State Historical Preservation Office (SHPO) (Texas Historical Commission), as well as other federal authorities, as part of NEPA
- Clean Water Act, Section 401 Water Quality Certification, Water Use Permit, and Texas Pollutant Discharge Elimination System (TPDES) Construction general Permit (Clean Water Act Section 402); to be coordinated with Texas Commission on Environmental Quality (TCEQ)
- Wildlife Habitat Assessment, Aquatic Resource Relocation Plan, and Sand, Gravel, and Marl Permit; all to be coordinated with the Texas Parks and Wildlife Department (TPWD)
- Miscellaneous Easement / Right-of-Way; to be coordinated with the Texas General Land Office (TGLO)
- Floodplain and development approvals with Maverick County and the City of Eagle Pass, as necessary

Chapter 6: Foreign Government Approvals

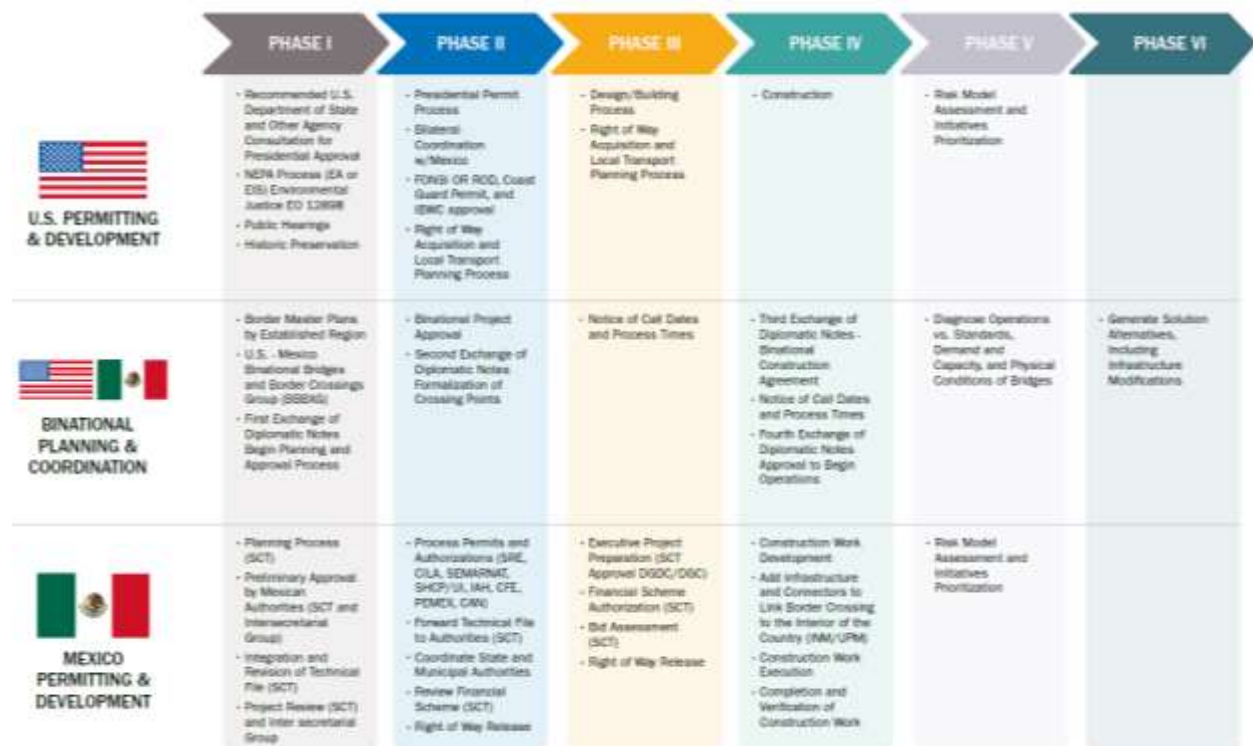
A. Binational Approval Process

Ongoing coordination with the Government of Mexico is equally important as coordination with U.S. authorities. The project sponsors understand and intend to comply with the regulatory requirements put forth by each stakeholder throughout the design, construction, and implementation processes.

A similar federal approval process to the U.S. Presidential Permit is required in Mexico. This process will be coordinated concurrently with the U.S. process. Phase I of the process calls for inclusion in relevant border master plans and the U.S. - Mexico Binational Bridges and Border Crossings Group (BBBXG) and coordination with the Mexican Secretaria de Infraestructura, Comunicaciones, y Transportes (SICT).

A description of the binational approval process is outlined below in Exhibit 6.1.

Exhibit 6.1 – Binational Approval Processes for International Bridge Project⁷²



Like the U.S. process, the Mexican permitting and development for international bridge projects require wide ranging coordination with many federal, state, and local entities. The following Mexican agencies must be consulted during the implementation process:

- Secretaria de Infraestructura, Comunicaciones, y Transportes (SICT)
- Secretaria de Relaciones Exteriores (SRE)
 - Comision Internacional de Limites y Aguas (CILA)

⁷² The Presidential Permitting Process and the Development of Cross-Border Transportation Infrastructure in Texas. TXDOT. February 2022.

- Secretaria de Defensa Nacional (SEDENA)
- Secretaria de Medio Ambiente y Recursos Naturales (SEMARNAT)
 - Comision Nacional del Agua (CONAGUA)
 - Instituto Nacional de Ecología y Cambio Climático (INECC)
 - Dirección General de Impacto y Riesgo Ambiental (DGIRA)
- Secretaria de Hacienda y Credito Publico (SHCP)
 - Servicio de Administracion Tributaria (SAT)
 - Agencia Nacional de Aduanas de México (ANAM)
- Secretaria de Gobernacion (SEGOB)
 - Instituto Nacional de Migracion (INM)
- Secretaria de Marina (SEMAR)
- Secretaria de Agricultura, Ganaderia, Desarrollo Rural, Pesca y Alimentacion (SAGARPA)
 - Servicio Nacional de Sanidad, Inocuidad, y Calidad Agroalimentaria (SENASICA)
- Secretaria de Función Publica (SFP)
 - Instituto de Administracion Avaluos de Bienes Nacionales (INDAABIN)
- Secretaria de Desarrollo Agrario, Territorial y Urbano (SEDATU)
- Petroleos Mexicanos (PEMEX)
- Instituto Nacional de Antropologia e Historia (INAH)
- Guardia Nacional (GN)

B. Status of Binational Coordination

Texas-Mexico Border Transportation Master Plan (BTMP)

Inclusion in a regional border transportation master plan is considered a key step in the binational coordination efforts for new border crossings. The Texas-Mexico Border Transportation Master Plan (BTMP) published by the Texas Department of Transportation (TXDOT) is a comprehensive, multimodal, Texas-Mexico long range plan. It identified current and future transportation needs, challenges, and opportunities for moving people and goods across the Texas-Mexico border. Building on previous regional border master plans, the BTMP takes a holistic and comprehensive approach to border planning, developing a unified plan for the entire Texas-Mexico border. The 2021 release of the BTMP includes the input from more than 2,800 stakeholders from the U.S. and Mexico including Texas' Border Trade Advisory Committee (BTAC), Binational Regional Steering Committees (BNRSCs), Mexico's Secretaria de Infraestructura, Comunicaciones, y Transportes (SICT), the U. S. Federal Highway Administration (FHWA), Mexican border states of Chihuahua, Coahuila, Nuevo Leon, and Tamaulipas, the U.S.-Mexico Joint Working Committee (JWC) on transportation planning, the Binational Bridges and Border Crossings Group (BBBXG), and numerous private sector workshop and public meetings.

The PVGTB project was included in the 2021 BTMP as a recommended project for a third international bridge at Piedras Negras sponsored by Maverick County. TXDOT has informed PVH that the next publication of the BTMP will list the PVGTB by name as a high impact project given the additional details that have been provided on the project and its alignment with TXDOT priorities for binational freight flow across the Texas-Mexico border including interstate upgrades along the Ports-to-Plains corridor and the expansion of US-57 to a four-lane divided highway.

Binational Bridges and Border Crossings Group (BBBXG)

The BBBXG provides an official forum for delegates from the U.S. and Mexican governments, the states of California, Arizona, New Mexico, and Texas, and the Mexican states of Baja California, Sonora, Chihuahua, Coahuila, Nuevo Laredo, and Tamaulipas to come together and discuss operational matters involving existing and proposed international bridges and border crossings and their related infrastructure and to exchange technical information as well as views on policy. Presentations made to this group are considered a critical step in the binational coordination for proposed international bridges.

The PVGTB project was formally introduced at the BBBXG Regional Meeting held in Las Cruces, NM on March 28th, 2023. The PVGTB project was also presented at the BBBXG Plenary Meeting held in Washington, DC on July 21st, 2023. While much of the deliberation between governmental delegates is conducted during closed sessions, public remarks were made by representatives from TXDOT expressing the strong support of the State of Texas for this project and noting it as a priority. Feedback provided by other BBBXG committee members has been unanimously positive.

Texas Border Trade Advisory Committee (BTAC)

The BTAC provides a forum for the exchange of communications between the Texas Transportation Commission, TXDOT, the governor, and committee members representing border trade interests. Meetings include binational participation with representatives from Mexico in attendance and is an important binational forum for proposed bridges along the Texas-Mexico border. The purpose of the BTAC forum is to ensure the participation of port-of-entry stakeholders in TXDOT's transportation processes and to advise TXDOT on trade issues, priorities, and projects and funding needs for freight improvements to support the state's economic vitality and global competitiveness.

The PVGTB project was formally introduced to the BTAC forum in Laredo, Texas on April 20th, 2023.

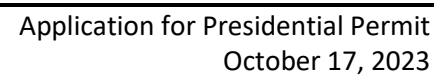
Piedras Negras

The PVGTB project has the strong support of Piedras Negras, the Mexican border town where the proposed new crossing is to be located. The project will allow Piedras Negras to realize its long-standing plans to relocate commercial rail and vehicular traffic to the west and north of the densely populated urban center where commercial traffic currently poses challenges to the city and its residents.

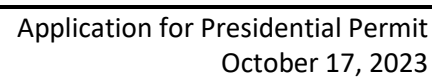
A support letter from Piedras Negras Mayor Norma Treviño González can be found in Appendix B: Mexican Support Letters of this application. In this letter, the mayor reiterates their support for the PVGTB project that is in accordance with the urban development plan of the city and will be a source of economic growth and social development for its border community. The letter notes the project will increase safety at commercial crossings, reduce traffic accidents within the city, increase merchandise flows generated by nearshoring activity, and have a positive impact on the environment.

Exhibits 6.2 and 6.3 below shows Piedras Negras' master plan and zoning maps with proposed rail and highway infrastructure in alignment with the PVGTB project plans.

Puerto Verde Global Trade Bridge
Submitted for Maverick County Texas by Puerto Verde Holdings
Page 64



Puerto Verde Global Trade Bridge
Submitted for Maverick County Texas by Puerto Verde Holdings
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Municipalities of Nava and Monclova

The PVGTB also has the strong support of the nearby Mexican municipalities of Nava and Monclova. Appendix B: Mexican Support Letters contains letters of support from both Maria Del Pilar Valenzuela Gallardo, mayor of Nava, and Mario Alberto Davila Delgado, mayor of Monclova. As nearby municipalities their economies and livelihoods are directly impacted by trade crossing the border at Piedras Negras.

The nearby municipality of Nava has experienced significant job losses from the decline of the coal industry in the region. The mayor's support letter highlights the detrimental impact this has had on Nava and indicates the PVGTB project as a priority to create jobs and positively impact the local community.

Monclova has the distinction of being the most important manufacturing center for railcars in America. Its three international railcar manufactures currently produce 4,000 railcars per month and plan to increase production to 7,000 railcars per month in the coming years. As outlined in the mayor's support letter, the PVGTB is both timely and necessary to meet the current and future requirements of this industry. An additional letter of support from one of these manufactures, Gunderson-GIMSA S.A. de C.V. can also be found in the appendix.

State of Coahuila

The PVGTB is a priority project for the State of Coahuila. The PVGTB's project sponsors have been engaged in substantive conversations with various officials within the state's leadership. The project has received a very positive reception and strong support from the current and incoming administration.

Enclosed in Appendix B: Mexican Support Letters is a letter from Coahuila's current Governor Miguel Angel Riquelme Solis. In this letter the governor expresses his support noting the significant benefits to trade and economic activity, prosperity for the people of Coahuila, promotion of greater cooperation and collaboration between Texas and Coahuila, and contributions to environmental sustainability. As such, the governor expresses his highest support and pledges to do what he can to expedite the project.

Also included is a support letter from Miguel Angel Algara Acosta, Coahuila's secretary of infrastructure, urban development, and mobility. In this letter the secretary states that he has directed his agency to review PVH's request for the concession of the state-owned Libramiento Norte right of way to bypass Piedras Negras. He confirms we are the first applicant for this development and reserves the right to evaluate and authorize our request in accordance with applicable legal frameworks. The PVGTB's project sponsors are actively working with the State of Coahuila and the Mexican SICT to facilitate the assignment of this right of way and necessary permits for our project.

Mexican Federal Coordination

Sponsors of the PVGTB project have been also engaged in unofficial and official communications with several Mexican federal agencies regarding the proposed international bridge, most notably the SICT, SRE, and SEDENA. As appropriate, the project sponsors will engage additional agencies and secure the required approvals on the Mexican side in lockstep with U.S. agency coordination.

In July 2023, representatives of the PVGTB presented the project to:

- Manuel Gómez Parra, General Director of Railway and Multimodal Development of the Undersecretary of Infrastructure of the SICT

- Minerva Pérez Reséndiz, Deputy Director General of Multimodal Transport and Logistics of the SICT
- Pablo Gálvez de Yturbe, Director of Border Affairs for SRE
- Salvador Fernando Cervantes Loza, Director General of Engineers for SEDENA
- Vivian Juarez Mondrago, Consul of Mexico in Eagle Pass, TX

Following the BBBXG Plenary Meeting on July 21st, 2023, the Mexican government invited PVGTB to attend a special meeting with Mexico's Inter-ministerial Group for International Bridges and Crossings to officially launch coordination between the various agencies and accelerate the project. This interagency session occurred on August 17th, 2023 in Mexico City at the SRE offices and was attended by:

- Pablo Gálvez de Yturbe, Director of Border Affairs, SRE
- Francisco Calvario García, Deputy Director of Bridges and Crossings, SICT
- Minerva Pérez Reséndiz, Executive Director of Multimodal Transport and Logistics, SICT
- Lieutenant Colonel Angel Chávez, Head of Customs Works, SEDENA
- Adriana Reséndez Maldonado, Commissioner, Mexico Section of the International Boundary and Water Commission (IBWC)
- Carlos Arturo Jiménez, Director of Customs Equipment and Infrastructure, Agencia Nacional de Aduanas de Mexico (National Customs Agency of Mexico)
- Fatima Mena Ortega, Director of Immigration Control and Verification, Instituto Nacional de Migración (National Institute of Migration)
- Ana Karen Campos Jiménez, Deputy Director of Federal Real Estate Administration, Instituto de Administración y Avalúos de Bienes Nacionales (Institute of Administration and Appraisals of National Assets)
- Clara Bautista Cervantes, Head of the Department of Policy for Migration Control, Secretaria de Gobernación (Secretary of the Interior)
- Miguel Fragoso Romero, Director of Bilateral Cooperation, Secretaria de Medio Ambiente y Recursos Naturales (Secretary of Environment and Natural Resources)
- Aurea Flores, Deputy Director for North American Affairs, Secretaria de Medio Ambiente y Recursos Naturales (Secretary of Environment and Natural Resources)
- Teodomiro Carranza Vargas, Deputy Director of Quarantine Service Infrastructure, Servicio Nacional de Sanidad, Inocuidad y Calidad Agroalimentaria (National Service of Health, Safety & Food Quality)
- Luis Alfonso Rodríguez Garza, representative of Manolo Jiménez Salinas, Governor Elect of Coahuila

During the meeting PVGTB's project sponsors and representatives from the State of Coahuila explained the project and its status in detail to the Mexican authorities. Following the formal, a dialog ensued regarding specific next steps with each agency. In particular, the SICT requested the submission of an Unsolicited Bidding Request so that they may formally serve as the lead agency for the project and support in alignment of other Mexican agencies. There was broad agreement that this project should be prioritized given its merits. The letter received following this meeting from the SRE is included in Appendix B – Mexican Support Letters. A diplomatic letter is in process and should be available shortly.

Chapter 7: Construction Plan

The PVGTB will be constructed in phases. The initial phase will construct all required storm water pollution prevention measures and then complete foundation and substructure work for the entirety of the proposed highway and railroad structures across the project and crossing the Rio Bravo/Rio Grande River along with superstructures for the full 6 vehicular lanes and the initial single rail track. In-water work for the full project will be completed in the first phase avoiding additional in-water work in the future. Embankment construction for the corridor and the Mexican and US Ports of Entry, both for commercial vehicles and railroad traffic, will also be constructed and coordinated with bridge and drainage work during the initial phase as well. Once demand increases, a second rail phase will complete the remaining track including additional superstructure work on the bridge to bring the project to its designed crossing capacity. The vehicular inspection facilities will also be constructed in phases to match demand growth.

Much of the right-of-way for the project on both sides of the border has already been secured by PVH with remaining properties to be secured prior to commencement of construction.

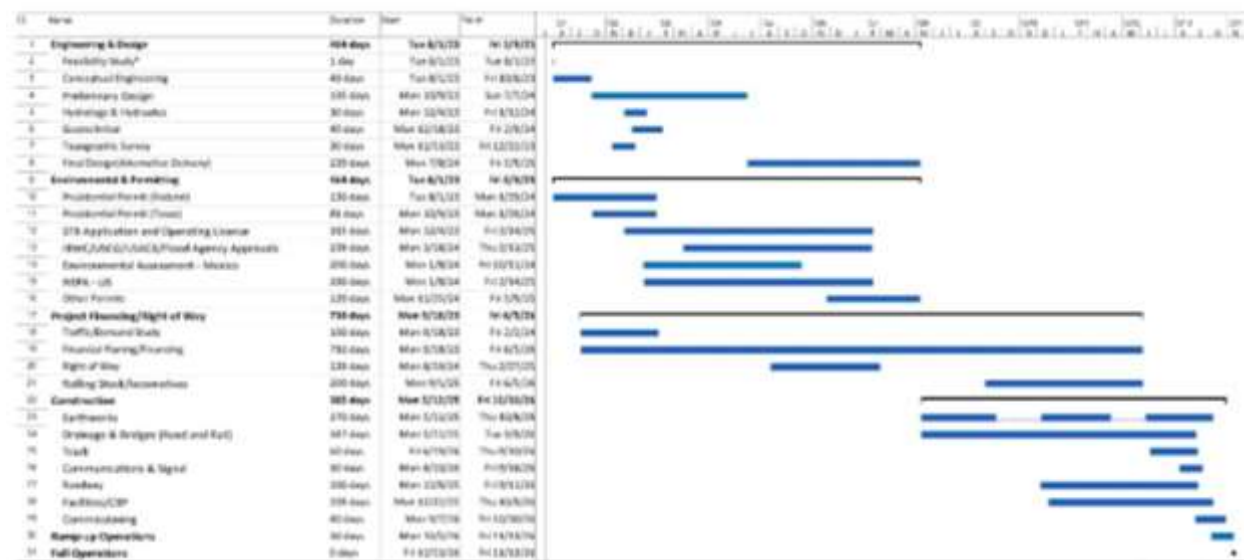
Concurrently, as approval and issuance of a Presidential Permit, the State of Texas Presidential Permit, the International Boundary and Water Commission Permit, and the U.S. Coast Guard Permit as well as the requirements of the NEPA process and STB license to operate, similar requirements will be agreed upon with the Mexican Government to allow commencement of construction and operations of the PVGTB. Discussions are ongoing with Ferromex, UPRR and BNSF to finalize service agreements.

A. Construction Schedule

The PVGTB is currently expected to open by the beginning of 2027. The high-level schedule uses typical engineering, environmental and permitting process, financing, construction, and operational ramp up processes that have successfully been used to implement similar projects extending between the US and Mexico or Canada.

Exhibit 7.1 below outlines the timeline for completing Phase I of PVGTB buildout and opening to commercial vehicular and rail traffic.

Exhibit 7.1 – PVGTB Phase I Construction Schedule



*Initial feasibility study completed in 2019 by Maverick County

B. Construction Risks and Mitigation Strategies

The PVGTB team has developed several strategies to mitigate the risks associated with construction of this project. The strategies are needed to meet anticipated environmental stipulations, cross-border security and overall construction time frame to provide the project supporters and financial community a project completed on time, within budget and meeting the project goals.

The PVGTB project is transitioning from Conceptual Design to the Preliminary Design Phase. Planning activities are taking place for the required NEPA process and various agency submittals to generate a schedule with typical timeframes for the approval process based on past experience. The concurrent engineering process allows refinement of the project corridor including analysis of alternatives and features as feedback from the various agencies occurs, minimizing delay and costly changes that could occur during construction.

Given the scope of this project, construction of the project will be delivered through a complex, multi-component traditional design, bid, build process. Some components will use an alternative delivery method such as a design/build delivery process, and other components may use a Construction Manager/General Contractor, CMGC, model.

These components include:

- Traditional project elements like roadway, track embankment, and drainage may use a design, bid, build process to better control schedule and costs.
- Non-traditional contracting methods may be used to facilitate schedule and contractor input during design to improve the construction process and in turn better control schedule for items like track, bridges, and the building related facilities. This may work well with separate Mexican and US contractors required for the construction of the highway and roadway bridges over the Rio Bravo/Rio Grande River.

- Contracts will include strong coordination clauses between contractors. An overall Construction Management firm will be used to track progress and the coordination efforts to maintain the overall project schedule and predicted cash flow.
- Procurement will be handled through a competitive bidding process or included in the contractor supplied items. PVGTB will evaluate major material item needs and anticipated supply and/or fabrication timelines. As part of the planning process, the procurement process will first seek submissions from suppliers with a focus on safety training, employee safety, welfare and benefit policies, environmental capacity, and meeting all regulatory requirements. PVGTB will establish transparent criteria for each procurement opportunity including financial (pricing) and key outcomes including engagement of local area employees and companies. Feedback will be provided to each proponent following the conclusion of each bid competition and used to enhance the process throughout the project.
- PVGTB recognizes the importance of working with the Mexican Government, Mexican Army, State of Coahuila de Zaragoza, municipalities, and businesses in the project area as well as the US Agencies, State of Texas, TxDOT and local area municipal and businesses to maintain open communications and facilitate the project approvals and overall implementation schedule. PVGTB will have a communications team coordinating this process and keeping the public and agencies informed of project progress throughout the design and construction process. Post construction the communications team will provide a communications link for on-going operation information.
- Construction methods will include flexibility for climate and weather events. In particular, it is critical that flooding not delay work on the major bridge crossings of the Rio Bravo/Rio Grande River. The coordination between the Mexican and US contractors is a critical element of working in this major floodway to share construction risk for work bridges and access in the waterway as well as superstructure span setting. Alternative delivery methods allow for early contractor engagement from both sides of the border to develop innovative solutions during the design process.
- As service to several railroads will be provided, the tracks must meet safety standards for all. PVGTB will utilize the base AREMA standards incorporating International Heavy Haul Association recommendations and the more conservative requirements of the 3 railroads: Ferromex, UPRR and BNSF. The line must meet the railroad's Industrial Track Design standards at a minimum but given the number of trains and heavy axle loading design will also need to meet mainline track standards. This is already built into the design process and will facilitate the connectivity and operational approvals of the three railroads to avoid delays in acceptance.

As the project develops, additional strategies will be developed to address items using the general approaches and processes outlined above.

Chapter 8: Financing

The financing of PVGTB is unique in a number of ways. First, the project is being pursued as a unique Public Private Partnership (P3). As such, financing for the project will be led by the private sector as opposed to relying on publicly sourced funds, especially in the construction phase. Second, the project's private-sector sponsor, PVH, has an interest in both the U.S. and Mexican portions of the project. As such, PVH and its investors will ultimately be concerned with the binational cash flow of the project. Third, the project is the first multimodal international crossing on the U.S. - Mexico border. As such, operational and financial particulars of the rail portion of this project are subject to ongoing commercial negotiations between PVH and the Class I railroads with which it will interchange.

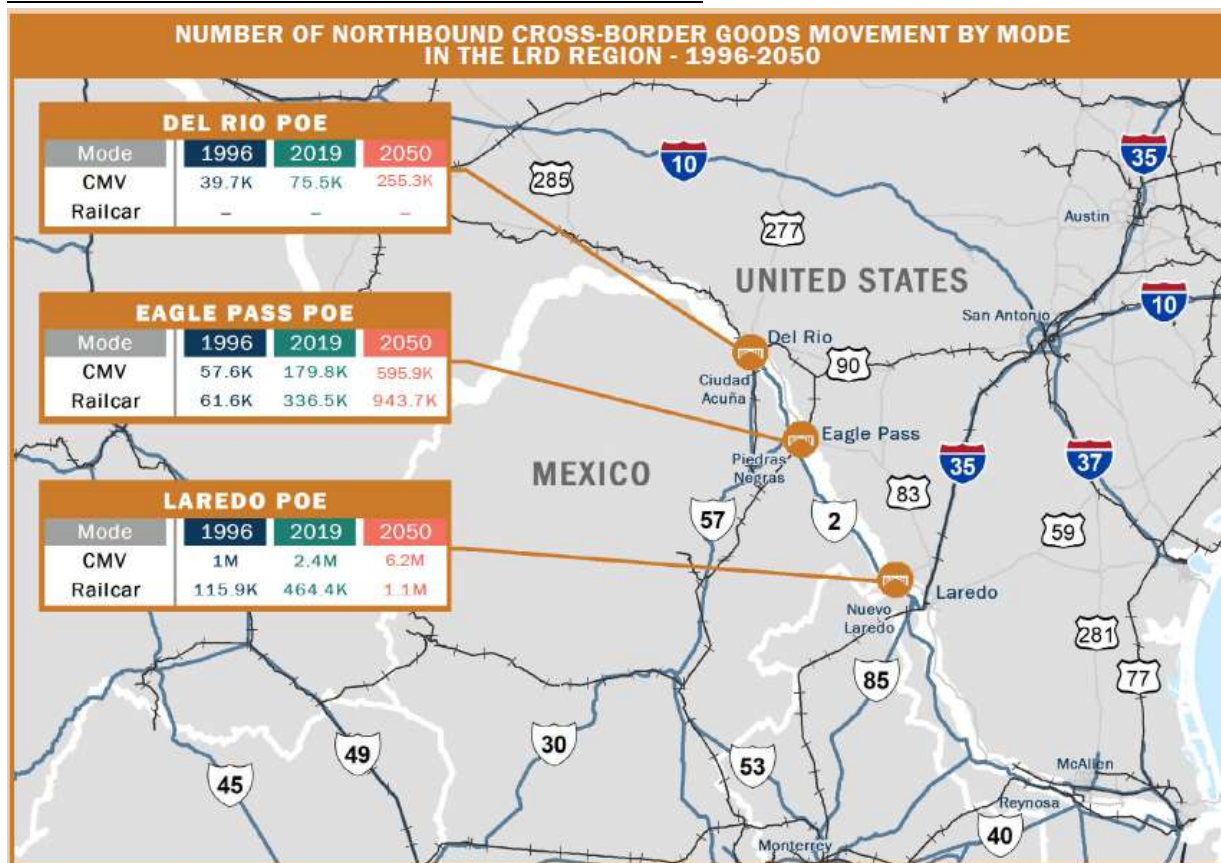
Given these unique attributes of the PVGTB, the following section outlines the binational vehicular portion of the project, inclusive of the approximately 20-mile trade corridor bypassing the urban areas of Piedras Negras and Eagle Pass and connecting the PVGTB to existing transportation infrastructure.

Information related to volumes and costs for the binational rail portion has also been included for reference.

A. Traffic & Revenue

Traffic projections for the PVGTB are based on demand estimates from TXDOT's Texas-Mexico Border Transportation Master Plan (BTMP) as shown below in Exhibit 8.1.

Exhibit 8.1 –Commercial Volumes in 2050 from the BTMP



Yearly volume projections for this application are forecasted based on straight-line interpolation between actual 2022 volumes as reported by the U.S. DOT and the 2050 estimates from the BTMP.

PVH has commissioned C&M Associates to complete a formal Traffic and Revenue Study for the PVGTB to further validated and update these projections considering the recent acceleration of nearshoring activities, TXDOT's prioritization of transportation infrastructure in the region, PVGTB's efficiency benefits, and PVH's industrial development projects. This investment-grade study will be utilized in subsequent permit applications including for the State of Texas and for securing private funding.

As the entirety of the binational vehicular bridge and corridor will be financed as a single project the financial analysis considers the combined bridge and corridor tollway revenues on both sides of the border. The average base bidirectional aggregate toll rate has been calculated at \$50.10. This rate is based on (1) Eagle Pass' 5-axle commercial vehicle toll of \$27.50 as of May 23, 2023⁷³, (2) Piedras Negras' 5-axle commercial vehicle toll of \$7.80 as of September 9, 2022⁷⁴, and (3) an additional \$14.80 toll for bidirectional use of the approximately 20-mile trade corridor⁷⁵. Toll rates are assumed to increase 3% per year.

The PVGTB is currently expected to open for commercial operations by the beginning of 2027. Exhibit 8.2 below outlines the annual projected volumes and revenues for U.S. vehicular operations through 2060.

Exhibit 8.2 – PVGTB Projected U.S. Vehicular Volumes and Revenues

Year	CMV Volume	CMV Toll Rate	CMV Toll Revenue
2022	205,201		
2023	213,165	\$50.10	
2024	221,437	\$ 51.60	
2025	230,031	\$ 53.15	
2026	238,958	\$ 54.75	
2027	248,232	\$ 56.39	\$13,997,278
2028	257,865	\$ 58.08	\$14,976,706
2029	267,872	\$ 59.82	\$16,024,667
2030	278,268	\$ 61.62	\$17,145,958
2031	289,067	\$ 63.47	\$18,345,708
2032	300,286	\$ 65.37	\$19,629,407
2033	311,939	\$ 67.33	\$21,002,931
2034	324,045	\$ 69.35	\$22,472,564
2035	336,621	\$ 71.43	\$24,045,032
2036	349,685	\$ 73.57	\$25,727,529
2037	363,255	\$ 75.78	\$27,527,755
2038	377,353	\$ 78.05	\$29,453,948
2039	391,997	\$ 80.40	\$31,514,922
2040	407,210	\$ 82.81	\$33,720,108
2045	492,602	\$ 96.00	\$47,288,177
2050	595,900	\$ 111.29	\$66,315,673
2055	720,860	\$ 129.01	\$92,999,323
2060	872,024	\$ 149.56	\$130,419,759

⁷³ City of Eagle Pass (<https://www.eaglepasstx.us/206/Services-Tolls>)

⁷⁴ Homer Balderas. Eagle Pass Bridge Director.

⁷⁵ Based on \$0.37/mi toll rate observed on the tollway between Nuevo Laredo and Monterrey.

B. Capital Expenditures

Total probable construction cost for Phase I of the binational multimodal PVGTB and trade corridor is estimated at \$648.5M.

The cost of the vehicular portion of the project is estimated at \$254.3M. This includes \$60.6M for US infrastructure construction, \$133.5M for Mexican infrastructure construction, and \$60.2M for overheads and a 25% contingency.

Detailed cost breakouts for the vehicular portion of the project are contained in Exhibit 8.3 below.

Exhibit 8.3 – PVGTB Vehicular Opinion of Probable Construction Cost

US Road					
Item #	Description	Aprox Qty.	Unit	Cost per Unit (USD)	Total cost (USD)
1.1	6 Lane Intermodal HWY	1.60	Miles	\$ 2,475,000.00	\$ 3,960,000.00
1.2	Rio Grande Bridge - Super Structure (6 lanes)	38,359.38	SF	\$ 170.00	\$ 6,521,094.60
1.3	Rio Grande Bridge - Sub-Structure (6 lanes)	38,359.38	SF	\$ 60.00	\$ 2,301,562.80
1.4	Perimeter Fencing	4,862.00	LF	\$ 80.00	\$ 388,960.00
1.5	Excavation	9,806.00	CY	\$ 12.50	\$ 122,575.00
1.6	Embankment	154,434.00	CY	\$ 32.00	\$ 4,941,888.00
1.7	CMV Inspection Facilities ROW	60.00	acres	\$ 40,000.00	\$ 2,400,000.00
1.8	CMV Inspection Facilities	1.00	LS	\$ 40,000,000.00	\$ 40,000,000.00
Subtotal					\$ 60,636,080.40
MX Road					
Item #	Description	Aprox Qty.	Unit	Cost per Unit (USD)	Total cost (USD)
2.1	Layout and Topography	537,478.00	sqyd	\$ 1.17	\$ 631,179.86
2.2	B2 highway road repairs	0.35	mile	\$ 1,531,149.08	\$ 535,902.18
2.3	B2 type highway road construction	11.44	mile	\$ 2,471,181.57	\$ 28,270,317.16
2.4	Passing lane	6.40	mile	\$ 1,482,708.94	\$ 9,489,337.23
2.5a	Rio Grande Bridge - Super Structure (6 lanes)	107,309.62	sf	\$ 147.72	\$ 15,851,777.07
2.5b	Rio Grande Bridge - Sub-Structure (6 lanes)	107,309.62	sf	\$ 52.14	\$ 5,595,123.59
2.5c	Rio Grande Floodplain - Super Structure (4 lanes)	172,244.00	sf	\$ 147.72	\$ 25,443,883.68
2.5d	Rio Grande Floodplain - Sub-Structure (4 lanes)	172,244.00	sf	\$ 52.14	\$ 8,980,802.16
2.6	Concrete culvert	1,033.46	ft	\$ 381.00	\$ 393,750.00
2.7	Rio escondido bridge 2-lane	1,049.87	ft	\$ 5,735.17	\$ 6,021,177.53
2.8	Fed. 57 Intersection, 2 lane overpass	1.00	overpass	\$ 3,536,854.41	\$ 3,536,854.41
2.9	Perimeter Fence (8' chainlink)	32,808.00	ft	\$ 37.00	\$ 1,213,896.00
2.10	Land Acquisition near MX 57	23.20	ha	\$ 30,000.00	\$ 696,000.00
2.11	50% of MX Induced Road Structures	0.50	LS	\$ 9,952,689.07	\$ 4,976,344.54
2.12	CMV Inspection Facilities ROW	60.79	ha	\$ 30,000.00	\$ 1,823,700.00
2.13	CMV Inspection Facilities	1.00	LS	\$ 20,000,000.00	\$ 20,000,000.00
Subtotal					\$ 133,460,045.39
US + MX Subtotal					\$ 194,096,125.79
Overhead					
Item #	Description	Aprox Qty.	Unit	Cost per Unit (USD)	Total cost (USD)
3.1	Enviromental	1.00%	LS	% of Subtotal	\$ 1,940,961.26
3.2	Preliminary Engineering	1.00%	LS	% of Subtotal	\$ 1,940,961.26
3.3	Final Egnineering	3.00%	LS	% of Subtotal	\$ 5,822,883.77
3.4	Construction Management	1.00%	LS	% of Subtotal	\$ 1,940,961.26
3.5	Contingency	25.00%	LS	% of Subtotal	\$ 48,524,031.45
Subtotal					\$ 60,169,799.00
Grand Total					\$ 254,265,924.79

The cost of the rail portion of the project is estimated at \$394.2M. This includes \$102.4M for US infrastructure construction, \$198.5M for Mexican infrastructure construction, and \$93.3M for overheads and a 25% contingency.

Detailed cost breakouts for the rail portion of the project are contained in Exhibit 8.4 below.

Exhibit 8.4 – PVGTB Rail Opinion of Probable Construction Cost

US Rail					
Item #	Description	Qty	Unit	Cost/Unit	Ext. Cost
1.1	#15 Turnout	1.00	EA	\$ 600,000.00	\$ 600,000.00
1.2	Single Track on Dual Track Grade	0.59	Miles	\$ 1,875,000.00	\$ 1,106,250.00
1.3	Single Track on Dual Track Bridge in US Flood Plain & US 277 Crossing	3,281.00	LF	\$ 16,875.00	\$ 55,366,875.00
1.4	Single Track on Dual Track Rio Grande Bridge Crossing	654.56	LF	\$ 37,500.00	\$ 24,546,000.00
1.5	Excavation	298.00	CY	\$ 12.50	\$ 3,725.00
1.6	Embankment	98,835.00	CY	\$ 32.00	\$ 3,162,720.00
1.7	Land Acquisition	1.00	LS	\$ 4,075,000.00	\$ 4,075,000.00
1.8	Perimeter Fencing	13,954.00	LF	\$ 120.00	\$ 1,674,480.00
1.9	Segmental Retaining Wall	53,812.00	SF	\$ 140.00	\$ 7,533,680.00
1.10	Customs and Border Patrol Offices	1,200.00	SF	\$ 400.00	\$ 480,000.00
1.11	Secondary Inspection Building Upgrade	32,400.00	SF	\$ 120.00	\$ 3,888,000.00
Subtotal					\$ 102,436,730.00
MX Rail					
Item #	Description	Aprox Qty.	Unit	Cost per Unit (USD)	Total cost (USD)
2.1	Layout and Topography	250,739.31	sqyd	\$ 1.17	\$ 293,365.00
2.2	Railroad, 1 track (136-lb/yd AREMA rail)	17.94	mile	\$ 3,951,232.42	\$ 70,875,231.55
2.3	Railroad, sidings (136-lb/yd AREMA rail)	5.30	mile	\$ 3,951,232.42	\$ 20,941,531.83
2.4	#15 Turnout	4.00	EA	\$ 600,000.00	\$ 2,400,000.00
2.5	Rio Grande Bridge; single track, dbl track substructure	1,484.38	ft	\$ 13,500.00	\$ 20,039,130.00
2.6	Rio Grande floodplain Bridge, single track, dbl track substructure	2,810.00	ft	\$ 13,500.00	\$ 37,935,000.00
2.7	Rio Escondido; single track, dbl track substructure	951.44	ft	\$ 13,500.00	\$ 12,844,488.19
2.8	Concrete culvert	826.77	ft	\$ 710.00	\$ 587,011.30
2.9	Ditch (triangular section)	9,826.12	ft	\$ 12.78	\$ 125,613.33
2.1	Perimeter Fence (chain link fence)	180,000.00	ft	\$ 80.00	\$ 14,400,000.00
2.12	vehicle overpass	3.00	underpass	\$ 2,078,651.68	\$ 6,235,955.04
2.13	Signaling	17.94	mile	\$ 271,179.00	\$ 4,864,951.26
2.14	Lighting	1.00	lot	\$ 850,377.53	\$ 850,377.53
2.15	Land Acquisition	38.10	ha	\$ 30,000.00	\$ 1,143,000.00
2.16	50% of MX Induced Road Structures	0.50	LS	\$ 9,952,689.07	\$ 4,976,344.54
Subtotal					\$ 198,511,999.55
Subtotal					\$ 300,948,729.55
Overhead					
Item #	Description	Aprox Qty.	Unit	Cost per Unit (USD)	Total cost (USD)
3.1	Environmental	1.00%	LS	% of Subtotal	\$ 3,009,487.30
3.2	Preliminary Engineering	1.00%	LS	% of Subtotal	\$ 3,009,487.30
3.3	Final Engineering	3.00%	LS	% of Subtotal	\$ 9,028,461.89
3.4	Construction Management	1.00%	LS	% of Subtotal	\$ 3,009,487.30
3.5	Contingency	25.00%	LS	% of Subtotal	\$ 75,237,182.39
Subtotal					\$ 93,294,106.16
Grand Total					\$ 394,242,835.72

Current estimates of probable construction costs for Phase I are based on preliminary design and engineering, satellite topography, and available information from similar projects. Input for cost estimates were provided by HDR Engineering, a multinational engineering firm, Slay Engineering, a San Antonio based civil engineering group and Sinople, a Mexican based engineering group. Estimates will be refined based on the findings of the NEPA assessment and development of final plans, specifications, and estimates.

C. Operations and Maintenance

Vehicular Trade Corridor and Bridge Operations and Maintenance

HDR created high-level cost estimates to operate and maintain the PVGTB's vehicular trade corridor and bridge. These estimates are based on available information from the States of Arizona and Texas.

HDR estimates the annual operating and maintenance budget for PVGTB's vehicular trade corridor to be \$68,000 per lane per mile based on typical highway lifecycle costs found within the Texas Department of Transportation's Texas Transportation Plan 2040. Year 1 operating and maintenance costs are assumed to be \$2.9M for the corridor's 42 lane miles (18 miles of 2-lane roadway in Mexico and 1 mile of 6-lane roadway in the US). Expenditure is estimated to increase by 3% per year.

HDR estimates annual operating and maintenance costs for PVGTB's vehicular bridge to be \$0.4M for the proposed 6-lane wide and 1,968-feet long international bridge based on lifecycle bridge costs obtained from the Arizona Department of Transportation's Roadway Maintenance Summary Report from October 2019. This figure is utilized for the first year of operation with escalation assumed to be 3% per year.

These figures are subject to change based on final design, plans, specifications, and estimates.

Vehicular Tolling Operations

HDR also created high level estimates of the cost to operate and maintain a toll facility for PVGTB's vehicular operation with bidirectional tolling occurring within the United States. These estimates were developed utilizing assumptions based on the judgment of subject matter experts, industry standards, and anatomized data collected from work with other tolling facilities. Based on this analysis, annual vehicular tolling operations were estimated at \$2.0M with expected escalation of \$0.1M per year.

D. Financing

PVH has secured significant interest from various financial institutions, funds, and private investors wishing to participate in funding this project. Formal funding efforts will begin in earnest following the issuance of the presidential permit which provides investors reasonable assurance that the project will move forward.

PVH is prepared to self-fund all development activities prior to commencement of construction. At which point, PVH will secure external private market funding for the construction phase of the project. Once fully commissioned and open to traffic, the PVGTB will be refinanced supported by operational cash flows from tolls. At this time, PVH and Maverick County will evaluate the potential sale or transfer of portions of the vehicular infrastructure and/or its operations to the county, the City of Eagle Pass, and/or other local transportation authorities.

E. Operating Cash Flow

Operating cash flow projections for the vehicular portion of the PVGTB and trade corridor were developed based on the above inputs related to forecasted volumes, toll rates, and operating and maintenance expenses.

Operating cash flows from vehicular operations are expected to be \$8.7M in the first year of operation based on \$14.0M in toll revenue, \$2.9M in roadway maintenance, \$0.4M in bridge maintenance, and \$2.0M in toll operations. Annual operating cash flows are expected to grow at an 8.2% CAGR to exceed \$116M by 2060 based on expected volume growth and projected toll rate and cost escalations. Cumulative operating cash flows of nearly \$1.5B through 2060 are expected to be sufficient to repay the loans and private investment required to finance the initial \$254.3M in capital expenditures.

Exhibit 8.5 below outlines the projected annual operating cash flows from vehicular operations.

Exhibit 8.5 – PVGTB Projected Cash Flows for Vehicular Operations

Year	CMV Volume	CMV Toll Rate	CMV Toll Revenue	Roadway O&M	Bridge O&M	Toll Ops.	Total Op. Cost	Operating Cash Flow	Cumulative Operating CF
2022	205,201								
2023	213,165	\$50.10							
2024	221,437	\$ 51.60							
2025	230,031	\$ 53.15							
2026	238,958	\$ 54.75							
2027	248,232	\$ 56.39	\$13,997,278	(\$2,856,000)	(\$400,711)	(\$2,000,000)	(\$5,256,711)	\$8,740,567	\$8,740,567
2028	257,865	\$ 58.08	\$14,976,706	(\$2,941,680)	(\$412,732)	(\$2,100,000)	(\$5,454,412)	\$9,522,294	\$18,262,860
2029	267,872	\$ 59.82	\$16,024,667	(\$3,029,930)	(\$425,114)	(\$2,200,000)	(\$5,655,045)	\$10,369,623	\$28,632,483
2030	278,268	\$ 61.62	\$17,145,958	(\$3,120,828)	(\$437,868)	(\$2,300,000)	(\$5,858,696)	\$11,287,262	\$39,919,744
2031	289,067	\$ 63.47	\$18,345,708	(\$3,214,453)	(\$451,004)	(\$2,400,000)	(\$6,065,457)	\$12,280,251	\$52,199,995
2032	300,286	\$ 65.37	\$19,629,407	(\$3,310,887)	(\$464,534)	(\$2,500,000)	(\$6,275,421)	\$13,353,987	\$65,553,982
2033	311,939	\$ 67.33	\$21,002,931	(\$3,410,213)	(\$478,470)	(\$2,600,000)	(\$6,488,683)	\$14,514,248	\$80,068,230
2034	324,045	\$ 69.35	\$22,472,564	(\$3,512,520)	(\$492,824)	(\$2,700,000)	(\$6,705,344)	\$15,767,221	\$95,835,450
2035	336,621	\$ 71.43	\$24,045,032	(\$3,617,895)	(\$507,609)	(\$2,800,000)	(\$6,925,504)	\$17,119,528	\$112,954,978
2036	349,685	\$ 73.57	\$25,727,529	(\$3,726,432)	(\$522,837)	(\$2,900,000)	(\$7,149,269)	\$18,578,260	\$131,533,237
2037	363,255	\$ 75.78	\$27,527,755	(\$3,838,225)	(\$538,522)	(\$3,000,000)	(\$7,376,747)	\$20,151,008	\$151,684,245
2038	377,353	\$ 78.05	\$29,453,948	(\$3,953,372)	(\$554,678)	(\$3,100,000)	(\$7,608,050)	\$21,845,898	\$173,530,144
2039	391,997	\$ 80.40	\$31,514,922	(\$4,071,973)	(\$571,318)	(\$3,200,000)	(\$7,843,291)	\$23,671,631	\$197,201,775
2040	407,210	\$ 82.81	\$33,720,108	(\$4,194,132)	(\$588,458)	(\$3,300,000)	(\$8,082,590)	\$25,637,518	\$222,839,293
2045	492,602	\$ 96.00	\$47,288,177	(\$4,862,149)	(\$682,184)	(\$3,800,000)	(\$9,344,333)	\$37,943,844	\$386,159,202
2050	595,900	\$ 111.29	\$66,315,673	(\$5,636,563)	(\$790,838)	(\$4,300,000)	(\$10,727,401)	\$55,588,271	\$626,295,197
2055	720,860	\$ 129.01	\$92,999,323	(\$6,534,321)	(\$916,798)	(\$4,800,000)	(\$12,251,119)	\$80,748,203	\$976,174,581
2060	872,024	\$ 149.56	\$130,419,759	(\$7,575,069)	(\$1,062,820)	(\$5,300,000)	(\$13,937,890)	\$116,481,870	\$1,482,135,009

Chapter 9: Environmental Protection

The applicant understands and will comply with all applicable environmental protection requirements under federal law. Pursuant to the National Environmental Policy Act (NEPA), the PVGTB will require a satisfactory Environmental Assessment (EA) or Environmental Impact Statement (EIS) prior to construction. The NEPA review will be conducted as part of the Green Eagle Railroad's (GER's) petition to the Surface Transportation Board (STB) for construction and operation authority of a new short-line railroad. The STB will serve as the lead agency, in close coordination with the Texas Department of Transportation (TxDOT) and other federal agencies as noted in the "Other U. S. Approvals" section of this permit application.

Maverick County previously commissioned a Feasibility Study for a new international bridge by Raba Kistner, a premier environmental engineering consulting firm. This study reviewed the environmental conditions and identified no fatal flaws within the study area. The proposed PVGTB is located at the southernmost edge of this study area. The full feasibility study is included in this application as Appendix D. Select findings from this study are included within this section, along with additional pertinent environmental details from assessments conducted more recently.

A. Socioeconomic Factors

The PVGTB would cross areas populated by Hispanic and low-income populations. Project impacts such as displacements, noise, vibration, air quality, community cohesion, access and travel pattern changes could impact communities adjacent to the proposed improvements. Further analysis will be conducted to determine ways to mitigate potentially disruptive or disproportionate effects on adjacent communities during the NEPA process. As shown below in Exhibit 9.1, Maverick County contains a minority population of just over 97 percent, with the third highest concentration of Hispanic residents in the continental United States. The U.S. Census blocks in the immediate area of the proposed improvements contain minority population rates between 83 and 100 percent ⁷⁶.

Exhibit 9.1 – Demographic Characteristics⁷⁷

Place	Total Population	Minority Population (%)	Median Household Income	Persons in Poverty (%)
Eagle Pass	28,596	97.3%	\$45,938	25.8%
Maverick County	57,843	97.3%	\$44,502	20.5%
Texas	30,029,572	59.7%	\$67,321	14.2%

The median household income in Eagle Pass is approximately \$45,938. According to the American Community Survey⁷⁸, the five U.S. Census block groups in the immediate area of the proposed improvements report median household income ranging between \$32,639 and \$94,315. The 2023 Department of Health and Human Services poverty guideline for a family of four is \$30,000. The percentage of persons living in poverty is higher in Eagle Pass than in Texas overall.

⁷⁶ USCB, 2020. 2020 Decennial Census – Table P2.

⁷⁷ USCB, 2023. U.S. Quick Facts. Accessed online [U.S. Census Bureau QuickFacts: United States](https://www.census.gov/quickfacts/st) April 14, 2023.

⁷⁸ ACS, 2021. 2021 5-Year Estimates – Table B190183.

As outlined previously in Chapter 2: Foreign Policy Interest – D. Investment in Disadvantaged Communities and E. Climate and Environmental Sustainability, the PVGTB is expected significantly improve the livelihoods of local minority communities by rerouting commercial traffic outside of urban areas, improving regional mobility and safety through the avoidance of at-grade railroad crossings, reducing noise from commercial through-traffic, avoiding greenhouse gas emissions, providing green spaces for community enjoyment, and acting as a catalyst for economic development that will create jobs and increase local tax receipts.

B. Cultural Resources

A review of the Texas Historical Commission Atlas (Atlas), the National Register of Historic Places (NRHP), TxDOT's Historic Resources Aggregator GIS data (Aggregator), and the Texas Freedom Colonies Atlas was conducted to determine if previously identified archaeological sites, historic architectural resources, or previous cultural resource investigations are located within a one-mile radius of the PVGTB area. Additionally, the Texas Department of Agriculture's Family Land Heritage program, the Maverick County website, the City of Eagle Pass Planning Department website, and historical USGS topographic maps and aerial imagery were reviewed to identify potential historic structures within the study area. TxDOT's Potential Archaeological Liability Maps (PALMs) were also consulted to determine the potential for encountering unrecorded deposits of cultural materials within the study area.

No National Historic Landmarks, Texas State Antiquities Landmarks, Texas Centennial markers, NRHP-contributing, or local or potential districts were identified in the PVGTB area.

The single historical marker (Marker No. 1327) within the search area is related to the Eagle Pass Coal Mines and does not overlap with the PVGTB area. No cemeteries, NRHP-listed properties or districts, historic highways or trails, or Texas Freedom Colonies are located within 1 mile of the PVGTB area. A review of historical aerials and topographic maps indicated that the PVGTB area has been situated in undeveloped and agricultural land since at least the 1960s^{79,80}.

Based on the review of approximately 55 previous cultural resources surveys, 19 archaeological sites, three resources determined eligible for inclusion in the NRHP, and one historical marker were recorded within one mile of the PVGTB area. Of these cultural resources, 7 archaeological sites and 14 archaeological surveys overlap with the PVGTB area. The 7 archaeological sites are multicomponent pre- and post-contact sites with undetermined eligibility for listing on the NRHP. All seven sites are affiliated with precontact artifacts, with three sites comprising open campsites (41MV107, 41MV109, 41MV67), three sites comprising lithic scatters (41MV287, 41MV108, 41MV277), and one site comprising a lithic quarry (41MV203). Sites 41MV107 and 41MV109 also include post-contact components; site 41MV107 includes a house and dump site and 41MV109 includes mining shafts and associated mining structures⁸¹.

⁷⁹ 2023. Nationwide Environmental Title Research (NETR). Viewer. Available online at <https://www.historicaerials.com/viewer>, accessed April 2023.

⁸⁰ 2023. United States Geological Survey (USGS). USGS Historical Topographic Map Explorer. Available online at <https://livingatlas.arcgis.com/topoexplorer/index.html>, accessed April 13, 2023.

⁸¹ 2023. Texas Historical Commission (THC). Texas Archeological Sites Atlas. Available online at <https://atlas.thc.texas.gov/>, accessed April 13, 2023.

A review of TxDOT's Potential Archaeological Liabilities Map (PALM) data revealed that the entirety of the study area contains moderate-to-high potential for containing preserved deposits of cultural material. The northern segment of the PVGTB area contains large areas with high potential and moderate shallow potential, high deep potential for buried deposits. The southern segment of the PVGTB area contains areas of moderate potential on the eastern end and moderate shallow potential, high deep potential for buried deposits on the western end⁸².

Review of TxDOT's Aggregator identified three NRHP-eligible resources and two previous cultural resource studies in the study area⁸³. A residence constructed in 1938 and located at 28.739720, -100.494848 has been determined eligible for inclusion in the NRHP under Criterion C in the area of Architecture at the local level of historic significance. A residence constructed in 1920 and located at 28.739591, -100.494842 has been determined eligible for inclusion in the NRHP under Criterion C in the area of Architecture at the local level of historic significance. The Maverick Canal is a linear resource in western Maverick County consisting of an extensive network of lined and unlined irrigation canals. The resource has been determined eligible for inclusion in the NRHP under Criterion C at the local level of historic significance. In 2005 Prewitt & Associates completed two cultural resource studies within the study area. Study HRSR HR00370 concerned construction of a pedestrian bridge over United States US 277, and HRSR HR00341 concerned construction of a railroad grade separation on US 277. Copies of the reports have been requested from TxDOT but were not readily available. Review of the Texas Department of Agriculture's Family Land Heritage program identified a single honoree, Wipff Ranch, in Maverick County⁸⁴. The ranch is not within one mile of the PVGTB area.

Review of Maverick County's website indicates the county has not publicly recognized any historic resources in the area⁸⁵. After contacting the Maverick County Judge's office, HDR confirmed that the county does not have an active County Historical Commission.

Review of the City of Eagle Pass Planning Department's website indicates the city has a single historic preservation district⁸⁶. The portion of the PVGTB area within the City of Eagle Pass's city limits is not within the historic preservation district.

A comparison of current and historic aerial images was completed to identify any development that is at least fifty years old—that would meet the National Park Service threshold for resources that can be considered for the NRHP. Resources less than fifty years of age are generally not considered eligible outside of certain extraordinary conditions. Aerial images indicate the area between the Rio Grande River

⁸² 2023. Texas Department of Transportation (TxDOT). Potential Archeological Liability Maps. Available online at <https://www.txdot.gov/inside-txdot/division/environmental/compliance-toolkits/toolkit/archeological-map.html>, accessed April 13, 2023.

⁸³ 2023. Texas Department of Transportation Environmental Affairs (TxDOT Environmental Affairs). TxDOT Historic Resources Aggregator. Available online at <https://txdot.maps.arcgis.com/apps/webappviewer/index.html?id=e13ba0aa78bf4548a8e98758177a8dd5>, accessed April 2023.

⁸⁴ 2023. Texas Department of Agriculture. Family Land Heritage Program. Available online at <https://www.texasagriculture.gov/News-Events/Family-Land-Heritage>, accessed April 2023.

⁸⁵ 2023. Maverick County. Welcome to the new Maverick County. Available online at <https://co.maverick.tx.us/>, accessed April 2023.

⁸⁶ City of Eagle Pass Planning Department. April 2023. <https://www.eaglepasstx.us/248/Forms-Links-Maps>

and U.S. 277 has been under cultivation for at least fifty years and show some development along county and internal farm roads that are likely agriculture related. This area also includes some parts of the NRHP-eligible Maverick Canal⁸⁷. Aerial images also indicate some development along Farm Road 1589, U.S. 277, and Farm Road 1588 (Thompson Road) within the area that are at least fifty years old⁸⁸.

Coordination under Section 106 of the National Historic Preservation Act (NHPA), as amended (16 USC § 470) will be required for the PVGTB area. Considering the recorded archaeological sites that currently intersect with the study area, as well as the high probability for encountering unrecorded archaeological sites represented in the PALM data, and the presence of built environment resources at least 50 years of age, it is likely that the Texas State Historic Preservation Office (SHPO) will require a cultural resources field investigation. If state-level funding, state-owned property, or sponsorship by a subdivision of the state of Texas become necessary to complete the project, further coordination under the Antiquities Code of Texas (ACT) (13 TAC 26) will also be necessary.

C. Threatened and Endangered Species

Potential threatened and endangered species were identified from the U.S. Fish and Wildlife Service's (USFWS) current Official Species List of threatened and endangered species for the study area from Information for Planning and Consultation (IPaC) System⁸⁹. Federally listed threatened and endangered species that could potentially be found in the study area are listed in Exhibit 9.2 below. An Official Species List, which requires notification to USFWS, should be verified after 90 days, or by June 27, 2023. Additional species may be included in the verified Official Species List for the area due to species status changes.

Exhibit 9.2 – Threatened and Endangered Species Potentially Occurring in the Study Area

Species Name	Status	Potential Habitat
Red knot (<i>Calidris canutus rufa</i>)	Threatened	Yes
Piping plover (<i>Charadrius melodus</i>)	Threatened	Yes
Monarch Butterfly (<i>Danaus plexippus</i>)	Candidate	Yes
Critical Habitat		
Texas hornshell (<i>Popenaias popeii</i>)	Endangered	Yes

The red knot (*Calidris canutus rufa*) and piping plover (*Charadrius melodus*) are federally threatened shorebirds that have the potential to migrate through the study area. Per the iPaC Official List, only wind-related projects within the migratory route need to consider these species. Therefore, there is no need to consult with USFWS for the red knot and piping plover in regards to the PVGTB project.

The monarch butterfly (*Danaus plexippus*) is a candidate species and not yet proposed for listing. During the breeding season, monarchs lay their eggs on the obligate milkweed host plant (primarily *Asclepias* spp.), and larvae emerge after two to five days. In many regions where monarchs are present, monarchs

⁸⁷ Nationwide Environmental Title Research (NETR). April 2023. <https://www.historicaerials.com/viewer>

⁸⁸ Nationwide Environmental Title Research (NETR). April 2023. <https://www.historicaerials.com/viewer>

⁸⁹ USFWS Official Species List, obtained March 28, 2023.

breed year-round⁹⁰. Depending on the land use and habitat that occurs in the study area, monarch habitat may occur. However, the potential for the project to adversely impact this species is unlikely. It is expected that the monarch butterfly will become listed in 2024. The status of this species should be closely monitored.

The Texas hornshell (*Popenaias popeii*) is a freshwater mussel native listed as endangered by the USFWS. Habitat includes flow refuges such as crevices, undercut banks, travertine shelves, and large boulders within river reaches with continuous flow. The Texas hornshell is native to the Rio Grande drainage and historically ranges into the Pecos River, in New Mexico, across portions of the Rio Salado basin, in Mexico, and as far downstream as Starr County, Texas. Currently, five known populations of Texas hornshell remain in New Mexico and Texas: Black River, Pecos River, Devils River, Lower Canyons of the Rio Grande; and the Lower Rio Grande near Laredo, Texas⁹¹.

While none of these currently known populations occurs in the study area, the proposed bridge crossings over the Rio Grande do include the Texas hornshell Critical Habitat Unit 5: ("Rio Grande – Laredo, Subunit 5a: Eagle Pass Reach"⁹²). Therefore, potential habitat for the Texas hornshell does occur in this portion of the study area.

In addition to the Official Species List of threatened and endangered species for the study area, federal status species occurrences within 10 miles of the study area in the Texas Parks and Wildlife Department (TPWD) Texas Natural Diversity Database (TXDD) were reviewed as shown in Exhibit 9.3 below. Should USFWS require consultation for these species, a preliminary potential habitat assessment for these species within the study area is summarized as follows.

Exhibit 9.3 – Federal Status Species Reported Occurrences within 10 Miles of the Study Area

Species Name	Status	Potential Habitat in Study Area
Ocelot (<i>Leopardus pardalis</i>)	Endangered	Yes
Rio Grande shiner (<i>Notropis jemezianus</i>)	Under Review	Yes
Mexican fawnsfoot (<i>Truncilla cognata</i>)	Under Review	Yes

The ocelot historically inhabited southern and eastern Texas, north as far as Hedley, Texas and west to Marfa, Texas. Ocelots use a wide range of habitats throughout their range but are strongly linked to dense cover or vegetation. The current range of the ocelot in Texas includes the lower Rio Grande valley north to approximately Alice, Texas⁹³. The last recorded occurrence of the ocelot within 10 miles of the study

⁹⁰ U.S. Fish and Wildlife Service (USFWS). 2023a. Monarch Butterfly Species Profile. Available online: < <https://ecos.fws.gov/ecp/species/9743>>.

⁹¹ USFWS. 2018. Species Status Assessment Report for the Texas Hornshell. Version 1.2. January 2018. Available online: < <https://ecos.fws.gov/ServCat/DownloadFile/161479>>.

⁹² USFWS Official Species List, obtained March 28, 2023.

⁹³ USFWS. 2016. Recovery Plan for the Ocelot (*Leopardus pardalis*). First Version. July 2016. Available online: <[https://ecos.fws.gov/docs/recovery_plan/Ocelot%20Final%20Recovery%20Plan_Signed_July%202016_new%20\(1\).pdf](https://ecos.fws.gov/docs/recovery_plan/Ocelot%20Final%20Recovery%20Plan_Signed_July%202016_new%20(1).pdf)>

area was in 1993 and occurred approximately 1.2 miles north of the study area⁹⁴. Potential habitat for the ocelot does occur in the study area, in the undeveloped and riparian corridors along the Rio Grande and Elm Creek; however, it is unlikely that the ocelot occurs in the study area.

The Rio Grande shiner is a freshwater fish under review for federal listing by the USFWS. Rio Grande shiners typically occur in large rivers or creeks and are endemic to the Rio Grande drainage in New Mexico, New Mexico, and Texas⁹⁵. The last recorded occurrence of the Rio Grande shiner within 10 miles of the study area was in 1993. This collection record includes the proposed bridge crossings over the Rio Grande and Elm Creek⁹⁶. Potential habitat for the Rio Grande shiner does occur in the study area, in the Rio Grande and Elm Creek; however, it is unlikely that the Rio Grande shiner occurs in the study area.

The Mexican fawnsfoot is a freshwater clam under review for federal listing by the USFWS. Mexican fawnsfoot occur in medium to large rivers, in or adjacent to riffle and run habitats, as well as in stream bank habitats. The Mexican fawnsfoot occurred historically in the Rio Grande, from approximately the confluence of the Pecos River, in Val Verde County, Texas, to just downstream of Falcon Dam, in Starr County, Texas. The current distribution of the species is restricted to the Rio Grande from Eagle Pass, Texas, to San Ygnacio, Texas⁹⁷. The last recorded occurrence of the Mexican fawnsfoot within 10 miles of the study area was in the 1970's, approximately 1.25 river miles downstream of the proposed bridge crossings over the Rio Grande⁹⁸. Potential habitat for the Mexican fawnsfoot does occur in the study area, in the Rio Grande and Elm Creek; however, it is unlikely that it would be found in the study area.

D. Essential Fish Habitat

Based on analysis of the National Marine Fisheries Service for Essential Fish Habitat (EFH)'s Essential Fish Habitat Mapper tool, no EFH is located in the project area. Should the National Oceanic and Atmospheric Administration (NOAA) Fisheries determine, through interagency consultation, that an EFH Assessment is necessary, the applicant is prepared to provide any required documentation.

E. Rivers, Waters, and Wetlands

As the PVGTB will cross the Rio Grande River, Elm Creek, Seco Creek and related floodplains and tributaries, several federal agencies and statutes will be applicable to the project. The project sponsors understand these requirements and will ensure compliance as part of the broader NEPA process including Sections 401 and 404 of the Clean Water Act related to Waters of the United States (WOTUS), including wetlands. A field delineation of WOTUS, including wetlands, would be completed as the project progresses to identify the boundaries and specific characteristics of these areas.

⁹⁴ Texas Natural Diversity Database (TXDD). 2023. Element Occurrence data export. Wildlife Diversity Program of Texas Parks & Wildlife Department. [29 March 2023].

⁹⁵ Texas State University (TXST). 2023. Fishes of Texas. Rio Grande Shiner Species Profile. Available online: < <http://txstate.fishesoftexas.org/notropis%20jemezanus.htm>>.

⁹⁶ TXDD. 2023. Element Occurrence data export. Wildlife Diversity Program of Texas Parks & Wildlife Department. [29 March 2023].

⁹⁷ USFWS. 2023. Mexican Fawnsfoot Species Profile. Available online: < <https://www.fws.gov/species/mexican-fawnsfoot-truncilla-cognata>>.

⁹⁸ TXDD. 2023. Element Occurrence data export. Wildlife Diversity Program of Texas Parks & Wildlife Department. [29 March 2023].

Additional details about the various permits and coordination efforts are contained within the Other U.S. Approvals section of this permit application.

F. Floodplain

The PVGTB site is located within a FEMA designed Zone A Special Flood Hazard Area. PVH will ensure proper flood control to protect local ecosystems and habitats, property, and human life. The Zone A designation means the area is subject to flooding by the 1% annual chance flood, but Base Flood Elevations (BFEs) are not available because the floodplain was established using approximate methods. Per direction of the local floodplain coordinator, the PVGTB project will limit its impact to a maximum rise of one foot within the floodplain.

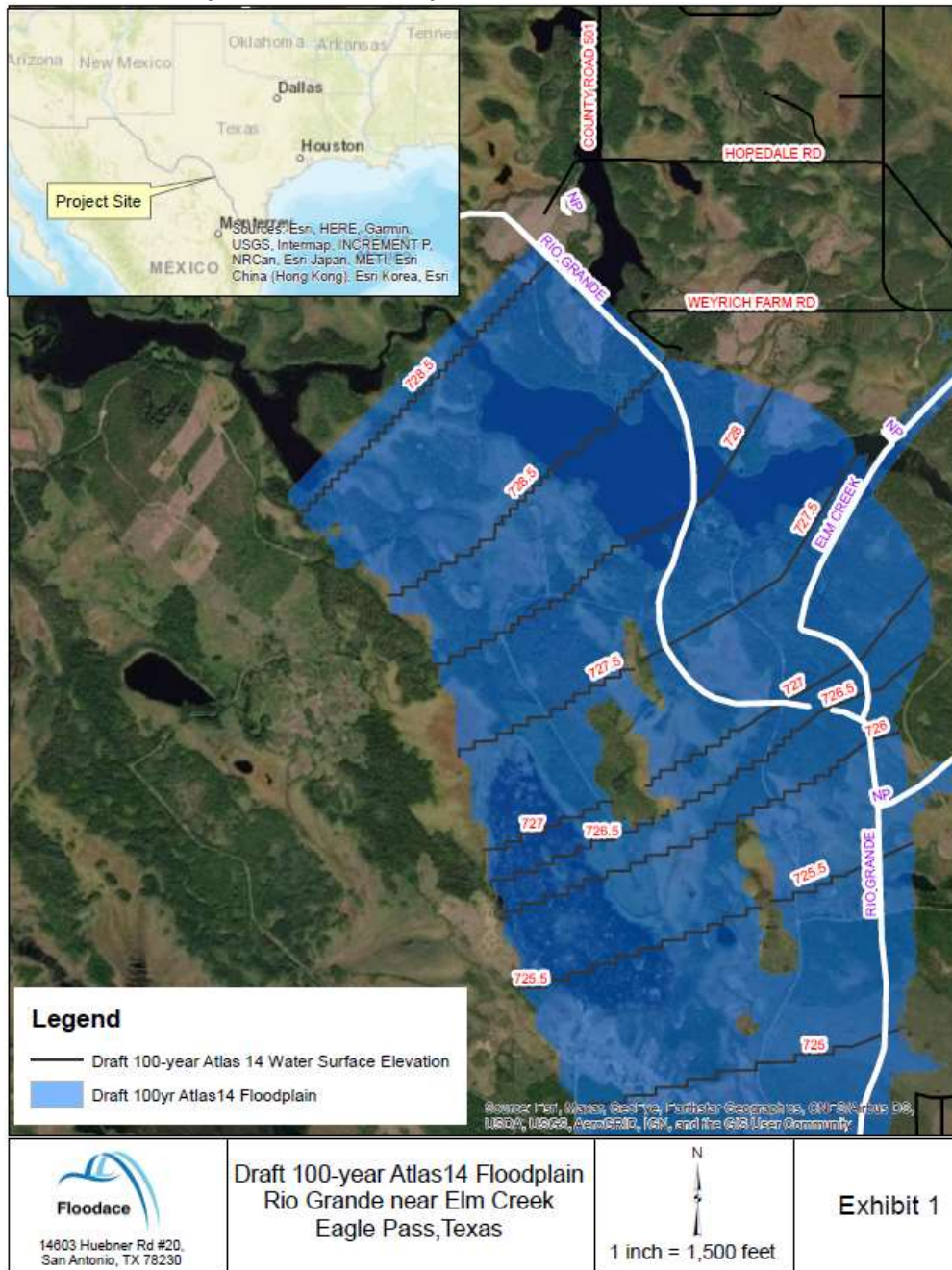
Exhibit 9.4 below shows the current FEMA floodplain delineation for the subject area.

Exhibit 9.4 – FEMA Floodplain Zone A Delineation



Per IBWC guidelines, the PVGTB will be constructed with a two-meter clearance above the Rio Grande River's 100-year flood event water surface elevation to the bottom chord of the bridge structure. PVH engaged Floodace, a San Antonio based civil engineering firm that specializes in water resource engineering to analyze the 100-year flood event water surface elevation and floodplain boundaries. Floodace is a certified disadvantaged and underutilized minority women owned business renowned for its hydrologic work across the state. Floodace utilized known Rio Grande flows and the latest Atlas 14 rainfall data to determine the 100-year flood elevation of 728.5' at the proposed PVGTB crossing site shown in Exhibit 9.5 below.

Exhibit 9.5 – 100-year Atlas 14 Floodplain



APPENDIX

A. US Support Letters

Maverick County Resolution

COUNTY OF MAVERICK

Resolution Supporting the Puerto Verde Global Trade Bridge and its permitting process with Maverick County serving as its Lead Sponsor.

WHEREAS, a robust trade infrastructure between Texas and Mexico is vital to Maverick County residents' economic well-being;

WHEREAS, a new Land Port of Entry (LPOE) in the Eagle Pass/Coahuila Area, a region that includes Maverick County, would have a substantial positive impact on trade relations and local business and will offer economic benefits to some of the County's poorest communities and one of Texas's most underinvested regions;

WHEREAS, the existing amount of entry points in the region are insufficient to support the increasing amount of goods transport across the border;

WHEREAS, a new LPOE would be part of the larger infrastructure investment and commitment by the county to ensure a modern and robust movement of goods between Eagle Pass and Coahuila Area;

WHEREAS, a new LPOE in the region aims to complement and supplement all other existing ports of entries along the TEXAS-MEXICO border;

WHEREAS, ensuring a streamlined and time-efficient movement process along *all* LPOE in the regions are in the best economic interest of Maverick County and its residents;

WHEREAS, Puerto Verde Holdings, LLC, has proposed building a Puerto Verde Global Trade Bridge outside Eagle Pass, Texas, and that project has been identified as a priority project by Maverick County and its residents;

WHEREAS, in 2019 Eagle Pass set a record for total trade for the eighth time in the past 10 years;

WHEREAS, Eagle Pass's single trade bridge is already operating at 200+ percent capacity and the Texas Department of Transportation projects that by 2050, it will be at 714 percent capacity;

WHEREAS, the Texas Department of Transportation forecasts that by 2050, the Eagle Pass Rail Bridge will have more goods by tonnage moving through it than any other rail crossing on the U.S. – Mexico border;

WHEREAS, the Texas Department of Transportation estimates that in 2019, the movements of people and goods through the region that includes Maverick County generated over 3.91 million jobs and more than \$217 billion in GDP in the U.S. and Mexico and that by 2050, the economic impact of cross-border trade in the region will increase to over 10.9 million jobs and \$604.5 billion in GDP;

WHEREAS, the Texas Department of Transportation estimates that international trade in the region that includes Maverick County will at least double and possibly triple by 2050; and projects that if no changes are made by 2050 wait times at Eagle Pass's single commercial vehicle LPOE will grow by more than 7,000 percent – to 7-9 hours per truck- and result in \$3.75 billion in annual GDP losses, up from \$2.1 million in 2019;

WHEREAS, the Texas Department of Transportation projects that if no changes are made, delays along the Texas-Mexico border will result in an economic productivity loss of \$4.4 billion in 2050, representing a GDP loss of more than \$293,000 every minute;

WHEREAS, the Puerto Verde Global Trade Bridge proposed by Puerto Verde Holdings, LLC, would bypass commercial and residential centers, reducing the risk of traffic accidents and residents' exposure to pollutants;

WHEREAS, the Maverick County Commissioners Court has carefully considered the merits and benefits of the Puerto Verde Global Trade Bridge, including its potential to create jobs, boost economic growth, and improve quality of life and health for the county's residents; and

WHEREAS, the Maverick County Commissioners Court recognizes the need for public-private partnerships to develop, build, and manage significant infrastructure projects and is committed to exercising proper oversight authority to bring the Puerto Verde Global Trade Bridge to fruition;

Now, therefore, be it resolved by the Maverick County Commissioners Court that:

1. The County hereby endorses the Puerto Verde Trade Bridge proposed by Puerto Verde Holdings, LLC and recognizes its potential to significantly benefit the community;
2. The County supports the pursuit of public-private partnership to fund, design, construct and operate the project;
3. The County commits to working with project stakeholders to facilitate the successful completion of the project while protecting the County's residents' interests;
4. The County commits to be the lead sponsor of Puerto Verde's application to obtain a Presidential Permit for its Puerto Verde Global Trade Bridge; and
5. The County calls on all relevant stakeholders, including private entities and community members, to support the Puerto Verde Global Trade Bridge proposed by Puerto Verde Holdings, LLC, and work collaboratively to achieve its success;
6. The County further will evaluate any financial commitment and will need final approval of the Commissioners Court to proceed with any financial commitment for construction of said project at a future date.
7. It is Maverick County's intention to assure public-private partnerships amongst local, state and federal governing bodies.

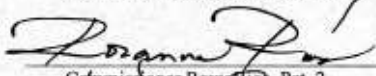
This resolution shall take effect immediately upon its adoption.

Adopted by the Maverick County Commissioners Court on 7th day of July 2023.

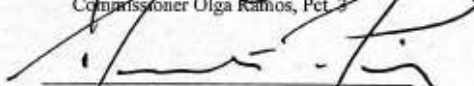

Hon. Ramsey English Cantu, County Judge

Absent

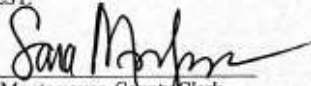
Commissioner Jerry Morales, Pct. 1


Commissioner Roxanne Rich, Pct. 2


Commissioner Olga Ramos, Pct. 3


Commissioner Roberto Ruiz, Pct. 4

ATTEST:


Sara Montemayor, County Clerk





June 14, 2023

The Honorable Antony Blinken
Secretary of State
U.S. Department of State
2201 C Street, NW
Washington, D.C. 20520

Dear Secretary Blinken:

We write in support of the Puerto Verde Global Trade Bridge (PVGTB) Presidential permit application to be filed by Maverick County, Texas. The project, which would permit the construction of a cross-border rail and truck freight bridge between Eagle Pass, Texas, and Piedras Negras, Mexico, will support international trade, help address supply chain challenges, and support economic development and security for this critical region of Texas.

As you know, Mexico is one of the United States' most important trading partners, with billions of dollars exchanged in exports and imports each year. This region contributes 42 percent of all trade between the United States and Mexico, so it is crucial to have a strong and stable transportation connection between our countries. We expect that the PVGTB will close a critical infrastructure gap to support trade growth. The Texas Department of Transportation (TxDOT) projects that without additional investments in border trade capacity, such as the PVGTB, delays to the movement of goods in parts of this region could exceed nine and a half hours. Such a processing delay would inevitably slow supply chains and burden cross-border trade activity. Additionally, the PVGTB project is uniquely positioned to support TxDOT's plans to expand Highway 57, as well as support the Ports-to-Plains Corridor's third segment in Texas (U.S.-277).

In 2019, Maverick County commissioned a feasibility study that found community support for an additional border crossing. Many communities along the border region of Texas are among the lowest-income in the state. According to the U.S. Census Bureau, in July 2022, 20 percent of Maverick County's population was below the poverty threshold. This project will help attract significant investment to the City of Eagle Pass and greater Maverick County region, supporting a chronically underinvested area of Texas.

The security of the southern border is paramount to our national security and safety of the region. With hundreds of millions of dollars of goods and thousands of people crossing through land-ports-of-entry (LPOE) every day, it is critically important that a crossing have adequate infrastructure and workforce to process goods and people. Maverick County has worked diligently to secure support from the community for this project and for the required infrastructure to build a state-of-the-art LPOE, which will enhance border security and increase inspection rates.

We respectfully request that you expedite the processing of Maverick County's application for a Presidential permit for the PVGTB, and that you submit a favorable foreign policy recommendation to the President.

Sincerely,



Ted Cruz
United States Senator



John Cornyn
United States Senator

Former Director of National Intelligence – John Ratcliffe



Honorable Antony Blinken
United States Secretary of State
Attention: Rebecca Daley, Coordinator, U.S. Office of Mexican Affairs
WHA/Mex Room 3924
Department of State
2201 C Street NW
Washington, D.C. 20520

July 27, 2023

Dear Secretary Blinken,

As a former Director of National Intelligence, I write to express my support for the Puerto Verde Global Trade Bridge (PVGTB) Presidential Permit application being filed by Maverick County, Texas. As a long-serving public servant with a continuing interest in our nation's security, I feel strongly that this initiative will not only advance commercial trade, which is a great benefit in and of itself, but also significantly enhance the national security measures currently in place at our southern border.

The project proposes a cross-border rail and truck freight bridge between Eagle Pass, Texas, and Piedras Negras, Coahuila, Mexico, which will facilitate the expedient processing of both commercial vehicle and freight rail traffic, while also bolstering our capacity to conduct thorough inspections and improve border security.

This initiative will serve as an important bulwark against the trafficking of illegal substances across our border, an issue that continues to escalate at an alarming rate. In Fiscal Year 2022, U.S. Customs and Border Protection (USCBP) seized 14.7 thousand pounds of fentanyl at the border. Thus far, in Fiscal Year 2023, that number has already climbed to 22 thousand pounds, a year-to-date increase of approximately 49.7% compared to the entirety of Fiscal Year 2022. Other virulent drugs, such as methamphetamine and cocaine also continue to be seized by USCBP at incredible rates.¹

The mounting surge of illegal substances across the border further elucidates the urgency of the situation, highlighting the necessity for advanced, efficient, and comprehensive border security measures. The proposed PVGTB infrastructure supports this goal, promising enhanced security

¹ [Drug Seizure Statistics FY2023](#)

measures that will deter the illicit trafficking of goods while simultaneously promoting international trade.

In addition to the issue of illegal substances, the unprecedented numbers of migrants attempting to cross the border necessitate an evolution in our border security and infrastructure. Migrant encounters at the U.S.-Mexico border remain at near-record levels, with 206,702 reported in May 2023 alone³, and this trend shows no sign of abating, especially following the end of Title 42. The additional border capacity and sophisticated inspection process that the PVGTB offers will relieve the pressure on our border enforcement agencies, allowing for better management of migrant flows.

Furthermore, the implementation of a joint inspection secure corridor at the PVGTB presents a landmark opportunity to transform border security into a shared responsibility between the U.S. and Mexico. By pooling resources and expertise, both countries can ensure a more rigorous, efficient, and comprehensive inspection process. This collaboration would not only expedite the flow of goods, reducing costs and maintaining product quality, but also significantly enhance safety by increasing the detection of illicit activities, identifying these threats more quickly, and enabling a stronger, collaborative mitigation strategy.

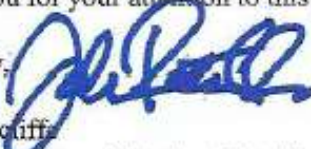
The PVGTB would open a new chapter in U.S.-Mexico relations, fostering greater collaboration against shared challenges like drug trafficking, organized crime, and irregular migration. Enhanced infrastructure facilitates mutual efforts to disrupt these activities, underscoring our shared commitment to regional security, and ensuring a safer, more prosperous border environment. This step will only strengthen our existing cooperation, providing a platform to handle future challenges more effectively.

As a state-of-the-art LPOE, the PVGTB will allow commercial vehicles to bypass high-traffic residential areas, operating 24/7 and greatly reducing wait times. This will inevitably improve inspection rates, fostering a safer, more controlled border environment, and strengthening our national security.

In an era of evolving security threats, a cooperative and technologically-advanced approach is vital to protecting our nation. Promising enhanced security, streamlined processing, and a more secure southern border, the PVGTB is a monumental step in the right direction. I strongly urge your advocacy for the expeditious interagency review and approval of the Puerto Verde Global Trade Bridge permit application.

Thank you for your attention to this pressing matter.

Sincerely,


John Ratcliffe
6th U.S. Director of National Intelligence
Former Member of Congress

³ [Southwest Land Border Encounters](#)

Former CBP Director of Field Operations – David Higgeson

Higges International LLC

548 B Ponderosa dr

Laredo, Texas 78401

Puerto Verde Holdings
22211 I-10 Suite 1206
San Antonio, TX 78257

Dear Secretary Blinkin

I am writing to express my support for the development of a strategic border infrastructure project, the Puerto Verde Global Trade Bridge (PVGTB) land port of entry. This commercial border crossing project between Eagle Pass, Texas, and Piedras Negras, Coahuila de Zaragoza, has the potential to greatly benefit our country, increasing trade and economic activity, as well as improving the flow of commercial cargo through this next-generation technology project. The design of this new port is a prime example of a public-private partnership.

As the retired Director of Field Operations for the U.S. Customs and Border Protection, who has served as Director for Arizona, West Texas, and South Texas under multiple administrations, I bring a unique perspective to the port of entry infrastructure needs. The technology planned for PVGTB will enhance trade, crossing efficiency, and environmental sustainability. This project will serve as a model for efficiency and economic development while preserving the environment.

Furthermore, as you are aware, Mexico is one of the United States' most important commercial partners, with billions of dollars in annual exports and imports.¹ A robust and stable connection with our primary trading partner is critical, especially during the inflationary period caused by the supply chain problem. The region accounts for 42% of all trade between the United States and Mexico, highlighting the importance of increased infrastructure investment. The PVGTB will fill a critical infrastructure gap in the global supply chain and trade route. According to the Texas Department of Transportation, trade between the US and Mexico, particularly in the LRD region, will skyrocket by 2050.² Without significant investment, the Department anticipates that travel times between areas will exceed 8 hours, costing the economy \$43 billion and losing over a million jobs.

The PVGTB project will bring many benefits to the people of the United States, such as creating new jobs and promoting economic development in the region. Furthermore, the new land Port of

¹ "Texas & Mexico: Trade & FDI." Texas Economic Development & Tourism Office.
<https://gov.texas.gov/uploads/files/business/Mexico-Profile.pdf>

²2021. "Texas-Mexico Border Transportation Master Plan." Texas Department of Transportation . March 19, 2021.
<https://www.txdot.gov/projects/planning/international-trade-border-planning/btmp.html>.

Entry between Eagle Pass and Piedras Negras will strengthen ties between the U.S. and Mexico and foster greater cooperation between local communities. I fully support the project and urge the Administration to promptly grant the necessary permit so construction can begin as soon as possible.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Higginson", with a long, sweeping horizontal stroke extending to the right.

David P. Higginson

Former Director of Field Operations
U.S. Customs and Border Protection

Former GSA Regional Administrator – Bobby Babcock

The Honorable Antony Blinken
Secretary of State
U.S. Department of State
2201 C Street, NW
Washington, D.C. 20520

Dear Secretary Blinken,

As the former Regional Administrator for the Greater Southwest Region, at the U.S. General Services Administration, I write to express my full support for the Puerto Verde Global Trade Bridge (PVGTB) Presidential permit application to be filed by Maverick County, Texas. This project will provide the model for future Land Port of Entry projects by combining cutting edge technologies with the multimodal nature of commercial vehicle traffic and cross-border rail traffic. The project will bypass downtown Eagle Pass, Texas, and Piedras Negras, Mexico to support the rapid growth in the region; which will significantly benefit the local and international communities on both sides of the US/MX border. The Puerto Verde vision has been developed by subject matter experts formerly with GSA and CBP to develop the most secure and expedited trade corridor in the United States.

Allowing a true public private partnership (P3) to develop this LPOE with Federal oversight will be a monumental step forward to efficiently deliver border infrastructure to meet the onshoring and nearshoring demands of commerce on America's Southern Border. Far too often, upon completion of a new LPOE project, CBP would notify GSA that the LPOE met the CBP mission of 10-15 years prior. The new LPOEs which were built antiquated were due to cost overruns, delays in Congressional appropriations, and significant delays in Federal contracting mechanisms. Since the Federal Government will not be shouldering the cost of this LPOE, the new LPOE could be delivered to completion and operational occupancy in a few short years instead of following the decades long contracting processes that are detrimental to the Federal Government, and the local communities which rely on the border as their economic lifeline. This LPOE is designed to meet CBP's mission today and into the future, while providing GSA with the fiscal certainty and management authorities that will not negatively affect the solvency of their already constrained Federal Real Property portfolio.

I respectfully request that you strongly consider the merits of this project and subsequently approve Maverick County's Presidential Permit application for the Puerto Verde Global Trade Bridge.

Sincerely,



Bobby Babcock
Former GSA Regional Administrator
Greater Southwest Region 7

Texas Transportation Commission Chairman – Bruce Bugg



TEXAS TRANSPORTATION COMMISSION

August 15, 2023

J. Bruce Bugg, Jr.
Chairman

W. Alvin New
Commissioner

Robert C. Vaughn
Commissioner

Alex Meade
Commissioner

Steven D. Alvis
Commissioner

The Honorable Antony Blinken
U.S. Department of State
2201 C Street NW
Washington, DC 20451

Dear Secretary Blinken:

I am writing on behalf of the Texas Transportation Commission to express support for expediting federal permits to enhance and expand cross-border transportation along the Texas-Mexico border.

There are several projects in Texas that are awaiting approval at the federal level that deserve your attention, such as the proposed Puerto Verde Global Trade Bridge (PVGTB) project and the existing World Trade International Bridge. These proposed projects are not just important to Texas, but also have the potential to yield lasting impacts on the economic competitiveness of the United States and the border region. Expansion and new construction projects are critical to getting goods to the markets all Americans rely on.

The economic impact of Texas' border crossing investments reaches beyond the state. In 2022, the U.S. traded \$779 Billion in goods with Mexico, and 70% of goods that cross the Texas border provide economic benefit to every state in the nation.

Texas has made border trade transportation infrastructure investments a priority and we will continue to do so. These investments are vital to Texas and the nation's Texas-Mexico cross-border trade transportation needs and continued economic prosperity. Thank you for your leadership and interest in these important projects. If you need to reach me, please contact Katelyn Dwyer at (512) 695-2593.

Sincerely,

A handwritten signature in blue ink, appearing to read "J. Bruce Bugg, Jr.", with a long, sweeping flourish extending to the right.

J. Bruce Bugg, Jr.
Chairman
Texas Transportation Commission

cc: The Honorable Greg Abbott, Governor, State of Texas
The Honorable Jane Nelson, Secretary of State, Texas
Texas Transportation Commission
Marc Williams, P.E., Executive Director, TxDOT



Texas Economic Development Corporation



The Honorable Antony Blinken
Secretary of State
U.S. Department of State
2201 C Street, NW
Washington, D.C. 20520

Dear Secretary Blinken:

The Texas Economic Development Corporation writes in support of the Puerto Verde Global Trade Bridge (PVGTB) Presidential permit application to be filed by Maverick County, Texas. The project, which would permit the construction of a cross-border rail and truck freight bridge between Eagle Pass, Texas, and Piedras Negras, Mexico, will support international trade, help address supply chain challenges, and support economic development and security for this critical region of Texas. Economic impact studies show that PVGTB will generate over 320,000 jobs and over \$28B in annual GDP.

As you know, Mexico is one of the United States' most important trading partners, with billions of dollars exchanged in exports and imports each year. This region contributes 42 percent of all trade between the United States and Mexico, so it is crucial to have a strong and stable transportation connection between our countries. We expect that the PVGTB will close a critical infrastructure gap to support trade growth. The Texas Department of Transportation (TxDOT) projects that without additional investments in border trade capacity, such as the PVGTB, delays to the movement of goods in parts of this region could exceed nine and a half hours. Such a processing delay would inevitably slow supply chains and burden cross-border trade activity. Additionally, the PVGTB project is uniquely positioned to support TxDOT's plans to expand Highway 57, as well as support the Ports-to-Plains Corridor's third segment in Texas (U.S.-277).

In 2019, Maverick County commissioned a feasibility study that found community support for an additional border crossing. Many communities along the border region of Texas are among the lowest-income in the state. According to the U.S. Census Bureau, in July 2022, 20 percent of Maverick County's population was below the poverty threshold. This project will help attract significant investment to the City of Eagle Pass and greater Maverick County region, supporting a chronically underinvested area of Texas.

The security of the southern border is paramount to our national security and safety of the region. With hundreds of millions of dollars of goods and thousands of people crossing through landports-of-entry (LPOE) every day, it is critically important that a crossing have adequate infrastructure and workforce to process goods and people. Maverick County has worked diligently to secure support from the community for this project and for the required infrastructure to build a state-of-the-art LPOE, which will enhance border security and increase inspection rates.

We respectfully request that you expedite the processing of Maverick County's application for a Presidential permit for the PVGTB, and that you submit a favorable foreign policy recommendation to the President.

Sincerely,

A handwritten signature in blue ink, appearing to read "Arun Agarwal".

Arun Agarwal
Vice Chair
469-877-0245
arun@nextt.com

1005 Congress Avenue | Suite 600 | Austin, Texas 78701 | 512.981.6736

Texas Mexican American Legislative Caucus



September 21, 2023

Puerto Verde Holdings
22211 Interstate 10
Suite 1206
San Antonio, Texas 78257

Dear Mr. Garibay:

I am writing this letter in support of the Puerto Verde Global Trade Bridge (PVGTB) project and its application for a Presidential Permit. The approval and execution of this infrastructure project will empower the trade juggernaut partnership with one of our top trade partners, Mexico. By facilitating the development of a cross-border rail and truck freight bridge connecting Eagle Pass, Texas and Piedras Negras, Coahuila, Mexico, international trade supply chain concerns will be addressed adequately.

Our organization, the Mexican American Legislative Caucus, is the oldest and largest Latino legislative caucus in the country. Our members are all Latino state representatives or represent fifty percent of a Latino constituency. We strive to advance all Latino interests in policy making since we understand that Latinos today represent Texas' growing political and economic sector.

The PVGTB project will accommodate the region's growing trade demands and relieve congestion at existing land port of entry points. The projected generation of \$604 billion in gross domestic product and 10.9 million jobs in the region by 2050, according to preliminary data by the Texas Department of Transportation, will revitalize the region's and our state's economy.

For the reasons stated above, I reiterate my support for the Puerto Verde Global Trade Bridge (PVGTB) project. The infrastructure project will attract outside investment, generate million of jobs, and transform our border communities into even more powerful global commerce hubs. Thank you for your consideration.

Sincerely,

Victoria Neave Criado
Chair, Mexican American Legislative Caucus
Texas State Representative, House District 107

1108 Lavaca Street, Suite 110-351, Austin, Texas 78701 | info@malc.org | malc.org



TEXAS HOUSE OF REPRESENTATIVES

EDDIE MORALES, JR.

District 74

July 10th, 2023

Puerto Verde Holdings
22211 I-10 Suite 1206
San Antonio, TX 78257

Dear Mr. Garibay,

On behalf of my constituents in Texas House District 74, I write in support of Puerto Verde and its application for a Presidential Permit to build the Puerto Verde Global Trade Bridge (PVGTB). The federal government's approval will allow for the construction of a cross-border rail and truck freight bridge between Eagle Pass, Texas, and Piedras Negras, Coahuila, Mexico, reducing international trade supply chain concerns while ensuring solid ecological and environmental sustainability.

I am a lifelong resident of Eagle Pass and proud to represent eleven Texas counties, stretching from my hometown of Eagle Pass, Maverick County, to the northeast portion of El Paso County, which includes over 770 border miles with Mexico. I firmly believe that the PVGTB project will positively impact my constituents' economic environment.

As you are aware, Mexico is one of the most important commercial partners for the United States, with billions of dollars exchanged in exports and imports each year.¹ The Laredo, Coahuila, Nuevo Leon, and Tamaulipas (LRD) region accounts for 42% of all trade between the United States and Mexico. The PVGTB is projected to fill a critical infrastructural gap in the global supply chain and trade routes, specifically along the TX-Mexico border. More infrastructure investment is badly needed in Eagle Pass to sustain rising trade and provide relief for the existing and overcrowded Land Port of Entry points. According to preliminary economic calculations from the TxDOT, by 2050, this project in the LRD region will employ more than 10.9 million people and generate more than \$604 billion in GDP.

The newly revised US-Mexico-Canada Agreement will only increase demand. The Texas Department of Transportation predicts that trade between the United States and Mexico, particularly in the Laredo area, will increase significantly by 2050.² If enough investment is not made, travel times between locations will surpass eight hours, losing the country \$43 billion in GDP and displacing over a million jobs, according to the Department. A new Land Port of Entry

¹ "Texas & Mexico: Trade & FDI." Texas Economic Development & Tourism Office.
<https://gov.texas.gov/uploads/files/business/Mexico-Profile.pdf>.

²2021. "Texas-Mexico Border Transportation Master Plan." Texas Department of Transportation. March 19, 2021.
<https://www.txdot.gov/projects/planning/international-trade-border-planning/htmp.html>.

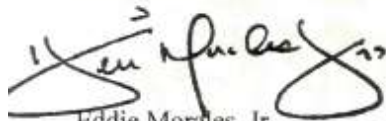
(LPOE) in the Laredo/Coahuila Area will substantially impact trade relations and benefit some of Texas' economically disadvantaged cities. The initiative will also aid in attracting outside investment to the region, including the City of Eagle Pass and Greater Maverick County. This new LPOE will serve as a regional magnet for international trade and business while revitalizing one of Texas' most underinvested areas.

Building a new Land Port of Entry (LPOE) in the area would aid some of Texas's most economically distressed cities, including Eagle Pass. Eagle Pass will be able to accommodate future trade expansion due to this critical infrastructure project, which will also avoid the negative consequences on transit safety, congestion, and pollution that would occur if all commercial traffic used just the present infrastructure.

The PVGTB project will aid in attracting outside investment to the area and the City of Eagle Pass. The project's launch is expected to result in an economic inflow of more than \$500 million. New investments and enterprises will broaden the city and county tax bases, compelling communities to maintain critical infrastructure such as roads, drainage, and utilities. This initiative would transform Texas border cities into an important global hub for commerce and international trade while rejuvenating one of Texas's most neglected communities.

As the Representative for the region, my focuses are solely on protecting and creating jobs for much-needed communities in America and doing so in the most sustainable way possible. The City of Eagle Pass is dedicated to restoring our community, defending underserved areas of America, and creating jobs in the most environmentally friendly manner possible. These measures will surely provide the city with the much-needed boost, and Eagle Pass will play an essential part in the economy of the Texas-Mexico border region. Therefore, I proudly support the project and urge the Administration to approve this application swiftly. Furthermore, I hope to actively participate with Puerto Verde and the administration in ensuring the project's ecological sustainability and providing expert assistance to protect the environment of the local region.

Sincerely,



Eddie Morales, Jr.
State Representative
House District 74

P.O. Box 2910 • AUSTIN, TEXAS 78768-2910 • PHONE (512) 463-0586
EDDIE.MORALES@HOUSE.TEXAS.GOV

Texas Representative – Ryan Guillen



RYAN GUILLEN

TEXAS STATE REPRESENTATIVE

September 19, 2023

Puerto Verde Holdings
22211 I-10 Suite 1206
San Antonio, TX 78257

Dear Mr. Garibay,

I am writing to express my strong endorsement of the Puerto Verde Global Trade Bridge (PVGTB) project and its application for a Presidential Permit. The approval of this vital infrastructure initiative will facilitate the development of a cross-border rail and truck freight bridge connecting Eagle Pass, Texas, and Piedras Negras, Coahuila, Mexico, addressing international trade supply chain concerns and ensuring environmental sustainability.

I recognize the crucial importance of Mexico as a commercial partner for the United States. The Laredo, Coahuila, Nuevo Leon, and Tamaulipas (LRD) region, accounting for 42% of all trade between the United States and Mexico, will benefit significantly from the PVGTB, filling a critical infrastructural gap in the global supply chain and trade routes along the Texas-Mexico border.

The PVGTB project is paramount in accommodating the growing trade demands and relieving congestion at existing land port of entry points. It is projected to generate over \$604 billion in GDP and employ more than 10.9 million people in the LRD region by 2050, according to preliminary economic calculations by the Texas Department of Transportation.

With the recent revision of the US-Mexico-Canada Agreement, trade demands are set to escalate, necessitating substantial infrastructure improvements to avoid potential economic losses. A failure to invest adequately could result in travel times exceeding eight hours, causing a loss of \$43 billion in GDP and displacing over a million jobs.

For the aforementioned reasons, I am pleased to support the Puerto Verde Global Trade Bridge (PVGTB) project that will attract outside investment and transform our border communities into vital global commerce hubs. Thank you for your consideration, and please do not hesitate to call on me if I can help answer any questions or be of further assistance.

Yours in public service,

A handwritten signature in blue ink, appearing to read "R. Guillen".

Ryan Guillen
Texas State Representative

P.O. BOX 2910 AUSTIN, TX 78768-2910 • 512.463.0416 • 512.463.1012 FAX
RYAN.GUILLEN@HOUSE.TEXAS.GOV

Puerto Verde Global Trade Bridge

Submitted for Maverick County Texas by Puerto Verde Holdings

Application for Presidential Permit

October 17, 2023



Ports to Plains Alliance
PO Box 16226
Lubbock, TX 79490

Puerto Verde Holdings
22211 I-10 Suite 1206
San Antonio, TX 78257

June 29, 2023

Dear Puerto Verde Holdings,

On behalf of the Ports to Plains Alliance, we write in support of Puerto Verde and its application for a Presidential Permit to build the Puerto Verde Global Trade Bridge (Puerto Verde). The government's approval would pave the way for the construction of a cross-border rail and truck freight bridge between Eagle Pass, Texas, and Piedras Negras, Coahuila, Mexico, alleviating international trade supply chain concerns and creating new job opportunities while ensuring solid ecological and environmental sustainability.

As you know, Mexico is one of the United States' most important trading partners, with billions of dollars exchanged in exports and imports each year.¹ Having a solid and robust relationship with our leading trading partner is critical, particularly during the inflationary era created by the supply chain issue. Puerto Verde is expected to fill a vital gap in international commerce routes. Early economic evaluations indicate that this project, located in TxDOT's The Laredo/Coahuila/Nuevo Leon/Tamaulipas (LRD) region, will require over 10.9 million employees and will produce around \$604 billion in GDP by 2050. However, the area desperately needs adequate infrastructure. Furthermore, the region contributes 42 percent, or nearly half of all trade between the US and Mexico, highlighting the necessity for further infrastructure investment.

The recently revised US-Mexico-Canada Agreement will only enhance demand. According to the Texas Department of Transportation, trade between the United States and Mexico, particularly in the LRD region, is predicted to rise considerably by 2050.² Without sufficient investment, the Department estimates that travel times between areas will exceed 8 hours, losing the country's economy roughly \$43 billion in and displacing over a million jobs. A new Land Port of Entry (LPOE) in the LRD region will substantially impact trade relations and offer economic benefits to some of Texas's poorest communities. Furthermore, the initiative will assist in attracting outside investment to the region, the City of Eagle Pass, and the Greater Maverick County area. This new LPOE will establish itself as a regional magnet for international trade and business while revitalizing one of Texas's most underinvested districts.

¹ "Texas & Mexico: Trade & FDI." Texas Economic Development & Tourism Office.
<https://gov.texas.gov/uploads/files/business/Mexico-Profile.pdf>.

²2021. "Texas-Mexico Border Transportation Master Plan." Texas Department of Transportation . March 19, 2021.
<https://www.txdot.gov/projects/planning/international-trade-border-planning/btmp.html>.



This project can be an important economic player along the Texas-Mexico border and contribute substantially to the betterment of the U.S. economy. We proudly support the project and urge the administration to approve the presidential permit application swiftly.

Sincerely,

A handwritten signature in blue ink that reads "Lauren D. Garduño".

Lauren D. Garduño
President/CEO
Ports to Plains Alliance
Lauren.garduno@portstoplains.com

June 2, 2023



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Ramiro A. Cavazos
President & CEO

Mr. Ruben Garibay
Puerto Verde Holdings
22211 I-10 Suite 1206
San Antonio, TX 78257

Mr. Garibay,

On behalf of the United States Hispanic Chamber of Commerce (USHCC), we write in support of Puerto Verde and its application for a Presidential Permit to build the Puerto Verde Global Trade Bridge (Puerto Verde). The government's approval would pave the way for the construction of a cross-border rail and truck freight bridge between Eagle Pass, Texas, and Piedras Negras, Coahuila, Mexico, alleviating international trade supply chain concerns and creating new job opportunities while ensuring solid ecological and environmental sustainability.

As you know, Mexico is one of the United States' most important trading partners, with billions of dollars exchanged in exports and imports each year.¹ Having a solid and robust relationship with our leading trading partner is critical, particularly during the inflationary era created by the supply chain issue. Puerto Verde is expected to fill a vital gap in international commerce routes. Early economic evaluations indicate that this project, located in TxDOT's Laredo region, will require over 10.9 million employees and will produce around \$604 billion in GDP by 2050. However, the area desperately needs adequate infrastructure. Furthermore, the region supports roughly 60% of total US/Mexico trade, highlighting the necessity for further infrastructure investment.

The recently retooled US-Mexico-Canada Agreement will only enhance demand. According to the Texas Department of Transportation, trade between the United States and Mexico, particularly in the Laredo Area, is predicted to rise considerably by 2050.² Without sufficient investment, the Department estimates that travel times between areas will exceed 8 hours, losing the country \$43 billion in GDP and displacing over a million jobs. A new Land Port of Entry (LPOE) in the Laredo/Coahuila Area will have a substantial impact on trade relations and will offer economic benefits to some of Texas's poorest communities. Furthermore, the initiative will assist in attracting outside investment to the region, the City of Eagle Pass, and the Greater Maverick County area. This new LPOE will establish itself as a regional magnet for international trade and business while revitalizing one of Texas's most underinvested districts.

Like any project concerning the U.S-Mexico border, Puerto Verde will have to commission an Environmental Assessment (EA). We are confident that the process will be done with the utmost care.

50 17th Street NW - Suite 825 - Washington, DC 20006 - Telephone (202) 842-1212 - Fax (202) 842-3221
www.ushcc.com

¹ "Texas & Mexico: Trade & FDI" Texas Economic Development & Tourism Office.

<https://gov.texas.gov/uploads/files/business/Mexico-Profile.pdf>

² 2021. "Texas-Mexico Border Transportation Master Plan." Texas Department of Transportation. March 19, 2021. <https://www.txdot.gov/projects/planning/international-trade-border-planning/btmp.html>

The USHCC is the nation's largest Latino Business Advocacy organization and works to actively promote the economic growth, development, and interests of more than five million Hispanic-owned businesses. The USHCC exists to support these businesses that contribute over \$800 billion to the American economy each year. We operate through a network of more than 260 local chambers and business associations throughout the nation and have partnerships with more than 200 major global corporations. We are confident that this project will be an important economic player along the Texas-Mexico border and will contribute substantially to the betterment of the U.S. economy. Therefore, we proudly lend our support for the project and urge the administration to approve this application swiftly. Furthermore, we hope to be active participants with Puerto Verde and the administration in ensuring the project's ecological sustainability and providing expert assistance to protect the environment of the local region.

Respectfully,



Ramiro A. Cavazos
President and CEO
U.S. Hispanic Chamber of Commerce

750 17th Street NW - Suite 825 - Washington, DC 20006 - Telephone (202) 842-1212 - Fax (202) 842-3221
www.ushcc.com



The United States-Mexico
Chamber of Commerce

Cámara de Comercio
México-Estados Unidos

July 28, 2023

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Ulina
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Mr. Ruben Garibay
Puerto Verde Holdings
22211 I-10 Suite 1206
San Antonio, TX 78257

Dear Mr. Garibay,

On behalf of the United States-Mexico Chamber of Commerce (USMCOC), we write to express our support for Puerto Verde and its request for a presidential permit to construct the Puerto Verde Global Trade Bridge (Puerto Verde). With the government's approval, a cross-border rail and truck freight bridge could be built between Eagle Pass, Texas, and Piedras Negras, Coahuila, Mexico, supporting the supply chain for global trade, generating new employment opportunities and ensuring strong ecological and environmental sustainability.

Mexico currently ranks as top U.S. trading partner: only in the first four months of 2023, total bilateral trade totaled \$263 billion. According to preliminary economic analyses, this project, which is situated in TxDOT's Laredo/Coahuila/Nuevo Leon/Tamaulipas (LRD) region, will need more than 10.9 million workers and generate around \$604 billion in GDP by 2050.

The Texas Department of Transportation estimates that trade between the United States and Mexico, especially in the LRD region, is expected to increase significantly by 2050. Without adequate investment, the Department forecasts that travel times could exceed 8 hours, costing the nation's economy over \$43 billion and eliminating over a million jobs. A new Land Port of Entry (LPOE) in the LRD region will significantly impact trade relations and benefit some of Texas's most economically disadvantaged areas.

The United States-Mexico Chamber of Commerce (USMCOC) is the primary bi-national business organization for fostering mutually beneficial business ties between the United States and Mexico. The Chamber, which is now in its fifth decade of operation, has developed into a distinctive non-profit organization with 10 offices in Mexico and 8 offices in the United States. With a large local membership and global links, all chapters and offices assist businesses in bridging linguistic and cultural barriers as well as disparities in legal, regulatory, and economic systems.

Sincerely,

The Honorable Albert C. Zapanta
President & CEO

207 MANDALAY CANAL
IRVING, TX 75039
TEL: 469-567-0923

AV. INSURGENTES SUR 1805
TORRE MURAL, PISO 25, MOD. 3
COL. SAN JOSE INSURGENTES
MEXICO CITY, 03900

P.O. BOX 14414
WASHINGTON, D.C. 20044
WWW.USMCOC.ORG

Hispanic Leadership Alliance



July 1st, 2023

Puerto Verde Holdings
22211 I-10, Suite 1206
San Antonio, Texas 78527

Dear Puerto Verde Holdings,

On behalf of Hispanic Leadership Alliance, we write this letter in support of the Puerto Verde Global Trade Bridge project and its application for a Presidential Permit.

Hispanic Leadership Alliance is a nonpartisan not for profit organization that works through community engagement and educational outreach to increase Hispanic participation across all levels of society and ensure that future generations have a bright future in this country.

The LRD region in South Texas accounts for nearly half of all US-Mexico trade and is expected to continue experiencing growth since the US-Mexico-Canada Agreement. The Puerto Verde project to construct a cross-border rail and truck freight bridge connecting Eagle Pass, Texas, and Coahuila, Negras and Piedras Mexico will improve trade relations between the United States and Mexico and addresses concerns of our supply chain brought up during the COVID-19 pandemic.

This project is estimated to supply 10.9 million jobs to the region and provide significant economic relief to many disadvantaged majority-Hispanic communities along the border. In addition, the Puerto Verde Trade Bridge is projected to contribute \$604 billion to the American GDP by 2050.

Considering the substantial economic benefits, job creation potential, and the strategic importance of the US-Mexico trade relationship, we wholeheartedly support the application for a Presidential Permit to construct the Puerto Verde Global Trade Bridge. Prioritizing infrastructure investment that fosters international trade, economic growth, and sustainability is essential.

Sincerely,



George Antuna
Chairman of the Board, Hispanic Leadership Alliance

P.O. Box 28881 • Austin, Texas 78755

www.HispanicLeadershipAlliance.org
hla@hispanicleadershipalliance.org

Bipartisan Bicameral Letter for Texas Bridges

Congress of the United States
Washington, DC 20515

June 27, 2023

The Honorable Antony Blinken
Secretary of State
U.S. Department of State
2201 C Street, NW
Washington, DC 20520

Dear Secretary Blinken,

We are writing to urge you to assist in expeditiously resolving delays that several Texas communities have faced when seeking from the White House presidential permits for cross-border bridges. Infrastructure connections between Texas and Mexico play an essential part in our state's and our nation's economy. Mexico is one of the United States' most important trading partners with billions of dollars exchanged in exports and imports each year. These cross-border bridges will expand such trade, creating vital jobs and economic opportunities in the Texas border region.

Early in this administration, three project sponsors submitted applications for proposed bridges in Webb County and Cameron County, Texas. A fourth project in Maverick County, Texas is expected to be filed soon. In August 2022—well beyond the 60-day requirement for the State Department to make a recommendation to the president—applicants received a letter from the State Department demanding full and final environmental assessment reviews before the State Department would make its recommendation to the president for his consideration. A completed environmental assessment is unnecessary and contradicts past precedent. We urge you to ask the White House to instead restore the past practice of issuing presidential permits contingent on an environmental assessment being successfully completed.¹

As you are aware, the State Department must provide its recommendation to the president about whether granting a permit for an international crossing is in the foreign policy interest of the United States. Permits for Texas-Mexico bridge projects, however, have been needlessly delayed because the State Department, after consultation with White House staff at the National Security Council and the Council on Environmental Quality, has told project sponsors that they must first complete a lengthy environmental assessment before a recommendation will be given. This additional bureaucratic hurdle should be eliminated because it is both unnecessary and ignores the positive cultural and economic impacts that make these projects in our foreign policy interest.

First, the question for the Secretary of State is not whether a particular crossing complies with the National Environmental Policy Act (NEPA) but rather is it in the *foreign policy* interest of our country. This question is separate from whether the *construction* of a crossing complies with

¹ The environmental assessment is conducted pursuant to the requirements of the National Environmental Policy Act, or "NEPA."

NEPA. Further, these projects are nearby or adjacent to *existing* crossings, undermining the argument in favor of first conducting a laborious environmental study of the impact construction will have on local species or ecosystems.

Second, the White House can issue presidential permits *conditionally* on NEPA reviews. This was, in fact, how the previous administration treated this process. It issued presidential permits for bridges in Pharr and Laredo, Texas, notably without requiring full and final NEPA assessments. Such a conditional approach is also consistent with the intent to evaluate foreign policy interests when making a presidential permit decision under the International Bridge Act of 1972, which makes no mention of environmental policy. Importantly, no environmental shortcuts are taken with a conditional approach as federal agencies with relevant jurisdiction will still review NEPA documents before a project can commence. The disparity in treatment between bridge projects in the prior administration and those in the current administration suggests, at best, a lack of standardized and transparent processes for reviewing applications and an unnecessary bureaucratic hurdle.

The current practice of withholding approval until a lengthy and costly environmental assessment is completed also makes project planning and financing considerably harder. Unlike land crossings that may be owned or operated by the federal government, these crossings will be financed largely privately or locally. Bureaucratic delays create significant project uncertainty, hinder potential economic growth, and forestall a higher standard of living not only for our Texas border communities, but for all Americans. Many of the affected Texas communities routinely rank as some of the lowest-income towns in the state. They stand to benefit immensely from the expanded and efficient cross-border trade and tourism that these projects will bring.

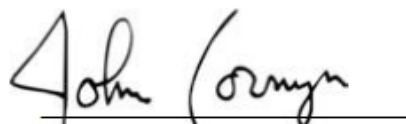
We strongly urge you to ask the White House to remove the unnecessary requirement that international bridge project sponsors complete a lengthy environmental assessment before the State Department will make its recommendation to the president about a permit request. Furthermore, we ask that, within 60 days of receipt of this letter, the State Department recommend to the president that he approve the permits for these projects. The president's approvals could be conditioned on the project sponsors completing all other permitting requirements prior to construction, consistent with how recent permits for Pharr and Laredo, Texas were approved. If this administration is unable provide such regulatory certainty for our communities, then Congress may need to update the International Bridge Act of 1972 to facilitate the timely approval and completion of vital cross-border bridge projects.

Thank you for your attention to this matter.

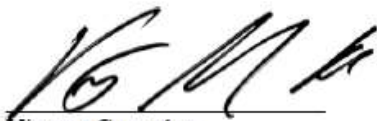
Sincerely,



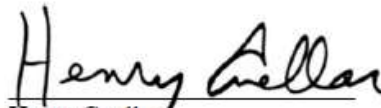
Ted Cruz
United States Senator



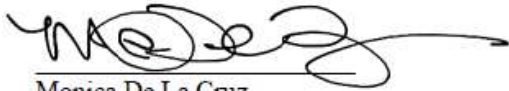
John Cornyn
United States Senator



Vicente Gonzalez
Member of Congress



Henry Cuellar
Member of Congress



Monica De La Cruz
Member of Congress



Tony Gonzales
Member of Congress

Border Trade Alliance for Texas Bridges



July 6, 2023

Hon. Bob Menendez
United States Senate
Chairman, Senate Foreign Relations Committee
Washington, DC 20510

Dear Senator Menendez:

The Border Trade Alliance writes to extend our full support for inclusion of Senator Cruz's Amendment to the International Bridge Act of 1972 on the State Department Reauthorization bill. This Amendment would streamline the process for obtaining the Presidential Permits that are required for the construction and expansion of international border crossings at the United States-Mexico and U.S.-Canada borders.

As you know, the Presidential Permit process for border crossings has historically been cumbersome and time consuming. That process, however, was greatly improved in 2019 following the issuance of Executive Order 13867, which designated the Secretary of State to receive all applications for the issuance or amendment of Presidential Permits for the construction, connection, operation, or maintenance of international border crossings. The Secretary makes a recommendation to the President of the United States whether to proceed with the application. The Secretary's recommendation is to occur within 60 days of application receipt, and any further information requested of agencies by the President is to be provided within 30 days.

But as administrations come and go, the durability of the process outlined in Executive Order 13867 becomes more uncertain.

Modernized border crossings are of national importance, as they are essential to maintaining the U.S.' competitive standing and ensuring the country's ability to efficiently process international trade and travel. Requiring Presidential Permit applications to be subject to an onerous and overly bureaucratic regulatory regime risks dramatically delaying the completion of needed projects along the border and drives up costs.

On behalf of the BTA's public and private sector members, we appreciate your consideration on this important matter. You can count on our organization as an ally in your work to improve this vital process for the commerce and security of the United States.

Sincerely,


Britton Mullen
President

Border Trade Alliance
601 Pennsylvania Ave. NW
South Building Ste. 700
Washington, D.C. 20004

(202) 302-6225
www.thebta.org
@borderalliance

Texas Trucking Association for Texas Bridges



July 11, 2023

Honorable Robert Menendez
Chairman - United States Senate Committee on Foreign Relations
423 Dirksen Senate Office Building
Washington, DC, 20510

Dear Senator Menendez,

On behalf of the [Texas Trucking Association \(TXTA\)](#), we write to ask for your support of an amendment offered by Senator Ted Cruz (R-TX) to S.2043, the *Department of State Authorization Act of 2023*. The Cruz amendment seeks to resolve the delays that the Texas communities we serve have faced when applying to the U.S. State Department for presidential permits for cross-border bridges.

Since 1932, the TXTA has served as the unified voice for the trucking industry in Texas. TXTA is dedicated to advocating sound public policies, providing excellence in education, research, training, and information, as well as promoting a safe, dependable, and efficient motor transportation system. TXTA strongly believes that this reform can help Texas's already incredibly clogged and overcrowded land port of entry system while boosting investment in some of the state's least developed regions.

Infrastructure connections between Texas and Mexico play an essential part in our state's and our nation's economy. Mexico is one of the United States' most important trading partners with billions of dollars exchanged in exports and imports each year. These cross-border bridges will expand such trade, creating vital jobs and economic opportunities in the Texas border region.

The Texas Department of Transportation predicts that trade between the United States and Mexico, particularly in the Laredo region, will rise considerably by 2050.¹ Without sufficient investment in the land port of entry system, the Department estimates that travel times between areas will exceed 8 hours, losing the country's economy roughly \$43 billion and displacing over a million jobs. *New and expedited infrastructure investment along the Texas-Mexico border is desperately needed.* Clearing hurdles to the permitting process would substantially impact trade relations and offer economic boosts to some of Texas's poorest and long-neglected communities along the border, many of which are majority-minority communities with sizable Hispanic populations.

The Texas border region accounts for approximately three-fourths of the entire U.S.-Mexico border and includes some of the lowest-income, majority Hispanic neighborhoods in our state. All

¹2021. "Texas-Mexico Border Transportation Master Plan." Texas Department of Transportation. March 19, 2021. <https://www.txdot.gov/projects/planning/international-trade-border-planning/btmp.html>.

✉ PO Box 6429
Austin, Texas 78762

📍 1103 Sabine Street
Austin, Texas 78701

☎ 512.478.2541
texastrucking.com

would benefit from increased trade and reduced congestion by streamlining the permitting process, which will also generate important employment opportunities.

For far too long, businesses along the U.S.-Mexico border have had to overcome bureaucratic hurdles to successfully create jobs and make proper investments in some of the most underserved areas in the state. This reform effort to streamline the Presidential Permit can help the small businesses we serve thrive by expediting outside investments to the regions and elevate these communities as a hub for international commerce.

Sincerely,



John D. Esparza
President and CEO



PO Box 6429, Austin, Texas 78762



1103 Sabine Street, Austin, Texas 78701



512.476.0107 / mytexasmover.com



B. Mexican Support Letters

Secretaría de Relaciones Exteriores (SRE)



RELACIONES EXTERIORES

SECRETARÍA DE RELACIONES EXTERIORES

Presentación del proyecto de nuevo cruce fronterizo *Puerto Verde Global Trade Bridge*

- El 17 de agosto de 2023, se llevó a cabo una reunión del Grupo Intersecretarial Base de Puentes y Cruces Internacionales, sobre el proyecto de nuevo cruce fronterizo multimodal *Puerto Verde Global Trade Bridge* el cual se ubicaría en la frontera entre Coahuila y Texas.
- Durante dicha reunión, los promotores de este nuevo cruce, liderados por el Presidente Ejecutivo de *Garibay Family Office*, el Sr. Rubén Garibay, realizaron una presentación de los elementos que se integrarán en este proyecto de infraestructura fronteriza.

Acuerdos

- La Secretaría de Relaciones Exteriores (SRE) enviará a los promotores del proyecto, los datos de contacto de las dependencias a las que se deben de dirigir, a fin de dar seguimiento a los procesos tanto de estudios, como de validación y planeación que corresponden, en aras de avanzar con el desarrollo del citado proyecto.

Datos de contacto por orden alfabético

Agencia Nacional de Aduanas de México	Carlos Jiménez, Director de Equipamiento e Infraestructura Aduanera "1" carlos.jimenez@anam.gob.mx
Sección Mexicana de la Comisión Internacional de Límites y Aguas	Adriana Reséndez Maldonado aresende@cila.gob.mx
Instituto de Administración y Avalúos de Bienes Nacionales	Ana Karen Campos Jiménez Subdirectora de Administración de Inmuebles Federales Compartidos acampos@indaabin.gob.mx



2023
Año de
Francisco
VILLA



RELACIONES EXTERIORES

SECRETARÍA DE RELACIONES EXTERIORES

Instituto Nacional de Migración	Fatima Mena Ortega Directoral de Control y Verificación Migratoria fmena@inami.gob.mx
Secretaría de la Defensa Nacional	Tte. Cor. I.C. D.E.M. Angel Chávez Jefe Ce.Co. "Obras Aduanas", Dir. Gral. Ings. dir_ing@sedena.gob.mx
Secretaría de Gobernación	Clara Bautista Cervantes Jefa de Departamento de Política para el Control Migratorio cbautistac@segob.gob.mx
Secretaría de Infraestructura, Comunicaciones y Transportes	DG de Desarrollo Carretero: Francisco Calvario García Subdirector de Puentes y Cruces fcalvari@sct.gob.mx
	DG de Desarrollo Ferroviario: Minerva Pérez Reséndiz Directora Ejecutiva de Transporte Multimodal y Logística minerva.perezr@sct.gob.mx
Secretaría de Medio Ambiente y Recursos Naturales	Miguel Fragoso Romero Director de Cooperación Bilateral ucair@semarnat.gob.mx
Servicio Nacional de Sanidad, Inocuidad y Calidad Agroalimentaria	Teodomiro Carranza Vargas Subdirector de Infraestructura del Servicio Cuarentenario teodomiro.carranza@senasica.gob.mx



English Translation:

This is not an official translation and is provided for informational or illustrative purposes only.



RELACIONES EXTERIORES

SECRETARÍA DE RELACIONES EXTERIORES

Presentation of the new *Puerto Verde Global Trade Bridge* border crossing Project

- On August 17, 2023, an Intersecretarial Group Base of Bridges and International Crossings meeting was held on the project of a new multimodal border crossing, the Puerto Verde Global Trade Bridge, which would be located on the border between Coahuila and Texas.
- During this meeting, the promoters of this new crossing, led by the Garibay Family Office Executive President, Mr. Rubén Garibay, conducted a presentation of the elements that will be integrated into this border infrastructure project.

Agreements

- The Ministry of Foreign Affairs (SRE) will send the project promoters the contact details of the agencies to which they must address, in order to follow up on the corresponding studies, validation and planning processes, in order to move forward with the development of the aforementioned project.

Contact details in Alphabetical order

National Customs Agency of Mexico	Carlos Jiménez, Director of Customs Equipment and Infrastructure "1" carlos.jimenez@anam.gob.mx
Mexican Section of the International Border and Water Commission	Adriana Reséndez Maldonado aresende@cila.gob.mx
Institute for the Administration and Appraisal of National Assets	Ana Karen Campos Jiménez Deputy Director for the Administration of Shared Federal Properties acampos@indaabin.gob.mx





RELACIONES EXTERIORES

SECRETARÍA DE RELACIONES EXTERIORES

Instituto Nacional de Migración	Fatima Mena Ortega Director of Migratory Control and Verification fmene@inami.gob.mx
Secretariat of National Defense	Tte. Cor. I.C. D.E.M. Angel Chávez Chief Ce.Co. "Customs Works", G. Dir. Eng. dir_ing@sedena.gob.mx
Secretaría de Gobernación	Clara Bautista Cervantes Department for Migration Control Policy cbautistac@segob.gob.mx
Secretariat of Infrastructure, Communications and Transport	GD of Road Development: Francisco Calvario García Deputy Director of Bridges and Crossings fcavari@sct.gob.mx
	GD of Railway Development: Minerva Pérez Reséndiz Executive Director of Multimodal transport and Logistics minerva.perezr@sct.gob.mx
Secretariat of Environment and Natural Resources	Miguel Frago Romero Director of Bilateral Cooperation uca@semarnat.gob.mx
National Service for Agroalimentary Health, Safety, and Quality	Teodomiro Carranza Vargas Deputy Director of Quarantine Service Infrastructure teodomiro.carranza@senasica.gob.mx





ESTADO DE COAHUILA
DE ZARAGOZA
PODER EJECUTIVO

REPOSICIÓN _____
MEXICO _____
MEXICO _____
NÚMERO DE OFICIO: **CJ/COE/022/2023**
EXPEDIENTE _____

ASUNTO:

Saltillo, Coahuila de Zaragoza, a 22 de febrero de 2023.

**LIC. RUBEN GARIBAY, DIRECTOR EJECUTIVO
LIC. ROLANDO PABLOS, DIRECTOR JURÍDICO
PUERTO VERDE HOLDINGS
PRESENTE.-**

Estimados Señores Garibay y Pablos:

Les escribo para expresar la intención y apoyo al desarrollo de su proyecto estratégico, Puerto Verde. Este proyecto de cruce fronterizo comercial entre Eagle Pass Texas y Piedras Negras, Coahuila de Zaragoza, tiene el potencial de beneficiar enormemente a ambos estados al aumentar el comercio y la actividad económica, así como al mejorar el flujo de carga comercial a través de este proyecto de tecnología de nueva generación en el diseño de este nuevo puerto y con inversión 100% privada.

Esta tecnología de punta no solo ayudará a facilitar el comercio y mejorar la eficiencia al cruzar, sino que también contribuirá a la sostenibilidad ambiental. Esta infraestructura será un modelo de eficiencia y será un ejemplo de cómo se puede lograr el desarrollo económico preservando el medio ambiente.

Creo que Puerto Verde traerá beneficios significativos a la gente de Coahuila, número importante de nuevos empleos y un mayor desarrollo económico. Además, el nuevo cruce terrestre entre Eagle Pass y Piedras Negras ayudará a fortalecer los lazos entre nuestros dos estados y promoverá una mayor cooperación y colaboración entre ambas comunidades.

Estoy seguro de que Puerto Verde atraerá inversiones y promoverá el comercio transfronterizo y ayudará a brindar prosperidad para la gente de Coahuila.

En principio le daremos seguimiento para ver cómo agilizar y trabajar con ustedes para la realización del proyecto en beneficio del Estado de Coahuila y de Texas.

Sin otro particular por el momento, les reitero mi más alta y distinguida consideración.

**"SUFRAGIO EFECTIVO. NO REELECCIÓN"
EL GOBERNADOR DEL ESTADO DE COAHUILA DE ZARAGOZA**

ING. MIGUEL ÁNGEL RIQUELME SOLÍS

Al considerar este Oficio, observe los datos, entre ellos, en el rubro del Angulo superior derecho.

English Translation:

Dear Mr. Garibay and Mr. Pablos:

I am writing to express my intention and support for the development of your strategic project, Puerto Verde. This commercial border crossing project between Eagle Pass Texas and Piedras Negras, Coahuila de Zaragoza, has the potential to greatly benefit both states by increasing trade and economic activity, as well as improving the flow of commercial cargo through this next generation technology project in the design of this new port and with 100% private investment.

This state-of-the-art technology will not only help facilitate trade and improve crossing efficiency, but will also contribute to environmental sustainability. This infrastructure will be a model of efficiency and will be an example of how economic development can be achieved while preserving the environment.

I believe that Puerto Verde will bring significant benefits to the people of Coahuila, a significant number of new jobs and greater economic development. In addition, the new land crossing between Eagle Pass and Piedras Negras will help strengthen the ties between our two states and promote greater cooperation and collaboration between both communities.

I am sure that Puerto Verde will attract investment, promote cross-border trade, and help bring prosperity to the people of Coahuila.

In principle, we will follow up to see how to expedite and work with you to carry out the project for the benefit of the State of Coahuila and Texas.

Without other particular for the moment, I reiterate my highest and distinguished consideration.



Oficio SIDUM/DS/726/2023.
Asunto: El que se indica.

Lic. Yunuen Ignacio Ojeda Vargas.

Green Eagle Railroad Coahuila S. DE R.L. DE C.V.

Presente.-

Por medio de la presente en atención a su escrito de fecha 18/05/2023 presentado a esta secretaría donde solicita la *"El trámite de la concesión para construir, operar, explotar, conservar, mantener y desarrollar el tramo faltante de la carretera libramiento Piedras Negras – Nava"* el cual está siendo revisado por esta dependencia a mi cargo, con el fin de verificar el mecanismo adecuado para dicha solicitud, siendo al momento su empresa la solicitante en proceso para dicho tramo carretero y su derecho de vía.

Derivado de ser un tramo estatal es necesario dejar en claro que esta secretaría trabaja en apego a la legislación correspondiente a la Ley General de Bienes del Estado, y se revisara en el caso del proyecto planteado, el que fuera el formato más adecuado para el uso y aprovechamiento de la vía perteneciente al Estado.

Se solicita a su representada entregar la información de manera detallada respecto al proyecto a desarrollar, información técnica, económica, ambiental y demás casos que correspondan al tipo de proyecto planteado, siendo necesarios para la continuidad de la evaluación del proyecto, dejando en este tiempo establecido que su representada es de momento la solicitante primera de dicha intención de desarrollo, por lo que esta secretaría se reserva el derecho de evaluar su petición y autorizarla en su caso conforme el marco jurídico aplicable.

Lo anterior se comunica para los efectos conducentes a que haya lugar.

ATENTAMENTE.
SALTILLO, COAHUILA DE ZARAGOZA, A 24 DE MAYO DEL 2023.
EL SECRETARIO DE INFRAESTRUCTURA,
DESARROLLO URBANO Y MOVILIDAD

LIC. MIGUEL ANGEL ALGARA ACOSTA.

C.c.p. Archivo.

Centro de Gobierno, Planta Baja, Blvr. Centenario de Torreón
y Blvr. Fundadores, C.P. 25294 Saltillo, Coah.
Teléfono: (844) 698-10-10

iFuerte.
Coahuila **es!**

English Translation:

Lic. Yunuen Ignacio Ojeda Vargas.

Green Eagle Railroad Coahuila S. DE RL DE CV

Present.-

By means of this in response to your letter dated 05/18/2023 submitted to this secretary, where you request the "Processing of the concession to build, operate, exploit, preserve, maintain and develop the missing section of the Piedras Negras - Nava bypass highway" which is being reviewed by this agency under my charge, in order to verify the appropriate mechanism for said request, your company being currently the applicant in process for said road section and its right of way.

Derived from being a state section, it is necessary to make it clear that this secretary works in accordance with the legislation corresponding to the General Law of State Assets, and in the case of the proposed project, the most appropriate format for the use and exploitation of the road belonging to the State will be reviewed.

You are requested to provide detailed information regarding the project to be developed, technical, economic, environmental data, and other cases that correspond to the type of project proposed, being necessary for the continuity of the evaluation of the project, leaving in this established time that you are the first applicant for said development intention, for which this secretariat reserves the right to evaluate your request and authorize it in your case in accordance with the applicable legal framework.

SINCERELY.

SALTILLO, COAHUILA DE ZARÁGOZA, MAY 24, 2023.

THE INFRASTRUCTURE SECRETARY,

URBAN DEVELOPMENT AND MOBILITY

LIC. MIGUEL ANGEL ALGARA ACOSTA

PRESIDENCIA MUNICIPAL



PIEDRAS NEGRAS
SOMOS TODOS
2022 - 2024



Sr. Ruben Garibay G.
Puerto Verde Holdings
22211 I-10 Suite 1206
San Antonio, TX 78257
PRESENTE.

Por medio del presente, el municipio de Piedras Negras le reitera el apoyo en el proyecto que su corporativo planea llevar a cabo en apego al plan de desarrollo urbano de esta ciudad, buscando darle a la comunidad una alternativa de desarrollo con mayor seguridad y planeación enfocada en el crecimiento del sector industrial como fuente de crecimiento económico y desarrollo social para nuestra comunidad fronteriza en el corto y largo plazo a través de las inversiones que se contemplan en el mismo.

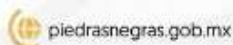
La posibilidad de beneficiar a la ciudad con la nueva ruta propuesta e indicada en nuestro plan de desarrollo urbano, con la reubicación de la vía férrea fuera de la mancha urbana, nos permitirá ofrecer una posibilidad de mayor capacidad de operación para empresas de manufactura, patios de maniobra ferroviarios, cruces comerciales seguros, disminución de accidentes de tráfico dentro de la ciudad, así como el incremento de flujos de mercancía generado por el efecto postpandemia teniendo como resultado la reubicación global de las rutas comerciales y el impulso del nearshoring que posicionan a México como el primer socio económico de los Estados Unidos, por mencionar algunos, destacando la importancia de la disminución de la huella de carbón indicada en su proyecto.

Para nosotros como municipio comprometido con el desarrollo vemos en su propuesta un alto contenido de innovación en el manejo de mercancías y cruces, la relocalización de las vías férreas al exterior de la mancha urbana con la disminución de accidentes de tráfico que conlleva y los demás beneficios comentados, nos motiva a ser partidarios y promotores de dicho proyecto como algo que tendrá un efecto absolutamente positivo en las operaciones comerciales, educativas y sociales que nos ayudaran en el fortalecimiento de la región para continuar creciendo de forma sostenible como la mejor y más segura frontera de México con Estados Unidos.

Aprovecho la presente para reiterarle nuestro compromiso e interés en el logro de este proyecto que beneficiara ampliamente el comercio entre ambos países, siendo nuestro estado y región la mas interesadas en dicho desarrollo.

Atentamente

Lic. Norma L. Treviño Galindo
Presidenta Municipal



piedrasnegras.gob.mx



Monterrey y 16 de Septiembre S/N Col. Las Fuentes.
C.P. 26010 Piedras Negras, Coahuila.



[878] 782 6666

English Translation:

Puerto Verde Holdings

22211 1-10 Suite 1206

San Antonio, TX 78257

PRESENT.

Through this letter, the municipality of Piedras Negras reiterates its support for the project that Puerto Verde Holdings plans to carry out in accordance with the urban development plan of this city, seeking to give the community a development alternative with greater security and planning focused on the growth of the industrial sector as a source of economic growth and social development for our border community in the short and long term through the investments contemplated therein.

The possibility of benefiting the city with the new route proposed and suggested in our urban development plan, with the relocation of the railway outside the urban sprawl, will allow us to offer a possibility of greater operating capacity for manufacturing companies, railway maneuvering yards, safe commercial crossings, reduction of traffic accidents within the city, as well as the increase in merchandise flows generated by the post-pandemic effect, resulting in the global relocation of commercial routes and the promotion of nearshoring that position Mexico, as the first economic partner of the United States, to name a few, highlighting the importance of reducing the carbon footprint pointed in this project.

As a municipality committed to growth, we see in your project a high content of innovation in the handling of goods and crossings, the relocation of the railways outside the urban sprawl with the reduction in traffic accidents that it entails, and the other benefits mentioned, motivates us to be supporters and promoters of said project as something that will have a positive effect on commercial, educational and social operations that will help us strengthen the region to continue growing sustainably as the best and safest border between Mexico and the United States.

I take this opportunity to reiterate our commitment and interest in achieving this project that will significantly benefit trade between the two countries, our state and region being the most interested in said development.

Sincerely,

Lic. Normal L. Treviño Galindo



**PRESIDENCIA MUNICIPAL
NAVA, COAHUILA**



Of. No.: PM058/2023

Asunto: El que se indica.

Nava, Coahuila a 04 de julio del 2023

**Sr. Ruben Garibay G.
Puerto Verde Holdings
22211 I-10 Suite 1206
San Antonio, TX 78257
P r e s e n t e.-**

Por medio del presente, quiero comentarle que en el municipio de Nava Coahuila, nos encontramos altamente entusiasmados por lo que su proyecto significa para esta región que ha sido tan duramente afectada por los cierres de las distintas factorías de la región que en su mayoría del ramo carbonífero han tenido que reducir o suprimir la plantilla laboral de forma total, generando una migración de mano de obra a otras regiones del estado y país, por lo que su proyecto genera una gran expectativa de recuperar dichos empleos e incrementar nuestra posibilidad de ser una ciudad atractiva para la industria que logre posicionar a nuestros habitantes en una mejor alternativa de vida.

El desarrollar un parque industrial como el proyectado por ustedes, nos posiciona a la par de grandes ciudades fronterizas para ofrecer servicios de alta calidad para industrias de todo tipo que se encuentran en este momento, siguiendo los efectos del nearshoring, buscando alternativas en nuestro país, destacando nuestra ciudad por tener mano de obra altamente competitiva, disponibilidad inmediata de zonas, oferta educativa en la región y demás necesidades que puedan cubrir el amplio espectro que su proyecto detonara.

Es para nosotros en la presidencia municipal un proyecto prioritario al que daremos las facilidades y el impulso necesario para que la realización de este sea de manera efectiva, expedita y planeada en beneficio de las y los habitantes de nuestra ciudad.

ATENTAMENTE


MTRA. MARIA DEL PILAR VALENZUELA GALLARDO
PREIDENTA MUNICIPAL



**Presidencia Municipal
Nava, Coahuila**

C.c.p. Archivo.

Ignacio Zaragoza # 105 Sur, Nava, Coahuila Tel. (862) 624 52 51
CP. 26170 presidenciamunicipal_nava@hotmail.com

English Translation:

Nava, Coahuila on July 4, 2023

Mr. Ruben Garibay G.

Puerto Verde Holdings

22211 1-10 Suite 1206

San Antonio, TX 78257

Present.

By means of this letter, I want to share that in the municipality of Nava Coahuila, we are highly enthusiastic about what your project means for this region that has been hardly impacted by the closures of the different factories and most of the coal industry have had to reduce or eliminate their workforce, generating a migration of labor to other regions of the state and country. This project creates excellent expectations for job creation and increases our possibility of bringing more development and investment that will directly and positively impact our community.

Developing an industrial park like the one projected by you positions us, along with large border cities, to offer high-quality services for industries of all kinds that are, at this time, following the effects of nearshoring, looking for alternatives in our country, highlighting our city for having a highly competitive workforce, immediate availability of land, and well -prepared workforce in the region and other needs that can cover the broad spectrum that your project will trigger.

It is for us in the municipal presidency a priority to facilitate and support in favor of the development of this project for the benefit of the region and this community.

SINCERELY

PROF. MARIA DEL PILAR VALENZUELA GALLARDO

MUNICIPAL PRESIDENT



Monclova, Coahuila al 10 de Junio del 2023.

Sr. Ruben Garibay G.
Puerto Verde Holdings
22211 I-10 Suite 1206
San Antonio, TX 78257
PRESENTE.

Por medio del presente, el municipio de Monclova ofrece el apoyo a su tan ambicioso proyecto en el desarrollo para beneficio de la comunidad empresarial del norte de México, siendo nuestra industria ferroviaria uno de los sectores con más afectados con los flujos de tráfico en la frontera de Piedras Negras Coahuila y Eagle Pass, Texas, la falta de disponibilidad de patios para almacenamiento de producto terminado y en su caso para la importación de equipos a re manufactura después de cumplir su periodo de uso en vías.

Cabe destacar que nuestro municipio y la región centro del estado de Coahuila es por excelencia un productor natural de industria metalmecánica, destacándose en la manufactura de equipos ferroviarios, de tipo Carros tanque, Boxcar, Góndolas entre otros, teniendo a la fecha 3 empresas de talla internacional de dicho segmento, que cuentan con los más altos estándares de calidad en mano de obra y materiales promoviendo la buena práctica en sus operaciones.

Actualmente los niveles de producción de dichas empresas se encuentran en el orden de 4000 unidades por mes, pretendiendo incrementar dicha producción en los próximos años hasta 7000 unidades mensuales, las cuales en el formato actual de tráfico ferroviario nos preocupa de

Sobremanera la adecuada logística y costo de almacenamiento de dicho volumen, siendo este proyecto "Puerto Verde Global Trade Bridge" una alternativa puntual, atractiva y necesaria a los actuales flujos de carga y a los de futuro inmediato.

Aprovecho la presente para reiterarle nuestro apoyo, compromiso e interés en el logro de este proyecto que sin duda beneficiara ampliamente el comercio entre ambos países, siendo nuestro estado y región una de las más interesadas en dicho desarrollo.

ATENTAMENTE

DR. MARIO ALBERTO DAVILA DELGADO
PRESIDENTE MUNICIPAL



English Translation:

June 10, 2023.

Mr. Ruben Garibay G.

Puerto Verde Holdings

22211 1-10 Suite 1206

San Antonio, TX 78257

PRESENT.

Through this, the municipality of Monclova offers support for this ambitious development project for the benefit of the business community in northern Mexico, our railway industry being one of the sectors most affected by the traffic flows on the border between Piedras Negras Coahuila and Eagle Pass, Texas, the lack of availability of yards for storage of finished products and, where appropriate, for the importation of equipment for remanufacturing after completing its period of use on the roads:

It should be noted that our municipality and the central region of the state of Coahuila is an excellent natural producer of the metal-mechanic industry, standing out in the manufacture of railway equipment, such as tank cars, boxcars, gondolas, among others, having to date three international companies in this segment, which have the highest quality standards in labor and materials, promoting good practice in their operations.

Currently, the production levels of these companies are in the order of 4,000 units per month, intending to increase said production in the coming years to 7,000 units per month, which in the current structure of rail traffic worries the adequate logistics and storage cost of said volume, making this project, "Puerto Verde Global Trade Bridge" a punctual, attractive and necessary alternative to the current cargo flows and those of the immediate future.

I take advantage of this letter to reiterate our support, commitment, and interest in achieving this project that will undoubtedly greatly benefit trade between the two countries, our state and region being one of the most interested in said development.



June 21, 2023

Mr Ruben Garibay:
Puerto Verde Holdings
22211 I-10 Suite 1206
San Antonio, Tx 78257

Mr. Garibay,

We write in support of Puerto Verde and its application for a Presidential Permit to build the Puerto Verde Global Trade Bridge which will create benefits for the rail car industry considering the amount of transactions/crossings we are performing every day at the Piedras Negras - Eagle Pass border either truck and rail car freight.

This project will allow faster merchandise movements and rail car deliveries to our US customers also creating customer satisfaction.

Investment on this port will give more trust to the current companies using this border which result on economic growth, development and interest of more business.

Important to mention that our rail car industry is contributing to our planet with ecological and environmental sustainability.

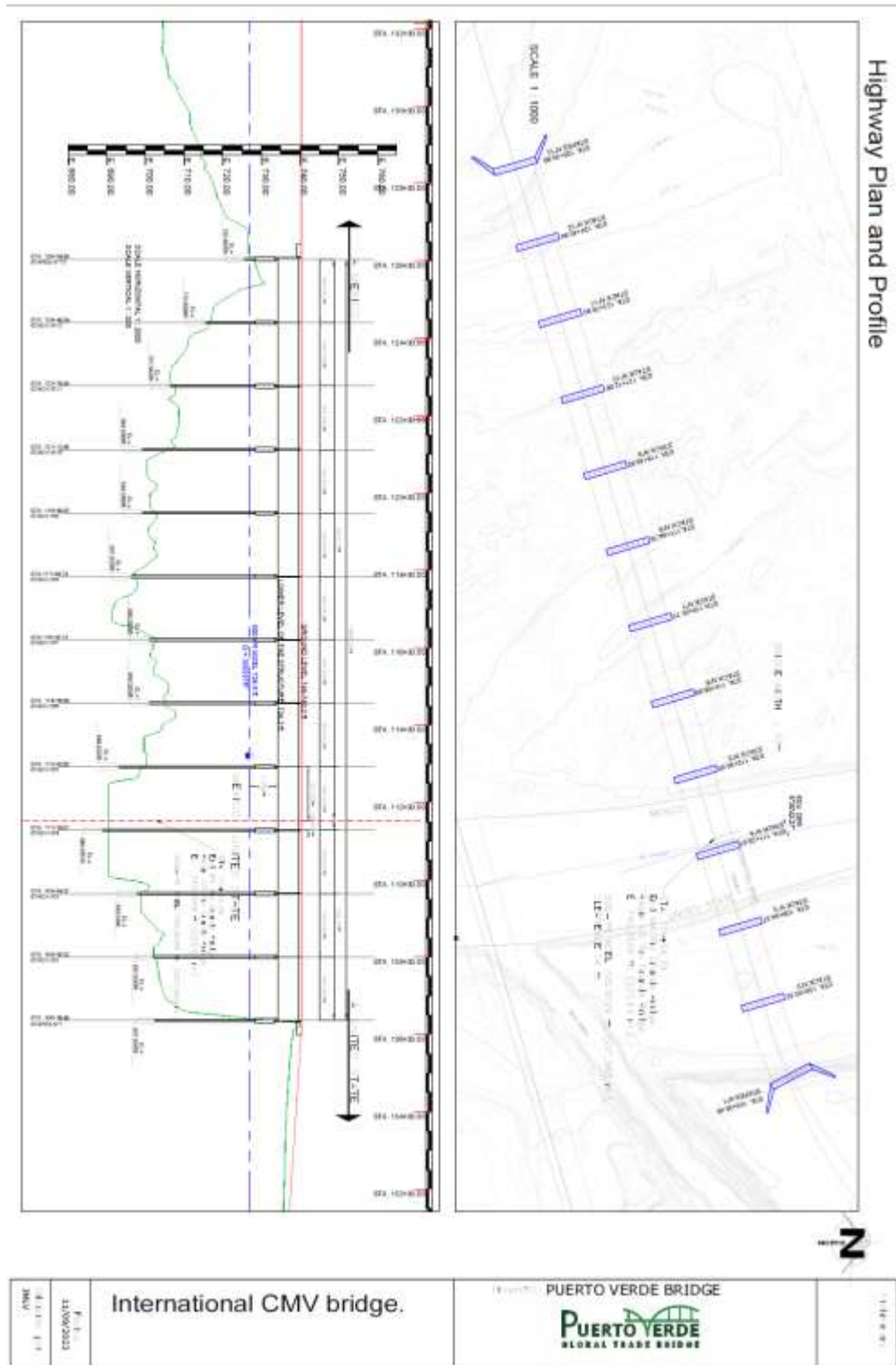
In the recent years we have seen increasing operations at this border and we want to avoid delays on the delivery of our final product to our customers which also create a continues economy growth for both countries.

We are sure that all these efforts will result on a more productive supply chain and customer satisfaction.

Respectfully,

Alex Arias
VP Operations Mexico
Greenbrier Manufacturing

Puerto Verde Global Trade Bridge
Submitted for Maverick County Texas by Puerto Verde Holdings
A44



Railroad Plan and Profile



D. Maverick County's Feasibility Study

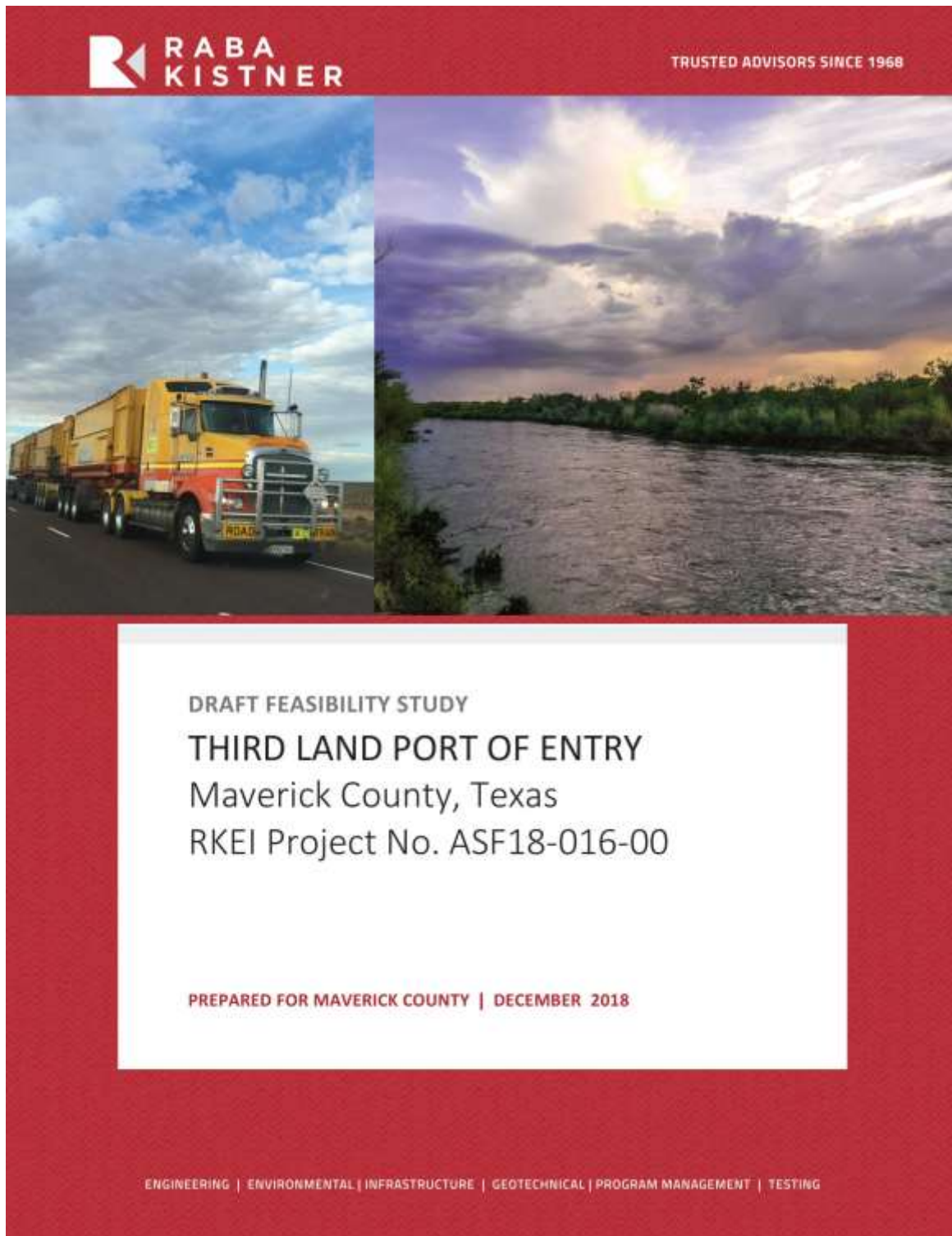


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Acronyms

BCC	Bird of Conservation Concern	NWI	National Wetlands Inventory
CBI	Coordinated Border Infrastructure Program	OHWM	Ordinary High Water Mark
CBP	Customs and Border Protection	OTHM	Official Texas Historical Marker
CEQ	Council on Environmental Quality	POE	Point of Entry
CILA	Comisión Internacional de Límites y Aguas	RTLM	Registered Texas Landmarks
EA	Environmental Assessment	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
EDCP	Economically Disadvantaged Counties Program	SAL	State Antiquities Landmark
EPWWS	Eagle Pass Water Works System	SB	Senate Bill
FEMA	Federal Emergency Management Agency	SCT	Secretaría de Comunicaciones y Transportes
FIRM	Flood Insurance Rate Map	SIB	State Infrastructure Banks
GPITX	Girder Prestressed I-Beams	STBG	Surface Transportation Block Grant
GP-U	Girder Prestressed U-Beams	TAC	Texas Administrative Code
GSA	General Services Administration	TCEQ	Texas Commission on Environmental Quality
GS-I	Girder Steel I-Beam	THC	Texas Historical Commission
GS-TR	Girder Stressed Trapezoidal	TIFIA	Transportation Infrastructure Finance and Innovation Act
IB1	Eagle Pass International Bridge I	TNW	Traditionally Navigable Water
IB2	Eagle Pass International Bridge II	TPWD	Texas Parks and Wildlife Department
IBWC	International Boundary and Water Commission	TRC	Texas Railroad Commission
IPaC	Information for Planning and Conservation	TxDOT	Texas Department of Transportation
MAPO	Meeting With Affected Property Owners	USACE	U.S. Army Corps of Engineers
NADBank	North American Development Bank	USCG	U.S. Coast Guard
NAFTA	North American Free-Trade Agreement	USDHHS	U.S. Department of Health and Human Services
NEPA	National Environmental Policy Act	USDS	U.S. Department of State
NHPA	National Historic Preservation Act	USFWS	U.S. Fish and Wildlife Service
NRCS	Natural Resource Conservation Service	WCID	Water Control and Improvement District
NRHP	National Register of Historic Places	WOUS	Waters of the United States

Attachments

Attachment A

Correspondence

1.0 Executive Summary

Maverick County is exploring the possibility of constructing a third international Port of Entry (POE) within the county to accommodate future growth in the region and commissioned Raba Kistner, Inc. to evaluate the feasibility of the project. Currently, there are two international boundary crossings in Maverick County, which are operated by the City of Eagle Pass International Bridge System.

A Study Area was defined based on discussions with Maverick County staff, planned infrastructure, and a high-level review of environmental and engineering conditions. This feasibility includes the results of desktop reviews related to land use; transportation infrastructure; and environmental, socioeconomic, and cultural constraints. It also discusses approximate high-level costs of a bridge and supporting structures, funding, and schedules related to development of a new POE.

A new POE would be compatible with existing and planned infrastructure on the U.S. side of the international boundary. There is also local and federal support on the Mexican side of the border, which would drive necessary funding and activities required for Mexican infrastructure. The area is primarily undeveloped, and residential/commercial displacements are not anticipated.

A comprehensive Environmental Assessment (EA) would be required as part of a Presidential Permit process, and specific additional investigations that may be needed within the Study Area during that assessment would include review of natural and cultural resources, as well as hazardous materials use in the area (e.g. historic mining, oil and gas wells, etc.). Permits and approvals from the Texas Historical Commission (THC), U.S. Army Corps of Engineers (USACE), U.S. Department of State (USDS), and other agencies would be required for development of a new POE.

Based on the information reviewed as part of this study, high-level cost estimates for a new POE could range from approximately \$101 to \$140 million (U.S. infrastructure only).

The timeframe for funding, agency coordination, engineering/design, ROW acquisition, environmental studies and permitting, and construction could be greater than 10 years.

Based on the desktop-only review (no property was accessed during this study for detailed, on-the-ground evaluations) conducted for this feasibility study, no obvious fatal flaws (e.g. environmental, engineering) were identified within the Study Area.

Next steps in developing a potential future POE project and further justifying the need would include conducting a "Level 1 Traffic and Revenue Study." This analysis would evaluate the potential revenue range that could be realized by developing a new POE at this location. It would take into account design, construction and operation/maintenance cost; population, employment, traffic counts, cross-border economic activity; and tolling considerations (e.g. electronic versus manned toll facility, incremental toll increases, etc.).

2.0 Introduction

2.1 Background

Maverick County, Texas is located in the northwestern section of the Rio Grande plain region of southwest Texas. It is located on the border with the Mexican State of Coahuila as shown in the figure below. In 2017, Maverick County had an estimated population of 58,216 people (US Census 2018).



Figure 1: Maverick County Location.

2.0 Introduction

According to the U.S. Bureau of Transportation Statistics (BTS), from 2016 to 2017, the value of U.S.-Mexico freight flows increased 6.1 percent to \$557 billion (BTS 2018a). In 2017, Texas led all U.S.-Mexico border states, facilitating 70 percent of freight between the U.S. and Mexico valued at \$390.1 billion (BTS 2018a). According to the Texas Department of Transportation (TxDOT) Texas Freight Mobility Plan, approximately 97 percent of Texas' northbound freight movement by trucks in 2016 was concentrated at five commercial border crossings, which included Eagle Pass (TxDOT 2017a).

Currently, there are two crossing points in Maverick County, Eagle Pass International Bridge I (IB1) and Camino Real International Bridge (IB2) (a.k.a. Eagle Pass-Piedras Negras International Bridge II). IB1 (non-commercial) crosses the international boundary at East Garrison Street. IB2 (commercial, non-commercial) is approximately 0.50 miles south of Bridge I.

The purpose of this study is to provide a high-level evaluation of existing conditions, trends, and constraints to determine whether the development of a new land POE in Maverick County would be feasible in the future. Should Maverick County decide to move forward with a third POE, this feasibility study could be referenced in future studies (e.g. EA and Presidential Permit application) to document the project's history and early considerations.



Eagle Pass International Bridge I (IB1)



Camino Real International Bridge (IB2)
(a.k.a. Eagle Pass-Piedras Negras
International Bridge II)

2.2 Need and Purpose

Over the last several years, Maverick County has observed increased regional economic activity on both sides of the international boundary. Examples include:

- Constellations Brands' acquisition of Grupo Modelo's U.S. beer business in 2013 provided Constellation with control of all aspects of the U.S. commercial business and a state-of-the-art brewery in Nava, about 30 minutes south of downtown Eagle Pass. The Nava Brewery has undergone multiple upgrades and is one of the largest automated operations in the world, producing various brands of beer for direct export into the U.S. As of December 2017, the plant was expected to triple its 2013 production numbers by the spring of 2018 (Mexico Now 2017).
- In March of 2018, Petróleos Mexicanos (PEMEX) awarded U.S.-based, Lewis Energy, one of the first exploration/extraction contracts under Mexico's energy reforms, which in recent years opened its energy sector to foreign private investment and competition (SABJ 2018). The City of Piedras Negras and the State of Coahuila have expressed the need for a third POE to officials based on increased economic activity on the Mexican side of the international border.

2.0 Introduction

Although no specific commercial truck traffic data related to the above activity was readily available, these are indicators of increased economic activity in the region, and any future cross-border commercial traffic related to these or other developments can reasonably be expected to strain the single commercial crossing in downtown Eagle Pass.



2.3 Study Location

For the purposes of this study, a two-mile Study Area (**Figure 2**) was defined based on:

- information from Maverick County staff regarding a suitable international bridge crossing location, as communicated to the County by governmental stakeholders in the neighboring Mexican city of Piedras Negras;
- compatibility with future TxDOT State Loop (SL) 480 Segment 3 infrastructure; and
- an initial, high-level review of environmental and engineering conditions.

Two conceptual alternatives are described in **Section 3.3**; however, specific infrastructure plans on the Mexican side of the international border have not yet been identified or reviewed, and as such, these alternative routes are for discussion purposes only.

2.0 Introduction

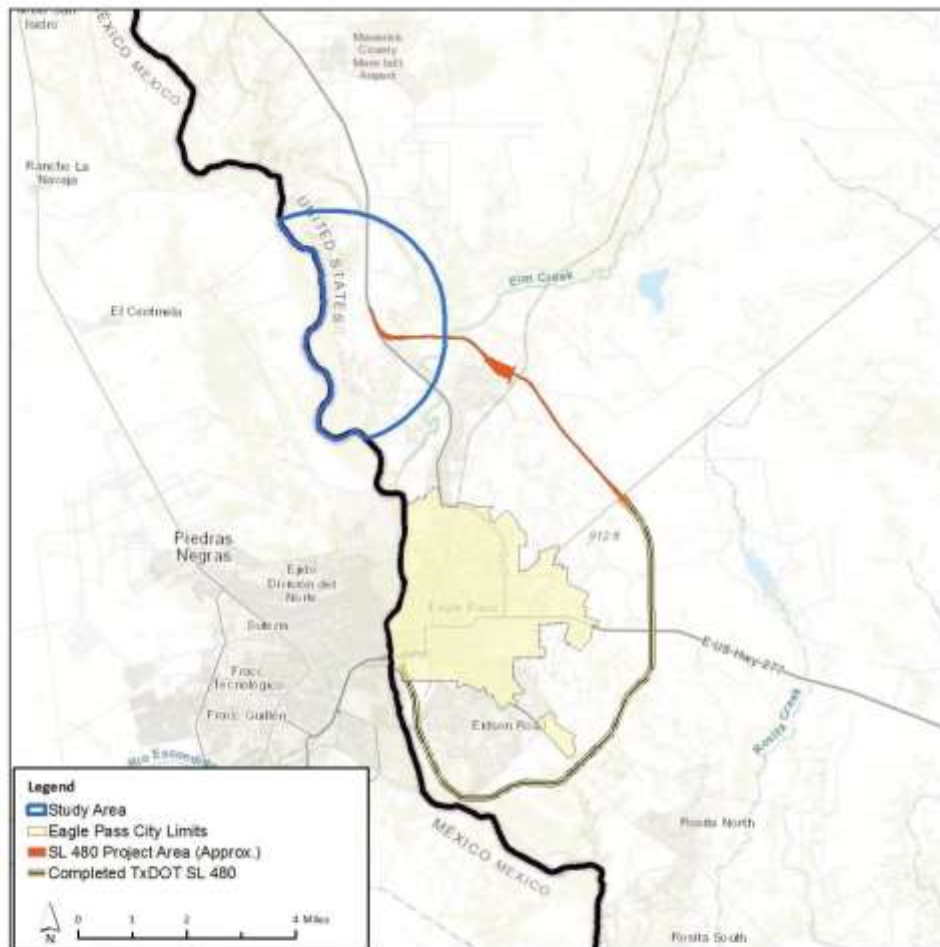


Figure 2: Study Area in Relation to Eagle Pass.

3.0 Existing Conditions



3.1 Land Use

— 3.1.1 EXISTING LAND USE

The portion of the Study Area on the Mexican side of the Rio Grande is almost completely agricultural land with little development. The majority of the parcels on the U.S. side of the two-mile study radius consist of ranch land as designated by Maverick County. This land is a mix of agricultural properties in the southern portion and minimally developed rural residential in the northern and central portions. A quarry operation occupies several ranch parcels in the northern section on both sides of U.S. Highway (U.S.) 277 and is easily distinguished in aerial photography. The remaining parcels in the southeastern portion of the Study Area are largely residential parcels ranging in size from 0.50 acres to 150 acres with some areas of agricultural use. The following figure shows existing land use in the Study Area.

3.0 Existing Conditions

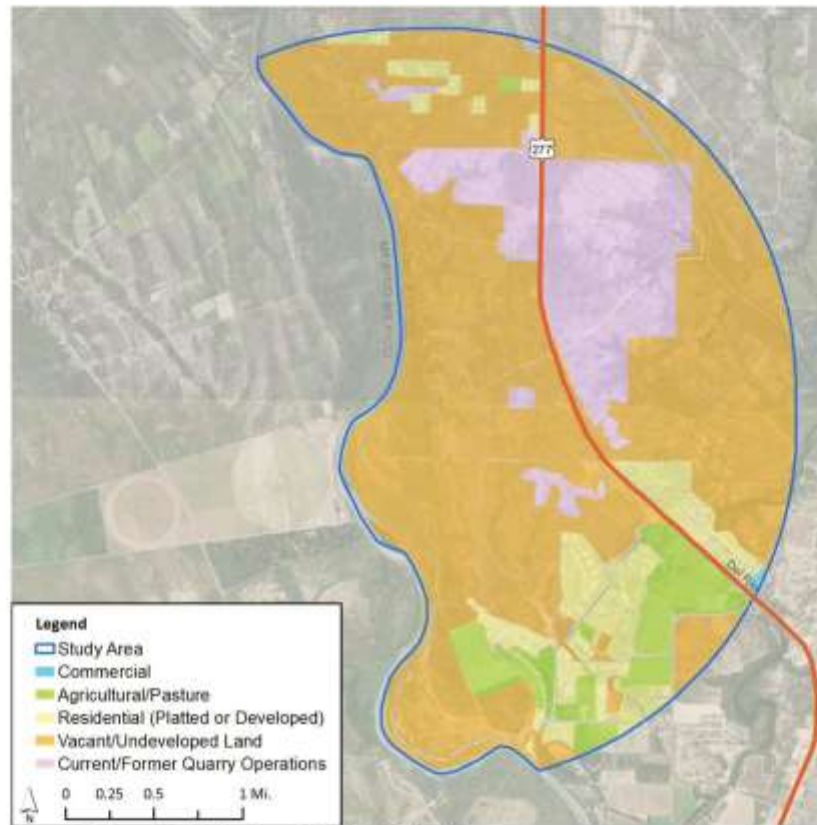


Figure 3: General Existing Land Use in the Study Area.

— 3.1.2 FUTURE LAND USE

The northern region of Mexico, including the neighboring State of Coahuila, is experiencing a substantial increase in economic activity and is expected to grow with the U.S. economy in the coming years. This has been attributed in large part to the construction industry and the manufacturing of goods for export (Cañas and Gutierrez 2015).

Locally, no formal planning or zoning takes place outside the city limits of Eagle Pass. Based on an interview with County Planner, April Rodriguez, (Personal communication, August 24, 2018), there are no significant developments that she is aware of within the County and outside the City of Eagle Pass.

Future land use in the County may be influenced by the completion of TxDOT's SL 480 (from U.S. 57 to U.S. 277). The previous phase of SL 480, which terminates at U.S. 57, was completed circa 2011. The completed loop would help facilitate commercial truck routes from Industrial Park (located near Eagle

3.0 Existing Conditions

Pass Bridge II in downtown Eagle Pass) to U.S. 277 North. This area could see an increase in commercial activity in currently undeveloped areas with international traffic crossing nearby.

3.2 Transportation

— 3.2.1 CURRENT TRANSPORTATION AND TRAFFIC

Currently, the main transportation thoroughfare running through the Study Area is U.S. 277, a principle arterial roadway, which runs from Carrizo Springs, Texas through Eagle Pass, Texas, and on to Del Rio, Texas, and up into northwest Texas. This section of U.S. 277 is included within the "Ports to Plains" trade corridor which stretches from south central Canada to the Port of Matanzas, Mexico. Within the Study Area limits, it is a two-lane road with 12-foot travel lanes and approximately 8-foot shoulders that is traveled by over 5,300 vehicles per day (VPD) (TxDOT 2016) and is anticipated to reach approximately 10,880 VPD by 2035 (TxDOT 2018). The speed limit ranges from 45 miles per hour (mph) in the southern end of the Study Area to 70 mph in the northern portion.



Aerial view of US 277 in the Study Area (2018). View is to the north.

— 3.2.2 CONNECTIVITY TO LOCAL TRANSPORTATION SYSTEM AND TRANSPORTATION SYSTEM OF MEXICO

State Loop 480 currently runs from South Monroe Street at IB2 to the south around the City of Eagle Pass, Texas, and then north to U.S. 57. Two phases of construction have been completed, and Phase III is anticipated to continue SL 480 from U.S. 57 northwest towards Thompson Road and U.S. 277 (Eagle

3.0 Existing Conditions

Pass Business Journal 2010). Phase III would create a major intersection at U.S. 277 and SL 480, about three miles northwest of Eagle Pass, Texas and about one mile from the international boundary with Mexico.

TxDOT plans to have plans, specifications, and estimates completed by December 2018, at which time it will be construction ready pending identification of funding. This future highway intersection would provide a logical connection to a new POE.

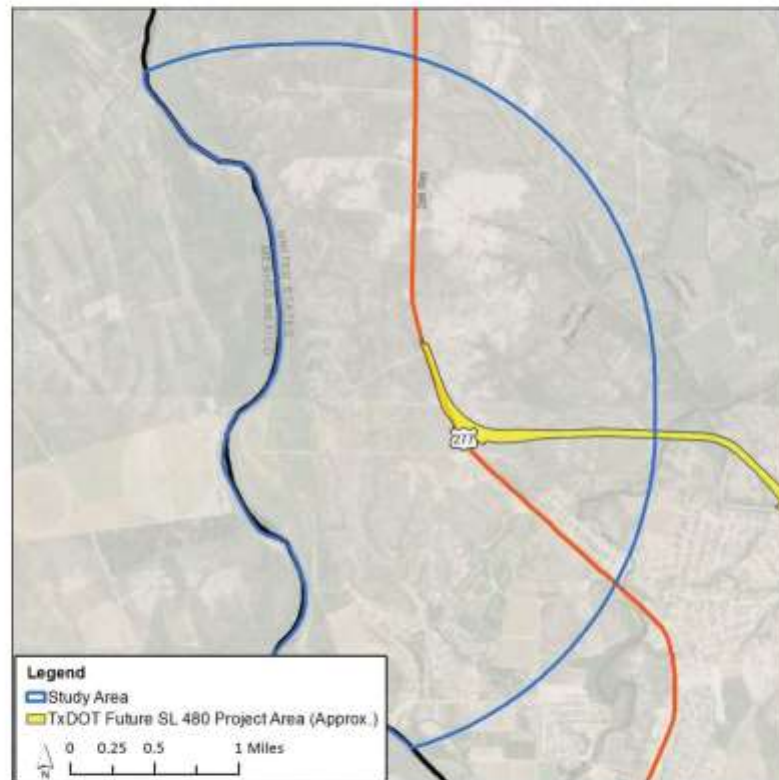


Figure 4: TxDOT Future SL 480 Phase III Connection (Approximate).

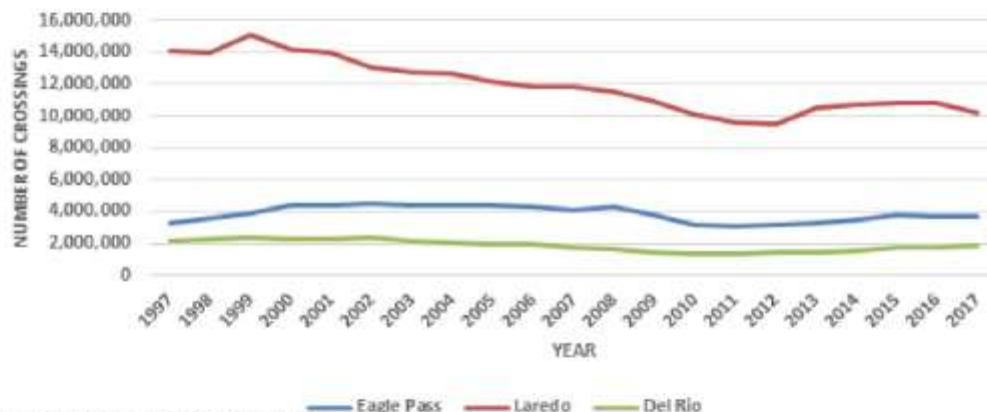
Inter-governmental communications between and among Maverick County, the current Mayor of Piedras Negras, Mexico, and the Dirección General de Desarrollo Carretero Secretaría de Comunicaciones y Transportes (SCT), have taken place and will continue. This cross-border cooperation will be critical to ensuring the successful development of a new POE. It will also be critical in guiding potential transportation infrastructure planning in Mexico that is compatible with existing/future transportation infrastructure near the Study Area, and a potential new POE.

3.0 Existing Conditions

— 3.2.3 REGIONAL AND CROSS-BORDER TRENDS

With the signing of the North American Free-Trade Agreement (NAFTA) in January of 1994, tariffs on goods imported from Mexico were removed, and a steady flow of everything from fruits and vegetables to automobiles and power equipment began making their way into the U.S. market. Commercial traffic from El Paso, Texas to Brownsville, Texas significantly increased to such a level that in 2012, U.S. Customs and Border Protection (CBP) estimated a \$6 Billion deficit in the current service levels versus where the office needed to be to keep up with the people and goods crossing the border and maintain an efficient flow (Uribe 2012). More than \$525 billion in goods travels between the U.S./Mexico Border every year, and while a portion of those goods crosses by rail, the majority is on trucks (Kitroeff 2018). With PEMEX's recent plans to develop natural gas production, the increase in production at the Nava Brewery, and the potential restructuring of NAFTA in the coming months, commercial traffic at the international border will only increase. This would lead to more commercial traffic between Coahuila and Maverick County and could lead to more significant delays at existing POEs.

Figure 5: Total Border Crossings Entering into the United States.



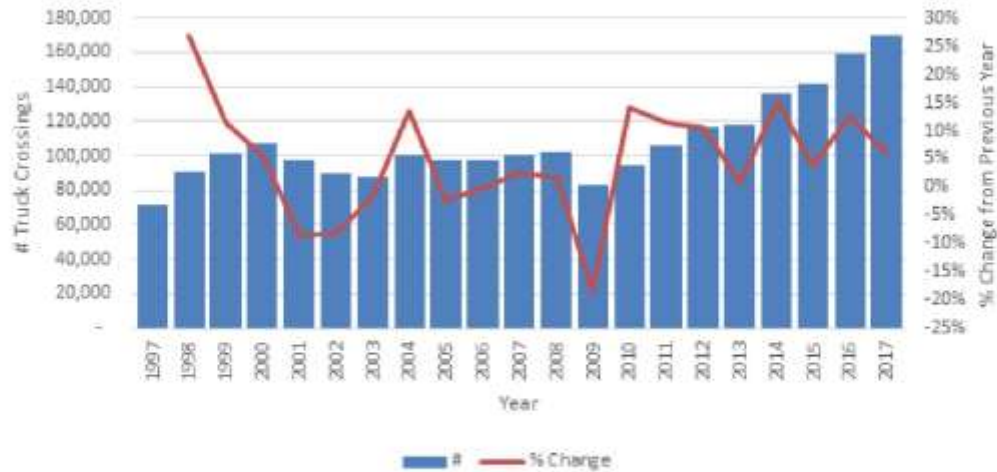
Source: U.S. Bureau of Transportation Statistics.

The figure above shows crossing data for the last 20 years for Eagle Pass, Texas and the two closest POEs; Del Rio, Texas and Laredo, Texas. These include buses, pedestrians, personal vehicles, and commercial trucks crossing into the U.S. from Mexico (BTS 2018). The data shows that border crossings in general have decreased over the past 20 years. This could be attributed to an increase in manufacturing jobs and a rise of middle class citizens in Mexico after the implementation of NAFTA (O'Neil 2013). While overall border crossings have decreased, commercial truck crossings have steadily increased. Table 2 shows the percent increase each year in truck crossings in Eagle Pass alone. Since 2009, the Eagle Pass POEs have seen a 104 percent increase in commercial traffic.

There are two notable areas in following figure that highlight how economic trends affect both sides of the international border. Truck crossings saw significant year-over-year drops in 2001, and 2008-2009 truck crossings decreased significantly, coinciding with major recessions in the U.S. economy and with it the devaluation of the Mexican Peso (Dickerson 2008). With the recovery of the U.S. economy, truck numbers increased and have grown steadily since 2008. The number of commercial truck crossings in Eagle Pass has increased 8.26% on average since 2012.

3.0 Existing Conditions

Figure 6: Year-Over-Year Truck Crossings for Eagle Pass.



Source: U.S. Bureau of Transportation Statistics (BTS, 2018b).

3.3 Engineering Constraints

Several engineering constraints exist within the study area, which will inform the design and construction cost of any alternative for a proposed international bridge and the associated POEs on both sides of the border.

— 3.3.1 FLOODPLAIN

A potential bridge would need to vertically clear the Rio Grande floodplain entirely, as required by FEMA and IBWC by at least one meter above the 100-year high-water elevation. Beyond the floodplain, the ground surface varies from 10 to 20 feet above the natural high water elevation of the Rio Grande River. This would require that a proposed bridge exceed the minimum one meter of clearance due to this elevated terrain (i.e. it could require a high bridge).

— 3.3.2 EARTHWORK

The study area on the U.S. side of the border is typically rolling and unimproved ranch land which would require significant earthwork to create a generally cleared and flat area for the approximately 110-115 acres required for the U.S. POE. Depending upon the alternative alignments chosen (conceptual alignments are shown in the following figure, the Mexican portion would also require significant earthwork for the Mexican POE. There are several rock quarries noted on the topographic maps for the study area on the U.S. side, which could create additional construction costs to fill.

3.0 Existing Conditions

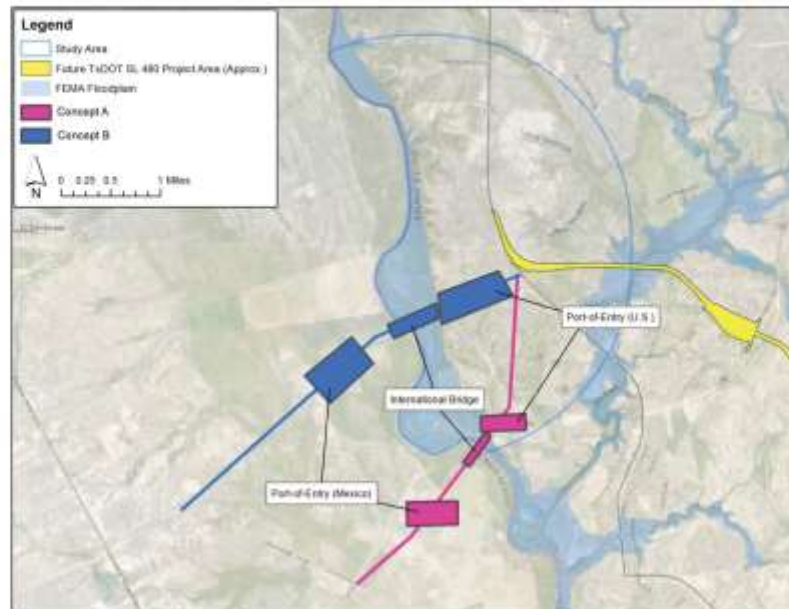


Figure 7: Conceptual Alignments (1)

While not extensively long, the proposed POEs on both sides of the border would need to connect to the existing highway system including U.S. 277 and SL 480 on the U.S. side and Libramente Norte to Mexico Highway 2 on the Mexican side. Consideration of overpasses on US 277 and Mexico Highway 2 would also be recommended to facilitate smooth access for traffic utilizing a proposed new international bridge and POE.

— 3.3.3 UTILITIES

The land area on both sides of the border are currently agricultural or ranch land. On the U.S. side, GSA and CBP would require that utilities be extended onto the proposed POE site, at the expense of the international bridge sponsor. Electrical service is the easiest and least expensive utility, and in Texas the cost for this extension of service can often be negotiated with the electric provider in the region. Potable water access would likely need to be extended to the site from the City of Eagle Pass Water Utilities. It is also likely that an elevated potable water storage tank near the site may be required to provide sufficient water pressure to meet fire protection requirements of GSA/CBP. Sewer treatment facilities may require construction of a lift station to access and utilize the existing Eagle Pass Water Utilities system. GSA/CBP generally do not allow the use of septic systems for POE.

(1) Specific infrastructure plans on the Mexican side of the international border have not yet been identified or reviewed, and as such, these alternative routes are for discussion purposes only.

3.0 Existing Conditions

Stormwater could be contained and treated via on-site ponds because the potential sites have reasonable vertical relieve of existing topography. Lastly, communication/information technology connections would be required, which could accompany extensions of the electrical services to the site.

While the study area does not present any insurmountable engineering challenges, it does pose some challenges that would increase construction costs for a proposed international bridge, associated POE, and approach roadway.

3.4 Environmental, Cultural, and Demographics

— 3.4.1 TOPOGRAPHY, GEOLOGY, AND SOILS

Topography

There are a number of gravel pits that contribute to significant topographic variability in the two-mile Study Area. The lowest point is approximately 700-710 feet above sea level, in the center of the Study Area within the floodplain of the Rio Grande. Moving east from the Rio Grande the elevation increases to approximately 850 feet above sea level in the northeastern and northern portions of the Study Area. This 100 foot difference in relief occurs within one mile with some areas gaining 90 feet in elevation within 0.10 miles. The figure below shows the overall topography of the Study Area.

3.0 Existing Conditions

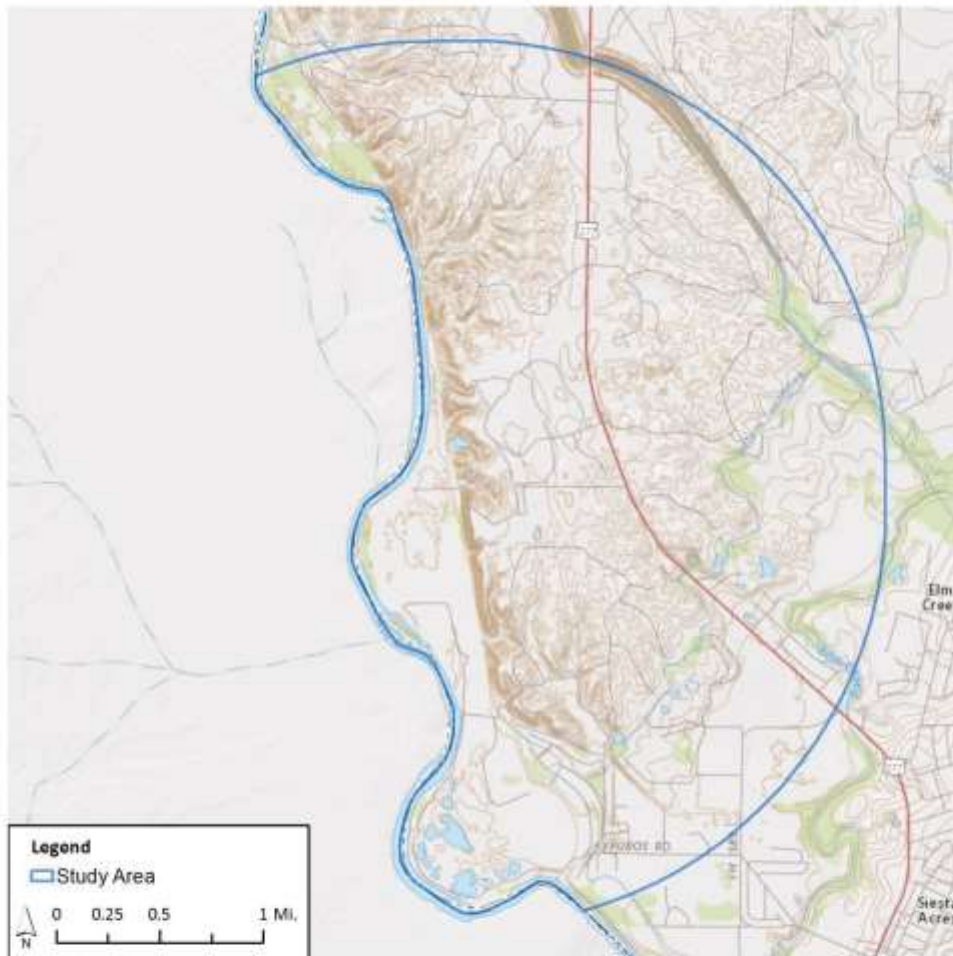


Figure 8: Study Area Topography.

Geology

The underlying geology of the Study Area is the late Cretaceous-aged San Miguel Formation (Ksm). The terraces of this formation are covered by thick bands of Pleistocene-aged Uvalde Gravel (QTu) in the north portion of the Study Area; Holocene-aged Terrace deposits (Qt) in the southern portion of the Study Area; and Holocene-aged Alluvium (Qal) along the Rio Grande. The San Miguel Formation is composed of beds of sandstone, limestone, and clay. Thickness of the formation varies from 400 to 800 feet in depth. Uvalde Gravels are composed of unconsolidated coarse-grained sands, fine-grained silts, and fine clay mixed with caliche nodules. The Terrace deposits are composed of silt, sand, clay, and gravels that include limestone, chert, basalt, chalcedony, and quartzite. Alluvium is composed of sand, silt, clay, and gravel left by moving water along streams (Barnes 1976).

3.0 Existing Conditions

Soils

The Study Area includes nine soil types and are shown in the table below (USDA NRCS 2018). The soils are predominately very fine sandy loams to silty clay loams. These soils are characterized as deep to very deep, reaching depths ranging from five feet to nearly seven feet.

Table 1: Soils within the Two-Mile Radius Study Area

MAP SYMBOLS	MAP UNIT	PERCENT SLOPE	DEPTH (CMBS)	PRIME FARMLAND?
Rz	Rio Grande and Zalla soils, frequently flooded	N/A	Rio Grande 203/ Zalla 160	No
ZPC	Zapata association, undulating	N/A	203	No
JZD	Jimenez association, rolling	N/A	152	No
Rg	Rio Grande very fine sandy loam, occasionally flooded	N/A	203	No
ReA	Reynosa silty clay loam	0-1	185	Yes, if irrigated
LgA	Lagloria very fine sandy loam	0-1	203	Yes, if irrigated
MoA	Montell clay	0-1	203	No
LrB	Laredo silty clay loam	1-3	203	Yes, if irrigated
EdA	Elindo silty clay loam	0-1	183	Yes, if irrigated
EdB	Elindo silty clay loam	1-3	183	Yes, if irrigated
QMC	Quemado association, undulating	N/A	203	No
MCB	Mavco association, gently undulating	N/A	178	Yes, if irrigated
CoB	Copita sandy clay loam	1-3	152	No

Source: United States Department of Agriculture National Resource Conservation Service. Web Soil Survey. <http://websoilsurvey.nrcs.usda.gov/app/>, accessed March 14, 2018.

Six soil types in the Study Area are considered "Prime Farmland" soils by the U.S. Department of Agriculture, which defines these soils as follows:

Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is also available for these uses. It has the soil quality, growing season, and moisture supply needed to produce economically sustained high yields of crops when treated and managed according to acceptable farming methods, including water management. In general, prime farmlands have an adequate and dependable water supply from precipitation or irrigation, a favorable temperature and growing season, acceptable acidity or alkalinity, acceptable salt and sodium content, and few or no rocks. (USDA 2018a)

Farmlands in the Study Area may be subject to the Farmland Protection Policy Act (FPPA), which is intended to minimize the unnecessary and irreversible conversion of farmland to other non-agricultural uses (USDA 2018b).

3.0 Existing Conditions

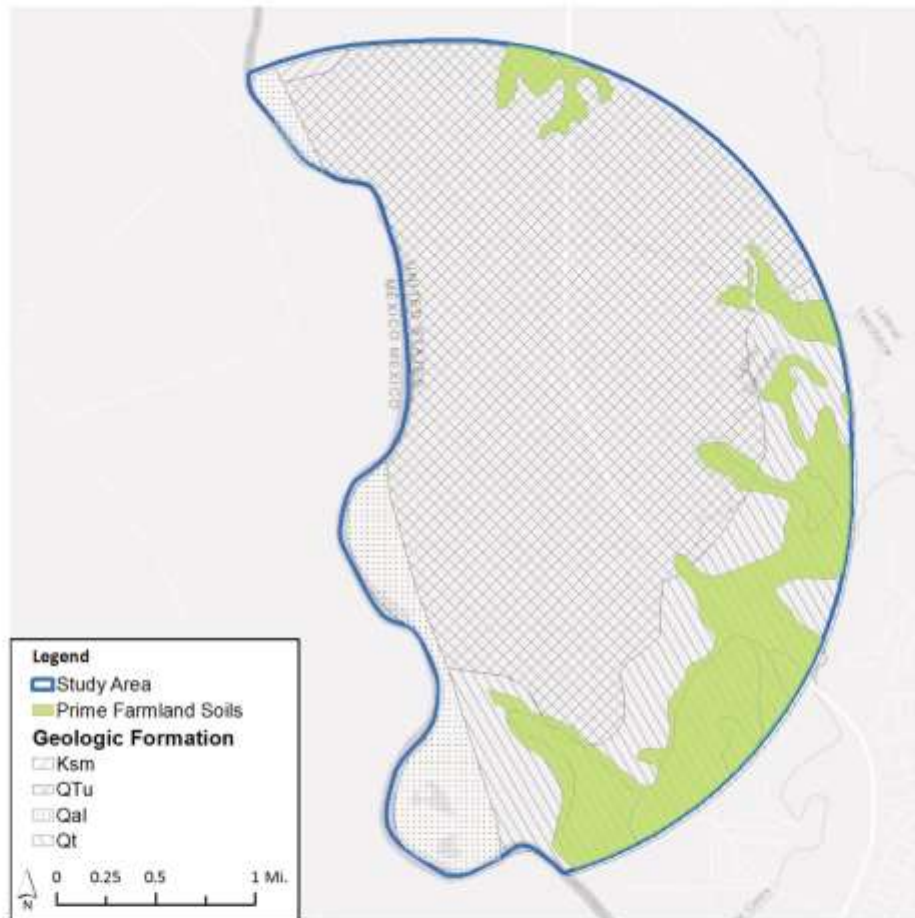


Figure 9: Prime Farmland Soils and Geology in the Study Area.

— 3.4.2 ECOLOGICAL RESOURCES

Ecological Setting

The Study Area is located in the Southern Texas Plains and is situated within the Texas-Tamaulipan Thornscrub and the Rio Grande Floodplain and Terrace ecoregions. The Southern Texas Plain is a rolling plain that is dominated by mesquite and thorny brush. The Texas-Tamaulipan Thornscrub ecoregion covers a majority of the Southern Texas Plains and is composed of gently rolling and irregular plains that are cut by arroyos and streams and marked by a mosaic of soils and vegetation. The Rio Grande Floodplain and Terrace ecoregion is composed of mostly deposits of sand, silt, and clay (Griffith, et al 2007).

3.0 Existing Conditions

Protected Species

The Texas Parks and Wildlife Department (TPWD) maintains a list of species by County along with information on habitat, forage, and breeding areas. The current list for Maverick County, last updated in August 2018, includes 16 state-listed threatened species and five federally-listed species that may occur in the County. The TPWD also maintains the Natural Diversity Database, which includes records of specific occurrences of Threatened and Endangered Species. Three species have occurred within range of the Study Area. The Texas indigo snake (*Drymarchon melanurus erebennus*), a state-threatened species, last occurred in 2009 in a box culvert south of the intersection of FM1021 and State Loop 480 about seven miles south of the Study Area. An ocelot (*Leopardus pardalis*), listed as federally-endangered, was recorded in 1993 near Elm Creek about 0.5 miles east of Highway 277 outside the Study Area and an occurrence of the reticulate collared lizard (*Crotaphytus reticulatus*), a state-threatened reptile, was recorded in 1966, but no further information was provided on the location. (TPWD 2018).

The U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation System (IPaC) maintains a list of migratory birds that could be encountered across the U.S. There are seven species of birds that could be found in the Study Area. Of those seven species, only the Long-billed curlew (*Numenius americanus*) and Audubon's oriole (*Icterus graduacauda*) are considered a Bird of Conservation Concern (BCC) outside of particular bird conservation regions across the country. Transportation projects are required to adhere to the Migratory Bird Treaty Act protecting these species and their habitat.

The USFWS also maintains a record of critical habitat for threatened and endangered species. A review of the Critical Habitat Online Mapper, there is no Critical Habitat for any rare, threatened, or endangered species within Maverick County (USFWS 2018a). Future alternative-specific field surveys would be required to evaluate whether potential habitat exists for any of the species listed above.

Riparian Habitat

The Study Area includes riparian habitat along the Rio Grande floodplain. Riparian habitat is typically found where streams or rivers occasionally cause flooding beyond their confines or where new sites for vegetation establishment and growth are created by the meandering of rivers or stream channels (Mitsch and Gosselink 2015). In relatively arid areas of South Texas they are narrow features that closely follow the path of the river and are ideal habitat for a number of birds, reptiles, and aquatic species. Riparian areas also provide travel corridors for terrestrial wildlife. If Maverick County decides to pursue the development of a third POE, TPWD's Wildlife Habitat Assessment Program could provide valuable feedback regarding best practices and recommendations for minimizing impacts to riparian habitat and associated wildlife.

3.0 Existing Conditions



Example of riparian corridors that exist along the Rio Grande.

— 3.4.3 CULTURAL AND TRIBAL RESOURCES

Transportation projects in Texas may be subject to Section 106 of the National Historic Preservation Act (NHPA) of 1966 and the Antiquities Code of Texas. Federally permitted, licensed, or funded projects must comply with Section 106 of the NHPA, as amended, which requires federal agencies to consider direct and indirect effects on historic properties. Projects with no federal funding, but undertaken by state agencies and political subdivisions of the state, must comply with the ACT, which involves notifying the THC of actions on public land that disturb five or more acres of land. Under the ACT, a historic or prehistoric property located on state land may be determined eligible as a State Antiquities Landmark (SAL)(Antiquities Code of Texas 1977).

A review of background cultural resources and environmental literature was conducted for the Study Area. Several sources, including the THC's Archaeological Sites Atlas; TxDOT's Historic Overlay (Foster, Summerville and Brown 2006); the Natural Resources Conservation Service's (NRCS) Web Soil Survey; the Geologic Map of Texas, the Ecoregions of Texas Map; and the relevant U.S. Geologic Survey 7.5-minute topographic quadrangle maps (Quemado and Deadman's Hill, Texas), were reviewed to determine the likelihood of encountering a historic or known archaeological site in the Study Area. These sources can identify landmarks, historic roads, cemeteries, and other historic sites along with the underlying geology and soils in which potential artifacts would be buried.

The Study Area is situated within a dissected upland setting with terraces and broad floodplains. The terraces within the Study Area are overlain by bands of Uvalde Gravels and Terrace deposits that contain numerous raw materials ideal for stone tool production. Additionally, the soils within the Study Area are characterized as deep to very deep. Based on these findings, the Study Area has a high to moderate probability for containing

3.0 Existing Conditions

Previous Archaeological Investigations and Known Cultural Resources

Over 250 aerial and linear cultural resources surveys have been conducted, and over 400 archaeological sites, containing both prehistoric and historic sites, have been recorded in Maverick County (THC 2018). Cultural resources surveys have been previously conducted within and to the east/northeast and south/southeast of the Study Area. Aside from these two areas, the remainder of the county has not been surveyed for cultural resources. Findings of the two previous cultural resources surveys conducted within the Study Area are shown in the following figure. One archaeological site (41MV243) and 28 potential historic buildings have also been recorded within the Study Area with the majority of potentially historic buildings concentrated along road alignments consisting of houses and associated outbuildings. The background review found no National Register of Historic Places (NRHP) properties, Official Texas Historical Markers (OTHMs), Recorded Texas Landmarks (RTLMS), or cemeteries located within the Study Area.

Previously conducted archaeological surveys within the two-mile Study Area consist of a portion of a linear survey conducted in 2003 and an aerial survey conducted in 2013 (THC 2018). The survey performed in 2003 was conducted on behalf of TxDOT for the Eagle Pass Outer Loop. During the survey, field archaeologists recorded five prehistoric open camp sites and two historic sites. All cultural resources recorded were located outside the Study Area. An additional survey in 2013 was conducted for the expansion of an existing radio tower footprint. During this survey, site 41MV243 was revisited.

Site 41MV243

Site 41MV243, identified by a red triangle in the center of the Study Area in the following figure, is a prehistoric lithic scatter situated in an upland setting, overlooking the Rio Grande. The site was originally recorded in 2001 during the RVS-Eagle Pass Project. Based on the scatter of cultural materials present on the surface, a boundary of 20 x 20 meters (m) was recorded. Cultural materials associated with the site included chert flakes, burned sandstone, and one distal biface that shows evidence of stone tool-making. At the time of the investigations, the site was described as heavily eroded, consisting of a palimpsest of material with no distinction of age or association of the materials. Due to the condition of the site, it was viewed as having little to no research potential, and no further work was recommended (THC 2018).

The site was subsequently revisited by a different consultant in 2013; however, the assessment of the site was different. During this visit, field investigators recorded chert flakes; formal and informal tools; and a mano fragment (a stone used as an abrasive tool) scattered across the surface. No shovel testing was conducted during the investigations. Due to the scatter of cultural materials across the surface, the site boundaries were increased, measuring approximately 102 x 44 m. Based on the cultural material present, field investigators viewed the site as having potential for yielding significant information pertaining to prehistoric use of the area and recommended that additional work is needed at the site. Based on the two recommendations and lack of a THC determination, the eligibility of site 41MV243 is currently undetermined (THC 2018).

3.0 Existing Conditions

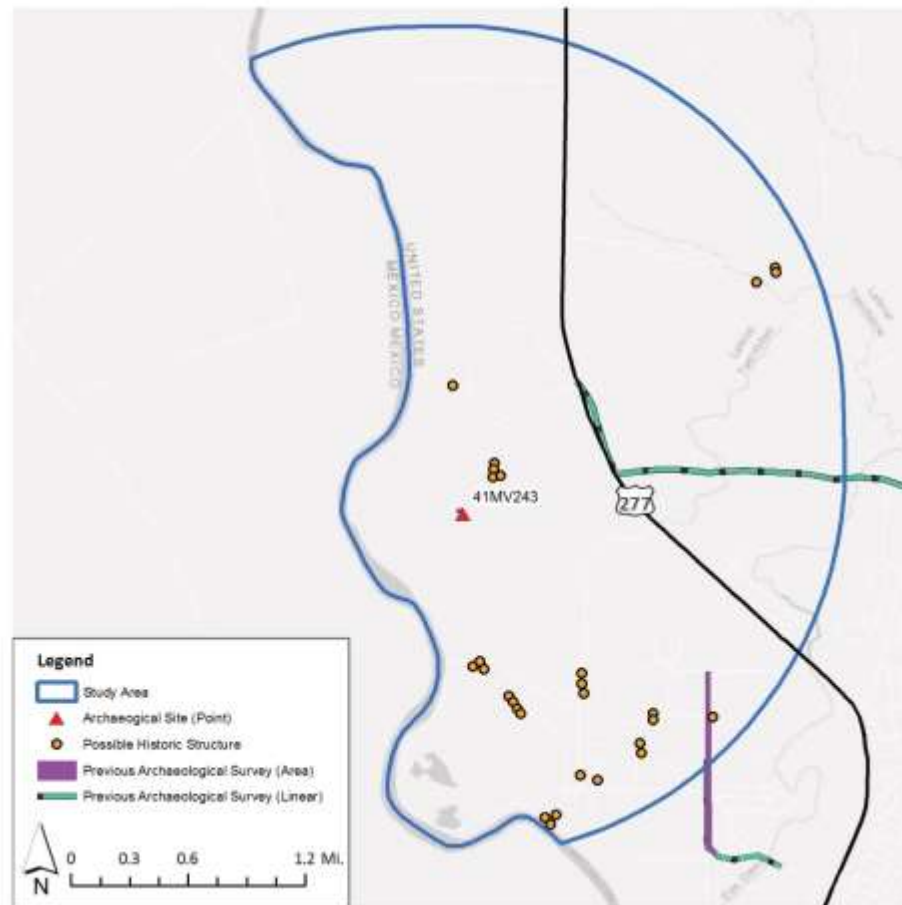


Figure 10: Historical and Archaeological findings within the Study Area.

The review of the soils, geology, and previous work indicate that the Study Area has a high to moderate probability for containing cultural resources. The majority of the Study Area has not been surveyed for cultural resources, and there have been a limited number of previous cultural resources surveys conducted within the immediate vicinity. Based on previous archaeological investigations within Maverick County, archaeological sites are commonly encountered within settings similar to the Study Area. The distribution and types of archaeological sites within Maverick County follow Hester's (Hester 1976) savanna adaptation in South Texas, where different site types are located on specific landforms. Typical sites are located on floodplains and creek banks, containing Holocene-aged Alluvium, and consist of large open campsites. Small campsite and lithic production areas are located on gravel terraces and ridges containing lag gravel deposits such as Uvalde gravels and Terrace deposits. These types of landforms are present within the Study Area and have the potential to contain cultural resources

3.0 Existing Conditions

— 3.4.4 SOCIOECONOMIC CONDITIONS

Maverick County, Texas is home to over 58,000 residents and experienced a 14.7 percent population increase between the 2000 and 2010 U.S. Census (U.S. Census 2017). This growth is projected to increase by more than 16 percent by 2020 and 68 percent by 2050 (Texas State Data Center 2018). The growth rate of Maverick County is expected to exceed the growth rates of the U.S. and the State of Texas for the same time period (figure below). The vast majority of the county's population is of Hispanic or Latino origin at 95 percent. The following sections provide a detailed summary of the population and demographics of the county and how it compares to the State of Texas.

68%
Estimate population
growth in Maverick
County by 2050.

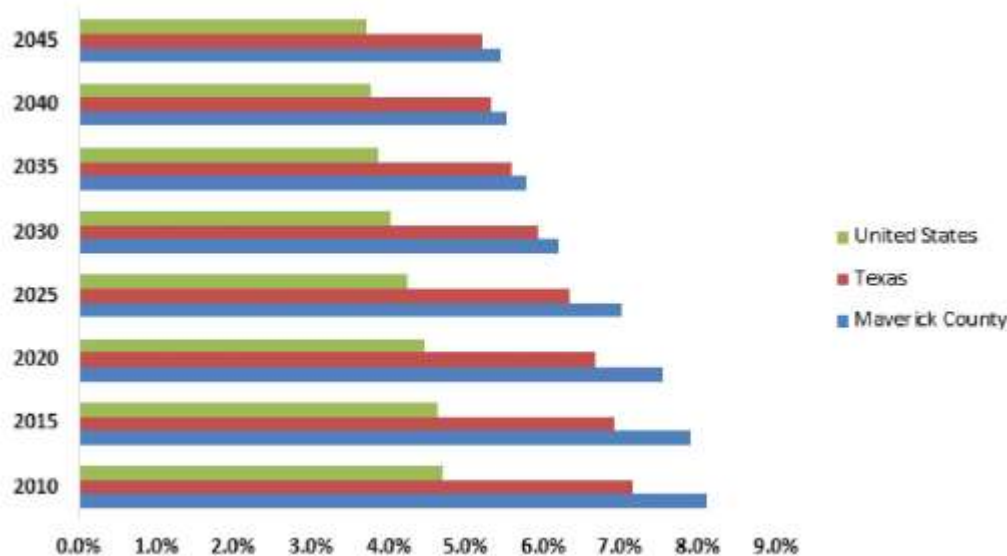


Figure 11: A Comparison of Population Growth Rate Estimates for the U.S., State of Texas, and Maverick County.
Source: U.S. Census Bureau, Texas State Data Center

Population, Employment, and Income

To provide an accurate assessment of the U.S. population, the Census Bureau continually updates statistics for all counties and states and provides them on their QuickFacts webpage (U.S. Census 2017). The most current data for Maverick County is from July 2017, and shows a population of 58,216 residents (Table 2). Of these residents, 58.9 percent are in the labor force, slightly lower than the State percentage (64.2 percent). The median household income of the county is \$17,572 less than the State average. The county also had a significantly higher unemployment rate at 9.3 percent for the entire 2017 year.

3.0 Existing Conditions

Table 2: Population, Income, and Unemployment Rate

PLACE	TOTAL POPULATION	PER CAPITA INCOME	MEDIAN HOUSEHOLD INCOME	CIVILIAN LABOR FORCE	2017 UNEMPLOYMENT RATE
Maverick County	58,216	\$16,086	\$37,155	58.9%	9.3%
Texas	26,304,596	\$27,828	\$54,727	64.2%	4.3%

Source: U.S. Census Bureau. 2017. Maverick County Quickfacts.

As shown in the figure below, the largest employment sector in the county is Educational Services, Health Care, and Social Assistance with over 6,000 jobs. Retail; agriculture, forestry, and hunting; as well as Arts and entertainment each provide more than 2,000 jobs, with the remaining categories ranging from 82 jobs in information services to 1,752 in public administration.

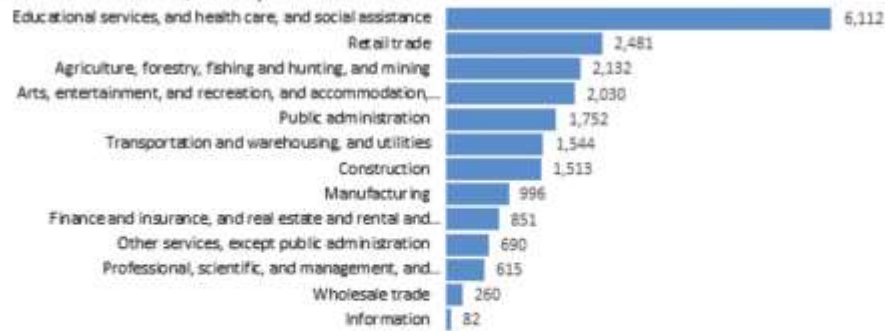


Figure 12: Maverick County Employment by Industry (# Jobs Held)

Source: U.S. Census Bureau 2016 American Community Survey Five-Year Estimates.

With a new POE, temporary and permanent employment in a number of these categories could see an increase as industries in the vicinity are developed to provide various services. Construction of the new POE and support facilities could provide temporary jobs in the construction industry while more permanent jobs would be created after the POE is completed. These jobs would include maintenance, inspection, and security as part of the POE with fueling stations, truck stops, hotels, restaurants, storage warehouses, and other related businesses in the surrounding area. This would lead to a significant increase in retail jobs; transportation and warehouses; utilities jobs; and other service jobs in Maverick County and provide a significant boost to the county's economic development.

Poverty

The U.S. Department of Health and Human Services (USDHHS) establishes Federal Poverty Guidelines to estimate the number of Americans living in poverty each year. In 2017, a family of four that brought in less than \$24,600 a year was considered as living below the poverty line. According to the U.S. Census Bureau, and shown in the Table 3, over 24 percent of Maverick County residents were living in poverty compared to

3.0 Existing Conditions

Table 3: Poverty Levels in Maverick County and the State of Texas

PLACE	TOTAL POPULATION	MEDIAN HOUSEHOLD INCOME	PERSONS IN POVERTY (%)
Maverick County	58,216	\$37,155	24.3

Source: U.S. Department of Health and Human Services. 2018. Federal Poverty Guidelines. <https://aspe.hhs.gov/poverty-guidelines>

Colonias

Multiple "colonias" are located within seven miles of the Study Area. The term "colonia," in Spanish, means a community or neighborhood. The Office of the Secretary of State of Texas defines a "colonia" as a residential area along the Texas-Mexico border that may lack some of the most basic living necessities, such as potable water and sewer systems, electricity, paved roads, and safe and sanitary housing. Under legislation from 2005, the State of Texas must identify colonias and track the progress of state funded projects that benefit colonias within 62 miles (100 kilometers) of the border with Mexico (Texas Secretary of State 2006).

According to the Office of the Attorney General of Texas, and shown in the following figure and Table 4, 22 colonias are mapped within five miles of the project (Office of the Attorney General of Texas 2015). Two colonias, listed as Elm Creek Number One and Elm Creek Number Two, are within the POE Study Area in the southeastern portion. These colonias would need to be included in the socioeconomic analysis conducted as part of an EA, and residents should be provided meaningful opportunities to participate in the public involvement process.

3.0 Existing Conditions

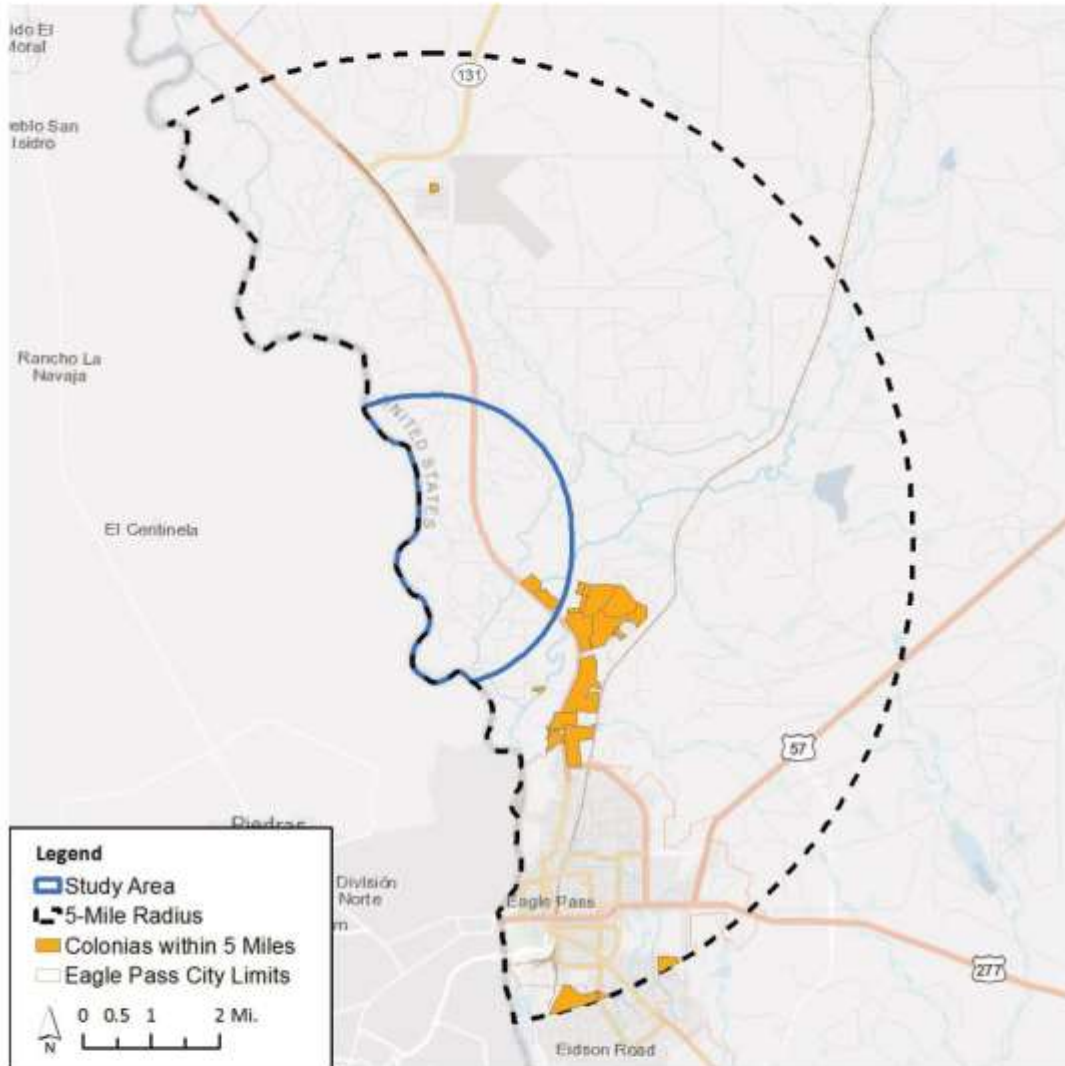


Figure 13: Colonias mapped within five miles of the Study Area.

3.0 Existing Conditions

Table 4. Colonias within Five Miles

NAME	SIZE (ACRES)	ESTIMATED COLONIA POPULATION	PAVED ROADS?	NUMBER OF PEOPLE WITHOUT WATER
Airport Addition	27.9	99	Yes	0
Radar Base	8.9	84	Partial	4
Elm Creek #2	29.5	228	Partial	0
South Elm Creek #4	9.8	35	Yes	0
South Elm Creek #3	9.1	38	Yes	Unknown
Deer Run #2	93.2	1121	Yes	0
Deer Run #1	94.9	324	Yes	Unknown
Elm Creek #1	35.4	156	Yes	Unknown
South Elm Creek #1	11.4	62	Yes	Unknown
Deer Run #3	37.3	119	Yes	Unknown
South Elm Creek #2	7.7	46	Yes	Unknown
Deer Run #4	104.2	288	Yes	Unknown
Deer Run #5	92.3	194	Yes	Unknown
Sauz Creek Subd.	10.0	80	Partial	0
Siesta Acres	174.8	2312	Yes	0
Hopedale	6.3	26	Partial	0
Seco Mines	52.0	694	Yes	124
Fabrica Townsite	105.8	823	Yes	0
Cenizo Heights	29.6	222	Yes	0
Las Quintas Fronterizas	278.6	3195	Yes	0
Loma Bonita	385.8	3541	Yes	0
Nellis Lands	49.3	140	Yes	0
Morales Circle	15.9	65	Yes	0

Race and Ethnicity

A "minority population" exists if it exceeds 50 percent. According to the Council on Environmental Quality (CEQ), "Minority populations should be identified where either (a) the minority population of the affected area exceeds 50 percent or (b) the minority population percentage of the affected area is meaningfully greater than the minority population percentage in the general population or other appropriate geographical analysis." As illustrated in Table 5, there is a high percentage of persons of Hispanic or Latino Origin in Maverick County (on average, 95.3 percent). As such, any project proposed within the county would occur in predominantly Hispanic/Latino communities. This trend is typical along the Texas-Mexico border. It is not isolated to the proposed international POE. Therefore the proposed POE would not disproportionately affect this minority group as any project along the Texas-Mexico border would affect

95%
Of Maverick County is
Hispanic or Latino

3.0 Existing Conditions

Table 5: Race and Ethnicity for Maverick County and the State of Texas

RACE	MAVERICK COUNTY		TEXAS	
	NUMBER	PERCENTAGE	NUMBER	PERCENTAGE
White	56,295	96.7	22,473,849	79.4
African American	349	0.6	3,566,379	12.6
American Indian and Alaska Native	990	1.7	283,046	1.0
Asian	291	0.5	1,358,621	4.8
Native Hawaiian and Other Pacific Islander	-	0.0	28,305	0.1
Two or More Races	291	0.5	537,787	1.9
Hispanic or Latino	55,480	95.3	11,067,097	39.1

Limited English Proficiency

93.3 percent of homes within the county are listed as speaking a language other than English at home (U.S. Census Bureau 2017); therefore, Limited English Proficiency (LEP) populations are present. This should be taken into consideration during future public involvement activities. Printed materials, websites, and any other media used in public meetings or hearings would need to be in both English and Spanish, and translation services should be available to provide LEP populations with meaningful opportunities to provide input.

93%
Of residents speak a language other than English at home.

Socioeconomic Considerations for a Third POE

Heavy truck traffic idling at the POE and driving through densely populated areas can increase urban traffic congestion, impact pedestrian safety, and release air pollutants. Commercial trucks may also carry hazardous cargo and could pose a higher risk to humans in more densely populated downtown areas. A third POE in the Study Area could alleviate some of these concerns and could be considered a benefit to urban areas of Eagle Pass. It could also provide temporary or permanent employment opportunities for area residents.

— 3.4.5 HAZARDOUS MATERIALS

The Study Area is mainly vacant, undeveloped land with some areas in agricultural and residential use. Several sources, including historic aerial photographs, topographic maps, and a number of open-source online databases were used to determine the potential presence of hazardous materials within the Study Area. A history of the previous uses of the Study Area was developed to help identify the likelihood of past uses that may have led to adverse environmental conditions in connection with the project.

3.0 Existing Conditions

Historical Aerial Photography

Google Earth contains readily available historical aerial photographs for the Study Area. They are dated 1996, 2002, 2005, 2008, 2012, 2014, and 2018. In all aerial photography, the Study Area is shown as undeveloped land with some agricultural and minimal residential development. On the U.S. side there are three large quarry areas in the northeastern portion of the Study Area that appear to no longer be in use in more recent images. Quarry operations generally use aboveground storage tanks to fuel site equipment and vehicles and could be a source of hydrocarbon contamination. This would be taken into account when conducting future hazardous materials evaluations (e.g. Phase I Environmental Site Assessment).

Historical Topographic Maps

Historical topographic maps for the State of Texas are available online at the University of Texas Perry Castañeda Library map collection. Topographic maps show detailed ground relief, drainage, forested areas, and populated areas that may not be identifiable through aerial photography.

Historical topographic maps were reviewed on April 4, 2018, to gather information on the historical land uses in the Study Area. The topographic maps reviewed are dated 1941, 1961, and 1969 (Eagle Pass, Texas Quadrangle); 1983, 2008, and 2012 (Eagle Pass West, Texas Quadrangle); 1940 (Quemado, Texas Quadrangle); and 1974 and 2012 (Quemado Southeast, Texas Quadrangle). The table below summarizes the map findings.

Table 6: A Summary of Historical Topographic Maps of the Study Area

YEAR	DESCRIPTION
1940	U.S. portion of the Study Area is 750-900 feet above sea level with rights-of-way, creeks, overhead power lines, and small structures on the southern portion and the Rio Grande River
1941	Transportation rights-of-way, a railroad toward the southeast, creeks, and structures on the southern portion and the Rio Grande River
1961, 1969	A hydroelectric plant is mapped on the Rio Grande River close to the northern portion of the Study Area. Conditions in 1969 are identical
1974	Transportation rights-of-way, creeks, the Rio Grande River, a radio tower and eleven gravel mining pits are noted within the Study Area
1983	Same conditions as 1974 with the exception of the existing gravel pits. Only seven are shown in 1983
2008-2012	Structures present in the Study Area appear to be for residential and farmstead use

There was no evidence of landfill activities, manufacturing, or other industrial uses that would be of environmental concern in the reviewed historical topographic maps.

Additional Environmental Record Sources

Additional research into open source records from the Texas Railroad Commission (TRC), Environmental Protection Agency (EPA), Texas Commission on Environmental Quality (TCEQ), and the Texas Water Development Board (TWDB) provided useful information on the potential to encounter hazardous materials in the Study Area. The table below summarizes the findings.

3.0 Existing Conditions

Table 7: Summarized Findings from Open Source Records

AGENCY	FINDING
Texas Railroad Commission	Fourteen (14) oil/gas well locations mapped within the U.S. portion of the Study Area. Five are currently listed as operational gas wells. The rest are dry or abandoned. No natural gas or oil pipelines cross the Study Area.
U.S. Environmental Protection Agency	A review of the Cleanups in My Community Database indicated that no cleanup/remediation sites are present in the Study Area.
Texas Water Development Board	Three groundwater wells located within the two-mile Study Area radius and are listed as domestic use. They range from 25 feet to 250 feet below ground surface.

Interviews with Local Government Officials

Table 8: A Summary of Conversations and Correspondence with Local Government Agencies

AGENCY CONTACTED	DATE	DESCRIPTION OF COMMUNICATION
Middle Rio Grande Development Council	April 6, 2018	Inquire on landfill locations in Maverick County. Response is pending
The City of Eagle Pass Fire Department/Fire Marshal Mr. Rodolfo Cardona	April 5, 2018	Inquire on any known past hazardous materials spill incidents located within Study Area. Response is pending
Maverick County Landfill	April 5, 2018	Called to inquire on other known landfill locations. Only location is 14 miles outside Study Area
City of Eagle Pass Landfill	April 5, 2018	Called to inquire on other known landfill locations. Only location is four miles northeast of the Study Area
City of Eagle Pass Waste Management Department	April 5, 2018	Called to inquire on City of Eagle Pass landfill locations. Mr. Jose Mora, Waste Management Supervisor, reported that he is primarily responsible for waste management financials for the City. However, as a longtime resident of Eagle Pass, to his knowledge, one landfill facility in use in the area dating back 50-60 years was located approximately 665 feet north of N. Veterans Blvd. and approximately 1,230 feet west of U.S. 277. The location was observed on Google Earth with coordinates of N 28.739899 and W -100.500427. This closed landfill is located approximately 1.5 miles southeast of the Study Area. Mr. Mora also reported coal mining operations in the area, and to his knowledge, are located east of the City of Eagle Pass and not located within the Study Area radius

Based on the interviews conducted as part of this study (Table 8), no adverse environmental concerns were found

3.0 Existing Conditions

— 3.4.6 WATER RESOURCES

Groundwater

The majority of residents within Maverick County are provided with potable water infrastructure by the City of Eagle Pass Water Works System (EPWWS), which serves over 15,300 customers in the City of Eagle Pass and Maverick County, and south to El Indio, Texas (EPWWS 2018). The current source of all water for this utility is the Rio Grande. Raw water is pumped from the river, treated, and then distributed to two pressure zones, ensuring adequate water pressure for domestic use in different parts of the EPWWS Service Area, which is partly shown in the following figure. Any construction activities that could disturb this infrastructure would require coordination between EPWWS and Maverick County. There are three domestic water wells mapped within the Study Area.

Irrigation Channels and Districts

Irrigation is required for agriculture to be successful in this part of South Texas. The Maverick County Canal crosses the northeastern portion of the Study Area and is maintained by the Maverick County Water Control and Improvement District (WCID) #1. Manmade lateral channels distribute the water from the Canal where needed and are shown in the following figure. The WCID also provides water for municipal use, industrial use, and hydroelectric power generation.

Floodplains

The U.S. Federal Emergency Management Agency (FEMA) maintains maps of Special Flood Hazard Areas across the U.S. to help communities and homeowners assess and manage the risks associated with potential floods. According to FEMA Flood Insurance Rate Map (FIRM) panel number 48323C0325D dated April, 2011, the areas along the Rio Grande and Elm Creek are in the 100-year floodplain (FEMA 2011) (following figure). Any work on a potential POE that occurs in this area would need to be coordinated with the county floodplain administrator to ensure that potential changes to floodplain boundaries would not impact area homes, businesses, or agricultural operations.

3.0 Existing Conditions

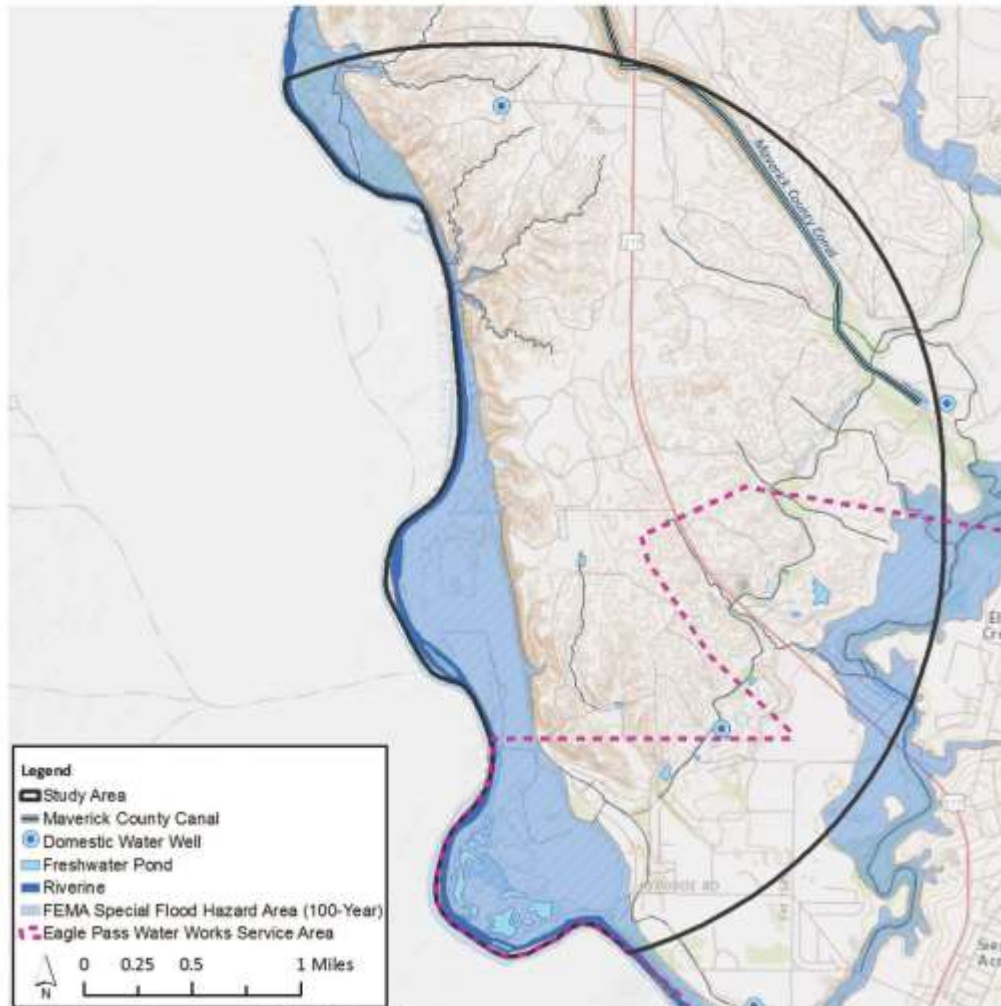


Figure 14: Water Resources within the Study Area.

Surface Waters and Wetlands

The USFWS maintains the National Wetlands Inventory (NWI), a detailed list of wetland features used to aid in conservation efforts. Within the Study Area there are several riverine wetlands and freshwater ponds associated with the Rio Grande, Maverick County Canal, and Elm Creek. Riverine wetlands include all wetland and deep-water habitats contained within a channel that is not dominated by trees and is not part of an estuarine system (USFWS 2018b). Based on their location near the Rio Grande, a Traditionally Navigable Water (TNW) (USACE 2011), these wetlands are likely to fall under the jurisdiction of the USACE.

3.0 Existing Conditions

Section 404 of the Clean Water Act regulates the discharge of dredged or fill material into waters of the United States (WOUS). After the final location and design for the proposed POE is chosen, a WOUS Delineation would survey the Ordinary High Water Mark (OHWM) of the water features in the Study Area and determine the wetland boundaries according to guidance provided by the USACE. Based on this report and with further input from the USACE, the type of permit required would be decided and the application process can begin. A Bridge Permit from the U.S. Coast Guard (USCG) would also be required because the POE would be a bridge over a TNW (USCG 2016). Additionally, the EA would require a WOUS delineation to determine environmental impacts that may occur from this project as part of the National Environmental Policy Act (NEPA) process under which a proposed POE would be permitted by the USDS.

Future Environmental Studies

As part of the Environmental Permitting process, an EA would be required to determine the potential impacts of the proposed POE on the surrounding ecosystem. Water resources and biological resources are a major component of an EA and would involve several studies of the local area. A Threatened and Endangered Species Study would be required by TPWD and the USFWS to determine the likelihood of impacting any Federal or State-listed Threatened or Endangered Species or their habitat. After the project is permitted and construction is due to begin, a survey for nesting birds or any previously identified species would ensure that the project could start without the added delay of coordination with appropriate agencies.

A WOUS Delineation would be necessary to determine potential wetland areas and provide accurate survey data of those areas and the Rio Grande to project engineers for plans and schematics. This would also serve to identify floodplains in the area that may require coordination with FEMA and the local floodplain administrator and would also be required by the USACE to determine what type of permit would be required in accordance with Section 404 of the Clean Water Act.

The proposed project would occur on lands that are owned by, or would be acquired by, Maverick County, a political subdivision of the State of Texas, and is therefore subject to review under the ACT, which requires the issuance of an Antiquities Permit. If compliance with other cultural resources regulations, such as the NHPA, are required for any future development of the property, additional consultation for a scope of requisite cultural resources investigations would need to be developed in coordination with the involved regulatory agencies.

4.0 Stakeholder Outreach

Stakeholder input is an important component of developing a public infrastructure project. Preliminary stakeholder outreach was conducted and is summarized below.

4.1 Secretaría de Comunicaciones y Transportes (SCT)

During the course of this study, Maverick County and Raba Kistner received several e-mail communications from SCT, Mexico's federal agency responsible for regulating commercial highway traffic, and their consultant, Suma Sinergia. These are summarized below and included in Attachment A.

- May 8, 2018: SCT acknowledges the current feasibility study related to a third international POE in Maverick County and encourages the coordination of efforts on both sides of the border.
- August 14, 2018: SCT's consultant requests information to develop their preliminary needs analysis for a new international bridge at Piedras Negras-Eagle Pass.
- August 15, 2018: SCT's consultant reiterates the previous request for information, and provides an August 9, 2018 letter from SCT confirming the agency acknowledges the consultant firm is carrying out the Analisis del Sistema de Cruces de la Region de Piedras Negras-Eagle Pass, en el estado de Coahuila.
- September 21, 2018: SCT's consultant clarifies that the firm was contracted to evaluate the existing Piedras Negras-Eagle Pass border crossing system, including existing traffic and revenue on the existing international bridges in Maverick County, preliminary 30-year traffic projections, and estimates for traffic and revenue for a third bridge based on several scenarios. Site selection activities were not included in the firm's scope. The final report has been finalized.

4.2 TxDOT

On August 21, 2018, Maverick County held a meeting with TxDOT Laredo District Administrator, Melisa Montemayor, for the purpose of information exchange. During this meeting, Ms. Montemayor:

- Provided a status update on TxDOT's SL 480 Phase III (Plans, Specifications, and Estimates are estimated to be completed by December 2018. Project will be construction ready for when required \$90 million funding is identified);
- Was receptive to the idea of integrating a future POE project with the future SL 480;
- Expressed the District's willingness to support Maverick County's development of a new POE in the vicinity of the future SL 480 (e.g. through potential design assistance on the POE approach roadway only, further exploring funding options, etc.);
- Encouraged the County to advance the study by conducting additional research to further support the need, and to consider including the project in TxDOT's upcoming Border Master Plan study; and
- Discussed potential funding options that might be considered.

4.0 Stakeholder Outreach

4.3 Anticipated Future Outreach

Should Maverick County advance the development of a new POE, additional comprehensive stakeholder outreach would be important for information gathering, planning, and/or permit process initiation. It would be prudent to initiate stakeholder communication well in advance of submitting a formal application for a Presidential Permit. At a minimum, future stakeholders may include the following.

— 4.3.1 FEDERAL

U.S. Department of State (USDS): Executive Order 11423, dated August 16, 1968, states that "...the proper conduct of the foreign relations of the United States requires that executive permission be obtained for the construction and maintenance at the borders of the United States of facilities connecting the United States with a foreign country." Such permission is conveyed via a Presidential Permit issued by the USDS. The Department must find that the border crossing facility would serve the national interest. The USDS recommends early consultations with multiple federal agencies, including, but not limited to the following (USDS 2018):

Federal Highway Administration (FHWA): FHWA supports State and local governments in the design, construction, and maintenance of the nation's highway system by providing financial and technical assistance.

International Boundary and Water Commission (IBWC) (U.S. Section): Reviews plans for consistency with bilateral arrangements between the U.S. and Mexico and other agency requirements.

U.S. Coast Guard: Has jurisdiction over the construction of bridges between the U.S. and Mexico.

U.S. Customs and Border Protection (CBP) (Department of Homeland Security): CBP is responsible for the inspection of all people and goods entering and exiting the U.S. from Canada and Mexico and would also be contacted to solicit comments on the project, should it move forward.

U.S. Environmental Protection Agency: EPA's mission is to protect human and environmental health through development and enforcement of environmental regulations.

U.S. Fish and Wildlife Service: USFWS is the federal agency responsible for environmental stewardship and protection of fish and wildlife. Its responsibilities include the enforcement of federal wildlife laws, protection of endangered species, and management of migratory birds, among others.

U.S. General Services Administration (GSA): Owner/operator of over 60 percent of the POEs at America's borders with Canada and Mexico (the remainder are either owned/operated by CBP or are leased to the federal government by municipalities, counties, or private entities such as toll bridges) (GSA 2018). GSA would be contacted to solicit feedback on the project.

— 4.3.2 STATE

Consultation with the TeraserHC, Texas Parks and Wildlife Department, TCEQ, TxDOT, and others would occur.

4.0 Stakeholder Outreach

— 4.3.3 LOCAL

Consultation with the City of Eagle Pass, local historical society, and the local public, including the neighboring colonias, agricultural interests, major employers, potential POE users, and any other interested

5.0 Initial Cost Estimates and Funding

5.1 Historical Data

Similar past projects (e.g. POEs) can provide a starting point for evaluating high-level cost estimates. TxDOT's publication titled Texas-Mexico International Bridges and Border Crossings - Existing and Proposed 2015 summarizes information, including U.S. costs, related to previous bridge and border crossings between Texas and the Mexican states of Tamaulipas, Nuevo Leon, Coahuila and Chihuahua. The following table summarizes costs of new POEs constructed after 1972, in order of Presidential Permit issuance.

Table 9: Historical POE Development Costs

NAME	PRESIDENTIAL PERMIT ISSUED	U.S. COST	FUNDED PORTION
Presidio Bridge (Presidio, Tx. - Ojinaga, Chih.)	1976	\$869,113	Bridge & Approach
Pharr-Reynosa Int'l Bridge on the Rise (Pharr, Tx. - Reynosa, Tamps.)	1978	\$18 M	Bridge
Donna Int'l Bridge (Donna, Tx. - Rio Bravo, Tamps.)	1979	\$30 M	Bridge, Land Acquisition, Access Roads & Infrastructure
Laredo-Colombia Solidarity Bridge (Laredo, Tx. - Colombia, N.L.)	1990	\$12 M	Bridge, Sidewalks (Inferred)
Free Trade Bridge (Los Indios, Tx. - Lucio Blanco, Tamps.)	1991	\$31.6 M	Bridge (Inferred)
Veterans Int'l Bridge at Los Tomates (Brownsville, Tx. - Matamoros, Tamps.)	1993	\$19.3 M	Bridge (Inferred)
World Trade Bridge (Laredo, Tx. - Nuevo Laredo, Tamps.)	1994	\$114.7 M	Bridge Approx. \$2.2 M; GSA Facilities Approx. \$19.5 M; Related Roadway Improvements Approx. \$93 M
Camino Real Int'l Bridge (Eagle Pass, Tx. - Piedras Negras, Coah.)	1996	\$30 M	Bridge, POE (Inferred)

5.2 Initial High-Level Cost Estimates

The following sections summarize anticipated activities and costs associated with the development of a third POE in Maverick County. The activities are described below.

— 5.2.1 ENGINEERING STUDIES

Conceptual designs of the bridge and associated POE structures would be drawn to determine a more focused Study Area. To facilitate these conceptual designs, a site survey would need to be performed to gather topographic and other survey information for the desired location and alignment of the bridge.

5.0 Initial Cost Estimates and Funding

A hydraulic study would be required to determine the effects to the water surface elevation and velocities during a design 100 year event. This study would utilize the current HEC-RAS model supplied by the IBWC.

The results of the study would then be submitted to the IBWC to confirm that the elevation and centerline flow of the river during a design high water event is not significantly affected.

After these studies are complete, design engineers will have a clear indication on the limitations of the Study Area. Preliminary designs would also be compared to other studies including the WOUS Delineation, Threatened and Endangered Species Study, and other environmental reports to ensure no natural resources are impacted by the proposed design. The conceptual drawings would then be used to apply for the various permits needed prior to the start of construction.

— 5.2.2 ENVIRONMENTAL STUDIES AND PERMITTING

Prior to construction of a new POE, several environmental factors need to be considered. Since the project would require federal approval, it would need to comply with NEPA, which requires federal agencies to assess the environmental and socioeconomic effects of their proposed actions on various resources such as air quality, water quality, biological resources, and others. In addition, several environmental-related permits may need to be obtained prior to construction. These are summarized below.

- **IBWC:** A hydraulic study of the floodplain would need to accompany conceptual bridge plans. This study is submitted to the IBWC to demonstrate that the bridge does not significantly alter the high water elevation during a 100-year flood event.
- **USACE:** Any fill material placed in WOUS would require authorization from the USACE under Section 404 of the Clean Water Act. In addition, a Section 10 of the Rivers and Harbors Act permit would be required for any structures or work within or over, and/or any obstruction or alteration of a TNW (i.e. Rio Grande). This permit may be secured after a Presidential Permit is granted, but must be approved prior to construction.
- **USCG:** The USCG authorizes bridge construction over TNW under Section 9 of the Rivers and Harbors Act and the General Bridge Act to protect the public right of navigation and prevent interference with interstate and foreign commerce (Hankey 1980). This permit may also be secured after a Presidential Permit is granted, but must be approved prior to construction.
- **USDS:** Since the proposed project is an international border crossing, a Presidential Permit must be issued by the USDS. Upon receiving the required environmental review and application, the USDS would

— 5.2.3 RIGHT-OF-WAY ACQUISITION

ROW for the proposed POE must be obtained through acquisition. There are 471 individual properties that are fully or partially within the Study Area's two-mile radius, but only a small number of those properties would potentially be subject to acquisition. Provided that the project was designed to avoid the southeastern portion of the Study Area, no residents would be displaced, and only a limited number of land owners would be impacted.

5.0 Initial Cost Estimates and Funding

The majority of land in the Study Area is considered ranch land that is largely undeveloped. Fair property value per acre was calculated to estimate the cost of potential land acquisition using local real estate prices for similar undeveloped land within the Study Area, where possible, and outside the Study Area in comparable areas. Twelve (12) properties, over 10 acres in size and currently on the market within and near the Study Area, were found at a value of approximately \$5,950 per acre (CoStar Realty Information, Inc. 2018). Based on the requirements of the current Land Port of Entry Design Guide, the approximate minimum size of the federal portion of the POE is 100 acres, with another 10 to 15 acres required for a toll plaza and approach roadways. A potential fair market cost for this quantity of land would be \$654,500 to \$684,250. This estimated figure does not take into account potential mineral rights to the land or the size of a parcel from which the acquisition may occur, the possibility of damaged remainders, or the extension of SL 480 to the POE.

— 5.2.4 CONSTRUCTION

The cost of constructing a POE depends largely on the terrain of the Study Area. The proposed POE in Maverick County would be a bridge crossing the Rio Grande with adjacent land used for support facilities. The IBWC and its Mexican counterpart, The Comisión Internacional de Límites y Aguas (CILA), would require that the proposed bridge span between the OHWM on both sides of the river, and provide a minimum freeboard of one meter above the design 100-year high water event to ensure the bridge is not inundated during significant rainfall. However, it could add significant length to the bridge and increase costs.

Based on the lengths of bridges at similar POEs crossing the Rio Grande and the width of the 100-year floodplain in likely crossing points in the Study Area, a proposed Maverick County Bridge would need to be between 1,500 and 2,000 feet long. Depending on how many lanes would be required, it may be 50 to 80 feet wide; creating an approximate area of 75,000 to 160,000 square feet. The type of bridge and the materials used depend on the expected loads, the anticipated budget, and a host of other factors. For this POE, there are four bridge types that would meet TxDOT and FHWA Specifications: two concrete types; Girder Prestressed I-Beams (GPITX) and Girder Prestressed U-Beams (GP-U); and two steel types; Girder Steel I-Beam (GS-I) and Girder Stressed Trapezoidal (GS-TR) (TxDOT 2017b). These range in cost from approximately \$64.50/sq. ft2 for the concrete to \$165.00/ft2 for steel construction (TxDOT 2017b). The table below summarizes the average unit cost for the proposed bridge. Depending on the material used for the proposed bridge, additional land may be required for storage or manufacturing of concrete or steel sections. This land may be leased nearby and would add to the cost.

5.0 Initial Cost Estimates and Funding

Table 10: Summarized Unit Costs by Bridge Type

BRIDGE TYPE	MATERIAL	TOTAL AREA (FT ²)	COST PER FT ²	TOTAL COST (U.S. \$)
GPITX	Concrete	75,000	\$63.90	\$4,792,500
		160,000		\$10,224,000
GP-U	Concrete	75,000	\$65.20	\$4,890,000
		160,000		\$10,432,000
GS-I	Steel	75,000	\$124.90	\$9,367,500
		160,000		\$19,984,000

The cost values shown in the table above include the actual components of the bridge and do not include bridge lighting, bridge striping, approach slabs, or approach roadways needed to access the bridge surface. These unit costs should be increased by approximately 40% to provide the necessary ancillary items to construct the entire international bridge. Funding would typically be split 50/50 by the U.S. and Mexican sponsors.

— 5.2.5 HIGH-LEVEL COST SUMMARY

The following table provides a high-level cost estimate for a third POE in Maverick County.

Table 11: Summarized Total Costs

CATEGORY	ITEM	HIGH-LEVEL COST RANGE	
		LOW	HIGH
Environmental Studies and Permitting	EA& Presidential Permit Application (including Agency Coordination and Public Involvement)	\$750,000	\$1,200,000
	IBWC Conceptual Plan Approval	\$5,000	\$7,500
	IBWC Final Plan Approval	\$2,500	\$5,000
	USGS Section 9 Permit	\$25,000	\$40,000
	USACE Section 10/404 Permit	\$25,000	\$40,000
Engineering	Geotechnical Engineering	\$95,000	\$150,000
	Hydrologic and Hydraulic Analysis	\$50,000	\$65,000
	Site Survey	\$50,000	\$150,000
	Preliminary and Detailed Design (International Bridge)	\$450,000	\$850,000
	Plans, Specifications, and Estimates (International Bridge)	\$75,000	\$155,000
Right-of-Way	Acquisition of Right-of-Way and/or Easements	\$654,500	\$684,500
Construction	International Bridge	\$4,000,000	\$7,200,000
	Toll Plaza	\$4,000,000	\$6,000,000
	Port of Entry	\$90,000,000	\$120,000,000

5.3 Potential Funding Options

Infrastructure funding options vary depending on how federal and state funds are applied. Financing a new POE requires a review of the various options available. The following summarizes potential funding considerations from a federal, state, and local perspective. The options presented below are not all-inclusive of the funding available for the development of a new POE.

— 5.3.1 FEDERAL

Federal funding may be available in the form of grants and/or loans. Typically, either type of funding is construction-based, meaning the preliminary development costs are generally excluded from federal funds. Federal programs tend to vary under different administrations.

Coordinated Border Infrastructure Program. Under the current transportation funding program, Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), the Surface Transportation Block Grant Program (STBG) provides flexibility in State and local transportation funding decisions (U.S. Department of Transportation Federal Highway Association, 2017). Under this program, the Governor of a border State may designate up to five percent for border infrastructure projects eligible under Section 1303 of Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) Coordinated Border Infrastructure Program (CBI) (FAST Act § 1437) (FHWA 2017), which includes the following uses:

- Improvements in a border region to existing transportation and supporting infrastructure that facilitate cross-border motor vehicle and cargo movements;
- Construction of highways and related safety and safety enforcement facilities in a border region that facilitate motor vehicle and cargo movements related to international trade;
- Operational improvements in a border region, including improvements relating to electronic data interchange and use of telecommunications, to expedite cross border motor vehicle and cargo movement;
- Modifications to regulatory procedures to expedite safe and efficient cross border motor vehicle and cargo movements; and
- International coordination of transportation planning, programming, and border operation with Canada and Mexico relating to expediting cross border motor vehicle and cargo movements (U.S. Government Printing Office 2005).

This is the most commonly used method of federal funding for international bridge projects.

The sum of estimated STBG apportionments for Texas, as well as amounts that may be designated for border infrastructure projects, is shown in the following table:

5.0 Initial Cost Estimates and Funding

Table 12. Estimated STBG Apportionment and Border Infrastructure Designation (billions)

FISCAL YEAR	2016	2017	2018	2019	2020
Estimated funding	11.163	11.424	11.668	11.876	12.137

In February of 2018, the President of the U.S. introduced an infrastructure plan that, if passed by Congress, would 'flip' the current 80 percent federal and 20 percent state/local funding split for transportation projects, placing the majority of the financial responsibility with the states and cities (Cohen and Collins 2018).

TIFIA. The Transportation Infrastructure Finance and Innovation Act (TIFIA) provides credit assistance for certain qualified projects of regional and national significance (BAB 2018). International bridges are specifically eligible for TIFIA. However, the following requirements must be met: (i) have a capital cost of at least \$50 million; (ii) TIFIA assistance is limited to no more than 33 percent of the total eligible project cost; (iii) senior debt must be rated investment grade; and (iv) the project must be supported in whole or in part by use charges (like tolls) or other non-federally dedicated funding sources. Qualified projects are evaluated against statutory criteria, including impact on the environment, significance to the national transportation system, and the extent to which they generate economic benefit, leverage private capital, and promote innovative technologies.

Other Federal Programs. Historically, federally funding programs have included assistance for projects that meet a particular priority. At different times, these dollars have been focused on innovative pilot projects, economically distressed areas identified by a special need circumstance, transportation enhancement, nationally significant freight and highway projects, and "shovel ready" projects. Because of the changing nature of the federal funding landscape, it is important to stay apprised of the current administration's priorities with regard to transportation projects. Any federal assistance would include requirements like NEPA, Buy America provisions, Civil Rights Act, and Uniform Relocation Act, which need to be included in the planning and development of the project.

5.0 Initial Cost Estimates and Funding

— 5.3.2 STATE

The Texas Transportation Commission has a variety of methods for programming state and federal transportation dollars. For example, TxDOT programs the CBI funds described above, as well as other funds dedicated to rural, freight, and other project categories, which may be applicable for a POE project.

Economically Disadvantaged Counties Program. Section 2.18 of Senate Bill (SB) 370, passed by the 75th Texas Legislature in 1997, gave the Texas Transportation Commission authority to adjust the minimum local matching funds requirement. Federal, state and local cost participation responsibilities for highway improvement projects are described in Title 43, Texas Administrative Code (TAC), Sections 15.50-15.56. The Economically Disadvantaged Counties Program (EDCP) is addressed in Section 15.55(b). To qualify for the EDCP, a county must have below average per capita taxable property value, below average per capita income, and, above average unemployment (TxDOT 2017c).

Every year, TxDOT identifies counties that meet all three criteria. As of 2018, Maverick County is eligible for the program. The EDCP generally reduces the local government's financial responsibility for eligible transportation projects from the standard 20 percent match (using a formula based on factors including, whether the project is on the State Highway System, the interstate highway system, or a local system; whether the project includes a bridge; the safety scoring of the project; and whether the project has a rail component). Given proposed changes to federal funding matches, the EDCP should be considered in further planning for a new POE project (TxDOT 2017c).

State Infrastructure Bank. In 1995, the National Highway Designation Act (NHS) authorized State Infrastructure Banks (SIB) to help accelerate needed mobility improvements through a variety of financial assistance options made available to local entities through state transportation departments. Since 1997, TxDOT has administered the SIP program after Texas was chosen as one of the 10 states to test the pilot program (TxDOT 2018b).

The SIB is a revolving loan fund that allows borrowers to access capital funds at or below market interest rates. In Texas, this program is available to any public or private entity authorized to construct, maintain, or finance an eligible transportation project (TxDOT 2018b). The SIB program requires that projects be eligible for funding under the existing federal highway rules, generally meaning the project is on the State Highway System and included in the Statewide Transportation Improvement Plan (TxDOT 2018b).

Pass-Through Financing / Shadow Tolling. Pass-through financing, or shadow tolling, allows local communities to fund the upfront construction costs for a state highway project on the State Highway System. Over time, the state reimburses a portion of the project by paying a fee for each vehicle that uses the new highway (TxDOT 2018a).

5.0 Initial Cost Estimates and Funding

— 5.3.3 LOCAL

Most local governments do not have the funds needed for a project of this size; therefore, a municipal bond package could provide an option for funding Maverick County's portion of the project cost. The county would determine the bond types (e.g. general obligation or revenue) based on economic and other relevant factors at the time the funds are sought.

Often bridge projects serve a secondary need, like flood control, which can create additional avenues for local bond dollars.

— 5.3.4 PROJECT REVENUE

Revenue bonds are available for projects that generate tolls, fees, or other sources of income. While it is unusual for large infrastructure projects to be entirely self-sustaining by their revenue generation, the addition of debt financed by a revenue stream can be combined with government dollars to make a project feasible.

Tolls. Tolls operate as a user fee and can be used to secure debt, provide a maintenance stream, and even provide unrestricted revenues to the entity that owns the project. It is customary to toll international bridges and to use toll revenues to finance new bridges, at least in part. To evaluate a tolling plan and assess the feasibility of using tolls to secure debt, the County will need a traffic study showing demand and market study showing comparable and anticipated bridge toll rates. This combined study is referred to as a Toll Revenue Study.

The Toll Revenue Study is designed to forecast socioeconomic trends and fluctuations in transportation patterns and mode choices that will influence demand for any proposed new border facility, which can be a challenging task. The study would include historic trends, but would also rely on assumptions, best practices from other projects, and the proposed business structure and rules for the project (addressing things like toll collection, leakage, and targeted customers) (HNTB, 2013)

Value Capture. Value capture represents an attempt to cover part or all of the project cost from landowners or developers who directly benefit from the increase in real property value adjacent to or near the project. Value capture revenue mechanisms include tax increment financing, special assessments, development impact fees, and joint development (Kirk, 2018). Value capture for a POE project would likely come from commercial sources (free trade commercial center/industrial park, overweight corridors, freight facilities, etc.).

Other Revenue. Other revenue streams may be available directly related to a POE, including advertising/dynamic messaging on site, retail sales, and leasing agreements for cell towers and fiber optic lines.

— 5.3.5 PUBLIC PRIVATE PARTNERSHIPS

Public private partnerships developed as a way to decrease demands on already limited public sector financing as demands on the transportation system increase. Private sector financing typically requires an anticipated project revenue stream, and may come in the form of lease payments or availability payments and may include a variety of alternative delivery mechanisms. (Kirk, 2018)

5.0 Initial Cost Estimates and Funding

Public private partnerships for international bridge projects are permitted under Texas law. An analysis of risk allocation and projected financial benefit would need to be undertaken prior to pursuing any private development partner for the POE.

— 5.3.6 NORTH AMERICAN DEVELOPMENT BANK

The North American Development Bank (NADBank) could be a beneficial lender for projects near the U.S. and Mexico border region which addresses an environmental and/or human health problem. For example, the NADBank could be used as a resource if the development of a POE also provided water/wastewater infrastructure to a nearby colonia, resolved a flooding issue, or created an air quality benefit. Generally, NADBank funds are loaned at a favorable interest rate; but, grant programs exist for certain project development and construction (NADBank 2018).

— 5.3.7 FUNDING CONSIDERATIONS

In developing a master plan for the POE, consideration should be given to components of the project that may draw additional funding opportunities, including freight, multi-modal, commercial/value capture opportunities, environmental considerations, and technology components.

6.0 Conceptual Project Schedule

6.1 Engineering and Design

With the Study Area consisting largely of undeveloped ranch land, and the potential to easily connect to U.S. 277, the design engineer could conceivably have a final set of conceptual plans in 12 months, which would include the time needed for the site survey. The site survey would also provide the data needed to prepare the hydraulic study and report. Geotechnical studies would be conducted to determine potential risks to the final structure from the underlying soil conditions. In addition, hydrologic and hydraulic studies would evaluate surface water movement and potential impacts to the watershed and floodplain. Past Geotechnical studies in this area have been completed in approximately three months. Approximately 15 months for engineering and design may be assumed for purposes of this study, which may occur concurrently with environmental studies.

6.2 Environmental Studies and Permitting

The permitting and construction timelines of various bridges from Brownsville, Texas to Del Rio, Texas can provide insight into how long the entire process may take. In most cases, the Presidential Permit process was the longest, taking between two and four years. Before the permit application can be submitted, an EA must be prepared and would include separate studies of air quality, cultural resources, biological resources, socioeconomic, water resources, and others, as well as agency consultations. This process can take between one to two years. If significant impacts are identified during the NEPA process, which cannot be mitigated, an Environmental Impact Statement (EIS) may be required, adding an additional one to two years to the project schedule. Approximately 18 months for environmental studies and permitting may be assumed for purposes of this study.

6.3 Right-of-Way Acquisition

Acquiring the necessary ROW should be done as early as possible in the process and follow the Uniform Act of 1970. This Act establishes uniform, fair, and equitable treatment standards for projects that require the acquisition of real property or displace residents from their homes, businesses, or farms (U.S. Department of Housing and Urban Development 2018). A meeting with affected property owners (MAPO) must be conducted, and the process must be carried out fairly and transparently. This process could take a significant amount of time depending on negotiations and the amount of affected property owners. Ideally, ROW should not be acquired prior to the completion of environmental documentation. Approximately six months for ROW acquisition may be assumed for purposes of this study.

6.4 Construction

Several factors may be considered in estimating timeframe for construction. Assuming funding is in place and the project is ready to advertise for construction, the following high-level timeframes may be assumed

6.0 Conceptual Project Schedule

- Connecting Roadway: The roadway connecting the future POE to U.S. 277 could take 12 months to complete and may be constructed first to provide access for hauling of construction materials to the POE/bridge sites.
- International Bridge: Construction of the international bridge could be completed within 12 to 14 months (assumes that the Mexican portion of the bridge is constructed by Mexican counterparts).
- Port-of-Entry Related Facilities: Other considerations that could be included are support facilities, inspection areas, and associated parking that may be constructed in the POE area. This could take 18 months.

6.5 Overall Anticipated Timeframe

Although approximate durations for some required tasks is provided above, current industry knowledge suggests the completion of a new POE could take approximately 10 years to complete. This includes time required to identify and secure funding, and to coordinate and receive feedback from required agencies on both sides of the international boundary.

7.0 Conclusions & Path Forward

While border crossings in general have leveled off in the past years, truck crossings overall have steadily increased since 2008, with the greatest increase occurring in Maverick County at the Eagle Pass Crossings. Stakeholders on both sides of the international border have expressed the need for an additional POE based on the economic activity in Piedras Negras and the State of Coahuila. A new POE would ease traffic congestion in other areas and provide a more direct route to major destinations in Texas and beyond for commercial traffic. Locally, a new POE would provide opportunities for economic development in the vicinity of a new POE.

After reviewing the environmental and engineering constraints, there appear to be no “fatal flaws” with the Study Area that would prohibit the construction of a new POE within this location. The Study Area is largely undeveloped, and residential/business displacements would likely be avoided. The location is also compatible with the anticipated location of TxDOT’s future SL 480, which would connect to U.S. 277 in the Study Area.

Based on the information reviewed as part of this study, high-level cost estimates for a new POE could range from approximately \$101 to \$140 million (U.S. infrastructure only).

The timeframe for funding, agency coordination, engineering/design, ROW acquisition, environmental studies and permitting, and construction could be greater than 10 years.

Next steps in developing a potential future POE project and further justifying the need would include the following:

- A “Level 1 Traffic and Revenue Study” should be conducted. This analysis would evaluate the potential revenue range that could be realized by developing a new POE at this location. It would take into account design, construction and operation/maintenance cost; population, employment, traffic counts, cross-border economic activity; and tolling considerations; e.g. electronic versus manned toll facility, incremental toll increases, etc.).
- If the Level 1 Traffic and Revenue Study indicates that a new POE is financially beneficial, the next step would be to identify funding.
- Engaging additional local and federal stakeholders (e.g. City of Eagle Pass, FHWA, GSA, IBWC, USDS, and others) will also be critical to the project’s success, and it may be prudent to enter into a Memorandum of Agreement, as appropriate, between cooperating agencies.
- Once a decision is made to proceed with POE development, a Presidential Permit Application and accompanying EA (and related environmental permitting) should be initiated. These will document the national interest of the project, and more closely evaluate any project-related cultural, environmental, and socioeconomic impacts and mitigation.

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The following professionals contributed to the content of this study.

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Roberto Ruiz

From: Ana Maria Vergara <amvergara@sumasinergia.com>
Sent: Wednesday, August 15, 2018 11:40 AM
To: Roberto Ruiz (roberto.ruiz@co.maverick.tx.us)
Cc: Juan Carlos Espinosa
Subject: Solicitud de información Puentes internacionales en Piedras Negras-Eagle Pass
Attachments: Of Presentacion SumaSinergia_Maverick.pdf; Of Solicitud Info_Maverick.pdf

Roberto Ruiz,
Commissioner Precinct #4
County of Maverick, Texas.

Con relación a la reunión llevada a cabo el pasado 24 de mayo llevada a cabo en Eagle Pass para solicitar a usted información de los puentes internacionales en Eagle Pass, me permito enviarle un par de documentos.

El primer documento es un oficio emitido por la Secretaría de Comunicaciones y Transportes, en la que manifiesta haber contratado a nuestra empresa, Suma Sinergia S.A. de C.V., para el desarrollo del "Análisis del Sistema de Cruces de la Región de Piedras Negras-Eagle Pass, en el estado de Coahuila".

El segundo documento es la solicitud específica de la información a usted solicitada, la cual me permito transcribir a continuación.

- Planes de desarrollo urbano, económico, infraestructura vial
- Estudios recientes en el condado relativos a la operación de los puentes internacionales
- Estatus en el procedimiento para el registro para el registro de un tercer puente (para conseguir permiso presidencial)

Agradezco de antemano sus atenciones, y quedo atenta a sus comentarios y/o dudas.

Atentamente,



Ana María Vergara
Gerente de proyecto
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Cel: 044 55 5437 8375

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DIRECCIÓN GENERAL DE DESARROLLO CARRETERO
DIRECCIÓN TÉCNICA

3.4.0.0.2.- 34

Ciudad de México, a 9 de agosto de 2018.

ROBERTO RUIZ
Commissioner, Precinct No. 4
County of Maverick, Texas

Mediante el presente, hago de su conocimiento que la empresa SUMA SINERGIA, S.A. DE C.V. ("SUMA SINERGIA"), se encuentra realizando el **"ANÁLISIS DEL SISTEMA DE CRUCES DE LA REGIÓN DE PIEDRAS NEGRAS - EAGLE PASS, EN EL ESTADO DE COAHUILA"**, para lo cual ha solicitado apoyo por parte de la Dirección General de Desarrollo Carretero a través de esta Dirección.

Como parte del estudio, SUMA SINERGIA llevará a cabo la recopilación de información para la ejecución de los trabajos arriba mencionados. En virtud de lo anterior, mucho agradeceré gire sus apreciables instrucciones a quien corresponda, a efecto de proporcionar las facilidades necesarias para el desempeño de las labores en comento.

Por último, hago de su conocimiento que la empresa consultora ha manifestado que garantizará la seguridad y confidencialidad, respecto de la información que le sea proporcionada, utilizándola exclusivamente para los fines del análisis del estudio encomendado.

Sin otro particular, aprovecho para enviarle un cordial saludo.

Atentamente,
La Directora

Lic. Ivonne Reul Rodríguez

Ccp DIRECTOR GENERAL DE DESARROLLO CARRETERO, SCT. - presente

Av. Insurgentes Sur No. 1089, 10°. Piso Col. Noche Buena, C.P. 03720
Ciudad de México. Teléfono 5482 4200



Cuernavaca, Morelos, 14 de agosto de 2018.

Mr. Roberto Ruiz
COMMISSIONER, Precinct 4
The County of Maverick

Asunto: Solicitud de información relativa a la operación
de los Puentes Internacionales en Eagle Pass, Texas

Me refiero a la reunión llevada a cabo el pasado 24 de mayo en la Ciudad de Eagle Pass, durante la cual expusimos a usted las necesidades de información para que Suma Sinergia, contratada por la Secretaría de Comunicaciones y Transportes (SCT), desarrolle un Análisis preliminar de la demanda para un nuevo puente internacional en Piedras Negras-Eagle Pass.

Al respecto, me sirvo listar la información que consideramos nos será de utilidad para el desarrollo de dicho estudio. Asimismo, adjunto me permito enviarle un oficio emitido por la SCT, en la que manifiesta haber contratado a Suma Sinergia.

Información solicitada:

- Planes de desarrollo: urbano, económico, infraestructura vial
- Estudios recientes en el condado relativos a la operación de los puentes fronterizos
- Estatus en el procedimiento para el registro de un tercer puente (para conseguir permiso presidencial)

Sin otro particular por el momento, le agradezco todas sus atenciones y quedo atento a sus amables comentarios.

Atentamente,

Ing. Juan Carlos Espinosa Rescala
Director General
Suma Sinergia S.A. de C.V.

Sam Blanco

Subject: FW: Propuesta de nuevo puente Eagle Pass III

From: Erika Guadalupe Garcia Reyes [<mailto:egarcire@sct.gob.mx>]
Sent: Tuesday, May 08, 2018 12:31 PM
To: roberto.ruiz@co.maverick.tx.us
Cc: Ivonne Reul Rodriguez <Ivonne.reul@sct.gob.mx>
Subject: Propuesta de nuevo puente Eagle Pass III

Buenos días Roberto.

Antes que nada, agradezco haber tomado mi llamada y platicarme del inicio de los estudios que realizan en relación al proyecto de construcción de un tercer puente en el condado de Maverick.

Como Secretaria de Comunicaciones y Transportes y en específico, dentro de la Dirección General de Desarrollo Carretero, nos es muy importante coordinar esfuerzos en este nuevo proyecto, a fin de determinar la viabilidad del mismo y comenzar a establecer comunicación con los actores involucrados. Por lo anterior, mucho agradeceremos mantenernos informados del avance que se tenga de los estudios de factibilidad a realizar en la parte norteamericana, así como la compartición mutua de la información que pudiera ser de utilidad.

Sin otro particular, aprovecho la oportunidad para enviarte un cordial saludo y mis datos de contacto.

Saludos,

ATENTAMENTE,



ING. ERIKA GARCÍA REYES
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Pass, Texas (Study Area is depicted in blue in the attachment). We understand that your firm is also evaluating border crossing information in the region, and any information you could provide regarding the compatibility of your area of study with the attached graphic would be appreciated. An illustration depicting your area of analysis would be very helpful.

We are currently seeking any supporting data regarding economic growth and related cross-border traffic projections in the Piedras Negras region. Any economic development plans, future transportation infrastructure, and related reports would be helpful to reference in our study.

Regarding future transportation infrastructure, the Texas Department of Transportation is nearing the completion of the design for the future State Loop 480 (Phase III). When funding for this highway is identified, it will connect the completed TxDOT SL 480 (at U.S. 57) to U.S. 277.

Please let me know if there is any additional information I can provide to you.

Sincerely,

SAM BLANCO, AICP, PMP
DIRECTOR, ENVIRONMENTAL PLANNING & PERMITTING



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TBPE Firm F-3257

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The Potential Economic Impact of Puerto Verde

October 2023



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Executive Summary

- Puerto Verde is a multi-faceted development located on both sides of the US-Mexico border in Maverick County near Eagle Pass, Texas and in Northern Coahuila, Mexico. Plans call for a new commercial bridge, manufacturing and warehousing space, and a new residential development and related retail and commercial space.
 - On the US side of the border, both a railway and a highway are planned, connecting the Puerto Verde Global Trade Bridge to existing infrastructure to facilitate trade. Additionally, a multi-use binational industrial park is planned, with extensive acreage in the United States and Mexico, and Puerto Verde Multimodal will include substantial space for industrial development and storage/logistics/inspection infrastructure. The Native Hills residential area and associated commercial/services developments are also planned.
 - On the Mexico side, the Binational Complex will include industrial areas and storage/logistics/inspection, residential areas, and commercial/services developments. A second development further south in Mexico near Nava will primarily include industrial areas, along with green spaces, storage/logistics/inspection areas, air cargo, residential zones, and commercial/services locations.
- Construction of the Puerto Verde infrastructure, buildings, and other facilities involves a substantial (though transitory) stimulus. Once operational, firms located in the development will lead to economic benefits through providing jobs and spending in the local areas. The Perryman Group estimated the total (not only direct, but also indirect and induced) effect of construction of Puerto Verde infrastructure and facilities as well as operations of tenant firms at maturity. The following estimates include multiplier effects and assume the development proceeds as planned.
 - **Texas:**
 - Construction: **\$19.1 billion** in gross product and **181,700** job-years
 - Operations: **\$17.6 billion** in annual gross product and **154,300** jobs
 - **Middle Rio Grande Region:**
 - Construction: **\$11.1 billion** in gross product and **112,700** job-years
 - Operations: **\$14.5 billion** in annual gross product and **133,800** jobs
 - **Maverick County:**
 - Construction: **\$10.2 billion** in gross product and **104,500** job-years



- Operations: **\$13.7 billion** in annual gross product and **127,000** jobs
- **City of Eagle Pass:**
 - Construction: **\$6.6 billion** in gross product and **67,700** job-years
 - Operations: **\$8.1 billion** in annual gross product and **77,100** jobs
- **Coahuila:**
 - Construction: **\$4.7 billion** in gross product and over **95,400** job-years
 - Operations: **\$10.2 billion** in annual gross product and **166,400** jobs
- **Northern Coahuila (including the Piedras Negras and Nava):**
 - Construction: **\$4.3 billion** in gross product and **88,100** job-years
 - Operations: **\$9.2 billion** in annual gross product and **153,600** jobs
- Business activity generates tax receipts.
 - During the construction phase, Puerto Verde facilities have the potential to generate approximately **\$61.0 million** for Maverick County and over **\$41.8 million** for the City of Eagle Pass.
 - Ongoing operations of Puerto Verde have the potential to lead to an annual increase in tax receipts including **\$830.5 million** to the State of Texas, with **\$721.9 million** to local government entities throughout Texas. The subset of these tax revenues occurring in the local area is projected to be **\$390.7 million** per year, including an estimated **\$102.8 million** to the City of Eagle Pass, **\$145.3 million** to Maverick County (including the special district), **\$125.5 million** to Eagle Pass ISD, and **\$17.1 million** to the Maverick County Hospital District.
 - Collateral housing development has the potential to lead to an additional **\$97.2 million** in tax receipts per year to local entities. Of this amount, the City of Eagle Pass receives **\$16.4 million** per year, while Maverick County (including the special district) receives **\$27.2 million**. In addition, Eagle Pass ISD receives **\$47.1 million**, and Maverick County Hospital District gains **\$6.5 million**.
 - Summing these sources of incremental ongoing tax receipts results in total ongoing fiscal benefits of Puerto Verde operations and collateral housing development in the local area of an estimated **\$487.9 million** per year including
 - **\$119.2 million** annually to the City of Eagle Pass,
 - **\$172.5 million** annually to Maverick County (including the special district),
 - **\$172.6 million** per year to Eagle Pass ISD, and



- **\$23.6 million** annually to Maverick County Hospital District.
- A new commercial bridge near Eagle Pass would facilitate US-Mexico trade, helping alleviate congestion on other Texas bridges. The Perryman Group estimates that the net gain in trade flows as of 2033 (and the related effect of exports/imports on production including multiplier effects) include **\$92.2 billion** in annual gross product and almost **742,800** jobs in the United States, with **\$43.4 billion** in gross product and **648,500** jobs in Mexico. Note that this activity is partially diverted from other parts of Texas, and production effects would overlap with the operations impacts for Puerto Verde facilities previously described.
- Puerto Verde has the potential to greatly enhance the economy of the local areas, regions, and states where the development is located. The multi-faceted development offers advantages to tenant firms, helping improve efficiency through multi-modal options and a commercial bridge. In addition, it can help alleviate congestion at other Texas border crossings such as Laredo.
- This large-scale initiative represents a substantial potential catalyst for economic development and is worthy of significant support.



Introduction

Puerto Verde is a multi-faceted development located on both sides of the US-Mexico border in Maverick County near Eagle Pass, Texas and in Northern Coahuila, Mexico. Plans call for a new commercial bridge, manufacturing and warehousing space, and a new residential development and related retail and commercial space.

The Puerto Verde Global Trade Bridge includes the construction of an international rail and commercial vehicle crossing, along with access roads. This construction

The Puerto Verde development will lead to a notable economic stimulus, both through construction and once facilities are operational. In addition, it will facilitate trade activity between the United States and Mexico, contributing to further gains.

would allow for a safer, faster border crossing by trains and would serve as a prototype model for Custom Border Control non-intrusive inspection. A major goal of the development is to reduce urban congestion in other areas such as Laredo by creating a designated bypass rather than using the existing international

bridges. The bridge would also contribute to ensuring that the region continues to have the capacity to support international trade between the US and Mexico. Both a vehicle bridge and a railroad bridge would be included in the development.

Along with the bridge and bypass infrastructure, this project includes the development of large-scale industrial, commercial, and residential areas near Eagle Pass, Piedras Negras, and Nava. The proposed developments will include functions such as agricultural/green space and parks, commercial/services, industrial, residential, air cargo, and train/truck storage, sorting, logistics, and inspection.

The development will lead to a notable economic stimulus, both through construction and once facilities are operational. In addition, it will facilitate trade activity between the United States and Mexico, contributing to further gains. The Perryman Group (TPG) was recently asked to assess the potential economic and fiscal impact of operations of the proposed Puerto Verde development in the local areas and surrounding regions on both sides of the border. This report presents the results of TPG's analysis.



The Puerto Verde Development

As noted, there are several elements of the Puerto Verde development with the potential to generate notable economic effects both during construction and once operational. Current plans call for implementation of the following major components.

On the US side of the border, both a railway and a highway are planned, connecting the Puerto Verde bridge to existing infrastructure to facilitate trade. Additionally, a multi-use binational industrial park is planned, with extensive acreage in the United States and Mexico. The US side of the Binational Complex will primarily include industrial development, along with storage/logistics/inspection, green spaces, and commercial/services development.

An additional development on the US side, Puerto Verde Multimodal, will include substantial space for industrial development and storage/logistics/inspection infrastructure, along with zoning for the Native Hills residential area, air cargo, green spaces, and commercial/services developments.

On the Mexico side, the Binational Complex will include industrial areas and green spaces, along with significant acreage designated for cattle and livestock pens, storage/logistics/inspection, residential areas, and commercial/services developments. There is also a reserved lake area on the Mexico side.

A second development further south in Mexico near Nava is also planned. The Puerto Verde Nava development will primarily include industrial areas, along with green spaces, storage/logistics/inspection areas, air cargo, residential zones, and commercial/services locations. There is also a lake area in the Nava development.

A significant feature of the Puerto Verde sites is that they have key infrastructure, such as water and power, in place. As nearshoring trends continue, with firms looking to invest in North America manufacturing facilities to support resilient supply chains, locations with the requisite resources for immediate development will enjoy a distinct competitive advantage.



Current Socioeconomic Conditions

The proposed Puerto Verde development will impact communities on both sides of the Texas-Mexico border, including Eagle Pass, and Maverick County in Texas and the state of Coahuila, Mexico, particularly in the municipalities of Nava and Piedras Negras.

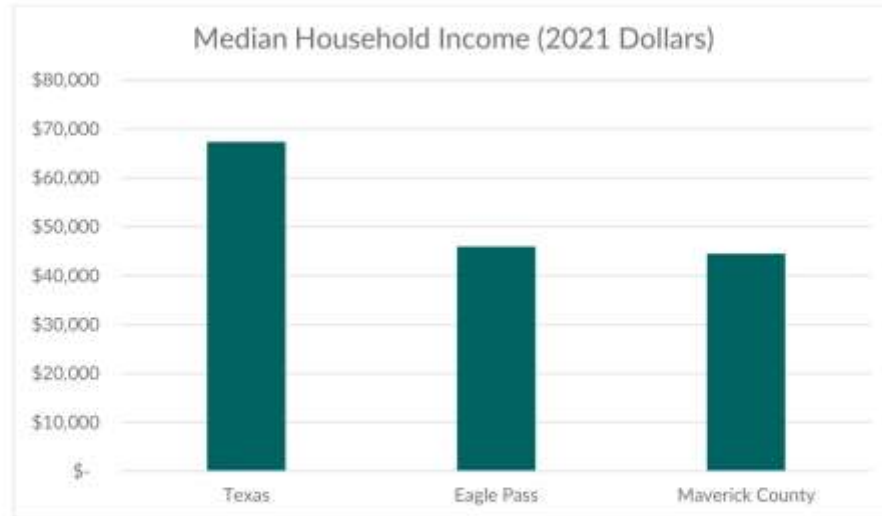
The total population of the area (Eagle Pass, Maverick County, Nava, and Piedras Negras) is 267,341. The annual household income ranges from \$14,965 in Coahuila to \$45,938 in Eagle Pass. On the Texas side, each location has a significantly lower income level than the average for the state (\$67,321 in 2021 dollars), whereas the average for Coahuila is higher than the average 2022 income for Mexico (\$12,688, in 2022 US\$).

Puerto Verde Community Profile: Population and Household Income

City/County/Municipality	Population (2020)	Household Income (US Dollars)
Eagle Pass, Texas	28,133	\$45,938 (median, 2021)
Maverick County, Texas	57,885	\$44,502 (median, 2021)
Nava, Coahuila	33,129	\$14,965 (2022 average for Coahuila)
Piedras Negras, Coahuila	176,327	
Note: Household income for Mexico calculated from data found on the INEGI database, converted the quarterly average for Coahuila de Zaragoza to USD based on the average 2020 exchange rates and annualized. Sources: US Census Bureau and Instituto Nacional de Estadística y Geografía (INEGI) with calculations by The Perryman Group		

As noted, the local areas near the Puerto Verde development currently have income levels significantly below Texas as a whole.





In Texas, 37.3% of households earn less than \$50,000 per year, a significantly lower proportion than in the local area according to the US Census Bureau's Selected Economic Characteristics data. In Maverick County, over half (53.10%) of households earn less than \$50,000 yearly. In Val Verde County, 48.8% of households earn below this threshold, and in Eagle Pass, 51.9% of households earn under \$50,000 per year.

The number of families below the poverty level in the local areas is also greater than for the state as a whole. In Texas, 10.7% of families fall below the poverty level, significantly below the proportions in Maverick County (22.2%), Val Verde County (14.1%) and Eagle Pass (23.6%).

Unemployment rates in the Texas study areas are slightly higher than the statewide rate of 3.5%, with Maverick County at 4.0% and Eagle Pass at 4.2%.

The total population of Coahuila in 2020 was 3,146,771, while the combined population of Nava and Piedras Negras was 209,456. According to the INEGI Information Databank, an average of 63,169 Coahuila residents were unemployed during 2022 for an unemployment rate of 4.17%. (Note that comparisons of US and Mexico statistics are complicated by differences in the methodologies for collecting data and calculating unemployment rates and should be used with caution.)

The Mexico national average unemployment rate in 2022 was lower, at 3.28%. In 2018, manufacturing was the top employment sector in Coahuila by far, representing 405,912 out of 962,912 total occupied personnel in the private and



parastatal sector. The transports sector was the fifth largest in the private and parastatal sector, with 28,079 total occupied personnel.

Puerto Verde has the potential to be a catalyst in greatly enhancing the growth trajectory of the population and economy of the local area. Other cities in Texas have seen rapid expansion and continued development. For example, the population in Frisco was 6,517 in 1990 and 33,501 in 2000, a gain of 414% in just a decade. By 2010, the number of residents reached 116,989 (growth of almost 250% compared to 2000) and has gained another 80% since 2010 to reach 210,735 as of 2021. The current population of Frisco is about 32 times as large as it was in 1990. Growth of this nature requires planning and investment, but also provides the resources to accomplish needed development.



Economic Benefits

Any economic stimulus leads to dynamic responses across the economy. The Perryman Group has developed complex and comprehensive models over the past four decades to measure these dynamic responses in order to estimate the total economic effects (not only direct, but also indirect and induced) associated with direct sources of stimulus.

In this instance, construction of the Puerto Verde infrastructure, buildings, and other facilities involves a substantial (though transitory) stimulus. Once operational, firms located in the development will lead to economic benefits through providing jobs and spending in the local areas. Enhanced trade will further enhance the benefits of the bi-national development.

Effects were measured for several geographic regions. On the United States side of the border, impacts were quantified for Texas, the Middle Rio Grande Region (Dimmit, Edwards, Kinney, La Salle, Maverick, Real, Uvalde, Val Verde, and Zavala counties), Maverick County, and the City of Eagle Pass. In Mexico, results are provided for Coahuila and the Northern Coahuila Region (including Nava and Piedras Negras).

Methods used in this analysis are summarized on the following page, with substantial additional detail in Appendix A.

Note that these economic benefits presume that the necessary workforce can be assembled through accessing potential employees in the larger region and/or through relocations.



Measuring Economic and Fiscal Benefits

Any economic stimulus, whether positive or negative, generates dynamic responses effects throughout the economy. As noted, Puerto Verde involves a multi-faceted direct stimulus, which leads to multiplier effects across the economy. Economic activity generates tax receipts to the State and local governments, and the fiscal effects of the economic impacts measured during the course of this study were also quantified for the US areas. Further detail regarding methods and assumptions is provided in Appendix A.

The Perryman Group's dynamic input-output assessment system (the US Multi-Regional Impact Assessment System, which is described in further detail in the Appendices to this report) was developed by the firm about 40 years ago and has been consistently maintained and updated since that time. The model has been used in thousands of analyses for clients ranging from major corporations to government agencies and has been peer reviewed on multiple occasions. The impact system uses a variety of data (from surveys, industry information, and other sources) to describe the various goods and services (known as resources or inputs) required to produce another good/service. This process allows for estimation of the total economic impact (including multiplier effects) of the proposed development. The models used in the current analysis reflect the specific industrial composition and characteristics of each of the study areas.

Total economic effects are quantified for key measures of business activity (further explained in the Appendix). Note that these measures are alternative means of expressing the same effects; they are not additive.

- **Total expenditures** (or total spending) measure the dollars changing hands as a result of the economic stimulus.
- **Gross product** (or output) is production of goods and services that will come about in the area as a result of the activity. This measure is parallel to the gross domestic product numbers commonly reported by various media outlets and is a subset of total expenditures.
- **Personal income** is dollars that end up in the hands of people in the area; the vast majority of this aggregate derives from the earnings of employees, but payments such as interest and rents are also included.
- **Job effects** are expressed as jobs for ongoing effects and job-years for construction. A job-year is one person working for one year, though it could be multiple individuals working partial years (as is typical during construction projects) or jobs spread across multiple years (for cumulative effects).

Monetary values are quantified on a constant (2023 dollars) basis to eliminate the effects of inflation.



Texas

The Perryman Group estimates that the total impact of all construction related to Puerto Verde will lead to economic benefits of **\$19.1 billion** in gross product and over **181,700** job-years (including multiplier effects) in Texas. Of that amount, the largest effects are associated with construction of Puerto Verde Multimodal, which generates an estimated **\$8.6 billion** in gross product and more than **81,700** job-years, while the planned Native Hills development is projected to provide **\$4.6 billion** in gross product and **44,300** job-years. Note that results for Texas include impacts within the relevant local study areas as well as spillover to other parts of the state.

Construction Effects: The Impact of Construction of Puerto Verde Infrastructure and Facilities on Business Activity in Texas				
	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Job-Years)
Puerto Verde Global Trade Bridge	\$873.8	\$428.7	\$292.6	4,056
Puerto Verde Binational Complex	\$11,449.89	\$5,417.00	\$3,667.88	51,624
Puerto Verde Multimodal	\$18,110.51	\$8,574.94	\$5,807.05	81,730
Native Hills	\$10,243.74	\$4,637.50	\$3,101.66	44,315
Total	\$40,677.93	\$19,058.17	\$12,869.17	181,726
Based on current plans assuming the development achieves full buildout and typical construction costs and The Perryman Group's estimates of related multiplier effects. Components may not sum to totals due to rounding. A job-year is one person working for one year, though it could be multiple individuals working partial years. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A. Source: US Multi-Regional Impact Assessment System, The Perryman Group				

At mature operations levels, the Puerto Verde development is estimated to lead to **\$17.6 billion** in annual gross product and almost **154,300** jobs in Texas (including multiplier effects). Of that total, the Binational Complex is expected to add **\$6.7 billion** in annual gross product and **57,900** jobs, with the Puerto Verde Multimodal development generating another **\$10.7 billion** in annual gross product and nearly **91,500** jobs and Native Hills leading to gains of an estimated **\$0.3 billion** in annual



gross product and approximately **4,900** jobs (including multiplier effects). Note that operations effects of the Puerto Verde Global Trade Bridge are included in transportation sector impacts of the Binational Complex.

Ongoing Operations Effects: The Annual Economic Impact of Ongoing Operations of Puerto Verde Facilities on Business Activity in Texas				
	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Jobs)
Puerto Verde Binational Complex	\$14,650.61	\$6,653.70	\$4,066.83	57,875
Puerto Verde Multimodal	\$23,377.87	\$10,673.93	\$6,589.31	91,476
Native Hills	\$889.33	\$314.06	\$88.48	4,899
Total	\$38,917.80	\$17,641.69	\$10,744.61	154,250
Based on current plans assuming the development achieves full buildout and The Perryman Group's estimates of direct employment by facility and related multiplier effects. Components may not sum to totals due to rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A. Source: US Multi-Regional Impact Assessment System, The Perryman Group				

Middle Rio Grande Region

The Middle Rio Grande Region is estimated to see total economic benefits of nearly **\$11.1 billion** in gross product and **112,700** job-years (including multiplier effects) from Puerto Verde construction. Of that amount, the largest effects are associated with construction of Puerto Verde Multimodal, which generates an estimated **\$5.0 billion** in gross product and **51,100** job-years (including multiplier effects). Construction impacts for other components of the development are described in the following table.



Construction Effects:

The Impact of Construction of Puerto Verde Infrastructure and Facilities on Business Activity in the Middle Rio Grande Region

	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Job-Years)
Puerto Verde Global Trade Bridge	\$479.1	\$247.0	\$173.3	2,487
Puerto Verde Binational Complex	\$6,388.84	\$3,170.81	\$2,210.57	32,248
Puerto Verde Multimodal	\$10,107.55	\$5,020.70	\$3,500.59	51,067
Native Hills	\$5,599.82	\$2,641.99	\$1,819.76	26,905
Total	\$22,575.33	\$11,080.51	\$7,704.21	112,708

Based on current plans assuming the development achieves full buildout and typical construction costs and The Perryman Group's estimates of related multiplier effects. The Middle Rio Grande Region is comprised of Dimmit, Edwards, Kinney, La Salle, Maverick, Real, Uvalde, Val Verde, and Zavala counties. Components may not sum to totals due to rounding. A job-year is one person working for one year, though it could be multiple individuals working partial years. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

At mature operations levels, the Puerto Verde developments are estimated to provide the Middle Rio Grande Region with economic benefits of **\$14.5 billion** in annual gross product and more than **133,800 jobs** (including multiplier effects). The majority of the benefits come from Puerto Verde Multimodal, which adds almost **\$8.8 billion** in annual gross product and approximately **79,300 jobs** (including multiplier effects).



Ongoing Operations Effects:

The Annual Economic Impact of Ongoing Operations of Puerto Verde Facilities on Business Activity the Middle Rio Grande Region

	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Jobs)
Puerto Verde Binational Complex	\$11,580.74	\$5,480.51	\$3,395.82	50,193
Puerto Verde Multimodal	\$18,471.26	\$8,788.88	\$5,501.58	79,275
Native Hills	\$715.74	\$263.44	\$74.70	4,344
Total	\$30,767.74	\$14,532.83	\$8,972.11	133,812
Based on current plans assuming the development achieves full buildout and The Perryman Group's estimates of direct employment by facility and related multiplier effects. Components may not sum to totals due to rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A. Source: US Multi-Regional Impact Assessment System, The Perryman Group				

Maverick County

The Perryman Group estimates that the total impact of all construction related to Puerto Verde will lead to economic benefits of nearly **\$10.2 billion** in gross product and **104,500** job-years (including multiplier effects) in Maverick County. Puerto Verde Multimodal is projected to lead to gains of an estimated **\$4.6 billion** in gross product and nearly **47,800** job-years.



Construction Effects:

The Impact of Construction of Puerto Verde Infrastructure and Facilities on Business Activity in Maverick County

	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Job-Years)
Puerto Verde Global Trade Bridge	\$438.35	\$225.44	\$158.53	2,294
Puerto Verde Binational Complex	\$5,947.93	\$2,931.40	\$2,047.62	30,158
Puerto Verde Multimodal	\$9,411.35	\$4,640.90	\$3,241.81	47,750
Native Hills	\$5,021.88	\$2,353.15	\$1,626.02	24,308
Total	\$20,819.52	\$10,150.90	\$7,073.98	104,511
Based on current plans assuming the development achieves full buildout and typical construction costs and The Perryman Group's estimates of related multiplier effects. Components may not sum to totals due to rounding. A job-year is one person working for one year, though it could be multiple individuals working partial years. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A. Source: US Multi-Regional Impact Assessment System, The Perryman Group				

At mature operations levels, Maverick County is estimated to see economic benefits of **\$13.7 billion** in annual gross product and over **127,000** jobs (including multiplier effects), with the majority of the impact coming from the Puerto Verde Multimodal development.



Ongoing Operations Effects:

The Annual Economic Impact of Ongoing Operations of Puerto Verde Facilities on Business Activity in Maverick County

	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Jobs)
Puerto Verde Binational Complex	\$10,843.32	\$5,160.65	\$3,194.09	47,643
Puerto Verde Multimodal	\$17,294.31	\$8,274.35	\$5,175.01	75,246
Native Hills	\$671.36	\$250.58	\$69.87	4,123
Total	\$28,808.98	\$13,685.58	\$8,438.98	127,012
Based on current plans assuming the development achieves full buildout and The Perryman Group's estimates of direct employment by facility and related multiplier effects. Components may not sum to totals due to rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A. Source: US Multi-Regional Impact Assessment System, The Perryman Group				

Eagle Pass

Puerto Verde construction is estimated to provide economic benefits of **\$6.6 billion** in gross product and **67,700** job-years (including multiplier effects) for the city of Eagle Pass. Puerto Verde Multimodal is expected to produce the largest effects, generating an estimated **\$3.0 billion** in gross product and **30,800** job-years.



Construction Effects:

The Impact of Construction of Puerto Verde Infrastructure and Facilities on Business Activity in Eagle Pass

	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Job-Years)
Puerto Verde Global Trade Bridge	\$331.85	\$170.76	\$122.43	1,711
Puerto Verde Binational Complex	\$3,819.68	\$1,896.60	\$1,317.17	19,420
Puerto Verde Multimodal	\$6,044.04	\$3,002.70	\$2,085.37	30,748
Native Hills	\$3,250.29	\$1,537.66	\$1,055.36	15,791
Total	\$13,445.87	\$6,607.73	\$4,580.33	67,669

Based on current plans assuming the development achieves full buildout and typical construction costs and The Perryman Group's estimates of related multiplier effects. Components may not sum to totals due to rounding. A job-year is one person working for one year, though it could be multiple individuals working partial years. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

At mature operations levels, Eagle Pass is estimated to see economic benefits of **\$8.1 billion** in annual gross product and **77,100** jobs from the Puerto Verde development (including multiplier effects). Over half of the benefits are estimated to come from Puerto Verde Multimodal. The average compensation for these jobs would be about 80% higher than the current average in the area, thus creating significant opportunities for both current local residents and providing a catalyst to attract new workers.



Ongoing Operations Effects:

The Annual Economic Impact of Ongoing Operations of Puerto Verde Facilities on Business Activity in Eagle Pass

	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Jobs)
Puerto Verde Binational Complex	\$6,334.77	\$3,064.06	\$1,892.86	28,867
Puerto Verde Multimodal	\$10,046.39	\$4,893.88	\$3,061.92	45,402
Native Hills	\$482.76	\$178.73	\$49.12	2,801
Total	\$16,863.93	\$8,136.68	\$5,003.90	77,070

Based on current plans assuming the development achieves full buildout and The Perryman Group's estimates of direct employment by facility and related multiplier effects. Components may not sum to totals due to rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Coahuila

The Perryman Group estimates that the total impact of all construction related to Puerto Verde will lead to economic benefits of **\$4.7 billion** in gross product and over **95,400** job-years (including multiplier effects) in Coahuila. Of that amount, the majority of effects by far are associated with construction of the Puerto Verde Nava location, which generates an estimated **\$3.9 billion** in gross product and **77,700** job-years. Note that results for Coahuila include impacts within the relevant local study areas as well as spillover to other parts of the state.



Construction Effects:

The Impact of Construction of Puerto Verde Infrastructure and Facilities on Business Activity in Coahuila

	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Job-Years)
Puerto Verde Global Trade Bridge	\$483.86	\$167.02	\$65.16	3,346
Puerto Verde Nava	\$11,772.07	\$3,864.51	\$1,482.42	77,718
Puerto Verde Binational Complex	\$2,163.50	\$713.44	\$274.15	14,358
Total	\$14,419.43	\$4,744.96	\$1,821.73	95,423

Based on current plans assuming the development achieves full buildout and typical construction costs and The Perryman Group's estimates of related multiplier effects. Components may not sum to totals due to rounding. A job-year is one person working for one year, though it could be multiple individuals working partial years. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

At mature operations levels, Coahuila is expected to see almost **\$10.2 billion** in annual gross product and **166,400 jobs** as a result of the Puerto Verde development (including multiplier effects). Of that amount, Puerto Verde Nava contributes **\$7.5 billion** in annual gross product and **123,900 jobs**.



Ongoing Operations Effects:

The Annual Economic Impact of Ongoing Operations of Puerto Verde Facilities on Business Activity in Coahuila

	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Jobs)
Puerto Verde Nava	\$22,193.61	\$7,549.91	\$2,378.42	123,901
Puerto Verde Binational Complex	\$7.786	\$2.606	\$0.820	42,536
Total	\$29,979.21	\$10,155.70	\$3,198.66	166,438

Based on current plans assuming the development achieves full buildout and The Perryman Group's estimates of direct employment by facility and related multiplier effects. Components may not sum to totals due to rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A.

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Northern Coahuila—Piedras Negras/Nava Municipality

The northern Coahuila area, including the Piedras Negras and Nava municipalities, is estimated to see economic benefits from Puerto Verde of approximately **\$4.3 billion** in gross product and **88,100** job-years (including multiplier effects). The Puerto Verde Nava location is projected to contribute most of the benefits, with **\$3.5 billion** in gross product and **72,400** job-years during the construction phase.



Construction Effects:

The Impact of Construction of Puerto Verde Infrastructure and Facilities on Business Activity in Northern Coahuila (Piedras Negras and Nava)

	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Job-Years)
Puerto Verde Global Trade Bridge	\$445.61	\$153.41	\$60.61	3,121
Puerto Verde Nava	\$10,841.95	\$3,539.47	\$1,377.11	72,426
Puerto Verde Binational Complex	\$1,864.21	\$604.62	\$236.55	12,551
Total	\$13,151.76	\$4,297.51	\$1,674.27	88,098
Based on current plans assuming the development achieves full buildout and typical construction costs and The Perryman Group's estimates of related multiplier effects. Components may not sum to totals due to rounding. A job-year is one person working for one year, though it could be multiple individuals working partial years. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A. Source: US Multi-Regional Impact Assessment System, The Perryman Group				

At mature operations levels, the Puerto Verde development is estimated to provide the northern Coahuila area with economic benefits of **\$9.2 billion** in annual gross product and more than **153,600** jobs (including multiplier effects). The Puerto Verde Nava location is expected to have the biggest impact on the area, with **\$6.9 billion** in annual gross product and over **114,400** jobs.



Ongoing Operations Effects:

The Annual Economic Impact of Ongoing Operations of Puerto Verde Facilities on Business Activity in Northern Coahuila (Piedras Negras and Nava)

	Total Expenditures (Millions of 2023 Dollars)	Gross Product (Millions of 2023 Dollars)	Personal Income (Millions of 2023 Dollars)	Employment (Jobs)
Puerto Verde Nava	\$20,190.55	\$6,876.65	\$2,170.01	114,446
Puerto Verde Binational Complex	\$7,038.61	\$2,362.51	\$745.94	39,176
Total	\$27,229.16	\$9,239.17	\$2,915.95	153,622

Based on current plans assuming the development achieves full buildout and The Perryman Group's estimates of direct employment by facility and related multiplier effects. Components may not sum to totals due to rounding. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A.
Source: US Multi-Regional Impact Assessment System, The Perryman Group

As noted above, the employment levels associated with these developments far exceed the current regional capacity on both sides of the border. Achievement of the results determined in this analysis will require the substantial expansion of the workforce.



Fiscal Effects

Business activity generates tax receipts. For example, the retail sales and hotel occupancy effects of the economic stimulus measured in this study were quantified. A portion of the retail sales is taxable, and receipts to the State and local taxing

Construction of Puerto Verde facilities has the potential to lead to an increase in tax receipts including approximately \$61.0 million to Maverick County and nearly \$41.9 million to the City of Eagle Pass.

entities are affected by the direct stimulus. Moreover, additional room nights provide occupancy tax resources. Economic benefits also affect property tax values. Higher incomes enhance housing demand, leading to higher taxable values as well as additional need for houses. Increased retail sales and

incomes enhance the need for commercial space such as restaurants, retail outlets, and personal service facilities. Higher property values increase taxes to counties, cities, school districts, and other local taxing entities. The Perryman Group estimated the fiscal effects of the gains in business activity described in this study.

Once fully operational, Puerto Verde has the potential to lead to an increase in tax receipts including \$830.5 million to the State, with \$721.9 million to local government entities in Texas.

During the construction phase, Puerto Verde facilities have the potential to generate approximately **\$61.0 million** for Maverick County and nearly **\$41.9 million** for the City of Eagle Pass.



Fiscal Benefits of Puerto Verde Construction

	Maverick County (Millions of 2023 Dollars)	City of Eagle Pass (Millions of 2023 Dollars)
Puerto Verde Global Trade Bridge	\$1.26	\$0.89
Binational Complex	\$17.14	\$11.74
Puerto Verde Multimodal	\$27.15	\$18.60
Native Hills	\$15.44	\$10.61
Total	\$60.99	\$41.85

Based on the estimated increase in business activity as described in this study.
Source: US Multi-Regional Impact System, The Perryman Group

Ongoing operations of Puerto Verde have the potential to lead to an increase in tax receipts including **\$830.5 million** to the State, with **\$721.9 million** to local government entities in Texas.

The Annual Fiscal Benefits of Puerto Verde Operations

	State of Texas (Millions of 2023 Dollars)	Local Government Entities (Millions of 2023 Dollars)
Binational Complex	\$311.636	\$272.670
Puerto Verde Multimodal	\$492.797	\$439.247
Native Hills	\$26.017	\$9.974
Total	\$830.450	\$721.891

Based on the estimated increase in business activity as described in this study.
Source: US Multi-Regional Impact System, The Perryman Group

An estimated **\$390.7 million** of this amount flows to entities in the local area, including a projected **\$102.8 million** per year to the City of Eagle Pass, **\$145.3 million** annually to Maverick County (including the special district), **\$125.5 million** to Eagle Pass ISD, and **\$17.1 million** to Maverick County Hospital District. The Perryman Group also quantified the potential increase in retail sales tax collections in the City of Eagle Pass associated with the incremental transportation/logistics and commercial/retail impact associated with operations of the Puerto Verde Global Trade Bridge and found that the likely net incremental gain (which is a subset of the



\$102.8 million overall total) would be **\$26.3 million** per year at maturity. (See Appendix B for the related impact estimates.)

Looking specifically at the increase in population, households, and housing units likely to be added in the local area as a result of Puerto Verde-related job gains allows for quantification of the additional expected increases in property taxes.

Increased Population, Households, Housing Units Associated with Puerto Verde

	Maverick County	City of Eagle Pass
Population	170,977	98,524
Households	53,756	32,619
Housing Units	52,290	32,788

Minimum expected increases assuming Puerto Verde developments at full operations levels based on current plans and the related estimated increase in business activity as described in this study.
Source: The Perryman Group

The addition of these housing units will increase the property tax base and, therefore, property tax collections. The Perryman Group estimates that the total annual increase in taxes from new residential development includes approximately **\$97.2 million**, with more than **\$16.4 million** for the City of Eagle Pass, **\$27.2 million** for Maverick County (including the special district), **\$47.1 million** for Eagle Pass Independent School District, and **\$6.5 million** for the hospital district. These gains are expressed in current (2023) dollars and based on current housing patterns in the area. Given the higher incomes associated with the direct and spinoff jobs associated with the Puerto Verde projects, the tax benefits could be considerably higher.

The overall total ongoing incremental tax receipts related to Puerto Verde (including multiplier effects and collateral housing development) include an estimated \$119.2 million per year to the City of Eagle Pass, \$172.5 million annually to Maverick County (including the special district), \$172.6 million to Eagle Pass ISD, and \$23.6 million to the Maverick County Hospital District.



Incremental Annual Property Taxes from New Residential Development

City of Eagle Pass	\$16.4 million
Maverick County (including the special district)	\$27.2 million
Eagle Pass Independent School District	\$47.1 million
Maverick County Hospital District	\$6.5 million
Based on the estimated increase in housing units assuming Puerto Verde developments at full operations levels based on current plans. Source: The Perryman Group	

These increases in property taxes are in addition to the total fiscal benefits of Puerto Verde operations described above. The overall total ongoing incremental tax receipts related to Puerto Verde (including multiplier effects and collateral housing development) thus include **\$119.2 million** per year to the City of Eagle Pass, **\$172.5 million** annually to Maverick County (including the special district), **\$172.6 million** to Eagle Pass ISD, and **\$23.6 million** to the Maverick County Hospital District.

Total Annual Incremental Tax Receipts from Puerto Verde Operations and Collateral Housing Development

	Puerto Verde Operations	Collateral Housing Development)	TOTAL
City of Eagle Pass	\$102.8 million	\$16.4 million	\$119.2 million
Maverick County (Including the Special District)	\$145.3 million	\$27.2 million	\$172.5 million
Eagle Pass ISD	\$125.5 million	\$47.1 million	\$172.6 million
Maverick County Hospital District	\$17.1 million	\$6.5 million	\$23.6 million
Total	\$390.7 million	\$97.2 million	\$487.9 million
Incremental tax receipts from Puerto Verde operations (assuming Puerto Verde developments at full operations levels based on current plans) and collateral housing development previously described. Source: The Perryman Group			



Trade Effects

A new commercial bridge near Eagle Pass would facilitate US-Mexico trade, helping alleviate congestion on other Texas bridges. The Perryman Group estimated the amount of trade which could be expected to cross the border on the new Puerto

A new commercial bridge near Eagle Pass would facilitate US-Mexico trade, helping alleviate congestion on other Texas bridges.

Verde Global Trade Bridge as well as the related production effects of the export and import activity.

To provide a perspective on the gains in trade through the area and related production effects, the current impact of trade was

compared to the potential impact in 10 years (1) without the new bridge and (2) with the new bridge and other Puerto Verde developments. The net gain described in the tables below represents the potential increase in trade through the area and the impacts of the related production processes. Note that this activity is partially diverted from other parts of Texas. In addition, production effects would overlap with the operations impacts for Puerto Verde facilities previously described.

The sources of the incremental trade in the area include diversion from other ports (including the accelerated growth as a result of efficiencies with the Global Trade Bridge and other Puerto Verde facilities), effects of operations within the Puerto Verde development, and baseline growth at the current Eagle Pass Bridge. Projected effects by geographic area are described in the following table.



Trade Increase by Source:

The Percentage of Trade Flows Associated with Diversion from Other Ports, the Puerto Verde Development, and Baseline Growth at the Current Eagle Pass Bridge

	Diversion from Other Ports	Puerto Verde Development	Baseline Growth
United States	84.42%	6.83%	8.76%
Texas	56.19%	19.19%	24.62%
Middle Rio Grande Region	33.11%	52.38%	14.51%
Maverick County	9.30%	86.63%	4.07%
Eagle Pass	3.98%	94.28%	1.74%

The diversion from other ports includes accelerated growth as a result of efficiencies associated with Puerto Verde developments and infrastructure.

Source: The Perryman Group

The Perryman Group estimates that the net gain in trade flows as of 2033 (and the related effects of exports/imports on production including multiplier effects) include **\$92.2 billion** in annual gross product and almost **742,800** jobs in the United States, with **\$43.4 billion** in gross product and **648,500** jobs in Mexico. A significant proportion of the gain in business activity occurs in the local area and surrounding region as described in the following tables.



Trade Effects on Gross Product:

The Annual Economic Impact of Trade Flows Utilizing the Puerto Verde Global Trade Bridge and Related Import/Export Production Processes

	Current (Millions of 2023 Dollars)	Baseline 2033 (Millions of 2023 Dollars)	2033 With Puerto Verde (Millions of 2023 Dollars)	Net Gain in 2033 (Millions of 2033 Dollars)
United States	\$36,809.054	\$56,144.129	\$148,301.561	\$92,157.432
Texas	\$9,787.749	\$15,393.315	\$52,343.835	\$36,950.520
Middle Rio Grande Region	\$1,029.544	\$1,705.601	\$18,060.973	\$16,355.372
Maverick County	\$161.209	\$267.537	\$13,948.963	\$13,681.426
Eagle Pass	\$71.049	\$117.911	\$8,158.104	\$8,040.193
Mexico	\$36,680.686	\$48,436.237	\$91,797.840	\$43,361.603
Coahuila	\$10,201.065	\$13,470.337	\$31,934.944	\$18,464.608
Northern Coahuila	\$2,492.551	\$3,276.895	\$14,247.956	\$10,971.061

Based on estimated trade volumes, production effects of the imports/exports, and The Perryman Group's estimates of related multiplier effects. A significant portion of these effects represents diversion from other parts of Texas. Note that these effects include impacts related to production in Puerto Verde developments. Results for each geographic area include effects within relevant smaller geographic areas. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A. Results by industry are in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group



Trade Effects on Jobs:

The Annual Economic Impact of Trade Flows Utilizing the Puerto Verde Global Trade Bridge and Related Import/Export Production Processes

	Current (Millions of 2023 Dollars)	Baseline 2033 (Millions of 2023 Dollars)	2033 With Puerto Verde (Millions of 2023 Dollars)	Net Gain in 2033 (Millions of 2033 Dollars)
United States	292,492	446,132	1,188,883	742,751
Texas	76,724	120,665	422,895	302,230
Middle Rio Grande Region	9,174	15,198	162,482	147,284
Maverick County	1,320	2,190	126,296	124,106
Eagle Pass	582	965	75,391	74,425
Mexico	538,717	711,367	1,359,875	648,508
Coahuila	166,329	219,635	521,511	301,876
Northern Coahuila	41,055	53,974	236,131	182,156

Based on estimated trade volumes, production effects of the imports/exports, and The Perryman Group's estimates of related multiplier effects. A significant portion of these effects represents diversion from other parts of Texas. Note that these effects include impacts related to production in Puerto Verde developments. Results for each geographic area include effects within relevant smaller geographic areas. Additional explanation of terms and methods may be found elsewhere in this report and in Appendix A. Results by industry are in Appendix B.

Source: US Multi-Regional Impact Assessment System, The Perryman Group



Conclusion

Puerto Verde has the potential to greatly enhance the economy of the local areas, regions, and states where the development is located. The multi-faceted development offers advantages to tenant firms, helping improve efficiency through multi-modal options and a commercial bridge. In addition, it can help alleviate congestion at other Texas border crossings such as Laredo.

With a notable construction investment and the potential to attract companies to the area, Puerto Verde can enhance opportunities and prosperity. The associated business activity would also generate tax revenues to be used to fund local, State, and federal priorities. This large-scale initiative represents a substantial potential catalyst for economic development and is worthy of significant support.



Appendix A: Methods Used

The US Multi-Regional Impact Assessment System (USMRIAS) measures multiplier effects of economic stimuli. The USMRIAS was developed and is maintained by The Perryman Group. This model has been used in thousands of diverse applications across the country and has an excellent reputation for accuracy and credibility; it has also been peer reviewed on multiple occasions and has been a key factor in major national and international policy simulations.

The basic modeling technique is known as dynamic input-output analysis, which essentially uses extensive survey data, industry information, and a variety of corroborative source materials to create a matrix describing the various goods and services (known as resources or inputs) required to produce one unit (a dollar's worth) of output for a given sector. Once the base information is compiled, it can be mathematically simulated to generate evaluations of the magnitude of successive rounds of activity involved in the overall production process.

There are two essential steps in conducting an input-output analysis once the system is operational. The first major endeavor is to accurately define the levels of direct activity to be evaluated. The second phase involves simulation of submodels of the USMRIAS which are specific to this assessment, reflecting the unique industrial structure of the study area. Additional detail is provided in the following sections.

Estimation of Direct Effects

Basic information related to the various aspects of the proposed development was provided by Puerto Verde, with supplemental research as needed by The Perryman Group. Direct investments for the bridge and related infrastructure were supplied by Puerto Verde. For the various development properties, construction costs for the manufacturing, warehouse, retail, and commercial space were estimated utilizing construction costs in Mexico or the US and a 50% coverage ratio. Allocations between manufacturing and warehouse space and between retail and commercial space were based on current patterns and activity levels, and estimates were fully adjusted for wage rate differentials between the two countries. Residential development area was based on a 25% coverage ratio, while cargo operations used a 30% development area. For operations, allocations for various types of manufacturing, warehousing, retail, and commercial activity were determined based on current patterns in the relevant areas and standard measures of employees per square foot. An 85% capacity factor at



maturity was also implemented. The magnitude of these projects relative to the current workforce in the area is quite large, and obtaining workers from other areas would be required. TPG assumed that these labor requirements would be fulfilled.

Incremental housing demand was estimated using location analysis and gravity modeling along with current patterns to estimate the number of employees who would live in Maverick County and Eagle Pass. The resulting increases in population, households, and housing units were derived from current patterns and projected trends in key demographic factors. Housing value estimates were determined based on current values and housing units stratified by income levels.

Model Simulation

The direct inputs were then implemented in a series of simulations of the USMRIAS to measure total (not only direct, but also indirect and induced) economic effects of the direct stimulus. The systems used reflect the unique industrial structures of the areas being examined in Mexico and the US. Where relevant, results were localized to smaller study areas (such as the City of Eagle Pass) using techniques such as gravity modeling.

The USMRIAS is somewhat similar in format to the Input-Output Model of the United States which is maintained by the US Department of Commerce. The model developed by TPG, however, incorporates several important enhancements and refinements. Specifically, the expanded system includes (1) comprehensive 500-sector coverage for any county, multi-county, or urban region; (2) calculation of both total expenditures and value-added by industry and region; (3) direct estimation of expenditures for multiple basic input choices (expenditures, output, income, or employment); (4) extensive parameter localization; (5) price adjustments for real and nominal assessments by sectors and areas; (6) comprehensive measurement of the induced impacts associated with payrolls and consumer spending; (7) embedded modules to estimate multi-sectoral direct spending effects; (8) estimation of retail spending activity by consumers; and (9) comprehensive linkage and integration capabilities with a wide variety of econometric, real estate, occupational, and fiscal impact models.

The impact assessment (input-output) process essentially estimates the amounts of all types of goods and services required to produce one unit (a dollar's worth) of a specific type of output. For purposes of illustrating the nature of the system, it is useful to think of inputs and outputs in dollar (rather than physical) terms. As an example, the construction of a new building will require specific dollar amounts of lumber, glass, concrete, hand tools, architectural services, interior design services, paint, plumbing, and numerous other elements. Each of these suppliers must, in turn, purchase



additional dollar amounts of inputs. This process continues through multiple rounds of production, thus generating subsequent increments to business activity. The initial process of building the facility is known as the *direct effect*. The ensuing transactions in the output chain constitute the *indirect effect*.

Another pattern that arises in response to any direct economic activity comes from the payroll dollars received by employees at each stage of the production cycle. As workers are compensated, they use some of their income for taxes, savings, and purchases from external markets. A substantial portion, however, is spent locally on food, clothing, health care services, utilities, housing, recreation, and other items. Typical purchasing patterns in the relevant areas are obtained from the Center for Community and Economic Research *Cost of Living Index*, a privately compiled inter-regional measure which has been widely used for several decades, and the *Consumer Expenditure Survey* of the US Department of Labor. These initial outlays by area residents generate further secondary activity as local providers acquire inputs to meet this consumer demand. These consumer spending impacts are known as the *induced effect*. The USMRIAS is designed to provide realistic, yet conservative, estimates of these phenomena.

Sources for information used in this process include the Bureau of the Census, the Bureau of Labor Statistics, the Regional Economic Information System of the US Department of Commerce, and other public and private sources. The pricing data are compiled from the US Department of Labor and the US Department of Commerce. The verification and testing procedures make use of extensive public and private sources.

Impacts are typically measured in constant dollars to eliminate the effects of inflation.

The USMRIAS is also integrated with a comprehensive fiscal model, which links the tax payments by industry to the specific rates and structures associated with the relevant State and local governmental authorities.

Measures of Business Activity

The USMRIAS generates estimates of total economic effects on several measures of business activity. Note that these are different ways of measuring the same impacts; they are not additive.

The most comprehensive measure of economic activity is **Total Expenditures**. This measure incorporates every dollar that changes hands in any transaction. For example, suppose a farmer sells wheat to a miller for \$0.50; the miller then sells flour to a baker for \$0.75; the baker, in turn, sells bread to a customer for \$1.25. The Total Expenditures recorded in this instance would be \$2.50, that is, $\$0.50 + \$0.75 + \$1.25$. This measure is quite broad but is useful in that (1) it reflects the overall interplay of all industries in the



economy, and (2) some key fiscal variables such as sales taxes are linked to aggregate spending.

A second measure of business activity is **Gross Product**. This indicator represents the regional equivalent of Gross Domestic Product, the most commonly reported statistic regarding national economic performance. In other words, the Gross Product of Texas is the amount of US output that is produced in that state; it is defined as the value of all final goods produced in a given region for a specific period of time. Stated differently, it captures the amount of value-added (gross area product) over intermediate goods and services at each stage of the production process, that is, it eliminates the double counting in the Total Expenditures concept. Using the example above, the Gross Product is \$1.25 (the value of the bread) rather than \$2.50. Alternatively, it may be viewed as the sum of the value-added by the farmer, \$0.50; the miller, \$0.25 ($\$0.75 - \$0.50$); and the baker, \$0.50 ($\$1.25 - \$0.75$). The total value-added is, therefore, \$1.25, which is equivalent to the final value of the bread. In many industries, the primary component of value-added is the wage and salary payments to employees.

The third gauge of economic activity used in this evaluation is **Personal Income**. As the name implies, Personal Income is simply the income received by individuals, whether in the form of wages, salaries, interest, dividends, proprietors' profits, or other sources. It may thus be viewed as the segment of overall impacts which flows directly to the citizenry.

The final aggregates used are **Jobs and Job-Years**, which reflect the full-time equivalent jobs generated by an activity. For an economic stimulus expected to endure (such as the ongoing operations of a facility), the Jobs measure is used. It should be noted that, unlike the dollar values described above, Jobs is a "stock" rather than a "flow." In other words, if an area produces \$1 million in output in 2021 and \$1 million in 2022, it is appropriate to say that \$2 million was achieved in the 2019-20 period. If the same area has 100 people working in 2021 and 100 in 2022, it only has 100 Jobs. When a flow of jobs is measured, such as in a construction project or a cumulative assessment over multiple years, it is appropriate to measure employment in Job-Years (a person working for a year, though it could be multiple individuals working for partial years). This concept is distinct from Jobs, which anticipates that the relevant positions will be maintained on a continuing basis.



Appendix B: Results by Industry

Texas

Construction

The Economic Impact of Construction of Puerto Verde Global Trade Bridge Rail, Highway, and Inspection Buildings: Texas

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$12.6 m	+\$3.6 m	+\$2.4 m	+30
Mining	+\$12.9 m	+\$3.3 m	+\$1.9 m	+11
Utilities	+\$33.0 m	+\$7.4 m	+\$3.2 m	+12
Construction	+\$212.2 m	+\$105.9 m	+\$87.3 m	+1,000
Manufacturing	+\$147.6 m	+\$49.3 m	+\$29.0 m	+371
Wholesale Trade	+\$31.4 m	+\$21.2 m	+\$12.2 m	+113
Retail Trade*	+\$111.8 m	+\$84.4 m	+\$49.1 m	+1,219
Transportation & Warehousing	+\$28.9 m	+\$19.2 m	+\$12.7 m	+141
Information	+\$16.7 m	+\$10.3 m	+\$4.4 m	+32
Financial Activities*	+\$108.5 m	+\$26.5 m	+\$10.6 m	+91
Business Services	+\$84.6 m	+\$55.0 m	+\$44.9 m	+445
Health Services	+\$25.8 m	+\$18.0 m	+\$15.2 m	+205
Other Services	+\$47.8 m	+\$24.4 m	+\$19.6 m	+385
Total, All Industries	+\$873.8 m	+\$428.7 m	+\$292.6 m	+4,056

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Binational Complex Manufacturing, Warehousing, and Commercial Space: Texas

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$158.3 m	+\$45.1 m	+\$29.7 m	+383
Mining	+\$154.2 m	+\$38.9 m	+\$21.9 m	+120
Utilities	+\$422.0 m	+\$95.2 m	+\$41.6 m	+147
Construction	+\$3,287.6 m	+\$1,565.7 m	+\$1,290.3 m	+14,785
Manufacturing	+\$2,251.1 m	+\$768.5 m	+\$456.9 m	+5,878
Wholesale Trade	+\$438.1 m	+\$296.6 m	+\$171.0 m	+1,584
Retail Trade*	+\$1,447.1 m	+\$1,095.8 m	+\$638.7 m	+15,757
Transportation & Warehousing	+\$323.9 m	+\$215.3 m	+\$142.4 m	+1,583
Information	+\$202.9 m	+\$125.6 m	+\$53.6 m	+392
Financial Activities*	+\$1,352.3 m	+\$329.3 m	+\$133.1 m	+1,144
Business Services	+\$507.9 m	+\$316.7 m	+\$258.4 m	+2,564
Health Services	+\$323.2 m	+\$226.1 m	+\$191.2 m	+2,576
Other Services	+\$581.3 m	+\$298.2 m	+\$239.1 m	+4,709
Total, All Industries	+\$11,449.9 m	+\$5,417.0 m	+\$3,667.9 m	+51,624

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Multimodal: Texas**Results by Industry**

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$250.5 m	+\$71.4 m	+\$47.0 m	+605
Mining	+\$243.5 m	+\$61.4 m	+\$34.6 m	+189
Utilities	+\$667.7 m	+\$150.7 m	+\$65.8 m	+233
Construction	+\$5,197.1 m	+\$2,482.9 m	+\$2,046.1 m	+23,446
Manufacturing	+\$3,563.1 m	+\$1,216.2 m	+\$723.2 m	+9,307
Wholesale Trade	+\$691.4 m	+\$468.1 m	+\$269.9 m	+2,500
Retail Trade*	+\$2,290.3 m	+\$1,734.3 m	+\$1,010.9 m	+24,939
Transportation & Warehousing	+\$511.5 m	+\$340.0 m	+\$224.9 m	+2,500
Information	+\$321.0 m	+\$198.8 m	+\$84.9 m	+620
Financial Activities*	+\$2,140.5 m	+\$521.1 m	+\$210.6 m	+1,810
Business Services	+\$802.6 m	+\$500.4 m	+\$408.2 m	+4,051
Health Services	+\$511.7 m	+\$358.0 m	+\$302.7 m	+4,079
Other Services	+\$919.6 m	+\$471.8 m	+\$378.3 m	+7,451
Total, All Industries	+\$18,110.5 m	+\$8,574.9 m	+\$5,807.1 m	+81,730

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of the Native Hills Development: Texas**Results by Industry**

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$141.8 m	+\$41.8 m	+\$27.3 m	+351
Mining	+\$140.2 m	+\$37.0 m	+\$20.8 m	+120
Utilities	+\$367.1 m	+\$82.8 m	+\$36.1 m	+128
Construction	+\$3,073.0 m	+\$1,217.1 m	+\$1,003.0 m	+11,493
Manufacturing	+\$1,929.1 m	+\$643.6 m	+\$381.0 m	+5,090
Wholesale Trade	+\$461.4 m	+\$312.1 m	+\$180.0 m	+1,667
Retail Trade*	+\$1,335.3 m	+\$1,018.0 m	+\$594.7 m	+14,509
Transportation & Warehousing	+\$316.9 m	+\$210.7 m	+\$139.4 m	+1,550
Information	+\$174.0 m	+\$107.5 m	+\$45.9 m	+335
Financial Activities*	+\$1,156.8 m	+\$284.3 m	+\$114.5 m	+984
Business Services	+\$387.1 m	+\$240.2 m	+\$196.0 m	+1,945
Health Services	+\$273.4 m	+\$191.3 m	+\$161.8 m	+2,180
Other Services	+\$487.7 m	+\$251.0 m	+\$201.3 m	+3,964
Total, All Industries	+\$10,243.7 m	+\$4,637.5 m	+\$3,101.7 m	+44,315

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Ongoing Operations

The Economic Impact of Operations of Puerto Verde Binational Complex Manufacturing and Warehousing Facilities: Texas

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$578.9 m	+\$134.6 m	+\$89.9 m	+1,158
Mining	+\$246.3 m	+\$58.6 m	+\$31.6 m	+152
Utilities	+\$569.9 m	+\$127.8 m	+\$55.8 m	+195
Construction	+\$221.5 m	+\$118.3 m	+\$97.5 m	+1,117
Manufacturing	+\$5,193.0 m	+\$1,687.8 m	+\$967.0 m	+11,584
Wholesale Trade	+\$535.9 m	+\$362.8 m	+\$209.2 m	+1,937
Retail Trade*	+\$1,505.2 m	+\$1,127.7 m	+\$655.3 m	+16,428
Transportation & Warehousing	+\$2,219.8 m	+\$1,528.7 m	+\$1,011.1 m	+11,239
Information	+\$235.1 m	+\$145.0 m	+\$61.9 m	+451
Financial Activities*	+\$1,530.2 m	+\$394.1 m	+\$158.7 m	+1,352
Business Services	+\$403.5 m	+\$247.0 m	+\$201.5 m	+2,000
Health Services	+\$353.8 m	+\$247.6 m	+\$209.3 m	+2,820
Other Services	+\$714.2 m	+\$352.5 m	+\$284.0 m	+5,553
Total, All Industries	+\$14,307.3 m	+\$6,532.5 m	+\$4,032.7 m	+55,984

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Binational Complex Commercial and Retail Facilities: Texas

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$6.2 m	+\$1.1 m	+\$0.4 m	+17
Mining	+\$4.0 m	+\$0.6 m	+\$0.2 m	+3
Utilities	+\$16.0 m	+\$2.7 m	+\$0.5 m	+6
Construction	+\$6.1 m	+\$1.8 m	+\$1.0 m	+42
Manufacturing	+\$42.4 m	+\$9.0 m	+\$2.3 m	+111
Wholesale Trade	+\$8.4 m	+\$4.6 m	+\$1.3 m	+42
Retail Trade*	+\$59.6 m	+\$37.3 m	+\$10.3 m	+945
Transportation & Warehousing	+\$7.0 m	+\$3.9 m	+\$1.4 m	+55
Information	+\$7.7 m	+\$4.0 m	+\$0.7 m	+18
Financial Activities*	+\$132.8 m	+\$35.3 m	+\$4.6 m	+134
Business Services	+\$31.6 m	+\$13.1 m	+\$7.2 m	+258
Health Services	+\$6.1 m	+\$2.9 m	+\$1.8 m	+86
Other Services	+\$15.5 m	+\$4.9 m	+\$2.6 m	+176
Total, All Industries	+\$343.3 m	+\$121.2 m	+\$34.2 m	+1,891

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Total Economic Impact of Operations of Puerto Verde Binational Complex Manufacturing, Warehousing, Commercial, and Retail Facilities: Texas

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$585.1 m	+\$135.7 m	+\$90.3 m	+1,174
Mining	+\$250.3 m	+\$59.2 m	+\$31.8 m	+155
Utilities	+\$586.0 m	+\$130.6 m	+\$56.3 m	+201
Construction	+\$227.5 m	+\$120.1 m	+\$98.5 m	+1,158
Manufacturing	+\$5,235.3 m	+\$1,696.8 m	+\$969.4 m	+11,695
Wholesale Trade	+\$544.3 m	+\$367.4 m	+\$210.4 m	+1,979
Retail Trade*	+\$1,564.8 m	+\$1,164.9 m	+\$665.6 m	+17,372
Transportation & Warehousing	+\$2,226.8 m	+\$1,532.6 m	+\$1,012.4 m	+11,294
Information	+\$242.8 m	+\$149.0 m	+\$62.6 m	+469
Financial Activities*	+\$1,663.0 m	+\$429.4 m	+\$163.3 m	+1,486
Business Services	+\$435.1 m	+\$260.1 m	+\$208.7 m	+2,258
Health Services	+\$359.9 m	+\$250.5 m	+\$211.1 m	+2,906
Other Services	+\$729.8 m	+\$357.4 m	+\$286.5 m	+5,729
Total, All Industries	+\$14,650.6 m	+\$6,653.7 m	+\$4,066.8 m	+57,875

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Multimodal Manufacturing and Warehousing Facilities: Texas

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$945.9 m	+\$220.0 m	+\$146.9 m	+1,891
Mining	+\$402.4 m	+\$95.7 m	+\$51.6 m	+249
Utilities	+\$931.2 m	+\$208.9 m	+\$91.1 m	+319
Construction	+\$361.9 m	+\$193.4 m	+\$159.4 m	+1,825
Manufacturing	+\$8,485.2 m	+\$2,757.8 m	+\$1,580.1 m	+18,927
Wholesale Trade	+\$875.7 m	+\$592.8 m	+\$341.8 m	+3,164
Retail Trade*	+\$2,459.5 m	+\$1,842.6 m	+\$1,070.7 m	+26,842
Transportation & Warehousing	+\$3,627.1 m	+\$2,497.9 m	+\$1,652.0 m	+18,365
Information	+\$384.2 m	+\$236.9 m	+\$101.1 m	+736
Financial Activities*	+\$2,500.3 m	+\$643.9 m	+\$259.3 m	+2,209
Business Services	+\$659.2 m	+\$403.6 m	+\$329.3 m	+3,268
Health Services	+\$578.1 m	+\$404.5 m	+\$342.0 m	+4,608
Other Services	+\$1,167.0 m	+\$575.9 m	+\$464.0 m	+9,073
Total, All Industries	+\$23,377.9 m	+\$10,673.9 m	+\$6,589.3 m	+91,476

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Native Hills Commercial and Retail Facilities: Texas

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$16.0 m	+\$2.8 m	+\$0.9 m	+44
Mining	+\$10.4 m	+\$1.6 m	+\$0.4 m	+7
Utilities	+\$41.6 m	+\$7.1 m	+\$1.3 m	+16
Construction	+\$15.7 m	+\$4.6 m	+\$2.6 m	+108
Manufacturing	+\$109.7 m	+\$23.4 m	+\$6.1 m	+288
Wholesale Trade	+\$21.6 m	+\$11.9 m	+\$3.3 m	+109
Retail Trade*	+\$154.3 m	+\$96.6 m	+\$26.7 m	+2,447
Transportation & Warehousing	+\$18.1 m	+\$10.1 m	+\$3.6 m	+142
Information	+\$19.8 m	+\$10.4 m	+\$1.8 m	+47
Financial Activities*	+\$344.0 m	+\$91.4 m	+\$11.9 m	+346
Business Services	+\$81.8 m	+\$33.9 m	+\$18.7 m	+668
Health Services	+\$15.9 m	+\$7.6 m	+\$4.6 m	+222
Other Services	+\$40.3 m	+\$12.7 m	+\$6.7 m	+456
Total, All Industries	+\$889.3 m	+\$314.1 m	+\$88.5 m	+4,899

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



*Middle Rio Grande Region***Construction****The Economic Impact of Construction of Puerto Verde Global Trade Bridge Rail, Highway, and Inspection Buildings: Middle Rio Grande Region**

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$8.5 m	+\$2.4 m	+\$1.6 m	+21
Mining	+\$4.5 m	+\$1.3 m	+\$0.7 m	+4
Utilities	+\$13.6 m	+\$3.1 m	+\$1.3 m	+5
Construction	+\$157.2 m	+\$78.5 m	+\$64.7 m	+741
Manufacturing	+\$44.7 m	+\$15.8 m	+\$9.1 m	+131
Wholesale Trade	+\$14.6 m	+\$9.9 m	+\$5.7 m	+53
Retail Trade*	+\$72.7 m	+\$54.9 m	+\$31.9 m	+792
Transportation & Warehousing	+\$20.1 m	+\$13.4 m	+\$8.8 m	+98
Information	+\$6.6 m	+\$4.1 m	+\$1.7 m	+13
Financial Activities*	+\$49.5 m	+\$10.7 m	+\$4.3 m	+35
Business Services	+\$38.6 m	+\$25.1 m	+\$20.5 m	+203
Health Services	+\$17.0 m	+\$11.9 m	+\$10.1 m	+136
Other Services	+\$31.5 m	+\$16.0 m	+\$12.9 m	+255
Total, All Industries	+\$479.1 m	+\$247.0 m	+\$173.3 m	+2,487

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Binational Complex Manufacturing, Warehousing, and Commercial Space: Middle Rio Grande Region

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$110.4 m	+\$31.4 m	+\$20.7 m	+266
Mining	+\$52.7 m	+\$14.4 m	+\$7.3 m	+46
Utilities	+\$178.0 m	+\$40.1 m	+\$17.5 m	+62
Construction	+\$2,422.0 m	+\$1,151.8 m	+\$949.2 m	+10,876
Manufacturing	+\$703.2 m	+\$248.4 m	+\$145.0 m	+2,070
Wholesale Trade	+\$209.6 m	+\$141.9 m	+\$81.8 m	+758
Retail Trade*	+\$969.3 m	+\$734.2 m	+\$428.0 m	+10,555
Transportation & Warehousing	+\$230.2 m	+\$152.8 m	+\$101.0 m	+1,123
Information	+\$83.5 m	+\$51.8 m	+\$22.1 m	+162
Financial Activities*	+\$634.8 m	+\$137.6 m	+\$55.3 m	+454
Business Services	+\$180.3 m	+\$110.6 m	+\$90.2 m	+896
Health Services	+\$219.9 m	+\$153.6 m	+\$129.9 m	+1,750
Other Services	+\$394.9 m	+\$202.2 m	+\$162.4 m	+3,230
Total, All Industries	+\$6,388.8 m	+\$3,170.8 m	+\$2,210.6 m	+32,248

Source: US Multi-Regional Impact Assessment System, The Perryman Group.

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Multimodal: Middle Rio Grande Region

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$174.7 m	+\$49.7 m	+\$32.7 m	+422
Mining	+\$83.2 m	+\$22.7 m	+\$11.6 m	+73
Utilities	+\$281.7 m	+\$63.5 m	+\$27.7 m	+98
Construction	+\$3,829.8 m	+\$1,825.9 m	+\$1,504.7 m	+17,242
Manufacturing	+\$1,113.9 m	+\$393.3 m	+\$229.6 m	+3,279
Wholesale Trade	+\$331.0 m	+\$224.1 m	+\$129.2 m	+1,197
Retail Trade*	+\$1,534.8 m	+\$1,162.5 m	+\$677.7 m	+16,712
Transportation & Warehousing	+\$363.7 m	+\$241.4 m	+\$159.6 m	+1,775
Information	+\$132.2 m	+\$81.9 m	+\$35.0 m	+256
Financial Activities*	+\$1,005.0 m	+\$217.7 m	+\$87.6 m	+718
Business Services	+\$284.8 m	+\$174.7 m	+\$142.5 m	+1,414
Health Services	+\$348.1 m	+\$243.2 m	+\$205.6 m	+2,771
Other Services	+\$624.7 m	+\$320.0 m	+\$257.0 m	+5,111
Total, All Industries	+\$10,107.5 m	+\$5,020.7 m	+\$3,500.6 m	+51,067

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of the Native Hills Development: Middle Rio Grande Region

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$97.7 m	+\$28.8 m	+\$18.8 m	+242
Mining	+\$50.0 m	+\$14.7 m	+\$7.7 m	+52
Utilities	+\$151.0 m	+\$34.0 m	+\$14.8 m	+53
Construction	+\$2,242.3 m	+\$884.3 m	+\$728.7 m	+8,350
Manufacturing	+\$483.5 m	+\$168.9 m	+\$95.6 m	+1,382
Wholesale Trade	+\$219.6 m	+\$148.6 m	+\$85.7 m	+794
Retail Trade*	+\$886.1 m	+\$676.3 m	+\$395.2 m	+9,626
Transportation & Warehousing	+\$223.7 m	+\$148.5 m	+\$98.2 m	+1,092
Information	+\$70.2 m	+\$43.4 m	+\$18.5 m	+136
Financial Activities*	+\$532.5 m	+\$117.2 m	+\$47.0 m	+385
Business Services	+\$135.6 m	+\$82.7 m	+\$67.4 m	+669
Health Services	+\$182.6 m	+\$127.6 m	+\$107.9 m	+1,454
Other Services	+\$325.0 m	+\$167.0 m	+\$134.2 m	+2,671
Total, All Industries	+\$5,599.8 m	+\$2,642.0 m	+\$1,819.8 m	+26,905

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Ongoing Operations

The Economic Impact of Operations of Puerto Verde Binational Complex Manufacturing and Warehousing Facilities: Middle Rio Grande Region

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$569.4 m	+\$131.9 m	+\$88.1 m	+1,135
Mining	+\$114.3 m	+\$28.2 m	+\$13.9 m	+73
Utilities	+\$322.5 m	+\$72.3 m	+\$31.6 m	+108
Construction	+\$167.8 m	+\$89.9 m	+\$74.1 m	+847
Manufacturing	+\$3,904.0 m	+\$1,293.5 m	+\$742.7 m	+9,190
Wholesale Trade	+\$346.6 m	+\$234.6 m	+\$135.3 m	+1,252
Retail Trade*	+\$1,374.0 m	+\$1,028.9 m	+\$597.8 m	+14,997
Transportation & Warehousing	+\$2,206.1 m	+\$1,519.3 m	+\$1,004.8 m	+11,170
Information	+\$131.2 m	+\$81.0 m	+\$34.6 m	+250
Financial Activities*	+\$978.3 m	+\$225.2 m	+\$90.4 m	+731
Business Services	+\$195.8 m	+\$117.0 m	+\$95.5 m	+946
Health Services	+\$328.1 m	+\$229.4 m	+\$193.9 m	+2,613
Other Services	+\$666.3 m	+\$327.5 m	+\$264.3 m	+5,205
Total, All Industries	+\$11,304.5 m	+\$5,378.8 m	+\$3,367.0 m	+48,516

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Binational Complex Commercial and Retail Facilities: Middle Rio Grande Region

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$6.0 m	+\$1.0 m	+\$0.4 m	+16
Mining	+\$1.7 m	+\$0.3 m	+\$0.1 m	+1
Utilities	+\$9.1 m	+\$1.6 m	+\$0.3 m	+3
Construction	+\$4.7 m	+\$1.4 m	+\$0.8 m	+32
Manufacturing	+\$21.9 m	+\$4.8 m	+\$1.2 m	+65
Wholesale Trade	+\$5.4 m	+\$2.9 m	+\$0.8 m	+27
Retail Trade*	+\$57.0 m	+\$35.7 m	+\$9.9 m	+904
Transportation & Warehousing	+\$6.7 m	+\$3.8 m	+\$1.3 m	+53
Information	+\$4.2 m	+\$2.2 m	+\$0.4 m	+10
Financial Activities*	+\$113.4 m	+\$30.1 m	+\$3.8 m	+109
Business Services	+\$26.0 m	+\$10.7 m	+\$5.9 m	+210
Health Services	+\$5.7 m	+\$2.7 m	+\$1.6 m	+80
Other Services	+\$14.6 m	+\$4.6 m	+\$2.4 m	+166
Total, All Industries	+\$276.3 m	+\$101.7 m	+\$28.8 m	+1,677

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Total Economic Impact of Operations of Puerto Verde Binational Complex Manufacturing, Warehousing, Commercial, and Retail Facilities: Middle Rio Grande Region

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$575.3 m	+\$132.9 m	+\$88.4 m	+1,151
Mining	+\$116.0 m	+\$28.5 m	+\$14.0 m	+74
Utilities	+\$331.7 m	+\$73.9 m	+\$31.8 m	+111
Construction	+\$172.5 m	+\$91.3 m	+\$74.9 m	+879
Manufacturing	+\$3,925.9 m	+\$1,298.3 m	+\$744.0 m	+9,255
Wholesale Trade	+\$352.0 m	+\$237.6 m	+\$136.1 m	+1,279
Retail Trade*	+\$1,431.0 m	+\$1,064.6 m	+\$607.7 m	+15,901
Transportation & Warehousing	+\$2,212.8 m	+\$1,523.1 m	+\$1,006.1 m	+11,223
Information	+\$135.4 m	+\$83.2 m	+\$35.0 m	+260
Financial Activities*	+\$1,091.7 m	+\$255.3 m	+\$94.3 m	+840
Business Services	+\$221.8 m	+\$127.7 m	+\$101.3 m	+1,156
Health Services	+\$333.9 m	+\$232.1 m	+\$195.6 m	+2,693
Other Services	+\$680.9 m	+\$332.1 m	+\$266.7 m	+5,371
Total, All Industries	+\$11,580.7 m	+\$5,480.5 m	+\$3,395.8 m	+50,193

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Multimodal Manufacturing and Warehousing Facilities: Middle Rio Grande Region

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$930.4 m	+\$215.5 m	+\$143.9 m	+1,854
Mining	+\$186.8 m	+\$46.1 m	+\$22.7 m	+119
Utilities	+\$527.0 m	+\$118.2 m	+\$51.6 m	+176
Construction	+\$274.2 m	+\$146.9 m	+\$121.0 m	+1,383
Manufacturing	+\$6,379.0 m	+\$2,113.5 m	+\$1,213.6 m	+15,017
Wholesale Trade	+\$566.4 m	+\$383.4 m	+\$221.1 m	+2,046
Retail Trade*	+\$2,245.1 m	+\$1,681.2 m	+\$976.8 m	+24,505
Transportation & Warehousing	+\$3,604.7 m	+\$2,482.5 m	+\$1,641.9 m	+18,251
Information	+\$214.4 m	+\$132.4 m	+\$56.5 m	+409
Financial Activities*	+\$1,598.5 m	+\$368.0 m	+\$147.8 m	+1,194
Business Services	+\$319.9 m	+\$191.2 m	+\$156.0 m	+1,546
Health Services	+\$536.1 m	+\$374.8 m	+\$316.9 m	+4,270
Other Services	+\$1,088.7 m	+\$535.1 m	+\$431.8 m	+8,504
Total, All Industries	+\$18,471.3 m	+\$8,788.9 m	+\$5,501.6 m	+79,275

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Native Hills Commercial and Retail Facilities: Middle Rio Grande Region

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$15.4 m	+\$2.7 m	+\$0.9 m	+42
Mining	+\$4.4 m	+\$0.7 m	+\$0.1 m	+2
Utilities	+\$23.7 m	+\$4.0 m	+\$0.7 m	+9
Construction	+\$12.1 m	+\$3.6 m	+\$2.0 m	+83
Manufacturing	+\$56.7 m	+\$12.6 m	+\$3.2 m	+169
Wholesale Trade	+\$13.9 m	+\$7.6 m	+\$2.1 m	+70
Retail Trade*	+\$147.7 m	+\$92.4 m	+\$25.6 m	+2,342
Transportation & Warehousing	+\$17.4 m	+\$9.7 m	+\$3.4 m	+137
Information	+\$10.8 m	+\$5.7 m	+\$1.0 m	+26
Financial Activities*	+\$293.7 m	+\$77.9 m	+\$9.9 m	+283
Business Services	+\$67.3 m	+\$27.6 m	+\$15.2 m	+545
Health Services	+\$14.8 m	+\$7.1 m	+\$4.3 m	+206
Other Services	+\$37.8 m	+\$11.9 m	+\$6.3 m	+430
Total, All Industries	+\$715.7 m	+\$263.4 m	+\$74.7 m	+4,344

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Maverick County**Construction****The Economic Impact of Construction of Puerto Verde Global Trade Bridge Rail, Highway, and Inspection Buildings: Maverick County**

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$7.8 m	+\$2.1 m	+\$1.5 m	+19
Mining	+\$3.4 m	+\$1.0 m	+\$0.5 m	+4
Utilities	+\$9.7 m	+\$2.2 m	+\$1.0 m	+3
Construction	+\$148.6 m	+\$74.1 m	+\$61.1 m	+700
Manufacturing	+\$34.4 m	+\$13.0 m	+\$7.7 m	+112
Wholesale Trade	+\$8.2 m	+\$5.5 m	+\$3.2 m	+30
Retail Trade*	+\$68.3 m	+\$51.5 m	+\$30.0 m	+744
Transportation & Warehousing	+\$19.1 m	+\$12.7 m	+\$8.4 m	+93
Information	+\$5.4 m	+\$3.3 m	+\$1.4 m	+10
Financial Activities*	+\$54.6 m	+\$11.9 m	+\$4.5 m	+36
Business Services	+\$34.2 m	+\$22.3 m	+\$18.2 m	+180
Health Services	+\$16.0 m	+\$11.2 m	+\$9.5 m	+128
Other Services	+\$28.6 m	+\$14.5 m	+\$11.7 m	+235
Total, All Industries	+\$438.4 m	+\$225.4 m	+\$158.5 m	+2,294

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Binational Complex Manufacturing, Warehousing, and Commercial Space: Maverick County

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$102.6 m	+\$27.9 m	+\$19.0 m	+246
Mining	+\$39.4 m	+\$11.4 m	+\$5.9 m	+40
Utilities	+\$127.0 m	+\$28.6 m	+\$12.5 m	+44
Construction	+\$2,308.8 m	+\$1,096.5 m	+\$903.6 m	+10,354
Manufacturing	+\$619.1 m	+\$228.6 m	+\$138.2 m	+1,976
Wholesale Trade	+\$118.4 m	+\$80.1 m	+\$46.2 m	+428
Retail Trade*	+\$920.4 m	+\$697.2 m	+\$406.5 m	+10,022
Transportation & Warehousing	+\$220.6 m	+\$146.3 m	+\$96.8 m	+1,076
Information	+\$68.7 m	+\$42.6 m	+\$18.2 m	+133
Financial Activities*	+\$708.5 m	+\$154.7 m	+\$58.0 m	+476
Business Services	+\$142.1 m	+\$86.6 m	+\$70.6 m	+701
Health Services	+\$209.3 m	+\$146.2 m	+\$123.6 m	+1,665
Other Services	+\$363.2 m	+\$184.8 m	+\$148.7 m	+2,998
Total, All Industries	+\$5,947.9 m	+\$2,931.4 m	+\$2,047.6 m	+30,158

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Multimodal: Maverick County

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$162.3 m	+\$44.1 m	+\$30.0 m	+390
Mining	+\$62.1 m	+\$17.9 m	+\$9.3 m	+62
Utilities	+\$201.0 m	+\$45.3 m	+\$19.8 m	+70
Construction	+\$3,652.7 m	+\$1,737.0 m	+\$1,431.4 m	+16,402
Manufacturing	+\$979.1 m	+\$361.4 m	+\$218.5 m	+3,124
Wholesale Trade	+\$187.2 m	+\$126.7 m	+\$73.1 m	+677
Retail Trade*	+\$1,458.0 m	+\$1,104.5 m	+\$643.9 m	+15,875
Transportation & Warehousing	+\$348.8 m	+\$231.4 m	+\$153.0 m	+1,701
Information	+\$108.7 m	+\$67.4 m	+\$28.8 m	+210
Financial Activities*	+\$1,121.5 m	+\$244.9 m	+\$91.8 m	+753
Business Services	+\$224.3 m	+\$136.6 m	+\$111.4 m	+1,106
Health Services	+\$331.3 m	+\$231.4 m	+\$195.7 m	+2,637
Other Services	+\$574.3 m	+\$292.3 m	+\$235.2 m	+4,742
Total, All Industries	+\$9,411.4 m	+\$4,640.9 m	+\$3,241.8 m	+47,750

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



**The Economic Impact of Construction of the Native Hills Development:
Maverick County**
Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$86.4 m	+\$24.5 m	+\$16.7 m	+217
Mining	+\$37.4 m	+\$11.7 m	+\$6.2 m	+45
Utilities	+\$103.7 m	+\$23.3 m	+\$10.2 m	+36
Construction	+\$2,099.2 m	+\$824.5 m	+\$679.4 m	+7,785
Manufacturing	+\$344.0 m	+\$128.2 m	+\$74.2 m	+1,079
Wholesale Trade	+\$121.5 m	+\$82.2 m	+\$47.4 m	+439
Retail Trade*	+\$820.0 m	+\$625.9 m	+\$365.8 m	+8,907
Transportation & Warehousing	+\$209.8 m	+\$139.3 m	+\$92.1 m	+1,024
Information	+\$56.0 m	+\$34.6 m	+\$14.8 m	+108
Financial Activities*	+\$579.5 m	+\$128.8 m	+\$48.2 m	+395
Business Services	+\$104.5 m	+\$63.3 m	+\$51.6 m	+512
Health Services	+\$169.2 m	+\$118.2 m	+\$100.0 m	+1,347
Other Services	+\$290.7 m	+\$148.5 m	+\$119.5 m	+2,414
Total, All Industries	+\$5,021.9 m	+\$2,353.2 m	+\$1,626.0 m	+24,308

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Ongoing Operations

The Economic Impact of Operations of Puerto Verde Binational Complex Manufacturing and Warehousing Facilities: Maverick County

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$560.5 m	+\$125.6 m	+\$85.5 m	+1,109
Mining	+\$85.9 m	+\$22.0 m	+\$11.0 m	+61
Utilities	+\$230.7 m	+\$51.7 m	+\$22.6 m	+77
Construction	+\$115.5 m	+\$61.9 m	+\$51.0 m	+582
Manufacturing	+\$3,502.5 m	+\$1,190.7 m	+\$690.1 m	+8,446
Wholesale Trade	+\$202.3 m	+\$136.9 m	+\$79.0 m	+731
Retail Trade*	+\$1,337.3 m	+\$1,001.3 m	+\$581.8 m	+14,597
Transportation & Warehousing	+\$2,202.3 m	+\$1,516.7 m	+\$1,003.1 m	+11,150
Information	+\$110.5 m	+\$68.3 m	+\$29.1 m	+210
Financial Activities*	+\$1,123.3 m	+\$261.5 m	+\$97.7 m	+792
Business Services	+\$160.2 m	+\$94.8 m	+\$77.4 m	+766
Health Services	+\$320.9 m	+\$224.3 m	+\$189.6 m	+2,555
Other Services	+\$632.4 m	+\$308.2 m	+\$249.2 m	+4,975
Total, All Industries	+\$10,584.2 m	+\$5,063.9 m	+\$3,167.1 m	+46,051

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Binational Complex Commercial and Retail Facilities: Maverick County

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$5.8 m	+\$0.9 m	+\$0.3 m	+15
Mining	+\$1.2 m	+\$0.2 m	+\$0.0 m	+1
Utilities	+\$6.5 m	+\$1.1 m	+\$0.2 m	+2
Construction	+\$3.2 m	+\$0.9 m	+\$0.5 m	+22
Manufacturing	+\$9.7 m	+\$2.4 m	+\$0.6 m	+34
Wholesale Trade	+\$3.1 m	+\$1.7 m	+\$0.5 m	+16
Retail Trade*	+\$56.1 m	+\$35.1 m	+\$9.7 m	+890
Transportation & Warehousing	+\$6.6 m	+\$3.7 m	+\$1.3 m	+52
Information	+\$3.4 m	+\$1.8 m	+\$0.3 m	+8
Financial Activities*	+\$119.0 m	+\$31.6 m	+\$3.9 m	+112
Business Services	+\$25.0 m	+\$10.3 m	+\$5.7 m	+202
Health Services	+\$5.6 m	+\$2.7 m	+\$1.6 m	+78
Other Services	+\$13.8 m	+\$4.3 m	+\$2.3 m	+159
Total, All Industries	+\$259.1 m	+\$96.7 m	+\$27.0 m	+1,592

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Total Economic Impact of Operations of Puerto Verde Binational Complex Manufacturing, Warehousing, Commercial, and Retail Facilities: Maverick County

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$566.2 m	+\$126.5 m	+\$85.9 m	+1,125
Mining	+\$87.1 m	+\$22.2 m	+\$11.1 m	+62
Utilities	+\$237.2 m	+\$52.8 m	+\$22.8 m	+79
Construction	+\$118.7 m	+\$62.8 m	+\$51.5 m	+604
Manufacturing	+\$3,512.2 m	+\$1,193.1 m	+\$690.7 m	+8,480
Wholesale Trade	+\$205.4 m	+\$138.6 m	+\$79.4 m	+746
Retail Trade*	+\$1,393.4 m	+\$1,036.4 m	+\$591.5 m	+15,487
Transportation & Warehousing	+\$2,208.9 m	+\$1,520.4 m	+\$1,004.4 m	+11,203
Information	+\$113.9 m	+\$70.1 m	+\$29.5 m	+218
Financial Activities*	+\$1,242.3 m	+\$293.1 m	+\$101.7 m	+904
Business Services	+\$185.1 m	+\$105.1 m	+\$83.0 m	+968
Health Services	+\$326.5 m	+\$226.9 m	+\$191.2 m	+2,632
Other Services	+\$646.2 m	+\$312.6 m	+\$251.5 m	+5,134
Total, All Industries	+\$10,843.3 m	+\$5,160.6 m	+\$3,194.1 m	+47,643

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Multimodal Manufacturing and Warehousing Facilities: Maverick County

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$915.8 m	+\$205.2 m	+\$139.8 m	+1,812
Mining	+\$140.4 m	+\$36.0 m	+\$18.0 m	+100
Utilities	+\$376.9 m	+\$84.6 m	+\$36.9 m	+125
Construction	+\$188.7 m	+\$101.1 m	+\$83.3 m	+952
Manufacturing	+\$5,723.0 m	+\$1,945.6 m	+\$1,127.7 m	+13,800
Wholesale Trade	+\$330.5 m	+\$223.8 m	+\$129.0 m	+1,194
Retail Trade*	+\$2,185.1 m	+\$1,636.1 m	+\$950.6 m	+23,851
Transportation & Warehousing	+\$3,598.4 m	+\$2,478.2 m	+\$1,639.0 m	+18,220
Information	+\$180.5 m	+\$111.5 m	+\$47.6 m	+343
Financial Activities*	+\$1,835.5 m	+\$427.2 m	+\$159.7 m	+1,295
Business Services	+\$261.7 m	+\$155.0 m	+\$126.4 m	+1,251
Health Services	+\$524.4 m	+\$366.5 m	+\$309.8 m	+4,174
Other Services	+\$1,033.3 m	+\$503.7 m	+\$407.2 m	+8,130
Total, All Industries	+\$17,294.3 m	+\$8,274.3 m	+\$5,175.0 m	+75,246

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Native Hills Commercial and Retail Facilities: Maverick County

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$14.9 m	+\$2.3 m	+\$0.9 m	+40
Mining	+\$3.2 m	+\$0.5 m	+\$0.1 m	+2
Utilities	+\$16.9 m	+\$2.8 m	+\$0.5 m	+6
Construction	+\$8.3 m	+\$2.5 m	+\$1.4 m	+57
Manufacturing	+\$25.0 m	+\$6.2 m	+\$1.6 m	+89
Wholesale Trade	+\$8.0 m	+\$4.4 m	+\$1.2 m	+41
Retail Trade*	+\$145.4 m	+\$90.9 m	+\$25.2 m	+2,306
Transportation & Warehousing	+\$17.2 m	+\$9.6 m	+\$3.4 m	+135
Information	+\$8.9 m	+\$4.7 m	+\$0.8 m	+21
Financial Activities*	+\$308.4 m	+\$82.0 m	+\$10.2 m	+290
Business Services	+\$64.7 m	+\$26.6 m	+\$14.7 m	+523
Health Services	+\$14.5 m	+\$6.9 m	+\$4.1 m	+201
Other Services	+\$35.8 m	+\$11.2 m	+\$5.9 m	+411
Total, All Industries	+\$671.4 m	+\$250.6 m	+\$69.9 m	+4,123

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



*Eagle Pass***Construction****The Economic Impact of Construction of Puerto Verde Global Trade Bridge Rail, Highway, and Inspection Buildings: Eagle Pass**

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$3.5 m	+\$0.9 m	+\$0.6 m	+8
Mining	+\$1.5 m	+\$0.5 m	+\$0.2 m	+2
Utilities	+\$4.9 m	+\$1.1 m	+\$0.5 m	+2
Construction	+\$138.1 m	+\$68.9 m	+\$56.8 m	+650
Manufacturing	+\$16.4 m	+\$6.2 m	+\$3.7 m	+54
Wholesale Trade	+\$7.4 m	+\$5.0 m	+\$2.9 m	+27
Retail Trade*	+\$45.2 m	+\$34.5 m	+\$20.2 m	+491
Transportation & Warehousing	+\$9.6 m	+\$6.4 m	+\$4.2 m	+47
Information	+\$5.0 m	+\$3.1 m	+\$1.3 m	+10
Financial Activities*	+\$43.3 m	+\$9.5 m	+\$3.5 m	+29
Business Services	+\$25.1 m	+\$16.3 m	+\$13.3 m	+132
Health Services	+\$11.3 m	+\$7.9 m	+\$6.7 m	+90
Other Services	+\$20.6 m	+\$10.4 m	+\$8.4 m	+170
Total, All Industries	+\$331.9 m	+\$170.8 m	+\$122.4 m	+1,711

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Binational Complex Manufacturing, Warehousing, and Commercial Space: Eagle Pass

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$45.2 m	+\$12.3 m	+\$8.4 m	+109
Mining	+\$17.3 m	+\$5.0 m	+\$2.6 m	+18
Utilities	+\$64.0 m	+\$14.4 m	+\$6.3 m	+22
Construction	+\$1,429.9 m	+\$679.1 m	+\$559.6 m	+6,412
Manufacturing	+\$295.6 m	+\$109.1 m	+\$66.0 m	+943
Wholesale Trade	+\$107.4 m	+\$72.7 m	+\$41.9 m	+389
Retail Trade*	+\$610.6 m	+\$468.5 m	+\$274.2 m	+6,627
Transportation & Warehousing	+\$111.1 m	+\$73.7 m	+\$48.7 m	+542
Information	+\$64.6 m	+\$40.1 m	+\$17.1 m	+125
Financial Activities*	+\$561.3 m	+\$122.6 m	+\$46.0 m	+377
Business Services	+\$104.4 m	+\$63.6 m	+\$51.9 m	+515
Health Services	+\$147.2 m	+\$102.8 m	+\$86.9 m	+1,171
Other Services	+\$261.0 m	+\$132.7 m	+\$107.6 m	+2,170
Total, All Industries	+\$3,819.7 m	+\$1,896.6 m	+\$1,317.2 m	+19,420

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Multimodal: Eagle Pass**Results by Industry**

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$71.5 m	+\$19.4 m	+\$13.2 m	+172
Mining	+\$27.4 m	+\$7.9 m	+\$4.1 m	+28
Utilities	+\$101.2 m	+\$22.8 m	+\$9.9 m	+35
Construction	+\$2,262.2 m	+\$1,075.7 m	+\$886.5 m	+10,158
Manufacturing	+\$467.5 m	+\$172.6 m	+\$104.3 m	+1,491
Wholesale Trade	+\$170.0 m	+\$115.1 m	+\$66.3 m	+614
Retail Trade*	+\$967.2 m	+\$742.3 m	+\$434.4 m	+10,498
Transportation & Warehousing	+\$175.6 m	+\$116.5 m	+\$77.1 m	+857
Information	+\$102.3 m	+\$63.4 m	+\$27.1 m	+198
Financial Activities*	+\$888.5 m	+\$194.0 m	+\$72.7 m	+597
Business Services	+\$164.8 m	+\$100.4 m	+\$81.9 m	+813
Health Services	+\$233.0 m	+\$162.8 m	+\$137.6 m	+1,855
Other Services	+\$412.7 m	+\$209.9 m	+\$170.2 m	+3,433
Total, All Industries	+\$6,044.0 m	+\$3,002.7 m	+\$2,085.4 m	+30,748

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of the Native Hills Development: Eagle Pass

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$38.1 m	+\$10.8 m	+\$7.4 m	+96
Mining	+\$16.5 m	+\$5.2 m	+\$2.7 m	+20
Utilities	+\$52.2 m	+\$11.8 m	+\$5.1 m	+18
Construction	+\$1,300.1 m	+\$510.6 m	+\$420.8 m	+4,822
Manufacturing	+\$164.2 m	+\$61.2 m	+\$35.4 m	+515
Wholesale Trade	+\$110.3 m	+\$74.6 m	+\$43.0 m	+399
Retail Trade*	+\$546.6 m	+\$422.4 m	+\$247.7 m	+5,920
Transportation & Warehousing	+\$105.6 m	+\$70.1 m	+\$46.4 m	+516
Information	+\$52.7 m	+\$32.6 m	+\$13.9 m	+102
Financial Activities*	+\$459.1 m	+\$102.1 m	+\$38.2 m	+313
Business Services	+\$76.8 m	+\$46.5 m	+\$37.9 m	+376
Health Services	+\$119.0 m	+\$83.1 m	+\$70.3 m	+947
Other Services	+\$209.0 m	+\$106.6 m	+\$86.5 m	+1,748
Total, All Industries	+\$3,250.3 m	+\$1,537.7 m	+\$1,055.4 m	+15,791

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Ongoing Operations

The Economic Impact of Operations of Puerto Verde Binational Complex Manufacturing and Warehousing Facilities: Eagle Pass

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$247.0 m	+\$55.4 m	+\$37.7 m	+489
Mining	+\$37.9 m	+\$9.7 m	+\$4.9 m	+27
Utilities	+\$116.2 m	+\$26.1 m	+\$11.4 m	+39
Construction	+\$107.3 m	+\$57.5 m	+\$47.4 m	+541
Manufacturing	+\$1,672.4 m	+\$568.5 m	+\$329.5 m	+4,033
Wholesale Trade	+\$183.6 m	+\$124.3 m	+\$71.7 m	+663
Retail Trade*	+\$881.0 m	+\$669.0 m	+\$390.3 m	+9,583
Transportation & Warehousing	+\$1,109.0 m	+\$763.7 m	+\$505.1 m	+5,615
Information	+\$104.0 m	+\$64.2 m	+\$27.4 m	+198
Financial Activities*	+\$890.0 m	+\$207.1 m	+\$77.4 m	+628
Business Services	+\$117.7 m	+\$69.7 m	+\$56.8 m	+563
Health Services	+\$225.7 m	+\$157.7 m	+\$133.4 m	+1,797
Other Services	+\$456.8 m	+\$222.1 m	+\$180.9 m	+3,612
Total, All Industries	+\$6,148.4 m	+\$2,995.1 m	+\$1,873.9 m	+27,786

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Binational Complex Commercial and Retail Facilities: Eagle Pass

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$2.5 m	+\$0.4 m	+\$0.1 m	+7
Mining	+\$0.5 m	+\$0.1 m	+\$0.0 m	+0
Utilities	+\$3.3 m	+\$0.6 m	+\$0.1 m	+1
Construction	+\$3.0 m	+\$0.9 m	+\$0.5 m	+21
Manufacturing	+\$4.6 m	+\$1.1 m	+\$0.3 m	+16
Wholesale Trade	+\$2.8 m	+\$1.6 m	+\$0.4 m	+14
Retail Trade*	+\$36.4 m	+\$23.3 m	+\$6.5 m	+581
Transportation & Warehousing	+\$3.3 m	+\$1.9 m	+\$0.7 m	+26
Information	+\$3.2 m	+\$1.7 m	+\$0.3 m	+8
Financial Activities*	+\$94.3 m	+\$25.1 m	+\$3.1 m	+89
Business Services	+\$18.4 m	+\$7.5 m	+\$4.2 m	+148
Health Services	+\$3.9 m	+\$1.9 m	+\$1.1 m	+55
Other Services	+\$9.9 m	+\$3.1 m	+\$1.7 m	+115
Total, All Industries	+\$186.3 m	+\$69.0 m	+\$19.0 m	+1,081

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Total Economic Impact of Operations of Puerto Verde Binational Complex Manufacturing, Warehousing, Commercial, and Retail Facilities: Eagle Pass

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$249.6 m	+\$55.7 m	+\$37.8 m	+496
Mining	+\$38.4 m	+\$9.8 m	+\$4.9 m	+27
Utilities	+\$119.5 m	+\$26.6 m	+\$11.5 m	+40
Construction	+\$110.3 m	+\$58.4 m	+\$47.9 m	+562
Manufacturing	+\$1,677.0 m	+\$569.7 m	+\$329.8 m	+4,049
Wholesale Trade	+\$186.5 m	+\$125.9 m	+\$72.1 m	+678
Retail Trade*	+\$917.4 m	+\$692.2 m	+\$396.8 m	+10,164
Transportation & Warehousing	+\$1,112.3 m	+\$765.6 m	+\$505.8 m	+5,641
Information	+\$107.2 m	+\$66.0 m	+\$27.7 m	+205
Financial Activities*	+\$984.3 m	+\$232.2 m	+\$80.6 m	+717
Business Services	+\$136.0 m	+\$77.2 m	+\$61.0 m	+711
Health Services	+\$229.7 m	+\$159.6 m	+\$134.5 m	+1,852
Other Services	+\$466.7 m	+\$225.2 m	+\$182.5 m	+3,727
Total, All Industries	+\$6,334.8 m	+\$3,064.1 m	+\$1,892.9 m	+28,867

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Multimodal Manufacturing and Warehousing Facilities: Eagle Pass

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$403.6 m	+\$90.4 m	+\$61.6 m	+799
Mining	+\$61.9 m	+\$15.9 m	+\$7.9 m	+44
Utilities	+\$189.8 m	+\$42.6 m	+\$18.6 m	+63
Construction	+\$175.3 m	+\$93.9 m	+\$77.4 m	+884
Manufacturing	+\$2,732.6 m	+\$929.0 m	+\$538.4 m	+6,589
Wholesale Trade	+\$300.1 m	+\$203.1 m	+\$117.1 m	+1,084
Retail Trade*	+\$1,439.5 m	+\$1,093.1 m	+\$637.8 m	+15,658
Transportation & Warehousing	+\$1,812.0 m	+\$1,247.9 m	+\$825.3 m	+9,175
Information	+\$169.9 m	+\$105.0 m	+\$44.8 m	+323
Financial Activities*	+\$1,454.2 m	+\$338.5 m	+\$126.5 m	+1,026
Business Services	+\$192.3 m	+\$113.9 m	+\$92.9 m	+919
Health Services	+\$368.9 m	+\$257.8 m	+\$217.9 m	+2,936
Other Services	+\$746.4 m	+\$362.9 m	+\$295.6 m	+5,902
Total, All Industries	+\$10,046.4 m	+\$4,893.9 m	+\$3,061.9 m	+45,402

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Native Hills Commercial and Retail Facilities: Eagle Pass

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$6.6 m	+\$1.0 m	+\$0.4 m	+18
Mining	+\$1.4 m	+\$0.2 m	+\$0.0 m	+1
Utilities	+\$8.5 m	+\$1.4 m	+\$0.3 m	+3
Construction	+\$7.8 m	+\$2.3 m	+\$1.3 m	+53
Manufacturing	+\$11.9 m	+\$2.9 m	+\$0.7 m	+43
Wholesale Trade	+\$7.3 m	+\$4.0 m	+\$1.1 m	+37
Retail Trade*	+\$94.4 m	+\$60.3 m	+\$16.8 m	+1,505
Transportation & Warehousing	+\$8.6 m	+\$4.8 m	+\$1.7 m	+68
Information	+\$8.4 m	+\$4.4 m	+\$0.8 m	+20
Financial Activities*	+\$244.3 m	+\$64.9 m	+\$8.1 m	+230
Business Services	+\$47.6 m	+\$19.5 m	+\$10.8 m	+385
Health Services	+\$10.2 m	+\$4.8 m	+\$2.9 m	+142
Other Services	+\$25.7 m	+\$8.0 m	+\$4.3 m	+298
Total, All Industries	+\$482.8 m	+\$178.7 m	+\$49.1 m	+2,801

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Coahuila

Construction

The Economic Impact of Construction of Puerto Verde Global Trade Bridge Rail, Highway, and Inspection Buildings: Coahuila

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$9.8 m	+\$1.7 m	+\$0.6 m	+28
Mining	+\$5.9 m	+\$1.3 m	+\$0.3 m	+7
Utilities	+\$14.8 m	+\$2.5 m	+\$0.4 m	+6
Construction	+\$140.5 m	+\$39.6 m	+\$22.4 m	+923
Manufacturing	+\$61.0 m	+\$15.3 m	+\$4.1 m	+206
Wholesale Trade	+\$15.8 m	+\$8.7 m	+\$2.4 m	+80
Retail Trade*	+\$65.8 m	+\$42.1 m	+\$11.7 m	+1,049
Transportation & Warehousing	+\$18.9 m	+\$9.6 m	+\$3.4 m	+136
Information	+\$8.0 m	+\$4.2 m	+\$0.7 m	+19
Financial Activities*	+\$63.4 m	+\$10.7 m	+\$1.7 m	+50
Business Services	+\$37.4 m	+\$16.3 m	+\$9.0 m	+321
Health Services	+\$13.0 m	+\$6.2 m	+\$3.7 m	+181
Other Services	+\$29.5 m	+\$8.9 m	+\$4.7 m	+340
Total, All Industries	+\$483.9 m	+\$167.0 m	+\$65.2 m	+3,346

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Nava Manufacturing, Warehousing, and Commercial Space: Coahuila

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$226.6 m	+\$39.3 m	+\$13.7 m	+635
Mining	+\$112.0 m	+\$21.7 m	+\$4.9 m	+112
Utilities	+\$344.0 m	+\$57.1 m	+\$10.1 m	+129
Construction	+\$4,154.1 m	+\$1,086.9 m	+\$614.5 m	+25,352
Manufacturing	+\$1,706.4 m	+\$429.8 m	+\$116.8 m	+5,923
Wholesale Trade	+\$426.0 m	+\$234.3 m	+\$64.3 m	+2,145
Retail Trade*	+\$1,583.2 m	+\$1,020.5 m	+\$285.5 m	+25,317
Transportation & Warehousing	+\$376.5 m	+\$191.1 m	+\$67.2 m	+2,690
Information	+\$178.5 m	+\$94.6 m	+\$16.2 m	+426
Financial Activities*	+\$1,444.3 m	+\$242.0 m	+\$39.1 m	+1,158
Business Services	+\$271.9 m	+\$107.2 m	+\$59.1 m	+2,112
Health Services	+\$298.7 m	+\$141.8 m	+\$85.5 m	+4,148
Other Services	+\$649.7 m	+\$198.3 m	+\$105.4 m	+7,569
Total, All Industries	+\$11,772.1 m	+\$3,864.5 m	+\$1,482.4 m	+77,718

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Binational Complex Manufacturing, Warehousing, and Commercial Space: Coahuila

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$41.8 m	+\$7.2 m	+\$2.5 m	+117
Mining	+\$20.5 m	+\$4.0 m	+\$0.9 m	+20
Utilities	+\$63.5 m	+\$10.6 m	+\$1.9 m	+24
Construction	+\$759.9 m	+\$202.3 m	+\$114.4 m	+4,718
Manufacturing	+\$314.0 m	+\$79.2 m	+\$21.5 m	+1,088
Wholesale Trade	+\$77.6 m	+\$42.7 m	+\$11.7 m	+391
Retail Trade*	+\$291.2 m	+\$187.6 m	+\$52.5 m	+4,655
Transportation & Warehousing	+\$68.9 m	+\$35.0 m	+\$12.3 m	+492
Information	+\$33.0 m	+\$17.5 m	+\$3.0 m	+79
Financial Activities*	+\$267.0 m	+\$44.7 m	+\$7.2 m	+214
Business Services	+\$50.6 m	+\$19.9 m	+\$11.0 m	+393
Health Services	+\$55.3 m	+\$26.2 m	+\$15.8 m	+767
Other Services	+\$120.2 m	+\$36.7 m	+\$19.5 m	+1,400
Total, All Industries	+\$2,163.5 m	+\$713.4 m	+\$274.2 m	+14,358

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Ongoing Operations

The Economic Impact of Operations of Puerto Verde Nava Manufacturing and Warehousing Facilities: Coahuila

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$1,186.7 m	+\$160.7 m	+\$57.5 m	+2,666
Mining	+\$260.3 m	+\$45.1 m	+\$9.6 m	+177
Utilities	+\$570.6 m	+\$94.3 m	+\$16.7 m	+206
Construction	+\$305.1 m	+\$97.0 m	+\$54.9 m	+2,258
Manufacturing	+\$7,973.4 m	+\$1,856.4 m	+\$505.4 m	+22,581
Wholesale Trade	+\$671.9 m	+\$369.6 m	+\$101.4 m	+3,381
Retail Trade*	+\$2,302.8 m	+\$1,467.4 m	+\$408.9 m	+36,704
Transportation & Warehousing	+\$3,580.5 m	+\$1,919.4 m	+\$675.0 m	+27,016
Information	+\$283.9 m	+\$149.7 m	+\$25.7 m	+672
Financial Activities*	+\$2,265.0 m	+\$395.2 m	+\$62.0 m	+1,811
Business Services	+\$298.9 m	+\$113.3 m	+\$62.5 m	+2,228
Health Services	+\$453.7 m	+\$215.5 m	+\$130.0 m	+6,305
Other Services	+\$1,107.3 m	+\$317.9 m	+\$170.8 m	+12,185
Total, All Industries	+\$21,260.3 m	+\$7,201.7 m	+\$2,280.3 m	+118,190

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Nava Commercial and Retail Facilities: Coahuila

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$19.8 m	+\$3.4 m	+\$1.2 m	+54
Mining	+\$6.1 m	+\$1.0 m	+\$0.2 m	+3
Utilities	+\$24.5 m	+\$4.1 m	+\$0.7 m	+9
Construction	+\$17.5 m	+\$5.1 m	+\$2.9 m	+120
Manufacturing	+\$80.0 m	+\$19.2 m	+\$4.8 m	+250
Wholesale Trade	+\$20.4 m	+\$11.2 m	+\$3.1 m	+103
Retail Trade*	+\$194.4 m	+\$122.3 m	+\$33.9 m	+3,087
Transportation & Warehousing	+\$23.0 m	+\$12.9 m	+\$4.5 m	+182
Information	+\$15.8 m	+\$8.3 m	+\$1.4 m	+38
Financial Activities*	+\$379.6 m	+\$101.4 m	+\$12.6 m	+360
Business Services	+\$84.9 m	+\$34.9 m	+\$19.2 m	+687
Health Services	+\$19.4 m	+\$9.2 m	+\$5.6 m	+271
Other Services	+\$47.8 m	+\$15.1 m	+\$7.9 m	+547
Total, All Industries	+\$933.3 m	+\$348.2 m	+\$98.1 m	+5,711

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants; Financial Activities includes Real Estate.



The Total Economic Impact of Operations of Puerto Verde Nava Manufacturing, Warehousing, Commercial, and Retail Facilities: Coahuila

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$1,206.6 m	+\$164.1 m	+\$58.7 m	+2,720
Mining	+\$266.4 m	+\$46.1 m	+\$9.8 m	+180
Utilities	+\$595.1 m	+\$98.5 m	+\$17.4 m	+215
Construction	+\$322.6 m	+\$102.2 m	+\$57.8 m	+2,379
Manufacturing	+\$8,053.5 m	+\$1,875.6 m	+\$510.2 m	+22,831
Wholesale Trade	+\$692.3 m	+\$380.8 m	+\$104.5 m	+3,484
Retail Trade*	+\$2,497.2 m	+\$1,589.7 m	+\$442.8 m	+39,791
Transportation & Warehousing	+\$3,603.6 m	+\$1,932.3 m	+\$679.6 m	+27,198
Information	+\$299.7 m	+\$158.0 m	+\$27.1 m	+709
Financial Activities*	+\$2,644.6 m	+\$496.6 m	+\$74.6 m	+2,172
Business Services	+\$383.8 m	+\$148.1 m	+\$81.7 m	+2,915
Health Services	+\$473.1 m	+\$224.8 m	+\$135.6 m	+6,576
Other Services	+\$1,155.2 m	+\$333.0 m	+\$178.7 m	+12,732
Total, All Industries	+\$22,193.6 m	+\$7,549.9 m	+\$2,378.4 m	+123,901

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Binational Complex Manufacturing and Warehousing Facilities: Coahuila

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$419.2 m	+\$56.6 m	+\$20.3 m	+941
Mining	+\$85.6 m	+\$14.9 m	+\$3.2 m	+60
Utilities	+\$217.6 m	+\$36.0 m	+\$6.4 m	+78
Construction	+\$105.7 m	+\$33.6 m	+\$19.0 m	+782
Manufacturing	+\$2,956.9 m	+\$678.5 m	+\$183.6 m	+8,204
Wholesale Trade	+\$242.7 m	+\$133.5 m	+\$36.6 m	+1,221
Retail Trade*	+\$792.3 m	+\$502.2 m	+\$139.6 m	+12,610
Transportation & Warehousing	+\$1,224.7 m	+\$656.5 m	+\$230.9 m	+9,241
Information	+\$99.3 m	+\$52.4 m	+\$9.0 m	+235
Financial Activities*	+\$783.6 m	+\$139.7 m	+\$22.5 m	+658
Business Services	+\$107.2 m	+\$40.6 m	+\$22.4 m	+799
Health Services	+\$157.6 m	+\$74.9 m	+\$45.2 m	+2,190
Other Services	+\$393.8 m	+\$112.9 m	+\$60.7 m	+4,312
Total, All Industries	+\$7,586.0 m	+\$2,532.2 m	+\$799.4 m	+41,332

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Binational Complex Commercial and Retail Facilities: Coahuila

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$4.2 m	+\$0.7 m	+\$0.2 m	+12
Mining	+\$1.2 m	+\$0.2 m	+\$0.0 m	+1
Utilities	+\$5.6 m	+\$1.0 m	+\$0.2 m	+2
Construction	+\$3.7 m	+\$1.1 m	+\$0.6 m	+25
Manufacturing	+\$18.3 m	+\$4.3 m	+\$1.1 m	+56
Wholesale Trade	+\$4.4 m	+\$2.4 m	+\$0.7 m	+22
Retail Trade*	+\$40.4 m	+\$25.3 m	+\$7.0 m	+641
Transportation & Warehousing	+\$4.8 m	+\$2.7 m	+\$0.9 m	+37
Information	+\$3.3 m	+\$1.8 m	+\$0.3 m	+8
Financial Activities*	+\$80.9 m	+\$21.4 m	+\$2.8 m	+79
Business Services	+\$18.4 m	+\$7.5 m	+\$4.2 m	+149
Health Services	+\$4.1 m	+\$1.9 m	+\$1.2 m	+57
Other Services	+\$10.3 m	+\$3.2 m	+\$1.7 m	+117
Total, All Industries	+\$199.6 m	+\$73.6 m	+\$20.8 m	+1,205

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



**The Total Economic Impact of Operations of Puerto Verde Binational Complex
Manufacturing, Warehousing, Commercial, and Retail Facilities: Coahuila**
Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$423.4 m	+\$57.4 m	+\$20.5 m	+953
Mining	+\$86.7 m	+\$15.1 m	+\$3.2 m	+60
Utilities	+\$223.2 m	+\$36.9 m	+\$6.5 m	+81
Construction	+\$109.3 m	+\$34.7 m	+\$19.6 m	+807
Manufacturing	+\$2,975.2 m	+\$682.8 m	+\$184.7 m	+8,260
Wholesale Trade	+\$247.1 m	+\$135.9 m	+\$37.3 m	+1,244
Retail Trade*	+\$832.7 m	+\$527.4 m	+\$146.6 m	+13,251
Transportation & Warehousing	+\$1,229.5 m	+\$659.2 m	+\$231.8 m	+9,278
Information	+\$102.6 m	+\$54.1 m	+\$9.3 m	+243
Financial Activities*	+\$864.5 m	+\$161.1 m	+\$25.3 m	+736
Business Services	+\$125.6 m	+\$48.2 m	+\$26.6 m	+948
Health Services	+\$161.7 m	+\$76.8 m	+\$46.3 m	+2,247
Other Services	+\$404.0 m	+\$116.1 m	+\$62.4 m	+4,429
Total, All Industries	+\$7,785.6 m	+\$2,605.8 m	+\$820.2 m	+42,536

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Northern Coahuila – Piedras Negras/Nava Municipality

Construction

The Economic Impact of Construction of Puerto Verde Global Trade Bridge Rail, Highway, and Inspection Buildings: Northern Coahuila-Piedras Negras/Nava Municipality

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$9.3 m	+\$1.6 m	+\$0.6 m	+27
Mining	+\$5.7 m	+\$1.2 m	+\$0.3 m	+7
Utilities	+\$15.9 m	+\$2.6 m	+\$0.5 m	+6
Construction	+\$134.4 m	+\$37.8 m	+\$21.4 m	+883
Manufacturing	+\$46.3 m	+\$11.2 m	+\$3.0 m	+158
Wholesale Trade	+\$12.8 m	+\$7.1 m	+\$1.9 m	+65
Retail Trade*	+\$62.1 m	+\$39.7 m	+\$11.1 m	+990
Transportation & Warehousing	+\$18.1 m	+\$9.2 m	+\$3.2 m	+129
Information	+\$6.8 m	+\$3.6 m	+\$0.6 m	+16
Financial Activities*	+\$58.6 m	+\$9.7 m	+\$1.5 m	+44
Business Services	+\$35.1 m	+\$15.3 m	+\$8.4 m	+301
Health Services	+\$12.3 m	+\$5.8 m	+\$3.5 m	+171
Other Services	+\$28.3 m	+\$8.6 m	+\$4.5 m	+325
Total, All Industries	+\$445.6 m	+\$153.4 m	+\$60.6 m	+3,121

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Nava Manufacturing, Warehousing, and Commercial Space: Northern Coahuila-Piedras Negras/Nava Municipality

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$215.5 m	+\$37.4 m	+\$13.0 m	+604
Mining	+\$107.9 m	+\$20.9 m	+\$4.7 m	+107
Utilities	+\$371.9 m	+\$61.8 m	+\$10.9 m	+140
Construction	+\$3,973.3 m	+\$1,038.7 m	+\$587.3 m	+24,228
Manufacturing	+\$1,321.0 m	+\$317.2 m	+\$88.5 m	+4,556
Wholesale Trade	+\$346.8 m	+\$190.8 m	+\$52.4 m	+1,746
Retail Trade*	+\$1,496.3 m	+\$964.5 m	+\$269.9 m	+23,928
Transportation & Warehousing	+\$359.1 m	+\$182.2 m	+\$64.1 m	+2,565
Information	+\$151.8 m	+\$80.4 m	+\$13.8 m	+363
Financial Activities*	+\$1,336.6 m	+\$219.7 m	+\$34.6 m	+1,021
Business Services	+\$256.1 m	+\$101.0 m	+\$55.7 m	+1,990
Health Services	+\$283.0 m	+\$134.3 m	+\$81.0 m	+3,929
Other Services	+\$622.5 m	+\$190.5 m	+\$101.2 m	+7,249
Total, All Industries	+\$10,842.0 m	+\$3,539.5 m	+\$1,377.1 m	+72,426

Source: US Multi-Regional Impact Assessment System, The Perryman Group.

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Construction of Puerto Verde Binational Complex Manufacturing, Warehousing, and Commercial Space: Northern Coahuila- Piedras Negras/Nava Municipality

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Job Years*
Agriculture	+\$37.0 m	+\$5.9 m	+\$2.2 m	+103
Mining	+\$14.7 m	+\$3.0 m	+\$0.7 m	+17
Utilities	+\$49.1 m	+\$8.2 m	+\$1.4 m	+18
Construction	+\$694.3 m	+\$184.3 m	+\$104.2 m	+4,299
Manufacturing	+\$213.5 m	+\$53.0 m	+\$15.8 m	+812
Wholesale Trade	+\$35.7 m	+\$19.7 m	+\$5.4 m	+180
Retail Trade*	+\$261.9 m	+\$168.7 m	+\$47.2 m	+4,187
Transportation & Warehousing	+\$63.1 m	+\$32.0 m	+\$11.3 m	+451
Information	+\$23.1 m	+\$12.3 m	+\$2.1 m	+55
Financial Activities*	+\$277.5 m	+\$47.0 m	+\$6.7 m	+198
Business Services	+\$37.8 m	+\$14.7 m	+\$8.1 m	+290
Health Services	+\$49.9 m	+\$23.7 m	+\$14.3 m	+693
Other Services	+\$106.4 m	+\$32.2 m	+\$17.2 m	+1,247
Total, All Industries	+\$1,864.2 m	+\$604.6 m	+\$236.6 m	+12,551

Source: US Multi-Regional Impact Assessment System, The Perryman Group.

Notes: Monetary values given in millions of 2023 US dollars. A job-year is equivalent to one person working for one year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Ongoing Operations

The Economic Impact of Operations of Puerto Verde Nava Manufacturing and Warehousing Facilities: Northern Coahuila-Piedras Negras/Nava Municipality

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$1,166.2 m	+\$149.2 m	+\$55.6 m	+2,594
Mining	+\$195.4 m	+\$34.9 m	+\$7.6 m	+148
Utilities	+\$464.6 m	+\$76.8 m	+\$13.6 m	+166
Construction	+\$187.6 m	+\$59.8 m	+\$33.8 m	+1,389
Manufacturing	+\$6,750.5 m	+\$1,575.1 m	+\$438.5 m	+19,334
Wholesale Trade	+\$332.3 m	+\$182.8 m	+\$50.2 m	+1,672
Retail Trade*	+\$2,202.8 m	+\$1,403.3 m	+\$391.0 m	+35,108
Transportation & Warehousing	+\$3,570.2 m	+\$1,913.9 m	+\$673.1 m	+26,938
Information	+\$211.2 m	+\$111.5 m	+\$19.1 m	+496
Financial Activities*	+\$2,521.3 m	+\$449.4 m	+\$62.0 m	+1,812
Business Services	+\$240.3 m	+\$89.8 m	+\$49.5 m	+1,764
Health Services	+\$437.6 m	+\$207.7 m	+\$125.3 m	+6,077
Other Services	+\$1,051.3 m	+\$298.6 m	+\$161.1 m	+11,621
Total, All Industries	+\$19,331.5 m	+\$6,552.8 m	+\$2,080.3 m	+109,119

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Nava Commercial and Retail Facilities: Northern Coahuila-Piedras Negras/Nava Municipality

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$19.0 m	+\$2.9 m	+\$1.1 m	+51
Mining	+\$4.4 m	+\$0.7 m	+\$0.1 m	+2
Utilities	+\$20.0 m	+\$3.4 m	+\$0.6 m	+8
Construction	+\$10.9 m	+\$3.2 m	+\$1.8 m	+74
Manufacturing	+\$30.5 m	+\$7.6 m	+\$1.9 m	+111
Wholesale Trade	+\$10.0 m	+\$5.5 m	+\$1.5 m	+51
Retail Trade*	+\$190.2 m	+\$119.6 m	+\$33.2 m	+3,020
Transportation & Warehousing	+\$22.6 m	+\$12.7 m	+\$4.5 m	+178
Information	+\$11.5 m	+\$6.1 m	+\$1.0 m	+27
Financial Activities*	+\$394.4 m	+\$105.6 m	+\$12.7 m	+362
Business Services	+\$81.4 m	+\$33.4 m	+\$18.4 m	+658
Health Services	+\$18.8 m	+\$8.9 m	+\$5.4 m	+261
Other Services	+\$45.4 m	+\$14.2 m	+\$7.5 m	+523
Total, All Industries	+\$859.1 m	+\$323.8 m	+\$89.7 m	+5,327

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Total Economic Impact of Operations of Puerto Verde Nava Manufacturing, Warehousing, Commercial, and Retail Facilities: Northern Coahuila-Piedras Negras/Nava Municipality

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$1,185.2 m	+\$152.2 m	+\$56.6 m	+2,644
Mining	+\$199.7 m	+\$35.6 m	+\$7.7 m	+150
Utilities	+\$484.6 m	+\$80.2 m	+\$14.2 m	+174
Construction	+\$198.4 m	+\$63.0 m	+\$35.6 m	+1,464
Manufacturing	+\$6,781.0 m	+\$1,582.7 m	+\$440.5 m	+19,445
Wholesale Trade	+\$342.4 m	+\$188.3 m	+\$51.7 m	+1,722
Retail Trade*	+\$2,393.0 m	+\$1,522.9 m	+\$424.1 m	+38,128
Transportation & Warehousing	+\$3,592.8 m	+\$1,926.6 m	+\$677.6 m	+27,117
Information	+\$222.8 m	+\$117.6 m	+\$20.2 m	+523
Financial Activities*	+\$2,915.7 m	+\$555.0 m	+\$74.7 m	+2,174
Business Services	+\$321.7 m	+\$123.2 m	+\$67.9 m	+2,422
Health Services	+\$456.4 m	+\$216.6 m	+\$130.7 m	+6,338
Other Services	+\$1,096.8 m	+\$312.8 m	+\$168.5 m	+12,144
Total, All Industries	+\$20,190.6 m	+\$6,876.7 m	+\$2,170.0 m	+114,446

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



**The Economic Impact of Operations of Puerto Verde Binational Complex
Manufacturing and Warehousing Facilities: Northern Coahuila-Piedras
Negras/Nava Municipality**

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$412.1 m	+\$52.7 m	+\$19.6 m	+917
Mining	+\$64.4 m	+\$11.6 m	+\$2.5 m	+50
Utilities	+\$177.2 m	+\$29.3 m	+\$5.2 m	+63
Construction	+\$65.0 m	+\$20.7 m	+\$11.7 m	+481
Manufacturing	+\$2,482.4 m	+\$572.0 m	+\$158.4 m	+6,979
Wholesale Trade	+\$120.0 m	+\$66.0 m	+\$18.1 m	+604
Retail Trade*	+\$757.9 m	+\$480.2 m	+\$133.5 m	+12,062
Transportation & Warehousing	+\$1,221.2 m	+\$654.6 m	+\$230.2 m	+9,214
Information	+\$73.9 m	+\$39.0 m	+\$6.7 m	+173
Financial Activities*	+\$869.9 m	+\$157.7 m	+\$22.4 m	+655
Business Services	+\$86.2 m	+\$32.2 m	+\$17.8 m	+633
Health Services	+\$152.0 m	+\$72.2 m	+\$43.5 m	+2,111
Other Services	+\$373.9 m	+\$106.0 m	+\$57.2 m	+4,111
Total, All Industries	+\$6,856.0 m	+\$2,294.4 m	+\$726.9 m	+38,054

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of Operations of Puerto Verde Binational Complex Commercial and Retail Facilities: Northern Coahuila-Piedras Negras/Nava Municipality

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$4.1 m	+\$0.6 m	+\$0.2 m	+11
Mining	+\$0.9 m	+\$0.1 m	+\$0.0 m	+0
Utilities	+\$4.6 m	+\$0.8 m	+\$0.1 m	+2
Construction	+\$2.3 m	+\$0.7 m	+\$0.4 m	+16
Manufacturing	+\$6.8 m	+\$1.7 m	+\$0.4 m	+24
Wholesale Trade	+\$2.2 m	+\$1.2 m	+\$0.3 m	+11
Retail Trade*	+\$39.5 m	+\$24.7 m	+\$6.8 m	+627
Transportation & Warehousing	+\$4.7 m	+\$2.6 m	+\$0.9 m	+37
Information	+\$2.4 m	+\$1.3 m	+\$0.2 m	+6
Financial Activities*	+\$83.9 m	+\$22.3 m	+\$2.8 m	+79
Business Services	+\$17.6 m	+\$7.2 m	+\$4.0 m	+142
Health Services	+\$3.9 m	+\$1.9 m	+\$1.1 m	+55
Other Services	+\$9.7 m	+\$3.0 m	+\$1.6 m	+112
Total, All Industries	+\$182.6 m	+\$68.1 m	+\$19.0 m	+1,121

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



**The Total Economic Impact of Operations of Puerto Verde Binational Complex
Manufacturing, Warehousing, Commercial, and Retail Facilities: Northern
Coahuila-Piedras Negras/Nava Municipality**

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$416.2 m	+\$53.4 m	+\$19.9 m	+927
Mining	+\$65.3 m	+\$11.8 m	+\$2.6 m	+51
Utilities	+\$181.8 m	+\$30.1 m	+\$5.3 m	+65
Construction	+\$67.2 m	+\$21.4 m	+\$12.1 m	+497
Manufacturing	+\$2,489.2 m	+\$573.7 m	+\$158.8 m	+7,003
Wholesale Trade	+\$122.2 m	+\$67.2 m	+\$18.5 m	+615
Retail Trade*	+\$797.4 m	+\$505.0 m	+\$140.4 m	+12,689
Transportation & Warehousing	+\$1,225.8 m	+\$657.3 m	+\$231.2 m	+9,251
Information	+\$76.3 m	+\$40.3 m	+\$6.9 m	+179
Financial Activities*	+\$953.8 m	+\$180.0 m	+\$25.2 m	+734
Business Services	+\$103.8 m	+\$39.4 m	+\$21.7 m	+775
Health Services	+\$156.0 m	+\$74.0 m	+\$44.7 m	+2,166
Other Services	+\$383.6 m	+\$109.0 m	+\$58.8 m	+4,223
Total, All Industries	+\$7,038.6 m	+\$2,362.5 m	+\$745.9 m	+39,176

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



*Incremental Activity in Eagle Pass***The Economic Impact of Incremental Commercial and Retail Activity Associated with Puerto Verde: Eagle Pass**

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$39.2 m	+\$8.6 m	+\$5.4 m	+88
Mining	+\$6.9 m	+\$1.5 m	+\$0.6 m	+4
Utilities	+\$37.7 m	+\$7.9 m	+\$2.9 m	+14
Construction	+\$34.9 m	+\$15.9 m	+\$12.3 m	+194
Manufacturing	+\$60.5 m	+\$19.1 m	+\$9.3 m	+190
Wholesale Trade	+\$43.6 m	+\$28.2 m	+\$14.6 m	+172
Retail Trade*	+\$935.1 m	+\$696.0 m	+\$381.0 m	+10,827
Transportation & Warehousing	+\$49.7 m	+\$32.6 m	+\$19.5 m	+285
Information	+\$39.6 m	+\$23.4 m	+\$8.4 m	+81
Financial Activities*	+\$577.6 m	+\$147.4 m	+\$30.5 m	+476
Business Services	+\$96.6 m	+\$45.8 m	+\$30.2 m	+685
Health Services	+\$69.2 m	+\$45.2 m	+\$36.6 m	+635
Other Services	+\$135.7 m	+\$62.0 m	+\$47.2 m	+1,239
Total, All Industries	+\$2,126.2 m	+\$1,133.6 m	+\$598.5 m	+14,888

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants; Financial Activities includes Real Estate.



The Economic Impact of Incremental Transportation and Logistics Activity Associated with Puerto Verde: Eagle Pass

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$9.7 m	+\$2.6 m	+\$1.8 m	+23
Mining	+\$4.0 m	+\$0.9 m	+\$0.4 m	+2
Utilities	+\$15.4 m	+\$3.5 m	+\$1.5 m	+5
Construction	+\$21.1 m	+\$11.7 m	+\$9.6 m	+110
Manufacturing	+\$22.1 m	+\$7.8 m	+\$4.3 m	+69
Wholesale Trade	+\$17.1 m	+\$11.6 m	+\$6.7 m	+62
Retail Trade*	+\$127.0 m	+\$96.8 m	+\$56.6 m	+1,380
Transportation & Warehousing	+\$298.2 m	+\$188.6 m	+\$124.7 m	+1,387
Information	+\$15.1 m	+\$9.3 m	+\$4.0 m	+29
Financial Activities*	+\$127.4 m	+\$29.1 m	+\$10.8 m	+88
Business Services	+\$15.5 m	+\$9.3 m	+\$7.6 m	+75
Health Services	+\$31.7 m	+\$22.2 m	+\$18.7 m	+253
Other Services	+\$63.2 m	+\$30.7 m	+\$25.0 m	+501
Total, All Industries	+\$767.7 m	+\$424.1 m	+\$271.7 m	+3,984

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Trade Effects

United States

The Current Economic Impact of Exports through Eagle Pass: US

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$4,199.9 m	+\$1,067.6 m	+\$713.2 m	+9,214
Mining	+\$4,804.8 m	+\$1,134.8 m	+\$585.2 m	+2,932
Utilities	+\$4,345.6 m	+\$962.0 m	+\$419.8 m	+1,488
Construction	+\$1,515.2 m	+\$816.0 m	+\$672.4 m	+7,705
Manufacturing	+\$52,145.0 m	+\$15,458.6 m	+\$8,941.9 m	+95,436
Wholesale Trade	+\$3,133.5 m	+\$2,120.3 m	+\$1,222.6 m	+11,326
Retail Trade*	+\$8,003.5 m	+\$5,988.7 m	+\$3,479.1 m	+87,337
Transportation & Warehousing	+\$2,786.7 m	+\$1,739.4 m	+\$1,150.4 m	+12,789
Information	+\$1,276.7 m	+\$787.2 m	+\$336.1 m	+2,456
Financial Activities*	+\$8,340.9 m	+\$2,229.4 m	+\$864.4 m	+7,317
Business Services	+\$2,400.3 m	+\$1,443.9 m	+\$1,177.8 m	+11,690
Health Services	+\$1,819.6 m	+\$1,273.2 m	+\$1,076.5 m	+14,505
Other Services	+\$3,496.2 m	+\$1,788.0 m	+\$1,437.7 m	+28,296
Total, All Industries	+\$98,267.9 m	+\$36,809.1 m	+\$22,077.0 m	+292,492

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Baseline Economic Impact of 2033 Exports through Eagle Pass: US

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$6,406.1 m	+\$1,628.4 m	+\$1,087.8 m	+14,054
Mining	+\$7,328.6 m	+\$1,730.9 m	+\$892.5 m	+4,473
Utilities	+\$6,628.3 m	+\$1,467.4 m	+\$640.3 m	+2,270
Construction	+\$2,311.1 m	+\$1,244.6 m	+\$1,025.6 m	+11,752
Manufacturing	+\$79,535.7 m	+\$23,578.8 m	+\$13,639.0 m	+145,567
Wholesale Trade	+\$4,779.5 m	+\$3,234.1 m	+\$1,864.8 m	+17,276
Retail Trade*	+\$12,207.6 m	+\$9,134.4 m	+\$5,306.5 m	+133,213
Transportation & Warehousing	+\$4,250.4 m	+\$2,653.1 m	+\$1,754.6 m	+19,507
Information	+\$1,947.3 m	+\$1,200.8 m	+\$512.6 m	+3,746
Financial Activities*	+\$12,722.2 m	+\$3,400.5 m	+\$1,318.5 m	+11,160
Business Services	+\$3,661.1 m	+\$2,202.3 m	+\$1,796.5 m	+17,830
Health Services	+\$2,775.5 m	+\$1,941.9 m	+\$1,641.9 m	+22,124
Other Services	+\$5,332.8 m	+\$2,727.1 m	+\$2,192.9 m	+43,160
Total, All Industries	+\$149,886.1 m	+\$56,144.1 m	+\$33,673.6 m	+446,132

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of 2033 Exports through Eagle Pass with Puerto Verde at Mature Operations Levels: US

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$16,369.6 m	+\$4,125.5 m	+\$2,754.9 m	+35,576
Mining	+\$17,442.4 m	+\$4,121.4 m	+\$2,130.1 m	+10,658
Utilities	+\$16,939.4 m	+\$3,755.3 m	+\$1,638.7 m	+5,801
Construction	+\$5,922.3 m	+\$3,186.6 m	+\$2,625.9 m	+30,088
Manufacturing	+\$200,612.9 m	+\$59,710.9 m	+\$34,468.2 m	+372,548
Wholesale Trade	+\$12,463.3 m	+\$8,433.7 m	+\$4,863.0 m	+45,047
Retail Trade*	+\$32,237.5 m	+\$24,124.7 m	+\$14,015.3 m	+351,796
Transportation & Warehousing	+\$16,327.9 m	+\$10,618.9 m	+\$7,023.0 m	+78,074
Information	+\$5,130.9 m	+\$3,163.9 m	+\$1,350.8 m	+9,866
Financial Activities*	+\$33,459.9 m	+\$8,909.6 m	+\$3,474.9 m	+29,438
Business Services	+\$9,528.9 m	+\$5,744.6 m	+\$4,686.1 m	+46,508
Health Services	+\$7,356.9 m	+\$5,147.5 m	+\$4,352.3 m	+58,645
Other Services	+\$14,272.9 m	+\$7,259.0 m	+\$5,839.5 m	+114,838
Total, All Industries	+\$388,064.8 m	+\$148,301.6 m	+\$89,222.6 m	+1,188,883

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Texas

The Current Economic Impact of Exports through Eagle Pass: Texas

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$548.9 m	+\$143.2 m	+\$95.2 m	+1,228
Mining	+\$1,608.3 m	+\$362.5 m	+\$176.3 m	+799
Utilities	+\$946.5 m	+\$209.4 m	+\$91.4 m	+324
Construction	+\$427.4 m	+\$230.3 m	+\$189.8 m	+2,175
Manufacturing	+\$12,466.5 m	+\$4,011.3 m	+\$2,375.7 m	+23,188
Wholesale Trade	+\$856.7 m	+\$579.6 m	+\$334.2 m	+3,096
Retail Trade*	+\$2,269.9 m	+\$1,699.1 m	+\$987.2 m	+24,769
Transportation & Warehousing	+\$703.6 m	+\$432.4 m	+\$286.0 m	+3,180
Information	+\$355.7 m	+\$219.5 m	+\$93.7 m	+685
Financial Activities*	+\$2,407.4 m	+\$629.6 m	+\$237.6 m	+2,008
Business Services	+\$680.3 m	+\$410.7 m	+\$335.0 m	+3,325
Health Services	+\$521.8 m	+\$365.2 m	+\$308.8 m	+4,161
Other Services	+\$960.9 m	+\$494.9 m	+\$396.2 m	+7,786
Total, All Industries	+\$24,754.0 m	+\$9,787.7 m	+\$5,907.1 m	+76,724

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Baseline Economic Impact of 2033 Exports through Eagle Pass: Texas**Results by Industry**

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$863.3 m	+\$225.2 m	+\$149.7 m	+1,932
Mining	+\$2,529.4 m	+\$570.1 m	+\$277.2 m	+1,257
Utilities	+\$1,488.5 m	+\$329.3 m	+\$143.7 m	+509
Construction	+\$672.1 m	+\$362.3 m	+\$298.5 m	+3,421
Manufacturing	+\$19,606.2 m	+\$6,308.6 m	+\$3,736.4 m	+36,468
Wholesale Trade	+\$1,347.4 m	+\$911.6 m	+\$525.6 m	+4,870
Retail Trade*	+\$3,570.0 m	+\$2,672.3 m	+\$1,552.6 m	+38,955
Transportation & Warehousing	+\$1,106.6 m	+\$680.1 m	+\$449.8 m	+5,001
Information	+\$559.4 m	+\$345.2 m	+\$147.4 m	+1,077
Financial Activities*	+\$3,786.1 m	+\$990.3 m	+\$373.7 m	+3,158
Business Services	+\$1,069.9 m	+\$645.9 m	+\$526.9 m	+5,229
Health Services	+\$820.7 m	+\$574.4 m	+\$485.6 m	+6,544
Other Services	+\$1,511.3 m	+\$778.4 m	+\$623.2 m	+12,245
Total, All Industries	+\$38,930.9 m	+\$15,393.3 m	+\$9,290.2 m	+120,665

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of 2033 Exports through Eagle Pass with Puerto Verde at Mature Operations Levels: Texas

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$3,495.4 m	+\$868.6 m	+\$578.5 m	+7,459
Mining	+\$6,422.3 m	+\$1,455.6 m	+\$716.1 m	+3,271
Utilities	+\$4,898.9 m	+\$1,088.3 m	+\$474.9 m	+1,677
Construction	+\$2,117.6 m	+\$1,138.6 m	+\$938.3 m	+10,750
Manufacturing	+\$58,432.2 m	+\$18,845.8 m	+\$11,075.8 m	+113,755
Wholesale Trade	+\$4,487.3 m	+\$3,036.4 m	+\$1,750.8 m	+16,216
Retail Trade*	+\$12,113.7 m	+\$9,070.0 m	+\$5,270.0 m	+132,189
Transportation & Warehousing	+\$8,372.8 m	+\$5,579.1 m	+\$3,689.8 m	+41,019
Information	+\$1,896.3 m	+\$1,169.7 m	+\$499.4 m	+3,645
Financial Activities*	+\$12,672.9 m	+\$3,298.4 m	+\$1,270.9 m	+10,769
Business Services	+\$3,505.0 m	+\$2,124.9 m	+\$1,733.4 m	+17,203
Health Services	+\$2,805.2 m	+\$1,963.1 m	+\$1,659.8 m	+22,365
Other Services	+\$5,330.9 m	+\$2,705.1 m	+\$2,170.4 m	+42,577
Total, All Industries	+\$126,550.6 m	+\$52,343.8 m	+\$31,828.2 m	+422,895

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Middle Rio Grande Region

The Current Economic Impact of Exports through Eagle Pass: Middle Rio Grande
Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$195.7 m	+\$45.3 m	+\$30.5 m	+394
Mining	+\$96.4 m	+\$22.1 m	+\$10.5 m	+50
Utilities	+\$70.0 m	+\$15.6 m	+\$6.8 m	+24
Construction	+\$44.3 m	+\$23.9 m	+\$19.7 m	+226
Manufacturing	+\$1,430.9 m	+\$404.7 m	+\$245.5 m	+2,862
Wholesale Trade	+\$81.4 m	+\$55.1 m	+\$31.8 m	+294
Retail Trade*	+\$273.4 m	+\$204.7 m	+\$118.9 m	+2,983
Transportation & Warehousing	+\$97.2 m	+\$59.8 m	+\$39.5 m	+439
Information	+\$26.2 m	+\$16.2 m	+\$6.9 m	+51
Financial Activities*	+\$207.2 m	+\$50.3 m	+\$19.2 m	+155
Business Services	+\$43.3 m	+\$25.6 m	+\$20.9 m	+207
Health Services	+\$65.2 m	+\$45.5 m	+\$38.5 m	+519
Other Services	+\$118.6 m	+\$60.9 m	+\$48.9 m	+971
Total, All Industries	+\$2,749.9 m	+\$1,029.5 m	+\$637.5 m	+9,174

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Baseline Economic Impact of 2033 Exports through Eagle Pass: Middle Rio Grande

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$324.3 m	+\$75.1 m	+\$50.5 m	+653
Mining	+\$159.7 m	+\$36.6 m	+\$17.5 m	+83
Utilities	+\$115.9 m	+\$25.8 m	+\$11.3 m	+40
Construction	+\$73.4 m	+\$39.6 m	+\$32.6 m	+374
Manufacturing	+\$2,370.5 m	+\$670.4 m	+\$406.8 m	+4,741
Wholesale Trade	+\$134.9 m	+\$91.3 m	+\$52.6 m	+488
Retail Trade*	+\$453.0 m	+\$339.1 m	+\$197.0 m	+4,942
Transportation & Warehousing	+\$161.1 m	+\$99.0 m	+\$65.5 m	+728
Information	+\$43.4 m	+\$26.8 m	+\$11.5 m	+84
Financial Activities*	+\$343.2 m	+\$83.3 m	+\$31.8 m	+256
Business Services	+\$71.7 m	+\$42.4 m	+\$34.6 m	+343
Health Services	+\$108.0 m	+\$75.4 m	+\$63.8 m	+859
Other Services	+\$196.5 m	+\$100.9 m	+\$81.0 m	+1,608
Total, All Industries	+\$4,555.7 m	+\$1,705.6 m	+\$1,056.2 m	+15,198

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of 2033 Exports through Eagle Pass with Puerto Verde at Mature Operations Levels: Middle Rio Grande

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$2,239.9 m	+\$518.8 m	+\$347.2 m	+4,479
Mining	+\$665.7 m	+\$158.0 m	+\$76.5 m	+381
Utilities	+\$1,114.1 m	+\$249.4 m	+\$108.8 m	+375
Construction	+\$609.6 m	+\$327.1 m	+\$269.5 m	+3,083
Manufacturing	+\$15,694.1 m	+\$4,937.2 m	+\$2,884.9 m	+35,029
Wholesale Trade	+\$1,220.9 m	+\$826.4 m	+\$476.5 m	+4,411
Retail Trade*	+\$4,653.1 m	+\$3,484.2 m	+\$2,024.4 m	+50,784
Transportation & Warehousing	+\$6,178.5 m	+\$4,227.8 m	+\$2,796.1 m	+31,082
Information	+\$444.7 m	+\$274.7 m	+\$117.3 m	+850
Financial Activities*	+\$3,360.3 m	+\$783.3 m	+\$310.7 m	+2,511
Business Services	+\$679.5 m	+\$404.9 m	+\$330.3 m	+3,275
Health Services	+\$1,110.7 m	+\$776.3 m	+\$656.4 m	+8,844
Other Services	+\$2,203.7 m	+\$1,092.9 m	+\$880.9 m	+17,380
Total, All Industries	+\$40,174.8 m	+\$18,061.0 m	+\$11,279.5 m	+162,482

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Maverick County

The Current Economic Impact of Exports through Eagle Pass: Maverick County
Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$40.1 m	+\$9.0 m	+\$6.1 m	+79
Mining	+\$15.3 m	+\$3.6 m	+\$1.7 m	+8
Utilities	+\$4.5 m	+\$1.0 m	+\$0.4 m	+2
Construction	+\$5.0 m	+\$2.7 m	+\$2.3 m	+26
Manufacturing	+\$296.1 m	+\$84.0 m	+\$51.4 m	+590
Wholesale Trade	+\$8.9 m	+\$6.0 m	+\$3.5 m	+32
Retail Trade*	+\$24.7 m	+\$18.3 m	+\$10.6 m	+270
Transportation & Warehousing	+\$17.5 m	+\$10.5 m	+\$7.0 m	+77
Information	+\$2.3 m	+\$1.4 m	+\$0.6 m	+4
Financial Activities*	+\$30.2 m	+\$9.9 m	+\$3.5 m	+28
Business Services	+\$5.1 m	+\$3.1 m	+\$2.5 m	+25
Health Services	+\$7.5 m	+\$5.1 m	+\$4.4 m	+59
Other Services	+\$12.9 m	+\$6.5 m	+\$5.3 m	+118
Total, All Industries	+\$470.2 m	+\$161.2 m	+\$99.3 m	+1,320

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Baseline Economic Impact of 2033 Exports through Eagle Pass: Maverick County

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$66.5 m	+\$15.0 m	+\$10.2 m	+132
Mining	+\$25.5 m	+\$5.9 m	+\$2.9 m	+14
Utilities	+\$7.5 m	+\$1.7 m	+\$0.7 m	+3
Construction	+\$8.3 m	+\$4.6 m	+\$3.8 m	+43
Manufacturing	+\$491.4 m	+\$139.4 m	+\$85.3 m	+979
Wholesale Trade	+\$14.8 m	+\$10.0 m	+\$5.8 m	+53
Retail Trade*	+\$41.0 m	+\$30.3 m	+\$17.6 m	+449
Transportation & Warehousing	+\$29.1 m	+\$17.5 m	+\$11.5 m	+128
Information	+\$3.8 m	+\$2.3 m	+\$1.0 m	+7
Financial Activities*	+\$50.1 m	+\$16.4 m	+\$5.8 m	+47
Business Services	+\$8.5 m	+\$5.2 m	+\$4.2 m	+42
Health Services	+\$12.4 m	+\$8.5 m	+\$7.2 m	+97
Other Services	+\$21.4 m	+\$10.7 m	+\$8.8 m	+195
Total, All Industries	+\$780.4 m	+\$267.5 m	+\$164.8 m	+2,190

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of 2033 Exports through Eagle Pass with Puerto Verde at Mature Operations Levels: Maverick County

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$1,628.0 m	+\$365.1 m	+\$248.5 m	+3,222
Mining	+\$284.4 m	+\$71.5 m	+\$35.5 m	+193
Utilities	+\$624.8 m	+\$140.1 m	+\$61.1 m	+208
Construction	+\$323.1 m	+\$173.4 m	+\$142.9 m	+1,632
Manufacturing	+\$10,347.3 m	+\$3,454.5 m	+\$2,012.6 m	+24,481
Wholesale Trade	+\$566.6 m	+\$383.5 m	+\$221.1 m	+2,047
Retail Trade*	+\$3,616.1 m	+\$2,706.7 m	+\$1,572.4 m	+39,472
Transportation & Warehousing	+\$5,867.2 m	+\$4,034.7 m	+\$2,668.4 m	+29,663
Information	+\$299.6 m	+\$185.1 m	+\$79.0 m	+569
Financial Activities*	+\$3,073.2 m	+\$726.1 m	+\$270.7 m	+2,194
Business Services	+\$441.3 m	+\$261.6 m	+\$213.4 m	+2,112
Health Services	+\$873.6 m	+\$610.2 m	+\$516.0 m	+6,951
Other Services	+\$1,714.7 m	+\$836.4 m	+\$676.4 m	+13,551
Total, All Industries	+\$29,659.7 m	+\$13,949.0 m	+\$8,718.2 m	+126,296

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Eagle Pass

The Current Economic Impact of Exports through Eagle Pass: Eagle Pass

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$17.7 m	+\$4.0 m	+\$2.7 m	+35
Mining	+\$6.8 m	+\$1.6 m	+\$0.8 m	+4
Utilities	+\$2.0 m	+\$0.4 m	+\$0.2 m	+1
Construction	+\$2.2 m	+\$1.2 m	+\$1.0 m	+11
Manufacturing	+\$130.5 m	+\$37.0 m	+\$22.7 m	+260
Wholesale Trade	+\$3.9 m	+\$2.7 m	+\$1.5 m	+14
Retail Trade*	+\$10.9 m	+\$8.1 m	+\$4.7 m	+119
Transportation & Warehousing	+\$7.7 m	+\$4.6 m	+\$3.1 m	+34
Information	+\$1.0 m	+\$0.6 m	+\$0.3 m	+2
Financial Activities*	+\$13.3 m	+\$4.4 m	+\$1.5 m	+12
Business Services	+\$2.3 m	+\$1.4 m	+\$1.1 m	+11
Health Services	+\$3.3 m	+\$2.3 m	+\$1.9 m	+26
Other Services	+\$5.7 m	+\$2.9 m	+\$2.3 m	+52
Total, All Industries	+\$207.2 m	+\$71.0 m	+\$43.8 m	+582

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Baseline Economic Impact of 2033 Exports through Eagle Pass: Eagle Pass**Results by Industry**

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$29.3 m	+\$6.6 m	+\$4.5 m	+58
Mining	+\$11.2 m	+\$2.6 m	+\$1.3 m	+6
Utilities	+\$3.3 m	+\$0.7 m	+\$0.3 m	+1
Construction	+\$3.7 m	+\$2.0 m	+\$1.7 m	+19
Manufacturing	+\$216.6 m	+\$61.4 m	+\$37.6 m	+432
Wholesale Trade	+\$6.5 m	+\$4.4 m	+\$2.5 m	+24
Retail Trade*	+\$18.1 m	+\$13.4 m	+\$7.7 m	+198
Transportation & Warehousing	+\$12.8 m	+\$7.7 m	+\$5.1 m	+57
Information	+\$1.7 m	+\$1.0 m	+\$0.4 m	+3
Financial Activities*	+\$22.1 m	+\$7.2 m	+\$2.6 m	+21
Business Services	+\$3.8 m	+\$2.3 m	+\$1.9 m	+18
Health Services	+\$5.5 m	+\$3.8 m	+\$3.2 m	+43
Other Services	+\$9.4 m	+\$4.7 m	+\$3.9 m	+86
Total, All Industries	+\$343.9 m	+\$117.9 m	+\$72.6 m	+965

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of 2033 Exports through Eagle Pass with Puerto Verde at Mature Operations Levels: Eagle Pass

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$717.5 m	+\$160.9 m	+\$109.5 m	+1,420
Mining	+\$125.3 m	+\$31.5 m	+\$15.7 m	+85
Utilities	+\$313.6 m	+\$70.3 m	+\$30.7 m	+104
Construction	+\$290.9 m	+\$156.0 m	+\$128.6 m	+1,468
Manufacturing	+\$4,899.4 m	+\$1,637.8 m	+\$953.8 m	+11,607
Wholesale Trade	+\$498.6 m	+\$337.5 m	+\$194.6 m	+1,801
Retail Trade*	+\$2,361.7 m	+\$1,792.6 m	+\$1,045.7 m	+25,693
Transportation & Warehousing	+\$2,950.3 m	+\$2,029.2 m	+\$1,342.1 m	+14,919
Information	+\$277.7 m	+\$171.6 m	+\$73.2 m	+528
Financial Activities*	+\$2,394.6 m	+\$562.1 m	+\$209.8 m	+1,701
Business Services	+\$318.5 m	+\$188.8 m	+\$154.0 m	+1,524
Health Services	+\$607.1 m	+\$424.1 m	+\$358.6 m	+4,831
Other Services	+\$1,224.7 m	+\$595.8 m	+\$485.3 m	+9,710
Total, All Industries	+\$16,979.9 m	+\$8,158.1 m	+\$5,101.6 m	+75,391

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Mexico

The Current Economic Impact of Mexico Exports Through Eagle Pass: Mexico
Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$5,395.0 m	+\$863.2 m	+\$302.7 m	+14,042
Mining	+\$3,606.9 m	+\$572.5 m	+\$134.0 m	+2,341
Utilities	+\$6,001.6 m	+\$998.4 m	+\$176.7 m	+2,255
Construction	+\$1,509.1 m	+\$476.6 m	+\$269.5 m	+11,117
Manufacturing	+\$67,603.4 m	+\$16,808.3 m	+\$5,063.4 m	+192,610
Wholesale Trade	+\$3,899.7 m	+\$2,144.3 m	+\$588.5 m	+19,629
Retail Trade*	+\$10,090.6 m	+\$6,389.3 m	+\$1,776.2 m	+160,547
Transportation & Warehousing	+\$2,790.0 m	+\$1,411.9 m	+\$496.5 m	+19,875
Information	+\$1,832.7 m	+\$965.2 m	+\$165.5 m	+4,354
Financial Activities*	+\$13,619.3 m	+\$2,720.5 m	+\$419.0 m	+12,801
Business Services	+\$2,650.1 m	+\$1,033.8 m	+\$570.2 m	+20,372
Health Services	+\$1,917.4 m	+\$912.1 m	+\$550.2 m	+26,689
Other Services	+\$4,513.0 m	+\$1,384.6 m	+\$734.5 m	+52,085
Total, All Industries	+\$125,428.8 m	+\$36,680.7 m	+\$11,246.9 m	+538,717

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Baseline Economic Impact of 2033 Mexico Exports through Eagle Pass: Mexico

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$7,124.0 m	+\$1,139.8 m	+\$399.7 m	+18,542
Mining	+\$4,762.9 m	+\$756.0 m	+\$176.9 m	+3,092
Utilities	+\$7,925.1 m	+\$1,318.4 m	+\$233.3 m	+2,978
Construction	+\$1,992.7 m	+\$629.4 m	+\$355.8 m	+14,680
Manufacturing	+\$89,269.2 m	+\$22,195.0 m	+\$6,686.2 m	+254,338
Wholesale Trade	+\$5,149.6 m	+\$2,831.5 m	+\$777.1 m	+25,920
Retail Trade*	+\$13,324.4 m	+\$8,437.0 m	+\$2,345.5 m	+211,999
Transportation & Warehousing	+\$3,684.1 m	+\$1,864.4 m	+\$655.7 m	+26,244
Information	+\$2,420.0 m	+\$1,274.6 m	+\$218.5 m	+5,749
Financial Activities*	+\$17,984.1 m	+\$3,592.4 m	+\$553.3 m	+16,904
Business Services	+\$3,499.5 m	+\$1,365.1 m	+\$752.9 m	+26,901
Health Services	+\$2,531.9 m	+\$1,204.4 m	+\$726.5 m	+35,243
Other Services	+\$5,959.3 m	+\$1,828.4 m	+\$969.9 m	+68,777
Total, All Industries	+\$165,626.6 m	+\$48,436.2 m	+\$14,851.4 m	+711,367

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of 2033 Mexico Exports through Eagle Pass with Puerto Verde at Mature Operations Levels: Mexico

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$13,585.4 m	+\$2,133.6 m	+\$748.7 m	+34,716
Mining	+\$8,200.0 m	+\$1,307.2 m	+\$304.7 m	+5,342
Utilities	+\$14,091.1 m	+\$2,343.0 m	+\$414.7 m	+5,279
Construction	+\$3,716.6 m	+\$1,174.8 m	+\$664.2 m	+27,396
Manufacturing	+\$167,815.4 m	+\$40,812.5 m	+\$12,123.6 m	+469,297
Wholesale Trade	+\$9,429.1 m	+\$5,184.9 m	+\$1,423.0 m	+47,459
Retail Trade*	+\$25,168.5 m	+\$15,944.0 m	+\$4,433.2 m	+400,499
Transportation & Warehousing	+\$11,435.7 m	+\$5,948.1 m	+\$2,091.9 m	+83,725
Information	+\$4,390.4 m	+\$2,312.6 m	+\$396.5 m	+10,427
Financial Activities*	+\$32,738.7 m	+\$6,476.6 m	+\$1,002.3 m	+30,501
Business Services	+\$6,188.3 m	+\$2,409.3 m	+\$1,328.8 m	+47,473
Health Services	+\$4,795.6 m	+\$2,280.8 m	+\$1,375.7 m	+66,739
Other Services	+\$11,434.4 m	+\$3,470.5 m	+\$1,846.0 m	+131,023
Total, All Industries	+\$312,989.3 m	+\$91,797.8 m	+\$28,153.3 m	+1,359,875

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Coahuila

The Current Economic Impact of Mexico Exports Through Eagle Pass: Coahuila
Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$6,425.1 m	+\$827.8 m	+\$304.0 m	+14,183
Mining	+\$645.3 m	+\$108.6 m	+\$22.6 m	+420
Utilities	+\$854.4 m	+\$142.2 m	+\$25.2 m	+321
Construction	+\$471.9 m	+\$147.1 m	+\$83.2 m	+3,431
Manufacturing	+\$16,243.4 m	+\$3,943.1 m	+\$1,177.7 m	+49,472
Wholesale Trade	+\$1,188.7 m	+\$653.7 m	+\$179.4 m	+5,984
Retail Trade*	+\$3,281.3 m	+\$2,082.2 m	+\$579.4 m	+52,226
Transportation & Warehousing	+\$997.6 m	+\$501.7 m	+\$176.4 m	+7,062
Information	+\$405.4 m	+\$213.8 m	+\$36.7 m	+964
Financial Activities*	+\$3,440.7 m	+\$650.6 m	+\$99.0 m	+2,893
Business Services	+\$466.8 m	+\$174.5 m	+\$96.2 m	+3,438
Health Services	+\$663.7 m	+\$314.6 m	+\$189.7 m	+9,205
Other Services	+\$1,439.3 m	+\$441.2 m	+\$233.7 m	+16,730
Total, All Industries	+\$36,523.7 m	+\$10,201.1 m	+\$3,203.2 m	+166,329

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Baseline Economic Impact of 2033 Mexico Exports through Eagle Pass:
Coahuila
 Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$8,484.3 m	+\$1,093.1 m	+\$401.5 m	+18,728
Mining	+\$852.1 m	+\$143.5 m	+\$29.8 m	+554
Utilities	+\$1,128.3 m	+\$187.8 m	+\$33.2 m	+424
Construction	+\$623.1 m	+\$194.2 m	+\$109.8 m	+4,530
Manufacturing	+\$21,449.1 m	+\$5,206.9 m	+\$1,555.1 m	+65,327
Wholesale Trade	+\$1,569.6 m	+\$863.2 m	+\$236.9 m	+7,901
Retail Trade*	+\$4,333.0 m	+\$2,749.5 m	+\$765.0 m	+68,964
Transportation & Warehousing	+\$1,317.3 m	+\$662.4 m	+\$233.0 m	+9,325
Information	+\$535.4 m	+\$282.4 m	+\$48.4 m	+1,274
Financial Activities*	+\$4,543.4 m	+\$859.1 m	+\$130.8 m	+3,821
Business Services	+\$616.5 m	+\$230.4 m	+\$127.1 m	+4,540
Health Services	+\$876.3 m	+\$415.4 m	+\$250.5 m	+12,154
Other Services	+\$1,900.6 m	+\$582.6 m	+\$308.6 m	+22,092
Total, All Industries	+\$48,229.0 m	+\$13,470.3 m	+\$4,229.8 m	+219,635

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Economic Impact of 2033 Mexico Exports through Eagle Pass with Puerto Verde at Mature Operations Levels: Coahuila

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$15,589.2 m	+\$2,018.9 m	+\$739.5 m	+34,474
Mining	+\$1,750.2 m	+\$296.5 m	+\$61.9 m	+1,150
Utilities	+\$2,647.8 m	+\$439.9 m	+\$77.9 m	+983
Construction	+\$1,437.8 m	+\$450.8 m	+\$254.9 m	+10,507
Manufacturing	+\$46,281.4 m	+\$11,116.5 m	+\$3,252.0 m	+138,452
Wholesale Trade	+\$3,501.5 m	+\$1,925.7 m	+\$528.5 m	+17,625
Retail Trade*	+\$10,236.4 m	+\$6,501.1 m	+\$1,809.4 m	+162,976
Transportation & Warehousing	+\$6,976.3 m	+\$3,667.8 m	+\$1,289.9 m	+51,625
Information	+\$1,265.5 m	+\$667.4 m	+\$114.4 m	+3,006
Financial Activities*	+\$10,536.8 m	+\$1,950.8 m	+\$300.0 m	+8,766
Business Services	+\$1,422.1 m	+\$533.6 m	+\$294.3 m	+10,510
Health Services	+\$2,055.6 m	+\$975.0 m	+\$588.1 m	+28,528
Other Services	+\$4,633.6 m	+\$1,391.1 m	+\$740.1 m	+52,908
Total, All Industries	+\$108,334.4 m	+\$31,934.9 m	+\$10,051.0 m	+521,511

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



Northern Coahuila (Piedras Negras and Nava Municipalities)

The Current Economic Impact of Mexico Exports Through Eagle Pass: Northern Coahuila-Piedras Negras/Nava Municipality

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$1,647.2 m	+\$212.1 m	+\$77.9 m	+3,635
Mining	+\$166.0 m	+\$28.0 m	+\$5.8 m	+108
Utilities	+\$250.5 m	+\$41.7 m	+\$7.4 m	+94
Construction	+\$108.0 m	+\$33.7 m	+\$19.0 m	+786
Manufacturing	+\$3,934.4 m	+\$943.1 m	+\$284.2 m	+11,895
Wholesale Trade	+\$258.4 m	+\$142.1 m	+\$39.0 m	+1,301
Retail Trade*	+\$822.9 m	+\$522.0 m	+\$145.2 m	+13,096
Transportation & Warehousing	+\$254.0 m	+\$127.7 m	+\$44.9 m	+1,797
Information	+\$91.5 m	+\$48.3 m	+\$8.3 m	+218
Financial Activities*	+\$847.0 m	+\$158.2 m	+\$23.4 m	+682
Business Services	+\$116.8 m	+\$43.7 m	+\$24.1 m	+861
Health Services	+\$167.2 m	+\$79.2 m	+\$47.8 m	+2,318
Other Services	+\$366.8 m	+\$112.8 m	+\$59.7 m	+4,264
Total, All Industries	+\$9,030.8 m	+\$2,492.6 m	+\$786.8 m	+41,055

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.



The Baseline Economic Impact of 2033 Mexico Exports through Eagle Pass: Northern Coahuila-Piedras Negras/Nava Municipality

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$2,165.5 m	+\$278.9 m	+\$102.4 m	+4,779
Mining	+\$218.3 m	+\$36.7 m	+\$7.6 m	+142
Utilities	+\$329.3 m	+\$54.9 m	+\$9.7 m	+124
Construction	+\$142.0 m	+\$44.3 m	+\$25.0 m	+1,033
Manufacturing	+\$5,172.5 m	+\$1,239.8 m	+\$373.7 m	+15,639
Wholesale Trade	+\$339.8 m	+\$186.8 m	+\$51.3 m	+1,710
Retail Trade*	+\$1,081.8 m	+\$686.3 m	+\$190.9 m	+17,217
Transportation & Warehousing	+\$334.0 m	+\$167.9 m	+\$59.0 m	+2,363
Information	+\$120.2 m	+\$63.4 m	+\$10.9 m	+286
Financial Activities*	+\$1,113.5 m	+\$208.0 m	+\$30.8 m	+897
Business Services	+\$153.6 m	+\$57.4 m	+\$31.7 m	+1,132
Health Services	+\$219.8 m	+\$104.2 m	+\$62.8 m	+3,048
Other Services	+\$482.3 m	+\$148.2 m	+\$78.5 m	+5,605
Total, All Industries	+\$11,872.6 m	+\$3,276.9 m	+\$1,034.4 m	+53,974

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants; Financial Activities includes Real Estate.



The Economic Impact of 2033 Mexico Exports through Eagle Pass with Puerto Verde at Mature Operations Levels: Northern Coahuila-Piedras Negras/Nava Municipality

Results by Industry

Industry	Total Expenditures	Gross Product	Personal Income	Jobs
Agriculture	+\$5,147.3 m	+\$661.6 m	+\$244.0 m	+11,386
Mining	+\$619.5 m	+\$107.1 m	+\$22.7 m	+432
Utilities	+\$1,184.6 m	+\$196.5 m	+\$34.8 m	+434
Construction	+\$486.6 m	+\$153.5 m	+\$86.8 m	+3,573
Manufacturing	+\$17,757.9 m	+\$4,190.5 m	+\$1,212.8 m	+52,088
Wholesale Trade	+\$1,012.4 m	+\$556.8 m	+\$152.8 m	+5,094
Retail Trade*	+\$4,743.7 m	+\$3,014.7 m	+\$839.2 m	+75,546
Transportation & Warehousing	+\$5,341.8 m	+\$2,845.2 m	+\$1,000.6 m	+40,047
Information	+\$483.3 m	+\$255.1 m	+\$43.7 m	+1,141
Financial Activities*	+\$5,226.5 m	+\$949.9 m	+\$135.2 m	+3,945
Business Services	+\$579.6 m	+\$216.6 m	+\$119.5 m	+4,263
Health Services	+\$952.0 m	+\$451.5 m	+\$272.4 m	+13,211
Other Services	+\$2,220.1 m	+\$648.9 m	+\$347.6 m	+24,971
Total, All Industries	+\$45,755.2 m	+\$14,248.0 m	+\$4,512.1 m	+236,131

Source: US Multi-Regional Impact Assessment System, The Perryman Group

Notes: Monetary values given in millions of 2023 US dollars per year. Components may not sum due to rounding. Retail Trade includes Restaurants, Financial Activities includes Real Estate.

