TEXAS DEPARTMENT OF TRANSPORTATION
BORDER TRADE ADVISORY COMMITTEE
APRIL 21, 2016
GREER BUILDING, 125 EAST 11TH STREET
AUSTIN, TX 78701
APPEARANCES

COMMITTEE MEMBERS PRESENT AND PARTICIPATING:

Carlos Cascos, Chair, Secretary of State
Caroline Mays, Director of Freight & International Trade Section, TxDot
Pete Saenz, City of Laredo
Linda de la Fuente, Hidalgo County MPO
Gabriel Gonzales, City of Harlingen
Henry Arredondo, City of Del Rio
Eduardo Campirano, Port of Brownsville
Luis Bazan, Pharr International Bridge
Julie Ramirez, Progresso International Bridge
Jake Giesbrecht, Presidio International Port Authority
Ivan Jaime, Union Pacific Railroad
Anthony Giuliani, Borderplex Alliance
Rob Harrison, University of Texas, Center for Transportation Research
Rafael Aldrete, Texas A&M, Transportation Institute
Gerry Schwebel, International Bank of Commerce
John Love, III, Permian Basin MPO Chair
Josue Garcia, Donna International Bridge
German Rico, Port San Antonio
Paul Cristina, BNSF
Art Dominguez, Kansas City Southern Railroad

ALSO PRESENT AND PARTICIPATING:

Bruce Bugg, Commissioner
SECRETARY CASCOS: All right. We're ready to rock. Good afternoon. We have to start like our first time, right? So good afternoon. I'm Carlos Cascos. I'm the chairman of the BTAC, also Secretary of State. Sitting to my left is Commissioner Bugg from TxDot. And we're going to go ahead and call this meeting to order. And we're going to do what we did this morning. It's a little bit smaller group. We won't talk about the folks in the back as they have already been introduced. But I want to go ahead for the commissioner's benefit, go up, introduce yourself and where you're from. That's it.

MR. RICO: German Rico, I'm representing Port San Antonio.

MR. CAMPIRANO: Eduardo Campirano with the Port of Brownsville.

MS. RAMIREZ: Good afternoon. My name is Julie Ramirez and I represent Progresso International Bridge in Progresso, Texas.

MR. GARCIA: Josue Garcia with Donna International Bridge.

MR. JAIME: Ivan Jaime with Union Pacific Railroad.

MR. SAENZ: Pete Saenz, Mayor, Laredo, Texas.
MR. ARREDONDO: I'm representing Mayor Robert Garza. I'm Henry Arredondo, City of Del Rio.

MR. ALDRETE: Rafael Aldrete with the Texas A&M Transportation Institute in El Paso.

MR. HARRISON: Robert Harrison with the Center for Transportation Research at the University of Texas at Austin. Hook 'em.

MR. GIESBRECHT: I am Jake Giesbrecht from PIPA, Presidio County and city.

MR. SCHWEBEL: Gerry Schwebel, IBC Bank.

MS. DE LA FUENTE: I am Linda de la Fuente representing Andrew Cannon from the Hidalgo County Metropolitan Planning Organization.

MR. GONZALES: Gabriel Gonzales, City of Harlingen, representing Mayor Chris Boswell.

MR. DOMINGUEZ: Arturo Dominguez representing the Kansas City Southern Railway.

MR. LOVE: John B. Love, III, the City of Midland, elected official and chairman of the Permian-Basin MPO.

MR. CRISTINA: Paul Cristina with BNSF Railway.

MR. GIULIANI: Anthony Giuliani representing Rolando Pablos and Borderplex Alliance.

MR. BAZAN: Luis Bazan, director Pharr
International Bridge.

SECRETARY CASCOS: Very good. Okay. The next order of business, you-all had the minutes passed out a few minutes ago. Have y'all had an opportunity to look at them? Okay. We need to have those approved. Do I hear a motion to approve?

And please state your name with the motion, please.

MR. SCHWEBEL: Gerry Schwebel, I so move.

SECRETARY CASCOS: Do I have a second?

UNIDENTIFIED SPEAKER: So second.


Okay. Discuss the committee membership charge and framework meetings and expectations. The first thing I want to say is if you look at the bottom of the program, we've already planned our next meeting to be in Dallas, Texas. That's on June the 30th. And I hope that everybody can make it. I hope you RSVP it so we make sure that we have a quorum.

I think everybody got a sense of where we're going to go with our summit this morning. Even though no details were discussed, we have a general idea. And I'm going to reiterate again, once again,
that I want y'all to get to know each other. I want you to exchange cards with each other. I want you to visit. I want to form and establish a very cohesive partnership amongst all of you. And also keep in mind that you-all are the State's ambassadors. And so that means that you promote the State every opportunity you have. You promote the State. If you want to promote your region, that's fine, but keep in mind that it's a whole bigger picture than that. So I want to make sure that we do that.

You know, we're going to talk about through the next 18 months and through our meetings about infrastructure and border wait times and economic trade. And, you know, throughout my travels when I speak about Texas, it's really easy to sell Texas. And no one likes to be number two anywhere. You know, Texas is number one in a lot of things, whether it's beef production or maritime commerce, gas, natural gas. We're not number one in two things. We're not number one in football and we're not number one in voting. And I know that's not part of the bailiwick here about voting, but it is part of mine so I want to make sure that I emphasize to you-all there's a couple of elections coming up. I encourage you to exercise your privilege and your right to vote in May and also in
November. Vote for the person of your choice, and God
bless us all.

All right. Is there anything that
anybody wants to interject at this point? Because
we're going to be done way before 3:30 for those of
y'all that are interested. I think we're getting above
-- ahead of schedule. Anybody want to talk about it
right now? Speak now or forever hold your peace.

I am -- I am -- I am deferring to
Caroline who is the -- put all this stuff together and
she's going to be the main contact person, you know,
with this group.

So, Caroline, you're on.

MS. MAYS: Okay. I'm going to sit down
and really, you know, a lot of this is going to
highlight the same things that the Secretary has
already mentioned. So with the committee kind of just
a little brief overview. Some of you might be new to
this committee, some of you have been around for a
while. But I just wanted to kind of refresh your
memories and also, you know, again, stress the points
that the Secretary has pointed out.

You know, the committee was created back
in 2001 and really the whole goal was what, you know,
we've been talking about mostly today is, you know, to
really help define and develop recommendations for addressing border trade transportation challenges.

And most of you know, the chair -- you know, the Secretary chairs the committee. The committee is housed within TxDot, we kind of run it. So it kind of fell in my lap and he actually secretly made sure that I was running it. Because he's like, Caroline, I need you to run the freight advisory committee. I'm like, okay, I got you Secretary, it will be done. But, you know, joking aside, this is a very important committee. You heard from Chairman Lewis. You now heard from Commissioner Bugg, you know, about the importance of this to TxDot. So we're taking it very seriously and, again, we're hoping that you take it seriously so we get really some things done, you know, in the next, you know, couple months.

So committee membership, we have, you know, a variety and a diverse group of sectors in there. And, you know, talking to the Secretary, we might, you know, interject others, you know, to really broaden the dialogue. You look at the table, there's mostly people from the border region. So he's -- you know --

SECRETARY CASCOS: Mention what we talked about.
MS. MAYS: Yeah. We talked about, one, moving the meetings around the State. Actually the next meeting's in Dallas. But also, you know, bringing in other stakeholders from Dallas, from Houston to be apart of this committee. You know, Secretary mentioned John being on this committee from Odessa. He's not necessarily directly from the border so -- Midland, I mean. Sorry, John. Midland. Odessa is close. Hey, we're trying to work together here.

SECRETARY CASCOS: You got to think regionally.

MS. MAYS: Exactly. You know, and the importance of the committee, all of you guys know we want to raise awareness about border, but also we want to make sure we discuss border transportation issues challenges, but also come up with solutions. Because at the end of the day this group has to be instrumental in helping, you know, us, TxDot, the Secretary's office, the governor's office in articulating what the border issues and challenges are, but also what the solutions are moving forward. And then stay around for the implementation because, again, you know, we don't want to develop reports for the sake of developing reports. I don't want fancy looking reports sitting on my desk. I want to see things move and I think that's
what the leadership at TxDot would like to see,
whatever the outcome from this group will be
implemented moving forward.

Committee purpose. Again, I'm not really
going to emphasize this. You guys know exactly why
you're here. Borders are an interest to you. A lot of
you live this every day and you see the challenges, you
see the issues so, again, we want to bring you together
and provide a forum for that.

The governance. Secretary talked a
little bit about it. This committee is governed a
little bit different than some of our committees, you
know, chaired by Secretary Cascos. And we don't have a
vice-chair and you don't share, that's your choice.
But this committee is run by a forum -- by a quorum.
If we do not have a quorum in a meeting, it poses a
challenge for us because you guys cannot take action.
16 out of the 30 committee members. So generally, you
know, I'm going to encourage all of you. If you see me
e-mailing you, I will even call you. We're giving you
ample time for meetings so please put that on your
calendar.

Secretary emphasized this is a working
meeting and it's -- the product is going to be as good
as you-all put time to develop it. And I'll tell you
from my experience with developing a freight mobility plan, when Judge Emmett ran that committee, we always had good attendance from committee members and they came ready to work. We sent documents to them to review. They would roll up their sleeves when they come and they provided input. And they generated interest. They generated discussions. And we ended up with a very good product that you heard, you know, everybody talking about here today. And that's my expectation for this group so let me just interject my expectation, is that all of you will be ready and willing to participate. If you're provided documents, input, please read or get somebody in your office to read it and provide us with the input because, again, you guys know the issues and we're looking to you-all to do that. So we're, you know, requesting that you make every effort to attend a meeting. If you can't, you can send somebody else in your place. But what I saw from the freight advisory committee, some of the alternates didn't really engage in the discussion so they were just warm bodies. So if you're sending somebody, send somebody that's just as competent or knows and can talk and can engage in the discussion and not just come and sit and not say anything. Because it doesn't do you any good to send somebody that's not...
going to be engaged in the meetings.

We're looking at having quarterly meetings. We might have more than that because the meeting in June is not really going to be, you know, in a quarter. But because we're trying to play catch up this year, so we might have more meetings than really just, you know, three meetings. So we'll kind of gauge that because we have to run faster. You know, one of the things we'll talk about later, kind of the outcome of, you know, what we're expecting from you-all in 18 months, but we might have to do some of that interim report, so to get there we might have to have more meetings than we had planned for.

Really, you know, again, the roles of the committee, I'm not going to, you know, beat this to death. You can kind of see there. We from TxDot are looking to you guys to help assist us identifying border issues, identifying strategies, identifying solutions, and eventually implementing it. We cannot do this alone. You know, for the freight plan, identified issues that were beyond TxDot; border issues, C ports issues. We identified rail issues, identified air cargo issues. A lot of those are not the responsibility of TxDot, but we were identifying the global issues related to moving freight. And in
this case with the border, we're going to have to
identify the global issues related to, you know, trade
facilitation and transportation issues at the border.
And it's not necessarily all going to be TxDot's
responsibility. You heard about discussion this
morning; collaboration, working together, making sure
that everybody kind of pitches in to address some of
those issues, and communication is going to be key.
So, again, you know, really what we're looking for is
you guys' boots on the ground. You know the issues.
Help us out so we can come up with, you know, solutions
that are actually implementable.

So tangible outcomes. Secretary,
yesterday we met with him. He asked me several times,
so, Caroline, what is this committee going to do.
What's tangible. What are they going to produce. You
know, he's like, I don't want just the committee to
meet to meet. So I told him, I said, there's two
things we're expecting out of this committee.

One is, this committee was charged with
kind of developing the strategic vision for the border.
And looking at research, that was never done. So one
of the first things that you guys are going to be doing
is helping us develop this kind of strategic, you know,
border transportation initiative. So, you know, we're
going to ask -- we have TTI and UNT going to help kind
of shepherd that process so that's why I said you guys
are going to be doing a lot of work. You know, a lot
of things we're going to throw at you; White Papers,
issue papers, different things to be able to frame the
strategic issues. And some of the things that Chris
Wilson talked about, all of those will interject into
this so that we can come up with the strategic
transportation issues or initiatives and then look at
priorities. What are some of those key policy or
priority areas that we need to develop. You know, so
that's going to come from this group and we're looking
at 18 months to develop that. But we're also looking
at, you know, the Secretary talked about yesterday, the
legislative session is going to start up in January.
What will it take for us to kind of have an interim
report, you know, an interim report that can be used
that the Secretary can take, you know, when the
legislative session come up. So, again, that's kind of
the timeline we're looking at. This is going to be key
because this is your chance to articulate what the
border transportation issues and challenges are at the
end of the day. You know, to communicate that. You
know, not just to the legislators, but to the broader
audience in Texas, national and a federal level as
talked about and kind of lay that out.

Then the second thing that we're going to be looking for this group to help us with is, we heard a lot about the border master plans. We had three border master plans developed and you heard a lot of discussion and I'm not going to talk more about that. But we're going to be updating that. The interesting thing with that is we're not going to be developing three border master plans. We're going to develop one border master plan for the entire border. Because if we could develop one freight plan for the entire State of Texas, there's no reason we should have three border master plans because that just perpetrates kind of this, you know, disintegration of the border. And we're, you know, looking at integrating the border, as was discussed here. We're looking at, you know, having, you know, one Texas -- one border-wide strategy moving forward. There's several regions, different issues.

Same with the State. We had port related issues in the freight plan. We had border related issues. We had urban issues. We had rural issues. We had ag issues. We had automotive issues. So there was a lot of issues, but we were able to bring it to one plan to let people understand that it all has to work
together, you know, and has to be -- the strategies are
different but the issues are the same so it's the same
thing we're going to apply at the border. The border,
we have Texas, we have the longest, widest border with
Mexico, you know, and we need to really develop a
strategy that puts Texas to the front. You heard a lot
of things -- Chris talked about what California's doing
and other states are doing. We need to be in the
leading edge of that, but we can't do that without
having kind of, you know, a border-wide strategy that
helps us, you know, gain that momentum, you know,
within the border region, but also statewide,
nationally and also internationally.

So those are some of the two things that
we're really looking to engage you in and we would just
-- you know, we're going to have TTI talk a little bit
about the strategic transportation initiative. The
border transportation plan, we probably won't kick that
off until towards the end of this year, you know,
because of the funding elements here at TxDot. But
immediately you're going to start working on the
strategic, you know, initiative development.

So that's really it on what we wanted to
provide you for kind of this overview and really will
open it up for discussion, questions. Is this a good
direction? Maybe not. And, you know, your thoughts, initial thoughts on this as we move forward. Any things that we need to be focusing on or, you know, take a detour, whatever. So just, again, this is to generate discussion, energize this group and kind of provide a framework for moving forward.

SECRETARY CASCOS: Thank you, Caroline. As I kind of prefaced this morning a little bit -- and first of all, let me thank each and every one of y'all for taking the time, you know, to volunteer and do this. Okay. I know it's going to be time consuming. But this is the future of Texas. And it was talked about this morning very briefly, without infrastructure we're not going to move trade. Without trade, you're not going to have commerce. Without commerce, you're not going to have economic development. And without that, you're not going to have job creation. And that's the way it is. And what I said this morning I think each and every one of y'all are volunteering your time. But if for some reason you cannot do this and it's just taking too much time, then I think you owe it to us to let us know that you cannot participate as you thought. And we replace you. We replace you. We need to have a working, viable committee.

I've suggested amongst -- I'm going to
suggest a couple of things to y'all. Number one is I suggested to Caroline that we need to get out of our border comfort zone. I mentioned that a little bit this morning. We have to get out of that zone. We have to bring in other stakeholders, whether it's a Central Texas RMA, whether it's the Greater Houston Partnership, whether it's, you know, folks from Midland, Odessa, Dallas, Ft. Worth. San Antonio is here. We have to bring folks that are outside of the border much like we did with the freight plan. We brought people from all over the State. I think we need to approach this the same way. We know the border. So how are we going to convince other folks outside of the border what the border really is unless you don't bring them in and you educate, you inform. So I'm going to recommend that Caroline -- if it's okay with the committee members, to reach out to potential other stakeholders. If you have somebody that you may know, Gerry, if you have, you know, a mayor in other parts of the State that you believe can be a contributor, get that name over -- or names over to Caroline, and we'll look at it and hopefully be able to work that out. Because the broader -- the broader diversity that we have, the more effective we're going to be with this group. Okay? Anybody have any issue
with that? All right. If you don't have anybody
names, that's fine. Okay.

The second thing, I'd like to see from as
many of y'all to basically send Caroline an e-mail with
five major topics of discussion. It can be -- this
will be a headline, you know. I'm sure there will be a
lot of duplication. We're going to combine them and
that's -- hopefully that's what we'll talk about the
June 30th meeting. And I'm talking about what you want
to talk about. Now, look, I understand a lot of us may
be, you know, public officials and you have a vested
interest in that community, but this should not be a
competition to see who can secure more funds. Whether
it's Laredo, Brownsville, El Paso, Del Rio or Presidio,
this is not a competition. This is to identify choke
points. It's to identify those areas of concern, not
only at a statewide level but more specifically at a
border level. So I want y'all to come up with five
titles that we can fill in the blanks. Mayor, if
you're going to come up with something in Laredo,
trucks, another bridge, okay, well, I want to see that
coupled with what the solution is. What do you believe
that solution is going to be. I don't want to be -- I
don't want to get something -- somebody identifying
problems. We all know what the concerns and the
challenges are. But come up with what you perceive to be a solution to that. And then we're going to compile all of that and we'll get that out to everybody so everybody has an opportunity to read them, and then we talk about it and see what is a viable, sustainable, fiscally responsible premise.

Yes, Ivan.

MR. JAIME: (Inaudible.)

SECRETARY CASCOS: I think it should be everything that you believe this committee is in charge to do. Because we're not just talking infrastructure. I mean, obviously that is a key component. But I said earlier, I mean, there's a lot of components that come into this. We have federal issues. You know, we have CDP issues. We have wait times. We have local issues. We have infrastructure that has nothing to do with TxDot. They may be local issues. So whatever it is that you believe that you can fill in, if it's beyond our purview, I'll say, you know what, Ivan, we have no control over this. But I think that if we do that, we cannot wait really for the federal government to do something. It's got to be us. We're the ones that are going to do it. And I think that it's got to -- it's got to -- it's got to work from the ground level up. I think you start with a committee, you go back to your
local officials, we work with our State reps, our State senators, and really everything is local. And then from there it moves up. So I think that that's the way unless y'all have something else -- because I don't want to go like -- like a ship without a rudder. What are we going to do next meeting. I want to get some ideas from you. I said, this is not a pad your resume committee. This is not a pad your resume committee. This is a working committee. It's hard. It's important. And so as Caroline said, this is only going to be as good as the input that all of y'all provide. I can't do it alone. Caroline can't do it alone, you know, but so we're going to need your input. And I think that's the way to do it.

Mayor.

MS. MAYS: Mayor, please, when you speak, introduce yourself. Everybody. Thank you.

MR. SAENZ: I'm sorry. Yes. Pete Saenz, Mayor, Laredo, Texas. One point that we discussed earlier, too, Mr. Secretary -- and hello, Commissioner Bugg. Thank you. Yes. We need to -- at some point during the process we need to engage Mexico, you know, the governors or some counterpart in Mexico so we can avoid the situation that, you know, one gentleman spoke about before we start investing in certain parts of
Texas or the border, let's make sure that Mexico feels that that's adequate for them, as well. Because they may have a different thinking as to where the future may be along the border area. Just so we can reaffirm those thoughts and ideas that we may have.

SECRETARY CASCOS: A couple of points on that. That could be one of your topics, engaging Mexican officials. Now, you're chairman of the Good Neighbor Council, which includes seven mayors from each side. It's a good opportunity at that point. Now, when we go to a border community, someone of that community, whether it's you or Gerry or somebody, has got to reach out to our counterparts in Mexico and invite them to that BTAC meeting and bring them to the table and have them participate. Give them a heads up of what it's going to be, but I think that's a good point.

Gerry, anything?

MR. SCHWEBEL: If I could, definitely I think you're on the right track, you know, going back to two of your predecessors. You know, there's things even in the minutes right now that we addressed back then that already set the framework. And if you look at the prior minutes, there are some issues that were brought up back then that we need to follow up on, as
well. And in the changing dynamics of this committee it is a trade -- you know, I look at it as border trade. What we say is Texas trade is U.S. trade, the big picture, and then how we narrow it down, how it impacts Texas. I think that's what some of us are looking for.

SECRETARY CASCOS: Well, that can be your topic.

MR. SCHWEBEL: That is my topic.

SECRETARY CASCOS: Trade. Send it to us, trade, and then underlying bullet points. Because, look, this is not a -- I don't believe, as I see it, this is not a one dimensional issue. Like I said, you got numerous components. The ultimate thing is how is it that we can move goods and services efficiently, effectively through our border. And, you know, that presentation that somebody gave -- well, that you gave -- about the -- it looked like my arteries in my heart but some were pretty clogged. You know, that was a very good illustration of those 2,000 trucks that were GPS'd and followed. To me that was very interesting. I wish we could show that to people in the legislature throughout the State. You know, our northern reps, our eastern reps, and show them that, look, this is where it's going. So please bring that forward.
Like I said, this is our first meeting today. It's an organizational meeting. We're going to have numerous meetings after that giving the opportunity to address all these issues. Yes, sir.

MR. SCHWEBEL: If I also may add one thing. Everyone's time is valuable. And with all due respect, you know, those of us that are here are here because we want to be engaged and we want to be here. And at times, what happens is that we have representatives. And I commend everyone that wants to participate, but we need the right individuals and decision makers in these meetings. We can't be passing on the message over to somebody else, somebody else, somebody else. So I really want to encourage those of us -- those that are absent today, respecting everyone's time, that they also be reminded the importance of the participation in this committee. That's the only way we're going to move forward and that we all be in a united front, you know, with the right message.

SECRETARY CASCOS: Well, you know, that is the intent. That's what I said, this is a working committee. It's not -- it's not a pad your resume committee. Now, I think Caroline kind of touched upon it. If you're going to send a representative, make
sure that that rep is up to speed so they can actively participate in the discussions and not just send, you know, somebody that never heard of anything. They're here filling a seat. That does not do anybody any good. That's what you were trying to say, right?


Because, again, you know, whenever we leave the conversation, we have to pick it up. And if somebody hasn't been engaged, it's hard for them to pick up the conversation and keep going.

   Can I take a minute and show those maps --

   SECRETARY CASCOS: Yeah, please. They were very interesting.

   MS. MAYS: -- to the commissioner? So, Commissioner, this is following 2,000 trucks leaving, you know, Brownsville and showing the national impact, okay. So this is day one. And you can see day two is that bleeding throughout the United States. That's day three, almost to Canada. By day five they are literally attaching every single state in the United States.

   SECRETARY CASCOS: Now, these were 2,000 trucks that were GPS'd.

   MS. MAYS: Yeah. So this is day seven.
So you see day seven a truck that left Brownsville, day seven this is where they're at. And this is real trucks that are carrying goods from Brownsville going all over the United States.

SECRETARY CASCOS: Any way of knowing of these trucks which ones their origin were Mexico?

MS. MAYS: Most of the time it's -- this one we just asked them from Brownsville --

SECRETARY CASCOS: Right. Correct.

MS. MAYS: -- so we could find out. And Chris brought up a real interesting point. It says let's look at trucks coming into Texas going to the border. So we're going to find out if, you know, they can do that, whereby segmenting trucks coming and showing where they're coming from. For instance, we say Michigan, show us all the trucks coming from Michigan and coming into Texas going to the border. Because I think they can do that, but not promising right now. But we'll try to see that.

And, Commissioner, we have this for Laredo. We have it for El Paso to just show. Because the question I've always been asked is, how can we show the impact of the border nationally. You know, so this is a good visual to really show that whatever comes out of the border, this is where it's going. You see the
arteries? The thicker the line because, you know, you see the trucks peel off. The lines are a lot thicker in Texas so within Texas we have still a lot. And some of them stay in Texas, but a majority of them is also going outside of the State.

COMMISSIONER BUGG: If I may. First of all, I'm going to call my cardiologist and make an appointment after looking at that. But to the point of how really that illustrates so well. I mean, a picture's worth a thousand words, right? So, Secretary Cascos, I don't know if you're going to come to the commission and give a report on this Border Trade Advisory Committee work or if Caroline is going to give the report, but you might want to come. But what I'm thinking is, as I said earlier, my fellow commissioners are also deeply committed to this, and I think just an illustration of that would, you know, just a very succinct report, but showing that would be very helpful.

SECRETARY CASCOS: The Commissioner hasn't seen that?

MS. MAYS: No, they haven't seen it.

COMMISSIONER BUGG: No, we haven't seen that.

MS. MAYS: This is the first time I
unveiled this.

COMMISSIONER BUGG: So I would invite you to show that to our full commissioners.

MS. MAYS: Okay. And then quickly to -- can you guys go back to the Power Point we just had? The BTAC one, yeah. Quickly.

I want to show you the trade numbers that we've been tracking. Again, this is the first time we're unveiling this for the last 10 years. So for the benefit of Commissioner Bugg, but also for the committee.

COMMISSIONER BUGG: I don't want to take y'all's time, but if this is --

MS. MAYS: No. This was going to be shared as part of this. Yeah. This was going to be shared as part of this.

So my staff just did this literally like two days ago and this is showing you, you know, truck crossings, northbound truck crossings over the last 10 years. And, for instance, this one right here, this is for all the border crossings, you know. And when you look at it you see, of course, you know, world trade is the one kind of by itself. I said it just kind of sprint and left the world behind, you see that. So that starts to tell you the picture of the border and
the different border crossings, you know, kind of looking at a trend analysis of the last 10 years. And then now we go to each of the kind of regions, you know, so Laredo has the four border crossings and you see, you know, over the last 10 years how, you know, northbound -- again, we're only looking at northbound truck crossings. This is trucks coming into the U.S. through Laredo. So, again, you start looking at that.

You look at Pharr. Again, we looked at all the bridges in Pharr kind of looking at, you know, again, truck crossings over the last 10 years. Again, this starts giving you an idea of how you are performing and how the crossings are performing and also looking at the trade numbers.

El Paso, similar thing. You know, looking at, you know, the different border crossings within that region. So I just wanted to share this, too, with all of you to kind of see these kind of things we do here to analysis some of this information, make it much more digestible so we could share with the public to show them, you know, what we're talking about when we're talking about the border. So I just wanted to kind of give you a flavor of that, you know, so you can all see.

COMMISSIONER BUGG: Good. Very good.
SECRETARY CASCOS: We're back on. Any other commentary?

MR. SCHWEBEL: When will these be -- this is Gerry Schwebel. When will these be ready on -- that we have access to it online so we -- you know, some of us may need to share this at our MPO meetings and our RMA meetings and at our city council meetings because we need to educate others, as well.

MS. MAYS: Gerry, we are going to be posting this online. We just, you know, have to work with our TxDot web people and our IT people to get this posted online.

SECRETARY CASCOS: You think within 30 days?

MS. MAYS: No. Probably within the next week, seven days or so. Yeah, we should have this posted somewhere and we'll shoot it the committee. All the presentations from today and, you know, you could use in a piece or whatever information you would like to use on at least our Power Point.

SECRETARY CASCOS: Caroline, to facilitate a little bit. Do you have pretty much everyone's e-mail in here?

MS. MAYS: We do.

SECRETARY CASCOS: You may want to
consider, before you post it on the website, those components that are critical, e-mail them to everybody.

MS. MAYS: Yeah. I'll e-mail like my Power Point on this one, I'll e-mail it to you guys later today so you-all have it. But the rest of the Power Points that were presented, you know, earlier this morning and now, you know, we'll probably put that somewhere. But if you need any of them, please just let us know, me and my staff, Eduardo and others, you know, we can e-mail those to you.

MR. SCHWEBEL: I think it would be important -- this is Gerry Schwebel again -- that the committee members, we go back to our communities and report back to our communities what we're talking about, what we're addressing. You know, I think the more we talk about it at our communities, the better.

SECRETARY CASCOS: Well, you know, use us as a resource. And I think what you were talking about going back and speaking to your local officials, I think you want to extend it out and speak to the rotary clubs, you know, maybe Lions or some of the leadership in the community that's not necessarily political but, you know, some of your industrial folks, some of your economic development folks, as well.

MR. CRISTINA: Paul Cristina with BNSF.
I had a question about the -- what's behind this plan. The freight plan, for instance, was driven by fast lane requirements. Is there such a requirement driving this plan, which would drive what the outline looks like? Does it do any of us who weren't around for the last one good to go back and read the old plans to see what they were because that might be a basis or a jumping off point for this plan? Just to kind of orient us a little bit more to what we're trying to accomplish here.

MS. MAYS: Well, the border master plans, Chris had mentioned the joint working group. We have U.S./Mexico joint working group on transportation planning. And that group is run by Federal Highway. The plan that we mentioned was driven by that group whereby all the southern border states, U.S. border states, you know, Federal Highway assisted us in developing those border master plans. And those border master plans are being used at the national level to make strategic decisions on infrastructure investment at the border. And then on our end here at TxDot and also in FAST Act actually there is funding tied to border projects. They call it the state -- Border Infrastructure Program, so the former CVI if you really want to say that. So there's some funding tied to
that. But in terms of what we do here it will feed
into the Freight Mobility Plan. Because the Freight
Mobility Plan is the overriding guiding document when
it comes to moving goods. The maritime projects have
to be in the freight plan. The rail projects have to
be in the freight plan. MPO projects, local projects
have to be in the freight plan if we want to qualify
for federal funds for those projects. So -- and I
mentioned earlier Texas has about a hundred million
dollars a year coming, that mostly is highway. But so
border projects that are highway related projects,
TxDot can put those under that hundred million dollars
a year for those. So they don't have to be just
projects in the metro areas, as long as they meet the
criteria. So, yes, there's some funding tied to that,
but at the end of the day we need to have, you know,
border projects. You heard a lot of our district
engineers talk about the projects they're implementing.
A lot of those were generated from the border master
plans. And also moving forward, you know, we have to
help the districts generate those projects that are
related to trade.

SECRETARY CASCOS: You know, keep in
mind, though, that this may seem like it's very
overwhelming, like there's just so much to do, but we
were in the same boat, so to speak, when I vice-chaired the Panama Canal Stakeholder Group and vice-chaired the freight advisory. It becomes overwhelming those first meetings, but it all starts to come together, you know. And how many of y'all is your first time participating in a committee like this? Okay. So it's most, okay. But there's a good foundation so don't be overwhelmed by it. Don't let, you know, all that stuff get to you. It will all come together in time, you know. And, again, we're going to be a resource for, you know, for the committee. Well, she is. But I think it's important to know, though, that what we're doing here today is not pioneering anything. We are going to do something a little bit different that's been done in the past with prior, you know, BTACs. This is going to be a very aggressive committee and it will be more than a two page, I hope, more than a two-page report to somebody. So don't be overwhelmed by it. It will all come together and if -- you know, we're here to work with each other. If you have any questions, any doubts, any concerns, hey, flush them out and let's talk about it so we can fix it.

Gabe, you had something.

UNIDENTIFIED SPEAKER: Yes, I did. We had mentioned that the State had three border master
plans but we're just going to create one. Is this committee going to work on that or are you going to merge the three existing plans into one? How is that going to happen?

MS. MAYS: Well, to answer your first question, the committee is going to be involved in the development of the -- the Border Transportation Master Plan. We're going to use the same motto we used for the freight advisory committee. The freight advisory committee was integrally involved in helping us develop the freight plan so it's going to be kind of the same process that we're going to use for the border master plans. Like I mentioned, we have three border master plans right now, but all of those border master plans are going to be updated but, you know, it will be one border master plan.

SECRETARY CASCOS: So we're consolidating the three into one --

MS. MAYS: Yeah.

SECRETARY CASCOS: -- better and improved master plan?

MS. MAYS: Exactly. Exactly. So that was the first border master plans we developed. We had three and we've seen some holes in it. And, you know, having three border master plans, how do you determine
priorities from one region to the other. You know, again, recognizing that each of the border regions have different challenges, different issues. So the strategies are going to be different probably from one area to the other, but the overall framework is going to be kind of consistent across the border. Same thing we did with the freight plan.

SECRETARY CASCOS: Mayor. Mayor Pete Saenz.

MR. SAENZ: Pete Saenz again. We have regions, you know, obviously the border master plan, but for Texas and as a -- I'm kind of thinking as a commissioner. Do we have other regions and how are the monies then applied -- how competitive, you know, would the border be compared to other regions in Texas. And is that strictly a, you know, obviously a commissioner's prerogative. But if there's more weight, more value at the border versus someplace else, is that going to dictate the application of funds? Or it's not for us to worry about, I guess it's for you-all. But I do worry because maybe the border does -- should take more priority over other areas in how these monies are applied. Just a thought.

SECRETARY CASCOS: Yeah. And I think it's a valid point. Maybe Commissioner can bounce into
here in a little bit. When I said a few minutes ago about competition and, you know, let's not compete with each other for projects. You know, Texas, as you know, is huge and, yeah, there are other regions. You know, you could clammer down and say the Gulf Coast region is in need of infrastructure because of the Panama Canal expansion, the additional container ships that are coming in, etcetera. I don't think we're there yet. I don't know if that's going to be, okay, this is a document to prove up that we need more because that document could easily be, you know, probably be prepared by the Gulf Coast region, as well, you know. So I think at this point I'll punt to the Commissioner how they're going to do it. But I think in order to make an informed decision, you got to have something. And so this is going to be a framework. This is how we can justify -- you know, whether it's merging MPO's that we've talked about, the merging of the MPO's, you know, gives that valley MPO, you know, a larger voice, as an example. Okay. So the same thing here. Before we -- every committee that I know that I visit, you know what, we don't get our fair share. We need more money. Well, let's prove it up. Let's show what we need to do and -- so I don't know if I can answer that question better, unless you want to jump in to it.
COMMISSIONER BUGG: Well, Mayor Saenz, you and I had this conversation, just so you know Secretary Cascos, before I went to Laredo a couple weeks, there were really planning meetings. I received two delegations from Laredo at my office in San Antonio and at each of those meetings, and then I think I was consistent in repeating this when I did visit you—all in Laredo a couple weeks ago, and that is, first of all, there's competition for funds. We know that. And there's always a limitation of funds.

And let me start by saying when you said, you know, we're not getting our fair share. The governor has asked me to work in Washington because Texas is the last donor state. And I told my friends in transportation that the governor I guess thought that I could lead the expeditionary force, and if I got shot then they'd know that message didn't resonate very well in Washington. But if I came back alive, maybe we've got a chance. And that was essentially my -- that's -- I'm in your shoes representing the State in Washington and saying, look, we're growing, we need more funds to support that growth, and we're a donor state to the tune of eight hundred million dollars a year, we'd just like our fair share back in the State of Texas. Similarly, you're asking on behalf of
everyone on -- represented on this panel, rightfully
so, you know, how can all this be allocated.

As I said at my opening remarks, you know
that you have the commissions' attention. You know you
have the governor's attention. But what I said in all
these meetings, and, Gerry, you heard me say it, and
that is y'all need to really kind of prove up the
metrics. You need to build your case and the cases
will be heard. It's not like the commission as it's
looking at its statewide demands upon the resources.
And thankfully I know Chairman Lewis mentioned this
morning the important work that the state legislature
and the governor did on Proposition 1 and Proposition 7
and Speaker Strauss did on ending diversions. So we
have another four to five billion, depending on what
oil and gas prices do. We have another four to five
billion of annual funding, but that's sorely needed on
all the infrastructure needs throughout the entire
State of Texas.

How the Border Trade Advisory Committee
can band together and really make an impact on, I would
suggest to you, on the commissions' receipt of your
needs is to really build these metrics and the case.
And I'm not on your -- I'm not on your committee, but I
think Secretary Cascos is -- I was just listening to
your directive to your committee members and, you know, coming back with the headlines and all that, that ought to be one of your big headlines that y'all are in violent agreement on, and that is what are the metrics that y'all can ban together from El Paso to Brownsville. And how can you put this message together and build the case for -- but on objective. Because everyone has the subjective, you know, I'm not getting my fair share. That would be my suggestion.

And I'm doing it for the State of Texas right now in Washington, but it's objective needs, it's subjective cases. And that at least is what I'm trying to do on behalf of the State on that eight hundred million dollars a year. And I would suggest to you that a similar plan, and you've got the group right here. And you've got the leader to lead you.

SECRETARY CASCOS: We do. All right.

Thank you, Mayor. Anything else? Any other comments?

MR. SCHWEBEL: This is Gerry Schwebel again. I know you're going to get tired of listening to Gerry Schwebel speak, but that's just the price --

SECRETARY CASCOS: That's the price of eggs, man.

MR. SCHWEBEL: But we're fortunate to have Rob Harrison on this committee. And what the
University of Texas has done and even TTI's done, I think it's something that we all should really take note of because there's a lot of knowledge based there that -- research that has been done already for years and we need to don't let this quiet ability dissuade you from asking questions. There's a lot of stuff in his brain and what they have done in research with himself and Jolanda Prozzi and other people that have been there. So, please, I think, we should capitalize on that.

SECRETARY CASCOS: Rob, you got the pressure now. Thank you, Gerry. Any rebuttal?

MS. MAYS: Please use the microphone and identify yourself.

MR. HARRISON: I'm Robert Harrison. The maps that Caroline showed simplified they could be overlaid with John McCray's work actually early on the rivers of trade. So basically I think there's a lot of history, a lot of thoughtful work has been done, and obviously the first thing that needs to be done is some kind of literature review into making sure that we're not duplicating work.

SECRETARY CASCOS: Thank you, Ron. Any other comments?

MR. ARREDONDO: Henry Arredondo with the
City of Del Rio. I just wanted to add, because I hear the limitations on funding, and I just wanted to throw out that when NAFTA passed, most of these exporters have preferential treatment so they don't pay a whole lot of duties. But they all have to pay the manufacturing processing fee. And it's a fraction of a percent, maybe a quarter of a percent. And if somebody were to do a study, I mean, that's probably not enough. You know, the federal government is collecting this, but for the cost of maintaining what has to be maintained is probably not enough. And if somebody threw out some big dollar trade that's going back and forth, I mean, if you added something in there, you know, you collect some of this revenue and then you could target it to the border structures.

SECRETARY CASCOS: Put that into your topic. Send it up to us so we can look at that. Anything else? Caroline, anything else?

MS. MAYS: No.

MR. ALDRETE: Rafael Aldrete with TTA. I was going to ask if it would make sense to invite DPS at least to one of the meetings? Because I think there has been a lot of conversation about the impact of the DPS inspections.

MS. MAYS: I think the Secretary already
told me that is on the list of people to invite for future meetings.

SECRETARY CASCOS: Yeah. And I want to make sure that when we do ask noncommittee members to come and -- you know, such as DPS, that, you know, it's -- and I expect this from everybody. I'm just throwing it out there. You know, that we're respectful of their positions, that they're doing it because they're getting a mandate from someone else somewhere. And I think that the topic was, at least in Brownsville, you know, they get inspected when they're coming across the bridge and then they get stopped 10 miles later in San Benito, get inspected again. And so the same truck that crosses 15 times is going to get inspected 30 times, you know, within that 30-day period. And I think that is a trade inhibitor. It affects the trucking agent, you know, the entity of trucks and, to me, doesn't make a whole lot of sense. But maybe they know something that we don't. So I think it would be important -- so, yeah, that was mentioned this morning about inviting DPS. I'll tell you, I don't know -- Caroline, why can we not ask DPS to sit on the committee?

MS. MAYES: We have to go back and look at it, yeah.
SECRETARY CASCOS: Just a thought.

MS. MAYS: I think just as we added other committee members, you know, I'm not sure. But the challenges would be if they have time to serve because I know they're stretched thin.

SECRETARY CASCOS: Right. Well, just throw it out, at a minimum invite them at the next -- and let them know what the questions are going to be so we don't catch them blind sided. Okay. Anything else? Caroline, anything else?

MS. MAYS: Not on this topic.

SECRETARY CASCOS: What else you got?

MS. MAYS: Michael, you're on. With this, Michael is with TTI and -- with UNT and but also they're working with TTI, and they're going to be leading us in the development of the strategic transportation initiatives. So he's going to kind of give you just a quick outline. And what I would like to hear from the committee is, you know, if you have any reactions to that. Because this is something that you guys are going to be owning, you know, once it's said and done.

MR. BOMBA: Thank you, Caroline. As Caroline said, my name is Michael Bomba. I work at the University of North Texas at the Center For Logistics
Education and Research. And we'll be working with the
Texas A&M Transportation Institute. Jolanda Prozzi was
here earlier, but she had leave due to an earlier
commitment. But she will be working on this project,
as well as Juan Bazan who I'm sure is a familiar face
to many of you.

The purpose of what we're doing as part
of the -- helping you with the Texas Border Strategic
Transportation Initiative Plan is really twofold.

One, we want to provide you with current
and tailored information to supplement your
understanding of the border, as well as what's
happening in Mexico.

And then, two, we want to help you
document your vision for the border.

So we're here to help you as you write
the plan. Now, you don't have to write the plan
physically. That will be our job. But we're here to
help you by taking your ideas and putting them down on
paper.

So the Transportation Initiatives Plan
will have four main objectives. The first being the
efficient flow of trade between Texas and Mexico.

Secondly, connecting the transportation
infrastructure between the economies.
Third, promote economic growth both regionally and at the statewide level, as well as nationally.

And then lastly, maintain and strengthen Texas’s economic competitiveness.

As was mentioned earlier, there’s also going to be a border transportation master plan. This will be more technical in nature dealing with the actual transportation improvements. The initiatives plan is more the big picture strategy, and then the master plan will deal with the actual infrastructure on the ground. And that will be completed by a consultant, the transportation master plan.

Also, to respond to some earlier comments that were made, our goal is not to create another plan on your behalf that just goes up on the shelf. Not to duplicate previous efforts. Our plan is to synthesize what’s been done in the past, to update it because things have changed since all those reports were completed, and then to make it something that’s not only up-to-date, but also looking forward and taking into account many of the trends that are occurring right now, both in Texas and in Mexico.

So to make this happen we put together a game plan with various tasks within the scope of work
that we've worked with the TxDot staff to complete it.
The first thing to do is to support the BTAC meetings and program development. So what that means is to identify topics for discussion, help recruit speakers, provide meeting minutes and other types of administrative functions.

The next thing we'll do is develop a series of White Papers and other meeting materials for you to learn more about some of these trends that you see every day but maybe from a more holistic perspective. And so in a second I'll show you some of the ideas that we have for these White Papers, but we're certainly open to modifying those proposals or to swap some out if you think there are other issues that are more urgent.

Then through a series of interactions with you both in these meetings and by contacting you perhaps by e-mail or through online means, we'll gather information from you to help document the strategic plans transportation needs and recommendations and then we'll write that up. And during this entire process we'll also be coordinating with a consultant who's preparing the border transportation master plan so that those two documents align with each other. We don't want to have the transportation initiatives plan say
one thing and have the border master plan say something else. The goal is to have those two documents align perfectly.

So as far as the transportation White Papers that we've thought about, the first one will be called the role of a border coordination group, which, of course, is you. What this will be is sort of a plan for planning what it is that y'all hope to accomplish and how we intend to do it. And then after that we'll move into more topical discussions about the Texas and the Mexican economy as well as transportation infrastructure between them.

So moving into those topics -- and, again, like I said, these are just initial ideas. You may want to modify them or add some and take some out. But our initial ideas are innovative sources for border infrastructure, heavy weight truck corridors, the status and development potential of the la Entrada al Pacifico proposal, so sort of updating that to the current situation. Historic and current impacts of NAFTA on the Texas economy. Reviewing U.S./Canadian border infrastructure development practices, and looking at Texas-Mexico maritime trade and trend implications.

And I have some more on the next slide.
Over here we have potential impacts of the Trans-Pacific Partnership. If you're not familiar with that, that's sort of an upgrade to NAFTA. And in addition to it involving the three countries of NAFTA, it also involves a number of countries in Asia but not China. New regulations impacting the southbound flows of goods. Mexico's energy reforms and their impacts on Texas's energy industry. TTI and UNT are currently working on a study on that particular topic so we'll be filling you in with what we found.

Cross-border manufacturing in Texas and Mexico. Again, that was David -- a topic that David Marquez discussed in his presentation. In addition to automotive, there are a number of other industries that use cross-border manufacturing so this -- the idea is that we would have more of a holistic big picture view. And then on the next White Paper we would focus in on the automotive industry as a case study. And then finally, potential economic impacts of cross border traffic delays.

So these are the ideas that we've come up with. Again, if you see something in here that you think could be modified or you want to swap it out with a new idea. For example, there was some discussion earlier about dedicated truck lanes from the border.
Perhaps that might be a topic that would be put in.
Please let me know, or let Caroline know actually,
because Caroline --

MS. MAYS: Yeah. I think -- this is
Caroline Mays. This is where what Secretary mentioned
sending your five ideas. You know, again, taking those
ideas, if there's gaps in this, we can take some of
those and put it in there so those can be developed
into White Papers, you know, more kind of, you know,
research done into those and bring it back to the
committee so you're not really kind of doing the work.
The work is going to be done by the researcher. So,
again, think about it, look at this. If there's
anything's missing that you would like to see that you
want the committee to focus on, that's essentially what
their role is going to be. Go dig deep -- tell them
the topic and then go dig deep and bring that back to
the committee.

MR. BOMBA: And our idea is that each of
these White Papers would be, say, a 25- to 35-page
document that would give you some, as I said, tailored
and up-to-date research on that particular topic so
that you would feel comfortable talking about it during
the meetings.

As I said, the first thing we want to do
is we want to work with you to decide how we're going
to put this initiatives plan together. And so we would
have a meeting specifically for that purpose where we
discuss the plan's objectives, the scope of work, the
proposed deliverables. If there are any issues or
concerns that you have about how this process is going
to occur, that would be the time to address them. But
like I said, as I said before, it's really a meeting or
a plan for planning. So before we start this process
of developing a plan, we're going to sort of set the
ground rules of how it's going to happen. That way
once we get into it we don't have any concern about the
direction it's going. We've already decided this is
the best way to move forward.

We do plan to review many of the
documents that have been prepared over the last five to
seven years. As was said earlier, we don't want to
reinvent the wheel. We don't want to spend hundreds of
thousands or millions of dollars -- we won't, but we
don't want to spend that much money doing something
that's already been done, that's already on the shelf.
We want to take that information -- as I said, we want
to synthesize what's there and then we want to figure
out which parts of it need to be updated or where have
circumstances changed that make that information not as
up-to-date or relevant as it once was. And so we will be building on what's already been done, not starting from scratch. And we will be taking more, a more proactive view, I think, than may have been done previously.

And of course we'll be sharing all that information with you as we develop it. We'll be putting together summaries and spreadsheets sort of outlining the major recommendations of these plans, giving that to you for your review. And if you have comments, of course we would appreciate those throughout the process.

The plan that we'll develop will document BTAC's vision and the methods that the State's going to use to integrate international trade, economic development, and transportation infrastructure planning, as well as promote the State's economic competitiveness. As I said, we'll be coordinating it with the master plan so when the master plan has recommendations for specific transportation infrastructure improvements, those will reinforce the ideas within the initiative's plan and vice versa. The initiative plan will obviously lead to what transportation infrastructure that we're going to recommend.
Another thing that we'll be doing in this whole process is passing information along to that consultant who will be working on that. We're going to be collecting a lot of information through literature reviews, through data, through summarizing these previous studies. They will be collecting their own information and so we intend to have a very kind of vibrant relationship where we're passing information back and forth. And, of course, y'all will be -- all of that will be available to you to see as you need to make your decisions.

And so that's all I have. If you have any questions about what it is that we will be doing to assist you, I'm here to answer those. And Caroline can also help with that, as well. But as I said, this will be your plan. This is not TTI or UNT plan. This is the BTAC's plan. We're here to collect the information that you give us and to write it down and present it, but it's really presenting your voice, not ours. So that's our goal.

SECRETARY CASCOS: Any comments? Questions?

MR. SCHWEBEL: This is Gerry Schwebel. There are -- and this should go with, you know, what you just presented. Baker Institute and Bush
Institute, they're also launching their own initiatives, their own projects. Are we going to tie in any of that dialogue with any of our discussions?

MS. MAYS: Absolutely, yes. You mentioned the Bush Institute. I was actually in Dallas on Monday and were at UNT and the Bush Institute. Mr. Luni was there with his staff and, you know, so we're, on the background we're collaborating with Nasco (sic) and other agencies. Which was the first one you mentioned?

MR. SCHWEBEL: The Baker Institute or Rice University.

MS. MAYS: Yeah. Okay. We haven't reached out, but definitely --

UNIDENTIFIED SPEAKER: But we can.

MS. MAYS: -- we will. And then, again, if you have some of these relationships that you have, you know, different agencies, please let us know so we can reach out to them. Because we don't want to reinvent the wheel. If they have done some stuff like we brought Chris in, we're going to be definitely communicating, you know, with them moving forward on things that we can collaborate on so we can make this document really a tangible, usable document that will make a long-term impact so, yeah, absolutely.
And probably invite Matt - since we'll be in Dallas next time, probably invite Matt to be part of the meeting next time.

MR. SAENZ: Pete Saenz again. Yeah, we spoke about DPS. We also need input also from CVP and the federal people and their interaction there at the border. I don't know how that would work, but obviously we need to hear from them before we finalize whatever plan we had because we may think something and the federal government may think something totally different.

SECRETARY CASCOS: Well, I guess we could reach out to them and invite them to come and do something. I don't know what their -- you know, what they would do. I mean, we move forward, I mean, regardless of what they're going to say. You know, we're going to do our thing. We can certainly ask them. If you have any thoughts about specifically what you would like to engage with them on.

MR. SAENZ: Preclearance, in particular. And the fact that you mentioned, too, you know, they get checked on the Mexican side at the bridge and then, you know, we have that 23 mile --

SECRETARY CASCOS: I think as we compile the report, you know, the preclearance issue obviously
can be on one of your topics. That will be -- I think when we did the freight stuff, we made recommendations like, you know, that -- that would be out of our control, right. But we could recommend working with federal officials regarding preclearance issues, blah, blah, blah, as one of those, so yeah. But if you can, send us some info.

I mean, you want to reach out to CVP and those guys? Do you want to do it like when we have a meeting --

MS. MAYS: Yeah.

SECRETARY CASCOS: -- in that area in Laredo? And I think at that point we would ask you or somebody that you can designate to reach out to them, maybe their port director, and invite them to our meeting and we hammer on them I guess.

MS. MAYS: Yeah. And when we went to Laredo for the freight advisory committee, CVP actually came and presented. So we have engaged them when we went for the freight plan, just a stakeholder meeting, CVP was actually part of the meeting. They came several times and actually made comments. So, yeah, they have been engaged. But, yes, absolutely, when we go to Laredo or to El Paso, to any of the border regions, you know, we'll rely on you-all to help us
invite them and engage them in this effort.

SECRETARY CASCOS: Let me ask just a question just out of curiosity. Has everyone here had the opportunity to read the freight advisory plan? I think that if you can, maybe between now and June 30th -- I mean, it's really easy reading. You know, after it was compiled I kind of learned a lot, just to read it. You know, it will give you a better flavor for what the challenges that the State has. You know, like I didn't know we had nine choke points out of the 25 in the country here. That was -- that was part of my speech when I would speak to communities about congestion. It might be good to read some of that stuff. It's going to address some CVP stuff, as well.

It's online, right?

MS. MAYS: Yes. It's online on movetexasfreight.com.

SECRETARY CASCOS: Move --

MS. MAYS: Movetexasfreight.com.

SECRETARY CASCOS: Movetexasfreight.com.

MS. MAYS: Yeah. And if you have in your packet, we have an executive summary for the freight plan, the website is on the back of that executive summary.

SECRETARY CASCOS: And I think what -- if
-- for those of y'all that did not participate in those particular task forces, it would give you an idea how they're formatted. You know, how we took testimony from people, how that testimony was incorporated into the report. It was really a very good report, if I had to say. But anyway, what else? Caroline, what you got?

MS. MAYS: That's it.

SECRETARY CASCOS: Are we done?

MS. MAYS: Yeah. Any questions?

MR. GIULIANI: Anthony Giuliani. Just real quick to add to your point, Mr. Schwebel. The Baker Institute, their Mexico center I think is kicking off a three-year study of stakeholders along the U.S./Mexican board with Dr. Tony Payan heading that up. So I think that would be a tremendous resource to tap into for this committee.

UNIDENTIFIED SPEAKER: Yeah. We will certainly try to include that into what we're doing and make sure that we align.

SECRETARY CASCOS: Is there anything else? Silence is concurrence. Okay. I think we're good. I want to thank y'all very much for today. Our next meeting is scheduled for June the 30th. Please, as soon as you know a yea or a nay that you can make
that meeting, please let Caroline know so we can
determine whether we can have a quorum or not. If
we're not going to have a quorum, then we're going to
have to reschedule it for another day. But Dallas will
be hopefully our next destination. What I want to do
is go to Dallas and then from there maybe to Laredo or
El Paso, then flip over to Houston, then go back to
another valley city, and then end up in San Antonio at
some point, then I think Austin. So our last meeting
of this group will be in Austin probably 18 months from
now. Okay? All right. So we're done. Do I hear a
motion to adjourn?

MR. LOVE: John Love, move to adjourn.

SECRETARY CASCOS: Moved by John Love
from Midland to adjourn. I have a second by Pete
Saenz, Mayor. All in favor single out by saying aye?
Any opposed? We are adjourned. Thank you very much,
folks.

(Hearing adjourned at 3:05 p.m.)
REPORTER'S CERTIFICATE

I, Holly Wolfe, Certified Shorthand Reporter in and for the State of Texas, do hereby certify that the above and foregoing contains a true and correct transcription of the proceedings taken on April 21, 2016, all of which was reported by me.

I further certify that I am not related to nor employed by any of the parties to which this proceeding was taken, nor do I have a financial interest in the actions taken.

Certified to by me on this the 5th day of May, 2016.

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