TEXAS-MEXICO BORDER STRATEGIC TRANSPORTATION INITIATIVES PLAN

Issues, Challenges and Recommendations
Texas Border Strategic Transportation Blueprint Outline

- Introduction
- Importance of the Texas-Mexico border
- Blueprint Mission, Vision, and Goals and Objectives
- Blueprint development process
- Strategic Texas-Mexico border challenges
- Strategic recommendations
- Blueprint implementation plan
Draft Mission and Vision

- Draft Vision:

To collaboratively foster integrated and efficient binational/global trade across the Texas-Mexico border and to promote economic development that benefits the border region, Texas, and U.S. communities.

- Draft Mission:

To develop and implement a trade, economic development, and transportation strategy and public policy that facilitates U.S.-Mexico border trade, creates efficient corridors, and enhances the economies of the Texas border region, the state, and the nation.
Goals

- Comprehensive and Unified Vision for the Texas Border
- To collaboratively foster integrated and efficient binational/global trade across the Texas-Mexico border and to promote economic development that benefits the border region, Texas, and U.S. communities.
- Improve the Operation, Efficiency, and Capacity of Texas’s Trade Gateways
- Public Awareness and Education
- Enhance Binational Communication, Coordination, Collaboration, and Cooperation
- Improve Connectivity within the Texas Border Regions and with the Rest of the State and Nation
Goals

- Achieve a Comprehensive and Unified Vision for the Texas Border among Members of the Border Community
- Public Awareness and Education
- Improve the Operation, Efficiency, and Capacity of Texas’s Trade Gateways (Border Crossings)
- Improve Transportation Network Connections within the Texas Border Regions and between Texas Border Regions and the Rest of the State and the Nation
- Enhance Binational Communication, Coordination, Collaboration, and Cooperation (4Cs) on Gateways and Transportation Corridors
1. **Achieve a Comprehensive and Unified Vision for the Texas Border among Members of the Border Community**

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Preliminary Strategies/Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Establish a unified vision, goals, and objectives</td>
<td>• Develop Texas Border Strategic Transportation Blueprint</td>
</tr>
<tr>
<td>Coordinate public and private sector goals along the border</td>
<td>• Provide forum for public and private sector stakeholders to provide input on border and trade related transportation issues</td>
</tr>
<tr>
<td>Integrate individual community goals and objectives into border-wide goals and objectives</td>
<td>• Continue working with BTAC members, border stakeholders, and the general public to identify local interests and goals</td>
</tr>
</tbody>
</table>
2. Public Awareness and Education

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Preliminary Strategies/Recommendations</th>
</tr>
</thead>
</table>
| Lack of awareness and understanding of trade and border region’s contribution to state and national economies | • Prepare material communicating importance of Texas-Mexico trade to the Texas and national economy (i.e., economic benefits)  
  • BTAC members to speak about the benefits of Texas-Mexico trade to constituents, colleagues, and at public venues |
| Lack of awareness and understanding of border issues outside border region | • Prepare case studies to illustrate how inland (away from the border) businesses benefit from investments in border infrastructure |
3. Improve the Operation, Efficiency, and Capacity of Texas’s Trade Gateways (Border Crossings)

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Preliminary Strategies/Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy and regulatory impediments</td>
<td>• Promote federal adoption of streamlined permitting, inspection, and documentation procedures</td>
</tr>
<tr>
<td></td>
<td>• Evaluate opportunities to standardize systems, processes, and capabilities across all POEs</td>
</tr>
<tr>
<td></td>
<td>• Promote pre-clearance of appropriate goods</td>
</tr>
<tr>
<td></td>
<td>• Work with CBP and Mexican authorities to combine locomotive inspections</td>
</tr>
<tr>
<td>Capacity constraints/congestion</td>
<td>• Analyze border crossing capacity and needs (regional/border system capacity, multimodal capacity)</td>
</tr>
<tr>
<td></td>
<td>• Construct commercial truck parking/staging areas within border regions</td>
</tr>
<tr>
<td>Operational constraints</td>
<td>• Identify critical infrastructure and operational constraints</td>
</tr>
<tr>
<td></td>
<td>• Identity new technologies for deployment</td>
</tr>
</tbody>
</table>
3. Improve the Operation, Efficiency, and Capacity of Texas’s Trade Gateways (Border Crossings)

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Preliminary Strategies/Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>• Develop comprehensive investment plan for the border</td>
</tr>
<tr>
<td></td>
<td>• Document processes to effectively compete for federal, state, and local funding</td>
</tr>
<tr>
<td></td>
<td>• Promote dedicated funding source for border infrastructure</td>
</tr>
<tr>
<td></td>
<td>• Identify opportunities for innovative and alternative funding sources</td>
</tr>
<tr>
<td></td>
<td>• Extend use of Donation Program to Economic Development Councils</td>
</tr>
</tbody>
</table>
## 4. Improve Transportation Network Connections within the Texas Border Regions and between Texas Border Regions and the Rest of the State and the Nation

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Preliminary Strategies/Recommendations</th>
</tr>
</thead>
</table>
| Connectivity and capacity of network linking to border crossings (last mile) | • Eliminate or minimize at-grade crossings in urbanized areas along the border  
• Evaluate benefits of OS/OW corridors along the border  
• Secure funding for local last-mile connections to border crossings |
| Connectivity and capacity of transportation network linking border regions | • Identify intra-border freight transportation needs  
• Promote intra-border cooperation through BTAC |
| Connectivity and capacity of key trade corridors | • Outline investment strategies that link investments to state’s economic goals  
• Support and encourage multi-state (U.S.) planning for key trade corridors serving U.S.-Mexico trade (e.g., analyze multi-state needs along corridors, pooled fund study)  
• Identify opportunities to improve existing highway and rail corridors  
• Widen interstate highway between border and major Texas cities  
• Support development of new corridors |
4. Improve Transportation Network Connections within the Texas Border Regions and between Texas Border Regions and the Rest of the State and the Nation

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Preliminary Strategies/Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robust data</td>
<td>• Develop a robust and integrated binational freight and trade database (consistent data collection, commodity flows by origin and destination, data sharing, and analysis)</td>
</tr>
</tbody>
</table>
5. Enhance Binational Communication, Coordination, Collaboration, and Cooperation (4Cs) on Gateways and Transportation Corridors

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Preliminary Strategies/Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of understanding of institutions and institutional frameworks in the U.S. and Mexico</td>
<td>• Document roles and responsibilities of U.S. and Mexican federal, state, regional and local government agencies</td>
</tr>
</tbody>
</table>
| Insufficient binational dialogue and coordination                         | • Develop framework for binational coordination and collaboration that focuses on direct engagement of U.S., Texas, and Mexican transportation officials at the federal, state, and local levels  
• Consider inviting Mexican agencies and firms to attend BTAC meetings  
• Secure binational agreement on strategic binational trade transportation network and border issues and needs  
• Secure binational participation on border and trade transportation priorities and investments  
• Develop a binational transportation and POE master plan for the Texas-Mexico border |
5. Enhance Binational Communication, Coordination, Collaboration, and Cooperation (4Cs) on Gateways and Transportation Corridors

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Preliminary Strategies/Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Insufficient coordination between public and private sectors</td>
<td>• Conduct listening sessions to directly engage public and private stakeholders on border, trade, and transportation issues (Texas and Mexico)</td>
</tr>
<tr>
<td>Limited knowledge of Mexican investments that can impact trade</td>
<td>• Identify and document planned investments in Mexico’s trade and transportation infrastructure</td>
</tr>
<tr>
<td></td>
<td>• Determine potential impact of Mexican investments on trade flows in Texas</td>
</tr>
</tbody>
</table>
Next Steps

- The feedback provided today will be used to revise draft Blueprint
- The material shown today is not the final product
- If you have additional suggestions or concerns, please relay them to Caroline Mays over the next week or two
- A revised draft Blueprint will be prepared and circulated for comment
State of Texas Border Trade Advisory Committee
Significance of Texas-Mexico Trade and Current Issues

Presented by: Alex Hinojosa
Deputy Managing Director
North American Development Bank (NADB)
Historical Impact of NAFTA on US Trade

Niftier after NAFTA
US trade with Mexico
As % of total US trade

Source: Thomson Reuters

Economist.com
## Texas Ports in Top 15 overall trade

<table>
<thead>
<tr>
<th>2015 Ranking</th>
<th>Port</th>
<th>Total Trade</th>
<th>Percentage</th>
<th>Exports</th>
<th>Percentage</th>
<th>Imports</th>
<th>Percentage</th>
<th>Deficit</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Los Angeles</td>
<td></td>
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<td>2</td>
<td>New York City</td>
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<tr>
<td>3</td>
<td>Laredo, Texas</td>
<td></td>
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<tr>
<td>4</td>
<td>Detroit</td>
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<td>5</td>
<td>Chicago</td>
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<td>6</td>
<td>New Orleans</td>
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<tr>
<td>7</td>
<td>Houston</td>
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<tr>
<td>8</td>
<td>Seattle-Tacoma</td>
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<tr>
<td>9</td>
<td>Atlanta/Savannah</td>
<td></td>
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<tr>
<td>10</td>
<td>Cleveland</td>
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<tr>
<td>11</td>
<td>San Francisco</td>
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<tr>
<td>12</td>
<td>Miami</td>
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<tr>
<td>13</td>
<td>El Paso, Texas</td>
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<tr>
<td>14</td>
<td>Buffalo</td>
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<tr>
<td>15</td>
<td>Charleston</td>
<td></td>
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</tr>
<tr>
<td>16</td>
<td>Dallas-Fort Worth</td>
<td></td>
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<tr>
<td>17</td>
<td>Philadelphia</td>
<td></td>
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<tr>
<td>18</td>
<td>San Diego</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>19</td>
<td>Low Value Shipments</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>20</td>
<td>Norfolk</td>
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</tr>
</tbody>
</table>

Source: WorldCity analysis of U.S. Census Bureau
Top 5 Customs Districts -- Mexico Trade 2015

1. Laredo
   $273.55 billion

2. El Paso
   $91.66 billion

3. San Diego
   $60.20 billion

4. Nogales/Phoenix
   $31.56 billion

5. Houston
   $17.65 billion

Source: WorldCity analysis of U.S. Census data
Key Trade Indicators for CA, TX and AZ

<table>
<thead>
<tr>
<th>Indicator</th>
<th>California</th>
<th>Texas</th>
<th>Arizona</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Jobs Supported by Export Industry</td>
<td>706,969</td>
<td>1,046,549</td>
<td>101,579</td>
</tr>
<tr>
<td>(2015)**</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Change in Jobs Supported by Exports</td>
<td>48,000</td>
<td>197,000</td>
<td>23,000</td>
</tr>
<tr>
<td>(2009 – 2015)**</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exports to Mexico</td>
<td>$26.8 billion</td>
<td>$92.5 billion</td>
<td>$9.2 billion</td>
</tr>
<tr>
<td>(2015)**</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median Income for Family</td>
<td>$61,489</td>
<td>$52,576</td>
<td>$49,928</td>
</tr>
<tr>
<td>(2014)**</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

***“Jobs Supported by State Exports 2015.” Jeffrey Hall and Chris Rasmussen, Department of Commerce, May 31, 2016.***

***“Exports, Job, and Foreign Investment,” [http://www.trade.gov/mas/ian/statereports/?_ga=1,19747963.215280197.1475907592](http://www.trade.gov/mas/ian/statereports/?_ga=1,19747963.215280197.1475907592), accessed October 7, 2016.***

**** US Census Bureau
Program Background
LPOE Funding Challenges & Implications

$146M
Average Annual Appropriations

$5B
Capital Improvement Need
At U.S. Land Ports of Entry

34 Years
To Meet Existing Need

What Are The Implications?

✓ Undersized facilities
✓ Outmoded technologies
✓ Officer safety issues
✓ Longer wait times
✓ Higher transport costs
✓ Supply chain issues
✓ Less throughput
✓ Adverse economic impacts

The CBP Donations Acceptance Program is a viable mechanism and tool by which to invest in and expedite U.S. port of entry improvements.

Taken from presentation delivered by CBP’s Garrett Wright
NADB & BECC
Established in 1994

◆ **Mandate:** Address environmental issues along the U.S.-Mexico border:
  - BECC reviews and certifies environmental infrastructure projects located within 100 km north and 300 km south of the border
  - NADB provides loans and grants for their implementation
  - Both provide technical assistance for project development

◆ **Structure:** Owned and governed equally by the Governments of the United States and Mexico

◆ **Headquarters:** NADB in San Antonio, TX and BECC in Ciudad Juarez, Chihuahua

◆ **Bank Ratings:** Aa1 - Moody's; AA – Fitch
Eligible projects must be located within 100 km north and 300 km south of the U.S.-Mexico border.

### U.S.-Mexico Border Region

<table>
<thead>
<tr>
<th>State</th>
<th>Counties</th>
<th>Population</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arizona</td>
<td>4</td>
<td>1.35 m</td>
</tr>
<tr>
<td>California</td>
<td>3</td>
<td>5.46 m</td>
</tr>
<tr>
<td>New Mexico</td>
<td>4</td>
<td>0.27 m</td>
</tr>
<tr>
<td>Texas</td>
<td>26</td>
<td>2.56 m</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>37</strong></td>
<td><strong>9.64 m</strong></td>
</tr>
</tbody>
</table>

### Mexico

<table>
<thead>
<tr>
<th>State</th>
<th>Municipalities</th>
<th>Pop.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baja California</td>
<td>5</td>
<td>3.15 m</td>
</tr>
<tr>
<td>Chihuahua</td>
<td>44</td>
<td>3.09 m</td>
</tr>
<tr>
<td>Coahuila</td>
<td>33</td>
<td>1.83 m</td>
</tr>
<tr>
<td>Nuevo Leon</td>
<td>49</td>
<td>4.61 m</td>
</tr>
<tr>
<td>Sonora</td>
<td>56</td>
<td>1.65 m</td>
</tr>
<tr>
<td>Tamaulipas</td>
<td>26</td>
<td>2.24 m</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>213</strong></td>
<td><strong>16.59 m</strong></td>
</tr>
</tbody>
</table>
Environmental Sectors
Types of Eligible Projects

- Water and Sewage
  - Water treatment and distribution
  - Wastewater collection, treatment and reuse
  - Water conservation
  - Storm drainage

- Residential, Industrial and Hazardous Waste
  - Sanitary landfills
  - Collection & disposal equipment
  - Dumpsite closure
  - Recycling
  - Site remediation
  - Toxic waste disposal

- Air Quality
  - Street paving and other roadway improvements
  - Ports of entry
  - Public transportation
  - Industrial emissions

- Clean / Renewable Energy
  - Solar
  - Wind
  - Biofuels
  - Biogas/methane capture
  - Hydroelectric
  - Geothermal

- Energy Efficiency
  - Public lighting
  - Building retrofits
  - Equipment replacement
  - Water utilities
Potential to Loan

- Project must be able generate sufficient funds for the repayment of the loan, or;
- Project must have secure external funds for the repayment of the loan.
- Project needs to have all necessary permits/authorizations in order to be bankable.
- Project needs to have a positive environmental impact in the region.
San Luis Rio Colorado International Crossing II

SAN LUIS RIO COLORADO, SONORA

<table>
<thead>
<tr>
<th>Project Company:</th>
<th>Mexican concessionaire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Cost:</td>
<td>US$15.39 million</td>
</tr>
<tr>
<td>NADB Loans:</td>
<td>US$10.1 million</td>
</tr>
</tbody>
</table>

Purpose: Constructing new port of entry.

Expected Results:

- Relocating the commercial port of entry outside the downtown area will remove a source of heavy pollution generated by idling diesel trucks in densely-populated areas of San Luis Río Colorado, Sonora and San Luis, Arizona.

- Using the most modern and efficient processing systems for border crossings will expedite commercial traffic flows at the new crossing, thus reducing idling times, fuel consumption and exhaust emissions.
Addressing Transportation Issues

NADB has recently held discussions related to the following land ports of entry expansion projects:

- **Otay Mesa, CA II POE**: Possible Advisory Role
- **El Paso, Texas POEs**: Possible Advisory Role
- **Donna, Texas & Rio Bravo, Tamps. POE**: Possible Loan for Sec. 559 expansion
- **Anzalduas POE in McAllen, Texas**: Possible Loan for Sec. 559 expansion
- **Laredo, Texas & Nuevo Laredo, Tamps. World Trade Bridge**: Possible Loan for expansion project
- **Santa Teresa-Santa Geronimo Rail Crossing**: Possible Technical Assistance grant for MX environmental studies
Texas Produce Import Industry
Overview

BTAC Meeting
December 7 2016

Bret Erickson
President & CEO
Texas International Produce Association
Background

• Personal Background
  – Grew up in South Texas
  – B.S. Agricultural & Applied Economics from Texas Tech University
  – 13 years in seed corn production with Pioneer Hi-Bred/DuPont
    • 9 years Weslaco, TX as Agronomist
    • 4 years Kauai, Hawaii as Plant Operations Manager for a Foundation Seed Facility
  – 5 years Texas ag association work with TCM, TVA, and TPA
TIPA Background

• Association Background
  – TPA founded in 1942 with a focus on expanding markets and business opportunities for Texas grown fruits and vegetables
  – 2012, TPA becomes TIPA and creation of the Border Issues Management Program (BIMP)
    • Designed to address growing number of issues related to international trade
    • Allowed importers to join the association
  – TIPA is the only association working on international trade and border issues specific to fresh produce coming through Texas and works closely with other organizations such as BTA, FPAA and others on US/Mexico border issues
TIPA Background

- Over 200 members and growing
  - Membership up over 150% in last 4 years
- TIPA has close relationships with federal & state agencies and state and federal elected officials
- In addition to focusing on domestic agricultural policy, TIPA also focused on improving trade flow and overall business climate for Texas produce industry
Imports on the Rise

- Increasing Imports
  - Nearly 2/3 of all fresh fruits and vegetables consumed in or shipped out of Texas is imported
  - Some 40-45% of all fresh produce consumed in the US is imported, vast majority coming from Mexico
  - Based on USDA-AMS data, Texas surpassed Arizona for imported volumes 9 years ago
Volume Comparison TX-AZ-CA-NM
2007-2015

Fresh Produce Import Volumes Mexico to US
Source: USDA Ag Marketing Service

Graph showing the volume comparison of fresh produce imports from Mexico to the US from 2007 to 2015, by state. The graph includes data for Texas, Arizona, California, and New Mexico.
# Growth Trends

<table>
<thead>
<tr>
<th></th>
<th>Texas</th>
<th>Arizona</th>
<th>California</th>
<th>New Mexico</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eight-Year Growth Rate</td>
<td>107.7%</td>
<td>31.0%</td>
<td>50.0%</td>
<td>116.6%</td>
</tr>
<tr>
<td>Average Annual Growth</td>
<td>13.5%</td>
<td>3.9%</td>
<td>6.2%</td>
<td>14.6%</td>
</tr>
</tbody>
</table>

## Year Over Year Growth Rate: 2014 - 2015

<table>
<thead>
<tr>
<th></th>
<th>Pharr</th>
<th>Rio Grande City</th>
<th>Progreso</th>
<th>Laredo</th>
<th>Nogales</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>36%</td>
<td>-11.3%</td>
<td>-20.4%</td>
<td>23.3%</td>
<td>12%</td>
</tr>
</tbody>
</table>
2015 Texas Fresh Produce Import Volumes by Port

- Pharr: 64%
- Laredo: 23%
- Progreso: 6%
- Rio Grande City: 7%
2015 Fresh Produce Import Crossings from Mexico by US State

- Texas: 49%
- Arizona: 34%
- California: 15%
- New Mexico: 2%
Top 10 Imported Items From Mexico 2015, #40,000lb Truckload Equivalent

- Tomatoes - All Types: 63,543
- Avocados: 43,498
- Cucumbers: 34,262
- Watermelons, Seedless: 26,923
- Peppers, Other: 24,348
- Limes, Seedless: 23,771
- Bell Peppers: 19,122
- Squash: 18,801
- Mangos: 14,776
- Misc Tropical: 14,700
Why the Increase In Texas Imports?

Improvements in Mexican Infrastructure – Interoceanic Economic Corridor

- Baluarte Bridge and Mazatlan Durango - has created significant time and cost savings for delivering product to US Mid West and East Coast markets
  - 6-8 hour time savings from Mazatlan to South Texas compared to AZ
  - $500-$600 estimated savings per truck just on the Mexican side if originating from Sinaloa
  - $2500+ per truck depending on final US destination round trip
- Approx. 80% of fresh Mexican produce coming from West Coast of Mexico
Why the Increase In Texas Imports?

– Rapidly growing population = increasing demand
– Mexico has been aggressive in supplying US demand – example greenhouse tomatoes and avocados
– Decreasing acres of ag production – TX losing 200 ac/day
  • Increasing regulatory pressures on farmers
  • Lack of immigration reform/labor reforms
  • Persistent drought conditions, water shortages
  • Aging farmer population – avg age 60 years old
  • Capital and resource intensive
The “Produce Surge”

- The surge is happening now
- 108% increase in produce volumes over the last 8 years
- Many Arizona produce operations have been setting up shop and/or expanding their footprint in Texas for the last several years
- Mazatlan-Durango Highway is fully operational
Current Economic Impact of Produce Imports in Texas – 2015 Snapshot

– 210,000 truckload equivalents
– Est. total annual value of imported produce $4.6 Billion
– Total annual economic impact $476M
– 4,600 estimated jobs
Projected Economic Impact of Produce Imports in Texas by 2023
Source: Texas A&M Center for North American Studies

- 100%+ increase in volumes next 8 yrs
- 360,000 truckload equivalents by 2023
- Est. total annual value of imported produce in Texas $7B
- Total state annual economic impact $651M
- 7,700 estimated jobs
Economic Opportunities = Growing Challenges

• New infrastructure will bring more maquiladora traffic as well
• More agricultural imports coming from Central and South America and Asia
• Port Congestion, increasing wait times
• Lack of Federal Resources at POE’s
  – CBP
  – FDA
  – USDA-APHIS
• Increasing Invasive Pest Pressures
• Food Safety Modernization Act (FSMA)
  – Foreign Supplier Verification Act
• Labor shortages
Addressing the challenges

- Overweight Corridor HB 474 passed allowing up to 125,000 lbs for commercial trucks in South Texas
-APHIS hired insect identifier position for Pharr & Laredo
-APHIS & CBP development of pilot program to increase cargo release authority for CBP Ag Specialists
- Doubling of FDA inspectors in the last few years although we still need more
- Increased hours of operation by federal agencies
- Privatization of accredited FDA labs near major produce ports of entry
- Public Private Partnerships allows, cities, counties, and others in private sector to work with federal agencies to address staffing needs and build infrastructure
- Texas Legislature – approved funding for State/Fed partnership to increase hours at federal ports of entry in Texas
Conclusion: Future of Imports

• Overall import growth in the next 10 years will be significant, especially in Texas
• There is no question that there will be continued movement towards a global agricultural market place
• Produce imports will continue to contribute to the economic growth of our region, it’s simply a matter of Texas’ geographic location, we just need the federal resources to keep up with the growing volumes
• Ultimately innovative thinking combined with close working partnership with our federal agencies, local cities, state and federal elected officials, pro-trade groups and Mexican counterparts is critical if we are to take advantage of the tremendous growth opportunity we have before us
Questions?
An update from the Border Trade Alliance
A look back and a look ahead

Border Trade Advisory Council
Brownsville, Texas
December 7, 2016

Russ Jones
Chairman
Border Trade Alliance
About the BTA

• **Our Mission:** To initiate, monitor and influence public policy and private sector initiatives for the facilitation of international trade and commerce through advocacy, education, issue development, research and analysis, and strategic planning.

• **Our Core Value:** A commitment to improving the quality of life in border communities through the development of trade and commerce.
What’s at stake when we’re talking trade?

38 MILLION
More than 38 million U.S. jobs depend on trade.

6 MILLION
Six million jobs depend on trade with Mexico.

382,000
382,000 Texas jobs depend on trade with Mexico.
“The lack of an unabashed pro-growth, pro-trade, pro-border presidential nominee is disappointing. A candidate who could articulate to voters why lower tariffs can increase consumer choice and buying power; why multilateral trade deals are good news for American manufacturers competing abroad; why investing in our ports of entry will positively affect communities from the border to the heartland; and why building walls between us and our neighbors is so antithetical to what our nation stands for, could have been a point of light in an otherwise depressing campaign.”

- BTA Chairman Russ Jones and board members Paola Avila and James Clark, Sept. 14, San Diego Union-Tribune
A quick look back: BTA’s work on multi-year transportation bill
The FAST Act

**Multi-year:** The first multi-year transportation bill since 2012, when MAP-21 was passed.

**Funding:** The bill provides $305 billion in funding for highway, transit and rail programs.
- $233 billion for highways
- $49 billion for transit
- $10 billion for federal passenger rail

**National Highway Freight Program:** $1.2 billion annually

**Nationally-significant Freight & Highways Projects Program:** $900 million annually
A highway bill that reflects the border’s unique needs

CBI Reserve Fund, or CBI “Flex”: Ensuring border states can use funds for border projects

Freight corridors: Corridors begin at ports of entry

Border state trade corridors: Interstate 11, Sonoran Corridor
CBI Reserve, or “flex”

CBI Reserve Fund, or CBI “Flex”: Ensuring border states can use funds for border projects

- Increases flexibility in use of transportation funds for border states

- Reserve up to 5 percent of statewide Surface Transportation Funds for qualified border infrastructure projects

- Demonstrates need for border infrastructure to keep pace with today’s trade volumes
CBI Reserve, or “flex”

“Flex” construct uses the old Coordinated Border Infrastructure program as model:

After consultation with relevant transportation planning organizations, the Governor of a State that shares a land border with Canada or Mexico may designate for each fiscal year not more than 5 percent of the funds made available to the State under section 133(d)(1)(B) of title 23, United States Code, for border infrastructure projects eligible under section 1303 of SAFETEA-LU (23 U.S.C. 101 note; 119 Stat. 1207).

b) Use of Funds.--Funds designated under this section shall be available under the requirements of section 1303 of SAFETEA-LU (23 U.S.C. 101 note; 119 Stat. 1207).
What reforms are still needed to improve the border transportation picture?
Recommended transportation reforms

• Increase Border State infrastructure funds that a Governor allocates from 5 to 10 percent.
• 5 percent to border Off-System infrastructure projects that improve POE.
• Increasing the optional allocation percentage.
• Eligibility of “off-system” projects:
  • State matching funds
A modern funding approach to today’s border: Sec. 559/560
Sec. 559 (and 560): Innovative public-private partnerships

CBP public private partnerships
- Part of CBP’s alternative sources of funding solution
- Sec. 559 of 2014 appropriations bill allows local and state governments, and private sector, to contract with CBP for additional staffing levels
  - Predecessor Sec. 560 more restrictive; Sec. 559 expanded to include additional inspections and infrastructure

Donation Acceptance Authority
- CBP and GSA can accept donations of real or personal property for construction, alterations, operation or maintenance of port of entry facilities (POE).
How are communities using their Sec. 559/560 designations?

STAC: The South Texas Assets Consortium
- Laredo, McAllen, Pharr, Cameron County, Starr-Camargo Bridge Co. (Rio Grande City)
- The designation makes a difference in high traffic periods like *Semana Santa*.

El Paso
- Improving staffing levels at the city’s bridges
DAP: The Donation Acceptance Program

Under Sec. 559, CBP and GSA have developed mechanism for communities to donate land/facilities
- Mechanism to invest in and expedite POE infrastructure and technology improvements.

Who has used DAP already?
- Donna and Pharr, Texas
- Red Hook Terminals (NY/NJ seaports)

Small-scale program now underway
- Communities with smaller projects can submit their proposals year-round now.
- Mariposa POE in Nogales was able to use the small-scale program to bring cold storage capability to that port.
BTA’s role as watchdog

What we’re watching for in these public-private partnerships

- Supplement, don’t supplant
  - These programs must *supplement* regular federal appropriations, not *supplant* them.

- Flexibility is critical
  - The programs must be flexible: Not all port projects are exactly the same.
BTA’s role as watchdog

What we’re watching for in these public-private partnerships

- **ROI**
  - The federal government must recognize that the private sector will seek and expect a return on investment.

- **Push away from the border**
  - We should continue to look for ways to push inspections away from the border
BTA’s role as watchdog

What we’re watching for in these public-private partnerships

- **Be careful with future commitments**
  - We must be wary of infrastructure projects with foreign governments that lead to ongoing U.S. financial commitments.
Staffing still falling short
Sufficient POE staffing: An evergreen issue for the border

CBP’s 18-month hiring lag time must be improved
- CBP falling far short of reaching Congress’ 2,000-officer hiring goal
- Disparate security requirements deserve closer look
How do we address the ongoing staffing challenges?
CBP HiRE Act

Legislation by Sen. Flake and Sen. Heitkamp to make important CBP recruitment and retention reforms

- Retention incentives
- Special salary rate pilot
- Eliminating disincentives for polygraph testing
- Greater transparency in hiring process
Additional items where we’re making progress
The North American Development Bank
Recapitalization, reauthorization

- We’re the border’s leading advocate for ensuring the NADBank can continue its work and that it has the capital to do so.
Addressing border bank and account closures

- Border region bearing disproportionate impact of federal regulatory “de-risking.”
What’s around the corner?
Lame duck Congress: The to-do list.

Cross Border Trade Enhancement Act of 2016
- S. 461 by Sen. John Cornyn
- Makes important reforms to facilitate trade, improve facilities.
- Helps boost staffing levels
Defending trade in 2017

BTA will continue to champion trade in the new administration

- TPP might be dead, but trade’s importance lives on.
- NAFTA has been too important to American prosperity to leave the agreement.
- We have the facts on our side: Better export access, more competition at home, keeps supply chain in North America, stabilizes the globe.
CONTACT

Border Trade Alliance
thebta.org
@borderalliance
Local perspective “Challenges & Opportunities”

1. Mexican Customs (SAT).

2. Customs & Border Protection (CBP).

3. Inspections FMCSA, TX DOT, TX DPS.

4. Produce Inspections.

5. Access of authorized pedestrian drivers to CBP facilities.
Local perspective “Challenges & Opportunities”

1. Mexican Customs (SAT).

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3. Inspections FMCSA, TX DOT, TX DPS.

4. Produce Inspections.

5. Access of authorized pedestrian drivers to CBP facilities.
Mexican Customs (SAT).

- Route of access to the Mexican Customs.
- Lack of refrigerated area in export platform.
- Limited space in export platform.
- Restricted service hours.
- Constant failures, for long periods in the system in both import and export.
- Lack of access to cargo of overload/oversize dimensions, in both import and export.
- Lack of signalization in the bridge, in both import and export.
- Separating guardrails/median barrier.
- Limited space for USA-MEX imports.
- Limited capacity in Mexican Customs exit, with only one lane for all departures.
Local perspective “Challenges & Opportunities”

1. Mexican Customs (SAT).

2. Customs & Border Protection (CBP).

3. Inspections FMCSA, TX DOT, TX DPS.

4. Produce Inspections.

5. Access of authorized pedestrian drivers to CBP facilities.
Customs & Border Protection (CBP).

- Adequate separation of trucks when approaching the modules.
- Add at least 1 more exit.
- Add an X-ray module, a Gantry module and relocate the existing ones.
- Alternate route from X-ray and Gantry modules.
- Failures on CBP system.
- Failures on ACE system.
Local perspective “Challenges & Opportunities”

1. Mexican Customs (SAT).

2. Customs & Border Protection (CBP).

3. Inspections FMCSA, TX DOT, TX DPS.

4. Produce Inspections.

5. Access of authorized pedestrian drivers to CBP facilities.
Inspections FMCSA, TX DOT, TX DPS.

- FMCSA verifies: Different documentation as insurance, permits, etc. and mechanical conditions of the unit.
- TX DOT verifies: Different documentation as insurance, permits, etc. and mechanical conditions of the unit.
- TX DPS verifies: Mechanical conditions and overweight.
- As a result there are three governmental offices doing the same or similar processes in 2 different places almost at the same time.

- BSIF
Local perspective “Challenges & Opportunities”

1. Mexican Customs (SAT).

2. Customs & Border Protection (CBP).

3. Inspections FMCSA, TX DOT, TX DPS.

4. **Produce Inspections.**

5. Access of authorized pedestrian drivers to CBP facilities.
Produce Inspections.

- Authorized laboratory for a wide range of pest inspections and new or fast way to receive results from WASHINGTON DC.
- Authorized CBP agents with release authority on the products.
- Full time schedules for agriculture staff (FDA), while CBP is open.
Local perspective “Challenges & Opportunities”

1. Mexican Customs (SAT).

2. Customs & Border Protection (CBP).

3. Inspections FMCSA, TX DOT, TX DPS.

4. Produce Inspections.

5. Access of authorized pedestrian drivers to CBP facilities.
Access of authorized pedestrian drivers to CBP Facilities.

• Authorized access to drivers, with an authorized badge validated by CBP, that certify that they are drivers returning to USA for their trucks.
Border Trade Advisory Committee

December 7, 2016

CCRMA
CAMERON COUNTY REGIONAL MOBILITY AUTHORITY
### Project Goals & Development List

- Spur Economic Development
- Improve Quality of Life
- Improve Safety & Mobility
- Relieve Congestion
- Ensure Efficient Trade Corridors

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#### CCRMA Project Development List

**November 2016**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Limits</th>
<th>Project Costs</th>
<th>Complete/Under Const.</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECTS COMPLETED</strong></td>
<td></td>
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<tr>
<td>I-69E Sarita Overpass</td>
<td>Sarita School Area</td>
<td>$12 Million</td>
<td>$12.0 Million</td>
<td>Construction Complete</td>
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<tr>
<td>Olmito Switchyard Phase I</td>
<td>North Brownsville/Olmito</td>
<td>$22 Million</td>
<td>$17.0 Million</td>
<td>Construction Complete</td>
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<tr>
<td>Port Access Road</td>
<td>SH 48/SH 550 to Capt. Donald Foist Road</td>
<td>$3 Million</td>
<td>$3.0 Million</td>
<td>Construction Complete</td>
</tr>
<tr>
<td>Veterans International Bridge Expansion</td>
<td>Over Rio Grande River at I-69E</td>
<td>$6 Million</td>
<td>$6.0 Million</td>
<td>Construction Complete</td>
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<tr>
<td>Olmito Switchyard Phase II</td>
<td>North Brownsville/Olmito</td>
<td>$3.6 Million</td>
<td>$3.6 Million</td>
<td>Construction Complete</td>
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<tr>
<td>CE Spur 56 Willacy County</td>
<td>FM 1018 to FM 3168</td>
<td>$28 Million</td>
<td>$28.0 Million</td>
<td>Construction Complete</td>
</tr>
<tr>
<td>West Railroad Relocation</td>
<td>I-69E and Olmito Switchyard into Mexico</td>
<td>$45 Million</td>
<td>$45.0 Million</td>
<td>Construction Complete</td>
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<tr>
<td><strong>TOLL ROADS OPEN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>SH 550 Phase 1</td>
<td>Overpass at UPRR and FM 1847</td>
<td>$7 Million</td>
<td>$7.0 Million</td>
<td>Phase 1 Toll Road Open</td>
</tr>
<tr>
<td>SH 550 North Port Spur</td>
<td>FM 3248 to SH 48/New Port Entrance</td>
<td>$34 Million</td>
<td>$34.0 Million</td>
<td>Phase 2 Toll Road Open</td>
</tr>
<tr>
<td>SH 550 Direct Connectors</td>
<td>I-69E to SH 48</td>
<td>$44 Million</td>
<td>$44.0 Million</td>
<td>Phase 3 Toll Road Open</td>
</tr>
<tr>
<td><strong>UNDER CONSTRUCTION</strong></td>
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<tr>
<td>FM 803</td>
<td>I-69E to SH 100</td>
<td>$6 Million</td>
<td></td>
<td>75% Complete</td>
</tr>
<tr>
<td>General Brant Road</td>
<td>FM 1847 to FM 510</td>
<td>$15 Million</td>
<td></td>
<td>40% Complete</td>
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<tr>
<td><strong>ENVIRONMENTALLY CLEARED</strong></td>
<td></td>
<td></td>
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<tr>
<td>I-69E</td>
<td>Brownsville to Corpus Christi</td>
<td>$460 Million</td>
<td>$215.0 Million</td>
<td>$215 Million to Complete - EA Cleared</td>
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<tr>
<td>SH 550 Segment 1</td>
<td>East of Old Alice Road to West of FM 1847</td>
<td>$6 Million</td>
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<td>Bidding Phase</td>
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<tr>
<td>SH 550 Segment 2</td>
<td>East of FM 1847 to FM 3248</td>
<td>$15 Million</td>
<td></td>
<td>Bidding Phase</td>
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<tr>
<td><strong>ENVIRONMENTAL STUDIES</strong></td>
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<tr>
<td>SH 32 East Loop</td>
<td>Port of Brownsville to Veterans Bridge</td>
<td>$90 Million</td>
<td></td>
<td>EA Clearance - January 2019</td>
</tr>
<tr>
<td>South Padre Island 2nd Access</td>
<td>Mainland over Laguna Madre to Park Road 100</td>
<td>$465 Million</td>
<td></td>
<td>FEIS Submitted on December 26, 2014</td>
</tr>
<tr>
<td>Outer Parkway</td>
<td>I-69E near N. County Line to FM 1847</td>
<td>$180 Million</td>
<td></td>
<td>EA Process in Progress</td>
</tr>
<tr>
<td>FM 1925</td>
<td>I-69E to FM 491 (Hidalgo County)</td>
<td>$120 Million</td>
<td></td>
<td>EA Process in Progress</td>
</tr>
<tr>
<td>West Parkway</td>
<td>I-69E to B&amp;M Bridge</td>
<td>$160 Million</td>
<td></td>
<td>EA Process in Progress</td>
</tr>
<tr>
<td>North Cameron County Switchyard</td>
<td>North of Harlingen near I-69E</td>
<td>$25 Million</td>
<td></td>
<td>Pending CE Preparation</td>
</tr>
<tr>
<td>North Railroad Relocation</td>
<td>North Cameron County to SH 106</td>
<td>$80 Million</td>
<td></td>
<td>Preliminary Study Complete</td>
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<tr>
<td>FM 509 Extension</td>
<td>Outer Parkway to Current Section of FM 509</td>
<td>$7 Million</td>
<td></td>
<td>EA Process in Progress</td>
</tr>
<tr>
<td><strong>CORRIDOR STUDIES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Port Isabel Access Road</td>
<td>SH 48 to Port of Port Isabel</td>
<td>$3 Million</td>
<td></td>
<td>EA Phase</td>
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<tr>
<td>281 Connector</td>
<td>County Line to FM 1577 to I-69E &amp; SH 100</td>
<td>$140 Million</td>
<td></td>
<td>Planning Phase</td>
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<tr>
<td>Port International Bridge Project</td>
<td>Port of Brownsville/East Loop into Mexico</td>
<td>$50 Million</td>
<td></td>
<td>Planning Phase with Mexico</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td></td>
<td>$2 Billion</td>
<td>$415.0 Million</td>
<td></td>
</tr>
</tbody>
</table>
System Map includes 50+ Projects

• Projects Eligible for TRZ Funding
• Projects in Every City of Cameron County
• Projects: Interstate, Highway, Roads, Sea Port, Airport, Rail and International Bridge Crossings
Brownsville/Matamoros West Rail Relocation

- Project eliminated 14 at grade rail crossings
- Improves trade efficiency's with increased capacity of rail cars to be pulled
- Opening of a key corridor through the City of Brownsville with connection to City of Matamoros
- First Rail Bridge to cross the Texas/Mexico Border in 100yrs
SH550/I-169

- Ultimate Configuration consists of 5 phases
- Phase 1 FM 1847 Overpass – Opened in 2011
- Phase 2 Port Spur to Hwy 48 – Opened in 2013
- Phase 3 Direct Connectors to I69 – Opened in 2015
- Phase 4 Gap I – Construction to begin April 2017
- Phase 5 Gap II – Construction to begin 2018
SH32 East Loop

- Provides east to west major arterial to south east Brownsville
- will maximize access to the Veterans International Bridge at Los Tomates
- Provides increased mobility with new overweight truck corridor to the Port of Brownsville through the elimination of 17 stops
- Promotes economic development with improved connectivity in undeveloped area of Brownsville, TX
- Improves safety by eliminating overweight corridor in area with 6 school zones
## Technology: International Bridge Interoperability
### Rio Grande Valley

<table>
<thead>
<tr>
<th>International Bridges (IB)</th>
<th>Commercial Trucking Companies</th>
<th>Tolling Agencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expanded convenience provided to customers</td>
<td>Savings of time and money by using controlled access facilities</td>
<td>Additional source of revenue to expand and improve infrastructure</td>
</tr>
<tr>
<td>Point-to-Point service provided</td>
<td>Administrative time savings by consolidating payment forms</td>
<td>Partnership with IB provides direct payment and reduced cost of enforcement</td>
</tr>
<tr>
<td>Synergistic benefits of marketing and other services</td>
<td>Compliance with Texas traffic laws by avoiding violations and penalties</td>
<td>Texas Regional Mobility Authorities: a strategic partnership</td>
</tr>
<tr>
<td>New innovative source of revenue using existing investment</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
For additional information or questions please contact us:

www.ccrma.org
psepulveda@ccrma.org

Thank you!
PHARR DISTRICT

Major Projects Update

Border Trade Advisory Committee

December 7, 2016
TxDOT Development Projects

TxDOT Project List
1. SH 68
2. I-2/I-69C Interchange
3. Donna International Bridge
4. SL 195 (Roma-Rio Grande City)
5. US 83 La Joya Relief Route
6. I-2 @ Bicentennial
7. FM 1925
8. I69C (Hidalgo/ Brooks County)
9. US 83 (Starr/ Zapata County)
10. I69E (Kenedy/ Willacy County)
Project Scope: To provide a four lane divided highway on new location, approximately 17 miles, around Roma and Rio Grande City

Limits: FM 755 to Loma Blanca Road

- Coordination with local officials and development of schematic and environmental document
- Anticipated Completion dates for major phases
  - Schematic: 12/1/2016
  - Environmental Clearance: 7/1/2017
  - PS&E: 8/1/2018
  - ROW Acquisition: 1/1/2019
  - Utilities: 7/1/2019
  - Letting: 7/1/2019
Project Scope: Provide relief to the traveling public along the I-2/I-69C Interchange by developing and constructing 2-lane connectors in each direction (S-W, S-E, E-N, and W-N)

- Studies have been done by the Texas A&M Transportation Institute and the TxDOT Bridge Division
- The estimated cost of reconstructing the connectors and improvements to roadway approaches is $150 Million
- A detailed study was done through a consultant
- Phase 1: Consultant performed a detailed structural analysis of the existing direct connectors, completed May 2016
- Phase 2: Project development of various options (ongoing)
- Public Meeting in March 2017
**Project Scope:** provide an additional north-south route for the region and improve the long-term regional transportation network

- Partnership between Hidalgo County RMA and TxDOT
- Proposed 22 mile new road that will connect I-2/US 83 to I-69C/US 281
- The initial preferred route generated significant feedback from local community
- In response to local input and significant impacts along the preferred route, TxDOT is expanding the study area
- New Road alternatives, based on feedback, will be presented at next public meeting on Jan. 3, 2017
**Project Scope:** Provide direct connectivity between I-69C in Hidalgo County and I-69E in Cameron County.

- First collaborative project between Cameron County RMA and Hidalgo County RMA
  - CCRMA will be the project lead
- TxDOT will be coordinating with CCRMA in the development of the schematic and environmental process of this project
- The environmental process is expected to be completed in two years

- The project was initially being developed by TxDOT in 2006.
- A public meeting was held in May 2007, and schematic was 95% complete.
- However, in 2008, development ceased due to financial constraints by the State.

- In November 2015, TxDOT conducted a “Needs Assessment” for this project.
- Based on the forecasted traffic volumes, a Super 2 highway would be desirable by 2020. Future expansion to a four-lane freeway may occur by 2035 to 2040.
Donna International Bridge

- **Purpose:** Develop the southbound inspection facilities at the Donna/ Rio Bravo International Port to transport commercial vehicles from the U.S. to Mexico.

- **Currently, only passenger automobiles are allowed into and out of the port.**
  - New project requested by City of Donna
  - Environmentally cleared in November 2005
  - This project is Phase II of the Donna International Bridge Master Plan
  - Potential candidate for FAST Act Grants

- **NOTE:** City of Donna is currently developing Phase I of their Master Plan (SB Empty Commercial Facility); scheduled for letting August 2017
Hidalgo County Regional Mobility Authority Projects

Project List

1. SH 365 (Segments 1, 2, 3 and 4)
2. International Bridge Trade Corridor (IBTC)
3. Hidalgo County Loop Project (Section A)
4. Hidalgo County Loop Project (Section C)
Cameron County Regional Mobility Authority Projects

Project List

1. South Padre Island 2\textsuperscript{nd} Access
2. SH 550/ I-169
3. SH 32 West and SH 32 East
4. Outer Parkway
5. FM 1925 Extension
6. US 281 Connector
7. West Boulevard (formerly known as West Parkway)
Opened for business in November 1994
3.2 miles in length

Daily Commercial Traffic: 2,300 Northbound trucks; 2,100 Southbound trucks
Daily Non-Commercial Traffic: 3,600 Northbound cars; 3,100 Southbound cars

3-5% yearly growth in imports
2-4% yearly growth in exports

Crossing 6% of all imports out of all ports of entry in the U.S.
Crossing 5% of all exports out of all ports of entry in the U.S.

6th largest and most important gateway out of all land ports, seaports and airports in the U.S.
4th largest and most important port of entry with Mexico
#1 land port of entry for fresh fruits and vegetables

70% of all trade crossings are manufacturing
30% of all trade crossings are produce
Crossing 60% of all the fresh produce coming from Mexico through Texas lands ports of entry and expected to grow by another 50% or more in the next 3-5 years

$30 Billion USD in total trade with Mexico and the World
U.S. and Mexico Working Together
Bi-National Planning is Key for Trade Success
Rankings in Imports

1. In the Nation for Import of Avocados & Berries
2. In the Nation for Import of Tomatoes & Vehicle Audio Systems
3. In the Nation for Import of TVs, Monitors, Cable Boxes, Electric Motors, Navigational Equipment, & Hand Tools (Power Tools)
4. In the Nation for Import of Electrical Panels
5. In the Nation for Import of Insulated Wire & Cable
Rankings in Exports
Majority of Population and Markets are in the Northeastern part of the U.S.
The Texas Corridor to International Trade
Corridor Trip: June 7-9, 2016

- 1,300 Miles R/T
- $565 USD R/T for 5 Axle Trucks
- 60 Tunnels
- 114 Bridges
- 15 hours inbound/16 hours outbound (Trucks)
Five-Year Master Plan

Pharr has 2 MOUs with CBP & GSA for 2015 and 2016.

In the next 5 years Pharr will develop projects inside the port under the Donations Acceptance Program (DAP or 559)
Pharr International Bridge & Port of Entry

Present View
559 Project 1: Two Additional Entry Lanes / Booths
559 Project 2: Two Additional Exit Lanes / Booths
559 Projects 3, 4 & 5: Dock Expansion / Additional Cold Inspection Facilities / Ag Training Center & Lab
PHARR PORT of ENTRY & TXDOT-DPS: Border Safety Inspection Facility (BSIF)
Overweight Corridor

Authorized Increase: From 80,000 lbs. to 125,000 lbs.
International Bridge Trade Corridor (IBTC) & BSIF Exit Connector
Mexico Customs ("Aduana")
Projects approved by both State and Federal Governments, under different stages of development:

1. Reynosa Southern Loop II (Libramiento)
2. Modernization of Access Corridor to Mexico Customs (Aduana)
3. Modernization of Mexico Customs Import & Export Lots
Mexico Project 1: Southern Loop II ("Libramiento")

COST: $15 Mill. USD
Solutions for Import & Export
PROYECTOS MEXICO AREA

Solutions for Import & Export

Widen Access To-and-From the “Aduana”
Mexico Customs ("Aduana")
Mexico Project 2: Access to Mexico Customs ("Aduana")

COST: $8.3 Mill. USD
Proposed Solutions
Import & Export Lots

- 2 additional import lot lanes/booths
- 2 additional export lot lanes/booths
- Dedicated commercial lanes for: (FAST/C-TPAT, Empty, Regular Cargo)
- Easy in-and-out access for non-commercial traffic

COST: $50 - 70 Mill. USD

Mexico Project 3: Proposed Modernization of Mexico “Aduana”
Thank You! – ¡Gracias!

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