TEXAS-MEXICO BORDER TRANSPORTATION MASTER PLAN

Border Trade Advisory Committee Meeting
BTAC Primer
May 2018 – Introduced the Task Leads

- Local POC
- Support Communications
- Implementation Plan

» Face of the Project Team
» Set Vision
» Drive Work Plan

PROJECT MANAGER
Alejandro Solis
(HDR)

DEPUTY PROJECT MANAGER
Brian Swindell
(HDR)

STAKEHOLDER OUTREACH
Stephanie White
(HDR)

DATA COLLECTION
Donald Ludlow
(CPCS)

CORRIDOR ANALYSIS
Steve Decker
(HDR)

FREIGHT ANALYSIS
Keith Bucklew
(HDR)

ECONOMIC ANALYSIS
Chris Williges
(HDR)

» External Communications
» Messaging Strategy
» Convey “Border Story”

» Data Collection
» Data Analytics
» Supply Chain Analysis

» Performance Measures
» Corridor Profile
» Bottleneck Analysis

» Freight Users
» Analysis of Freight Corridors
» Freight Needs

» Forecasting
» Future Corridor Profiles Estimate
» Economic Impacts
May 2018 – Introduced Key Team Members

**HDR Prime Contractor**
- Alejandro Solis

**Project Manager**

**BLANTON & ASSOCIATES Subcontractor** (H)
- Robert Ryan
  - GIS
  - Outreach (El Paso, Laredo)
  - Environmental

**B2Z ENGINEERING Subcontractor** (D/H)
- Oliver Salgado
  - Outreach (Pharr)
  - Corridor ID
  - Corridor needs

**GARVER Subcontractor**
- Wendy Travis
  - Economic profiles
  - Local Alternatives Implementation Plan

**GUNDA CORPORATION Subcontractor** (D/H)
- Ramesh Gunda
  - Future corridor profiles
  - Corridor needs
  - Cost estimates

**JACOBS ENGINEERING Subcontractor**
- Michael Sexton
  - Operations
  - Feasibility analysis
  - Alternatives prioritization

**HUMBERTO TREVINO**
  - Liaison with Mexican stakeholders
June 2018 – Presented the Work Plan

The development of the BTMP is estimated to take 12-18 months to complete.
December 2018 – BTAC Input on Key Topics

- Definition of Study Area & Spheres of Influence
- Phases and Milestones
- Stakeholder Engagement Strategy
  - Including Coordination with Mexican Stakeholders
    - Private Industry
    - General Public Outreach
- BTAC Roles & Responsibilities
  - Including Frequency of Meetings
- Composition of Bi-National Regional Steering Committees (BNRSC)
- Preliminary List of Goals for the BTMP
2019 Activities To-Date

Summary since last BTAC in December, 2018
January 2019

- Met with Key Mexican Federal Agencies in Mexico City to introduce BTMP to new administration officials.

- Met with Federal Congressmen (Representatives and Senators) – Members of Commissions related to Border Affairs.

- Representatives of State Governments from Chihuahua, Coahuila, Nuevo León and Tamaulipas.
January 2019

- Met with Other Key Mexican Stakeholders in Mexico City
  - Trucking and Rail Associations – CANACAR, ANTP, AMF, ANPACT, CANAPAT, AMMPAC
  - Energy Subject Matter Experts – Commissioner of the National Hydrocarbons Commission, Staffer for the National Hydrocarbons Commission, ASOLMEX and Grupo Simsa
  - Associations Involved in Transporting Freight Across the Border (custom brokers, logistic companies, associations of exporters) – SkyAngel, IMECE, COMCE, Foxconn, INDEX, IDM Logística, American Chamber of Commerce

- Key Takeaways:
  - Full support and cooperation for development of BTMP
  - **Willingness** to exchange information useful for development of BTMP
  - **Willingness** to meet regularly with BTMP team to provide input and validate findings
February 2019

- Met with Ambassador of Mexico to the U.S. in Washington, DC
  - Accompanied by Head of Political Affairs, Head of Border Affairs and Head of Economic Affairs
- Introduced BTMP and requested support for it
- Amb. Bárcena had spoken to Secretary of SCT about it and reiterated support from Mexican Federal Agencies to develop Plan
- Offered to include BTMP as an item on regular calls with Mexican Consulates located in Texas-Mexico Border Region
March 2019

- Received request from Conferencia Nacional de Goberndores (CONAGO) to share information about the BTMP with Infrastructure Committee Members
  - Comprised of Governors and Public Works Ministers from all States in Mexico

- Sent information with Overview of BTMP in Spanish and offered to make future presentations to this group
  - Description of BTMP
  - Purpose
  - Border Facts
  - Key Elements of BTMP
April 2019

- Border Crossing Visits:
  - Laredo-Colombia Solidarity
  - Rio Grande City-Camargo
  - Roma-Ciudad Miguel Alemán
  - Donna International

- Advanced on four key BTMP Tasks:
  - Stakeholder Engagement
  - Goals & Objectives
  - Data Collection
  - Corridor Analysis
STAKEHOLDER ENGAGEMENT
## Stakeholder Engagement – Round 1

### Participation Rates

<table>
<thead>
<tr>
<th></th>
<th>US</th>
<th>MX</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>135</td>
<td>5</td>
<td>140</td>
</tr>
<tr>
<td>State</td>
<td>68</td>
<td>11</td>
<td>79</td>
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<tr>
<td>Federal</td>
<td>47</td>
<td>26</td>
<td>73</td>
</tr>
<tr>
<td>Industry</td>
<td>222</td>
<td>64</td>
<td>286</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>578</strong></td>
</tr>
</tbody>
</table>
Mentimeter Placeholder
Common Themes Across All Regions

- Excessive wait times
- Rapid annual growth of traffic (people and goods) across border crossings
- Space and personnel constraints at border crossings
- Heavy burden on connected transportation network
- Need separation of modes for safety, efficiency
- Explore systemic approach to border crossings in a particular region
- Genuine interest in working together

Pharr Stakeholder Workshop | April 2, 2019
Specific Themes

- Unreliable crossing times
- Lacking connectivity to other modes
- Opportunities to use technology to improve / optimize border crossings
- Heavy student usage of border crossings
- Coordination with other studies
- Border crossings with no connectivity on Mexican side
- Air quality issues
- Security issues

<table>
<thead>
<tr>
<th></th>
<th>BNRSC</th>
<th>Stakeholder Workshop</th>
<th>Public Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>US</td>
<td>46</td>
<td>64</td>
<td>62</td>
</tr>
<tr>
<td>Mexico</td>
<td>14</td>
<td>9</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>60</td>
<td>73</td>
<td>64</td>
</tr>
</tbody>
</table>
On a scale of 1 to 10....

How well are the region's ports of entry operating today?

3.6
Specific Themes
- Lanes closed too often
- Condition of infrastructure
- Multiple inspections for border crossing cargo
- Congestion at interstate checkpoints
- Exploit underutilized capacity at crossings
- Expand programs such as Joint Inspections and UCP

<table>
<thead>
<tr>
<th></th>
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<th>Stakeholder Workshop</th>
<th>Public Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>US</td>
<td>26</td>
<td>136</td>
<td>24</td>
</tr>
<tr>
<td>Mexico</td>
<td>17</td>
<td>32</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>43</td>
<td>168</td>
<td>25</td>
</tr>
</tbody>
</table>
On a scale of 1 to 10....

How well are the region’s ports of entry operating today?

5.8
Specific Themes

- Lack of crossing locations to serve as relief for burdened infrastructure
- Poor connectivity to regional transportation system on US side
- Very rapid increase of freight volume
- Lengthy produce inspections and lack of qualified inspectors
- Need for more overweight / oversized corridors

<table>
<thead>
<tr>
<th></th>
<th>BNRSC</th>
<th>Stakeholder Workshop</th>
<th>Public Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>US</td>
<td>39</td>
<td>26</td>
<td>21</td>
</tr>
<tr>
<td>Mexico</td>
<td>12</td>
<td>17</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>51</td>
<td>43</td>
<td>22</td>
</tr>
</tbody>
</table>
Transportation Trends at the Border

- Increase in automotive, manufacturing, wind, shale gas & oil volumes
- Increase in commercial vehicle traffic
- Increase in train movements
- Autonomous vehicles
Suggestions to Improve Border Transportation

- Increase staff at POEs
- More open lanes at POEs
- Develop more / new POEs
- Extended POE operating hours
- Joint inspections / more efficiency
- More and better maintained roadway infrastructure
- Increase in use of technology, better tech
- Better mass transit system, pedestrian access
- Improve reliability of crossing information
- More infrastructure funding
Differences Found Between Regions

- Rule on number of driving hours for truckers is impacting operations (Laredo)
- **Negative attitude of CBP officials towards border crossers** (Pharr)
- Addition of security during border crossings to BTMP goals (El Paso)
- Build double-decker bridges (El Paso)
- Expansion of “buffer zone” for truck and bus drivers crossing from Mexico (Pharr)
- Binational Uber Service for the movement of people (El Paso)
Stakeholder Engagement Lessons Learned for Round 2

- Attendance exceeded expectations
- Everything must be bilingual
- Accommodate border crossing time
- Capitalize on social media promotion and engagement
GOALS AND OBJECTIVES

Laredo Public Meeting | April 2, 2019
Vision:

To collaboratively foster integrated and efficient binational transportation mobility of people and goods across the Texas-Mexico border and to promote economic development that benefits the binational Texas-Mexico border region and the United States and Mexico.

Mission:

To develop and implement a trade, economic development, and transportation strategy and public policy that facilitates US-Mexico border trade and cross-border movement of people, creates efficient corridors, and enhances the connections in the binational border region, within the US and Mexican states that form the Texas-Mexico border region, and between the two nations that share this border.
## Draft BTMP Goals

<table>
<thead>
<tr>
<th>Category</th>
<th>Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Improve binational, multimodal transportation safety</td>
</tr>
<tr>
<td>Economic Competitiveness</td>
<td>Improve the contribution of the binational transportation system for economic competitiveness, productivity, and development in the border regions and beyond</td>
</tr>
<tr>
<td>Mobility and Reliability</td>
<td>Reduce congestion and improve system efficiency and performance on the binational transportation system</td>
</tr>
<tr>
<td>Multimodal Connectivity</td>
<td>Provide binational transportation choices and improved system connectivity for all modes</td>
</tr>
<tr>
<td>Sustainable Funding</td>
<td>Identify and sustain funding sources for the binational transportation system</td>
</tr>
<tr>
<td>Stewardship</td>
<td>Manage environmental and agency resources responsibly and foster accountability and transparency in decision-making</td>
</tr>
<tr>
<td>Customer Service</td>
<td>Understand and incorporate customer feedback in decision-making processes and be transparent in all agency communications</td>
</tr>
<tr>
<td>Border-Crossing Resiliency</td>
<td>Capacity of the system to continue operations after disasters / emergency events</td>
</tr>
<tr>
<td>Asset Preservation</td>
<td>Maintain and preserve infrastructure that supports multimodal, binational movement of goods and people</td>
</tr>
</tbody>
</table>
POLL

PLEASE RANK YOUR TOP GOALS
Comparison of Goal Voting

- **RGV BNRSC**
  - Goal 1: Mobility & Reliability
  - Goal 2: Multimodal Connectivity / Economic Competitiveness

- **LAR BNRSC**
  - Goal 1: Mobility & Reliability
  - Goal 2: Economic Competitiveness

- **ELP BNRSC**
  - Goal 1: Mobility & Reliability
  - Goal 2: Economic Competitiveness
DATA COLLECTION
Data Collection – Initial Review of Available Data

- Compilation and inventory of US and Mexico data sets
- Actively collecting data from all stakeholders through meetings, consultations, and questionnaire

### Plans and Studies

- Transportation Plans and Studies
- Land Use Studies
- Economic Development Plans
- International Trade Studies
- Environmental Studies

### Quantitative and Qualitative Data

- Statistical Data
- Surveys
- Operational Data
- Land Use Data
- Multimodal Transportation Network
Data Collection - Approach

Legend

Data Stakeholders (US and Mexico)
Collection Methods

Collection Methods:
- Desk Research
- Data Questionnaire
- Stakeholder Meetings
- Interviews

Stakeholder Groups:
- Regional gov’t agencies
- State gov’t agencies
- Federal gov’t agencies
- Infrastructure Owners
- Industry Stakeholders
Data Collection - BTMP Stakeholder Data Questionnaire

- Serves as follow up to Round 1 of BNRSC
- Brief questionnaire and upload capability
- Team will inventory and validate data sources for potential use
- Allows stakeholders and local study participants to contribute studies, plans, and data

Texas-Mexico Border Transportation Master Plan (BTMP)

Data Questionnaire

The Texas Department of Transportation (TxDOT), in collaboration and partnership with the Border Trade Advisory Committee (BTAC), is working with binational federal, state, regional, and private sector stakeholders to undertake development of the Texas-Mexico Border Transportation Master Plan (BTMP). The BTMP is a comprehensive, multimodal, and binational study that:
Data Collection – Preliminary Gaps

- Initial comparison of data sources focusing on agency data from federal and state sources
- Across many data sets (US and Mexico) differences in:

  - **Granularity**: Differences in detail: geography, classification
  - **Linkages**: Between modes, across the border
  - **Consistency**: Data collection, classification, reporting
## Data Collection - Example Data Comparison: Texas and Mexico

<table>
<thead>
<tr>
<th>Data Type</th>
<th>Crash Patterns</th>
<th>Crash Patterns</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mode</strong></td>
<td>Highway</td>
<td>Highway</td>
</tr>
<tr>
<td><strong>Source Name</strong></td>
<td>TxDOT</td>
<td>INEGI</td>
</tr>
<tr>
<td><strong>Database Name</strong></td>
<td>TxDOT Crash Query Tool (CRIS Query)</td>
<td>Accidentes de tránsito terrestre en zonas urbanas y suburbanas</td>
</tr>
<tr>
<td><strong>Geographic Area</strong></td>
<td>Texas</td>
<td>Mexico</td>
</tr>
<tr>
<td><strong>Sector</strong></td>
<td>Public</td>
<td>Public</td>
</tr>
<tr>
<td><strong>Data Start Year</strong></td>
<td>2010 (2003 for some queries)</td>
<td>1997</td>
</tr>
<tr>
<td><strong>Latest Update</strong></td>
<td>2018</td>
<td>2017</td>
</tr>
<tr>
<td><strong>Frequency</strong></td>
<td>Annual</td>
<td>Annual</td>
</tr>
<tr>
<td><strong>Description</strong></td>
<td>This tool allows users to query, extract, and analyze crash data. The database includes lat/long values. Peace Officers record PDO, fatalities, and injuries categorized as suspected serious, non-incapacitating, possible, unknown, and none injuries. Numbers are based on passengers’ location in vehicles.</td>
<td>Database of crashes, may be able to construct severity index from data, need to confirm methodology of urban and suburban zones.</td>
</tr>
<tr>
<td><strong>Language</strong></td>
<td>English</td>
<td>Spanish</td>
</tr>
<tr>
<td><strong>Format</strong></td>
<td>CSV</td>
<td>CSV</td>
</tr>
<tr>
<td><strong>Data Type</strong></td>
<td>Raw data</td>
<td>Raw data</td>
</tr>
<tr>
<td><strong>Access Limitations</strong></td>
<td>Separate requests should be submitted for each year. A link will be provided through email.</td>
<td>Does not include collisions in Federal Highways. Complemented by “Hechos de tránsito en carreteras, puentes y zonas de jurisdicción federal” database.</td>
</tr>
<tr>
<td><strong>Known Issues</strong></td>
<td>Data is based Texas Peace Officer Crash Report (CR-3). Per Texas statute, peace officers have up to 10 days to submit CR-3 reports to TxDOT. This introduces the potential for a lag between the crash date and the date the data is available in CRIS.</td>
<td></td>
</tr>
</tbody>
</table>
Data Collection - Next Steps

**Collect and Inventory**
Continue binational data (stakeholders, agencies, trade groups, businesses, and others)

**Analyze and Validate**
Data attributes, quality, and coverage checks

**Identify Gaps**
In coverage, differences in granularity, linkages, and consistency

**Gap Closing Strategies**
New data sources, data fusion methods
CORRIDOR ANALYSIS
Border Region

**Corridor**
- I-10 West/Ports of Los Angeles/Long Beach
- I-25/Pacific Northwest
- Ports to Plains
- I-35 Midwest/Upper Midwest
- I-35/I-40 Chicago/Great Lakes
- I-30/I-69 Northeast
- I-10 Southeast
- Mexican Federal Highway 45
- Mexican Federal Highways 57 and 85
- Mexican Federal Highways 40 and 101
Laredo/Coahuila/Nuevo Leon/ Tamaulipas Region

- **Ports to Plains**
- **Emerging Corridor**
- **Highway Trade Corridor**

- Del Rio-Ciudad Acuña International Bridge
- Eagle Pass Bridge I
- Laredo-Colombia Solidarity Bridge
- Gateway to the Americas Bridge
- Nuevo Laredo
- Coahuila
- Nuevo León

San Antonio

Texas

Mexico
Rio Grande Valley/Tamaulipas Region

- Mexico City – Nuevo Laredo Corridor
- Emerging Corridor
- Highway Trade Corridor
- Mazatlán - Matamoros Corridor
- Veracruz – Monterrey Corridor
El Paso/Santa Teresa/Chihuahua Region

- Highway Trade Corridor
- La Entrada al Pacifico Corridor
- Emerging Corridor
Railroads
Airports
Seaports
Stakeholder Engagement Three Month Look-Ahead

- **May 29-30:** 5th Mexico Gas Summit, San Antonio
- **June 3-5:** BNRSC Round 2
  - Common topics across regions and singularities in each region that resulted from Round 1 of Stakeholder Engagement
  - Discussion on BTMP Objectives
  - Briefing on the identification of initial data analysis and gaps and how to address them
  - Guidance provided by BTAC on BTMP development
- **June 10-12:** JWC in Mexico City
  - Additional stakeholder meetings
- **June 17-20:** BBBXG in Washington D.C.
- **August 19-21:** BNRSC Round 3
  - Present high-level project prioritization framework
  - Identification of corridors for analysis and their characteristics
Study Tasks Three Month Look-Ahead

- **Data Collection**
  - Process results from Data Questionnaire
  - Begin filling up gaps on Data
  - Identify Binational Supply Chains through consultations and begin analyzing them

- **Corridor Analysis**
  - Identify corridors that will be analyzed and their characteristics
  - Develop preliminary corridor-level performance metrics to be used to assess the efficiency on the movement of goods and people across the border

- **Goals and Objectives**
  - Develop objectives for the BTMP that align with the goals and the available data
  - Develop high-level project prioritization framework
THANK YOU