Texas-Mexico Border Transportation Master Plan

Border Trade Advisory Committee
Welcome & Introductions

Opening Remarks & Recap of Past Steering Committee Rounds
## Recap of Recent Steering Committee Rounds

<table>
<thead>
<tr>
<th>BNRSC Round 1</th>
<th>BTAC</th>
<th>BNRSC Round 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 2019</td>
<td>May 2019</td>
<td>June 2019</td>
</tr>
</tbody>
</table>

- **BNRSC Round 1**
  - BTMP Overview
  - Primer on Goals & Objectives
  - Issues, Needs, Challenges & Opportunities

- **BNRSC Round 2**
  - Refinement of Goals & Objectives
  - Data Collection: Methodology, Inventory & Analysis
  - Corridor Designation Methodology
  - Needs Assessment Methodology

- **BTAC**
  - Summary of Round 1
  - Refinement of Goals
  - Data Collection: Methodology, Inventory & Analysis
  - Corridor Designation Process
  - Needs Assessment Process
Texas-Mexico Border Transportation Master Plan

Task 3: Goals & Objectives

See Handout 1
## BTMP Goals

<table>
<thead>
<tr>
<th>Category</th>
<th>Goal Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety &amp; Security</td>
<td>Improve binational, multimodal transportation safety &amp; security</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 &amp; Reliability</td>
<td>Reduce congestion and improve system efficiency &amp; performance on the binational transportation system</td>
</tr>
<tr>
<td>Multimodal Connectivity</td>
<td>Provide binational transportation choices &amp; 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>Cross-Border 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 &amp; people</td>
</tr>
</tbody>
</table>
Texas-Mexico Border Transportation Master Plan

Task 4: Data Collection & Analysis
Data Collection, Inventory, & Analysis Workflow

- **PLAN**
  - BTMP Data Collection, Inventory, & Analysis Plan

- **COLLECT**
  - Binational Data Inventory & Collection

- **ANALYZE**
  - Identify Data Gaps
  - Address Data Gaps & Needs

- **REPORT**
  - Data Reporting
  - Technical Memorandum: Final Data Inventory & Metadata
  - Draft & Final Baseline Conditions Report & Presentation

Legend:
- In Progress
- Future Work

In Progress

Future Work

See Handouts 2, 3 & 4
Preliminary Data Analysis: Border Region Trends

- Population
- Population Density
- Employment
- Household Income
- Vehicle Ownership
- Movement of People
- Movement of Goods
- Value of Trade

### U.S./MX National Population Change
- U.S. National: 30.56%
- Mexico National: 59.02%

### Border Region Population Change
- TX-MX Border Region: 70.41%
- Texas Border Region: 67.79%
- Mexico Border Region: 72.44%

The chart illustrates the population trends for the Texas Border Region and the Mexico Border Region from 1990 to 2017. The population in millions is shown on the y-axis, while the years are marked on the x-axis. The chart shows a steady increase in population for both regions over the period, with the Mexico Border Region consistently higher than the Texas Border Region.
Texas-Mexico Border Region: Total Population (2017)

Approximately **7.3 million** people live in counties located within 60 miles of the Texas-Mexico border (2017)

<table>
<thead>
<tr>
<th>U.S. side</th>
<th>Mexico side</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.8 million</td>
<td>4.5 million</td>
</tr>
</tbody>
</table>

The regional population has grown by **70%** since 1990

Total population by County (U.S.)/Municipio (MX)
Approximately 2.7 million people live in counties located within 60 miles of the Texas-Mexico border (2017)

<table>
<thead>
<tr>
<th>U.S. side</th>
<th>Mexico side</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.9 million</td>
<td>1.8 million</td>
</tr>
</tbody>
</table>

Total population by County (U.S.)/Municipio (MX)
Approximately **1.6 million** people live in counties located within 60 miles of the Texas-Mexico border (2017)

0.5 million

U.S. side

1.1 million

Mexico side

Total population by County (U.S.)/Municipio (MX)
Approximately **3 million** people live in counties located within 60 miles of the Texas-Mexico border (2017)

<table>
<thead>
<tr>
<th>U.S. side</th>
<th>Mexico side</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.4 million</td>
<td>1.6 million</td>
</tr>
</tbody>
</table>

Total population by County (U.S.)/Municipio (MX)
Texas-Mexico Border Region: Change in Total Population (1990-2017)

Change in Total Population along the Texas-Mexico Border
Percent Change in Population along the Texas-Mexico Border
Population Density along the Texas-Mexico Border

Population Density per Square Mile by County (U.S.)/Municipio (MX)
Texas-Mexico Border Region: Total Employment (TX 2017, MX 2015)

Total Employment along the Texas-Mexico Border
Total employment has grown by **95% or 1.3 million jobs** within 60 miles of the Texas-Mexico border since 1990.

**1.3 million**
U.S. side (2017)

**2.6 million**
Mexico side (2015)

Sources: U.S. Census Bureau General Social and Economic Characteristics 1990, U.S. ACS Economic Characteristics 2017 CONABIO 1990, INAFED 2015. TX employed defined as 16 years+, MX employed defined as 12 years+.
Percent Change in Employment along the Texas-Mexico Border

Sources: U.S. Census Bureau General Social and Economic Characteristics 1990, U.S. ACS Economic Characteristics 2017, CONABIO 1990, INAFED 2015. TX employed defined as 16 years+, MX employed defined as 12 years+
Median Household Income along the Texas-Mexico Border

The data for the Median household income is shown at a county level in the United States and state level in Mexico.

In Texas...

- Less Than HS Graduate: 20% in 1990, 16% in 2017
- HS Graduate: 46% in 1990, 24% in 2017
- Some College: 9% in 1990, 6% in 2017
- Associate Degree: 5% in 1990, 6% in 2017
- Bachelor Degree: 4% in 1990, 6% in 2017

In Mexico...

- Less than Primary: 7% in 1990, 24% in 2017
- Completed Primary: 2% in 1990, 3% in 2017
- Less than Secondary: 14% in 1990, 15% in 2017
- Completed Secondary: 2% in 1990, 4% in 2017
- Completed Upper Middle: 8% in 1990, 16% in 2017
- Completed Upper Education: 0% in 1990, 0% in 2017

Texas-Mexico Border Region: Vehicle Ownership Trends

In Texas...

- 2013: 66.10%
- 2017: 69.06%

In Mexico...

- 1990: 18.54%
- 2017: 26.19%

Source: Texas Department of Motor Vehicles, 2013-2017
INEGI Vehicle Ownership Database, 1990-2016

<table>
<thead>
<tr>
<th>Mode</th>
<th>Modal Share</th>
<th>Change Since 1996</th>
</tr>
</thead>
<tbody>
<tr>
<td>86,369 Buses</td>
<td>1.5%</td>
<td>- 23.0%</td>
</tr>
<tr>
<td>1,266,879 Passengers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17,200,200 Bicycles/Pedestrians</td>
<td>20%</td>
<td>+ 1.6%</td>
</tr>
<tr>
<td>34,580,524 Cars</td>
<td>78.6%</td>
<td>- 42.7%</td>
</tr>
<tr>
<td>67,721,768 Passengers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7,765 Train Passengers</td>
<td>0%</td>
<td>- 36.1%</td>
</tr>
<tr>
<td>POE</td>
<td>Buses</td>
<td>Bicycles</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------</td>
<td>----------</td>
</tr>
<tr>
<td>Boquillas</td>
<td>-</td>
<td>10,965</td>
</tr>
<tr>
<td>Brownsville</td>
<td>43,733</td>
<td>2,761,819</td>
</tr>
<tr>
<td>Del Río</td>
<td>-</td>
<td>147,800</td>
</tr>
<tr>
<td>Eagle Pass</td>
<td>37,790</td>
<td>858,701</td>
</tr>
<tr>
<td>El Paso</td>
<td>193,419</td>
<td>6,883,755</td>
</tr>
<tr>
<td>Hidalgo</td>
<td>249,524</td>
<td>2,185,335</td>
</tr>
<tr>
<td>Laredo</td>
<td>728,177</td>
<td>3,016,801</td>
</tr>
<tr>
<td>Presidio</td>
<td>5,727</td>
<td>94,944</td>
</tr>
<tr>
<td>Progreso</td>
<td>-</td>
<td>899,201</td>
</tr>
<tr>
<td>Rio Grande City</td>
<td>-</td>
<td>60,649</td>
</tr>
<tr>
<td>Roma</td>
<td>8,509</td>
<td>245,594</td>
</tr>
<tr>
<td>Tornillo-Fabens</td>
<td>-</td>
<td>34,636</td>
</tr>
</tbody>
</table>
The number of northbound trains increased by 3,447 or 53% since 1996.


BTS border crossing data only provides border entry information.

The number of northbound trucks increased by 2 million or 93% since 1996

BTS border crossing data only provides border entry information.

### Texas-Mexico Border Region: Value of Goods Traded by BTMP Region (2017)

<table>
<thead>
<tr>
<th>Region</th>
<th>Exports</th>
<th>Imports</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Paso Region</td>
<td>$41.5B</td>
<td>$29B</td>
</tr>
<tr>
<td>Laredo Region</td>
<td>$139.5B</td>
<td>$104B</td>
</tr>
<tr>
<td>Rio Grande Valley Region</td>
<td>$27.7B</td>
<td>$20.9B</td>
</tr>
</tbody>
</table>

**Total** - $362.6B

- Exports - $153.9B
- Imports - $208.7B

BTS Transborder Freight Data, 2017

<table>
<thead>
<tr>
<th>Region</th>
<th>2006 Export</th>
<th>2017 Export</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Paso</td>
<td>$21.3B</td>
<td>$29.3B</td>
</tr>
<tr>
<td>Laredo</td>
<td>$51.2B</td>
<td>$104.4B</td>
</tr>
<tr>
<td>RGV</td>
<td>$15.7B</td>
<td>$20.9B</td>
</tr>
</tbody>
</table>

BTS Transborder Freight Data, 2006 and 2017
Texas-Mexico Border Transportation Master Plan

Task 5: Binational, Multimodal Corridor & System Identification & Designation

October 17, 2019
Task 5 Overview

- **Goal**
  - Identify & designate corridors & determine corridor needs
  - Apply data-driven needs analysis approach to inform development of recommendations

- **Task includes two elements:**
  1. Corridor & POE Identification & Designation
  2. Needs Assessment for Corridors & POEs
Corridor Identification, Designation, & Needs Assessment

- Primary elements of Corridor & POE Identification & Designation:
  - Identify areas of analysis
    - Capture different aspects of transportation system
  - Develop criteria for designation
    - Classify components of transportation system for analysis & comparison
  - Identify Modal Profiles
    - Present multimodal transportation system characteristics

- Characteristics of Needs Assessment for Corridors & POEs:
  - Data-driven
  - Indicators that reflect Goals & Objectives
Corridor Designation Strategy

Database/Inventory

Goals & Objectives, Multi-Criteria Analysis Framework

Forecasts

Economic Analysis

Binational/Multimodal Transportation System & Needs Assessment Plan

Define Analysis Areas/Spheres of Influence

Multimodal Cross-Border Network Designation Criteria & Analysis Framework

Develop Current Multi-Modal Profiles (Policies, Economics, Land Use)

Develop Future Multi-Modal Profiles

Identify and Designate Future Cross-Border Multimodal Corridors

Corridor Designation Report

To Needs Assessment Strategy
Texas-Mexico Border Transportation Master Plan

Binational, Multimodal Corridor & System Identification & Designation

Areas of Analysis (Preliminary DRAFT)
DRAFT Geographical Scope of BTMP

- **BTMP Focus**
  - Binational, multimodal corridors that are connected by border crossings
  - Movement of people and goods

- **“Spheres of Influence”**
  - Sphere 1: 100 km/60 miles north and south of border
  - Sphere 2: Key population and goods production centers in Border States
  - Sphere 3: Five Border States
  - Sphere 4: U.S. and Mexico
  - Sphere 5: U.S., Mexico, and Canada (NAFTA/USMCA)

*See Handout 5A*
Breakdown of Sphere 1 into Sub-Areas of Analysis

Ysleta-Zaragoza Crossing

- Focus inside the border crossing (Federal complex)
- Border crossing and auxiliary infrastructure

1 mile/1.5 km

- Focus at the crossing
- Connectivity to border crossing
- Multimodal
Breakdown of Sphere 1 into Sub-Areas of Analysis

10 mile/15 km
- Focus within urban area
- Multimodal
- Higher Level of Detail

60 mile/100 km
- Focus once outside high density urban areas
- Major Highways
- Multimodal
Breakdown of Sphere 1 into Sub-Areas of Analysis

- Focus inside the border crossing (Federal complex)
- Border crossing and auxiliary infrastructure

- Focus at the crossing
- Connectivity to border crossing
- Multimodal
Breakdown of Sphere 1 into Sub-Areas of Analysis

10 mile/15 km
- Focus within urban area
- Multimodal
- Higher Level of Detail

60 mile/100 km
- Focus once outside high density urban areas
- Major Highways
- Multimodal
Breakdown of Sphere 1 into Sub-Areas of Analysis

B & M Bridge Crossing

- Focus inside the border crossing (Federal complex)
- Border crossing and auxiliary infrastructure

1 mile/1.5 km

- Focus at the crossing
- Connectivity to border crossing
- Multimodal
Breakdown of Sphere 1 into Sub-Areas of Analysis

10 mile/15 km
- Focus within urban area
- Multimodal
- Higher Level of Detail

60 mile/100 km
- Focus once outside high density urban areas
- Major Highways
- Multimodal
BTAC Discussion

Is the breakdown of Sphere 1 into sub-areas of analysis logical?
BTAC Discussion

Is the progression of spheres logical?
BTAC Discussion

Does using this framework to analyze all existing transportation systems seem logical?
Binational, Multimodal Corridor & System Identification & Designation

Designation Process (Preliminary DRAFT)
The Texas Highway Freight Network is designated by TxDOT, and it is not constrained by mileage limits or inclusion criteria set forth at the federal level.

The National Highway System (NHS) consists of roadways important to the nation's economy, defense, and mobility.

National Highway Freight Network (NHFN) to strategically direct Federal resources & policies toward improved performance of highway portions of the U.S. freight transportation system.

The Texas Highway Freight Network is designated by TxDOT, and it is not constrained by mileage limits or inclusion criteria set forth at the federal level.

The minimal design criteria for this network specify that each highway should be at least a four-lane divided facility. That includes routes which are not yet made of four lanes, but ideally will be.
Preliminary Highway Corridor Identification: Mexico

**INEGI Red Nacional de Caminos Roadway Network**

The INEGI Red Nacional de Caminos Roadway Network integrates the roadway networks between urban & rural areas of Mexico.

**Mexico World Street View**

World Roads from ESRI represents the roads of the world including highways, major roads, primary roads, secondary roads and local roads.
Existing Highway Trade Corridors: Round 1 Stakeholder Input

Existing Trade Corridors:
- Primary Trade Corridors
- Emerging Trade Corridors
- Ports-to-Plains
- Manzanillo - Tampico
- Veracruz – Monterrey – Matamoros
- Mazatlan - Matamoros
- Topolobampo - Chihuahua - Presidio - Fort Worth
- Mexico City – Nuevo Laredo
Existing Highway Trade Corridors: Round 2 Stakeholder Input

Existing Trade Corridors updated with 3 corridors added on the Mexico side based on information from stakeholders

- Primary Trade Corridors
- Emerging Trade Corridors
- Ports-to-Plains
- Manzanillo - Tampico
- Veracruz – Monterrey – Matamoros
- Mazatlan - Matamoros
- Topolobampo - Chihuahua - Presidio - Fort Worth
- Mexico City – Nuevo Laredo
- Badiraguato - Chihuahua
- Mexico City – Nuevo Laredo & Piedras Negras
- Queretaro – Ciudad Juarez

[Map showing trade corridors]
Preliminary Highway Corridor Identification: U.S. & Mexico

- Stakeholder Corridor Input
- National Highway System
- National Highway Freight Network
- Texas Highway Freight Network
- Texas Trunk System
- Mexico World Street View
- INEGI Red Nacional de Caminos Roadway Network
Preliminary Highway Corridor Identification – Binational

- International Corridor
- Emerging International Corridor
- Regional Corridor
- Local Corridor
Preliminary Highway Corridor Identification: Sphere 1

Ysleta-Zaragoza Crossing

1 mile/1.5 km

Local Corridor
Preliminary Highway Corridor Identification: Sphere 1

10 mile/15 km

International Corridor

Regional Corridor

Local Corridor

60 mile/100 km

10 mile/15 km

60 mile/100 km
Preliminary Highway Corridor Identification: Sphere 1

World Trade Bridge Crossing

1 mile/1.5 km

Local Corridor
Preliminary Highway Corridor Identification: Sphere 1

10 mile/15 km

60 mile/100 km

International Corridor

Regional Corridor

Local Corridor
Preliminary Highway Corridor Identification: Sphere 1

B & M Bridge Crossing

1 mile/1.5 km

Local Corridor
Preliminary Highway Corridor Identification: Sphere 1

10 mile/15 km

60 mile/100 km

Texas-Mexico Border Transportation Master Plan

October 17, 2019
Other Potential Criteria to Support Roadway Corridor Designation

- Additional Options to Designate Roadway Corridors for Analysis for Consideration
  - Based on readily available data sources
  - Use criteria to identify corridor usage & designate corridors from Spheres 1 to 5

<table>
<thead>
<tr>
<th>Roadway Criteria</th>
<th>Linked to Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume to Capacity Ratio</td>
<td>Mobility &amp; Reliability</td>
</tr>
<tr>
<td>Person-Miles Traveled</td>
<td>Mobility &amp; Reliability</td>
</tr>
<tr>
<td>Freight Ton-Miles Traveled</td>
<td>Mobility &amp; Reliability</td>
</tr>
<tr>
<td>Average Annual Daily Traffic</td>
<td>Mobility &amp; Reliability</td>
</tr>
<tr>
<td>VMT</td>
<td>Mobility &amp; Reliability</td>
</tr>
<tr>
<td>International Trade Flows by Dollar Value and Weight</td>
<td>Economic Competitiveness</td>
</tr>
<tr>
<td>Annual number of crashes</td>
<td>Safety &amp; Security</td>
</tr>
<tr>
<td>Percentage of Pavement Lane-Miles in Good Repair</td>
<td>Asset Preservation</td>
</tr>
</tbody>
</table>
BTAC Discussion

Anything missing on the Criteria & Analysis Framework?
BTAC Discussion

Are we missing any corridors? If so, please identify which one(s).
DRAFT Considerations to Support POE Designation

- Use same process to designate 29 POEs by small, medium, & large
  - By total commercial truck movements by Border Crossing (i.e., annual trucks)
  - By total passenger vehicle movements by Border Crossing (i.e., annual passenger cars)
  - By total pedestrian movements by Border Crossing (i.e., annual pedestrians and bus riders)
- Link POEs with the Designated Corridors identified previously
- Selected POEs for each Border Region
- Draft large, medium, & small designations by mode types and purposes (commercial trucks, passenger vehicles, pedestrians movements)
Example Designation for POEs by Commercial Trucks

- **Commercial Truck Movements**
  - 13 border crossings where commercial truck volume was recorded

- **Total volume of crossing for commercial trucks**

<table>
<thead>
<tr>
<th>Designation</th>
<th>Volume Threshold</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>VL</td>
<td>1,500,000 +</td>
<td>1</td>
</tr>
<tr>
<td>L</td>
<td>500,000 – 1,499,999</td>
<td>2</td>
</tr>
<tr>
<td>M</td>
<td>75,000 – 499,999</td>
<td>5</td>
</tr>
<tr>
<td>S</td>
<td>1 - 74,999</td>
<td>5</td>
</tr>
</tbody>
</table>

*Designation: VL = Very Large; L = Large; M = Medium; S = Small*
Example Designation for POEs by Passenger Vehicles

- **Passenger Vehicle Movements**
  - 27 border crossings where passenger vehicle volume was recorded

- **Total volume of crossing for passenger vehicles**

<table>
<thead>
<tr>
<th>Designation</th>
<th>Volume Threshold</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>L</td>
<td>2,000,000 +</td>
<td>5</td>
</tr>
<tr>
<td>M</td>
<td>500,000 – 1,999,999</td>
<td>15</td>
</tr>
<tr>
<td>S</td>
<td>1 – 499,999</td>
<td>7</td>
</tr>
</tbody>
</table>

*Designation: L = Large; M = Medium; S = Small*
Example Designation for POEs by Pedestrians and Buses

- Pedestrian Movements
  - 23 border crossings where pedestrian and bus volume was recorded
- Total volume of crossing for pedestrians and buses

<table>
<thead>
<tr>
<th>Designation</th>
<th>Volume Threshold</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>L</td>
<td>1,000,000 +</td>
<td>7</td>
</tr>
<tr>
<td>M</td>
<td>100,000 – 999,999</td>
<td>9</td>
</tr>
<tr>
<td>S</td>
<td>1 – 99,999</td>
<td>7</td>
</tr>
</tbody>
</table>

*Designation: L = Large; M = Medium; S = Small*
<table>
<thead>
<tr>
<th>Small</th>
<th>Medium</th>
<th>Large</th>
<th>Very Large</th>
</tr>
</thead>
<tbody>
<tr>
<td>Presidio</td>
<td>Bridge of the Americas</td>
<td>Ysleta-Zaragoza</td>
<td>World Trade</td>
</tr>
<tr>
<td>Rio Grande City-Camargo</td>
<td>Camino Real Intl.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weslaco- Progreso</td>
<td>Laredo-Colombia Solidarity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Free Trade</td>
<td>Veterans Intl. (Los Tomates)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Small
- Tornillo-Guadalupe Intl.
- Fort Hancock-El Porvenir
- Lake Amistad Dam Crossing
- Laredo-Colombia Solidarity
- Lake Falcon Dam Crossing
- Rio Grande City-Camargo
- Los Ebanos Ferry

### Medium
- Good Neighbor
- Presidio
- Del Rio-Ciudad Acuña Intl.
- Eagle Pass I
- Camino Real Intl.
- Gateway to the Americas
- Roma-Ciudad Miguel Aleman
- Anzalduas Intl.
- Pharr-Reynosa Intl.
- Donna Intl.
- Weslaco-Progreso
- Free Trade
- B & M
- Gateway Intl.
- Veterans Intl. (Los Tomates)

### Large
- Paso del Norte
- Bridge of the Americas
- Ysleta-Zaragoza
- Juarez-Lincoln
- McAllen-Hidalgo
## DRAFT Preliminary POE Designation, Pedestrians & Buses

<table>
<thead>
<tr>
<th>Small</th>
<th>Medium</th>
<th>Large</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tornillo-Guadalupe Intl.</td>
<td>Presidio</td>
<td>Paso del Norte</td>
</tr>
<tr>
<td>Fort Hancock-El Porvenir</td>
<td>Del Rio-Ciudad Acuña Intl.</td>
<td>Bridge of the Americas</td>
</tr>
<tr>
<td>Laredo-Colombia Solidarity</td>
<td>Eagle Pass I</td>
<td>Ysleta-Zaragoza</td>
</tr>
<tr>
<td>Lake Falcon Dam Crossing</td>
<td>Camino Real Intl.</td>
<td>Gateway to the Americas</td>
</tr>
<tr>
<td>Rio Grande City-Camargo</td>
<td>World Trade</td>
<td>McAllen-Hidalgo</td>
</tr>
<tr>
<td>Los Ebanos Ferry</td>
<td>Juarez-Lincoln</td>
<td>Weslaco-Progreso</td>
</tr>
<tr>
<td>Free Trade</td>
<td>Roma-Ciudad Miguel Aleman</td>
<td>Gateway Intl.</td>
</tr>
<tr>
<td></td>
<td>B &amp; M</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Veterans Intl. (Los Tomates)</td>
<td></td>
</tr>
</tbody>
</table>
DRAFT Considerations on POE Designation Criteria

- Additional Options to Designate POE Sizes for Multimodal Corridor Designation & Analysis
  - Combined vehicle (car, truck) cross border movements
  - Combined vehicle (car, truck) with pedestrian cross border movements
  - Weighted total combined vehicle & pedestrian cross border movements using a ratio of vehicles to pedestrians
  - Weighted trucks to develop combined vehicle with pedestrian crossing border movements
  - Value of goods
  - Weighted value of goods, & volume of trucks, vehicles & pedestrians
BTAC Discussion

Other suggestions to classify/designate POEs?
Binational & Multimodal Corridor & System Preliminary Needs Assessment

DRAFT Preliminary Needs Assessment
Preliminary Needs Assessment: Approach
Needs Assessment from Corridor Perspective

- Data-driven process to validate stakeholder input
- Using metrics linked to Goals and Objectives

- **Highways & Roadways**
  - Daily Traffic and Capacity
  - Vehicle Miles Traveled
  - Congestion
  - Speed

- **Transit (Bus)**
  - Service Areas
  - Ridership
  - Passenger Miles and Fleet Sizes

- **Pedestrian**
  - Availability of modes

- **Aviation & Maritime**
  - Connectivity to other modes

- **Pipelines**
  - Peak demand

See Handout 6
Mobility & Reliability: Demand (AADT) (2017)

<table>
<thead>
<tr>
<th>El Paso Border Region</th>
<th>Laredo Border Region</th>
<th>RGV Border Region</th>
</tr>
</thead>
</table>

- Over 150,000
- 50,000 – 150,000
- 10,000 – 50,000
- Less than 10,000
Mobility & Reliability: Congestion (2017)

El Paso Border Region

Laredo Border Region

RGV Border Region

Congested | Moderately Congested | Not Congested
Mobility & Reliability: Truck AADT Percentage (2017)

El Paso Border Region

Laredo Border Region

RGV Border Region

Truck AADT Percentage: 0-5% | 45-10% | 10-15% | 15-35% | 35-85%
DRAFT Needs Assessment from POE Perspective

- Strengths, Weaknesses, Opportunities, Threats (SWOT)
- Identify needs by POE locations & mode
  - Safety hotspot
  - Mobility bottlenecks
  - Intermodal connectivity
  - Seasonal
  - Economic development
  - Workforce mobility
  - Future capacity
- Field visit of each POE location
  - Clarifying: issues, trends, & needs
- Link to corridor needs
- Link to goals & objectives
BTAC Discussion

Are there any comments about the Needs Assessment Framework?
Texas-Mexico Border Transportation Master Plan

Summary of Today’s Discussion

See Handout 7
### Study Tasks/Three Month Look-Ahead

<table>
<thead>
<tr>
<th>Goals &amp; Objectives</th>
<th>Data Collection</th>
<th>Corridor Analysis</th>
<th>Forecasting</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ Develop weights for the BTMP Objectives</td>
<td>▪ Develop Baseline Conditions Report</td>
<td>▪ Refine existing conditions by mode/system &amp; spheres</td>
<td>▪ Identify Key Drivers to develop future scenarios</td>
</tr>
<tr>
<td>▪ Refinements to high-level project prioritization</td>
<td>▪ Develop Knowledge Clearinghouse</td>
<td>▪ Populate corridor-level performance metrics</td>
<td>▪ Sketch future scenarios based on Stakeholder Input</td>
</tr>
<tr>
<td>framework</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Next BTAC Meeting
- **January 2020**

### Next BNRSC Meetings: October/November
- **Laredo/Coahuila/Nuevo León/Tamaulipas Region:** Nuevo Laredo, Tamaulipas (October 22)
- **Rio Grande Valley/Tamaulipas Region:** Reynosa, Tamaulipas (October 30)
- **El Paso/Santa Teresa/Chihuahua Region:** Cd. Juárez, Chihuahua (November 12)
Closing Remarks
Contact Us

@ TxDOT_BorderTrade@txdot.gov

512-685-2955

www.facebook.com/TxDOT

@TxDOTELP, @TxDOTLaredo, @TxDOTPharr
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**Alejandro Solis, Ph.D.**
HDR, Principal Economist & Business Class Lead, Economics & Finance
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(202) 594-3280

**BTMP Contact:**
Email: TxDOT_BorderTrade@txdot.gov
Phone: (512) 685-2955
Absolute Population Change along the El Paso/Santa Teresa/Chihuahua Border Region.
Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region: Absolute Change

Absolute Population Change along the Laredo/Nuevo Laredo/Coahuila/Tamaulipas Border Region
RGV/Tamaulipas Region: Absolute Change

Absolute Population Change along the RGV/Tamaulipas Border Region
Population Percent Change along the El Paso/Santa Teresa/Chihuahua Border Region.
Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region: Population Percent Change

Population Percent Change along the Laredo/Nuevo Laredo/Coahuila/Tamaulipas Border Region
RGV/Tamaulipas Region: Population Percent Change

Population Percent Change along the RGV/Tamaulipas Border Region
Population density along the El Paso/Santa Teresa/Chihuahua Border Region

Population Density per Square Mile by County (U.S.)/Municipio (MX)
Population density along the Laredo/Nuevo Laredo/Coahuila/Tamaulipas Border Region
RGV/Tamaulipas Region: Population Density

Population density along the RGV/Tamaulipas Border Region

Population Density per Square Mile by County (U.S.)/Municipio (MX)
El Paso/Santa Teresa/Chihuahua Region: Total Employment

Total Employment in the El Paso/Santa Teresa/Chihuahua Border Region
El Paso/Santa Teresa/Chihuahua Region: Absolute Change in Employment

Absolute Change in Employment in the El Paso/Santa Teresa/Chihuahua Border Region
El Paso/Santa Teresa/Chihuahua Region: Percent Change in Employment

Percent Change in Employment in the El Paso/Santa Teresa/Chihuahua Border Region
Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region: Total Employment

Total Employment in the Laredo/Nuevo Laredo/Coahuila/Tamaulipas Border Region
Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region: Absolute Change in Employment

Absolute Change in Employment in the Laredo/Nuevo Laredo/Coahuila/Tamaulipas Border Region
Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region: Percent Change in Employment

Percent Change in Employment in the Laredo/Nuevo Laredo/Coahuila/Tamaulipas Border Region
RGV/Tamaulipas Region: Total Employment

Total Employment along the RGV/Tamaulipas Border Region
RGV/Tamaulipas Region: Absolute Change in Employment along the RGV/Tamaulipas Border Region
Percent Change in Employment along the RGV/Tamaulipas Border Region
Median Household Income along the El Paso/Santa Teresa/Chihuahua Border Region

Median Household Income by County (U.S.)
Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region: Median Household Income

Median Household Income along the Laredo/Nuevo Laredo/Coahuila/Tamaulipas Border Region

Median Household Income by County (U.S.)
Median Household Income along the RGV/Tamaulipas Border Region

Median Household Income by County (U.S.)
El Paso/Santa Teresa/Chihuahua Region: Cross-Border Movement of People

*People in Millions, N-Bound Only

BTS border crossing data only provides border entry information.
Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region: Cross-Border Movement of People

Boquillas POE

- 2015*: 0.01
- 2017: 0.012

Del Rio POE

- 1996: 6
- 2017: 5

Eagle Pass POE

- 1996: 7
- 2017: 6

Laredo POE

- 1996: 25
- 2017: 20

*Earliest data available 2015
People in Millions, N-Bound Only

BTS border crossing data only provides border entry information.
RGV/Tamaulipas Region: Cross-Border Movement of People

Brownsville POE

Hidalgo POE

Progreso POE

Rio Grande City POE

Roma POE

People in Millions, N-Bound Only
BTS border crossing data only provides border entry information.
El Paso/Santa Teresa/Chihuahua Region: Cross-Border Rail (NB)

El Paso POE

- 1996: 800
- 2017: 1,600

+92%

Presidio POE

- 1996: 100
- 2017: 160

No Trains

Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region: Cross-Border Rail (NB)


Eagle Pass POE

<table>
<thead>
<tr>
<th>Year</th>
<th>1996</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>1,500</td>
<td>3,500</td>
</tr>
<tr>
<td>Change</td>
<td>+150%</td>
<td></td>
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</tbody>
</table>

Laredo POE

<table>
<thead>
<tr>
<th>Year</th>
<th>1996</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Value</td>
<td>3,000</td>
<td>4,000</td>
</tr>
<tr>
<td>Change</td>
<td>+33%</td>
<td></td>
</tr>
</tbody>
</table>
RGV/Tamaulipas Region: Cross-Border Trucks (NB)

Brownsville POE

1996: 700
2017: 900

+14%

Hidalgo POE

1996: 250
2017: 250

No Trains

El Paso/Santa Teresa/Chihuahua Region: Cross-Border Trucks (NB)


BTS border crossing data only provides border entry information.

El Paso POE: +40%
Fabens POE: -24%
Presidio POE: +180%

BTS border crossing data only provides border entry information.

BTS border crossing data only provides border entry information.
El Paso/Santa Teresa/Chihuahua Region: Value of Goods Traded by POE

El Paso POE: $29B
Fabens POE: $163M
Presidio POE: $108M

Total - $70.5B

Exports - $29B
Imports - $41.5B

BTS Transborder Freight Data, 2017
## El Paso/Santa Teresa/Chihuahua Region: Value of Goods Traded by POE

### El Paso POE
- **Imports**
  - 2006: $25.8B
  - 2017: $41.4B
- **Exports**
  - 2006: $21B
  - 2017: $29.1B

### Fabens POE
- **Imports**
  - 2006: $300K
  - 2017: No import data
- **Exports**
  - 2006: $1.2M
  - 2017: $163.7M

### Presidio POE
- **Imports**
  - 2006: $146.4M
  - 2017: $100.2M
- **Exports**
  - 2006: $314.6M
  - 2017: $108.8M

### BTS Transborder Freight Data, 2006 and 2017
- Air
- Rail
- Truck
- Pipeline
- Maritime
- Foreign Trade Zone
- Other

---

**Texas-Mexico Border Transportation Master Plan**

October 17, 2019
Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region: Value of Goods Traded by POE

Total - $243.5B

- Exports - $104B
- Imports - $139.5B

Del Rio POE: $3B
Eagle Pass POE: $22.5B
Laredo POE: $114B

BTS Transborder Freight Data, 2017
### Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region: Value of Goods Traded by POE

<table>
<thead>
<tr>
<th>Region</th>
<th>Import Value</th>
<th>Export Value</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Del Rio POE</strong></td>
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<td></td>
</tr>
<tr>
<td>Imports</td>
<td>$3.6M 2006</td>
<td>$3.0B 2017</td>
</tr>
<tr>
<td>Exports</td>
<td>$1.5B 2006</td>
<td>$2.0B 2017</td>
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<tr>
<td><strong>Eagle Pass POE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Imports</td>
<td>$7.5B 2006</td>
<td>$22.5B 2017</td>
</tr>
<tr>
<td>Exports</td>
<td>$3.8B 2006</td>
<td>$8.2B 2017</td>
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<tr>
<td><strong>Laredo POE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Imports</td>
<td>$58.2B 2006</td>
<td>$111.4B 2017</td>
</tr>
<tr>
<td>Exports</td>
<td>$45.9B 2006</td>
<td>$94.2B 2017</td>
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</tbody>
</table>

**BTS Transborder Freight Data, 2006 and 2017**
RGV/Tamaulipas Region: Value of Goods Traded by POE

BTS Transborder Freight Data, 2017

- Brownsville POE
  - Exports: $6.5B
  - Imports: $9B

- Hidalgo POE
  - Exports: $20.8B
  - Imports: $11.7B

- Progreso
  - Exports: $127M
  - Imports: $208M

- Rio Grande City POE
  - Exports: $299M
  - Imports: $72.3M

- Roma POE
  - Exports: $5.2M
  - Imports: $50M

Total – $48.6B
- Exports: $20.9B
- Imports: $27.7B
### RGV/Tamaulipas Region: Value of Goods Traded by POE

<table>
<thead>
<tr>
<th>POE</th>
<th>Imports</th>
<th>2006</th>
<th>2017</th>
</tr>
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<tbody>
<tr>
<td>Brownsville</td>
<td>Imports</td>
<td>$5.8B</td>
<td>$6.5B</td>
</tr>
<tr>
<td>Exports</td>
<td>$7.0B</td>
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<td>$8.9B</td>
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<tr>
<td>Hidalgo</td>
<td>Imports</td>
<td>$11.8B</td>
<td>$20.8B</td>
</tr>
<tr>
<td>Exports</td>
<td>$8.3B</td>
<td>$11.7B</td>
<td></td>
</tr>
<tr>
<td>Progreso</td>
<td>Imports</td>
<td>$50.7M</td>
<td>$127.1M</td>
</tr>
<tr>
<td>Exports</td>
<td>$168.1M</td>
<td>$208M</td>
<td></td>
</tr>
</tbody>
</table>

**RGV/Tamaulipas Region:**
- **Brownsville POE**
  - Imports: $5.8B (2006), $6.5B (2017)
- **Hidalgo POE**
- **Progreso POE**

**BTS Transborder Freight Data, 2006 and 2017**
### RGV/Tamaulipas Region: Value of Goods Traded by POE

#### Rio Grande City POE

<table>
<thead>
<tr>
<th></th>
<th>Imports</th>
<th>Exports</th>
</tr>
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<tbody>
<tr>
<td>2006</td>
<td>$215.1M</td>
<td>$157.7M</td>
</tr>
<tr>
<td>2017</td>
<td>$298.7M</td>
<td>$72.3M</td>
</tr>
</tbody>
</table>

#### Roma POE

<table>
<thead>
<tr>
<th></th>
<th>Imports</th>
<th>Exports</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>$11.2M</td>
<td>$130.9M</td>
</tr>
<tr>
<td>2017</td>
<td>$5.2M</td>
<td>$50.0M</td>
</tr>
</tbody>
</table>

Safety: El Paso/Santa Teresa/Chihuahua Region Crash Heat Map
Safety: Laredo/Nuevo Laredo/Coahuila/Tamaulipas Region Crash Heat Map
Safety: RGV/Tamaulipas Region Crash Heat Map
<table>
<thead>
<tr>
<th></th>
<th>Outline</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Overview of BTAC and Membership</td>
</tr>
<tr>
<td>2</td>
<td>Texas Border Strategic Transportation Blueprint</td>
</tr>
<tr>
<td>3</td>
<td>Texas-Mexico Border Transportation Master Plan</td>
</tr>
<tr>
<td>4</td>
<td>BTAC 2019-2020 Meeting Schedule</td>
</tr>
</tbody>
</table>
Overview of Border Trade Advisory Committee (BTAC)

**Committee Origin**
- Created in January 2001
- The Transportation Commission appoints the members to serve three year terms

**Committee Purpose**
- Define strategy and develop recommendations for addressing border trade transportation challenges
- Enhances transportation planning along the Texas-Mexico border
- Facilitates trade relations between U.S. and Mexico
- Forum for communication between TxDOT, Transportation Commission, committee members, and Governor
- Defines and develops strategies, and makes recommendations to Transportation Commission to address border trade transportation challenges
- Provide perspective on effect of transportation choices on border trade and border communities
- Recommendations included in border reports that are presented to the presiding officers of the State House and State Senate.
### Committee Membership

Chaired by Secretary of State - Border Commerce Coordinator

- **33 Committee members**
- **Ports of Entry**
- **MPOs**
- **University Research Centers**
- **Regional Mobility Authorities**
- **City and County Officials**
- **Ports**
- **Rail**

**Committee Members**

1. Secretary of State
2. Ruth R. Hijags
3. President Officer
4. Rafael M. Alarcon
5. Texas Transportation Institute
6. Julian Alvarez III
7. Texas Workforce Commission
8. Jon Barlowe
9. Borderplex Alliance
10. Luis Alfredo Bazan
11. Port international Bridge
12. Eduardo Calvo
13. El Paso MPO
14. Eduardo A. Campliano
15. Port of El Paso
16. Andrew Conner
17. Rio Grande Valley MPO
18. Mayor
19. Ramsey English
20. Cantu City of Eagle Pass
21. David A. Corrado
22. El Paso International Bridge Section
23. Paul A. Cristina, P.E.
24. ENIT Railray
25. Arturo Dominguez
26. Kansas City Southern Railroad
27. John Escarza
28. Texas Trucking Association
29. Juan Antonio Flores
30. Fort San Antonio
31. Dante Galeazzi
32. Texas International Products Association
33. Josue Garcia, Jr.
34. Cameron County Bridge System
35. Cynthia Garza-Reyes
36. Pharr Economic Development Corporation
37. Jake Gashbrecht
38. Provala International Port Authority
39. Commissioner
40. Jayme Hancock
41. U.S. International Boundary & Water Commission
42. Mayor
43. Ralph "Ralph" Lopez
44. City of Laredo
45. Lisa Lofthus-Orway
46. Center for Transportation Research, University of Texas at Austin
47. Margot Lopez
48. Progress International Bridge
49. Councilwoman
50. John B. Love III
51. Permian Basin MPO
52. Brenda Muhlawiger
53. Union Pacific Railroad
54. Stan Meador
55. Texas Pacifica Transportation
56. Commissioner
57. Vincent Perez
58. Guadalupe-Arredondo Bridge
59. Jesus Rayna
60. Donna Rio Bravo
61. International Bridge
62. Mayor
63. Pete Saenz
64. Laredo MPO
65. Gerardo "Geraldo" Schwebel
66. International Bank of Commerce
67. Tommy Taylor
68. Faison Oil and Ranch
69. Sam Vallo
70. Steam-Camargo Bridle Company
71. Rigoberto "Rigo" Villanueva
72. Matthijs-Magno and Anraux Codin
73. International Bridges
BTAC 2018 Activities and Accomplishments

Four BTAC meetings in Austin:

- April 18 (27 BTAC members participated)
- July 24 (24 BTAC members participated)
- October 23 (25 BTAC members participated)
- December 12 (24 BTAC members participated)

- Guided development of Texas-Mexico Border Strategic Transportation Blueprint recommendations and implementation
- Provided input and guidance on development of scope of Texas-Mexico Transportation Master Plan
- Key role facilitating bi-national coordination with Mexican states: Chihuahua, Coahuila, Nuevo Leon, and Tamaulipas
Texas Border Strategic Transportation Blueprint

- The framework for addressing Texas-Mexico border crossings and trade transportation corridor needs.
- The first planning effort that outlines a single vision for the state’s border crossings and the trade transportation network that serves the Texas-Mexico border.

Vision Statement

To collaboratively foster integrated and efficient binational transportation mobility of 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 U.S.-Mexico border trade, creates efficient corridors, and enhances the economies of the Texas border region, the state, and the nation.
BTAC’s Role In Blueprint Development Process

BTAC participated in the development of the Blueprint by providing input to:

1. Development of Blueprint Mission, Vision, Goals, and Objectives
2. Identification of key border transportation challenges
3. Development of recommendations to address the challenges
## BTAC’s Role In Development of Blueprint Goals and Challenges

<table>
<thead>
<tr>
<th>Blueprint Goals</th>
<th>Issues/Challenges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Achieve a comprehensive and unified vision for the Texas border among members of the border community</td>
<td>Establish a unified vision, goals, and objectives</td>
</tr>
<tr>
<td></td>
<td>Coordinate public and private sector goals along the border</td>
</tr>
<tr>
<td></td>
<td>Link investments in Texas border crossings and trade corridors to the state’s economic development goals</td>
</tr>
<tr>
<td></td>
<td>Integrate individual community goals and objectives into border-wide goals and objectives</td>
</tr>
<tr>
<td>Increase public awareness and education of the importance of the Texas-Mexico border region</td>
<td>Lack of awareness and understanding of trade and border region’s contribution to state and national economies</td>
</tr>
<tr>
<td></td>
<td>Lack of awareness of industry sectors that impact cross-border trade</td>
</tr>
<tr>
<td></td>
<td>Lack of awareness and understanding of border issues outside border region</td>
</tr>
<tr>
<td>Improve the operation, efficiency, and capacity of Texas’s border crossings</td>
<td>Policy and regulatory impediments</td>
</tr>
<tr>
<td></td>
<td>Capacity constraints/congestion</td>
</tr>
<tr>
<td></td>
<td>Operational constraints</td>
</tr>
<tr>
<td></td>
<td>Lack of cross-border workforce programs</td>
</tr>
<tr>
<td></td>
<td>Funding</td>
</tr>
<tr>
<td>Improve transportation network connections to Texas’s border crossings, within the Texas border regions, and between Texas border regions and the rest of the state and the nation</td>
<td>Connectivity and capacity of network linking to border crossings (last mile)</td>
</tr>
<tr>
<td></td>
<td>Connectivity and capacity of transportation network linking border regions</td>
</tr>
<tr>
<td></td>
<td>Connectivity and capacity of key trade corridors</td>
</tr>
<tr>
<td></td>
<td>Robust data</td>
</tr>
<tr>
<td>Enhance binational communication, coordination, collaboration, and cooperation on border crossings and transportation corridors</td>
<td>Lack of understanding of institutions and institutional frameworks in the United States and Mexico</td>
</tr>
<tr>
<td></td>
<td>Insufficient binational dialogue and coordination</td>
</tr>
<tr>
<td></td>
<td>Insufficient coordination between public and private sectors</td>
</tr>
<tr>
<td></td>
<td>Limited knowledge of Mexican investments that can impact trade</td>
</tr>
</tbody>
</table>
BTAC’s Role in Development of Blueprint Recommendations

- Establish a Texas-Mexico Trade Transportation Task Force
- Develop a Texas Trade Lanes Program
- Develop a Public Awareness & Education Program
- Implement Technology & Innovative Binational Border Strategies
- Foster Private Sector Involvement
Two BTAC meetings in Austin:
- May 21, 2019 (20 BTAC members participated)
- October 17, 2019

Provided input and guidance:
- Identification of Needs and Challenges
- Stakeholder Engagement Strategies
- Data Collection and Inventory
- Development of Goals and Objectives

Participated in Border Master Plan
- Binational Regional Steering Committees (BNRSC)
- Stakeholder Meetings
- Public Meetings

Facilitated bi-national coordination with Mexican states: Chihuahua, Coahuila, Nuevo Leon, and Tamaulipas and private sector outreach
BTAC provided guidance and input on:

- Development BTMP Scope of Work
- BTMP Draft Approach and Schedule
- Binational Stakeholder Engagement Strategy
- Goals and Objectives
- Data Collection and Analysis
# Proposed BTAC Meeting Schedule - 2019-2020

<table>
<thead>
<tr>
<th>#</th>
<th>Proposed Date</th>
<th>Proposed Meeting Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>May 21, 2019</td>
<td>Austin</td>
</tr>
<tr>
<td>2</td>
<td>October 17, 2019</td>
<td>Austin</td>
</tr>
<tr>
<td>3</td>
<td>January, 2020</td>
<td>Eagle Pass</td>
</tr>
<tr>
<td>4</td>
<td>March, 2020</td>
<td>McAllen/Pharr</td>
</tr>
<tr>
<td>5</td>
<td>May, 2020</td>
<td>El Paso</td>
</tr>
<tr>
<td>6</td>
<td>July, 2020</td>
<td>Midland/Odessa</td>
</tr>
<tr>
<td>7</td>
<td>September, 2020</td>
<td>Laredo</td>
</tr>
<tr>
<td>10</td>
<td>November, 2020</td>
<td>Austin</td>
</tr>
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