TEXAS DEPARTMENT OF TRANSPORTATION
BORDER TRADE ADVISORY COMMITTEE
MEETING

OPEN MEETING VIA WEBCONFERENCE
PURSUANT TO GOVERNOR'S MARCH 16, 2020
TEMPORARY SUSPENSION OF CERTAIN OPEN MEETING PROVISIONS

Wednesday,
June 17, 2020
10:00 a.m.

COMMITTEE MEMBERS:

RUTH R. HUGHES, Chair
RAFAEL M. ALDRETE
JULIAN ALVAREZ III (absent)
JON BARELA
LUIS ALFREDO BAZÁN (absent)
EDUARDO CALVO
EDUARDO A. CAMPIRANO (absent)
ANDREW CAÑON (absent)
DAVID A. CORONADO
PAUL A. CRISTINA (absent)
ARTURO DOMINGUEZ (absent)
JOHN ESPARZA
JUAN ANTONIO FLORES (absent)
DANTE GALEAZZI (absent)
JOSUE GARCIA, JR.
CYNTHIA GARZA-REYES
JAKE GIESBRECHT
JAYNE HARKINS (absent)
BRUNO LOZANO
LISA LOFTUS-OTWAY
MARGA LOPEZ (absent)
BRENDA MAINWARING (absent)
STAN MEADOR
VINCENT PÉREZ
JESUS REYNA (absent)
PETE SAENZ
GERARDO "GERRY" SCHWEBEL
TOMMY TAYLOR (absent)
SAM VALE

ON THE RECORD REPORTING
(512) 450-0342
<table>
<thead>
<tr>
<th>AGENDA ITEM</th>
<th>INDEX</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome and Introductions</td>
<td></td>
<td>3</td>
</tr>
<tr>
<td>Adoption of April 16, 2020, meeting minutes</td>
<td></td>
<td>20</td>
</tr>
<tr>
<td>Texas-Mexico Border Transportation Master Plan</td>
<td></td>
<td>22</td>
</tr>
<tr>
<td>- Recap from Previous Meeting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Review and Discussion of Draft</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chapter 1 - Introduction</td>
<td></td>
<td>25</td>
</tr>
<tr>
<td>Chapter 2 - Goals, Objectives, and Institutions</td>
<td></td>
<td>34</td>
</tr>
<tr>
<td>Texas-Mexico Border Transportation Master Plan</td>
<td></td>
<td>43</td>
</tr>
<tr>
<td>- Review and Discussion of Outlines</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chapter 3 - Texas-Mexico Border: Past and Present</td>
<td></td>
<td>43</td>
</tr>
<tr>
<td>Chapter 4 - Binational Transportation Network</td>
<td></td>
<td>83</td>
</tr>
<tr>
<td>Performance &amp; Designation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chapter 5 - Needs Assessment &amp; System Performance</td>
<td></td>
<td>--</td>
</tr>
<tr>
<td>Texas-Mexico Border Transportation Master Plan</td>
<td></td>
<td>92</td>
</tr>
<tr>
<td>- Discussion on Preliminary Results</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chapter 6 - Future Forecasts for the Border Region</td>
<td></td>
<td>92</td>
</tr>
<tr>
<td>Chapter 7 - Economic Importance of the Border</td>
<td></td>
<td>120</td>
</tr>
<tr>
<td>Open Discussion - Future Meetings and Topics</td>
<td></td>
<td>145</td>
</tr>
<tr>
<td>Adjourn</td>
<td></td>
<td>151</td>
</tr>
</tbody>
</table>
PROCEEDINGS

SECRETARY HUGHS: Well, we will get started here. Thank you all for joining us today. Bienvenidos. I am Texas Secretary of State Ruth Hughes, and I want to thank all of you for joining this video conference.

It's our third Border Trade Advisory Committee, or BTAC, meeting of the year, and you know, we're in unprecedented times as our nation, our state and our communities face the challenges of combating COVID-19. So I appreciate all of your flexibility in making sure that the work of BTAC continues under these circumstances.

Please know that throughout all of this, my office and I stand ready to assist in any way that we can and remember to always reach out and do not hesitate to contact us. We're all in this together and we know, when hard times hit, Texans stick together.

So as the governor likes to say, there's truly no force more powerful than Texans helping Texans. And we'll be trying with that daily, as I'm sure many of you do as well, and please know we're here for you.

It is an honor to serve as the chair of this important Committee. It's my fourth meeting as Secretary, and our Committee's third meeting of 2020, and as always, I'd like to begin by thanking our partners at TxDOT and also our distinguished Commissioners for their service.
Commissioners Alvin New and Laura Ryan, thank you for joining us today. I'm not sure if they're on the call yet, but they have been actively participating in the work of BTAC, and your continued commitment to ensuring that Texas's trade relationship with Mexico grows even stronger is greatly appreciated.

I also have to mention that the instrumental work of this Committee would not be possible without the tireless efforts of Caroline Mays and her team at TxDOT, and I want to thank them for their work in helping to plan and ensure that our meetings are run smoothly.

All of the work that happens behind the scenes is really impressive, and they work very hard to make sure that these meetings go smoothly. So we're very fortunate to have all of you as partners. I'm very grateful for all the Committee members, and Caroline and your team. We really appreciate your continued support and dedication to the state of Texas.

As Secretary, I've had the privilege of meeting with and visiting with many of you, either in Austin or when we were still traveling. In fact, today, we were going to try to have this meeting in Laredo, and I'm really grateful for the continued commitment that you have in your individual communities and for giving me the opportunity to see firsthand some of the challenges that
face us.

I'm really looking forward to being able to get back on the road one day, as soon as the travel restrictions ease, and continue to visit our border communities and hear more about the specific challenges you face, to further strengthen that relationship and really get that feedback and input on how we can all serve you better.

The goal of this Committee, and my hope, is that we work collaboratively to help create a positive and lasting impact on our border communities. Through our continued work in establishing a well-defined Border Transportation Master Plan, we are going to be able to communicate to our state, federal and international counterparts on needs and priorities to help our border communities to thrive.

When we last met via video conference in April, members of this Committee provided invaluable feedback towards this plan. Members brought up challenges of current and needed infrastructure, suggested greater collaboration with Mexican states and federal partners, expressed concern over potential impacts to the supply chain in the manufacturing industry and retail sectors, as a result of the increased wait times at the border, and really stressed the need for us to make our efforts better
known to the public.

We took that information to heart. We really looked at the issues regarding, for example, the definitions of “essential” and how our guidelines with Canada are aligned, but with Mexico, they are not. In fact, the governor wrote a letter to that issue to President López Obrador.

And so we continue to do the work to try to assist in addressing these concerns that really impact our state and our nation and our economy, while making sure that health protocols remain the number one priority.

Many of you brought up these unique challenges that COVID-19 has presented to the cross-border trade, because of the mutually-agreed-upon travel restrictions between the U.S. and Mexico as well, and how they've affected traffic as well as supplier operations.

So these are just a few examples of the conversations that BTAC has helped to generate between stakeholders at all levels. To ensure that we continue to make progress in developing this plan, we need everyone, and this means every single one of you listening in, to be fully engaged and actively participating in the Committee discussions as we near the bench-line here, because that's really going to help TxDOT and HDR in developing this crucial plan.
We need very specific input and feedback on the topics that are discussed and presented during the meeting and after the meeting. This input from all of you is key to drafting a plan that truly addresses the needs of our border areas.

By continuing to work collaboratively, discussing new ideas and exchanging critical information, we will help to forge an even brighter future for our border communities, our partners and neighbors in Mexico and the Lone Star State.

Now, before we formally begin today's meeting, I do want to provide you an update on our current circumstances as a result of COVID, because we know this crisis has had a profound impact on both international policy and trade. The last time we met, we discussed that because of COVID-19, non-essential travel restrictions have been implemented across our shared border to help combat the spread of the virus.

Since nearly one million Texas jobs are tied to trade, these restrictions have caused disruptions that have already been felt and will continue to be for some time. Across the border, each of our Mexican border states, Chihuahua, Coahuila, Nuevo León and Tamaulipas, have taken their own actions to help prevent the spread of this virus, and we thank them for their own swift measures.
in doing so.

I also want to thank our guest representatives from each of these states for joining us today. From Chihuahua, Ada Alvarez from the Ministry of Economic Development is with us. From Coahuila, Guillermo González, Undersecretary of Infrastructure and Roads.

From Nuevo León, Manuel Padillas [phonetic], the General Coordinator of Promotion and Projects with COTREM [phonetic]. From Tamaulipas, Carlos García González, Secretary of Economic Development, who I understand has an update he'll be sharing with us, so I will give him the floor after my comments.

And we also have the pleasure of welcoming to our meeting representatives from the Mexican federal government, Erica Garcia, the Director of Intermodal Projects at Secretaría de Comunicaciones y Transportes.

Thank you for being here with us again at this meeting. Your input and your expertise are vital in developing a successful Border Master Plan. Also, we have my dear friend, Consul General of Mexico in Austin, Pablo Marentes, and Jorge Salcido, the Consul for Political and Economic Affairs, to represent the Mexican Ministry of Foreign Affairs here in Texas, and have been instrumental during this time in maintaining open lines of communication with our friends in Mexico.
Welcome, everyone, and thank you for working with us to help create a brighter future for all on both sides of the border. Last month, I had the opportunity to join Mexican Governors Miguel Riquelme from Coahuila, Jaime Rodriguez from Nuevo León, and Gobernador Francisco Javier García Cabeza de Vaca from Tamaulipas via video conference to provide an update on behalf of Texas and to hear from them the actions that we're collectively taking to ensure the continued safety of those on both sides of the border.

Among our many points of agreement were that we must increase the sharing of information and continue the coordination between Texas and Mexico's border states as we safely and gradually open our respective state economies, plan transportation infrastructure development and manage our shared ports of entry. We also recognize that our collective health and safety, as well as our economic prosperity, are mutually interdependent. To that end, now, more than ever, we must continue open lines of dialogue and further strengthen the trust that we have built.

Both Texans and Mexicans can rest assured that our respective states' officials are working hand-in-hand, dealing with this crisis. So I want to thank all of you for your work in this -- in all of this with BTAC, with
USMCA, that we are anticipating will be implemented on July 1.

We'll continue to keep you updated as we learn more, and please don't hesitate to share with us anything that will be useful in our work to make sure that our communities are doing well. Thank you for allowing me to provide this introduction and update.

And before I turn it over to Caroline, I believe Secretario Carlos García from Tamaulipas might have an update for us, if he's already joined us? Yes. And (speaking Spanish).

MR. GARCÍA GONZÁLEZ: Thank you, Secretary Hughes. I really appreciate the opportunity to be in this Border Trade Advisory Committee meeting. I had the opportunity to be at the last meeting, and I also had a chance to be present in your video conference with the Governors from the States of Coahuila, Nuevo León, and obviously, my boss from Tamaulipas.

I have a three-minute presentation I want to share with the entire group. I appreciate the time, and obviously, all the work you guys do, to do a good Master Plan for our borders. Can you go to the next slide, please?

As you noted, trade flow in the first quarter of this year was similar to the same quarter of 2019. As
a matter of fact, in March, we had more operations through
the borders between Texas and Tamaulipas, and I suspect it
was similar in Nuevo León, Coahuila and Chihuahua.

The thing is, since we did not have the
essential aligned at the end of March, you can see the
drop, Secretary, and everybody from TxDOT. In April and
in May, it dropped close to 30 percent, both in customs
operations and in import-export operations.

Next slide, please. As you already noted --
but I just want to make a brief announcement. Even though
non-essential travel was issued by the U.S. on March 21,
and you know that yesterday the restrictions have been
extended until July 21. Northbound, it allows essentials
and residents and U.S. citizens to go back and forth of
the border, but in Mexico, we have not done the same.

So some states -- Tamaulipas, for example, as
you noted, has been taking additional measures, and we've
been doing it in coordination with the County Judge, in
this case, the U.S. side, in Cameron County, Hidalgo,
Webb. Also, with the city mayors from Laredo, McAllen and
Brownsville.

And we've been doing joint efforts to have the
non-essential travel coming obviously southbound and then
going back to a lower level. So we did some restrictions
that I'm going to briefly say. We did some -- we have
people in the different ports of entry, Secretary, that take the temperature check.

If they do have a temperature, they go back to the U.S., and we let them know in the U.S. that people going back. We have a mandatory use of face masks, facial cover, in Tamaulipas, and that's still, right now, being enforced.

We have a two-passenger limit per vehicle. Okay? That way, not entire families cross, especially in the weekends, because, as you know, that's very -- that can cause the propagation of the virus. And we also did, like in the Mexico capitol, a no-driving day, No Circula, depending on the license plate's last digit.

So to give you an example, because I don't want to give an example of every port of entry -- it will take me several minutes. I will just put one example, my hometown in Matamoros, with Brownsville. We have three bridges there that cross commercial vehicles and also passengers.

We were, a month ago, in about 1,500 crossings per day. We made -- through these filters, we made a drop to half. Now, it's about 750 on each bridge, and on average, we return over 100 vehicles a day for any of these restrictions.

So it's been helping to not get a sudden rise
in the COVID situation. Next and last slide, please.
Also, as I’m sure you know, yesterday Governor Francisco
García Cabeza de Vaca was in Nuevo Laredo. This has to do
with the infrastructure. That's why I want to share it
with you.

In the last meeting we had in April, as you
know, there were -- construction was underway of the new
offices for World Trade Bridge. Well, they’re almost
finished. The total investment was over $11 million. As
a matter of fact, Congressman Henry Cuellar was here
yesterday with the Governor in Nuevo Laredo to do the
ribbon-cutting for this new infrastructure.

So we're getting ready for more trade with
Texas and with the U.S. when the restrictions are lifted,
and we can, altogether as a team, go forward after this
COVID-19 pandemic. Many thanks for the time, and you can
count on the State of Tamaulipas to continue working with
you, not only on the Border Master Plan, but with any
other issue, Secretary Hughs, that you may wish.

So thank you.

SECRETARY HUGHS: Thank you so much for taking
the time to present this to the group. This information
is very valuable, and you know, amigos, (speaking
Spanish). We are really very grateful for the friendships
that we developed and look forward to meeting in person
again in the future.

I also want to take a moment before I hand the phone to Caroline, if anyone has any questions for Secretary García?

(No response.)

SECRETARY HUGHS: It may be difficult to do. They -- you might be able to put it in the chat box, and we can try to facilitate a dialogue that way, as we go along. I see that Representative Blanco is on the phone, that Mayor Saenz of Laredo is on the phone.

I want to thank you all for your leadership and for participating, and I will leave the difficult work of making sure that all of our officials are acknowledged, when I hand the phone over to Caroline, but I really appreciate all of you being on the call as well today.

So with that, Caroline, I will hand it over to you.

MS. MAYS: Yes. Thank you, Secretary. We will take the time right now to do our roll call for Committee members. But I think Commissioner New -- are you on? Do you have any quick remarks?

COMMISSIONER NEW: Good morning, all, and I am on the call, but I don't have any prepared remarks or need to talk. I just am calling in and watching the WebEx to make sure I'm aware of everything going on with the Border
Trade Advisory Committee.

Happy to be here. So I want to wish you all Godspeed and look forward to the rest of the meeting.

MS. MAYS: Yes. Thank you very much, Commissioner New for showing up this morning. Commissioner Ryan -- I know, Secretary, Commissioner Ryan has -- she has a short time here. She has another meeting to attend to, so I'm not sure -- is Commissioner Ryan -- are you on?

(No response.)

MS. MAYS: She might have already stepped away. So with that, I will, you know, turn it over to Eduardo. If you can go through and do a roll call for Committee members?

MR. HAGERT: Yes. Good morning. Rafael Aldrete, which I believe is present.

MR. ALDRETE: Yeah. I'm here. Good morning, everybody.

MR. HAGERT: Good morning. Julian Alvarez?

(No response.)

MR. HAGERT: I didn't see his name on the chat box or on the phone. Jon Barela?

MR. BARELA: Yes, I'm here. I'm joining by phone.

MR. HAGERT: Good morning.
MR. BARELA: Good morning, everyone.

MR. HAGERT: Luis Bazán, or someone representing the Pharr Bridge? I saw Ezequiel Ordoñez. He may be on mute. Ezequiel?

(No response.)

MR. HAGERT: Okay. Eduardo Calvo, which I see.

MR. CALVO: I am here. Good morning, everybody.

MR. HAGERT: Good morning. Eduardo Campirano?

(No response.)

MR. HAGERT: Andrew Canon?

(No response.)

MR. HAGERT: David Coronado? I see him.


MR. HAGERT: Good morning. Paul Cristina or someone representing BNSF Railway?

(No response.)

MR. HAGERT: Art Dominguez?

(No response.)

MR. HAGERT: John Esparza? I see him here.

MR. ESPARZA: Good morning.

MR. HAGERT: Good morning.

MR. ESPARZA: Yes, sir.

MR. HAGERT: Juan Antonio Flores?
MR. HAGERT: Dante Galeazzi?
(No response.)
MR. HAGERT: Josue Garcia? I see him here. He may be on mute. Josue Garcia?
(No response.)
MR. HAGERT: Okay. Cynthia Garza-Reyes?
MS. GARZA-REYES: Hi. I'm here. Good morning.
MR. HAGERT: Good morning. Jake Giesbrecht? I know he's online. We texted. Jake, good morning.
(No response.)
MR. HAGERT: He may be on mute. I know that he's present. Jayne Harkins?
(No response.)
MR. HAGERT: Mayor Bruno Lozano?
(No response.)
MR. HAGERT: Lisa Loftus --
MS. MAYS: I know Mayor Lozano is on.
MR. HAGERT: Who's on?
MS. MAYS: I know Mayor Lozano is on.
MR. HAGERT: Is on? Okay.
MS. MAYS: Yes. Yeah, he texted.
MR. HAGERT: Lisa Loftus-Otway?
MS. LOFTUS-OTWAY: Good morning. I'm here.
MR. HAGERT: Perfect. Marga Lopez?
(No response.)

MR. HAGERT: Brenda Mainwaring, or someone representing Union Pacific Rail?

(No response.)

MR. HAGERT: Stan Meador? Present.

MR. MEADOR: Stan is present. Good morning.

MR. HAGERT: Commissioner Vincent Perez is also present.

MR. PEREZ: Good morning, Madame Secretary, Commissioner New and Committee members.

MR. HAGERT: Jesus Reyna?

(No response.)

MR. HAGERT: Mayor Pete Saenz?


MR. HAGERT: Gerry Schwebel?

(No response.)

MR. HAGERT: Tommy Taylor?

(No response.)

MR. HAGERT: Sam Vale?

MR. VALE: Here.

MR. HAGERT: Someone from the City of Eagle Pass?

(No response.)

MR. HAGERT: And someone representing Anzalduas
International Bridge?

MR. OLAGUIBEL: Hi, good morning, Eduardo.

This is Juan Olaguibel present.

MR. HAGERT: Good morning. Okay. We have 16; we're short one member from quorum.

MALE VOICE: Josue --

MR. HAGERT: I counted him. We're still short one member.

Ezequiel Ordoñez, I know he logged in at 8:04 for Pharr. Ezequiel, are you on the line or present?

MS. MAYS: Did we miss anybody, any member that joined in late, that we didn't account for --

MR. GIESBRECHT: This is Jake Giesbrecht. My phone was muted. I was on.

MR. HAGERT: We counted you, too.

MR. GARZA: Hello. This is Hector Garza from the Texas Produce Association.

MR. HAGERT: Okay. That represents --

MS. MAYS: Okay.

MR. HAGERT: So that's quorum.

MALE VOICE: Yes.


MR. HAGERT: You're welcome.

MS. MAYS: Secretary, we do have a quorum, so we can proceed.
SECRETARY HUGHS: All right. Caroline, are there any specific procedures for Webex that we need to share with the group? Or if not, we'll just proceed with the adoption of the April 16, 2020 meeting minutes.

MS. MAYS: Yeah. Nothing on the Webex, although I'll ask, if you're not speaking, please mute your line so we can minimize any disruption during the meeting.

So Secretary, let's just go ahead.

SECRETARY HUGHS: Someone needs to mute their phone. Wonderful. Thank you. At this time, with a quorum, we will accept the adoption of the April 16, 2020 minutes. You should all have received a copy and I hope you've had an opportunity to review them.

Do you have any questions, comments, concerns, or do I have a motion to adopt the minutes?

MR. GARCIA: This is Josue. I move that we adopt the minutes.

MAYOR SAENZ: And I will second that. This is Mayor Saenz.

SECRETARY HUGHS: Thank you both, and good morning to you both. And with that, we have a motion for the minutes. All in favor?

(A chorus of ayes.)

SECRETARY HUGHS: I guess, more importantly, if
anyone on the call is opposed, please speak up now.

(No response.)

SECRETARY HUGHS: All right then. It looks like we have an agreement to approve the minutes. And Caroline, at this time, I'll pass it back to you.

MS. MAYS: Okay. Yeah. Thank you very much, Secretary. I appreciate Committee members, you know, participating. And Secretary, one thing I know -- we, you know, called out the names of our Mexican partners. I'm not sure if we missed anybody.

I just want to make sure we acknowledge all of them. Tim, I know we have several others that we might have not introduced.

SECRETARY HUGHS: I saw that Javier Lagos [phonetic] has joined us. So I think all the --

MS. MAYS: Yes.

SECRETARY HUGHS: -- representatives were specifically named, so is anyone else on the call?

MS. GARCIA: Good morning. Erica Garcia from ICT [phonetic].

SECRETARY HUGHS: Yes, yes. I mentioned you. Erica, thank you so much for joining us again for this call. I know you were at our last meeting as well. It was very helpful to have your participation.

MS. GARCIA: Thank you.
MS. MAYS: And then if we missed any of the officials -- I know Representative Blanco is on. Did we miss anybody else?

REP. BLANCO: Yes. This is Representative Blanco. Yes. Secretary Hughes mentioned earlier. Thank you so much, and great to be with y'all.

MS. MAYS: Yes. Welcome. Thank you. So with that, Secretary, we will jump into the next agenda item, and I want to just again -- Secretary, you mentioned, we are deep in the Border Master Plan development.

We are still racing to get the plan completed by December of this year. And as you can see, we have -- pretty much this whole meeting is a work session to discuss the Border Master Plan, building on what we presented and discussed with you at the last meeting in April.

Today, we're building on that. And as you remember, last meeting, we did provide you information on the introduction of the Border Master Plan. We had a lot of discussions there, and you'll hear, you know, how we have kind of addressed some of the comments there.

A lot of discussions on Chapter 2, Goals and Objectives, and primarily on the institution stuff, process-related issues, some of the challenges with COVID, and kind of how it shows some of the gaps in the protocols
and in the processes and in the coordination and collaboration, you know, and you know, federal versus state, local and private sector.

So this is all the things we've discussed there. And also, we did provide a little bit on Chapter 3, but not a lot. So you'll hear a lot on Chapter 3 today, you know. And then also we did give you a lot of information on Chapter 4.

Today will be kind of a truncated version of that. And on Chapter 5, this one, I have to let you all know that I had to pull this out of the agenda, because it's not ready for prime time, and did not want to present and have a discussion with you all on, you know, information that's half-baked.

And a lot of you know me. We try to make sure that, you know, it passes the litmus test before we can bring it in front of you. So certainly, we're tabling that discussion.

MALE VOICE: Sure.

MS. MAYS: But when we get to that, if you have anything that's absolutely burning, that you say, okay, this is some of the key needs we need you guys to consider, then they can bring that up during the meeting today, you know.

And then we'll take a short break, and then
we'll come back and we'll have discussions on Chapter 6 and Chapter 7. And these two chapters are really, really important. And really, you know, one thing I would say we really need your input today would be on these two chapters. We're looking into the future. Chapter 3, we'll talk about past and present, and then Chapter 7, we'll kind of look into the future, what those, you know -- the forecast look like, whether it's from people movement or goods movement, trade, traffic, et cetera. So we're going to need your input there, you know. I just spoke as realistic, you know, of the assumptions we're making, you know, in line with, you know, what you see or your experiences. And the economic importance of the border will be, you know -- kind of the preliminary analysis on the economic importance of the border from different perspectives, you know. Then we'll also, within that -- also we'll talk about, you know, the economic impact of the border which is like, you know, for instance, congestion costs, economic costs of congestion. And we'll talk a little bit about border wait times, and then other elements of the system that impedes, you know, the flow of people and trade across the border. So those two chapters -- again, we, a little
bit, over-promote the narrative, but I think it was enough for us to have a really good dialogue with you all so we can go back and refine those two chapters and bring it back to you at the next meeting.

And then, of course, our last agenda items generally give the Committee members a chance to bring any issues you would like to discuss, and then also we will talk about the next meeting as well, and then done by 12:00. So with that, I will turn this over to Tim to start, to the agenda item on the introduction, and work with the consultants here. Tim?

MR. JUAREZ: Good morning. Thank you, Caroline. Good morning, Secretary of State Hughs, Commissioners New and Ryan, and all Border Trade Advisory Committee members. We appreciate you joining us today.

As we go through the presentation, as noted by Secretary of State Hughs and Caroline, this really is a discussion.

So if at any opportunity during the presentation, if you would like to ask us a question or have a comment, please do so. We are also monitoring the chat box, so you have an opportunity to enter your comments or questions through the chat box, and then of course there will be opportunity after today's meeting to provide additional comments as well.

Once again, I am Tim Juarez. I serve as the
manager for International Trade and Border Planning here at TxDOT and I'm also TxDOT's program manager for the development of the Texas-Mexico Border Transportation Master Plan.

As you see on your screen today, here are the agenda that -- the topics we will cover and that as Caroline has run through. So to save time, I'm going to go to the next slide, please, and give a recap of the previous BTAC meeting.

Next slide. Can somebody confirm that you can hear me?

MALE VOICE: We can hear you, but we don't see any slides.

MR. JUAREZ: Okay. And can you confirm you can see the recap of previous BTAC meetings?

MS. MAYS: Yeah. It changed now, Tim.

MR. JUAREZ: All right. My apology. So at our April 20 meeting, we talked about the stakeholder outreach and the four rounds that we had done not only with BTAC, but the Binational Regional Steering Committee. Based on your comments that we received and for the BNRSTs [phonetic], we made some refinements to Chapter 1, which is the introduction, as well as goals and objectives and institutions, as noted in Chapter 2.

Primarily, based on comments we received, we
updated the base year data of 2018 to 2019. We also got into additional detail regarding the update of institutions and agencies that are involved in key aspects of that binational relationship that impacts both U.S. and the Mexico border from a policy, program and project component.

We further, based on comments, redefined Chapter 3, which is the Texas-Mexico border, both past and present. We noted some efforts regarding the binational, multimodal transportation network designation, and as noted by Caroline, we continue to refine the needs assessment and system performance.

One of the key components from that is, we had a very good discussion on border wait times versus border crossing times, and you would hear that information today as well. So to go into the introduction of components, I would like to introduce Donald Ludlow from the HDR Consultancy. Donald?

MR. LUDLOW: Yes. Thanks, Tim. I hope everybody's doing well today. I'm looking forward to talking to you about Chapter 1 and also Chapter 3. Right now, I'll take you through some of the major changes that we've made to Chapter 1, and just give you an overview.

There's only two slides here, and that's because last time we went through Chapter 1 in some depth.
And really, the main purpose today is to provide a refresh and also just to update you on the things that we've changed with Chapter 1.

So again, Chapter 1 is the first chapter that anybody would open up as they were reading the Border Master Plan. The intent here is to have accessible language so that a wide audience can understand the unique conditions and needs and the border story, and really understand and set the stage for the infrastructure investment challenges that are facing the border bi-nationally in the future.

So again, the chapter purpose is to orient people about the Border Master Plan and provide a snapshot of the way that the border connects our two countries, and emphasize that transportation issues, needs and challenges, and also the data that are underpinning all of this.

You asked us to make some changes and we listened to you. We have made a number of adaptations to this chapter. Kelly, if you'll advance the next slide, and we'll go through these. One of the things you asked is for an update for 2017, as the year that we were using for baseline conditions.

Wherever possible, we have updated that to 2019 or 2018, so that should read better. It should read more
current and enable some of those trend lines and snapshots to more accurately reflect where we were at, as of 2019, with the latest data available.

You also asked us to include more about cultural ties. And we've made a cognizant effort to go through Chapter 1 and weave in more of the border story, more about the trade connections that bring the two countries together and also the cultural and social ties that bind the two countries.

There's a number of key messages throughout this first chapter that should jump to the reader, and one of those is that this is North America's busiest trade gateway, that the border is a key contributor to local, regional and state economies, that the border region is growing rapidly, that the infrastructure is the foundation that connects the cultural and commercial fabric of the border region.

And then we go through a number of kind of key statistics, and then talk about how the plan is the blueprint for the future. One other thing we did is, we pulled out some of the demographic information and really focused on providing the details of that in Chapter 3, and I'll review some of that with you today, although we've been through that in the last BTAC meeting.

So that's the overview of Chapter 1, and we
will have an opportunity after we get to our next period
to discuss whether you have any questions or comments.
Caroline had also provided everyone with the download
link, so hopefully we can look at that.

Now, Alejandro Soliz will walk you through
Chapter 2 and some of the changes we've made there.

MS. MAYS: Donald, you know, can you just stay
on Chapter 1? Just want to make sure that we captured
everything that the Committee had brought up at the last
meeting. So -- because, you know, essentially, you were
going to, you know -- what you see now is addressing those
comments.

Are there any other comments we might have
missed?

MR. CALVO: Hi, Caroline. This is Eduardo
Calvo in El Paso. I just had one very small comment on
this one. I think the chapter is in really good shape and
reads really good.

The only thing, as I was reading it -- it's --
perhaps the only thing that may be missing is a very, very
short statement, when you talk about all the -- about the
border in general terms and the relationship between the
two countries and how important it is, but maybe just
insert a statement that even though, you know, we share
the border with Texas and Mexico, but the border is not a
monolithic block.

You know, the different regions, you know, are
very different within itself. So you know, I was just,
like, hoping for a small statement there, you know,
reflecting that fact. I don't know if that makes any
sense to you all.

MS. MAYS: It makes sense, you know, and
certainly we can take a stab on that, and if you'd like to
send us, you know, your statement so we can add, because
yeah, certainly, you know, the border is not homogeneous.
There's, you know, essentially three distinct regions.
You've got El Paso, you know, and you've got
Juarez. You've got Laredo, Nuevo Laredo. And you've got,
you know, RGV. And you've got, you know, Reynosa and
Matamoros. So certainly, you know, I think you're right.
That statement needs to acknowledge that.

MALE VOICE: There's nothing wrong with that,
as long as it doesn't appear to be giving preference to
one area versus another, because we're supporting the
entire border system.

MR. CALVO: Absolutely, absolutely, but again,
you know, the importance is that, you know, the -- you
know, it's not a monolithic block, you know. It's not
the -- you know, all the different regions, like Caroline
said, you know, are just different, and --
MALE VOICE: Yeah. And different areas support -- so some more of some type of products than others. Some are more manufacturing-oriented. Some are more agricultural-oriented. Some are construction materials. But that's okay, as long as we point out that we're all working together to be efficient.

MR. CALVO: Absolutely.

MS. MAYS: Yeah.

MR. SCHWEBEL: Caroline, this is Gerry Schwebel. I'll make an observation as well.

MS. MAYS: Yes, sure, Gerry.

MR. SCHWEBEL: As you list -- as it flows here, you list -- you start talking about Mexico and the U.S., then you go in to -- in regards to trade, and then you jump to the border region population. That's the entire southern border region population, I gather, versus just Texas border, and then we go --

MS. MAYS: It’s just Texas-Mexico border.

MR. SCHWEBEL: Okay. Well, I just want to make sure we clarify that for consistency for the reader, we start off with a -- basically a better picture of Mexico and trade, and we, you know, continue that on. And then we go into, you know -- I mean, we -- I still think we can say, Texas border region, kind of like we say in the last bullet point, Texas-Mexico border, just for --
MS. MAYS: Yes.

MR. SCHWEBEL: -- consistency.

MS. MAYS: Okay. Do you have a page number you're referring to?

MR. SCHWEBEL: Yeah. It's a refinement to the end of the first chapter, where you list them in the --

MS. MAYS: Okay.

MR. SCHWEBEL: -- page.

MS. MAYS: Okay.

MR. JUAREZ: Yeah. Thanks. Thanks, Gerry. That's a good comment too.

MS. MAYS: Yes. And again, you know, as I mentioned earlier, that we would like your comments now during the meeting, but also please take the time to review the document and provide comments. And I know some of you, Gerry and Mayor Saenz and others on this call, also serve on the Texas Trade Advisory Committee, and really, the work of that committee was very effective in developing the Border Master Plan.

It was the commitment of the committee members to really review, take the time to review the documents and provide the feedback and insight. You guys know a lot of this information and using it from your perspective really helps us to articulate that better in the report and really capture what you all would like to communicate.
and see.

So I appreciate, you know, you all taking the time to do that. Any other comments before we move to the next?

(No response.)

MS. MAYS: Okay. I will hand it over to Alejandro.

MR. LUDLOW: Over to Alejandro.

MR. SOLIS: Thank you, Donald. Thank you, Caroline. So on Chapter 2, also we spent a considerable amount of time in the last BTAC meeting two months ago, and we also want to focus this one, this procedure to apply to only three or four -- on the changes that we made, to make sure that we heard what you have to tell us, and to make sure that we address those.

So in particular, we heard that we needed to update the institutions and the agencies that are involved in this part of the development, planning and infrastructure. So we did that. And then we also differentiated the roles throughout the procedures for border management.

So we go to the next slide, please. This -- you know, what we tried to do, and our understanding was -- we need to depict better the complexities of the border, and those complexities are basically hand-in-hand
with the large amount of stakeholders and agencies in the private sector and situations and groups that work together.

And therefore, the first comment we got was about the coordination. We have to be present for the border to work on a daily basis. So we took a deeper dive into that. We included the reference to this coordination, and we also added a couple of updates that we thought were relevant, given the COVID-19 situation, which had to do with border emergency disruptions and management in terms of resiliency planning.

So we addressed that in the new chapter. Another comment we got was to make sure that we added the alternative sources of funding, which we did. In particular, we mentioned a donation [inaudible] program, and the role of the private sector to foster the development of infrastructure along the Texas-Mexico border.

And then we also got the comment to add more visuals. So we started, you know -- we actually introduced more tables and put more streamlined information, instead of all being text. We tried to put it into a format that was more easy to read.

In particular, the four points that we expanded upon was -- we identified the opportunities for better
coordination along the border. This is a response to a comment we got that, yes, there is various high-level coordination, but there's always room for improvement.

So we mentioned that specifically in the chapter. We also described the resiliency planning and the joining between management and emergency response, which again are very, very apropos with the current situation of disruptions in COVID.

We included a discussion on the sister cities agreement which is one of those mechanisms that allows the coordinated planning for emergency responses and disruptions. We also expanded on the list that we have provided before in terms of agencies leading the planning efforts, and we've broken down to the inside and outside the border crossings.

And I'm going to spend a little bit more time on that particular topic in the next slide. And then finally, we really added the community groups and expanded upon the -- all of the agencies at the different levels of the government that are involved in the border.

Next slide, please. So again, the purpose of this chapter, when it comes to the institutions, is just to show that there is a lot of institutions involved and that the coordination process is a complex one. So what these particular slides summarize is the leading agencies
for each one of those aspects of the border are important for planning and operations and policy.

So we started with the policy development, the planning at the border, the management and the operations of the border, and then the infrastructure of the border crossings themselves, and then the infrastructure that connects those border crossings with the rest of the network.

And what you will see here is that from the Mexican side a lot of this is led by the federal government. There is a big role for the federal government on all of these aspects, whereas in the U.S. side, it is the -- it's a little bit more spread out from the different actors.

So we have a lot of federal agencies involved in the policy development and the border planning and the operations. But when we come to the infrastructure connecting the border crossings, there's a lot of private sector participation, and also states and cities and others. So it's a little bit more diverse on the U.S. side.

We also have an aspect of coordination mechanisms that we identified that align with each one of these aspects of the operation and planning of the border.

And we also identified clearly in the chapter that there
are gaps in coordination between the different levels of
government, and also a lack of standardized mechanisms for
the local stakeholders to participate in making all the
border-related decisions. This is something that we also
heard during the previous meeting, and we wanted to make a
specific statement of it.

Next slide, please. Finally, we refined a
little bit the description of the planning process on the
two sides of the border.

Again, just to convey the message that there is
an inside-the-border-crossing planning process and an
outside-the-border-crossing planning process. Inside the
border crossing normally is CBP and Aduanas who take a
lead, and then outside, it really varies within each one
of the countries.

We also added -- on the U.S. side, we -- at the
request of our partners from CBP, we added the document.
It’s a five-year planning document on capital investments,
which is the leading document for inside-the-border-
crossing planning.

And on the Mexican side, we clarified that
Aduanas does all of the planning inside the border
crossing, but FCT also has a role, in particular when it
comes to the bridge, international bridge structures.
They are under the purview of FCT.
So those are the refinements we made to this chapter overall. And I guess we'll -- just like in the previous chapter, we'd like to hear from you, if we addressed the problems that you had, or if there is any particular comments you would like -- that you would like us to add as part of this chapter.

MS. MAYS: Anything else? Did we miss any of your comments from the last meeting? Or once you reviewed the chapter again you saw anything that, you know, we need to add or articulate differently.

MR. ZAPATA: Hey, Caroline, Alejandro? This is David Zapata. Can you hear me?

MS. MAYS: Yes, David.

MR. ZAPATA: I just had a question for reference, as how the information about how the different organisms, governmental organisms and private that connect on this border first at the federal and state and local level -- how are they going to be presented? I mean, are they going to be presented in some sort of "organa-gram" where there's kind of like a list of, like, where something starts and goes up the chain, or is it just going to be presented in a paragraph? I was just curious about that, because for people that are unfamiliar with it, I mean, you'd make better sense to have a better picture of how things work and where an idea of a project
goes from -- after coming out of a city or the other way around.

MR. SOLIS: Yes, David. There are a couple of figures on the chapter that talk about the planning process on each side of the border, where we make that distinction between inside the border crossing and outside the border crossing, and then list all of the different, let's say, elements that are involved in it.

So we're presenting it for the two countries precisely to create that contrast, and to show that it's terribly complex within each country, but if you have any particular questions on those diagrams, or if you want to see another type of diagram, we'll be happy to discuss it with you and to provide as much clarity as possible into this.

It is -- again, as I mentioned, it's a complex process. It has not been mapped out completely, to my knowledge, so it is -- we're taking a stab at doing that, and we welcome any feedback.

MR. ZAPATA: Yeah. No. I think that definitely from the members, of course -- I think that having the clearest picture possible as to how the process works will be very beneficial when the plan is ready to be presented to stakeholders and elected officials that may not be as familiar with border dynamics as the people in
the Committee.

Thank you.

MS. MAYS: Yeah. And David, you know, I think, yeah -- that's a really good question and idea to ponder, because the folks on the border, all the Committee members, are well entrenched in it, but I don't think the outside world, outside of the border, actually understands how it works.

So it is definitely an idea that we're going to have to ponder and figure out how we draw that picture of straw men, or okay, this is at a high level how the border operates, because a lot of people don't understand it, and it's very different when you're looking at the goods movement, like, for trucks, and you're looking at rail, and you're looking at the people movement, from pedestrians, to bicyclists, to P of E, or to buses.

So yes. It's something that I think we'll take that back and kind of visit a little bit, and it might require talking to some of the BTAC members.

Any comments from the BTAC members? Any reaction to David's comments?

MR. CALVO: Caroline, this is Eduardo again. The -- just a minor comment that's somehow related to that. In looking at Table -- I think it's 2.33, where you're listing all the different stakeholders from the
U.S. and Mexico, from public and private sector -- the
only one that I think I did not see in talking on the
private sector side, on the Mexican side, is really the
big groups that -- or I mean, the groups that identify the
maquilas, you know, like INDEX, or what used to be AMAQ,
the Association of Maquiladoras.

That's a big group that I did not see listed on
the tables.

MS. MAYS: Okay. Yeah. We'll definitely
revisit that. We know INDEX very well. We, you know,
have a great relationship with the leadership there, and
they have participated in meetings, I think, if I'm not --
yeah.

We, you know, had meetings with them in Mexico
City. They're very interested in the process. So
absolutely. Any of the other organizations that we might
have missed, and this may not be a completely exhaustive
list of everything, but we want to be as comprehensive as
possible.

So thank you.

MR. CALVO: Absolutely. And I do have some
other, you know, more like editorial comments that I will
save. I'll just send them to you when -- you know, so
like, in-track changes on the documents themselves.

MS. MAYS: Okay. That would be great. Thank
you, Eduardo.

MR. SOLIS: Thank you, Eduardo. That would be very helpful.

MS. MAYS: Any other thoughts, comments from BTAC on this chapter?

(No response.)

MS. MAYS: If not, we will move on to Chapter 3, and I think that's Donald.

MR. LUDLOW: Thank you, Caroline. Thanks, BTAC members. I'm going to walk you through Chapter 3 today.

Chapter 3 is now titled, "Texas-Mexico Border: Past and Present." I think some of the comments that we heard about Chapter 1 are already addressed in Chapter 3, including language about the different regions and providing a regional focus throughout the chapter, differentiating between the different trends and characteristics of the transportation infrastructure that we see across the entire Texas-Mexico border region.

So the purpose of this chapter is really to identify the trends that are impacting both the demand and the supply of the transportation infrastructure. Up to this point, what we've provided is mostly an overview of the socioeconomic trends, but what we've done in this latest iteration of the chapter is to focus on the conditions and current performance of the multimodal
infrastructure as well.

So today, as I walk you through the findings here, I'm going to focus more on the infrastructure side than on the socioeconomic side, in part because we've presented that previously. I think most of the BTAC members are familiar with it.

I will provide an overview of it, but we will be mostly focusing on infrastructure performance today. The key messages remain the same, except with more focus on the infrastructure: the fact that the border region is growing, that the drivers of transportation demand are growing, including income and education, all of which lead to greater transportation demand; and then the message is that not only does this infrastructure sustain the region, but it also, in many situations, has not kept pace with population and trade growth, especially on the trade growth side.

We went through a number of changes, and if you'll move to the next slide, Kelly, I can go through those with everyone. Based on the comments that you provided to us, this is how we've addressed things. I'll go through each of these quickly.

The first one is, you told us that we needed to update the current editions to 2019. We've, again, done that in this chapter. The main difference is, up to 2019
on infrastructure data, as well as socioeconomic and trade
data, where possible.

You asked us to provide additional information
on border crossing wait times. We did. We amplified the
border wait-time trends in the chapter to illustrate the
changes over time. Quite a bit of the chapter is
dedicated to that, and I've got a number of slides today
to walk you through that.

We also appreciate the feedback that we've
received in talking to several of you who reached out
directly after the April meeting to kind of talk in more
detail about the way that you look at border crossing
times at individual bridges and in individual
jurisdictions.

You asked us to consider ways to collect
southbound movements more accurately. We did continue to
work with SST and SAT [phonetic] to examine their sources.
While we do have southbound data and it's collected
differently in different places on 17 crossings, we do not
have anything comprehensive that covers the entire border.

It continues to be a gap to have consistently
collected southbound data. So we have anecdotal
information that helps us understand this, and we've used
some of the data where possible, but it is not as robust
as the northbound, and the northbound continues to be the
basis for a lot of the work that we've done.

You asked us to show data on commerce between ports and more details on the transportation of goods, so we've done that. We've added more detail on maritime, including some of the characteristics of short-sea shipping across the Gulf, and additional details are available in technical papers.

So we can provide more information on that, but we've got a summary of it in the chapters. Finally, you asked us to enhance the border story to weave in cultural and geographic ties, something you also asked us to do in Chapter 1.

We have improved this border story with specific language examples and bullets. Hopefully, some of those anecdotes are tangible, talking about specific supply chains, automotive, the things we eat, many products that are important, as well as family and cultural and social ties.

So we hope that we've addressed that. In terms of what's been covered already, I'm not going to spend a lot of time on this slide, because this is all material that you have seen before. We have just packaged it, I think, more succinctly and developed more of a trend-line focus to really show how things have changed since 1990 to 2019.
So there's a lot of trend lines that show the movement of all of these elements, and in every case, the direction is up. Population is growing, employment, income, education. The other key pieces that are summarized in Sections 3.1 to 3.6 are history.

I will spend a little time on history, just to summarize what we've put in the history section, as well as a little bit more information on trade. Next slide.

So on the history side, we have provided an overview and set the stage for the history. We thought this was important for readers. A lot of them are unfamiliar with the way that the border has developed and the infrastructure has developed over time.

We make the point that the bridges in this region -- many of them date back to the early 20th century, and facilitate social, cultural and economic relations between the two countries. The map that you see here shows the latest year of investment in border crossing.

We also know that, you know, trade has tripled since NAFTA. Only 10 bridge crossings have been built or improved since 1994. September 11 is profiled in the chapter, as well as some summary of construction, and some of the trends in periods of time when bridges were developed, really starting with the ratification of a
treaty, the U.S.-Mexico Rio Grande Rectification Treaty of 1933.

We do focus on the distinct eras and regions in this chapter. Move on to the next slide. The next piece that we go into some detail on is the trade connections.

We really made a concerted effort to show visually the linkages between the Texas-Mexico border and Texas counties and U.S. states. We know that all industries in Texas rely -- all industries in all Texas counties rely on cross-border trade to connect to Mexico, whether it's high tech industries in North and Central Texas or agricultural in the Panhandle, food processing in East Texas, petroleum and manufacturing in West Texas.

So these maps show some of the intensity of those connections by northbound and by southbound. The darker the color, the more intense. The connection is measured in billions of dollars in trade. When we move to the next map, we will -- the next slide, we see this similar pattern.

Now, we have this data at the state level for the U.S. and all states in Mexico. It’s showing the same thing, showing these connections between the two countries, and specifically to every state. We know that the bi-directional automotive supply chain, for example, connects Puebla to Michigan, that Nebraska and Jalisco are
connected.

You know, we always -- often use the example of
the beer supply chain, grain moving from Nebraska to
Jalisco, and northbound, there's beer. We know that there
are many states that are not close to Texas that depend on
the Texas-Mexico border, and similar, there are many
states that are not close to our four Mexican border
states that depend on the border as well, and that's
really the message that we wanted to paint here.

In Chapters 6 and 7, we see this importance
growing in the future, and Chris Williges will go through
that with you today. Next slide. Much of the rest of the
chapter focuses on the current state of the border
transportation infrastructure system, and this is
really -- what we go into in the chapter is both the
condition and the role of each component of the
binational, multimodal transportation system.

And we do that at the both border-wide level
and where possible at the regional level, to be able to
look closely at that. We start with highways, and noting
their importance. And then we move into the other modes.

Just a second here.

So we know that on the highway side, Texas-
Mexico border added seven new bridges right after NAFTA.
We know that the highway system is the primary conduit for
goods and facilitates daily life for millions of people. The freight rail system supports a very fast-growing carload demand across the border system, and also the unified cargo processing and inter-modal have become a major feature of this.

Aviation, seaports and pipelines are also profiled. We note that aviation supports business and personal travel and cargo movements. We note the trend of people moving across the border from Texas to Mexico to access flights at growing airports in the Mexico border region, and the cargo also has become more pronounced.

This chapter talks about short-sea shipping and seaport shipping alleviating congestion. It also talks about the important role of pipelines, especially for U.S. export. Over the next few slides, I'll go into some of the key trends, especially on the highway and rail side.

And so can we advance to the next slide? So in this first slide, we note that the border region is served by over 30,000 lane miles. If we look at the density of the road system, we notice that the highway system is about three times denser on the Texas side than the -- of the border than the Mexico side.

Overall, the system has struggled to evolve with the changing needs, and system capacity has not kept pace with the growth in demand. In other words, the
number of lane miles -- if you look at the bottom right, we've got the number of lane miles on the Texas side by -- excuse me -- by El Paso, Laredo and RGV has not kept pace with the population growth and the growth in the demand for trade.

Truck trade has increased just by 50 percent, just even over the last 13 years, for example. And passenger vehicle miles traveled in the border region has increased by 35 percent. While we know that a number of passenger border crossings has not necessarily increased, and has decreased across the board, the movement of people within the border region and on the facilities that access the border has increased dramatically, and that has placed stress, even if people aren't crossing the border, on the system that serves the border.

I hope that makes sense. We also note in the chapter that this entire roadway system connects the interior with the border and beyond, and tells the story of long-distance and short-distance commuting including for school and local drayage.

Next slide. So this is also a key message, just the dramatic increase in the number of trucks during this period, and that between 2005 and 2018, especially, the commercial VMT in the region has increased by -- also by 17 percent.
In particular, the Laredo region experienced the highest level of trade growth and truck VMT growth, but the other regions have experienced significant growth as well. So all of those details are provided in this section of the chapter, broken down by vehicle miles traveled by cars and by trucks in the region and crossing trends.

Next slide. So on the people side, we know that the number of people who crossed decreased between 1996 and 2019 by 3.8 percent, but millions of people continue to cross this border annually, and it really does connect the binational economies of North America.

In particular, between 1996 and 2019, personal northbound vehicles declined by 24 percent, and buses by 3.8 percent, but bicycles and pedestrians increased by 17 percent. That has to do with the shared mobility phenomenon, where people are potentially taking Uber or Lyft near the border and then crossing on foot.

Also has to do with just the congestion of crossing by car, and sometimes it's much faster to cross by foot. So there is a lot of good information here. The trends show either -- the first trend on the left shows the northbound personal vehicles and how that's declined overall for the three regions.

It shows the uptick, especially recently, in
the number of pedestrians, and it shows the variation over
time in buses with, recently, an uptick in the number of
buses, but an overall slight decline. Next slide. As we
move to the freight rail side, we tell the very important
story of rail at the border and the fact that really it
does -- it really removes some of the demand on the
highway system and has grown significantly, about 305
percent.

So three times faster even than the truck
percentage has grown over this period of time, the number
of rail cars. The trend line shows -- and we've got it
for northbound and southbound by the total trade -- but it
shows growth for both, but especially on the northbound
side, Mexico exporting by rail to the United States.

Much of this is automotive and specialized
equipment, which is highly valuable, but this continues to
be a really critically important aspect. We note in the
chapter that a lot of the rail growth in activity has been
fueled by intermodal railyards in El Paso, Laredo and
Brownsville that support multimodal movements.

This is often due to the lack of major class
one intermodal facilities being available in Northern
Mexico. Unified cargo has also created cross-border rail
trade efficiency, and we've also seen some growth in the
number of rail track miles in the region over this period
of time.

So the chapter breaks this down by specific areas. The El Paso region saw the greatest increase in percentage of rail cars, about a 415 percent increase during this period. So it's a little bit different story than truck. Laredo is a 351 percent increase, and RGV was around 95 percent increase.

Next slide. So now, I'd like to transition for the next few slides to something that I know is really very important to the BTAC and to the individual members and communities, and that is a discussion of the wait times.

In order to really look at the wait times, we have to have data that were consistent across the border, and for that purpose, we used the CBP wait times that CBP generously made available to the study. This historical trend, looking at the northbound wait times across the entire border.

And we looked at this from -- through a few different lenses. This first slide shows commercial vehicles from 2003 to 2019. It shows that the median wait times were relatively steady. We looked at both 50th percentile wait times, which is on the left, and the 90th wait times, which are the more exceptional wait times occurring, on the right.
And what this is showing is, overall, an increasing trend. The median times were relatively steady, although there was a significant uptick in '18 and '19, but the 90th percentile wait times show a dramatic climb, especially just over the last few years.

And this trend is consistent across the border for each of the border crossing regions, and really signals the strong and continued growth of commercial vehicles and also some of the challenges that face the border region. I should clearly note that CBP wait time is only part of the experienced total crossing time.

So this is something that's an indicator, but not -- does not perfectly capture the entire crossing time. There's no consistent data source that does that, across the whole border.

Next slide. And I know, we may have a chance --

MS. MAYS: Donald?

MR. LUDLOW: -- going back -- sure.

MS. MAYS: Yeah. Donald, you know, I know it's a lot of information. I wanted you to maybe pause, and you know --

MR. LUDLOW: Yeah. Sure.

MS. MAYS: -- see if BTAC members have a chance -- because it's a lot of information we've provided
already. So just pause for a little bit and see if anyone
has any comments or any take on the information?

    MR. LUDLOW: Okay. Sure. Thanks, Caroline.
    Happy to discuss anything that has come to mind.

    MR. SCHWEBEL: Donald, this is Gerry Schwebel.
    How can we relate in this chapter -- you know, one of the
    things -- the fact of what we've been experiencing since
    March, that we take for granted so many times how
    integrated our border communities on both sides of the
    border are.

    We've seen, as we identified non-essential
    restrictions, that the integration of our medical
    communities and health care, together with education, you
    know, play a far greater, you know -- a role in the level
    of activity between our two cities, but it was, like I
    said -- we've been taking it for granted.

    But in addition to that, just the flow of
    people back and forth, whether they -- in the scenarios,
    or you know, my company -- I've got 100 employees that,
    because there's no school or there's no day care, they
    don't have -- they go and drop off their kids, you know,
    in Laredo, for you know -- just for day care purposes,
    there's no other alternative.

    So you know, we -- that's a way of life for us
down here, and that adds to the crossing element. And I
don't know if the culture or -- in the Chapter 3, where we
talk about the past and present, that I think we need to
kind of relate some of that information that only we that
live on the border can understand it.

And I would convey that message to understand
that adds to the infrastructure challenges of our border
that impacts daily trade or impacts other areas as well.
So I just put that on the table for the Committee members
to consider.

I've experienced it. I'm sure many others on
this Committee have experienced it as well. How can we
tell that story? Because it is having an impact in our
way of life, especially for those of us who rely on tolls
from bridges, that if we stop that and -- we basically
freeze a major part of our economy.

MR. LUDLOW: Yes. Thanks, Gerry. That's --
those are great comments. And just -- do any of the other
BTAC members have any thoughts or reactions to what Gerry
said?

MR. VALE: It's unfortunately out of our
control because these decisions are made without regard to
the economic situations along the border. The --
fortunately, they did allow the commercial traffic to keep
going, because that's important to the overall economy of
the United States, but the restrictions that are being
placed by both sides are really affecting the border more than they are the interiors of the countries.

MR. LUDLOW: That was Sam Vale. Correct?

MR. VALE: Yes.

MR. LUDLOW: Thanks. We do -- we would ask, if you're going to make a comment, just please note your name so we have that for the record. I think we all know your voice, though, Sam, but this is for the court reporter as well.

MR. VALE: You're right. I'm sorry. I just didn't think about it.

MR. LUDLOW: That's okay. We appreciate it.

Other comments? I mean, Gerry, going back to your original note, the border is a way of life. I think we do need to go back to Chapter 3 and make sure that we do weave more of that human side into the -- we've tried to do that, but I think we may need more.

We talk about the fact that there's a slight reduction in the number of people crossing the border over time, but there's still 85 million northbound crossings a year. That's extraordinary and really does reflect kind of daily crossing pattern for many people, and you know, I think you're right.

A lot of people outside the region simply don't understand how these communities are tied together. Any
other thoughts or comments?

MS. GARZA-REYES: Cynthia Garza with Pharr EDC.  
I'm just throwing it out there. Just because 2020 is just such a significant year, that none of us have gone through our regions or even our port of entries, could it be that -- I mean, obviously, this Master Plan is -- it's a continued document.

So could it be that, at the end of 2020, that we have a special chapter that just signifies everything that trade went through for 2020, since we're going through an international pandemic that none of us have ever seen before?

Could be an addition somehow to dovetail off --

MS. MAYS: Yeah. And absolutely, when we started the Border Master Plan, definitely COVID wasn't here, and I think, you know, certainly, you know, a great suggestion, and we'll definitely, you know, include that here.

It's out of, kind of the uncertainty and some of the things that have been raised, you know, throughout this process, especially with COVID coming. And again, I think throwing that to the Committee on how they would like us to couch that, because this is, you know, our lifetime event, and how it's impacted the border, you know, the shutting down of the border and the non-
essential, all of those things and some of the things you all raised, I think -- yes.

I think this plan needs to capture that, whether there's a chapter in the end or one of these chapters, I think, you know -- much appropriate. So thank you. Any thoughts from the Committee members?

MS. VALE: Caroline, there is -- this is Sam Vale again. There is also going to be some issues associated with how the Congress and the administration come together on an infrastructure package, because I do think that this is an opportunity for us to demonstrate the value that the border has to the rest of the country, because they're all going to be impacted to some degree, but they're also going to be impacted in the employment and economic development area.

So I think that we need to look at that. I -- yesterday, I talked with Congressman McCaul, a Republican, and Congressman Cuellar, a Democrat. Both are saying the same things, that they need to find a way to make the border more resistant to these types of activities and that's a whole new process.

That's not just about staffing. It's -- there's safety. There's health issues. It's very complex, and hopefully, we can be prepared as we come out of this thing with a good Master Plan that addresses the
future, as opposed to the exception, which is hopefully

going to be not more than a year, a year and a half.

MS. MAYS: Yeah, absolutely, because the plan

has to be forward-thinking. I think in Chapter 3, what

we're trying to paint here is this trend, but I think the

bulk of what you all want to include in the

recommendations has to be forward-looking, you know, to

future, you know, as opposed to the past.

But I think what we are in currently, as

Cynthia mentioned, the COVID, sadly, it will have to be a

big part of when you guys go to the recommendations,

whether it’s the policy recommendations, programmatic

processes, protocol and things you guys want to recommend,

and then specific projects. Whether it's on the border

crossing side or it's on the corridor side, you will have

to really be able to look into the future and see what

would that look like and how can all of the

recommendations make for a better border, a better region,

that facilitates, you know, continued movement of people

and goods, and you know, economic prosperity for not just

the border region, but the border states and in both

countries, and in this case, the three countries, Canada, U.S. and Mexico.

MR. SCHWEBEL: I think -- this is Gerry

Schwebel. I have a comment following up on Sam's
comments. You know, we, like Sam and others, have been working on this over so many years.

We always find it interesting that, in the statistic that you show right now, a 52 percent increase in foot traffic in the last 13 years. How do we relate that increase to the number of funding for infrastructure for new ports of entry or improvements for ports of entry in those same 13 years, whether it be dollars, you know.

We feel this demand, and all these challenges strained, but we don't see the funds coming to meet that demand, and that's what we're hoping with this Master Plan, to provide trade assistance. But I think we need to -- we can't be too politically correct.

We need to put it there, but it just has got, you know -- that increase in traffic, commercial. It cannot -- does not tie in with the funding and the adequate infrastructure demand being met by federal or, for that matter, the state, you know.

So why don't we put that in there in a way that says, look. You know, we've doubled our trucks, but hey, our infrastructure's been the same; hasn't really improved that much, or in proportion.

MS. MAY: Yeah. And Gerry, that's a great comment. I think that's what Donald started homing on in those last few slides that looked at kind of history, you
know, that although freight volumes have grown -- but you know, when you look at the infrastructure, it lags behind that.

So freight is growing, but infrastructure is not keeping pace with that, and certainly, yes, that's the message. But again, you all can, you know, help, you know, mold that. It's very, very clear, because that's a need.

That's a gap that the Border Master Plan will, you know -- hopefully will articulate very clearly, so everybody understands that the need for investments and identifying those steps is going to be very important, because when you look at just the trends, it's very apparent that, you know, it's not been -- it's, you know -- the investments have not kept pace with the demand and the growth.

COMMISSIONER NEW: Caroline, this is Alvin New, and --

MS. MAYS: Yes?

COMMISSIONER NEW: -- I want to kind of piggyback on what Gerry just said. When you think about the Panama Canal and what's happened just in the last 50 years with the increase in traffic that's now coming to Texas, and then you think about the pandemic and what I read about what different companies are doing to change
maybe some of their supply points [inaudible] China, there's no indication that -- there is only an indication that Mexico is likely to become more important as an avenue for anything from the Far East, as well as just a direct trade partner.

So somehow that stuff needs to be captured like you describe the way things are likely to go on the border, which would exacerbate the problem that Gerry just --

MS. MAYS: Yeah, absolutely. Thank you, Commissioner New for those comments. Absolutely. You know, that's forward-thinking and forward-looking on, you know, the implications both for the pandemic, but also, you know, USMCA, taking -- going into effect.

All of those, you know, combination of different things, you know, it's probably a different border in the next five to 10 years, and the growth is going to continue, especially on the trade side. You know, people side might still see some decline, but I think on the trade side, we can certainly expect a continued growth, whether it's at a faster rate, or you know, a much more moderate rate, you know, it's again something we definitely -- you all to think about and help us, you know, couch that in the plan.

COMMISSIONER NEW: Well, and I'd just emphasize
that his point, Gerry's point, that it's a national and state issue because of security.

MS. MAYS: Yeah.

MR. LUDLOW: These are all great comments. I was just -- also just going to remind folks, if you're not talking, if you could please mute? That would be helpful. It seems like we're getting a little bit of background. Other thoughts, before we move on?

And appreciate also the comments that are coming up in the comment box as we go along.

Sure. Go ahead.

MR. PEREZ: This is County Commissioner Vince Perez of El Paso County. You know, it might be helpful, you know, when looking at some of the spikes, in looking at and perhaps providing context to some of those disruptions that happened during that time.

I mean, I find it very surprising when you, you know -- you look at, you know, how different -- how it was, you know, with the violence that occurred during that time, compared to other regions, but I'm sure it had nonetheless a network-wide impact.

You know, it's not just -- you know, the violence that took place during that time, but also, you know, September 11 and seeing how that -- the comment was made earlier, how, you know, 2020 is unique, and certainly
those disruptions perhaps may be put into context.

You're going to have workers entering the workforce soon that were born after 9/11, and I think it's important at this time to maybe, perhaps, outline that a little bit more. Just a suggestion.

MR. LUDLOW: That's a great suggestion. I think for some of those key dates where we see a major peak or trough, it would definitely be worthwhile filling that out, in part because it just -- it will maybe help us understand what we're going to face in 2020's future.

MR. CALVO: Hey, Donald, this is --

MR. LUDLOW: Hi.

MR. CALVO: -- yeah. This is Eduardo again with El Paso. And you know, just to take you back again on the discussion that, you know, Sam and Gerry brought up.

Yes, you know, COVID-19, that has impacted us tremendously here on the border with the -- you know, with the federal policy, you know, limiting or closing the border. It's restricting the flow of people coming back and forth.

But let's not forget also that something similar happened last year, 2019, with the immigration crisis that we had. You know, that -- so it's -- once again, it's another issue at the federal level, but for us...
here at the border, we take it on the chin.

So it's been -- 2019 had an impact because of that, and now, 2020 with COVID. And I'm just a little bit concerned and frustrated that the impacts that we feel at the border are tremendous.

MR. CORONADO: Hey, this is David Coronado with the City of El Paso. So piggybacking on what County Commissioner Perez said and also was mentioned, I think that looking at annual data for -- especially on wait times.

I think crossings have been started, but waits are special and it’s really sort of tricky to get the whole story on the context of what's happening in the background. 2003 was also impacted, you know, right after [inaudible] crossings back then.

Then -- and then 2019 is also a really abnormal year to use as a comparison. I know that it’s been the most recent year, but perhaps it's best if we use 2018, especially for wait times, which is actually what we’re doing right now on bridges.

It's looking at pre-imposed COVID-19. We're not even looking at 2019, we’re looking at 2018. 2018 was more of a typical year, if you will. There's no such thing as an average bridge crossing, but there's always something happening, whether it's our pandemic, migrant
crisis.

We've had a huge wave of violence on the Mexican side that also drives crossing wait times. You know, protests. There's always something happening with the bridge system, and so I think there's no such thing as an average or normal year.

But for sure, 2019 was not, by far, the right -- the most -- the best benchmark or baseline to use. And so I think that you miss a lot of the context and the background that that's happening. You could focus more in the last three, five, 10 years at the most, but I think going back to 2003 is going a little bit too far, in my opinion, especially when it comes to wait times.

MR. VALE: You know, we've also got -- this is Sam again. We've also got another issue that's really starting to grow, and that's -- CBP yesterday announced something to the effect of that they were $400 million short, because they're not collecting all of the user fees they normally would do.

So that's going to impact. That much money shortfall for an agency that clears ports of entry is going to be dramatic.

MS. MAYS: Yes, because I think, you know, certainly the funding issues, you know, is going to have to be discussed. And you know, from several perspectives,
CBP -- you all at the local level, but also at the federal level.

Sam, you mentioned the new infrastructure bill and the discussion there. Will border and border infrastructure be, you know, kind of addressed in the infrastructure bill? So all of those, I think, are things that will have to be discussed, and looking at what will be the funding gap.

With border recommendations what will be the funding gap? What will be, you know, the potential funding sources that can be used to bridge those funding gaps, like you mentioned. Yeah. I certainly expect that, you know, from all agencies, you know, throughout the system.

MR. VALE: Well, Caroline, any way you put it, we have a pretty large Congressional delegation, and we need to educate our own people about the needs of the state and how it's tied to a lot of these activities. And hopefully they will be able to work together in some way to take care of the needs for TxDOT, and at the same time, encourage more reliable funding for CBP, because we all depend on that.

MS. MAYS: Yes. I mean, you know, we have the plan, and hopefully, we will be able to articulate that and provide the analysis and information to all our
elected leaders for them to be able to represent the needs of the state.

I think that's where the plan is going to come very handy, you know, there. But I think that discussions with the transportation bill right now is something that, you know, folks need to be involved in, being some of the information.

I could honestly tell you that, yes, there's some elements there interjecting border in there, but I think it could be a lot better. A lot of language on the freight plan, but there's no language on Border Master Plan.

So you know, again, I'm not trying to tell anybody what to do, but I'm just -- from my assessment, there's no language in the versions of the bill right now that I've seen that specifically, you know, talks about investments outlined in the Border Master Plan to address border infrastructure needs.

MR. VALE: So we need the -- Sam again. We need some of the language that used to be in the coordinated border infrastructure, but not called that, and we -- because they don't like that name anymore, but finding a way to where it all fits together for the benefit of the state of Texas.

MR. CONTRERAS: Good morning, Caroline. This
is Sergio at the RGV Partnership. Can you hear me?

MS. MAYS: Yes, we can hear you, Sergio.

Welcome.

MR. CONTRERAS: Thank you. Looking at the slide that has been on the screen there for a while, understanding that this will be using structure and data, which is great, thank you for working on this.

Relates to economic impact, the importance of infrastructure, also utilizing it to call for additional investment. So here, this illustrates only CBP, and it illustrates it in minutes. Can something be done to showcase more of a true picture, knowing that there are at times hour, two-hour wait times, three hours, understanding that you may not have it, but working individually with individual bridges, you may be able to get a better understanding versus showcasing this to Congressional members?

And also, we only see 21 minutes. That ain’t bad. We know that it’s not 21 minutes. That make sense?

MS. MAYS: Yeah. A couple of things, and I’ll let Donald kind of answer on the data. This is a little bit high-end level.

We’re looking at regions and not necessarily border crossings. And I think what we were trying to do is be consistent in the data, you know, to do kind of this
high-end level, and certainly, you know, you see that we've all been looking at each of the bridges to understand the unique issues there when it comes to wait times.

And then on your comment about economic impact, we're actually going to cover that in Chapter 7. So you will see some of the preliminary analysis on the impact of border delays and border wait times quantified from an economic perspective.

Donald, you want to take that? Maybe comment on the data?

MR. LUDLOW: Yeah. No. You've nailed it, Caroline. And in the chapter, there's additional detail on specific crossings and how that varies, and there is quite a bit of variation, just in terms of growth, by mode and by crossing.

So I hope that the information that's in the chapter is helpful in getting down to the level of detail that you want. We do have that for every crossing.

MS. MAYS: Donald, we can probably --

MR. LUDLOW: Okay.

MS. MAYS: -- move to --


Thank you very much. This has been a very good discussion and we really appreciate your comments. We've
written them down, and we will address them as we continue to make improvements to the next version of Chapter 3.

Without further ado, let's move on to the next one. This is personal vehicles, and you see here a similar trend, this upward tick. I'm going to move a little bit more quickly through some of the rest of the slides, but I will stop to gain some more comments.

So the main takeaway here is that the median time for personal vehicles increased by 213 percent during this period, about 17 minutes. Again, this is border-wide, so there's going to be variations on specific bridges.

But we know that, for example, you know, just pulling a couple of them out really quickly. At Santa Teresa, the median wait times grew by 600 percent. That's 30 minutes. We know that at Laredo-Colombia Solidarity, we have the highest median wait time increase of 700 percent, or 18 minutes.

So these all add up collectively, and this is kind of a holistic view of the whole border, but we have that broken down by specific crossing in the chapter. The next slide presents the same story, but also by bicycles and pedestrians.

And we know that bicycle and pedestrian crossings have increased significantly by 17 percent, with
the biggest uptick over the last few years. So you're seeing some wide variation there again in the total trend border-wide and in the specific regions.

As we go in the chapter, down to the specific bridges, we’ll start to see some of those very individualized kind of patterns emerge, and that will help us as we move into the needs, and also developing kind of the project lists in terms of what really is driving that, and what needs may need to be addressed more specifically in the future.

Moving on, I want to take you through a few slides that summarize some of the analysis that we've done on roadway delay and congestion. Of course, we have a lot of anecdotal information that many of you have provided through the focus groups, through BTAC, through VNRSCs, and through consultations that we've had.

So that's very helpful. In terms of looking at the data, we know that in the three regions we're seeing that the most congestion in the border regions occurs on I-10, and FH 45 in El Paso, North and South IH-35, and FH 85 and I-69 in Laredo region, and in Rio Grande Valley, significant congestion occurring on I-69 CE, and on I-2.

And again, these are for the entire region. We know that there's specific border-related days -- excuse me -- border-related delays at crossings. So in the
chapter, there are breakouts showing some of the congestion, that we have developed.

It's using a method that TxDOT uses statewide, which is a car spacing method that's uniform and consistent and allows us to look at that throughout the regions. Just highlighting, here's some of the major facilities that are experiencing the most congestion.

The first one is El Paso. The next one, if you can advance to that, is Laredo, and then finally, RGV. All of this detail is in the chapter, along with the maps.

The next piece that we move into is safety and security, and we track this over time, because we know that this is also, just like congestion and delay, an important driver of the need for improvements. Overall, the commercial vehicle and pedestrian/cyclist crashes have steadily declined.

Crashes in Mexico have also declined significantly over the past few years. We do have fairly good data from Mexico on this, and this has been good to see.

We've broken this down into the specific regions again, and you can see the downward trend in these crashes, and there has been a slight uptick recently in the pedestrian and cyclist crashes, which is something that needs to be addressed, as well as total commercial
vehicle crashes. When we talk about the trend, it's through that whole region and whole time period.

Next slide. We also looked at rail, and also rail continues to improve on safety. Rail incidents declined by 78 percent and remained constant on the Mexico side during this period of time.

We were able to use rail insurance claims in Mexico, as well as FRA data in Texas, to be able to have a similar snapshot. And when we talk about incidents, we've got a wide variety of things that we're looking at, including at-grade crossing incidents and other safety incidents on the railroads themselves. The chapter goes into more detail on those.

Next slide. The next piece of information that we have is asset preservation, and we wanted to look at a few different areas there. We looked at pavement conditions. We also looked at bridge conditions.

And between this period, we know that pavement conditions stay relatively consistent on the Texas side. We note that in Mexico the border states' pavement conditions are of higher quality than national averages. So we're able to -- you can see in the chart on the lower right -- look at the difference between deficient pavements in the border Mexican states versus the national averages.
See that all four of the states on the Mexico side are much -- are at least trending better than the national averages. And this is important. It just is an indicator of kind of quality and maintenance of the infrastructure system. And we're using that to inform the needs and also eventually the prioritization.

The next slide shows bridge conditions. And what we're seeing here is also a basic improvement in the bridge conditions. On the Texas counties between 2012 and 2014, we see an improvement, but then we've been seeing some declining conditions since then.

And in 2019, conditions in the El Paso and RGV regions, that are higher than the average score in the Texas border-wide region, while bridge condition scores in the Laredo region are lower. So there's some regional variation.

It depends on the bridge. There are very new bridges in each area in the overall border-wide transportation system, and there are some that have existed for a long time. So this is a case-by-case basis, but overall, the conditions are trending a little bit downward since 2014.

Next slide. When we look at the border crossings in particular, we know that there is -- we've applied a rating here of fair or good or poor, and so this
map essentially provides a snapshot of those current conditions. Many of the structures may require future investments to ensure transportation needs are met in the future.

And at this point, I'm going to transition to some feedback slides, just to make sure that we have a final chance. I know we've presented a lot of information today in Chapter 3. Again, the purpose of Chapter 3 is really to set the story -- to tell the story that there's been a growth in demand, but that the infrastructure has not necessarily kept pace.

Safety performance has improved in some circumstances and declined in others. Wait times are up overall, but there are certainly differences in some of the other regions. This is an opportunity for us also to get feedback from you on whether we're adequately addressing your comments from the last BTAC meeting.

So if you have Mentimeter open, we would appreciate your validation or feedback on this. And then the question I'll ask you in a moment is whether there are other topics that need to be included in this chapter. So start thinking about that.

I know that several of you made some great suggestions of some things that we can include in Chapter 3.
MS. MAYS: And Donald, there are also some questions in the chat.

MR. LUDLOW: Okay.

MS. MAYS: So I think Gerry mentioned that we need to talk about who is responsible for maintenance of POE facilities.

MR. LUDLOW: Okay. Yeah. No. Those are great comments. So we've got that, and also several of you have commented on specific facilities, including US 83 and Mines Road, that need to be included.

MS. MAYS: Yeah. And I think, you know -- yeah. Gerry's comments kind of raised something in my head, that probably on the infrastructure side, it might be good to kind of provide an overview lay of the land, on who is responsible for the border crossings themselves and kind of who is responsible for the rest of the transportation system, whether it's the rail, highways, you know, maritime and other modes.

I think it might help. Because again, I don't think everybody knows who is responsible for, you know, being the actual one building and maintaining this infrastructure. I know we talk a little bit of that in Chapter 2, but I think here it might be helpful to have, you know, something short to remind folks.

MR. LUDLOW: Yeah. Thanks a lot. I think even
having a table in Chapter 2 or 3 that summarizes those responsibilities would be really helpful --

    MS. MAYS: Yeah.

    MR. LUDLOW: -- and specifically outlining kind of the TxDOT and local partnership responsibilities as well.

    MS. MAYS: Yeah, yeah.

    MR. LUDLOW: Okay.

    MS. MAYS: So for Committee members, I think right now Donald has Menti up here wanting to get feedback on any of the topics that we need to include in this chapter.

    MR. LUDLOW: Yeah. And in addition, just recapping a few things, the border as a way of life, really highlighting daily use of the border more specifically. I heard medical, dental, and child care as very important during this period of time.

    There was a comment that I think is a general comment about COVID, really kind of assessing the impact of 2020. That may be done in this part of the Border Master Plan or in a separate chapter, but there's definitely some interest by the Committee, taking a look at what's really happened, using the best data. We know there's about a two-month lag in when we can capture the BTS cross-border data, but the trade data takes a little
bit longer to start to materialize, but we'll take that into consideration.

This broader idea of increasing, the increase -- the gap between increase and demand. Gerry cited a 52 percent increase in truck versus how much has been invested during that same period. So those are some of the things we have here.

Commissioner Perez from El Paso also mentioned citing some of the rationale for these spikes or troughs in the trends that we're seeing. So all of those are things that we plan to address. Are there other thoughts or comments here?

(No response.)

MR. LUDLOW: So United Cargo Processing and the role of that. We've mentioned that on the rail side, but it sounds like we need to maybe do a little bit more there. And then on technological trends, I don't know if some of these want to elaborate on what they have in mind.


I don't know if that person wants to elaborate? And I think -- Commissioner New says, is this the right
place to talk about demographics and the growth of population in Texas and Mexico? That's a great question. We have summarized that in Chapter 3, in terms of what's happened since 1990, but in Chapters 6 and 7 -- and Chris Williges will profile this today. We’ll go into detail about what will happen in the future. We seem to have some other great comments here that we'll capture related to pedestrians, some of the other facilities that should be included, and some other points.

So I was trying to get whoever was talking about technological trends to chime up, but I think we're good there. We will now transition over to Chapter 4.

Thank you very much, everybody.

MR. JUAREZ: Yes. This is Tim Juarez. So on Chapter 4, I would like to introduce Steve Decker with the project team. Steve?

MR. DECKER: Okay. Much of this information, we've shown you before. We've got your comments and we've defined this process for developing the binational, multimodal transportation corridors. And the purpose of this chapter is to really define the multimodal transportation designations, transportation network, in Texas and the local regions, Mexico, and its four border states, U.S. and Mexico, and really, with an emphasis on three border regions.
And we've talked about the five planning spheres. And we've talked a little bit about the designation criteria in April and previous to that. And we've defined these 11 multimodal corridor designations that make up the whole network.

So we'll talk about that in this chapter. So the reason for this, the requirements and changes -- and the reasons for developing this designated system is to provide a consistent framework to identify the needs and to identify those project solutions that we were just talking about, through the last discussion on Chapter 3.

Certainly, we want to identify the integration and connectivity between the entire system, from the border crossings, to the connectivity in the border regions, and border-wide to those border crossings, to the overall transportation network and corridors into and out of Texas and Mexico.

So we'll talk about this process starting with the border crossings and expanding geographically, and we'll end up discussing the north-south movements into crossing the border, of those designated corridors, which include the entire spectrum of the network. And then east-west designated corridors as well that provide connectivity to those northbound connections into and out of the border region.
Next slide, Kelly. So certainly we've had feedback, and we've added, you know, certain, you know, corridors through the stakeholder outreach process, certainly the Mazatlán and the Monterey-Reynosa corridor.

We've added the Port of Brownsville and included the Port of Matamoros. We did not add that because it was not completed, but certainly that will be part of the Chapter 8 discussion on future needs strategies, and the needs also in Chapter 5, and then the solutions in Chapter 8 to meet those needs.

So in terms of multimodal designation, this shows the sphere one, which is the 60-mile border region into and out of the U.S. from the border, and it shows the -- the green dot shows the 10-mile buffers of the multimodal corridors with the primary foundation, the roadway corridor, that we spoke to previously. This would be I-10, and also I-10/25, into FH 45 into Mexico.

And then all those connections of the different modes, including freight rail, pedestrian movement at the border, other types of impacts in terms of personal vehicles, trucks crossing on the roadway. Those things are included.

And then we show the Presidio area as well, and that is an emerging corridor here that we wanted to highlight as an emerging designated corridor with those
connections as well. There’s the El Paso region. And then we show the Laredo region as well in sphere one, and then the Rio Grande Valley in sphere two.

We show the different designations. It's hard to pick up, but we're looking at, you know, I-69 C, I-69 E, in the north-south and Rio Grande Valley. And then we're looking at IH-35, 277, and various corridors in the -- US 277, FH 29 in the Laredo region. And we list those later in the presentation in terms of what their -- what the designations are. Kelly?

So here is the corridor designation, the network. And it shows the foundation, which are the -- sort of the international corridors, roadway corridors, with the 10-mile buffers with those connections to different modes, crossing the border, and shows the east-west, north-south connections to the 29 border crossings.

So these, you know, are key binational trade corridors, both north-south, and then those connections east-west, to get into other destinations in the U.S., Mexico and Canada. The multi modes are defined, identified, to support these corridors, and these are intended to show the multimodal connectivity integration, as we look at the multimodal needs and project solutions, you know, for the BTMP.

So I -- we have -- you know, obviously, this is
a very quick presentation. We have gone through the
process in detail before with you folks. I think in April
we went into pretty significant detail. So we did
designate the border crossings that connected to the
designated corridors and that designation process as well.

So are there any missing corridors that -- I
know we did incorporate some of the missing corridors into
the analysis previously from your comments. Are there any
others that we might need to add or to consider adding?

MR. GIESBRECHT: Hello. This is Jake from
Presidio. Are we working -- I was just wondering if we
could add a link to Durango, the state of Durango? We're
crossing a lot of cattle from the state of Durango through
Presidio, and if we could link to our corridor to Durango?

MR. DECKER: Okay. Yeah. I think -- would
that be -- you know, for example, that might be a need and
then a project. Is that what it is focused on? Because
that's what we can focus our work on, unless there are
already corridors defined that you would want to expand or
to build into that, you know, existing network.

But certainly we're going to look at the needs
for improvement and project solutions, you know, as an
example, to get more cattle to the border, that kind of
thing.

MS. MAYS: Yes. Steve, Jake is just asking for
us to highlight the corridor to Durango at this point.
Yeah.

MR. DECKER: Yeah. We can do that.

MS. MAYS: So Jake, we will -- yeah --
certainly work with you to make sure we highlight that,
and just kind of want to, you know, just let the Committee
know that what we'll present here is really the draft
final network that we're going to be using to identify the
needs.

So today or this week, if you happen to have a
comment, please let us know. So I appreciate your
comment, Jake, but after this, this is really -- is going
to form the basis for the needs assessment.

MR. GIESBRECHT: Yeah. Okay. Yeah. That's
perfect. Yeah. That's correct. Thank you.

MS. MAYS: Yes. Thanks. So let's move --

MR. DECKER: Yes.

MALE VOICE: Yes.

MR. DECKER: Yeah. Are there other elements --
we -- that we've listed?

MS. MAYS: Let's just move to the next portion.

MR. DECKER: Okay. That sounds good. So Tim,
I'll turn it back over to you, unless there -- and Kelly.

MR. JUAREZ: Okay. So I believe at this time,
Caroline, did we want to go ahead and take that break for
the Committee members?

MS. MAYS: Yeah. Secretary, if you're okay, we will still take -- I think we have 15 minutes scheduled. Can somebody please mute their line, with the dogs barking and all of that, please? Secretary?

SECRETARY HUGHS: I'm happy to say that's not me.

MS. MAYS: I know, I know.

SECRETARY HUGHS: Yes. I've been taking notes quietly here. But yes, let's take a break, and let's see what we have on the calendar in terms of how long. Fifteen minutes? Is that enough for everyone? We're a little ahead of schedule on the break since we had it scheduled for 10:30, but let's go ahead and just take that now, and circle back at 10:25, 10:30, whatever you think is best --

MS. MAYS: Yeah.

SECRETARY HUGHS: -- Caroline.

MS. MAYS: Yes. Let's do 10:25, because I think we're going to need a little bit more time for the other two chapters.

SECRETARY HUGHS: All right. And thank you all --

MS. MAYS: Yes. Thank you. We'll keep the line open, and we can get a drink and be back. Thank you.
(Whereupon, at 10:09 a.m., there was a short recess.)

(10:25 a.m.)

SECRETARY HUGHS: Welcome back, everyone.

MS. MAYS: Yes. Thank you, Ms. Secretary.

SECRETARY HUGHS: I apologize. I'm a couple minutes late. Did we lose everyone?

MS. MAYS: No, no. That's fine. No. We have folks -- actually, we have a lot of people in the chat box sending -- providing a lot of comments. So I think everybody should be back. Do we have everybody on the consultants side back?

Hello?

MR. JUAREZ: Yes. I'm here with Alejandro.

MS. MAYS: Okay.

MR. JUAREZ: Yeah.

MS. MAYS: So --

MR. JUAREZ: Chris Williges, do we have you?

MS. MAYS: Tim, before we go to Chris, there's just a lot of comments in the chat box, and --

MR. JUAREZ: Yeah.

MS. MAYS: -- if we could address that? So we're going to take the lead in addressing the comments in the chat box.

MR. JUAREZ: So Alejandro, I will start, and
then you can fill in as needed. Will that work well?

MR. SOLIS: Yes, that's fine. Sorry. I was on
double mute. Yes.

MR. JUAREZ: That's okay. Okay. So we
appreciate the comments on the chat box. Just to let you
know, my team and the project team continue to monitor
this. So we definitely will incorporate them into the
summary of minutes, and then our responses, and as we have
provided today, we'll make the necessary adjustments as
applicable to the chapters’ components.

So we received a lot of information
regarding -- or comments regarding the network
designation. Please note that the plan continues to be
multimodal, and so where we do have the rail ports of
entries, where we do have the railroad line, the
pipelines, water, air, et cetera, that is being
incorporated as part of this 10-mile buffer that we have
on the formats that we presented.

It is our intent to have insets of the
detailed, more urbanized areas, so that you can see that
level of information. We are taking into account
pipelines and impacts into the overall economic
components.

So we will also include that. There is the
continued opportunity for you to weigh in on corridors.
We've received several comments on that, and we'll continue to move forward on that.

Just to note that some of the proposed corridors, either on the Mexican or U.S. side, as they are connecting to existing corridors, we're only highlighting the proposed corridor from emerging or proposal, as noted, and we can provide more detail on that.

We are looking at the Port of Brownsville and other water ports, such as Port of Corpus Christi, Port of Houston, that connectivity not always -- connection to the transportation network, but also the supply chain effort. So we will have that identified as well.

Alejandro, any additional comments or responses?

MR. SOLIS: The only thing, Tim, is that a lot of the comments we captured are related to corridors on the Mexican side. So Erica Garcia, I know that you are here. We will touch base with you to run those corridor sites’ FCT and make sure that they are part of the FCT network and plans and priorities.

MR. JUAREZ: Okay. And so one comment to note is that we -- in order for us to move forward with the needs assessment, we have to finalize what these overall corridors look like and that designation, because we want to be able to be sure.
So we will look at these comments. If you have additional comments regarding Chapter 4, please let us know as soon as possible. But we'll go on from there. Caroline, did you want to add additional comments?

MS. MAYS: I think, you know, some of the specific comments -- I know Jake has brought up, you know, the [indiscernible] corridor. We already have that on the map, and then Mayor Saenz has brought up a lot of comments.

Some of those, we actually do have the information, and the rest, we will definitely address those specific comments. But as I mentioned earlier, we need to get a final draft of this designation for the corridors, because they will form the basis for the needs assessment.

So if you can provide us with any additional comments by the end of this week, that will tremendously help us in crafting Chapter 5, the needs assessment. I just kind of want to emphasize the sense of urgency in completing that task for that chapter so we can move forward with, you know, the rest of the analysis.

So with that, we can go, Secretary, to Chapter 6. Chris?

MR. WILLIGES: Hi. This is Chris Williges. I will provide an update on Chapter 6. At our last BTAC
meeting, you saw a preliminary introduction to it. Now, I will present some preliminary analysis and findings.

So just to remind you, the purpose of this chapter is to provide future forecasts to 2050 of the movement of people and goods across the Texas-Mexican border. And it will help us assess the future demand on the binational transportation system serving the border.

A few of the key messages that we're going to have in this chapter are that the forecast account for historical trends and future factors -- we have some future scenarios that assess things like changes in employment and national economic activity, exchange rates and border policies, and that the forecast that you will see today and that will be included in the chapter has been forecasted for both people and goods, by mode, POE, and various levels of geography. So you'll see results at the binational level, the national level, state level, regional and local level, you know, all the way down to POE, although we're not going to show the POE results today.

Just a couple of high-level findings from the forecast. We're seeing, on the movement of people side, an additional 3 million people who will cross the border. They will cross the border by all modes you currently have today, you know, by foot and bike, using personal
vehicles and buses, but the majority of those people will cross by personal vehicle.

On the movement of goods side, we see the movements for both truck and train almost triple, which will really strain the border infrastructure capacity, as you look into the future. And the value of trade will more than triple, and this reflects the fact that when you look at the various supply chains and how they are projected to grow in the future, you're going to see supply chains that carry heavier goods and actually have more value in the future.

So in the next slide, we show a profile of the future, and this profile is actually a mirror image of what Donald showed you earlier in Chapter 3. He talked about, you know, what does the border look like today? This is what it looks like in the future.

In terms of population, we see the border-wide population increasing another 18 percent between now and 2050, reaching a population of about 8.8 million people living along the border in both United States and Mexico.

On the employment side, we see continued growth in the border region.

On the U.S. side, that translates to about a 2.1 percent growth per year, and we'll also see continued growth in Mexico as well. Income, we expect income to
continue to increase, and on the Texas border side, we expect it to grow by about 0.5 percent per year, which means continued decline in poverty, and we also expect incomes in the Mexican border states to continue to grow over the same time period.

In terms of education, we see a continuation of trends that you saw in historical data, which is increasing graduation rates, high school, college, technical schools, and we expect more border residents on the Mexican side of the border to complete secondary and upper education.

And in terms of trade, I mean, the big story in the long term is USMCA, and we expect USMCA to continue the kind of economic competitiveness that we've seen under NAFTA, where the integrated economies between United States and Mexico have enabled our region to be more competitive with the world.

But as I think we saw in many comments, COVID-19 is in the short term resulting in trade declines. In the longer term, it could have an interesting effect. It may lead to nearshoring of manufacturing, which would actually put even more pressure on the border.

I want to drill down a little bit more on population. This slide is one that you've seen before. You've seen these statistics in our April meeting. We did
update the population -- the forecast slightly because we included some more recent population data and extended the forecast out.

They are consistent, though, with what you see in the last BTAC presentation for the future. Now, one of the things that is very interesting about population is that it hasn't always been a good predictor of the movement of people across the border, because despite the social and cultural ties on the two sides of the border, there are other factors that help predict the movement of people across the border even better.

And if we go to the next slide, some of those factors include employment, employment opportunity, exchange rate, gasoline prices, and then the policies of the border that affect the movement of goods. And as we heard earlier today, I mean, the policies that have been in place with COVID-19 have restricted movement of people, have restricted trade.

So I mean, those border policies are also key. If we look at employment, we're expecting employment to grow. This shows the statistic I had shown earlier about a 2.1 percent growth rate on the Texas side of the border. Currently we do not have comparable forecasts for Mexico. But one of the things that is also an interesting thing to think about, and it's important for
us as we do the forecast: the majority of the movement of goods -- of people start and end within 60 miles of the border. That means it's local.

And that really gets back to the social and economic trends, and one of the big drivers, again, is employment in Texas. That's why this forecast of employment is important.

When we think about the movement of goods, the movement of goods spans much further than person movement. While person movement tends to be located along the border, the movement of goods has origins and destinations within Texas, the Mexican border states, but actually far further into the United States and Mexico. It really is a binational system with a wide-ranging reach.

What this means is, you actually have to look at wider trends when you're forecasting the movement of goods. In particular, national and international economic trends and particularly the U.S. economy are what drives the movement of goods.

If we look at the forecast of the U.S. economy, trade is actually expected to grow faster than economic growth in the United States. And at the bottom of the slide, we show some statistics from the U.S. Congressional Budget Office. In a second, I'm going to show you the forecast that we have for goods movement, and you'll see
it’s this economic growth that's really driving those trends.

I'm going to tell you a little bit about the methodology we use to forecast the movement of people and goods. We forecasted the movement of people and goods by POE, by port of entry, and if we advance the slide, you'll see that. For the forecast, on the persons side, we forecasted the number of people, the number of passenger vehicles, buses, pedestrians. On the goods movement side, we forecasted things like number of trucks, railcars, tonnage and value.

And one thing -- I know there was some comments in the chat box before we went to the section about some of the other modes, like maritime, aviation. We did forecast those as well. I won't show you those results today, but we have included those forecasts.

So the way that we generated these forecasts by POE is, we took into account those local and national trends, and we generated a forecast of the most likely scenario. We call this the mid-case forecast, but it's where we think the future will look.

Once we generated that forecast, we then allocated the POE-level forecast to the border crossings, and you can also aggregate it up to the other various levels of analysis, you know, to each of the different
regions, to the border states, to the national level, et cetera, and we made sure that we calibrated our forecast against other sources.

One of the things that we also did -- and I do want to go back to that last slide for a second -- one of the things we also did is, we compared our forecast against what we've observed over the last 20 years. So we did a forecast, what you call a backcast.

We looked at trying to forecast the data for the last 20 years using the same methodology, and tried to see, does it match what we saw? And as you can see on this graph, it matched pretty closely. So we felt pretty good about these forecasts.

On the next slide, we talk a little bit about the calibration of the forecast. We tried to have an approach that was consistent with planning reports and research. We used a number of inputs into the forecast, data from VTS, the Texas Travel Demand Model, Texas Demographic Center and other sources.

We also validated those sources against the 2018 Freight Plan, federal databases of freight flows, like the FAF Framework and Transearch forecast, as well as some other forecasts that the Federal Highway Administration in the United States did, of looking at the border. And we found that in all of these cases, we were
very consistent with those forecasts, and one of the things that we’re able to do with these forecasts that are different than others have done is, we really were able to allocate it down to the POE and crossing level.

We also reviewed Metropolitan Planning --

(Pause.)

MS. MAYS: Chris, we lost you. I think somebody muted everybody, and muted Chris, too.

MR. WILLIGES: Ah. I am now unmuted. Sorry about that.

MS. MAYS: Okay.

MR. WILLIGES: Where did I drop off?

MR. SOLIS: Right at the review of the Metropolitan Planning Organization plan.

MR. WILLIGES: Yeah. Ah. Okay. So the point there was that we did look at the long range plans from the NPO along the Texas-Mexican border, to make sure that we're working consistent with those plans, and make sure that our forecasts were very consistent with those plans.

On the next slide, we provide high-level summary of our forecast for movement of people through the Texas-Mexican border. What we're seeing is, between now -- or 2017 and 2050, about a 28 percent growth in the number of people crossing the border.

And what you see in this bar chart is number of
people. We did forecast the number of vehicles as well. We put people here because we did them add them up across the modes.

But what you'll see is that personal vehicles, people traveling in vehicles are still the major mode of travel. We still have bike and ped. We still have bus route passengers, and both of those will increase as well between 2017 and 2050.

On the next slide, we further break this movement of people down into each of the different regions. So what you'll see is that, across the region, along the border, that there is a fairly even distribution. In some corridors, there's a little bit heavier emphasis on bus than in others, but the mix of personal vehicles and pedestrians is fairly consistent across all regions, and really the movement of people is broadly distributed across all three border regions.

And again, these are forecasts for 2050. So for the movement of goods, again, I'm showing you truck and rail. We do have the other modes as well. But when you look at truck and rail, between 2017 and 2050, we're expecting to see truck travel more than triple.

This means 189 percent growth, from 4.3 million to 12.3 million. Just imagine what that means on our infrastructure, to have this kind of growth in truck
travel. We're also expecting railcars to more than double, from about one million today to 2.6 million in 2050.

You can see the breakdown --

MS. MAYS: Chris, Chris? If you --

MR. WILLIGES: Yes?

MS. MAYS: -- can just pause there, and really want to get Committee's input on some of this, because I think this is a lot of, you know, great information, and I kind of want to get a reaction from the Committee. I know we have some railroad folks here, you know, the border --

MR. GARCIA: Yeah.

MS. MAYS: -- you know --

MR. GARCIA: Chairman, this is Josue, Cameron County. I heard you mention nearshoring, and I think with the -- with China, the coronavirus, and the trade problems that the United States is having with China, I think -- you know, I don't know if the numbers that you're presenting takes that into consideration, where, you know, if it's not going to China, most of it will come back down into Mexico. And that will further, you know, erode some of the highways, and all of what we've taken into consideration was that it will really exponentially grow.

So I guess that's my question. Are we -- you know, it doesn't matter who you talk to, the CFOs of the
big, major companies at Apple and a lot of those companies that are bringing things back, Mexico to U.S.

MR. WILLIGES: Yeah. That's a great comment. And we -- what you're seeing right now is a forecast that is a continuation of prevailing trends over the last 20 years or so.

What I will show you though, in addition to this, in a few slides, is alternative forecasts, where we have one forecast that shows what happens if we have an overall decline in trade, because with COVID-19, maybe there's more nationalism, and people tend not to trade as much. Maybe the overall economy is a bit slower.

But then we also look at a high-end forecast, and by high, we mean a lot more demand, where there is a lot more integration between United States and Mexico, driven a lot by that nearshoring. So we'll also share with you a set of forecasts, with that taken into account as well.

MR. JAIME: Caroline, this is Ivan Jaime. Can you hear me?

MS. MAYS: Yes, we can hear you, Ivan. Welcome.

MR. JAIME: Okay, great. Well, good morning, everyone. I can't speak to the exact growth there, but I do think that freight railroads are operating under the
assumption that we're going to be expected to shoulder more of the load as congestion grows on highways and money becomes scarcer on the public side to continue to build highways.

So I do think that freight rail is going to be having to take on a lot more freight. I also think that there's going to be intermodal growth, where trucks might cross the bridge and then go to an intermodal terminal, like the one that UP just invested in in Laredo. About a $90 million investment to expand that terminal to be able to handle trucks crossing the border and then hopping on the rail in Laredo.

So I'm thinking about, you know, some of what I've heard John Esparza say in terms of the driver shortages and how it might be vice versa; they might cross on rail and then hop on a truck to make the rest of the trip. So I think this would be consistent with, you know, some of what we're -- some of our underlying assumptions for the future.

And then I was just going to say that as well, in terms of the modeling and the projecting, I think the intermodal aspect is going to be something, you know, to keep an eye on. But you know, trucks might cross the border, but then they hop on the rail system in Laredo, and they make their truck cross the state on rail or vice
versa.

So just something to consider, that I think there's going to be a lot more intermodality in the future.

MS. MAYS: Okay. No. That's great, great to hear, and thanks for those comments, you know, that there's -- it's on par with kind of you all's, you know, predictions and what you kind of foresee coming up in the future.

So thanks for that. Any other comments from Committee members on this?

MR. SCHWEBEL: This is Gerry, Gerry Schwebel again. I --

MS. MAYS: Yes.

MR. SCHWEBEL: -- am really looking at these numbers of population growth, which are mind-boggling, yet what we focus so much attention on trucks and cars or ports of entry. But you know, maybe we should also consider, you know, the people that are crossing every day back and forth, and what -- going back to my original point of the cost of the canopies or the people standing in line, not just right now under the COVID scenario, but you know, just people just standing out there in 100-plus degree weather, just to get processed, and we don't -- we're not, you know -- just a little canopy is not going
to cut it, you know.

I think we need to think outside the box as communities, because these are — we welcome these people to come and shop that are crossing, either by bike or walking. And I know we put more emphasis on cars and on trucks, or we should, but we cannot forget the pedestrians that may be coming in and walking across back and forth, every day.

And I don't know if we could -- how we incorporate a message of the growth in population tying in, to making sure that we have adequate, I guess, infrastructure for the pedestrians as well.

MS. MAYS: Yeah. I think, Gerry -- thanks for the comments. I think Chris has projections for, you know, the people side, the movement of people side, from, you know, the modal perspective as well.

So certainly, yes, because the challenges, you know, at the border crossing itself, but also connectivity of, once they've crossed into Texas and now they have to walk to whatever their destination is, or if they're going to go take transit, et cetera. There's issues there, when it comes to the pedestrians and that some of them have to cross high-traffic streets.

And in some instances, these sidewalks are not connected for this issue of first and last mile issues for
pedestrians and bicyclists in the border region, just as much as the first and last mile issues for P of E and for commercial vehicles.

So certainly, you know, point well taken, and certainly, it's something that needs to be articulated, because it's not just the trade and the goods. People live in the border region. People live there every day. And like you mentioned, there are people that cross the border every day.

So how do we address those needs as well? And I think the goal of this plan from the beginning has always been -- you know, there's two groups that, you know -- that we address. There's the goods movement side, but then there's also people movement side.

So we're going to keep that message very consistent throughout the plan and even in the recommendations. So I appreciate those comments.

MR. MEADOR: Caroline, this is Stan Meador with Texas Pacifico. And I don't know that I've got anything really -- anything to add that hasn't already been stated, but since, you know, you were kind of probing on the rail side of this current slide, I think we definitely concur -- I do -- with the comments that have been made today, including the nearshoring and the potential for cross-border increased traffic, Mexico, U.S., and
specifically, Texas here I think is what we're
anticipating and seeing real potential growth for.

   MS. MAYS: Yes. Thank you. Any other
comments? Otherwise, Chris, you can move forward. I just
wanted to make sure, at least, we get, you know, input
from the Committee, as we move along here.

   MR. WILLIGES: Sure. Yes. Thank you. Thanks
for that. And we got a lot of really good input.

This next slide shows the same forecast that
you just saw, by truck and railcar, but broken down for
each of the different regions. And what you'll see is
that there is an increase or forecast amount of both truck
travel and rail movements across all regions, although,
you know, a lot of the travel occurs through one of the
regions.

   But what you'll find is, when you look at
person movement, that kind of flips, where it's fairly
even distribution, but we have a little less person
movement through Laredo.

   On the next slide, we talk a little bit about
tonnage. Now, tonnage is expected to more than triple,
with even faster growth in the northbound direction. And
one of the interesting things is, if you compare the
tonnage growth to the growth in the number of vehicles,
tonnage is growing even faster, which means that the mix
of commodities we see in the future -- we’re going to see heavier commodity.

In just a second, when I jump ahead to value, you will see that the value is growing even faster again. We do see truck tonnage growing faster than rail tonnage, and that growth is occurring in both the northbound direction and the southbound direction.

On the next slide, we show the value of trade. Now, this value is connected fairly directly to the tonnage, but it's the actual value of the commodities. And what you'll see is that the value of trade is growing 250 percent, which is much faster than the movement of goods at 184 percent.

This means the value of trade is growing more than three and a half times what it was from 2017 to 2050. One of the messages we want to weave into this chapter is that Mexico is U.S.'s largest trading partner, and that the movement of these goods is very important, and that, if you look at the movement of goods, more than half of the trade is actually Mexican exports coming into the United States.

So you have a considerable flow going the opposite direction, in the southbound direction. So on the next slide, we show alternate scenarios. So what I showed you up to here were the forecasts that we did based
on the continuation of prevailing trends.

So it includes growth in employment, growth in the U.S. GDP overall. It assumes that we have fairly stable currency exchange rates, with what you have today, and that the level of trade integration is roughly the same as what we see today.

Now, we tested this with a low case scenario and a high case scenario. And so for the low case scenario, this is really intended to represent the decline-in-trade scenario, and there's several factors that we see contributing to that decline in trade.

One, that there is slower employment growth overall, that the U.S. national economy grows slower than it has or is expected to in the future, and that there is a devaluation in the peso, which also makes the competitiveness less competitive for trade. And then there are restrictive border and trade policies that further constrain the trade. That's the low case scenario.

Now, in the high case scenario, this is the scenario where we're thinking about greater integration. So the greater trade integration -- part of that is going to be due to nearshoring. Another part of it may be due to even leveraging USMCA even more than NAFTA has been to date. And then there are the other sorts of things that
may lead to higher demand.

If there's more investment in the infrastructure that would facilitate the movement, that could lead to higher demand. Higher employment growth, higher national growth, and appreciation of the peso. So this is how we defined the low case scenario and the high case scenario.

And in just a second, I'll show you what those results look like, but I guess I wanted to pause and just see if these alternate scenarios make sense to you. And we actually have a Menti poll, where we can see, I guess -- yes/no answers, but I'd be happy to entertain some comments, too.

MS. MAYS: Yeah. Thanks, Chris. We're really not looking for yes/no answers. I think really we're looking for the Committee to weigh in on the assumptions, and I think I'd rather have you go back to the slide, so we can kind of methodically go through the low case scenario assumptions, and then the high case scenario assumptions.

Because I really think an open dialogue here is important, because these are assumptions, you know, we're making based on information like you mentioned, but I want to hear from BTAC.

So let's just start with the low case. When
you look at these four bullets, what's your take on that?

And Gerry, I know you have something to say, so --

MR. SCHWEBEL: You know me well. You know me well, Caroline. Yeah, yeah.

I just -- these restrictive border trade policies, I think is going to be, you know -- could become more prevalent, you know, in the coming years, not just with this administration, but just in general. And I think it's important to, you know, really -- you know, we don't know what -- you know, we live day to day by tweets or we live day to day by, you know, hey, I had a breakfast meeting with the President of Mexico.

We really need to really, I think, move that up and understand really what the thinking of both federal governments -- in our daily way of life on the border, you know. They don't know us. They don't understand us, but they put out these restrictive policies that are impacting our economy and our well-being.

And we've got to project it in a different way. You know, it starts off either at the state level or up to the federal level. We depend so much on our Governor to have a good relationship with our President, to make sure we're keeping him informed on these issues.

And you know, so I know the Secretary does a great job of that. But I really think it's going to be
becoming more and more important that these restrictions be put in context of what they mean, versus just saying, well, it sounds like we restrict, because there's an immigration inflow.

We restrict because there's a health, you know, crisis. We restrict because of this. Every restriction has a cost and has a price, and it starts off at the local level. It affects other levels.

And I'll tell you right now: these restrictions are hurting us even more than peso devaluations, because we've got to adapt to peso devaluations a lot faster, but we cannot adapt quickly to restrictive measures and policies.

MS. MAYS: Yeah. Thank you for those comments. And certainly, you know, the restrictions also create this uncertainty in future policies, you know. So the restrictions kind of give you an idea, but also, it gives you an idea of the uncertainty that could happen, and that definitely can, you know, like you mentioned, have an impact on economic activity across the border, but also economic activity throughout the state and the nation.

So certainly -- yeah -- those are, you know, really good comments, and I'm glad that you see restrictive policies --

MR. SCHWEBEL: And also, how do we align -- how
can we align those restrictions on both sides of the border? One side does one set of restrictions and the other side does another set, and you know, we have, like, dialogue about our cities. But you know, there could be different reasons and different thinking at the local, state and federal levels on both sides of the border that impacts, you know, our economy, because of those respective restrictions.

MS. MAYS: Yeah, yeah. And certainly, I think, you know, that goes along what you guys have discussed in the last few years, is the continued dialogue, our collaboration at all levels of government and to all the avenues, you know, that facilitate that dialogue, you know, between the two countries.

Any other Committee member want to chime in on this, on the low case scenario?

MR. CALVO: Hey, Caroline. This is Eduardo again with the El Paso NPO. I think I agree with Gerry that that variable, restrictive border trade policies probably has a lot more impact, but on the other side, what I was going to say is, you know, assumptions are assumptions.

Right? You know, if it's not 10 percent, should it be 15 percent to 20 percent, you know? We don't know. What -- I'm more anxious to see what the -- what
these different scenarios -- what the results are.

Because I know I'm jumping the gun, but what I'm afraid is that, even in the low case scenario, you know, we're going to see a tremendous growth, and therefore, the need, even under a low case scenario -- we're going to show that there's a tremendous need for additional infrastructure.

In other words, the growth for the movement of goods and people is going to be huge. But again, back to the question, are these, you know, good assumptions? I mean, they're as good as anything else at the -- that we can say.

MS. MAYS: Yes. Okay. No. Thank you for that. I will get to -- we will get to the preliminary results here in a little bit. Just wanted to at least hear from you all that there’s reasonable assumptions for this scenario.

So I probably want to jump into the high case, because I think this one, you all probably will have, you know -- some of you already brought up, you know, the impact of COVID and some of this changing, you know, global economic landscape that certainly we might see a lot more nearshoring, coming back to Mexico and the U.S., but also USMCA.

So I just want to hear from the Committee
again. Are these assumptions here reasonable? Are they in line with, you know, what you all know, see or think? Again, these are just assumptions.

(No response.)

MS. MAYS: No comments, meaning we're on point? So we'll move to the results, Chris.

MR. WILLIGES: Okay. So on the next slide, we show a comparison of the 2017 forward movement of people, the 2017 movement today, to the light blue bar, the mid case, that you've already seen. So that one, 12.4 million, that's the forecast you've been seeing up to now.

The low and the high, compared to that, you see it creates this band around it where the high, we're going to have many more people crossing the border, and the low, we'll have fewer, and in fact, we'll have fewer than we do currently today. That would be the impact of the various assumptions on the low case.

On the next slide, we show the impact on goods movement. Now, here, you see an impact that I think is very consistent with what we heard from the El Paso NPO, which is, even with these restrictive trade policies in the low case scenario, you still see fairly explosive growth for both truck and container movement in the low case scenario.

And you know, let's say, instead of 10 percent,
we make it 15 percent restrictive. That 9.3 million on
the low for trucks and the 1.8 million for rail will go
down, but they're still going to be more than they are
today, and you're still going to be seeing a lot of strain
on the goods and infrastructure.

MS. MAYS: I think, Chris, the biggest
message -- you can go back to that slide. The biggest
message -- I think the key message here on both the people
movement and the goods movement side is that no matter
what the scenario is or the assumptions are, we're going
to see growth.

And it's going to be a lot more than what we've
seen today and in the past, as compared to the trends,
because of some of the things that you all have raised or
-- I think, Gerry, to your point, that's really the key
message, that this is going to continue to grow,
regardless of what happened.

The rate, it might be low. It might be medium.
It might be high. You know, so I think that's really
what we're trying to do here with this kind -- this
alternative scenario, not knowing exactly the exact thing
that is going to happen, the exact growth rate, but at
least giving magnitude of growth rates here.

Okay. We can move on, Chris.

MR. WILLIGES: Okay. So just continuing that
theme of our infrastructure being strained. With these forecasts, I mean, we expect commercial vehicle travel to grow and strain our capacity at our border crossings.

It also means that the wait times and the crossing times that Donald showed in Chapter 3 will be -- will increase significantly if no action is taken. This will also impact the roads that access the border.

We have a few comments here on the screen about roads on the U.S. side of the border, but it's also going to impact north-south roadways on the Mexican side of the border as well, providing that connectivity to the border crossings.

So overall, what do these results mean for the Border Master Plan? One, that the usage of POEs along the Texas-Mexican border are going to increase, regardless of the future scenario we look at. We're going to need infrastructure improvements to accommodate this future demand, and we are going to see a general mix of traffic shifting towards the movement of goods.

But I think, as Gerry and others had mentioned, I mean, we can't forget that personal movement side, and we're seeing growth in personal movement. If you look back at the wait times that Donald has showed in Chapter 3, there are places on the border where we have significant wait times for pedestrians, and as you see the
growth in pedestrians, those will grow too. So we can't forget the movement of people side of the equation as well.

Well, Caroline, I think we just ask kind of a general question here at the end. Just overall, now that you've seen all the results, do these results make sense to you? What kind of feedback do you have?

MS. MAYS: And I think we probably got that in this -- Chris, there's several comments on the chat box. And if you want to take a look at that quickly, you know, I think John Esparza has a lot of comments related to previous ones, and certainly, you know, there are other comments on here that we will take into account.

So for the interest of time, Chris, I think, you know, we can let people kind of provide -- and here, I think, you know, provide any comments that you may have. It's not just -- you make sense -- want to make sure that this kind of an open dialogue.

Is there anything in particular you would like to see, you know, on this? Yeah. I know, Mayor Saenz, you made comments on COVID. And certainly, you know, this continues to be an evolving pandemic issue.

And certainly, I think you all have seen that the U.S. and Mexico have extended the restriction, you know, for non-essential travel across the border. And you
heard earlier on from Secretary Garcia what measures Mexico is doing in terms of testing people and sending people back to the U.S.

And so yes. I think those will continue. But in terms of the forecast, we just wanted to make sure we capture kind of the, you know -- the future here to the best that we can.

So Chris, in the interest of time, can you move to the next chapter, the economic analysis?

MR. WILLIGES: Sure. So in Chapter 7, we're going to talk about the economic importance of the border, and I just want to share a couple of preliminary findings with you, high-level findings. The border generates more than 268 billion annually in GDP, in both the United States and Mexico, which generates about 4.9 million jobs in both countries.

We're finding that the majority of the impact is due to the movement of goods, but I mean, there's also a significant impact for the movement of people as well. It's 9.0 billion annually in GDP, just the movement of people.

And so if you ask your neighbor as to how big $9 billion is, that's a big number. And then border crossing delays represent missed opportunities. And I'm going to get into that a little bit more. We have a
number here of 2.7 billion.

It depends a little bit on how you measure border delays. As I know all of you have talked about before, you know, all the distinctions between the VTS wait times, the CBP wait time data, versus you know, crossing data, that TTI has collected.

And we'll talk about that a little bit too. But overall, our key messages are that the border supports the economy in the U.S., Mexico, at the border region, at the state level, at the national level, and that the benefit of trade extends to the U.S. and Mexican states beyond the border. And that when you look at current delays, just the value of what it's doing to the movement of people and the movement of goods, they represent lost opportunities.

If we can reduce some of those delays, you will have increased economic activity. And in addition, as the delays grow in the future because of increased demand that you just saw, you have even more opportunities, if you can address those delays.

So just digging a little bit deeper into some of the numbers. On the next slide, the border generates about 268 billion in GDP. And by the way, I'm giving you a little bit of foreshadowing.

I just want to give you some high-level
results, and then I'll talk a little bit more about how we
got these and dig into that. But overall, the border
generates about 258 billion annually in GDP.

168 billion of that is in the United States,
100 billion in Mexico, which impacts -- is the total
impact to both people and the movement of goods. But we
drilled down in each of those separately, and we've done
that at the national level, the state level, the regional
level and the local level, and you'll see those results in
a little bit.

In addition, the movement of people and goods
generates jobs. It generates 4.9 million jobs on both
sides of the border. 3.4 million of these jobs are in
Mexico, and 1.5 million of these jobs are in the United
States.

When we go to the next slide, you'll see these
numbers. These job estimates can be broken down by the
national impact, the impact on the border states, and by
that, I mean, Texas and also the Mexican states along the
border, as well as the border region.

And I just want to mention one thing on this
graph, because you'll see a chart like this a little bit
later in the presentation again. This bar chart shows --
total bar shows the total number of jobs at the national
level.
The bar from the blue plus the yellow is what happens in the border states, either in Texas or the Mexican states along the border. And the blue is the border region, that area near the border, within the border states.

We could not break out the border region for Mexico, so you see a bigger yellow bar there. But that yellow bar for Mexico corresponds to the yellow plus blue in the United States. So just a little aside on how to interpret these charts.

Okay. So I want to go into a little bit more detail about how we estimated these and did these from our more detailed results. So first, let's talk about trade. We looked at the total economic impact, the impact by key supply chains, and then we looked at that binational, national, state and regional level impact.

So the way that we estimated the impact of cross-border trade in goods is, we looked at the value by supply chain and origin by port of entry, and we used the supply chain profile data that Donald has shown you the results of from Chapter 3.

This is an aggregation of a number of different sources. And then we estimated impact of exports in each country using an economic model called an input-output model. Now, what it does is, it tells you what the
multiplier effects are of the value of those supply
chains, and what those impacts are on the economy.

We used a source called IMPLAN. IMPLAN
provided us data for 2018 for the United States. The most
recent data they had for Mexico is 2015, but it should be
very similar, because the data basically tells you the
relationships between industries, rather than absolute
values, and we don't expect that to change much from 2015
to 2018.

The kind of results that we show are the effect
on GDP, the gross domestic product in both the U.S. and
Mexico, employment and labor income. Now, on all the rest
of these slides, I'm going to show GDP impact, but we do
have those employment and labor income statistics as well.

So this map shows the percentage of GDP in
every single state in Mexico and in the United States that
is dependent on trade across the Texas-Mexican border.
And you'll see that every single state in both countries
is touched upon, and in some states, a sizeable percentage
of their GDP is actually dependent on the trade across the
Texas-Mexican border.

Part of this is due to the manufacturing
integration of NAFTA as well in allowing North America to
be more competitive with Asia. If there is nearshoring,
obviously the importance of the border will increase in

ON THE RECORD REPORTING
(512) 450-0342
the future. Keep in mind that the results I'm showing you right now are the current importance of the border.

On the next slide, we look at one what happens when you break the impact of goods movement down by supply chain. So we looked at, I believe, 13 different supply chains. We show the results for three supply chains plus all the other supply chains combined.

But what you see overall is that higher value-added manufacturing and durable goods, including high-tech and motor vehicles, but also machinery, are contributing a lot of the value to both the U.S. and the Mexican economy, and that this is enabled by goods being able to move across the border, taking advantage of Mexican labor and U.S. technology, that really is that partnership between United States and Mexico that allows this kind of economic activity to be generated.

We can also look at the impact to trade by geography. So what this slide shows is the same impact for both the United States and Mexico, broken down at the national level, for the border states and also for the border region.

And we can also look at how the border crossings in each region contribute to national impact. So what you see on this slide is the breakdown between the three regions along the border on both the U.S. and the
Mexican side of the border. You can see how much they are contributing to this overall gross domestic product impact, GDP impact.

So that's goods movement. We also looked at the economic importance of -- yes -- we also looked at the economic impacts of movement of people across the border, and again, here, we looked at the overall impact. We looked at it by mode and region. And we also looked at the impacts on the hospitality industries which are the industries that benefit from that cross-border movement and the expenditures that people make along the border.

So a quick overview of our methodology. We estimated the expenditure by category. So we looked at various hospitality industries, hotels, restaurants, recreation. We also looked at retail and other miscellaneous categories, and one of the industries that fits in there is medical, as well.

So there are a number of other industries here that are just not shown on this table. We used crossing data and expenditure estimates, and then the value of those expenditures, we once again could use our regional economic model, the input-output model, to look at the impact of those expenditures.

And then once again, we estimated GDP, employment, labor income impacts, but for right now, I'm
going to show you the GDP impacts. This slide shows the economic impacts for movement of people on GDP, and what you see is -- you see it broken down for the binational impact, which is about 9 billion.

It's the 6.5 plus the 2.8 billion combined.

You can also see it by region along the border. And one thing to keep in mind is that the movement of people across the border generally occurs within about 50 miles of the border.

About 99 percent of all the movement of people occurs within the border. And it's really that local, integrated economy that are generating a lot of this movement, although, you know, there also are shopping trips and medical trips and other kinds of trips in addition to the social and cultural ties that we see between the two countries.

About 79 percent of this impact is generated by people traveling by personal vehicles. Twenty percent is generated by pedestrians and bicyclists. So if you think about Gerry's comment earlier about the wait times people are experiencing, 20 percent of $9 billion, so almost $2 billion of economic activity is generated by those people walking back and forth over the border. And about one percent of economic activity is generated by bus, and you'll see that it's a fairly even spread across the
region.

On Slide 79, we show the breakdown by industry. And one of the interesting things that you'll see here is that there is a much larger slice on the retail industry in Texas, and that is to the benefit of Mexican nationals shopping on the U.S. side of the border, although some of that is shifting a little bit, as the mix of retail on both sides of the border is changing.

But you still see quite a bit of the new retail on the Texas side of the border. On the Mexican side of the border, you see a slightly different mix. On the Mexican side of the border, you see restaurants and hotels and medical being impacted, and it’s this gold miscellaneous box of 17 percent, that's where medical is included. That's why that slice is bigger than the smaller slice on the Texas side.

MS. MAYS: So Chris, before we jump into this, I want to give Committee members a chance to weigh in on kind of the economic importance of the border. We couched it from a goods movement, but also from a people's movement.

So I just kind of want to hear the Committee's thought on that before we move into the cost of -- economic impact to the cost of congestion, border delays, et cetera.
Nothing? We're good?

MR. SCHWEBEL: I believe the chats are saying a lot. You know, I'm particularly interested in hearing from the mayors, you know, on this and how they feel about this data.

MS. MAYS: Yeah.

MAYOR SAENZ: Thank you, Gerry. Yeah. If I may, thank you, Chairman, and thank you all for the -- your excellent presentation. You know, without a doubt, the impact that border communities, you know, have, trade in particular, Texas and Mexico, you know, would be enlightening to -- for some of us, including myself, but the NPO, even council members.

So maybe some way, somehow, we can get the data which I know it's available, and myself being the mayor or others here, the economic development director can -- you know, can reproduce this and show our people here, the policymakers, as to what truly the impact is. And this is very, very -- extremely helpful, and I appreciate that very much.

MS. MAYS: Yeah. Thank you, Mayor. Certainly, this is then preliminary and we're going to be digging a little bit deeper at the regional level, POE level, as well, on all the information you're seeing here on the economic impact. Because we really want to, like you
said, you know, communicate this, you know, not just at
the local level, but at the state level and the national
level.

This economic impact of -- the economic
importance of the border, why the border matters, you
know, and essentially, this is why the border matters. So
I want to hear from the two regions -- El Paso, I know we
have representatives here, and then the RGV, to kind of
weigh in on this.

MR. CALVO: Caroline, this is Eduardo with the
NPO in El Paso. I was hoping for David Coronado to make a
comment. I think he had to jump out of this call for a
little bit. But I mean, clearly, you know, the numbers
reflect the situation that we have here in El Paso.

I mean, the cross-border, you know, movement of
people and the economic impact on both communities is
tremendous. I know that the City of El Paso has a lot of
information, and they've been doing, you know, their
surveys and economic analysis of the impact of cross-
border movement, of the people crossing from Juarez and
shopping in El Paso, and the negative impact that they've
been suffering now.

So you know, this information that you're
providing, I mean, it's a lot. We need to digest and
compare to the numbers that we have, but overall, I mean,
you know, whether -- there may be some slight differences in the data.

The message here, like the Mayor, Mayor Saenz said, and Gerry said, you know, it's obvious that there is a tremendous economic benefit by having an efficient cross-border movement of people on both economies.

MS. MAYS: Yeah. And you know, thank you for those comments, Eduardo, since I think, you know, one thing we definitely want -- that's why I'm asking you all to weigh in, but also you economic development folks, and I know in El Paso with Jon Barela, they've also -- they've put numbers out.

We just want to make sure that we're capturing this. And the data and the analytical tools might be different and their results might not necessarily match, but like you say, if the message is consistent and it's showing, you know, a consistent message, I think that's what's key here.

So RGV, I want to give you guys a chance to weigh in on this.

MR. GARCIA: Caroline, this is Josue, Cameron County.

MS. MAYS: Yes.

MR. GARCIA: I know that even from, you know, the tolls that are collected. You know, Cameron County,
just from our Gateway International Bridge, we bring in
over -- close to $3 million a year. I mean, that's just,
you know, the bridge system itself, and imagine what that
creates for the city of Brownsville.

Our downtown is -- I can see it suffering quite
a bit with the sanctioned crossing of folks coming from
Mexico. So definitely it does, you know, create a big
impact. I know that the judge, Eddie Treviño, he's the
Chairman of the Texas Border Coalition, and he's making
that known about through the state and also to the
Department of Homeland Security.

Obviously, you know, that's very important to
Cameron County.

MS. MAYS: Okay. Great. And we have comments
in the chat box, and we'll come back to that later. Any
other comments before Chris moves into kind of the
negative -- kind of the economic impact?

(No response.)

MS. MAYS: Chris, go ahead.

MR. WILLIGES: Okay. Well, yeah. This is the
negative part of the economic impact, but I like to think
of it as an opportunity for us, if we can solve some of
the infrastructure constraints along the border.

But what we're -- what we looked at was --
what's the impact of congestion on the economy? And so we
looked at the impact of border wait times and crossing
times, and I'll talk about the distinction. And we also
looked at the impact of wait times for the movement of
people and goods.

What we have not done to date is, we have not
looked at the impact of the access routes to the border
which also experience congestion, and we know there are
constraints there. We know that has congestion, and
that's something that will be added to this analysis.

But I wanted to show you these results of the
border wait times and crossing times first. So the way
that we calculated the cost of congestion was that, on the
goods movement side, we looked at what would be the lost
exports. On the person movement side, we looked at what
our lost expenditures.

Similar to what you already saw, but due to the
delays at the border. And what we used were something
called elasticities, which really is just an economic term
meaning we thought about how industries and people would
react to delays at the border, and we saw how their trip
making and expenditures would change.

This data then allowed us to look at changes in
value that's crossing the border. We could use our input-
output models again to estimate the overall impact, and
again, we can provide results by GDP, employment, and
labor income. And we do have those results, but I'm going
to show you just the GDP impact today.

So overall, if you use wait time, and wait time
here is defined as the CBP wait time -- and that's the
queue that the CBP officer can see. If you use that as
your estimate of the border wait time, the impact of
delays to both people and goods is about 2.7 billion
annually.

Now, if you expand that definition to include
the full crossing time, and this is what TTI measured, and
it's going from one side of the border all the way to the
other side, that impact to that total crossing time, that
delay due to crossing, is 4.5 billion.

This 4.5 billion is a little bit of an
overestimate, and here's why. The crossing time is how
long it takes you to get from one side of the border to
the other, but part of that -- if you're in a car, you're
having to drive.

If you're in a train, you have to go -- there's
a certain amount of this time you have to do anyway, and
it has nothing to do with any sort of restriction or
capacity issues along the border. So the value of the
delay that people are experiencing is probably somewhere
between the value of the wait time and the value of the
crossing time.
The kind of impact you have is that delays at
the border make transportation costs more expensive for
goods that are crossing the border. Delays also are often
correlated with reliability.

So as you have more delays, you'll also see
increased unreliability of crossing the border, which
makes just-in-time delivery on a logistic operation on the
goods movement side a lot harder. And it reduces the
competitiveness of the Texas-Mexican collaboration,
relative to other nations.

You also see here, the breakdown in these
charts, the impact from both the United States and Mexico.
You see the impacts on both nations are relatively
comparable.

On the next slide, we focus on the wait times.
There’s that smaller delay that's estimated by CBP. This
shows the value of that 1.5 million to the United States
and the one -- sorry, billion -- and the 1.2 billion for
Mexico, broken down by the region, and you can see that
there are delays at border crossings in each of the
regions.

These represent missed opportunities or losses
in economy due to these delays in all three regions. It’s
fairly even across all three regions. On the next slide,
we show it by level of geography. So the national level,
the number again is the total.

The border state is the yellow plus the blue bar for the United States, and the blue is the border region. Now, you may wonder, well, why is it -- these numbers smaller than what you saw before? Previously, we were showing you the movement of people and goods.

On this slide, this is just the goods movement.

In just a second, I'll show you the person movement. But for goods movement, you're seeing an impact of just under $2 billion due to delays at the border, and you see that the majority of this, or more than 50 percent of this impact, is actually occurring nationally to both Mexico and the United States, because remember, goods movement travels long-distance.

It actually goes beyond our border states. So this is having impacts outside of Texas and all of the Mexican border states. It's having impacts inside as well.

On this slide, we show the breakdown by supply chain. And one of the things that you'll see here is that there's an impact on our durable goods, but you see a significant impact for fruits and vegetables and grains, where you have a perishability issue, and any kind of wait time you have has a significant economic impact.

And then we look at the value of the wait time
for the movement of people. And the value of wait time is actually quite significant for the movement of people. In fact, if you were to compare these values for the person movement to the goods movement, you're looking at about 80 percent of the same value.

So the impact of people being delayed at the border for people movement is quite significant, and remember, this keeps people from being able to do their shopping trips or medical trips, and really taking advantage of the social and cultural ties across the border.

This chart shows the breakdown of the economic impacts for wait time by region. Again, you can see it's fairly evenly split across the three regions. And I wanted to summarize just with -- what do these economic impacts mean for the Border Master Plan overall?

MR. CONTRERAS: I have a question.

MR. WILLIGES: Sure.

MR. CONTRERAS: Thank you. This is Sergio Contreras from the Valley. On that slide there, that is in relation to what? Is that the 70 million per minute, per hour, or overall? What does that relate?

MR. WILLIGES: This is the impact on the gross domestic product, so on the overall economy.

MR. CONTRERAS: Okay.
MR. WILLIGES: Okay. Are there other -- I know I've shown a lot of data. Are there other comments before we move on to a summary for the Border Master Plan?

MS. MAYS: Yes. Committee members, any comments on the cost of congestion, and in this case, border wait times, as you've seen here? Any, you know, response, good -- this is a big issue. It comes up all the time. And again, this information is preliminary.

We will come back at the next meeting with a little bit more detail, breaking this down a little bit further to share with you all.

MAYOR SAENZ: Yeah. Caroline, again, this is Mayor Saenz.

MS. MAYS: Yes.

MAYOR SAENZ: I think Sergio makes a good point, that it's going to be relative to a certain measure. I realize these are dollars, and if we could establish that, minute, hour or whatever -- or you know, whatever the measuring stick would be.

But also, too, do we as a group also come up with potential solutions for that? And then I'm just sorting that out but thank you.

MS. MAYS: Yes. It's only -- you know, if I can answer the first one? The measure, we'll go back and definitely look at that, and come back, and you know, at
the next meeting, outline the measures. Your second comment about coming up with solutions -- yes.

That's what you all will come up with in the recommendations. Now that you're seeing, you know, this cost of congestion and border delays, what are potential strategies and solutions? And in this case, we're looking at it -- you know, we're going to look at it from the view of the border crossing number as well.

So certainly, yeah. You all start thinking about all of the strategies and potential recommendations to address some of these issues that we've identified here based on the data and analysis.

MR. GARCIA: Caroline, this is Josue with Cameron County. We have done, you know, those kind of studies of a person delayed cross, on waiting by volume, by, you know, wait times, especially in the delay in hours and the cost of fuel, you know, per gallons.

So you know, that is a very real cost, and you know, those numbers that you're showing are very comparable to what we have in our studies we've done here in the last couple of years.

MS. MAYS: Yeah. No. Thank you for that comment. Certainly -- yeah -- you know, this again, we're just showing more on the GDP level, additional analysis, looking really at, you know, value of time, you know,
things like wasted fuel. Because on the goods movement side, that's normally how that cost is looked at as well, as you mentioned.

Yeah. Certainly, you know, again, if you can share with us what you all have done for that, we can make sure that we're capturing and doing the analysis here to mirror, you know, how you guys have done that. The challenge is the data.

Having the data helps with -- and consistent data, because we don't want to do, you know, analysis just for one region or one border crossing, because again, not really sure how to compare apples to apples, but consistent data helps with the story.

Telling a compelling and a consistent story is very important. But if you have varying data, it's very challenging to be able to tell that story.

MR. GARCIA: I will.

MS. MAYS: Yes. Chris, want to go ahead and let's try to wind down. We're running short on time.

MR. WILLIGES: Sure. So I'll make this brief. Just a couple of high-level points about what these economic impact results mean for our plan.

I think, consistent with all the comments today, investments in the border crossings and the border regions will help reduce delays, facilitate the flow of
goods, which is important for both the U.S. and Mexico to remain competitive with other nations, and that investments will also increase regional trade and high value-added manufacturing goods, thereby preserving jobs in both countries.

And again, I know I only showed you the high-level jobs. We have the retail job numbers as well. I think one other thing that we didn't mention on this slide, but we probably should have, when -- in our chapter, we're also emphasizing the importance of the social/cultural side and the economic impacts of the person movement.

So we'll make sure we include that.

MS. MAYS: Yeah. And I think we can skip this.

MR. WILLIGES: I don't know that we necessarily need to do a poll on this one, but --

MS. MAYS: No.

MR. WILLIGES: -- I'd be interested, if there are any -- if anybody is interested? And so far, we've showed GDP. It sounds like some other measures like employment or labor income would be helpful to see as well, but just I think --

MS. MAYS: Yeah.

MR. WILLIGES: -- for the next meeting, that would be nice.
MS. MAYS: Yeah. And if you are able to mention kind of, you know, the other measures, value of time, fuel wasted, all of that time, all of that measures as well -- so yes, besides those other measures. Okay? Okay. So --

MR. WILLIGES: So --

MS. MAYS: -- thank you, Chris. I'll hand it over to Tim, quickly.

MR. JUAREZ: Yeah. Okay. Caroline, if I may? So BTAC members, here is a three-month look ahead. Please note that we will come back and add Chapter 5, needs assessment and system performance on this, but this gives you a look ahead, as to where you will go.

As a reminder, we will be having the next round of BNRC meetings: Laredo, June 30; RGV, July 1; and El Paso, July 2. We are anticipating the next BTAC meeting to be held on July -- in July. And then note that we're going to continue to move forward with the refinement of the presentations of the chapters provided here, and then it's our goal to add Chapters 8 and 9 to this component for July.

So July will definitely be a very busy month for y'all. I want to go ahead and put out what the schedule looks like in the next diagram, please. So this gives you an idea of where we're going and what the next
steps will be.

We have it all the way up to August. Please note that we plan on providing the final report to the Texas Transportation Commission in September. We'll continue to do and receive input and comments with proposed adoption of the BTMP in December 2020.

That's what we have to provide to you today on the Border Transportation Master Plan, and I will turn this over to Caroline and Secretary of State Hughes. Thank you so much for your time and attention. Caroline?

MS. MAYS: Yeah. I will turn it over to Secretary Hughes for open discussions and kind of next steps.

SECRETARY HUGHS: Great. Well, thank you all so much. And Caroline, you've done such a great job as we're moderating the discussions. The presentations were very clear. I thought the slides were very well -- succinct.

And then I appreciate the Committee members and the information they shared in the chat room. Let me ask, Caroline. For purposes of the record and the recording of this meeting, will the comments in the chat box be incorporated as well?

MS. MAYS: Yes, yes, Secretary, yes. The comments will be incorporated in the summary of the
meeting minutes, and then also certainly we will take all of those comments this meeting.

It's being recorded, and then we'll take those comments and incorporate it in terms of what we will address, coming back to the next meeting, and show BTAC's members questions or comments raised and how we'll address them.

SECRETARY HUGHS: Great. And I saw several others had questions. I just wanted to make sure --

MS. MAYS: Yeah.

SECRETARY HUGHS: -- they were addressed and appreciate that you're being very responsive in the chat box as well. So I think everyone's had the opportunity to comment as we've gone through, and I want to be mindful of everyone's time, but we do have this opportunity for open discussion, if there's anything anyone wants to mention in particular.

If not, please know that the conversation continues. Our next meeting will be coming up very quickly. As mentioned, it's going to be July 9, so between now and then, please, you know, keep on the lookout for emails, additional information, chapters, because the more you can review before a meeting and have your input ready to share, the more helpful that will be to keep this moving and keep us on track.
Any open discussion comments?

MR. SCHWEBEL: Madame Secretary, this is Gerry Schwebel. Thank you very much for your continued leadership, and kudos to Tim and Caroline and the whole team.

This has been very, very productive for me, and I've been doing this stuff for a while, but it's -- also I just wanted to inform the BTAC -- my colleagues in the BTAC -- we shared this with your office -- that here shortly this afternoon, we have a group of us conducting a border summit to discuss the whole issue of the extension of the restrictions on the private sector.

We'll be sharing some information on both sides of the border, what's going on with the private sector involvement, to try to make sure we have the right information out there, where hopefully it becomes less painful. They have been very faithful to us and the extension is costing jobs.

It's costing money. And we need to really, you know, unite our forces so that we can make sure that the pain is not as severe. So I just wanted to remind -- some of you will be -- expressed -- and responded to that meeting, and also with you all.

So I appreciate you all participating.

SECRETARY HUGHS: Thank you. And I believe
David Zapata in my office will be there, and any time that our office can facilitate any discussions, please know that we have been doing that quite actively for many different industries.

And so we would have liked to see a quicker response and recognition of ways to keep the economy growing on both sides of the border, but I am very grateful and impressed with the response that we've received from our partners in Mexico in addressing some of these matters, in looking at some of the supply chains that have been impacted, and looking at them even more individually, where necessary, to see if maybe the overall restrictions don't necessarily need to apply where health protocols are in fact in place or where a company is willing to work with them, whether it's on bus transportation or other issues, to avoid large groups gathering and really maintain that safety, that it needs to be first and foremost, but we certainly need to make sure the economy keeps moving.

I know that many businesses are hit, seeing that reality that you're so aware of, that that interdependence that we share, and really are going to need to consider their supply chain and where they get things and whether that is going to make sense for their company to be invested in one area.
It's a tremendous opportunity for our friends in Mexico. And so I’m really grateful that you all are taking that time to also look at how we can facilitate that discussion and really strengthen that partnership. So thank you for that and for your leadership always.

Really appreciate your involvement in this Committee and in so many others that help our state.

So --

MAYOR SAENZ: Madame Secretary, this is Mayor Saenz. If I may? Yeah. I just want to congratulate you, and of course, your team that has presented this, but also -- if I may -- I echo the same sentiments as what Gerry had brought up as well, that you know, I've been between two meetings here.

They're all important. But I do want to express also, you know, my concern. I've -- you know, we just met with CBP this morning, the people that, you know, operate our bridges, and regarding, you know, what they're doing and how they're doing as far as, you know, dealing with this COVID-19 personally.

Their operations are -- you know, they have over 1,100 personnel here in Laredo proper. And they've only had a handful of -- you know, these folks, as you know, deal with thousands of people every day, and they only have a handful of people that have come up positive,
and of course, they're dealing with that.

But that just shows you that people only -- you know, possibly it’s mandated, because I know we're having an uptick here now, across other communities, to the point that if we can mandate that, I think, data shows that what experiment then -- the CBP officers, that they -- that they're required to. And of course, they have a regimen there that they have to use the face coverings, and of course, social distancing. Of course hygiene as well, and that's worked for them.

So -- and I know other communities now are asking, and we’ll still -- we'll be asking as well, but this is something that I and others will take to council, but you know, urging our Governor to please consider at least where certain pockets throughout the state are experiencing an uptick.

You know, we would hate for things to truly get out of hand. Laredo in particular, you know, we were doing very well, but of course, you know, we opened up and the people are getting, you know, more careless, and taking things for granted.

So -- but for us to coexist, I think it's very clear. We need commerce. We're desperate here in the border area for more economic activity. We depend so heavily on the Mexican shopper, and of course, the Mexican
commerce as well.

So this is something that is evolving and I think we have to adapt. But I would ask that -- we have to coexist and we can't shut the economy, and for us to coexist, we have to follow those preliminary health guidelines that all of us have been professing and pushing forward.

Yeah. Thank you for the opportunity to express myself, and I'm here to help in whichever capacity. Thank you.

SECRETARY HUGHES: And thank you as well for your leadership. I think in our press release, you may be seeing a photo of when we were walking to the bridge, in the absence of being together, since we were scheduled to be in Laredo.

And I look forward to getting to be there again sometime soon, and I appreciate that you're following the numbers closely and making sure that you take the measures that you need to keep the city safe. And I hope that businesses understand that as well and are great partners in making sure that they take all the necessary precautions for their employees and to keep the doors open.

So anyone else on open discussion or regarding our future meeting? Of course, it will be on July 9. At
this point, it would appear it will be another Webex
meeting, and we will at that time probably have Chapter 5,
and then revisions to anything that we reviewed today.

All right. Well --

MS. MAYS: Yes. Secretary, if --

SECRETARY HUGHS: Yes?

MS. MAYS: -- can I add just a few things?

Yes. So the meeting will be via Webex, and then we want
to stress that we did send Chapter 3 out. Please review
that.

I think that’s new material that we would like
to get feedback from you. And I'll probably say, if you
can get us that, you know, by next Friday, that would be
great to have that.

And then be on the lookout for, you know --
we'll send the rest of the presentation, I think -- you
all -- Chapter 6 and 7 and maybe 4. And then certainly
between now and the July meeting, we'll be sending
additional chapters for you all to review and have the
discussion in July.

So we're on a fast track, and certainly look
forward to you all being engaged and really being vested
in developing this Master Plan. So thank you, and thank
you, Secretary.

SECRETARY HUGHS: Thank you all. Stay well,
and I look forward to gathering again on July 9. Thank you.

MS. MAYS: Yes. Thanks. Good afternoon.

SECRETARY HUGHS: Yes. I should say, at that point, is there a motion to adjourn?

MR. CALVO: So moved. This is Eduardo Calvo, the NPO in El Paso.

MR. GARCIA: Second that. Josue, Cameron County.

SECRETARY HUGHS: All right. With that, we are now -- any objections to adjourning?

(No response.)

SECRETARY HUGHS: All right. All in favor?

(A chorus of ayes.)

SECRETARY HUGHS: We are now adjourned. Thank you.

(Whereupon, at 12:03 p.m., the Border Trade Advisory Committee was adjourned.)

I certify that the foregoing is a correct transcript from the electronic sound recording of the proceedings in the above-entitled matter.

/s/ Nancy H. King ___________________________ 6/25/2020
Certified Electronic Reporter Date

AAERT No. CER/CET-153