

TEXAS DEPARTMENT OF TRANSPORTATION

BORDER TRADE ADVISORY COMMITTEE

MEETING

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

Thursday,  
September 10, 2020  
8:00 a.m.

COMMITTEE MEMBERS:

RUTH R. HUGHS, Chair  
RAFAEL M. ALDRETE  
JULIAN ALVAREZ III  
JON BARELA  
LUIS ALFREDO BAZÁN (absent)  
EDUARDO CALVO  
EDUARDO A. CAMPIRANO (absent)  
ANDREW CANON  
SERGIO CONTRERAS  
DAVID A. CORONADO  
WARREN ERDMAN  
JOHN ESPARZA  
JUAN ANTONIO FLORES (absent)  
DANTE GALEAZZI (absent)  
JOSUE GARCIA, JR. (absent)  
CYNTHIA GARZA-REYES (absent)  
JAKE GIESBRECHT  
JAYNE HARKINS (absent)  
IVAN JAIME  
LISA LOFTUS-OTWAY  
MARGA LOPEZ (absent)  
BRUNO LOZANO  
STAN MEADOR (absent)  
JUAN OLAGUIBEL (absent)  
VINCENT PEREZ  
JESUS REYNA (absent)  
PETE SAENZ  
GERARDO "GERRY" SCHWEBEL  
MEGAN SHEA  
TOMMY TAYLOR (absent)  
SAM VALE  
CAMERON WALKER

*ON THE RECORD REPORTING*  
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<u>AGENDA ITEM</u>	<u>I N D E X</u>	<u>PAGE</u>
Welcome and Introductions - Roll Call		3
Adoption of August 6, 2020, meeting minutes		20
Texas-Mexico Border Transportation Master Plan - Recap from Previous Meeting and Comments on Chapters 6, 7, 8, 10, 11		21
Texas-Mexico Border Transportation Master Plan - Review and Discussion of Draft Chapter 9 - Stakeholder Public Engagement Chapter 8 - Identification and Evaluation of Strategies to Address Current and Future Needs		52
Discussion of Regional Priorities - El Paso - Laredo - Rio Grande Valley		80
Texas-Mexico Border Transportation Master Plan - Review and Discussion of Draft Chapter 10 - Recommendations Chapter 11 - Implementation		154
Open Discussion - Future Meetings and Topics		176
Adjourn		179

P R O C E E D I N G S

1  
2 SECRETARY HUGHS: Well then, let me go ahead  
3 and get this started. It's great to hear and see your  
4 wonderful faces and voices, and I appreciate everybody's  
5 participation in this extremely important effort. So good  
6 morning.

7 I am Texas Secretary of State Ruth Hughs.  
8 Thank you for joining us via videoconference for what is  
9 now our sixth Border Trade Advisory Committee meeting of  
10 the year, and the first of this fall, if you will. I hope  
11 everyone has been staying safe and healthy since we last  
12 met.

13 As always, it's an honor to serve as Chair of  
14 this important Committee, and it's my seventh meeting as  
15 Secretary and the Committee's sixth of 2020. The  
16 instrumental work of this Committee would not be possible  
17 without the tireless efforts of Caroline Mays and her team  
18 at TxDOT.

19 So as always, I want to thank them for helping  
20 in planning this and ensuring that our meetings run  
21 smoothly and that the plan moves forward accordingly. We  
22 are so fortunate to have you all as partners and we  
23 appreciate your continued support and service to the  
24 people of Texas.

25 I also wanted to recognize our distinguished

1 Commissioners Alvin New and Laura Ryan for their service  
2 and their participation in this group. I want to thank  
3 you for joining us today, and for your enduring commitment  
4 to serve and make sure that Texas's trade relationship  
5 with Mexico grows even stronger.

6 As you know, the ongoing mission of this  
7 Committee is to work collaboratively to help create a  
8 positive and lasting impact on our border communities  
9 through the implementation of the Border Transportation  
10 Master Plan.

11 Over the course of the summer, in the past  
12 three meetings, members of the Committee have provided  
13 invaluable feedback towards this plan. We've discussed  
14 the unique challenges that COVID has presented to cross-  
15 border trade because of mutually agreed-upon travel  
16 restrictions between the U.S. and Mexico that have  
17 affected traffic, as well as supplier operations. And we  
18 suggested greater collaboration with Mexican state and  
19 federal partners in order to address them.

20 We've also discussed challenges of current and  
21 needed infrastructure, expressed concern over potential  
22 impacts to the supply chain in the manufacturing industry  
23 and the retail sectors as a result of the increased wait  
24 times at the border, and we've heard from you all the  
25 stressed need to make our efforts better known to the

1 public.

2 To ensure that we continue to generate  
3 invaluable feedback today and make progress in completing  
4 this plan, we need each and every one of you to fully  
5 engage and actively participate in the Committee  
6 discussions that help TxDOT and HDR develop the plan.  
7 Your specific input and feedback on the topics that we  
8 discuss during these meetings, and that are presented  
9 during and after the meeting, are key to drafting a plan  
10 that truly addresses the needs of our border areas.

11 At this time, I also want to recognize  
12 representatives from each of our four Mexican border  
13 states who are joining us today. Ana Alvarez, Binational  
14 Affairs Coordinator from the Ministry of Economic  
15 Development of Chihuahua; Guillermo Gonzalez,  
16 Undersecretary of Infrastructure and Roads from the  
17 Ministry of Transportation of Coahuila; from Nuevo Leon,  
18 Millie Garcia, CODEFRONT Director; and Manuel Farías,  
19 General Coordinator of Promotion and Projects, CODEFRONT,  
20 from Nuevo Leon; and from Tamaulipas, Carlos García  
21 González, Secretary of Economic Development in Tamaulipas.

22 We also have the pleasure of welcoming to our  
23 meeting representatives from the Mexican federal  
24 government, Ericka Garcia, Director at Internal Projects  
25 in Secretaria de Comunicaciones y Transportes, SCT, and of

1 course, our Consul General in Mexico, Pablo Marentes, who  
2 is always with us, and Jorge Salcido, Counsel for  
3 Political and Economic Affairs, who represent the Mexican  
4 Ministry of Foreign Affairs.

5 Is there anyone on the call from Mexico that I  
6 have failed to recognize? (Speaking Spanish.)

7 MR. ANDRADE: Thanks very much. Buenos días.  
8 Mi nombre es Salvador Monroy, la Secretaria tambien de  
9 Comunicaciones y Transportes, en la dirección general de  
10 autotransporte federal -- international affairs for the  
11 Mexican Federal Motor Carrier Transportation  
12 Administration.

13 Thanks very much for this opportunity to be --  
14 to join here.

15 SECRETARY HUGHS: Thank you for identifying  
16 yourself and for joining us today. We very much  
17 appreciate your participation.

18 Just yesterday I participated in the sixth  
19 annual Mexico Gas Summit, which highlighted the positive  
20 economic impact of the energy exchange that occurs between  
21 Texas and Mexico, specifically. The event stressed the  
22 importance of our strong relationship with Mexico, not  
23 only as it pertains to energy, but also through the many  
24 areas where we collaborate with our Mexican friends and  
25 partners for the mutual benefit of our communities.

1           At this time, I also want to take a moment to  
2 recognize a dear friend, Texas Workforce Commissioner  
3 Julian Alvarez, whose time with us on this Committee ended  
4 in August after his term expired. And I also, you know,  
5 want to recognize the tremendous work he's doing at TWC.

6           Commissioner Alvarez has been a steadfast  
7 supporter for our state's border communities, and I want  
8 to thank him for his service and everything he's done to  
9 serve the people of Texas. I have no doubt his successor,  
10 who is joining us today, Sergio Contreras, CEO of the Rio  
11 Grande Valley Partnership, will make sure that South Texas  
12 continues to be well-represented.

13           I also want to recognize, joining us today for  
14 the first time as official members, are: Ivan Jaime out  
15 of San Antonio from Union Pacific Rail; Juan Olaguibel  
16 from McAllen, and Superintendent of Bridges in that area;  
17 Mayor Luis Sifuentes from Eagle Pass; Cameron Walker, who  
18 is very punctual -- thank you. Yourself and Mayor  
19 Sifuentes, I know, are some of the first faces I saw this  
20 morning -- from Midland with the Permian Basin  
21 Metropolitan Planning Organization; and Megan Shea from  
22 Dallas-Ft. Worth with BNSF Railway.

23           They were all recently appointed to serve on  
24 this Committee and please join me in welcoming them and  
25 making them feel welcome. Hopefully, we'll have the

1 opportunity to all meet in person again in the future here  
2 soon.

3 I also want to recognize Mayor Saenz from  
4 Laredo, Mayor Lozano from Del Rio, Eduardo Campirano, the  
5 CEO of the Port of Brownsville, Thomas Taylor from Midland  
6 with Fasken Oil and Ranch, and Andrew Canon from Edinburg,  
7 an Executive Director of Rio Grande Valley Metropolitan  
8 Planning Organization, who were just reappointed and are  
9 such valuable members of this group. And I appreciate all  
10 of you and all the work you do and the commitment that you  
11 have to this organization.

12 So congratulations on your new terms on this  
13 Committee. I want to thank and congratulate all of you.  
14 Thank you for your willingness to serve your communities  
15 and your state, and we look forward to working alongside  
16 you.

17 Welcome everyone. Thank you for working with  
18 us to help create a brighter future for all on both sides  
19 of the border. I want you to thank you for allowing me  
20 this time to provide introductions.

21 And with that, I will turn it back over to  
22 Caroline. Thank you.

23 MS. MAYS: Yeah. Good morning. Thanks. Thank  
24 you, Secretary. I know I see Commissioner Ryan on the  
25 call. Commissioner Ryan, do you want to say a few words



1 this morning?

2 (No response.)

3 MS. MAYS: I know she was having some audio  
4 issues. So we'll go to -- I don't see -- Commissioner  
5 New, are you on?

6 COMMISSIONER RYAN: Are you -- I'm sorry,  
7 Caroline, this is --

8 MS. MAYS: Oh, good morning.

9 COMMISSIONER RYAN: I'm sorry. I am having  
10 challenges this morning. That is absolutely, 100 percent  
11 correct. Thank you for your patience. But no.

12 Good morning, Secretary Hughs and everybody on  
13 the line. I just wanted to again thank you for allowing  
14 me to be a part of this meeting and the Committee.

15 Truly an honor to continue to listen and learn  
16 and the benefits to both Mexico and the state of Texas are  
17 immense. And however we can help, we will certainly stand  
18 by and ready to do that.

19 So thank you again for all that all of you do.

20 MS. MAYS: Thank you, Commissioner Ryan. And  
21 Commissioner New, are you on?

22 (No response.)

23 MS. MAYS: Probably not. With that, I know we  
24 have TxDOT leadership on here. Brian, would you like to  
25 say a few words?

1 MR. BARTH: Yeah. Thanks, Caroline. I just  
2 really appreciate the Advisory Committee and all you do  
3 helping us with this Master Plan along the border. And as  
4 you all know, it drives the decisions that TxDOT and our  
5 Commission makes as far as investments along the border.

6 So I really appreciate the help. And I'm  
7 looking forward to the discussion today on the draft  
8 Master Plan. Thank you.

9 MS. MAYS: Okay. Okay. Thank you very much,  
10 Brian. With that, I want to also -- Rebecca and I, we  
11 have a lot of TxDOT district leadership on the line today,  
12 and they will also be presenting during the regional  
13 priorities from the three border districts.

14 So I just want to recognize them as well, and  
15 many others. So with that, Secretary, we'll go to the  
16 roll call, and you know, get, you know, roll call for the  
17 members on the line this morning.

18 MR. HAGERT: Good morning, Secretary of State  
19 Hughs, Commissioner Ryan, TxDOT leadership, and  
20 distinguished members of the Committee. My name is  
21 Eduardo Hagert, and I will be conducting the roll call  
22 this morning.

23 So I will begin. Rafael Aldrete?

24 MR. ALDRETE: Good morning. Rafael Aldrete  
25 with TTI here.

1 MR. HAGERT: Jon Barela?

2 MR. BARELA: Good morning, everyone. Good  
3 morning, Madame Secretary and colleagues. I'm here.

4 MR. HAGERT: Luis Bazán?

5 (No response.)

6 MR. HAGERT: Someone representing the Pharr  
7 Port of Entry?

8 (No response.)

9 MR. HAGERT: Eduardo Calvo?

10 MR. CALVO: I'm here.

11 MR. HAGERT: Eduardo Campirano?

12 (No response.)

13 MR. HAGERT: Someone representing Port of  
14 Brownsville?

15 (No response.)

16 MR. HAGERT: Andrew Canon?

17 MR. CANON: Good morning. I'm here.

18 MR. HAGERT: Sergio Contreras?

19 MR. CONTRERAS: Good morning. I'm on.

20 MR. HAGERT: David Coronado?

21 MR. CORONADO: Good morning. I'm here. David  
22 Coronado in El Paso.

23 MR. HAGERT: John Esparza?

24 MR. ESPARZA: Good morning. John Esparza,  
25 Texas Trucking.

1 MR. HAGERT: Juan Antonio Flores?

2 (No response.)

3 MR. HAGERT: Someone representing the Port of  
4 San Antonio?

5 (No response.)

6 MR. HAGERT: Dante Galeazzi?

7 (No response.)

8 MR. HAGERT: Someone representing the Texas  
9 Produce Association?

10 (No response.)

11 MR. HAGERT: Josue Garcia?

12 (No response.)

13 MR. HAGERT: Someone representing Veterans --  
14 [audio skip] Ports of Entry?

15 (No response.)

16 MR. HAGERT: Cynthia Garza Reyes?

17 (No response.)

18 MR. HAGERT: Someone representing Pharr  
19 Economic Development?

20 (No response.)

21 MR. HAGERT: Jake Giesbrecht?

22 MR. GIESBRECHT: Yes. Good morning, Eduardo.  
23 I'm here.

24 MR. HAGERT: Jane Harkins?

25 (No response.)

1 MR. HAGERT: Ivan Jaime?  
2 (No response.)  
3 MR. HAGERT: Someone representing Union  
4 Pacific?  
5 (No response.)  
6 MR. HAGERT: Lisa Loftus-Otway?  
7 MS. LOFTUS-OTWAY: Good morning, Secretary and  
8 everyone. I'm here. And Eduardo --  
9 MR. MOLLER: Good morning. Ted Moller  
10 [phonetic] is here for Union Pacific.  
11 MR. HAGERT: Okay.  
12 MR. MOLLER: Thank you.  
13 MR. HAGERT: Marga Lopez?  
14 (No response.)  
15 MR. HAGERT: Mayor Bruno Lozano?  
16 MAYOR LOZANO: Good morning, Secretary. I'm  
17 present, alongside my proxy Matt Wojnowski, City Manager  
18 of Del Rio.  
19 MR. HAGERT: Stan Meador?  
20 (No response.)  
21 MR. HAGERT: Juan Olaguibel?  
22 MR. OLAGUIBEL: Good morning. I'm here.  
23 MR. HAGERT: Commissioner Vince Perez?  
24 COMMISSIONER PEREZ: Good morning. Present.  
25 MR. HAGERT: Jesus Reyna?

1 (No response.)

2 MR. HAGERT: Mayor Pete Saenz?

3 (No response.)

4 MR. HAGERT: Gerry Schwebel?

5 MR. SCHWEBEL: Present. Right here.

6 MR. HAGERT: Megan Shea?

7 MS. SHEA: Good morning. Megan Shea's on.

8 MR. HAGERT: Mayor Luis Sifuentes?

9 MAYOR SIFUENTES: Good morning.

10 MR. HAGERT: Tommy Taylor?

11 (No response.)

12 MR. HAGERT: Sam Vale?

13 MR. VALE: Present.

14 MR. HAGERT: Cameron Walker?

15 MR. WALKER: Present. Good morning.

16 MR. HAGERT: And we have someone representing  
17 Kansas City Southern.

18 MR. ERDMAN: This is Warren Erdman. Here.

19 MR. HAGERT: Good. Four, five, six, seven --  
20 we have got quorum.

21 MS. MAYS: Yeah. Okay. [audio skip] for that  
22 and welcome, and you know, if you intend [audio skip]  
23 participation. So Secretary, we will turn to -- can you  
24 all put the agenda? We're going to walk through the  
25 agenda real quick before the next agenda item.

1           SECRETARY HUGHS: Okay. Would you like me to  
2 take a vote on the minutes, or do you want to go through  
3 the agenda first?

4           MS. MAYS: Yeah. Let me go through the agenda,  
5 so -- and then we'll do the minutes. So I just want to  
6 walk through the agenda real quick. The next agenda item  
7 is adoption of the minutes.

8           Since we have a quorum, we can take action.  
9 And then we will start with giving you a recap of the last  
10 meeting, but I think we're going a little bit more beyond  
11 the last meeting.

12           We have, you know, some revisions to Chapter 6  
13 and 7 that is going to be of interest to you all. So  
14 we'll give you a little bit more in-depth changes and  
15 information there, and then talk a little bit about, you  
16 know, the other chapters and what we've heard and some of  
17 the questions you had. And I will address those.

18           And then we'll go to the 8:45. We're  
19 presenting to you Chapter 9, which is the new chapter that  
20 you haven't seen. That primarily is on the extent of  
21 stakeholder engagement that has been conducted, and  
22 continues to be conducted, to facilitate the development  
23 of the Border Master Plan, including BTAC.

24           It will be -- you know, you guys are going to  
25 be amazed how many meetings you already had and will

1 continue to have until this plan is done. As you know,  
2 the last few months, you've been meeting monthly to help  
3 with really crafting the Border Master Plan and your input  
4 has been valuable there.

5 So we'll talk about that, the BNRCs and other  
6 stakeholder engagements we've done. And then we'll talk  
7 more about Chapter 8. We'll provide you a little bit more  
8 new information on Chapter 8.

9 And as you know, that chapter is primarily  
10 talking about data findings, the strategies that includes  
11 projects, policies, programs, and you know, how we've  
12 evaluated that. So we'll talk a little bit about what we  
13 presented before and what is new now.

14 Then a big chunk of this meeting is going to be  
15 the discussion of the regional priorities, where each of  
16 the three regions will have a chance to have a discussion,  
17 and communicate from your own perspective, from your own  
18 words, you know, what does your project, you know, look  
19 like?

20 What are your regional priorities? What would  
21 you like us to reflect in the plan? So I think that's  
22 going to be a really critical component as we move into  
23 really starting to refine the project recommendations in  
24 Chapter 10.

25 If you recall, at the last meeting we talked



1 extensively on the policy recommendations, talked  
2 extensively on the program recommendations. And today, a  
3 big focus of the discussion in Chapter 10 is really  
4 talking about the project recommendations, and then going  
5 into an implementation plan.

6 I'll tell you right now, we've done a lot of  
7 work to just give you -- there's still a lot of  
8 information coming. So what we'll present on the projects  
9 is preliminary information, and we'll continue to work  
10 with you all, including our Mexican counterparts, on  
11 refining that project list, so we can give you a much more  
12 refined, you know, project list, but also the project  
13 recommendations.

14 So I wanted to kind of walk through that, give  
15 you a quick overview there of what to expect. And then,  
16 as customary, we'll have open discussions in future  
17 meetings as well. So with that, Secretary, I'll turn it  
18 over to you for the adoption of minutes.

19 Thank you.

20 SECRETARY HUGHS: Thank you, Caroline. And  
21 just to be very specific, for the benefit of the group,  
22 could you go over the chapters that we'll be reviewing by  
23 PowerPoint only this week? They'll get the completed  
24 chapters next week, and then we hope to hear from them  
25 when they have the opportunity to review the chapters,

1 even before we have another meeting.

2           Because we understand you won't have those  
3 specific chapters today, but you'll have the PowerPoints  
4 so we can have a discussion about it. And then we hope to  
5 hear back from you after you've had a chance to review the  
6 chapters.

7           But I don't recall offhand. Which chapters are  
8 those?

9           MS. MAYS: Yes. Thank you, Secretary, for the  
10 reminder. So today, we have a PowerPoint presentation,  
11 and I'll take responsibility. I apologize. I didn't get  
12 a chance to send that out to you, but we will.

13           Probably even during the meeting, we'll send  
14 that to you so you have the PowerPoint. Today we'll be  
15 presenting Chapters 8, 9, 10, and 11. And our goal is to  
16 send you those draft chapters sometime next week so you  
17 can see and review it in its entirety.

18           We might send a staggered chapter: Once we get  
19 one finished, we'll send it to you. And the goal there is  
20 for you all to review the chapters and provide us feedback  
21 before the next meeting on those four chapters, and those  
22 are really critical chapters.

23           I think, you know, we've talked about 10 and 11  
24 really being the meat of this plan as, you know, we want  
25 to make sure that we're reflecting, you know, the project

1 recommendations and then the implementation plan and  
2 strategy. Some -- I already mentioned some of that  
3 earlier during our chit-chat before the meeting started.

4 But we'll send that to you, and we'll have  
5 follow-up with you as well to get your feedback. Because  
6 the next meeting in October, we are wanting to come to you  
7 with a full first-draft plan.

8 So you know, you see every chapter in its  
9 entirety for the entire plan. So that's the goal, and  
10 that's why we will send the chapters to you, and then  
11 follow up with you. Because we really need to get, you  
12 know, all of the chapters in, so we can send you a full  
13 document.

14 So Secretary, we will definitely, you know,  
15 keep BTAC engaged, you know, in between meetings, this go-  
16 around, because it's so crucial.

17 SECRETARY HUGHES: Thank you for that, Caroline.

18 You all are so great about sending information as soon as  
19 it's available, and I just didn't want members looking for  
20 chapters or wondering if they had missed it. So I just  
21 wanted to be clear so we're all on the same page about  
22 what you have and what you'll be seeing today.

23 And if we can email the PowerPoint during the  
24 meeting, that's great. But I know you will be presenting  
25 it step by step, so we will all experience it and go

1 through it in detail. And hopefully, that will also help  
2 us to have a lively and meaningful discussion,  
3 understanding that we can always follow up when we've had  
4 the benefit of seeing the full chapters.

5 So thank you for that. And with that, I am so  
6 pleased to say, we have a quorum, and hopefully, you have  
7 all received -- I know, the minutes were emailed from the  
8 August 6 meeting. And so if you've had a chance to review  
9 the minutes, are there any questions or comments on the  
10 minutes from August 6?

11 Any corrections?

12 (No response.)

13 SECRETARY HUGHS: All right. So with that, I  
14 will entertain a motion to adopt the minutes. If you'll  
15 please identify yourself by name when you move? Thank  
16 you.

17 MR. CALVO: Motion to approve. This is Eduardo  
18 Calvo.

19 SECRETARY HUGHS: Thank you, Eduardo. Do I  
20 have a second?

21 MR. VALE: Second. Sam Vale.

22 SECRETARY HUGHS: Wonderful. By silence, I  
23 will assume everyone is in agreement. Any objections?

24 (No response.)

25 SECRETARY HUGHS: All right. The motion

1 passes. The minutes of August 6, 2020 are adopted. Thank  
2 you. Thank you, Caroline. I'll turn it back over to you.

3 Are you still with us, Caroline?

4 MS. MAYS: Yes. Sorry.

5 SECRETARY HUGHS: Were you --

6 MS. MAYS: Mute.

7 SECRETARY HUGHS: -- going through the  
8 PowerPoint?

9 MS. MAYS: Yes, exactly. Sorry. Yeah. You  
10 would think, after six months of being on, you know,  
11 virtual meetings that we would figure out how to unmute  
12 and mute ourselves. But that said, thank you.

13 Our next agenda item is a recap, and that will  
14 be led by Giacomo, and then also the consultant team, on  
15 some of the key items, changes in the data and analysis.

16 So Giacomo, please go ahead.

17 MR. YAQUINTO: Okay. Good morning, everyone.  
18 This is Giacomo Yaquinto with the Texas Department of  
19 Transportation. Thank y'all for joining us this morning.

20 I'd like to give a recap of our last BTAC meeting on  
21 August 6.

22 I'll be focusing on the comments we received  
23 and how we've responded. When I'm done, I'll turn things  
24 over to the consulting team so that they can provide an  
25 update on border crossing time data, as well as how the

1 updated data affected Chapter 6, Future Forecasts for the  
2 Texas-Mexico Border Region, and Chapter 7, Economic  
3 Importance of the Texas-Mexico Border.

4 The last BTAC meeting had five goals. First,  
5 we needed to provide a final look at where we landed on  
6 Chapter 7. Second, we wanted to present an overview of  
7 Chapter 8. Third, we needed to present Chapter 9. Four,  
8 to present an overview of Chapter 10.

9 And finally, we needed to present a preliminary  
10 look at Chapter 11. As you may recall, we tabled the  
11 Chapter 9 discussion. So we'll be looking at that today.

12 Next slide, please.

13 Chapter 7, Economic Importance of the Texas-  
14 Mexico Border, describes the border's economic importance  
15 now and in the future. It identifies the impacts for the  
16 U.S. and Mexican economies from the movement of people and  
17 goods through the border, and quantifies the opportunities  
18 lost because of congestion and delays at the border  
19 crossings. The chapter builds on Chapter 3, and the mid-  
20 level forecasts presented in Chapter 6.

21 During the last meeting, we were asked how to  
22 reduce negative impacts to the economic status of the  
23 border region, and if the government can avoid an economic  
24 collapse due to COVID-19. We responded that the role of  
25 the BTMP is in part to identify investments that will

1 support the border region, as well as plans and policies  
2 that will increase the efficient use of infrastructure  
3 along the border.

4 We explained that the work completed to date  
5 shows that we cannot continue under the status quo,  
6 especially regarding goods movement, since it is expected  
7 to grow significantly between now and 2050. We said that  
8 the BTMP will provide a roadmap for systematically  
9 addressing infrastructure and operational issues related  
10 to border crossings, and the corridors connected to the  
11 crossings, and that it will provide information on how  
12 Texas, the United States and Mexico can position  
13 themselves to address disruptions, including issues  
14 related to COVID-19.

15 We were asked about the figures we presented  
16 for the cost of delays. We responded that the figures  
17 were the estimated impact of delay for commercial trucks  
18 crossing the border, but that they only accounted for the  
19 queue to the initial CBP inspection.

20 As I mentioned earlier, we've updated our  
21 crossing time data. And we've used the data to update  
22 elements like the cost of delay to better reflect the full  
23 cost, based on total crossing times, and our consulting  
24 team will touch on that soon.

25 We were asked about a comment that the

1 definition of an acceptable wait time is beyond the scope  
2 of this study, including a follow-up question asking how  
3 we define delay if there's no benchmark. We responded  
4 that delay is defined by the amount of time CBP officers  
5 are recording that people are waiting in the queue.

6 Any time spent in the queue is wait time and  
7 has an impact on the economy. We heard that delays add  
8 costs to international trade, but that they also impact  
9 local, vehicular, and pedestrian traffic, which contribute  
10 to shopping, employment, and other social interactions.

11 We acknowledged that the presentation did not  
12 emphasize local, vehicular and foot traffic enough, and we  
13 noted that the information is included in the full  
14 chapter. We explained that local, vehicular, and  
15 pedestrian traffic does contribute to shopping and  
16 employment opportunities, and that the impact on the  
17 regional economy is currently about \$9 billion.

18 We were told that the economic impact analysis  
19 should account for any benefits realized from future  
20 interventions, instead of assuming that existing port  
21 conditions will remain the same through 2050. We noted  
22 that we're currently estimating economic impacts of the  
23 border under the demand forecast presented in Chapter 6,  
24 and that the estimated economic impacts of delays  
25 represent what could happen if there are no changes along



1 the border.

2 We noted that the goal is to be able to use the  
3 scenario to make the case for investment in physical and  
4 operational capacity along the border. We were asked if  
5 the impacts assume a no-build scenario, and if so, would  
6 it be more realistic to account for projects that are in  
7 the pipeline, such as the ongoing effort to build a new  
8 port of entry at Sunland Park, New Mexico.

9 We answered that the impacts presented are  
10 based upon the economic demand forecast from Chapter 6.  
11 The baseline for that analysis includes existing plus  
12 committed projects, but not any other proposed projects.  
13 We were asked to confirm that the analysis we presented  
14 was based on CBP's reported wait times, and we confirmed  
15 it.

16 In a follow-up comment, we heard concern that  
17 CBP data are not as representative of the total crossing  
18 time as the Border Crossing Information System, BCIS. We  
19 heard that although BCIS data are not available for all  
20 crossings, they're available for some, and that under-  
21 representing the crossing times will not help efforts to  
22 make improvements.

23 Our consulting team will explain how we're  
24 addressing these concerns in a moment. Finally, we were  
25 asked if we'd calculated the negative impact on cities

1 from increased border traffic and from heavy  
2 infrastructure, such as rail and roadways on community  
3 development.

4 We responded that we haven't calculated a  
5 negative economic impact, but this is a topic that needs  
6 to be addressed in the BTMP, since others have made  
7 similar comments. The BTMP team is looking for a way to  
8 incorporate this concern.

9 Next slide, please. In Chapter 8,  
10 Identification and Evaluation Strategies to Address  
11 Current and Future Needs, we explained how we'll identify  
12 key strategies that are consistent with policies, programs  
13 and projects to address current and future needs, how  
14 we'll organize the strategies in a way that assists  
15 stakeholders in linking them to identified needs in the  
16 present and future, and how we'll develop a framework to  
17 evaluate strategy in choosing criteria that reflect the  
18 BTMP goals.

19 We heard that we need to address health  
20 concerns, including the prevention of infections and  
21 COVID-19, because preserving health and safety at the  
22 ports of entry is critical. We responded that although  
23 the consideration of health issues was not initially  
24 included in the development of the BTMP, we'd be going  
25 back to include the topic, since it's important to

1 maintain resiliency along the entire border.

2 In a follow-up, we heard an example of how  
3 infectious disease can affect border operations. We were  
4 told that there's no clear policy allowing or forbidding  
5 people who test positive for COVID-19 into the Unified  
6 Cargo Processing Facilities.

7 We also heard that when inspectors tested  
8 positive for COVID-19, activities at one of the crossings  
9 were disrupted for a week. We heard that given the  
10 disjointed approach, each border crossing has had to  
11 develop its own sanitary protocols, and that bridge  
12 operators are more likely to close operations than to  
13 assume more risk.

14 We agreed that that this is an emerging need,  
15 and that it should be included in Chapter 5, Current and  
16 Future Needs Assessment, and carried through to Chapter  
17 10, the Recommendations chapter. Next slide, please.

18 In Chapter 10, Recommendations, we provided a  
19 preliminary look at some of the key strategies for  
20 addressing the needs recognized in Chapter 5. We  
21 explained that strategies is the term we've used to  
22 encompass potential solutions that align with BTMP goals  
23 and to address identified current and future needs.

24 Consistent with standard planning efforts, we  
25 noted that the strategies have been broadly categorized as

1 policies, programs and projects. We heard that many  
2 things have happened since the BTMP development process  
3 started, and there are new policies to consider.

4 We heard that the border region must always  
5 adapt to changes by the two federal governments. We were  
6 asked about including the preparation of a disaster plan  
7 in the recommendations. We responded that a disaster  
8 management plan that outlines the response to disruptions  
9 is a major component of the resiliency recommendation.

10 We heard interest in programs and projects that  
11 lead to more local control, because high-level policies  
12 call for federal involvement. We responded that the team  
13 is looking for input on policies that address the issues  
14 raised in the development of the BTMP.

15 We heard that businesses plan for alternatives,  
16 even if their contingency planning is not called a  
17 disaster plan, and that this planning starts with knowing  
18 what could go wrong. We heard that once we understand  
19 what could go wrong, preparing for these events should go  
20 on continuously.

21 Otherwise, disruptions could be catastrophic  
22 and, without up-to-date local plans, could affect the  
23 entire state. We heard that an element that would help  
24 contingency planning efforts would be identifying  
25 alternatives available for the trade community, including

1 different ports of entry for crossing or somewhere to  
2 store goods.

3           These are all elements that we are looking to  
4 include in the Recommendations chapter. We heard that  
5 Chapter 21 of the United States-Mexico-Canada Agreement,  
6 USMCA, requires the establishment of a Coordinating  
7 Council between the United States, Mexico and Canada that  
8 also includes private sector participation, and that it  
9 might be helpful for the BTMP to endorse implementation of  
10 Chapter 21.

11           We'll consider including the recommendation in  
12 Chapter 10. We were told there should be an ongoing  
13 process to update the BTMP as circumstances change. We  
14 responded that the BTMP won't do its job if it just sits  
15 on the shelf.

16           We explained that the project team will be  
17 developing an action-oriented implementation strategy, and  
18 that everyone will need to commit to a sustained effort to  
19 implement the BTMP, evaluate successes and identify what  
20 else needs to be done. We noted that there will be more  
21 discussions going forward about the BTMP's implementation.

22           We heard some concerns about the use of bridge  
23 toll revenues to fund non-bridge projects, and whether we  
24 could identify policies to restrict how those funds could  
25 be used. In a follow-up comment, we heard that bridge

1 revenues could be used to fund overtime to pay CBP  
2 officers, which keeps more lanes open, as well as to fund  
3 bridge and federal property improvements, and that similar  
4 programs could be set up throughout the border region on  
5 both sides.

6 We noted that this was a good suggestion and  
7 would be appropriate to include in the binational  
8 recommendations. We heard that it's important to consider  
9 local commitments when identifying the regional projects  
10 and priorities, and to make sure there are no  
11 contradictions with district priorities.

12 We noted that we'd be working with each of the  
13 regions on their priorities. We also noted that when the  
14 projects are run through the goal areas and weights, the  
15 results may not necessarily match up with the regional  
16 priorities, which could provide an opportunity to see if  
17 addressing cross-border movement of people and goods  
18 through a different lens might help validate regional  
19 priorities.

20 We were told that the list of projects and  
21 their priorities needs to tie into the information  
22 presented in Chapter 5 that identifies the needs for each  
23 region, and that the needs should align with the project  
24 list. We responded that the goal over the next several  
25 weeks was to develop a comprehensive list of projects for

1 each region, including long term projects that may not be  
2 in the plan.

3 We heard about the need for coordination with  
4 our Mexican stakeholders and concern about how the BTMP  
5 process would include detailed information from Mexican  
6 counterparts at the local level. We noted that our  
7 Mexican stakeholders are being engaged at the federal  
8 level and that representative of SCT have attended all the  
9 BTMP meetings. We also noted that state-level  
10 representatives have been involved, and that the dialogue  
11 about specific projects, as well as identifying Mexican  
12 priorities, will continue.

13 Finally, we heard a concern that the plan needs  
14 to be wrapped up in roughly six weeks and presented to the  
15 Texas Transportation Commission. We were asked if there's  
16 any leeway in the timeline for this, in a follow-up  
17 comment.

18 We heard about the need to complete the BTMP  
19 and then develop a process for updating it, since there's  
20 so much that cannot be predicted in advance. We responded  
21 that the process will drive the timeline, and that the  
22 dates presented are target dates.

23 We noted that it's important to provide  
24 sufficient time for everyone to offer the necessary input.

25 At the same time, we noted that every project needs an

1 end date, and we reiterated that the reason to complete  
2 the plan by December is that the Texas legislative session  
3 begins in January. It will be beneficial to have a final  
4 BTMP to present to State legislators.

5 Next slide. Next slide, please. Okay. So we  
6 didn't receive any comments on the preliminary overview of  
7 Chapter 11. With that, I'll turn the meeting over to the  
8 consulting team, so that they can provide us an update on  
9 changes we have made on border crossing time data.

10 MR. VALE: I'd like to make one comment on what  
11 you've just said. This is Sam Vale.

12 MS. MAYS: Yes. Go ahead, Sam.

13 MR. VALE: Regarding the overtime, I want  
14 everybody to know that El Paso, as well as all of the  
15 bridges that are in the Laredo field office, which will be  
16 from Del Rio to Brownsville, already have the ability to  
17 not only pay for overtime, but to pay for full-time  
18 equivalents in a contract with CBP, that you pay three  
19 years, and then they hire them on full-time, and also  
20 internships with approved entities like University of  
21 Texas-Rio Grande Valley.

22 So those actually exist now. We did form a  
23 separate nonprofit organization that was a 501(c)(3) in  
24 order to be eligible. But both the City of El Paso and  
25 all that area has that ability, and so does the South



1 Texas Assets Consortium, which is essentially the bridges  
2 in the Laredo field office.

3 MS. MAYS: Okay. Thank you, Sam, for that.  
4 Appreciate it. Any other comments?

5 MR. VALE: Uh-huh.

6 MR. SCHWEBEL: Good morning. This is Gerry  
7 Schwebel. I guess you could start --

8 MS. MAYS: Hello, Gerry.

9 MR. SCHWEBEL: I don't think you can start a  
10 BTAC meeting without Vale or Schwebel saying something.

11 SECRETARY HUGHS: And I'm so grateful.

12 MR. SCHWEBEL: There is a new element that has  
13 popped up in regards to the impact in the last 30 days,  
14 and that is President Trump's proposal of potential user  
15 fees to pay for the border wall. And I don't know -- you  
16 know, we've been -- many of us have been working on user  
17 fees, fighting user fees for ports of entry.

18 But I don't think it's going to go away. So I  
19 don't know how we can incorporate that. That's as bad as  
20 one of those outliers that are there, and I think we  
21 cannot ignore it.

22 So somewhere down the line, we need to make  
23 sure that we get -- you know, fine-tune that, and see, if  
24 it goes into effect, what potential impact new user fees,  
25 as proposed, will be for us.

1 MS. MAYS: Yeah. Certainly, Gerry. Thanks for  
2 that information.

3 We will look for a way to incorporate that in  
4 the plan, you know, because again that adds, kind of, this  
5 layer of uncertainty. So it's just like what we've, kind  
6 of, done with COVID, some of this, you know, unforeseen,  
7 you know, issues or dynamics that could potentially impact  
8 the border moving forward.

9 So we can certainly follow up with you to get a  
10 little bit more details in that and figure out how we can  
11 craft that, and where we should be able to insert it in  
12 the plan as we move forward, before we finalize it. So  
13 thank you.

14 Any other comments from members?

15 (No response.)

16 MS. MAYS: If not, Donald?

17 MR. LUDLOW: Hello. Can you hear me okay?

18 MS. MAYS: Yes, we can hear you now. Thank  
19 you.

20 MR. LUDLOW: Okay. Great. Thank you. Yeah.  
21 I just wanted to briefly update the Committee on an  
22 important change to some of the underlying data that I  
23 know has been a major focus for Committee members over the  
24 last months, or even years.

25 Previously, we have been using border wait

1 times from CBP as our key metric for looking at the way in  
2 which border operations impact passenger, pedestrian, and  
3 commercial vehicle operations on the border. In the  
4 background, we've been looking at using some other types  
5 of data.

6           Clearly, the BCIS data that TTI has developed  
7 over time is a very powerful and useful tool because it  
8 measures the full crossing time. Or it has a better  
9 reflection of the whole crossing experience than the CBP  
10 time -- wait time did, which is calculated based off of  
11 the queue to just get through the CBP clearance, and not  
12 the entire border experience.

13           So working closely with TTI and utilizing the  
14 BCIS data, we've developed a hybrid data set that combines  
15 the BCIS with new data from INRIX. And INRIX is a  
16 provider of vehicle probe data, so this is GPS data from  
17 transponders. And it is also location-based service data  
18 from apps that people are using in their vehicles.

19           We went through a fairly innovative process to  
20 stitch that together so that we now have data that show  
21 crossing times from all crossings in both directions,  
22 northbound and southbound, for the entire Texas-Mexico  
23 border. The data are not perfect.

24           In some cases, we have much better sample size  
25 than others, depending on the border crossing. But based

1 on the feedback that we've received from the BTAC and also  
2 from the BNSRCs and others who we've participated with, we  
3 thought this was a very important change that we wanted to  
4 show to you.

5 And what we're going to do is, Chris Williges,  
6 from the team who's been leading the forecasting, is going  
7 walk you through some of the results, how this actually  
8 looks and how the -- yes. And Matt asks TTI -- yes,  
9 that's the Texas Transportation Institute.

10 So we'll be walking you through how this looks  
11 and kind of the impact. I think you'll see that the  
12 crossing times are more reflective of the total border  
13 crossing experience than the CBP wait times, and this is  
14 what we intend to use, and have been using for the  
15 analytics over the last period of time to inform the -- a  
16 project evaluation.

17 So are there any initial questions on what  
18 we've done in this important change?

19 MR. VALE: This is Sam Vale. That's very good  
20 news to hear that, and what we -- and among some of the  
21 bridge owners, we're talking about taking that time, and  
22 that's the overall time.

23 But then trying to break it down into time  
24 spent waiting prior to the bridge, on the bridge, and more  
25 importantly, to measure CBP, we would like to have the

1 import lot throughput time, which is basically the time  
2 the truck is cleared into the import lot, and the time  
3 that it is released from the import lot. So that that way  
4 we can see what CBP's efficiency is at different times of  
5 the day, as well as with the staffing levels that they  
6 have.

7 So that's just a way to break it down, to start  
8 looking at the smaller pieces that are -- that -- but for  
9 the overall community and the state, it's the big picture  
10 that you just described that's important.

11 MR. LUDLOW: Great. I'm glad to hear that,  
12 Sam. And yes, the data that we're working with now, that  
13 I fully expect to continue to get better in the future,  
14 will allow for much more granularity to look at the  
15 segments of that experience, as well as the total  
16 experience.

17 And I think the hope here is that by using the  
18 data that is more robust, we also have the ability, in the  
19 future through the program recommendations in the Border  
20 Master Plan, to be able to build up this data more  
21 consistently, have potentially a much more border-wide  
22 BCIS in the future.

23 So just wanted to mention that as well. And  
24 Sam, you also mentioned that the -- you know, the  
25 experience of being able to look at trucks. That's

1 completely possible. It's nuanced. We at one point did  
2 follow an anonymous Ryder rental truck back and forth  
3 across the border in the Laredo region, just as a way of  
4 validating some of our approach.

5 So it's very interesting, and this will  
6 continue to evolve and get better, and provide the State  
7 and its partners with a better way of measuring this in  
8 the future. Are there any other questions? If not, we'll  
9 have Chris walk us through the results, what this looks  
10 like.

11 (No response.)

12 MR. LUDLOW: Okay. Chris?

13 MR. WILLIGES: Hi. This is Chris Williges with  
14 HDR. What you see on the screen is a table that  
15 summarizes the results from the commercial vehicle  
16 analysis. And we compare the base year and the forecast  
17 wait times for what you saw on the July report, which were  
18 wait times, and the crossing time data that we've now  
19 updated to in the September report, which is in blue.

20 One other change I'd like to note as well is  
21 that, for the base year, we updated all of our forecast  
22 data and economic data to 2019. So everything shifted  
23 from 2017 to 2019. What you'll notice is that the 2019  
24 crossing times for commercial vehicles are longer than the  
25 wait time, as you'd expect.

1           This is measuring the full experience that  
2 commercial vehicles have crossing the border. But what  
3 you'll also notice is that the forecasted wait times are  
4 considerably longer in 2050.

5           This reflects both the longer crossing times  
6 that we're measuring, compared to the wait times. And it  
7 also reflects another comment we received, which is when  
8 we looked at forecasting delays, we removed the  
9 operational constraints.

10           Previously, when we forecasted the future  
11 crossing times, we had allowed un-utilized lanes to be  
12 used. So at some crossings, there are lanes that were  
13 currently un-utilized. The problem with that is that does  
14 assume that CBP would staff those lanes.

15           And we've removed that assumption. So if lanes  
16 are currently not utilized today, they're not utilized in  
17 the future. And you can see the resulting crossing times.

18           The next slide shows a visualization of this,  
19 and I think this is a much better way to just see it. It  
20 compares the 2050 wait times that you previously saw with  
21 the new 2050 crossing times that are forecasted for the  
22 border.

23           This again is based on what Donald described,  
24 the TTI, the Texas Transportation Institute BCIS data,  
25 plus INRIX data. You can see that, for crossings

1 throughout the border, we have much larger crossing times.

2 In fact, the largest crossing time that we're  
3 forecasting is at Pharr-Reynosa, where we have a crossing  
4 time of over 14 hours. Remember that these are  
5 unconstrained demand, and we have assumed no improvements,  
6 and that's why you're seeing such larger crossing times.

7 But this makes a very powerful argument for  
8 investment on the border, if you do nothing and you want  
9 to accommodate these demands. If you don't, you will have  
10 very large crossing times.

11 We also calculated crossing times for personal  
12 vehicles. And what this slide shows is, just like with  
13 the commercial vehicle, the base year wait times and  
14 crossing times as well as the forecasted wait times and  
15 crossing times. Now, in the September report, we're  
16 reporting just the crossing time data.

17 As with the commercial vehicles, we updated the  
18 methodology to remove any of those operational  
19 considerations, where we had allowed un-utilized lanes to  
20 be used. You'll notice that the 2050 crossing times are  
21 considerably longer than they were reported previously,  
22 when we look at the crossing time data and we remove those  
23 operational constraints.

24 One other thing that you'll notice is that  
25 there are a few crossings for personal vehicles. For the



1 crossing time data, as measured by the GPS, it's actually  
2 shorter than the CBP wait time. This only happens in a  
3 few cases, but we chose to use the crossing time data as  
4 measured by the GPS, as this measures the whole  
5 experience. We decided not to use the CBP wait times.

6 And the next slide shows additional personal  
7 vehicle crossings. Sorry, we couldn't fit it all on one  
8 slide. But what you can see is, at the bottom, the  
9 weighted average crossing time across all of the personal  
10 vehicle crossings.

11 And you can see, overall, the crossing times in  
12 2019 are longer than the average wait times we've reported  
13 previously in 2017, and that the forecasted crossing times  
14 are considerably longer than the wait times that we've  
15 reported previously. I want to show you too what the  
16 impact of this is for the overall economic analysis.

17 We looked at what the impact would be on person  
18 hours of delay for passenger vehicles, and also on vehicle  
19 hours of delay for commercial vehicles. You can see that  
20 the delays increase considerably from 2019 to 2050,  
21 overall, reflecting what you saw for each of the border  
22 crossings previously. And this trickles into the GDP  
23 impact, the impact on the economy.

24 The impact on the economy is much larger using  
25 the crossing time data. If we look just at the 2050

1 numbers, the impact grows from 1.2 billion for the wait  
2 time data to 3.8 billion in 2050, using the crossing time  
3 delay for personal vehicles.

4 For commercial vehicles, it grows from 30.9  
5 billion to 115.6 billion. This is almost a four times  
6 increase from what we had previously reported.

7 One other thing that we should note is that the  
8 way that we calculated the impacts of the delays on the  
9 border, when we use the crossing time data, is that  
10 previously when we looked at the wait time data, we  
11 compared the -- what would happen if we eliminated the  
12 entire wait time at the CBP. We culled that delay.

13 Working with TTI, we developed a definition of  
14 what -- while eliminating delay, we'd be looking at the  
15 total crossing time. And in this case, what we did was,  
16 we looked at the total crossing time, and compared that to  
17 a minimum crossing time, which was measured by people who  
18 are very statistically oriented, the 10th-percentile  
19 crossing time, so very minimal crossing time.

20 And the difference between those were the  
21 delays that people experience when they travel during more  
22 well-traveled times of delay. And that's how we're  
23 measuring the delays, and then the GDP impact of those  
24 delays.

25 And just one last visual. On the next slide,

1 we show the GDP impact in 2050 from what we showed  
2 previously. Again, this is the impact on the economy of  
3 eliminating delays. Previously, we had shown a  
4 \$1.8 billion impact in the base year of 2017.

5 Now, we're going to show a \$2.2 billion impact  
6 in 2019. And then in the forecast year, the GDP impact of  
7 reducing the delays grew from 30.9 billion to 115.6  
8 billion, using the crossing time data compared to the wait  
9 time data.

10 So I'll open it up to any questions. Hopefully  
11 this addresses some of the comments we've gotten about  
12 trying to capture a full user experience across the  
13 border.

14 MS. MAYS: Any questions from BTAC members on  
15 this?

16 MR. CORONADO: Yes. I do have a few questions.  
17 This is David Coronado with the City of El Paso. So I  
18 guess -- let me -- I guess this is something new that I  
19 have not heard before which is, I think, good news, right,  
20 for the entire border to use INRIX as a data source for  
21 wait times, for crossing times.

22 So I wanted to ask, you know, so what is the  
23 method of the data collection? How are you all combining  
24 it with CBP wait time data? You know, what's the way that  
25 you're doing that -- I guess, methodology behind it? And

1 then also, you know, is this available to every district  
2 in Texas, to be able to use this in the future?

3 And not just for the study, but in the future,  
4 for both -- is it for both northbound and southbound  
5 crossings, or is it just southbound? Like, can you just  
6 tell us a little more about the data itself?

7 MR. LUDLOW: Yeah, David. This is Donald. I  
8 can speak to some of the methodology, and then maybe, you  
9 know, Caroline or somebody can mention a potential future  
10 use. Yeah. The data, again, are collected from a sample  
11 that INRIX has.

12 They have -- they're collecting data from  
13 commercial vehicles through their GPS transponders,  
14 electronic logging devices, and also any kind of location-  
15 based services that drivers might be using. This is also  
16 true for passenger fleets.

17 So INRIX kind of aggregates that all together.  
18 From them, we obtain the raw data. And we used a process  
19 called trip chaining to basically identify the trips that  
20 were indeed starting in Mexico and ending in the United  
21 States or vice versa, so that we were capturing full  
22 cross-border trips, not just people moving in the general  
23 vicinity.

24 We isolated that down and developed some cordon  
25 lines. These are lines that enable us to know which parts

1 of the border crossing experience we're measuring from the  
2 time-stamp perspective. We aggregated that to develop  
3 the -- essentially, the average times.

4 I should mention that where there were BCIS  
5 data, we used BCIS data. It's superior. It's collected  
6 more consistently.

7 It's collected through RFID transponders, and  
8 this is collected through a different means. So really,  
9 this is a marriage of those two data sets, to provide a  
10 more complete snapshot that is not perfect, that the  
11 samples are very good for the same crossings that we have  
12 BCIS data.

13 But they're not as strong for some of the  
14 remote crossings. For example, in the Presidio area, I  
15 believe we had somewhere in the neighborhood of 8- to 900  
16 trips that we measured to be able to derive that crossing  
17 time, which we said was much better than nothing. But at  
18 the same time, it would have been much better to have  
19 thousands and thousands of trips.

20 So I think it's a good starting point from that  
21 perspective. I hope that answers some of your questions.  
22 We do have southbound, because we were able to use the  
23 same process to look at those trips going south, and in  
24 general, the southbound times were consistent with our  
25 previous hypotheses that the southbound crossing was

1 usually about half the time of the northbound crossing.

2 So that's about all we know at this -- or  
3 that's about all I think I have time to share. We do have  
4 some more methodology that we can share with you, David.  
5 There's a short memo that we've put together internally,  
6 and perhaps, you know, Caroline or somebody else can  
7 address the question in terms of sharing data in the  
8 future.

9 MR. CORONADO: Yeah, thank you. So yeah, I'd  
10 be really interested in seeing if -- you know, we can talk  
11 to you and to Caroline and her team about any future use  
12 or application for this data.

13 I think it's great. And if we can have it  
14 available to any border community, it will help supplement  
15 what we already have, with TTI, you know, with CBP.

16 You know, I also want to see if there's any way  
17 that this data from INRIX can also give us queuing -- for  
18 the queue line -- right -- the information. For example,  
19 database and applications on devices that are running, you  
20 know, multiple -- you know, apps that are being collected  
21 by INRIX.

22 At the City of El Paso, we have right now  
23 access to SafeGraph data that is essentially doing the  
24 same thing, similar things to INRIX, you know, based on --  
25 upon apps installed on cell phone devices, whether in

1 Juarez or El Paso, in this case, you know, for our region,  
2 not for entrance. But there's no wait time information.  
3 It's just trips.

4 And so with COVID, we have seen in the sample  
5 data -- we have seen a sharp decline, right, in those  
6 cross-border trips. And so you know, the more data we  
7 have, the better. We can sort of validate, you know,  
8 cross-reference and see the changes to trends, and over  
9 time, perhaps stop relying so much on CBP, right -- which  
10 is line-of-sight, based on surveys, you know, each trip is  
11 different, so it's not inconsistent.

12 So I would be really interested in talking to  
13 you all and to Caroline and her team about, you know,  
14 future use of this information. I think it's great.

15 MR. LUDLOW: Thanks, David. I think this is a  
16 step forward. It's -- again, it's not perfect, but it is  
17 a step forward, certainly.

18 MR. VALE: This is Sam Vale. We're doing some  
19 new stuff where we're -- actually, the bridges are --  
20 those that we've been talking to, will be putting, and  
21 are -- have already put, because it doesn't violate any  
22 rules, cameras that are recording the trucks as they enter  
23 the entry booth at CBP, and then match it up when it goes  
24 out the gate the other side.

25 The next phase would be to try to separate the

1 type of cargo it is and to see, for example, the  
2 difference between ag inspections and construction or non-  
3 ag, and then try to break it down into more specific  
4 pieces after that.

5 But basically, just get a throughput time that  
6 you can come back to. Because we record those, and then  
7 we have people go back and create Excel sheets as -- every  
8 month about what the times to get from gate to gate.

9 MR. LUDLOW: Great. Thank you, Sam, and thank  
10 you, David. Caroline, I don't know if you have any other  
11 follow-up here? Otherwise, I think we --

12 MS. MAYS: Yeah.

13 MR. LUDLOW: -- need to move into Chapter 9.

14 MS. MAYS: Yeah. I will respond to David a  
15 couple of things. The first, main thing is that, one,  
16 this is the first time that I know of that we've used  
17 INRIX data for border application and border analysis. So  
18 this is, kind of, cutting-edge, and the consultant did a  
19 really great job in trying to use what we had, you know,  
20 to do that.

21 And certainly I think there's a lot of  
22 opportunity that we're going to be exploring with this  
23 data, including possibly, you know, having an increased  
24 sample size on the border crossings. We saw there were,  
25 you know, fewer sample size.



1           And to your question, is the data available to  
2 the districts? Yes. TxDOT has purchased or will continue  
3 purchase INRIX data, and we'll use it for other  
4 applications. Some of the information you see that TTI  
5 does on speeds, et cetera, the top 100, they do use INRIX  
6 data there.

7           We also use INRIX for a lot of our studies and  
8 analysis. So we do have it, you know, TxDOT-wide. So  
9 each of the three districts have access to that data, and  
10 we have some historic data from INRIX as well, because  
11 we've been using this for a few years.

12           So certainly in terms of sustainability over  
13 time, I think it's there, and it provides us with -- this  
14 is the first data source that we do have, both north and  
15 southbound. And that's something we've struggled with for  
16 a very long time in this process.

17           So yeah. So definitely, we can talk to you  
18 offline and discuss this. I think, again, there's a lot  
19 of opportunities there.

20           MR. CORONADO: Okay. Perfect. Thank you.

21           MR. CALVO: Okay. Caroline, this is Eduardo.

22           MS. MAYS: Yeah.

23           MR. CALVO: I just want to have one more  
24 question and comment on this, you know. I think this is a  
25 great step forward. Like you said, this is a -- just a

1 first step.

2 But this is much, much better and much more  
3 reliable, and I think, much more useful than the data that  
4 was created initially. So congratulations to you all.

5 But a question for Donald. You know, we know  
6 that the BCIS data is not available at every crossing,  
7 right? But where it is available, I think it takes care  
8 of the vast majority of the total number of trips, right.

9 Do you have an idea of what that percentage is?

10 And again, you know, the point I'm making is that, even  
11 though we have it for every bridge, but we have very good  
12 data for the vast majority of the northbound trips, so a  
13 level of confidence should be very high in these numbers.

14 Right?

15 MR. LUDLOW: Yes, it should be. It's very high  
16 with BCIS and it's very high when we have a sample size  
17 that's close to BCIS. It's actually around 90 percent, is  
18 what Chris Williges is saying.

19 And Chris can jump in here if we need to talk  
20 about it more. But we can provide further data to you,  
21 you know, further back-up on that, as well, Eduardo.

22 MR. CALVO: Okay. Great. Thank you. I mean,  
23 this is awesome, guys. Great job, man.

24 MR. LUDLOW: Thank you.

25 MS. MAYS: Well, thank you. We tried to turn

1 every stone that we could on these border delays, border  
2 wait times, and explore every data source and some of  
3 these, like I mentioned -- I know we're spending a lot of  
4 time on this.

5 But it's important because, as you guys have  
6 seen, the numbers change dramatically when we don't use  
7 the CBP data. Because this is real data, real-time data,  
8 that really provides a lot of information.

9 You talked about BCIS. We have seven crossings  
10 instrumented with that. We're already looking at  
11 expanding that to all the border crossings, so at least we  
12 can have BCIS as well as INRIX as well to be able to  
13 provide that information.

14 So we're going to continue to work on that, but  
15 I think this right here, I'm happy to hear that you all  
16 are, you know, comfortable with what we've done so far.  
17 And we'll go back and refine the chapters that are  
18 impacted by the border wait time, border delays data, and  
19 then we'll resend those chapters out, so you guys can have  
20 it as soon as we do that.

21 So thank you.

22 MR. LUDLOW: Yeah. Eduardo, point of  
23 clarification. I mentioned, 90 percent. The BCIS, we  
24 believe, is around a 90 percent sample. The INRIX is  
25 lower, but it's helpful. It's closer to one to

1 12 percent.

2 Depends on the crossing. But it's again a very  
3 good step forward. Just wanted to clarify that.

4 MR. CALVO: Great. Thanks, Donald.

5 MS. MAYS: Okay. Any other last questions  
6 before we move to the next chapter?

7 (No response.)

8 MS. MAYS: Okay. Thank you guys very much,  
9 BTAC members. We'll move to the next chapter. And  
10 Stephanie, go ahead.

11 MS. WHITE: Caroline, can you hear me?

12 MS. MAYS: Yes, yes. Go ahead.

13 MS. WHITE: Excellent. My name is Stephanie  
14 White. I was responsible for leading the stakeholder  
15 engagement task for this project. So the chapter will be  
16 quite comprehensive. So I wanted to take a minute and  
17 walk through the purpose, key messages, and the supporting  
18 messages.

19 You'll see examples of all of this, as we move  
20 through some of the following slides. But first, from a  
21 purpose perspective, I know most of you have been  
22 significant participants in the program itself. So this  
23 will be a review.

24 But as you know, it was a very comprehensive  
25 program that was really designed to be proactive and

1 inclusive and binational, as well as bilingual. The goal  
2 of the chapter will be to demonstrate that we did that,  
3 that not only did we exceed or achieve our goals, but  
4 that, as you can see in the key messages column in the  
5 middle, that last bullet is, in my opinion, the heart of  
6 everything we did.

7           And we know, and we can prove, that stakeholder  
8 input shaped every aspect of the plan. It was  
9 unprecedented, both in the sheer size of it, both the size  
10 in terms of volume of people that were engaged. We'll  
11 show you some statistics about that in a minute.

12           But also it was unprecedented in terms of its  
13 geographic expansiveness or the area that it covered and  
14 in a minute, you'll see one of our very last slides.  
15 We'll show you that the border is important and of great  
16 interest to not just the people living in the border  
17 region itself, but way beyond, into both countries of the  
18 U.S. and Mexico as well.

19           And to that point, that middle bullet, we had  
20 really good and healthy, strong participation from both  
21 U.S. and Mexico -- Mexican stakeholders. What's important  
22 to note is, typically, when you have planning processes  
23 that go on for longer than a year, as is the case for this  
24 one, sometimes stakeholder participation begins to  
25 dwindle.

1           There's some fatigue in it, and I'll tell you  
2 that that has never -- that hasn't happened in this  
3 planning process, in spite of the pandemic. In fact, I  
4 would tell you that moving into the virtual realm, these  
5 Webex meetings actually gave us more opportunity to be  
6 more inclusive and engage more and more people.

7           So the participation didn't wane. You can see,  
8 that's the last bullet on the far left, the supporting  
9 messages. Interest, participation, and commitment not  
10 only increased, but it just really has continued to remain  
11 high.

12           You will see that the next slide is actually  
13 the framework, the binational stakeholder engagement  
14 framework that we used. You notice very well today we did  
15 it as a build so that you can see that your body, this  
16 group, the Border Trade Advisory Committee, is really the  
17 heart of everything that we did.

18           And we built a framework to surround the work  
19 of your group and this Committee. Next -- you can click  
20 the next build. So we -- when the framework is built, it  
21 will show not only how we engaged groups that were  
22 already -- that already existed before the BTMP, as well  
23 as some that we built specifically to support the BTMP,  
24 and those groups along the bottom, those are the BNRSCs,  
25 the binational regional steering committees, that we set

1 up over the course of the project. And they became, kind  
2 of, the heart and soul of telling the border story and  
3 contributing both data and input on needs and challenges  
4 and opportunities and project and program prioritization.

5 All that is not only happening in this group,  
6 but it's also happening right -- like, almost in ground  
7 zero, if you will. Those boxes, then, to the left and  
8 right of the BTAC circle, the dial, those represent  
9 additional things we did.

10 So left to right, we worked hard to get to the  
11 public. You'll see in a minute our participation numbers  
12 from a purely public perspective are less than those from  
13 a stakeholder perspective, which is exactly what you would  
14 expect for a planning study of this magnitude.

15 We worked hard to reach out to large and small  
16 industries. So you can see focus groups, and then  
17 continuing to move right, those listening sessions and  
18 stakeholder interviews. If you'll click once more?

19 We also worked to really capture those existing  
20 committees, as I mentioned, not just BTAC, but the JWC and  
21 the BBBXG as well on the left. As well as the Internal  
22 Border Task Force, that's made up of some key owners  
23 inside of TxDOT itself.

24 And then you can see, if you click the next two  
25 times, all these things kind of work up towards this

1 pyramid of the Texas-Mexico Border Transportation Master  
2 Plan. The next slide is what -- sometimes we call, a  
3 measles chart.

4 It's pretty complex. I'm going to break it  
5 down for you. So you'll see this again in pieces. But  
6 this represents the total application of how we put that  
7 framework to work.

8 Across the top, you'll see the major phases or  
9 the milestones of the program: data collection; the  
10 designation and needs assessment of the multimodal  
11 corridor itself; in the orange, forecast and economic  
12 analysis; then in the red, identification of strategies  
13 and preliminary recommendations.

14 That's where we are today. And then finally,  
15 you can see, on the far right, in those grayed-out dots,  
16 we are not yet done with stakeholder engagement. The  
17 numbers you'll see in this slide deck will continue to be  
18 updated.

19 So the framework is final. That is what we  
20 did. The program is final, but the ultimate numbers are  
21 not. Kelly, you can click to the next slide.

22 Let's start with your group. So you can see,  
23 every slide following will take a stakeholder group or a  
24 target audience, or a committee in this case, and show how  
25 it not only -- in time, how it worked in time, but also



1 how it contributed to the plan.

2           So this -- you don't need me to tell me much  
3 about your group. I will say that this group has met  
4 18 times or -- in total, and your work preceded mine. So  
5 you were -- in 2016, you were laying the foundation for  
6 everything that we've done and will be talking about  
7 today.

8           Next slide. So this next one talks about the  
9 BNRSCs, the binational regional steering committees. And  
10 for you today, I'll just tell you a few notable things.  
11 We had 21 meetings for this group, these bodies, and we  
12 divided them by region.

13           So if you divide that by three, that's kind of  
14 the reflection of what we did for the Rio Grande Valley,  
15 Laredo, and El Paso districts. We -- but we didn't call  
16 them that. We also included the Mexican states, to the  
17 south.

18           So the groups were El Paso/Santa Teresa/  
19 Chihuahua. That was the first region. Laredo/Coahuila/  
20 Nuevo Leon and Tamaulipas. Tamaulipas found its way into  
21 the third group as well, so it was double-represented in  
22 that last group, the Rio Grande Valley and the Tamaulipas  
23 region.

24           We also held three of these meetings, as you  
25 will recall, in Mexico. So in the beginning, I talked

1 about how some of what we did was unprecedented, and that  
2 was a big one. We're going to talk about even more  
3 binational integration a little bit later in this  
4 presentation.

5 One last thing I would say while Kelly is  
6 clicking the slides. Those BNRSC groups were big. So a  
7 committee is usually, in a typically planning process -- a  
8 committee is, you know, 50 members, plus or minus. Those  
9 groups had more than 100 members, active members.

10 Each region had more than 100 active members,  
11 and we were able to make their time efficient and  
12 significant to the contribution of the program. We also  
13 dug a little bit deeper. So we worked really, really hard  
14 to get straight to the heart of the private industry  
15 stakeholders, and that's what this slide really  
16 represents.

17 We held 10 formal workshops with stakeholders.

18 We also -- I'm going to highlight those bullets to the  
19 right, under statistics. So 10 workshops.

20 We also did one-on-one interviews with 127  
21 stakeholders. You can also see that, in that, or in  
22 total, 577 private industry participants participated in  
23 the plan. And a good number of them were from Mexico.

24 So you can see the breakdown on the bottom of  
25 that slide. Next slide, please. This one is also, I

1 think, a piece of our unprecedented work from a planning  
2 perspective in the border region and for the border  
3 region.

4 We called it binational coordination. But  
5 really, this was meant to capture all the work we did with  
6 both nations. So you can see, on the right, the  
7 statistics. We took two trips to Mexico City to meet both  
8 with federal agencies and industry leaders.

9 We held two meetings with the Mexican  
10 Ambassador in Washington, D.C. As I mentioned before, we  
11 surveyed -- we did a lot of private industry surveying.  
12 And here, we've captured it again. We reached -- we tried  
13 really hard to touch those Mexican industries and those  
14 industrial stakeholders as well.

15 And you can see also, we -- here, we talk a  
16 little bit about those last two bullets, meetings with CBP  
17 and SAP, or SAP, at various ports of entry, as well as a  
18 very consistent check-in with FHWA and SCP. So this is --  
19 was maybe a piece that was unseen but behaving  
20 consistently through the background.

21 In fact, there's some really neat components of  
22 this coming up as early as tomorrow. We'll talk about  
23 that in a minute. Next slide.

24 We also, as I mentioned, had public meetings.  
25 We did six of these. Actually -- we'll -- we have one

1 more set planned in December, and -- as well as a public  
2 comment period.

3 So this group were the public along the border  
4 region or in the communities that are impacted by this  
5 border region -- will have an opportunity to make one  
6 final contribution to the plan itself. We've had 232  
7 participants in the public process, or what we consider  
8 the public process.

9 Next slide. This piece might also be -- have  
10 been unseen to this group. The Texas -- or the TxDOT  
11 Internal Border Task Force group is a body inside of TxDOT  
12 that always meets the day before these BTAC meetings.

13 They held eight of those meetings, and the  
14 participants included not only Caroline's group -- so the  
15 Freight, International Trade and Connectivity section --  
16 but also leadership from each of the three TxDOT border  
17 districts, El Paso, Pharr or RGV, sometimes called, and  
18 Laredo itself. So that group is also working behind the  
19 scenes.

20 And what's important about it, at least to say  
21 today, is that last bullet on the left, from a role  
22 perspective -- this group will really underpin the  
23 implementation of everything we set forth in this plan.  
24 So they were a critical body leading up to today, and will  
25 be moving forward as well.

1           Next slide. We did a lot of work to engage, as  
2 I mentioned, the BDC and the JWC. So those were regular  
3 check-ins with those bodies as they met over the course of  
4 the study.

5           Again, these were groups that already existed  
6 before our work on the actual plan began, and you all know  
7 these groups probably better than most. So I won't spend  
8 a lot of time on this, but I did want to mention, or at  
9 least almost pay homage to, the fact that we stitched in  
10 our work to the work of these two important bodies.

11           So here are some statistics that are important  
12 to note. These are individual people. I'll show you our  
13 data in two different ways. But you can see, kind of,  
14 along the bottom, BTAC binational coordination meetings,  
15 so those are the BNRSCs.

16           Actually, sorry. Those are the meetings with  
17 the individual nations. Then BNRSCs, public meetings and  
18 stakeholder workshops. The colors represent Mexican  
19 participants versus U.S. participants.

20           And you can see a pretty significant -- or that  
21 we worked hard to engage our Mexican counterparts and the  
22 stakeholders in the development of this plan, so it wasn't  
23 just formed and made by U.S. stakeholders. We really,  
24 really wanted not only the voice of the Mexican  
25 stakeholders, but the buy-in and the excitement, because

1 they'll be key parts of implementation of the plan as  
2 well.

3 Next slide. So that one showed individual  
4 people. This shows the net.

5 So every time one of you attended any number of  
6 our meetings, you were counted for each attendance, and  
7 that's what this represents. So you can see that the  
8 private sector stakeholders, just notably on this slide --  
9 we -- again, it reflects that we did a really, really good  
10 job engaging our Mexican -- the Mexican users and the  
11 Mexican stakeholders of the project.

12 The next slide shows -- and this one is  
13 actually one of my favorites. It takes a minute to  
14 explain. And the question I always get is, why are you  
15 showing an image that shows something beyond the border  
16 region itself?

17 And here's why. As you all know, the border is  
18 vital to stakeholders well beyond the border region  
19 itself, and that's what it shows. So you can see the  
20 color gradation. The darker the color, the more intense  
21 the stakeholder participation in the plan, and you can see  
22 that in the bordering states and even the bordering  
23 counties of Texas.

24 But we also had participants, stakeholders,  
25 that were interested and participated in the plan to the

1 full northern and southern, as well as eastern and western  
2 borders of the two nations of U.S. and Mexico as well.  
3 And I just wanted you to see this, because it reflects  
4 something you already know, and I think it also shows that  
5 we did our job.

6 We gave them a way to participate and we  
7 also -- I see your comment, Peter. I love this slide too.  
8 We gave them a way to participate, but they did, and then  
9 that's what I wanted to leave you with.

10 I have two more slides to talk through quickly,  
11 and then I'd like to open it for comments. So this one, I  
12 just -- I wanted to come back and talk about the work  
13 we're doing behind the scenes from a binational  
14 perspective. So since we last talked to this group, we've  
15 met with the North American Development Bank, as well as  
16 13 other groups, both in the U.S. and Mexico.

17 I'll give you a chance to look at this, maybe  
18 just a couple of seconds, Kelly, so they can look at each  
19 of those columns, and then we'll hit the next slide.  
20 Okay. Next slide.

21 So this, on the left, is a summary, just to  
22 really help you understand that we went to the regions.  
23 We had seven binational stakeholder meetings with agencies  
24 and groups in El Paso, 15 in the Laredo region, nine in  
25 RGV. But the cool, exciting thing I want to tell you

1 about is on the right. Actually, it's all cool and  
2 exciting.

3 But tomorrow, representatives from TxDOT and  
4 the Office of the SOS will meet with the state of  
5 Tamaulipas. So we will have elevated beyond the industry  
6 stakeholders, and tomorrow we will start a series of our  
7 state delegation meetings.

8 So tomorrow is Tamaulipas. Chihuahua will be  
9 soon after, and Coahuila. These will happen. I think one  
10 of them is still being planned, but they'll happen within  
11 the next two to three weeks, and that -- it represents a  
12 really exciting milestone in the partnership of all four  
13 of these states.

14 So I'd love to hear from you. I don't know how  
15 much time you want to dedicate to Q and A. I don't have a  
16 formal poll for you. I really just would love to hear  
17 your feedback, your questions, and comments. And I  
18 think -- just go back to the slide.

19 I'd rather not use Menti. I'd rather hear from  
20 the BTAC members.

21 MS. MAYS: BTAC members, any comments, you  
22 know, questions? And what I want to underscore was what  
23 Stephanie mentioned, is that this had been very  
24 comprehensive and precedented. We've spent a lot of time  
25 trying to make sure that we are not leaving any voice not



1 heard in the Border Master Plan development.

2 So I just kind of wanted to underscore that,  
3 and you all have seen that. So any comments?

4 MR. VALE: Yeah. This is Sam Vale. You guys  
5 have really done a great job. It finally is getting to  
6 the place, in all the years that we've been having these  
7 meetings, that we can really get some real substantive,  
8 and detailed information.

9 So congratulations to everybody on the contract  
10 and state side.

11 MS. MAYS: Yeah. I mean, Sam, you've been one  
12 of our biggest advocates from the beginning. You engaged  
13 the Mexican side. You all -- you know, BTAC, you all have  
14 really helped us, you know, point us to the right people,  
15 to the, you know, right agencies, to be able to engage  
16 them with the relationships you have.

17 So that helped a lot. So I -- you know, we'll  
18 take credit, but really I think you guys helped with that,  
19 and really our Mexican counterparts, they were very, very  
20 welcoming. We have actually three binational regional  
21 steering committee meetings, BNRCs, in Mexico.

22 So -- and they were forthcoming. They welcomed  
23 us. They hosted the meetings. It was well-attended. So  
24 it's a collective effort, and really, a lot of credit to  
25 everybody on here and others.

1 MR. VALE: Well, I think, Caroline, you are  
2 going to finally be able to understand the difference  
3 between the funding and approval process, between the U.S.  
4 side of the Texas border and the Mexican side. That's  
5 critical information for when we plan international  
6 connections.

7 MS. MAYS: Yes, that's correct.

8 MR. WALKER: This is Cameron Walker, Permian  
9 Basin MPO. I'd just like to make a brief comment. I --

10 MS. MAYS: Yes, go ahead.

11 MR. WALKER: -- was very much impacted by the  
12 slide that Kelly just showed, with the beyond-the-border  
13 impact. And I wanted to let everyone know that parallels  
14 a recent study that Caroline and her team led in the  
15 Permian Basin, 22 Texas counties and two in New Mexico, a  
16 regional trade study.

17 And the impact of that -- the slides shown in  
18 the initial draft indicated the growth -- or the impact,  
19 rather, of the Permian Basin on the entire national North  
20 American hemisphere, and then, of course, internationally  
21 as well. So these parallel each other in a lot of ways.

22 And it is important to let people know, it's  
23 not just within five, 10, 15 miles of the border. Where  
24 does this stuff go and end up? And Caroline, you've done  
25 a wonderful job on that 24-county freight study.

1           Just so everyone is aware, it's almost  
2 complete. And it's up to Caroline to comment if she wants  
3 to, but it's been a very good piece of work and I can see  
4 some parallel themes here.

5           Thank you.

6           MS. MAYS: Yeah. No. Thank you for those  
7 comments, and you know, Cameron -- and certainly, that's  
8 what we're trying to do -- connect the dot -- is that the  
9 spheres of influence, of whether it's the border or it's  
10 the Permian, goes beyond that region.

11           And really Permian showed that there's a lot of  
12 connection with the border, in terms of what's being made  
13 in Mexico that goes to support the energy sector  
14 development, but also what's being, you know, drilled, how  
15 it's, you know, transported to Mexico.

16           So I think what we're trying to do again is --  
17 how do we link all of this together so it will show the  
18 big picture? So thank you for those comments. We'll  
19 continue to look for those linkages, so we can address the  
20 issues holistically.

21           But I think that slide -- you're right -- is to  
22 educate people that the border matters, not just the  
23 border or people in the border region. It's the entire  
24 nation, U.S. And I think Stephanie mentioned that she  
25 didn't include Canada, but there was also interest from

1 Canada as well.

2 So thank you.

3 MR. ANDRADE: Thank you. This is -- oh, I  
4 apologize. Go ahead, please.

5 MS. MAYS: Yeah. No. Go ahead, Salvador.

6 MR. ANDRADE: Thanks very much, Caroline. I am  
7 Salvador Monroy from SCT in Mexico. And from the federal  
8 perspective of SCT through the participation of the  
9 general director and of fair motor transportation, during  
10 the various meetings and stages of preparation of the  
11 plan, and in particular, the preliminary list of policies  
12 and programs, they reflect the vision of cross-border  
13 motor transportation, in regard to its safety, security,  
14 operational functionality and competitiveness.

15 So congratulations on this, to the excellent  
16 approach to the border improvement.

17 MS. MAYS: Yeah. And Salvador, thank you for  
18 joining us. Good to see you virtually. We appreciate the  
19 partnership of SCT.

20 I know we visited with you all in Mexico City  
21 several times. You've been a great supporter of the plan  
22 but also a great partner. So great to see you.

23 And certainly, you know, we look forward to you  
24 all staying with us to the finish line, but also through  
25 the implementation. And so really want to thank you guys

1 for helping us really do that broad engagement in Mexico  
2 as well.

3 So appreciate it.

4 MR. ANDRADE: Thank you.

5 MS. MAYS: Any other comments?

6 MR. SCHWEBEL: Caroline, this is Gerry, Gerry  
7 Schwebel. Question in regards to Stephanie -- and agree  
8 with everyone's comments. Kudos to Stephanie and the  
9 team.

10 The meetings with Tamaulipas -- who are you  
11 all -- are you meeting with -- I understand -- are you  
12 meeting with government, state government officials?  
13 Because I see that, you know -- Mister -- our Tamaulipas  
14 economic development director for the state, Carlos  
15 García, is on the call as well.

16 Are you meeting with them or other folks in  
17 Tamaulipas? And if you are, is there anything that we can  
18 help at our end to help facilitate any of those meetings?

19 MS. WHITE: Great. I know there's quite a  
20 plan, Caroline. I'll let you answer that in detail.

21 MS. MAYS: Yes, yeah. And also, David from the  
22 Secretary's Office, can answer that, Secretary of State as  
23 well. So we are meeting primarily with the government  
24 officials for all the state meetings, and that's why you  
25 see there are secretaries, et cetera.

1           So David Zapata, can you comment a little bit  
2 on what -- who will be attending the meetings? I know we  
3 do have a good line-up of senior leadership from those  
4 government agencies.

5           MR. ZAPATA: Yes. Hi, everyone. This is David  
6 Zapata with the Texas Secretary of State's Office. Hi,  
7 Gerry. So yeah. For Tamaulipas, I guess, in general, as  
8 Stephanie mentioned, we are meeting with government  
9 officials from our border states.

10           But definitely what we -- our first meeting is  
11 with Tamaulipas. And we have the pleasure or -- the  
12 pleasure that we're going to be meeting with Secretary  
13 García, Secretary Carlos García from Economic Development,  
14 and his team.

15           Obviously, we have a big border with  
16 Tamaulipas, and we're definitely excited to hear what they  
17 want to talk to us about their own plans and projects for  
18 the area. And obviously, we will share our side as well,  
19 as to what -- you know, stuff that we've already talked  
20 about here, but that we can share with them more  
21 specifically as to how we can, both sides, work together.

22           And then so -- but again, it's going to be with  
23 Secretary García, who I believe may be also joining us  
24 here, but I don't want to put him on the spot, with his  
25 team of Eduardo Ernesto Gonzalez from Director of Foreign

1 Commerce, and another -- other officials from the -- his  
2 Infrastructure and Urban Projects team.

3 MS. MAYS: Okay. But Gerry, certainly, you  
4 know, if there's anything, we'll definitely reach out to  
5 you, you know, and certainly, we always appreciate your  
6 assistance. And like I mentioned, you guys' relationships  
7 with our Mexican counterparts and others is really  
8 crucial, and that has really helped open a lot of doors  
9 for us.

10 MR. SCHWEBEL: Well, you've got the right guy  
11 with Secretary García. He's -- he knows the border just  
12 as well as we do and has worked on all of these projects  
13 for many years. So I'm glad to see that he's a key person  
14 involved in these meetings.

15 MS. MAYS: Yeah. And he's been engaged in this  
16 process for -- from pretty much the beginning. So we  
17 appreciate his leadership, as well as his commitment to  
18 the process as well. Any comments from any of the other  
19 Committee members on the stakeholder engagement  
20 strategies?

21 (No response.)

22 MS. MAYS: Okay. If not, thank you, Stephanie.  
23 And we'll move to Chapter 8. And is Steve Decker doing  
24 this?

25 MR. DECKER: Yes, Caroline. This is Steve

1 Decker with HDR. How is everybody? Good morning.

2           Hopefully, everybody can hear me. We're going  
3 to talk about Chapter 8, but for now, this is one of the  
4 processes to identify and evaluate strategies.

5           While we are -- strategies do include policies,  
6 programs and projects, this discussion is really going to  
7 focus more on the project approach. And I know we've gone  
8 through a variety of the programs and policies in previous  
9 meetings.

10           So we want to outline the framework here in  
11 terms of the evaluation process -- in terms of, you know,  
12 identifying the solutions that meet future needs, and the  
13 needs analysis that you've seen previously in Chapter 5.  
14 And that's really what we're focused on in terms of how  
15 the projects, policies, programs meet those needs.

16           So there has been significant involvement with  
17 stakeholders through the various BNRSC meetings. Really  
18 significant discussions in the last two months, as we're  
19 compiling a more thorough assessment of the universe of  
20 projects across all modes.

21           So this framework -- just want to, you know,  
22 talk about it. Obviously, the framework is going to  
23 assess projects, programs, and policies. It's linked to  
24 the goals, the nine goals that we have established as part  
25 of the BTMP.



1           And there will be an analysis of the border  
2 crossings, as well as the corridors, and how that works  
3 region-wide or border-wide, as well as within the three  
4 border regions and the border crossings, as well as those  
5 corridors. So this is just the outline of the process.

6           And in later chapters, after our break, in  
7 Chapter 10 and 11, we're going to talk about the  
8 recommendations in Chapter 10. And then Chapter 11 is the  
9 implementation plan.

10           And just so you know, we are still compiling  
11 projects, working with the various stakeholders. We've  
12 received an tremendous amount of additional projects to  
13 add to our initial list. So the initial list here that  
14 we're presenting is preliminary, and probably -- I don't  
15 really know the number of additional projects, but it's  
16 probably going to be double the projects at least from the  
17 various regions.

18           So I just want to point that out, as we move  
19 through this analysis. So this is just preliminary and  
20 just shows the process. Next slide.

21           So as I talk about -- the current and future  
22 needs really drive this process in terms of, you know,  
23 identifying how these solutions meet those needs. We have  
24 defined this list and identified a list of programs,  
25 policies, and projects from a variety of sources.

1           So the main sources are existing plans and  
2 studies, and a lot of stakeholder input and feedback that  
3 we have conducted, in addition to the things that, you  
4 know, Stephanie pointed out in Chapter 9. The process  
5 here really is linking these projects to the needs, as I  
6 talked about in Chapter 5 and by goal and category.

7           So the end result of this process, at least at  
8 this stage, before we get into implementation, is to  
9 evaluate the programs and projects into different tiers.  
10 And we call them high, medium, and low tiers, and I'll  
11 talk about that in a minute.

12           And of course, we are still working on, you  
13 know -- with the stakeholders on the, you know, getting  
14 additional information to support this. So we've talked  
15 about the policies and programs previously. You know,  
16 Gail and Camille and team have talked about the policies  
17 and programs, and how we're driving that.

18           But today, we really want to talk about the  
19 projects as part of the solution package. And these are  
20 very specific projects based on locations, geographic  
21 information, location information, and how those projects  
22 meet and satisfy or address needs across goal categories.

23           Kelly? So through the process of identifying  
24 this -- I call it a universe of potential policies,  
25 programs, and projects, like I said before, plans and

1 studies, you know, across the border region. I think we  
2 looked at from 25 to 30 plans in our review, including  
3 more in the last couple of months.

4 The stakeholder input has been critical. We've  
5 conducted workshops with the BNRSC groups and subgroups  
6 and also have identified projects through the BTMP  
7 analysis.

8 The key to this whole process is to link the  
9 goals, and to find metrics or criteria to represent the  
10 objectives of those goals with the strategies, you know.  
11 How they address those objectives based on the goals,  
12 which -- it all feeds back to needs.

13 So I'd like to say a little bit about the data-  
14 driven process. So in the needs analysis in Chapter 5, we  
15 did a significant amount of geographic information system  
16 and data analysis. And the majority of the nine goal  
17 categories with multiple metrics are linked to those data  
18 items and that geographic data.

19 So the location of, you know, accidents  
20 across -- or crashes across different modes, trucks, cars,  
21 and pedestrians, for example, or the location of  
22 congestion. I'll talk about that in a little bit as well.

23 The process, while complicated, we're trying to make it  
24 simple and transparent to understand how that data-driven  
25 process works, to really identify what those projects --

1 how those projects rate within those tiers, high, medium,  
2 or low impact.

3 And that's how we're going to determine or at  
4 least identify how those projects -- what those impacts  
5 are across tiers in the border regions, border crossings  
6 and corridors. So just as -- we have a question about  
7 this?

8 I think we're using Mentimeter -- or not? We  
9 will have questions through this discussion, this --  
10 Chapter 8, as well as 10 and 11. And Stephanie is going  
11 to drive this part of the process here in terms of any  
12 questions or comments you have, and we'd be happy to  
13 answer and respond to those comments.

14 (No response.)

15 MR. DECKER: If there are no comments now, I  
16 think we can move on. But please, let me know. We can  
17 field them during the presentation.

18 So in terms of the process for project  
19 evaluations, again, it's data-driven, stakeholder  
20 validation. We still have lots of work to go with the  
21 stakeholders to validate not only projects but the  
22 process. The measures again are going to be -- criteria  
23 is going to be supported by the goals, and then addressing  
24 each of the projects.

25 So certainly, it's a mix of mainly quantitative

1 data with some qualitative. We'll talk about defining  
2 these high, medium, and low tiers. Stakeholders are going  
3 to help drive the process. And then we're going to  
4 develop some scores, high, medium, and low, for each  
5 project, and put those in tiers to identify impact.

6 So this is a fairly complicated slide. We  
7 don't have to get into it in too much detail. So for the  
8 evaluations, we're looking at criteria or measures by  
9 border crossing. And then the next slide would be by  
10 corridor.

11 In this column to the left, it shows the goals,  
12 you know, mobility, reliability, safety, security, the  
13 nine goals. And the criteria basically are the sets of  
14 metrics we're using to assess, you know, high, medium, and  
15 low impact.

16 So you know, we don't have to go through each  
17 of these, but certainly, we're looking at total border  
18 crossing times for cars and trucks. Certainly, an issue  
19 that Chris and Donald talked about earlier, that we want  
20 to bring into it.

21 And crashes, we're looking at multimodal  
22 crashes, not just total, in addition to total. Certainly  
23 looking at asset conditions on international bridges and a  
24 variety of things when it comes to economics, including  
25 supply chain, gross domestic product impacts, you know,

1 how the projects support those, as Chris talked about  
2 earlier. There's good data on that.

3 So we went through, for each of the goals,  
4 several measures we're using in terms of criteria. And  
5 then the last column of the table represents the data in  
6 this data-driven approach that we're using -- focusing on.

7 And this slide shows corridor analysis, very  
8 similar evaluations with some differences. For example,  
9 asset condition with border crossings. This is going to  
10 be more pavement condition, bridge condition, and bridge  
11 vertical clearance standards on the transportation system.

12 So it's a little different. So there are some  
13 nuances between how we're measuring the corridors versus  
14 the border crossings, and then the data sources are very  
15 similar as well. But this is -- as you can note, this is  
16 very much data-driven.

17 Supporting this evaluation process, we worked  
18 with BTAC and the BNRSCs to define weights for each of the  
19 nine goal categories or nine goals. These are what we  
20 came up in the surveys we conducted during, I believe, the  
21 last meeting.

22 There's an average weight here for the whole --  
23 for the border crossing across BTAC and the three BNRSC  
24 meetings. This is going to be used in the part of the  
25 process for each goal category by project to weight those,

1 based on the importance of the goal by you guys -- by the  
2 stakeholders.

3 So this just shows a summary of how a project  
4 would be scored. Each project would be scored either A, B  
5 or C, high, medium, or low impact, for each of the goals,  
6 based on those measures and criteria we talked about. We  
7 have a point scale here that could change, but we use 10  
8 for A, 7.5 for B, and 5 for C, or low.

9 Then the weights -- the average weights applied  
10 here. And then we define the score based on those points  
11 and the weights, and the scale is 10 points. So this  
12 project would be a 7.29 project, this imaginary project.

13 And that's how all the projects are going to be  
14 scored through this process. With that said, I believe  
15 we're taking a break.

16 Or should I continue?

17 MS. MAYS: No. Actually, the next agenda item,  
18 Steve, is the regional discussions.

19 MR. DECKER: Okay. I'll hold off.

20 MS. MAYS: Okay. Secretary, our next agenda  
21 item is providing the regions with the opportunity to  
22 present on the regional priorities. And I think we have  
23 El Paso going first.

24 SECRETARY HUGHES: First? Let me ask, El Paso,  
25 do you feel that we're running up against the break time?

1 Do you want to take a quick break or are you ready to get  
2 started now?

3 MR. CALVO: This is Eduardo, Secretary. I'm  
4 okay, but it's up to you all. I'm not really sure how we  
5 are doing in terms of time, but it's up to you all. I'm  
6 okay.

7 SECRETARY HUGHS: Okay. So Caroline, do you  
8 want to go through this one and then take the break?

9 MS. MAYS: Yeah, yeah. Let's go through this  
10 and then take a break, and certainly, one, I don't want  
11 the regions to feel rushed.

12 We will make up time in the next two chapters,  
13 so we have built in some time there. We might take a  
14 short break after you all finish, and then come back to  
15 discuss those two chapters.

16 SECRETARY HUGHS: All right.

17 MS. MAYS: -- move forward.

18 SECRETARY HUGHS: Great. Then Eduardo, we'll  
19 hand it over to you, and thank you for putting this  
20 together. Looking forward to it.

21 MR. CALVO: All right. Thank you. Thank you  
22 very much, Secretary and BTAC members. This is a joint  
23 effort. You know, I put this together but, you know,  
24 David Coronado from the City and Tomas Trevino with the El  
25 Paso District and others, you know, helped a lot in



1 putting it together.

2 So again, you know, we are putting these  
3 priority projects and our priorities here, and we're also  
4 trying to frame it within the RMS 2020 which is the El  
5 Paso Regional Mobility Strategy that we developed. And  
6 somehow, it's a lot easier for us to come up with these  
7 priorities, because we already went through the process.

8 So next slide, please. So we're going to talk  
9 very briefly about the MPO region roadways first, within  
10 the RMS 2020 context. Some of the recent major  
11 investments that are going to put our priorities a little  
12 bit in context, show you also a binational, tri-state  
13 connectivity map that we recently [audio skip].

14 You know, I think it's very telling. It tells  
15 a lot of our -- a lot about our story here. Then I'll  
16 turn it over to David.

17 He'll talk about the City's international  
18 bridges projects. And then Tomas will close with the  
19 Presidio-Ojinaga, U.S. 67 corridor, which is outside, of  
20 course, of the El Paso MPO region, but it's also one of  
21 priorities for the El Paso district.

22 Next, please. Just some quick background on  
23 RMS 2020, the key features. This is a plan that we  
24 started about -- in May, about a year ago, more or less,  
25 and ended up with the Policy Board approving this plan in

1 December of last year.

2 But one of the highlights of that -- I really  
3 want to make sure everybody knows -- is that it was a very  
4 tough, but a very, you know, intense process, where we did  
5 look at all of the projects that we have here within the  
6 MPO region. And we went through a very thorough  
7 evaluation and prioritization process.

8 You see there some of the main features. We  
9 did use Decision Lens, which is a tool that TxDOT allowed  
10 us to use, and TxDOT uses also, to evaluate and prioritize  
11 projects internally. The fact that it's multimodal,  
12 multi-jurisdictional, and of course, for us, it's so  
13 important to look at the cross-border impacts and benefits  
14 of each individual project.

15 We looked at also multiple funding and  
16 financing sources, looking at innovative and traditional  
17 sources. And again, we were looking at the implementation  
18 target of five to seven years. Next slide, please.

19 So these are the top four priorities. Again,  
20 these are, obviously, more like regionally significant  
21 projects. The four projects that we identified, you see  
22 there on the map, what it -- some of the highlights here.

23 In the map you see the border crossings, right -- going  
24 from left to right, Santa Teresa, which is New Mexico.

25 You see there, New Mexico 136 that leads from a

1 port of entry and then makes a right turn, and it connects  
2 to State Highway 178, Artcraft off in Texas. Well, all of  
3 that connection is tremendously important, because all  
4 that traffic goes onto I-10.

5 Then if we -- moving to the bottom, you see  
6 the -- another project on I-10, which is the Downtown 10  
7 Project, or Segment 2 of the Reimagine I-10 Feasibility  
8 Study. That's our number-one priority project right now.

9 As you will see later on, you know, all of our movements  
10 here locally gravitate towards I-10, so -- including the  
11 movements through the -- our international border  
12 crossings.

13 So everything moves onto I-10, and so we --  
14 there's been a lot of investments on other facilities, as  
15 you will see, leading to I-10. But right now, our top  
16 priority is to rebuild and improve I-10. So Segment 2, or  
17 the piece that goes through downtown, is our number-one  
18 priority.

19 And you see, it connects directly to the Bridge  
20 of the Americas there in the middle. Then moving to the  
21 east, we have Segment 3-A and B, which actually doesn't go  
22 all the way to Loop 375, but it's -- Segments A and B take  
23 us to the airport area.

24 Again, a tremendously important part of I-10  
25 for us, that connects to the Bridge of the Americas. And

1 again, both Segment 2 and Segment 3, A and B, are not  
2 funded projects.

3 And then, finally, when we move to the top, you  
4 see the Borderland Expressway. This is another really  
5 cool project that -- it's not on I-10, but it supports the  
6 I-10 corridor, because it is a -- completes a bypass  
7 through El Paso, to the northern part of the metropolitan  
8 area. But it connects to New Mexico 404 and 213, as you  
9 can see there on the map.

10 So this is a really cool project, you know --  
11 shows the coordination and collaboration with our  
12 neighbors in the state of New Mexico, who already have --  
13 the improvements to 404 and 213 are already funded. So  
14 again, you know, we have included these projects in  
15 several presentations, and I know that Commissioners New  
16 and -- you know, have seen these presentations at the  
17 Texas Transportation Commission that we've made several  
18 times in person, and also virtually.

19 Next slide. Again, these are just quick  
20 snapshots of the individual projects, you know, the  
21 Keystone Project, the I-10 downtown segment. Again, the  
22 need -- in this case, this segment -- really, the pavement  
23 of bridge structures are in pretty bad shape, and I'm sure  
24 Tomas can give you a -- give us all a lot more details.

25 But it really is in bad shape, and it needs to

1 be, you know, rebuilt and -- you know, in the short term.

2 Again, it also is a bottleneck. Currently, that piece is  
3 depressed and only has three lanes for direction.

4 There are four and five lanes on the opposite  
5 sides of downtown. So it really is a bottleneck. And of  
6 course, it connects to the I-10 -- connects into the  
7 Bridge of the Americas international crossing too. The  
8 estimate is about \$750 million, and this project is  
9 currently not funded.

10 Next, please. Segment 3-A and 3-B is adjacent  
11 to Segment 2, but right there in the middle between where  
12 it says, "copia," that is the Bridge of the Americas. So  
13 you see that this segment of I-10 is adjacent to the  
14 spaghetti bowl that connects directly to the Bridge of the  
15 Americas.

16 Again, similar story. The pavement and bridges  
17 have reached their design life. There's also a need to  
18 redesign.

19 There's a lot of ramps, and there are a lot of  
20 operational issues. But it also provides access to one of  
21 the most important areas in our region, which is the  
22 Medical Center of the Americas.

23 It has -- you know, it houses a lot of, you  
24 know, start-ups, and it's also the gateway to the new  
25 medical school that opened up a few years ago, a new

1 dental school. So in terms of economic development and  
2 cross-border movements, you know, this segment is also  
3 tremendously important.

4 Next, please. So now, we go to Artcraft, which  
5 is the one on the northwest part of El Paso. Again, this  
6 is a very important project that improves the interchange  
7 of I-10 and Artcraft. Again, as I've mentioned before,  
8 this is a gateway to the state of New Mexico to the west.

9 It complements the investments that New Mexico  
10 already made to 136. It's a gateway to the Union Pacific  
11 intermodal facility out there in Santa Teresa, which is  
12 again tremendously important for us. And so -- but again,  
13 all of this traffic gravitates to I-10.

14 So again, I'm highlighting how important it is  
15 to I-10. The cost, 193 million. This one was funded last  
16 year by the Commission. So thank you very much,  
17 Commissioners Ryan and New, for supporting this project in  
18 last year's UTB -- actually, fiscal year '20 UTB.

19 Next, please. And then finally, the Borderland  
20 Expressway. I already mentioned this collaboration with  
21 the state of New Mexico. Again, it finishes that bypass  
22 to the northern part of El Paso, and would allow through  
23 trips that really have no business in El Paso to take an  
24 alternate route, instead of taking I-10 through the  
25 downtown area and the -- you know, where we have most

1 of -- the highest traffic volumes in the region, along I-  
2 10.

3 Next, please. So I wanted also to show you  
4 what we are currently doing in -- here in El Paso. This  
5 is a shot of Loop 375 between the Zaragoza port of entry,  
6 or the Zaragoza International Crossing to the left. And  
7 then right there in the middle, you see the Americas  
8 interchange, which is the interchange with I-10.

9 So currently, TxDOT is spending about  
10 \$100 million in improvements to that piece of Loop 375.  
11 Of course, that is the gateway to the Zaragoza Bridge, and  
12 it also complemented what -- the project that you see  
13 there in yellow, which is a \$12 million project that was  
14 sponsored by the City of El Paso, which provides a -- sort  
15 of, like, a back-door access to the Zaragoza International  
16 Bridge.

17 These two projects collectively, you know,  
18 improve tremendously the -- you know, the operations of  
19 that bridge. But again, knowing that the traffic  
20 eventually leads to I-10, you see the logic here of the  
21 I-10 and Americas interchange, where the region invested  
22 close to \$200 million to build that fully directional  
23 interchange on I-10. Again, ultimately, all the traffic  
24 leads to I-10.

25 Next, please. And in this slide, we're showing

1 a project that is currently under construction, which  
2 is -- it's called the I-10 Connect Project, that is  
3 building a lot of improvements to -- a lot more  
4 connections between the border highway and I-10 and U.S.  
5 54. But more importantly, all of -- you know, all of  
6 these lead also to I-110, which is the gateway to the  
7 Bridge of the Americas.

8 So a lot of these improvements will benefit the  
9 cross-border movement of both trucks and personal  
10 vehicles. It's a \$96 million project that is currently  
11 under construction. Next, please.

12 And finally, this is a map that I mentioned  
13 before that we received from IMIP, the Planning Institute  
14 in Ciudad Juarez, which really puts into perspective the  
15 binational, you know, perspective of our transportation  
16 model, right. You see there in the middle the -- in light  
17 blue, that is the river. So that's obviously the border.

18 But you see there in purple, starting in the  
19 north, that's Loop 375 in El Paso. But as you go to the  
20 south and you move then to the Zaragoza Crossing, which is  
21 there, number two, that leads to the loop in Ciudad  
22 Juarez.

23 We have major developments, you know, for new  
24 industrial parks and all that. So that loop in purple  
25 that you see there is tremendously important. What I'm,



1 again, going to highlight is that, you know, this is a  
2 real binational strategy that we're looking at here.

3 And of course, the crossings are the -- you  
4 know, sort of, like, our -- in a way, it's our choke  
5 point, but it's actually the connection between the two.  
6 So again, the map also shows some of the priority projects  
7 in -- for Ciudad Juarez and the state of Chihuahua.

8 At the bottom, you see there the -- what's  
9 still pending, the Libramiento that would go from  
10 Samalayuca to the east, and leading to the Tornillo-  
11 Guadalupe Port of Entry. And then going to the west, you  
12 see also the rail bypass, which is an important project  
13 also, that the state of New Mexico is putting into their  
14 own border master plan.

15 That was a really cool feasibility study that  
16 was done to look at the -- build a bypass that would  
17 improve the movement of freight rail through our region.  
18 We know that's very, very constrained right now,  
19 physically, what we have -- what we have today.

20 So with that, the next slide. David, I'll turn  
21 it over to you.

22 MR. CORONADO: Okay. Thank you, Eduardo. Good  
23 morning, everybody. David Coronado with the City of El  
24 Paso Bridges. So we -- like Eduardo said, we've been  
25 working with this, with the original partners, these

1 priorities, you know, for years now.

2 Before I go into the need of the projects and  
3 the list and how we can help compound them, I want to give  
4 you some background on our efforts in El Paso and Juarez.

5 So over the last five years, as we -- since we, our team,  
6 joined Bridges, you know -- there was some restructuring  
7 within the City to revamp the departments, to revamp our  
8 efforts, change the focus of Bridges away from just a cash  
9 cow into more of a investment opportunity, economic  
10 development opportunities, you know, reinvestment back  
11 into the infrastructure.

12 Not only for the City-owned bridges, but the  
13 other three as well: Santa Teresa, the County, and BOTA.

14 And so working with the City and the other stakeholders,  
15 we created a Bridges Steering Committee, similar to what  
16 you stated for this, for this Border Master Plan, right.

17 When I see your list of meetings I notice  
18 you've held, I know the pain. I know it takes a lot of  
19 time to put to you all. You know, similar with our group.

20 We've had the committee for -- in place for  
21 five years now. It takes a lot of work, a lot of  
22 manpower, a lot of hours, right, to keep the committee  
23 dynamic, keep the discussions active, you know, talking  
24 about projects, talking about, you know, issues with  
25 processing, you know, trucks, the pandemic, the migration

1 crisis.

2           There's all these events that happen that have  
3 an impact on crossings, totally outside of our control.  
4 So we have to adjust to it, right? And so the City can't  
5 do it alone. The MPO can't do it alone. The County can't  
6 do it alone.

7           And so working with this committee over the  
8 last five years, we've done a lot of work with the group.

9           You know, we've had -- like I said, five years. We've  
10 only cancelled one meeting one month out of those five  
11 years, and that's when the Pope went to Juarez.

12           We just had to kind of -- it was on the same  
13 week. We had to. There was a lot of other issues,  
14 right -- security issues, things like that.

15           And so that just shows you how active our group  
16 is. Now, with the pandemic, now we have the meetings more  
17 often actually, perhaps every two weeks at times, as more  
18 events take place and unfold, and there's a requirement to  
19 coordinate.

20           And so anyway, so with the committee, we --  
21 what we've done is -- back in '15 we visited every single  
22 port of entry, not only on the El Paso side, but also on  
23 the Juarez side, for all three modes, walked it through,  
24 rode in a bus, and actually, we were in a truck.

25           To actually see the process step by step, all

1 the stops, all the checks, the checkpoints. The -- we  
2 crossed and mapped every single crossing both ways, both  
3 directions for all three modes. Looked at wait times.  
4 Looked at other issues, you know, anything from a sidewalk  
5 crack to major renovation opportunities for expansion at  
6 the ports of entry.

7 And so we did that, and we created like a  
8 capital public program for all these bridges. Came up  
9 with more than 100 ideas for improvements and programs and  
10 projects to modernize the facilities, to improve the wait  
11 times, to improve throughput. And so all this done with  
12 the stakeholders.

13 So it's not just a City plan. It's a regional  
14 plan, both El Paso and Juarez. And so that's a little  
15 background of what we've done. You see some pictures  
16 there on the slide. Go to the next slide, our site  
17 visits.

18 Go to the next slide. So here, we have -- what  
19 we submitted to you all for consideration for this Border  
20 Master Plan is essentially four lists of regional needs  
21 for El Paso and Juarez, and these lists were created with  
22 all these stakeholders.

23 You know, not all of them are here. There's  
24 more than 20 of them on the group, including private  
25 sector stakeholders, las maquiladoras, transportistas. We

1 have INDEX. We have custom brokers. There's a lot of  
2 involvement aside from just the governmental agencies, you  
3 know, the bridge users.

4 And so the four lists are essentially the city  
5 of El Paso -- you know, our CIP for bridges that is  
6 totally city-funded from revenue from the tolls from the  
7 bridges. We have the Bridges Steering Committee projects  
8 and programs.

9 There's two separate lists. All of those are  
10 created and generated from those work sessions that we've  
11 had over the last five years at these sites at each of the  
12 bridges. So, again, with input of the office of the CBP,  
13 from Aduana, from all the stakeholders.

14 The third list is a list of the needs that the  
15 State of Chihuahua and the City of Juarez created for the  
16 projects in Juarez alone, and again, many of those are  
17 binational as well. And so this list right now that we  
18 have -- I want to make sure that I mention this -- is a  
19 preliminary list.

20 They are still vetting those projects within  
21 each of the agencies and ministries within the State of  
22 Chihuahua and the City of Juarez. So expect some  
23 revisions in the next couple of days or weeks from us,  
24 from the crew.

25 And then the last list is a list that was

1 compiled by CBP and GSA for local needs, you know, what  
2 are the most high-priority, high-impact needs that they  
3 have right now? You know, a huge one that they have on  
4 the list, there's a BOTA expansion and modernization  
5 effort.

6 They underwent a feasibility study at BOTA.  
7 Over the last couple of years, they completed it. And  
8 that project total is \$500 million. A huge project to  
9 modernize the BOTA facility, CBP, to go along with I-10  
10 Connect and the improvements in the area.

11 And so again -- so that's the four lists. And  
12 so right now -- go to the next slide -- I want to just  
13 highlight some of those high-priority impact projects that  
14 we're working on right now with the City and all the  
15 stakeholders, that are active and are being funded.

16 So the first one is an ITS project at BOTA  
17 Ysleta to work with the other improvements along the Loop,  
18 along Winn Road, along I-10 Connect. And so this is a  
19 project that TxDOT and the City are leading, working with  
20 the other stakeholders, with CBP, with TTI, to make sure  
21 that the new devices are connected with the BCIS system we  
22 have in place with EPPD, and we have a stakeholder with  
23 the City of Juarez.

24 And so it's an ITS program. We've developed  
25 and finished the cut-outs for the infrastructure, to be

1 able to have a way to connect the new improvements and  
2 have all the agencies interact and access that the data in  
3 real time. You know, traffic feeds, internet devices,  
4 weight collection devices, cameras, that alert travelers,  
5 you know, help the public, you know, and incidents, things  
6 like that.

7 And so this one is right now underway. We are  
8 working, like I said, with TxDOT and all these  
9 stakeholders to get this project completed over the next  
10 couple of years. And again, also this is going to help us  
11 with our ITS system at the City and help us at the City to  
12 integrate with (speaking Spanish), which is our  
13 counterpart on the Mexican side for the three bridges.

14 You know, we want to make sure that we allow  
15 the chance for users to have just one tag, one account,  
16 and be able to have that tag be compatible with both the  
17 City comm system and the comiso system. Not only the tag  
18 itself, but also the traffic feeds, the wait time, uploads  
19 and devices, things like that.

20 We want to have those systems being compatible  
21 and integrated on both our systems, both our websites, to  
22 allow the public to access the information for all these  
23 border crossings before they get to the bridge, before  
24 they get stuck in the queue. So we go to the next slide.

25 The next one is essentially an ITS 2.0, to

1 complete the system city-wide. This is a future project  
2 that we want to pursue with the City and with all the  
3 stakeholders to add PDN, Paso del Norte, inside the  
4 bridges, to build off of the ITS improvement at BOTA and  
5 Zaragoza, but also include the downtown bridges, you know,  
6 which work as a system.

7 Right? There's substitutes of each other in  
8 many different ways throughout the day, and throughout,  
9 you know, different dynamics and events. And so again,  
10 similar concept. DMSs, CCTV cameras, weight collection  
11 devices, to complete the system in El Paso with ETI, with  
12 BCIS, to have both southbound and northbound wait time  
13 data, crossing data for vehicle and trucks, and  
14 pedestrians as well.

15 And again, this one is about 12, \$15 million  
16 for the downtown bridges alone. And again, it will  
17 complete the ITS program city-wide. And if you could go  
18 to the next slide?

19 Another project, this is a big one for us.  
20 Similar to like I said, at BOTA, we want to do this same  
21 to conduct a study and project at Zaragoza and Ysleta.  
22 You know, here on the right, you see the facilities that  
23 are owned by multiple agencies. In red is the City, and  
24 blue is CBP and -- or GSA, and then in yellow is DPS on  
25 the US side.



1           On the Mexican side, we have Aduana. That was  
2 with presence of Fideicomiso. And so again, this one is  
3 trying to build off of all these improvements that Eduardo  
4 already mentioned. You know, we have the Bridges of  
5 America, we have a lot of projects on the Loop.

6           We have the new investments that the City is  
7 making with TxDOT from the IPS at BOTA and Zaragoza, and  
8 also Fideicomiso is by now undergoing the same project,  
9 working on the same project with the ITS system, the  
10 [indiscernible] system as well.

11           And so there's been a lot of investment over  
12 the last few years. Today, you know, it continues. I  
13 want to also reconfigure the entire facility on the  
14 Mexican side for trucks. Just three years ago, they  
15 finished -- four years ago, they finished in 2016.

16           So again, we want to take that next step,  
17 conduct a study, look at the needs, look at what we need  
18 to upgrade as far as the layout, the infrastructure, the  
19 lanes, the facilities, you know, the FMCSA, all the  
20 pieces.

21           So this is one that we want to pursue, high  
22 priority for us to take Zaragoza to the next level and  
23 we've unveiled all these improvements that we've made  
24 already with the stakeholders in El Paso and Juarez at  
25 this port.

1           And you know, the City of Juarez and El Paso,  
2 they're both growing to the east. You know, we're  
3 landlocked in many ways in the other parts of the city,  
4 but to the east, there's a lot of opportunity; you know, a  
5 new investment.

6           And so Zaragoza and Ysleta-Zaragoza Port of  
7 Entry is one that we are kind of focused on for that  
8 expansion, and to be able to keep up with the growth. And  
9 the next slide. And this is my last. I'll be turning it  
10 over to TxDOT.

11           So this is a new program that we implemented in  
12 2019. I mentioned this a couple times in a few meetings.

13       It's a cross-border survey.

14           This is a program that the City is right now  
15 working on with Colegio de la Frontera Norte in Juarez and  
16 Tijuana to have a cross-border survey implemented on the  
17 Mexican side, interview pedestrians and people in vehicles  
18 as they cross into El Paso; not only Mexico residents, but  
19 also El Paso residents or U.S. residents, after they have  
20 gone to Juarez and they come back home.

21           So we have an entry survey for Mexican  
22 residents, and we have an exit survey for U.S. residents.

23       We actually are going to present the findings of this  
24 survey that we have right now at City Council next week on  
25 Tuesday. So you know, I'd be happy to brief you all on

1 the results at the next BTAC meeting, if there's time.

2 A really, really interesting project. It's not  
3 only just a one-time snapshot in time. It's a year-long  
4 project. We have interviewers -- I'll talk about that  
5 right now, you know, Monday through Sunday, 7:00 a.m. to  
6 11:00 p.m. at night, interviewing folks.

7 We have more than, you know, 10,000 surveys  
8 that we collected since October 2019 through the middle of  
9 March. So we have two solid orders of data that we have  
10 with this survey, talking about, you know, trip purpose,  
11 how much money they spent, where they went, origin,  
12 destination.

13 So there's a lot of information here that we  
14 don't have -- that we didn't have before, that doesn't  
15 exist, at least for a long period of time. Once COVID is  
16 over, there's a vaccine, the restrictions are lifted, you  
17 know, for international travel, we want to -- we're going  
18 to resume the project, hopefully, early next year. And  
19 then continue it, essentially in perpetuity, to always  
20 keep a pulse of what's happening at ports of entry,  
21 measure the economic impact of those crossings, not only  
22 for Juarez residents coming into El Paso, but also El  
23 Pasoans going to Juarez.

24 And so this is a really critical program for us  
25 to get information on what the region is experiencing at

1 the ports of entry. It will help us attract new flights  
2 to El Paso. It will help us attract businesses, retain  
3 business in El Paso.

4 So this is, again, critical for us, but I  
5 wanted to highlight today to you all that, you know, we  
6 can share with you the results at the next meeting,  
7 perhaps. And with that, I'll pass it over to TxDOT,  
8 Tomas.

9 Thank you.

10 MR. TREVINO: Thank you, David. For the  
11 record, Tomas Trevino, District Engineer, TxDOT-El Paso.  
12 I just wanted to make mention of our Presidio Port of  
13 Entry. We -- in February of this year, we concluded 162-  
14 mile corridor study for U.S. 67 that goes from Presidio to  
15 Fort Stockton.

16 This corridor study identified current and  
17 future needs for the 67 corridor. The port of entry at  
18 Presidio currently handles about 62 million tons of cargo  
19 a year with an economic value of about \$151 billion. This  
20 is projected to increase to 142 million tons of cargo,  
21 with an economic value of about \$390 billion by the year  
22 2045.

23 Currently, we are building another  
24 international bridge at the city of Presidio. We also  
25 have a project to rehabilitate 72 miles of the Pacifico

1 Railroad from Presidio to Paisano Junction. We have a  
2 couple of safety projects on the U.S. 67 corridor to  
3 install rumble strips and passing lanes from -- two  
4 passing lane sections from Marfa to Presidio.

5 Current needs are safety-related. Future  
6 needs, of course, will also be safety-related along the  
7 U.S. 67 corridor for additional passing lanes throughout  
8 the route, and operational improvements through the  
9 communities of Presidio, Marfa and Alpine, all in an  
10 effort to get goods and cargo to the I-10 corridor at Fort  
11 Stockton and potentially onto the I-20 corridor, using  
12 State Highway 285 from Fort Stockton to I-20.

13 With that, I want to be mindful of everybody's  
14 time. So I'm going to pass it back to Eduardo to close us  
15 out.

16 MR. CALVO: Thank you, Tomas. Yeah. Just a  
17 couple of things that I failed to mention, but when I  
18 talked about the four priority projects within the MPO  
19 region, the total of those four projects adds up to  
20 \$1.9 billion, of which 200 roughly has been funded.

21 So just on the three remaining priority  
22 projects, we are in \$1.7 billion, more or less, of need.  
23 That is the top priority projects. If you add all the  
24 other projects that are in the region, you know, our need  
25 is, you know, a lot more than that, and that's something

1 that, you know, obviously, we need to quantify.

2 Finally, I know that State Representative Lina  
3 Ortega is on the line, and I think, Lina, you wanted to  
4 make some comments. So --

5 REP. ORTEGA: Good morning. And thank you,  
6 Eduardo. I will be brief, because I know that there is a  
7 time crunch here. But I really appreciate the opportunity  
8 just to add a little bit more. As a State Representative,  
9 I serve on the El Paso MPO, and I am currently the vice  
10 chair of the Policy Board.

11 And I want to echo what has been said and what  
12 has been presented in great detail and explanation. This  
13 community has some very specific projects that you have  
14 heard that are driven not only by safety needs, but by  
15 border growth.

16 And what's also important is that these  
17 projects will also help with economic development, not  
18 only in this community, but the state of Texas. The top  
19 priority that's very important to El Paso and greatly  
20 benefits the state of Texas is I-10. And so I want to  
21 thank you all for allowing me to actually sit in and to  
22 listen and to learn from everything that this great  
23 Committee has been doing.

24 Thank you, Eduardo, and I pass it back to you.

25 MR. CALVO: Thank you very much,

1 Representative. I think that's it for us, Caroline, if  
2 you want to move on. Thank you.

3 MS. MAYS: Yes, yeah. Thank you,  
4 Representative. Thank you, Eduardo, David and Tomas, for  
5 the great presentation for El Paso region. I will just  
6 give maybe a few seconds. Anybody want to ask questions  
7 of our El Paso delegation on what they have presented, you  
8 know, before we move to Laredo?

9 I know there was some comments or questions in  
10 the chat box, and I think those have been answered. Any  
11 other questions for them?

12 MR. BARELA: I do. This is Jon Barela. Very  
13 quickly, Madame Secretary and Caroline and colleagues. I  
14 just want to echo all of the comments and thank our team  
15 in El Paso that has worked so hard on these transportation  
16 plans.

17 I tell you that we are seeing an enormous  
18 amount of reshoring opportunities from China, and [audio  
19 interference] in our region and [audio interference] this  
20 horrible background noise is. But we are seeing  
21 incredible growth and reshoring opportunities, nearshoring  
22 opportunities from China, primarily, in light of a variety  
23 of global issues.

24 So this is going to be a thing to really -- for  
25 all of us to watch. I know we all are doing that already.

1 But tremendous opportunity in this time of crisis for our  
2 state and in all of our border communities.

3 But again, I want to thank Eduardo and David  
4 and Tomas and certainly Representative Ortega for their  
5 leadership. It really supplements what we're doing in  
6 terms of our business relocation and expansion  
7 opportunities, and we're very excited about those  
8 opportunities here in the next year or so.

9 MS. MAYS: Yeah. Jon, thank you for those  
10 comments. You know, we really appreciate it. Again, any  
11 last questions or comments for El Paso?

12 (No response.)

13 SECRETARY HUGHES: Okay. Thank you. Terrific  
14 presentation. It was very helpful for us. I've been  
15 looking forward to these regional presentations.  
16 Appreciate the time that went into it, and Representative  
17 Ortega [audio interference] tangible numbers of projects.

18 It was very helpful to this work. So thank you  
19 for that effort and for that presentation and for your  
20 continued participation.

21 MR. CALVO: Okay. Thank you all.

22 MS. MAYS: Okay. Laredo? David, you're  
23 starting?

24 MR. SALAZAR: Yes, ma'am. Good morning,  
25 Caroline. Good morning, Secretary of State Hughes,



1 Commissioner Ryan and Commissioner New. We're going to  
2 take a different approach on our presentation.

3 I'm going to turn the floor over to opening  
4 comments from the Mayor of the city of Del Rio, Mayor  
5 Bruno; the Mayor of city of Eagle Pass, Mr. Sifuentes; of  
6 course, the Mayor of Laredo, Mayor Pete Saenz.

7 So I'm going to turn it over to them before we  
8 get to the presentation for opening comments, and then you  
9 can be able to hear from them once again, once we close  
10 the presentation, for closing comments. So Mayor Bruno,  
11 the floor is yours.

12 MAYOR LOZANO: Good morning, everybody. I'll  
13 try not to take up too much time. I just wanted to  
14 emphasize the importance of the Segment 3 portion of the  
15 Ports-to-Plains Feasibility Study. A lot of that  
16 information has been collected by -- from TxDOT and  
17 presented at the Advisory Committee.

18 So, many of the high-priority projects that  
19 were listed include relief routes around Del Rio, Eagle  
20 Pass and other communities between Eagle Pass and Laredo.

21 I know that Laredo and Eagle Pass are also in the works  
22 of establishing another relief route directly from the  
23 World Trade Bridge, and I'll let those mayors talk on that  
24 project.

25 Also, something that I want to emphasize as far

1 as another project that's outside of the Ports-to-Plains  
2 Feasibility Study is the expansion of Highway 90 between  
3 Uvalde and Del Rio. It's currently a two-lane highway,  
4 and with the increased traffic coming to Del Rio north to  
5 the Permian Basin area for energy, it's become one of the  
6 highest priorities also for east and westbound traffic  
7 between Del Rio and San Antonio.

8 So although it's not going to be in Mr.  
9 Salazar's presentation, that's something that I did advise  
10 the recruiter regarding project prioritization. So that  
11 pretty much sums up in general what I wanted to emphasize,  
12 the Ports-to-Plains projects and the Highway 90 eastbound  
13 from Del Rio to Eagle Pass expansion project to a four-  
14 lane, divided highway.

15 And I'll give the floor to Mayor Sifuentes of  
16 Eagle Pass.

17 (Pause.)

18 MR. SALAZAR: I believe the Mayor is having  
19 issues trying to get on to voice his remarks. One --

20 MAYOR SIFUENTES: I'm on, David.

21 MR. SALAZAR: -- oh, there you are. I'm sorry,  
22 Mayor. Go ahead, sir.

23 MAYOR SIFUENTES: Sorry, sorry. I got  
24 interrupted right as you were calling. Hello, thanks,  
25 David. Great meeting going on. Great to be a part of it.

1 First one, so a lot of information I'm trying to soak in.  
2 It's more than I've been listening to.

3 But we've had great conversations with TxDOT,  
4 the Laredo district, David Salazar and his staff. We  
5 meet. We have phone conferences every other week and we  
6 address issues.

7 And we're looking for expansions to our bridge  
8 system, especially Camino Real, the entry and the exit, in  
9 and out of the port. And also -- looking also down the  
10 road to expand the bridge to add more lanes. And those  
11 are discussions we're having with them and thoughts we're  
12 thinking of to try to improve our mobility here.

13 And in discussions with Gerry and Dennis a  
14 couple days ago, you know, we're looking to also keep  
15 pushing that 1021 expansion to finish that road to help  
16 expedite I-27 also, the Ports-to-Plains. So just a few  
17 things going on, and we're in constant communication with  
18 David.

19 So we really appreciate that, David. You know,  
20 it's always difficult taking on a new transition, and  
21 you've been there, like, a year now, and I can say that  
22 we've had great relationships, and we continue to have  
23 those -- that working relationship to make improvements on  
24 our corridors.

25 Thank you to all.

1 (Pause.)

2 SECRETARY HUGHS: David, you're muted.

3 MAYOR SAENZ: David?

4 MR. SALAZAR: Yes, sir, Mayor. Go ahead.

5 MAYOR SAENZ: Okay. Thank you. Yeah. Thank  
6 you. Can you all hear me okay?

7 MR. SALAZAR: Yes, sir.

8 SECRETARY HUGHS: Yes.

9 MAYOR SAENZ: Wonderful. Thank you. Madame  
10 Secretary, thank you for having us, and of course, the  
11 Commissioners Ryan and New, we appreciate all the help and  
12 assistance. You both in particular, but the other  
13 Commissioners as well, and of course, Caroline, and the  
14 entire TxDOT team that's behind all of this as well.

15 And of course, all the members, thank you for  
16 having us. And I know we're running short on time, and  
17 I'll be brief as well. We're very fortunate to have David  
18 Salazar as our District Engineer here in the Laredo  
19 district.

20 We have multiple projects moving on. As y'all  
21 can imagine, if y'all visualize Port of Laredo, the city  
22 of Laredo, we have I-35 run through the middle, which is  
23 really the aorta for our country, and I guess one of the  
24 primary aortas. We have I-59 going east and now  
25 Ports-to-Plains, which we're trying to expand and very

1 much in favor of.

2 So we have multiple projects here on I-35. We  
3 need to expand those and alleviate the traffic that we  
4 have there too, but of course, we have our two major  
5 bridges, one in particular, the World Trade Bridge, on  
6 1472.

7 We want to alleviate congestion there, and I  
8 think Mayor Bruno, you know, mentioned this. It would be  
9 great to have that relief -- the alternative relief route  
10 extending 1472, which is the Mines Road. We call it the  
11 Mines Road to Eagle Pass and Del Rio as part of the  
12 Ports-to-Plains project.

13 And I know it's being considered, and I believe  
14 it's moving forward as well. We have -- thank you so much  
15 to the Commissioners also on the monies that were sent  
16 last year. This -- that should complete that section of  
17 Loop 20 which will be converted to I-69 from International  
18 Boulevard down to U.S. 59, and that will be, you know, to  
19 interstate standards, obviously.

20 But we also need to complete that Loop 20 from  
21 that portion all the way south to connect to U.S. 83,  
22 which is Zapata Highway. So we need to have at least one  
23 complete loop, and that's something that we've been  
24 emphasizing as a community as well.

25 And of course, the outer loop alignment is also

1 very, very important for future development as well. And  
2 then we have the -- you know, the inner city that connects  
3 to our two bridges, commercial bridges, and to alleviate  
4 traffic within that area. And that's the Hachar-  
5 Reutlinger beltway which parallels I-35 on the west, and  
6 it connects to I-35 eventually at the nine-, 10-mile  
7 marker of I-35.

8           And then we have a master plan, a bridge master  
9 plan, that we've been working on, because we've got these  
10 commercial bridges, and we have two other bridges in the  
11 downtown area. But of course, as we've seen from the data  
12 presented, the numbers are just going to be exacerbated,  
13 so we need that fortified bridge on the south.

14           We need to know exactly how that's going to tie  
15 into the outer loop, and of course, the World Trade  
16 Bridge, the degree of expansion that may be required. And  
17 then we need to still emphasize the Colombia Bridge, which  
18 is underutilized.

19           And we need our Mexican counterparts also to do  
20 their part on the Mexican side to make that bridge, you  
21 know, even more viable. You know, it's important now, but  
22 it could be even more viable in the future.

23           With that, I thank you for listening. David  
24 Salazar, the engineer, will highlight these projects, or  
25 at least some of them. This would give you a pretty good

1 idea as to what's happening here in Laredo.

2 Thank you very much, Madame Secretary, and  
3 we'll take any questions later. Thank you.

4 SECRETARY HUGHES: Thank you, Mayor. It's good  
5 to see you.

6 MR. SALAZAR: Thank you, Mayor Saenz, and Mayor  
7 Sifuentes, and Mayor Lozano. You made it a lot easier for  
8 me. I'll just get to throw up the maps. So great job.

9 So where is Laredo? So let's look at it. So  
10 Laredo is one of the major ports of entry for the U.S.  
11 right now and, I like to think, where the magic begins for  
12 IH-35.

13 Looking at our geographical location within the  
14 state of Texas, there's three -- it's a three-pronged  
15 solution for our mobility issues and congestion issues in  
16 the Laredo district, the first and foremost being the I-35  
17 corridor. The other one would be the I-59/I-69 initiative  
18 headed east out of Laredo towards Houston and the ports.  
19 And of course, our Ports-to-Plains, which will run west of  
20 Laredo towards Del Rio and Eagle Pass, and continue up to  
21 the Panhandle of Texas, which is Interstate 27.

22 So we have three major freight corridors in our  
23 district that we are collaborating, working with our  
24 officials, our government, local governments, to try to  
25 bring some projects to alleviate some of the congestion

1 that we're seeing, as it comes into Laredo. So if you can  
2 move on to the next slide please?

3 I'm going to discuss some projects that have  
4 happened, some that are happening, and some that we hope  
5 to happen in the future. Next slide, please. So this  
6 project was just completed, U.S. 59, IH-35 - maintenance  
7 of Union Pacific and 35.

8 The importance of this project was that it  
9 comes from World Trade Bridge heading east on 69 towards  
10 Houston and 35. What this project did was, it eliminated  
11 an at-grade crossing, hence removing the dreaded red light  
12 that never seems to change on time.

13 So now vehicles coming out of World Trade  
14 Bridge, which is one of our busiest ports, can directly  
15 fly over 35 and get on 35 without coming to a complete  
16 halt, thus alleviating congestion coming over World Trade  
17 Bridge No. 4.

18 This project was recently completed at a cost  
19 of 26.5 million. It is part of the I-69 initiative. Next  
20 slide, please. Next slide.

21 And these projects are currently under  
22 construction. Again, this project was set in June 20 of  
23 this year. It's a \$115 million project.

24 What this project does, it also alleviates the  
25 mobility and congestion that's being addressed at the



1 World Trade Bridge as traffic is coming across. Again,  
2 the biggest land port, averaging about 10,000 trucks a day  
3 crossing at World Trade Bridge.

4 So what this project is going to allow them to  
5 do is, basically, come on out east of the bridge towards  
6 35 and continue up north and south. And it's going to  
7 alleviate traffic on the I-35 corridor where it's going to  
8 cross at that point.

9 We're really excited about this project. We're  
10 looking to get it started here before the end of the year,  
11 so we're really happy with this project. Again, it's  
12 something that we have planned for years to address the  
13 mobility and congestion issues of the World Trade Bridge 4  
14 facility.

15 Next slide, please. This project let in August  
16 2020 of this year. It's a \$14 million project. And  
17 again, it's addressing the congestion at the World Trade  
18 Bridge crossing.

19 This is going to take the current I-69 bridge,  
20 widen out to six lanes in each direction. It is going to  
21 allow for more traffic to flow through between the World  
22 Trade Bridge and towards the destination of 35 or 59.

23 As you can see by the bottom-half corner of  
24 that slide, World Trade Bridge is our busiest bridge,  
25 averaging peaks of about 13,000 ADT a day at some points,

1 trucks crossing our bridge. So you can imagine what that  
2 does to an intersection such as 35 and 69.

3 So this project, we're hoping, will alleviate a  
4 lot of that congestion that we've seen at this point.  
5 Something to point out. North of the I-69 project that's  
6 highlighted in yellow, you will see Farm-to-Market Road  
7 1472. The Mayor refers to it as Mines Road. That is  
8 basically at the northern portion of Laredo in a warehouse  
9 district.

10 On the other side of that, you see IH-35, which  
11 heads up towards San Antonio. Something interesting here  
12 is that Interstate 35 is currently carrying 55,000 average  
13 daily -- vehicles per day, with 44 percent trucks, in  
14 comparison to Farm-to-Market 1472 that is carrying 16,080  
15 average daily vehicles, with 60 percent trucks.

16 So you can see the dilemma that we have in this  
17 region. And then a little bit further on in the  
18 presentation, I will present some solutions that we're  
19 presenting and some solutions that are happening now to  
20 help alleviate some of that congestion, basically, in the  
21 warehouse district of Laredo on the northern side of I-69.

22 Next slide. Something else that we are --  
23 happening with the Ports-to-Plains corridor, and a project  
24 that is of great importance to us, is the connection  
25 between the city of Del Rio and the city of Eagle Pass on

1 U.S. 277.

2 This is the proposed route for the proposed  
3 Ports-to-Plains route. We are taking this two-lane  
4 highway and we're making it passing lanes there. We'll  
5 consider a super two-way, where we can have passing lanes.

6 So we are currently working on this project.  
7 It is under construction, and it's closely nearing  
8 completion. But again, this is part of the initiative to  
9 alleviate the traffic that matches in line with the  
10 directives of the Ports-to-Plains initiative.

11 Next slide, please. This is the city of Eagle  
12 Pass. As you approach it, another route that is directly  
13 connected to the Ports-to-Plains is the widening of U.S.  
14 277.

15 It is near completion right now. It connects  
16 to the vital port of entry of the city of Eagle Pass, as  
17 well as the new 480 that passes around the city of Eagle  
18 Pass. So this project is also near completion.

19 We also have a local effort, in working with  
20 conjunction through a kind of funding options with the  
21 City of Eagle Pass, and that was the completion of upgrade  
22 intersection on U.S. 277, U.S. 57 intersection. U.S. 57  
23 is a vital port for -- it's a vital route between Eagle  
24 Pass and the city of San Antonio. So this is a good  
25 effort with collaborative funding that we were able to

1 complete, with the assistance of the City of Eagle Pass.

2 Next slide. This is also some of our current  
3 projects with our current funding that we were able to  
4 work hand in hand with the elected officials and the city  
5 folks of the City of Del Rio and the County of Valverde  
6 and Del Rio. And this is their major port of entry,  
7 Bridge 1, for the City of Del Rio, basically, where their  
8 large warehouse district is.

9 So these projects, in a total of about  
10 \$10 million, would help alleviate some of the traffic that  
11 they're seeing in their warehouse districts. And this is  
12 a great joint venture again with the City of Del Rio and  
13 the County of Valverde. That are -- some are completed  
14 and some are just going to be under construction.

15 Next slide. Next slide. So these are some  
16 upcoming projects that we have planned in the future for  
17 the Laredo district, and again, this is the I-35 corridor.

18 We mentioned the direct connections at the  
19 intersection of 69 and 35 at the World Trade Bridge. So  
20 we have a project considered for direct traffic three and  
21 that's going to let September 24.

22 This project is completely funded. What this  
23 is going to do: it's going to allow traffic heading on  
24 Loop 20 to head south, direct to 35. And it's also going  
25 to allow traffic headed from World Trade Bridge to head

1 south on 35, thus again eliminating an at-grade  
2 intersection. So it will help the flow of traffic coming  
3 out of the World Trade Bridge.

4 There is also a bridge re-pavement and widening  
5 of IH-35 at Uniroyal Interchange in northern in Laredo.  
6 This is where the growth of Laredo is headed to when it  
7 comes to the warehousing district. We've seen major  
8 growth there, so this project is going to help alleviate  
9 the congestion that we're seeing on 35 now.

10 And the other project that we have is a bridge  
11 re-pavement at Milepost 18. The importance of this  
12 project is that it's going to take 35 to six lanes in each  
13 direction. But more important, this is a future Ports-to-  
14 Plains route -- proposed route of 35 to 83, that will  
15 eventually head up to Del Rio.

16 So we have a plan. We have plans to widen 35  
17 and do a flyover, so traffic will not have an at-grade  
18 crossing, and continue on up to Carrizo Springs, Eagle  
19 Pass and Del Rio. Total construction costs for these  
20 projects are in the amount of \$220 million.

21 Again, a major corridor for Laredo, IH-35. So  
22 you can see the effort that would be put into 35 to help  
23 alleviate that. Next slide, please.

24 And again, on U.S. 69 in Laredo, this is within  
25 the city limits of the city of Laredo. On the northwest

1 portion, you'll see where World Trade Bridge comes in to  
2 69. This is going to be the expansion of the current loop  
3 onto I-69 standards, interstate standards.

4 It's going to encompass five interchanges, with  
5 six lanes of traffic in each direction with frontage  
6 roads, again, alleviating traffic coming out of World  
7 Trade Bridge, down to 59, through I-69. That way routing  
8 traffic out of the World Trade Bridge directly towards  
9 Houston district and the third prong of our major  
10 corridors within the Laredo district.

11 Total construction costs for these projects is  
12 in the \$200 million range, with three interchanges  
13 scheduled to let in 2022 and the remaining two scheduled  
14 to let in 2024. Next slide, please.

15 These are additional roadways that we have  
16 funded out of Laredo, and this is the extension of 359.  
17 The importance of the 359 project, on the bottom,  
18 righthand corner highlighted in red there, is while we've  
19 seen growth in Laredo towards the north, when it comes to  
20 warehousing and economic development for businesses, the  
21 majority of the residents of the city of Laredo are seeing  
22 neighborhoods pop up on the 359 portion. And that's since  
23 the folks are traveling from 359 to come to work in the  
24 northern parts of Laredo.

25 So what this 359 widening is going to do, it's

1 going to take it out to four lanes, divided highway, two  
2 miles out. But this is going to -- it's more of a safety  
3 concern for us because of the population growth that we're  
4 seeing in housing in this situation.

5 We are expanding that roadway, again, and it's  
6 going to tie into the outer -- both the outer loop.  
7 Basically, what was happening with this location here is  
8 that we're seeing that a lot of those folks are traveling  
9 north. So we're hoping to alleviate some of that  
10 congestion by the proposed outer loop and loop to 69  
11 project.

12 Another project that has not been funded right  
13 now, that we are working on, is the I-35 Carrier and Tres  
14 Equis Bridge in the northern portion of Laredo. Again,  
15 that is to alleviate some of the traffic in the northern  
16 portion of our warehouse districts to help them widen out  
17 those bridge crossings.

18 And the other one will be Milepost 20 at the  
19 Border Patrol inspection checkpoint, where we are widening  
20 to six lanes of traffic, with a proposed plan to take 35  
21 from the city limits of Laredo up into the San Antonio  
22 district two counties away, with six lanes of traffic all  
23 the way through. Next slide, please.

24 Here's some things that are happening that the  
25 Mayor alluded to, which was the outer loop, that currently

1 is estimated construction costs of \$418 million dollars.  
2 We currently have a feasibility study, schematic  
3 environmental study. It is funded.

4 We do not have right-of-way construction funded  
5 for it. But the importance of this bridge, if you notice  
6 on the south side, is that we have the proposed future  
7 Bridge 5 that we've been in talks with our counterparts in  
8 Mexico.

9 This is an alternate route, again, for traffic  
10 that is coming into Nuevo Laredo, to take this outer loop  
11 and then to head up north towards that San Antonio or take  
12 the outer loop and head out east towards Houston. But  
13 again, I think this loop is going to service where we're  
14 seeing a lot of the housing development south of Laredo,  
15 and tied into where folks are going to work on a daily  
16 basis, which is the northern part of Laredo.

17 Total construction costs for this is \$418  
18 million. The importance of this, again, is to tie into  
19 the proposed Bridge 5 south of Laredo. Next slide,  
20 please.

21 Currently, this is something that we are  
22 looking to, that Mayor Saenz alluded to, which is the  
23 continuation of Loop 20, which is 59-I-69 south towards  
24 the proposed Bridge 5. We're currently under study --  
25 studying this project right now, again, to alleviate some



1 of the traffic that we're seeing on the U.S. 83 route and  
2 help with the congestion issue of getting people from the  
3 south to the northern portions, so they can get to their  
4 work areas.

5 Next slide. This -- these are projects that  
6 are not funded, that are happening throughout out the city  
7 of Laredo, again, to alleviate the traffic on the Mines  
8 Road, F.M. 1472 to 35. And that is the upgrade of 3338,  
9 which runs from Colombia Toll Road to 1472.

10 It is an alternative route, a relief route.  
11 And we are proposing a five-lane highway on that to  
12 alleviate that congestion off the Mines Road to 35.

13 We're also proposing an 83 upgrade, which is  
14 from 35 toward Carrizo, with a four-lane divided. Again,  
15 this route is part of the Ports-to-Plains, so we want to  
16 go ahead and jump on it and start planning that.

17 The other project that we have is, again, the  
18 U.S. 59-I-69 route towards Houston that we're currently  
19 working. That funding we're currently looking at. Next  
20 slide, please.

21 This project is in the city of Eagle Pass. It  
22 has been designed and waiting. Environmental has been  
23 cleared. Right of way has been acquired. This is about a  
24 \$97 million construction project.

25 It will, in essence, bring the Loop 480 in

1 Eagle Pass to closure. It is the last leg of that loop.  
2 In essence, folks will be coming in from 277 and be able  
3 to head to Del Rio.

4 The importance of this project: it is on the  
5 Ports-to-Plains route as well. So we're hoping to get  
6 funding for it soon. Next slide, please.

7 This is something that we're very proud of.  
8 This again, if you can recall, the Mines Road, 1472, that  
9 had the large amount of traffic, [indiscernible] and 35.  
10 This is a project that's coming to fruition, working with  
11 the RMA and local city officials with an estimated cost of  
12 \$22 million.

13 We've been trying to get the funding. This is  
14 a great project. It is a relief route for 1472/35,  
15 currently under construction, with RMA and the City of  
16 Laredo.

17 Next slide. This project here is something  
18 that we're very proud of. It's called -- it is Hachar-  
19 Reuthinger Parkway, and this project is again tying in  
20 Mines Road to 35, alleviating a lot of the traffic from  
21 the housing districts, and heading out to 35.

22 But more important, it will connect -- where  
23 we're seeing a lot of the development right now on 35 when  
24 it comes to warehousing and on Mines Road, and know that  
25 in the future, once we open this roadway, it will

1 alleviate a lot of that 16,000 ADT off from Mines Road to  
2 help alleviate that congestion, and get them in and out of  
3 the ports toward the northern portion of the state,  
4 without having to come to the city limits of Laredo, thus  
5 reducing congestion at that point.

6 This is a 68.5 million project. What we're  
7 most proud of is that we are collaborating with the County  
8 of Webb and the City of Eagle Pass in a joint venture to  
9 come -- to bring this project which is scheduled to let in  
10 August '24, I believe.

11 Next, please. Ah, that was quicker than I  
12 thought. I kind of rushed through it. I know that  
13 everybody is edgy to get going with the next presentation  
14 from the Pharr district. I'll open it up for any  
15 questions at this time.

16 (No response.)

17 MR. SALAZAR: And if not, I would like to turn  
18 it over to the mayors, if they have any closing comments  
19 that they'd like to bring to the table before we turn the  
20 presentation over.

21 MAYOR SIFUENTES: David, if I may? Luis  
22 Sifuentes.

23 MR. SALAZAR: Yes, sir.

24 MAYOR SIFUENTES: Yeah. Just one thing that  
25 we've been discussing here in our community, and I don't

1 know if we can reach out to the government. But they're  
2 going to spend \$75 million tearing down a fence, a border  
3 fence, to replace it with a somewhat uglier fence.

4 I mean, the fence we have right now is actually  
5 nice. And I just wondered if there's anything that we can  
6 do collaboratively to address our federal government in  
7 maybe allocating those resources to some of these projects  
8 that we're looking at.

9 And when I mentioned 1021 expansion, that is  
10 Old Mines Road over here. In our part, it's called 1021.

11 So very important. And also, I forgot to mention --  
12 also, the completion of our Loop 480 is another major  
13 thing that we've been discussing.

14 So hopefully, we can work on that. But more  
15 importantly, there's a lot of money the government's using  
16 right now, or proposing, especially in our area, that's  
17 going to start pretty soon, that -- complete removal of a  
18 fence to replace it with another fence, for a cost of 75  
19 million, at least what we hear for now.

20 So monies that we could use for better  
21 purposes.

22 MR. SALAZAR: Thank you, Mayor. I appreciate  
23 your comments, and for reminding once again to mention the  
24 Loop 480 project. But again, thank you for your comments.  
25 I do appreciate that.

1 Mayor Saenz, any closing remarks?

2 MAYOR SAENZ: Yes. From my end, thank you very  
3 much for that presentation, David, and thank you all for  
4 having us as well, and allowing us the opportunity of  
5 highlighting our projects. And again, thank you, Madame  
6 Secretary, and to all concerned.

7 Appreciate it.

8 MR. SALAZAR: Mayor Lozano?

9 MAYOR LOZANO: Yes. I just want to reiterate  
10 what my other colleagues have said. I just want to thank  
11 TxDOT for their involvement in including our communities  
12 for this master plan, and I just want to thank everybody  
13 that's participating today.

14 Thank you so much.

15 MR. SALAZAR: Thank you. Caroline, I believe  
16 that is all that we have. I tried to be brief. I'll turn  
17 it over to you.

18 MS. MAYS: No. Thank you, David. Thank you,  
19 Mayor Saenz, Mayor Lozano, and Mayor Sifuentes. We really  
20 appreciate it. I know we're running short on time, but I  
21 want to, you know -- again, the focus is really to hear  
22 from the regions.

23 So this is important. Any questions from the  
24 other Committee members, other regions, for the Laredo  
25 delegation, before we move on?

1 (No response.)

2 MS. MAYS: Okay.

3 SECRETARY HUGHS: Caroline, while we wait for  
4 [audio skip], I do also want to thank the mayors. I want  
5 to thank David for that excellent presentation, and to the  
6 extent that we can be of any assistance with the federal  
7 government, I would highly encourage, if we could -- David  
8 Zapata is on the call. And he works personally with me in  
9 making sure that we advise the Governor's Office and the  
10 State and federal relations, and the individual they have  
11 working there in D.C.

12 He's constantly in communications in terms of  
13 Texas's interests or things that we are dealing with. And  
14 happy to try to convey a message if that is helpful. If  
15 you want to commit that to writing or send us an email, we  
16 can follow up with you afterwards and see if we can be of  
17 assistance in that area.

18 Thank you.

19 MR. ZAPATA: Secretary, Caroline, this is David  
20 Zapata. Just to follow up to that, I'll make sure to  
21 follow up with everyone that's spoken today to see what  
22 else we can do and to brief the Secretary about it to keep  
23 her updated as well.

24 MS. MAYS: Okay. Yeah. Thank you. And just  
25 before the border RGV region, there's questions about the

1 presentations, including the Border Master Plan  
2 presentation. We're going to package all of this and send  
3 it to everybody today.

4 So unfortunately, we didn't have all of it to  
5 be able to send out, but I will send every single  
6 presentation you're seeing here -- we'll send it later.  
7 So I just want to let everybody know.

8 So with that, Pete and Andrew and Sam, you take  
9 us to South Texas Rio Grande.

10 MR. VALE: We'll start with Pete.

11 MS. MAYS: Okay.

12 MR. ALVAREZ: Thank you, Sam. I put a note on  
13 the chart, if you could please -- the order was reversed  
14 here. The Pharr district will be presenting first. Then  
15 it will be the MPO, and we'll end with Starr County. Then  
16 open it up for questions.

17 So if you don't mind, please go to the long-  
18 range plan slide. Thank you. Appreciate that. So I do  
19 want to start off -- bear with me while I look at my notes  
20 here -- start off by saying, thank you to Secretary Hughs,  
21 Commissioners Laura Ryan and Alvin New, and the TxDOT  
22 administration, for allowing us an opportunity to present.

23 You all play a huge role in basically  
24 supporting BTAC in identifying the needs for the three  
25 border districts. We recognize the importance of freight

1 and trade, and you do too, but it starts here in -- along  
2 the border. Then it goes into Texas, and also moving to  
3 the rest of the nation.

4 So we are very blessed to be given an  
5 opportunity here in the RGV to have had some funding made  
6 available to us. And we will continue to work on major  
7 corridors, and our goal is to basically have projects  
8 shovel-ready. And we're now allowing the TxDOT  
9 Commission, TxDOT administration, an opportunity to [audio  
10 skip], should that funding become available, for you to  
11 select some of the projects in our region.

12 That will not only help our region, it will  
13 help the state of Texas as a whole. Obviously, we are  
14 responsible -- it's not just for highways. We are also  
15 responsible for waterways, railways and air.

16 And we will work -- continue to work with all  
17 of our partners to ensure that deep South Texas, here at  
18 the RGV in deep South Texas, we can basically provide the  
19 infrastructure that's needed. We are on the front lines  
20 here between Mexico and Texas.

21 It's very difficult to see in this particular  
22 map, but there are a whole bunch of little yellow dots  
23 along the river. Those are 14 ports of entry. And these  
24 ports of entry, obviously -- we don't have, for example, a  
25 World Trade Bridge, like in Laredo.



1           But we have multiple bridges that all serve a  
2 purpose to connect the northern part of Tamaulipas to the  
3 state of Texas. We want to recognize -- we have -- this  
4 is a great opportunity for us to work with all of our  
5 partners, whether it's the RGV MPO, the two RMAs, the  
6 water ports, rail companies, obviously, cities and  
7 counties -- we're all in it together.

8           Whether the projects are on-system or off-  
9 system, we are all working in partnership to ensure that  
10 the -- we identify, we plan, we develop, and ultimately  
11 construct the infrastructure that's needed for our great  
12 RGV.

13           A couple of things to note that may be  
14 interesting to the group. Some of you already know these  
15 facts, but we have approximately 1.5 million people here  
16 in the RGV. We have approximately one million in Hidalgo  
17 County, another 500,000 or so in Cameron County, and then  
18 the rest of the district.

19           But 1.5 million people in our region does  
20 present some challenges. I know that here recently with  
21 COVID, we don't have as much interaction, if you will, so  
22 the cross-commuter traffic. But on the southern side of  
23 the river, if you will, in the north side of Matamoros and  
24 communities in between, there's another 2.5 million people  
25 that's estimated.

1           So the entire region as a whole, that's  
2 separated but connected by the Rio Grande river, is  
3 approximately 4 million people. That does present some  
4 major challenges for us. Mainly, the area that is south  
5 of Interstate 2 -- I mean, I don't have the control of the  
6 mouse here, but Interstate 2 is the red line that runs  
7 east and west there.

8           South of that area, that's where our trade  
9 zones are at, multiple communities, Mission, McAllen,  
10 Pharr, along with -- all the way down to Brownsville.  
11 There's a lot of trade zones, and these trade zones  
12 basically receive, if you will, and/or export cargo into  
13 and from Mexico.

14           The challenge for us is, how do we get the  
15 traffic from the ports of entries to the interstate? So  
16 we have been working with our partners to identify these  
17 opportunities.

18           We look at, for example, the -- there are many  
19 F.M. roadways. F.M. 2061, Jackson Road, in the McAllen-  
20 Pharr area, is one example; F.M. 2557 to San Juan; F.M.  
21 509, south of Harlingen, into Los Indios.

22           These roadways are F.M. roadways that were  
23 basically not built to handle the overweight traffic, and  
24 we do have a couple of overweight corridors in our region,  
25 both in Hidalgo and in Cameron County. But these F.M.

1 roadways were basically farm-to-market roads back in the  
2 day.

3 But today, they're serving as basically city  
4 streets. And what we are having issues and concerns with  
5 is the intermixing, if you will, of commercial vehicular  
6 traffic with the regular traffic.

7 And so as an example, there on F.M. 2061, there  
8 are three schools that are within that F.M. roadway  
9 corridor to get to the interstate. Same thing can be said  
10 on F.M. 2557, F.M. 907 in the Alamo area, where you have  
11 multiple schools intermixing, if you will, traffic with  
12 heavy commercial traffic.

13 So we will take a look at the long-range plans  
14 for the Pharr district. We're very proud of this map. In  
15 fact, we're in the process of updating it now that the  
16 2021 UTP has been approved last month, in the month of  
17 August.

18 We're going to be in the process of updating  
19 this map to adequately reflect which projects have funding  
20 and which projects are lacking funding. And we will get  
21 that out to everyone, probably in the latter part of  
22 September, once the map has been updated.

23 I do want to recognize that we have several  
24 projects in construction. You know, two years ago our  
25 construction budget was right around 500 million. Today,

1 we are right at one billion dollars of total construction.

2 We're very proud of that, because that  
3 basically says that here in the Pharr district, working  
4 with all of our partners, we're trying to build that  
5 infrastructure. Is one billion dollars in construction  
6 enough? Not in my opinion.

7 I'm a little concerned that our population is  
8 expected to double by 2040. We have to build the adequate  
9 infrastructure to be able to handle a population of  
10 approximately 3 million people in 20 to 30 years. So  
11 that's going to be a little bit of a challenge for us. We  
12 will continue to work in partnership with our local  
13 elected officials and the leaders of the community to  
14 ensure that we're doing the right thing.

15 I do want to also emphasize the importance of  
16 north-south, which is, if you look at Kenedy County and  
17 Brooks County, that's Interstate -- future Interstate I-  
18 69E and I-69C, or U.S. 37 and U.S. 281. Those are major  
19 corridors that lead in and out of the RGV.

20 But also very important to us is the connection  
21 to Laredo, and that is U.S. 83, with the communities of  
22 Starr and Zapata County and up into Webb County and  
23 Laredo. We need to make sure that these major arteries,  
24 if you will, continue to be developed to ensure the  
25 movement of people and goods.

1           So north-south corridors are really, really  
2 important. But we think that one of the challenges that  
3 we're going to be facing is the opportunity to travel east  
4 and west. I mentioned earlier that we have 14 ports of  
5 entry.

6           South of I-2 -- I'm not sure if you all can see  
7 it, but U.S. 281 Military, that blue line that runs east  
8 and west on the river, that's going to play a major role.

9           We're starting a feasibility study for that roadway to go  
10 to a four-lane, divided highway, and include, if you will,  
11 that mobility along the river in connecting all these  
12 trade zones, if you will, from Hidalgo into Cameron  
13 County.

14           Let's not forget about Starr County. They play  
15 a huge role over there, and Sam will presenting projects  
16 in Starr County in a little while. But it's really,  
17 really important that we have that east-west mobility to  
18 ensure that that happens.

19           Real quickly, we are working with Hidalgo  
20 County RMA. There's a project in green, south of Pharr  
21 there, that's called the 365 Tollway. That project  
22 scheduled to let in 2021. The importance of that project  
23 is it provides an overweight corridor to be able to get  
24 the commercial trucks to be able to utilize and separate  
25 that from regular vehicular traffic.

1           The challenge for us is going to be the next  
2 project, which is the IBTC. The IBTC is that blue project  
3 just east of Toll 365. International Bridge and Trade  
4 Corridor.

5           That project is the one that will provide  
6 direct north-south connectivity to the interstate. Once  
7 the traffic is on the interstate, they'll be free to go  
8 and -- if you will, through the community. So we're  
9 looking forward to working with Hidalgo RMA to make that  
10 happen.

11           Moving over to Cameron County, we have the U.S.  
12 281 connector, and that is a project in blue there on the  
13 far-east side. That U.S. 281 connector basically will  
14 connect U.S. 281 Military to I-69E, and that is a direct  
15 line, if you will, into the Port of Brownsville, off State  
16 Highway 550, also known as Interstate 169. And so it's  
17 really, really important that we have that connectivity,  
18 if you will.

19           And at the very tip of Texas, down there in  
20 Brownsville, we have a project called East Loop. East  
21 Loop will connect the Port of Brownsville to the  
22 international bridges there in Brownsville, leading into  
23 Matamoros. These projects are all very, very important to  
24 ensure that we have that connectivity on the south side of  
25 Interstate 2 and I-69E.

1           Lastly, I do want to emphasize the importance  
2 of the I-69 connector. I-69 connector will connect I-  
3 69C/281 to I-69E/U.S. 77. And the goal here is to provide  
4 once again an opportunity to separate vehicular traffic  
5 from commercial-type traffic and allow alternatives to be  
6 able to move east-west and north and south through our  
7 area.

8           We look forward to developing these projects in  
9 conjunction with our partners. We will continue to have  
10 that goal, to have them shovel-ready. Once again, it is  
11 an opportunity for TxDOT Commission and TxDOT  
12 administration, for funding considerations for the future.

13           I believe the way we're set up is, we'll be  
14 making the presentations, and then we will take questions  
15 at the end of the presentation. So with that, I am going  
16 to pause, and I think we're going to go to Andrew Canon  
17 next.

18           He'll be presenting on behalf on the RGV MPO.  
19 Andrew is the Executive Director for the MPO. So with  
20 that, I will pass it on to Andrew.

21           Andrew?

22           MR. CANON: Thank you, Pete. Good morning,  
23 everyone. Yes. We appreciate the opportunity to give you  
24 a perspective of how everything is in the Rio Grande  
25 Valley. And we want to thank the Secretary and Caroline

1 Mays for all the efforts put into the Border Master Plan.

2 We also want to be sure to thank the  
3 Commissioners. There were a lot of good things said and  
4 commitments and support made to the RGV through the merger  
5 process. It took us a while to get through there. We  
6 just passed our one-year anniversary of being here.

7 So we're really excited to go through your  
8 projects with all of y'all today. So the projects that  
9 we're going to discuss is a little bit of what Pete just  
10 covered for you. They are on this priority map that we  
11 have for the area.

12 And I'll be discussing mostly the top-10  
13 priority projects that we have for the RGV. And this is  
14 from a letter that we submitted, signed by our board, up  
15 to the Commission, through the UTP process. So next  
16 slide, please.

17 365 Toll, I think Pete talked a little bit  
18 about this. This is a very important project that we have  
19 for the region, providing some tollway support -- I mean,  
20 excuse me, some roadway support for our bridges, coming  
21 out of the Pharr area, heading west.

22 The project, as we sit today, is not fully  
23 funded. But we feel very confident that it will be  
24 very -- funded very soon, because as Pete said, we are  
25 scheduled to go to letting on this project very, very



1 soon. We have some commitments on it.

2 This is going to help us with safety, with  
3 commerce, with moving efficiently the products and goods  
4 that come across the border, either northbound or  
5 southbound. This is going to be a very important project  
6 for us as we move forward.

7 Next project, please -- or next screen. Sorry,  
8 slide. This is another one, very important for us as  
9 well, the IBTC, the International Bridge Trade Corridor.  
10 This corridor will provide connectivity from the Pharr  
11 Bridge.

12 Eventually, it will also provide connectivity  
13 from the Donna International Bridge and will provide a  
14 high-speed arterial to Interstate 2. Right now, the Pharr  
15 Bridge and the Donna Bridge do not have any direct access  
16 and connectivity to Interstate 2 without going through  
17 local streets.

18 So that means going by schools, a lot of  
19 housing developments, stop-lights, and such. So we're  
20 working on this. This has been a high-priority project  
21 for us, and we are happy that there is some Category 12  
22 funding associated with this from the Commission on the  
23 previous UTP, and we appreciate that.

24 It's going to allow us to develop this project,  
25 and it will eventually connect up with what we are calling

1 State Highway 68. And I'll be showing you that in a  
2 little bit as well. Next slide, please.

3 The SPI second access. I can't even begin to  
4 stress how important this is for the region. As we work  
5 in an environment, as we know, where we have storms and  
6 other things that can happen out in the island area --  
7 several months ago, we had simply a cable that was snapped  
8 or an error.

9 And I'm sure Pete could speak better upon  
10 that -- and it shut down the bridge for several hours,  
11 Queen Isabella, our only way on and off of the bridge.  
12 This is paramount for the region as we look to move people  
13 safely off of the island, whether it's just for pleasure  
14 or whether something is coming that we need to address,  
15 like a storm.

16 So this second access, we're working with the  
17 Cameron County RMA. We're hopeful that some funding will  
18 be identified for it. I think we're needing about \$6- or  
19 \$7 million to wrap up the environmental process on it.

20 It has a very expensive price tag. We're  
21 looking at about \$700 million for construction. I know  
22 that the RMA and Pete Sepulveda over there are looking at  
23 alternatives to try see what we can do to bring that cost  
24 down, but we are looking for some partners and cooperation  
25 to get this project funded. It's much needed.

1           Next slide, please. The East Loop. This is a  
2 great project that has a good price tag with it,  
3 approximately about \$25 million. But we have about 4.1  
4 million of it funded at this time. It is an RMA project  
5 that we're working cooperatively with them on.

6           And this is going to provide some additional  
7 connection from the Port of Brownsville area, directly  
8 over to I-69E in Brownsville. This is a much-needed  
9 project, as we talk about freight movement and goods in  
10 and out of the port, as well as a little bit of bragging  
11 rights. Let's don't forget that the RGV has more modes of  
12 transportation than anybody else in the state of Texas,  
13 because we have space.

14           So as we're bringing in those goods to go over  
15 to SpaceX, all of this will help facilitate the movement  
16 of those goods, getting that equipment in here for one day  
17 hopefully launching man to Mars. So we're excited about  
18 that as well.

19           Next slide, please. State Highway 550, this is  
20 a project that we have just finished getting fully funded.

21           This is a toll road facility that leads from I-69E  
22 directly to the Port of Brownsville's front door. So  
23 we're very excited about this.

24           It is a toll facility, but it is also tagged I-  
25 169. So it provides an additional interstate facility for

1 us in the RGV, providing that connectivity. And we're  
2 also very happy that -- it's come to light to me -- the  
3 people down here going out to South Padre Island and the  
4 beach, that taking this facility will actually get you out  
5 to Port Isabel 17 to 20 minutes faster.

6 It's a raised expressway facility, except for  
7 the gap that's going to be completed. It is 70 miles an  
8 hour, all the way out there, and there's no stoplights.  
9 There's no congestion. It's a nice facility.

10 It goes up to State Highway 48, and then north  
11 into Port Isabel. So it is a quicker alternative. You  
12 just have to be willing to give up a couple of dollars,  
13 and of course, that always comes down to a time value of  
14 what is the value of your time to drive out to the island  
15 and back.

16 But more importantly, it is a great connector  
17 for us in the freight movement. We see a lot of windmills  
18 parts coming from out there in that area, because they are  
19 being manufactured out there.

20 So they're driving up that way and then  
21 connecting to the interstate facility to go all over. And  
22 of course, here in the northwest RGV area, we've got a  
23 great deal of those going up still. So we're pretty  
24 excited. Next slide, please.

25 The I-69 connector. This is one that we have

1 on this long-range map that you see from Pete. This  
2 project is going to end up being very paramount for us.

3 It will provide connectivity from I-69C to I-  
4 69E, and there, as you can see on the blow-up map that we  
5 have at the bottom, it will also provide connectivity to  
6 what we're calling the Outer Parkway Project. If you  
7 follow that Outer Parkway Project all the way around, it  
8 connects up to where we think that the second causeway  
9 will be going.

10 So as we talk about limited east-west movement  
11 and high-speed facilities, this will provide that to us.  
12 It does have an expensive price tag. Right now, we're  
13 looking at about \$500 million, just for the portion that  
14 we have identified there.

15 The interesting fact is, if you look on the  
16 upper map, if you were to draw a line straight, you can  
17 see where it curves and connects to the loop. But if you  
18 were to try to draw a line straight west, it would provide  
19 great connectivity directly out to the Rio Grande City.  
20 This provides tremendous additional options for freight  
21 movement moving to and out of the Laredo area, as we have  
22 to be able to connect up to I-69 or even going over to the  
23 Port of Brownsville area, avoiding some of the congestion  
24 that we have off of Interstate 2.

25 So we're hopeful that this one will pick up

1 more momentum. I believe that this one is being in part  
2 done in partnership with both RMAs, the Cameron County and  
3 the Hidalgo County RMA, to try to move this project  
4 forward. Next slide, please.

5 This is State Highway 68. This is a facility  
6 that was brought to us through a vision that  
7 Representative Armando Martinez had, several legislative  
8 sessions ago. And we've all been moving forward on it.

9 TxDOT has held with their consultants several  
10 public meetings on this. The IBTC project that I showed  
11 you previously, when it goes north it connects to  
12 Interstate 2. I envision that we'll have an interchange  
13 there in the future.

14 It will connect to this facility, providing a  
15 bypass around the interchange that we have now at I-2 and  
16 I-69C and provide direct connectivity to I-69C on the  
17 north side of the Edinburg area. This will also be a part  
18 of the Hidalgo County loop system that the RMA is working  
19 on.

20 So this is an important project. It is  
21 partially funded at the moment with about \$184 million.  
22 So we're very excited to see this one get moving forward.

23 Pete Alvarez and I have a monthly breakfast  
24 meeting. We talk about this project often, because we're  
25 very excited about the options of this. Because not only

1 for the movement of goods but going back to, when we think  
2 about safety.

3 This provides another alternative for us on  
4 providing connectivity when people are coming west into  
5 Hidalgo County to get away from the low-lying sea areas,  
6 to connect up to I-69C on evacuating the Valley, if that  
7 should be a need in the future. So we're very excited  
8 about the options that this facility will provide to us.  
9 Next slide, please.

10 Interstate 69. We have some expansion going on  
11 there. It's actually on 281 North, going all the way up  
12 to the Hidalgo County-Brooks line. We're very excited.  
13 This is a \$312 million project that's moving forward.

14 This is going to provide us more interstate  
15 facility, all the way up to the county line. So as we all  
16 know, that interstate badging is very important for  
17 business development and commerce. So we have -- we will  
18 have that going all the way up to the county line of  
19 Brooks County.

20 And of course, everyone is aware of the bypass  
21 that we have in Falfurrias now, or -- it's not really a  
22 bypass, but a flyover. And in Premont, the bypass is  
23 being worked on there and moving forward. So we're very  
24 excited to get I-69C moving forward, all the way to  
25 interstate facility, up to George West. So this is a

1 great project for us.

2 Next slide, please. There we go. Okay. I  
3 couldn't remember where we were. I do want to thank all  
4 of our planning partners who we work closely with. Like I  
5 said, TxDOT, Pete and his staff.

6 We really appreciate the guidance and the input  
7 that we get from them and the discussions. As well as the  
8 Cameron County and the Hidalgo County RMAs and all of our  
9 local governments, where most of these projects were shown  
10 to you. We're in partnership with both of those RMAs. So  
11 we're very excited.

12 Like Pete said, I think we're holding questions  
13 to the end. So now we've narrowed that down a little bit,  
14 I'm going to turn it over to Sam Vale, and Sam will give  
15 us a much smaller perspective on how things are going over  
16 in Starr County.

17 MR. VALE: Thank you very much, Andrew. We're  
18 very proud of you and the MPOs being unified. We're  
19 hoping for the future that the RMAs join you, and then  
20 ultimately the region. It would be perfect planning  
21 opportunities for TxDOT and for the region.

22 I'd like to emphasize -- you can go to the  
23 first slide, the next slide -- Pete Alvarez's comment  
24 about east-west. You're going to notice that a lot of the  
25 things that were talked about by both he and Andrew, and



1 what we're talking about, ultimately provide better east-  
2 west connectivity.

3 And essentially, we really need to get going  
4 north out from the western side of the RGV to Laredo,  
5 because there's a huge amount of repositioning of  
6 commercial equipment that goes on between Brownsville and  
7 Laredo. We think that this first project here is really  
8 something that was left over from 755 that was already  
9 completed.

10 Primarily, it was cut from the original project  
11 because of funding needs, and it was coordinated border  
12 infrastructure money being used. And there just wasn't  
13 going to be enough for this leg on the south side of U.S.  
14 83.

15 The Industrial Foundation President Rose  
16 Benavidez has already secured 40 feet of that right-of-way  
17 to donate to TxDOT. There's another 50 to 60 feet that I  
18 think they would prefer to have to complete that road. So  
19 that's something that we would have an opportunity to work  
20 with in the future that would provide two different  
21 entries and exits from the Port of Rio Grande City.

22 The next slide would basically be the --  
23 another east-west vision that -- it's State Loop 195. And  
24 it would really join 755 to the west side of Roma, which  
25 would take a lot of lights -- out of about 30-some-odd

1 lights between those two points on U.S. 83.

2 And we think that that would be very positive  
3 for the region, as well as traffic going from Laredo  
4 south. And I would point out that in Zapata, we feel that  
5 the District Engineer has made a good suggestion of how to  
6 connect that to the rest of it, because we think this is  
7 part of it.

8 Next slide. And then this slide here would be  
9 something very similar, because 755 is more in the area of  
10 downtown Rio Grande City. On the western side -- the  
11 eastern side of the county and the western side of  
12 Hidalgo, this would provide an access to 195, which would  
13 go around to U.S. 83 on the west side of Roma.

14 And within -- this is something that the  
15 Industrial Foundation has put -- they have a couple of  
16 different possible locations. But the concept here is  
17 that -- to try to get a connector that would dovetail with  
18 the loop that's already being prepared for La Joya that  
19 comes into the Penitas area.

20 So this would be the next way to go east and  
21 west. And then the -- finally, I think that what we want  
22 to emphasize is that we need to continue to be cognizant  
23 of the fact that Starr County is important to the people  
24 in Starr County, but it also going to be become a new  
25 puzzle in the middle between the Rio Grande Valley and the

1 Laredo area.

2           And we really feel that our District Engineer  
3 has captured the knowledge there that he needs to, to  
4 include Zapata, which their primary projects are basically  
5 completion of U.S. 83, both toward Laredo and toward the  
6 Roma area. As well as having an access around to a  
7 northern parallel route that would be also something that  
8 would be beneficial, because they think that that will  
9 allow the Rio Grande Valley to grow an awful lot in  
10 between those two east-west routes.

11           And I think that I -- trying to wrap it up  
12 here. And I'd say that the most important thing is for  
13 all of us from El Paso to Brownsville to be in the  
14 legislative session promoting border trade infrastructure  
15 funds.

16           Thank you very much. And questions are  
17 available.

18           MR. ALVAREZ: So Caroline --

19           MS. MAYS: Yes?

20           MR. ALVAREZ: -- all of us are available to  
21 answer any questions that folks may have.

22           MS. MAYS: Yeah, absolutely. We'll open it up  
23 to questions. Thank you, Sam. Thank you, Andrew. Thank  
24 you, Pete, for giving, you know, awesome presentations.

25           Any questions from the Committee members to the

1 RGV delegations on their presentations?

2 (No response.)

3 MS. MAYS: Okay. Looks like no questions. I  
4 think there was a question asked about I-2, and I think  
5 that's been answered in the chat box.

6 That's the only thing I saw, a question that  
7 Gerry had asked. I don't see another question in the chat  
8 box or any comments.

9 So anything else, Pete, that you'd like to say  
10 to them, or Andrew, before we move to the next agenda  
11 item?

12 MR. ALVAREZ: I would just like to thank  
13 everyone in the BTAC. The role that you play in helping  
14 us work together in partnership, emphasizing the  
15 importance not only in the RGV, for Laredo and El Paso,  
16 all along the border.

17 We all have critical needs, needs so much  
18 greater than the funding that's available. So we need to  
19 ensure that we prioritize projects, we develop projects as  
20 we go, and keeping in mind that it's going to take a  
21 partnership in order to make that happen.

22 So once again, I appreciate your efforts, BTAC.  
23 Continue the great work, and we are here to assist in any  
24 way we can. Thanks for the opportunity.

25 MR. VALE: Caroline, just to say that this is

1 the best Border Trade Advisory Committee plan that I've  
2 seen, and I'm one of the original members of this thing.  
3 And I can tell you, I have never seen a plan this good.  
4 And -- with the vision of getting better.

5 MS. MAYS: Yes. [audio skip] A lot of it goes  
6 to you. Yeah. We've come a long way. If you remember,  
7 maybe, what -- three, four years ago, you know, I went to  
8 some of those previous border -- BTAC meetings before it  
9 was under me. And certainly, we've made a lot of  
10 progress, and a lot of testament to all of you, the  
11 members, the commitment you have. A quorum in every  
12 meeting.

13 Like today, we probably broke the record in  
14 attendance. And the participation, I think that's really  
15 what has been tremendous, you know. Thank you, you know.

16 Especially you've been diligent and many of the members  
17 have been really diligent in participating in the  
18 meetings.

19 We can't hold the meetings if the members don't  
20 attend, you know, and then, of course, the leadership of  
21 Secretary Hughs has been, you know, great. And as Pete  
22 mentioned, it's a partnership. You all at the local level  
23 working with the district on a daily basis, working with  
24 binational stakeholders on a daily basis.

25 That's what makes this, you know, really a

1 great Committee to work with. I'm excited because you  
2 guys are excited. I just wanted to kind of outline that.

3 Secretary, I'll give you a chance --

4 SECRETARY HUGHS: Thank you, Caroline. I just  
5 want to echo all the compliments. I think everyone is  
6 doing such a wonderful job.

7 And I hope that everyone gains not only the  
8 knowledge from being able to hear your own presentations  
9 and hear from your own regions, but also better  
10 appreciation maybe of some of the other regions and some  
11 of those competing interests that I know TxDOT is working  
12 so hard to really bring together and to figure out the  
13 best way to coordinate the efforts across the border  
14 communities.

15 And so I'm pleased to say that, you know -- to  
16 hear that we'll have copies of these slides for each of  
17 the presentations later. And if you don't have questions  
18 or comments now, but something comes to mind, please know  
19 that this will be an ongoing conversation.

20 And now we've also determined that, based on  
21 time constraints, we're going to skip over the break that  
22 was worked into the agenda. But by all means, give  
23 yourself a few minutes when you need them. But I think,  
24 in the interest of time, we're going to plow forward.

25 And I thank everyone for these incredible

1 presentations and your leaderships in your communities.

2 MR. VALE: That's why we're all huge on Hughs.

3 MS. MAYS: Yeah. And thank you very much.

4 Before I go to the next slide, I'm going to try to be a  
5 little faster on that, but it's important. It will build  
6 onto what you guys have already discussed a lot. But I  
7 wanted to make one statement.

8 When we started the Border Master Plan process,  
9 if you all remember, there were three different Border  
10 Master Plans developed in the last go-around. When we  
11 started going with this Border Master Plan, you know, our,  
12 you know -- our emphasis was one Texas, one border, you  
13 know, but with different -- with three regions, and  
14 recognizing that.

15 And you can still hear a lot of themes in what  
16 was discussed among the three regions when I was listening  
17 on my -- the issues are the same. But you need each of  
18 the regions, and then the strategies will probably be the  
19 same, but in a way, unique as well.

20 If you're talking about east-west connections,  
21 you probably heard that from all the three border regions.

22 You know, you guys talked about connectivity issues,  
23 congestion issues. All of those things, collaboration,  
24 all of it is kind of -- they are all common among the  
25 different border regions.

1           So I just wanted to stress that that's really  
2 what was underlying, you know, when we started this, and  
3 to see it unfold this way, it's really great. So thank  
4 you all, the three regions. I know you've put a lot of  
5 effort and time into, you know, putting this together, and  
6 we really appreciate that.

7           So in building on --

8           SECRETARY HUGHS: Caroline?

9           MS. MAYS: Yes?

10          SECRETARY HUGHS: I'm so sorry. I apologize  
11 for interrupting, but I think that it falls in so  
12 perfectly after the discussion on different regions. I  
13 want to make sure that I remind everyone on this call --  
14 I'm sure they don't need a reminder -- that we're in the  
15 middle of something that only happens every 10 years,  
16 which is our Census.

17          And there is some discussion, I guess, in the  
18 courts about whether the deadline will be the end of  
19 September or not. But let's just assume it is, for  
20 purposes of trying to get the word out, to make sure that  
21 everyone in all of our communities across the state, and  
22 particularly the communities represented on this call, get  
23 the message about filling out the Census, that it's  
24 completely confidential.

25          And that, while Census-takers are going to



1 people's homes, I would imagine most of us would rather  
2 not get that knock at the door and would prefer to take  
3 advantage of calling or going online. So if you aren't  
4 already, or if there's materials at my office that can  
5 help you coordinate -- we've been working closely with the  
6 Census Bureau. We'd be happy to help you with that.

7 And I mention it in this BTAC meeting, because  
8 it does so greatly impact our infrastructure projects and  
9 many of our federal funding priorities that we talk about  
10 in this meeting. So I think I was remiss not to mention  
11 it in my opening comments, and I want to mention it now,  
12 that we really need all of you in this fight to help us  
13 get those counts.

14 Thank you.

15 MS. MAYS: Yes. Thank you, Secretary. And we  
16 rely a lot on the Census information, a lot of -- some of  
17 the information you saw earlier on when we were  
18 identifying needs, a lot of that comes from Census data.  
19 So certainly, that's a key component of where our data  
20 comes from.

21 So thank you for reminding folks of that. So  
22 we'll go into the draft recommendations, and we're really  
23 talking primarily of projects, and I won't bore you with  
24 this. Let's go to the next slide.

25 But a quick reminder on the recommendations.

1 We have, kind of, a three-pronged approach. We presented  
2 policies and programs the last two meetings.

3 I think we got a handle on that with, you know,  
4 a lot of your input on there. We'll talk a little bit how  
5 we'll restructure, then, later, if we have time. And then  
6 the projects and the project recommendations, a lot of  
7 what you guys talked about this morning.

8 So we'll focus a little bit on that, what  
9 information we've got to date, and what we're doing, and  
10 how it's starting to shape up. We'll show you that, and  
11 kind of, get your gut reaction on that. So go to the next  
12 slide. And here, really, you know, you've seen some of  
13 this information already before, so I won't spend a lot of  
14 time. Let's just go to the next slide.

15 Next slide. You know, actually, go to the next  
16 slide. So you know, some of the things that we've done  
17 is, really look at projects from a variety of lenses. You  
18 know, we're looking at it from the universal projects.  
19 Then we're looking at geography.

20 We're looking at border-related versus  
21 corridor. And then we're looking at each of the border  
22 crossings. And then we have, kind of, multiple ways that  
23 we're going to be looking at it.

24 So we wanted to, kind of, show you once this is  
25 all said and done, we're going to be dissecting this in

1 different pieces, you know, to allow you all to, kind of,  
2 look at it, you know, and also be able to help us, you  
3 know, refine this better. Next slide.

4 So to date, all the projects we have so far  
5 that we've been able to analyze -- and again, this is  
6 preliminary work in progress. So this slide here shows  
7 you that we have about 408 projects. And this is how  
8 it's, kind of, shaping up right now.

9 We have 119 projects related to border  
10 crossings, at about \$3.2 billion. And then on the  
11 corridors -- again, this is highway, rail, and other  
12 corridor-related projects. But primarily, highway, we're  
13 looking at 289 projects with a price tag of about  
14 \$19.5 billion.

15 And you know, I wanted to, kind of, add that  
16 this may not include KCS's. On the line, it talks about  
17 the KCS project. We don't have a project description on  
18 the KCS project. We don't have a price tag on that. And  
19 then we also don't have a price tag on some of the other,  
20 you know, new or proposed projects.

21 So this number is going to change once we get  
22 all that information inputted. And then also I wanted to  
23 highlight that we're still waiting for projects -- a  
24 complete project list from the Mexican partners on the  
25 federal level.

1           We see some of the information, especially  
2 projects that were in the national development plan, but  
3 we're waiting, you know, for a complete project list. So  
4 this is subject to change as well. As well as, I think,  
5 CBP, you know, information might still not be included  
6 here.

7           So next slide. So when we, kind of, broke this  
8 up by, you know -- by border-related projects, this is --  
9 once we started putting it in different buckets from what  
10 I showed you earlier, the three points are 2 billion, 119  
11 projects.

12           This is what it looks like when you start, kind  
13 of, dissecting it. Is it addressing connectivity issues,  
14 or you know, reliability, which is mostly congestion,  
15 border wait times, safety, security, asset management, all  
16 of those.

17           So we're starting to dissect this so you can,  
18 kind of, see what areas, again, tying this back to the  
19 goals of the Border Master Plan that were presented  
20 earlier, the needs that were presented earlier. So this  
21 is, kind of, showing you what that looks like, and we did  
22 a similar one. Next slide.

23           So the corridors, you know, are related  
24 projects where you see we've decided to dissect it to show  
25 you where -- how the pie is being sliced in terms of all

1 of these areas. This allows us and you all to see, you  
2 know, where, you know, the investments are and how we're  
3 addressing those goal areas that were identified by you  
4 all.

5 And certainly, you see a big component of this  
6 is on connectivity and reliability, but also a lot of  
7 safety projects. And you know, all the three regions  
8 talked a lot about that. So you see a significant number  
9 of projects addressing those three buckets, right now,  
10 what we have. Next slide.

11 The next couple slides is just by region. So  
12 we took a lot of information you gave us, and we, kind of,  
13 you know, again, assembled it. This one is El Paso, Santa  
14 Teresa. And this, El Paso, you all sent those projects,  
15 you know, from, you know, our neighboring state, you know,  
16 and this number, I think, you know, my people will  
17 probably correct me, and the consultant -- we did not  
18 include New Mexico here.

19 This is just what you guys have provided us. I  
20 actually -- you can see on your right-hand side, these are  
21 border-related projects. And you can see on the other  
22 side is the corridor-related projects. And when you total  
23 those up, you know, you're looking at a price tag of about  
24 \$7.5 billion, you know, in terms of, you know, the total  
25 cost of the projects in that region.

1           Next slide. And this is Laredo. So Laredo,  
2 again, you know, you all presented a lot of information,  
3 and this is what it's looking like so far, what we have.

4           And again, this doesn't include, you know, some  
5 of the, you know -- the border-related projects. For  
6 instance, in this one, Bridge 405, because we're waiting  
7 for, you know, the information to include. So I just  
8 wanted to, kind of, highlight that, that this will -- the  
9 numbers for Laredo will probably go up in the number of  
10 projects, but also in the price tag.

11           But still you're looking at, you know, about,  
12 you know, \$5 billion, you know, in funding, and you know,  
13 you're looking at over 100 projects in that region. Next  
14 slide.

15           And this is Rio Grande. Again, you know, this  
16 was presented. A lot of this was presented, but again, we  
17 just broke this up, like we did with the other regions.

18           So you see, you know, the number of projects,  
19 border-related versus corridor-related, and then the costs  
20 as well. So RGV right now, you know, is showing, you  
21 know, a bigger price tag, but I think because we have -- a  
22 lot of the projects have actually costs associated with  
23 it, some of the other issues we're going to run in and  
24 some of the projects that are being submitted don't have  
25 costs or estimated costs associated with it.

1           So we'll work with you all to make sure that we  
2 have some type of cost estimate for all of these projects,  
3 because that's the only way we're going to be able to  
4 identify, one, what's funded, fully funded, what's  
5 partially funded, what is not funded. So we can identify  
6 the gap and what's needed, you know, to be able to realize  
7 the recommendations of the Border Master Plan.

8           So if you provided us projects that don't have  
9 an estimated cost, you know, please work with us so we can  
10 get that. And that is so, so important to be able to  
11 provide that. Next slide.

12           So you know, quickly, here is, you know --  
13 you've seen kind of our thought process on how we're going  
14 to be packaging all this project information and in the  
15 recommendations, you know, and wanted to hear from you  
16 all, especially given the fact that you presented this  
17 information earlier, what your thought processes on that,  
18 you know, as we go back to refine this in the next -- you  
19 know, the next week.

20           MR. CALVO: Hey, Caroline, this is Eduardo.  
21 Yeah. I mean, I do have a lot of questions related on how  
22 the process is going to relate to the presentations that  
23 we all gave. Right? So, you know, with the dollar  
24 amounts and all that.

25           So can you expand a little bit on how the next

1 steps are going to be taken? I mean, the list, or you  
2 know -- what -- we sent you all a list. Then, you know,  
3 you worked on it.

4 Then, you know, you just briefly showed some of  
5 it for El Paso. But you know, I'd like to see the -- you  
6 know, the -- more of the details, and perhaps we do need  
7 to reconcile, you know, what we are identifying as  
8 priorities versus what you all have there.

9 MS. MAYS: Yes, absolutely. And what you see,  
10 we will show that -- what you're talking about in terms of  
11 priorities, you'll see that when we go into, one, on the  
12 implementation side, whether we're talking, short, medium,  
13 or long term.

14 But here in the project recommendations, you  
15 know, we will also look at high, medium and low  
16 priorities, and certainly reconcile that with you all.  
17 Because we don't want to show something low priority or  
18 medium priority when you guys -- that's your higher  
19 priority projects.

20 So there's going to be a lot of reconciling  
21 there. Like I mentioned, we are cleaning up and  
22 reconciling, integrating all the project lists, and then  
23 within the next few days, definitely going back to you to  
24 confirm the lists of projects you provided us, and then  
25 also the priorities, as well as the implementation



1 timeframes.

2 So show us, one, you know --

3 MR. CALVO: Okay.

4 MS. MAYS: -- the project list as complete, and  
5 then two, show us, you know -- help us understand the  
6 priorities. Yes, this is how we have ranked it, but show  
7 us what your priorities are.

8 And then the third one is the implementation  
9 plan. What is in the short term? What's in the mid-term?  
10 What's in the long term?

11 MR. CALVO: Okay. Thank you.

12 MS. MAYS: Any other comments or questions?

13 MR. CORONADO: Yeah. I've got a question. So  
14 you know, Giacomo mentioned this morning, when he started  
15 with the kick-off comments about how we don't want this  
16 plan to be sitting on a shelf. Right? It's going to have  
17 to be dynamic, and how does it get updated with the --  
18 from the regions.

19 So just to give you some context also, what  
20 sort of our thinking right now is -- we have this CIP  
21 route with the City, which is approved by our City  
22 Council, and so that's what we submitted -- right -- for  
23 the plan.

24 At least on behalf of the City, those  
25 projects. But because of COVID, we've had year budget

1 impacts, not only to the City's general fund, but also to  
2 total revenue. And the City, you know, we've been  
3 impacted.

4 Our budget has been impacted. We've had to  
5 supplement, help offset some of those losses elsewhere  
6 with some of our funds in reserves, and so that has  
7 impacted our CIP, and we've put a pause to it for a time  
8 being as, you know, we move through this pandemic.

9 And so now that our new fiscal year has begun  
10 this month, you know, we're going to be looking at the CIP  
11 again regarding those projects. We're aligning them, the  
12 phasing, the priorities, adding new ones that have come up  
13 since the last 12, 18 months.

14 And so the list that we gave you is an approved  
15 City Council list. But over the next couple of months,  
16 it's going to change. And so I know the list that I have  
17 right now is already outdated, and I want to modify it.  
18 But I would have to follow the process, right, with the  
19 City to do that.

20 And so how does that -- how do you perceive  
21 that looking like on your end once we have a new list in  
22 the next few months? You know, how -- what is that list  
23 going to be like between now and December, and also after  
24 December, once it's completed?

25 MS. MAYS: Yeah. So David, certainly, you

1 brought up, you know, a couple things. One, yes, the  
2 intent from day one has been to develop a plan that  
3 doesn't sit on the shelf, that -- applying that -- you  
4 know, will be implemented by each of the respective, you  
5 know, entities that are involved in the Border Master Plan  
6 and the border process.

7 So that is paramount and continues to be what  
8 we will, you know, continue to push for. And then, in  
9 terms of the revenue impacts, et cetera, you know, that is  
10 something TxDOT is dealing with. That is something that  
11 our leadership is asking questions, and certainly, you  
12 know, impacting what we do too, as TxDOT, and every agency  
13 around the state and around the country, the impact of  
14 COVID.

15 But I think, really, moving forward with the  
16 plan is, you know, the project list. I don't think, you  
17 know -- whatever is provided, I don't think that will  
18 change. What will change is the implementation.

19 Some projects may have to be pushed further  
20 along, further to long term, instead of this -- you had  
21 initially determined there's no funding, that can be  
22 pushed to the long term. Or if there's a medium term, and  
23 there's not funding, we'll push to the long term.

24 So we might have a heavier long-term project  
25 list or bucket, you know, than we do with short term or

1 medium term. So that's kind of how I look at how that  
2 will change. And in the next few months, you know, this  
3 plan -- we still have probably about, you know, three  
4 months to really refine that project list as we move  
5 forward, so there's room to do that.

6 And then, of course, once the plan is  
7 completed, we plan on updating the project list every  
8 year, you know. So that if things are moved -- like, when  
9 we update our UTP -- UTP is adopted every year in August.

10 So certainly, we would coincide any project revisions  
11 with that after the UTP.

12 We'd do that, but also reach out to the  
13 stakeholders to update your list as well, so we can stay  
14 current and relevant and allow for flexibility within  
15 that. Because we know the funding environment right now  
16 is going to be fluid and it might be fluid for a while.

17 MR. CORONADO: Okay. Right. Thank you. And  
18 I'll let you know, also on our end, we have the CIP and  
19 the projects that we are funding with our own budget. But  
20 thank you.

21 MS. MAYS: Okay, okay. Yeah. Thank you. And  
22 then again, you know, what we're interested in is all your  
23 project lists and then the timelines in very -- you know,  
24 and you guys let us know what you're comfortable with,  
25 moving forward.

1           You all will drive what's in the plan, the  
2 projects, the timelines, the funding. As I mentioned many  
3 times, there's no dedicated funding in the -- for the  
4 Border Master Plan to fund any of the projects. So we're  
5 really relying on you all to drive what that looks like.

6           MR. CORONADO: Okay.

7           MS. MAYS: Any other questions before we move  
8 quickly into the implementation plan? And I'll just walk  
9 through that fairly quickly. Again, this is just our  
10 preliminary look at this. Go ahead through this next  
11 slide, and skip.

12           Go to the next slide. Next slide. Actually,  
13 stop here for a second. We shared with you, kind of, the  
14 time frame. Go back one slide. The one with the  
15 timelines. Yes. So just wanted to focus on the graphics  
16 on the right-hand side.

17           When we talk about short term, that's one to  
18 four years, and for most of you, you know, that's the TIP  
19 years and UTP years. That's the, you know, projects that  
20 are, you know, fully funded and fairly ready to move  
21 forward.

22           Medium term, five to 10, and kind of, long  
23 term, anything 11 years plus. So that's what we're taking  
24 into the implementation time frame. Again, we're taking  
25 information you've given us to be able to craft and put

1 projects in those buckets.

2 So next slide. And keep going, keep going.  
3 Next slide. Yes. So when we took -- no, stop. Next  
4 slide -- before. When we took all the projects we have so  
5 far, you know, this is what it looks like. The numbers  
6 here are not, you know, a little bit off.

7 It's more than 15 billion. But we took all the  
8 projects and we kind of started putting them in those  
9 buckets. And here, it shows the border infrastructure  
10 projects. And you see, you know, the number of projects  
11 in the short term, number of the projects in the medium  
12 term in terms of cost, but we're going to also be doing  
13 the numbers as well.

14 But this is, you know, just putting the cost  
15 estimates for the number of projects in those buckets.  
16 Next. And this is looking at -- so Eduardo, you asked  
17 earlier how we're doing that. So you give us projects and  
18 the priority ranking.

19 If these are high, medium, or low projects,  
20 what you guys presented today, and then let us know what  
21 bucket it goes in. Is it a short, medium, or long-term  
22 project? So here, we've taken what we've gotten so far,  
23 you know, and in terms of border projects, we have, you  
24 know -- we show that pretty much all the projects  
25 provided, you know, are in the high ranking.

1           And then you look at what's in short, medium,  
2 and long term. So then you look at that total number in  
3 the end. So that's how we plan on, you know, outlining  
4 this in the implementation plan.

5           And a little bit more detail -- we're being a  
6 little bit -- this is a high-level summary, but we'll  
7 be -- provide a lot more information. But we wanted to  
8 give you that. Same with the corridor.

9           We will do -- you know, provide how many  
10 projects are high, medium, and low, and then what time  
11 frame did it fall in? And as you see here, you have a  
12 pretty spread -- you have a lot of projects, high-priority  
13 projects that are in the short term.

14           I think you guys talked a lot about some of the  
15 ones that are ready to go, but you see a lot of medium and  
16 you see a lot of long-range projects. And here, you're  
17 looking at about \$7 billion of long-range projects that  
18 are high-priority projects.

19           So those are some of the things you all need  
20 to, kind of, discuss and help us, you know, make sure  
21 those numbers are correct. Next slide. And this is  
22 border region related. And again, you know, here, just to  
23 show you, for each of the border regions, the number of  
24 projects you've given us so far in the different  
25 categories.

1           And in the corridor-related projects, we're  
2 going to break that out by mode. So it will have rail-  
3 specific projects. So we have, in Andrew's case,  
4 maritime-related projects. We will break those up, you  
5 know, on the corridor side.

6           And then, you know, we have the border-related  
7 projects. Again, a similar process here, high, medium,  
8 and low, and then what bucket do they fall in, in terms of  
9 implementation timeline. Next slide. And we do that for  
10 the other regions as well.

11           Again, we're just taking what you've provided  
12 us to date, and this is what, you know, it shows for Nuevo  
13 and Laredo regions. So next slide. And this is for RGV.

14           Again, similar process here, you know, to show  
15 how many projects and what bucket do they fall into in  
16 terms of priority. And then also what bucket do they fall  
17 in terms of medium -- long, short, and medium and long-  
18 term implementation timelines. Next slide.

19           So really, in a nutshell, you know, to answer  
20 the question, Eduardo, you had brought up is, that's how  
21 we plan on taking the project recommendations that are  
22 high, medium or low, and then take it through the  
23 implementation timeline, so short, medium, and long term.

24           So any questions or comments from BTAC?

25           (No response.)



1 MS. MAYS: No questions? We wore you out?

2 COMMISSIONER NEW: Caroline, just start  
3 arbitrarily taking money from one place to the other, and  
4 then you'll get people to start talking.

5 MS. MAYS: Yes, Commissioner.

6 MR. SCHWEBEL: I have a question.

7 MR. CANON: If you do that based upon who has  
8 more modes of transportation, I'm all in favor of that.

9 MR. SCHWEBEL: Seriously, Caroline, I have a  
10 question. In regards to the information that, you know,  
11 this great -- at one point are we going to -- are you  
12 expecting us to go to the local level, at the local level  
13 with our leadership, the MPO presentations or to the  
14 public outreach or to the RMAs?

15 I mean, we've all -- we've had a lot of the  
16 details, but at some point, all of this is going to boil  
17 down to, get our constituents and our leadership at the  
18 local level, at regional level, to go to the State  
19 Legislature and to identify all of these needs of funding.

20 So there has to be somewhere along the line  
21 a -- for lack of a better word -- a political strategy.  
22 Are we going to leave that to -- as a region on the  
23 border, or are we going to leave it to the individual -- I  
24 know you can't talk politics but --

25 MS. MAYS: Yeah.

1 MR. SCHWEBEL: -- to the individual, local  
2 communities? I don't know if it's something that the  
3 Secretary is willing to talk about. But I think there has  
4 to be some point where we almost have a border-wide  
5 strategy, or we leave it all to local strategies.

6 MS. MAYS: Yeah. And I'll let the Secretary  
7 speak to that. But what I'll say is, our role as TxDOT  
8 is, you know, to facilitate the development of this Border  
9 Master Plan, and have a document that you all, however you  
10 want to use it and take and use it, that's all up to you.

11 This is a tool for you all to go do that, you  
12 know. So that's really why we're trying to make sure,  
13 one, we engage you all in the project identification, the  
14 recommendations and the strategies, and making sure you  
15 help us identify what's fully funded, what's partially  
16 funded, what's not funded, so we can have a really great  
17 package of information for you all to take and articulate  
18 the need, and then also use all the information that we  
19 analyzed earlier on when we showed the border wait times,  
20 you know, border crossing times, the impact of that, the  
21 delays, the economic impacts.

22 So that's all part of the story that you all  
23 can use to take, to do that. So I'll let Secretary of  
24 State answer, because some of it there is above my pay  
25 grade.

1           SECRETARY HUGHS: All right. So --

2           MR. VALE: We've only been approved two years  
3 of funding. So we don't have to fight about the future.

4           SECRETARY HUGHS: Well, sadly, I don't think  
5 we're going into the right session for opportunities for  
6 funding. But having said that, I think that the plan at  
7 the beginning is to have a roadmap.

8           And then, once we get closer to the legislative  
9 session, we'll look at what's being presented, what we  
10 have to work with for or fight for. Then we'll have to  
11 approach it at that point. I mean, certainly, we are a  
12 resource to the Legislature.

13           We don't necessarily direct or guide or -- of  
14 course, we don't lobby in any particular area. But we  
15 will be standing by this plan and the great work that was  
16 done by all the Committee and be a resource for questions  
17 that may come up, that the Legislature may have.

18           And TxDOT will be available as well in terms  
19 of, you know -- we're working together. We'll have this  
20 plan, and we'll stand by the plan. I'm not sure if that  
21 answers your question.

22           But it's probably something we need to address  
23 on all fronts at this point. I'm happy to talk about or  
24 coordinate how we can be helpful. I understand, you know,  
25 we are a neutral resource -- is our role at this point,

1 after the plan is completed.

2 MR. ZAPATA: Secretary, this is David Zapata.

3 SECRETARY HUGHS: Go ahead, David.

4 MR. SCHWEBEL: Go ahead, David.

5 MR. ZAPATA: Thank you. I'll just mention  
6 this, and I'll just mention as a reminder. Because I know  
7 that it's something that Caroline, Secretary Hughs, said  
8 that her team and the teams have to talk about.

9 So I don't want to get too far ahead of myself,  
10 but I know that we've talked about having a session for  
11 the next meeting, where we talk about how we're going to  
12 use the plan, how we're going to use -- Caroline, so -- to  
13 make sure that all the members know how the plan can be  
14 used, understanding the potential to use it, but also the  
15 limitations of how we can use it.

16 And I think that might be a good -- I'll -- I  
17 guess I'll offer the recommendation that that may be a  
18 good opportunity for, obviously, the members to make  
19 recommendations as to how we can expand that strategy of  
20 how the plan is going to be used once it's done.

21 So I just wanted to make that comment to try to  
22 prep ahead for the members. And again, I know that  
23 Caroline and both of our teams, Secretary Hughs and her  
24 team, have talked about having that kind of a session in a  
25 future meeting, hopefully October. Again, where we --

1 it's presented how the plan is going to be used once it's  
2 finished.

3 SECRETARY HUGHS: Thanks for that reminder,  
4 David. We've talked about implementation, and we just  
5 first are trying to finalize the plan. And then, of  
6 course, work with all of you in terms of implementation  
7 and how to best present it during the session.

8 So thanks for that, David.

9 MR. SCHWEBEL: Well, thank you, Secretary.  
10 This is Gerry again. I want to you point to you, and I've  
11 never been more proud to be from the border or from the  
12 state of Texas. I congratulate all of my colleagues on  
13 the Committee and your leadership.

14 As Sam said, this is exciting to see. Finally,  
15 finally we've got a united front to tell the story about  
16 the border. And how we take it from here on, in our own  
17 state, but all of North America, is up to us. So  
18 congratulations to all.

19 MS. MAYS: Okay. Thank you, Gerry. Any other  
20 comments from the Committee members? We're running short  
21 on time, and I wanted to run through a couple more slides  
22 quickly.

23 And again, as you know, we'll mention -- we  
24 still have, you know, a lot of work to do in the project  
25 recommendations and we'll be reaching out to you all with

1 any questions we may have. So be on, kind of, standby for  
2 that, and we really appreciate the tremendous effort that,  
3 you know, you all have spent time helping us with this to  
4 date.

5 So next couple of slides, quickly. We've  
6 presented this to you a lot, and what we did here when we  
7 presented the policy recommendation and program  
8 recommendation, we didn't break it by border crossings or  
9 corridors.

10 So it made it seem like it was a little  
11 simplistic. So what we've done, working with the  
12 consultants is, we went and refined it and outlined  
13 recommendations that are specific to border crossings and  
14 then ones that are specific to corridors.

15 Next slide. We can keep going to -- keep  
16 going. See program recommendations. I think we did  
17 similar things. Just keep going. So we could show --  
18 again, we're just showing -- keep going. Yeah. So --  
19 keep going with this.

20 And here, really, all we did was -- on the  
21 program recommendations, what we did is we, you know,  
22 looked at -- in terms of, you know, one of the things you  
23 had asked us, in terms of implementing this, what would  
24 be, you know, high, medium or low priority. And we kind  
25 of tried to do that.

1           And you will see that when we provide you with  
2 the refined drafts chapter on how we, kind of, were able  
3 to use the goal areas that it addresses. The more goal  
4 area -- you know, a recommendation address, of course, the  
5 higher it is, and also the recommendations address  
6 multiple goal areas.

7           So with that, next slide. Keep going. We can  
8 skip to -- yeah. Keep going. And Secretary, with that,  
9 I'll probably just go through this quickly.

10           The next BTAC meeting is October -- I think,  
11 October 22. And at that meeting, we hope to definitely  
12 have a full first draft of the final report.

13           To date, we've provided with Chapters 1 through  
14 7, and we're hoping by next week to provide you with  
15 Chapters 8 through 11, the first draft of that. And then  
16 we will also be engaging you in between this BTAC meeting  
17 and the next meeting to work on those chapters, especially  
18 10 and 11, the recommendations and the implementation  
19 strategies.

20           So look out. We'll be reaching out to you to  
21 make sure we refine that. So that's kind of the game  
22 plan. We're moving forward. Next slide. And there's  
23 been a lot of questions on project schedule, you know,  
24 when we plan on finishing this, and are we rushing?

25           You know, and we've made some refinements. I

1 think the last time, we -- you know, BTAC met. We  
2 mentioned that we're hoping to go in front of the  
3 Commission by October, and that has changed because we're  
4 wanting the process to drive the timeline to the extent  
5 possible, but also be realistic.

6 A lot of conversation earlier that we do have a  
7 legislative session coming up in January. So as you see  
8 here, we have BTAC meetings all the way 'til December.  
9 And right now, we're planning on going to Commission for  
10 presentation and discussion in December, and then also  
11 with a proposed approval date adoption of the plan in  
12 January.

13 And as you can see, we also added dates for  
14 when, you know, still -- we'll have you the draft  
15 documents for your full review. When I say, draft  
16 document, it's a full plan for your review, you know.  
17 Before the next meeting and subsequent meetings, we'll  
18 take iterations from you all looking at the document in  
19 its entirety.

20 So this is the most -- latest and greatest  
21 update to the schedule that I wanted to really share with  
22 everybody, Secretary.

23 SECRETARY HUGHS: Great. Well, thank you. And  
24 thank you for keeping us on time, Caroline. I appreciate  
25 it.



1 I know that by having the regional  
2 presentations, it pushed some of the other chapter  
3 reviews. We had to accelerate through them, but at the  
4 same time, I thought they were so incredibly valuable and  
5 important.

6 So I really appreciate everyone's  
7 participation. As Caroline mentioned, you have Chapters 1  
8 through 7, and then there will be new chapters coming next  
9 week. Please take the time to review them in detail, and  
10 to reach out.

11 Don't feel that you need to wait for the next  
12 meeting to reach out. In fact, you know, there will be  
13 other meetings in between. And the work will continue,  
14 full steam ahead, trying to meet this deadline that,  
15 thanks to all of the hard work of everyone on the  
16 Committee and TxDOT and all of the team, I think we're in  
17 good shape.

18 And I really appreciate everyone's commitment  
19 and dedication to this and look forward to seeing all of  
20 you in the next meeting. It's actually quite incredible,  
21 the work that's been done under such extraordinary  
22 circumstances that none of us could have predicted.

23 But I have enjoyed the benefit of at least  
24 having more participation through these virtual meetings,  
25 having our partners in Mexico in the conversation. And

1 we're continuing to have those meetings outside of these  
2 BTAC meetings.

3 So really looking forward to getting that  
4 additional information that we can bring into this  
5 conversation and continue to share with all of you. Thank  
6 you all for your time. Don't forget to fill out your  
7 Census, and to review the documents as they come in from  
8 Caroline and her team.

9 Thank you.

10 MS. MAYS: Okay. Thank you, Secretary. You  
11 can adjourn the meeting.

12 SECRETARY HUGHS: So at this time, do I have a  
13 motion to adjourn?

14 MR. GARCIA: So moved. This is Josue, in  
15 McAllen.

16 SECRETARY HUGHS: Thank you, Josue. Is there a  
17 second?

18 MR. CALVO: Second. This is Eduardo in El  
19 Paso.

20 SECRETARY HUGHS: Thank you, Eduardo. I have a  
21 motion to adjourn and a second. If anyone is opposed,  
22 please speak up. All right. With that, we are all in  
23 favor, and the motion -- this meeting is now adjourned.  
24 Thank you all. Stay well.

25

1           (Whereupon, at 12:03 p.m., the Border Trade Advisory  
2 Committee was adjourned.)  
3

4           I certify that the foregoing is a correct transcript  
5 from the electronic sound recording of the proceedings in  
6 the above-entitled matter.  
7

8           /s/ Nancy H. King

9/16/2020

9           Certified Electronic Reporter

Date

10          AAERT No. CER/CET-153  
11