TEXAS-MEXICO BORDER TRANSPORTATION MASTER PLAN

Binational Regional Steering Committee
(Laredo/Coahuila/Nuevo León/Tamaulipas)
<table>
<thead>
<tr>
<th></th>
<th>Today’s Agenda</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Introduction (slides 3-6)</td>
</tr>
<tr>
<td>2</td>
<td>Stakeholder Engagement – Round 1 Summary (slides 7-17)</td>
</tr>
<tr>
<td>3</td>
<td>Goals &amp; Objectives: Refinement and Prioritization (slides 18-24)</td>
</tr>
<tr>
<td>4</td>
<td>Data Collection: Methodology, Inventory, and Analysis (slides 25-36)</td>
</tr>
<tr>
<td>5</td>
<td>Corridor Designation (slides 37-39)</td>
</tr>
<tr>
<td>6</td>
<td>Needs Assessment (slides 40-63)</td>
</tr>
<tr>
<td>7</td>
<td>Next Steps (slide 64)</td>
</tr>
<tr>
<td>8</td>
<td>Closing Remarks (slide 65)</td>
</tr>
</tbody>
</table>
The BTMP will support the facilities and the multimodal transportation system that serve the Texas-Mexico border.

It will facilitate coordination and collaboration between Texas and Mexico on:
- binational planning and programming
- implementation of policies, programs, and projects at border crossings
## BTMP Development Phases & Milestones

<table>
<thead>
<tr>
<th>PHASE 1: BINATIONAL STUDY &amp; DATA COLLECTION</th>
<th>PHASE 2: GATHER INPUT &amp; CORRIDOR ANALYSIS</th>
<th>PHASE 3: BUILD BINATIONAL CONSENSUS ON TRANSPORTATION SOLUTIONS</th>
<th>PHASE 4: REFINE ANALYSIS &amp; COMMUNICATE FINDINGS</th>
<th>FINAL REPORT</th>
</tr>
</thead>
</table>

### MILESTONES

- Project Management Plan
- Stakeholder Engagement Plan
- Data Collection Plan
- Goals & Objectives
- High-Level Prioritization Process

### PHASE 1 MILESTONES

- Study Area
- Data Inventory
- Identification of Multimodal Corridors
- Corridor Analyses (SWOT, Trends)

### PHASE 2 MILESTONES

- Future Scenarios
- Cost Benefit Analysis and Economic Impact of Alternatives
- Feasibility Analysis of Alternatives

### PHASE 3 MILESTONES

- Prioritization of Alternatives
- Implementation Plan of High-Ranking Alternatives

### PHASE 4 MILESTONES

- Final Report
BTMP Geographical Scope

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

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

### Border Trade Advisory Committee (BTAC)

**Roles and Responsibilities**
- Participation and guidance is critical throughout decision points
- Input on Plan Goals and Objectives
- Assist with public and stakeholder outreach
- Identification of issues, needs, and challenges
- Provide feedback on policies, programs, and projects
- Input on Implementation Plan
- Review documents and recommend plan to Commission

**Meeting Frequency**

### Binational Regional Steering Committees (BNRSCs)

**Roles and Responsibilities**
- Input on the Plan Goals and Objectives
- Contribute to the development of the Plan
- Identification of issues and needs
- Provide data and other information
- Development of recommendations
- Prioritization of programs and projects
- Assist with public and stakeholder outreach
- Implementation of the Plan

**Meeting Frequency**
Every other month (before BTAC)

### Binational Stakeholder Coordination

**Purpose**
- Guidance on the development of the BTMP
- Binational data collection
- Identification of binational issues and needs
- Provide input on corridor identification and designation
- Build binational consensus on transportation solutions
- Provide input on prioritization criteria
- Review and comment on recommendations
- Provide input into Plan implementation

**Meeting Frequency**
Quarterly
STAKEHOLDER ENGAGEMENT
Stakeholder Engagement – Round 1

Rio Grande Valley/Tamaulipas Region (Pharr)
- April 2: Stakeholder Workshop
- April 3: BNRSC Meeting
- April 9: Public Meeting

Laredo/Coahuila/Nuevo Leon/Tamaulipas Region (Laredo)
- April 22: Public Meeting
- April 23: Stakeholder Workshop & BNRSC Meeting
- April 24: Stakeholder Workshop (Eagle Pass)

El Paso/Santa Teresa/Chihuahua Region (El Paso)
- April 29: Public Meeting
- April 30: Stakeholder Workshop & BNRSC Meeting
Laredo/Coahuila/Nuevo Leon/Tamaulipas Region

<table>
<thead>
<tr>
<th></th>
<th>BNRSC</th>
<th>Stakeholder Workshops*</th>
<th>Public Meeting</th>
</tr>
</thead>
<tbody>
<tr>
<td>US</td>
<td>26</td>
<td>136</td>
<td>24</td>
</tr>
<tr>
<td>Mexico</td>
<td>17</td>
<td>32</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>43</td>
<td>168</td>
<td>25</td>
</tr>
</tbody>
</table>

*= One in Laredo and one in Eagle Pass
### Issues/Challenges
- Poor roadway conditions beyond crossings
- Hazmat traffic through downtown Laredo and Eagle Pass
- Trucks blocking passenger vehicle lane as they approach inspection
- Rail creates congestion through downtown areas
- Inadequate connectivity between regional border crossings

### Opportunities
- Eliminate secondary inspections beyond border crossings
- Need real-time traffic awareness
- Develop connectivity from border crossings to interstates
- Increase capacity at both the border crossing and the regional transportation network
- Opportunity to increase partnership with CBP
### Laredo Stakeholder Workshop

<table>
<thead>
<tr>
<th>Issues/Challenges</th>
<th>Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ Increased logistics cost</td>
<td>▪ Allow traffic flow 24-hours a day</td>
</tr>
<tr>
<td>▪ Border wait time is inconsistent</td>
<td>▪ Expand truck parking capacity</td>
</tr>
<tr>
<td>▪ Insufficient CBP staffing at border crossings to process people and goods</td>
<td>▪ Future opportunities for autonomous drayage</td>
</tr>
<tr>
<td>▪ Insufficient capacity at border crossings to handle people and goods movement</td>
<td>▪ Provide opportunity to schedule appointments for inspection</td>
</tr>
<tr>
<td>▪ Limited options to cross the border</td>
<td>▪ More warehouses</td>
</tr>
<tr>
<td></td>
<td>▪ Truck-only corridors</td>
</tr>
</tbody>
</table>
Eagle Pass Stakeholder Workshop

<table>
<thead>
<tr>
<th>Issues/Challenges</th>
<th>Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle Pass does not have the infrastructure to support increasing demands for people and goods movements</td>
<td>Before considering a third bridge, improve the two existing bridges</td>
</tr>
<tr>
<td>Increasing rail volumes both north and south; blocks downtown access</td>
<td>Need better airport; cargo is coming into Piedras Negras via airport</td>
</tr>
<tr>
<td>Safety in Mexico is a deterrent to movement of goods</td>
<td>Need refrigerated facilities</td>
</tr>
<tr>
<td>Insufficient parking for trucks on US roads</td>
<td>Increase modal diversion due to energy exploration in Mexico</td>
</tr>
<tr>
<td>Insufficient CBP personnel to process people and goods</td>
<td>Increase capacity on roads leading to border crossings</td>
</tr>
</tbody>
</table>
## Issues/Challenges
- Congestion problems at the border crossings for both people and goods crossing
- Emergency response is slow
- Lack of infrastructure and personnel
- 4 entry points at the crossing but only two are often open
- Need to expand hours of operation at border crossings
- Need transit options and pedestrian amenities

## Opportunities
- Rail linkage to Houston
- Data driven process that offers standardization
- More warehouses
- Truck-only corridors
- Optimize crossings by spreading traffic out
- Need to think as one region, not as two countries
### Summary

<table>
<thead>
<tr>
<th>Issues/Challenges</th>
<th>Opportunities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lane closures at border crossings occur too often</td>
<td>Maximize underutilized capacity at existing crossings for both people and goods</td>
</tr>
<tr>
<td>Poor infrastructure condition</td>
<td>Expand programs such as Joint Inspections and UCP</td>
</tr>
<tr>
<td>Multiple inspections for border crossing cargo</td>
<td>Increase capacity of transportation network linking border crossings</td>
</tr>
<tr>
<td>Congestion at interstate checkpoints</td>
<td>Expand supply of warehousing</td>
</tr>
<tr>
<td>Insufficient CBP personnel to process both people and goods</td>
<td></td>
</tr>
<tr>
<td>Inadequate hours of operation</td>
<td></td>
</tr>
<tr>
<td>Insufficient transit options</td>
<td></td>
</tr>
</tbody>
</table>
COMMON THEMES
## Summary by Region

<table>
<thead>
<tr>
<th>Issues/Challenges</th>
<th>Laredo</th>
<th>Rio Grande Valley</th>
<th>El Paso</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lane closures at border crossings occur too often</td>
<td>Poor infrastructure condition</td>
<td>Lack of redundant crossing locations to relieve burdened infrastructure</td>
<td>Unreliable crossing times</td>
</tr>
<tr>
<td>Poor infrastructure condition</td>
<td>Multiple inspections for border crossing cargo</td>
<td>Poor connectivity to regional transportation system on US side</td>
<td>Lack of connectivity to other modes</td>
</tr>
<tr>
<td>Congestion at interstate checkpoints</td>
<td>Insufficient CBP personnel</td>
<td>Rapid growth of freight volumes</td>
<td>Heavy student usage of border crossings</td>
</tr>
<tr>
<td>Inadequate hours of operation</td>
<td></td>
<td>Lengthy produce inspections and lack of qualified inspectors</td>
<td>Border crossings with no connectivity on Mexican side</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Security issues</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Opportunities</th>
<th>Laredo</th>
<th>Rio Grande Valley</th>
<th>El Paso</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximize underutilized capacity at existing crossings</td>
<td>Use technology to improve border crossing efficiency</td>
<td>Use technology to improve/optimize border crossings</td>
<td></td>
</tr>
<tr>
<td>Expand programs such as Joint Inspections and UCP</td>
<td>Improve connectivity to transportation network beyond border crossings</td>
<td>Coordination with other studies</td>
<td></td>
</tr>
<tr>
<td>Increase capacity of transportation network linking border crossings</td>
<td>Need more oversize/overweight corridors</td>
<td>Expand capacity of border crossings</td>
<td></td>
</tr>
<tr>
<td>Expand supply of warehousing</td>
<td>Increase capacity of border crossings</td>
<td>Add pedestrian amenities</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Separation of truck and personal vehicle traffic</td>
<td></td>
</tr>
</tbody>
</table>
Common Suggestions to Improve Border Transportation

- Increase staff at POEs
- More open lanes at POEs
- Develop more/new POEs
- Extended POE hours of operations
- Joint inspections/more efficiency
- More and better maintained roadway infrastructure
- Increase in use of technology
- Better mass transit system, pedestrian access
- Improve reliability of crossing information
- More infrastructure funding
GOALS & OBJECTIVES

Laredo Stakeholder Meeting | April 23, 2019
Goals and Objectives Overview

- What are the elements of border transportation planning?
- What are our Draft Vision and Mission Statements?
- What were the priority goals in Round 1 BNRSC Meetings?
- What feedback do you have on Draft Objectives?
Elements of Transportation Planning

Vision: aspirational statement on the future of the Texas-Mexico border

Mission: statement of how the BTMP will support the vision

Goal: aspirational areas of focus for the BTMP

Objective: specific, measurable priorities for the BTMP

Performance Measures: quantifiable indicators to assess performance

Strategic Planning

Project Planning
Vision:

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

Mission:

To develop and implement trade, economic development, and transportation strategies and public policies, programs, and projects that facilitate US-Mexico border trade and cross-border movement of people, creates efficient multimodal corridors, and enhance the connections in the binational border region.
# Draft BTMP Goals

<table>
<thead>
<tr>
<th>Category</th>
<th>Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safety and Security</strong></td>
<td>Improve binational, multimodal transportation safety and security</td>
</tr>
<tr>
<td><strong>Economic Competitiveness</strong></td>
<td>Improve the contribution of the binational transportation system for economic competitiveness, productivity, and development in the border regions and beyond</td>
</tr>
<tr>
<td><strong>Mobility and Reliability</strong></td>
<td>Reduce congestion and improve system efficiency and performance on the binational transportation system</td>
</tr>
<tr>
<td><strong>Multimodal Connectivity</strong></td>
<td>Provide binational transportation choices and improved system connectivity for all modes</td>
</tr>
<tr>
<td><strong>Sustainable Funding</strong></td>
<td>Identify and sustain funding sources for the binational transportation system</td>
</tr>
<tr>
<td><strong>Stewardship</strong></td>
<td>Manage environmental and agency resources responsibly and foster accountability and transparency in decision-making</td>
</tr>
<tr>
<td><strong>Customer Service</strong></td>
<td>Understand and incorporate customer feedback in decision-making processes and be transparent in all agency communications</td>
</tr>
<tr>
<td><strong>Cross-Border Resiliency</strong></td>
<td>Capacity of the system to continue operations after disasters/emergency events</td>
</tr>
<tr>
<td><strong>Asset Preservation</strong></td>
<td>Maintain and preserve infrastructure that supports multimodal, binational movement of goods and people</td>
</tr>
</tbody>
</table>
Priority Goals in Round 1 BNRSC Meetings

1. Mobility and Reliability
2. Multimodal Connectivity/Economic Competitiveness

Rio Grande Valley/Tamaulipas

1. Mobility and Reliability
2. Economic Competitiveness

Laredo/Coahuila/Nuevo León/Tamaulipas

1. Mobility and Reliability
2. Economic Competitiveness

El Paso/Santa Teresa/Chihuahua

1. Mobility and Reliability
2. Economic Competitiveness
BNRSC DISCUSSION

Provide input to formulate Objectives for each BTMP Goal
DATA COLLECTION

Inventory and Analysis
Data Collection Overview

What are we trying to achieve through data collection and analysis?

What data sources will help us develop the BTMP?

What is the BTMP Stakeholder Data Questionnaire?

What are the preliminary data gaps?

What are the next steps and BNRSC role?
Data Collection and Analysis Goals

Develop a data-driven binational and multimodal BTMP to:

- Provide comprehensive understanding of existing and emerging data sources
- Assess data suitability to address BTMP goals and objectives
- Apply data for BTMP needs assessment, economic analysis, and forecasting
- Recommend BTMP performance measures and prioritization
- Create a Data Clearinghouse for analysis on other BTMP tasks and for use by all stakeholders
Data Collection, Inventory, and Analysis Workflow

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

**COLLECT**
- Binational Data Inventory and Collection
- Identify Data Gaps
- Address Data Gaps and Needs
- Data Collection and Synthesis

**ANALYZE**
- Data Reporting and Clearinghouse
- Technical Memorandum: Final Data Inventory and Metadata

**REPORT**
- Draft and Final Baseline Conditions Report and Presentation
## Data Sources

<table>
<thead>
<tr>
<th>PLANS &amp; STUDIES</th>
<th>QUANTITATIVE &amp; QUALITATIVE DATA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Plans and Studies</td>
<td>Statistical Data</td>
</tr>
<tr>
<td>Land Use Studies</td>
<td>Surveys</td>
</tr>
<tr>
<td>Economic Development Plans</td>
<td>Operational Data</td>
</tr>
<tr>
<td>International Trade Studies</td>
<td>Land Use Data</td>
</tr>
<tr>
<td>Environmental Studies</td>
<td>Multimodal Transportation Network</td>
</tr>
</tbody>
</table>
Binational Transportation Data Sources

Modal Category

- Commercial Vehicles
  - Railway
  - Maritime
  - Aviation
  - Pipeline

- Bicycle and Pedestrians
- Public Transport
- Private Vehicles
- Aviation

Trip Purpose

Freight

Passenger
How Much Data Have we Collected?

317 Data Sources related to BTMP Goals

- Road: 50%
- Multiple: 20%
- Air: 11%
- Maritime: 10%
- Rail: 4%
- Pipeline: 3%
- Transit: 2%
- Binational: 5%

- Texas: 58%
- Mexico: 37%
Methods Used to Collect Data

- Local and Regional Gov’t Agencies
- State Gov’t Agencies
- Federal Gov’t Agencies
- Infrastructure Owners
- Industry Stakeholders

- Desk Research
- Data Questionnaire
- Stakeholder Meetings
- Interviews

Legend
- Data Stakeholders (US and Mexico)
- Collection Methods
We need your input on plans, studies, and data sources for the BTMP

Brief questionnaire – English and Spanish options

Texas-Mexico Border Transportation Master Plan (BTMP)

Data Questionnaire

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

- Identify the movement of people and goods across the border, in border regions, and beyond
- Focus on transportation issues, needs, challenges, opportunities, and strategies
- Utilize a data-driven planning process to inform selection and prioritization of projects, policies, and programs
- Support binational, state, regional, and local economic competitiveness

surveymonkey.com/r/BTMPData
### Types of Data Gaps we are Currently Seeing

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

<table>
<thead>
<tr>
<th>Granularity</th>
<th>Differences in detail: geography, classification</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Geography – city, county, states</td>
</tr>
<tr>
<td></td>
<td>Time Intervals – daily, weekly, monthly</td>
</tr>
<tr>
<td></td>
<td>Characteristics of people and goods</td>
</tr>
</tbody>
</table>

| Linkages                                     | Trip tracing – inland, intermodal shipments, drayage, and people movements between modes and across the border |

| Consistency                                  | Method and timing collection                      |
|                                              | Time lag from data collection to reporting        |
|                                              | Definitions and classifications                   |
|                                              | Assumptions used for derived data                 |
Next Steps: Data Collection Process

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

Analyze and Validate
Data attributes, quality, and coverage checks

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

Gap Closing Strategies
New data sources, data fusion methods
BNRSC Next Steps

- Participate in the BTMP Data Collection Questionnaire
- Identify critical data stakeholders (provide to BTMP team)
- Provide input, as needed, on data gap-closing strategies
CORRIDOR DESIGNATION
Corridor Designation Strategy

**PLAN**
- Binational/Multimodal Transportation System and Needs Assessment Plan

**DEFINE**
- Define Analysis Areas/Spheres of Influence
- Multimodal Cross-Border Network Designation Criteria & Analysis Framework

**DESCRIBE**
- Develop Current Multi-Modal Profiles (Policies, Economics, Land Use)
- Develop Future Multi-Modal Profiles
- Identify and Designate Future Cross-Border Multimodal Corridors

**REPORT**
- Corridor Designation Report

To Needs Assessment Strategy
## Designation Criteria & Analysis Framework

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Key Inputs</th>
<th>Outcomes</th>
</tr>
</thead>
</table>
| Develop analysis criteria & framework, and existing modal profiles to support corridor designations and needs for future corridor designations:  
- POEs  
- POE support system  
- Transportation network system | Stakeholder workshops & discussions  
- Goals & Objectives, multi-criteria analysis framework  
- Database/inventory  
- Profiles will include transportation demand and multimodal performance, land use, economic, key/emerging logistics & supply chains | Document available tools, performance measures, and data in analysis framework  
- Link performance measures & analysis framework to goals & objectives  
- Identify performance by border regions, analysis areas & spheres of influence  
- Document existing modal profiles to develop future profile and needs analysis |
NEEDS ASSESSMENT
Needs Assessment Strategy

- Database/Inventory
- Goals & Objectives, Multi-Criteria Analysis Framework
- Forecasts
- Economic Analysis

From Corridor Designation Strategy

- Corridor and Border Crossing Analysis Report
- SWOT Analysis
- Trends, Issues, Deficiencies, Conditions, Performance
- Binational Corridors and Border Crossing Needs Assessment

Stakeholder Workshops & Discussions

Analytical Input

Stakeholder Input

NEEDS ASSESSMENT

REPORT
Preliminary Inventory of Binational Infrastructure – Sources

- Compiled information on binational, multimodal infrastructure from the following sources:
  - Corridors presented during BTAC (December 2018) by Mexican States of Chihuahua, Coahuila, Nuevo Leon and Tamaulipas
  - Freight Mobility Plan (2018)
  - International Trade Corridor Plan (2018)
  - Texas Border District Trade Transportation Activities (Jan. 2019)
  - Texas Border Master Plans from 2012 and 2013

- Developed “layered” maps showing infrastructure for the following modes
  - Highway
  - Pedestrian/Bicycle
  - Transit
  - Rail
  - Airports
  - Seaports
  - Pipeline

- Goal of representing key infrastructure to be analyzed as part of the BTMP
Binational Corridors – Initial Review

- Established Trade Corridors
- Ports to Plains Corridor
- Secondary Trade Corridors
- Mexico City – Nuevo Laredo Corridor
- Veracruz – Matamoros Corridor

Mazatlan – Matamoros Corridor
Manzanillo – Tampico Corridor
Multi-Regional Corridors – Initial Review

Laredo/Coahuila/Nuevo Leon/ Tamaulipas Region

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

Are there any corridors missing? (including last-mile corridors)
BNRSC DISCUSSION

Are there bottlenecks and if so, in which facility type (POEs, supporting facilities, multimodal transportation system)?
BNRSC DISCUSSION

Are there any ideas for addressing those bottlenecks?
Binational Rail Network – Preliminary Inventory

**Railroads**

**Texas**
- **Class I**
  - BNSF
  - Kansas City Southern
  - Union Pacific
- **Other**
  - Shortline/Regional

**Mexico**
- Kansas City Southern De México
- Línea Coahuila Durango
- Ferrocarril Mexicano
- Vías Remanentes

Border Crossing

[Map showing rail network connections between Texas and Mexico, with POEs marked at various locations along the border.]
Binational Rail Network – Preliminary Inventory - Laredo

**Railroads**

**Texas**

- **Class I**
  - BNSF
  - Kansas City Southern
  - Union Pacific

- **Other**
  - Shortline/Regional

**Mexico**

- Kansas City Southern De México
- Línea Coahuila Durango
- Ferrocarril Mexicano
- Vías Remanentes

**Border Crossing**
BNRSC DISCUSSION

Are there any corridors missing?
BNRSC DISCUSSION

Are there bottlenecks and if so, in which facility type (POEs, supporting facilities, multimodal transportation system)?
BNRSC DISCUSSION

Are there any ideas for addressing those bottlenecks?
Binational Airports & Seaports Infrastructure – Preliminary Inventory

Airports and Seaports

- Airport
- Seaport

Map showing airports and seaports along the Texas-Mexico border, including cities such as Houston, Corpus Christi, Brownsville, Tampico, Mazatlán, Topolobampo, and others.
Binational Airports & Seaports Infrastructure – Preliminary Inventory - Laredo

Airports and Seaports

- Airport
- Seaport
- Border Crossing
BNRSC DISCUSSION

Is there any infrastructure missing?
BNRSC DISCUSSION

Are there bottlenecks and if so, in which facility type (POEs, supporting facilities, multimodal transportation system)?
BNRSC DISCUSSION

Are there any ideas for addressing those bottlenecks?
Binational Pipeline Infrastructure – Preliminary Inventory

Pipelines

- Natural Gas & Other Gas Pipelines
- Crude Oil Pipelines
- Hazardous Liquids Pipelines
- Border Crossing

Map showing the distribution of pipelines across the Texas-Mexico border with specific POEs marked.
Binational Pipeline Infrastructure – Preliminary Inventory - Laredo

Pipelines

- Natural Gas & Other Gas Pipelines
- Crude Oil Pipelines
- Hazardous Liquids Pipelines
- Border Crossing

Map showing pipelines and border crossings in the Laredo area, including the Laredo-Coilmbia Solidarity Bridge, Gateway to the Americas Bridge, and World Trade Bridge.
BNRSC DISCUSSION

Are there any pipelines missing?
BNRSC DISCUSSION

Are there capacity constraints or intermodal connectivity issues and if so, where?
Are there any ideas for addressing those capacity constraints or intermodal connectivity issues?
# Study Tasks Three Month Look-Ahead

<table>
<thead>
<tr>
<th>Data Collection</th>
<th>Corridor Analysis</th>
<th>Goals &amp; Objectives</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Process results from Data Questionnaire</td>
<td>- Identify corridors that will be analyzed and their characteristics</td>
<td>- Develop objectives for the BTMP that align with the goals and the available data</td>
</tr>
<tr>
<td>- Begin filling up gaps on Data</td>
<td>- Develop preliminary corridor-level performance metrics to be used to assess the efficiency on the movement of goods and people across the border</td>
<td>- Develop high-level project prioritization framework</td>
</tr>
<tr>
<td>- Identify Binational Supply Chains through consultations and begin analyzing them</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Next BTAC Meeting
- TBD

## Next BNRSC Meeting – September
- Objectives – Report out
- Report on preliminary baseline data analytics
- Final discussion on issues, challenges and opportunities at the corridor level
- Overview of high-level prioritization framework
- Extended Public Outreach Plan for October
Texas-Mexico BTMP Project Managers

Timoteo “Tim” Juarez, Jr.
TxDOT, Branch Manager, International Trade & Border Planning
Tim.Juarez@TxDOT.gov
(512) 230-8990

Alejandro Solis, Ph.D.
HDR, Principal Economist & Business Class Lead, Economics & Finance
Alejandro.Solis@HDRinc.com
(202) 594-3280

BTMP Contact:
Email: TxDOT_BorderTrade@txdot.gov
Phone: 512-685-2955