Welcome & Introductions

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

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<th>BTAC</th>
<th>BNRSC Round 2</th>
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<td>May 2019</td>
<td>June 2019</td>
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<tr>
<td>• BTMP Overview</td>
<td>• Summary of Round 1</td>
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<td>• Primer on Goals &amp; Objectives</td>
<td>• Refinement of Goals &amp; Objectives</td>
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<td>• Issues, Needs, Challenges &amp; Opportunities</td>
<td>• Data Collection: Methodology, Inventory &amp; Analysis</td>
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<td></td>
<td>• Needs Assessment Methodology</td>
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</tbody>
</table>
Texas-Mexico Border Transportation Master Plan

Task 3: Goals & Objectives

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

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

**Plan**
- Task 4.1: BTMP Data Collection, Inventory, & Analysis Plan
- Task 4.2: Binational Data Inventory & Collection

**Collect**
- Task 4.3: Identify Data Gaps
- Task 4.4: Address Data Gaps & Needs
- Task 4.5: Data Collection & Synthesis

**Analyze**
- Task 4.6: Data Reporting
- Task 4.7: Technical Memorandum: Final Data Inventory & Metadata

**Report**
- Task 4.8: Draft & Final Baseline Conditions Report & Presentation

Legend:
- In Progress
- Future Work

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

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

U.S./MX National Population Change

- 30.56% U.S. National
- 59.02% Mexico National

Border Region Population Change

- 70.41% TX-MX Border Region
- 67.79% Texas Border Region
- 72.44% Mexico Border Region
The 60 mile border region grew by approximately **2.8 million**, from 1990 to 2017.

- Mexico border municipios added 1.6 million.
- Texas border counties added 1.2 million.
Approximately **7.3 million** people live in counties located within 60 miles of the Texas-Mexico border (2017).

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

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

Total population by County (U.S.)/Municipio (MX)
Population grew by approximately **2.8 million** within 60 miles of the border region since 1990.

Border region growth is concentrated in metropolitan areas.

Highest-growth jurisdictions:
- Ciudad Juarez: +630,000
- Hidalgo County: +480,000
- Reynosa: +425,000
- El Paso: +250,000
- Matamoros: +240,000
- Nuevo Laredo: +190,000
- Webb County: +166,000
Population grew by approximately 70% within 60 miles of the border region since 1990.

Highest population growth in metropolitan areas:
- 4 counties represent 94% of growth in TX border counties
- 4 municipios account for 85% of growth in Mexico border region

Highest-percentage growth jurisdictions:
- Acuna 171%
- Hidalgo County 126%
- Reynosa 113%
Approximately **2.9 million** people live in counties located within the Laredo/Nuevo Laredo/Coahuila/Tamaulipas region (2017).
Regional population grew by approximately **1.2 million** people in the Laredo/Coahuila/Nuevo León/Tamaulipas region since 1990

- Reynosa: +378,459
- Matamoros: +229,544
- Nuevo Laredo: +186,122
- Webb County: +144,138
- Ciudad Acuña: +95,895
- Piedras Negras: +69,726
Regional population grew by **74%** within the Laredo/Coahuila/Nuevo León/Tamaulipas region since 1990

- Ciudad Acuña: +170%
- Reynosa: +134%
- Webb County: +107%
- Nava: +88%
- Nuevo Laredo: +85%
- Matamoros: +76%
El Paso-Juarez and Rio Grande Valley are the most densely populated areas within the 60 miles of the Texas-Mexico border (2017).

Juarez is the most densely populated jurisdiction.
Piedras Negras and Nuevo Laredo are the most population dense municipios in the Laredo/Coahuila/Nuevo León/Tamaulipas Region.

- Piedras Negras: 919 persons/square mile
- Nuevo Laredo: 863 persons/square mile
- Webb County: 83 persons/square mile
- Maverick: 44 persons/square mile
BNRSC Discussion

Do the population trends make sense?
There are approximately **2.6 million** jobs within 60 miles of the Texas-Mexico border.

- **1.1 million** U.S. side (2017)
- **1.5 million** Mexico side (2015)

Sources: U.S. Census Bureau General Social and Economic Characteristics 1990, U.S. ACS Economic Characteristics 2017 CONABIO 1990, INAFED 2015. TX employed defined as 16 years+, MX employed defined as 12 years+
There are approximately **1.3 million** jobs in the Laredo/Coahuila/Nuevo León/Tamaulipas region.

<table>
<thead>
<tr>
<th></th>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>512 thousand</td>
<td>761 thousand</td>
</tr>
</tbody>
</table>

Sources: U.S. Census Bureau General Social and Economic Characteristics 1990, U.S. ACS Economic Characteristics 2017 CONABIO 1990, INAFED 2015. TX employed defined as 16 years+, MX employed defined as 12 years+
Total employment has grown by **95%** within the 60 miles of the Texas-Mexico border since 1990

- Ciudad Acuña: +201%
- Reynosa: +185%
- Hidalgo County: +157%

Sources: U.S. Census Bureau General Social and Economic Characteristics 1990, U.S. ACS Economic Characteristics 2017, CONABIO 1990, INAFED 2015. TX employed defined as 16 years+, MX employed defined as 12 years+
There are approximately **1.2 million** jobs in the Laredo/Nuevo Laredo/Coahuila/Tamaulipas region.

- **247 thousand** U.S. side (2017)
- **913 thousand** Mexico side (2015)

Sources: U.S. Census Bureau General Social and Economic Characteristics 1990, U.S. ACS Economic Characteristics 2017 CONABIO 1990, INAFED 2015. TX employed defined as 16 years+, MX employed defined as 12 years+.
Regional employment has grown by **579 thousand** jobs in the Laredo/Coahuila/ Nuevo León/Tamaulipas region since 1990

- Reynosa: +167,579
- Matamoros: +93,306
- Nuevo Laredo: +78,399
- Webb County: +56,894

Sources: U.S. Census Bureau General Social and Economic Characteristics 1990, U.S. ACS Economic Characteristics 2017 CONABIO 1990, INAFED 2015. TX employed defined as 16 years+, MX employed defined as 12 years+
Regional employment has grown by **100%** in the Laredo/Coahuila/Nuevo León/Tamaulipas region since 1990

- Ciudad Acuña: +201%
- Webb County: +124%
- Nava: +113%
- Nuevo Laredo: +112%
- Maverick County: +105%
In Texas, the 60 mile border region median household income is $35,000 (U.S. is $60,000)

24% of households in Texas border counties live under the federal poverty level (compared to 12% nationally)

Data for the Median household income is shown at a county level in the United States and state level in Mexico.
Regional median household income has grown by **85%** from $16,296 to $30,117 within the Laredo/Coahuila/Nuevo León/Tamaulipas region from 1990 to 2017:

- Maverick County: +208%
- La Salle County: +186%
- Duval County: +161%

In Texas...

- Less Than HS Graduate: 46% (1990) vs. 24% (2017)
- HS Graduate: 20% (1990) vs. 19% (2017)
- Some College: 16% (1990) vs. 13% (2017)
- Associate Degree: 4% (1990) vs. 6% (2017)
- Bachelor Degree: 5% (1990) vs. 6% (2017)
- Advanced Degree: 2% (1990) vs. 6% (2017)

In Mexico...

- Less than Primary: 7% (1990) vs. 30% (2015)
- Completed Primary: 24% (1990) vs. 25% (2015)
- Completed Secondary: 30% (1990) vs. 15% (2015)
- Completed Upper Middle: 14% (1990) vs. 8% (2015)
- Completed Upper Education: 15% (1990) vs. 4% (2015)
- Not Specified: 2% (1990) vs. 0% (2015)

INEGI Population and Housing Census Counts, 1990-2015
BNRSC Discussion

Do the employment, income, and education trends make sense?
Texas-Mexico Border Region: Vehicle Ownership Trends

In Texas...

In Mexico...

Source: Texas Department of Motor Vehicles, 2013-2017
INEGI Vehicle Ownership Database, 1990-2016
<table>
<thead>
<tr>
<th>Mode</th>
<th>Modal Share</th>
<th>Change Since 1996</th>
</tr>
</thead>
<tbody>
<tr>
<td>86,369 Buses 1,266,879 Passengers</td>
<td>1.5%</td>
<td>- 23.0%</td>
</tr>
<tr>
<td>17,200,200 Bicycles/Pedestrians</td>
<td>20%</td>
<td>+ 1.6%</td>
</tr>
<tr>
<td>34,580,524 Cars 67,721,768 Passengers</td>
<td>78.6%</td>
<td>- 42.7%</td>
</tr>
</tbody>
</table>

BTS border crossing data only provides border entry information.

Laredo ranks 1st for bus passengers
El Paso is 1st for pedestrians, bicycles, passengers in vehicles
Eagle Pass is 4th in number of passengers in vehicles and Del Rio is 5th

<table>
<thead>
<tr>
<th>POE</th>
<th>2017</th>
<th>2016</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boquillas</td>
<td>-</td>
<td>10,965</td>
<td>-</td>
</tr>
<tr>
<td>Brownsville</td>
<td>43,733</td>
<td>2,761,819</td>
<td>10,047,891</td>
</tr>
<tr>
<td>Del Rio</td>
<td>-</td>
<td>147,800</td>
<td>3,262,388</td>
</tr>
<tr>
<td>Eagle Pass</td>
<td>37,790</td>
<td>858,701</td>
<td>5,520,345</td>
</tr>
<tr>
<td>El Paso</td>
<td>193,419</td>
<td>6,883,755</td>
<td>22,046,772</td>
</tr>
<tr>
<td>Hidalgo</td>
<td>249,524</td>
<td>2,185,335</td>
<td>9,177,083</td>
</tr>
<tr>
<td>Laredo</td>
<td>728,177</td>
<td>3,016,801</td>
<td>10,488,748</td>
</tr>
<tr>
<td>Presidio</td>
<td>5,727</td>
<td>94,944</td>
<td>1,447,041</td>
</tr>
<tr>
<td>Progreso</td>
<td>-</td>
<td>899,201</td>
<td>2,712,778</td>
</tr>
<tr>
<td>Rio Grande City</td>
<td>-</td>
<td>60,649</td>
<td>814,300</td>
</tr>
<tr>
<td>Roma</td>
<td>8,509</td>
<td>245,594</td>
<td>1,541,662</td>
</tr>
<tr>
<td>Tornillo-Fabens</td>
<td>-</td>
<td>34,636</td>
<td>662,760</td>
</tr>
</tbody>
</table>

- **Boquillas POE**
  - Personal Vehicle Passengers
  - Bicycle/Pedestrians
  - Bus Passengers

- **Del Rio POE**
  - Personal Vehicle Passengers
  - Bicycle/Pedestrians

- **Eagle Pass POE**
  - Personal Vehicles
  - Bicycle/Pedestrians
  - Bus Passengers

- **Laredo POE**
  - Personal Vehicle Passengers
  - Bicycle/Pedestrians
  - Bus Passengers

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

BTS border crossing data only provides border entry information.
The number of northbound trains increased by **3,447** or **53%** since 1996.

- **1996**: 6,465 Trains
- **2017**: 9,912 Trains

BTS border crossing data only provides border entry information.


- **Eagle Pass POE**
  - 1996: 1,000
  - 2017: 3,500
  - Increase: +150%

- **Laredo POE**
  - 1996: 4,000
  - 2017: 4,500
  - Increase: +33%

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Trucks</th>
</tr>
</thead>
<tbody>
<tr>
<td>1996</td>
<td>2.2 Million</td>
</tr>
<tr>
<td>2017</td>
<td>4.2 Million</td>
</tr>
</tbody>
</table>

BTS border crossing data only provides border entry information.


Del Rio POE

- Number of Trucks (Northbound)
- Increase: +87%

Eagle Pass POE

- Number of Trucks (Northbound)
- Increase: +194%

Laredo POE

- Number of Trucks (Northbound)
- Increase: +115%

BTS border crossing activity data only provides border entry information. BTS border crossing activity data for 1996-2017.
BNRSC Discussion

Do the trends in vehicle ownership and movement of goods and people make sense?

Total – $362.6B

- El Paso Region: $41.5B (Southbound: $29B, Northbound: $12.5B)
- Laredo Region: $139.5B (Southbound: $104B, Northbound: $35.5B)
- Rio Grande Valley Region: $27.7B (Southbound: $20.9B, Northbound: $6.8B)

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

Total – $243.5B

- Southbound: $104B
- Northbound: $139.5B

Del Rio POE: $3B, Eagle Pass POE: $2B, $22.5B, Laredo POE: $114B, $94B

BTS Transborder Freight Data, 2017

Del Rio POE
Northbound

2006: $3.6M
2017: $3.0B

Eagle Pass POE
Northbound

2006: $7.5B
2017: $22.5B

Laredo POE
Northbound

2006: $58.2B
2017: $111.4B

Southbound

2006: $1.5B
2017: $2.0B

Southbound

2006: $3.8B
2017: $8.2B

Southbound

2006: $45.9B
2017: $94.2B

BTS Transborder Freight Data, 2006 and 2017
BNRSC Discussion

Anything surprising with respect to the trends on international trade?
Texas-Mexico Border Transportation Master Plan

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

October 17, 2019
Task 5 Overview

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

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

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

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

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

Binational/Multimodal Transportation System & Needs Assessment Plan

- Define Analysis Areas/Spheres of Influence
- Develop Current Multi-Modal Profiles (Policies, Economics, Land Use)
- Develop Future Multi-Modal Profiles
- Identify & Designate Future Cross-Border Multimodal Corridors

Multimodal Cross-Border Network Designation Criteria & Analysis Framework

Corridor Designation Report

To Needs Assessment Strategy
Binational, Multimodal Corridor & System Identification & Designation

Areas of Analysis (Preliminary DRAFT)
BTMP Focus
- Binational, multimodal corridors that are connected by border crossings
- Movement of people and goods

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

See Handout 4
Breakdown of Sphere 1 into Sub-Areas of Analysis

- Focus inside the border crossing (Federal complex)
- Border crossing and auxiliary infrastructure
Breakdown of Sphere 1 into Sub-Areas of Analysis

1 mile/1.5 km
- Focus at the crossing
- Connectivity to border crossing
- Multimodal

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

Is the breakdown of Sphere 1 into sub-areas of analysis logical?
Sphere 2: Key Population & Goods Production Centers in Border States
Sphere 3: Five Border States

Sphere 3 Roadway Infrastructure

Sphere 3 Railroad Infrastructure
Sphere 4: U.S. & Mexico

Sphere 4 Roadway Infrastructure

Sphere 4 Railroad Infrastructure
BNRSC Discussion

Is the progression of spheres logical?
BNRSC Discussion

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

Designation Process (Preliminary DRAFT)

See Handout 5
Preliminary Highway Corridor Identification: U.S.

National Highway System

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

National Highway Freight Network

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

Texas Highway Freight Network

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

Texas Trunk System

The minimal design criteria for this network specify that each highway should be at least a four-lane divided facility. That includes routes which are not yet made of four lanes, but ideally will be.
The INEGI Red Nacional de Caminos Roadway Network integrates the roadway networks between urban & rural areas of Mexico.

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

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

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

- **Blue:** Primary Trade Corridors
- **Orange:** Emerging Trade Corridors
- **Green:** Ports-to-Plains
- **Dark Purple:** Manzanillo - Tampico
- **Green:** Veracruz – Monterrey – Matamoros
- **Blue:** Mazatlan - Matamoros
- **Yellow:** Topolobampo - Chihuahua - Presidio - Fort Worth
- **Orange:** Mexico City – Nuevo Laredo

- **Dark Gray:** Badiraguato - Chihuahua
- **Pink:** Mexico City – Nuevo Laredo & Piedras Negras
- **Green:** Queretaro – Ciudad Juarez
Preliminary Highway Corridor Identification: Laredo/Coahuila/Nuevo León/Tamaulipas Region

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

World Trade Bridge Crossing

60 mile/100 km

International Corridor
Regional Corridor
Local Corridor
### Other Potential Criteria to Support Roadway Corridor Designation

- Additional options to designate roadway corridors for analysis for consideration
  - Based on readily available data sources
  - Use criteria to identify corridor usage and designate corridors from Spheres 1 to 5

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

Anything missing on the Criteria & Analysis framework?
BNRSC Discussion

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

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

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

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

<table>
<thead>
<tr>
<th>Designation</th>
<th>Volume Threshold</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>VL</td>
<td>1,500,000 +</td>
<td>1</td>
</tr>
<tr>
<td>L</td>
<td>500,000 – 1,499,999</td>
<td>2</td>
</tr>
<tr>
<td>M</td>
<td>75,000 – 499,999</td>
<td>6</td>
</tr>
<tr>
<td>S</td>
<td>1 - 74,999</td>
<td>5</td>
</tr>
</tbody>
</table>

*Designation: VL = Very Large; L = Large; M = Medium; S = Small*
**Passenger Vehicle Movements**
- 28 border crossings where passenger vehicle volume was recorded

**Total volume of crossing for passenger vehicles**

<table>
<thead>
<tr>
<th>Designation</th>
<th>Volume Threshold</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>L</td>
<td>2,000,000 +</td>
<td>5</td>
</tr>
<tr>
<td>M</td>
<td>500,000 – 1,999,999</td>
<td>16</td>
</tr>
<tr>
<td>S</td>
<td>1 – 499,999</td>
<td>7</td>
</tr>
</tbody>
</table>

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

- **Pedestrian Movements**
  - 24 border crossings where pedestrian and bus volume was recorded

- **Total volume of crossing for pedestrians and buses**

<table>
<thead>
<tr>
<th>Pedestrian + Bus</th>
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<td><strong>L</strong></td>
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<td><strong>M</strong></td>
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<td>10</td>
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<tr>
<td><strong>S</strong></td>
<td>1 – 99,999</td>
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*Designation: L = Large; M = Medium; S = Small*
## DRAFT Preliminary POE Designation, Commercial Trucks

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<tr>
<th>Small</th>
<th>Medium</th>
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<th>Very Large</th>
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DRAFT Considerations on POE Designation Criteria

- Additional options to designate POE sizes for Multimodal Corridor Designation & Analysis

  - Combined vehicle (car, truck) cross-border movements
  - Combined vehicle (car, truck) with pedestrian cross-border movements
  - Weighted total combined vehicle & pedestrian cross-border movements using a ratio of vehicles to pedestrians
  - Weighted trucks to develop combined vehicle with pedestrian crossing border movements
  - Value of goods
  - Weighted value of goods, & volume of trucks, vehicles, & pedestrians
BNRSC Discussion

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

Preliminary DRAFT Needs Assessment
Preliminary Needs Assessment: Approach

- Internal Factors:
  - Strengths
  - Weaknesses

- External Factors:
  - Opportunities
  - Threats

Issues

- Current & Future Demand
- Current & Future Capacity
- Current & Future Needs
- Investment Priorities
Needs Assessment from Corridor Perspective

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

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

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

- **Pedestrian**
  - Availability of Modes

- **Aviation & Maritime**
  - Connectivity to Other Modes

- **Pipelines**
  - Peak Demand

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

Laredo

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

Laredo

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

Laredo

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

- **Strengths, Weaknesses, Opportunities, Threats (SWOT)**
- **Identify needs by POE locations & mode**
  - Safety hotspot
  - Mobility bottlenecks
  - Intermodal connectivity
  - Seasonal
  - Economic development
  - Workforce mobility
  - Future capacity

- **Field visit of each POE location**
  - Clarifying: issues, trends, & needs
- **Link to corridor needs**
- **Link to Goals & Objectives**
BNRSC Discussion

Are there any comments about the Needs Assessment framework?
### Study Tasks/Three Month Look-Ahead

<table>
<thead>
<tr>
<th>Goals &amp; Objectives</th>
<th>Data Collection</th>
<th>Corridor Analysis</th>
<th>Forecasting</th>
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<tr>
<td>▪ Develop weights for the BTMP Objectives</td>
<td>▪ Develop Baseline Conditions Report</td>
<td>▪ Refine existing conditions by mode/system &amp; spheres</td>
<td>▪ Identify Key Drivers to develop future scenarios</td>
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<tr>
<td>▪ Refinements to high-level project prioritization framework</td>
<td>▪ Develop Knowledge Clearinghouse</td>
<td>▪ Populate corridor-level performance metrics</td>
<td>▪ Sketch future scenarios based on Stakeholder Input</td>
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<td><strong>Next BTAC Meeting</strong></td>
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<td>▪ January 2020</td>
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<td><strong>Next BNRSC Meeting: TBD</strong></td>
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<tr>
<td>▪ Report on baseline data analytics</td>
<td>▪ Review of existing profiles and conditions along multimodal corridors</td>
<td>▪ Input from BNRSC to inform SWOT analysis</td>
<td>▪ Input from BNRSC on preliminary future scenarios</td>
</tr>
</tbody>
</table>
Closing Remarks
Stay Engaged

TDOT_BorderTrade@txdot.gov

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