Welcome & Introductions

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

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

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

- **BTAC**
  - Summary of Round 1
  - Refinement of Goals
  - Data Collection: Methodology, Inventory & Analysis
  - Corridor Designation Process
  - Needs Assessment Process

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

<table>
<thead>
<tr>
<th>Goal</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety &amp; Security</td>
<td>Improve binational, multimodal transportation safety and 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 and performance on the binational transportation system</td>
</tr>
<tr>
<td>Multimodal Connectivity</td>
<td>Provide binational transportation choices and 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 people and goods</td>
</tr>
</tbody>
</table>

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**Texas-Mexico Border Transportation Master Plan**

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

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

**COLLECT**
- Binational Data Inventory & Collection

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

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

Legend:
- In Progress
- Future Work

Preliminary Data Analysis: Border Region Trends

- Population
- Employment
- Vehicle Ownership
- Movement of People
- Movement of Goods
- Value of Trade
The 60 mile border region grew by approximately **2.9 million** from 1990 to 2017.
- Mexico border municipios added 1.7 million.
- Texas border counties added 1.2 million.
Texas-Mexico Border Region: Total Population (2017)

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

- **3 million** U.S. side
- **4.3 million** Mexico side

The regional population has grown by approximately **67%** since 1990

Total population by County (U.S.)/Municipio (MX)

See Handout 7

Texas-Mexico Border Region: Change in Total Population (1990-2017)

Population grew by approximately **2.9 million** within 60 miles of the border region since 1990

Border region growth is concentrated in metropolitan areas

Highest-growth jurisdictions:
- Ciudad Juarez: +620,000
- Hidalgo County: +470,000
- Reynosa: +378,000
- El Paso: +254,000
- Matamoros: +229,000
- Nuevo Laredo: +186,000
- Cameron County: +164,000
- Webb County: +144,000
Population grew by approximately **67%** within 60 miles of the border region since 1990.

Highest population growth in metropolitan areas:
- 4 counties represent 87% of growth in TX border counties
- 4 municipios account for 81% of growth in Mexico border region

Highest-percentage growth jurisdictions:
- Salinas Victoria: +560%
- Ciudad Acuña: +170%
- Reynosa: +133%
- Hidalgo County: +122%
- Webb County: +107%

Approximately **2.7 million** people live in counties located within the El Paso/ Santa Teresa/ Chihuahua region (2017).

<table>
<thead>
<tr>
<th>U.S. side</th>
<th>Mexico side</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1 million</td>
<td>1.6 million</td>
</tr>
</tbody>
</table>

Total population by County (U.S.)/Municipio (MX)
Regional population grew by **986 thousand** people in the El Paso/Santa Teresa/Chihuahua region since 1990
- Ciudad Juarez: +625,280
- El Paso: +254,344
- Doña Ana County: +79,593
- Ascensión: +9,001
- Aldama: +8,576
- Camargo: +6,888

Regional population grew by **56%** within the El Paso/Santa Teresa/Chihuahua region since 1990
- Ciudad Juarez: +79%
- Doña Ana County: +58%
- Ascensión: +55%
- Ocampo: +52%
- Aldama: +50%
- El Paso: +43%
BNRSC Discussion
Do the population trends make sense?

Texas-Mexico Border Region: Total Employment (TX 2017, MX 2015)

There are approximately **2.8 million** jobs within 60 miles of the Texas-Mexico border

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1.14 million</td>
<td>1.64 million</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+.
Employment has grown by approximately **1.3 million** within 60 miles of the Texas-Mexico border since 1990

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>+479 thousand</td>
<td>+808 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 **86%** within the 60 miles of the Texas-Mexico border since 1990

- Ciudad Acuña: +201%
- Reynosa: +185%
- Hidalgo County: +144%
- Salinas Victoria: +516%

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 1.1 million jobs in the El Paso/Santa Teresa/Chihuahua region.

451 thousand (U.S. side 2017) | 648 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 456 thousand jobs in the El Paso/Santa Teresa/Chihuahua region since 1990.

+143 thousand (U.S. side 2017) | +312 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 **71%** in the El Paso/Santa Teresa/Chihuahua region since 1990

- Ciudad Juarez: +103%
- El Paso: +49%
- Doña Ana County: +59%
- Camargo: +48%
- Aldama: +84%
- Ojinaga: +61%
- San Buenaventura: +51%

Texas-Mexico Border Region: Household Income (2017)

In Texas, the 60 mile border region median household income is $39,787 (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 **117%** from $19,473 to $42,269 within the El Paso/Santa Teresa/Chihuahua region from 1990 to 2017:

- Reeves County: +165%
- Jeff Davis County: +136%
- Pecos: +136%
- El Paso: +120%

Median Household Income by County (U.S.)


In Texas...

- 1990:
  - Less Than HS Graduate: 44%
  - HS Graduate: 22%
  - Some College: 17%
  - Bachelor Degree: 9%
  - Associate Degree: 4%

- 2017:
  - Less Than HS Graduate: 13%
  - HS Graduate: 31%
  - Some College: 19%
  - Bachelor Degree: 6%
  - Associate Degree: 6%

In Mexico...

- 1990:
  - Less than Primary: 8%
  - Completed Primary: 25%
  - Less than Secondary: 30%
  - Completed Secondary: 13%

- 2015:
  - Less than Primary: 3%
  - Completed Primary: 25%
  - Less than Secondary: 4%
  - Completed Secondary: 29%

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...

Vehicles/Population

In Mexico...

Vehicles/Population

Source: Texas Department of Motor Vehicles, 2013-2017
INEGI Vehicle Ownership Database, 1980-2016

#### Mode Modal Share Change Since 1996

<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.

Texas-Mexico Border Region: Cross-Border Movement of People by POE (2017)

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

Texas-Mexico Border Transportation Master Plan November 12, 2019


- **Santa Teresa POE**: +45.020%
- **El Paso POE**: +56%
- **Fabens POE**: +946%
- **Presidio POE**: +946%


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- **Santa Teresa POE**: +45,020%
- **El Paso POE**: +83%
- **Presidio POE**: +50%

BNRSC Discussion

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


The number of northbound trains increased by **3,447** or **53%** since 1996

- 6,465 Trains (1996)
- 9,912 Trains (2017)

Number of Trains (Northbound)

<table>
<thead>
<tr>
<th></th>
<th>1996</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trains</td>
<td>0</td>
<td>12,000</td>
</tr>
</tbody>
</table>

BTS border crossing data only provides border entry information.

El Paso POE

Number of Trains (Northbound)

- 1996
- 2000
- 2005
- 2010
- 2015
- 2017

+92%

Presidio POE

Number of Trains (Northbound)

- 1996
- 2000
- 2005
- 2010
- 2015
- 2017

No Trains


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

2.2 Million (1996)  4.2 Million (2017)

Number of Trucks (Northbound)

- 1996
- 2017


BNRSC Discussion

Do the trends in the movement of goods make sense?

Total: $362.6B ($385.4B*)
- Southbound: $153.9B ($164.3B*)
- Northbound: $208.7B ($221.1B*)

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

* Including Santa Teresa, NM POE

BTS Transborder Freight Data, 2017


Total: $93.3B
- Southbound: $39.4B
- Northbound: $53.9B

<table>
<thead>
<tr>
<th>POE</th>
<th>Southbound</th>
<th>Northbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Paso POE</td>
<td>$41B</td>
<td>$29B</td>
</tr>
<tr>
<td>Santa Teresa POE</td>
<td>$12B</td>
<td>$10B</td>
</tr>
<tr>
<td>Fabens POE</td>
<td>$300K</td>
<td>$163M</td>
</tr>
<tr>
<td>Presidio POE</td>
<td>$100M</td>
<td>$108M</td>
</tr>
</tbody>
</table>

BTS Transborder Freight Data, 2017

### El Paso POE

**Northbound**
- 2006: $25.8B
- 2017: $41.4B

**Southbound**
- 2006: $21B
- 2017: $29.1B

### Fabens POE

**Northbound**
- 2006: $300K
- 2017: No Data

**Southbound**
- 2006: $1.2M
- 2017: $163.7M

### Santa Teresa POE

**Northbound**
- 2006: $1.1B
- 2017: $12.4B

**Southbound**
- 2006: $0.4B
- 2017: $10.4B

### Presidio POE

**Northbound**
- 2006: $146.4M
- 2017: $100.2M

**Southbound**
- 2006: $314.6M
- 2017: $108.8M

**BTS Transborder Freight Data, 2006 and 2017**

Texas-Mexico Border Transportation Master Plan

November 12, 2019
BNRSC Discussion

Anything surprising with respect to the trends on international trade?
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
- Multimodal Cross-Border Network Designation Criteria & Analysis Framework
- Develop Current Multi-Modal Profiles (Policies, Economics, Land Use)
- Develop Future Multi-Modal Profiles
- Identify & Designate Future Cross-Border Multimodal Corridors

Corridor Designation Report

To Needs Assessment Strategy

Texas-Mexico Border Transportation Master Plan November 12, 2019

Binational, Multimodal Corridor & System Identification & Designation

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

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

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

**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
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 Handouts 5 & 7

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 Trade Corridors

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

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

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

Preliminary Highway Corridor Identification: U.S. & Mexico

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

- International Corridor
- Emerging International Corridor
- Regional Corridor
- Local Corridor

Preliminary Highway Corridor Identification: El Paso/Santa Teresa/Chihuahua Region

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

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?

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**

**Designation** | **Volume Threshold** | **Count**
--- | --- | ---
VL | 1,500,000 + | 1
L | 500,000 – 1,499,999 | 2
M | 75,000 – 499,999 | 6
S | 1 – 74,999 | 5

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

- **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 Pedestrian

- **Pedestrian Movements**
  - 23 border crossings where pedestrian volume was recorded

### Total volume of crossing for pedestrians

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

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

- **Bus Movements**
  - 11 border crossings where bus volume was recorded

- **Total volume of crossing for busses**

<table>
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<tr>
<th>Designation</th>
<th>Volume Threshold</th>
<th>Count</th>
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<tr>
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<td>M</td>
<td>10,000 – 9,999</td>
<td>5</td>
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<tr>
<td>S</td>
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<td>4</td>
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*Designation: L = Large; M = Medium; S = Small

---

DRAFT Preliminary POE Designation, Commercial Trucks

- **Small** (Class I)
  - Presidio
  - Roma-Ciudad Miguel Aleman
  - Rio Grande City-Camargo
  - Weslaco-Progreso
  - Free Trade

- **Medium** (Class II)
  - Santa Teresa
  - Bridge of the Americas
  - Del Rio-Ciudad Acuña Intl.
  - Camino Real Intl.
  - Laredo-Colombia Solidarity
  - Veterans Intl. (Los Tomates)

- **Large** (Class III)
  - Ysleta-Zaragoza
  - Pharr-Reynosa Intl.

- **Very Large** (Class IV)
  - World Trade
### DRAFT Preliminary POE Designation, Passenger Vehicles

<table>
<thead>
<tr>
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<th>Large (Class III)</th>
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<td>Lake Falcon Dam Crossing</td>
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<td>Los Ebanos Ferry</td>
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<td></td>
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<td>Veterans Intl. (Los Tomates)</td>
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### DRAFT Preliminary POE Designation, Pedestrians

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<td>B &amp; M</td>
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</table>
## DRAFT Preliminary POE Designation, Busses

### Small (Class I)
- Santa Teresa
- Laredo-Colombia Solidarity
- Lake Falcon Dam Crossing
- Roma-Ciudad Miguel Aleman

### Medium (Class II)
- Paso del Norte
- Bridge of the Americas
- Presidio
- Camino Real Intl.
- Veterans Intl. (Los Tomates)

### Large (Class III)
- Juarez-Lincoln
- McAllen-Hidalgo

### DRAFT POE Designation Summary

<table>
<thead>
<tr>
<th>Border Region</th>
<th>Border Crossing</th>
<th>Commercial Truck</th>
<th>Passenger Vehicle</th>
<th>Pedestrian</th>
<th>Bus</th>
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<td>Donna Intl.</td>
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<td>L</td>
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<td>M</td>
<td>M</td>
<td>S</td>
<td>M</td>
</tr>
</tbody>
</table>
DRAFT Considerations on POE Designation Criteria

- Additional options to designate POE sizes for Multimodal Corridor Designation & Analysis
  - Combined vehicle (car, truck) cross-border movements
  - Combined vehicle (car, truck) with pedestrian cross-border movements
  - Weighted total combined vehicle & pedestrian cross-border movements using a ratio of vehicles to pedestrians
  - Weighted trucks to develop combined vehicle with pedestrian crossing border movements
  - Value of goods
  - Weighted value of goods, and 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

- Strengths
- Opportunities
- Weaknesses
- 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)

El Paso

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

El Paso

- Congested
- Moderately Congested
- Not Congested

Mobility & Reliability: Truck AADT Percentage (2017)

El Paso

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

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

### Next BNRSC Meeting: TBD
- Report on baseline data analytics
- Review of existing profiles and conditions along multimodal corridors
- Input from BNRSC to inform SWOT analysis
- Input from BNRSC on preliminary future scenarios

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**Closing Remarks**
Stay Engaged

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