Texas-Mexico Border Transportation Master Plan

Binational Regional Steering Committee
Rio Grande Valley/Tamaulipas Region

Agenda

1. Introduction/Opening Remarks
2. Activities Since Previous Meeting (September 2020)
3. Discussion of Regional Priorities
4. Review and Discussion of Draft Report
5. Preliminary Outline of the Executive Summary/Texas Transportation Commission PowerPoint
6. Next Steps and Closing Remarks

Recap of Previous BNRSC Meeting (September 2020)

- Stakeholder outreach
  - BTAC & BNRSC Round 8
- Reviewed:
  - Chapter 8: Process to Identify and Evaluate Strategies to Address Current and Future Needs
  - Chapter 9: Stakeholder Engagement
  - Chapter 10: Recommendations
  - Chapter 11: Implementation Plan
- Response to input received from the committee on the revised border crossing time data and to Chapters 8, 9, 10, & 11

Change from Border Wait Time to Border Crossing Time Discussion

	Feedback	Response
Border Wait Time vs. Border Crossing Time	These wait times do not include targeted inspection campaigns, such as what we are experiencing today due to COVID restrictions. How can you footnote this?	*We will footnote this in the report.*
	Are you considering future bridge expansions, other projects, process improvements, etc. to determine future wait times?	*For the latest forecast we are not including any of the bridge expansions, crossing improvements, etc. when we estimate the changes in crossing times.*
	You need to add gate-to-gate throughput of CBP and SAT, as this measures the efficiency of federal agencies.	*We are looking into this information*

Process to Identify and Evaluate Strategies to Address Current and Future Needs (Chapter 8) and Stakeholder Engagement (Chapter 9)

Chapter	Feedback	Response
8	No comments were recorded.	

Chapter	Feedback	Response
9	No comments were recorded.	

Recommendations (Chapter 10) and Implementation Plan (Chapter 11)

Chapter	Feedback	Response
10	Numbers need to be updated.	*These numbers are already changing and will be reflected correctly shortly.*

Chapter	Feedback	Response
11	When do you anticipate reaching out to the local level? Since, ultimately, the local level will have to go to the legislature and ask for these resources.	*Our role at TxDOT is to facilitate a document that you can take and implement. It is a tool for you to use to do that outreach, which is why we wanted you to be involved. Our goal is to provide you with a great package of information so you can articulate the need, which includes things like the long wait times at border crossings and their economic impacts.*

Discussion of Mexico's Policy, Program, and Project Priorities

Undersecretary of Planning, State of Tamaulipas – Eduardo José Gómez Leal

Review and Discussion of Draft Report

Chapter 11: Implementation Plan

Implementation Plan Overview

Chapter Purpose	Key Messages	Support Messages
▪ Present a high-level implementation plan that sets forth the framework and timeframe for the recommended strategies	▪ The strategies timeframe determines action steps that can be undertaken quickly to address immediate needs, as well as those that should be queued up to meet future needs ▪ The addition of a timeframe to implement each recommendation is based on a combination of the analysis of data collected during the development of the BTMP, a thorough review of existing plans and programs, and extensive stakeholder input	▪ The best solution to the region's needs will often be a combination of approaches with policies laying out broad goals, programs providing more specific actions to support the goals, and projects providing the additional capacity necessary to address future needs

Summary of Preliminary Policy Implementation Plan

Border Crossing Policies	BTMP Goal
Develop a comprehensive strategy for robust, coordinated, and efficient border management and investments.	Mobility and Reliability
Develop a comprehensive and binational mechanism for enhancing system capacity of existing border crossings and assessing the feasibility of new border crossings.	Mobility and Reliability
Identify and implement strategies to improve safety and security at border crossings.	Safety and Security
Develop mechanisms to ensure border crossing funding and financing.	Sustainable Funding
Develop binational asset management frameworks to preserve border crossings and facilities.	Asset Management

Summary of Preliminary Program Implementation Plan

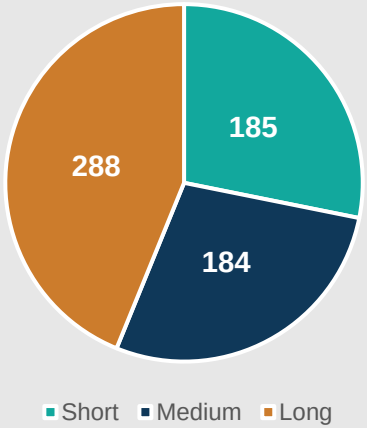
Term	Program	Goal
Short	*Programs for Border Crossings*	
	Expand the use of technology to inform users about crossing conditions and to expedite their crossings.	Mobility and Reliability
	Inform and educate stakeholders on funding and financing opportunities.	Sustainable Funding
	Programs for Corridors	
	Educate and train users of the corridors on the binational transportation network on practices and regulations that apply in U.S. and Mexico.	Safety and Security
	Improve the connectivity for pedestrians and bicyclists between border crossings and origins and destinations located in the border region.	Connectivity
	Support a better allocation of funds to designated corridors.	Sustainable Funding
	Programs for Border Crossings and Corridors	
	Establish Regional Binational Crossings Stakeholder Groups to regularly discuss border transportation needs and solutions.	Mobility and Reliability
	Establish binational mechanisms to facilitate collaboration, coordination, and cooperation on an ongoing basis.	Economic Competitiveness
	Studies to assess connectivity issues and challenges between existing border crossings, as well as alternate routes and strategies to address them.	Connectivity
	Develop processes and tools to evaluate progress on policy, program, and project development.	Customer Service

Preliminary Project Implementation Plan: Borderwide

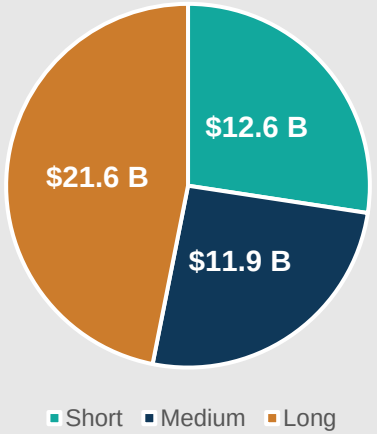
657 Total Projects

$46.1B Total Cost

Total Number of Projects by Implementation Timeframe



Total Project Costs by Implementation Timeframe



The project lists are preliminary.

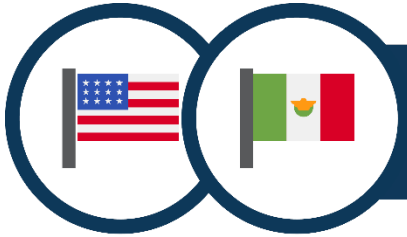
Total Projects by Implementation Timeframe and Funding Status

	FULLY FUNDED		PARTIALLY FUNDED		UNFUNDED		TOTAL	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	119	$3.6B	4	<$0.1B	62	$9.0B	185	$12.6B
Medium	49	$1.2B	17	$1.7B	118	$9.0B	184	$11.9B
Long	15	$0.7B	7	$0.5B	266	$20.4B	288	$21.6B
TOTAL	183	$5.5B	28	$2.3B	446	$38.4B	657	$46.1B

Total Projects by Implementation Timeframe and Impact

	HIGH IMPACT		MEDIUM IMPACT		LOW IMPACT		TOTAL	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	69	$4.1B	106	$8.5B	10	$0.1B	185	$12.6B
Medium	82	$7.5B	91	$3.8B	11	$0.6B	184	$11.9B
Long	112	$5.2B	150	$13.0B	26	$3.5B	288	$21.6B
TOTAL	263	$16.7B	347	$25.3B	47	$4.2B	657	$46.1B

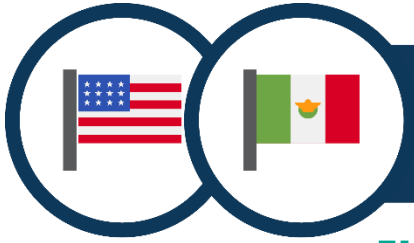
U.S./Mexico Border Crossing and Corridor Projects by Implementation Timeframe



U.S./Mexico Border Crossing Projects and Corridor Projects by Implementation Timeframe

	BORDER CROSSING		CORRIDOR		TOTAL	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	38	$1.1B	147	$11.6B	185	$12.6B
Medium	61	$2.4B	123	$9.5B	184	$11.9B
Long	73	$3.5B	215	$18.1B	288	$21.6B
TOTAL	172	$6.9B	485	$39.2B	657	$46.1B

U.S./Mexico Border Crossing Projects by Implementation Timeframe and Funding Status



U.S./Mexico Border Crossing Projects by Implementation Timeframe and Funding Status

	FULLY FUNDED		PARTIALLY FUNDED		UNFUNDED		TOTAL	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	16	$0.3B	3	<$0.1B	19	$0.8B	38	$1.1B
Medium	13	$0.1B	6	$0.2B	42	$2.1B	61	$2.4B
Long	5	<$0.1B	1	$0.2B	67	$3.3B	73	$3.5B
TOTAL	34	$0.3B	10	$0.4B	128	$6.2B	172	$6.9B

U.S. Border Crossing Projects by Implementation Timeframe and Funding Status

	FULLY FUNDED		PARTIALLY FUNDED		UNFUNDED		TOTAL	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	12	$0.2B	3	<$0.1B	10	$0.3B	25	$0.5B
Medium	13	$0.1B	6	$0.2B	29	$1.8B	48	$2.0B
Long	5	<$0.1B	1	$0.2B	57	$3.0B	63	$3.2B
TOTAL	30	$0.2 B	10	$0.4B	96	$5.0B	136	$5.7B

Mexico Border Crossing Projects by Implementation Timeframe and Funding Status

	FULLY FUNDED		PARTIALLY FUNDED		UNFUNDED		TOTAL	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	4	$0.1B	–	–	9	$0.5B	13	$0.6B
Medium	–	–	–	–	13	$0.4B	13	$0.4B
Long	–	–	–	–	10	$0.3B	10	$0.3B
TOTAL	4	$0.1B	0	$0.0B	32	$1.2B	36	$1.3B

Border Crossing Projects in the Rio Grande Valley/Tamaulipas Region by Implementation Timeframe, Funding Status, and Country

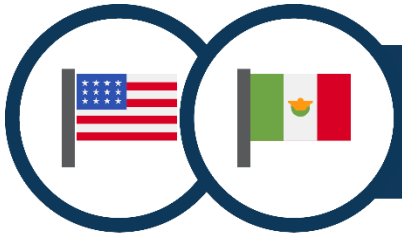
- At a total of 73, the Rio Grande Valley/Tamaulipas Region, has the most border crossing projects of all the regions, with a similar unfunded need of $1.5 billion
- There are nine unfunded short-term, high impact project ($0.2 billion)

RIO GRANDE VALLEY/TAMAULIPAS REGION

Border Crossing Projects by Implementation Timeframe, Funding Status and Country

	FULLY FUNDED				PARTIALLY FUNDED				UNFUNDED				TOTAL			
	U.S.		MEXICO		U.S.		MEXICO		U.S.		MEXICO		U.S.		MEXICO	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	8	$0.1B	1	<$0.1B	–	–	–	–	5	$0.1B	6	$0.1B	13	$0.3B	7	$0.1B
Medium	8	<$0.1B	–	–	3	$0.1B	–	–	10	$0.4B	4	$0.3B	21	$0.5B	4	$0.3B
Long	5	<$0.1B	–	–	1	$0.2B	–	–	20	$0.5B	2	<$0.1B	26	$0.8B	2	<$0.1B
TOTAL	21	$0.2B	1	<$0.1B	4	$0.3B	0	$0.0B	35	$1.1B	12	$0.4B	60	$1.5B	13	$0.4B

U.S./Mexico Corridor Projects by Implementation Timeframe and Funding Status



U.S./Mexico Corridor Projects by Implementation Timeframe and Funding Status

	FULLY FUNDED		PARTIALLY FUNDED		UNFUNDED		TOTAL	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	103	$3.3B	1	<$0.1B	43	$8.2B	147	$11.6B
Medium	36	$1.1B	11	$1.6B	76	$6.9B	123	$9.5B
Long	10	$0.7B	6	$0.3B	199	$17.1B	215	$18.1B
TOTAL	149	$5.1B	18	$1.9B	318	$32.2B	485	$39.2B

U.S. Corridor Projects by Implementation Timeframe and Funding Status

	FULLY FUNDED		PARTIALLY FUNDED		UNFUNDED		TOTAL	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	102	$3.3B	1	<$0.1B	35	$6.6B	138	$9.9B
Medium	36	$1.1B	11	$1.6B	75	$6.7B	122	$9.3B
Long	10	$0.7B	6	$0.3B	154	$16.9B	170	$17.9B
TOTAL	148	$5.1B	18	$1.9B	264	$30.1B	430	$37.1B

Mexico Corridor Projects by Implementation Timeframe and Funding Status

	FULLY FUNDED		PARTIALLY FUNDED		UNFUNDED		TOTAL	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	1	<$0.1B	–	–	8	$1.6B	9	$1.7B
Medium	–	–	–	–	1	$0.2B	1	$0.2B
Long	–	–	–	–	45	$0.3B	45	$0.3B
TOTAL	1	<$0.1B	0	$0.0B	54	$2.1B	55	$2.1B

Corridor Projects in the Rio Grande Valley/Tamaulipas Region by Implementation Timeframe, Funding Status and Country

- On the U.S side of the Rio Grande Valley/Tamaulipas Region, $0.5 billion of high impact, long-term projects are unfunded against the total project cost ($4.3 billion)
- In Mexico, unfunded high impact projects are in the short term ($0.8 billion)

RIO GRANDE VALLEY/TAMAULIPAS REGION

Corridor Projects by Implementation Timeframe, Funding Status and Country

	FULLY FUNDED				PARTIALLY FUNDED				UNFUNDED				TOTAL			
	U.S.		MEXICO		U.S.		MEXICO		U.S.		MEXICO		U.S.		MEXICO	
TIMEFRAME	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Short	52	$2.1B	–	–	1	<$0.1B	–	–	15	$2.4B	3	$0.8B	68	$4.5B	3	$0.8B
Medium	12	$0.2B	–	–	5	$0.1B	–	–	13	$0.6B	–	–	30	$1.0B	–	–
Long	6	$0.3B	–	–	5	$0.3B	–	–	46	$4.3B	3	<$0.1B	57	$4.9B	3	<$0.1B
TOTAL	70	$2.6B	0	$0.0B	11	$0.4B	0	$0.0 B	74	$7.4B	6	$0.8B	155	$10.4B	6	$0.8B

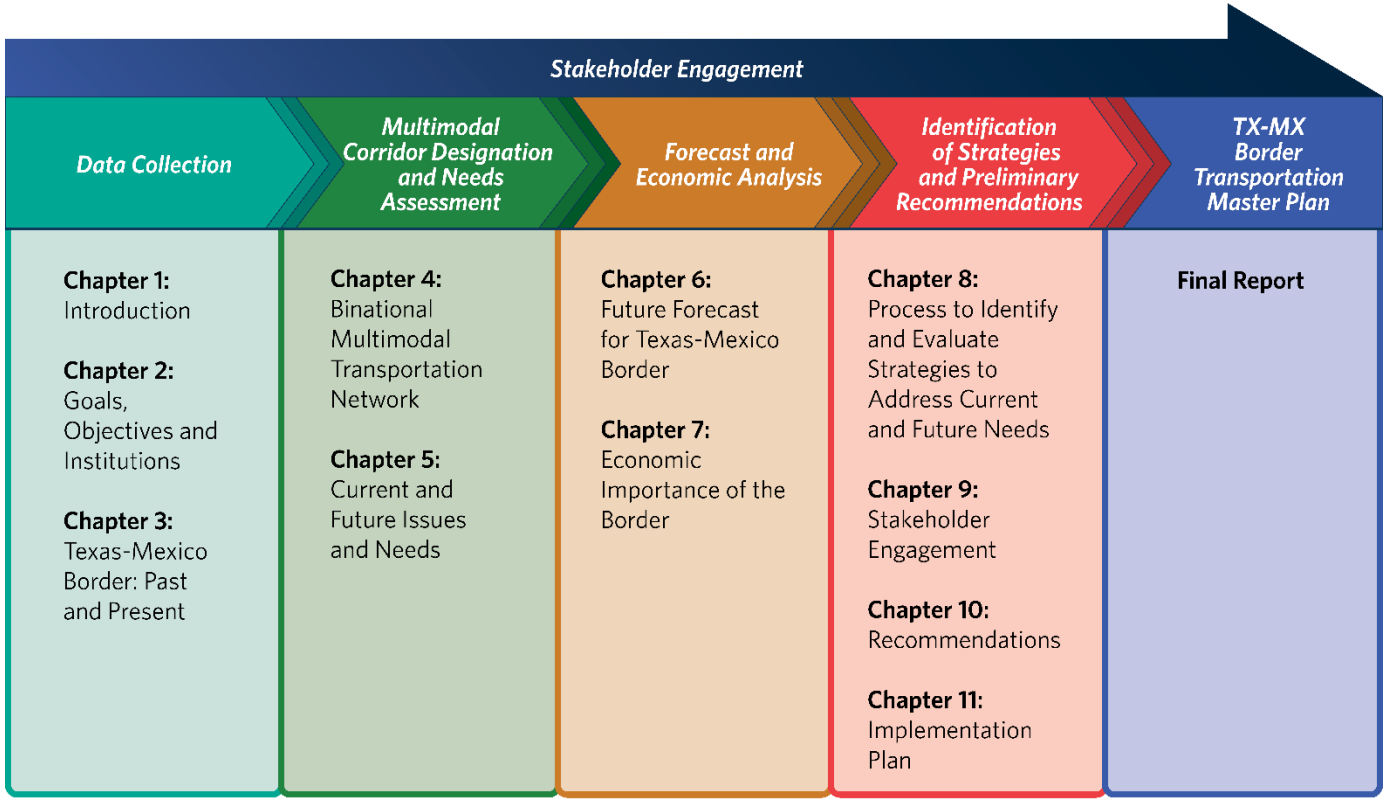
BNRSC Discussion

Are there any comments to the draft implementation plan?

Review and Discussion of Draft Report

Final BTMP Draft Plan

BTMP Purpose & Overview



Chapter 1: Introduction

Objective

- Communicate importance of Texas-Mexico Border
- Establish purpose and objective of the BTMP
- Outline process to develop BTMP
- Explain the organization of the remainder of the report

Key Updates

- Added brief description of study area to introduce concept of Texas-Border region and BTMP regions early in the document
- Revised table with overview of BTMP Chapters to reflect latest table of content of report
- Edited for overall clarity and single voice

Importance of the Texas-Mexico Border

- Texas plays a vital role in the U.S.-Mexico relationship
- U.S.-Mexico share 1,954 miles of common border, of which Texas-Mexico **share 1,254 miles (or 64%)**
  - Texas-Mexico border **connects people and facilitates trade** between the two countries
- **U.S.-Mexico trade has tripled** between 1994 and 2019, increasing from $173 billion to $615 billion
- Texas-Mexico trade value **increased by 267%** from $58 billion in 1994 to $213 billion in 2019
- **68% of trade** between the two countries passes through the Texas-Mexico border
- **Population grew by 70% and employment grew by 97%** from 1990 to 2019

Chapter 2: Goals, Objectives and Institutions

Objective	Key Updates
▪ Outline the goals and objectives of the BTMP ▪ Describe the institutions, agencies and processes that facilitate the efficient movement of people and goods across the Texas-Mexico border	▪ Refined transitions between sections ▪ Refinements to names of BTMP goals ▪ Slight rearrangement of content on institutions section to better reflect breakdown between policy development, transportation planning processes and border management and operations ▪ Edited for overall clarity and single voice

BTMP Goals and Objectives and Their Alignment with Existing Plans in the U.S. and Mexico

Mobility and Reliability	Economic Competitiveness	Safety and Security	Connectivity	Cross-Border Resiliency	Sustainable Funding	Asset Preservation	Customer Service	Stewardship
Mobility and Reliability	Optimize System Performance	Safety	Multimodal Connectivity	Foster Consistency	Sustainable Funding	Asset Preservation	Customer Service	Stewardship
Optimize System Performance	Economic Competitiveness	Promote Safety	Optimize System Performance	Increase System Resiliency	Foster Stewardship	Asset Preservation	Foster Understanding	Foster Understanding
Mobility and Reliability	Economic Competitiveness	Safety and Security	Multimodal Connectivity	Build Resilient Infrastructure	Sustainable Funding	Preserve our Assets	Focus on the Customer	Foster Stewardship
Mobility and Reliability	Promote Economic Development	Focus on Safety	Multimodal Connectivity		Infrastructure Investments	Maintain State of Good Repair	Partner with Stakeholders	Bilateral Cooperation
Mobility and Reliability			Promote Regional Connectivity		Industry Investments	Preventive Maintenance	Bilateral Cooperation	Promote Participation
Promote Sustainable Mobility							Promote Participation	Stewardship
							Customer Service	

Legend: U.S. and Mexico Planning Documents

- Texas Transportation Plan 2040
- Previous U.S.-Mexico BMPs
- TxDOT Strategic Plan 2019-2023
- Texas Freight Mobility Plan 2018
- Texas-Mexico Border Strategic Blueprint
- Mexican State Development Plans
- Mexican Regional Development Plans

Institutions and their Roles

- A large number of institutions and agencies on both sides of the border are involved in key aspects of the binational relation that impacts the U.S.-Mexico border

TOPIC	POLICY DEVELOPMENT	PLANNING	BORDER MANAGEMENT & OPERATIONS	INFRASTRUCTURE AT BORDER CROSSINGS	INFRASTRUCTURE CONNECTING TO BORDER CROSSINGS
Approach on U.S. side	Federally-led (oversight by DOS)	Federal DOT guidance, active state DOT participation; Coordination with CBP	Federally-led (CBP)	Federally-led (GSA), shared with states, counties, cities, or private sector	Based on ownership of infrastructure/ network
Approach on Mexico side	Federally-led (oversight by SRE)	Federally-based process, leading role by SCT; Coordination with Aduanas	Federally-led (Aduanas)	Federally-led (INDAABIN), shared with states or private sector	Federally-led; small state, local, and private sector role
Binational Coordination Mechanisms	21st Border Initiative, High Economic Dialogue	JWC, BBBXG, ad-hoc regional efforts	Ad-hoc groups at individual border crossings	Ad-hoc groups at individual border crossings	On a project-by-project basis

Chapter 3: Texas-Mexico Border: Past and Present

Objective

- Introduce trends and current conditions of the Texas-Mexico border
  - Socio-economic
  - Trade
  - Multimodal transportation networks
- Identify trends in binational system performance for different transportation modes

Key Updates

- Updated content to reflect year 2019 as much as possible
- Standardization of formatting (primarily on references)
- Edited for overall clarity and single voice

The Texas-Mexico Border Story: Past and Present

Population	▪ Approximately **7.4 million people** live in the Texas-Mexico border region as of 2019
Employment	▪ International trade-dependent industries employ **a third of employees** in Texas border counties
Movement of people	▪ The cross-border movement of people by land ports of entry in the Texas-Mexico border has **declined since 1996**, driven by a **sharp reduction in passenger vehicle crossings** ▪ Stakeholders note **high border wait times** contribute to decline in passenger vehicle crossings
Movement of goods	▪ In 2019, **$421 billion in trade occurred through Texas-Mexico border crossings** ($244 billion northbound and $177 billion southbound); if the border crossing at Santa Teresa is included, this number is $451 billion ▪ **Trucking is the main mode** of cross-border cargo movement in terms of value moved
Supply chains at the border	▪ **12 supply chains represent 96% of the international trade** crossing through the Texas-Mexico border in both directions
Crossing times	▪ **Median times remained under 1 hour but 90% percentile frequently exceeded an hour or reached two hours.** Northbound crossing times exceed southbound for all modes.
System performance	▪ **Roadway congestion is concentrated in the urban areas and around border crossings** ▪ **Corridors and local connectors to border crossings have higher crash rates**

BNRSC Discussion

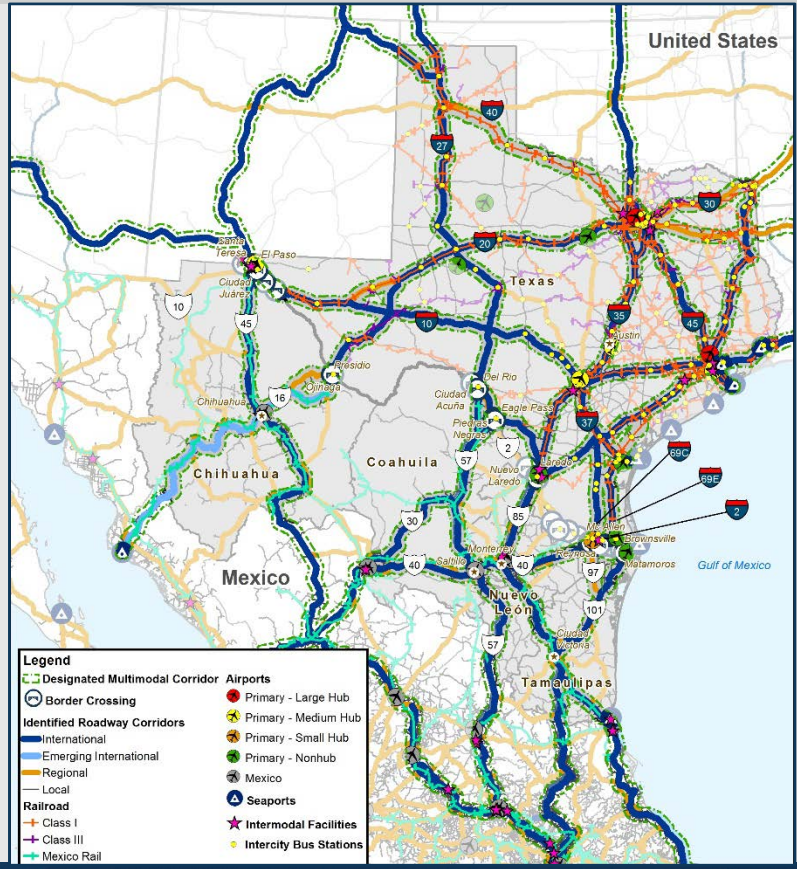
Are there any comments to the overview of chapters 1-3? (data collection phase)

Chapter 4: Binational Multimodal Transportation Network

Objective	Key Updates
▪ Present the criteria and process for designation of the binational multimodal transportation network serving the Texas-Mexico border	▪ Refined sections under border crossing designation to clearly identify designation thresholds for passenger vehicle and commercial vehicle movements ▪ Added icons to reinforce content of tables related to designation thresholds ▪ Edited for overall clarity and single voice

Binational Networks Supporting the Texas-Mexico Border

- Used 3-step approach to identify networks supporting the border:
  1. Identification of **binational trade corridors** from existing planning documents and stakeholder input
     - International corridors
     - Emerging international corridors
     - Regional corridors
     - Local corridors
  2. Identification of **multimodal systems** supporting these trade corridors
  3. Designation of multimodal, cross-border corridors based on **integration, connectivity and accessibility** criteria



Chapter 5: Current and Future Issues and Needs

Objective

- Summarize current and future issues and needs of the binational multimodal transportation network
  - Cross-cutting issues and needs
  - Process issues and needs
  - Performance issue and needs

Key Updates

- Refinement to overarching connectivity issues and needs
- Standardization of formatting (primarily on references)
- Edited for overall clarity and single voice

Major Issues and Needs

Cross-Cutting Needs

Opportunity to Improve Binational and Multimodal Coordination, Collaboration, and Cooperation

Opportunity to Integrate New Technologies

Opportunity to Improve Data Collection, Harmonization, Sharing, and Analysis

Opportunity to Improve System Monitoring

Select Issues and Needs

- Technology, management, and capacity to reduce border crossing and corridor delays, including improved multimodal capacity
- Enhance connectivity between crossings to improve connectivity and redundancy (to deal with disruption)
- Funding mechanisms to keep pace with transportation demand
- Sustained stakeholder involvement in decision-making
- Idling, routing, and consistent air quality monitoring to improve quality of life in border communities
- Separation of CVs and POVs, rail grade crossings, improvements to pedestrian/bicycle routes to improve safety, especially in first/last-mile

BNRSC Discussion

Are there any comments to the overview of chapters 4 and 5? (network designation and needs assessment phase)

Chapter 6: Future Forecast for Texas-Mexico Border

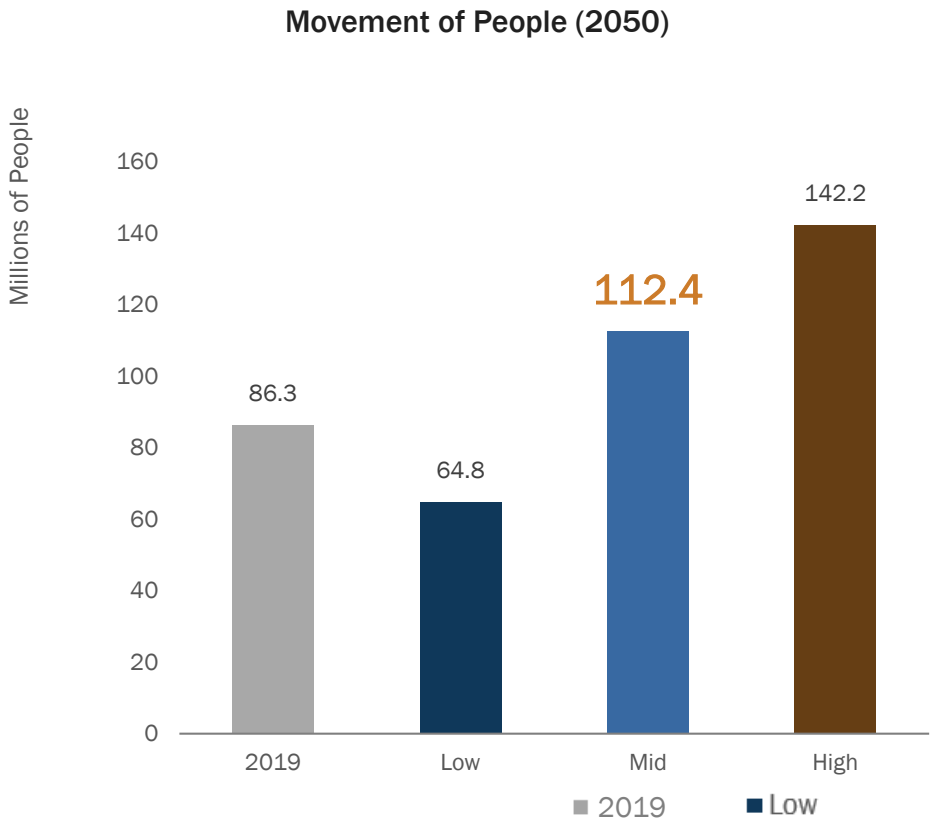
Objective

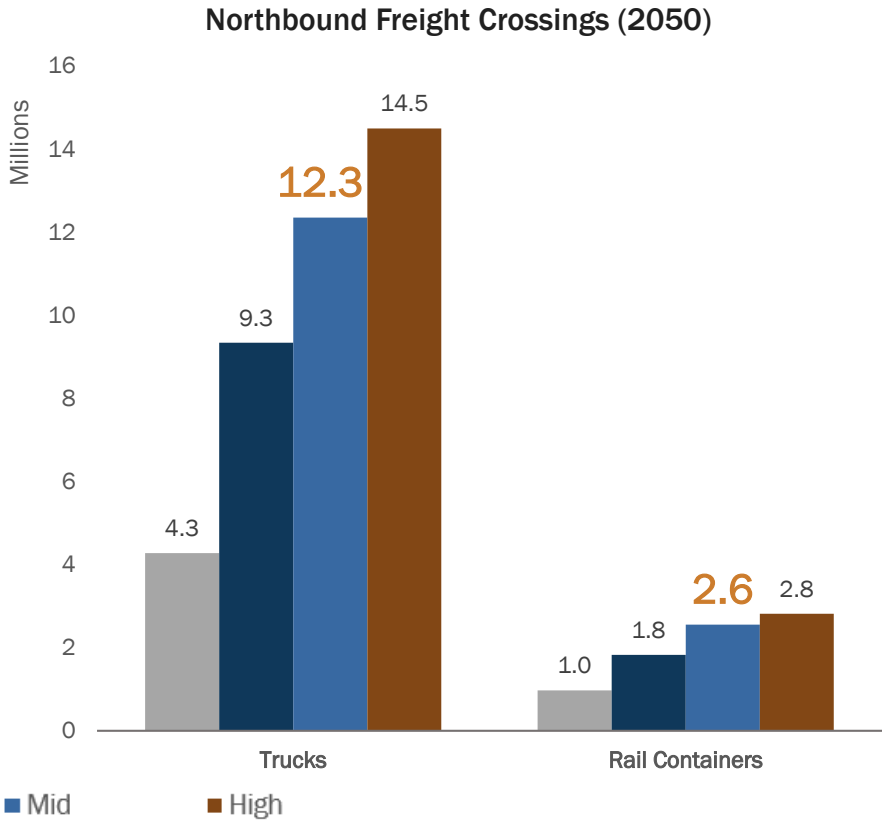
- Characterize future scenarios for border infrastructure demands and constraints
- Discuss forecasts of future conditions in 2050 along the Texas-Mexico border
  - Socio-economics
  - Movement of people and goods by border crossings and multimodal transportation infrastructure
  - System performance

Key Updates

- Slight rearrangement of content within methodology section to improve clarity
- Updated graph captions to explicitly state years depicted
- Streamlined section on roadway congestion to avoid duplication with Chapter 5
- Edited for overall clarity and single voice

Future Forecasts for the Texas-Mexico Border: Movement of People and Goods





Future Forecasts for Binational System Performance: Mobility and Reliability

Border Crossing Times

- POV growth to 2050 is forecast to be more moderate, which leads to less escalation in crossing times
  - Three of the small crossings are forecast to experience no increase in future crossing times; however, crossing times at the majority of the border crossings are forecast to increase dramatically, with the highest reaching 8 hours
- The almost tripling of CMV movements by 2050 will strain the border processing capabilities at border crossings
  - CMV crossing times, both average and 90th percentile, are forecast to increase dramatically by 2050. For many of the larger crossings, the average crossing times will be 3 to 9 hours in 2050

Roadway Congestion

- As travel demand increases at a rate greater than capacity does, roadway congestion escalates quickly
  - Vehicle delay is expected to increase substantially. By 2050, congestion is forecast to be a major issue across the multimodal corridor network, as many roadways are congested

Chapter 7: Economic Importance of the Border

Objective

- Describe the economic importance of the Texas-Mexico border now and in the future by
  - Identifying the impacts to the U.S. and Mexican economies from the movement of people and goods through the Texas-Mexico border
  - Identifying the costs of congestion and delays at the border

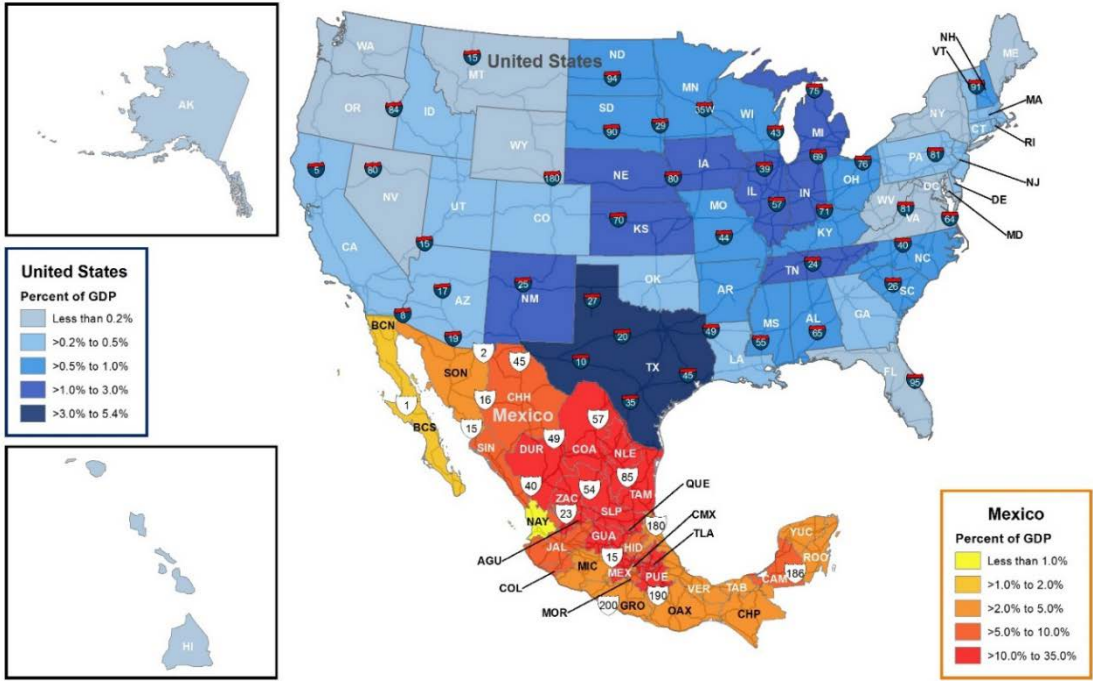
Key Updates

- Updated graph captions to explicitly state years depicted
- Standardization of formatting (primarily on references)
- Identification of geographical areas covered by analysis
- Edited for overall clarity and single voice

Economic Importance of Trade Through the Texas-Mexico Border

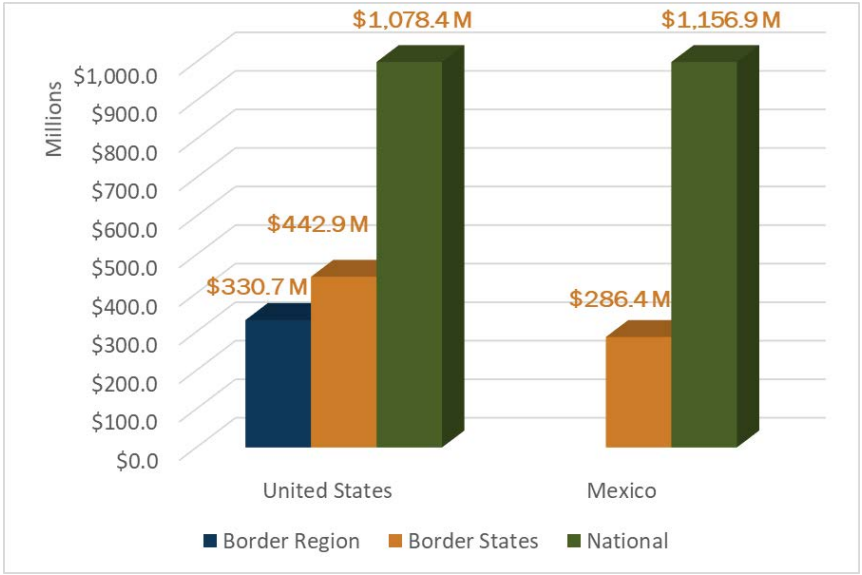
- Trade through the Texas-Mexico border **contributes to the GDP and employment** in all U.S. and Mexican states
  - Generating more than $343 billion annually in GDP (2019)
  - Generating 7 million jobs in both countries (2019)
- Contribution to GDP will **more than triple by 2050, generating more than $1 trillion in GDP and over 20 million jobs**

Percent of GDP Dependent on Trade by CMV and Rail through the Texas-Mexico Border



Economic Impacts of Delays at the Texas-Mexico Border on GDP

- **Border delays represent missed opportunities** to the U.S. and Mexican economies
  - More than $2.2 billion lost in GDP in 2019
  - Delays for goods heading northbound totaled approximately $68.3 million in economic productivity losses
- If existing infrastructure is not upgraded to meet future demands, skyrocketing border delays will have even more serious impacts
  - **$115.6 billion binational GDP impact in 2050**



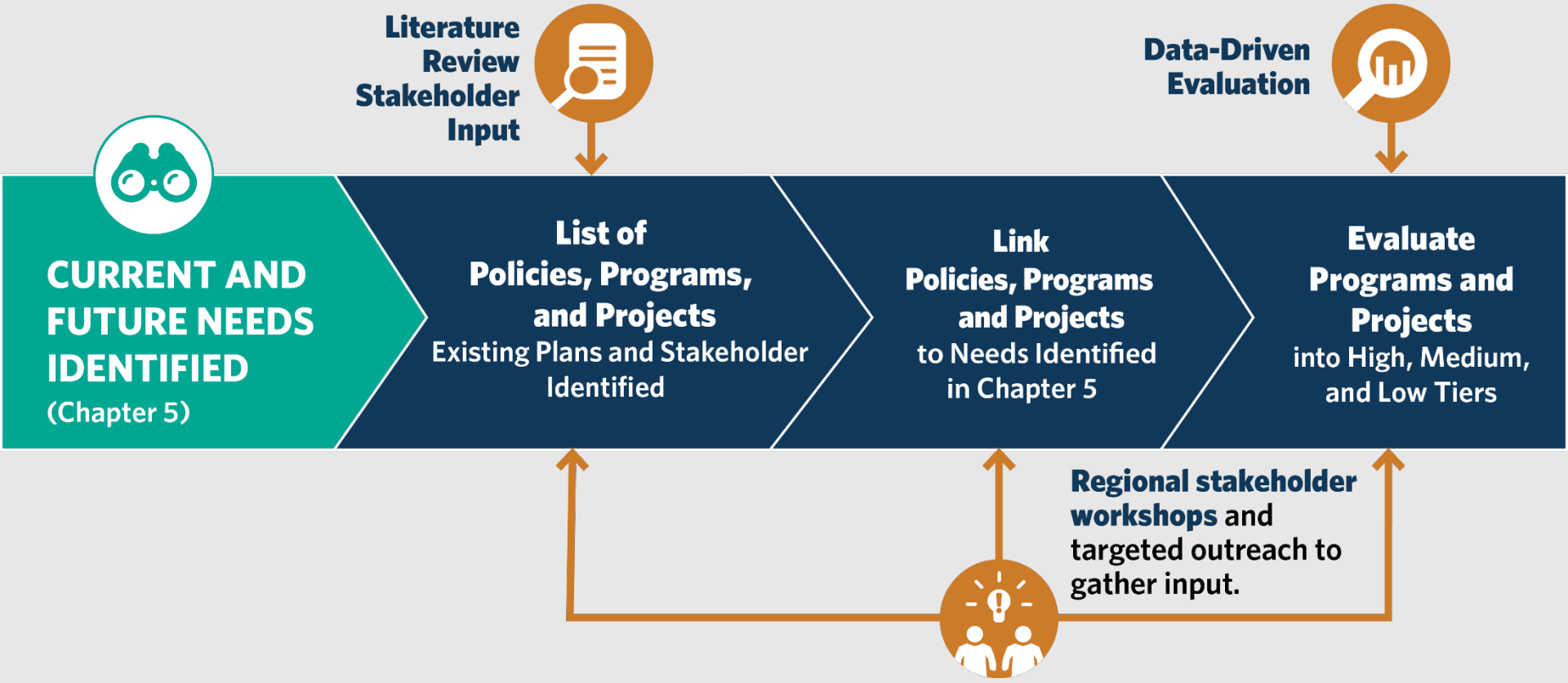
BNRSC Discussion

Are there any comments to the overview of chapters 6 and 7? (forecast and economic analysis phase)

Chapter 8: Process to Identify and Evaluate Strategies to Address Current and Future Needs

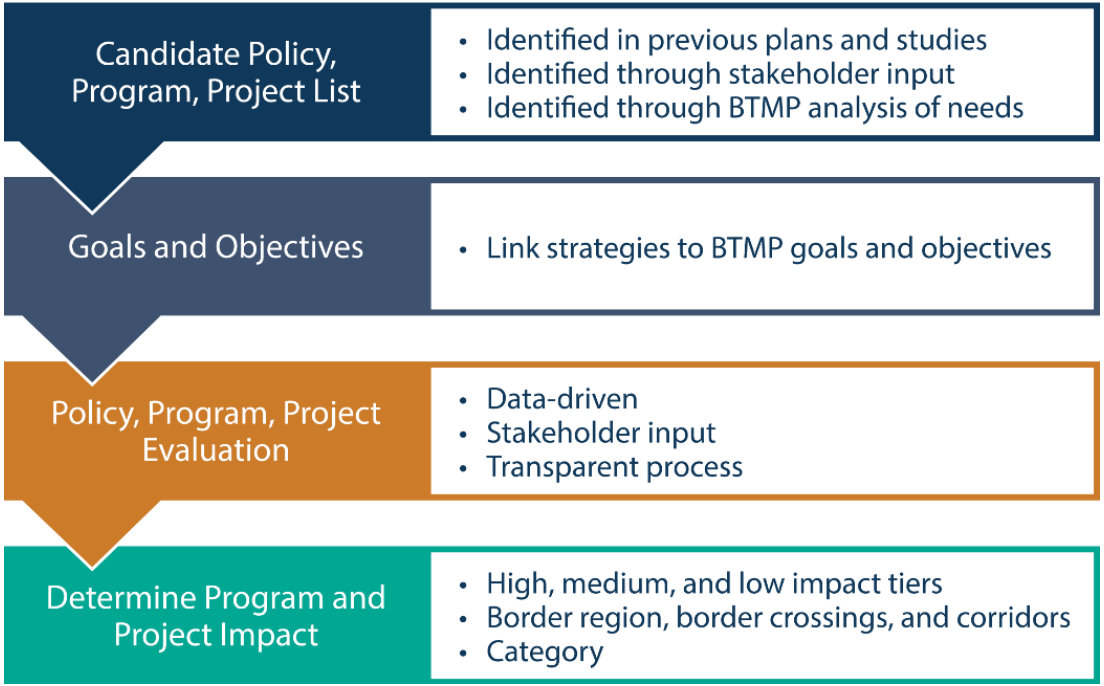
Objective	Key Updates
▪ Outline the framework and the process to identify and evaluate strategies to address the current and future needs of moving people and goods across the Texas-Mexico border and the border region	▪ Additional details on processes used to evaluate policies, programs and projects ▪ Added specific years to describe implementation timeframes ▪ Edited for overall clarity and single voice

Process to Identify and Evaluate Recommendations



Process for Evaluating Policies, Programs, and Projects

- Strategy evaluation process is used to place potential solutions into three categories
  - High impact
  - Medium impact
  - Low impact
- Placement based on the impact strategies have on addressing current and future needs and attaining BTMP goals



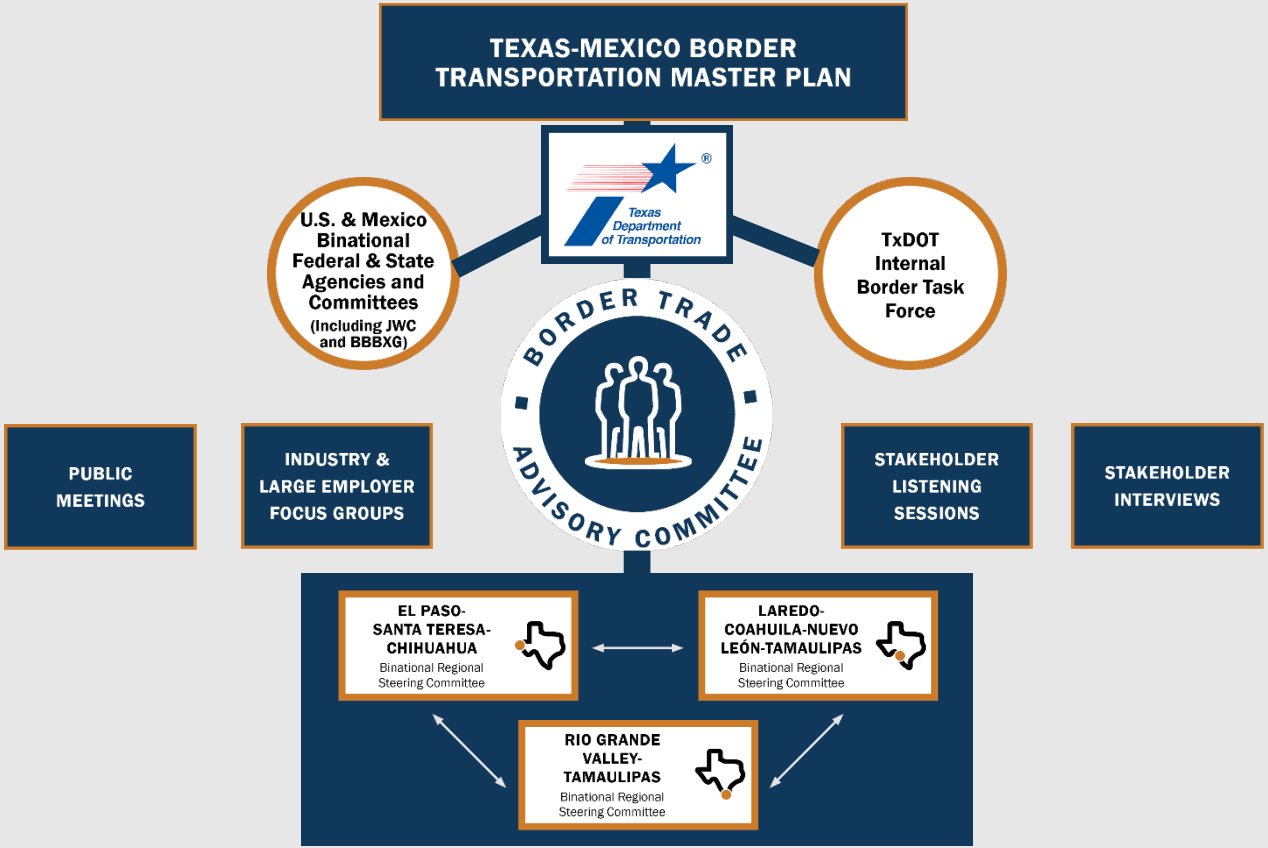
Process to Identify Implementation Plan

- BTMP uses transparent criteria and available information to place strategies into expected timeframes
  - Short term
  - Medium term
  - Long term

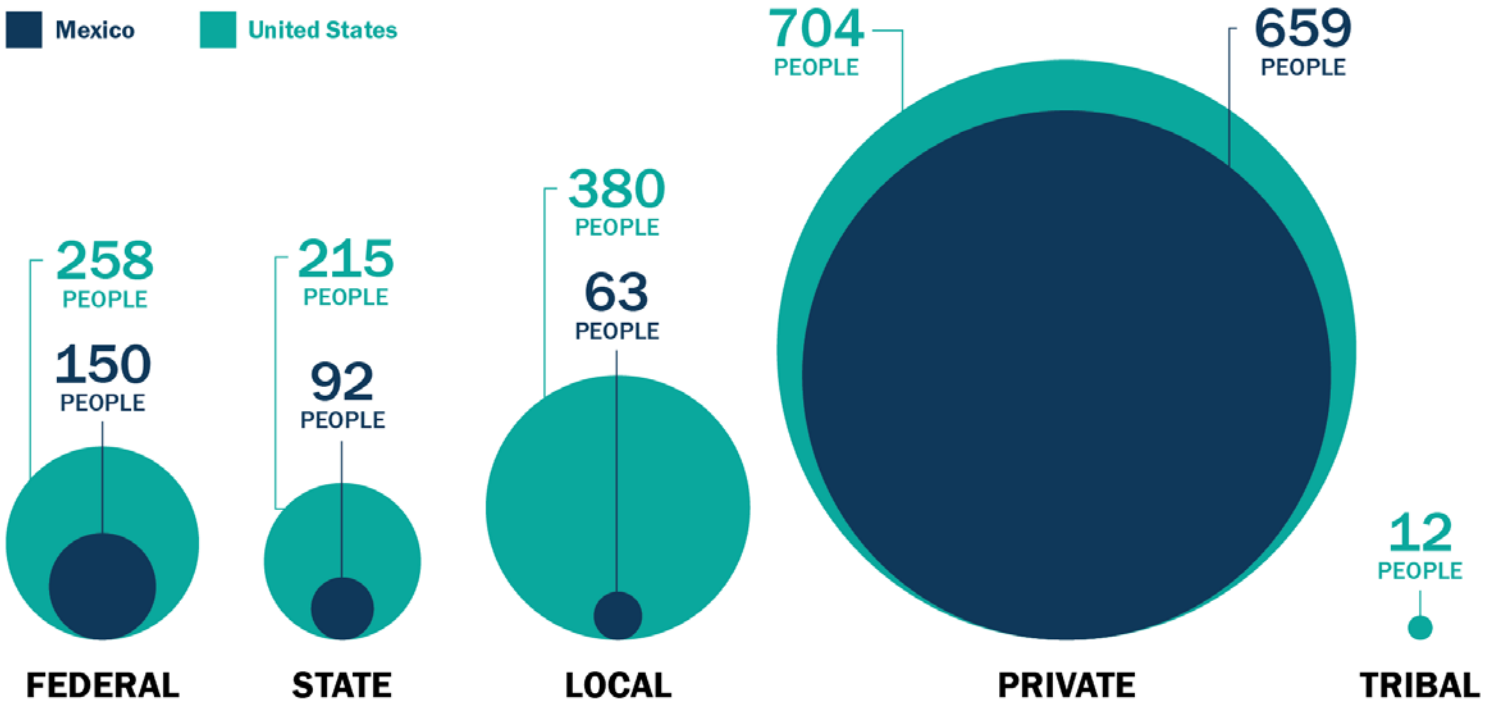
Chapter 9: Stakeholder Engagement

Objective	Key Updates
▪ Outline the extensive binational stakeholder engagement, public outreach, and activities that supported and guided the development of the BTMP	▪ Edited for overall clarity and single voice ▪ Future updates needed to stakeholder participation numbers

An Inclusive Binational Stakeholder Engagement Framework

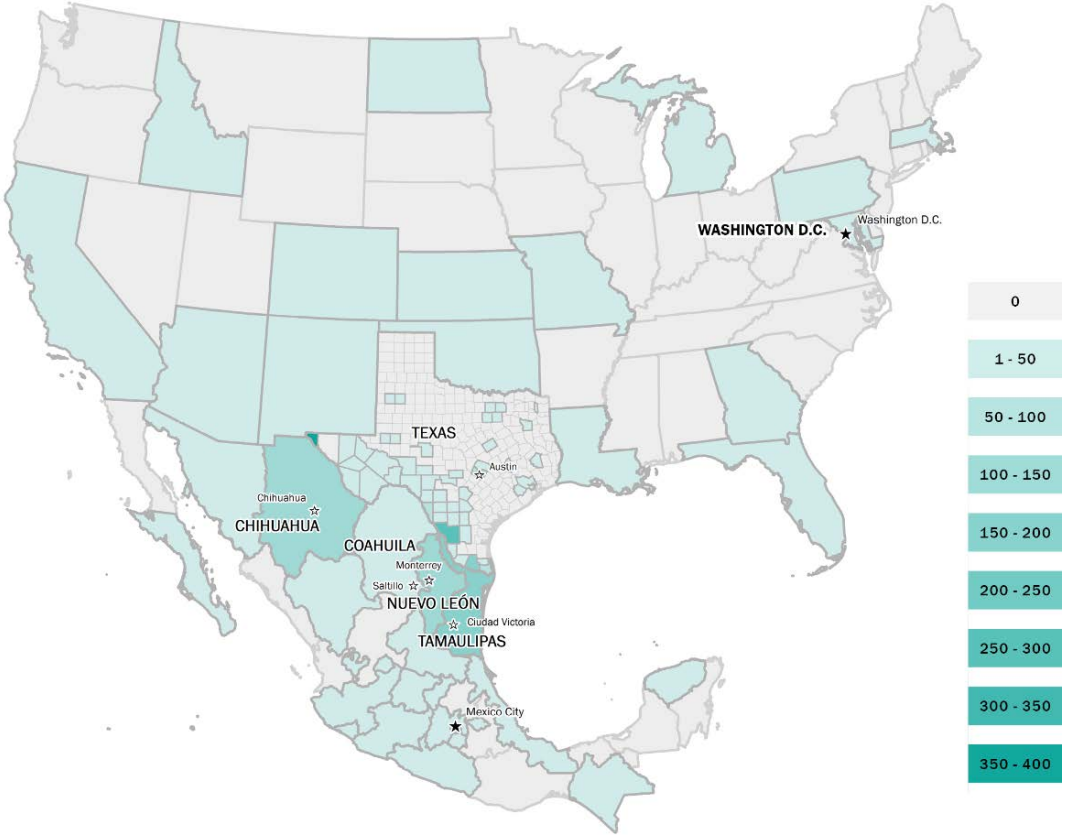


Stakeholders Involved in the BTMP



*Stakeholder count through round 7.

Binational Interest and Participation Extended Beyond the Border Region



Chapter 10: Recommendations

Objective

- Identify key strategies that address the issues and needs of the Texas-Mexico border region
  - Policies
  - Programs
  - Projects

Key Updates

- Slight rearrangement of content within strategy overview section to improve clarity
- Streamlined content on criteria used to evaluate strategies to avoid duplication with Chapter 8
- Edited for overall clarity and single voice

Policy Recommendations

Develop a comprehensive strategy for robust, coordinated, and efficient border management and investments	Border Crossing	Operational Efficiency	Mobility and Reliability
Develop a comprehensive strategy to enhance operational efficiency along designated and multimodal corridors	Corridors		
Develop a comprehensive and binational mechanism for enhancing system capacity of existing border crossings and assessing the feasibility of new border crossings	Border Crossing	System Capacity	
Develop a comprehensive and binational mechanism for enhancing system capacity of designated and multimodal corridors and assessing the feasibility of new corridors	Corridors		
Improve binational coordination, collaboration, and cooperation	Border Crossings and Corridors	Binational Coordination	
Invest in, integrate, and deploy technologies and innovation to establish the border region as a center of innovation	Border Crossings and Corridors	New Technologies	
Develop a comprehensive binational performance monitoring and evaluation system for the border transportation system	Border Crossings and Corridors	Performance Monitoring	

Policy Recommendations

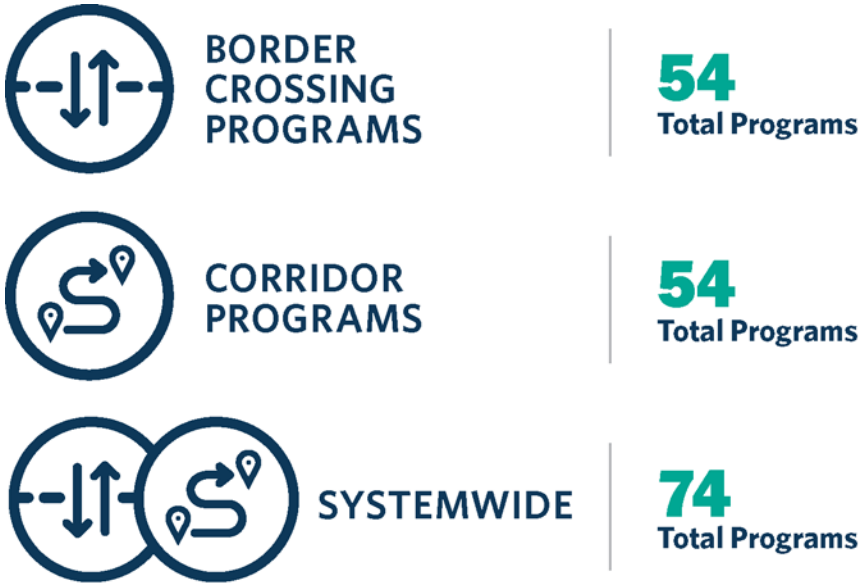
Harmonize binational policy coordination to support current and future trinational economic competitiveness—U.S., Mexico, and Canada	Border Crossings and Corridors	Economic Competitiveness
Identify and implement strategies to improve safety and security in the border region	Border Crossings and Corridors	Safety and Security
Identify and implement strategies to improve safety and security at border crossings	Border Crossings	
Identify and implement strategies to improve safety and security along designated corridors	Corridors	
Ensure sufficient multimodal roadway connectivity for first- and last-mile connections from border crossings to designated corridors and border communities	Corridors	Connectivity: First- and Last-Mile Connections
Ensure sufficient multimodal connectivity between border crossings to provide enhanced network redundancy for efficient border region trips	Corridors	Connectivity: Between Border Crossings
Ensure sufficient multimodal connectivity between key U.S. and Mexico origins and destinations throughout the border transportation system network	Corridors	Connectivity: Between U.S. and Mexico
Develop a comprehensive binational policy framework for a resilient border	Border Crossings and Corridors	Cross-Border Resiliency

Policy Recommendations

Develop mechanisms to ensure border crossing funding and financing	Border Crossings	**Sustainable Funding**
Develop mechanisms to ensure border transportation system corridor funding and financing	Corridors	
Develop binational asset management frameworks to preserve border crossings and facilities	Border Crossings	**Asset Preservation**
Develop binational asset management frameworks to preserve assets on the border transportation system	Corridors	
Coordinate binational stakeholder and public outreach, information, and engagement activities	Border Crossings and Corridors	**Customer Service: Public Education and Awareness**
Develop a comprehensive mechanism to collect, share, harmonize, and analyze data regularly and consistently	Border Crossings and Corridors	**Customer Service: Data Collection, Sharing, Harmonization, and Analysis**
Develop a harmonized, binational policy framework to support and enhance environmental and community stewardship along the border and border transportation system	Border Crossing and Corridors	**Stewardship**

Summary of Program Recommendations

- BTMP recommends 182 total programs
- Each program is linked to a goal and policy solution
- More than 55% (101) of program recommendations are classified as high impact
  - 66% (31) of all border crossing programs are classified as high impact



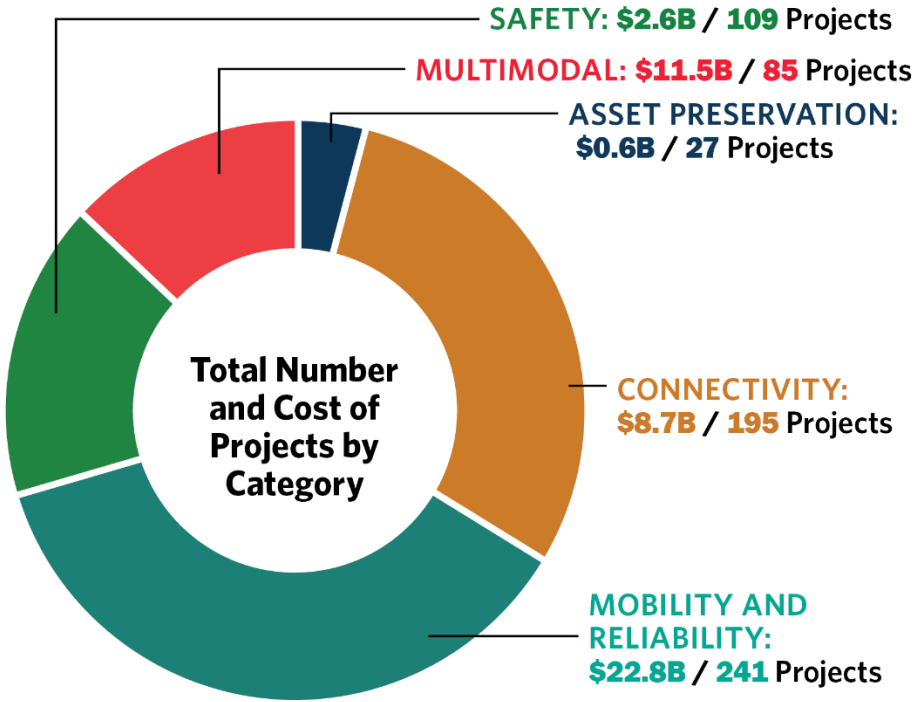
Summary of Program Recommendations

Total Programs by Impact and Border Crossing/Corridor

	BORDER CROSSING PROGRAMS	CORRIDOR PROGRAMS	SYSTEMWIDE PROGRAMS	TOTAL
High Impact	31	36	34	101
Medium Impact	15	18	46	79
Low Impact	1	0	1	2
TOTAL	47	54	81	182

Summary of Project Recommendations

- The BTMP project recommendations are a result of a robust stakeholder outreach effort



Summary of Project Recommendations

- The BTMP project recommendations are a result of a robust stakeholder outreach effort
- The BTMP identifies over 657 projects currently under development or in the planning phase and includes those that are funded, partially funded, and or unfunded
- $13.4 billion (31%) of projects located in the U.S. are rated high impact projects; all the projects located in Mexico are rated as high impact

657 Total Projects

$46.1B Total Cost

	U.S.	MEXICO
BORDER CROSSING PROJECTS	**136** Projects **$5.7B** Cost	**36** Projects **$1.3B** Total Cost
CORRIDOR PROJECTS	**430** Projects **$37.1B** Cost	**55** Projects **$2.1B** Cost

Summary of Project Recommendations

- Corridor-related projects have a significantly larger number (156) of high-impact projects in the border region
- 65% ($4.5B) of total border crossing project costs correspond to high-impact projects

Total Projects by Priority and Border Crossing/Corridor

	BORDER CROSSING		CORRIDOR		TOTAL	
PRIORITY	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
High Impact	107	$4.5B	156	$12.2B	263	$16.7B
Medium Impact	59	$2.1B	288	$23.2B	347	$25.3B
Low Impact	6	$0.4B	41	$3.8B	47	$4.2B
TOTAL	172	$6.9B	485	$39.2B	657	$46.1B

Recommended Projects by Region

Border Crossing and Corridor Projects by Region

	EL PASO/SANTA TERESA/ CHIHUAHUA REGION		LAREDO/COAHUILA/NUEVO LEÓN/TAMAULIPAS REGION		RIO GRANDE VALLEY/ TAMAULIPAS REGION	
	PROJECTS	COST	PROJECTS	COST	PROJECTS	COST
Border Crossing	74	$3.6B	25	$1.4B	73	$2.0B
Corridor	206	$16.7B	118	$11.3B	161	$11.2B
TOTAL	280	$20.2B	143	$12.7B	234	$13.2B

Chapter 11: Implementation Plan

Chapter Purpose	Key Messages	Support Messages
▪ Present a high-level implementation plan that sets forth the framework and timeframe for the recommended strategies	▪ The strategies timeframe determines action steps that can be undertaken quickly to address immediate needs, as well as those that should be queued up to meet future needs ▪ The addition of a timeframe to implement each recommendation is based on a combination of the analysis of data collected during the development of the BTMP, a thorough review of existing plans and programs, and extensive stakeholder input	▪ The best solution to the region's needs will often be a combination of approaches with policies laying out broad goals, programs providing more specific actions to support the goals, and projects providing the additional capacity necessary to address future needs

BNRSC Discussion

Are there any comments to the overview of chapters 8-11?
(stakeholder engagement, strategies, and recommendations phase)

Preliminary Outline of the Executive Summary/Texas Transportation Commission PowerPoint

Preliminary Outline of the Executive Summary/Texas Transportation Commission PowerPoint

I. **Introduction to the BTMP** – introduce the BTMP, its purpose, history, strategic direction, and stakeholder engagement successes

- *Infrastructure in Texas is key for the U.S.-Mexico trade relation*
- *BTMP serves as a blueprint for binational policy, program, and project action*
- *BTMP brought together unprecedented collaboration and participation*

II. **Texas-Mexico Border: Past and Present** – illustrate how the border, border transportation network, and the border region has changed over time

- *Funding has not kept pace with border transportation demand*
- *Texas-Mexico border and its transportation network are important for supply chains reaching all states and provinces in the U.S., Mexico, and Canada*

Preliminary Outline of the Executive Summary/Texas Transportation Commission PowerPoint

III. **Texas-Mexico Border in the Future** – show how cross-border movement of people and goods are expected to change over time by each mode

- *Expected demand will put additional pressure on existing infrastructure and the region must prepare for the future of the transportation system*

IV. **Economic Importance of the Border** – summary of policymaker-level information on the economic importance of the border

- *Trade across the Texas-Mexico border adds value to the GDP and creates jobs in all states in the U.S. and Mexico*
- *Cross-border retail, education, groceries, healthcare and other activities strengthen the cultural ties across the border*

V. **Designated Network** – description of the multimodal designated network

- *Assets in the binational multimodal transportation network are essential to the movement of people and goods across the border*

Preliminary Outline of the Executive Summary/Texas Transportation Commission PowerPoint

VI. **Identified Issues and Needs** – concise summary of the issues and needs

- *Issues and needs are classified into cross cutting, process-related or performance-related and are aligned with the BTMP goals*
- *Border delays are a key issue among binational stakeholders: they have been increasing over time and their economic impact on GDP, jobs, and income in U.S. and Mexico is expected to grow exponentially by 2050 if no investments on border infrastructure are made*

VII. **Recommendations –** illustration of the BTMP recommendations by policies, programs, and projects

- *The BTMP recommendations are a result of a robust stakeholder outreach effort*
- *22 policies, 182 programs and more than 650 projects are recommended in the BTMP*
- *The cost of unfunded projects has been identified to be more than $38.4B*

Preliminary Outline of the Executive Summary/Texas Transportation Commission PowerPoint

VIII. **Implementation Plan** – provide the pathway to implementation of policies, programs and projects

- *Policies can be implemented at any time; programs fall primarily in the short and medium timeframes, while projects are almost evenly spread out across short, medium and long timeframes*

IX. **Call to Action** – provide the call to action for all stakeholders

- *BTMP provides the information and blueprint for stakeholders to gather support for their recommendations and look for funding*
- *Implementation of the BTMP recommendations is important to the economic competitiveness of the region*

BNRSC Discussion

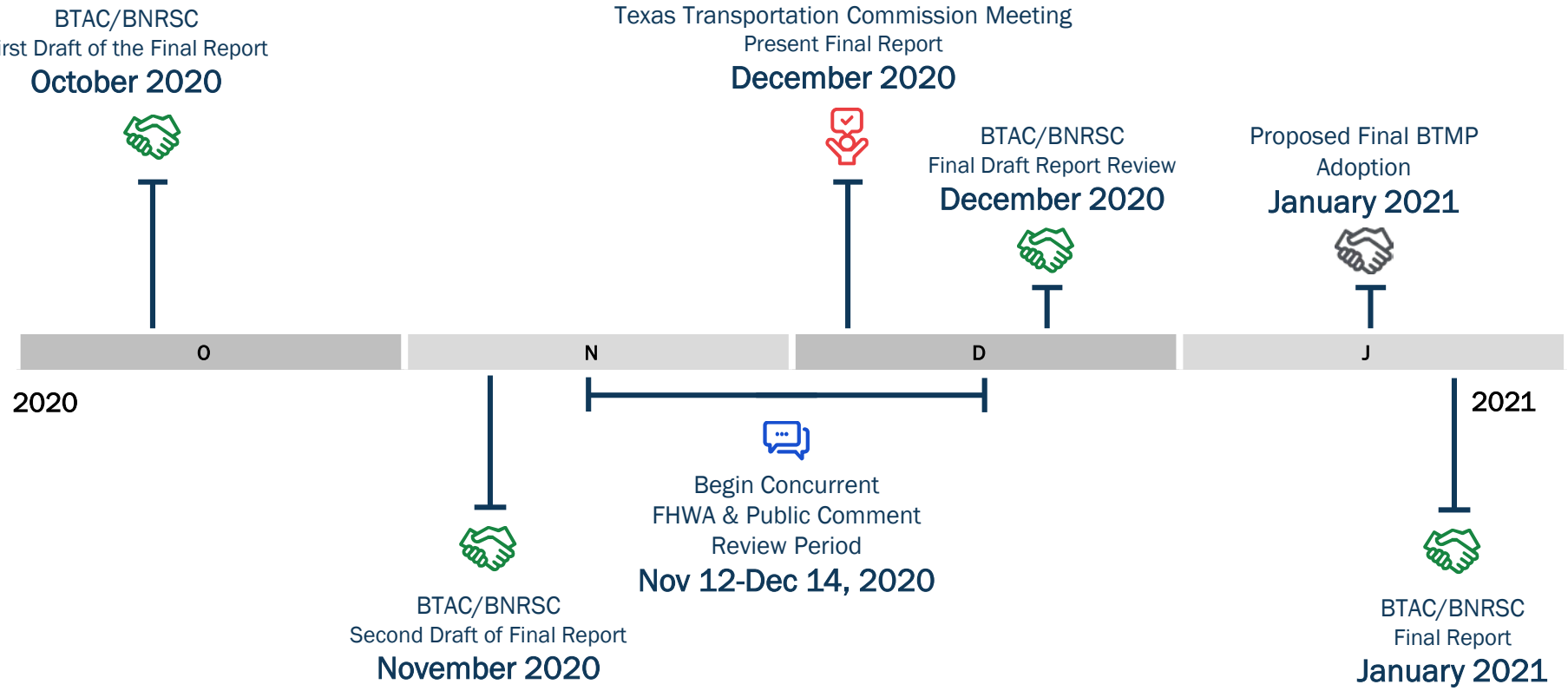
Are there any additional messages that BNRSC would like to include in the presentation to Commission?

Study Tasks/Three Month Look-Ahead

Recommendations & Investment Plan	Implementation Plan	Final Report
▪ Finalize data-driven evaluation of list of projects	▪ Refine timeframe for implementation of projects	▪ Review final draft version of final report ▪ Review final draft version of executive summary

Next BNRSC Meetings	Next BTAC Meeting	Next BTAC Meeting Content
December 2020	November 12, 2020	▪ Final Draft of Final Report ▪ Draft Executive Summary ▪ Commission PPT

BTMP Schedule



Final Thoughts?

Texas-Mexico Border Transportation Master Plan

Binational Regional Steering Committee