TEXAS DEPARTMENT OF MOTOR VEHICLES

BORDER TRADE ADVISORY COMMITTEE

MEETING

Ric Williamson Hearing Room
Dewitt C. Greer Building
125 E. 11th Street
Austin, Texas

8:30 a.m.
Thursday,
February 24, 2022

COMMITTEE MEMBERS:

JOHN SCOTT, Presiding Officer
RAFAEL M. ALDRETE
DANIEL AVILA
JON BARELA
LUIS ALFREDO BAZÁN
EDUARDO CALVO
EDUARDO A. CAMPIRANO
ANDREW CANON
SERGIO CONTRERAS
DAVID A. CORONADO
WARREN K. ERDMAN
JOHN ESPARZA
RAQUEL ESPINOSA
JUAN ANTONIO FLORES
DANTE GALEAZZI
CYNTHIA GARZA-REYES
JAKE GIESBRECHT
ILIANA HOLGUIN
LISA LOFTUS-OTWAY
MARGA LOPEZ
MAYOR BRUNO LOZANO
STAN MEADOR
JUAN OLAGUIBEL
JESUS REYNA
TECLO GARCIA for MAYOR PETE SAENZ
MAYOR ROLANDO SALINAS
GERARDO "GERRY" SCHWEBEL
MEGAN SHEA
TOMMY TAYLOR
SAM VALE
CAMERON WALKER

ON THE RECORD REPORTING
(512) 450-0342
ALSO PRESENT:

CAROLINE A. MAYS, TxDOT
LAURA RYAN, Commissioner, TTC
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PROCEDINGS

(8:34 a.m.)

SECY. SCOTT: We'll call this meeting to order, our first meeting of 2022 of the Border Trade Advisory Committee. And I'll ask for y'all's patience today. I have never done one of these. Fortunately, with Caroline here to my left, I think it will go okay. It would go great if she had the microphone the whole time.

But with that, we will be on the record, and this is being done pursuant to Texas laws regarding open meetings. We've got a number of people that are participating virtually. One of the things we'll need to do is the roll call to establish a quorum.

MS. MAYS: Yes. So, we have -- as Secretary mentioned, we have folks online and then also in the room. So Eduardo's going to handle the roll call, so why don't you go ahead.

MR. HAGERT: Rafael Aldrete?

MR. ALDRETE: Rafael Aldrete, Texas Transportation Institute, El Paso, present.

MR. HAGERT: Daniel Avila?

MR. AVILA: [audio interference].

MR. HAGERT: Luis Bazán?

MR. ROWEN: Fred Rowen [phonetic], tuning in for Mr. Luis Bazán.
MR. HAGERT: Thank you. Eduardo Calvo?

MR. CALVO: Present. Here. And welcome the Secretary to this committee.

MS. MAYS: Yeah. And going back into this topic, Committee Members, when you introduce yourself, if you want to make a quick opening remark, that's okay. So, you know, just as succinct as possible, for expedience, whatever you want to say.

SECY SCOTT: Within reason.

(General laughter.)

MR. HAGERT: Eduardo Campirano?

(No response.)

MR. HAGERT: Andrew Canon?

MR. CANON: Andrew Canon, Executive Director of the RGV New Deal. Excited to be here. Welcome, Mr. Secretary. The RGV is the gateway into Texas, so we look forward to working with your office.

MR. HAGERT: Sergio Contreras?

(No response.)

MR. HAGERT: David Coronado?

MR. CORONADO: Dave Coronado, present. Good to meet you, Secretary. Good to be with you all for the first time in two years in person. Happy to be here. The City of El Paso, we own three bridges that go into Juarez, Mexico. So, we operate the bridges, work with the
stakeholders, and we also work with [inaudible]. So thank you for having us. I appreciate it.

MR. HAGERT: Warren Erdman?

MR. ERDMAN: Here.

MR. HAGERT: John Esparza?

(No response.)

MR. HAGERT: Rachel Espinoza?

(No response.)

MR. HAGERT: Juan Antonio Flores?

(No response.)

MR. HAGERT: Dante Galeazzi?

(No response.)

MR. HAGERT: Cynthia Garza-Reyes?

MS. GARZA-REYES: Hi. This is Cynthia Garza-Reyes, Pharr, Director of External Relations. Good morning. I apologize, but I'm on the landline, and it's not a great connection, so I'm just going to go ahead and mute myself.

MR. HAGERT: Cynthia Garza-Reyes.

Jake Giesbrecht?

(No response.)

MR. HAGERT: Iliana Holguin?

MS. HOLGUIN: Good morning. Iliana Holguin. I'm a county commissioner for El Paso County. Good morning, Mr. Secretary.
MR. HAGERT: Lisa Loftus-Otway?
(No response.)
MR. HAGERT: Marga Lopez?
MS. LOPEZ: Good morning. Marga Lopez, Progreso International Bridge director.
MR. HAGERT: Bruno Lozano?
(No response.)
MR. HAGERT: Juan Olaguibel?
MR. OLAGUIBEL: Good morning, Mr. Secretary, everyone. Juan Olaguibel present, representing the McAllen, Hidalgo and Anzalduas International Bridges.
Good morning.
MR. HAGERT: Stan Meador?
MR. MEADOR: Present. [audio interference.]
MR. HAGERT: Jesus Reyna?
(No response.)
MR. HAGERT: Rolando Salinas?
MR. ANTUNA: George Antuna, City Manager here as a proxy for the mayor. Thank you.
MR. HAGERT: Pete Saenz, or someone representing the City of Laredo?
MR. GARCIA: Teclo Garcia, Director of Economic Development for the City of Laredo. Welcome, Mr. Secretary. We are super glad to be part of this meeting.
We apologize for Mayor Saenz not being able to be here
today.

MR. HAGERT: Gerry Schwebel?

MR. SCHWEBEL: Good morning, Secretary. I'm Gerry Schwebel. I'm with the bank in Laredo, Texas where I-35 begins. I look forward working with you. I've been a part of BTAC for a couple of years now, a number of years, so I look forward to working with you with the Port of Laredo, and in all ports of Texas.

MR. HAGERT: Megan Shea?

MS. SHEA: Good morning, everyone. Megan Shea is on for BNSF Railway.

MR. HAGERT: Tommy Taylor?

(No response.)

MR. HAGERT: Sam Vale?

MR. VALE: Present, and as Gerry referred, we were on the very first when they were organized, and I'm telling people that it's not like there's no term limits, but when you own something, you own it so far, in Texas.

And we own an international bridge. You don't pay, I'm going to get you. And we work quite a bit with TXDOT. We're very proud of the work you're doing. I think right now TXDOT is the greatest economic developer in the state of Texas.

SECY SCOTT: I agree 100 percent with that.

Nice to meet you.
MR. HAGERT: Cameron Walker?

(No response.)

MR. HAGERT: And someone representing Cameron County Bridge System?

(No response.)

MR. HAGERT: Okay.

SECY SCOTT: Consul General, if you have any opening comments?

MALE VOICE: [inaudible].

SECY SCOTT: And so from a practical standpoint, I want to make sure that everyone that's with Nuevo Leon, from Chihuahua, from -- I think we have someone from Tamaulipas. I don't believe our friends from Coahuila were able to make it.

And so I would like you to please introduce yourselves to the feed and work our way around there, and let us know who -- what you all are from and what your goals are.

MR. GONZALEZ: Good morning, Mr. Secretary. My name is Marco Gonzalez. I'm the Regional Development and Agriculture Secretary for the State of Nuevo Leon, and also Port Director of Colombia.

We are very glad to become part of the Laredo port. We are very convinced that Colombia can be a strategic partner in Texas.
MR. GONZALEZ: Good morning, everybody. Very welcome, Mr. Scott. I am Ernesto Gonzalez from Tamaulipas government. Secretary Carlos Garcia is going to be here in a minute, and as you know, we have been working with TXDOT for many times, and it's a pleasure to continue working with you.

SECY SCOTT: I believe Commission Ryan is online. Commissioner, would you like to say a few words?

(No response.)

SECY SCOTT: we also have Consul Haley from the Canadian Consul General's Office. Consul Haley, would you like to --

MR. HALEY: Thank you. Brian Haley here joining on behalf of the Canadian Consul General's Office. I'm the honorary consul here in Austin, and look forward to participating. We appreciate the invitation.

SECY SCOTT: I've got a few brief remarks. I didn't write them. This is not my Joe Biden moment where I'm just to say everything I get from someone else. But they took the time to write them, so I'm going to read them, many of them which I agree 100 percent with.

I'd like to extend a special welcome to our friends from Mexico who are joining us virtually or in person. First and foremost, obviously, seeing the Consul
General of Mexico representing the Federal Government of Mexico in Texas, Consul General Pablo Marentes.

He was the first invitation, the first person I met from another delegation when I took over the role of Secretary of State, and has been as good a friend as a person could have at any level. So thank you for being here.

We have from Chihuahua, Anna Alvarez, who's in charge of Bi-national Affairs. We have met some folks from Tamaulipas already, as well as Nuevo Leon. I really want to just get down here to the TxDOT.

Marc Williams, I had the pleasure of visiting with him for the first time in preparation for today's meeting, incredible, and I think the State of Texas is very privileged to have him as our executive director who can run the day-to-day operations of the Texas public transportation.

Caroline Mays, who I am sitting next to here, if you ever get a chance to visit with her, can tell you about anything. Everybody at TXDOT is the most organized people in the world.

Helping as a trial lawyer to the state government, the last thing we do is much preparation about what we're saying a lot of times. We kind of get a read of the crowd, the jury.
everything about what they have done in organizing the master plan and from the implementation and the priorities, that we'll be visiting about today as we go through the process, it's incredible.

Marc said his number-one goal which he thought we should make is safety. And I think that's one of the things that I want to make sure that we throw out there to begin with.

We have, obviously, Chairman Bugg, as well as Commissioner New and Ryan, who have played a key role in making it to this point, and we thank them for the opportunity in hosting this.

When I brought up the issue about safety, I know that that seems like it's been overused a lot of times. But one of the things that I think the folks at TXDOT had observed in a lot of the border crossings is some of the issues related to delays.

We're 100 percent back of the issue of safety: safety of pedestrians, safety of folks driving. There was an article the other day in one of the papers that said we've reached 4,000 deaths on the roads, and that's a number that goes back to 1980s, I think. That was where we were able to get that high number again -- or maybe the '70s.

It is a horrible number to be now hitting...
again. But one of the things that goes first and foremost needs to be safety at border passages. And so I think that's something we're going to try and prioritize, as far as the things we implement as quick as possible along the border.

One of the things that's clear, visiting with the folks at TXDOT, is they understand better than anyone that one size does not fit all; that what is good in McAllen is not good in El Paso, or it may be good in El Paso. But they recognize that. They recognize that if you're in Webb County, in Laredo, that might work perfectly there, but it may be a horrible idea in Eagle Pass.

And so I think that's one of the things that we want to make sure that everyone voices in each of the situations that they are encountering, and make sure that you make that information flow upward. And by upward, I mean the bill.

I know your respective ports, we've added -- I thought the Corpus Christi port was going to have a representative here soon, as well as I think we're going to try to invite Houston Port Authority to participate, and Brownsville by statute, also, as a port that participates on the Committee. We want to make sure that the land reports are able to be addressed as efficient as
possible.

So with that, I'm going to turn it over to Caroline, and then we'll actually make some good time now.

MS. MAYS: Well, thank you, Secretary. And [inaudible] the first BTAC meeting.

As you can see, we have great attendance, both in person and online and, you know, we're looking forward to working with you to advance on what he mentioned from the Border Master Plan in working with this committee.

I've known a lot of these folks for a very long time. You know, we really, really [inaudible] folks [inaudible], you know, in concept with TXDOT. This is something that we believe in. This is part of what we do.

This is not just for people but for goods, for trade, facilitating cross border, you know, people and goods, and in concert with our, you know, counterparts from Mexico. So we're really excited to see them here today at the meeting.

We will try to do that throughout -- at least for three to four years, especially with the development on the Border Master Plan. So with that, I will -- I want to recognize our TXDOT people that are in here.

And Marc said he may drop in and out at some point, but I'd like to start with Jessica, my division director.
MS. BUTLER: Hi. Good morning, everyone. My name is Jessica Butler. I'm the Director of Planning and Programming here at TXDOT. I'm so happy to be here in person. I think this is my first opportunity to be in person with all of you for the BTAC. I'm so happy that you all made it here safely, as well, considering the weather.

We have a great agenda today. I'm really looking forward to the conversation on safety, as well. I'm just excited to be here; I look forward to a great conversation and again, welcome.

SECY SCOTT: Thank you, Jessica. And we have Bill, our chief engineer. Bill, say a few words?

MR. HALE: [inaudible].

SECY SCOTT: Thank you, Bill. And then also we do have district engineers that are here, and also division directors. Let's start with you, Eddie.

MR. VALTIER: Good morning. I'm Eddie Valtier. I'm the District Engineer for El Paso District. I'm happy to be here. We've been doing this for a little while and made some great progress.

MR. ALVAREZ: Good morning. My name is Pete Alvarez. I'm the Pharr District Engineer to the Rio Grande Valley. Welcome, Mr. Secretary.
MR. SALAZAR: Good morning. My name is David Salazar. I'm the District Engineer of Laredo District. A little cold way coming up here today. We look forward to getting back to where it's a little bit warmer, but happy to be here.

MR. CHACON: Good morning. I am Michael Chacon. I am the Director of the Traffic Safety Division here at TXDOT. Pleasure to be here.

MS. MAYS: Thank you all. I know we're trying to get Commissioner Ryan; she says she's online.

Commissioner Ryan, can you hear us?

MS. RYAN: Yes. Good morning, everyone. I apologize if I wasn't on earlier. Secretary Scott, good morning and welcome. And I appreciate -- I will be listening in.

I apologize for not being able to be there in person, but I agree I'm excited about the agenda items, and this is always a dynamic and interactive committee, and the time and energy put into it is much appreciated. We can only do what we do with the partners that we have.

So, again, just wanted to thank you, and I'll be listening in. So, good morning.

MS. MAYS: Thank you, Commissioner Ryan. And again, you know, appreciate everybody being here this morning. A lot of folks are working on logistics because
we are having a hybrid meeting. Folks in the room, when you're speaking, make sure you speak into the microphone.

And also, our court reporter normally sits right here. They're not able to be here because of the weather; they're online. So when you speak, please state your name and then proceed to speak because, you know, they need to document who is making what statement because that's required by statute for BTAC, unlike the other committee meetings. So please speak on the microphone.

And then for those of you online, if you're not speaking, please mute yourself, and if you'd like to speak or make a comment, please raise your hand. That's how we're going to be able to identify who needs to speak and try to minimize the noise, the background noises, et cetera. Again, we're trying to accommodate and make sure we run a fairly smooth meeting this morning.

And for Committee members that joined us late, do us a favor and just -- I think I see some of you -- some of you joined late. If you can just type your name in the chat box to let us know so that we can make sure we document that you are here, especially those joining us virtually.

So with that, Secretary, we're ready to go to our next agenda item, which is the adoption of the May 25,
2021 meeting minutes.

SECY SCOTT: And has everyone had the opportunity to look at the minutes that were forwarded to everyone from the last meeting? And if so, if I could have someone to make a motion so we can have --

MR. VALE: So move.

SECY SCOTT: A second?

MR. SCHWEBEL: Second.

MR. VALE: That was Sam Vale that moved.

MR. SCHWEBEL: Gerry Schwebel seconds.

SECY SCOTT: Hearing no nays, they are adopted.

And so I guess we'll go to the next agenda item, which is the recap of the meeting. And I was not there, so I will be turning that on to you.

MS. MAYS: Yeah. Thank you. So, yeah, the recap of the last meeting. Giacomo will do that. And will speakers, for the sake of folks online, please go to the podium? Those have better mics and sound for the folks online to hear you. So, thank you.

MR. YAQUINTO: All right. Good morning, everyone. I'm Giacomo Yaquinto with the Texas Department of Transportation. I want to thank you all for joining us. Let me give a brief recap of our last BTAC meeting on May 25, 2021.

The last BTAC meeting had three tasks. First,
we needed to review and discuss the Texas-Mexico Border Transportation Master Plan 2021 booklet and regional reports, which we developed as supporting materials for BTMP final report.

Second, we needed to review and discuss COVID-19 impacts on the cross-border movement of people and goods. And third, we needed to provide an overview of the initial BTMP implementation priorities on TXDOT's side, as well as to hear from each region about local priorities and next steps.

At the start of the last BTAC meeting, we presented the Texas-Mexico Border Transportation Master Plan 2021 booklet and regional reports. Today, the information included in the BTMP final report are accessible and tailored to specific audiences.

We developed a booklet which distilled the information in the executive summary, and we broke the BTMP into regional reports for each three border regions. During our discussion we could see key map-related questions, including our requests to add an interstate shield for I-20 on future maps.

We noted that the maps in questions were provided as a general reference, rather than to highlight specific corridors. However, we agreed with the suggestion to add the I-20 shield to future maps given the
interstate's importance as an east-to-west corridor.

Our next discussion topic looked at COVID-19 impacts on the cross-border movement of people and goods between 2019 and 2020. BTAC members noted how interesting it was to observe the way the disruption spread, as well as the variations in their arrival throughout 2020.

Rather than continue to focus on COVID's impacts, we heard about the need to start focusing on the lessons learned and how they can be applied in the future. BTAC members identified policies as an area of concern.

We heard that the policies implemented directly affected supply chain reactions and determined whether they were resilient or failed, and there is a need to review all the policies implemented and the outcomes they've created.

We were reminded that in addition to the pandemic, a hurricane hit the RGV in the summer of 2020, which caused additional disruptions and led to further increases to the cost of doing business.

Members pointed out that even though the numbers told a positive story, supply chain challenges would likely endure for at least the next 18 months, or through the 2022 holiday season. We heard about discrepancies between the recovery and commercial crossing figures, and local economic recoveries.
We heard related concerns about the time it will take for the border crossing experience to return to normal, and BTAC members expressed an interest in resuming quarterly between CBP and local stakeholders as a means of restarting the dialog and helping to reinstate a more collaborative environment.

I have a third discussion area focused on TxDOT and regional implementation priorities. We started with the presentation from the Texas A&M Transportation Institute about their efforts to expand the border wait-time information system.

BTAC members voiced support for extending the program, and all agreed that a consistent border-wide data set will aid future planning efforts.

As part of the program expansion, we were asked to disseminate data to international bridge users in a timely manner. We heard that TTI will be moving the data to the cloud, which will facilitate developing an app and making data easier to access and use.

We heard that TTI is developing a title program to improve data collection and accuracy, and that these efforts would include working with CBP, which would allow them to incorporate automatic license plate reader data, which CBP already collects, as a means of confirming crossing time data.
We were asked about southbound data. TTI noted their interest in providing southbound data in the future. We agreed and noted that the lack of southbound data affected BTMP development, and we heard that TTI would work with Aduanas in Mexico on southbound implementation possibilities.

The next topic we covered was the USA through-corridor study. Members expressed surprise at the number of crashes along US-83 between RGV and Laredo. We heard that one of the major challenges along the corridor is the number of small towns with stop lights and reduced speeds, which affects efficiency of the movement of people and cargo along the corridor. We heard about the need to explore a loop around Laredo, so that trucks can more directly access the industrial zone on the city's north side.

Our third presentation looked at the US-57 interstate conversion feasibility study. BTAC members expressed support for the study, since the crossings in Eagle Pass and Del Rio lacked direct connectivity to an interstate highway. We were asked whether the study would analyze commodities crossing, mode, and destination, and we noted that it would.

We explained that part of the study's goal is to understand what influences activity on the corridor now.
and in the future. We also heard that the corridor is especially important, given its connection to the Ports-to-Plains Corridor.

Our final presentation came directly from the border regions. The comments we received during this section of the meeting focused on moving fresh produce from the RGV and Laredo regions.

We heard that 70 percent of the fresh produce consumed in Texas comes from Mexico, and even though for the rest of the United States the figure is closer to 40 percent, in both cases, produce imports are vital to the economy and health of the state and the nation.

That concludes the recap. So I'll turn it back to you, Caroline.

MS. MAYS: Thank you.

SECY SCOTT: We saw our great host, Marc Williams, walk in. One, hi. And number two, if you'd like to make some comments, we'd love to hear from you.

MR. WILLIAMS: Certainly, Secretary. Welcome. This is a -- as I hope you have seen already, it is a fantastic group, a tremendous dialog and insight that we received from stakeholders that are here today.

Thank you all for taking the time to be here today and for traveling into Austin. I hope your travel was safe, and in particular, I hope your return home later
is safe today. We have had, as you might expect, some
winter weather around the state that we've been involved
with, much of that.

It has sometimes a direct, or even an indirect
effect of a lot of what we talk about here today, with
respect to our border trade and the logistics that impact
our border trade statewide. And so conditions are
improving, but it is still challenging.

So I apologize that I'll be kind of in and out
throughout the day today, Secretary. But I'm looking
forward to discussing some really good content, in
particular, on the safety that's very timely and
important. And I appreciate your leadership with this
team, sir. Thank you.

SECY SCOTT: Thank you, and thank you for being
here.

MS. MAYS: So, Secretary, we'll jump into our
next agenda item, and we have Michael Chacon, who is our
Division Director.

Michael, if you can go to the podium, I think
that will be better. And they can run your slides. Just
let them know, next slide.

And then moving forward, our District
Engineers. And again, as always, this is a dialog. If
you have questions while we're going -- you know, the
presenters are presenting, please feel free to do that.
This is not a shy group. And as mentioned, this is a very
important and timely topic.

So, Michael?

MR. CHACON; All right. Thank you. Good morning again. I'm Michael Chacon. I'm the Director of the Traffic Safety Division, and I'm going to discuss some of the data from 2021 and where we stand on the statewide perspective but also give you data regarding the three corridor districts, as well. So it's a pleasure to be with all of you. Next slide, please.

I always like to start with this slide first with any presentation I do; talk about four numbers. So the first number is showing the number of fatalities we had last year on Texas roadways. We had 4,485 fatalities last year.

That was an increase compared to 2020, an 8 percent increase. And it's something very alarming to us, and I'm going to talk to you more about where we are as far as numbers that I heard the Secretary talk about how this is one of the highest fatalities. I will talk about that on the next slide.

224 is the number of work zone fatalities we've had in our state. It's another big issue that we are looking at. As you know, we have a lot of work going on
in our state, and we want to ensure that everyone is safe, no matter what type of conditions.

So, November 7, 2000, this is a very important date to us. That is our last deathless day on Texas roads due to crashes. So we've gone over 21-1/2 years without a deathless day on Texas roads. This November it will 22 years. If we work hard, we can break the streak. We've heard a lot about industry in Texas. That is what that message is about, trying to stop the fatalities on our roadways.

The last number, 76,393, that's how many fatalities we've had on Texas roads since that last deathless day of November 7, 2000. We've got to do better. We've got to work hard on this.

I know we've got total commitment from our Department, total commitment from our partners here, and it's going to take all of us to get this message out there. It takes all of us to make a difference here. Next slide.

So as you can see, I've got 2021 highlighted. This is showing the highest fatalities by year that we've been keeping track of since 1940. In 2020, you could see that we hit one of the top eight on our list at 3,893 fatalities.

We had been trending in the right direction for
three years. From 2017, '18, and '19, we did see a
decrease in our fatalities. We were going in the right
direction.

Unfortunately, in 2020, we saw our fatalities
increase by 7 percent, even with less traffic on our
roadways due to the pandemic. And then, in 2021, it just
went a lot higher.

There's a lot of different factors that we have
been looking at, and you can see that that is now our
second-highest fatality count since 1946 on our roadways.

Next slide.

So I know there's a lot of colors here, but
what we're showing here is we're showing you years 2018
through 2020, and the far-left bar is the border districts
combined. And that's showing their fatalities rates.

And the way that you get fatality rates, you
look at the vehicle miles traveled -- in this case, it's a
100 million vehicle miles traveled -- versus the number of
fatalities. And you come up with the percentage.

So, the far left is showing the border
districts summarized. And then in the darker blue will be
the El Paso District. The orange one in the middle is
going to be Laredo. And then kind of the yellowish is the
Pharr District. And the far right bar is going to be the
statewide percentage.
Again, you could see on the fatality rates when you just look at the statewide bar, which is the one on the right for each year, we had been trending downward about 1.3 as far as fatality rate. But in 2020, we did jump up to 1.49.

The reason why the fatality rate goes up, your fatalities increase, your vehicle miles traveled went down, but not as many people were driving on the roadways due to the pandemic. So your rate now increases.

We don't have the numbers for 2021 yet. We're still trying to finalize the vehicle miles traveled. That's why 2021 is not being displayed on this.

But this is showing our statewide fatalities, and just to give you a little perspective of how I'm going to do this -- so I'm going to talk about the statewide numbers first. Then the next slide will be the exact same topic. And in this case, the fatalities, but I'll be talking about the district fatalities for the border districts.

So first we're going to talk about the statewide fatalities. So as you can see, in '18 through '21, you could see that slight trend going upwards from '20 to '21.

And as I mentioned, we saw a 15 percent increase in 2021 versus 2020. That is very alarming for
us. It's a very high number, and we are going to try to
do everything we can from our perspective to make sure
that we do everything to drop these numbers. Next slide,
please.

Here's your border district fatalities for the
same years, 2018 through 2021. Now, the one thing you're
going to see different here is that the statewide
fatalities increased by 15 percent. The combined border
districts, we saw a 46 percent increase.

Now, again, we've got to look at the numbers in
perspective again, when you look at the total numbers we
went from 220 fatalities for all three border districts in
'20, up to 321 for 2021. So just something to point out.

Next slide, please.

So this is showing our work zone crashes, and
the reason why it isn't for very long is we know we have a
lot of work going on in our state. This is where we saw
33 percent increase in fatalities from a statewide
perspective.

You can see how we went up from 184 up to 244
from a statewide perspective. In retrospect, as we go on
to the district slide, you will see that the districts
actually had -- could we go to the slide, please.

The districts actually had a decrease in their
work zone fatalities. So, again, kudos to everyone out in
the border districts who are putting a lot of work and
effort into the work zones. I'm glad to see that those
numbers are down. Next slide, please.

So this is something that not only have we seen
in Texas; this has been a nationwide trend over the past
two years as we have been seeing as this pandemic going
on. As less people have been traveling on the roads,
we've been seeing speeds have increased.

It's been a national trend; it's been a concern
for us. We've been looking at this, and as you can see on
these numbers, it does show that we had an 8 percent
increase in speed-related fatalities in our state.

Now, when I talk about speed-related, that's
not just speeding. That could not driving to conditions,
driving too closely. There's a lot of different factors
in there, so I want to make sure you understand there's
different definitions for speed-related. But they all tie
in together. Next slide, please.

For the border districts -- so, again, we had 8
percent on a statewide perspective. From the border
districts' perspective combined, we saw an increase in
speed-related fatalities, so it jumped up from 88 to 120.
Next slide.

So, DUI-All, so that is any type of alcohol in
your system, even if it's below the .08. So if you have
any alcohol in your system and it's a factor to the crash, that's taken into account. And what you will see, also -- it also considers drugs, as well; alcohol and drugs.

So we did see a decrease in DUI-All by 5 percent. And then in the next slide, you're going to see that from the districts' perspective, there was a 19 percent increase, going from 68 to 81. Again, this is all alcohol and drugs combined.

The next slide, we will be showing you just alcohol-related ones. So, now, for alcohol only, we did see an increase from statewide fatalities. We had a 3 percent increase. And going to the districts, you're going to see that we had a 23 percent increase in alcohol-related fatalities, as well. Next slide.

The motorcycle fatalities, these are also -- again, I'm trying to focus on a lot of different areas that we looked at. These are [inaudible] now that we're looking at.

So if we start looking at motorcycle fatalities, we did see an increase of 7 percent in fatalities in 2021 compared to 2020. And from the border district perspective, there was a 9 percent increase, as well, which you will see on the next slide. There we go.

So we actually jumped from 22 to 24. So
motorcycle fatalities are relatively low. But again, when I see these numbers, these are still fatalities. This is an area where I see that we could probably make improvements to get to that zero goal that this department is aiming at.

We have to take steps in the area. I mean, this is an example of where the 24 fatalities combined among the districts -- and you see in the orange bar, Laredo having one. They were very close to having zero motorcycle fatalities. So it's definitely a goal we can trend towards. Next slide, please.

So, here's our pedestrian and bicycle fatalities from a statewide perspective. This one has been very alarming for us in that we have seen increases from 2019, '20, and '21 for pedestrian safety.

It is a big area that we have been focusing on at the statewide perspective. We've been talking to our local partners as well, to focus on this. We did see an increase in fatalities for pedestrians, again, 15 percent.

As well as our bicycle fatalities also went up by 15 percent.

So, again, part of our vulnerable road users, we want to more focus on this and see what we can do to make it safe for these folks, as well.

So for our districts at the border, you will
see their numbers are relatively low again, and you will see that it looks like it was Laredo that had zero bike fatalities this past year, which is really good. That's exactly what we want to see.

And again, though the numbers are kind of low for your bicycle fatalities and with your pedestrians, it's still an area of concern. We're seeing statewide that we need to do everything we can to try to protect our pedestrians and bicycles and motorcycles, as well. Next slide.

So this is something that you've heard Commissioner Ryan talk about quite a bit and something that we've been putting a lot of focus on, as well. Not only is speed and pedestrians some of the bigger areas that we're seeing -- increases in work zones as well.

Unrestrained fatalities keep going up. This is one of the simplest ways for people to save their life. We have about an 89 percent usage rate of seat belts in our state, yet they are accounting for about 28 percent of our fatalities statewide.

Now, when you remove the vulnerable road users -- your motorcyle fatalities, your pedestrian fatalities, and your bicycle fatalities -- those three groups don't have the ability to wear a seat belt.

So when you remove those three fatalities from

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the total statewide count and now look at the percentage, you're looking at about 46 percent of our fatalities are due to people not wearing seat belts. We've got to do better in that area. We were pushing that message very hard as one of the simplest ways to save your life.

So we did see a 14 percent increase in fatalities in 2021 due to unrestrained from the border districts' perspective. There was an 34 percent increase in that, as well. So, again, you can see them jump from 77 fatalities in 2020 to 133.

Last I'm going to talk a little bit about commercial motor vehicle fatalities. I know this is something that, in our state, we've got a lot of commerce that goes across our state, a lot of goods being traveled through our roadways.

And you will see that we did see a 22 percent increase statewide in commercial motor vehicle-involved fatalities this past year. We jumped significantly from 579 to 704. And then from a district-wide perspective, we saw a 57 percent increase. So it went from 30 to 47 fatalities.

So, again, that is kind of a highlight of where we are with the data. And I'm going to turn it over to our district engineers, who are going to talk about some of things that they are doing from their personal data.
Oh, I'm sorry. Go ahead.

MS. BUTLER: Just one quick question. A quick question for context. You know, when looking at these numbers, are we just looking at numbers that are on the Texas state highway system? Or on and off?

MR. CHACON: The numbers I just presented are both on and off system. They are all roadways open to public travel in Texas.

MS. MAYS: Any questions for Michael from the committee members? Gerry?

MR. SCHWEBEL: Yes. Gerry Schwebel. Thank you. Great presentation. This is something that, for those of us that are way down in the border, this is not a surprise to me. And one life is one life too many to lose.

And I commend Commissioner Ryan for all the work that she and the Commission have done bringing awareness of the safety issues. I also want to put some things in context. I travel every weekend on 35 to Laredo and San Antonio northbound and southbound, and the last two years I have noticed -- very noticeable the number of accidents.

And so that, you know, as I look at the number of projects or more construction going on, there is human being drivers who didn't want to slow down or observe
first before we slow down for an accident. And that's --
I've done it, you know, when you see something.

So, I think, in that context, we have to understand that there's a lot of work being done, and I appreciate that. The other thing is that we've had an increase in presence of our friends in DPS on the southern border for all the reasons that everybody in this room knows, a strategy in regards to the human trafficking side.

My question to you would be, you know, do you distinguish between how many of those accidents are related to a law enforcement scenario versus a non-law enforcement scenario? That would be one question.

And the second question is, is there any data -- is there any way of tracking how many of these -- of course, you have the bicycle safety zones. I don't think -- I wasn't aware that many city councils or counties are pushing for more bicycle trails -- and how they select a criteria selecting some of these bicycle trails through major thoroughfares -- if there's a correlation in the increase of those accidents to those newly established bicycle trails, especially in the last two years?

And then the final -- it's not a question, but it's just an observation. Has TxDOT considered perhaps
conducting any forums of input from large commercial travelers, like, let's say, at HEB, the drivers that travel on the border zone extensively, and reaching out and asking for their input and observations for what they see as feedback to TxDOT in regards to the high incidence of accidents, in the interest of seeing if there's any ideas that they could contribute to this effort?

MR. CHACON: All right. Thank you. So let me state all three questions. So, the first question or comment was regarding law enforcement. And you were right. I think when the pandemic started, we started seeing an increase in law enforcement.

I think that's been kind of [inaudible] these agencies. And again, it's no fault of their own. There's a lot things going on. We are great partners with the law enforcement. They help us a lot with our enforcement. We give grants to them, go out and enforce a lot of our issues like seat belts and impaired drivers and that sort.

As you mentioned, a lot of [inaudible], and I think that we're starting to see some work being done. I know just recently here in Austin, they were talking about the lack of police officers for Austin PD.

And so, they're now collaborating with local county sheriffs to see if they can assist them in patrolling because they see the increase in Austin
[inaudible]. So I think that's one issue that could help. But definitely we're going to keep working closely with law enforcement because we have seen that we did receive some information from our good folks at DPS that, yeah, law enforcement citations were dropping since 2020 during the pandemic. We haven't received the number for 2021 yet. But we know that was happening.

As far as citations being given, they had drops in 2020 during --

MR. SCHWEBEL: Yeah, we did some research on the citations. Of the border zones in the last year, our numbers showed that the citations actually increased along the border compared to other parts of the state.

MR. CHACON: Yeah. And that makes sense because of DPS work down in the border districts. But for the rest of the state, there weren't as many prevalent on the road. And that's something also with the local Austin Police.

Just last night, there was a report of local police, about Austin PD, and it showed their citations had dropped significantly. And that's why they're trying to get assistance from their partners in the Sheriff's.

Second question was regarding bike fatalities on trails and if there is any data on that. I know we can look into that and look into trails themselves. The
crashes that we have are tied to the roadways and vehicles involved with a crash with a bicycle.

I know we are working closely in our department with our other division, Public Transportation. They are working a lot on new guidance, and they just issued some new guidance on bike and pedestrian trails and where to put them.

And we're looking closely at those to try to improve safety for them, as well, on our roads, whether it be alongside our road or a separate trail. So it's something we are working hard on right now.

Did I miss one? There was one more question, I believe.

MS. MAYS: Yeah. The last one he asked about input from -- actually the use of -- at the border zones the HEBs and avenues for industry.

MR. CHACON: Yes, I know that Caroline has been very involved with our freight and our trucking industry a lot, and we coordinate with them, as well. We also have several projects that are ongoing right now, as a matter of fact, where we have a Texas-connected freight corridor project that includes like a triangle of Texas.

So it's Dallas-Fort Worth, down to Houston, back to San Antonio, and back through Austin, and Dallas-Fort Worth. And we're working with HEB and other major
companies, with the vehicles right now, as far as trucks.

And what that's helping do -- what they're doing, they're trying to find the best times when there's less traffic on the roadways, for them to be collecting goods, to try and help minimize delays for the trucks.

Another good example that we've been working on, we did a grant here in Texas along with three other states: New Mexico, Arizona, and California. And then, a consultant on -- one who's helping us with that took part in this system called TPAS.

What it's doing is for all of our rest areas along I-10 from California through the entire state of Texas, we are putting up some dynamic signs on the side of the road. It's a static sign that shows the next rest area, and then how many spaces are going to be open.

What this is helping do with the truckers is when -- they have so many hours they can be on the road, and they've got to pull off and get rest, by federal requirements.

By giving them this information ahead of time to let them know the next two or three upcoming truck stops and how far they are distance-wise, and then how many parking spots are available, lets them plan where they can get off safely off the roadway and get the
necessary rest that's necessary.

So, that's something that we're also working on right now. As a matter of fact, we also applied for another grant similar to the one we just received for this project. And if we get awarded this grant, we're hoping to expand that exact system on I-35, I-45 and I-20, as well. We think it's a great opportunity to enhance safety from our statewide perspective, and we see the benefit in it, but we're still in the planning phase for that right now, getting those signs put by I-10.

Thank you.

MS. MAYS: And Gerry, one of the things you said on the Trade Advisory Committee -- the next Trade Advisory Committee, we're going to have the same, similar discussion but from the commercial vehicle, truck perspective -- a great perspective for the next Trade Advisory Committee meeting. Be prepared for that.

And we have some of those industry folks there. And I know John is on the line here, but yes, we are trying to make a concerted effort to reach out to the private sector industry to get their input, as well, on the safety issues and safety challenges, and some of the strategies. You're going to hear districts talk about the strategies they're using.

And now, we need to move on. But I had one
question. One more. Yeah, David?

MR. CORONADO: Thank you, Caroline. Thank you, Mr. Chacon. This is really -- there is a lot of data here that you have, that you brought us right now that, I think, it's really good to have. I'll look at it after today.

There's one slide, though, that really concerns me: I-21, the fatalities for pedestrians and bicycle riders. I mean, if I'm reading this correctly, it looks like fatalities for these folks have increased fourfold compared to the rest of the state of Texas, right? So 50 percent compared to 59 percent, I think, in the border communities, which is just disturbing.

And so, I mentioned this morning earlier that the city owns three ports of entry in our region of six that we have. So in the next series of presentations, I'll be really curious to see what TxDOT is doing to address this specifically, as it relates to pedestrian and bicycle riders.

What we are doing right now at the city is, actually, we're planning to apply for a grant out of the USDOT, funding from the new bill, the new infrastructure bill that is out there through the USDOT. In that grant we're pursuing about $50 million for these ports of entry to improve conditions for pedestrians: crosswalks,
lighting -- not only safety, but also amenities -- you know, kind of these sitting areas, pick up and drop off areas.

Right now, the goal is that during peak times, it's a really cast out place for pedestrians. People get dropped off. They double, triple park on the gateway, on the frontage road, which is just not acceptable, right?

And so, we're trying to address those needs right now in that port of entry. El Paso runs second in crosses for pedestrians on the US-Mexico border. So, we have a ton of traffic.

And so, you know, we ask for your support in that application. We're going to be submitting it within the next month or so. And the City will put in the match of 20-25 percent out of full revenues from bridges.

So, we're trying to reinvest back in the bridge system, working with the stakeholders, working with TxDOT, and with you all. And so, just ask for your support, you know, in those kinds of efforts to improve the system. We are going to be briefing the stakeholders next week -- CBP, aduanas, and everybody else that's involved, including DPS.

So this is just one really shocking slide that -- it bothers me. And so, I'd really work on it. Thank you.
MS. MAYS: Thank you for making that remark for us. Marc?

MR. WILLIAMS: Yeah. Thank you, David. And thank you, Michael, as well. And Secretary, thanks for allowing us to have an opportunity to talk about this issue that's important not only statewide, but particularly important in the border region because of this sharp increase that we've seen in fatalities across the board.

Both pedestrian-related -- and if you look at the statistics, and, you know, take some time to look at it, you can see in just about every single category, not only fatalities as a whole, but in subcategories, as well -- speeding, DUI, others. The border region has increased at multiples over what the state has as a whole.

And so, that's -- we need to get your input on it, your insight. Reaching out, as well -- as you mentioned, Gerry -- to others like HEB is something that we're going to be doing. But the Commission is also very committed to us increasing our investment in this area.

And they have proposed right now additional increase in funding that's going to safety. Some of that money is going out through the districts. So, folks like David and Pete, Tomás in El Paso have got some additional safety funds.
One other program that we have going on right now is working with our MPOs. We have got a task force established between our districts and our MPOs. Eduardo and Andrew are part of that task force that are looking at how we can work collaboratively to look at the different sources of funding that we all share and manage, and put those together.

Collectively, if you look at our UTP, there's about $14 billion worth of funds in our UTP as a whole that's dedicated towards projects with safety components. And some of that is already allocated to projects, but some of that is still available now.

And so, it's through these types of initiatives, through getting your dialog and input on things that you're seeing on the ground locally in your region, that we can make some decisions about how to prioritize what those investments are. And it's not just TxDOT. It is our MPO partners, as well, that are part of this.

So it's a very timely and important conversation that we're having. The Commission is also going to be, in April, having a specific safety discussion conversation, a special mission meeting in April that is going to be looking at this topic statewide in more detail.
But getting this input now and being able to share this, and providing it with you all now is a very important priority for us, for the Department right now. Thank you.


MS. MAYS: Yes.

MR. CALVO: This is Eduardo Calvo with the El Paso MPO. Michael, a question for you -- in all of these statistics, are you able to separate fatalities or incidents that are with drivers coming in from the Mexican side of the border? For example, you know, license plates or for vehicles, trucks, or pedestrians?

And the question really is, if there is a higher incidence, right, of Mexican drivers? Or private vehicles, pedestrians, and all that? Is there a need to also increase our efforts, in terms of education and all that, for drivers?

I'll tell you that my observation -- and especially now that the border reopened, because remember, it was closed for 18 months for nonessential travel. The only ones that are driving the speed limit on I-10 in El Paso are Chihuahua license plates. Everybody else is speeding.

So, I don't believe it's a higher incidence of drivers coming from across the border, but it's my
question to you. I mean, are we able to track that? Are we able to see that?

MR. CHACON: So, yeah, we would have to go into each crash report and look at the information. We can dig into that if we get a little more time. But we can definitely look into that.

MS. MAYS: Okay. Yeah. Thank you. We will continue this. Want to give time to the district engineers to present.

So, Peter, I think you're next. And then, we'll continue with the dialog.

And then, if you are asking questions or speaking, please speak into the microphone because we're having folks online saying that they cannot hear. They are having a hard time hearing. So, please.

MR. ALVAREZ: Good morning, everyone. Let me start off by saying thank you. Thank you for this opportunity, and thank you, Michael, for that informative summary that was presented for us here. Safety is our top priority, as was mentioned earlier, and we will continue to focus on safety, not only in the entire state, but in a lot of the border regions, as well.

My goal today is to look at the big picture when it comes to some of the stats regarding the Pharr District. I looked at an opportunity to take advantage of
the low-hanging fruit, things that could be done that are easy, low cost, can be implemented in a timely manner to see results.

As far as the safety measures -- you know, we talk about the three E's -- engineering, education, and enforcement. But at the end of the day, it's up to the drivers. It's up to the passengers to abide by the rules, the laws, the policies, the regulations.

It's unfortunate that we still have some of the stats that Michael shared -- unbuckled, unrestrained passengers. I just don't get it. I mean, that rule came into play, I believe, in 1986, and yet we still have folks not buckling up.

And I was sharing before the meeting started with one of the individuals here that as a driver, you buckle up. If you have your children -- my children know, my kids buckle up. Can I take off my seat belt if I'm traveling back to the valley? No. I need to take a nap. Lay over, but you're still going to be buckled up.

Well, you can do that with children. You can't do that, to a certain extent, with adults, right? We have to step up. If you're the driver, you take responsibility for that vehicle and do not move until somebody, or at least all of them are buckled up.

When we look at some of the measures that have
been taking place, you know, we talk about law enforcement. Gerry brought it up, I believe -- law enforcement along the border. One day, traveling back from a hunting lease in Zapata back to Mission, Texas -- 60 miles, counted 52 DPS troopers in those 60 miles.

And so, we talk about enforcement on a statewide basis -- well, if these troopers are not distributed, I should say, throughout the state, well, then, you have more violators because there's less enforcement. And so, I'm not going to go all political. That's not my intent here.

My point being is when you have a higher concentration in certain areas, you are going to have a higher amount of citations given, right? But it's the others that are not being cited that is, in my personal opinion, the risk and the concern on a statewide basis.

The numbers have gone up, Eduardo, when the border opened back up. And I'll talk a little bit about the pedestrian aspect.

We have a lot of pedestrian traffic, international travelers, if you will, that walk across the border and do shopping. They walk to their destination. So, it's a little bit of a challenge, but we'll continue to move forward.

Looking at the big picture. Over the past
three years, in the Pharr District, we have seen an increase in fatalities. However, I want to point out that the Pharr District -- Michael, you correct me if I'm wrong -- is still the lowest, or one of the lowest rates in the entire state, which is is a good thing.

We should focus on zero, zero fatalities, a zero rate. That is our goal. But we will continue to push forward and correct some of these initiatives.

And breaking down stats, 105 out of the 133 fatalities in the Pharr District were in our two most urbanized areas, Cameron County and Hidalgo County -- 1.5 billion in population. And so, if you think about that, 80 percent of the fatalities in the Pharr District were in two counties.

However, 74 out of the 133 -- 74 were in rural areas. But wait a minute. Just talked about population, but the fatalities -- 55 percent -- that's what that number translates to -- happened in rural areas. Well, 45 percent obviously in urban.

So, let's focus on US-281 and US-77, the major in-and-out arteries into the valley along US-83 to Laredo. And so, we've looked at doing projects -- for example, a cable barrier, looking at speed limits, things of that nature to keep major corridors.

I'll point out one accident in August of 2021:
one accident on US-21, 10 fatalities. It was human trafficking. The individual, for whatever reason, was speeding, lost control, hit the pylons. That is unfortunate.

And so, we will look at opportunities, if you will, along these major in-and-out corridors to address some of these concerns. Breaking it down a little further, when you look at the accident rates in the Pharr District, 58 percent increase in the Pharr District versus 15 percent increase statewide. That just goes to reiterate what Michael was pointing out earlier. I will focus on some of these areas here shortly.

Work zones. We're very proud and pleased to have $1 billion in construction in the valley. That is outstanding. A lot of work happening.

But yet, we're only at one-third the rate when it comes to work zone incidents, 58 -- I'm sorry -- 92 percent, approximately, statewide, 33 percent in the RGV. So, we're very proud of that. We take work zone and signing and enforcement and things of that nature very, very seriously. We work very close with the agency to make sure that that happens.

When we talk about speed control, right -- and so, statewide increased 8 percent. In the Rio Grande Valley, Pharr District, 83 percent. That's almost nine to
10 times the rate, and that is unacceptable.

We look at our heat maps Traffic Safety Division provides. We look at those areas and tried to look at an opportunity, if you will, to adjust speeds, to take control, if you will, for the drivers to be informed of what's happening -- whether there is additional signage, doing PSAs and things of that nature to ensure that we are consistent with our speeds. Doing speed surveys is another initiative that we have implemented here in the Pharr District to ensure that a corridor analysis is complete, so we don't have that fluctuating speed throughout that corridor.

DUI and alcohol. Very, very sad and we're not proud of this, but Cameron and Hidalgo County, historically, have been in the top 10 counties when it comes to abuse. And so, obviously, the higher the abuse, the higher the chance of incidents happening with folks driving under the influence.

Statewide, the number's 5 percent, negative 5 percent -- I'm sorry -- negative 5 percent. And in the Pharr District, 59 percent. And so, there are many factors. That's a 12 percent -- or 12 time increase.

There are many factors here. We'll reiterate, the valley is one of the lower income areas, if you will, of the entire state. You can see that we have ADC in
seven out of our eight counties. You have disadvantaged county programs and such and such.

So we'll look into continuing to do PSAs, public service announcements, if you will, campaigning spring break at South Padre Island, the hot spot. Our traffic safety specialists will be out there during spring break to inform the folks and college students and others about the importance of not driving under the influence.

And we'll continue to work with the Traffic Division with the various grants that can be provided to law enforcement as a whole, to basically pay a little bit of overtime to get folks that are not on the clock to come in and provide that enforcement that is much needed. What about alcohol -- very similar to DUI, so I'll skip that.

When it comes to motorcycles, 7 percent increase statewide, 150 percent increase in the Pharr District. Now, that seems -- 150. That's fivefold.

That's five -- five too many, nonetheless, as far as motorcycle fatalities, but we will continue to push campaigns, that Look Twice, to ensure that we take into account motorcycles.

Pedestrians is another area of focus for us. Statewide, the numbers increase 15 percent. In Pharr District, it increased 72 percent. That's almost five times the amount.
Now, what is the reason for this? Open borders, increased pedestrian activity. I mentioned low-income families, a low-income region as a whole.

We have taken some steps in adding more raised median projects, as an example. Over the last 10 years, I can think of four or five major corridors that we have implemented a raised median. And then, six lanes, three lanes in each direction that provide, basically, a refuge area for these very wide roadways.

So, we'll continue to push the raised median. That won't just help pedestrians. It really helps safety as a whole.

I mentioned the unrestrained fatalities. The numbers there are 14 percent statewide, 58 percent in the Pharr District. That's basically four or five times the average.

Seat belt usage needs to go up. Enforcement, grants once again -- we can have grants to law enforcement to be able to go in there and give citations and continue the PSAs.

Some of the challenges that we're facing in the valley -- older drivers. We do still have the winter Texans. They come in six months out of the year to avoid this type of winter weather up in Minnesota and places like that.
But we also have a lot more younger drivers, inexperienced drivers. I have one at the house that started driving in September, 17 years old. And I've tried to teach him the principles that we're taught here in TxDOT because it's really, really important.

A lot of international visitors have come our way. Also of note, our population in the valley has doubled over the last 25 years. We're expected to double again within the next 25 years.

So, obviously, infrastructure needs are important. But safety measures in those infrastructure improvements are our focus area.

One of the things that we get noticed in the valley -- and perhaps it's the same everywhere else -- people running red lights. I mean, this is a problem. And when I'm sitting at a red light and I do the look left, right, left we were taught, once again. And then, here comes a vehicle running a red light.

You've got to look across the street, and there's a PD officer right there that did not give a citation. That bothers me. Because at the end of the day, we're not enforcing it.

All it takes is to get one ticket, right? The young man got that speeding ticket -- after that, five miles below the speed limit. On the way up here
yesterday, 70. You can do 75?

I'm doing 70 on cruise control. I don't have to call and let them know I got a speeding ticket, right?

So this is an enforcement issue, folks, that we need to take full advantage of.

Overall, there are challenges just like there are in Laredo, El Paso, and the rest of the state for that matter. We will continue to focus, continue to improve communication, focus with the traffic safety division and various initiatives. I'm sure Laura Ryan does an outstanding job pushing the safety initiative, as well.

And safety is the top priority for Pharr District, and we will continue to look at those opportunities.

Thank you for the opportunity to speak today, and I'm open for any questions y'all may have.

MS. MAYES: Anyone have questions for Pete?

I think that's a lot of steps you've brought op. Then, Marc, when you talked, you talked about -- asked about our very unique issues to the border, why we're seeing all of these increases. So, I think that's a theme we'll probably hear from the other district engineers.

And then, we'll talk about it later -- the unique issues of the border, which you've highlighted, and
I think David Coronado also highlighted. The sheer amount of pedestrians, people don't understand. I know the northern border, I know the southern border. Nobody walks across the northern border.

Not a single person walks. Everything, everybody goes by vehicle or truck. So, that's very, very unique to the south, unfortunately.

Thanks. Any questions for Pete? If not, we'll go to David.

MR. ALVAREZ: Thank you.

MR. SALAZAR: Good morning. Thank you, Pete.

Thank you, Michael. Great presentations.

I've got two presentations here. My eyesight isn't as good as it used to be. So, if we can get my slide going. Caroline, please, first slide?

So, what I want to do here, I wanted the size of the trend that we have in Laredo District for the past 10 years. So, they are rising. There is a trend that they seem to be coming down. Also, the issues that we are watching throughout the district.

There is some that are identified; I will give my presentation about that. But overall, in general, what I want to show here is that our issues, there is downward trend over the past 10 years that will continue. Next slide, please.
This is the one that I'm going to focus on my presentation today. And this is our Laredo District fatalities and our trends. If you can notice, seat belts jumped up, and if you notice, on high speed, they're pretty high. Those are the highest trends that we have when it comes to total fatalities in the Laredo District. Next slide, please.

So, according to a recent study conducted by TTI that included 18 cities across the state, the highest combined driver and front seat passenger belt use in 2021 was observed in Laredo District at 93.9 percent. Laredo had exceptionally high passenger restraint use at a 97.4 percent. Although we had the highest, which is 10 percent in seat belt research, now unbelted passengers accounted for 65 percent of fatalities in 2021.

We are experiencing an increase of high-speed chases between law enforcement and vehicles transporting illegal immigrants. Typically these passengers are not wearing seat belts, resulting in multiple fatalities within a single crash. To put things in perspective, of the 52 total fatalities, 21 of them, which is 40 percent, were related to high-speed chases.

To put that in perspective, Mr. Chacon mentioned a 46 increase across our districts. Our increase can be contributed -- if you take these 21
fatalities away, they drop that number by 40 percent.

Furthermore, there were seven crashes this year, 31 of them high-speed chases, not wearing seat belts, 21 fatalities within six cases in our 2021 numbers.

So we have to put that into perspective.

The subject of crashes related to illegal immigration has been discussed at all the Traffic Safety Coalition meetings. Mr. Gerry Schwebel mentioned what are we doing to reach out to the communities?

So we meet with the Safety Coalition and bring people from [inaudible], and we discuss these issues. Some of the following options have been discussed when it comes to high trafficking of illegal immigrants in our district.

Converting a portion of IH-35 [inaudible] to a one-way, and Border Patrol seems to control traffic, and reduce high-speed chases. The local PD and DPS will not change, for the demon is a dangerous situation.

DPS will encourage the use of helicopters to follow the vehicles. This is something that came up at our safety meetings where we saw our numbers increase and jumping upwards, and that will help.

The other number that I want to talk about is pedestrian fatalities. In our district, we had six pedestrian fatalities. Three out of those six were
pedestrians running from law enforcement that
unfortunately were killed in the act of trying to get away
from law enforcement. So, again, you take the three away
from the six, that's a 50 percent drop within our
district. Next slide, please.

So what are we doing, as far as a district, to
try to bring these numbers down when it comes to
pedestrians, illumination, traffic signal improvements,
widening, passing, and hazard information, what is the
district doing as a whole?

The district has spent over $20 million in 31
safety improvement projects since fiscal year 2020. We
have analyzed hot spots with high collision rates, and our
strategically-planned projects include the installation of
bracing medians, concrete cable barrier, concrete median
barrier, paving, widening, and pedestrian improvements, and
traffic management measures. Next slide, please.

The Laredo District [inaudible] profile markings
as it covers of the District's roadways. These highly
effective lane departure countermeasures are being included
on every project that is submitted in the Laredo District.

A cable median barrier safety project on I-35
will cover the last seven-mile gap in our district, taking
to us to 100 percent of cable median barrier of I-35 in
Webb and LaSalle County. Additionally, we are adding a total of 10 miles of cable median barrier on two of our main divided highways, US-83 and US-90.

Why is this important? These are major corridors in our district: US-83 and US-90, and I-35. This is where we're seeing the high-speed chases that have contributed to 50 percent of the fatalities in our district. So we're hopeful that with this last seven-mile gap that we'll be able to eliminate those completely.

Next slide, please.

Let's talk a little bit about concrete median barriers and raised medians. A section of US-59 in Laredo with many fatalities was closed off with a concrete median. But the important thing here is that there was two fatalities that occurred in this location -- same location, same spot within a year. We were able to take some of our safety dollars and provide this concrete median barrier to eliminate that from happening again.

Construction is underway for a raised median project that addressed urban high crash rates from cities like Eagle Pass to Del Rio to Laredo. The project cost was $3.5 million, and the total close to 10 miles of raised medians throughout the city in order to reduce fatalities in our district. Next slide, please.

When it comes to pedestrian intersection
safety, our annual program pedestrian improvement projects totaled about $7 million and covered about 10 miles. These projects include sidewalks, ADA ramps, pedestrian signals, illumination.

These pedestrian improvements were along US-90 in Del Rio, along State Loop 20, State Highway 359 in Laredo, and also on FM 1433 in Crystal City. Ongoing projects are adding communication to our traffic signals to help improve signal timings and overall prevention on the main corridors.

District is planning to have communication of 100 percent for our signals this year. We are adding three timed signals to safely cross the intersection of high crash streets. Also, we're adding two more traffic signals for driving in areas of high truck traffic.

We are adding queue detection systems at various locations to improve intersection safety. And we are working on achieving 100 percent EMS runtime through a combination of construction and maintenance dollars. Next slide, please.

When it comes to speed zone reduction, you heard Mr. Chacon mention that we were reducing the number of accidents in work zones. These are some of the things that we're doing with speed reduction in construction zones. Driver feedback speed signs -- or radar signs, as
people call them -- are being incorporated at strategic locations to deter speeding. Accordingly, the District has 10 locations with DFSS signs, US 277 in Eagle Pass, US 277 Del Rio, you will see Laredo and four locations on State Highway 359 -- again, the major corridors in our district.

Border Patrol inspection stations have DFSS signs on their posts to alert drivers to slow down at Border Patrol station approaches. These radar signs are being used on construction projects on construction and maintenance projects as we speak now to help alert traffic and reduce their speed as they come into our work zones.

Laredo District will continue to utilize the safety funds available for each outside team, [inaudible] program costs, as well as incorporating program safety countermeasures throughout all construction and new projects. This traffic safety team maintains continuous communication with local law enforcement coalition units, with areas of concern, and expand that safety initiative throughout. Next up, local government and local office.

With that, I will pause briefly for questions. If anybody has any questions -- if there's something they'd like to ask -- again, a reminder and the request I get the most -- I know that Mr. Schwebel was asking about I-35 and if we're tracking the incidents that are DPS-
related. Certainly we are.

He asked, and we saw the northbound and southbound. We see how many in each direction. But we are tracking that and looking to the numbers.

I'm not very good with numbers. I'm just an engineer. But, you know, it's a sad case that we have. It's something that we have to address when it comes to the increasing rates. But again, 40 percent increase attributed to high-speed chases when it comes to illegal immigration in the Laredo District.

Any questions?

MS. MAYS: Thank you, David. Any questions?

Yes?

MR. GARCIA: Thank you, Caroline. David, this year -- or last year, 2021, for Laredo had reported $240 billion in total trade between Texas and Mexico. That's how much the port handled. And we handle about 5.1 million trucks across our bridges. Both of those are record numbers.

The port and those numbers are combined more than for all the other land ports handle in Texas. How has that impacted the numbers that you're telling us here, given the huge increase in trucks?

MR. SALAZAR: So, we have noticed, beginning in the better part of 2019 when the bridges were shut down
completely, there was a drop in traffic. And TxDOT tracks both numbers and we saw a downward trend on the metrics that we measure, which is expected.

I was cautious because I knew, at some point, those bridges were going to open again. Those numbers were going to start rising. And lo and behold, I believe it was -- I can't recall the gentleman that mentioned it, and it's true: once the bridges opened up, the numbers increased.

We cannot specifically track them to whether the drivers are from the US or from Mexico. I can tell you that it is added vehicles -- the lane miles, the rates did go up.

Unfortunately, in Laredo, we don't get too much pedestrian traffic. Little that we do get, there were a few fatalities that were pedestrian were not in Laredo. They were in other parts of the district, which were less populated.

But we did see an increase. It is picking up. But again, the major percentages of our increase is through illegal immigration, high-speed chases.

MS. MAYS: Yes, Stan?

MR. MEADOR: Yeah, this is Stan Meador, Texas Pacifico. Is there any data or analysis you had on the driver feedback speed signs that you referenced?
I know you got -- I'll just say it. A bit of an anecdote, I was driving through a work zone the other evening after dark in West Texas. And that sign had the red and blue lights on it. And it was amazing noticing the number of taillights that you saw -- brake lights, rather -- and people slowing down as you approach that.

Of course, at night, the visibility of that -- particularly, those red and blue lights on it, I think that they had, you know, quite an impact. I don't know how long it lasted, but I'm curious about that.

MR. SALAZAR: Absolutely. We noticed that our work zones, that we're reducing the speeds more often with that sign. And we have noticed that radars will catch somebody's eye, because they can actually physically see this is how fast I'm going.

But as Mr. Chacon had mentioned, we have some of those features statewide in construction zones. I can tell you that for our district, we put them on all those projects and we have seen -- yes, sir? Mr. Schwebel?

MR. SCHWEBEL: I'll tell you one -- another observation in the radars. Those at the borders we have -- Border Patrol checkpoints -- and we see the increase in longer lines and delays. So, for checkpoints, personnel issues, et cetera.

So when you have the long lines people are
making at the Border Patrol checkpoints, people are trying
to get to San Antonio or to the other parts. They want to
catch up. What do they do? They speed up because they
need to meet a deadline. They need to get there faster.
That's another observation I think we have to keep in
mind.

And then, on the energy side, production side,
because we see energy production go back, and our numbers
show in the past history that when we have that type of
traffic over our energy sector -- on our roads and
highways, those numbers tend to increase.

So, I don't want to get too pessimistic, but
with energy production comes back into play in the roads
along the border, as well, or other parts of Texas, that
we've got to take action now in making sure that we reach
out to them and create that awareness.

MR. SALAZAR: You're absolutely right, Mr. Schwebel. In the past, I think we've looked at the first
five presenters and we saw a downward trend starting -- a
downward trend starts at the heights of Eagle Ford shale.

Since then, in the past four years, due to the
direction of administration and especially Commissioner
Ryan, we've been able on these major corridors, and we've
seen figures on 277 and US-90, the major corridors that
we're traveling in the sector traffic, being able to put countermeasures, rumble strips.

We've been able to provide some medians and illumination to, hopefully, if it comes to that point where we start seeing an increase in [inaudible] at this time and those numbers will continue to trend down.

But you're absolutely right. That was a high impact on the fatalities that we were having.

MS. MAYS: Yeah, David, we have one question online. So, Mr. George, if you can unmute yourself and ask your question.

MR. ANTUNA: Good morning, everybody, and good morning, David. Thank you for the informative information.

You know, here in Eagle Pass, you know, the second land port -- the largest land port in the district of Laredo, we're experiencing high traffic over -- you know, for us, the growth that we're seeing -- over $33 billion in trade has been pretty awesome. And trying to see it here, and we're growing, as you can imagine.

One of the things that we really, really want to see, David, is, obviously, the completion of our Loop 480 from 57 all the way to 277, so as to connect over to the Del Rio north area.

Can you please give us some information on
that? And, obviously, we're always still partnering up with our brothers south of here in the city of Laredo and the county of Webb to make sure that we're still keeping into consideration the FM 1021 connection between Eagle Pass and Laredo.

Just to kind of put it in perspective, it would shave off over an hour in travel time, just about. From our courthouse here in Eagle Pass to the courthouse there in Laredo -- the city of Laredo -- it's only 70 miles. And so, that would be a great way to be able to do that, and working forward on that.

So, just wanted to just let you know that we are really pushing for that, obviously. So, if you could just answer those two items, I'd greatly appreciate it.

Thanks a lot, guys. Have a great morning and great meeting.

MR. SALAZAR: Thank you, Mr. Antuna. And I kind of like that description, the second largest land port in the Laredo District. I got to say that I like that.

So, let me answer your first question. The continuation of State Loop 480 to connect from 57 to US 277 -- currently, that project is under design. We are at 90-95 percent of the design of that project.

It is a priority for the Laredo District, and
we will be submitting it on our 2023 ETP for selection, hopefully. It will be competing statewide. But to answer your question, we're 95 percent complete. It's a priority of the Laredo District, and we're hoping to submit it in the 2023 ETP for funding.

To answer your other question, FM 1021 seems to be a popular topic. Mr. Schwebel and I were just discussing that topic. So, as we move forward, certainly an alternate route to US-83 will alleviate some traffic off of that, and it's always good when you have alternate routes to reduce traffic.

The current status of that -- I hate to call it a project -- that conceptual idea, I guess, could be that currently, we're asking for a feasibility study to be completed to make sure that the road is feasible to kind of bring it forth.

So, at this point right now, I know that we are currently meeting with elected officials from the City of Laredo to discuss this further. And I believe that, currently, there is a meeting scheduled with elected officials from Maverick County and Webb County that will be meeting on this topic itself.

So, to answer your question, we're at the feasibility part of this project and, hopefully, looking forward to the completion of that feasibility study by
those other than TxDOT. So, we're very interested in that, and you can certainly count on me attending those meetings whenever possible, Mr. Antuna.

MR. ANTUNA: Thank you, David.

MS. MAYS: Thank you, David.

So, let's move on to Eddie. And then -- we're running a bit behind --

MR. SALAZAR: Thank you.

MS. MAYS: -- committee Members, please feel free to go grab a coffee. We will not wait because we're running behind schedule.

MR. VALTIER: Good morning. My name is Eddie Valtier, Deputy P.E. in El Paso. And so what we're going to do is, I'm going to actually show you projects that have demonstrated some safety issues and some of the solutions that we're trying to mitigate. Next slide.

So, we chose three projects in the urban area, and we'll start from the west to the east. And then, Artcraft Road project, a wrong-way-driving project that we're working on, as well as our State Loop 75 project.

So, we'll start with Artcraft. So this is a little bit more project-specific, but what I'd like to demonstrate here is that we have -- when you look at the map up on the screen, you have the Santa Teresa port of entry. And so that's actually New Mexico port of entry,
but what it does is it connects to the New Mexico State Highway 136.

In the process of doing that, we also have the UPRR that has established a intermodal facility. It's about 5,500 acres; it has about the capacity for 4,000 carrier parking stalls. So what we're seeing is that we're getting a lot of traffic that goes up -- down 136, and 136 turns into Texas State Highway 178. Next slide.

And so this is the result of what we're getting. Just this one example first, but we've seen this throughout the state. What this does is it ties up traffic. It causes accidents. We, in the last five years, had 817 crashes at this location.

So for El Paso District, we look at high numbers like that and say each one of these accidents, crashes is a risk for a fatality, and of course, we want to mitigate that. So there's other examples of this. That whole area is generating a lot of heavy industrial type vehicles.

And here -- you don't see I-10, but it's kind of going underneath that bridge right there. Those four quadrants are currently being developed. We have some retail. We have some entertainment venues. We have fast food chains.

And so what it's causing is a mixture of really
heavy industrial vehicle, residential folks that are
driving around, and then we have pedestrian -- I don't
know if you can see -- developing there, trying to cross
the street. So we feel that this is really an area that
we need to focus on because of the types of conflicts that
we're going to have.

So, we're proposing to put some direct
connectors, separate the traffic, make sure that we have
those heavy type of vehicles clearing or making sure they
get through the interchange without any harm to others.
Next slide.

So as we go farther to the east, in the map
you'll see our downtown El Paso right down the center.
And on the bottom portion is Mexico, so this is right
parallel to the Rio Grande. And here we have a situation
where we have a trend going from one of our roadways that
connects to State Loop 375.

So, we've had a series of wrong-way drivers,
and in this case, it's only been about three or four. But
in the district, we've had 53 cases in the last five years
district-wide. And again, that's 53 too many.

So we've chosen this location, so we're going
to implement a targeted left, a wrong-way-driver device
there -- system, and it's about $1.28 million, and we're
currently under construction. Next slide.
And what it's going to do is it will take this local roadway to see where installing some raised medians to penalize the traffic to make it a little more difficult for vehicles to go into the wrong direction. What it also does is install a lot of components.

Working with traffic division, Michael, has been a great help. And what we'll do is we'll detect it. We'll be able to verify it through our ITS personnel, our traffic centers. And then they'll be able to contact our law enforcement officials and try to intercept those vehicles.

We're not fully complete. So, that bright sign you see -- that dynamic message sign you see there, that's not in El Paso. That's just an example of the type of messages that we will be flashing when we detect a wrong way driver.

Again, you know, 53 is just way too many. This is only one area that we're constructing right now. But we are looking at various projects that we have in the planning stages, and trying to see if this is something viable we do for each location. Next slide.

As we move farther east, near an area we have a series of projects. This is really a great story because this whole corridor has been plagued not only by congestion and mobility issues, but truly some really
heavy safety issues.

And what we've done is we've been able to -- it's really a team work story. We've been able to collaborate with the City of El Paso, the El Paso MPO, El Paso County, the CRM Regional Mobility Authority. And you can see a series of projects there that have been planned out.

Funds have been put to good use here. There have been some Rider 11 TIP funds in this corridor effort. But what's interesting here is what you see in the yellow line.

That's the City of El Paso project, and we coordinated with them. We were getting build-up of trucks going into Zaragosa port of entry, right there on the right hand side of your screen, that would back up all the way up to our railroad tracks right off the center of the screen.

So, what this project does is it reverses ramps. It widens the facility, and then it makes -- that queuing that was happening in our main lanes is now going to happen on that yellow line that you see, taking it off of the high-speed facilities and creating a much safer condition. Next slide.

So we're going to try to -- I'm not sure if technology's going to work, and so Giacomo is going to
work his magic there. There is a sample of what we were
getting prior to the project. And this is northbound.
So the issue is happening in both directions heading to
the port of entry on our state entry side.

As you go through, some of the issues that
we've seen some cars trying to get into the queue crossing
the border areas -- you see at times the lines were not
moving at all. So you would see drivers of the trucks and
passenger cars getting out of their vehicles, stepping
into traffic.

Here you're going to see a little bit of an
issue that happened. And this was an everyday occurrence,
particularly on Fridays. We get just a tremendous amount
of volume trying to force in.

I'm going to show you one more video on the
next slide, and it's a little bit higher-level view. But
just to demonstrate what the border traffic can do for
safety issues, what things we're challenged with everyday.
You know, how do you get a vehicle out of an exit ramp
when you have that line towards port of entry?

So we do have our challenges in this project.
I'm happy to say that, you know -- next slide. So we
identified not only that issue; we identified some
operational issues at Alameda which, the intersection was
too close to the off ramp, so we had two main issues.
We had all sorts of things going on, 48 percent of the crashes were happening in between Alameda and North Loop. The rest of them were happening at the border. And so what we did -- next slide. So we analyzed it and we looked at the hot spots. You know, trying to see where we could put our money, what we could do to solve these problems. Next slide.

So, as you saw in the previous one, there was about 875 crashes in this area. There is a merging issue that we have. So you have frontage roads, but you don't have any way to cross the over the railroad because it involves a U-turn.

So this is where backups happen. There's a Super Walmart right there at the corner. Everything backs up off of main. Next slide.

So, of course, we're building the structures over. We don't have any of those issues anymore. And between this portion here and us taking the queues from the border area, we've managed to clear up that whole area of traffic well.

There's still some projects in progress in this area, but the traffic is expected to flow much smoother without conflict as we had before. Next slide.

So, now then, we'll look a little bit a farther out. You know, that was all urban things that we're doing
there in the west area. So, here we have been working with Customs Border Patrol.

And somebody mentioned this issue earlier. So, here what we're trying to do is we do have these checkpoints, and the checkpoints, you know, are pretty fast, but once you slow down traffic going 80 miles an hour, it stacks up. And we've had some fatalities in this area, as you see. There's fatalities and there's a lot of crashes, and they're all centralized in that area.

So what we're doing is -- next slide -- we're putting in a queue detection system, and it stretches about eight to 10 miles. So, it's going to have some advance warning. It has some cameras. It has some TMS microwave technology that, of course, Michael and his group have also been helping us with.

And so, our goal, of course, is to decrease the accidents, make the traveling public aware that there's a queue coming up. And then, that way, you know, if they're aware, maybe they can step off that pedal a little bit, slow it down, and get through that checkpoint safely.

So, now, we have to work on how they speed up. So, we're not quite there yet. I think we do have a problem right after checkpoint. So, you're right, Gerry. We have an issue there.

But we're on this issue and we're working
really well to see if we can get this. And there's some devices that work to do that.

Next. So we also mentioned raised medians. So the El Paso District has been really aggressive on safety projects, and we have these corridors working with, again, Michael and his group. We have submitted more safety plans, $12.8 million is what the District received. They are either in construction or about to be let.

And you know, there is a little bit of -- the community, sometimes isn't used to these. So they are asking a lot of questions, trying to explain to them that these are safety projects and it can reduce the accidents with pedestrians, the accidents trying to turn left.

A lot of these were -- it's the left turn lane and center, and a lot of head-on collisions that happened. So, these are definitely projects that are going to improve safety, and we are currently constructing them. Next slide.

And the last little really -- far east here in our District, we had US-67 corridor studies, 142 miles of US-67 that we studied. And so, we can't forget rural. It was also mentioned that sometimes in the rural areas, the speeds are higher because there's not so much traffic.

So we work with all stakeholders in the area, and what we're trying to do now in our studies is
incorporate safety analysis components into every project. And so, what we'll do is we'll have our consultants, ourselves team up together with stakeholders. It's very important to get their input in. It makes a project.

And so we've come up with a -- this is only five. There were over 100 safety items that they identified. But we're trying to group those into locations so that we can put them out as projects.

So we're working on that. We're not quite there. This is more of a study level. We do have a safety plan that we're incorporating all these projects into so we can start checking them off as we go. Next slide.

And before I go to questions, I wanted to mention about two other things that we're doing more on the public relations side. And our district is being really proactive at the border -- it's trying to be. And what we're trying to do is we have programs where we go out and hand out brochures at the port of entries on safety, seat belts.

And so, that way, when you're crossing the border, it's just a little bit of reminder, you know, as you come in, be a little bit more safe when you're driving in Texas or in Mexico. It doesn't matter. Just be a little more safe.
The other thing that we're doing is we have safety belt stickers that we're putting at the booths at the border. So, again, just a visual reminder. I think at all our districts, we have a visual reminder when we're leaving the district.

You'd better put your seat belt on when you get in your vehicle. So, this is a good reminder to travelers either coming down, coming into the -- they just see a nice sticker right in front of them saying, "Buckle up."

One last thing I'd like to mention that I think is also a team effort -- and the El Paso MPO helped us out tremendously on this -- is the HERO Program. So, El Paso has instituted a HERO Program.

And when you talk about safety, it's just been, you know, a blessing. That's all I can say, because we've had so many accidents now that can be helped, and the safety of our employees, and the safety of people that have gotten into the accidents, the law enforcement -- they are so happy to have us out there with this program.

And you would be surprised how people will respect it. When there's an accident, they come to those areas and they see our folks trying to manage the traffic around the accident, and we don't get as many people cutting in and out trying to cause another accident.

So, you know, highly valuable. I think it's
money well spent on that program, and we look forward to extending that program to help with the MPOs.

With that, any questions you all have?

SEC. SCOTT: Great presentations. Thank you very much. You did great with the pointers. But, sure. One of the things that stands out to me is, is there a ratio that you all have developed -- non-fatal accidents to fatalities?

So, we've got all these statistics on fatalities, but it seems like the non-fatal accidents are, what is it, 100 to 1? I'm not sure what that ratio might be.

MR. VALTIER: I think Michael has.

MR. CHACON: Yeah, we do keep track of all the crashes, as well. We look at serious injuries, as well. And we look at non-injury crashes. But we keep track of all that.

I don't know the exact percentage, but serious injury crashes and all the crashes are significantly higher as a percentage. We do look at both fatalities and serious injuries whenever we do a lot of our efforts in trying to look at countermeasures and how to address safety because those serious injuries -- most people just survive by luck, when it comes down to it. Because some of them are really horrific crashes and they still
survived.

So, we do look at all crashes --

MR. WILLIAMS: Secretary, I was going to just comment. And Michael, correct me if I'm wrong. I don't know exactly how the data applies to the border region, but statewide, when we talk -- we've been talking about this huge increase that we've seen in fatalities over the last several years, over the past two years. That's been more specifically related to fatalities and serious crashes.

When you're looking at total crashes as a whole, we have not seen that same increase in the number of fatalities. And so, the things that are going on are driving, you know, not just are driving that particular component. We haven't seen the big jump in total crashes, but it's specific to fatalities and serious crashes.

MR. CHACON: You're absolutely correct, Marc. And I will tell you that when we were tracking during 2020, unfortunately the majority of the year was almost in a pandemic, we saw about 15 percent decrease in crashes. But we saw 7 percent increase in fatalities in '20.

So, it is interesting. And we're still getting all the data together for 2021 to look at what percentage of crashes are versus fatalities. It looks like our crashes might have increased in 2021 versus 2020, only
because the volume of traffic in 2020 decreased so much.

So, we are looking at that.

MS. MAYS: And the data was not coming in.

SEC. SCOTT: We've got online --

MR. CORONADO: David Coronado, City of El Paso.

So, a couple of things -- so, first one is, I think that it would be interesting looking at data -- essentially, I think you have a lot of data on these accidents and fatalities.

I think to your point, Secretary, you know, on the vehicle safety has dramatically improved over the years, technology, just the vehicle, the [inaudible] vehicle. Right? So I think data mining is crucial, in this case, to really understand what it's tracking in fatalities on a case-by-case basis. So that's one point.

The second point -- you know, Eddie came up here, and his team in El Paso have been fantastic to work with -- the corridor project, the new entry way and exit way for the loop, our office is actually a block away from that intersection. And we work with them tremendously to redesign that whole layout and to actually address all our of concerns: the City's concerns, Border Patrol's concerns. So, I think that will help the safety for that intersection.

And the last point with the truck traffic that
you saw, the queue in the video -- you know, the City also works quite a bit with TxDOT and with the MPO to invest in a road extension. We added four miles of additional queuing capacity for trucks to remove those trucks from the loop and put them on the side road, so that has cleared up the traffic. And so, working with that project, and also, the ramp reversals -- that has made a huge difference for the east side, for our town.

So, again, I think El Paso, TxDOT, the City, the MPO, and all the HCs have really made a lot of progress over the last few years. And those two projects are just a few examples of that. So, thank you.

MS. HOLGUIN: Thank you. I just wanted to follow up on David's comment, and to thank TxDOT for the efforts there near the Zaragosa port of entry. It has made just a tremendous difference. Not only TxDOT's work, but also the Windrow [phonetic] project through the city.

I actually live about a mile away from the port of entry, so I drive that stretch of road every single day. I got flashbacks when I was looking at the video because, honestly, it was one of the scariest things in the world to have to drive past those trucks -- hundreds of them -- that weren't just taking up the entire shoulder, but a portion of that outside lane, as well. And then, seeing how the cars were trying to get around.
So I just wanted to thank you for your efforts with regards to that project. It has made a tremendous, tremendous difference.

MR. CAMPOS: Hello. This is Jaime Campos. Jaime Campos from the Chihuahua State Government.

MR. SCHWEBEL: -- you were saying -- this is Gerry Schwebel, by the way. Public relations are bringing a greater awareness, what you're doing in handing out at the ports of entry. I think that's a great idea. I think it's -- I think we should do more of that, perhaps in all of our ports of entry. I don't know how to do it, but whatever it is, you know, obviously, I think we probably could do it.

The other area is not only talking to our Border Patrol checkpoint folks and say, Look, instead of having a billboard with a guy or a lawyer saying, I'm going to -- you know, how about if we put up a sign that says, Hey, buckle up?

For every one of those, I'd like to see a safety -- when you put up a billboard like that, put up a billboard for safety, too, you know? And I think we should all, the citizens -- corporate citizens, wish for that.

MS. MAYS: Thank you.

MR. CHACON: Yes. We do try to put billboards
across the state at strategic places that attract a lot of people, like you said. Not only do we use billboards, but we use our dynamic message boards. They're across the statewide system, as well, with safety messages, as well, so we're going to continue to do that.

MS. MAYS: Thank you. We do have a hand online. So, I'm going to online for a second.

So, Jaime, please unmute your line and ask your question.

MR. CAMPOS: Yes, thank you very much, Caroline. It's good to be here with all of you. I just got a -- I have a question. Do you have any updates regarding the completion of the bridge at Ojinaga-Presidio?

MR. VALTIER: So, the update from the District would be that, you know, we are currently waiting for some documents to come through, and Caroline has nothing on there?

MR. WILLIAMS: Not a specific update, but other -- knowing that we're getting close. I know that's not very specific. That doesn't narrow it down very much, but we've been having regular conversations answering some questions that we received from some of the other agencies that are reviewing that document.

But I'm hopeful we'll have some good news on
that here pretty soon.

MR. CAMPOS: Thank you very much.

MS. MAYS: Yeah, thank you. Any other questions for Eddie, Pete, David or Michael before we get off this agenda item?


MS. BUTLER: A coordinated effort in here. This is just a general comment, and I think it was alluded to by David earlier. But just to throw it out there, you know, under the new Federal Highway Bill, there actually is a Safe Streets and Roads for All discretionary grant program.

It's actually only available to local governments and MPOs, so the State is not an eligible recipient. So I encourage everyone to take a look at that and maybe start planning for that.

MS. MAYS: Thank you, Jessica, for that.

And Marc, you have a comment?

MR. WILLIAMS: Just going to say, even though we're not an eligible recipient, we're certainly -- and this is, you know, something that I think -- well, it's coming in our quarter, in our MPO District Audit Committee -- we can be a key partner in those applications.

We can't lead the application effort, but I
know that in these types of grant programs, FHWA, USDOT
look favorably on these partnerships and joint projects,
so I think that's one of those things we're wanting to try
to accomplish with this committee of MPOs.

MS. MAYS: Thank you for that. And thank you,
again, to, you know, Michael, David, Pete, and Eddie for
leading the discussion. Again, this is the first time
we're having this with BTAC. And so, they look forward to
future discussions with BTAC on this issue.

And I appreciate all the committee members,
your input, as well, on the safety issues. And, like was
mentioned over and over again, this is a key priority for
Marc, the Commission, the leadership at TxDOT, and all the
staff at TxDOT. You know, I don't think that a day goes
by that we're not reminded, within all our efforts, that
we need to be diligent about, you know, safety on our
roadways, but also, safety within. Appreciate that input
today.

So, we're going to go to our next agenda item,
and I just want to kind of underscore this -- that what
we're going to see, the next item presentations is really,
you know, a direct result of all of you, you know, with
the Border Master Plan, and outlining not just the issues
and needs, but also recommending things that we need to be
doing as TxDOT, but also, collectively.
So, what we're showing you here is really what
we as TxDOT are doing. And I hope that in future
meetings, we come back and you all can showcase and share
what you're doing from your perspective, in terms of
addressing, you know, the recommendations out of the
Border Master Plan.

And I failed to recognize our counterparts from
Mexico. Ericka is on the line from SCT. They are very
instrumental in helping us with this effort, so I wanted
to just acknowledge that she's here.

Also, our fellow partner is Federal Highway, is
here. FMCSA -- you know, they've been a great partner.
So we'll have all our federal partners online on both US
and Mexico. So, I just want to acknowledge that as we
move forward to the next set of presentations.

So, the first one, we'll do US-83, and I think
David and Pete, you know, have this. They're very
important, east-west corridor. We heard from you all
about don't just look at north-south, but look at
east-west, because it's a lot of good plan there.

So, first presentation, and then we'll talk
about US-57 and then I-10. And then, you know, for our
friends in El Paso, I-10 is very, very critical. But also
to Eagle Pass and Del Rio, access to I-10 is very
critical, as well. And then we'll talk about the other
So, we'll go to the first agenda -- first item there, and US-83. Go ahead, Steve.

MR. LINHART: Good morning. I'm Steve Linhart. I'm a Project Development Manager in the Corridor Planning Branch of TxDOT. I want to share some insights with you with our upcoming US-83 Corridor feasibility study.

So, an overview of the study -- the study limits -- it's approximately 130 miles in length, starting at the Interstate 2 terminus, west of Palmview to the US-59 State Loop connection in Laredo. It covers the Pharr and the Laredo Districts, along with four counties.

The corridor is predominantly rural. We have key networks along this corridor, including the Texas Highway Freight Network. It is also a hurricane evacuation route.

The study is expected to begin next month. We are just wrapping up contract negotiations and processing the agreement with the consultant to support us, and should conclude around August 2023 of next year.

So, the purpose of the study is to enhance the connectivity between the Greater Laredo area and the Rio Grande Valley communities. The objectives that we have here with this study are to assess the existing and future
operational conditions to identify transportation needs, including crashes and safety -- which have been mentioned during this meeting as a critical area of analysis -- traffic flow and congestion conditions, hurricane evacuation. We also want to look at the roadway geometry of this corridor.

And through this process of planning, we'll identify solutions to address those needs that may come out of this study. And another element of the study is, we'll be evaluating the feasibility of upgrading the highway to interstate design standards as a potential extension of Interstate 2.

So, a word about the connectivity. While we see that the US-83 connects Laredo to the western greater area of the Rio Grande Valley, you also see here in the context, its connections to the interstate system with Interstate 2 and 35, 369, I-69 interstates, in addition to a spur of 169 that leads into the Port of Brownsville.

You also have a number of maritime ports down in the lower Rio Grande area. You have the Marine Highway 69, which is the Gulf Intercoastal Waterway, but that was changed to, also, a marine highway by the US Maritime Administration a few years ago.

And then, you have a deep draft port going into the Port of Brownsville and the Port of Isabel, along with
other ports of Harlingen and Port Mansfield. And as you'll see in the graphic at the bottom, there are a number of South Texas US ports of entry along this corridor.

So, the anticipated schedule and milestones for this corridor feasibility study -- we plan to start this next month. During the spring and summer months, collecting data and performing technical analyses. During the fall and through the winter of 2023, identifying those needs, and then coming up with recommendations for improving the corridor.

And then, a key element and deliverable of our study will be preparing a program development plan that will identify projects or studies and sort of the sequencing of when those would occur. Say, in like a short-term range, a mid-term range, or a long-term range.

And a key element of this study is going to be our engagement process. We're anticipating conducting an online survey this spring. And then, organizing and arranging for stakeholder and focus groups, and to meet with them throughout the study process.

And then, we're also looking to have a public meeting in the summer of 2023 to get feedback from the local communities and other interested parties. And as I had previously mentioned, that we're anticipating that the
study would conclude in the summer around August of next year.

Anybody have any questions?

MS. MAYS: Any questions?

Pete?

MR. ALVAREZ: Yes. Good morning. Just wanted to acknowledge this feasibility study -- very, very important. We, in the Pharr District -- I'm sure the Laredo District staff are more than willing to assist in any way we can.

I did want to bring up a project that is vital, that's State Loop 195. Although it's identified as State Loop 195, in essence, it is a relief route for US-83 through Pharr County. It's a 22-mile project that will project some relief for the various congestion concerns that we have in that area.

MS. MAYS: Thank you. Yes, go ahead, Teclo.

MR. GARCIA: Thank you, Caroline. On this study -- or maybe I address it to the consultant -- what stretch is being this part of the study of 83? Is it all the way to Laredo? Is it to Brownsville? If someone can explain.

MS. MAYS: Yes, it's all the way from Pharr, where it ends at Interstate 2. And then, all the way to 35 and Laredo.
Pete?

MR. ALVAREZ: My understanding is from the Penitas area in western Hidalgo County all the way to Laredo.

MR. GARCIA: Okay. I appreciate it. Thank you.

MS. MAYS: And I want to also mention, Steve talked about the connectivity and David talked about US-83 in Laredo. This actually connects to that, although it does end on 35.

But, you know, US-83 goes, continuing north, that's the Ports-to-Plains Corridor. You guys remember with this study that the feasibility of turning that into an interstate corridor -- so again, we're not looking at this in isolation. So, that's why I think we highlight the connectivity of this corridor.

Because, again, we're trying to look a system-wide approach to the investments we're making, or the needs we're identifying. And this one was specifically identified as part of the Border Master Plan. But the other piece is also very relevant here.

Any other questions, comments on this before we --

MR. LINHART: Caroline, this is Steve. I just wanted to add that the US Highway 59 and the State Loop 20
are part of the Interstate 69 system that the State is developing. And I know that in the Laredo District, that they have a number of projects that are programmed or under construction along that highway, US-59 and State Loop 20, that they are building up to interstate highway standards to ultimately be signed and designated as I-69W.

MS. MAYS: Yeah, thank you, Steve, for that.

MR. SCHWEBEL: Caroline, this is Gerry Schwebel. I think Andrew, Sam, anybody from Laredo to Brownsville says thank you, thank you, thank you. This is what we need to do.

MS. MAYS: Yes, Gerry, along with you. But, yeah, we definitely -- there's a commitment here and the two district engineers sitting next to you are very familiar to that. So, we'll -- they're involved. And certainly, the stakeholders -- the input we're going to need your help to help us get industry involved, by also getting the local elected officials and the public involved.

And it's because we need that input, as we've done with all our studies to be able to get really, you know, a great study with great recommendations that we can move forward with. So, thank you.

So, we'll move to the next agenda item, which is the US-57 corridor study. I'll give you a little bit
of context on this. This was identified in the Border Master Plan that also we had a special request from Representative Morales for us to study the feasibility of making this corridor an interstate corridor.

So, I'll turn it over to Paul. Go ahead.

MR. TRUBAN: Good morning. Can you all hear me?

MS. MAYS: Yes.

MR. TRUBAN: Okay. Good morning. My name's Paul Truban. I am also with TxDOT's Corridor Planning Unit, and today I'm here to talk about the 57 Corridor Study and give you all a quick -- very quick overview of the work we've completed to date, as well as some of the upcoming work efforts and schedule.

In the essence of time, I've been asked to go through this a little quick, pretty quickly. So, I'll be cutting through these slides pretty quick just to give folks time on the rest of the agenda. So, bear with me as I run through this for you to give you an overview.

Just to give you an idea to start with, my plan today was to provide a brief overview and status of the 57 interstate feasibility study and, of course, bonding activities, you see listed above here. I'm not going to go through them, but essentially, the primary ones are defining the purpose, the existing conditions, our
stakeholder outreach program, and our study schedules. And the series of slides here I have, which I'm going to try and go through that.

So, just starting with an overview -- I'm trying to show a brief overview of the study corridor here and the area of influence. Here you will see the study corridor in shades of brown, which extends approximately 100 miles within the state of Texas, and runs from the Eagle Pass International Bridge at the Texas-Mexico border eastward and northward a bit to I-35 and more.

Route 57, by the way, is classified as a principal arterial roadway, currently. And it's also on our freight highway network.

This corridor covers two TxDOT districts: Laredo and San Antonio. It's running through three counties: Maverick, Zavala, and Frio, which you can see here on the map, and three cities: Eagle Pass, La Pryor, and Batesville. The study area covers the area shown, as well as the Mexico side of the border, which is also shown here in gray.

There are three border crossings involved within this area. And I'm going to get into those in a little more detail in the next slide. So here we're zooming in on the Eagle Pass section of the corridor, where we see the three border crossings -- the Eagle Pass
Bridge, which is for passenger vehicles, the Camino Real Bridge, which is for commercial vehicles, as well as the Union Pacific International Bridge, which carries freight rail traffic.

Future plan construction projects, or projects in general anticipated are shown here with the orange dashed line. So, you see the extension of the 480 Loop going up to 277 just dotted in here. The most important thing to note, though, about the Eagle Pass port of entry here -- and we want to note -- is that it ranks number eight nationally, based on border crossings by value.

And I'm going to transition from that into our feasibility study purpose. And quite simply, we have it boiled down to four parts. Number one, improve east-west connectivity and capacity. Number two, enhance corridor safety. Three, provide consistency with some of the other plans that are noted here. And number four, support economic opportunities in this region.

And what I have to follow is some data that's been collected that represents some of that activity on the following slides. So, very briefly, I'm running through this. But, in essence, what we're trying to show here -- population growth between 2021 and 2050. We're looking at about 35 percent within this study area.
If we go to the next slide, we're showing growth in GDP from the same time frame, which we anticipate being about 51 percent over that 30-year window. And the third graphic we have here is just to also show employment -- growth in employment. Similar GDP, employment expected to grow by 34 percent from 2021 to 2050.

Now, I'm just going to jump into -- just take a minute, 30 seconds to talk about some of the industries served by this corridor, which runs also into Mexico. So, here we're trying to show some of the key industries that are being served.

The largest contributors to the GDP that you saw in the other slide -- or the growth in GDP, we see likely will be coming from the auto parts and the beverage imports industry, which currently -- they also currently account for almost 80 percent of the total import value. And they currently serve as the major traffic generators along 57. So, we see that continuing in the future -- those growth in those same industries.

And on the next slide, what we are trying to just give you a snapshot of is what's expected to be coming up in terms of freight tonnage in this area. So, regarding freight tonnage along 57 -- it's anticipated to grow from about 0.7 million tons in 2015 up to 3.7 million.
tons in 2045. And with that heavy forecasted growth in Laredo and San Antonio, the Laredo port of entry is going to carry a majority of that trade. However, we also want to note that Eagle Pass is also going to play an important role in that border trade traffic in the future, as well, because of that heavy growth.

And the next slide just kind of emphasizes sort of the movements at the port of entry. So, here we're focusing on the port of entries of Del Rio, Eagle Pass, and Laredo that we mentioned. Current imports and exports are being shown here to demonstrate the significance of these ports and the role that both Eagle Pass and US-57 play in freight movement across this segment of the border.

So what you'll see here is the size of the circle is representing the value of the imports and exports at each point of entry. So you see the relative scale in terms of the amount of freight that's moving at each crossing by those circles.

And on the next slide, just quickly showing daily traffic growth between 2019 and 2050. Currently, around 5,000 vehicles per day. We anticipate that going up to about 9,000 vehicles per day in 2050.

And on the next slide, we are very quickly showing commercial vehicle traffic. So, here we see the
anticipated truck growth along the corridor going from
about 1,000 trucks per day up to 2,500 trucks per day in
that same time period, 2019 to 2050.

The other thing that's important to note with
the commercial truck traffic is that it constitutes 25
percent of all vehicles along the US-57 corridor today,
which is higher than a typical truck percent for similar
facilities. And we're going to be looking at whether that
percentage goes up or not in the future as we look at the
future forecast.

And the next slide, we briefly show a review of
some of the crash data. We had -- between 2016 and '20,
we had about 1,000 crashes -- 1,066. Out of that, 15
fatalities along 57. The commercial vehicle component of
that makes up about 8 percent of those crashes.

And the point that we want to note here is that
there's really a small segment along 57 as you get close
to the Eagle Pass border where that rate -- the crash
rate -- is at 2.6 percent, which is higher than the
statewide average. So that's the only portion of the
corridor where the accident rate is above the statewide
average. The rest of the corridor, you'll see, is green.

So, that's really a primary area of focus.

And then, I'm going to transition into sort of
the timeline for this project. This has a pretty quick
timeline. And the stakeholder outreach program has sort of been tailored to meet that timeline.

So, what we want to note here -- it's important to note some of these outreach events. And in the near term, the next thing we have coming up is a meeting scheduled with Representative Morales on March 10th.

And then following that, in the future we have meetings that are currently being planned with Mayor Salinas, the City of Eagle Pass, Eagle Pass Chamber of Commerce, and also, the Mexican Delegation. And then, we will also be holding some virtual public meetings when we get towards the end in June. So, that is sort of our timeline, which is pretty fast.

And then, lastly, I'm just ending with that, essentially, we're doing this in a nine-month time frame, and that's what this schedule slide is showing you here. We had a kick-off meeting back in November of '21, and as I just mentioned, we were expecting to have the final report due in June.

And in a nutshell, that's pretty much what I wanted to cover today. I know I ran through that pretty quickly. But we will have opportunities to dive into this in a little more detail as we advance our outreach program noted here going forward.

And I just want to thank you for your time.
today. And if there's time for questions, we'll entertain them.

MS. MAYS: Yes. Thank you very much, Paul. Are there any questions of Paul in the room? And then, we'll go online. Anybody? Okay. No questions. Thank you very much, Paul, for your presentation.

So, we'll move to the next corridor update, which is the I-10 Corridor update.

MS. BUTLER: Caroline, there's one more.


Okay, George, unmute your line and ask your question.

MR. ANTUNA: No question. Once again, thank a lot. Great presentation. We really, truly appreciate it. And we're looking forward to working with you guys on this project. Thank you so much.

MS. MAYS: Yeah. Appreciate it. Thank you.

Mayor? Go ahead, Mayor.

Good morning, Mayor Salinas.

MR. SALINAS: Oh, yes. Good morning. I'm sorry. I didn't know if you could hear me. I just wanted to say that we definitely concur with this project. This would be something very beneficial for the whole border
As you all know, the city of Eagle Pass brings in a lot, a lot of trade through our ports because of our safety. So, we definitely contribute a lot to the community. But this will also help us just in our growth to bring jobs to our people. So, we're ready to work with TxDOT, with any entity that's ready to make this possible.

So, I want to thank you all for the presentation, and we're here to work together. Thank you.

MS. MAYS: Thank you very much, Mayor. We also look forward to working with you and appreciate your partnership always in working with us, as well. So, thank you.

MR. SALINAS: Thank you.

MS. MAYS: Okay. I don't see any other questions.

So, let's move on to I-10. And now we'll go to Cary.

MR. KARNSTADT: Thank you, Caroline. Well, good morning, everyone. I'm Cary Karnstadt. I'm with the Texas Department of Transportation here in Austin, Corridor Planning. I'm also the Project Development Manager for the I-10 Texas Corridor Study. I appreciate everyone's time this morning.

I'd like to give everyone just kind of a brief
overview of the study. So, why are we doing this study?
The I-10 Texas Corridor Study is unique in that it will be
the first time we've looked at the entire corridor from
state line to state line.

Typically, in the past, we've had studies along
various corridors where we've usually just looked at
portions along it. But this time, we're going to actually
be looking at the whole entire corridor, Texas portion.
So we're taking the opportunity to look at the entire
corridor as a whole, just kind of filling in any gaps that
hasn't been studied, just to kind of give us a better
understanding of where our corridor currently stands from
various considerations.

So, identifying key issues along this corridor
will be the purpose of this study. So, some of the issues
that we're looking at -- safety is number one. As we all
know, TxDOT's number one focus on any study is safety.
This will be an opportunity to recognize, where are we
currently on safety on this particular corridor?

We'll also take a detailed look at crash data
along the corridor. We're going to identify some hot
spots where crashes and fatalities also were occurring.
Other key issues could be operations and
maintenance. As TxDOT continuously works to preserve our
transportation assets, we will continue to maintain the
quality of our highways by monitoring items such as
pavement quality, drainage, ridges, and frontage roads.

Connectivity is another one that we'll be
looking at. Identifying existing highways that connect to
I-10; reducing distances between key destinations for both
freight and personal travel; improving local pedestrian
and bicycle infrastructure, and congestion management.

And truck parking is another one that we will
be taking a look at, too, as we strive to meet the need
and demand for freight travel along this corridor. Next
slide, please.

So, considering that the I-10 Corridor is
approximately 2,400 miles long, Texas covers a significant
portion -- 880 miles, to be exact. Along those 880 miles,
we will be working with various counties, TxDOT districts,
as well as cities adjacent to the corridor.

Each region has a role in sharing their input
from various levels, such as city, county, state, private
entities. Understanding how our connectors rely so
greatly on I-10 establishes the demand, as well as being a
main economic engine to transporting goods and services
along the I-10 corridor. Next slide, please.

So, as we look at this slide, we can kind of
see some background of how vital the I-10 Corridor is from
a state perspective. Did you know that 32 percent of
Texas employment falls along the I-10 Corridor?

Considering how many folks live in the state of Texas, 30 percent live along the I-10 Corridor.

So, as the demand for the movement of freight increases in Texas, over 20 percent of that falls along the I-10 Corridor. So, as more demand is being placed on this particular corridor, we're identifying hot spots along the corridor -- urban and rural -- where crashes take place, as well as identifying diverse traffic volumes along the Texas corridor. So, next slide, please.

So, not only does I-10 play a very important role in supporting the Texas economy, as well as other states, but also, it's vital in supporting international economies. Examples of north and south connections, such as I-35, I-37, US-77, and US-85 from our ports to major interstates, such as I-10, ensures the transportation of our imported goods, as well as exported goods, are being routed in the most efficient way.

Identifying the north and south routes will give us a better understanding of how these connectors rely a great deal on I-10 to transport goods in all four directions. Next slide, please.

Our study began last fall with a kick-off meeting with various districts along the I-10 Corridor. We are in the process of holding our first steering
committee meeting in March to share our findings of existing conditions along the I-10 Corridor.

We will then follow up with extensive stakeholder engagement like no other, with three separate regional working group meetings -- west, central, and east -- to take a deeper look into each region to discuss more about existing conditions, identify needs, and filling in the gaps. We will work closely with private businesses, corporations to gather their input and what they are seeing currently, and how the future growth and demand will affect their businesses along the I-10 Corridor.

Identifying improvement strategies, as well as privatization will follow. And then, finish up with development of an implementation plan as we finish up our study in the summer of 2023.

So, this concludes my overview of this particular study. I'd be happy to answer any questions if anybody has any.

MS. MAYS: Yeah, thank you so much, Cary. So, I'll open it up for questions or comments. And I know our friend from El Paso -- Eduardo, go ahead. Thank you.

MR. CALVO: Thank you, Caroline. This is Eduardo Calvo with the El Paso MPO.

First of all, thank you, TxDOT, for finally...
putting this study together and starting it. We're tremendously excited.

You've heard me say this many times, you know, there's a lot of effort at the State level, and a lot of interest in I-35, right? And rightly so. And so, very important north-south border. But I-10 is also tremendously important, as we saw in some of the slides for east-west travel. So, we're tremendously excited and more than happy to participate and help in this study.

The slide that you showed -- and I don't know if we can go back -- I think it's slide 87 -- that shows the relationship of I-10 with the international ports of entry. You see there on the far west portion where the El Paso District is, and mostly within the urbanized areas. Our ports of entry are right next to I-10.

So, you saw also in Eddie Valtier's presentation that a lot of the work that has to do right now with connecting ports of entry -- ultimately, though, that traffic goes to I-10, right? So, all the traffic gravitates to I-10. So, I-10 is, you know, not just important on a national level or the state of Texas, but, of course, for us locally, as well.

So, again, you know, just emphasizing the importance of the corridor and how excited we are to participate in the study. Thank you.
MS. MAYS: Thank you very much, Eduardo. And yes, go ahead.

MS. HOLGUIN: Yes, I've got a question. Who's making up the steering committee, and also the regional working groups?

MS. MAYS: Yeah, Cary, do you want to go ahead and answer that?

MR. KARNSTADT: So, for the steering committee, we will have mostly county judges. There will be some county and city officials, as well.

And then, as far as our working groups, we'll have -- again, we'll have some county officials, will be some county judges. There will also probably be some private business owners along that corridor. And again, we'll have some, like, Chamber of Commerce folks, Farm Bureau folks, just to kind of give you some examples of that.

MS. MAYS: And we're still within the early stages of that. We're going to be holding the first meetings next month. So if you have any ideas in terms of representation, or folks that you feel that would be very important, especially on the border side, we're wanting to make sure that we got representation from El Paso, we've got Presidio, Eagle Pass, Del Rio, and but also, Laredo because, you know, you've heard a lot of conversations
from Eagle Pass and Del Rio.

  I-10, they don't have direct connection to that. So, we want to make sure that -- we want industry, public sector. You know, mix of all the voices. Users of the system are part and really issues unique to all the regions that I-10 -- it's probably one of the most diverse and unique corridors.

  We've got border. We've got energy sector. We've got ports. We've got open areas. We've got rural.

  So we have a lot of things we're trying to address.

  And as Cary mentioned, this is going to be probably our most extensive stakeholder engagement. And we always say that. We did that for Ports-to-Plains, on I-20. But this one, because our steering committee and working groups we're trying to keep the numbers low. And we just could not.

  So, then, we end up with a fairly big group. But we want to make sure that no voice is not heard, that we hear everybody, because we want to make sure this is comprehensive. So, let us know if you have anybody that you want to add.

  Any other comments before we move to the next agenda item? Cary, thank you very much.

  And we'll move to our next agenda item. And I think we have Juan Carlos online, going to be presenting
on a border wait time measurement system. And I want to kind of -- again the BTAC -- the data that came out of this was very insurmountable when we did the Border Master Plan in identifying roadway time and real time. So, one, we'll talk about -- you know, what we're going to be doing to expand the system so we cover more border crossings than what we did.

Juan?

MS. VILLA: Thank you, Caroline. Good morning, everyone. So, yeah, I'll move really fast because we're running late, but feel free to ask questions at the end. So, Giacomo, can we move to the next slide, the next one?

Basically, this is where we stand on the border wait time system. You know, border wait time measurement system provides current information on northbound trucks and southbound and northbound POV, privately open -- you know, private vehicles.

So, the system has been improving throughout the years and that's what I would like to share with you today. Next.

So, the commercial border crossing system is based on RFID technology. We have four locations throughout the border crossing process: at the end of the queue, at the Mexican toll booth when there's a toll both,
and then, at CBP primary, and then, at the exit of the DPS facility where there's one.

In the next slide, we can see how the POV works -- you know, the privately owned vehicle system works. This one uses bluetooth and wifi technology. And the reason for that is because most of the POVs don't have a tag, an RFID tag.

So we identified this as a technology that could work. However, we have been making some research, and in the next slide, we can see what we call the hybrid system, which is basically using these two technologies to be able to measure border wait time for both POV, as well as for commercial vehicles. So, especially -- it's not going to show in the next slide -- especially for the crossings that we're currently doing -- the six additional crossings -- this will be really helpful.

Just to give you an idea, this is the Rio and we can see on the left side of the screen, you know, the approach into the bridge. And you can see in blue, the commercial vehicles, and in the orange, the POVs.

So we can install a set of bluetooth readers on the end of the queue. Then we can have a combination of both RFID and bluetooth as we move along. And then, at the end, we can have RFID to be able to segregate, you know, fast and non-fast trucks for the commercial
vehicles. And we can also segregate the ready, SENTRI, and the regular lanes for the POVs, if that actually exists.

So, again, at the stages of this -- next -- well, this is information that probably you are aware. We provide both real time information, or close to real time information, as well as historical data on the next slide. So you can go and query the BCIS and obtain information from the past.

Important to note, we've moving the system to a cloud-based server, and the reason for that is because we have a lot of data now. We have been collecting data for many, many years now, and the system is getting very slow.

So, we're moving that to the cloud, and it's moving along pretty well. So, probably in the next meeting, I can show you where we stand on the cloud system. Next.

So, this is the existing systems. In red, we have the commercial vehicles, and in blue, we have the POVs in -- basically, in El Paso. And then in the next slide, we can see what's planned for the future.

On the left column, we have the commercial vehicle crossings that we're planning to do this year. There's six of them. And then, on the other columns, we have the POVs that we'll be doing between now and 2024.
So, it's a lot of work, obviously, but we have made some progress so far. Next.

This is where we stand. We already -- my team already visited five of the six commercial vehicle crossings for the northbound system. The one I'm showing you on the table on the left, we only have Presidio-Ojinaga we haven't visited. But we're going to try to do this either early March, also making a trip to El Paso to work on the POV systems, as well. So, next.

So the plan, again, is to do in 2022 these crossings. You know, the commercial vehicles that we're going to do is four of them. And then, we're going to do a combination, as I mentioned earlier, of both POV and commercial vehicles in Del Rio, as well as in Ojinaga.

And the reason for that is because it has a lot of savings -- savings in time, savings in operation and maintenance. So that will be really helpful for us, for TxDOT and for the actual users of the information that we're going to providing. Next.

So, this is our schedule for the next years. Again, the key task at the beginning are the site visits and developing an implementation plan, because that will guide throughout the rest of the activities that we need to do for the implementation.

You know, equipment -- for example, RFID has a
long lead time, but we have already ordered some of the readers. The POV and the bluetooth -- those are relatively faster to obtain. So, that way, we can move forward. And that's another advantage that we have with the hybrid system. Next.

So, again, this is where we stand right now. What we identified in the trip we did is that some of the R1s -- what we call R1 in the diagram -- was farther south, the one at the end of the queue. Those are very remote and they don't have any infrastructure where we can have RFID reading stations.

So, that's why we are proposing to use the bluetooth and the wifi technology. Because again, it's a smaller box where the equipment is not very visible. So, we can put it high in a pole or any other infrastructure that we find. And that will also save, again, costs of implementation.

Also, the other thing we identified is that most of the sites visited have a toll booth. So, we can also use commercial vehicles and POVs at the same time, again, saving resources. Only Los Indios and Del Rio have a fast program. So, that's where we will need to do the RFID system, so we can segregate fast and non-fast. Next.

So, what do we need from you? Especially, I saw that Ericka just joined the call. So, that's very
good.

We need help on both sides of the border to work with the local stakeholders for permits, for access to the facilities, and working with you -- not only the implementation, but also, throughout the operation of the system.

Because what we have identified is that sometimes there's new stuff, especially on the Mexican side. They don't know what this system is all about. So, there's a lot of questions.

We need to travel to these locations and respond to them. Or sometimes, they even disconnect the power from the system. So, that's what's going on.

And the other thing that we're doing is we need feedback from you on how to move forward. As I mentioned right now, we have border wait time on a close to real time basis, as well as historical data. But what else do you need? You know, what other information do you need?

Because we have a task that we have working with Caroline to transform data into information. So this is where we will need to have your input, and we can move forward in this. You know, we can work in parallel, working with the implementation of the system, but also trying to start working on the data to come into information and develop some dashboards.
You know, we have new technologies that will be really helpful for you to have this information you can use for your decision making. So, that's all I have. Again, open the line for questions.

Thank you.

MS. MAYS: Yeah, thank you, Juan. We have a question from the room, and then we have two online. So, we'll start with David. And then, Gerry.

MR. CORONADO: David Coronado, City of El Paso. So, a couple of things. So, the first one is that --

MS. MAYS: Yeah, we can't have more that one mic at a time, so just --

MR. CORONADO: Sorry about that. So, a couple of things. So, the first one is that we are working with the El Paso TxDOT office and DTI to expand the BCIS system at the border and ports of entry for vehicles and trucks.

So, the City of El Paso and TxDOT are making investments in those two ports. And so, that's in the works right now, which is good news.

So, but if you go to slide 101, please, you don't see -- with this project, you don't see El Paso on that map. And so, we really need help with urgent resources to complete the system in El Paso. El Paso was one of the pioneers with the BCIS, but the system is not
completed yet. And so, we are making strides in completing it, both in El Paso and in Juarez.

And so, you know, I'm not thrilled by not seeing El Paso on this map or this project. But, anyway -- so, just want to say that. Thank you.

MS. MAYS: Yes. Thank you, David.

MR. VILLA: David --

MS. MAYS: -- going to talk a little bit. So, we'll let Gerry go first. Juan, and then, you can probably of both questions.

MR. VILLA: Yes.

MR. SCHWEBEL: Thank you. Gerry Schwebel. The questions at -- one, in regards to the -- I'm glad to see that we have our friends from Mexico here. Secretary Garcia with Tamaulipas, who we have -- I guess Tamaulipas and whole ports of entry, particularly, Secretary -- that when we look at these on the Mexican side, stakeholders -- that we look at stakeholders from Mexico.

They are key players in our wait time, that we understand one of the challenges they're having on the Mexican side, or policies that the government -- whether they're in the inspection process or a change or some of the operators, whether they're -- either the bridge operators or trucking companies -- understanding clearly the picture of what's coming down the pipe on the Mexican
side, that they impact these border wait times.

And we could be doing the planning on the US side, or the Texas side, but we don't understand what's going on on the Mexican side, or any updates, or any changes. But we stay ahead of the curve. We're going to have that ongoing dialog.

So I would encourage that from our friends from Chihuahua, Coahuila, Tamaulipas and Nuevo Leon. But that's to Juan.

And also, the other challenge that we have -- Juan, and I don't know how much dialog there is. Are you having to track the CBP 21st century guidelines, in regards to non-intrusive technologies that are being used that maybe speeds up the process of that type of traffic, whether it would be fast or keep that certified procurement programs?

MS. MAYS: Yeah, I'll let Juan answer. But I'll tell you that in the past -- and not sure we're still now -- but CBP has actually provided funding for this project. So I think it's something they use, and they are very interested in it.

And actually, Juan may mention, too, that they expanded this to the other states, this same system. They based it on what we're doing. We've been doing this for several years. So, that is something that CBP is
interested in.

But to your point, I think a lot of those, you know, elements -- this is not just on our side -- understanding the Mexican side is very, very crucial. And I think David does an excellent job in El Paso with his steering committee that is bi-national. I think that's a model.

And we've talked a lot, Gerry, on, really, engaging on a regular basis both sides of the border. It's very, very important to understand what's going on.

MR. CORONADO: Yeah, if I can chime in. But I think Gerry's spot on. I think in El Paso, we are working really hard to complete the system on both sides.

We've engaged with Fideicomiso de Puentes, who is our counterpart on the Mexican side. They own the other half of the port, or the bridge structure.

So, we're working with Rafael Aldrete and his team at Fideicomiso to make sure that their ITS upgrades are compatible with ours, and that the PTA system collects data from both the Mexican side -- which is their equipment -- and even the guys involved. They were the ones installing it.

But now we're working to make sure that's in grade with theirs and with ours so that bridge-crossers have a one-stop shop for all data, northbound and
southbound trips.

So, next time you come, Secretary, to El Paso, we'll definitely give you a tour and brief you on our efforts.

MS. MAYS: Juan, go ahead and answer the question now.

MR. VILLA: Yes. Thank you, David. Yes, you know we're working with -- also, with the Fideicomiso to, you know, do the maintenance on the POV sites. We have three sites in El Paso. There were some changes in Juarez that basically interrupted the data reading.

On the two commercial vehicle sides -- both BOTA and Ysleta-Zaragoza -- it's working fine. Again, we need to do some improvements to the system. So, I think we're working on that, and we're covering it, obviously, and with the Fideicomiso to be able to get that system up and running again, especially the POV, and also, make improvements with the technologies that I mentioned.

As far as Gerry's comment -- yeah, I mean, we -- it's a challenge. And that's why we are asking for your help on the Mexican side to be able to have all the stakeholders participating in the system and help us with implementation, operation, and maintenance. Because as you say, there's a lot of new players sometimes, that they don't know the system.
And then, finally, on the CBP, we have great coordination with CBP on this project throughout the border. And we are aware of these new technologies that hopefully, you know, could help expediting the processing of cargo. And again, this system will allow us to see what's the difference between now and what happens when these new technologies are implemented.

So, that's -- we can start doing some benchmarking and see how things are improving throughout the border.

MS. MAYS: Okay. So, we do have --

[Audio interference.]

MS. MAYS: Okay. If you're online and you're not speaking, please mute your line, because I think we -- George, you have a question. Please unmute your line and ask your question.

MR. ANTUNA: Mr. Villa, this is George Antuna once again -- Eagle Pass. I heard you, and I heard Gerry make comments and reference to discussing how we're speaking with our counterparts right across the river here.

I know that Tamaulipas is on, and I just want you guys to know that Coahuila is actively pursuing their expansion on their major thoroughfares, major expressways, interstates on their end so that they can continue to
increase the commercial side. Eagle Pass, Piedras Negras is their largest port of entry.

So, I just wanted to let you know that they're actively doing that, because we need to start engaging them, if you haven't already, Mr. Villa. Thank you very much.

MR. VILLA: Thanks for your comment. And if you can share with us your contacts at the Coahuila and Piedras government because, again, there is -- you know, at the federal level, we can work with SCT and INDAVIN [phonetic]. But at the local level, sometimes we don't have the right contact. So, if you can help us with that, that would be ideal.

MR. ANTUNA: Absolutely, sir. I'll get it over to David Salazar, our District Engineer, and you'll get it forwarded over to you, for sure. But even the President of Mexico just was here early part of the week, as well. And so, they're actively trying to pursue more commerce through Piedras Negras.

So, we'll get you that information. Thank you.

MR. VILLA: Thanks.

MS. MAYS: Yeah, and one quick question online, Juan, is, are we planning to do anything in Brownsville area? And then, Jake from Presidio says, "When you go to Presidio, please stop by." And then our friends from
Chihuahua are just saying that they're working on things, and they're willing and ready to collaborate with us in the efforts.

So, I think in the interest of time, let's move on to Jolanda. And certainly, again, this is -- we just kind of wanted to give you a teaser on what we're doing to actively continue to implement the BTMP recommendations you guys have worked on. And this one is going to be very interesting.

So, Jolanda? Juan, thank you again very much. And --

MR. VILLA: Thank you. Bye.

MS. MAYS: -- we'll keep working on this.

MS. PROZZI: Good morning. My name is Jolanda Prozzi. [inaudible] the Environment Division. Thank you.

My presentation this morning is on the BTMP implementation tracker. I have a -- in the beginning I was just going to revisit the BTMP and some of the recommendations that were included in the BTMP. But for the interest of time, I'm just going to go over that pretty quickly, things like the BTMP implementation tracker.

So, as the Committee knows, the Texas-Mexico Border Transportation Master Plan is a comprehensive multimodal Texas-Mexico long-range plan that covers the
entire border, from El Paso to Brownsville. Included in the BTMP was 22 policy recommendations, 153 program recommendations, and 361 project recommendations. These recommendations are listed in Appendix A and Appendix D of the Plan.

What we've been tasked to do at TTI was to develop an implementation tracker. And the implementation tracker is just another illustration of TxDOT's commitment to implementing the recommendations in the BTMP.

So, the purpose of this tracker is to allow users and TxDOT to track and report progress on the implementation of these projects and programs. It's there to promote transparency.

And so, the way we've set up the tracker, the format of the tracker, is it takes the form of a series of interactive dashboards that users can open as specifying specific criteria. And this will become more evident when I actually will demonstrate the tracker to you.

So, if you click on the web page of the tracker, it brings you to this landing page. And from this landing page, we can navigate to either the project stats we've included in the BTMP, or the policies and programs.

So by clicking on the projects, the visualization opens and provides summary information for
all the BTMP projects that were included in the tracker. And so, from here, you can open the list of projects by region, by contracts, by impact, by status, by funding, by viability, by project time.

So, what I'm going to illustrate in a few minutes that I have remaining is that the status and the progress towards TxDOT projects that were included in the BTMP.

So, again, the focus allows you to focus, identify the strength by project time, by funding, status, or by project status, funding source, or project class. But as you can see here, I hope, from the visual is, there were 88 projects included in the BTMP in the El Paso -- click on El Paso. It shows that of its 88 projects, 81 are in the planning stage and 7 are currently under construction. Of the 88 projects, 26 are fully funded, four are partially funded, and 58 are not funded.

Similarly, for the Laredo District, of the 55 projects that we included in the BTMP, 48 are in the planning stage, six are under construction, and one project has been completed.

For the Pharr District, it shows that of the 90 projects included in the BTMP, 81 are in the planning stage, five are under construction, one has been completed, and three were canceled or closed.
So, these visualizations provide us with summary information and allows us to fully visualize on various matrix. But we've also included a map view that provides this summary information, but also, help us to visualize where these projects are in the different districts. So, this is Pharr. This is Laredo. And this is El Paso.

So, for the interest of time, I'm going to limit my presentation to just this brief overview of the tracker. But similar to Juan's presentation, we would like to receive input from the Committee regarding what kind of information do you want to see in this tracker.

So, what is important to know about the programs and the projects that were included in the BTMP? And, you know, if the Committee would like to see similar information as what we've included for the TxDOT projects, and just highlight it in the slide, the kind of information that we would need to visualize the project status.

So, with that, a quick overview. I'm happy to answer any questions.

MS. MAYS: Yeah. So, thank you very much, Jolanda.

And for the BTAC Members and Secretary, one of the things, when the previous Border Master Plans were
developed, the question -- when I came and took over this, the question was, show us the progress. What has been done since those Border Master Plans were completed?

And we didn't really have a process for tracking implementation progress and showing people that, Look, you spent so much time doing this. You identified this recommendation. This is how we implemented and went forward with it. So, this was our attempt to now start packaging this in a way that we can show progress and we can show the stakeholders, Now, look, we don't develop plans for the sake of developing plans. We develop plans that we can implement.

And here we asked Jolanda to help us look at taking TxDOT projects, because we have all this information and plug it in here, and let's show what that looks like. So, really, you know, this is our first attempt, and we're still -- this is a work in progress.

We spoke with Jolanda last week, and I'm like, adding all the things. But she's like, Look, I can't get that before BTAC. So, it's a work in progress.

But I think the broader question is, we have 661 projects. A lot of those projects are not TxDOT. They're bridge projects, border crossings, and the local projects. And then, we have projects from our counterparts in Mexico. We want to make sure that, at
some point, we include all of that.

But that's going to depend on you all providing us with this input, with that information on a regular basis so we can do that. Our goal is to, at least once a year, have a comprehensive update to BTAC of the progress we're making. This is only almost one year later.

The BTMP was adopted in March of 2021. And now, we're in about March of 2022. This is progress we've made as TxDOT. But we need the information, as Jolanda mentioned, from all of you. And then, what else is important to include in this tracking information.

So, I just wanted to comment. But David -- removing your mask, David. And then --

MR. CORONADO: Real quick, David Coronado, for the record, with City of El Paso. So, I think this a really good start, Jolanda. I appreciate how you're trying to make it visible for everybody to see, so everybody's on the same page and we see what others are doing, what the valley -- you know, everybody's doing. I think it's good.

The only couple -- I guess one question first. I see, for example, in El Paso, you show 88 projects on this dashboard. I recall -- I think we came up with 292 projects for the El Paso area for border and highway projects. So, I don't know where the 88 was coming from.
Maybe you can help clarify that?

MS. PROZZI: So, David, these 88 projects are only TxDOT projects. So, they are only projects that's in the TxDOT system that we extracted.

MS. MAYS: Yeah, the easiest one. So, that's for our purpose earlier. It was easier for them to this prototype with TxDOT projects. We had the information readily available for them to do the quick run.

But yes, you know, we acknowledge that we still have a lot of projects that are non-TxDOT projects we need to include.

MR. CORONADO: Okay. Thank you. I must have missed that. Sorry about that.

So we will be more than happy to go in and submit updates on our CIP that we have -- the City of El Paso. And then, also, request Aduanas, Fideicomiso, CBP, the GSA. But they also help us inputting as active and as real-time as possible.

So, we can -- if you don't mind, Jolanda, we have a -- I know it's short notice -- we have a meeting with a registering committee next week on Thursday. It'd be great if you or somebody else with TxDOT can attend virtually. It's a Teams meeting.

So, they can see this firsthand coming from you, not from us. And then, I can also help you with, you
know, okaying for them to go in and helping -- making this map lit up.

MS. MAYS: Yeah, absolutely. I think one at a time, but we'll ask Jolanda to do this, just the border crossing projects, separate where we can look and see and just say, Oh, these are the border crossing projects that were recommended. What is the status, et cetera?

And then, we're looking at, you know, the corridor separate. We're looking at a little slice and dice in different ways so we make sure that all the stakeholders take ownership of their projects in terms of providing us progress reports on that so we can put in here.

So, a lot of work to still be done. But we wanted to at least get this in front of you so you guys know that we're taking this seriously. And I want to make sure that, you know, all the information is provided to you under the team so they can go ahead and put it in there.

So, glad to hear that. We'll talk to Jolanda later and see if we can get that meeting. Thank you, David.

Yeah, Gerry?

MR. SCHWEBEL: Gerry Schwebel. That was a pleasure to see all the hard work you did for Texas.
I think one of the challenges that we have -- this is for my colleagues with the Committee and for Mr. Secretary. One of the challenges that we have of a plan of this magnitude is constantly having to educate our local public officials down in city as to what this plan is all about.

And I think we have this constant repetition and reminder to the officials of when we do local planning, that we have CIPs or we have, you know, other local priorities. They understand the purpose of what this plan is all about and what the intent of Governor Abbott -- when he charged us with this.

It's a responsibility, and I don't think we do enough of it, quite frankly. I mean, I'll be honest with you -- in Laredo, I have made -- I can't tell you how many times I've passed on executive summary about this border, this master plan, and it's never enough. They don't read it.

And that's just an executive summary, much less the, you know, 500-page document. And you have to constantly go in back and remind them, that project that you now want to prioritize, it's not even on the, you know, UTP. It's not even in the BTMP. And yet, they want to push it. And then, they wonder why TxDOT doesn't respond quickly, if it's now their priority.
So, I think it's -- I don't know if we can do more in the outreach, or if you have to actually schedule updates quarterly. For sure, not less than a year, with all due respect to our present TxDOT. I think it's incumbent upon all of us to provide and update city and county leaders on what this plan is all about, because it makes it easier on staff sometimes.

I'm sure it would make it easier on TxDOT when you have these MPO meetings or these RMA meetings and nobody -- when somebody throws something up, and they say, Well, what about the BTMP? Is it on the BTMP? Or is it on the UTP? And they don't even understand or they don't even know.

We have a lot of new changes. We have elections coming up. We have a few city council members. We have new officials. It's a constant, constant education, never, never enough.

So, that's something I wish we could even emphasize more. We try to do our part at the local level as stakeholders. But the public, in general, needs to understand, too.

You know, not just the freight or those -- just the local constituents, until some of these council members will get pressured to relieve congestion on the Mines Road, perhaps, in Laredo, or some other part. And
they don't understand that, wait a minute. There is a process here. There is a plan -- plans that nobody's doing anything.

MS. MAYS: No, thank you, Gerry, for that. And I think that's what we -- definitely, at TxDOT, we try very hard to do that. We have the districts here. They are local. They attend the MPO meetings and RMAs and they try to do a concerted effort.

And as you know, we adopted the BTMP pretty much in the middle of the pandemic. So, we really couldn't do the outreach that we were doing in the past. And we really had grand plans of doing that, the road shows we were talking about, going to your city council meetings and other meetings.

Even with our Mexican counterparts, we've not been able to do as much as we wanted. But that's something that we're going to really continue to do, is educate, educate. Because, you know, model for changes that happen.

So, we understand that. It's not a one-time thing. It's a continuous process to educate and help people understand the importance of the BTMP, but the planning process, in general, and how decisions are made.

But again, not just TxDOT, but also, the rest of the stakeholders. Because with the border, it's not
just TxDOT. We have a very small piece of the pie that
we're responsible for. So --

MR. SCHWEBEL: Thank you very much. I think
it's exactly my point. This is Gerry Schwebel, again.

Mr. Secretary, when you make your first visit
to the border of Laredo, Texas -- sorry to our El Paso
friends --

MS. MAYS: That's too easy.

MR. SCHWEBEL: Let me take the opportunity as
part of your visit up and down the border to emphasize the
importance of the BTMP.

MS. MAYS: Any other comments for Jolanda?

Questions before we move forward to the next agenda item?

And I recognize we're running super late today, but it's
been a great discussion.

So, anything? Yes?

MR. CALVO: A short question -- the actual
Phase 2 Border Master Plan -- are you going to give an
update of that later? Or can I ask that as a question
now?

MS. MAYS: You can ask that as a question now.

That's fine. Yeah.

MR. CALVO: Okay. So, when is basically the
Border Master Plan going to start? And can you give us an
update on that?
MS. MAYS: We've pretty much already started with the process. We have a consultant on board, and we have our first work authorization executed. So, we're going to start ramping up with that effort.

We're actually working on work application two, and we'll bring that back to BTAC. We just don't have tangible -- like, what you seen with the corridors -- that it's we don't have tangible things yet to share with BTAC right now. But the next BTAC meeting, we will share with you what we're doing specifically with that contract that was part of the Phase 2 implementation.

But the presentation from the corridor study, those are all part of the Phase 2 implementation. We were just using other contracts so we can run a little bit quicker than waiting for the BTMP's specific contract.

So, we're already doing that work, Eduardo. You know, it's not just we're waiting for the contract itself.

Okay. Thank you, Jolanda. Yes?

MR. GARCIA: If I may, I was a little bit late, Secretary. I had to fly down here from Harlingen, and there's no direct flight, so I had to go to Houston. But I'm here because the State of Tamaulipas has always tried to be in the border trade alliance committees, and participate actively.
We're very happy that after a couple of years now, it's hybrid. Not everybody of the stakeholders are here right now. But for us, and like Gerry said, it's not about the quantity of border process we have through Tamaulipas. It's about the quality.

We're very happy, Secretary Scott, that this is your first meeting and I got a chance to meet you in person. With Caroline, we've been working for several years now.

In the State of Tamaulipas, we are very enthusiastic about the different studies that have been done about the increase in the commercial flow between the US and Mexico through the different borders of Tamaulipas. Some people say it's not going to duplicate in the next 20 years. It's going to triplicate.

So, we are doing our own studies, and Governor Cabeza de Vaca asked me if in the next meeting, he can participate and give our studies about not only what we're doing on the Mexican side to make the Nuevo Laredo-Laredo, Texas border crossing more efficient on our side, on our state budget.

But also, studies we're doing about the possibility of having a new bridge through [indiscernible] port of entry. As a matter of fact, yesterday, there was a meeting of the World Transport Organization.
We are -- in the Ministry of Economic -- the undersecretary of economic development, Luz Maria De La Mora from the federal government, said that 60 percent of all the commercial flow by land is crossing through Tamaulipas, and that the Mexican federal government is really thinking about trying to have a new bridge through Nuevo Laredo and Laredo, Texas, which would be the tenth bridge on your side and the fourth on the Mexican side.

So, we have to do it at the same time, continue investing in the World Trade Bridge, but also, think that we're going to need another border bridge in the next several years for the increase in volume that we expect in the next couple of decades.

So, thank you again for having the State of Tamaulipas in this Committee. We're happy to see that in the Border Master Plan, most of the projects that are for Laredo and Pharr are either in planning, and about a dozen now are in construction. We appreciate that.

And whatever you guys need, also, in regards to the Border Crossing Information System -- as you all know, the World Trade Bridge is administered by the State of Tamaulipas. So, if you need any information, Mr. Ernesto Gonzalez is in Nuevo Laredo for my office.

And also, Mr. Raul Drat [phonetic], which is the Port Administrator for the World Trade Bridge on the
Mexican side. We are happy to help you out in anything you need.

Thank you, Mr. Scott.

SEC. SCOTT: Secretary Garcia, what a great pleasure to meet you. Thank you so much for that. I think that TxDOT really appreciates the idea of facilitating the unification and traffic and stepping through just to understand which is the best route for everyone to take.

So, thank you for offering to do that. I'm sure we'll take you up on it.

MS. MAYS: Oh, yeah. Absolutely. Yeah, we've worked with Secretary for a number of years and continue to do that.

I think we're now in the most important time for the planning. It's actually working together to make things happen. So, that's what I'm excited about, and I'm glad to hear to hear that you're excited about it.

We'll welcome the Governor and welcome you all any time you would like to come and be part of this discussion. When we plan the next meeting, to make sure you all are on the agenda and to be able to provide that input. So, thank you again. Thank you for being here.

Go ahead.

MR. GONZALEZ: First of all, I want to thank
the Secretary for his participation for the first time in this meeting. This is the administration of the State Governor of Nuevo Leon. We're going to be very active.

I'm letting you, all the Committee Members know the importance of our only border, the Colombia Solidarity Bridge. In each part of the port of Laredo, we have to recognize that it's the number three of 19 commercial crossings of importance of tax collection for the whole country -- the number three. It's the number one bridge for fresh produce and agricultural crossing to the US. And next -- in less than two weeks, Jalisco and Michoacan will start exporting most of 80 percent of the avocado consuming in the United States -- will be crossing to Colombia.

Also, we want you to know that we have a highway master plan, the State Highway Master Plan that we want to present in the next meeting. We cannot depend on the federal government. On this, we have to do fast actions with quick steps, but we can get this done in six years.

But we already have working on the Highway Master Plan, and in a -- a new Custom Master Plan, also. The State seats the Colombia Solidarity Bridge as a top three state project. That's why the bridge and the port depends on the Secretary.
It's no longer in the second level. It's on the first level, importance of the bridge.

Also, we have only .5 percent of the land between the US and Mexico. We have only 14 kilometers of crossing border, but we have the possibility to build a new border starting from zero level.

Like, we start -- we are planning to build this logistic center, a massive logistic center with most of Nuevo Leon investments. Nuevo Leon, as you know, is the most industrialist state in Mexico. All of our exports usually go through Tamaulipas.

We see Tamaulipas as a component. We should see each other as a region, Coahuila, Tamaulipas, and Nuevo Leon. We can become one of the most important ports of the whole world.

We are not competing with Tamaulipas. And I have to say with Carlos -- we were federal congressmen together. We get along very well.

But we have to let you know that Nuevo Leon is extremely serious about this bridge. We are also planning to bring Governor Samuel Garcia -- I know you're in Monterrey in two weeks' time, and you will meet with Governor Samuel Garcia.

Samuel Garcia wants to present, also, all these projects as I say. This is our new government. We are
barely starting. So, we have six years to go. And this, we can make commitments for long-term and not short-term.

Thank you.

MS. MAYS: Thank you. Any other comments from anybody? You can come on, but we're probably going to truncate and I'd have to come back. So, if you can just give BTAC, and then we can pull it up later when we're done.

MR. WILLIAMS: Absolutely. My name's Mike Williams. I'm with [indiscernible].

Happy to be here today to give you a brief overview of Senate Bill 1308 study. To start with, we just want to -- we didn't have a slide -- just quickly, to set the stage with some definitions to keep us all kind of on the same page.

So this Senate Bill is looking specifically at automated interconnected driving systems and other emergent technologies that support those, but we'll talk a little bit about the legislation in a moment.

But when you think about those new technologies, ADS is actually defined in Texas Code as hardware or software that when installed on your vehicle and engaged are collectively capable of performing without any intervention from a human operator. So that's how
we're looking specifically -- ADS, also you hear it as CAD or automated vehicles, AV, as well. It's covered in that definition.

Connected driving systems are also hardware and software, but they're designed to enable vehicles to receive both safety and mobility information between vehicles, between people in vehicles, other roadway uses with transportation management systems.

And finally, other emergent technologies -- you can pick up really -- could accomplish any possible number of technologies that are out there. But within the context of this study, they're underlined as transportation-related applications that will potentially have direct interaction with the ADS and CDS systems as defined above.

If we go to the next slide, for any of you who haven't read through the legislation or the sample language, it's really defined here as a study that's charged TxDOT with the Department of Public Safety to conduct a study and consultation with TTI to look specifically at the potential impacts of ADS and CDS, and the other recent technologies as we just defined, to alleviate motor vehicle traffic congestion at ports of entry along the Texas-Mexico border.

So, we've heard a lot about the congestion
challenges that you've had today, as well as some of the safety implications. And so, it's going to address that.

There's two other questions called out by the legislation, as well. First is to look at those same technologies and their impacts on transportation industry workforce across the state. So, what do these different technologies, what do driverless vehicles in certain industries do to our workforce, both from a perspective of new jobs -- any kind of retraining that might need to be required. And also, on public safety.

And we got a great briefing today about some of the safety concerns statewide and along the border. And one of the charges of the study was to look out how these areas' technologies impact that safety moving forward. Go to the next slide.

So, our schedule, our time frame is pretty tight. We started last fall, and we have to have our report ready for the Governor's office and the legislature no later than January 1st of 2023.

Our first phase, which was completed in the fall, was our baseline assessment. We looked at state practice, big picture view, what's out there today, new current needs and challenges are.

If we go to the next click, right now, we are
in our benefits and impact analysis. This is where we'll take everything that we've learned and continue with our stakeholder engagement to define what those future scenarios might look like -- if it will be the overall framework for how we're estimating those impacts and benefits of various technologies.

That will be wrapped up later this spring, and we'll be moving into our draft report development. We owe our first draft report to TxDOT and DPS by June 30th. Then we will spend the remainder of the year going through briefings.

We'll be back to talk with you again, as well as we do have a working group that is guiding us. And then, back -- if you flip one more, Giacomo -- our finalization process. We have several months built in to go through all the various leadership briefings that we need to, to give the buy in and approval of our findings.

So a very quick kind of study here. And the next slide gives you a very quick overview of our approach. On the left hand side, you can see for each of those three areas, this really is three studies within one.

So you can see we've organized it that way. So, we did literature search, state of practice, inventory
of what's out there, and also, the development of use cases, which we'll talk about in just a moment across of those three questions.

You can see we've already completed that work in one more click. And then, if you click it two more times, Giacomo -- what we're working on now is the scenario development and our stakeholder engagement is ongoing. As I mentioned, after we complete that analysis, we'll spend the latter part of the project with the documentation.

I know that we don't have a lot of time here today, so I'll be fairly brief. But one of the things we will -- we have a survey prepared to send out to you all following this meeting, which will give you a chance to provide a little more input on some of our use cases and the framework that we're using to develop our scenarios.

But just here to kind of set the stage for when you look at that -- why are we using use cases in scenarios? We really want to be able to provide a defensible and comprehensive answer to those three questions that the Senate asked us to answer.

Use cases will -- as we've defined, your use cases are the specific situations in which the different technological applications can be put in place within each of those three environments -- the border, workforce, and
safety. And the scenarios are how we package those
different use cases to provide a narrative on what those
mean.

Real quick, if we go to the next slide -- on
the use cases, we have to provide a survey to request
feedback on that since we're out of time here today. And
also, the frameworks -- once we have that in place, that's
really what will be the models. So, both transportation
travel impact models, as well as economic impact models.
And some spreadsheet models to bring it all together to be
able to measure those complex -- all informed by the
baseline assessment, all informed by the stakeholder
engagement.

There's part of that engagement in the
individual data project. Move to the next slide. I'm not
going to go through these in detail. I won't even spend
that much time on it because I know we're out of time.

But we came up with use cases -- nine use
cases, specific work -- the border operations specifically
looking at all the technologies, looking at the method to
alleviate congestion. And you can read that there here
quickly, but we'll sum it up.

It looks at things like driverless trucks,
autonomous trucks, driverless vehicles. What we do with
the clearance? Do you need dedicated lanes? Can they
operate into your current expedited lanes, or what does it look like if you operated in mixed traffic?

We've got these type of use cases defined for both commercial vehicles or personal vehicles, as well as transit vehicles. And if you go to the next slide, Giacomo, it's number 4. Again, I want to just run over -- and then, we were going to talk about some questions here for you. But you'll see these questions in the survey for you to respond to in the next week or so.

Just to quickly note on the next slide, our scenario of framework is built on three different levers. These levers include ADS/CDS capabilities. So, what are the technologies actually able to accomplish? How far would we go down as far as whether you're driverless, whether you still need a vehicle to drive.

The infrastructure and system readiness. So have we put in place the necessary veins, the necessary infrastructure, technology for these systems to operate? You know, if we're not connected for a connected driver system, do we have those connections in place for the market and structure? It connects to your traffic management centers to help you better manage your queue as a federal border.

And then, finally, the ADS/CDS usage show how many of our trucking companies, how many of our residents
are actually invested in purchasing and using these technologies. And that's really the market penetration component. So, whether these are high or low really impact which use cases can be effectively used.

And so, we look at our future -- particularly, for the border, if we go to the next slide, Giacomo -- we're looking at high, medium, and low forecasts. And we've got a great amount of information to follow what you've all done, and TxDOT has done on the Border Transportation Master Plan. It provides a great forecast of what that delay is going to look like in the future, what the impacts of economic cost of that are.

And so, we'll be using that to help us with our estimate about how these technologies help benefit some of that congestion in port. If we go to the next slide, kind of our -- this is going to wrap up in a few more moments here.

This shows you how we define our low, medium, and high scenarios within our border framework. And I just want to set the stage [audio skip] to read, but what we're doing for low -- this would be our conservative estimate. So we will make some progress by 2050 from where we are today, but it's by no means going to be kind of where we even expect to be.

The medium estimate we've labeled as our best
estimate. So based on all the stakeholder input, all this statement of practice, all the research that has been done, this is going to be most likely where we think we can get to by 2050. So, it's not going to be as far as some folks think we're going to get, but it's going to be further [audio skip].

Then at the high level, that's really saying, Hey, look, we solved way more of the challenges than we think we may actually solve by 2050. This is what that optimistic estimate of the deployment of each of those numbers might look like.

Again, the bottom section here, I'm not going to go through the numbers. But for each of three levers, we provide the description of how we are characterizing and defining those levers within a low, medium, and high environment.

You'll see the percentages, for example, on usage, or whether it's commercial vehicle, personal auto. The percentages go up over the course of low, medium, and high.

And so, one of the things we'll also be asking you is, do those percentages make sense? Do they seem realistic to you? Are they -- you know, are we pushing it too high on the high end? Or not high enough?

And there's lots of different perspectives.
We've already heard from our working group, back from TxDOT, and CAB Task Force. So we reached out to a lot of folks and been getting a lot of input on this.

If we just go to the next slide. As I mentioned, we have three questions to deal with. We just kind of went through a big piece of what could work on the border looks like. The impacts for workforce and public safety are going to be driven and based off of statewide performance.

And additional use cases you can look at at your leisure. So, we have nine additional use cases to look at. These technologies, in similar light, but across the entire state on the state highway system. And so, then, again, that covers trucks, personal auto vehicles, transit, on the left.

So if we click back to the next slide, Giacomo, you can see the second four. And we go to next slide. Obviously, workforce is going to be measured a little bit differently than congestion or safety.

So, you can quickly see on the left hand side the things you're interested in on a workforce, the net effect these technologies have on employment, on employment by sector, and all the other types of demographics that we're looking at. And then, you can just see kind of what one of our bases for this would be,
the trend in different types of transportation-related industries across the -- on the graph on the right.

That's kind of our starting point. With that, if you go to the next slide, you can see we provided the same definition of what a low, medium, and high might look like. Now, we go to statewide in these cases. Did we impact workforce?

Then, we go to the next slide -- our safety. Again, you've heard a lot about this already today, but just look on the left hand side of the slide. The key factors that we are obviously looking to impact with technology is what happens with crashes by type, crashes by severity, different technologies.

And again, these, in particular, are designed to help address different behavioral causes of accidents. And so, you think of -- you talked a lot about the impacts of drugs and alcohol, just earlier today. Technology is one of the great ways that we can take the driver out of the mix to address those types of accidents.

So, on the right hand side of the slide, you can see on the bottom that the types of focus areas where the crashes exist line up with where could these technologies have the most impact upon trying to set off some of these crash causes. You can go to the next slide and see we have that same set of low, medium, and high
definitions for safety, as well.

So, we'll send out some questions for you following this to let you weigh in and spend a little time looking at the slides in detail, and hopefully, give us some feedback. And more than happy to, I think, probably be back. Maybe next meeting I could give more of an update.

On the upcoming activities, really, we can see that survey is part of our key focus. Over the next month or so, we need to finalize our use cases and scenarios and start that process of building up our narratives for what those future scenarios look like so that we can align it with the various tools and data sources that we could have and get our estimate of what the benefits and impacts of the technologies might be.

We also know have, as I mentioned, a very, very comprehensive outreach program. We're going to get underway with the stakeholder interviews. I'm sure some of you are going to be on our list of persons we talk to. Just sitting here listening today, I know there's lots of great info we can get from you all on this study.

We also will be briefing the taskforce subcommittees in a couple weeks, and the BNRSVs that were used to support the Border Transportation Master Plan are going to be activated in the next month or two to also
provide additional feedback on the study, as well.

So, happy to get any questions if you have any, and sorry for moving so quickly. But look forward to more conversations --

MS. MAYES: Yeah, thank you very much, Mike, for the presentation. And I think what I want to underscore here is the order of component. The bill charged us with looking at how can technologies -- emerging technologies, autonomous trucks, autonomous vehicles be a tool for alleviating border congestion, border delays? So, that's the charge here.

So one of the scenarios Mike talked about is what if you had, you know, 20 percent of the trucks coming across are autonomous trucks? They don't have to stop on the border. They're just moving forward.

And then it moves progressively to 2050. So, we really want to get BTAC's input on that, and really provide us with what -- are we in the ballpark?

And then, also, it was mentioned earlier we need participation from our Mexican counterparts on this because the border exists on both sides. And, you know, hopefully, like Mike mentioned, we really want to talk to the Aduanas and talk our federal counterparts on working on this to make sure that what we're doing, when we come up with recommendations or something, that we can work
together and look from a cross-border perspective on this.

How do we solve, or potentially solve, the wait time on border congestion using technology, and what that looks like. So, we'll be reaching to you all to definitely help support this effort moving forward. This was a big component of BTMP; border congestion, border delays was the number one issue.

So, yeah, go ahead. Another one.

MR. GARCIA: Absolutely, Caroline. So, one of the things that we were working on on the Colombia Bridge is trying to make sure that we get a lot of the dedicated cargo that are not going to enter the city of Laredo because I know like Mines Road is super congested. I mean, it takes up to, like, one hour, two hours -- depends on the day -- to get from, like, Colombia to the city of Laredo.

So, the idea is trying to work with carriers on trying to get them to go straight through to, like, all the way to I-35. So, we have been able to work with a lot of the auto manufacturing facilities on adjusting time because we are now working with CBP and Aduanas and actually trying to get the 20 minutes -- like border crossing time.

So that is allowing us to bring a lot of the auto body manufacturers that are super congested and
trying to shorten the time between six hours of like
waiting on the border to like 20 minutes and they can be
on their way to like Austin, San Antonio, all the Toyotas
or the Teslas.

We've been working with NavStar, too, as well
and we've been exploring adjusting time. We have also
settled dedicated lines on our bridge. So, that way, that
bridge simply only carries dedicated lines, and they can
just queue us and go through all the way to the US border
to get inspection. And then, go on to their way.

So, that's -- we'd love to see how we can
collaborate on that, and we'll also want to see what the
expansion plans and things are for Mines Road. I know
there's been a lot of accidents lately on that road. It's
a heavy congested road.

So, I know Gerry and all the Laredo Master
Plans are probably working on it. I just would like to
see, because we're doing a significant investment in the
Mexico side for that road connecting to Monterrey to most
of the industry from the stateside, and connecting to the
US.

So, as we bring almost like $300 million worth
of investment, we want to see -- we also want to get a new
master plan so the state works into like making those
roadways in the US so we can -- otherwise we're going to
have like a bottleneck.

MS. MAYS: It definitely takes partnership. And again, you know, we will work with you all. And then, you have a question? Go ahead.

MR. GONZALEZ: I'll be very brief. Just to comment on that, as well. We had an opportunity last week with the Ambassador Ken Salazar. He was with the Governor of Nuevo Leon and Coahuila and Tamaulipas. And of the three main topics, one of them was bi-national infrastructure.

So, I think that if indeed the Secretary and Caroline to maybe get in touch with the Office of the Ambassador, because they did talk about trying to align -- people from CBP were there. And they were thinking of getting more bridge crossings with -- for example, the mutual recognition program that is going to help facilitate the border times.

So, I think that it's a great job what Ambassador Ken Salazar is doing. There were also people there from the Mexican Federal Government. So if we can get all levels of government in sync, I think that we can, together as a region, work on having very competitive bridge crossings through El Paso all the way to Brownsville.

Thank you.
MS. MAYS: Thank you very much. And again, technology -- the good thing with technology is that we can maximize the infrastructure that we have today without building new lanes.

And I think this is one area that I think if we just think about it, we have issues with capacity in some of our border crossings. How can we maximize those using technology? And then I think that's what we're trying to do.

So, yeah, go ahead.

MALE VOICE: And I think what my friend Carlos and Eduardo said -- it's vital to have Aduanas. I can arrange them. Aduanas have a big investment from all the border crossings, for Tamaulipas, Coahuila, and Nuevo Leon, especially.

We are building our master plan, also, with the federal government. Governor Samuel wants to present what the state has, but it is vital also to include that federal master plan that is going to, like Carlos said, we're going to see like one of the strongest regions -- we're looking to be the number one region for the world.

MS. MAYS: Sorry. I think that's it for the discussion.

Eduardo, you have a comment?

(Simultaneous discussion.)
MR. CALVO: So, two important announcements from -- or updates. The first is that the highway that connects the bypass that connects the Samalayuca to the Tornillo port of entry, that project is under construction. I was actually a little bit surprised to see how far that they're already into the construction of that. And I know that that's a -- you know, that bridge is in the county.

It's outside of the city limits of El Paso. But it was an important piece that was missing to at least give all the traffic that is coming north from Chihuahua. If they don't have business in Ciudad Juarez, well, they can take this bypass to cross through Tornillo-Guadalupe and go to El Paso. So, that's an update.

The second one is that the last Thursday, there was an official announcement that came from our Congresswoman's office, Congresswoman Veronica Escobar, about announcing $600 million coming to the Bridge of the Americas in El Paso for improvements, which is great. I mean, it's a truckload of money to improve the bridge. I mean, very needed.

I mean, Bridge of the Americas is also one of the most important commercial crossings, as well, for people. So, we're tremendously excited to hear about that.
My understanding is that the way that it's going to managed, the GSA, the General Services Administration, which is part of the federal government, will be managing the project. We know that there is a feasibility study that was completed in 2018. I haven't seen it, so I'm not really sure what that means.

They haven't shared that. But I was assured that there is going to be a lot of stakeholder involvement at the local level, the state level to see really what these improvements are.

And, of course, we can't think of improving any crossing without coordinating, also, our counterparts in Ciudad Juarez in the State of Chihuahua. So, again, it was a little bit of a surprise for us. But man, I wish we had surprises like that everyday, right?

Thank you.

SEC. SCOTT: So, if -- does anyone else have any other closing comments? It's great to see our friends from Mexico exuberant about building new roadways into the great State of Texas, because we're as exuberant about building roadways and passage to Mexico. So, thank you, everyone of y'all, for participating, and those online, as well.

I look forward to getting to meet and know everybody. Thank you all so much for your patience. It's
my first meeting doing this, and thank the good Lord for Caroline.

Sorry, one last thing before I adjourn the meeting. David Zapata is the Assistant Secretary of State. He has been a vital cog in our machine of operation. Most of you have worked with him.

David has accepted a job. He's going to be working at the Texas Association of Business and Chambers of Commerce.

We have asked -- I visited with Glenn Hamer, he runs that organization -- if we could still keep David involved on a regular basis with us throughout. He has agreed to do that.

But I'd like us to take a moment to give him a hand, because he is a wonderful --

(General applause.)

With that, I will adjourn the meeting, hearing nothing more. Do I hear a motion? Second?

MALE VOICE: Second.

SEC. SCOTT: So second. So let it be done.

We're through.

Thank you.

(Whereupon, at 12:15 p.m., the meeting was concluded.)
CERTIFICATE

MEETING OF:    TxDOT Border Trade Advisory Committee

LOCATION:      Austin, Texas and virtual

DATE:          February 24, 2022

I do hereby certify that the foregoing pages, numbers 1 through 164, inclusive, are the true, accurate, and complete transcript prepared from the verbal recording made by electronic recording by Elizabeth Stoddard before the Texas Department of Transportation.

DATE:          March 8, 2022

/s/ Anna Marie Reyes
(Transcriber)

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