

**TEXAS BORDER PARTNERSHIP WORKING GROUP
MEETING HELD MARCH 10, 2004**

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FEDERAL HIGHWAY
ADMINISTRATION



Texas Department of
Transportation

FINAL AGENDA ITEMS FOR TEXAS BORDER PARTNERSHIP WORKING GROUP

March 10, 2004

1:00 PM- 3:30 PM

TxDOT Greer Building

**Location: Main Office- 1st Floor Conference Room
11th & Brazos, Austin, Texas**

Moderator: Montie Wade, TTI

1. Interagency Introductions and Update Briefings- FHWA, FMCSA, TxDOT, DPS, MPOs, Texas Transportation Institute (TTI) (20 min)
2. Mr. Kirk D. Fauver, Statewide Planning Engineer, FHWA Texas Division (HPP-TX)
TOPIC: Transportation Security- Roles and Responsibilities Defined (20 min)
3. Mr. Steve T. Taylor, P.E., Senior Project Manager, Carter-Burgess, Inc. (Dallas, TX)
TOPIC: Use of GPS Technologies to Measure Travel Time Delay (20 min)
4. Mr. Eugenio Garza, Port Director, U.S. Customs (Laredo, TX)
TOPIC: Implementation of FAST/C-TPAT Security Measures (20 min)
5. Mr. Kevin Cleere, Operations Officer, U.S. Customs (El Paso, TX)
TOPIC: Implementation of Container Security Measures (20 min)
6. Mr. Vince Pearce, Public Safety and Security Team Leader, FHWA HQ's Office of the Transportation Operations (Washington, D.C.)
TOPIC: Common Issues in Transportation Response/Recovery (25 min)
7. Mr. Luther Kim, Chief of Police and Security, Port Authority of Corpus Christi, TX
TOPIC: TSA Funding for Port Security Improvements (20 min)
8. Future Border Partnership Meeting Dates and Other Issues (5 min)

BORDER PARTNERSHIP WORKSHOP

MARCH 10, 2004

Roy Gilliard: At the last meeting, I discussed how El Paso had hired Wilber Smith & Associates. They are now ready to start on the Comino Real improvement plan. The General Accounting Office (GAO) is conducting a similar study that won't be as in depth as the MPO study. We are going to study all of the ports.

Homer Villarreal: Mr. Villarreal gave a progress report on border safety inspection facilities.

Temporary Inspection Facilities

- Implementation of the original temporary inspection stations at all locations has been completed. All are operational.
- Zaragoza / Ysleta Bridge in El Paso is operational but undergoing modifications.
- TxDOT is working with DPS in establishing a temporary inspection station within the GSA facility in Del Rio.

Permanent Border Inspection Facilities

- Plans and specs for the Bridge of the America's in El Paso are underway with an estimated letting date of August 2004. The estimated construction completion date is April 2006.
- Plans & specs for Zaragoza / Ysleta Bridge in El Paso are expected to begin in September 2004. The estimated construction completion date is October 2006.
- World Trade Bridge and the Colombia / Solidarity Bridge in Laredo are on hold until further notice.
- In Eagle Pass, the Camino Real International Bridge EA is currently being reviewed by the Laredo District. A Public Hearing is schedule for the third week in June 2004. Letting is scheduled for June 2005 with construction completion date of February 2007.
- In the Pharr District, Pharr / Reynosa Bridge, Free Trade Bridge @ Los Indios and the Veteran International Bridge @ Los Tomates, the final schematics and ROW determination for all three BSIFs are in process of being completed. TxDOT will then revise the current environmental assessment and submit it for approval. While estimated dates have not been determined for the letting and construction of these facilities, it is estimated to on the heels of the Eagle Pass BSIF.

Intelligent Transportation System

- An integral part of the Border Safety Inspection Facility design is the Intelligent Transportation Systems. TxDOT is working with Southwest Research Institute in designing and developing the ITS to be deployed at each of the eight BSIF.

KIRK FAUVER, STATEWIDE PLANNING ENGINEER, FHWA TEXAS DIVISION PRESENTATION – TRANSPORTATION SECURITY – ROLES AND RESPONSIBILITIES DEFINED:

Kirk Fauver, Statewide Planning Engineer, FHWA Texas Division provided a PowerPoint presentation that discussed the formation of the new Department of Homeland Security and the Transportation Security Administration after the terrorist events of 9-11. The briefing provided an overview of federal program funding levels, staffing levels, and accomplishments of the newly formed Transportation Security Administration and how this new agency has strived to protect the Nation's infrastructure from further terrorist attacks through better preparedness and deterrence. In addition, Kirk provided an update on the recent February 2004 Unified Defense tabletop exercise that the State of Texas (through the Department of Public Safety and TxDOT) participated in along with the U.S. Northern Command (Norcom) based in Colorado Springs, Colorado, in concert with several other major cities including Washington, D.C. The purpose of the initial response scenarios conducted as part of the 2004 Unified Defense tabletop exercise was to better prepare State, local, and federal agencies to respond together through improved coordination and communication in the event of a natural disaster (hurricane in Gulf Coast), nuclear accident, and acts of terrorism.

The PowerPoint slides accompanying Fauver's presentation are included in Appendix A.

Roy Gilyard, El Paso MPO: Why was table top training held at most ports except El Paso? Training at Laredo was even repeated.

Fauver: El Paso holds their own training sessions. We can include El Paso next time. We have contacted them and they are interested in talking to us.

**STEVE TAYLOR, P.E., SENIOR PROJECT MANAGER, CARTER-BURGESS, INC.
PRESENTATION – USE OF GPS TECHNOLOGIES TO MEASURE TRAVEL TIME
DELAY:**

(Notes from Steve Taylor's presentation are located in Appendix B.)

We started working with the GIS technology in Hidalgo with David DeLeon and Ed Molitor. These technologies have been applied around the country. The intent is this technology could be applied at border crossings. Many studies were done even before GPS was available to the public. At a few locations around the country, studies on delay time at the border were performed using license plate surveys. These studies measured the amount of time from queue entrance to exit to determine delay at the border. This study provided segment data without much detail. Location of delays could not be determined. GPS can show where the delays are occurring. We can get two foot accuracy with a single person operation GPS. The data collected with the GPS is then linked to GIS to display a graphic interface.

We have assessed 110,000 miles of roadway over the last year.

Along with the data collected through GPS, geo referenced digital video can be added to a GIS system. A digital camera with a 40 GB hard drive is used to collect video of what is being studied, whether it is pavement condition or locations of delays. The video gives us a visual interface. If there is delay, we can see why.

Studies have been performed at Phoenix, Tucson, and Denver.

The data is tied to a linear referencing system. The system is structured so data can carryover for annual assessments. There are many benefits for data that is collected repeatedly.

If there is poor progression along a corridor, but the corridor has plenty of capacity, this technology can be used to pinpoint the problem. In a GIS, the user can click on the corridor, and the video will display the conditions of the corridor. It is like doing a site visit without leaving your office.

Bill Frawley, TTI: Has anyone used this technology to examine border crossing delays?

Taylor: Not that I am aware of. We may do a pilot study too see what information can be gained through this application in a border crossing situation.

Bruce Lambert, Freight Management and Operations Headquarters: There is a study being done at border crossings into Canada using GPS. Do you have the ability to place probes on commercial vehicles?

Taylor: One alternative is to issue equipment to a vehicle as it enters the queue and pick it up upon exiting the queue. Another option would be to blend into the commercial line with our own vehicle.

Lambert: The focus at the Canadian border is not on personal vehicles but on commercial trucks. One of the things we are considering at the Canadian border is buying equipment that can be put on trucks as they approach the border crossing and then pick up the equipment 5 – 10 miles after the truck has cleared the border.

Taylor: It may be difficult to convince commercial vehicles to carry equipment that would allow us to determine their location.

Lisa Dye, FHWA: We need to focus on what we are responsible for. Our mission is not to look at traffic flows inside a port of entry.

Lambert: We don't want to record every second, but need to determine the gross performance of the corridor including queue length.

Taylor: We would study the approaches to the border crossings. The DOT is responsible for operations.

EUGENIO GARZA, PORT DIRECTOR, U.S. CUSTOMS PRESENTATION – IMPORTANCE OF FAST/C-TPAT SECURITY MEASURES

Laredo is the largest inland port. Over 50% of rail traffic is imported at Laredo. We have formed partnerships with federal agencies and DPS.

Trucks from interior of Mexico are considered high risk. The Business Anti Smuggling Coalition (BASC) is industry driven, we do not run BASC, but is an important part of the trade program. BASC certified carriers are considered a lower risk than carriers that are not BASC certified.

After the events of September 11, our priority switched from narcotics enforcement to anti-terrorism.

U.S. Customs and Border and Transportation Security were merged into the Department of Homeland Security and now have one port director.

X-ray and image machines are used to screen trucks before they reach the border.

A Free and Secure Trade (FAST) lane opened at the World Trade Bridge on Feb 9, 2004. Currently, about 20 trucks per day use the FAST lane. We have 25 certified carriers and 300 certified drivers. There has been a lot of interest, but even with a very active campaign to promote the FAST system at Laredo, many people don't understand it. Drayage companies, especially, benefit greatly from FAST because they can get their trucks back from Mexico much quicker.

Communication is key to a partnership with all entities and to the success of FAST. We have very good relationship with Mexican customs. They have gone out of their way to help us install the approaching lane on the Mexican side.

We are also working on a proposed commuter lane at bridge 2. We hope it will be in place by the end of the year.

Dye: Is there an entire lane dedicated to FAST?

Garza: Yes. It starts in Mexico. Mexico has designated two slots at the red light/green light system. If a FAST certified truck is caught by the red light system, it will be inspected first.

Harrison: What are you doing with the Automated Commercial Environment (ACE) system?

Garza: We are working on it but cannot give you a date. We are currently struggling with reorganization. We have three separate computer systems that make coordination difficult.

Kevin Cleere, U.S. Customs: The ACE system will be rolled out in stages over the next three years. We hope it will be complete in 2007. We have information on the top 41 companies. It is a web-based system that, when complete, companies will be looking at the same numbers we are looking at. All account transactions will be on-line. Customs has designated an account manager that talks to the private sector counterpart to determine if any action is needed or if there are any compliance problems. But now, we still rely on an automated commercial system.

Garza: The contractor had a week-long, detailed site visit to the Laredo location. They looked at everything we are proposing.

Harrison: Would it help once a truck clears primary to be separated from those requiring further inspection?

Garza: It would help to have a paperless system. Inspection is a layered enforcement process where a truck is looked at 3-4 times. When a truck arrives at primary, it presents a manifest whether it is loaded or not. At each stop, the manifest is stamped appropriately. The manifest must again be presented upon exit.

Frawley: What percent of trucks are in violation each day?

Garza: Daily, only a very small percentage are in violation. But one narcotic load can make your whole week.

Garza: The human element of inspections is very important and should never be replaced. One inspector caught a load of narcotics shipped with a load of plywood because the plywood was in a container truck. The inspector knew that plywood is always shipped on flatbeds.

KEVIN CLEERE, OPERATIONS OFFICER, U.S. CUSTOMS (EL PASO, TX)
PRESENTATION - IMPLEMENTATION OF CONTAINER SECURITY MEASURES:

Mr. Cleere's PowerPoint presentation is in Appendix C. A FAST system brochure is in Appendix D.

The goal is to do as little as possible at the primary inspection. Before FAST, processing took 4-5 minutes. With the FAST system, processing has been reduced to about 30 seconds.

Prior to FAST trucks could wait 1.5-2 hours to cross the border. With the FAST system, they only have to wait about 30 minutes.

Pulsed Fast Neutron Analysis (PFNA) can "sniff out" weapons of mass destruction.

We are concerned about bottle neck at the exits.

The importer, manufacturer, and carrier must be members of Customs-Trade Partnership Against Terrorism C-TPAT to be FAST eligible and the driver must have FAST registration card.

A mechanical seal is affixed to the container door to ensure the container is not opened between leaving the factory and arriving at inspection.

Under the FAST and C-TPAT systems, drivers and carriers are held to a higher level of accountability for the contents of the truck. Therefore, occasionally drivers or carriers will tip us off that there is something suspicious about the truck.

Mobile truck x-ray is used.

Empty trucks come across the border unsealed. There are many security problems with unsealed empty trucks. FAST allows separating risks so resources can be used where they are needed.

Mechanical seals are about \$1.42 each. Soon, electronic seals will be used. There is an increased cost factor with the electronic seals. Companies making many shipments each day may not want to use them for this reason.

Question: How will this work from a TxDOT safety point of view? What if a truck gets to TxDOT safety inspection and is overloaded? If it needs to be unloaded, will that affect inspection?

Cleere: No, after a truck passes through inspection, we don't care if the seal is broken.

Question: Would customs be willing to share information gathered through transponders with TxDOT?

Cleere: There is no reason we couldn't share that data. TxDOT would just have to get corresponding transponders.

**VINCE PEARCE, PUBLIC SAFETY AND SECURITY TEAM LEADER, FHWA HQ'S
OFFICE OF TRANSPORATATION OPERATIONS (WASHINGTON D.C.)**

**PRESENTATION – COMMON ISSUES IN TRANSPORTATION
RESPONSE/RECOVERY**

Mr. Pearce's PowerPoint slides are located in Appendix E

We have focused on creating partnerships and sharing best practices, working to build technical understanding, research & development, and coordinating with other federal agencies.

Highway security is in the beginning stages of development. The law that created the Transportation Security Administration (TSA) extensively covered the role of aviation, but the role of highway security was left relatively unaddressed. We are still working very hard on these things.

Previously, there were 59,000 employees dealing with aviation, and only 24 employees dealing with all other forms of transportation. Now all other forms of transportation have 230 employees. TSA staff is not necessarily highway focused. They have lots of learning to do. They have not had access to research and other funding. Their role is not written down anywhere, but seems to be primarily regulatory for highways. Their resources and priorities are directed elsewhere.

WORKSHOP CONCEPT

The workshop is a two and one-half day exercise with state and local agencies. The first day is spent on pre-event activities, the event, and response. The second day is spent on recovery. In the workshop, we examined a freight intensive corridor.

COMMON ISSUES

The big challenge is getting transportation involved. At an event, there may not be personnel with security clearance. We feel the transportation community needs to be in the know of threats that affect transportation.

Another issue has been defining what is considered critical infrastructure. We have found five different lists of critical infrastructures all by different agencies and with no coordination.

Meeting Attendee: Electronic infrastructure should be on the list of critical infrastructure. We think it is very important.

COMMUNICATION INTEROPERABILITY

Police, fire and law are very interested in increasing communication among entities. We can talk to ourselves, but currently communication with other entities at an incident scene would be limited.

RESOURCE NEEDS

We need more money to meet the security mission, but money is not available for highway security. We need specialized equipment and infrastructure assessments. When the level of security increases, overtime hours increase. We need more money for that also.

CONTRACTED SERVICES

Many areas outsource maintenance functions. In case of an emergency, message signs would need to be put out. During one exercise, a maintenance contractor said that was not in their contract. Employees being paid \$8.50/hr may not be willing to go near a hazardous site.

PUBLIC INFORMATION

In the event of a crisis, transportation could play an important role. But, it is amazing how little other entities know of the value of transportation resources. Through message signs, 511, and internet sites we can deliver much more effective and integrated information. Our mission needs to include informing other public information officers of the resources available.

DECONTAMINATION

The kind of decontamination necessary for transportation is fundamentally different than anything other than a Chernobyl. Victims and responders would need to be decontaminated. Do we know how to decontaminate roadbed, tunnel, etc other than destroy them and start over? If the Governor says he wants us to use DOT vehicles to haul off hazardous waste. How do we decontaminate the vehicles? All decontamination approaches degrades tires, wiring, etc. Basically only the steel may remain unaffected. What extent of decontamination would be needed? How “clean” is clean? For example, if there were an aerial dispersal of anthrax spores, could we get a bridge clean to the point of being dust free?

CREDENTIALING

There are strict controls of who has access to a disaster scene. We can't carry out our mission if we are not on the list of allowed personnel. The challenge is to get the right people to the scene and do our job.

MUTUAL AID AND SPECIFIC AUTHORITY

How do we execute emergency contracts quickly? States with hurricane evacuation experience have some knowledge of this.

NATIONAL INCIDENT MANAGEMENT SYSTEM (NIMS)

Adoptions of NIMS is a condition of federal preparedness assistance, contracts, grants... I have already asked whether this includes Federal Aid Highway Funding. I have not received an answer yet. The worst news would be “yes”. If so, we need to be ready.

There are seven components of NIMS: Command and Management, Preparedness, Resource Management, Communications and Information Management, Supporting Technologies, Ongoing Management and Maintenance, and Appendices.

There is going to be a jurisdictional operations plan. Transportation needs to be involved. Activities need to be integrated, priorities set, and resources identified.

NIMS INTEGRATION CENTER
(See PowerPoint Slides located in Appendix E)

Kirk: Are there FHWA guidelines for early response for state and locals?

Pearce: We have no plans currently because anything we do right now could be taken over by future development of NIMS. We are waiting to see how many other shoes drop.

A copy of NIMS guidelines are published at <http://www.dhs.gov>.

**LUTHER KIM, CHIEF OF POLICE AND SECURITY, PORT AURTHORITY OF CORPUS CHRISTI, TX.
PRESENTATION – TSA FUNDING FOR PORT SECURITY IMPROVEMENTS**

Lighting was improved around the port. Fences have been installed. Security barbed wire must be facing out, to keep people out instead of keeping people in.

All ports I have spoken with have the same concerns and problems as Corpus Christi. But, we all need money. Some improvements will have to be paid for by shippers, etc. It comes out of all of our pockets.

Attendee Question: Do you feel you have adequate protection from the air? With extra lighting, the port could easily be spotted.

Kim: The flight path from the Corpus Christi airport goes directly over the port. During level orange alerts, only scheduled air craft can fly over the port.

Fauver: The next meeting is scheduled for June 9 from 1-3:30. If you have any potential scheduling problems, let us know.

Gilyard: The U.S. Visit program impacts transportation.

Dye: I am working on an outreach program with the DOTs. Amadeo Sanze is attending public meetings in April, May, and June.

The US visit program was initiated at air and sea ports January 5, 2004. Anyone not from a visa waiver country must present themselves. A photograph and fingerprints will be taken. Currently, we have volunteer check out. When a person leaves they press their fingerprint on a kiosk to check out of the country. The concern is with such a high volume of vehicles traveling through the port each day; every car cannot be stopped to be fingerprinted. The U.S. Visit team is working on an unobtrusive system using an electronic card that can be read by driving through a sensor. Further information is available on their website. I think it would be useful to have someone from that office speak at the next Border Partnership meeting.

**APPENDIX A – TRANSPORTATION SECURITY – ROLES AND RESPONSIBILITES DEFINED
POWERPOINT PRESENTATION**

KIRK D. FAUVER

Transportation Security- Roles and Responsibilities Defined

FHWA Presentation to the Border
Partnership Working Group

Prepared By:

Kirk D. Fauver
Statewide Planning Engineer
FHWA Texas Division (HPP-TX)
March 10, 2004

Transportation Security- National Concerns

"On September 11th, 2001, our nation was forever changed, but our course has remained constant. For 227 years, America has carried the mantle of freedom. Now, when the enemies of freedom are more cunning and dangerous than ever before, it is imperative that we not falter..."

Secretary DHS, Tom Ridge
Speech Given on Sept 11, 2003
2nd Memorial Commemoration of 9-11

Transportation Security Lessons Learned

" Perhaps the most important lesson we've learned from 9/11 is how unaware and vulnerable we were... And many would say still are..."

Admiral James M. Loy, Administrator, TSA
from speech given at the National Defense
Transportation Association 57th Annual
Transportation and Logistics Forum and
Exposition – Sept. 16, 2003

TSA- Timeline of Significant Events

- **Nov. 19, 2001:** The President signs the Aviation and Transportation Security Act, creating the Transportation Security Administration (TSA) as an agency of the Department of Transportation.
- **Jan 31, 2002:** TSA has 13 permanent employees.
- **Feb. 17, 2002:** TSA assumes responsibility for security at the nation's commercial airports.

TSA- Timeline of Significant Events

- **April 30, 2002:** Federal passenger screeners are deployed to Baltimore-Washington International Airport, the first airport to be federalized.
- **June 30, 2002:** Thousands of Federal Air Marshals have been deployed and are guarding the skies on a daily basis.
- **September 30, 2002:** TSA deploys federal passenger screeners to 142 airports.

TSA- Timeline of Significant Events

- **Nov. 19, 2002:** TSA is screening all passengers, meeting a congressional deadline.
- **Dec. 31, 2002:** TSA is screening all baggage, using congressionally approved methods, meeting a congressional deadline.
- **March 1, 2003:** TSA is transferred from DOT to the new Department of Homeland Security.

TSA- Timeline of Significant Events

- **April 19, 2003:** TSA graduates prototype class of pilots trained as Federal Flight Deck Officers.
- **May 5, 2003:** TSA publishes rulemaking on HazMat commercial truck driver rules.
- **July 20, 2003:** TSA launches full-scale training of armed pilots trained to protect the cockpit.

TSA- Timeline of Significant Events

- **March 4, 2004:** Homeland Security Secretary Tom Ridge approves the National Incident Management System (NIMS).
- NIMS is the Nation's first standardized management plan that creates a unified chain of command for Federal, State, and local governments for incident response purposes.
- A copy of NIMS guidelines is available at <http://www.dhs.gov> or contact DHS at: 202-282-8010

Transportation Security Administration (2002)

- President Bush signed a bill establishing the Dept of Homeland Security in 2002.
- In support of increased maritime security, the President also signed the Maritime Transportation Security Act of 2002.

TSA- Roles & Responsibilities

- TSA's roles & responsibilities include:
 - Working with industry and government to identify critical maritime transportation assets and infrastructure;
 - Developing standards for the recovery of the transportation system after a terrorist incident;
 - Establishing a better system to screen and evaluate cargo in port during initial loading and while in-transit;

TSA-Roles & Responsibilities

- TSA's roles & responsibilities also include:
 - Implementing a maritime information system to monitor the supply chain;
 - Developing performance standards for cargo, including anti-terrorism identification, tracking and screening systems for containerized shipments, and security standards for seals and locks; and
 - Developing a transportation worker ID.

TSA- Security Goals

- TSA has adopted a “threat-based, risk management” approach to consider what security standards need to be applied for various transportation modes.
- Private sector is engaged in their mission to develop innovative electronic security devices and plans in accordance with government standards.

TSA- Security Goals

- TSA views transportation security as an overarching program, with aviation as only one component.
- TSA sees the transportation security paradigm as one that will be an ever-evolving challenge and strategies will need to be integrated, responsive, information-sharing environment among many agencies.

TSA- Worker ID Program

- The Transportation Worker ID Credential Program (TWIC Program) is a “smart” credential for all transportation workers whose duties require unescorted physical and/or logical access to secure areas.
- The goal of this program is to positively and securely link the transportation worker to background information screening tests (subject to verification by TSA).

TSA- Worker ID Program

- Under the TWIC Program, the TSA will authenticate workers using biometric verification and other personal data.
- The goal of the TWIC is to close the gap on vulnerabilities of prime target areas (i.e., Ports, Transport Facilities, etc.).

TSA- Special Anti-Terrorism Security Programs

- Operation Sea Hawk is another security initiative sponsored by the Department of Justice and TSA.
- Four anti-terrorism task forces designed to develop and implement an integrated command and control, communications, and intelligence infrastructure.

TSA- HazMat Truck Drivers

- On May 5, 2003 the Transportation Security Administration (TSA) and the U.S. Department of Transportation acted to secure the transport of hazardous materials (i.e., explosives) by commercial drivers.
- Issued an interim final rule (IFR) requiring background checks on commercial drivers who are certified to transport hazardous materials.

TSA- HazMat Truck Drivers

- Background checks now required for Hazmat Truck Drivers (TSA issued interim Final Rule- Effective 11-03-2003).
- TSA added a definition and moved the date on which fingerprint-based criminal history record checks must begin to April 1, 2004.

TSA- Port Security Grant Program

- In 2003 Secretary of DHS, Tom Ridge announced the award of \$58 M for Operation Safe Commerce grants.
- The purpose of this program is to analyze the current security procedures for cargo entering into the country.

TSA- Port Security Grant Program

- DHS Secretary Tom Ridge announced \$179 M in port security grants in December 2003.
- The Port Security Grant Program will provide resources for improved security planning and projects for dockside and perimeter security.

TSA- Port Security Grant Program

- The Operation Safe Commerce grants initially went to the Port of Seattle/Tacoma, Port of Los Angeles, and the Port Authority of NY/NJ.
- These grant funds will be used to seek out, test, and deploy the latest global cargo-tracking and non-intrusive inspection technologies at ports-of-entry (both here and abroad).

TSA- Port Security Grant Program

- The Port Security Grant Program will be granted to upgrade new patrol boats in the harbor, surveillance programs, and construction of new command & control facilities.
- The TSA, USCG, and Maritime Administration evaluated grant applications, awarded 442 projects in 326 locations to 235 different applicant organizations from across the Nation.

TSA- Highway Watch Program

- **Highway Watch Program Cooperative Agreement**
- The purpose of the Highway Watch Program is to promote security awareness among all segments of the commercial motor carriers and transportation community.

TSA- Highway Watch Program

- The Highway Watch Program plans to train the Nation's commercial drivers to observe and report any suspicious activities or items that may threaten the critical elements of the Nation's highway transportation system.

TSA- Highway Watch Program

- Total anticipated funding for Highway Watch Program is \$19,700,000. Awards under this program are subject to availability of funds.
- Future Requests for Applications based on fiscal year 2004 appropriations will be announced in the [Federal Register](#), the [DHS website](#), and [Grants.gov](#) FIND as well as on the TSA website.

TSA- Intercity Bus Security Grant Program

- **Intercity Bus Security Grants**
- The Intercity Bus Security Grant Program will improve security for operators and passengers by providing financial assistance to eligible applicants for intercity bus security enhancements and training.
- Continues DOT's efforts to enhance the security of the Nation's transportation systems and will accelerate installation of enhanced security measures for over-the-road buses.

TSA- Intercity Bus Security Grant Program

- The application period closed on March 19, 2003, and nearly \$20 million has been awarded through August 2003.
- Future Requests for Applications based on fiscal year 2004 appropriations will be announced in the [Federal Register](#), the [DHS website](#), and [Grants.gov](#) FIND as well as on the TSA website.

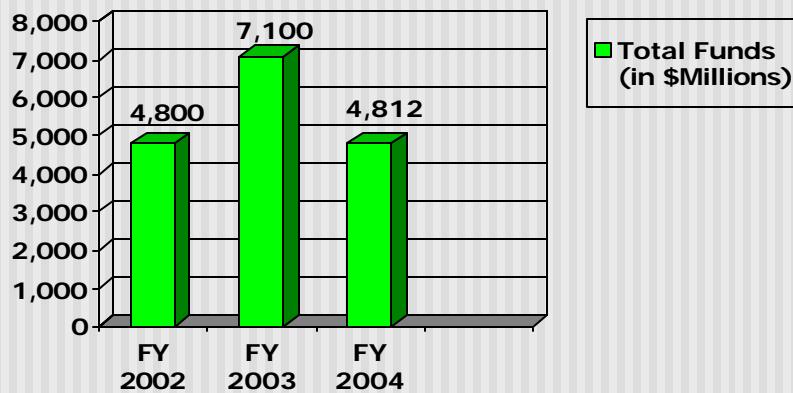
TSA- Major Accomplishments

- Major Accomplishments:
 - ✓ 60,000 Professionally-Trained Federally Employed Security Screeners at Airports.
 - ✓ Security Screeners have extensive background investigations, 40 hrs of classroom training, 60 hrs OJT.
 - ✓ Improved Pay and Benefits (13.6% attrition rate- 2003)

TSA- Major Accomplishments

- Major accomplishments also include the installation of Explosive Detection Systems (EDS) at many commercial airports.
- Moved from DOT to DHS in March 2003, will develop a national strategy for the entire transport system.

TSA- Program Funding Levels (FY 2002-2004)



TSA- Airport Security

- CAPPs II is another component in the aviation security “system of systems” to serve as an automated passenger screening system.
- Purpose will be to authenticate the identity and quickly analyze the security risk of individual passengers.

TX Division of Emergency Management- DPS

- The Division of Emergency Management under the Texas Department of Public Safety is very active along the international U.S./Mexico border with its Terrorism Preparedness Training and Exercise Program.
- DEM's State Coordinator has identified U.S./Texas and Mexico international border regions as being at the top of their priority list for training and exercises.

TX Division of Emergency Management- DPS

- DEM has already conducted “functional exercises” in Brownsville, Laredo, McAllen, Eagle Pass, and Del Rio, TX as part of training exercises.
- DEM will be doing additional “table-top” training exercises again this year with Laredo and Brownsville, TX.

TX Division of Emergency Management- DPS

- The DEM webpage contains all emergency preparedness training planned for this year for information-sharing and registration purposes.
- The DEM webpage is located at:
http://www.txdps.state.tx.us/dem/conference_2004_index.htm

U.S. Northern Command/NORAD

- NORAD/U.S. Northern Command (Colorado Springs, CO) conducted a State of Texas emergency response simulation as part of Unified Defense (UD)'04 from February 19-25, 2004.
- States participating included: Texas, Alaska, Virginia, Colorado, and Washington D.C.

U.S. Northern Command/NORAD

- Military and State DPS-DEM (Disaster Preparedness Units) spent one-year planning the UD '04 costing the U.S. Northern Command approx. \$1.5 M.
- Approximately 250 Federal/State/local participants nationwide to learn about how to better respond to emergencies caused by natural and man-made disasters and will be more fully prepared should they occur.

U.S. Northern Command/NORAD

- 50 Different Federal, State, local agencies participated in UD '04.
- Three emergency scenarios were presented during this table-top multi-state emergency exercise:
 - 1) Major Gulf Hurricane; 2) Nuclear reactor accident; 3) Individual Terrorist Act (Nuclear Detonation in Cotulla, TX)

U.S. Northern Command/NORAD

- Next UD '05 being planned next year, could include transportation and international border emergency response issues.
- Contact: U.S. Northern Command/DEM for purposes of emergency preparedness exercises involving key transportation & international border emergency scenarios.

Transportation Security – Why America Slept?

- In his book, *Why America Slept*, author Gerald Posner suggests that many indications and connections were missed for years that could have forestalled the 9/11 attacks.
- Posner asserts that we didn't even notice with some of the most prominent Islamic extremists moved to the U.S. and set up just across from the World Trade Center.

Transportation Security- Why America Slept?

- One of these radical Islamic extremists (*Sheik Omar Abdel Rahman*) issued a fatwa, a religious order that essentially read:

"...cut all links with the United States. Destroy them thoroughly and erase them from the face of the earth. Ruin their economies, set their companies on fire, turn their conspiracies to powder and dust. Sink their ships, bring their planes down. Slay them in air, on land, on water..."

Transportation Security- Lessons from 9/11

"...for America, there will be no going back to the era before September 11th, 2001, to false comfort in a dangerous world. We have learned that terrorist attacks are not caused by the use of strength; they are invited by the perception of weakness."

President George W. Bush (September 2003)

**APPENDIX B – USE OF GPS TECHNOLOGIES TO MEASURE TRAVEL TIME DELAY
POWERPOINT PRESENTATION**

STEVE T. TAYLOR

Use of GPS Technologies to Measure Travel Time Delay

Steve T. Taylor, P.E., PTOE
Carter & Burgess, Inc.
Taylorst@c-b.com

March 2004

Travel Time Studies

- Pre - GPS
 - Stopwatch / License Plate Survey
 - 2 Person Operation
 - Limited Detail
 - Segment Summary (Time In – Time Out)
 - No Graphical Representation
 - No Carryover Value for Repeat Efforts

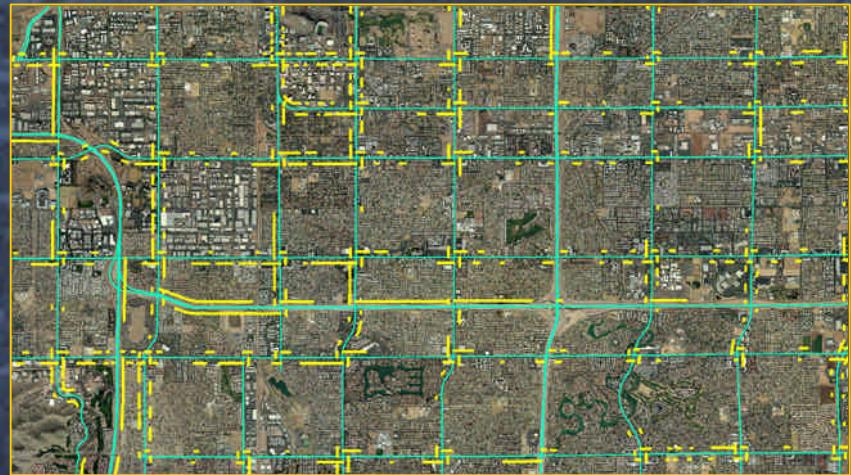
Travel Time Studies

- Post – GPS
 - 1 Second Point Detail
 - Differentially Corrected to < 10 feet
 - Single Person Operation
 - GIS Interface
 - Summarize by Segment/Link
 - Base Files Reused for Added Value



Enhancements

- Base Mapping
- Linear Reference System
- Geo-referenced Digital Video
- Electronic Ride Quality
- Emission Estimates
- Queue Length



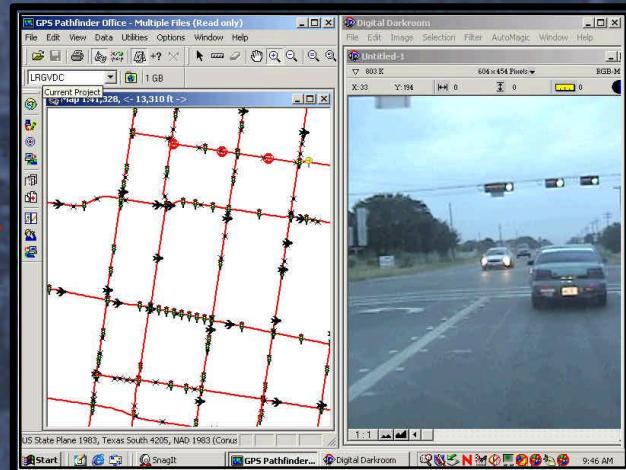
Applications

- Hidalgo County MPO
 - Last 3 years Congestion Management System (CMS)
- Corpus Christi MPO
 - GIS Base Mapping / Travel Time Arterial Networkwide
- Phoenix (Maricopa Assoc of Gov – MAG)
 - 75,000 miles of Travel Time Runs and Network Mapping

Applications

- Tucson (Pima Assoc of Gov – PAG)
 - 20,000 miles of Travel Time Runs and Network Mapping
- Denver Council of Governments (DRCOG)
 - 5,000 miles for Model Calibration
- Savannah Georgia MPC
 - New TMA – 2004 CMS

Data Collection Flow Chart



A screenshot of the ArcView GIS 3.2a software interface. On the left, a table provides detailed information about a selected route segment:

Shape	PolyLine
Route	FM 495 - EB
Direction	EB
EndDir	PM
StartMP	35418.753600
EndMP	38058.431600
NewInSegment	GLASSCOCK to FM 494 (SHARY)
NewPastNew	PAST
City	MISSION
Distance	2636.128200
WtAvgSpeed	45.000000
WtAvgSpeed	11.935000
WtAvgID	0.265021
Level	Congested
Offset	300
REV SegID	328
Avg	a

The main map view shows a complex network of roads with various segments highlighted in different colors (red, yellow, green) and labeled with route numbers like 649, 326, 327, 328, 329, 330, 304, and 305. A legend on the left indicates symbols for Stop, Segment, and Travel.



Mapping Setup

- Driver and Computer Operator
- Trimble GPS (sub-meter accuracy)
 - Geo-Code Speeds, Intersections, School Zones, Lanes, Signals, Jurisdictions, Driveway Density
- Computers
 - GPS
 - Pavement Sensor
- Digital Video Camera
- Video Encoder



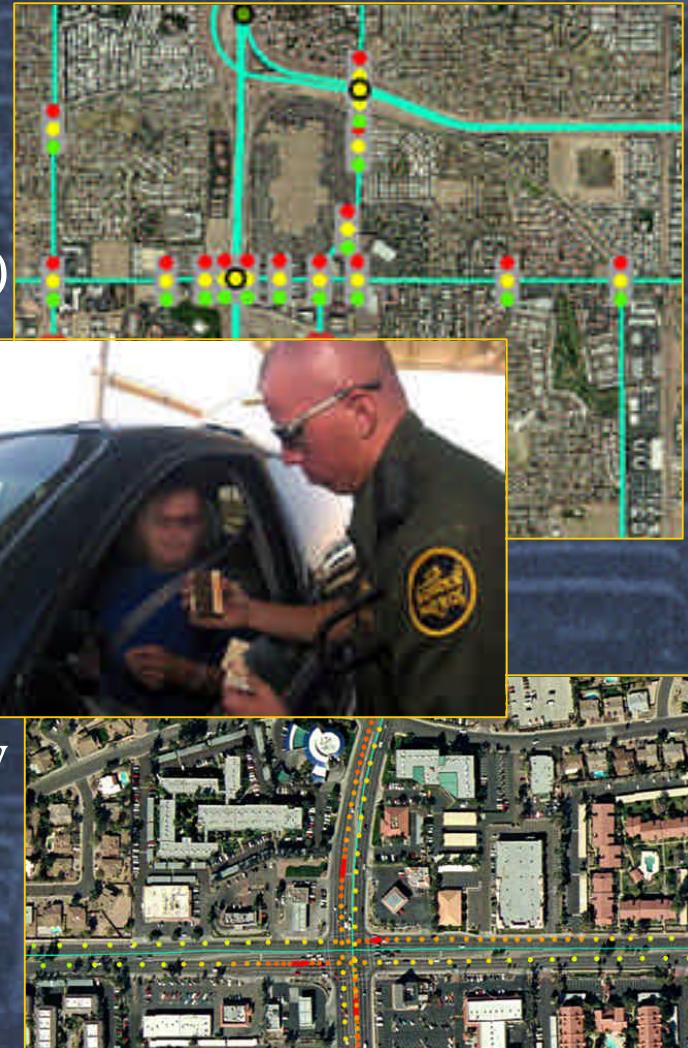
Travel Time Setup

- Driver
- Differentially Correctable Trimble GPS (10' accuracy)
- Dell PDA
- Digital Video Camera (optional)
 - Video Encoder



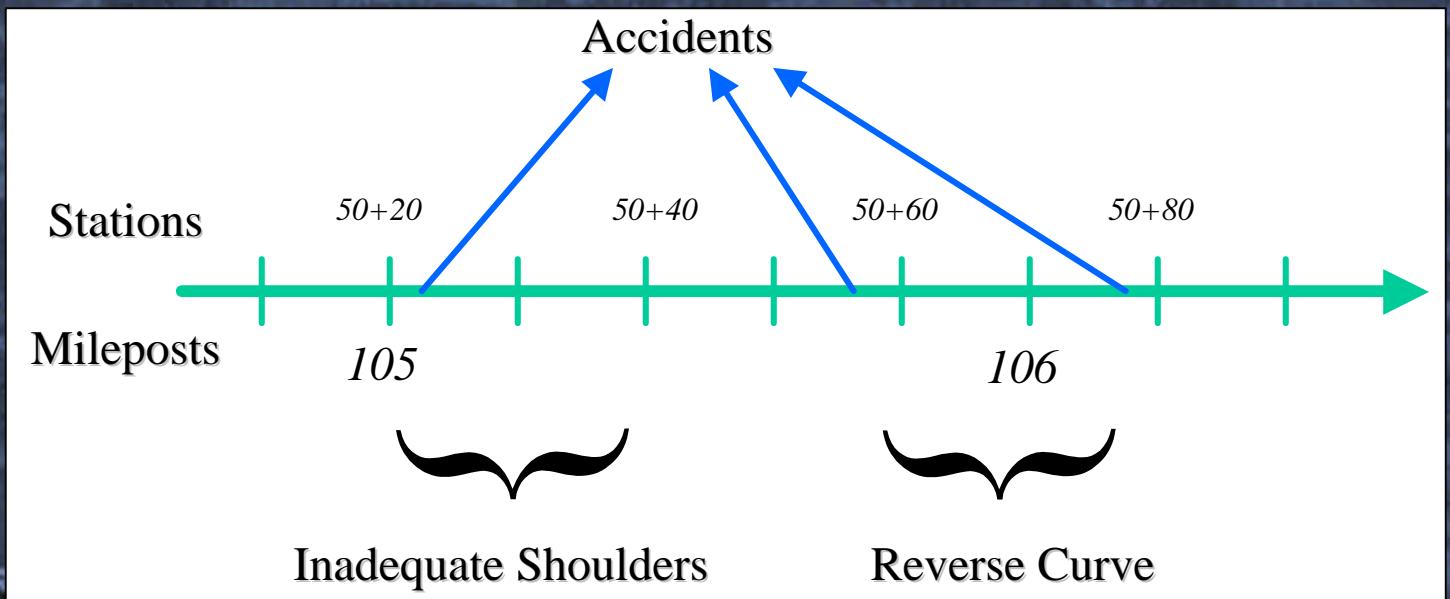
GIS Structure

- Linear Reference System
 - Structured for Repetitive Use
(Annual Unit Performance Plan)
- Segment Definitions
 - Intersections, Border Check Points, etc
- Processing Tools
- Flexible Summaries from Raw Data

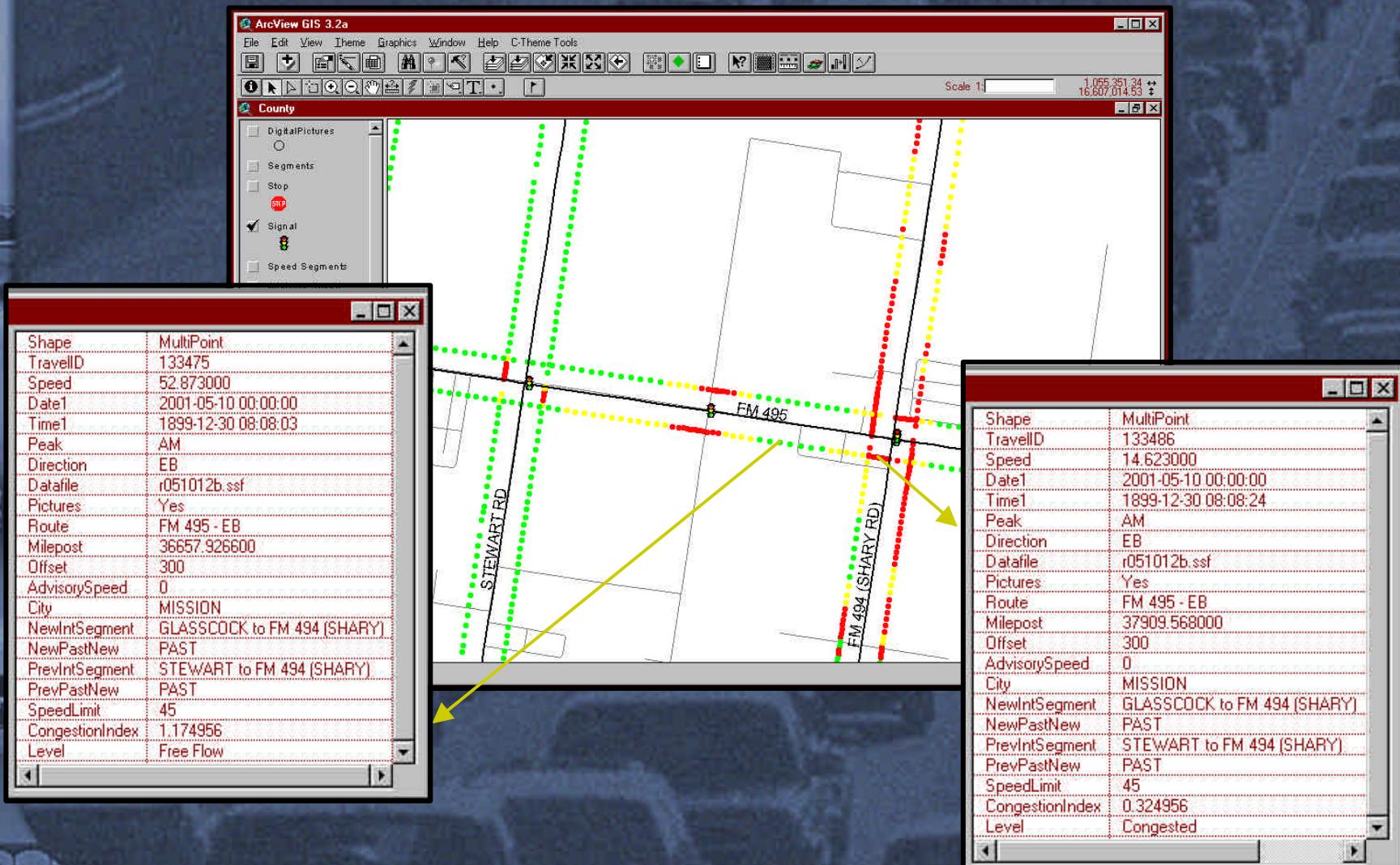


Linear Referencing/Dynamic Segmentation

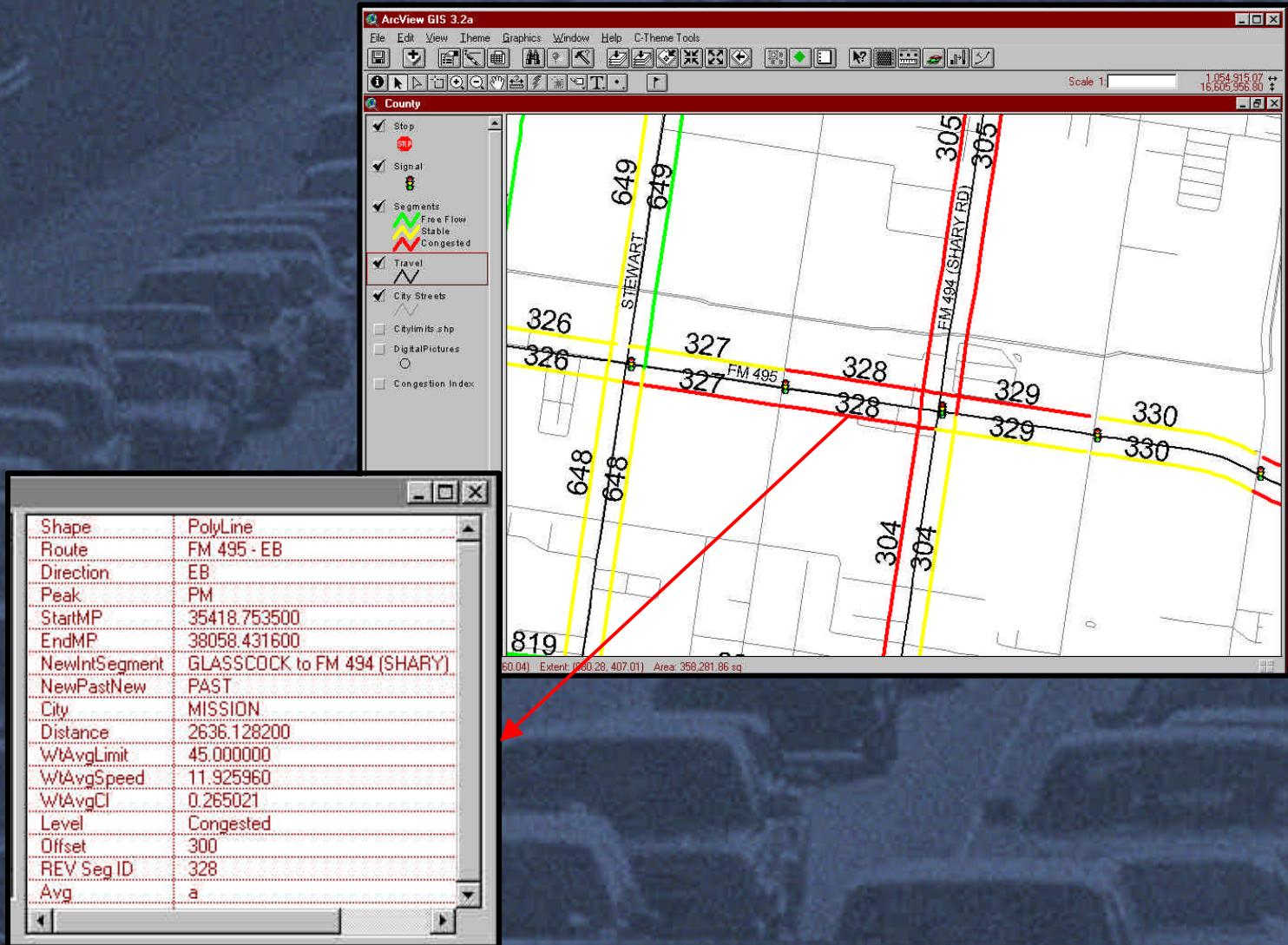
- GIS for Transportation
 - Map the connections between places
 - Create events along a route



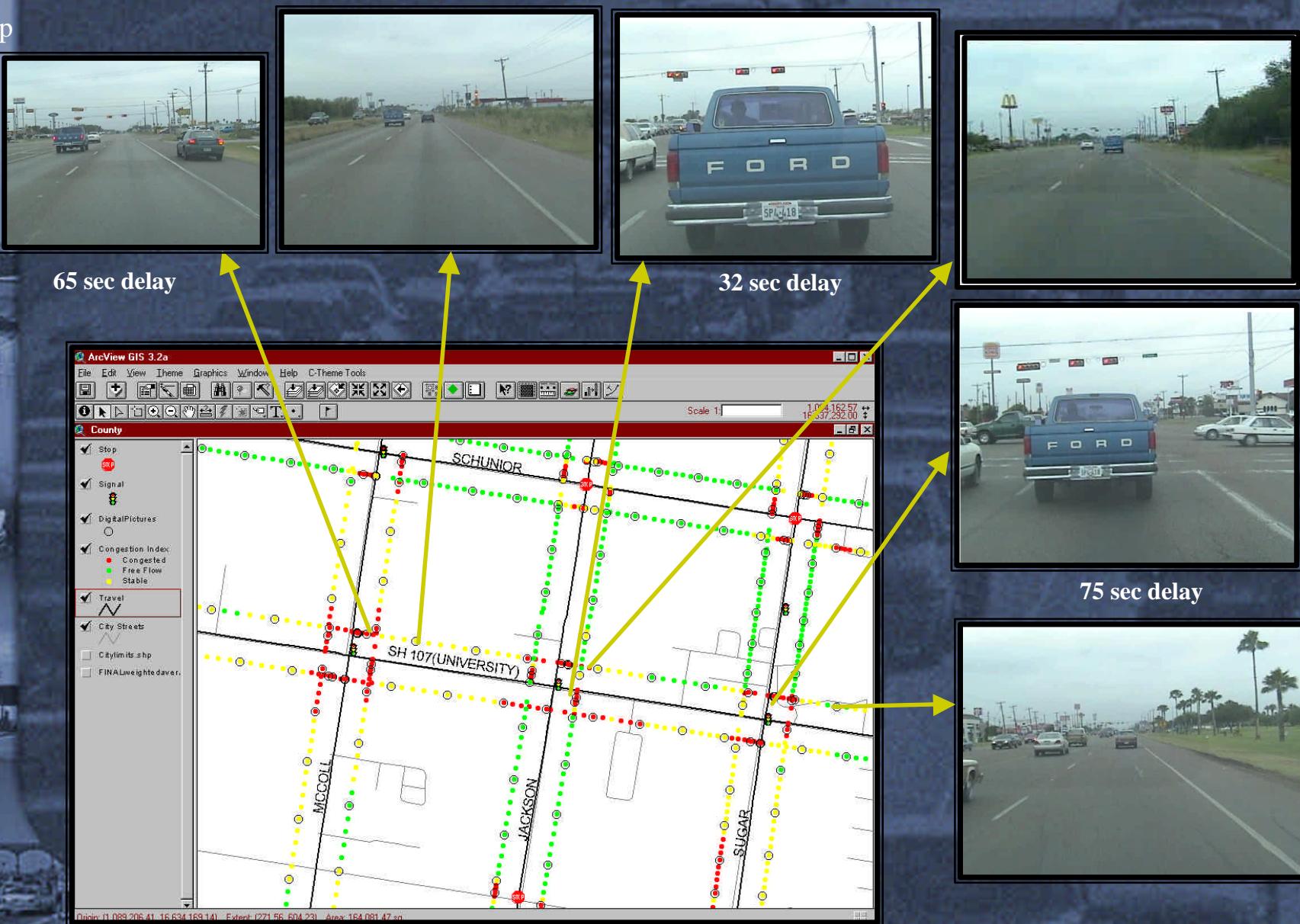
1-Second Points



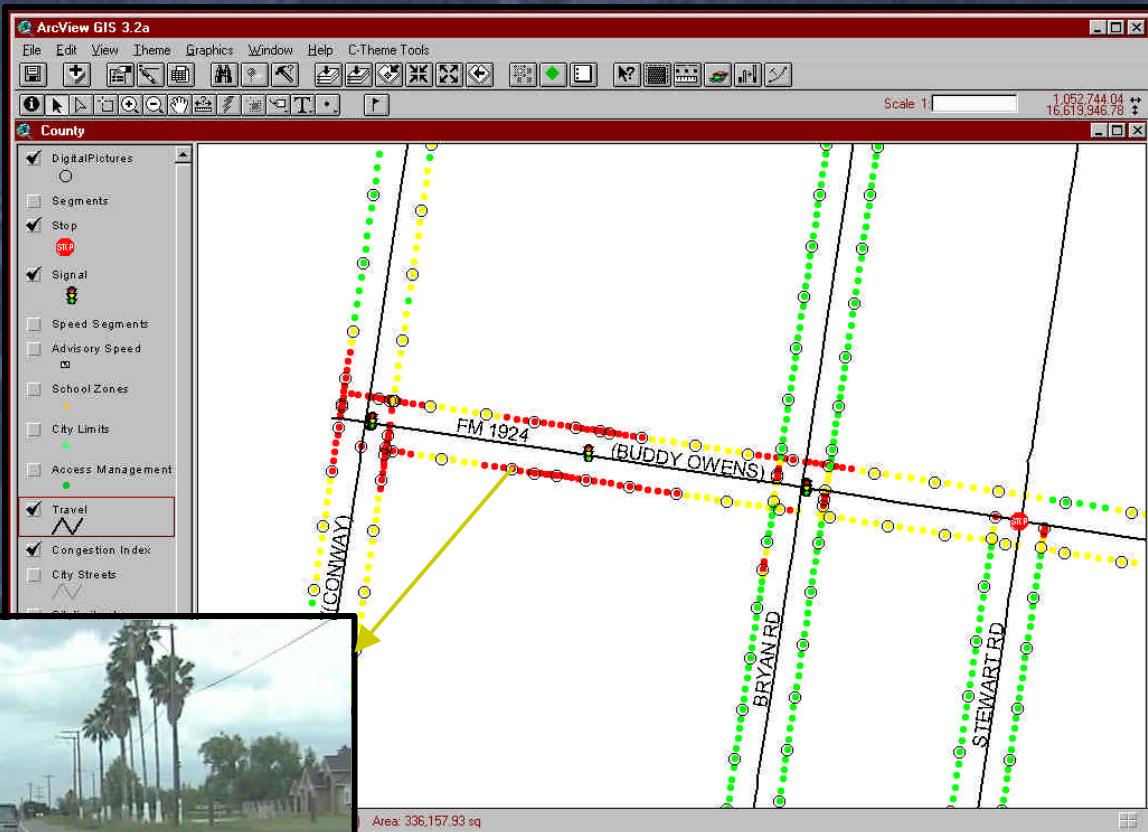
Segment Summary



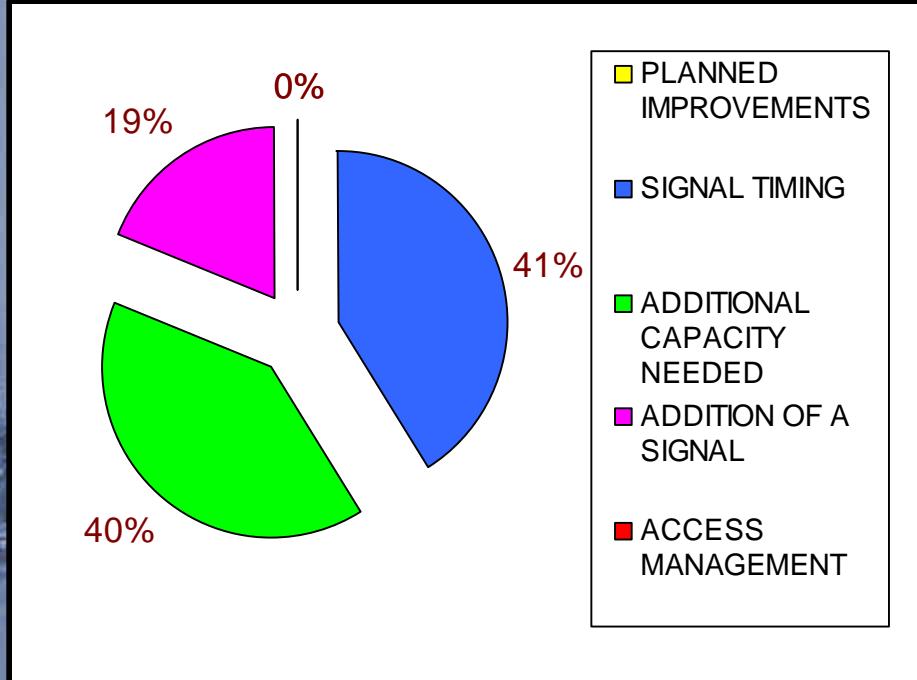
Delay - Signal Coordination



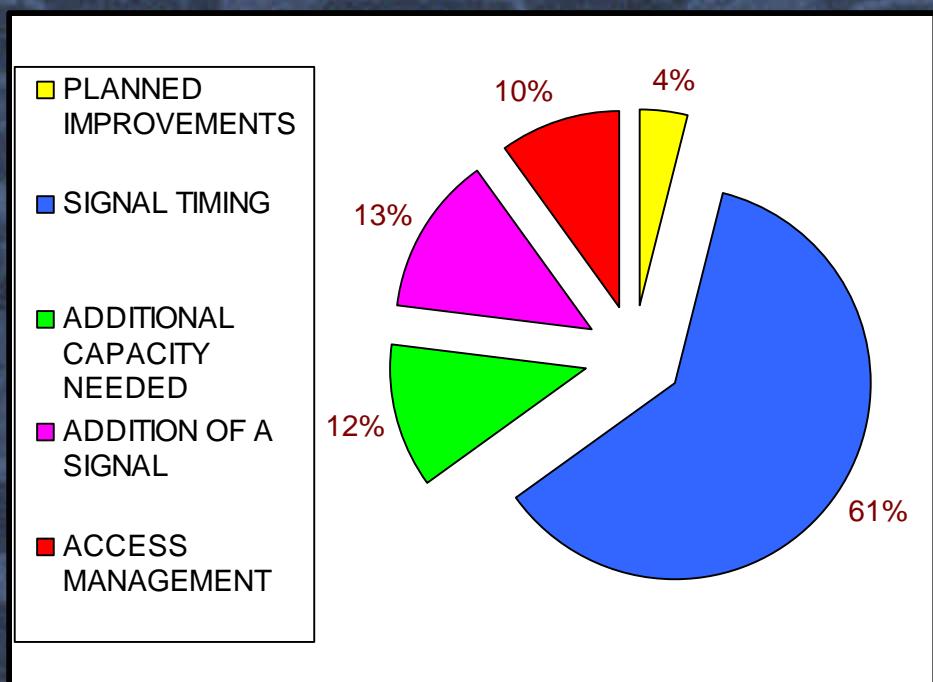
Delay -Capacity Constrained Link



Historic Comps (Pre/Post GPS)



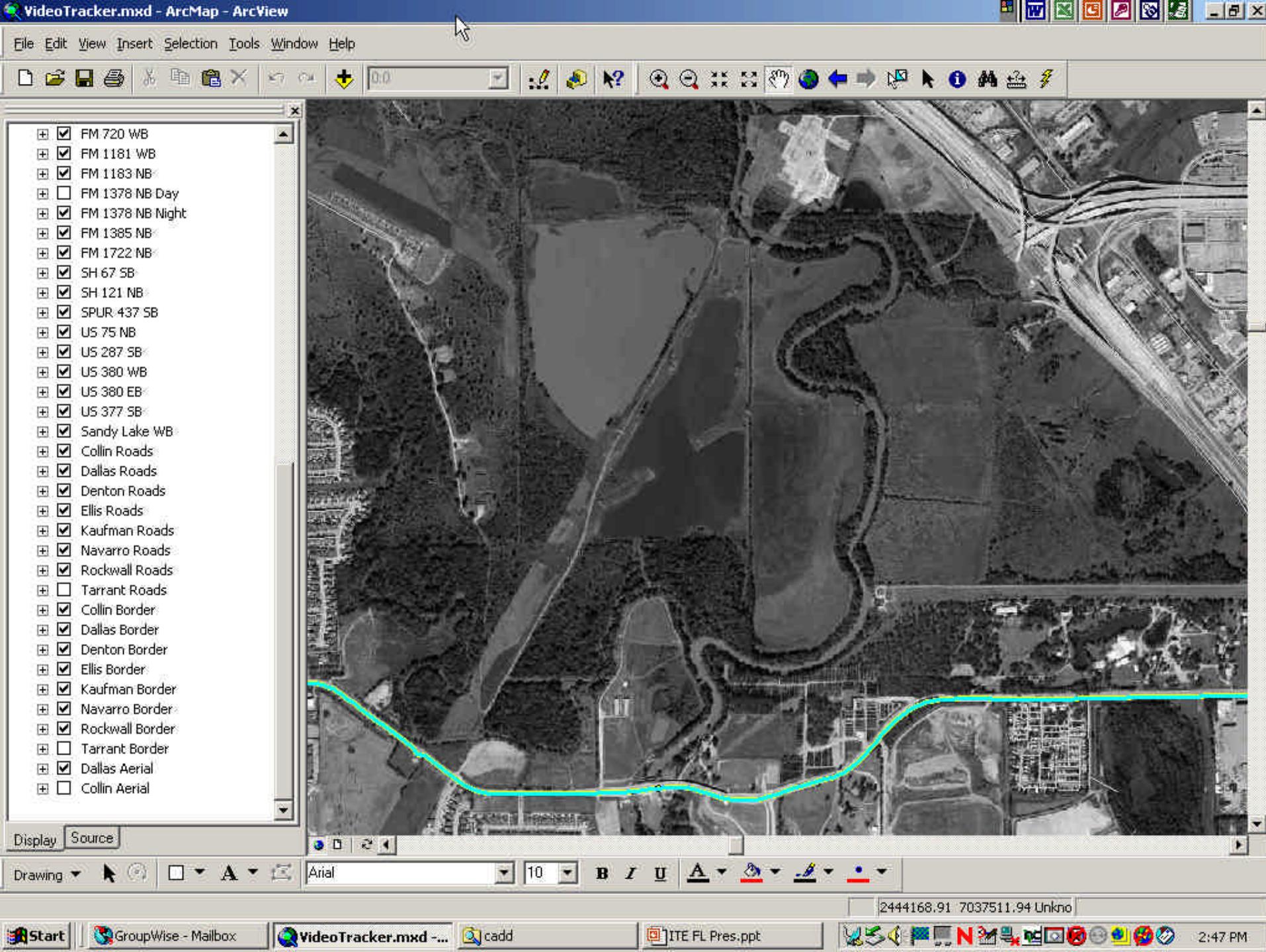
Spring 2001

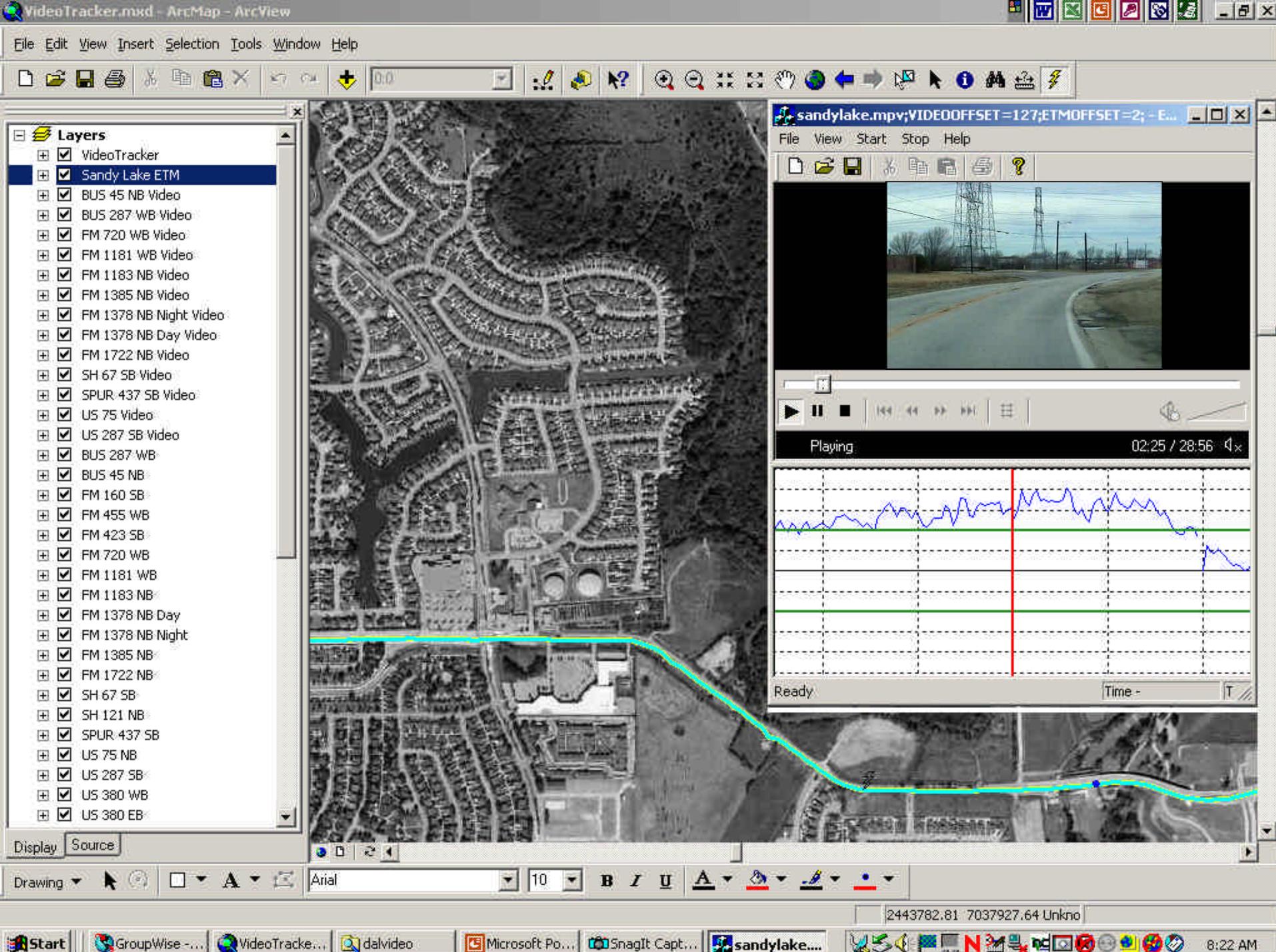


Winter 2000

Electronic Ride Quality

- Automated Data Collection
 - Sampled 50-100 Times a Second
 - Video Referenced
- Tabulates Areas with Unacceptable Results
- Excellent Representation of Ride Quality
- Collected at Same Time as Mapping or Travel Time Runs



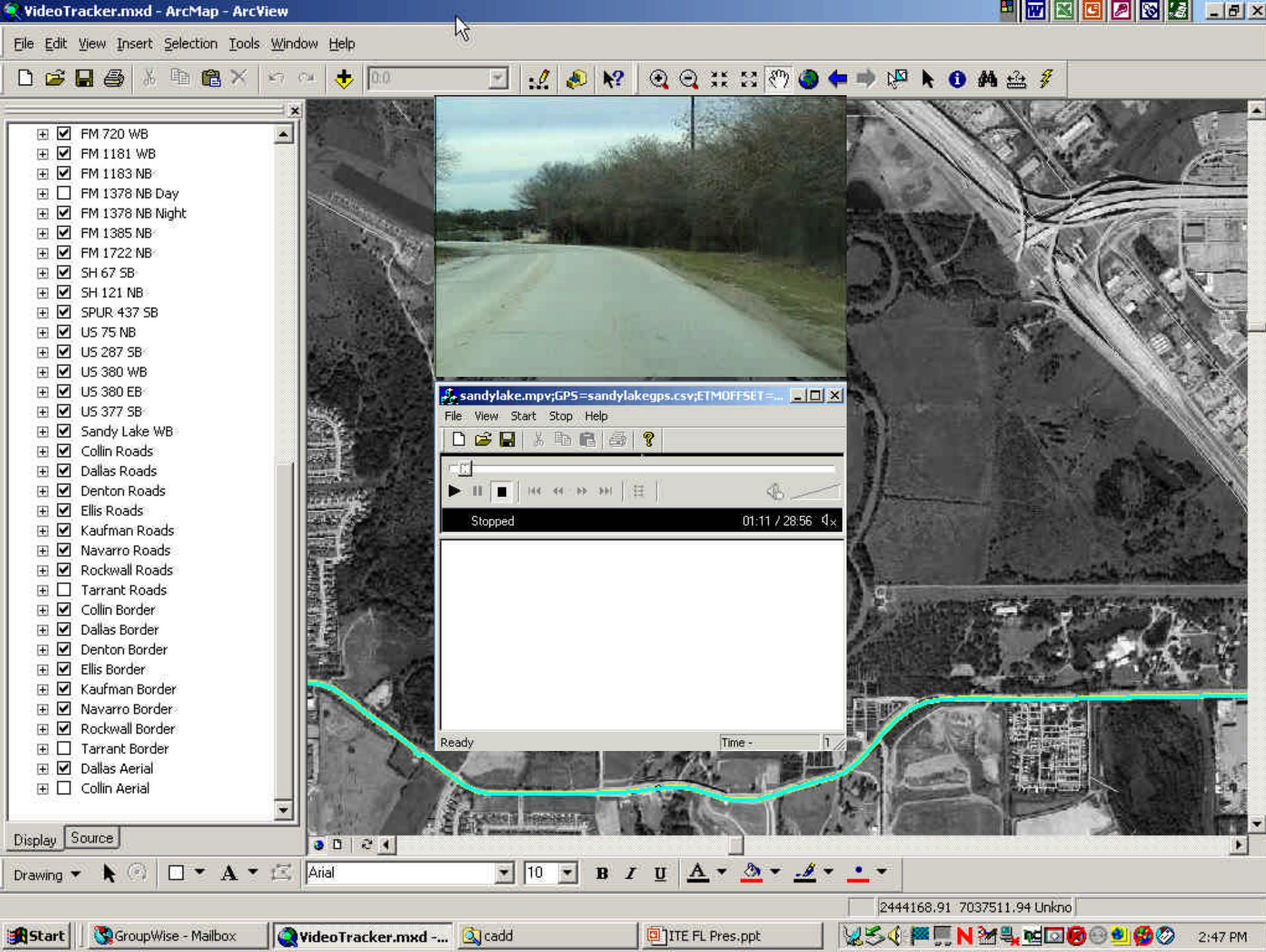


Advantages

- Detailed Data Summary
 - Smaller Segments – Site Specific
 - More Direct Results to Highlight Areas of Delay
 - Versatile Aggregation of Raw Data
 - Video Confirmation of Results and Causes of Delay
 - Well-suited for Annual Analysis



Questions ??



APPENDIX C – IMPLEMENTATION OF FAST/C-TPAT SECURITY MEASURES

EUGENO GARZA

Five Requirements for *FAST* Eligibility - Importer, Manufacturer ,& Carrier Must be C-TPAT

**1. Importer
IRS Number**

+

**2. Manufacturer
Identification
Number**

+

**3. Standard
Carrier Alpha
Code (SCAC)**

+

**4. FAST Driver
Registration
Card**

+

**5. ISO 17712
High Security
Seal**

=

**FAST Eligible
Shipment**

•All five requirements must be
met to use the FAST lane

APPENDIX D – FAST BROCHURE



OVERVIEW

The FAST program is a bilateral initiative between the United States and Mexico designed to ensure security and safety while enhancing the economic prosperity of both countries. In developing this program, Mexico and the United States have agreed to harmonize, to the maximum extent possible, their commercial processes for clearance of commercial shipments at the border. This will promote free and secure trade by using common risk-management principles, supply chain security, industry partnership, and advanced technology to improve the efficiency of screening and clearing commercial traffic at our shared border.

OBJECTIVES

FAST is an ambitious program both in terms of its scope and its implementation date. For the U.S. and Mexico, the initiative's objectives promise to revolutionize the processing of transborder trade:

1. The program aims to increase the integrity of supply chain management by offering expedited clearance to carriers and importers enrolled in Customs Trade Partnership Against Terrorism (C-TPAT).
2. It's designed to streamline and to integrate registration processes for drivers, carriers, and importers; minimizing paperwork and ensuring only low risk participants are enrolled as members.
3. The initiative seeks to expedite clearance of low risk transborder shipments by reducing Customs information requirements, dedicating lanes at major crossings to FAST participants, using common technology, and physically examining cargo transported by these low risk clients at the lowest levels possible.
4. The program is a catalyst for both Customs administrations to participate in the enhanced technologies by using transponders, which would make it easier to clear low risk shipments, and would mitigate the cost program participation for FAST partners.

BENEFITS

FAST approved highway carriers will benefit from:

1. Dedicated lanes (where available) for greater speed and efficiency in the clearance of FAST transborder shipments.
2. Reduced number of examinations for continued compliance with Customs FAST requirements.
3. A strong and ongoing partnership with the Mexican and Customs (C-TPAT) administrations.
4. Enhanced supply chain security and safety while protecting the economic prosperity of both countries.
5. The knowledge that they're carrying shipments for a C-TPAT approved importer.
6. A head start for the upcoming modifications to FAST that will expand eligible electronic cargo release methods. The FAST processing of Pre Arrival Processing System (PAPS) is currently in use and will commence at locations along the southwest border during this year.

INAUGURATION

The initial phase of FAST for U.S. and Mexico bound commercial shipments will begin on September 2003 at the Port of El Paso, Texas, with additional locations to be operational by January 2004:

1. El Paso, Texas – Ciudad Juarez, Chihuahua – September 2003

Operational by January 2004:

2. Laredo, Texas – Nuevo Laredo, Tamaulipas
3. Hidalgo, Texas – Reynosa, Tamaulipas
4. Brownsville, Texas – Matamoros, Tamaulipas
5. Otay Mesa, California – Tijuana, Baja California
6. Calexico, California – Mexicali, Baja California
7. Nogales, Arizona – Nogales, Sonora

QUALIFICATIONS

FAST is a harmonized clearance process for known low-risk shipments. Thus, any truck using FAST lane processing must be a C-TPAT approved carrier, carrying qualifying goods from a Customs-Trade Partnership Against Terrorism (C-TPAT) approved importer, and the driver in the possession of a valid FAST-Commercial Driver Card. FAST processing is based upon advanced electronic transmission of information. The following are the key components:

1. **Importer Registration:** Importers will complete a FAST Application to Customs and Border Protection in the United States. Importers authorized to use the FAST program for

clearance into the United States will have a demonstrated history of complying with all relevant legislative and regulatory requirements, and will have made a commitment to security enhancing business practices as required by C-TPAT. Please note that manufacturers that are wholly or majority owned subsidiaries of current C-TPAT importers, are controlled by the C-TPAT importer and are included in the importer's C-TPAT security profile, will be eligible for FAST processing upon completion of a FAST application form by the C-TPAT importer, and the submission of a signed C-TPAT application by the manufacturer.

- 2. Carrier Registration:** Carriers will complete the FAST Highway Carrier Application Process requirements that include corporate information, a security profile, and a written Highway Carrier Agreement. In order to qualify for FAST Highway Carrier membership into the U.S. and Mexico, a carrier application must be submitted to the FAST Processing Center. An independent risk assessment will be performed and once the assessment is complete, an approval for FAST participation will be authorized. For the United States, a FAST approved carrier will have met all aspects of C-TPAT through the FAST registration process. Carriers must ensure that all of their employed drivers are in possession of a valid FAST Commercial Driver Identification Card or other identification issued only by Customs and Border Protection.
- 3. Commercial Driver Application:** Drivers will complete a single FAST Commercial Driver Application for the U.S. and Mexico. The application will be risk assessed by customs and immigration services in the United States. Applicants identified as low risk will report to an enrollment center where they will be interviewed, have their original identification and citizenship documents reviewed, fingerprinted and have a digital photo taken. Low-risk applicants will then be issued a FAST – Commercial Driver Identification Card.

The initial FAST commercial driver enrollment center will be operational at the Port of El Paso in September 2003, with additional centers to be operational by January 2004:

1. El Paso – September 2003

Operational by January 2004:

2. Calexico
3. Otay Mesa
4. Laredo
5. Nogales
6. Brownsville
7. Hidalgo

Cargo Release Methods

The two present cargo release methods for FAST shipments are the National Customs Automated Prototype (NCAP) and the Pre-Arrival Processing System (PAPS). NCAP/FAST

processing for FAST began in December 2002. The FAST processing of PAPS shipments is presently operating.

1. **FAST:** *FAST* is the first completely paperless cargo release mechanism put into place by Customs and Border Protection. This paperless processing is achieved through electronic data transmissions and transponder technology. FAST is highly automated and allows for the expedited release of highly compliant cargo from major importers, reducing congestion at our land borders.
2. **The Pre Arrival Processing System (PAPS)** is a Customs Automated Commercial System (ACS) border cargo release mechanism that utilizes barcode technology to expedite the release of commercial shipments while processing each shipment through Border Cargo Selectivity (BCS) and the Automated Targeting System. (ATS).

Additional Information

Additional information can be found on the Customs web site at www.cbp.gov by typing FAST under the search criteria. In addition, you can call one of the designated FAST ports and ask for a FAST representative.

APPENDIX E – COMMON ISSUES IN TRANSPORTATION RESPONSE/RECOVERY

VINCE PEARCE

Common Issues in Transportation Response/Recovery

Vince Pearce
FHWA

Texas Border Partnership
March, 2004

Agenda

- FHWA Role
- Genesis of TSA Maritime and Land
- Major Issues
- Highlights of the National Incident Management System

FHWA Office of Operations Role

- Facilitating improved communication and creating partnerships
- Assembling and distributing best practices
- Providing for education, awareness, and training
- Engaging in Research and Development
- Coordination with other federal agencies
- Distributing information on threats
- Ensuring the transportation system will support Supporting military deployments
- Advocating planning and preparation, and having in place a program of active management of the transportation network

TSA's Role

- The UnderSecretary shall be responsible for security in **all modes** of transportation. The UnderSecretary shall—
 - ◆ (1) receive, assess, and distribute **intelligence information** related to transportation security;
 - ◆ (2) assess threats to transportation;
 - ◆ (3) develop **policies, strategies, and plans** for dealing with threats to transportation security;
 - ◆ (4) make other **plans** related to transportation security, including coordinating countermeasures with appropriate departments, agencies, and instrumentalities of the United States Government;
 - ◆ (5) serve as the **primary liaison** for transportation security to the intelligence and law enforcement communities;
 - ◆ (6) on a day-to-day basis, manage and provide operational guidance to the field security resources of the Administration, including Federal Security Managers;
 - ◆ (7) enforce security-related **regulations and requirements**;

TSA's Role, Continued

- The UnderSecretary shall be responsible for security in **all modes** of transportation. The UnderSecretary shall—
 - ◆ (8) identify and undertake **research and development** activities necessary to enhance transportation security;
 - ◆ (9) **inspect, maintain, and test** security facilities, equipment, and systems;
 - ◆ (10) ensure the adequacy of security measures for the **transportation of cargo**;
 - ◆ (11) oversee the implementation, and ensure the adequacy, of **security measures** at airports and other transportation facilities;
 - ◆ (12) require **background checks** for airport security screening personnel, individuals with access to secure areas of airports, and other transportation security personnel;
 - ◆ (15) carry out such other duties, and exercise such other powers, relating to transportation security as the Under Secretary considers appropriate, to the extent authorized by law.

TSA Maritime and Land

- Creation
- Staffing
- Funding
- Regulation
- Lines of authority in DHS

Workshop Concept

- Two day interactive workshop
 - Pre-incident planning/preparation
 - Initial response actions (1-24 hours)
 - Extended recovery/response (24+ hours)
- Focused on individual metro area
 - 18 workshops completed including 1 in a rural, freight-intensive corridor
 - Areas chosen from DHS high-risk list

Workshop Participants

- Federal, state & local transportation
- Federal, state & local first responders
 - ♦ Fire, Police , EMS & FBI
- Federal, state & local emergency managers
- Planning & Public Information staff
- Public health
- Military including Civil Support Teams
- State Homeland Security

Common Issues

- Sharing intelligence
 - ◆ Getting transportation “in the loop”

Common Issues

- Defining Critical Infrastructure
 - ◆ Which list and why?

Common Issues

- Regional Coordination
 - ◆ Evacuation coordination
 - ◆ Levels of preparedness

Common Issues

- Incident/Unified Command
 - ◆ Making ICS work
 - ◆ How transportation fits

Common Issues

- Communications Interoperability
 - ♦ Everybody's problem
 - ♦ How transportation is part of the solution

Common Issues

- Resource Needs
 - ♦ Countermeasures
 - ♦ Training, exercises

Common Issues

- Use of contracted services in DOTs
 - ♦ Availability
 - ♦ Coordination
 - ♦ Preparedness

Common Issues

- Public information
 - ♦ Transportation's resources
 - ♦ Challenge of coordination

Common Issues

- Decontamination
 - ♦ Scale
 - ♦ Vehicles, facilities, and people

Common Issues

- Credentialing
 - ♦ Not transportation's job, but...

Common Issues

- Understanding Mutual Aid & Specific Authority
 - ◆ Requesting aid
 - ◆ Contracting
 - ◆ Closures

NIMS and Surface Transportation Security

- Why Do We Care?
- Its Objective
- Its Composition

NIMS Components

- Command and Management
- Preparedness
- Resource Management
- Communications and Information Management
- Supporting Technologies
- Ongoing Management and Maintenance
- Appendices

Preparedness

- What do Preparedness organizations do?
- The Jurisdictional EOP

The NIMS Integration Center

1. Education and awareness
2. Compatibility
3. Publications
4. Assessment criteria
5. Training requirements
6. Exercises
7. Publication management system
8. Publication management requirements
9. Develop emergency responder and management certification
10. Approve emergency responder and management certification standards

The NIMS Integration Center

11. Documentation/Database system for qualification/certification/credentialing
12. Data maintenance system for incident managers
13. Professional certification standards
14. Equipment and communication system standards
15. Resource typing standards
16. Information framework and standards
17. Technical and technology standards
18. Integrating into the national R&D agenda
19. Repository and clearinghouse

The End

- *With questions or for further information, please feel free to contact:*
- *Vince Pearce, Public Safety and Security Team Leader*
- Vince.pearce@fhwa.dot.gov

- *Check out our website at*
<http://www.ops.fhwa.dot.gov/opssecurity>

APPENDIX F – SIGN-IN SHEETS

Registration of Attendance
FOR TEXAS BORDER PARTNERSHIP WORKING GROUP
March 10, 2004

Name	Organization	Phone	Fax	E-mail
John Mack	FHWA	534-5960		john.mack@fhwa.dot.gov
Homer Villarreal	TXDOT	410-3228	410-3078	hvillar@dot.state.tx.us
Seth Prince	TXDOT	486-5706		
Catherine Wolff	TXDOT	486-5124	486-5153	cwolff@dot.state.tx.us
Michael Chamberlain	TXDOT	486-5142		mchamber@dot.state.tx.us
John P. McCray	UTSA	210 458 2507	2515	jmcgray@utsa.edu
Mike LeArty	FHWA	512 536 5840		
Chitramani Ravikiran	✓		5901	
Bill Stockton	TTI	979-845-9947		bill.stockton@tamu.edu

**Registration of Attendance
FOR TEXAS BORDER PARTNERSHIP WORKING GROUP
March 10, 2004**

Name	Organization	Phone	Fax	E-mail
Danny Lays	TDOT(VTR)	822-3291		
JERRY DIKE	TDOT-VTR	405-7570	467-5709	JDIKE@DOT.STATE.TK.US
Roland May	" - TRF	416-3305		R.MAY@DOT.TK.US
DUNN Pufpaff	TDOT-VTR	302-2039		dpu/paff@dot.state.tk.us
R.Harrison	CTR-UT	512 232 3113		
Juan Vilb.	TTI-	979-5623382		j.villa@ttimeil.tamu.edu

Registration of Attendance
FOR TEXAS BORDER PARTNERSHIP WORKING GROUP
 March 10, 2004

Name	Organization	Phone	Fax	E-mail
Steve Taylor	Carter & Burgess	214-678-0145	214-678-5676	Taylor.steve@cbwg.com
Efrain Esparza	TROOT ELP	(415) 790-4313	(415) 790-4278	
Chuck Berry	TXDOT-ELP	(915) 790-4203		cberry@dot.state.tx.us
Gus DELA Rosa	TXDOT-FRO	512-374-5327	512-374-5325	gdelarosa@dot.state.tx.us
Mitch Batuzich	FHWA	(512) 536-5905	536-5990	michael.batuzich@fhwa.dot.gov
Albert Hinojosa	FHWA	512-536-5967	536-5990	albert.hinojosa@fhwa.dot.gov
Mark Rogers	Tx DPS	512/424-2775	512/424-7788	mark.rogers@tx.dps.state.tx.us
Ron HAUERIAAR	FMCSA	512 536-5782		Ron.Haueriar@fmcsa.dot.gov
Lisa Michellan Dye	U.S. DOT-FHWA	619 699 7332 or 512 536 5926	619 699 1905	Lisa.dye@fhwa.dot.gov
Charmaine Knighton	U.S. DOT-FHWA	512-536-5702		charma.re.Knighton@fhwa.dot.gov

Registration of Attendance
FOR TEXAS BORDER PARTNERSHIP WORKING GROUP
March 10, 2004

Name	Organization	Phone	Fax	E-mail
Luis A. Ramirez	TXDOT-LAD	956-712-7405	712-7401	lramireza07.state.tx.us
Eugenio GARZA	U.S. Customs and Border Protection Delos Santos, Frank	956-523-7314 454	956-523-7313	Eugenio.GARZA@DHS.GOV Frank.DelosSantos@Customs TIES.Gov
KEVIN CLEERE	Customs & Border Protection	956-794-9416	983/794-9446	KEVIN.CLEERE@DHS.GOV
ROY Gilkyard	EL PASO MPO	(915)591-9755	915-591-9726	Rgilkyard@ELPASOMPO.ORG
ED MOLITOR	TCMPO	956-682-3481	956-682-3295	emolitor@Inroute.org
David De Leon	HARLINGEN STANDARDS MPO	956-427-8724	956-330-4466	ddeleon@ci.harlingen.tx.us
RAY Munoz	USDOT/FMCSA	310-641-6522	512-	Ramirez.Munoz@FMCSA.DOT.GOV
LUTHER S. KIM	Port of CORPUS CHRISTI	361-885-6180	361-883-8779	LUTHER@POCCA.COM

Registration of Attendance
FOR TEXAS BORDER PARTNERSHIP WORKING GROUP
March 10, 2004

Name	Organization	Phone	Fax	E-mail
<u>Jim Randall</u>	TxDOT-TPP	512-986-5200 512-416-2324	512-986-5207	jrandall@dot.state.tx.us
<u>Vic Holubec</u>	TxDOT-TPP (Multimodal Section)	512-416-2348		vholubec@dot.state.tx.us
<u>Joe Barnard</u>	TxDOT MCD	512-465-3044	512-465-7333	j.barnard@dot.state.tx.us
<u>Huben Gonzalez</u>	TxDOT VTR	915-591-8149	915-591-2064	Rgonzal4@dot.state.tx.us
<u>Rob Baumgartner</u>	FMCSA	512-536-5980	512-916-5980	robey.baumgartner@fmcsa.dot.gov
<u>John Peacock</u>	TxDOT VTR	512-374-5271	512-374-5265	jpeacock@dot.state.tx.us
<u>BILL FRAWLEY</u>	TTI-Arlington	817.462.0537	817.861.4618	w-frawley@tamu.edu