

# PRESIDIO FREIGHT & TRADE TRANSPORTATION PLAN

OCTOBER 2020



EXECUTIVE SUMMARY

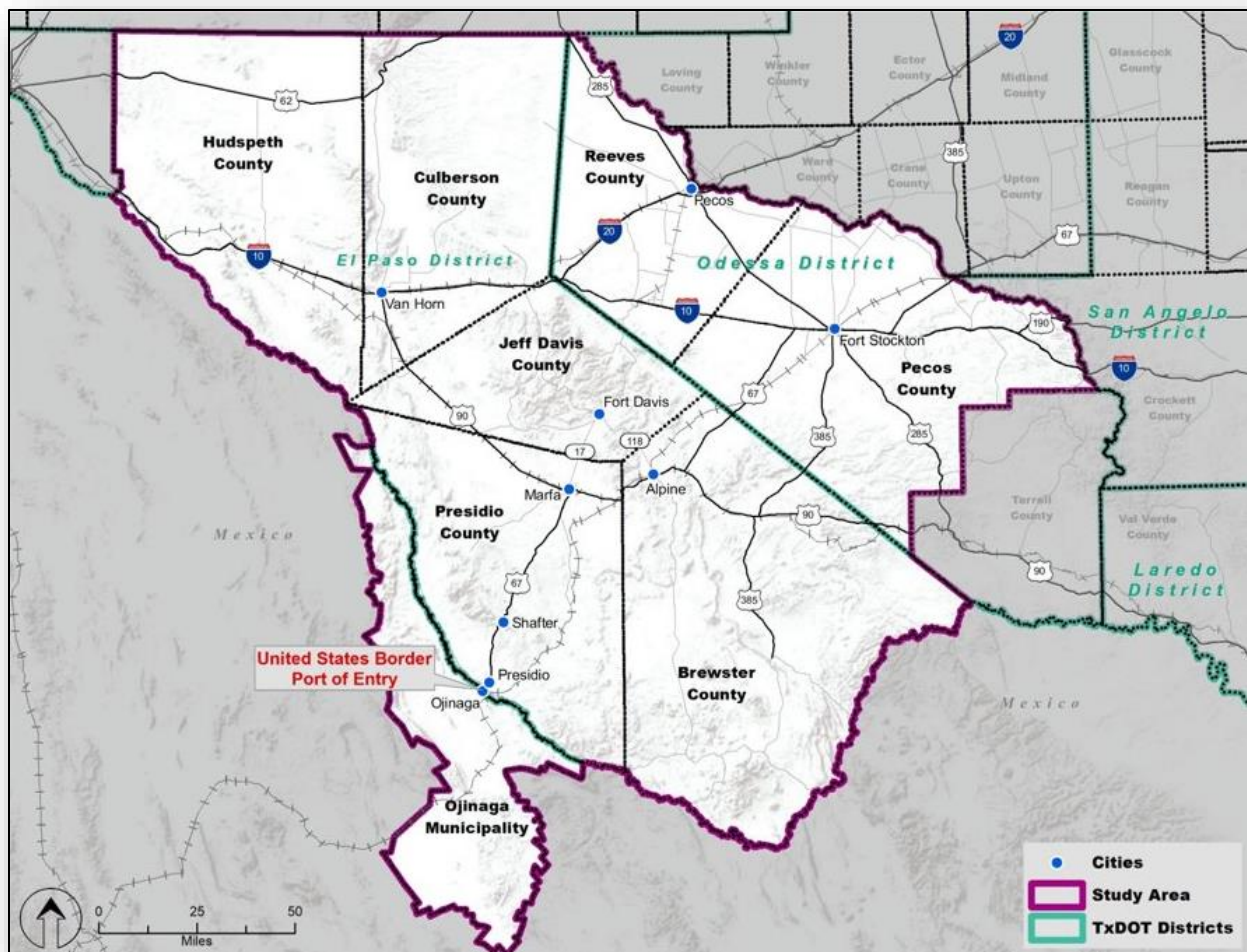


## Overview

TxDOT's Presidio Freight and Trade Transportation Plan (PFTTP) focuses on providing multimodal freight transportation strategies for the Presidio/Ojinaga region. This region provides a critical connection for national and international freight movement and there is strong interest within the region in improving freight movement in West Texas and beyond.

The PFTTP study region is served by a mix of truck and rail freight modes, contains both rural and urban activity centers, and has a multimodal Port of Entry (POE) along the U.S.-Mexico border. The Plan's study limits include Presidio, Pecos, Brewster, Jeff Davis, Reeves, Hudspeth, and Culberson Counties, portions of the Permian Basin and the San Angelo region, and the US/Mexico border, including the city of Ojinaga and other areas in the state of Chihuahua, Mexico (**Exhibit ES - 1**). While truck freight is the major freight mode for the region, this Plan takes a multimodal approach to ensure that all freight needs are identified and planned for and to promote better trade opportunities throughout the region.

Exhibit ES - 1: PFTTP Study Area



## Purpose

The purpose of this Plan is to serve as a strategic planning tool for the Texas Department of Transportation (TxDOT) El Paso District and regional stakeholders with a foundation in the following processes undertaken as part of its development:

1. Assess multimodal freight infrastructure and commodity flows
2. Identify the region's multimodal network of key freight infrastructure and assess freight bottlenecks
3. Evaluate the economic impact of freight movement
4. Identify trade-based economic development opportunities
5. Identify and develop a prioritized project list and implementation plan

*Exhibit ES - 2: Texas Freight Mobility Plan, US 67 Corridor Master Plan, & Texas-Mexico Border Transportation Master Plan*



This Plan allows the TxDOT EL Paso District to enhance and expand on other relevant plans - including the 2020 US 67 Corridor Master Plan (US 67 CMP), the Texas-Mexico Border Transportation Master Plan (TX-MX BTMP; under development), and the 2018 Texas Freight Mobility Plan (TFMP)- to ensure that all proposed projects and policies best serve the current and future transportation needs of the region (**Exhibit ES - 2**). One significant recommendation of the Texas Freight Mobility Plan was the development of regional freight plans. The PFTTP was developed in response to that recommendation.

## Approach

The study team deployed both qualitative and quantitative methods to identify the freight needs and develop strategies to enhance freight mobility in the region. Qualitative methods included workshops and interviews and a literature review of relevant plans, projects, and policies in the region.

Quantitative methods included socioeconomic, commodity flow, and geospatial analysis of data from various public and private sources.

## Stakeholder Engagement

The development of the PFTTP was guided by a public input process that involved workshops and stakeholder interviews. The stakeholder engagement process defined the goals and objectives of the study, supported and confirmed the findings of the various analyses conducted as a part of this study (economic analysis, freight needs, regional freight network identification, etc.), and identified potential strategies and projects that informed the development of the final Plan recommendations.

Two sets of workshops were conducted in October 2019 and March 2020. The first set of workshops involved roundtable discussions to gather the current needs and interests of the stakeholders, and an interactive activity to gather input on regional freight planning goals and objectives (**Exhibit ES - 3** and **Exhibit ES - 4**).

The second set of workshops allowed participants to provide critical input on the proposed regional freight network, identified freight needs, how transmigration traffic should be managed, potential strategies to address the identified freight needs, and project prioritization. For more information see **Chapter 1: Introduction**.

Exhibit ES - 3: Presidio Workshop Exercise

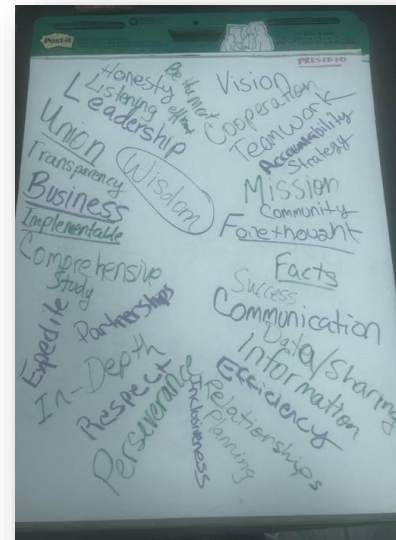
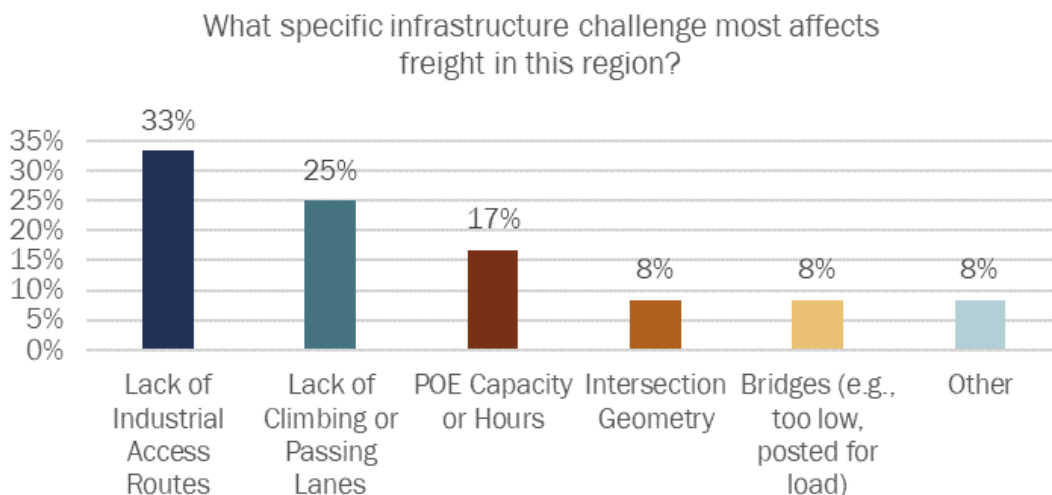


Exhibit ES - 4: Workshop Feedback on Freight Infrastructure Challenges



TxDOT conducted 15 interviews with freight stakeholders in the region in early 2020 to obtain a more detailed understanding of regional freight issues and concerns. The stakeholders interviewed were representative of the freight transportation modes, shippers, carriers, logistics service providers, freight facility operations, economic development officials, and the energy sector firms both within and outside of the study area. Stakeholders interviewed included:

- Union Pacific
- Texas-Pacifico
- Luis Olivas Trucking
- Solitaire Homes
- Presidio POE
- State of Chihuahua Secretaria de Desarrollo Rural (State’s Rural Development Agency)
- INDEX – Chihuahua Manufacturing Association
- Chipotle Chihuahua
- Norteños – Apple growers
- Mennonites—Cauhtémoc Commercial Corridors
- CODECH—organization of university, private public partnerships in Chihuahua
- Permian Basin Petroleum Association
- Permian Road Safety Coalition
- BAFAR – meat processor/ distributor
- Big Bend Trailers
- Heineken
- Pecan/Cattle Industry - Chihuahua



## Goals and Objectives

The goals and objectives for the PFTTP provided the guiding principles for the planning process and were developed in coordination with a targeted stakeholder engagement process (**Exhibit ES - 5**). The development of the goals and objectives was tailored to ensure consistency with the goals and objectives outlined in recent and ongoing TxDOT freight planning efforts, including the TFMP, the TX-MX BTMP, and the US 67 CMP (**Exhibit ES - 6**).

The TFMP goals and objectives align with the National Multimodal Freight Policy of the current federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act, in addition to the state's long-range transportation plan (Texas Transportation Plan 2040) and the TxDOT 2017-2021 Strategic Plan. By ensuring consistency with these documents, the PFTTP will support national, state, and regional freight planning, priorities, and goals. For more details about the Goals and Objectives and how they align with other plans and policies, see **Chapter 1: Introduction**.

Exhibit ES - 5: PFTTP Goals



### Support Economic Development/Jobs

Improve the contribution of the multimodal freight system for economic competitiveness, productivity, and development.



### Maintain a State of Good Repair

Maintain and preserve infrastructure that supports multimodal freight movements.

### Improve Mobility

Reduce congestion and improve system efficiency and performance.



### Leverage Advanced/Innovative Technology

Apply advanced and innovative technology to improve freight transportation.



### Improve Safety

Improve multimodal freight transportation system safety and security.



### Strengthen Partnerships/Coordination

Utilize and strengthen partnerships between governmental agencies and the private sector.

### Improve Freight Connectivity

Improve system connectivity for all freight modes.



### Promote Environmental Stewardship and Resiliency

Manage environmental and transportation resources responsibly and be accountable in decision-making.



Exhibit ES - 6: Alignment of PFTTP Goals with Other Relevant Plan Goals



PFTTP Goals	Texas Freight Mobility Plan	Texas-Mexico Border Transportation Master Plan	US 67 Corridor Master Plan
Support Economic Development/Jobs	✓	✓	✓
Improve Mobility	✓	✓	✓
Improve Safety	✓	✓	✓
Improve Connectivity	✓	✓	✓
Maintain a State of Good Repair	✓	✓	✓
Leverage Advanced/Innovative Technology	✓	✓	✓
Strengthen Partnerships/Coordination	✓	✓	✓
Promote Environmental Stewardship and Resiliency	✓	✓	✓

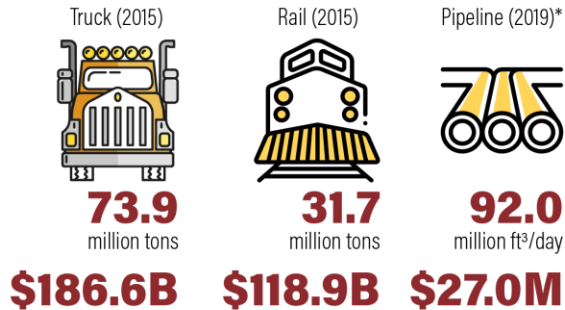
## Freight and the Economy

Every year, millions of tons of freight worth billions of dollars traverse the seven-county Presidio region and it's expected that this will more than double by the year 2045. Most of this is through-region freight (meaning the origins and destinations are outside of the region), so the region serves as an important bridge for national and international freight movement, particularly freight moving east-west. Freight-intensive industries also play a major role in regional employment and the local economy.

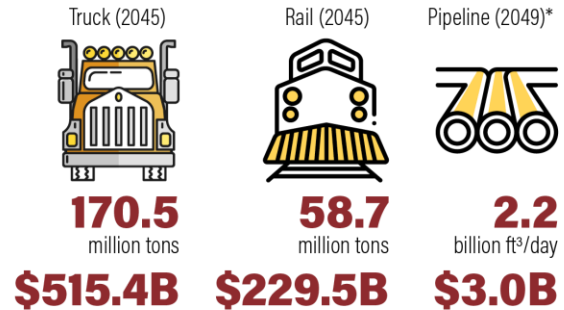
Truck and rail freight are the major modes in the Presidio region. Between the two modes, truck freight makes up about two-thirds of all freight transportation in the region by tonnage, units, and value. By 2045, both truck movements and rail movements will nearly double (**Exhibit ES - 7**).

Exhibit ES - 7: Current and Forecast Freight Volumes by Mode

### Current Volumes



### Forecast Volumes



Note: Other modes (air, Foreign Trade Zones, undefined) are minimal.

\*Pipeline estimates are for natural gas in the combined area of Presidio County and the City of Ojinaga.

Exhibit ES - 8: Rail Bridge Reconstruction

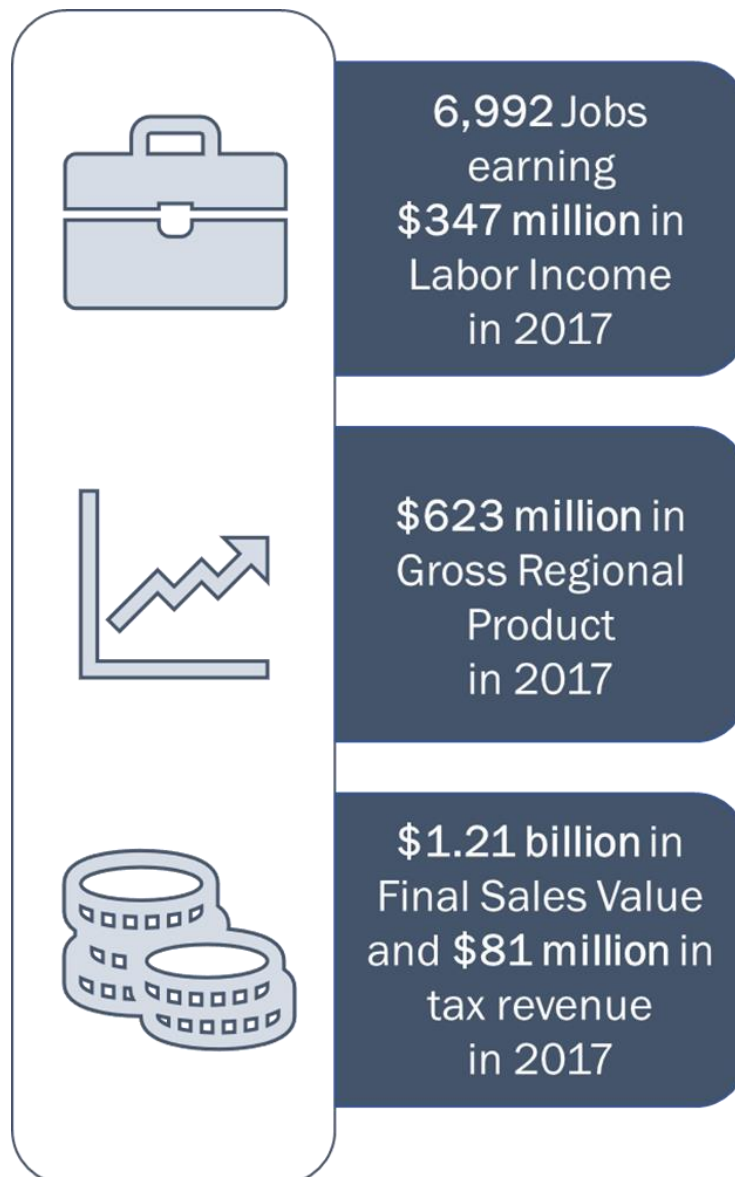


Both truck and rail flows move primarily east-west along the Interstate Highways and Union Pacific Railroad, respectively. Reconstruction of the rail bridge in Presidio and accompanying track improvements may result in increased north-south rail freight in the future (**Exhibit ES - 8**). This potential increase represents an economic development opportunity not only for the seven-county study area but also for adjacent regions. For more details on future freight flows, see **Chapter 2: Connecting the Presidio Region to the State and National Economies**.

## Economic Impacts

In 2017, the 7-county Presidio region facilitated \$325 billion in goods movements, equating to about 1% of national economic output. Of these movements, more than half (\$176 billion) originated or terminated in Texas, equating to about 6% of Texas' economic output. In the Presidio region, over 10,000 people were employed in freight-intensive goods related industries in 2017, amounting to more than one third of the regional employment base. As shown in **Exhibit ES - 9**, the economic impact of these industries in 2017 totaled 6,922 jobs, earning \$347 million in labor income to produce \$623 million in gross regional product, valued at \$1.21 billion in final sales value, taxed at \$81 million. In total such freight-depending impacts amount to between 25% (for employment) and 40% (taxes) of the regional economic base.

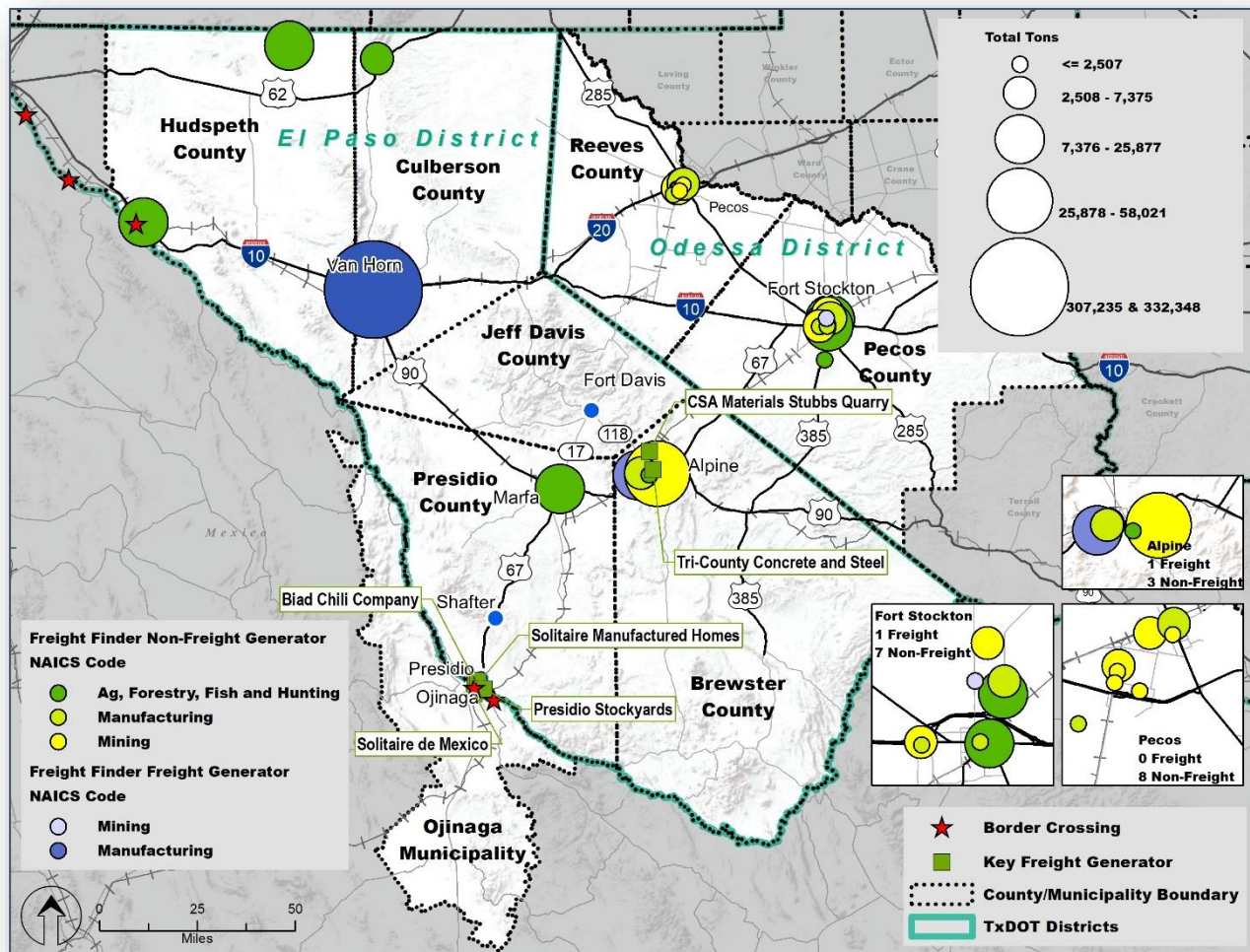
*Exhibit ES - 9: Freight Impacts on the Regional Economy*



## Key Supply Chains

The key supply chains in the PFTTP study area are those that serve resource-based, freight-dependent industries in the region (Mining, Agriculture, and Forestry/Fishing) and those that have a relatively high concentration of jobs in the region (Manufacturing). Collectively, these industries are the most freight dependent sectors in the regional economy (**Exhibit ES - 10**). For more details on freight's economic impact, see **Chapter 2: Connecting the Presidio Region to the State and National Economies**.

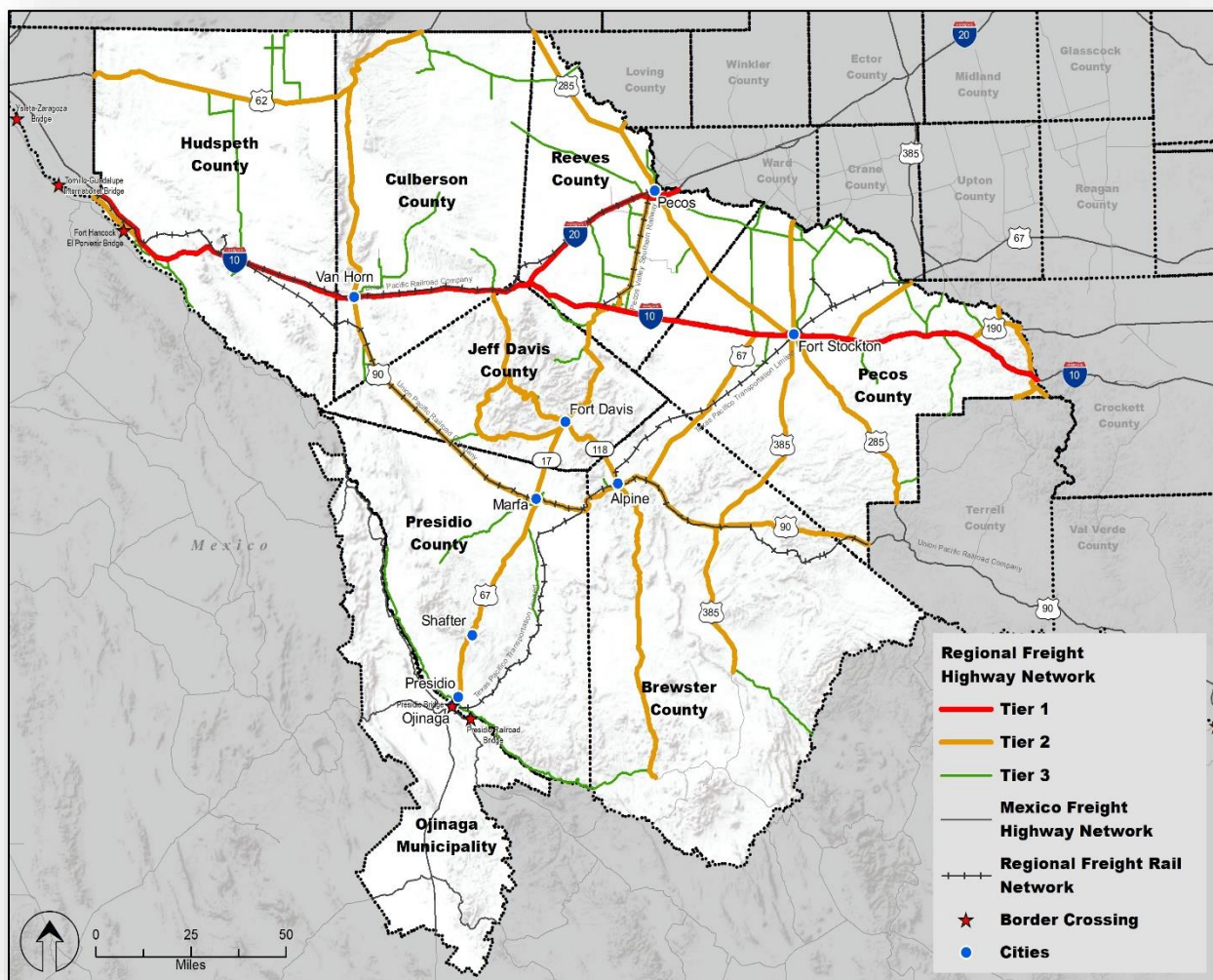
Exhibit ES - 10: Freight Intensive Industry Sectors and Tonnage, 2015



## Regional Multimodal Freight Network

Because of freight's importance to the regional economy, it is critical to identify the regional freight network to help prioritize funding for freight-related transportation projects. The Presidio Regional Multimodal Freight Network (**Exhibit ES - 11**) was determined through an analysis of data and stakeholder input. The Regional Freight Highway Network was classified into tiers, with Tier 1 highways representing the most significant highways (such as interstates), Tier 2 representing regionally significant freight facilities, and Tier 3 representing local freight facilities and candidate intermodal connectors. The network crosses into Mexico at the Presidio/Ojinaga POE providing connectivity to the Topolobampo corridor. This corridor, from Topolobampo to Fort Worth, has been identified as a "international emerging corridor" in the TXDOT BTMP. For more details on how the regional freight network was identified, see **Chapter 3: Regional Multimodal Freight Network**.

Exhibit ES - 11: PFTTP Regional Multimodal Freight Network



## Freight Needs

Infrastructure needs are grouped into the two major freight modes for the Presidio region: highway and rail. Highway and rail needs were categorized and measured based on the 2018 TFMP to ensure compatibility with TxDOT's state-wide freight planning efforts.

In addition to the identified modal needs, there were non-infrastructure needs identified through the public engagement process, including stakeholder identified policy, operational, and program constraints that affect freight mobility. Needs brought up by stakeholders that did not fall into the previous categories include achieving and maintaining a state of good repair for road and rail assets, better fiber optic and cell phone service, a lack of cross docking facilities, alternate freight routes around cities, tight curves that are difficult for oversized loads to navigate, a general lack of services for truckers, better enforcement of commercial vehicle weight and safety regulations, and better regional freight planning coordination.

Some of these needs identified by stakeholders are specific to the POE (**Exhibit ES - 12**).

Stakeholders identified several needs that impact freight movement across the border. This includes the lack of a walkway or platform for cattle to cross the border, lack of parking for southbound trucks, lack of a USDA/SAGARPA inspection station to facilitate increased produce shipments, road improvements on the Mexican side of the border, the need for a staging area for transmigrante traffic, the need for operational improvements at the POE (including longer hours and increased staffing), and more.

The US 67 Corridor Master Plan identified traveler information and mobility needs that could be addressed with Intelligent Transportation System (ITS) strategies. These ITS applications are included in the PFTTP recommendations. For more details on all identified freight needs, see **Chapter 4: Freight Conditions and Needs**.

*Exhibit ES - 12: Presidio/Ojinaga Port of Entry*



## Land Use and Development Opportunities

Freight-generating industries can provide many benefits to the local economy though they can also have negative effects on the surrounding community, including reduced air quality, increased greenhouse gas emissions, and environmental justice concerns. Plan recommendations related to land use and economic development opportunities seek to boost the positive effects of freight-generating land use while directing this land use to locations that minimize potential harmful effects.

Recommendations to reduce the negative impacts caused by increased truck and rail traffic include:

- Encourage the development of freight-intensive land use towards existing freight land use to encourage the organic development of “freight villages” or “logistics clusters”.
- Identify areas for designated truck parking.
- Identify locations for possible alternate routes (also called truck bypasses or reliever routes) around cities, if desired by local communities.
- Provide appropriate signage for detours or temporary alternate routes caused by low bridge conditions, temporary construction, or bottlenecks.
- Conduct Health Risk Assessments (HRAs) and Health Impact Assessments (HIA) to analyze the health impacts in the communities caused by truck traffic related to future projects.



The following recommendations for both TxDOT and local officials are focused on maximizing the opportunities for freight and trade development:

- Encourage the development of the FTZ in the City of Presidio.
- Encourage the expansion of cargo facilities at the Presidio POE to accommodate future growth.
- Focus on improving the freight transportation infrastructure to increase safety and efficiency of all freight movement.
- Coordinate with U.S. Customs and Border Protection to build a new customs facility to inspect rail shipments crossing over the border using the new railway bridge at the POE.

For more details about the freight land use compatibility analysis and land use related recommendations, see **Chapter 5: Freight Land Use and Development Opportunities**.

## **Recommendations**

The analyses and outreach conducted for the PFTTP identified regional freight transportation needs as well as economic development opportunities that would boost trade. Based on these identified needs and opportunities, the study team, together with plan stakeholders, developed a set of recommended freight projects that address specific transportation needs as well as recommended freight strategies that address larger institutional, policy, or operational needs.

This section describes how these recommendations were developed as well as the location or area covered, the need or opportunity addressed, and the implementation timeframe for these recommendations. The first part of this section discusses the freight project recommendations. The second part of this section covers the recommended strategies that were developed through close coordination with regional stakeholders.

### ***Recommended Projects***

Recommended freight projects were identified and prioritized by the freight team using a GIS analysis and scoring system weighted according to the PFTTP goals. Highway, Rail, and Stakeholder Identified Needs were mapped (where possible) onto the regional freight network and a gap analysis was performed to determine if any needs already had corresponding programmed projects in the UTP and TFMP. The remaining unmatched needs were scored on a “High-Medium-Low” scoring system, tailored to each individual need type. Once these needs were scored, they were prioritized using the ranked goals and objectives outlined earlier in the plan. Some needs, such as Load Restricted and Poor Condition Bridges, Freight Rail Infrastructure Needs, and Stakeholder Identified Infrastructure, Safety, Policy, and Program Needs were identified but were not part of the prioritization process. For more details on how needs were identified and prioritized into recommendations, see **Chapter 6: Project Development and Prioritization Process**.

Projects were grouped together into project packages based on geographic proximity. To help with project packaging and prioritization, all road segments in the PFTTP Regional Freight Network were numbered as shown in **Exhibit ES - 15**. These numbered segments match the project package ID numbers. The Plan includes 38 recommended projects, listed by recommendation type in **Exhibit ES - 13** and mapped in **Exhibit ES - 15**.

Exhibit ES - 13: PFTTP Project Recommendation Types



Following the “High-Medium-Low” scoring system, **Exhibit ES - 14** shows the number of projects by priority. The recommended projects include Short-, Mid-, and Long-Term timeframes. **Exhibit ES - 16** and **Exhibit ES - 17** show the full project list with all relevant details.

Exhibit ES - 14: Project Priorities



Exhibit ES - 15: High Priority Locations for Project Development

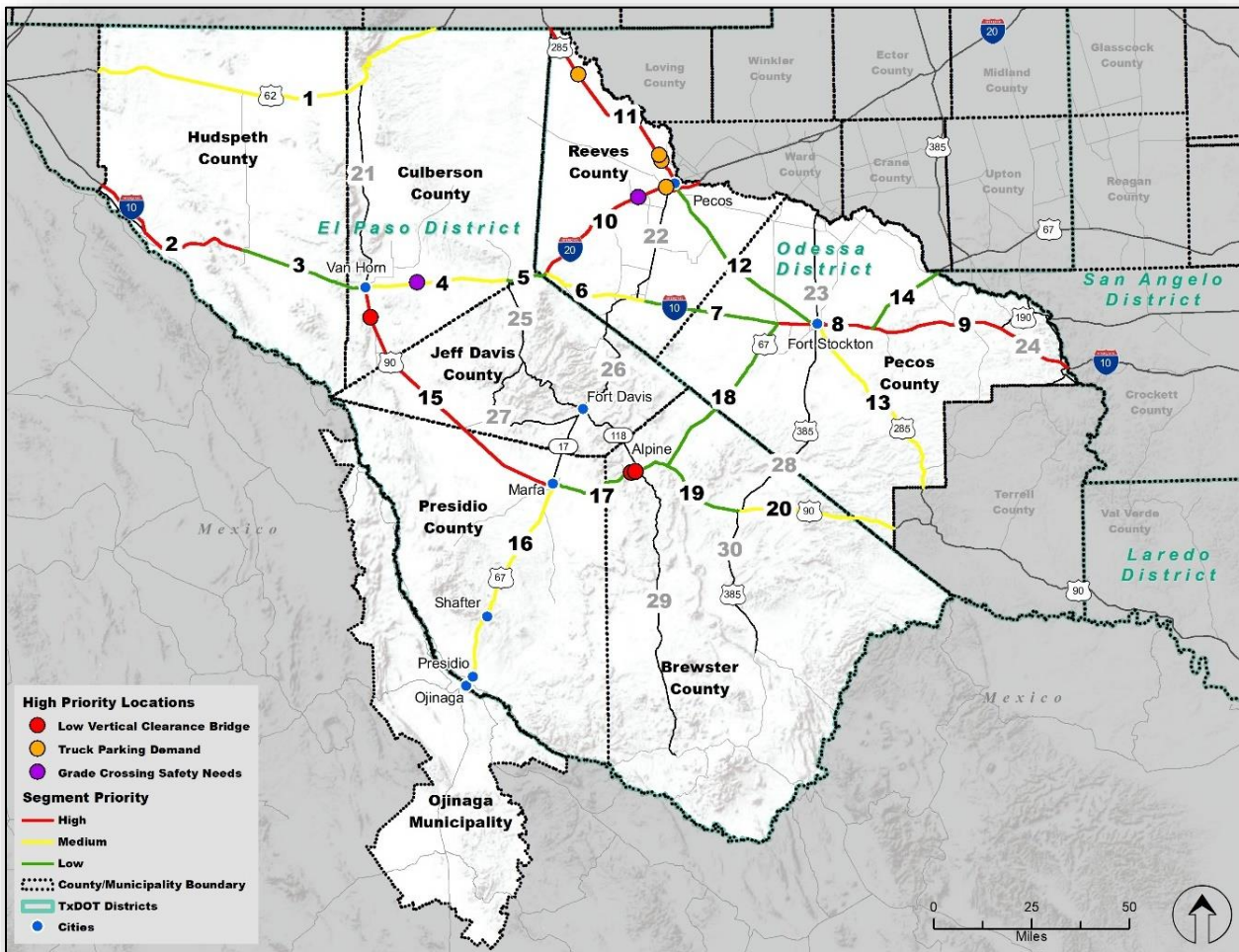


Exhibit ES - 16: PFTTP Project Recommendations

Project Package ID	Project Package Component ID	Highway	Project Description	From	To
1	1A	IH 20	Repair and/or Replace Pavement (IRI & Rutting)	IH 10	US 285
	1B		Bridge Condition Improvements	25 mi of North of IH-10	East side of Reeves County Line
	1C		Grade Crossing Safety Improvements	30 mi of North of IH-10	East side of Reeves County Line
	1D		Truck Parking Improvements	4 mi West of US 85	-
2	2A	US 285	Repair and/or Replace Pavement (IRI & Rutting)	US 62	IH 20
	2B		Truck Bottleneck Improvements		
	2C		Roadway Mobility Safety Improvements		
	2D		Safety Study		
	2E		Truck Parking Improvements	8 mi North of IH-20	10 mi North of IH-20
3	3A	IH 10	Repair and/or Replace Pavement (IRI & Rutting)	US 67 KG	Pecos County Border Line
	3B		Bridge Condition Improvements	3.5 mi of US 67 Interchange	9 mi of US 67 Interchange
4	4A	IH 10	Roadway Mobility Safety Improvements	El Paso	RM 1111 KG
	4B		Low Vertical Clearance Bridges Improvements		
	4C		Safety Study		
	4D		Bridge Condition Improvements	2 mi West of RM 1111 KG	-
5	5A	US 90	Repair and/or Replace Pavement (IRI & Rutting)	IH 10	US 67 KG
	5B		Low Vertical Clearance Bridges Improvements	7 mi South of IH-10	-

Exhibit ES - 17: PFTTP Project Recommendations Continued

Project Package ID	Project Package Component ID	Highway	Project Description	From	To
6	6A	IH 10	Repair and/or Replace Pavement (IRI & Rutting)	FM1776KG	US 67 KG
	6B		Roadway Mobility Safety Improvements		
	6C		Safety Study		
7	7A	US 285	Repair and/or Replace Pavement (IRI & Rutting)	IH 10	RM 2400 KG
8	8A	US 67	Repair and/or Replace Pavement (IRI & Rutting)	Presidio	Marfa
	8B		Truck Bottleneck Improvements		
	8C		Port of Entry Improvements	Presidio Border	-
9	9A	US 62	Repair and/or Replace Pavement (IRI)	IH 10	FM 3541 KG
	9B		Truck Bottleneck Improvements		
10	10A	IH 10	Grade Crossing Safety Improvements	SH 54	RM 2424 KG
11	11A	IH 10	Repair and/or Replace Pavement (Rutting)	IH-20 RG	FM 2448 KG
12	12A	US 90	Repair and/or Replace Pavement (IRI & Rutting)	US 385	Brewster County Border Line
13	13A	US 90	Repair and/or Replace Pavement (Rutting)	US 67 KG	US 385
14	14A	US 67	Truck Bottleneck Improvements	Marfa	Alpine
15	15A	US 67	Repair and/or Replace Pavement (IRI)	IH 10	FM 0011 KG
16	16A	IH 10	Roadway Mobility Safety Improvements	RM 1111 KG	SH 54
17	17A	US 285	Repair and/or Replace Pavement (IRI)	IH 20	IH 10
18	18A	IH 10	Roadway Mobility Safety Improvements	RM 2424 KG	IH-20 RG
19	19A	IH 10	Low Vertical Clearance Bridges Improvements	FM 2448	FM 1776
	19B		Roadway Mobility Safety Improvements	KG	KG
20	20A	US 67	Repair and/or Replace Pavement (Rutting)	Alpine	IH 10

### **Recommended Strategies**

Stakeholder Identified Needs were used to develop strategies and recommendations for policies, programs, and studies. These recommendations are sorted by the type of recommendation:

- Policies and Programs
- Infrastructure
- Land Use
- Truck Parking
- Quality of Life
- Safety
- Operational
- Capacity
- Intelligent Transportation Systems (ITS)
- Freight Roadway Design Guidelines

All recommendations are designated as TxDOT Led or TxDOT Supported, with additional responsible parties, timeframes, and potential barriers or obstacles identified. A condensed version of the recommended strategies organized by recommendation type are provided here (**Exhibit ES - 18, Exhibit ES - 19, Exhibit ES - 20**). To see the full list of final recommendations with all relevant details, see **Chapter 7: Recommendations and Investment Opportunities**.



Exhibit ES - 18: Recommended Strategies List by Recommendation Type

Policies and Programs	Infrastructure
<ul style="list-style-type: none"> <li>• Establish a binational freight advisory committee to discuss industry needs and potential solutions between Mexican/Chihuahua counterparts <b>(Short-Term)</b></li> <li>• Establish a binational freight advisory committee to discuss increased coordination with the Ports to Plains corridor <b>(Short-Term)</b></li> <li>• Establish a binational freight advisory committee to discuss how to improve coordination between public and private stakeholders <b>(Short-Term)</b></li> <li>• Explore options for allowing all drivers (not just those transporting sand trailers) to deliver loads directly to customers with an appropriate permit <b>(Short-Term)</b></li> <li>• Increase commercial vehicle enforcement presence on major freight corridors in the region <b>(Short-Term)</b></li> <li>• Petition the USDOT to change Presidio from Central to Mountain Time <b>(Short-Term)</b></li> <li>• Prioritize projects on the regional freight network that benefit both freight and other system users <b>(Short-Term)</b></li> <li>• Work with Customs and Border Protection to implement the FAST and Unified Cargo Processing programs at Presidio <b>(Mid-Term)</b></li> <li>• Encourage regional collaboration on freight rail opportunities between Presidio and Fort Stockton <b>(Short-Term)</b></li> </ul>	<ul style="list-style-type: none"> <li>• Presidio needs a heavy-haul corridor linking the POE to the industrial park west of US 67; this route could also accommodate transmigrantes <b>(Long-Term)</b></li> <li>• Assess options and grant programs for upgrading broadband and cellular service in rural areas <b>(Short-Term)</b></li> <li>• Conduct a feasibility study to identify community impacts from increased freight volume and alternate route options <b>(Long-Term)</b></li> <li>• Conduct a feasibility study to identify community impacts from increased rail volume and rail relocation options <b>(Long-Term)</b></li> <li>• Develop a car and truck parking area at the POE to improve POE access and clear traffic from the city on high-demand days <b>(Mid-Term)</b></li> <li>• Develop a car and truck parking area at the POE to handle transmigrante traffic <b>(Mid-Term)</b></li> <li>• Repair and/or Replace Pavement (IRI &amp; Rutting) and do Grade Crossing Safety Improvements to create a state of good repair <b>(Short-Term)</b></li> <li>• Promote Presidio Industrial Park as potential location for future truck port for cross docking facilities <b>(Short-Term)</b></li> <li>• Provide truck parking spaces if/when new rest areas or pullovers are constructed along US 67 per US 67 Corridor Master Plan; coordinate additional needs via TxDOT Safety Rest Area program <b>(Short-Term)</b></li> <li>• Work with appropriate US and Mexican government agencies to add USDA and SAGARPA inspection stations to the POE to promote agricultural trade via Presidio <b>(Mid-Term)</b></li> <li>• Work with binational customs agencies to promote need for a livestock crossing at the Presidio POE <b>(Mid-Term)</b></li> <li>• Work with US Customs and Border Protection to identify options for removing or modifying staggered speed bumps at the POE <b>(Short-Term)</b></li> <li>• Coordinate with Mexican officials to identify opportunities to improve the relevant routes leading to the POE, attracting more commercial traffic <b>(Short-Term)</b></li> </ul>

Exhibit ES - 19: Recommended Strategies List by Recommendation Type continued

Land Use	Truck Parking
<ul style="list-style-type: none"> <li>Develop land use guidelines for mitigating freight and energy sector conflicts with residential and commercial land uses <b>(Short-Term)</b></li> <li>Encourage the development of the FTZ in the City of Presidio. The location of this FTZ should be determined through close coordination between relevant stakeholders <b>(Mid-Term)</b></li> </ul>	<ul style="list-style-type: none"> <li>Collaborate with truck stop operators to develop new or expand existing truck parking <b>(Short-Term)</b></li> <li>Collaborate with regional stakeholders to encourage truck parking at non-TxDOT public facilities and private commercial and industrial sites <b>(Short-Term)</b></li> <li>Integrate truck accommodations into the project development process to include truck parking, inspection locations, turning radii, acceleration/deceleration lanes, etc. <b>(Short-Term)</b></li> </ul>
Quality of Life	Safety
<ul style="list-style-type: none"> <li>Evaluate feasibility of creating a rail quiet zone in Alpine <b>(Short-Term)</b></li> <li>Evaluate need and feasibility for grade separation at FM 170/Texas-Pacifico grade crossing based on expected rail traffic <b>(Short-Term)</b></li> <li>Evaluate options for grade separating one or more crossings in Alpine to provide traffic relief and emergency access. This includes the possibility of a rail crossing safety system that will focus on stopped vehicle detection <b>(Short-Term)</b></li> </ul>	<ul style="list-style-type: none"> <li>Construct passing lanes on US 67 north of Shafter, between Paisano Pass and Alpine, and south of I-10 <b>(Mid-Term)</b></li> <li>Add a turn lane for both northbound and southbound traffic accessing the airport to provide safer turning movements and improved mobility <b>(Short-Term)</b></li> <li>Mark all crosswalks near schools along US 67 to provide safer crossings and reduce potential conflict for vehicles traveling along US 67 <b>(Short-Term)</b></li> </ul>
Operational	Capacity
<ul style="list-style-type: none"> <li>Establish freight-friendly zoning in appropriate urban locations to allow for new truck stop or convenience store development <b>(Short-Term)</b></li> <li>Work with Customs and Border Protection to identify options and potential cost share for additional staffing and commercial processing hours at the POE <b>(Mid-Term)</b></li> <li>Work with Customs and Border Protection to identify options for constructing a primary inspection booth <b>(Mid-Term)</b></li> <li>Work with Customs and Border Protection to implement the FAST and Unified Cargo Processing programs at Presidio <b>(Mid-Term)</b></li> </ul>	<ul style="list-style-type: none"> <li>Complete rail rehabilitation between Presidio to Fort Stockton <b>(Mid-Term)</b></li> <li>Conduct engineering assessments to define new rail interchange options if justified by market demand <b>(Short-Term)</b></li> <li>Coordinate with private companies and local officials for a new rail spur near Cuauhtémoc <b>(Short-Term)</b></li> <li>Coordinate with private companies and local officials for new intermodal facilities <b>(Short-Term)</b></li> <li>Coordinate with railroads and local officials to build freight capacity and project freight growth and determine the most beneficial locations for future highway bridges over rail <b>(Short-Term)</b></li> <li>Coordinate with railroads and local officials to build freight capacity along the Ferromex line while avoiding negative impacts to public safety and congestion at rail-highway crossings <b>(Short-Term)</b></li> <li>Work with US Customs and Border Protection and General Services Administration to advocate for new rail inspection facility <b>(Short-Term)</b></li> </ul>

Intelligent Transportation Systems	Roadway Design
<ul style="list-style-type: none"><li>• Deploy truck parking availability system (TPAS) along freight network, prioritize I-10 and I-20 (<b>Short-Term</b>)</li><li>• Develop a TxDOT District level technology-based freight safety and operations program (TSM&amp;O) (<b>Long-Term</b>)</li></ul>	<ul style="list-style-type: none"><li>• Develop the regional freight network with freight-centric designs for Safety, Bridge Reconstruction, Interchange Reconstruction, Truck Parking, and Construction Management and Coordination (<b>Short-Term</b>)</li></ul>



## Implementation

Various Federal funding and financing programs and sources exist for freight transportation infrastructure, some of which are constrained by mode, type of route or improvement, or specific responsibility of an agency. Federal grants and loans for freight-related projects each have unique requirements.

There are currently more than 90 programs/sources for federal funding. Core and other key funding programs relevant to the recommendations of the PFTTP include:

(1) Federal core FHWA highway formula programs:

- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- State Planning and Research (SP&R)
- Surface Transportation Block Grant Program (STBG)



U.S. Department  
of Transportation

**Federal Highway  
Administration**

(2) Other key federal funding sources/programs:

- Advanced Transportation and Congestion management Technologies Deployment (ATCMTD)
- Infrastructure for Rebuilding America (INFRA) Grant Program (formerly known as FASTLANE)
- Private Activity Bonds
- Railway-Highway Crossing (Section 130) Program
- Railroad Rehabilitation and Improvement Financing Program (RRIF)
- The Transportation Infrastructure Finance and Innovation Act (TIFIA)
- Transportation Development Credits
- Better Utilizing Investments to Leverage Development (or BUILD) Transportation Discretionary Grants (formerly known as Transportation Investment Generating Economic Recovery, or TIGER, Discretionary Grants)
- Economic Development Administration (EDA) Public Works Program
- US Department of Agriculture Community Facility Development Loans and Grants.

In Texas, projects are programmed with funding for implementation through the TxDOT UTP (**Exhibit ES - 21**). The UTP allocates forecasted funding; authorizes projects for planning, development, and construction activities; and includes projects involving highways, aviation, rail, public transportation, and state and coastal waterways. The UTP must also list certain projects TxDOT intends to develop or begin constructing during the 10-year UTP period and identifies the funding categories through which each project is funded. As required by the Texas Administrative Code, TxDOT organizes the UTP into 12 prescribed funding categories that address specific project types or ranges of eligible activities.

## TxDOT ONLINE PROJECT TRACKER

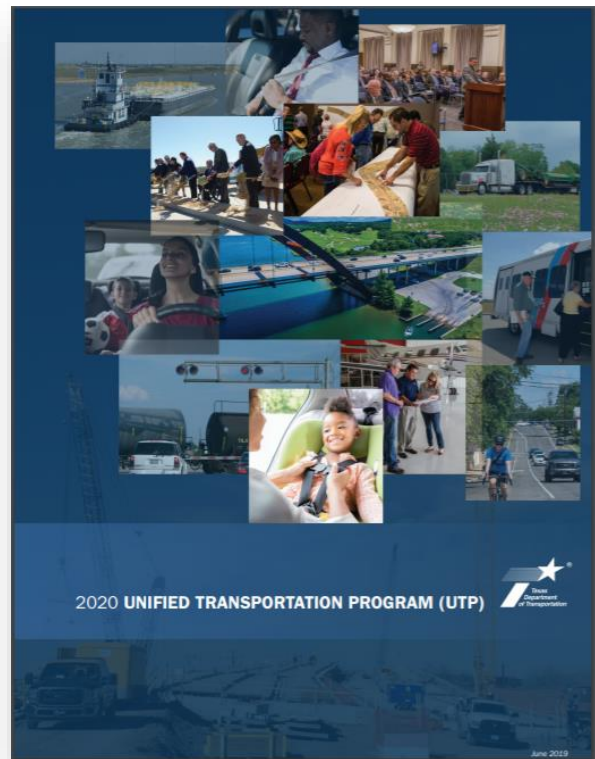
PROGRAMMED PROJECTS CAN BE VIEWED ONLINE AT [HTTPS://WWW.TXDOT.GOV/INSIDE-TXDOT/PROJECTS/PROJECT-TRACKER.HTML](https://www.txdot.gov/inside-txdot/projects/project-tracker.html)

Due to their importance to statewide connectivity and energy sector traffic, funding opportunities for the recommended project packages of the PFTTP are likely to come from the following TxDOT UTP categories:

- Category 4 - Statewide Connectivity
- Category 11 - District Discretionary
- Category 12 - Strategic Priority

While identifying and programming funding is a critical step in implementing a project, there are other steps that must take place before a project is complete. TxDOT has a process for taking a project concept through planning, design, environmental, and construction phases. Depending on the scope of the project, completing all these steps may take anywhere from two to 30 years. Barriers and obstacles could arise during different aspects of a project's development. These barriers and obstacles include but are not limited to environmental constraints or clearances, changes in federal/state policy priorities or funding levels, public opposition to a proposed project, and coordination amongst multiple agencies. In addition, timeframes for projects may shift, depending on the progress of dependent projects. Projects recommended in the PFTTP are not guaranteed programming into the UTP. For more details on funding opportunities and the project development and programming process, see **Chapter 8: Implementation**.

Exhibit ES - 21: TxDOT 2020 UTP



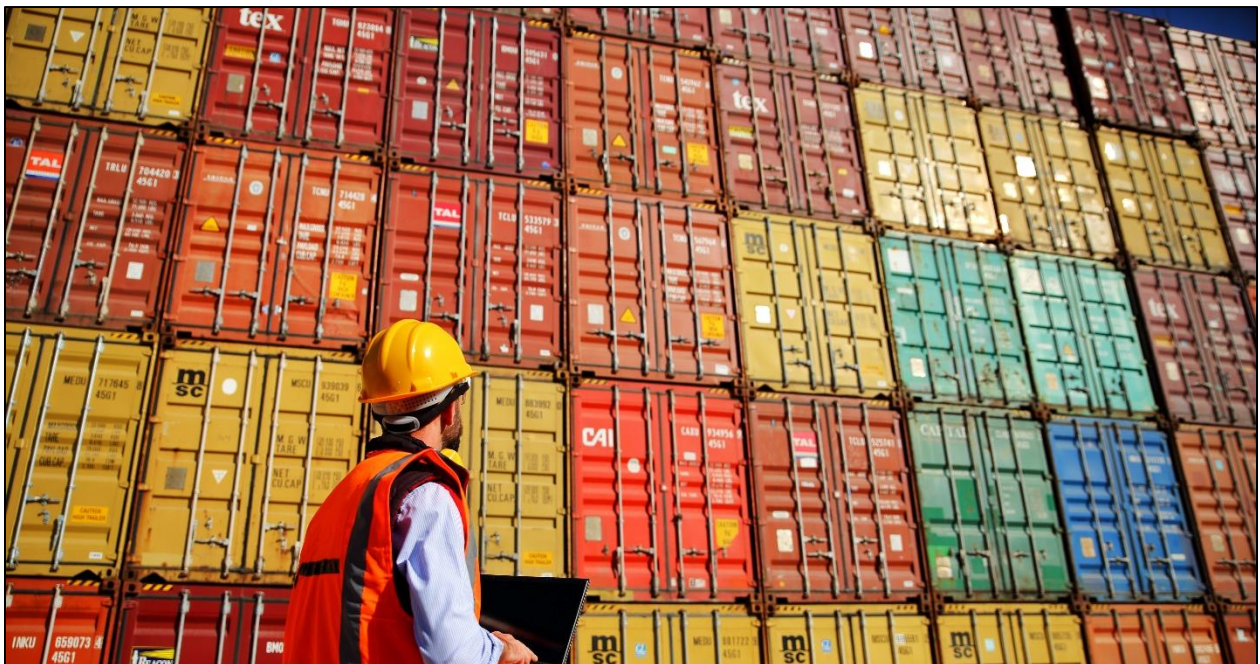
## Call for Action

The Presidio/Ojinaga region provides a critical connection for national and international freight movement. The region must be prepared to address the changes in freight patterns that accompanies population, business, and national and international trade growth.

TxDOT's Presidio Freight and Trade Transportation Plan identifies current freight infrastructure needs to accommodate future demands. The plan includes recommended projects, programs, policies, and studies.

Implementation of these recommendations will only be successful with the participation and collaboration of all public- and private-sector users and owners of the transportation system, including freight industry stakeholders and federal, state, regional and local agencies. TxDOT will continue to engage regional stakeholders during implementation of recommendations.

Implementation of the recommended projects, programs, policies, and studies outlined in the Presidio Freight and Trade Transportation Plan is critical to the continued economic competitiveness and prosperity of the region.





**For more information:**

Casey Wells

Freight Planning Branch

Texas Department of Transportation

(512) 423-8986

[Casey.Wells@txdot.gov](mailto:Casey.Wells@txdot.gov)

Rebecca Reyes

El Paso District

Texas Department of Transportation

(915) 790-4205

[Rebecca.Reyes@txdot.gov](mailto:Rebecca.Reyes@txdot.gov)