

**El Paso  
Metropolitan Planning Organization**

**TRANSPORTATION POLICY BOARD AGENDA PROJECT SUMMARY**

**June 21, 2019**

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**AGENDA ITEM NO. 13:**

Report Texas-Mexico Border Transportation Master Plan.

**ACTION REQUESTED:**

Approval required.

**SUPPORT INFORMATION:**

- Power Point Presentation

**DISCUSSION/OPTIONS:**

Item will be discussed at TPB meeting.

# Evolution



The US-Mexico Joint Working Committee (JWC) proposed a compendium of border-wide regional master plans with a comprehensive and prioritized assessment of transportation needs along the border including at the Ports of Entry (POE). The Regional Master Plans provide the next logical step in a comprehensive, binational transportation planning process. Data from the plans will be used to adequately evaluate growth and future capacity needs at the border and to more realistically forecast future conditions in the border region.

# Evolution



- Current Border Master Plans (BMP)
  - ✓ [New Mexico – Chihuahua BMP: 2015](#)
  - ✓ California – Baja California BMP: 2008 / 2014
  - ✓ Laredo / Upper Rio Grande – Coahuila / Nuevo León / Tamaulipas BMP: 2012
  - ✓ Arizona – Sonora BMP: 2013
  - ✓ Lower Rio Grande Valley – Tamaulipas BMP: 2013
  - ✓ El Paso / West Texas – Chihuahua BMP: 2013

# Evolution



- New Activities

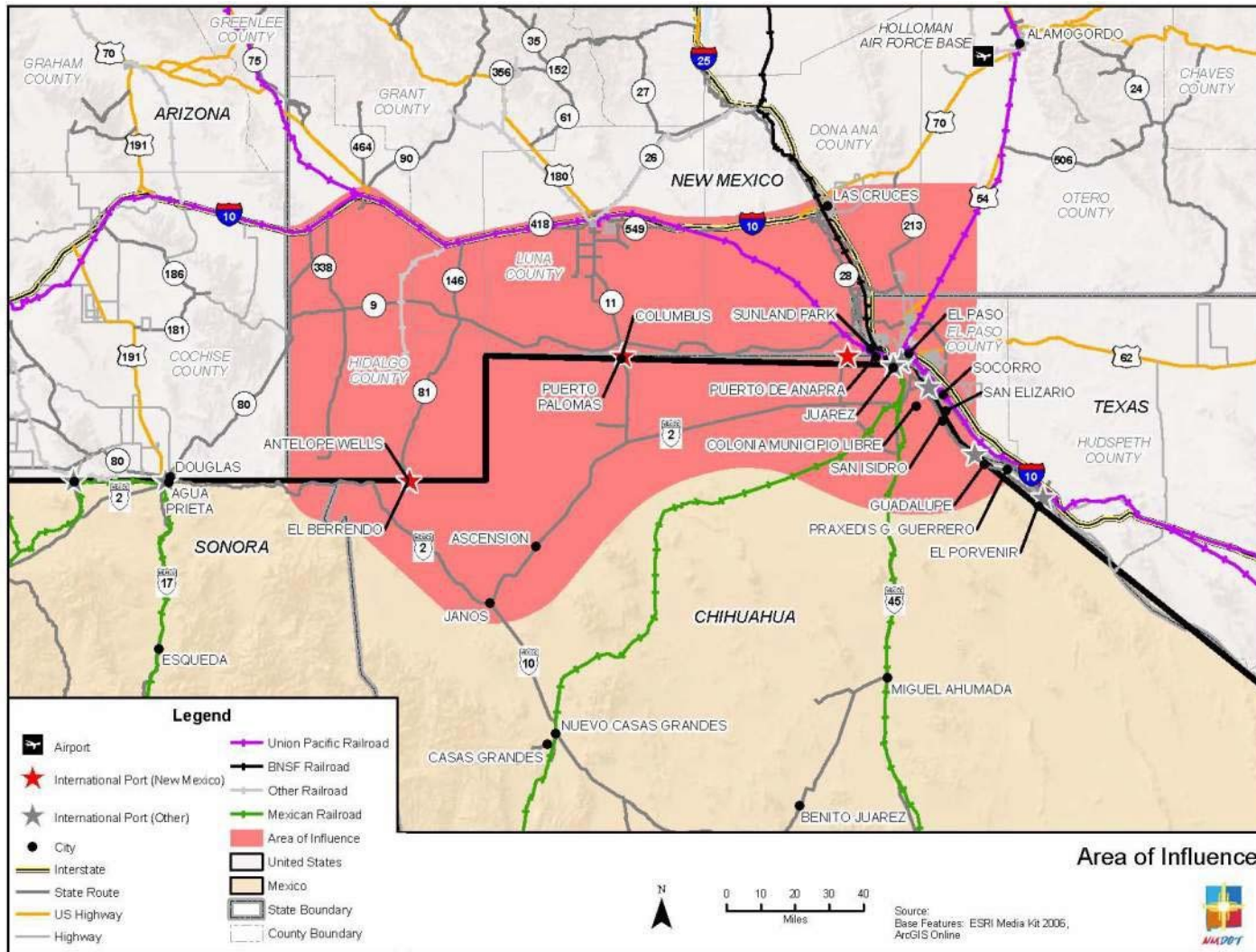
- ✓ NMDOT BMP PAC Workshops
- ✓ TXDOT consolidating their 3 BMPs into a BMP/Freight study

# Policy Advisory Committee

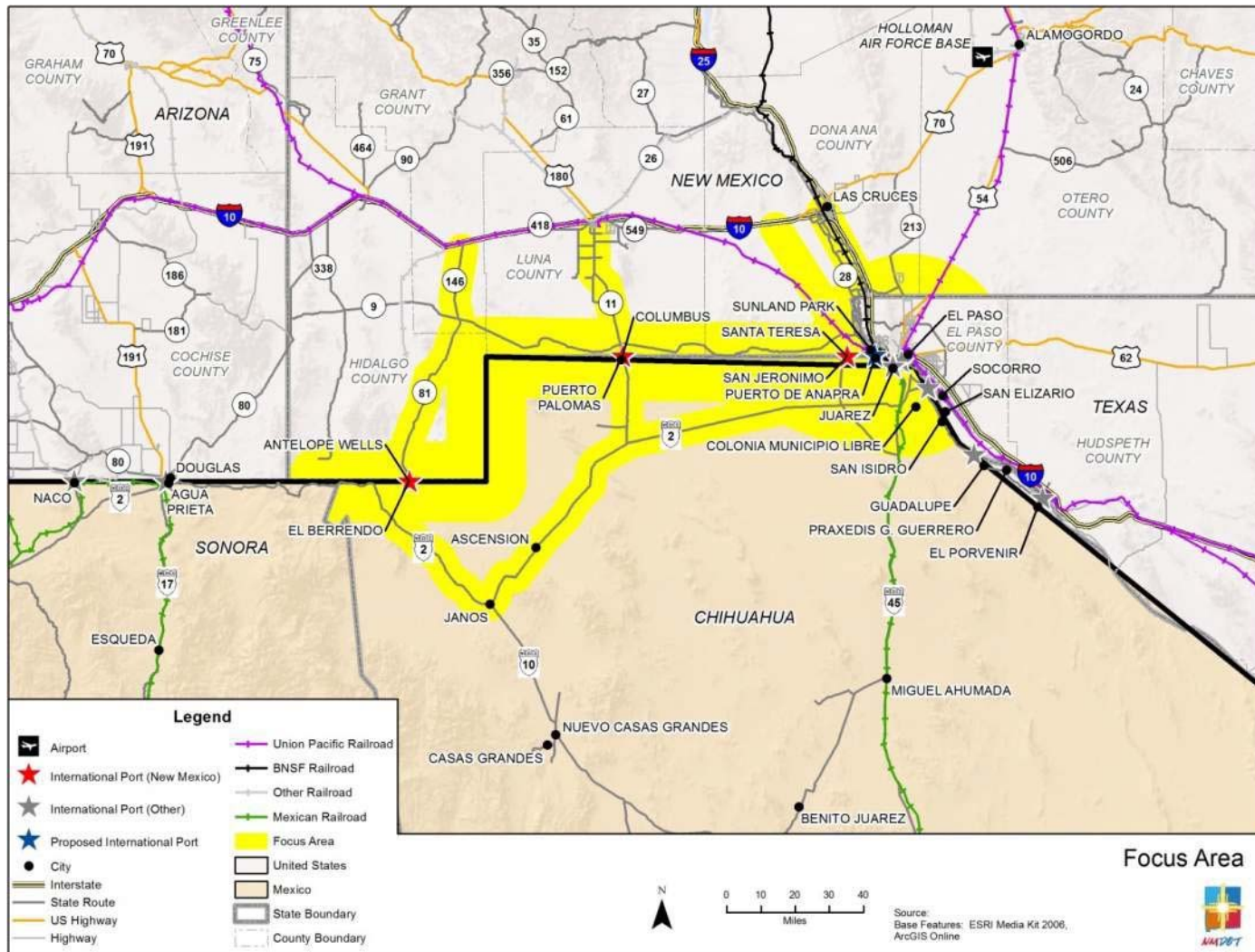


- Executive-level agency managers
- Help guide and direct the plan
- Confirm parameters and criteria for project rankings
- Approve the plan

# Area of Influence (as revised)



# Focus Area Map (revised)



# Timeline



- ✓ May 23, 2019 - PAC Kickoff Meeting
- ✓ Summer 2019 - PAC Meeting #2
- ✓ Fall 2019 - Public Meeting #1
- ✓ Winter 2020 - PAC Meeting #3
- ✓ Summer 2020 - PAC/TWG Workshop
- ✓ Summer 2020 - Public Meeting #2
- ✓ Fall 2020 - PAC Meeting #4
- ✓ Fall 2020 - Summary Workshop



# Data Collection



- Review Traffic Data
- Review Accident Data
- Review List of Relevant Studies
- Confirmation of “Planned Improvements”
- Complete LPOE “Tours” = **DONE!**
  - Confirm with SAT / CBP
- Stakeholder Outreach Meetings



Antelope Wells LPOE

# Route Characteristics: Focus Area Roadways



USA Port/ Mexico Port	Route	Functional Classification <sup>(1)</sup>	No. of Thru Lanes	Lane Configuration/Location		AADT <sup>(2)</sup>	Level of Service (LOS)	Future AADT <sup>(2)</sup>	Future Level of Service (LOS)
				Beginning Mile Post	Ending Mile Post				
Antelope Wells/ El Berrendo	NM 81	Major Collector	2	0.000	45.800	129	A	205	A
	Carretera El Berrendo-Janos		2	U.S. Border to Fed. 2		NA	NA	NA	NA
	Fed. 2		2	Extension of AZ/NM State Line to Edge of Focus Area		NA	NA	NA	NA
	NM 9	Major Collector	2	43.724	44.117	165	A	900	A
	NM 146	Minor Collector	2	0.000	19.157	126	A	268	A
Columbus/ Puerto Palomas	NM 11	Minor Arterial	2	Mexico Border to Poplar St. (Deming)		NA	NA	NA	NA
	NM 11	Minor Arterial	2	0.000	3.181	2,282	A	9,258	B
	NM 11	Minor Arterial	2	3.181	13.754	1,894	A	7,513	A
	NM 11	Minor Arterial	2	13.754	22.763	2,111	A	7,513	A
	NM 11	Minor Arterial	2	22.763	26.137	2,603	A	7,513	A
	NM 11	Minor Arterial	2	26.137	29.123	3,388	A	8,826	B
	NM 11	Minor Arterial	2	29.123	30.133	2,858	A	8,157	B
	NM 11	Minor Arterial	2	30.133	30.565	11,195	C	8,157	B
	NM 11	Minor Arterial	2	30.565	34.119	9,744	C	8,157	B
	Avenida 5 de Mayo		2	U.S. Border to Fed. 2		NA	NA	NA	NA
	NM 9	Major Collector	2	44.117	87.865	621	A	855	A
	NM 9	Major Collector	2	87.865	109.154	654	A	1,404	A
	NM 9	Major Collector	2	NM 11 to Luna- Dona Ana County Line		NA	NA	NA	NA
	NM 495		2	NM 11 to C014		NA	NA	NA	NA
	C014		2	NM 495 to C010		NA	NA	NA	NA
	C010		2	C014 to NM 517		NA	NA	NA	NA
	NM 517		2	C010 to NM 11		NA	NA	NA	NA
NM 332		2	NM 11 to NM 331		NA	NA	NA	NA	

#### Notes:

- (1) Functional Classification based on NMDOT Federal Functional Classification Map  
 (2) AADT = Annual Average Daily Traffic volumes.  
 (3) NA = Volumes and LOS not available.

#### Sources:

Traffic Volumes for Interstate, State Routes, and U.S. Routes: Obtained from NMDOT Average Annual Daily Traffic Counts (2014) at <http://dot.state.nm.us/en/Planning.html>  
 NMDOT Federal Functional Classification Map at [http://dot.state.nm.us/content/dam/nmdot/planning/Federal\\_Function\\_Classification.pdf](http://dot.state.nm.us/content/dam/nmdot/planning/Federal_Function_Classification.pdf)  
 NMDOT 2040 Statewide Model

# LPOE Tours





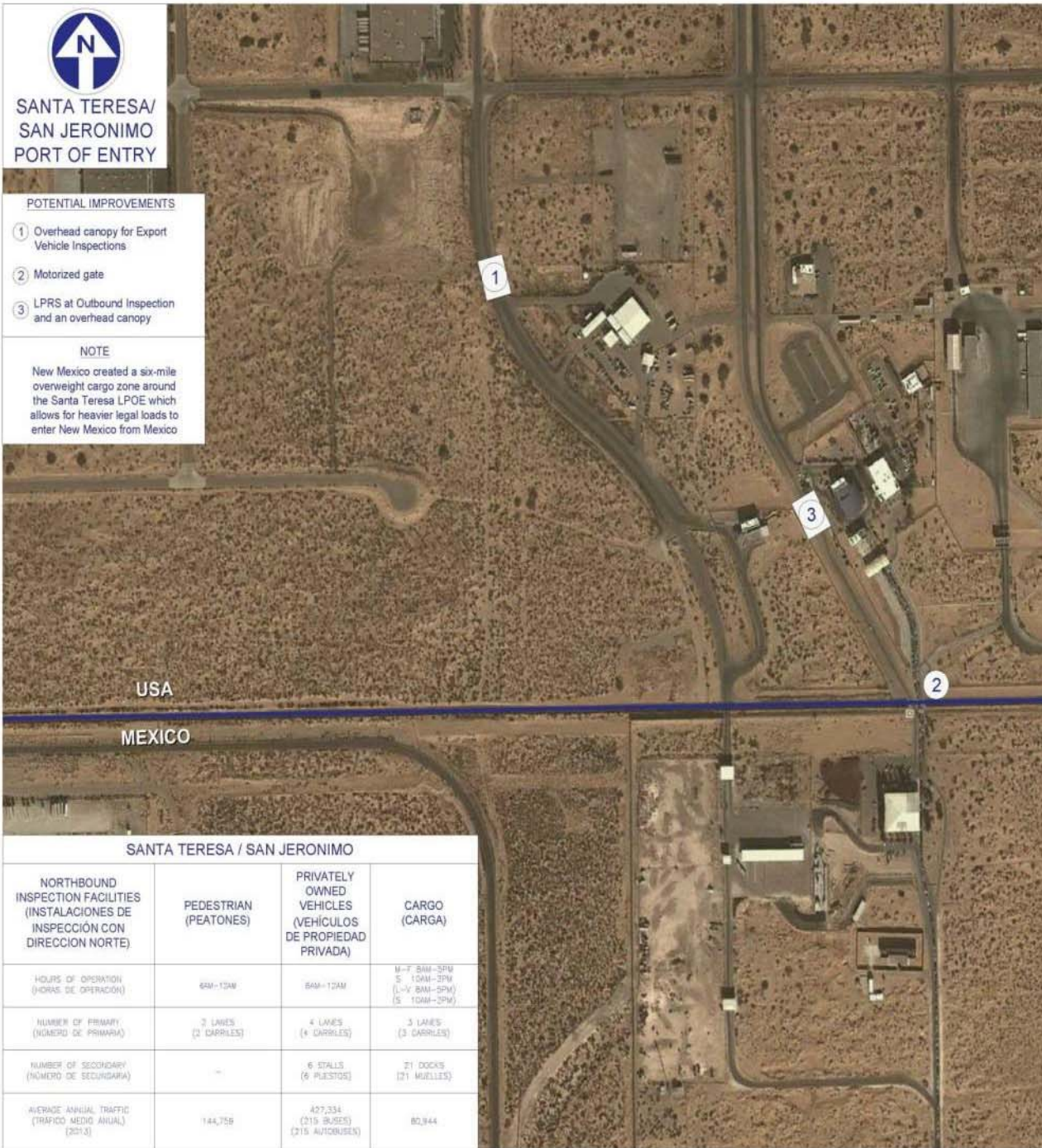
**SANTA TERESA/  
SAN JERONIMO  
PORT OF ENTRY**

**POTENTIAL IMPROVEMENTS**

- ① Overhead canopy for Export Vehicle Inspections
- ② Motorized gate
- ③ LPRS at Outbound Inspection and an overhead canopy

**NOTE**

New Mexico created a six-mile overweight cargo zone around the Santa Teresa LPOE which allows for heavier legal loads to enter New Mexico from Mexico



USA  
MEXICO

**SANTA TERESA / SAN JERONIMO**

NORTHBOUND INSPECTION FACILITIES (INSTALACIONES DE INSPECCION CON DIRECCION NORTE)	PEDESTRIAN (PEATONES)	PRIVATELY OWNED VEHICLES (VEHICULOS DE PROPIEDAD PRIVADA)	CARGO (CARGA)
HOURS OF OPERATION (HORAS DE OPERACION)	6AM-12AM	6AM-12AM	M-F 8AM-5PM S 10AM-3PM L-V 8AM-5PM S 10AM-3PM
NUMBER OF PRIMARY (NUMERO DE PRIMARIA)	3 LANES (2 CARRILES)	4 LANES (4 CARRILES)	3 LANES (3 CARRILES)
NUMBER OF SECONDARY (NUMERO DE SECUNDARIA)	-	6 STALLS (6 PUESTOS)	21 DOCKS (21 MUELLES)
AVERAGE ANNUAL TRAFFIC (TRAFICO MEDIO ANUAL) (2018)	144,758	427,334 (215 BUSES) (215 AUTOBUSES)	80,944



The Santa Teresa LPOE accommodates trucks, buses, POVs, and pedestrians



Inspection facilities accommodate regular trucks (above) and oversized vehicles (below)





Santa Teresa LPOE



San Jeronimo LPOE



Puerto Palomas LPOE





# Additional Data



## Plan Maestro Fronterizo Nuevo México-Chihuahua *New Mexico-Chihuahua Border Master Plan*

*La Visión Regional para la Frontera. El Punto de Vista de Juárez*  
*A Regional View of the border. The Point of View of Juarez*

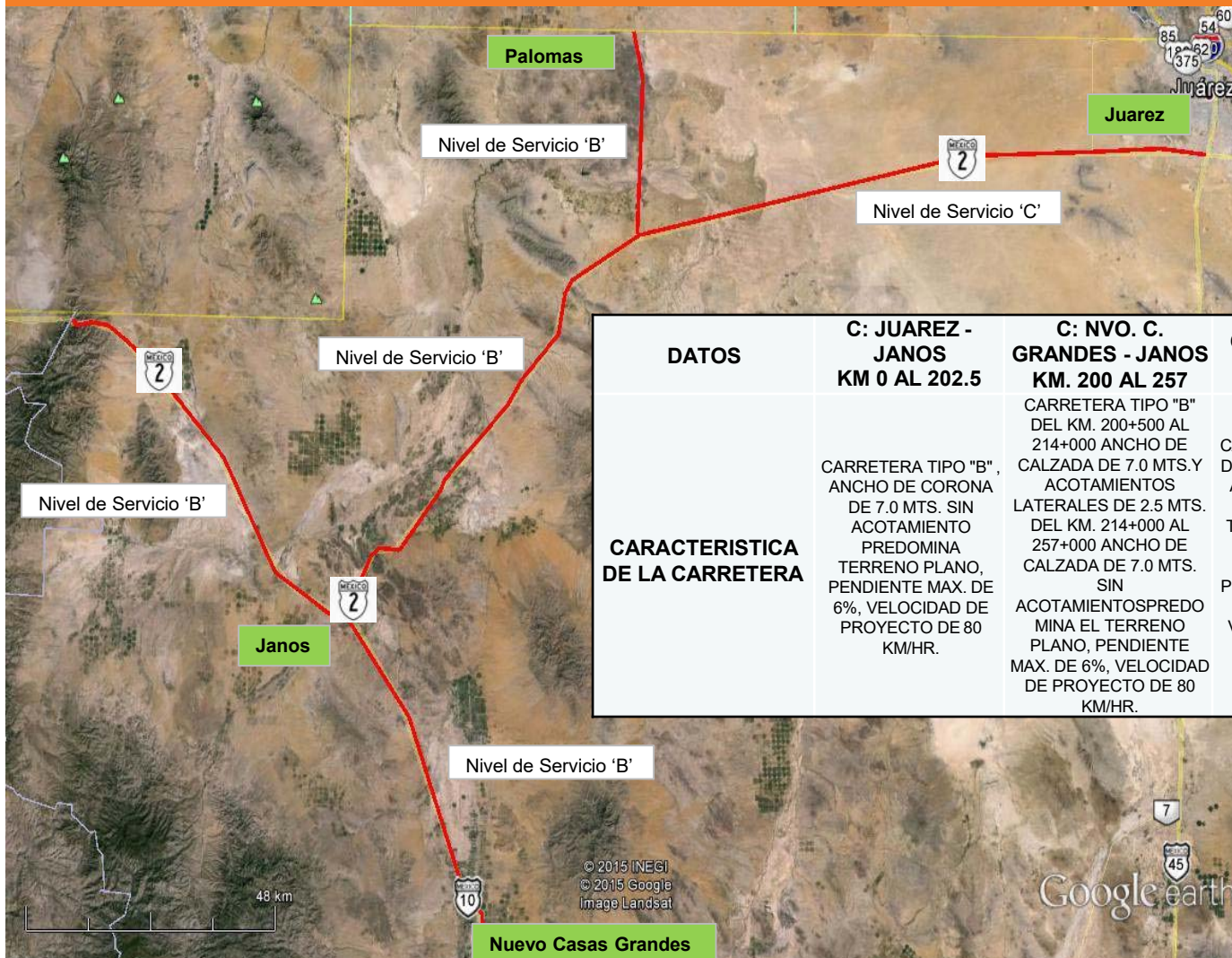


Ciudad Juárez, Chih. Febrero de 2015

**LA VISION REGIONAL PARA LA FRONTERA.**  
**EL PUNTO DE VISTA DE JUAREZ**  
**A REGIONAL VIEW FOR THE BORDER.**  
**THE POINT OF VIEW OF JUAREZ**

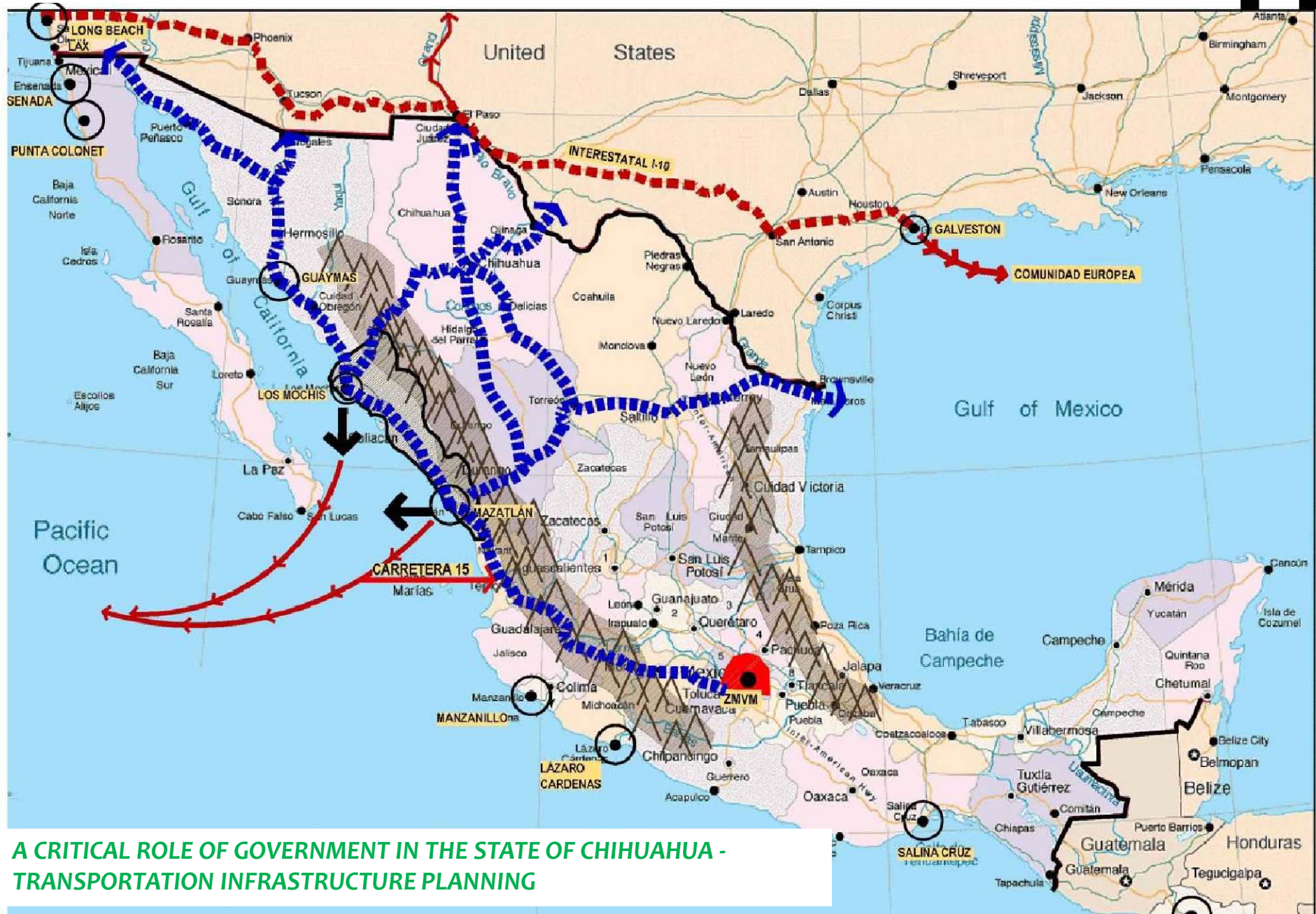


# LA VISION REGIONAL PARA LA FRONTERA. EL PUNTO DE VISTA DE JUAREZ A REGIONAL VIEW FOR THE BORDER. THE POINT OF VIEW OF JUAREZ



DATOS	C: JUAREZ - JANOS KM 0 AL 202.5	C: NVO. C. GRANDES - JANOS KM. 200 AL 257	C: JANOS-LIM. EDOS. KM 0 AL 78	C: RAMAL A R. M. QUEVEDO (PALOMAS) KM 0 AL 34.2
<b>CARACTERISTICA DE LA CARRETERA</b>	CARRETERA TIPO "B", ANCHO DE CORONA DE 7.0 MTS. SIN ACOTAMIENTO PREDOMINA TERRENO PLANO, PENDIENTE MAX. DE 6%, VELOCIDAD DE PROYECTO DE 80 KM/HR.	CARRETERA TIPO "B" DEL KM. 200+500 AL 214+000 ANCHO DE CALZADA DE 7.0 MTS. Y ACOTAMIENTOS LATERALES DE 2.5 MTS. DEL KM. 214+000 AL 257+000 ANCHO DE CALZADA DE 7.0 MTS. SIN ACOTAMIENTOS PREDOMINA EL TERRENO PLANO, PENDIENTE MAX. DE 6%, VELOCIDAD DE PROYECTO DE 80 KM/HR.	CARRETERA TIPO "B" ANCHO DE CALZADA DE 6.9 MTS. SIN ACOTAMIENTOS, DEL KM 0 AL 68 PREDOMINA EL TERRENO PLANO Y DEL KM 68 AL 78 TERRENO MONTAÑOSO CON PENDIENTE MAXIMA DE 6% Y 12% RESPECTIVAMENTE, VELOCIDAD DE PROYECTO 80 KM/HR Y 50 KM/HR. RESPECTIVAMENTE.	CARRETERA TIPO "A" CON ANCHO DE CALZADA DE 7.0 MTS Y ACOTAMIENTOS LATERALES DE 2.5 MTS. PREDOMINA EL TERRENO PLANO, PENDIENTE MAX. DE 4%, VELOCIDAD DE PROYECTO 100 KM/HR.

# EL PAPEL PREPONDERANTE DE GOBIERNO DEL ESTADO DE CHIHUAHUA PLANEACIÓN DE LA INFRAESTRUCTURA DE TRANSPORTE



**A CRITICAL ROLE OF GOVERNMENT IN THE STATE OF CHIHUAHUA -  
TRANSPORTATION INFRASTRUCTURE PLANNING**

# Planning Process: Overview



The original New Mexico-Chihuahua BMP study began in the Fall 2014. Current efforts focus on updating data and reviewing project needs. The planning process involves the following five major phases:

- 1. Project initiation** — Includes the recreation of the PAC
- 2. Existing and future conditions — Data is collected**  
from various sources and reviewed
- 3. Identification of operational and infrastructure needs**  
The needs of the LPOE's, rail and roadways / bridges are identified and analyzed
- 4. Evaluation and prioritization** of potential LPOE and transportation system improvement projects
- 5. Draft and final documentation**

# Discussion: Evaluation Criteria



- Types of Projects
  - ❖ LPOE's
  - ❖ Multi-modal Infrastructure:  
Roadway/Bridge/Interchange/  
Pedestrians/Bicyclists/Transit
  - ❖ Rail



Antelope Wells LPOE – Typical Vehicle

# Discussion: Evaluation Criteria



- Criteria Category Prioritization Exercise

	LPOE	MMI	Rail
Capacity/Congestion	36%	30%	28%
Cost Effectiveness	18%	16%	18%
Regional Benefit	22%	28%	26%
LPOE Connectivity	N/A	16%	18%
Project Readiness	11%	10%	10%
Bi-national Coordination	13%	N/A	N/A



Columbus LPOE

# Accomplishments




Table ES-1: Evaluation of New Mexico Land Port of Entry Projects

Evaluation of New Mexico Land Port of Entry Projects				Capacity/Congestion Total Points	Project Cost (in US\$1,000s)	Cost Effectiveness Total Points	Regional Benefit Total Points	Project Readiness Total Points	Binational Coordination Total Points	Weighted Combined Score	New Mexico LPOE Overall Rank
Max Point Value				47	-	5	7	7	7	100	out of 4
ID	State	Linked Projects	LPOE Project Description								
1003	NM	4003	Columbus Port of Entry: Expand and reconstruct a new LPOE to the north of the existing facility; Separate truck and passenger vehicle traffic	30	60,000	2	6	7	7	73	1
1001	NM	2003	International Gateway Courtesy Plaza	6	200	3	4	6	4	45	2
1004	NM	3003 4001 4002 6001	Santa Teresa Port of Entry (Freight/Rail): Construct a new US LPOE in Santa Teresa capable of inspection of rail and truck freight crossing the border from San Jerónimo, Chihuahua	20	150,000	1	3	2	5	41	3
1002	NM	2009 4004	Construct a new US LPOE in Sunland Park, New Mexico with a connection to Anapra, Chihuahua.	0	25,000	0	5	4	2	26	4

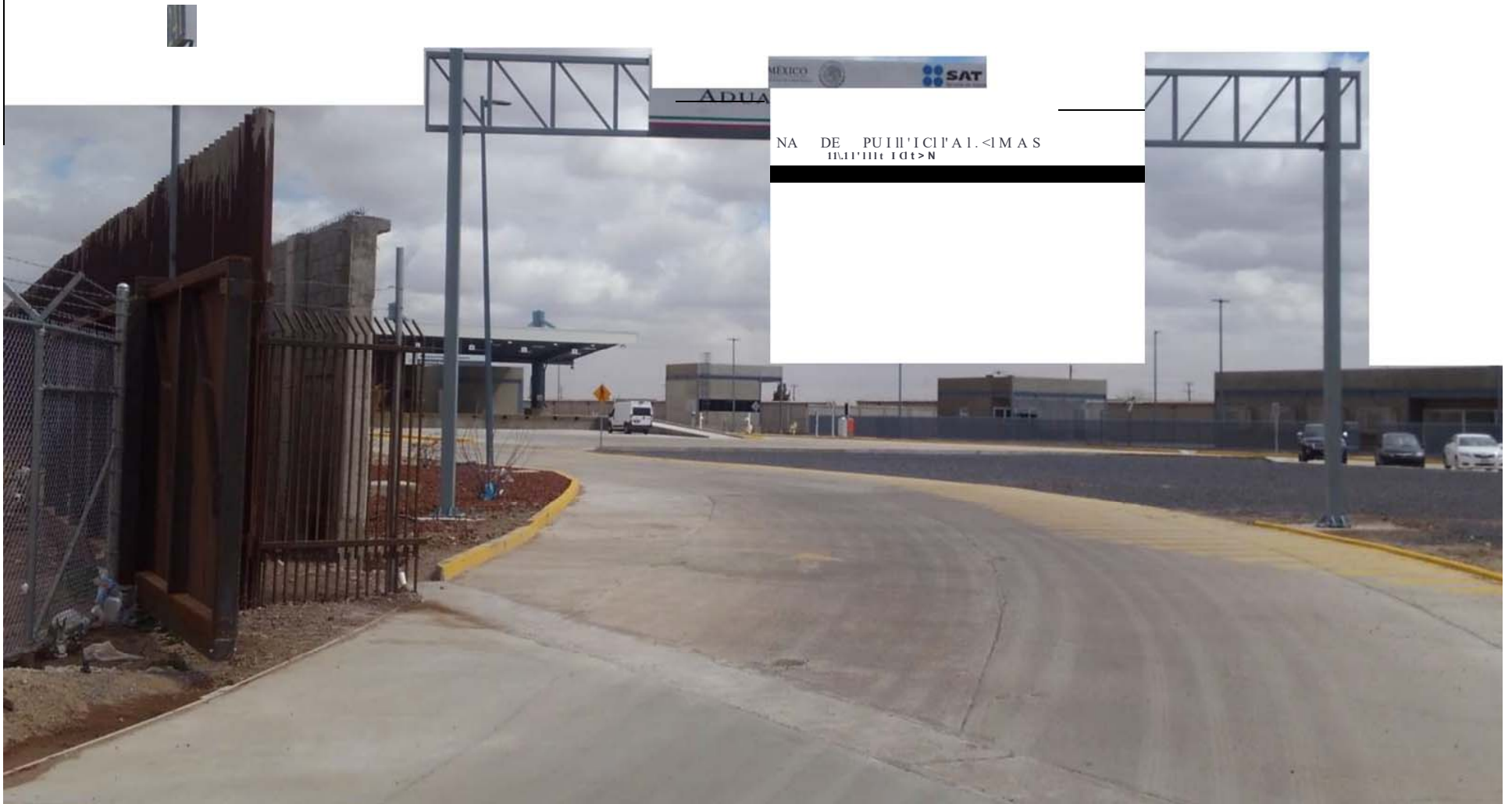


SPEED  
LIMIT  
15

 U.S. Customs and  
Border Protection  
Columbus Port Of Entry





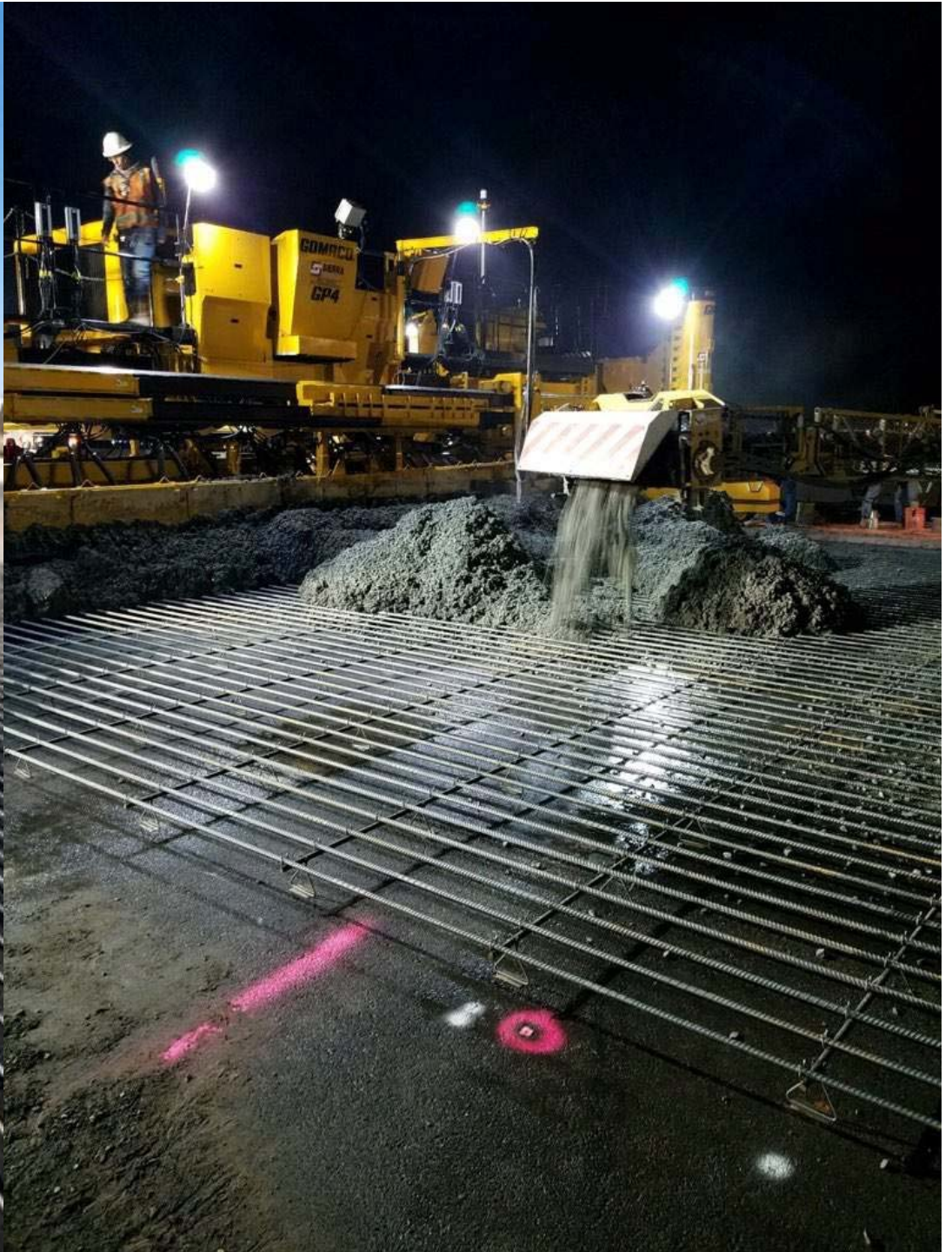


# Accomplishments



Table ES-2: Evaluation of New Mexico Multimodal Infrastructure Projects

Evaluation of New Mexico Multimodal Infrastructure Projects							Capacity/Congestion Total Points	Project Cost US\$1,000s	Cost of Project vs. Projected Demand	Regional Benefit Total Points	Project Readiness Total Points	LPOE Connectivity Total Points	Weighted Combined Score	New Mexico MMI Overall Rank
							Max Point Value	12	-	3	5	9	100	out of 22
ID	State	Linked Projects	Facility	Sponsor	Project Description/ Extent	Proposed Improvement								
2003	NM	1001 2005	NM 136	NMDOT	POE to Intersection with TX State Line	Reconstruction	7	40,000	3	5	3	7	69	1
2008	NM		NM 9 Columbus Road	NMDOT	McNutt (NM 273) to Pete Domenici (NM 136)	Extend as a 4-Lane Divided Principal Arterial	9	14,977	3	4	3	5	67	2
2010	NM	2011 2016	Industrial Drive	Doña Ana County	Divisadero Intersection	Widen Industrial Drive to 4 lanes with center-turn lane through intersection and construct 150' SB right-turn lane	7	500	3	4	3	4	61	3
2014	NM	2015	Strauss Road & Road 2A	NMDOT, Doña Ana County	Verde Logistics Industrial Park	Construct 600' WB right-turn lane	7	100	3	4	3	4	61	4
2018	NM		Interstate 10, Hachita Bridge	NMDOT	Mile 49	Bridge Replacement	7	2,500	2	5	3	5	61	5
2001	NM		Gold Avenue	City of Deming	Gold Street to Spruce Road	Geometrics & Drainage Improvements	6	800	2	6	3	4	60	6





# PAC Kickoff Meeting



# Questions



Next Meeting Date: August 2019  
Meeting Location: TBA