



Interstate Standards and Delivering Border Security

**Ports to Plains Conference, Eagle Pass
September 14, 2023**

Introductions



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Agenda

- 1 Introductions
- 2 Importance of the Border Crossing
- 3 Case Study | US 57
- 4 Laredo District View
- 5 Next Steps in the Laredo District



Role of the Border Patrol

The primary mission of the Border Patrol is to **detect and prevent the illegal entry and smuggling of aliens into the United States by land, sea, or air, to seek out and apprehend alien smugglers, and to enforce all of the criminal provisions of the immigration and nationality laws** (*Title 8 of The United States code and certain applicable portions of Title 18*). In addition to this primary mission, all Border Patrol Agents are designated as Customs Patrol Agents and furnish **general assistance to the customs service in preventing the illegal importation of contraband and in assuming specific responsibilities in the prevention of illegal traffic in narcotics.**

Source: FBI Law Enforcement Bulletin | Volume: 40 | Issue: 2 | Dated: (FEBRUARY 1971) | Pages: 2-6 & 26-27 | Author(s): H C Moore | Date Published: 1971

Importance of the Border Crossing

- Protect the Homeland through the **air, land and maritime environments** against illegal entry, illicit activity or other threats;
- Uphold **national sovereignty**
- Promote **national and economic security**



Importance of the Texas-Mexico Border

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



US 57 Corridor Study Overview

Approximately 100 miles

Eagle Pass POE



2 Bridge Crossings +
Rail crossing

2



TxDOT
Districts

3

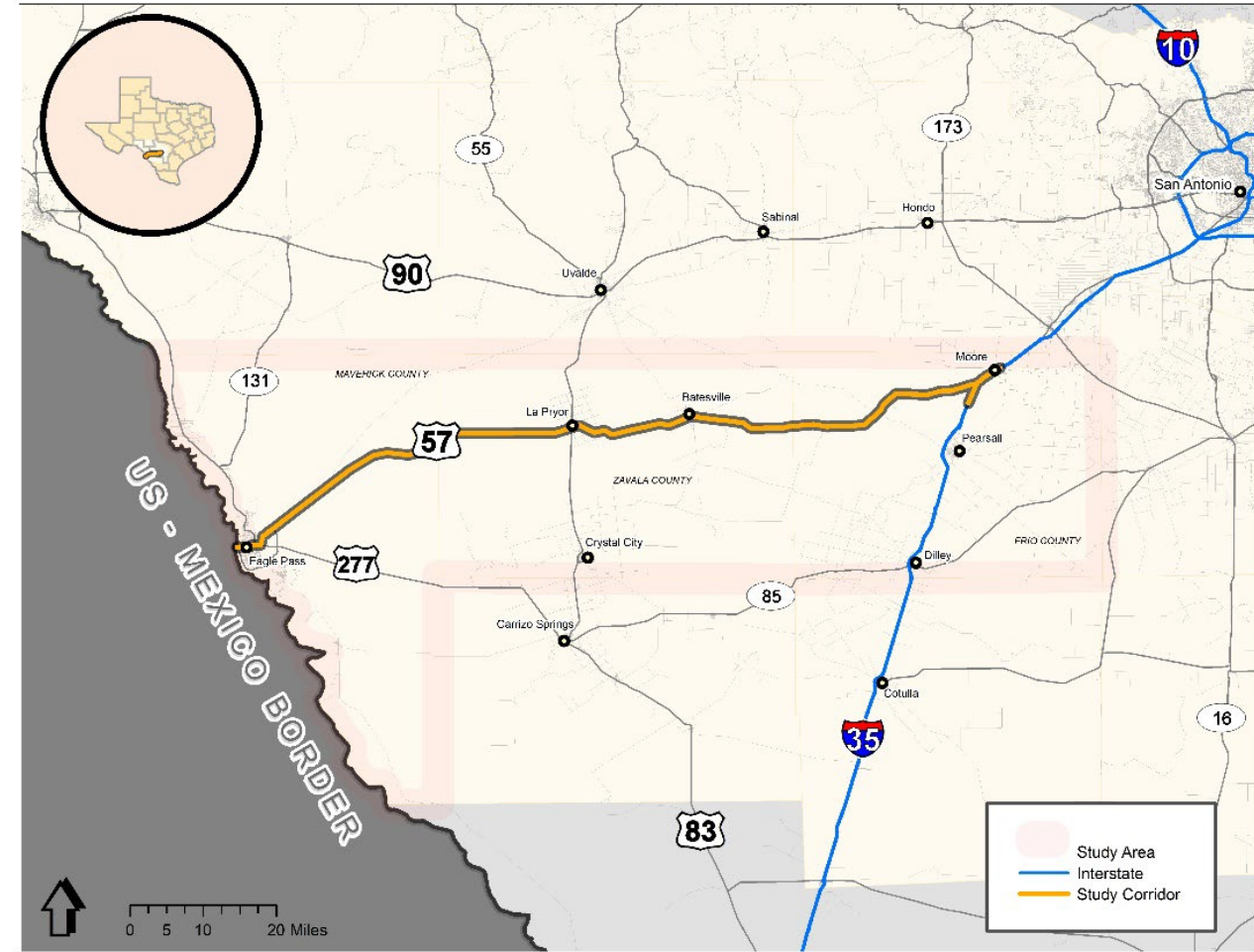


Counties

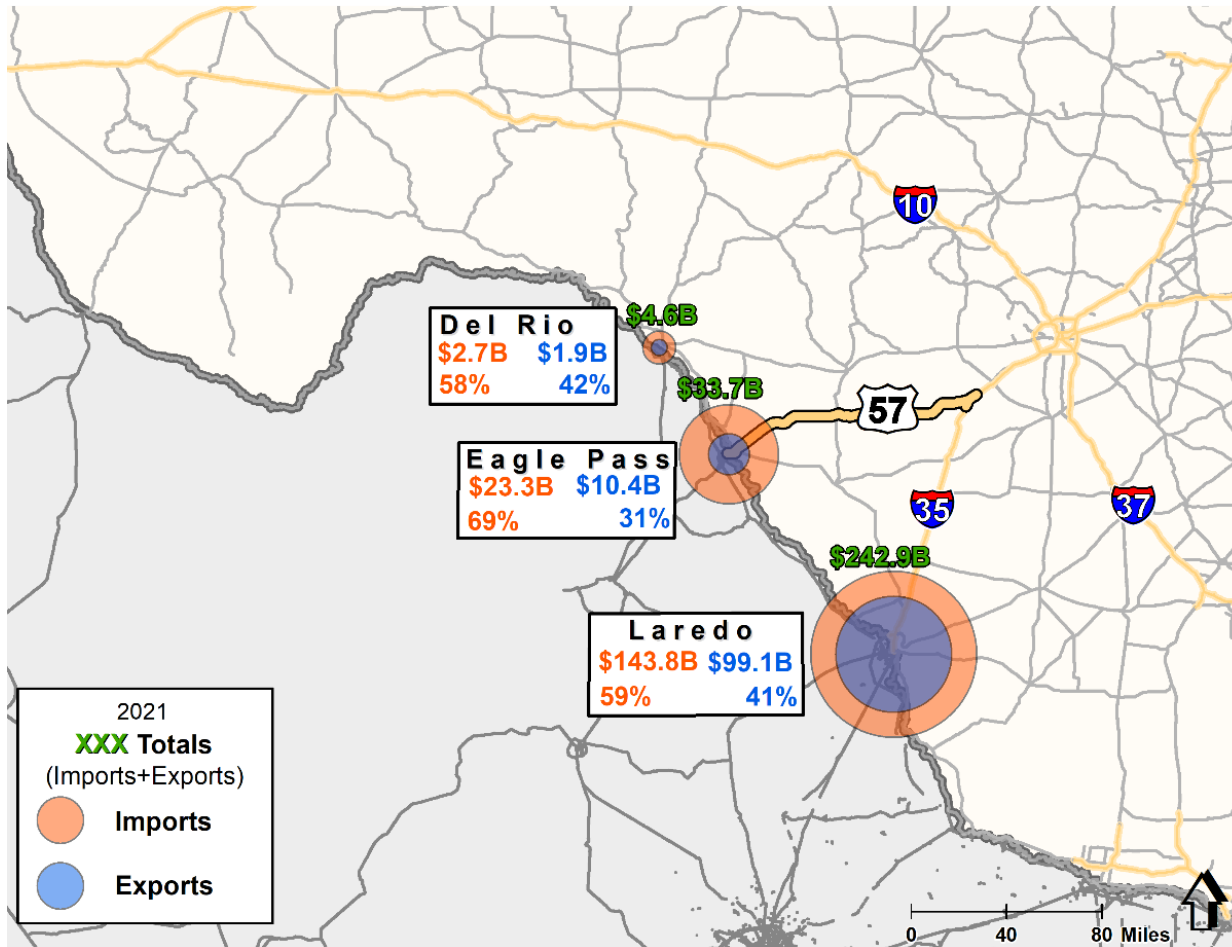
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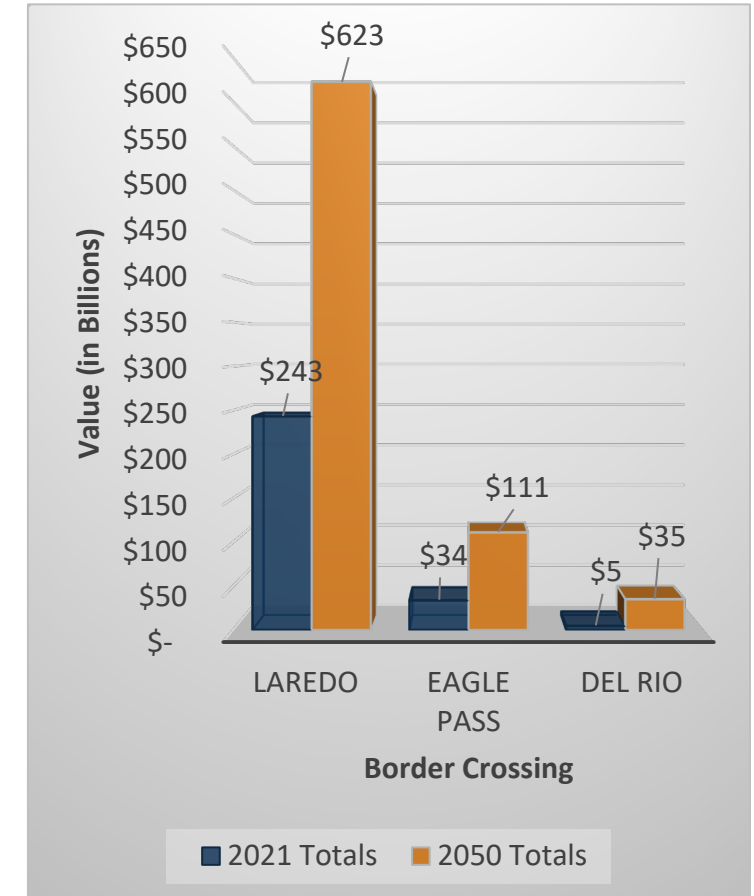
Cities



Corridor Value of Freight Movement at Border Crossings | 2021



2021 Versus 2050

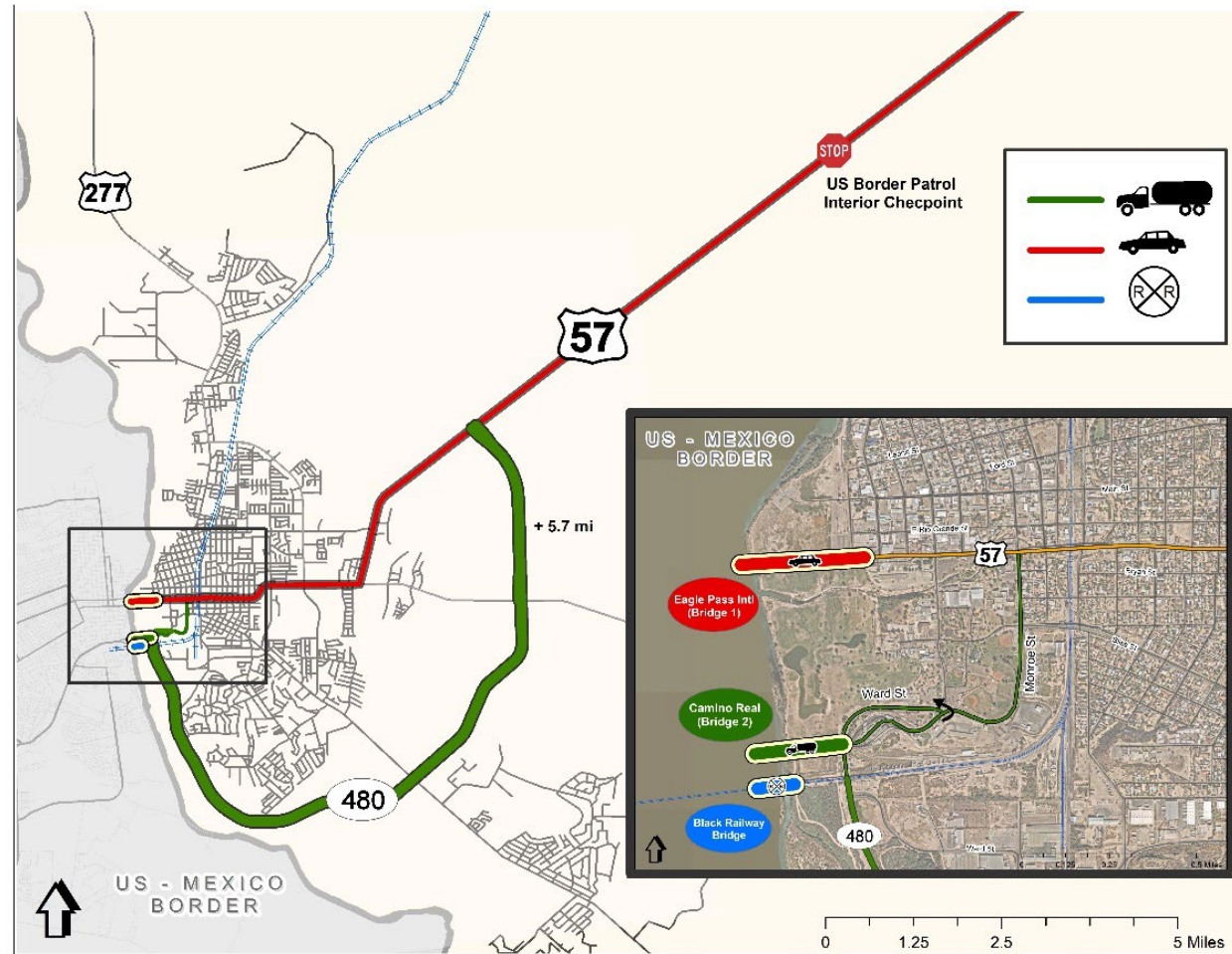


US 57 Corridor Study Purpose

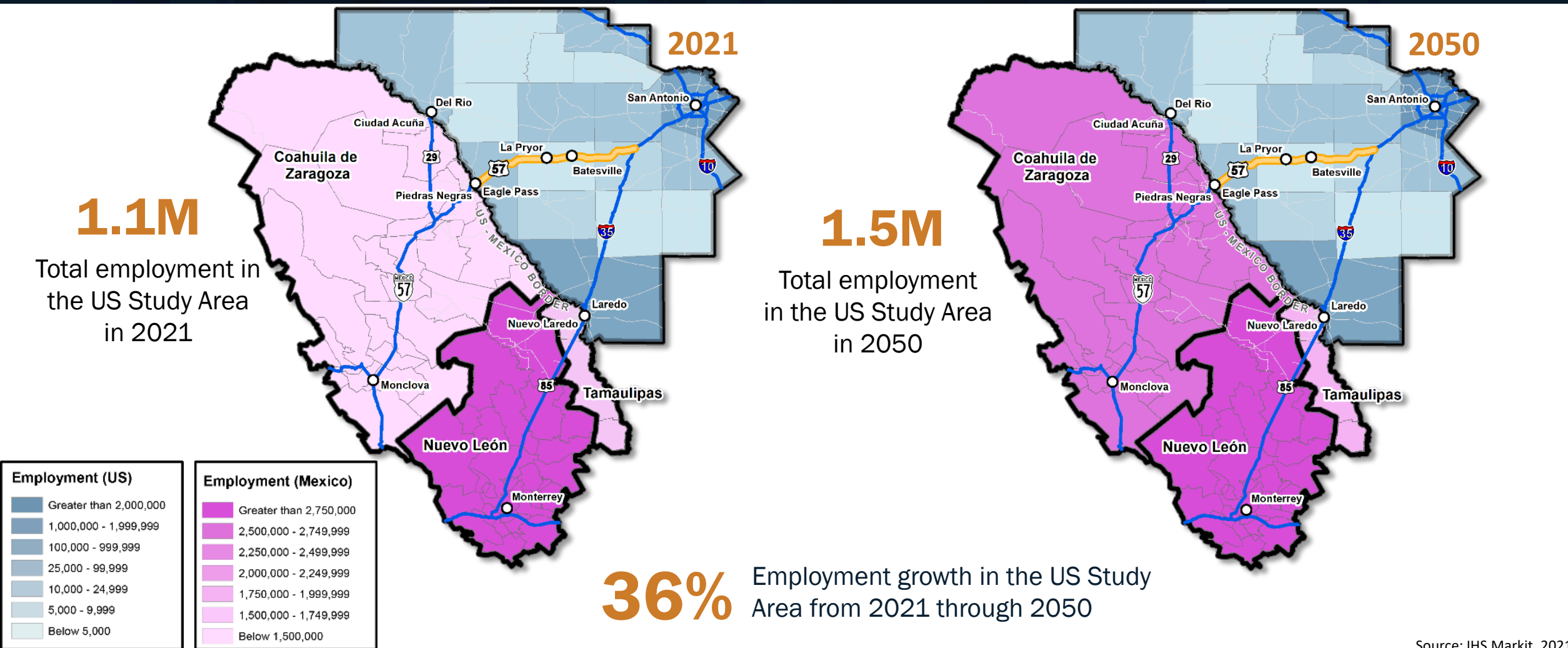
- Enhance corridor and border **safety and security**
- Support **border community development plans** and economic opportunities
- Provide **consistency** with the Texas Freight Mobility Plan, the Strategic Highway Safety Plan, and P2P Initiatives
- **Improve east/west connectivity** and capacity as recommended in the Texas-Mexico Border Transportation Master Plan



US 57 Corridor Study Overview – Eagle Pass

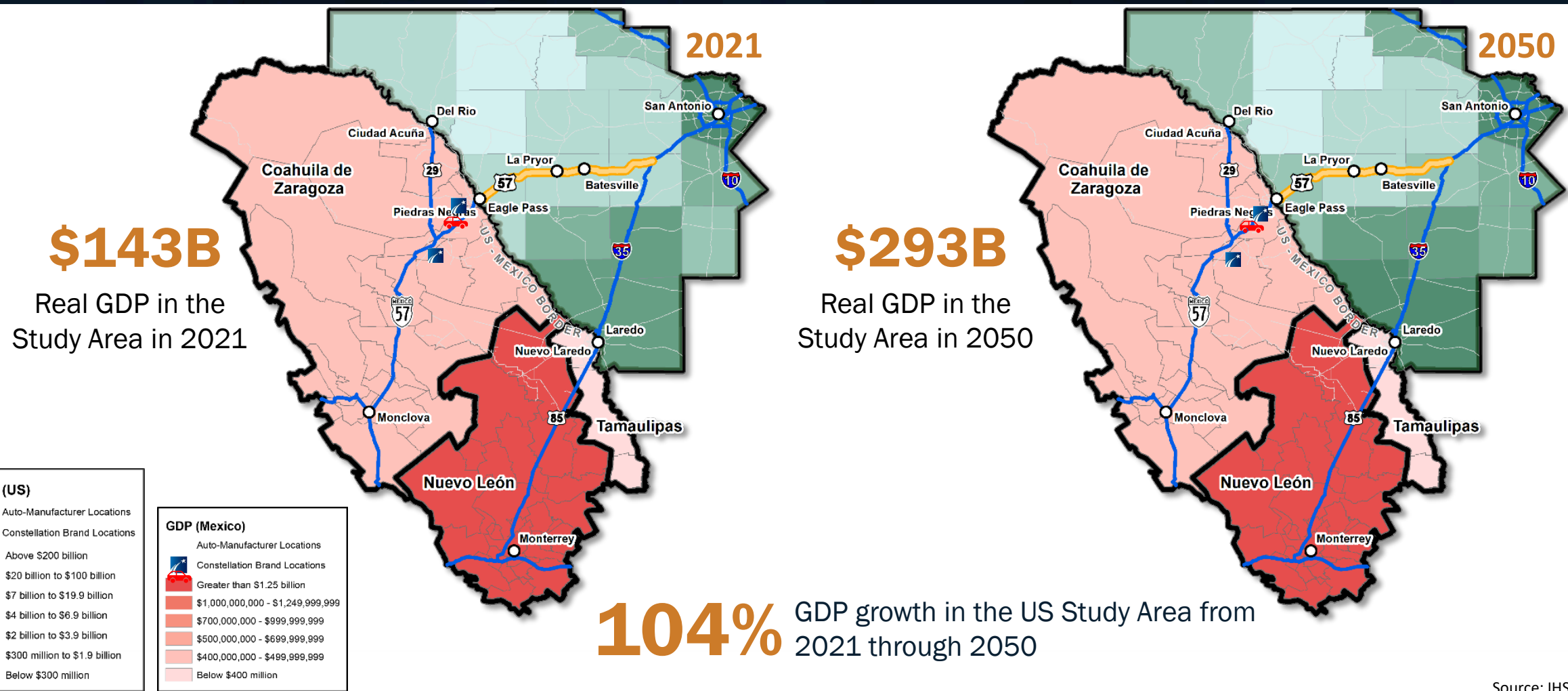


US 57 Corridor Employment Trends: 2021 - 2050



Source: IHS Markit, 2021

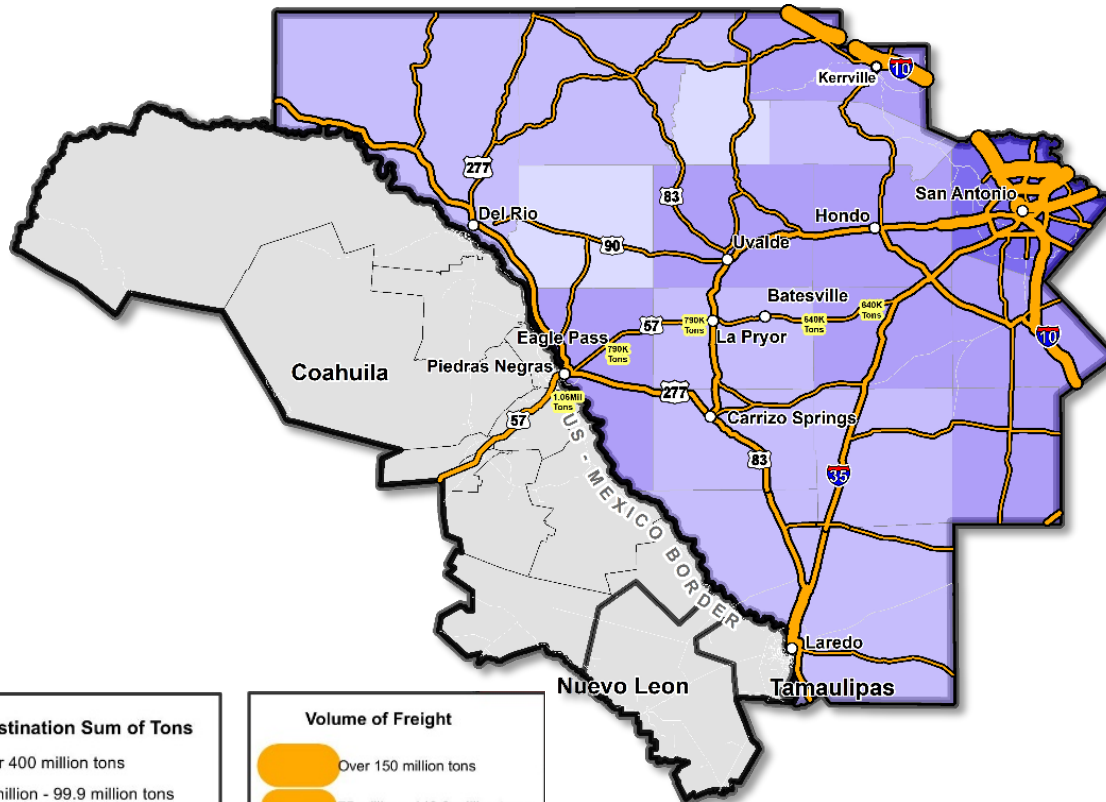
US 57 Corridor Gross Domestic Product (GDP) Trends: 2021 - 2050



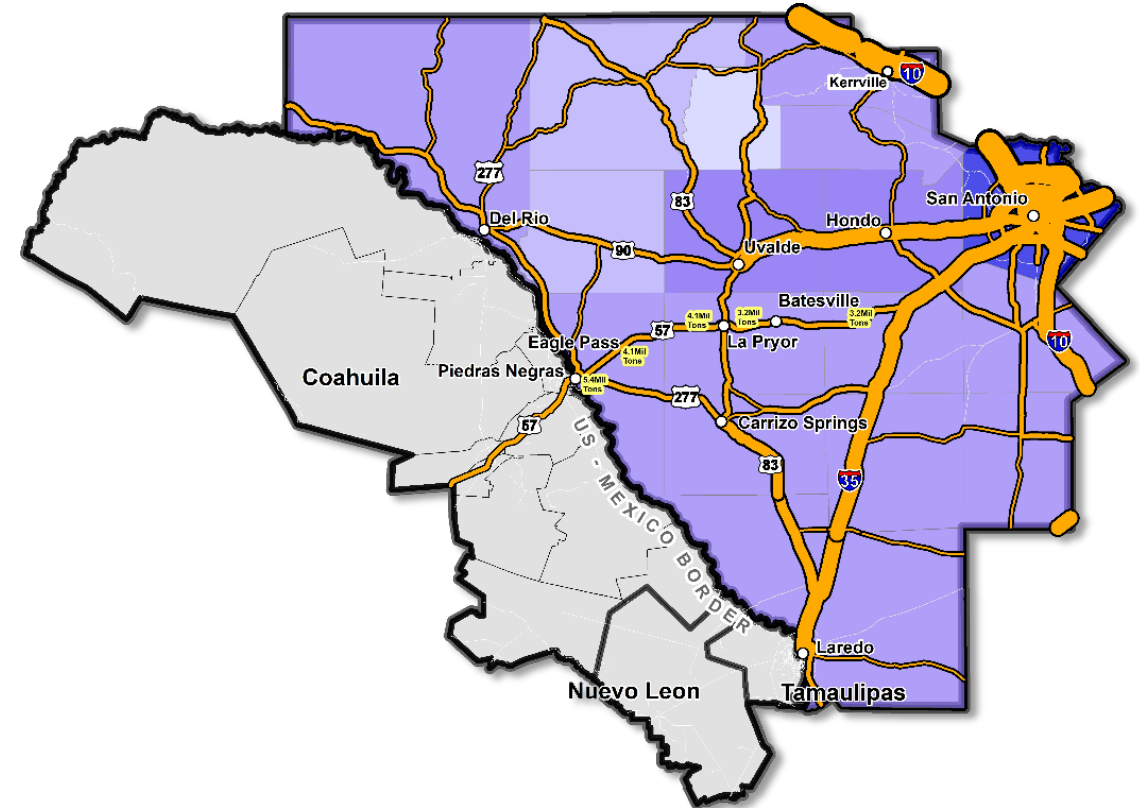
Source: IHS Markit, 2021

Total Freight Tonnage by County | 2015-2045

2015



2045

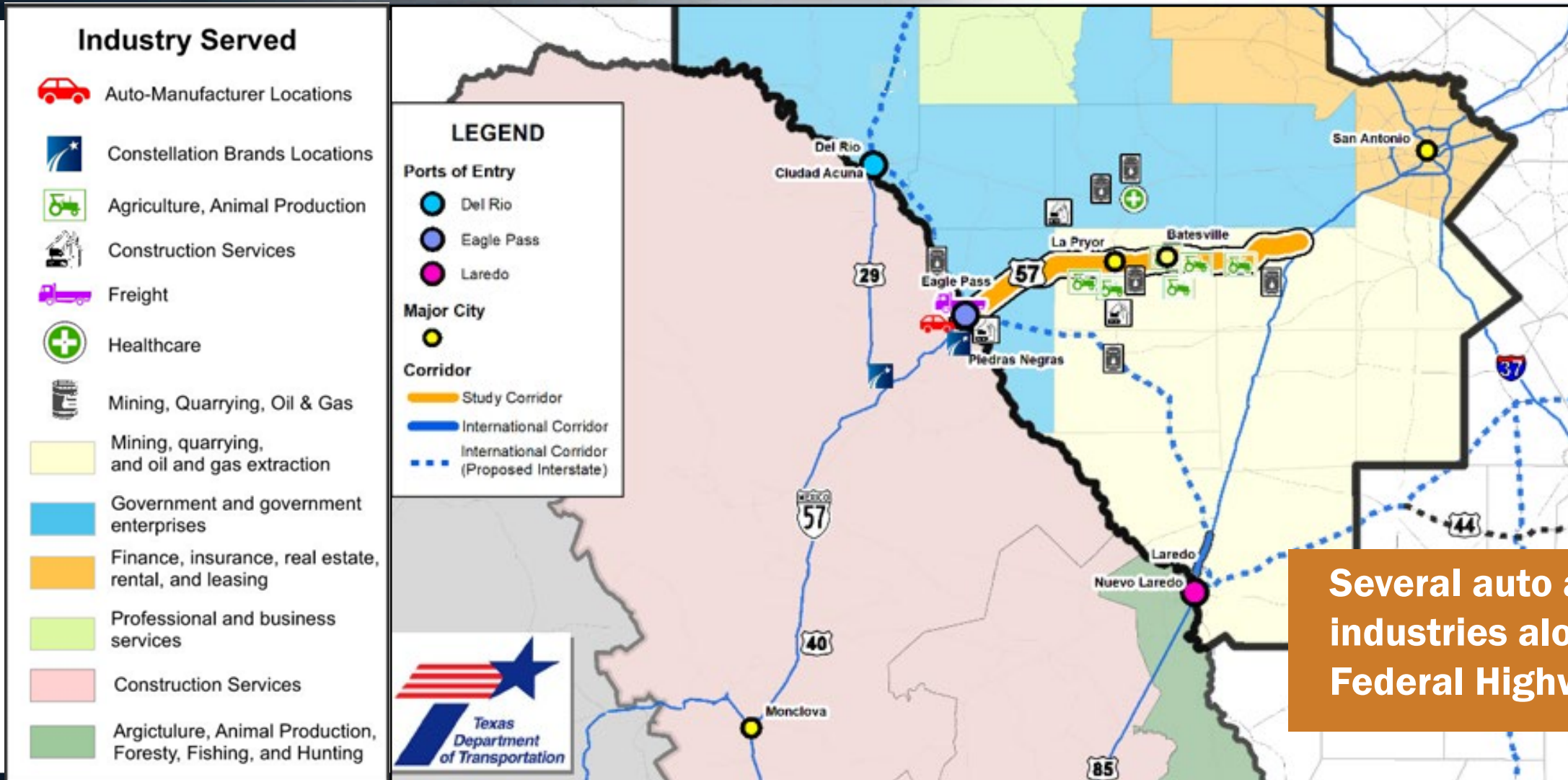


Origin - Destination Sum of Tons	
Over 400 million tons	
50 million - 99.9 million tons	
20 million - 49.9 million tons	
1 million - 19.9 million tons	
150,000 - 999.9K tons	
Under 150,000 tons	

Volume of Freight	
Over 150 million tons	
75 million - 149.9 million tons	
25 million - 74.9 million tons	
10 million - 24.9 million tons	
1 million - 9.9 million tons	
Under 1 million tons	

Source: Transearch (IHS Markit), 2015

US 57 Corridor: Industries Served



Several auto and beverage industries along Federal Highway 57

Binational Coordination



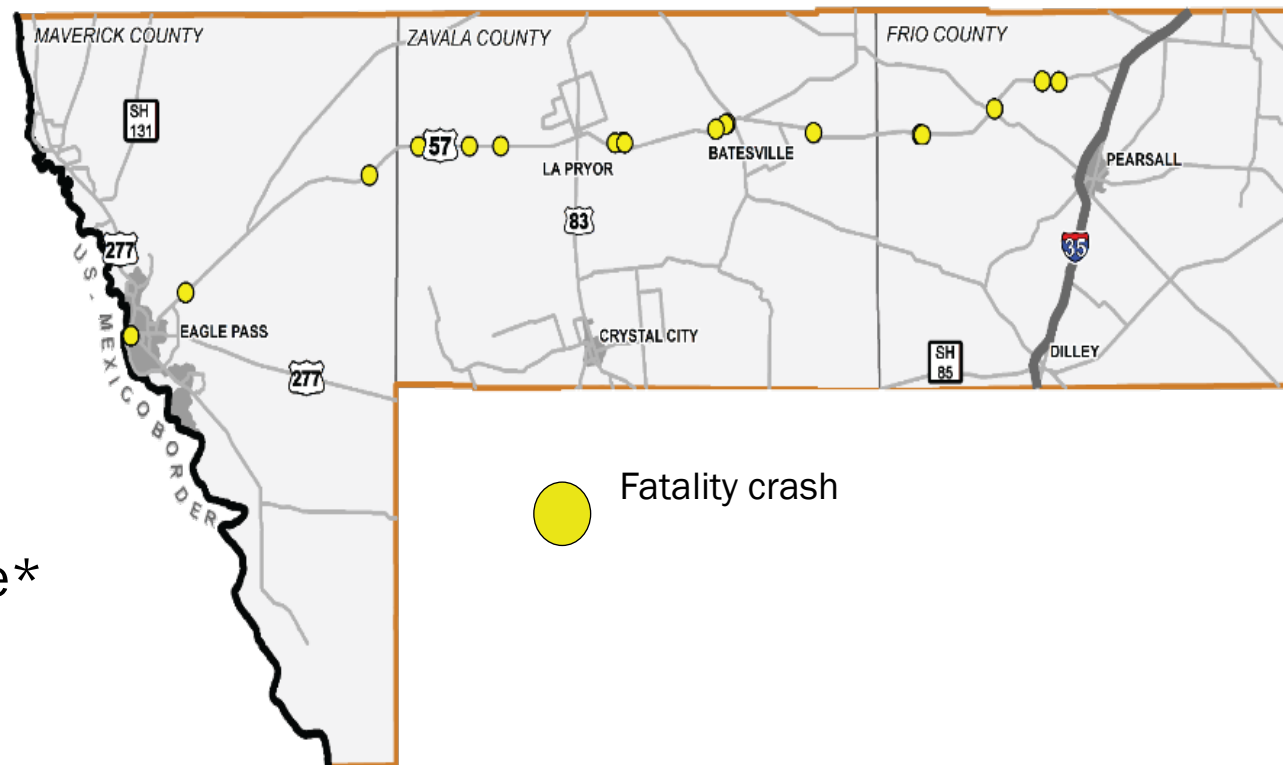
Safety Analysis

Safety corridor-wide

- From January 2017 to July 2022, there were **27** fatalities on US 57
- The majority (**89%**) of fatal crashes occurred along **two-lane** sections of the corridor

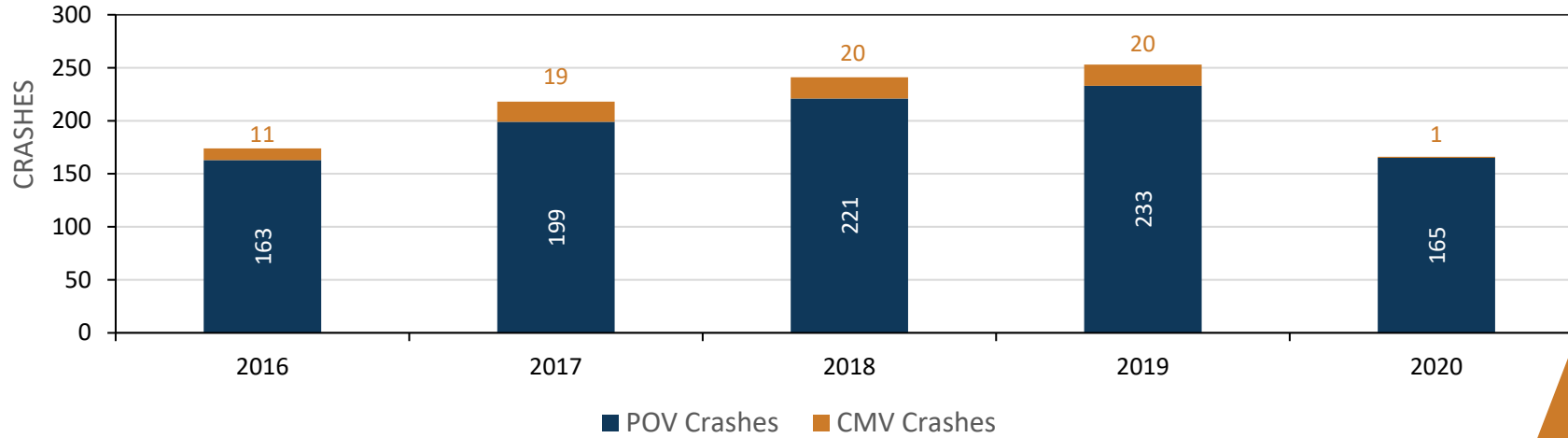
Safety in Eagle Pass

- **3x** the statewide average crash rate*
- **2/3** of crashes on the corridor occurred in Eagle Pass, including **all 8** pedestrian and cyclist-related crashes



***2017-2021 TxDOT Crash Records Information System (CRIS) Data**
Compared to statewide average crash rate for a rural US highway reported in crashed per 100 million vehicle miles traveled.

Corridor Safety – Total Crashes | 2016-2020



1,066 Total Crashes



759 (71%)
urban crashes



307 (29%)
rural crashes



981 (92%)
POV crashes



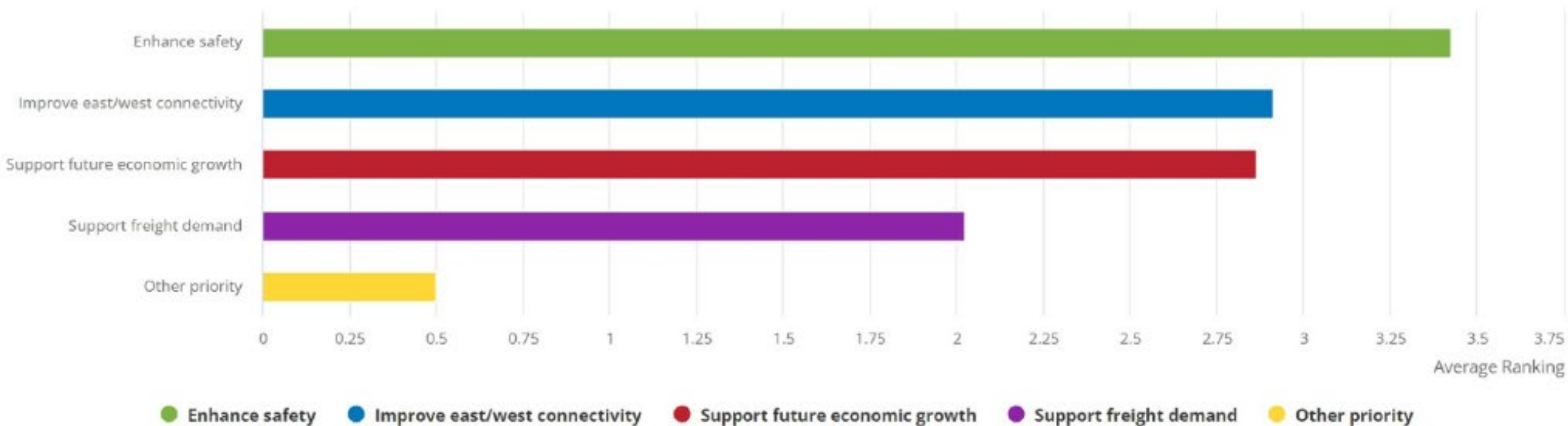
85 (8%)
CMV crashes

Source: TxDOT C.R.I.S., 2022

Survey Results from Focus Group Meetings

Q2. Please rank the following priorities for your organization/community regarding our evaluation of US 57, starting by bringing your highest priority to the top of the list.

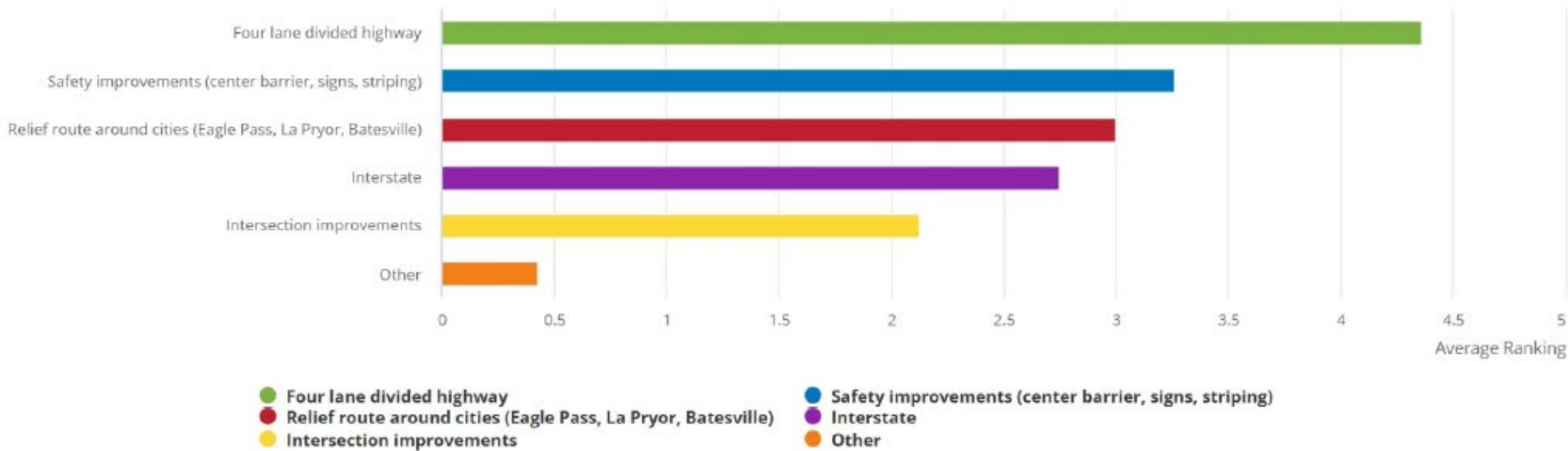
72 answers



Survey Results from Focus Group Meetings

Q7. Please rank the following potential improvements to US 57, starting by bringing your highest priority to the top of the list. ≡

71 answers

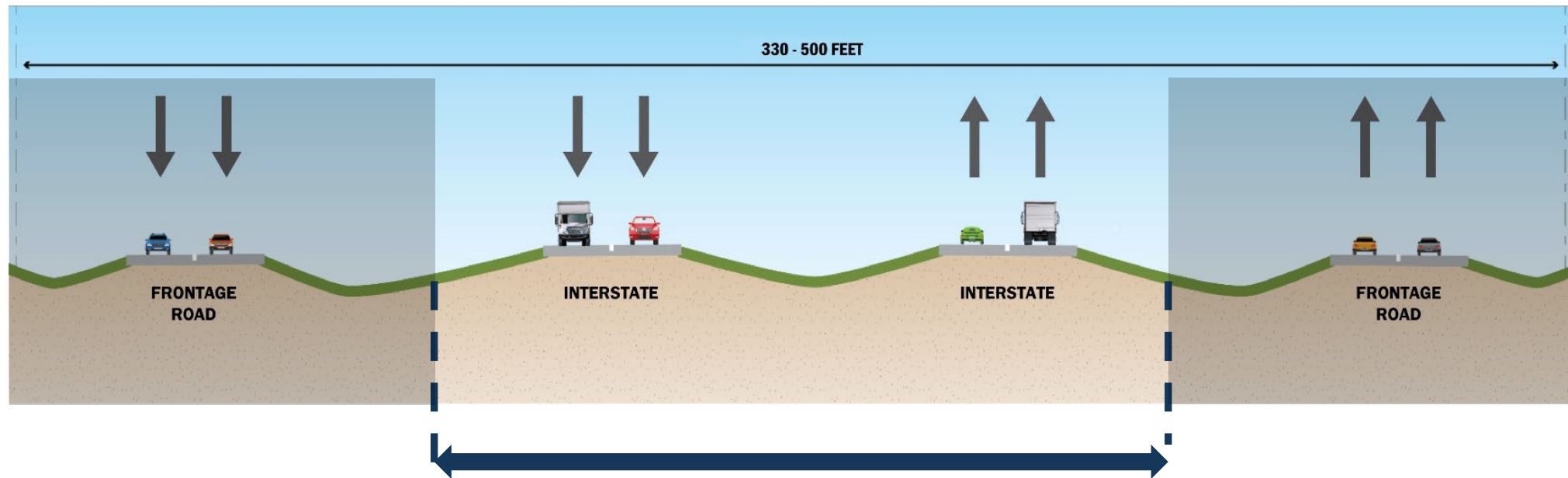




Recommendations

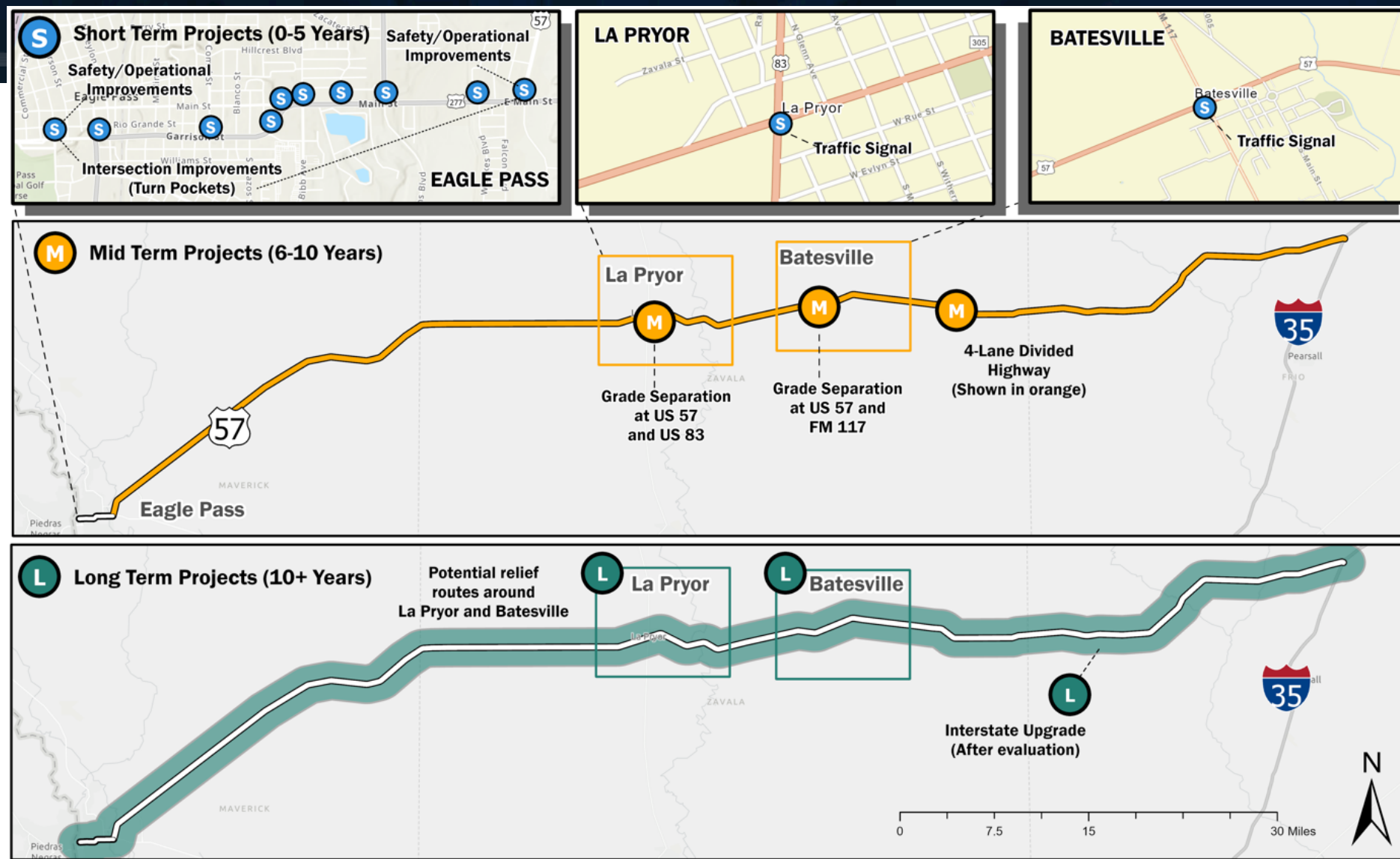
- Plan and implement **short-term spot improvements within the City of Eagle Pass** to improve safety and connectivity
- Develop a segmented and phased implementation plan for a **Four-Lane Divided Highway** east of SL 480 to the I-35 junction, that will:
 - Facilitate reuse of existing lanes, where possible, to reduce cost
 - Enhance safety and operations
 - Improve connectivity, freight mobility, and economic vitality
 - Consider potential freight relief routes around La Pryor and Batesville
 - Minimize impact to adjacent properties
 - **Serve as a logical progression towards an interstate-level freeway**

Recommended Option Scalable To Future Interstate



**ROW width for four-lane divided
highway recommendation**

Implementation Map



Implementation Plan

SHORT-TERM (0-5 YEARS)

Safety / Operational Improvements	Within the City of Eagle Pass, \$1M
Intersection Improvements (Turn Pockets)	Within the City of Eagle Pass, \$10M
Traffic Signal	At US 57/US 83 in the City of La Pryor, \$400,000
Traffic Signal	At US 57/FM 117 in the City of Batesville, \$400,000

MID-TERM (6-10 YEARS)

Four-lane Divided Highway	Outside the City of Eagle Pass, \$510M
Grade Separation	At US 57/US 83 in the City of La Pryor, \$20M
Grade Separation	At US 57/FM 117 in the City of Batesville, \$20M

LONG-TERM (10+ YEARS)

Re-evaluate for interstate designation

Interstate Upgrade	Along US 57, \$2B
Relief Route	Around the City of La Pryor*
Relief Route	Around the City of Batesville*

*Cost not yet determined

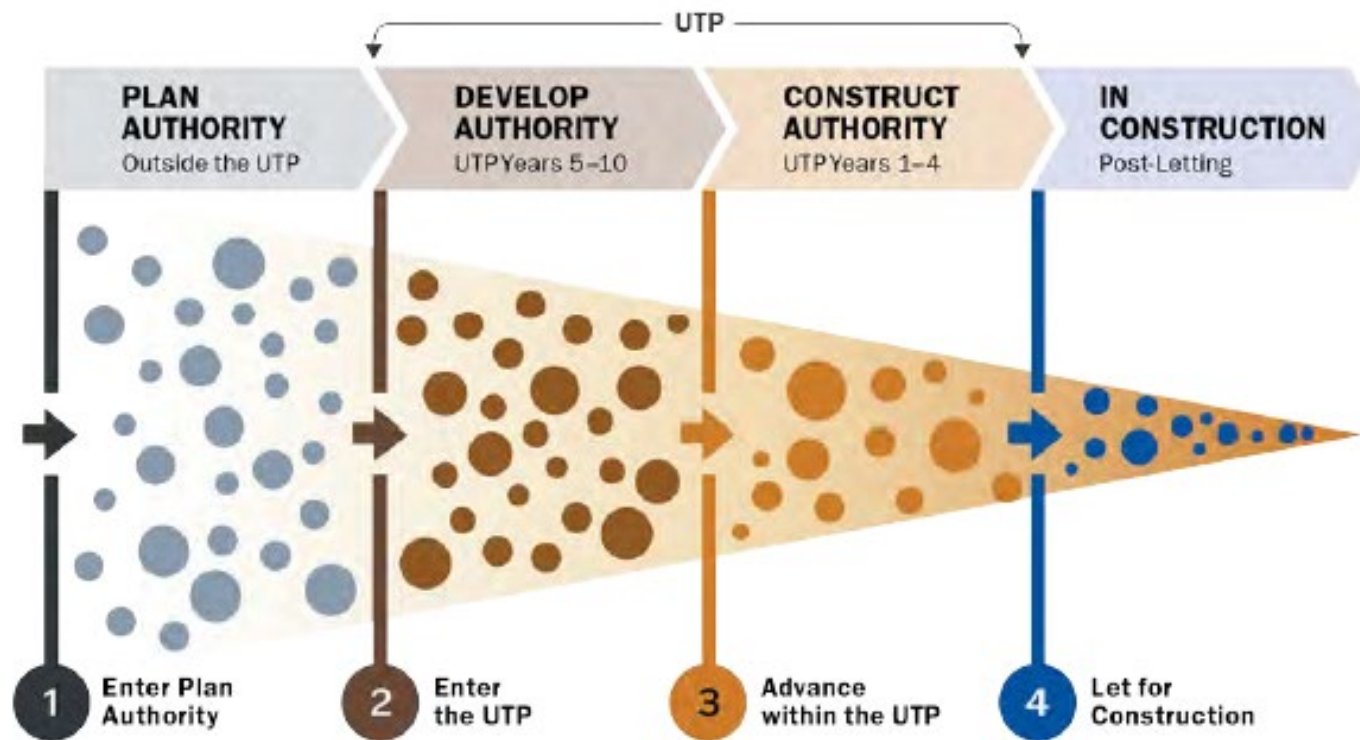


The Laredo District View

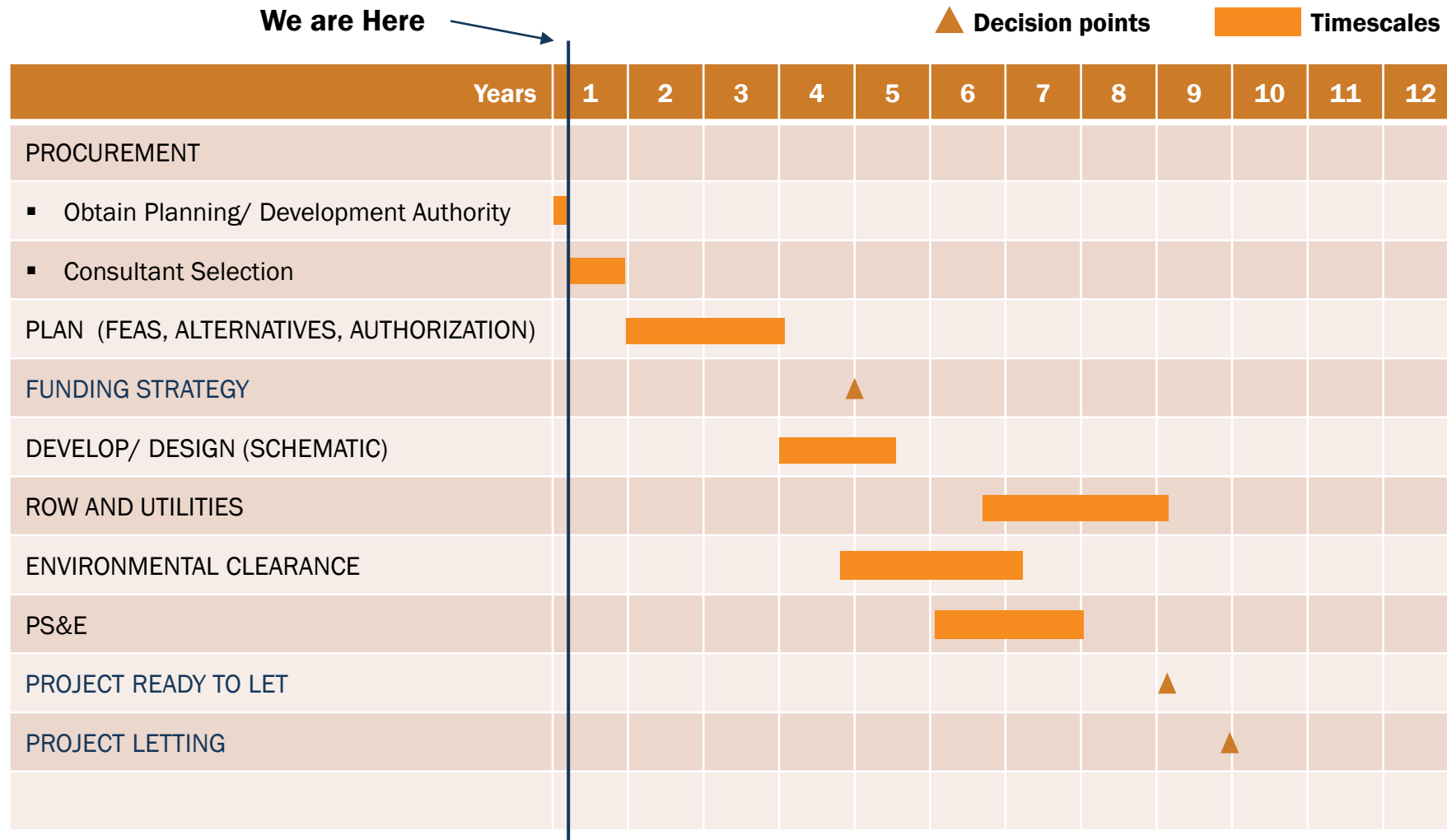
Challenges Near Border Crossings, Ports to Plains Route and Connecting Routes:

- Nearshoring causing increasing in the number of commercial vehicles crossing.
- Traffic growth along P2P routes (US 83 and US 277) due to increased port interconnectivity.
- Development of Large Warehouse/ Industrial Parks along the corridor.
- Energy Sector Traffic Growth (Eagle Ford Shale)
- Increased National Guard and Military Vehicle Movement (US 57-Eagle Pass, US 90- Del Rio)
- Safety Concern Arising From High Speed Law Enforcement Pursuits.

TxDOT UTP Project Path



Project Development Process





Next Steps in the Laredo District

- Completion of SL 480 in Maverick County.
- Construct additional passing lanes as reconstruction projects are developed.
- Laredo District is in Process of Hiring Consultant to:
 - Prioritizing segments of Ports to Plains Corridor (US 83/ US 277/ SL 480/ SL 79)
 - Analyze the Possibility of Constructing Relief Routes Around Cities.
 - Develop a Plan to Construct Segments of highways from Two Lane to Four Lane divided highway in preparation for Interstate 27.
 - Assist with a Financial Plan to secure funding.



Questions

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