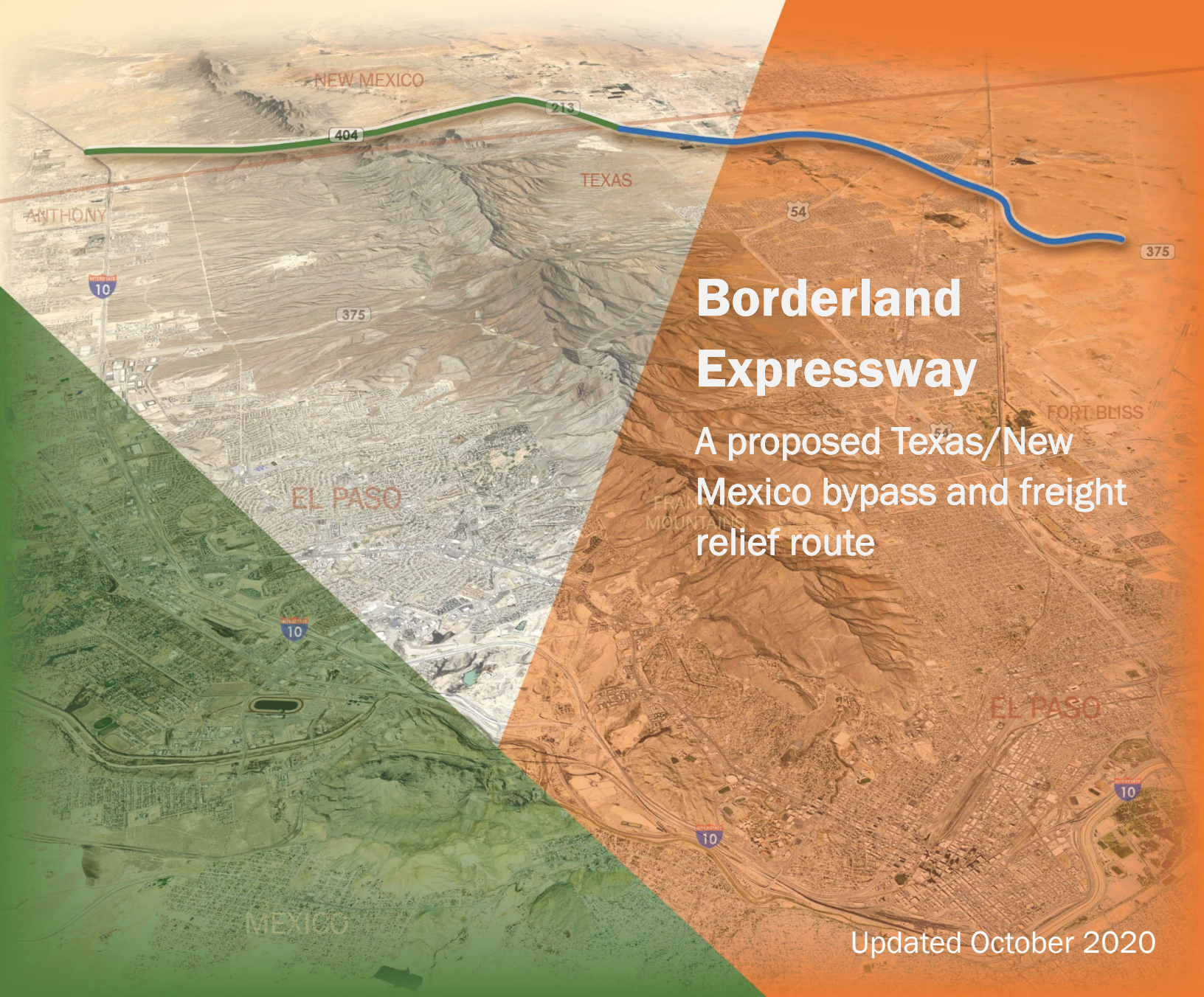




PROJECT OVERVIEW



Borderland Expressway

A proposed Texas/New Mexico bypass and freight relief route

Updated October 2020



The Enabling Project

One of the Top 100 most congested roadways in Texas, I-10 is programmed for major improvements.

- Construction on I-10 is estimated to start in 2024.
- I-10 construction would mean regular shutdowns of I-10, ramp closures and detours through surface roads.

The Borderland Expressway would enable the construction work on I-10 by...

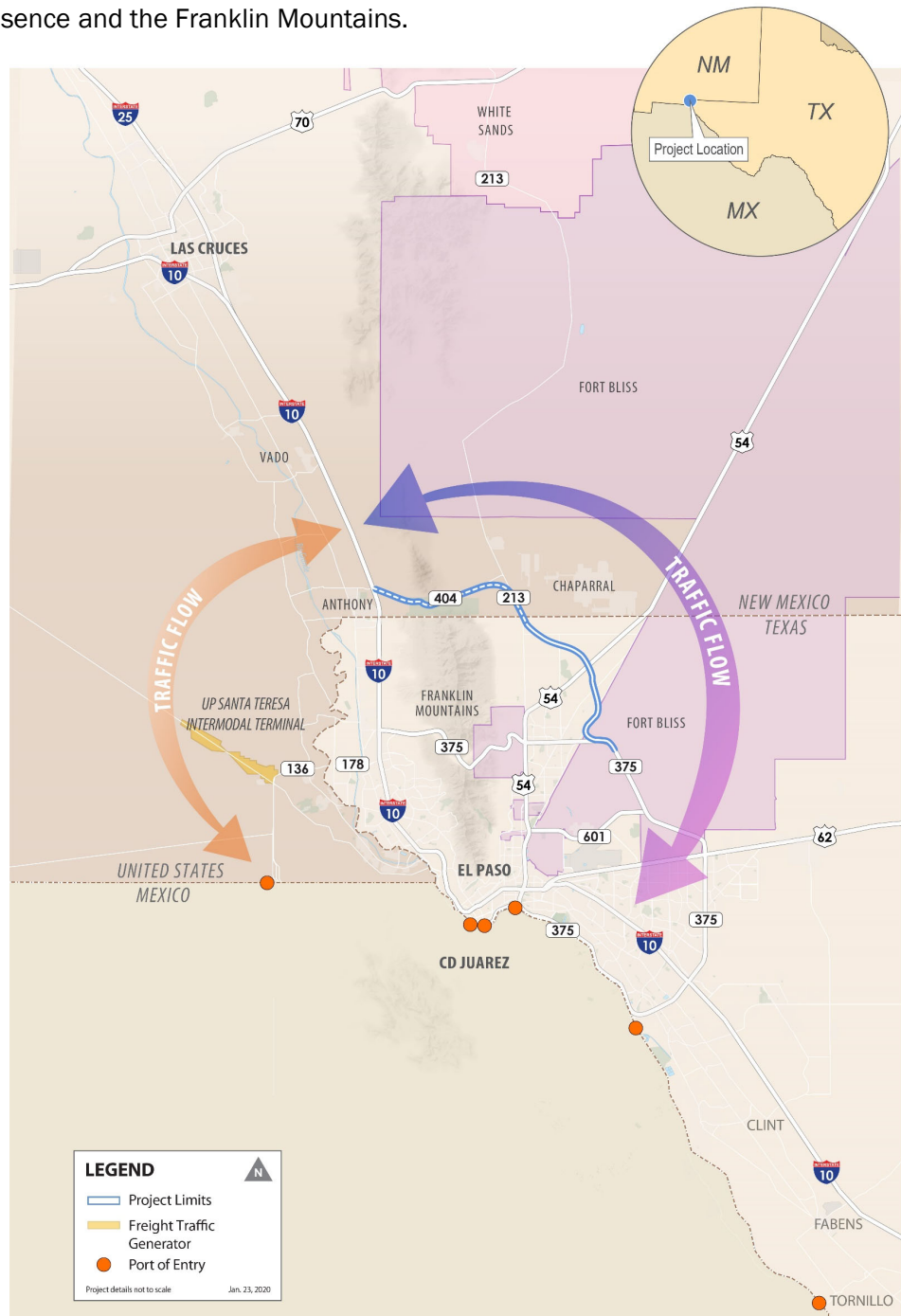
- Offering a relief route to freight traffic,
- Mitigating traffic impacts to the traveling public, and
- Creating safer, more efficient travel through the region.

Regional View

The El Paso border region is a gateway between Texas, the Southwestern United States, Northern Mexico and Fort Bliss. The region is home to several highway corridors critical to keeping national and international commerce moving.

Today, reliability of the regional highway network is facing disruption. The region's backbone corridor, Interstate 10 (I-10), has begun to deteriorate and plans are underway for major improvements. In response, public and private interests across Texas and New Mexico are organized in support of I-10's improvements.

The map below gives a broad view of the region's two-state highway network and the region's major fixtures: six international ports of entry, a vast military presence and the Franklin Mountains.

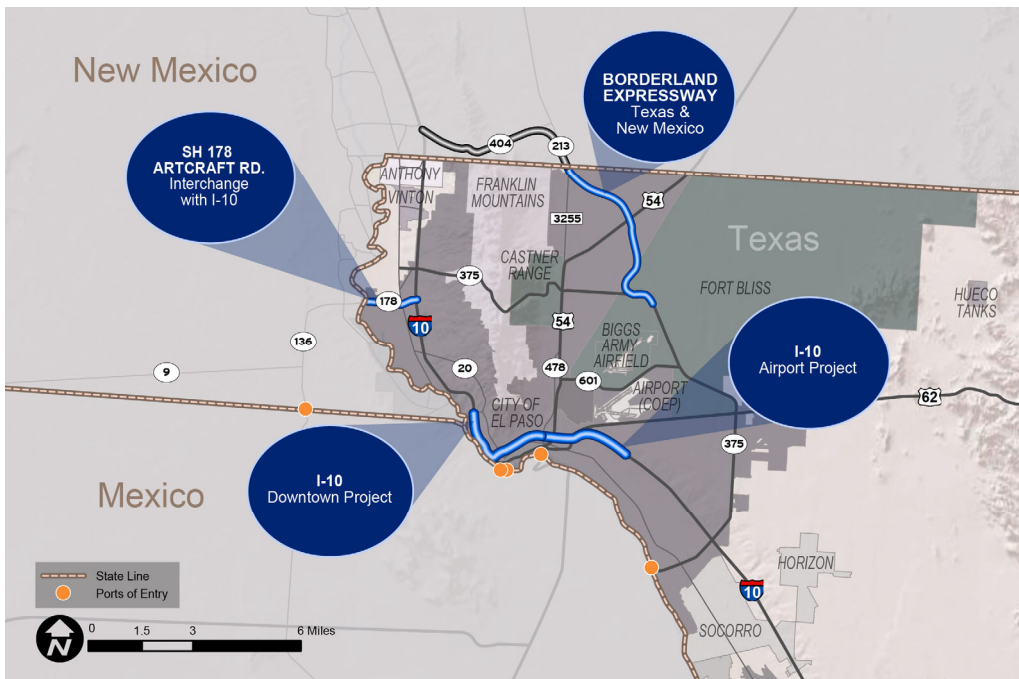


Regional Context

Increases in traffic congestion are expected to intensify due to steady growth in employment and population. Freight traffic levels also will rise as a result of a strong regional manufacturing and international trade sector. To improve safety and enhance mobility, while also reducing delays for the transport of \$114 billion worth of goods that travel to, from and through El Paso, the **development of a bypass freight route must be a priority.**

The proposed Borderland Expressway (formerly known as the Northeast Parkway) is one of four high profile projects identified as critical to the integrity of the region's transportation network.

Four Projects



Two of the four projects are focused on the rebuilding of I-10 due to its age and rapidly deteriorating pavement and bridges. The structural integrity and security of I-10 is compounded by its national significance as the only all-weather east/west highway corridor. For military convoys, a compromised I-10 equates to compromised training movements and deployments.

Loop 375 is an alternate route to I-10, but not ideal. To the north, Loop 375 (Transmountain Drive) leads drivers through steep grades across the Franklin Mountains, notorious for stalling freight trucks. The route also is prone to closures due to inclement weather. To the south, Loop 375 (Border West Expressway) leads drivers through the urban core of El Paso and the through pinch points that characterize the U.S./Mexico border.

By design, the proposed Borderland Expressway will allow drivers to avoid steep mountainous grades and bypass the urban core. These two features benefit all long-distance commuters, especially freight trucks and industrial transports, thereby benefitting the national economy while increasing the safety of people who live and work in the city.



Four Projects

Borderland Expressway

New highway that will provide freight, military and long-distance commuters with a circumferential route around El Paso's urban core and the Franklin Mountains.

I-10 Downtown Project

Major improvements to I-10 from Executive Center Boulevard to Copia Street. This section of I-10 currently lacks frontage roads.

I-10 Airport Project

Major improvements to I-10 from Copia Street to Airway Boulevard. This part of I-10 serves the international airport, a growing medical center and other developments.

SH 178 Artcraft Road

Improvements to Artcraft Road between the New Mexico state line and I-10. Rapid development in the area exceeds the road's original design.



Big Picture

The Borderland Expressway...

- would be a circumferential route around urban El Paso and the Franklin Mountains, and
- would allow industrial transports, such as wind blades, an alternate route.

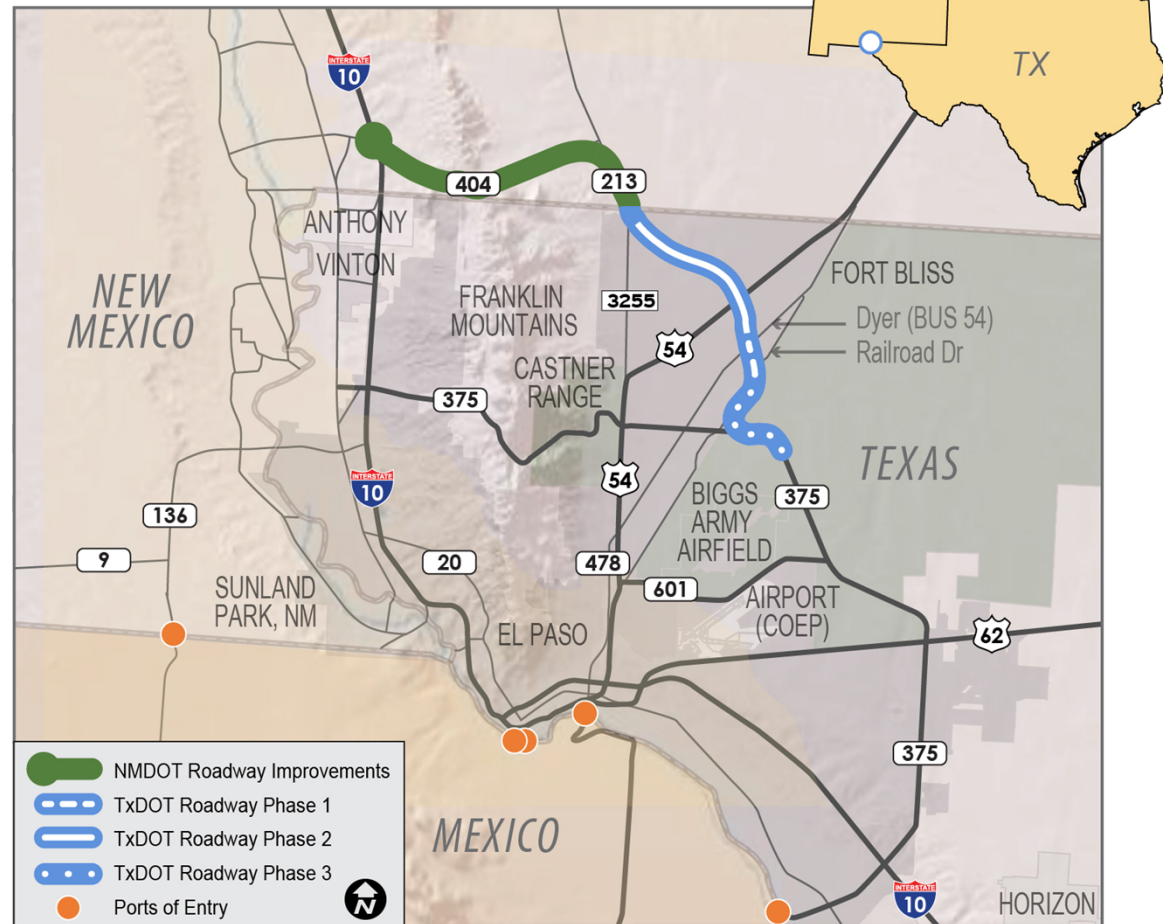
The Borderland Expressway (TxDOT) Project...

- would include overpasses at Loop 375, BUS 54 (Dyer Street), Railroad Drive, US 54, FM 2529 (McCombs Street), FM 2529 (Stan Roberts Sr. Avenue) and FM 3255 (MLK Jr. Boulevard), and
- would have the potential to support economic development opportunities in northeast El Paso by providing new access between I-10 and undeveloped land.

Project Profile

The Texas segment of the Borderland Expressway is located in northeast El Paso and was originally named the Northeast Parkway. When coordination with New Mexico began, the Northeast Parkway morphed into a two-state bypass route and was renamed the Borderland Expressway.

Proposed Borderland Expressway



Map is subject to change.

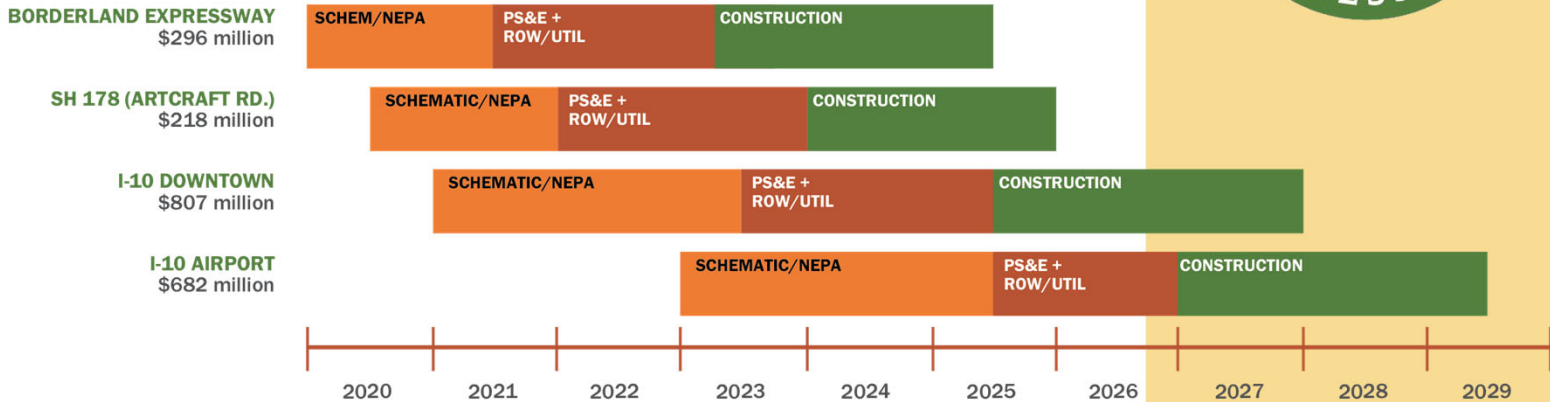
The Texas segment is a 10.8-mile proposed new highway that connects Loop 375 with FM 3255 (Martin Luther King, Jr. Boulevard). The proposed design describes a divided four-lane facility featuring bicycle and pedestrian accommodations. The Texas segment would be located within mostly undeveloped land owned by El Paso Water and Fort Bliss. The segment would be developed in three phases:

- Phase 1 — New frontage roads and intersection improvements from Dyer (BUS 54) to Railroad Drive.
- Phase 2 — New divided four-lane facility from FM 3255 (Martin Luther King, Jr. Boulevard) to Railroad Drive.
- Phase 3 — New divided four-lane facility from Railroad Drive to Loop 375.

The New Mexico segment is 11.4 miles long and involves upgrades to existing facilities: NM 213 and NM 404, as well as replacement of the I-10 overpass at NM 404, as depicted in the map above. New Mexico has committed the full \$69 million to complete its portion of the project. Various engineering activities are complete and more aspects of development are underway. New Mexico plans to start construction at the I-10/404 interchange in late 2020.

Project Profile

The bar graph depicts a timeline scenario for implementation of the region's four high profile projects.



Time table is subject to change.



I-10 Disruption

The challenges of counting on I-10 as the only major route through El Paso became obvious when a semitrailer collided into a bridge while driving on I-10 near downtown El Paso the summer of 2018. The incident crippled roadways throughout the region for almost 24 hours.

Due to the lack of frontage roads along this stretch of I-10, **motorists who did not take Loop 375 as an alternate route were detoured through small streets and traffic lights.**

Repairs to I-10 structures took place over weeks, giving motorists a taste for how the construction work on I-10 will affect daily travel.



Sequencing

The Borderland Expressway...

- is intended to be completed first in order to enable the construction work on I-10, and
- would be key to keeping people and goods moving during and after the construction work on I-10.

Construction work on I-10...

- would disrupt the flow of people and goods during construction through the city, and
- would happen likely in phases as funding becomes available.



Economic Benefits

Benefit Cost Analysis

For every dollar spent to build the project, an additional \$2.51 is projected to be generated, resulting in improved safety, reduced travel time, and reduced emissions damage.

Short & Long-Term Economic Impact

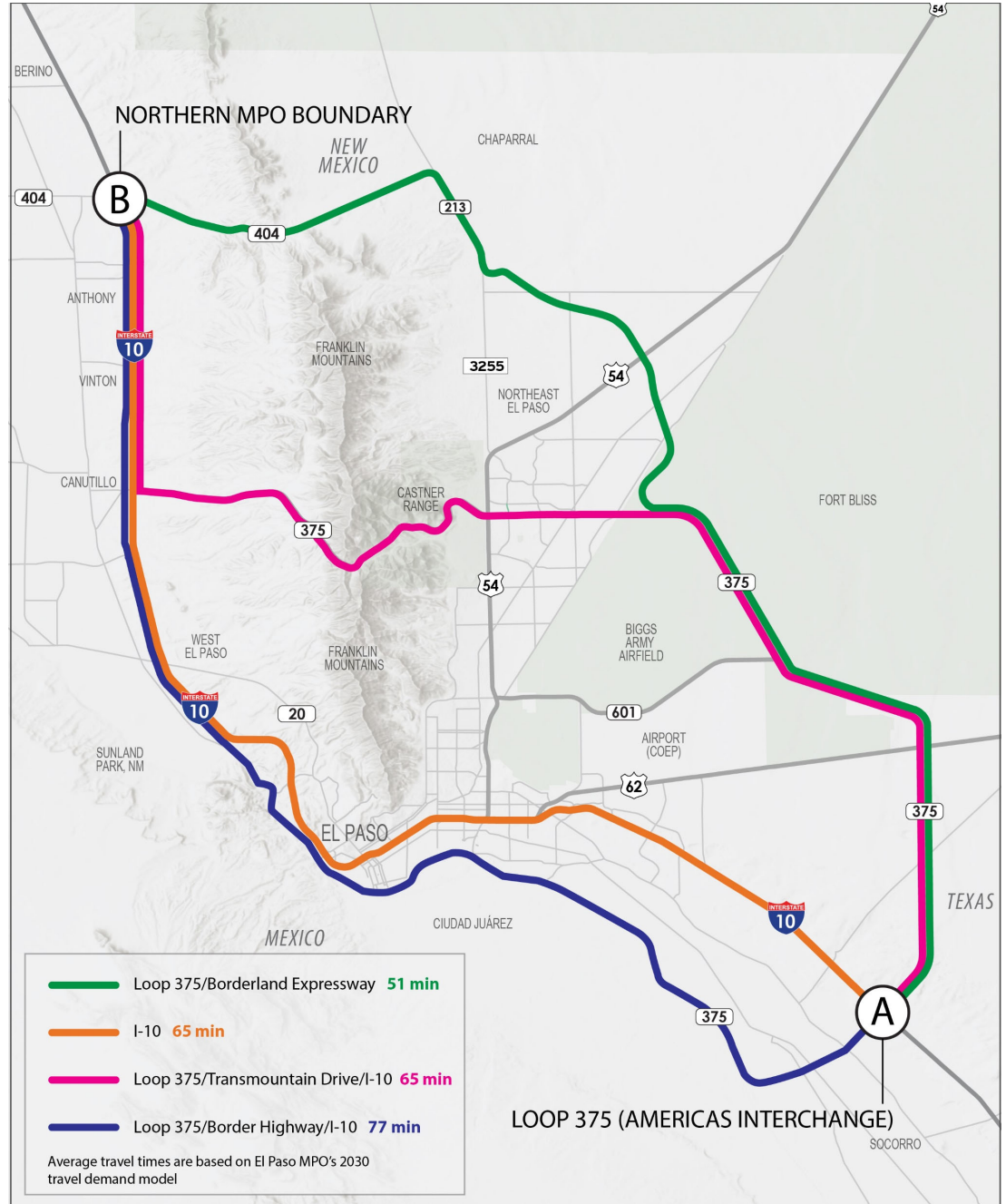
During construction, the project is estimated to generate approximately 3,000 job-years and add approximately \$478 million to El Paso County's economic output. After construction, the project is estimated to generate approximately 33,000 job-years and add approximately \$9.3 billion from 2025 to 2050 to El Paso County's economic output.

Development and Fiscal Impact

The project is expected to add approximately \$132 million to property values in Texas within one mile of the proposed alignment by 2050, yielding up to \$100 million of cumulative potential additional revenue for local governments from 2025 to 2050.

Benefits to the Highway Network

An analysis of travel time was conducted for four highway routes through the region between points A and B. In the end, the Borderland Expressway would provide the fastest commute at 51 minutes. I-10, without construction, timed at 65 minutes.



Economic Workgroup

Starting in 2019, a workgroup had been meeting regularly to examine the economic benefits the Borderland Expressway may have on the region. The workgroup was composed of economic professionals from the University of Texas at El Paso (UTEP) Border Region Modeling Project, the UTEP Hunt Institute for Global Competitiveness, the Borderplex Alliance, the Camino Real Regional Mobility Authority, and the City of El Paso. An Economic Analysis report was finalized in September 2020.

Progress Report



Funding Status

Texas Segment

Project Total = \$296M

Texas phases are pending funding.

New Mexico Segment

Project Total = \$69M

New Mexico phases are fully funded.

Estimated costs are subject to change.

	TxDOT			NMDOT		
	Phase 1 - Frontage Roads From Dyer (BUS 54) To Railroad Drive	Phase 2 - New Facility From FM 3255 To Railroad Drive	Phase 3 - New Facility From Railroad Drive To Loop 375	I-10/NM 404 Bridge Replacement	NM 404 Add Capacity/Widening	NM 213 Widening
Status Legend						
Included or Completed	✓					
In Progress	○					
MPO Metropolitan Transportation Plan	✓	✓	✓	✓	✓	✓
TIP/STIP	○	○	○	✓	✓	✓
Environmental Phase	○	○	○	✓	○	○
Design	○	○	○	✓	○	○
Letting	2021	2024	2024	2020	2021	2024

Borderland Expressway Coalition

Acknowledgements

Texas Department of Transportation
 New Mexico Department of Transportation
 El Paso Metropolitan Planning Organization
 Camino Real Regional Mobility Authority
 Fort Bliss
 El Paso Water
 City of El Paso
 Borderplex Alliance
 Border Region Modeling Project, University of Texas at El Paso
 Hunt Institute for Global Competitiveness, University of Texas at El Paso
 El Paso Chamber
 El Paso County

