


## 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 I10 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 (l-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


## 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.

## 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



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 l-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 l-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.

$\$ 296$ million

SH 178 (ARTCRAFT RD.)
$\$ 218$ million

I-10 DOWNTOWN
$\$ 807$ million

I-10 AIRPORT
\$682 million



## Sequencing

## I-10 Disruption

The challenges of counting on l-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 I10 , motorists who did not take Loop 375 as an alternate route were detoured through small streets and traffic lights.

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


## 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 l-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 jobyears 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



## Borderland Expressway Coalition

## Acknowledgements

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El Paso Water
City of El Paso
Borderplex Alliance
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El Paso Chamber
El Paso County

## 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.



