

BORDER HIGHWAY CONNECTOR STUDY PHASE B

Control Number E100390



NEW MEXICO
BORDER AUTHORITY

Bohannon  **Huston**

INTRODUCTIONS

AGENCY TEAM:

New Mexico Border Authority – NMBA

New Mexico Department of Transportation – NMDOT

CONSULTANT TEAM:

Bohannon Huston

SWCA Environmental Consultants

Felsburg Holt & Ullevig

High Mesa Consulting Group

Texas A&M Transportation Institute - TTI

² Tierra Right of Way Services

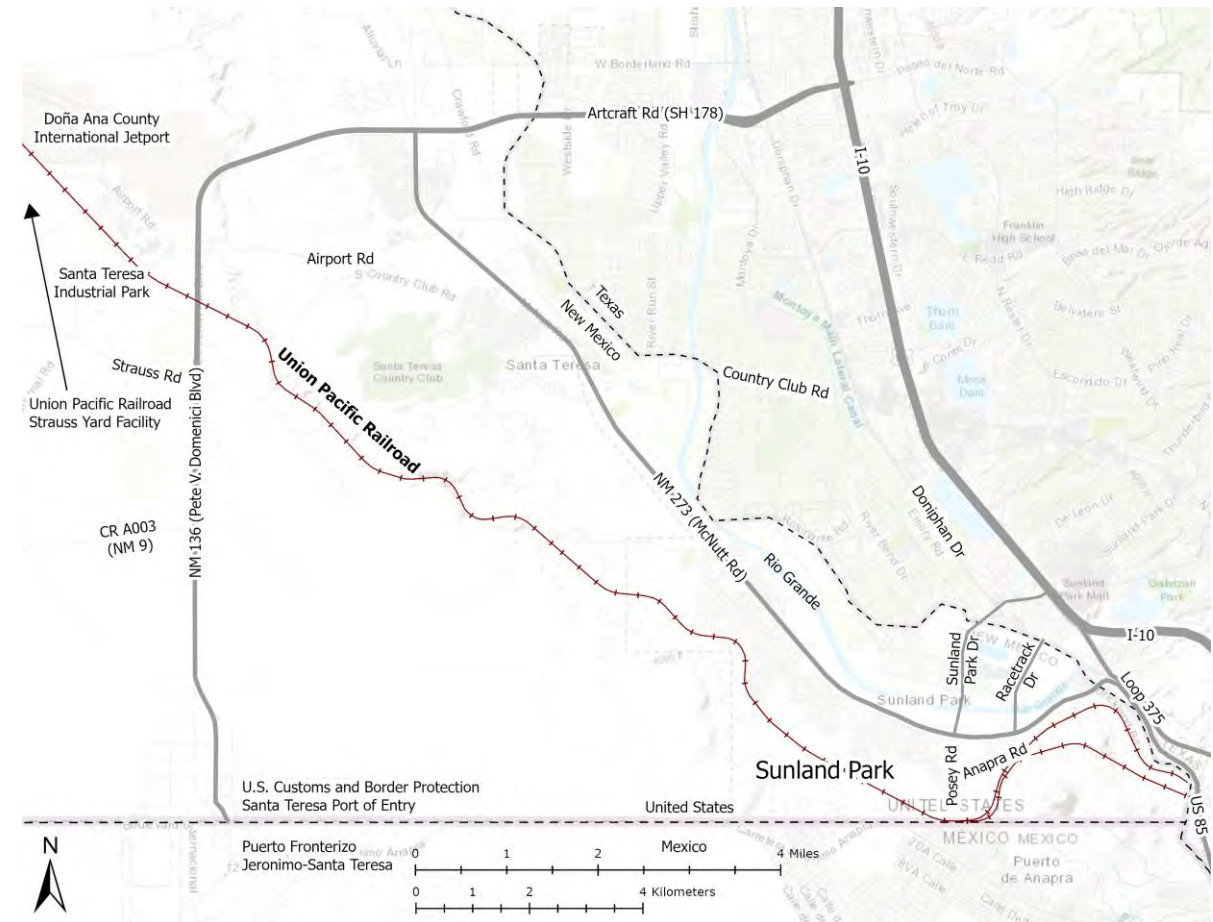
AGENDA

1. Study Overview and Purpose & Need
2. Public Outreach Activities
3. Phase A Summary
4. Phase B Alternatives and Analysis
5. Phase B Recommendations
6. Next Steps

STUDY OVERVIEW

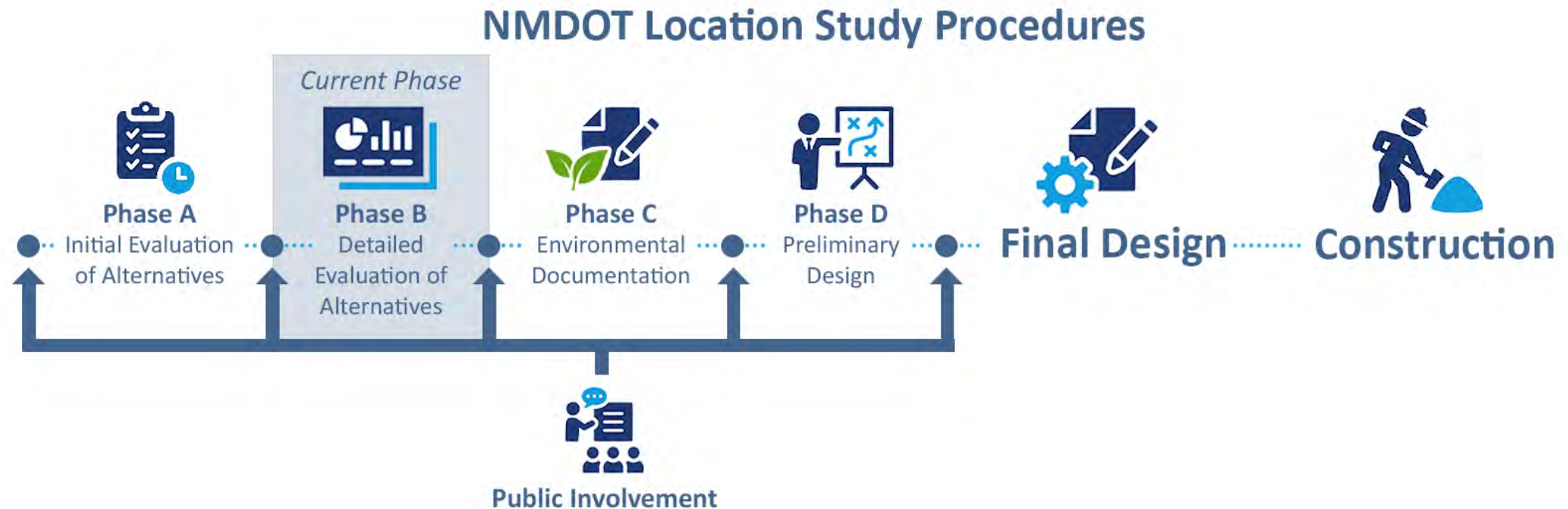
The **Border Highway Connector Study** is being conducted in coordination with the **New Mexico Border Authority (NMBA)** and the **New Mexico Department of Transportation (NMDOT)**.

The Border Highway Connector is a proposed new roadway corridor connecting Santa Teresa and Sunland Park.



STUDY OVERVIEW

The **Border Highway Connector Study** follows the NMDOT Location Study Procedures Currently in **Phase B**.



PURPOSE & NEED

➤ Safety

- Improve emergency response routes and reduce response times
- Provide alternative routes under emergency or hazardous material conditions

➤ Congestion

- Offer an additional regional connector to reduce traffic volumes on existing corridors
- Improve the transportation network to support regional growth expectations

➤ Connectivity

- Enhance regional connectivity between Santa Teresa, Sunland Park, and El Paso
- Provide a more direct access route to US/Mexico border crossings

➤ Economic Development

- Expand transportation infrastructure to support regional economic development opportunities
- Improve access to social resources

PUBLIC OUTREACH ACTIVITIES

➤ Phase A Public Involvement Meeting

- July 2023
- About 40 attendees
- Comments surrounding traffic, safety, trucks, environmental, coordination, and multimodal

➤ Phase B Outreach Events

- March 2024
- Sunland Park Community Library, Sunland Park Motor Vehicle Division, and Ardivino's Farmer's Market
- About 25 attendees
- Comments surrounding traffic, trucks, economic development, and coordination

➤ Phase B Public Involvement Meeting

- May 23, 2024 – Comments by June 13, 2024

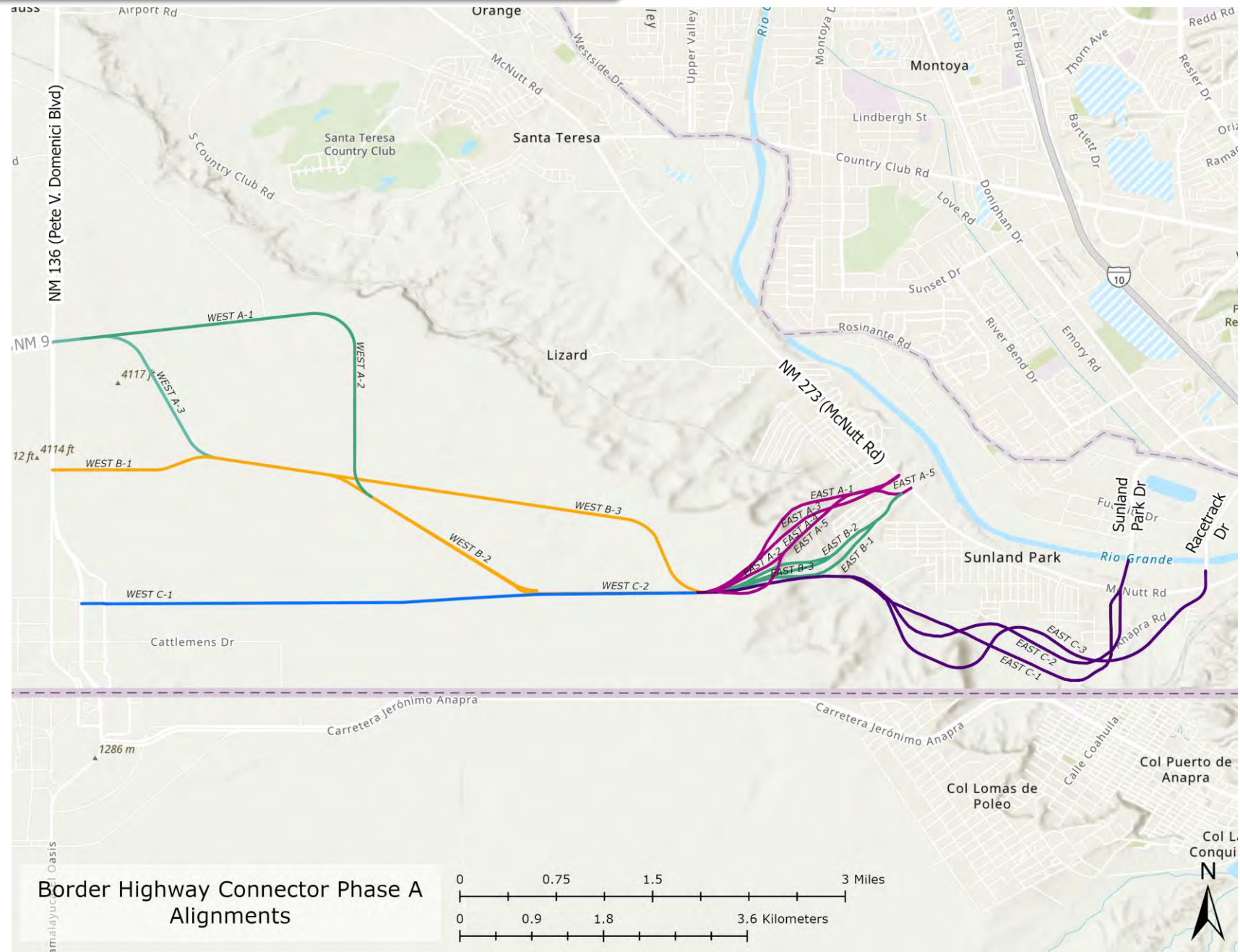


PHASE A

Numerous Conceptual
Alignments Considered

Preliminary Evaluations
Completed

Several Alignments
Eliminated from further
Consideration

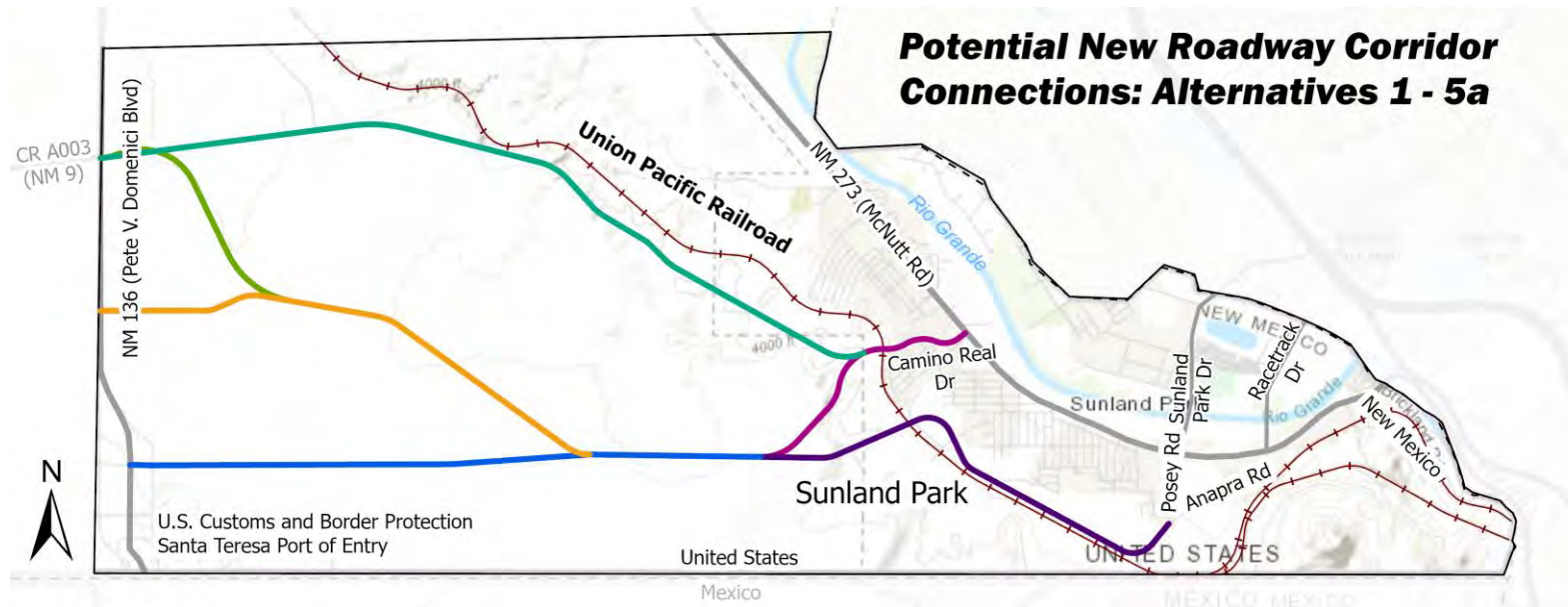


PHASE B

Alternatives
Considered

PHASE B

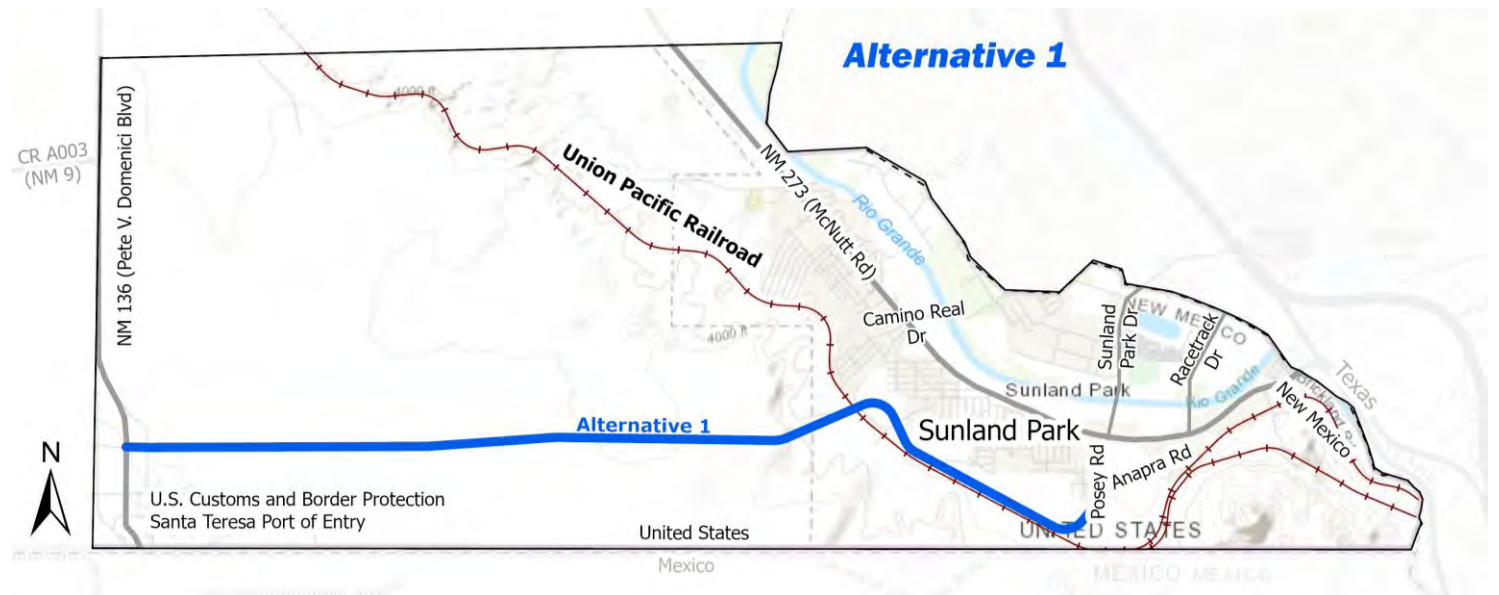
Alternatives 1-5a Developed based on Phase A evaluation results and input from public and project stakeholders



PHASE B ALTERNATIVES CONSIDERED

Alternative 1

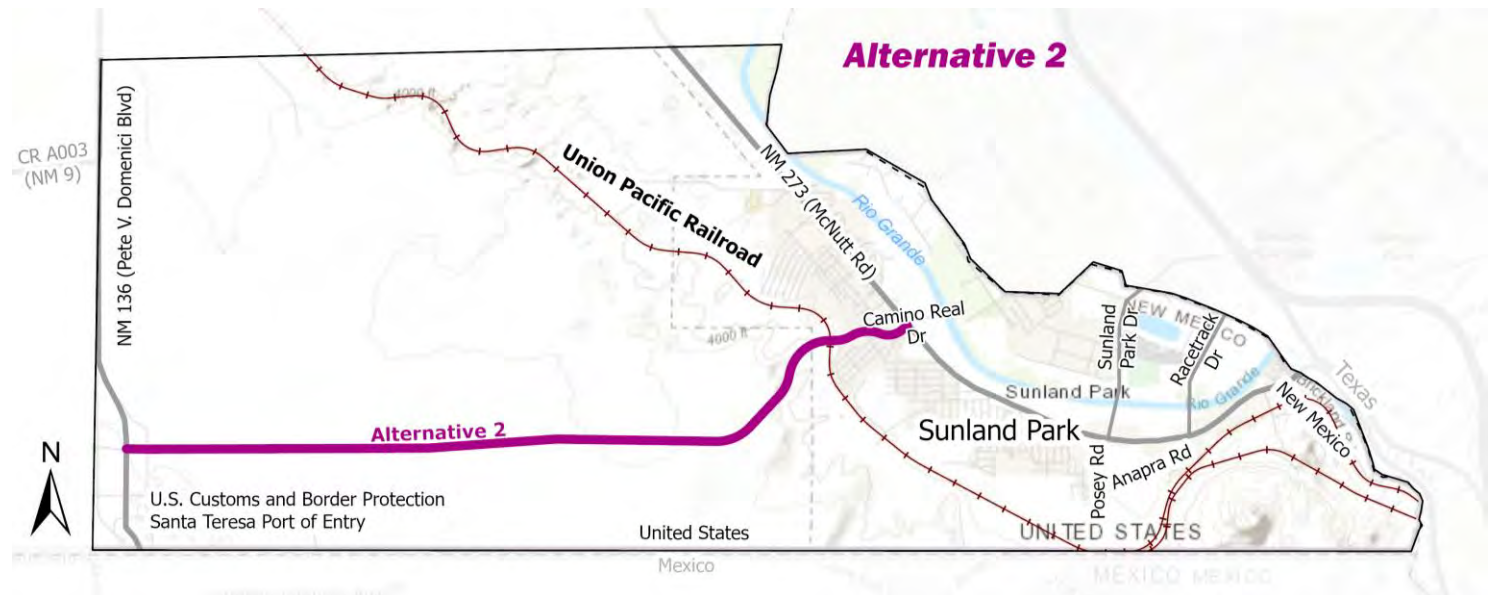
- Connect to existing St. Francis Avenue and NM 136 intersection
 - Approximately 1 mile north of the US/Mexico border
- Crosses active UP Railroad approximately 4 miles east of NM 136
- Parallels along east side of UP Railroad through Sunland Park
- Connects to existing Anapra Rd which intersects with NM 273



PHASE B ALTERNATIVES CONSIDERED

Alternative 2

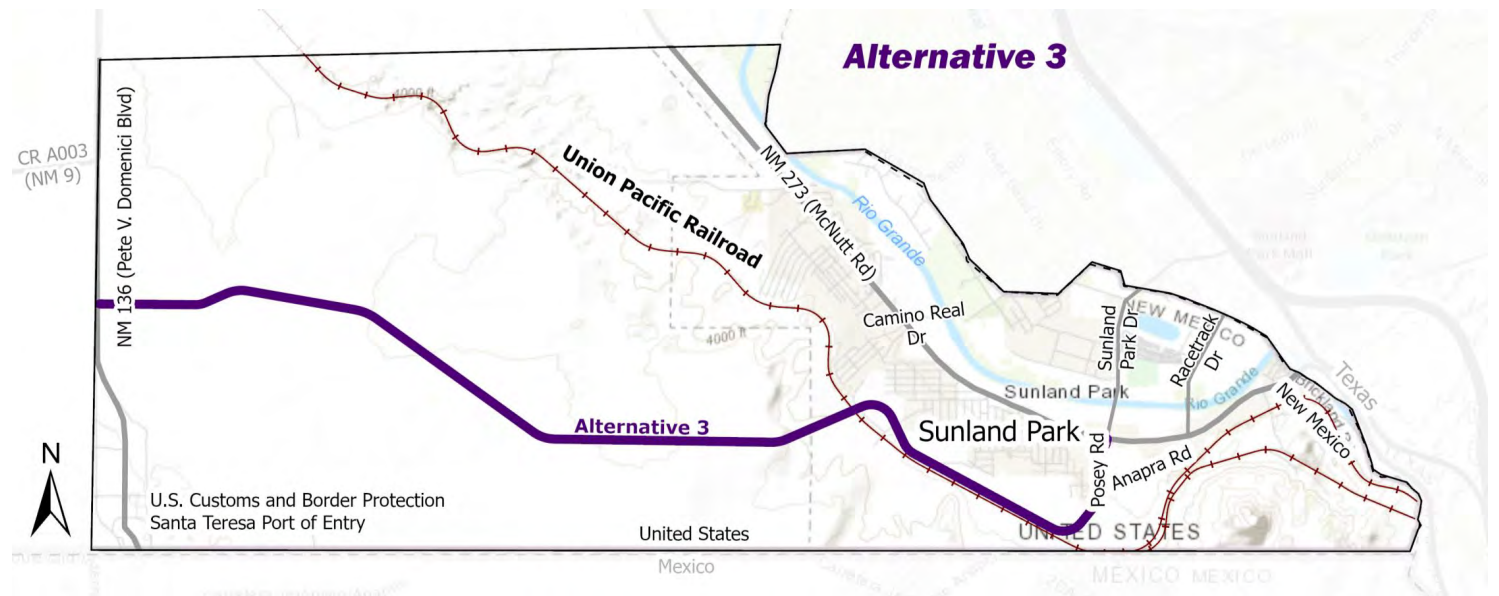
- Connect to existing St. Francis Avenue and NM 136 intersection
 - Approximately 1 mile north of the Santa Teresa Port of Entry
- Parallels Border for approximately 4 miles then heads northeast to edge of escarpment
- Crosses active UP Railroad approximately 5 miles east of NM 136
- Connect to NM 273 near existing Camino Real Drive intersection



PHASE B ALTERNATIVES CONSIDERED

Alternative 3

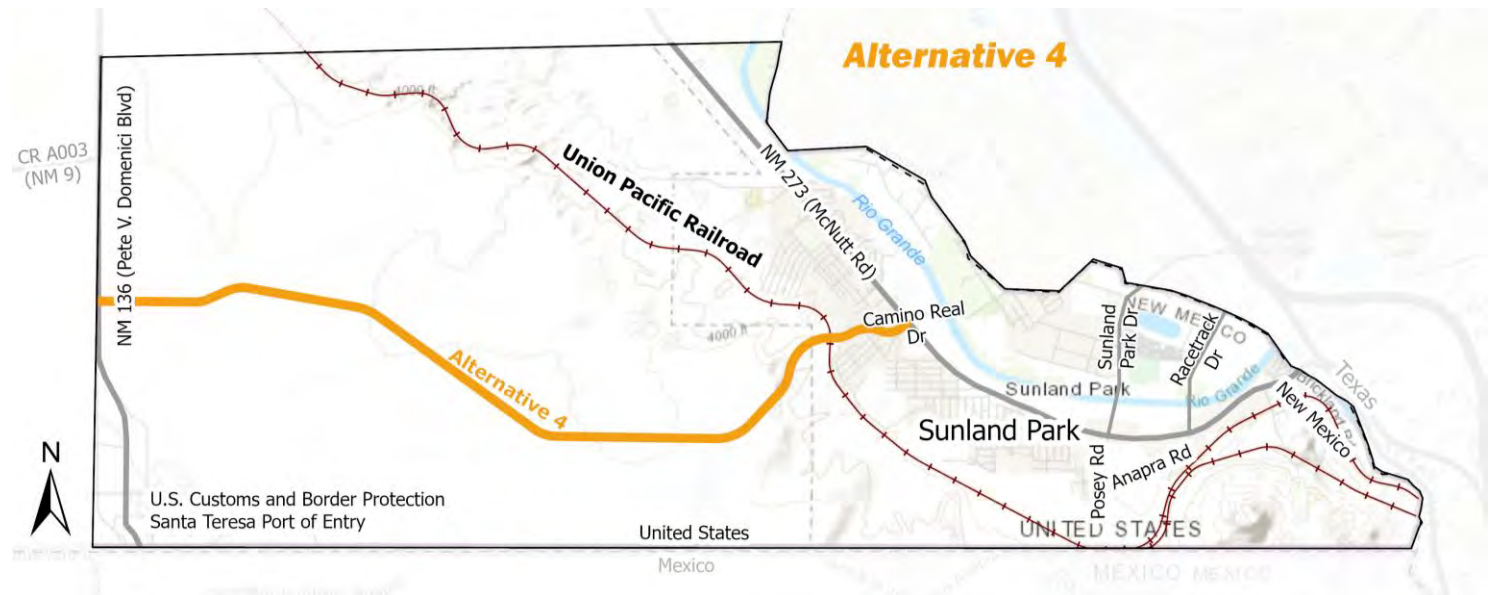
- Connects to NM 136 at a new intersection approximately 2 miles north of Santa Teresa Port of Entry
- Crosses UP Railroad at same location as Alternative 1
- After crossing, parallels along the east side of UP Railroad tracks through Sunland Park
- Connects to existing Anapra Rd which intersects with NM 273



PHASE B ALTERNATIVES CONSIDERED

Alternative 4

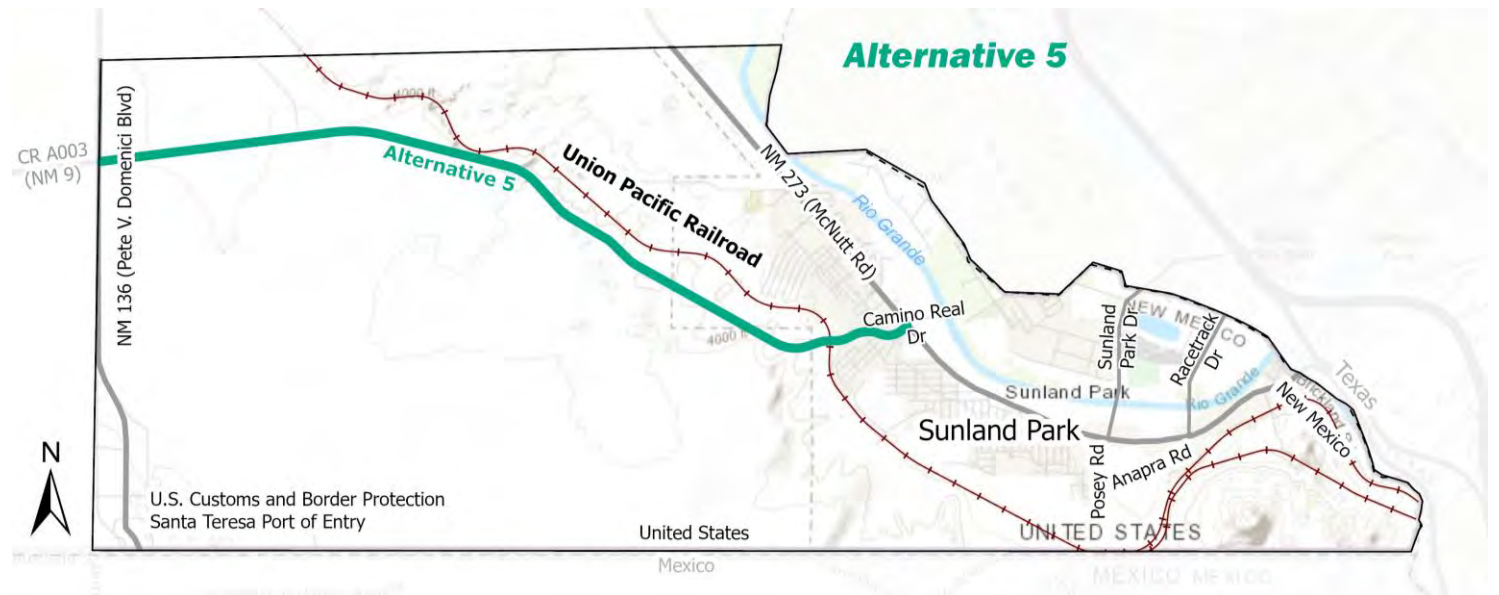
- Connects to NM 136 at a new intersection approximately 2 miles north of Santa Teresa Port of Entry
- 4 miles east of NM 136, heads northeast to edge of escarpment
 - Crosses active UP Railroad approximately 5 miles east of NM 136, same location as Alternative 2
- Connect to NM 273 near existing Camino Real Drive intersection



PHASE B ALTERNATIVES CONSIDERED

Alternative 5

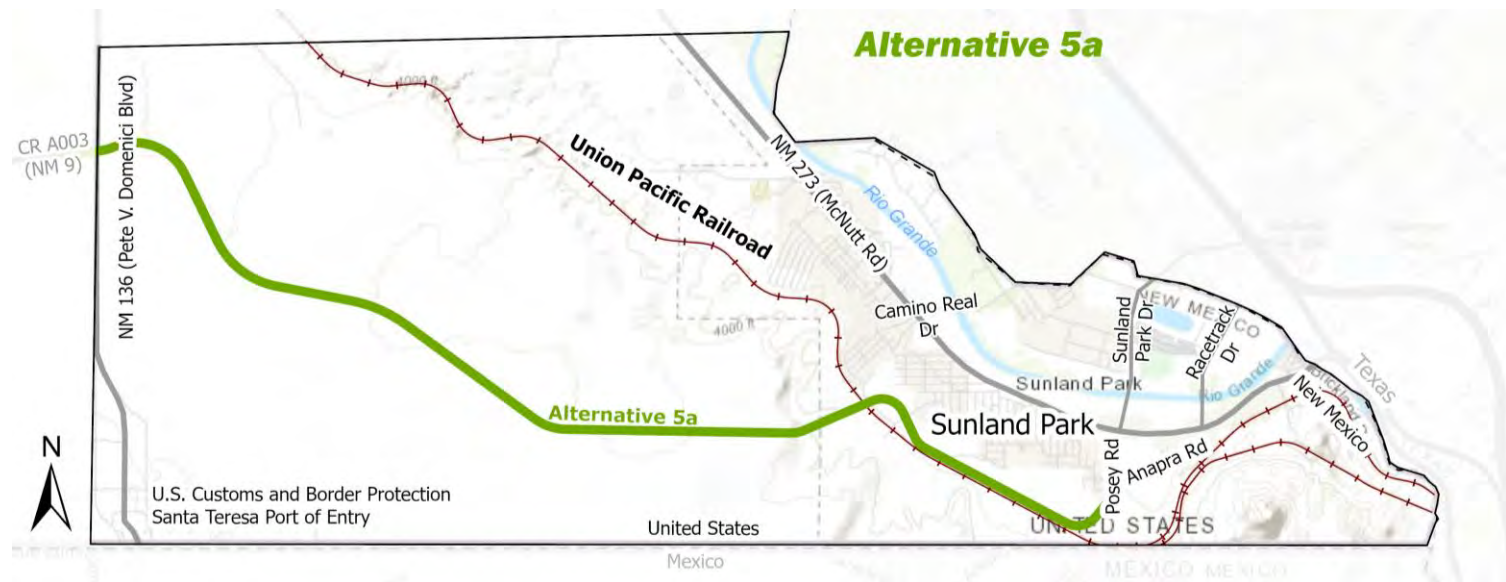
- Continues on east side of NM 136 beyond the connection with CRA003/NM 9
 - 3 miles north of United States/Mexico border
- Follows abandoned UPRR corridor
- Crosses active UPRR (requiring a bridge)
- Intersects NM 273 at Camino Real Drive
- Newly developed based on input received during Phase B



PHASE B ALTERNATIVES CONSIDERED

Alternative 5a

- Continues on east side of NM 136 beyond the connection with CRA003/NM 9
 - 3 miles north of United States/Mexico border
- Crosses abandoned UPRR just east of NM 136 (requiring a bridge)
- Extends southeast to follow the same route as Alternative 3
 - Crosses active UPRR (requiring another bridge)
- Continues on Anapra Road to NM 273 intersection



PHASE B

Alternatives
Analysis

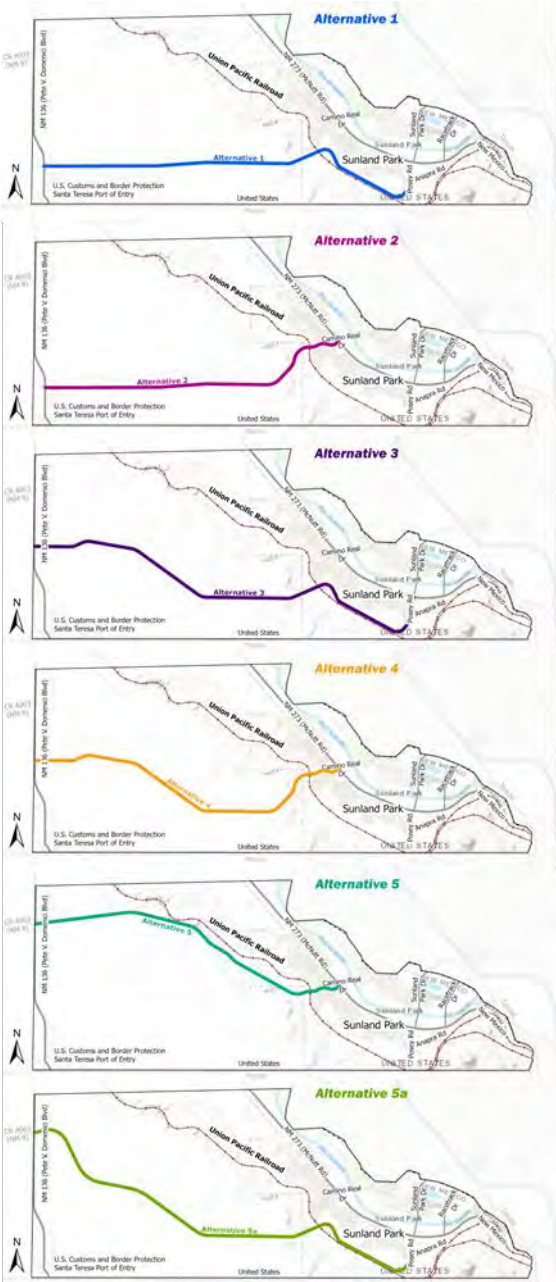
PHASE B ALTERNATIVES ANALYSIS

Evaluation Criteria

- Meets Purpose and Need
- Engineering Criteria
 - Regional Traffic Operations
 - Corridor Constructability
 - UP Rail Road (UPRR) Crossing
 - Utilities
 - Right-of-Way
- Environmental Criteria
 - Air Quality Conformity Compliance
 - Noise
 - Natural Resources
 - Cultural Resources
- Economic Criteria
 - Economic Development Opportunities
 - Future Land Use Plans
- Social Criteria
 - Community Impacts
 - Alternative Routes for Regional Connectivity
 - Public & Stakeholder Input
- Cost

ALTERNATIVES ANALYSIS

Evaluation Decisions



Border Highway Connector Alignment Alternative Matrix							
Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Meets Purpose and Need	●	●	●	●	●	●	●
Engineering Criteria							
Regional Traffic Operations	●	●	●	●	●	●	●
Corridor Constructability	N/A	●	●	●	●	●	●
UPRR Crossing	●	●	●	●	●	●	●
Utilities	●	●	●	●	●	●	●
Right-of-Way	●	●	●	●	●	●	●
Environmental Criteria							
Air Quality Conformity Compliance	●	●	●	●	●	●	●
Noise	●	●	●	●	●	●	●
Natural Resources	●	●	●	●	●	●	●
Cultural Resources	●	●	●	●	●	●	●
Economic Criteria							
Economic Development	●	●	●	●	●	●	●
Future Land Use Plans	●	●	●	●	●	●	●
Social Criteria							
Community Impacts	●	●	●	●	●	●	●
Alternative Routes for Connectivity	●	●	●	●	●	●	●
Public & Stakeholder Input	●	●	●	●	●	●	●
Cost	N/A	●	●	●	●	●	●

● Highest Rating

● Moderate Rating

● Low Rating

Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Meets Purpose and Need	●	●	●	●	●	●	●

Purpose & Need

Alternative 1, 2, 3, 4, 5a

- *Green - meets purpose & need*

Alternative 5

- *Yellow due to limited economic development opportunities*

PURPOSE & NEED

- **Safety**
 - Improve emergency response routes and reduce response times
 - Provide alternative routes under emergency or hazardous material conditions
- **Congestion**
 - Offer an additional regional connector to reduce traffic volumes on existing corridors
 - Improve the transportation network to support regional growth expectations
- **Connectivity**
 - Enhance regional connectivity between Santa Teresa, Sunland Park, and El Paso
 - Provide a more direct access route to US/Mexico border crossings
- **Economic Development**
 - Expand transportation infrastructure to support regional economic development opportunities
 - Improve access to social resources

Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Regional Traffic Operations	●	●	●	●	●	●	●
Corridor Constructability	N/A	●	●	●	●	●	●
UPRR Crossing	●	●	●	●	●	●	●
Utilities	●	●	●	●	●	●	●
Right-of-Way	●	●	●	●	●	●	●

Regional Traffic Operations

Travel Demand Model

Scenarios Compared

2050 No Build

2050 Build

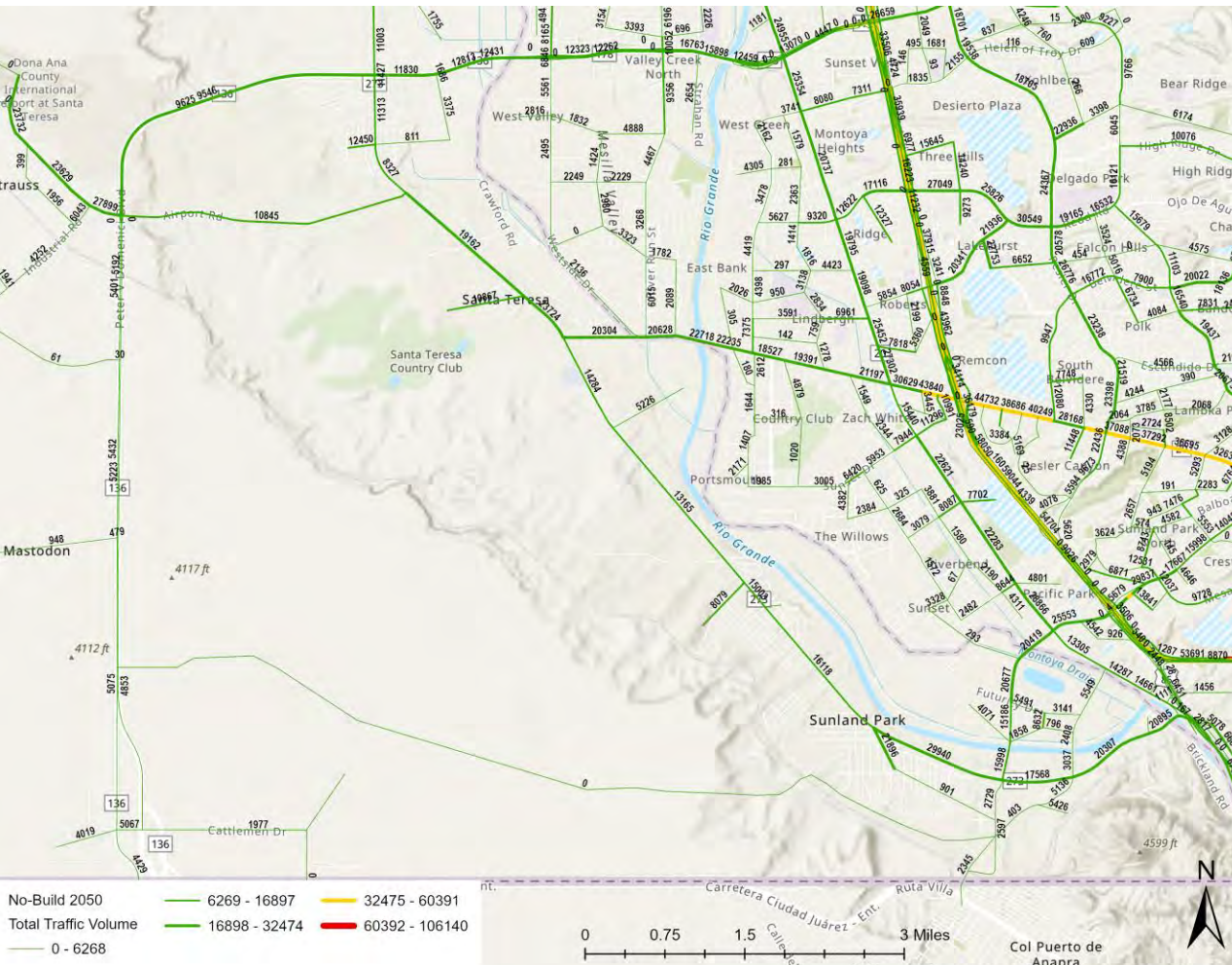
Data Analyzed

Total Traffic Volumes

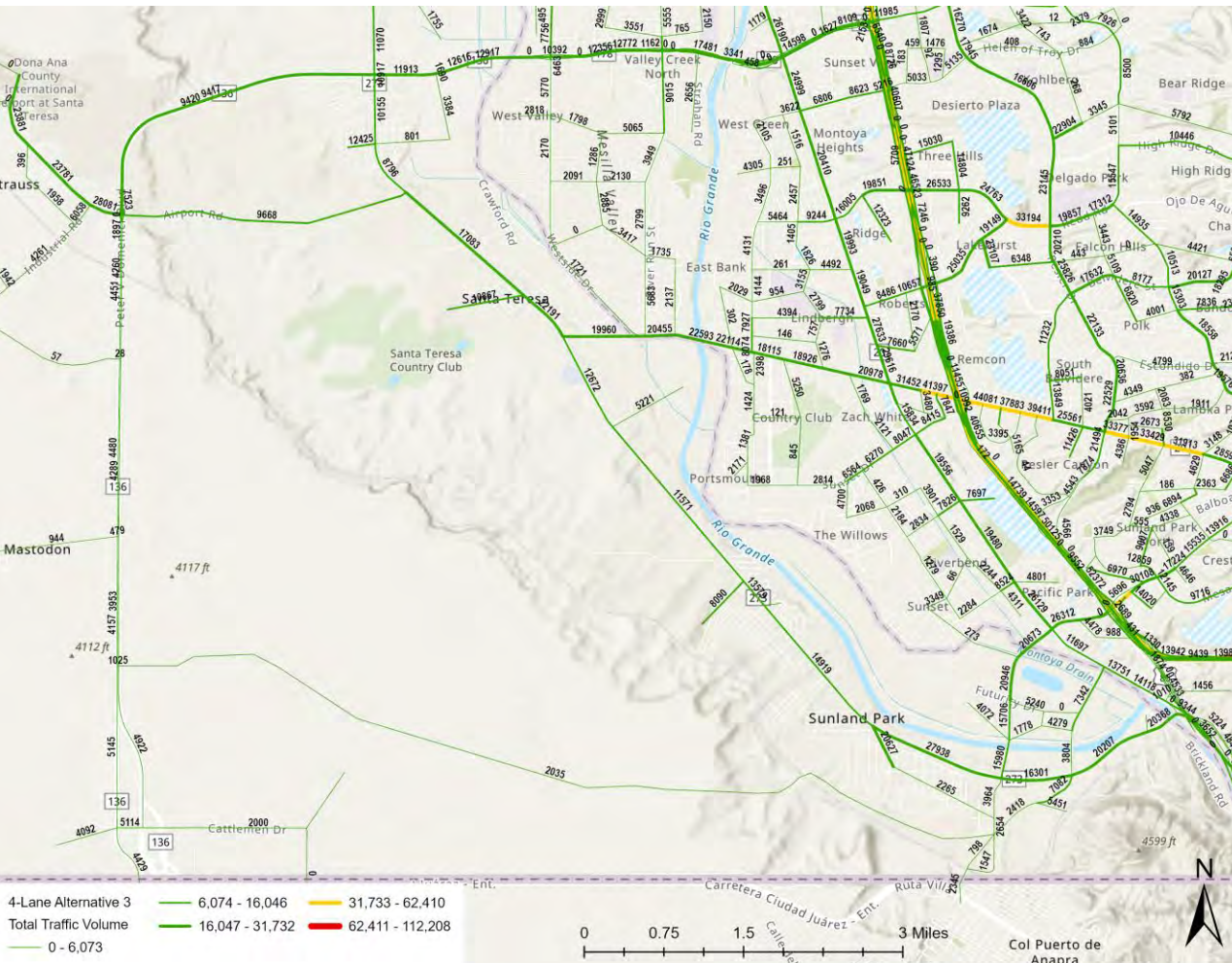
Volume to Capacity (V/C)



Total Traffic Volumes

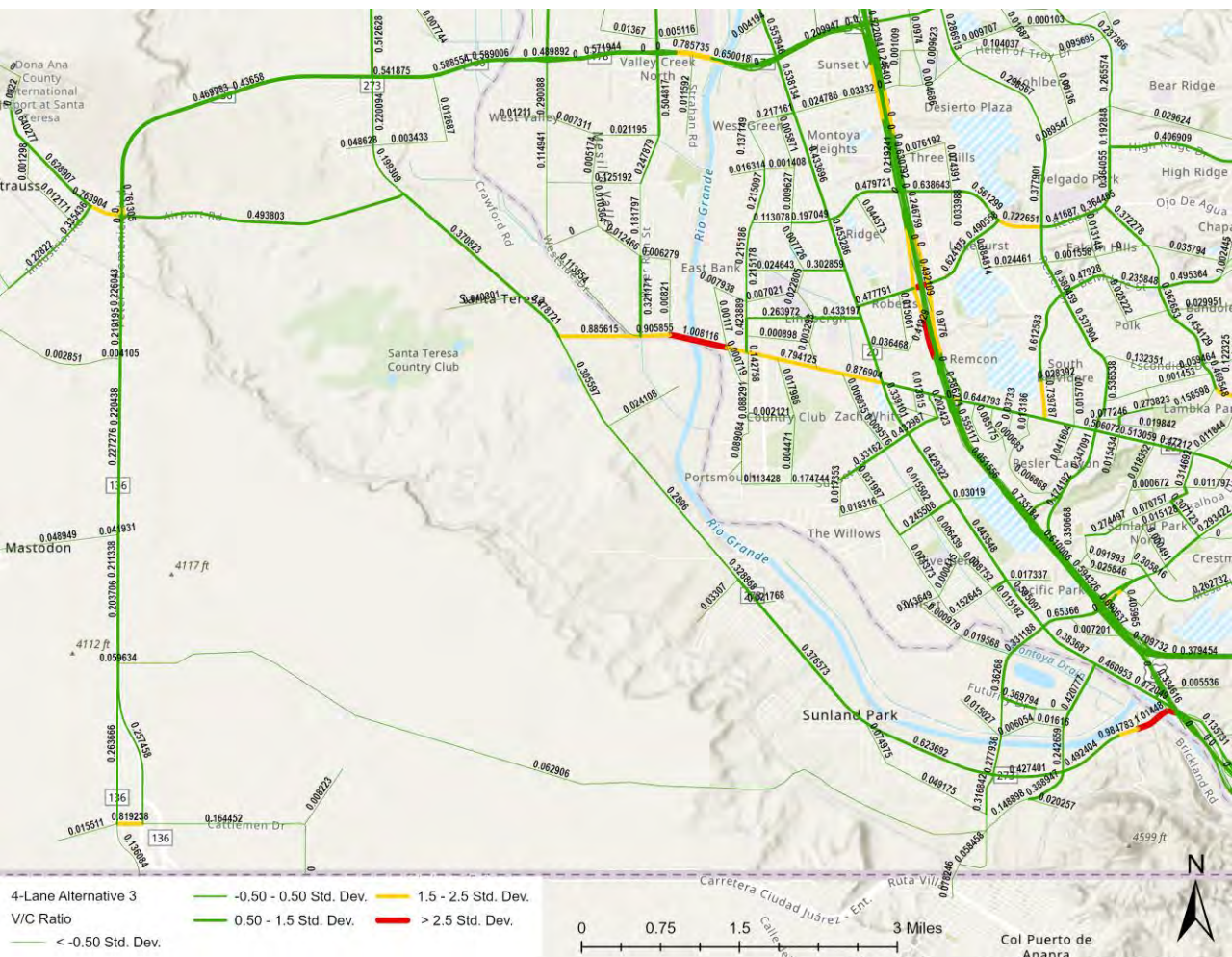
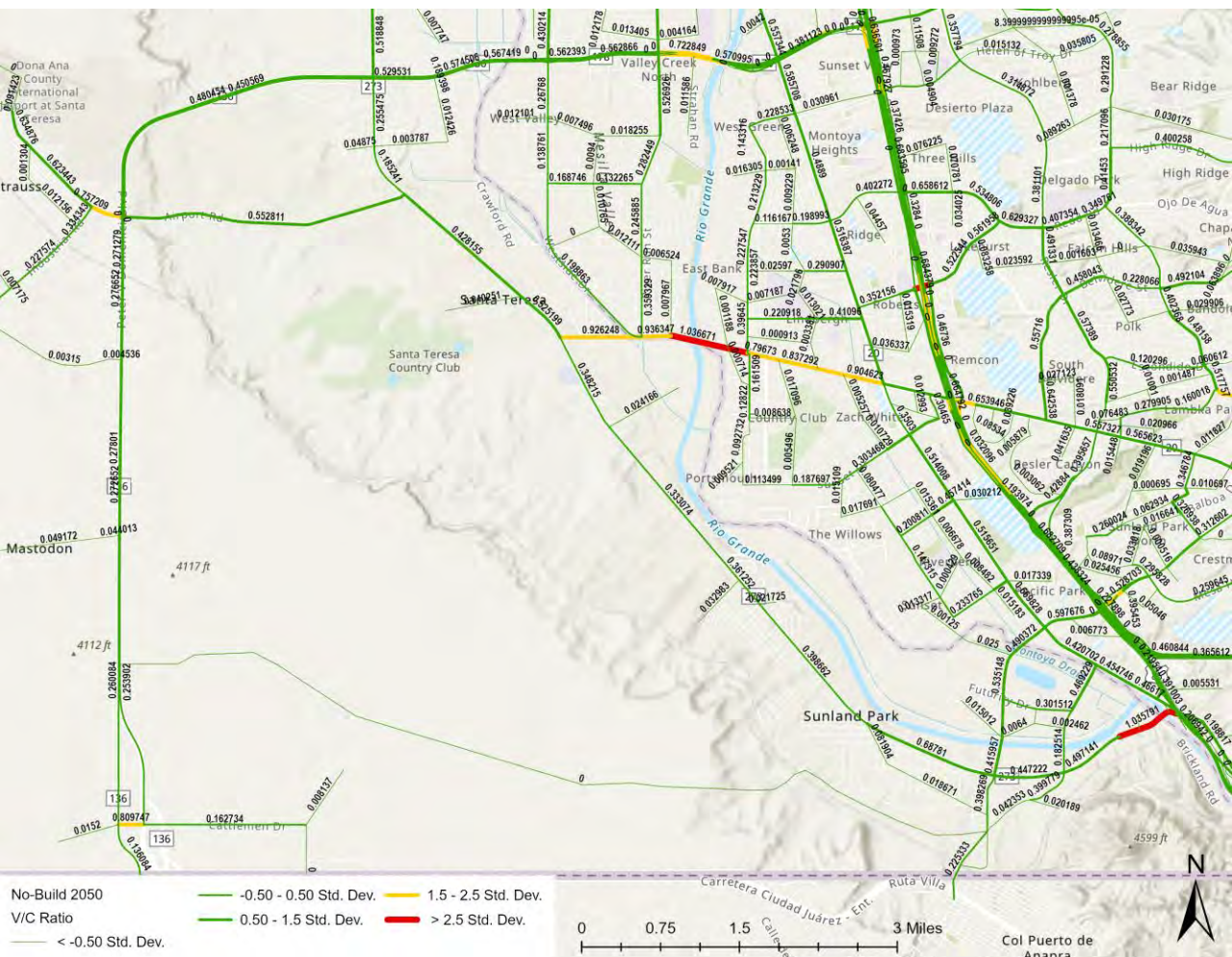


No-Build 2050



Alternative 3 Build 2050

Volume to Capacity (v/c) Ratios



No-Build 2050

Alternative 3 Build 2050

Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Regional Traffic Operations	●	●	●	●	●	●	●
Corridor Constructability	N/A	●	●	●	●	●	●
UPRR Crossing	●	●	●	●	●	●	●
Utilities	●	●	●	●	●	●	●
Right-of-Way	●	●	●	●	●	●	●

Corridor Constructability

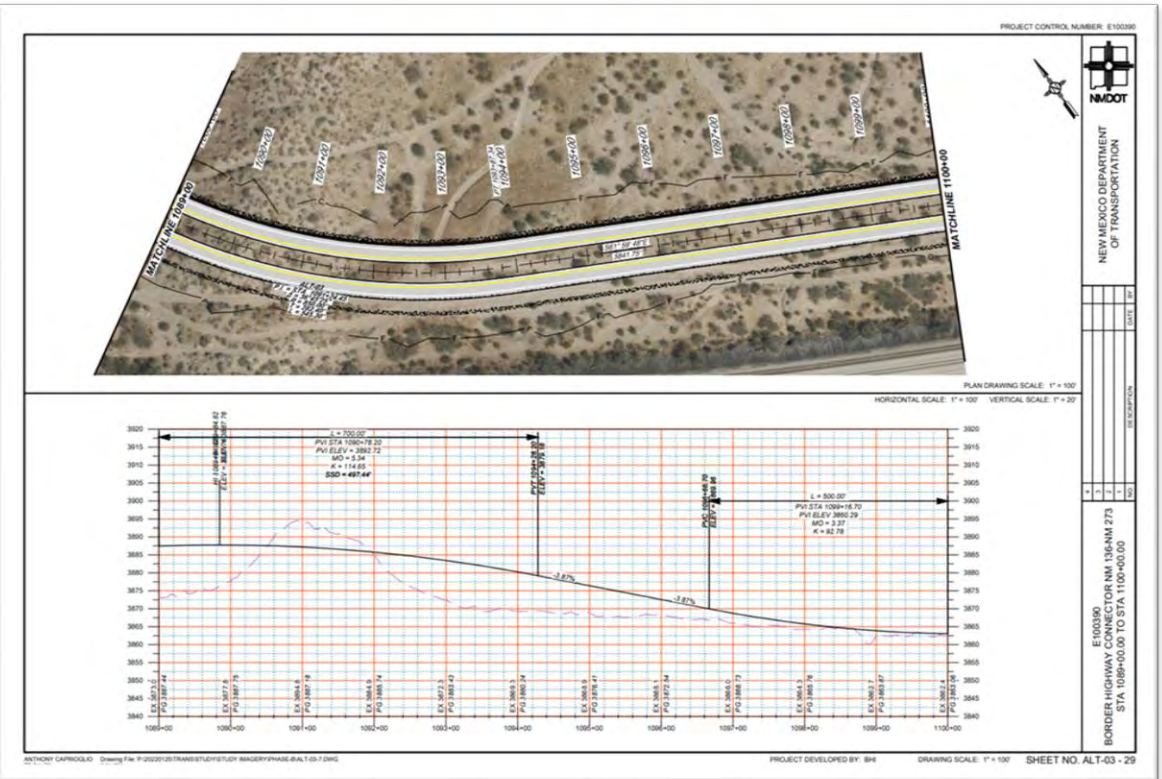
Based on the grade of the alternative and other challenges with construction

Alternative 1, 3

- Yellow due to challenges with topography

Alternative 2, 4, 5, 5a

- Red due to extreme grades coming off escarpment



Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Regional Traffic Operations	●	●	●	●	●	●	●
Corridor Constructability	N/A	●	●	●	●	●	●
UPRR Crossing	●	●	●	●	●	●	●
Utilities	●	●	●	●	●	●	●
Right-of-Way	●	●	●	●	●	●	●

Union Pacific Railroad (UPRR) Crossing

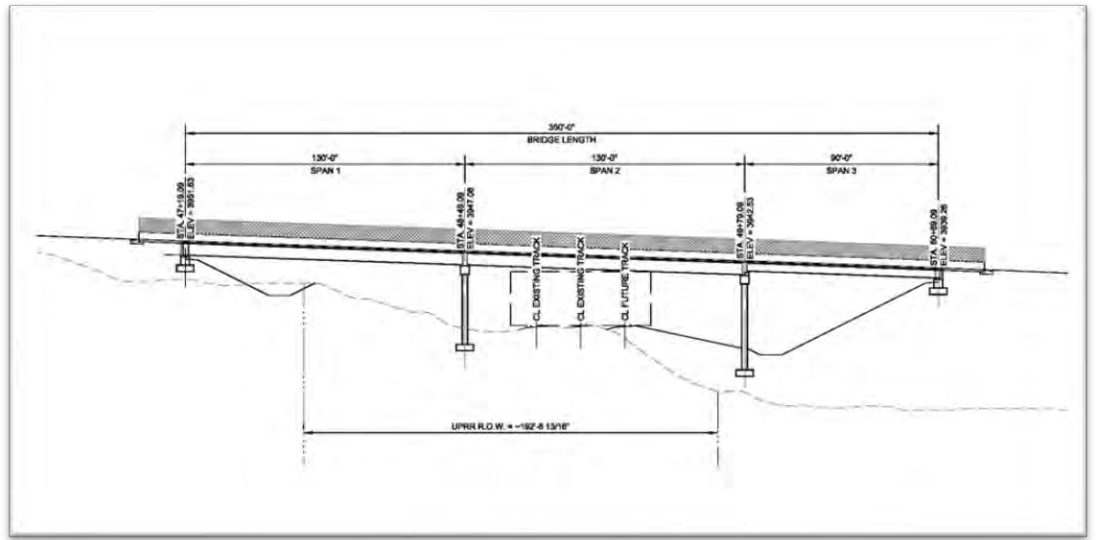
Based on quantity and length of UPRR crossings

Alternative 1, 3

- Yellow due to need for just one UPRR bridge crossing

Alternative 2, 4, 5, 5a

- Red due to longer or multiple UPRR bridge crossings



Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Regional Traffic Operations	●	●	●	●	●	●	●
Corridor Constructability	N/A	●	●	●	●	●	●
UPRR Crossing	●	●	●	●	●	●	●
Utilities	●	●	●	●	●	●	●
Right-of-Way	●	●	●	●	●	●	●

Utilities

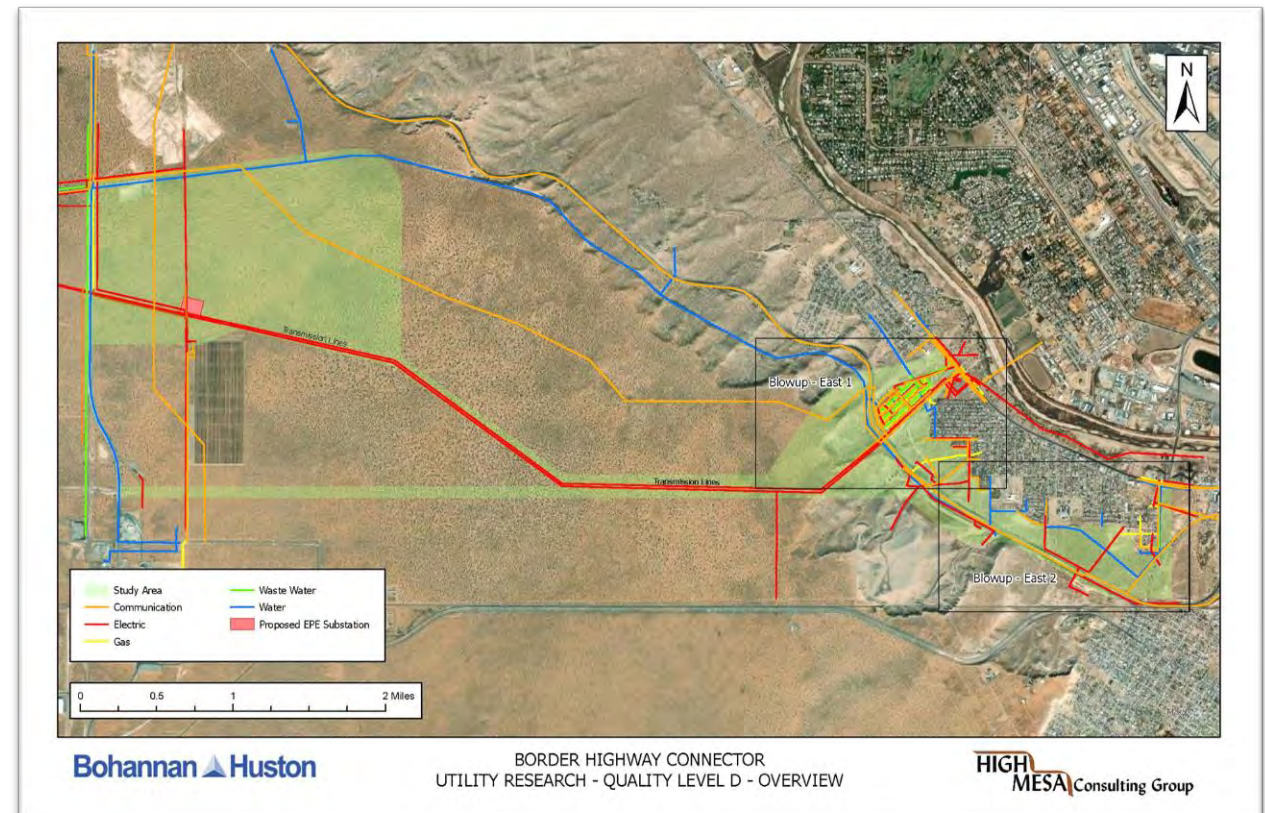
Based on conflict with existing utilities

Alternative 5

- Green - avoids large utility corridors

Alternatives 1, 2, 3, 4, 5a

- Yellow due to potential conflict with existing utilities and need for possible adjustments.



Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Regional Traffic Operations	●	●	●	●	●	●	●
Corridor Constructability	N/A	●	●	●	●	●	●
UPRR Crossing	●	●	●	●	●	●	●
Utilities	●	●	●	●	●	●	●
Right-of-Way	●	●	●	●	●	●	●

Right-of-way (ROW)

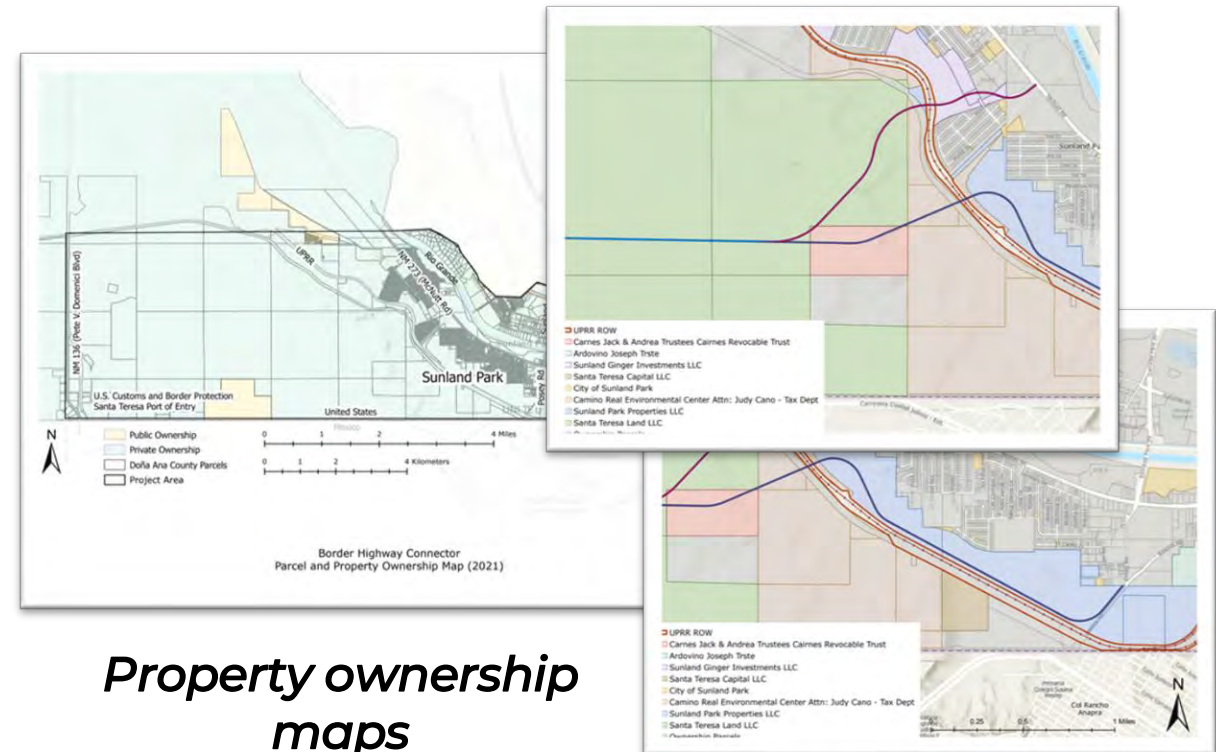
Based on quantity and type of landowner

Alternatives 1, 3, 5a

- Yellow due to required coordination around UPRR ROW and other private landowners (large vacant lots)

Alternatives 2, 4, 5

- Red due to required coordination around UPRR ROW and other private landowners (with restrictions and smaller lots near residential)



Property ownership maps

Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Air Quality Conformity Compliance	●	●	●	●	●	●	●
Noise	●	●	●	●	●	●	●
Natural Resources	●	●	●	●	●	●	●
Cultural Resources	●	●	●	●	●	●	●

Environmental Criteria

- **Air Quality** - All alternatives included in El Paso MPO air quality conformity analysis
- **Noise** - All alternatives have potential noise receptors and will require noise analysis
- **Natural Resources** – All alternatives have potential to impact threatened and endangered species requiring field surveys
- **Cultural Resources** – All alternatives have potential to impact cultural and archeological sites requiring field surveys



National Environmental Policy Act (NEPA)

NEPA compliance will be completed during Phase C Evaluations

- Field surveys beginning soon
- Efforts focused on alternative recommended through Phase B alternative analysis
- All potential environmental impacts identified
- Mitigation measures established, if necessary
- Level of effort expected to be an Environmental Assessment (EA)



Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Economic Development	●	●	●	●	●	●	●
Future Land Use Plans	●	●	●	●	●	●	●

Economic Development

Based on projected growth pattern for population and employment

Alternatives 3, 4, 5a

- Green due to greatest opportunities

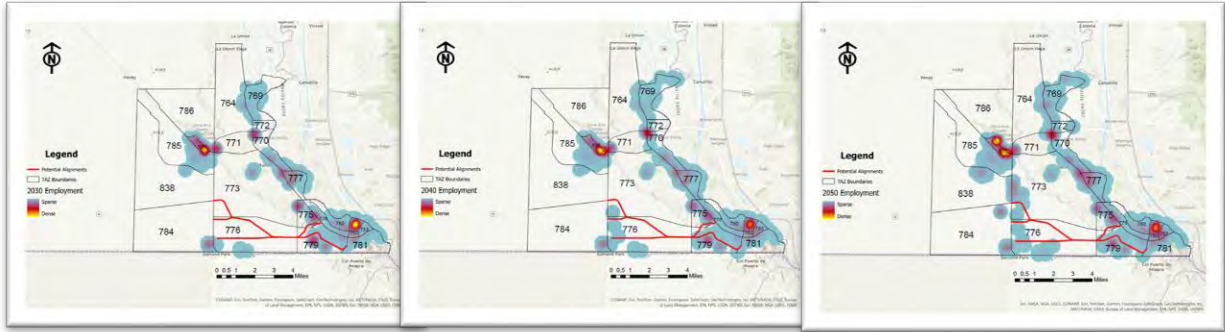
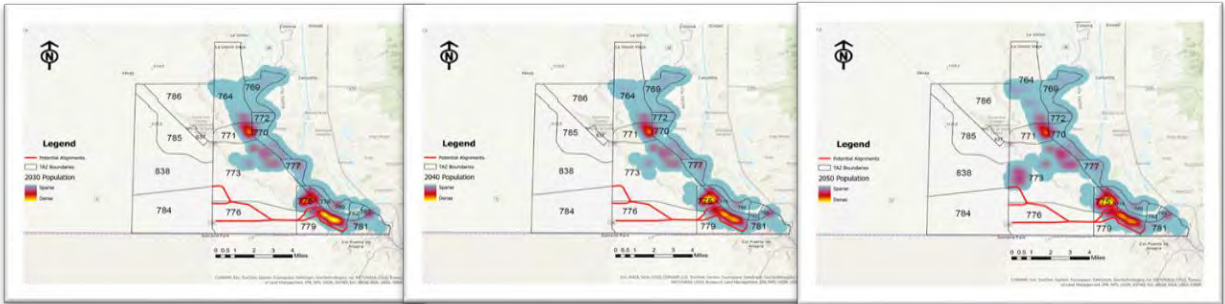
Alternatives 1, 2

- Yellow due to limited growth opportunities in this location

Alternatives 5

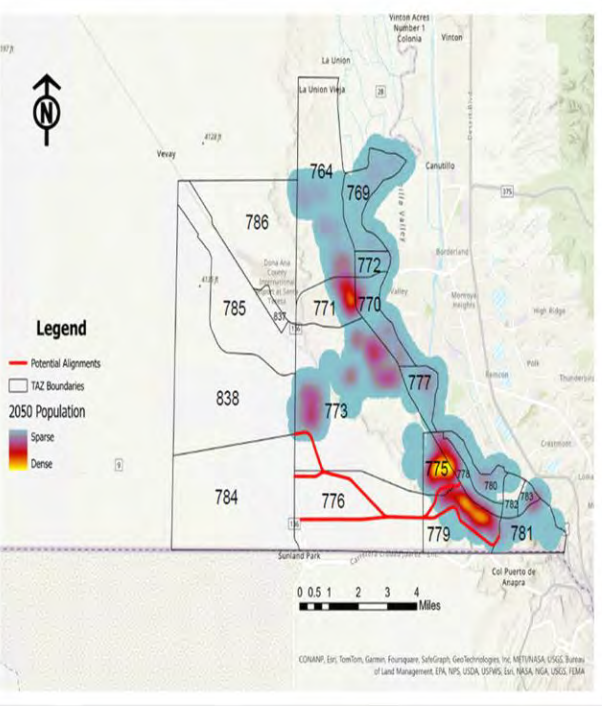
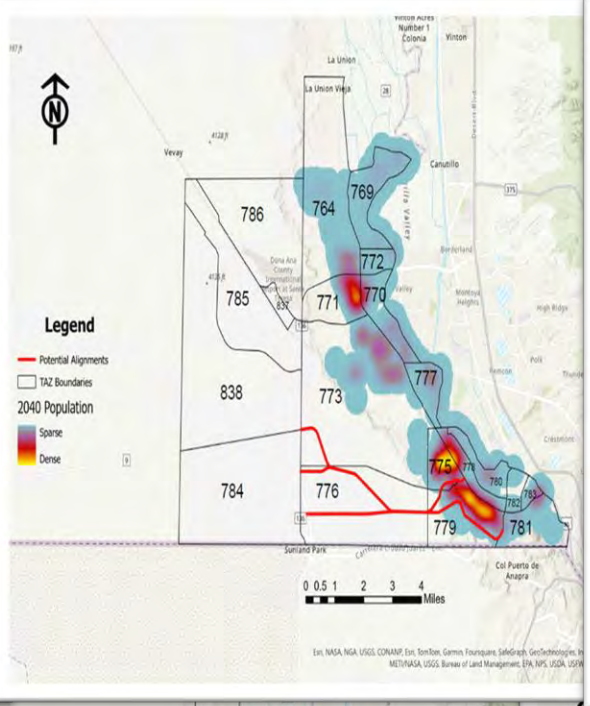
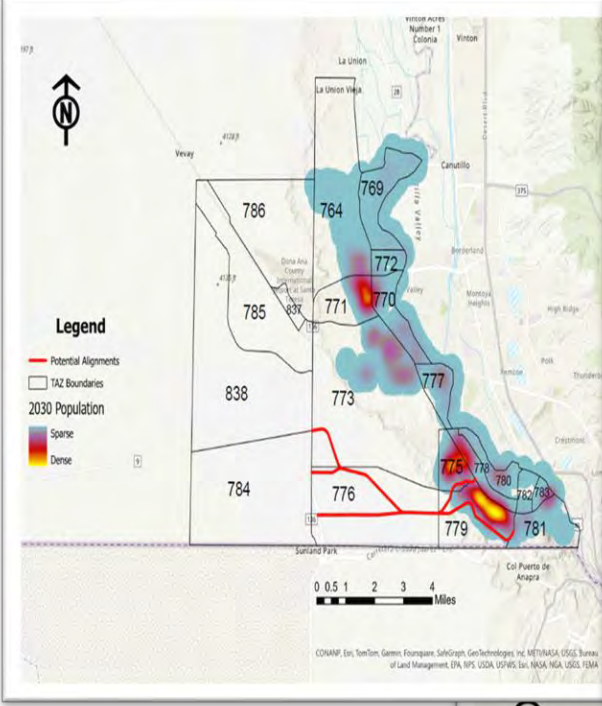
- Red due to limited development opportunities to the north

Population

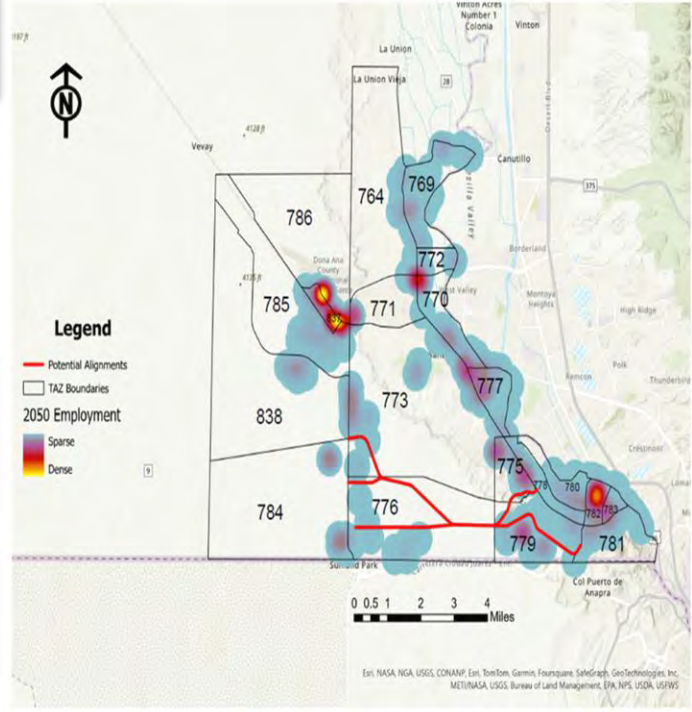
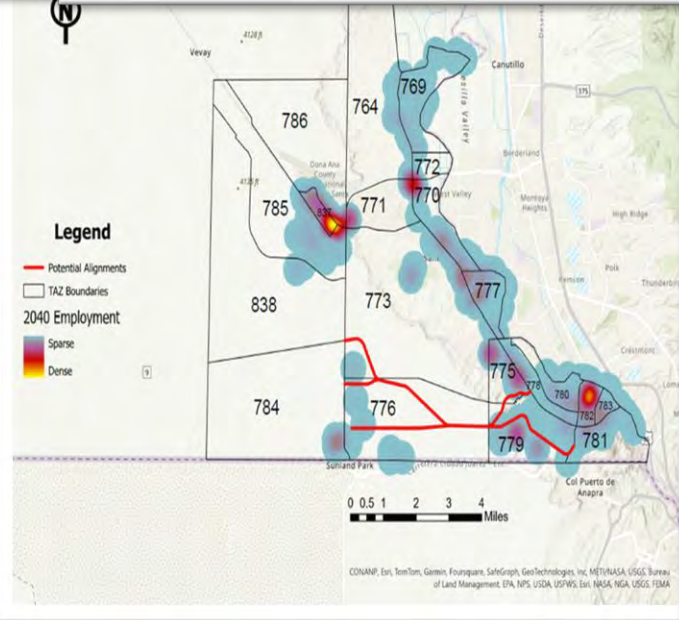
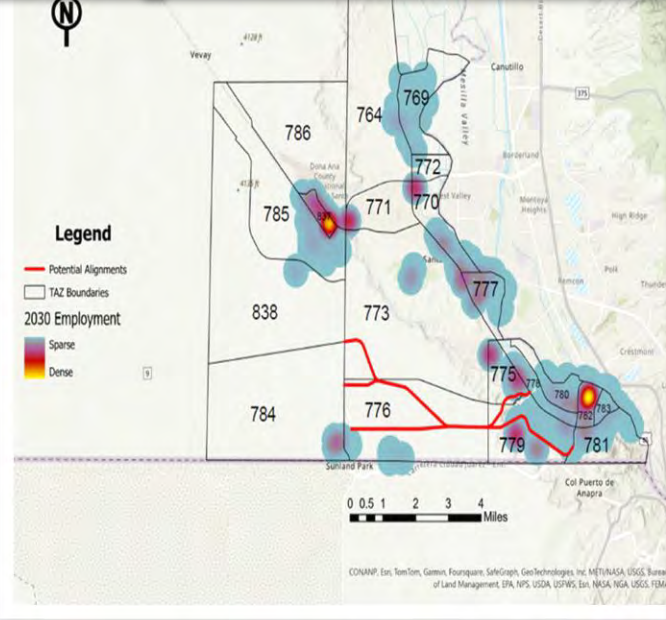


Employment

2030 – 2040 – 2050
Population



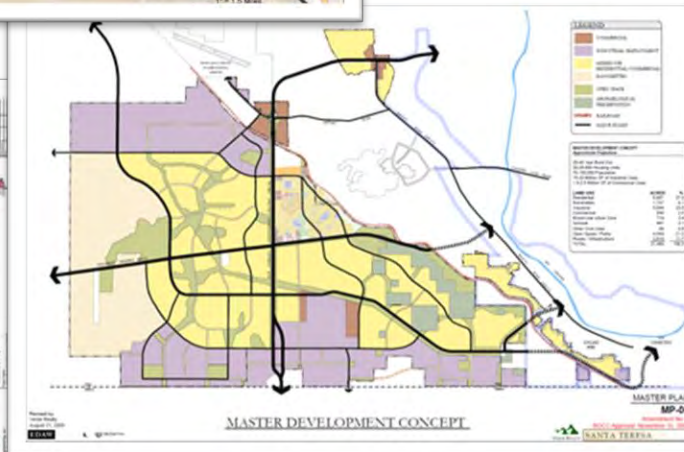
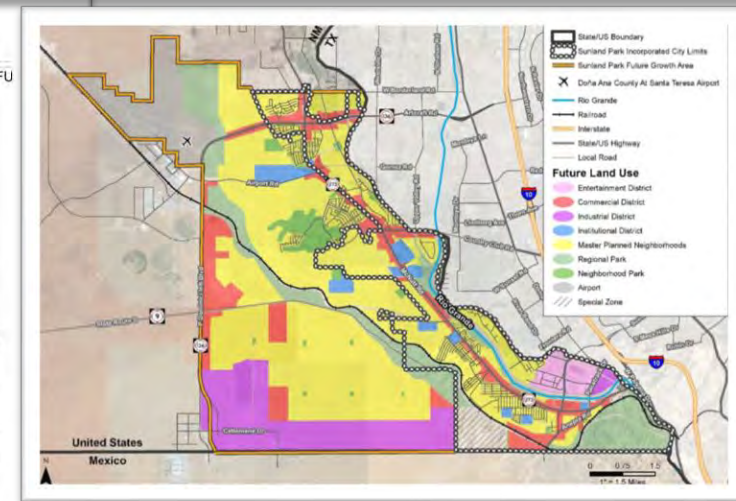
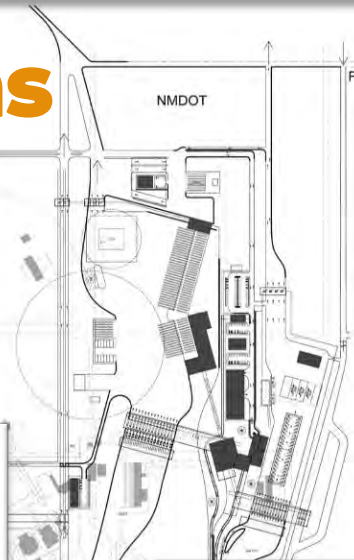
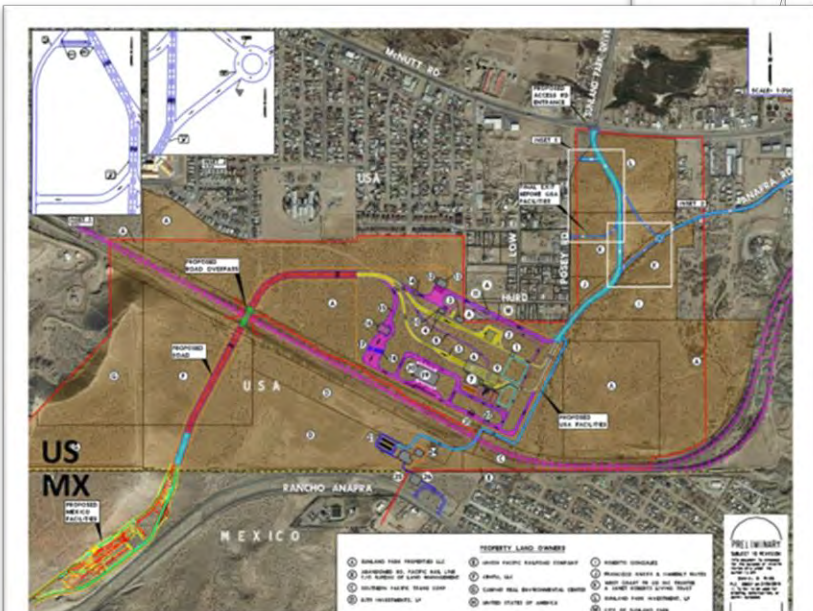
2030 – 2040-2050
Employment



Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Economic Development	●	●	●	●	●	●	●
Future Land Use Plans	●	●	●	●	●	●	●

Future Land Use Plans

- Alta Mesa Estates Site Plan
- Sunland Park Comprehensive Plan
- Santa Teresa Port of Entry Expansion
- Sunland Park Port of Entry
- Verde Master Plan



Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Economic Development	●	●	●	●	●	●	●
Future Land Use Plans	●	●	●	●	●	●	●

Future Land Use Plans

- Alta Mesa Plan
- Sunland Park Comprehensive Plan
- Santa Teresa Port of Entry Expansion
- Sunland Park Port of Entry
- Verde Master Plan

Alternatives 3, 5a

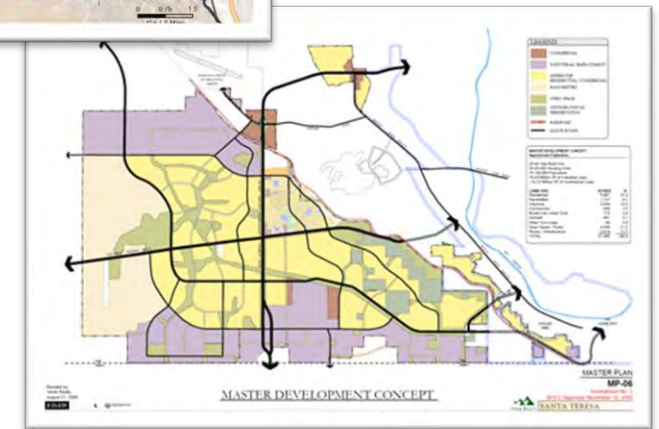
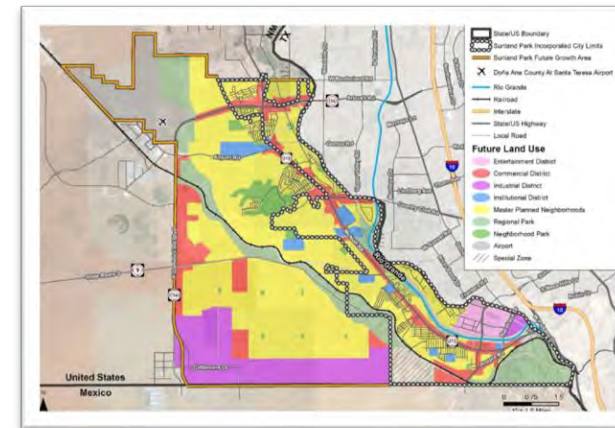
- Green due to support for all plans

Alternatives 4, 5

- Yellow due to limited support for plans but no conflicts

Alternatives 1, 2

- Red due to conflict with Santa Teresa Port of Entry expansion



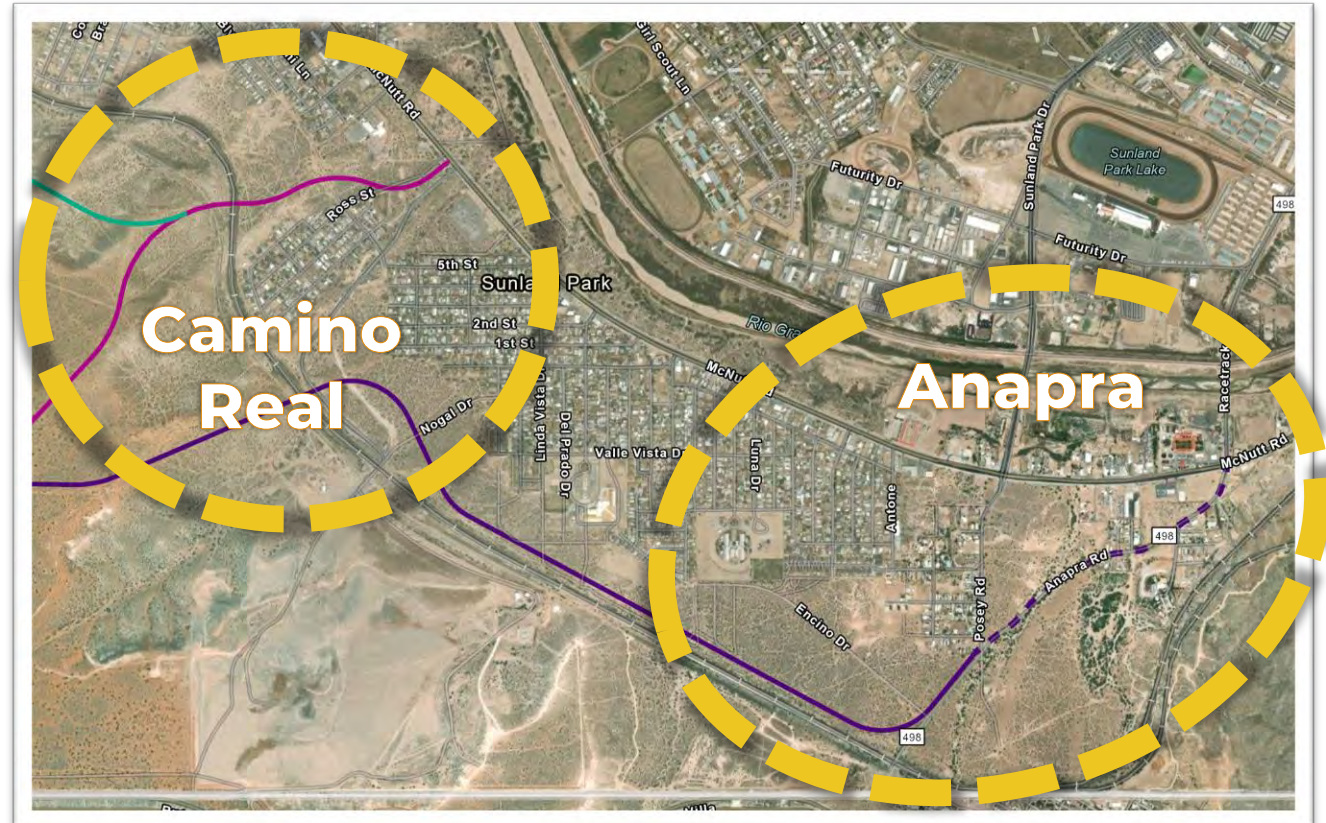
Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Community Impacts	●	●	●	●	●	●	●
Alternative Routes for Connectivity	●	●	●	●	●	●	●
Public & Stakeholder Input	●	●	●	●	●	●	●

Community Impacts

Based on potential impact to existing residential areas along the corridor

Alternatives 1, 2, 3, 4, 5, 5a

- All yellow due to similar level of potential impact to local communities
- Further coordination and evaluations will be completed during Phase C
- Environmental Justice under NEPA evaluations



Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Community Impacts	●	●	●	●	●	●	●
Alternative Routes for Connectivity	●	●	●	●	●	●	●
Public & Stakeholder Input	●	●	●	●	●	●	●

Alternative Routes for Connectivity

Based on opportunity to enhance emergency service response

Alternatives 3, 4, 5, 5a

- Green due to greatest benefit given location of connection along NM 136

Alternatives 1, 2

- Red due to limited benefit given the location of connection to NM 136



Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Community Impacts	●	●	●	●	●	●	●
Alternative Routes for Connectivity	●	●	●	●	●	●	●
Public & Stakeholder Input	●	●	●	●	●	●	●

Public & Stakeholder Input

Overall support for a new regional connector

“More business, more employment, more opportunity”

Greatest Concern around potential increase in truck traffic in Sunland Park

- *Border Highway Connector is not a designated truck route*
- *NM 273 is not designated truck route*
- *Not designated hazardous materials routes*



Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Community Impacts	●	●	●	●	●	●	●
Alternative Routes for Connectivity	●	●	●	●	●	●	●
Public & Stakeholder Input	●	●	●	●	●	●	●

Public & Stakeholder Input

Alternative 3

- Received greatest public and stakeholder support

Alternatives 1 and 5a

- Received some support but also received some negative comments from stakeholders

Alternatives 2, 4, and 5

- Received the least support

BORDER HIGHWAY CONNECTOR STUDY (CN E100390)



The New Mexico Border Authority, in cooperation with the New Mexico Department of Transportation (NMDOT) and the Federal Highway Administration, is conducting the Border Highway Connector Study. The Study is evaluating a future roadway to improve access, mobility, and connectivity by establishing a new east/west corridor in the region of the United States/Mexico border. Potential new roadway corridor alternatives are shown on the back of this survey.

WE WANT TO HEAR FROM YOU!
Please share your input on a potential new roadway corridor.
Una versión de la encuesta también está disponible en español.

Name Email

What opportunities do you anticipate from a potential new roadway corridor?

What challenges do you anticipate from a potential new roadway corridor?

Additional questions or comments can be sent to BorderHighwayConnector@bhinc.com

JOIN THE MAILING LIST AND FIND MEETING DETAILS ON THE STUDY WEBSITE:
bhi.mysocialpinpoint.com/border-highway-connector






Drop your response at the Sunland Park City Hall (1000 McNutt Rd) to be returned to the Study Team.

Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Cost	N/A	●	●	●	●	●	●

Cost

Based on bridge quantity and length, topography, linear miles, and drainage infrastructure. Relative costs only.

Alternatives 1, 2, 3, 4

- *Yellow due to expected infrastructure needs*

Alternatives 5, 5a

- *Red due to expected increase in costs due to additional UPRR bridge crossings and topography*



ALTERNATIVE 3

Border Highway Connector Alignment Alternative Matrix							
Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Meets Purpose and Need	●	●	●	●	●	●	●
Engineering Criteria							
Regional Traffic Operations	●	●	●	●	●	●	●
Corridor Constructability	N/A	●	●	●	●	●	●
UPRR Crossing	●	●	●	●	●	●	●
Utilities	●	●	●	●	●	●	●
Right-of-Way	●	●	●	●	●	●	●
Environmental Criteria							
Air Quality Conformity Compliance	●	●	●	●	●	●	●
Noise	●	●	●	●	●	●	●
Natural Resources	●	●	●	●	●	●	●
Cultural Resources	●	●	●	●	●	●	●
Economic Criteria							
Economic Development	●	●	●	●	●	●	●
Future Land Use Plans	●	●	●	●	●	●	●
Social Criteria							
Community Impacts	●	●	●	●	●	●	●
Alternative Routes for Connectivity	●	●	●	●	●	●	●
Public & Stakeholder Input	●	●	●	●	●	●	●
Cost	N/A	●	●	●	●	●	●



Highest Rating



Moderate Rating



Low Rating

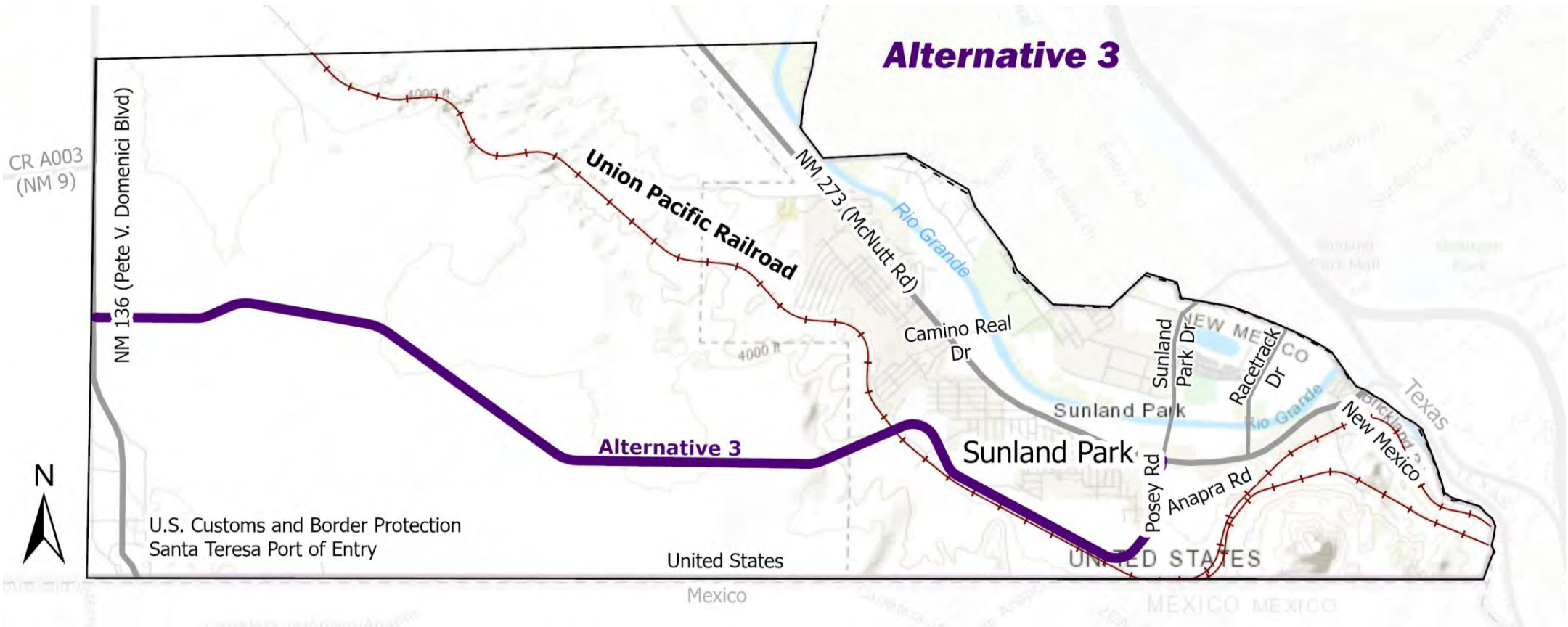


PHASE B

Recommended
Alternative

ALTERNATIVE 3

Recommended as the Preferred Alternative



ALTERNATIVE 3

Border Highway Connector Alignment Alternative Matrix							
Evaluation Criteria	No-Build	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 5a
Meets Purpose and Need	●	●	●	●	●	●	●
Engineering Criteria							
Regional Traffic Operations	●	●	●	●	●	●	●
Corridor Constructability	N/A	●	●	●	●	●	●
UPRR Crossing	●	●	●	●	●	●	●
Utilities	●	●	●	●	●	●	●
Right-of-Way	●	●	●	●	●	●	●
Environmental Criteria							
Air Quality Conformity Compliance	●	●	●	●	●	●	●
Noise	●	●	●	●	●	●	●
Natural Resources	●	●	●	●	●	●	●
Cultural Resources	●	●	●	●	●	●	●
Economic Criteria							
Economic Development	●	●	●	●	●	●	●
Future Land Use Plans	●	●	●	●	●	●	●
Social Criteria							
Community Impacts	●	●	●	●	●	●	●
Alternative Routes for Connectivity	●	●	●	●	●	●	●
Public & Stakeholder Input	●	●	●	●	●	●	●
Cost	N/A	●	●	●	●	●	●



Highest Rating

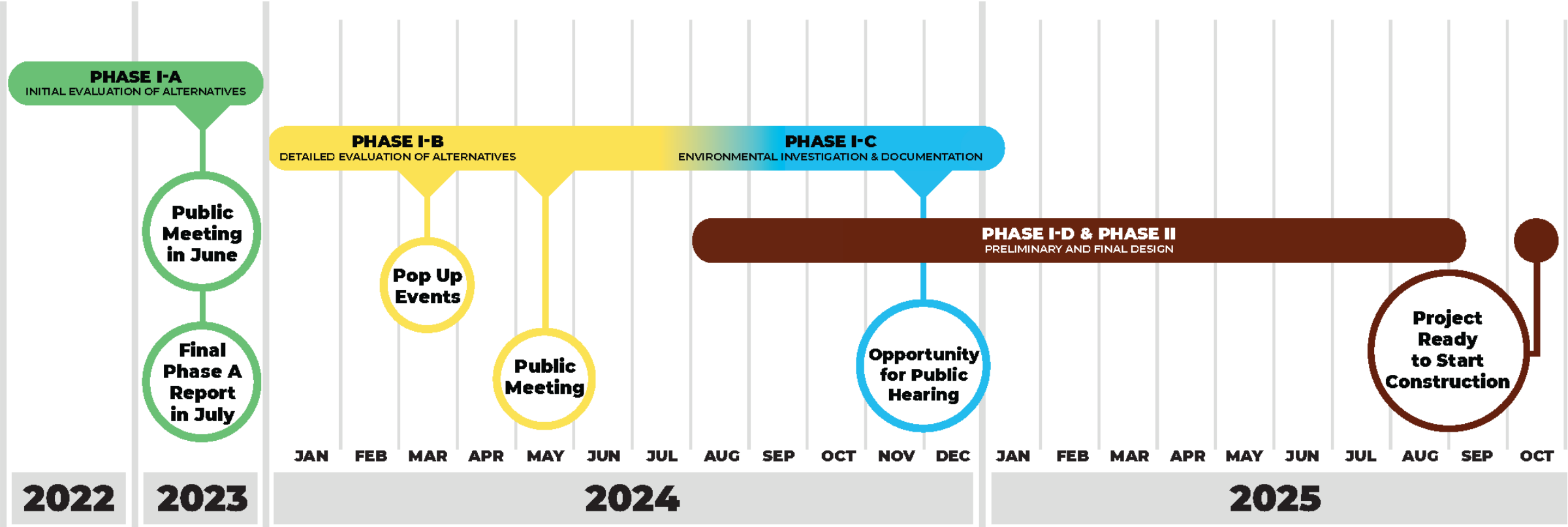


Moderate Rating



Low Rating

SCHEDULE



CONTACT INFORMATION

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with questions or comments.



**THANK
YOU**



**THANK
YOU**

**Discussion
and
Input**