



**WELCOME**

**VIRTUAL PUBLIC HEARING for  
BORDERLAND EXPRESSWAY PROJECT  
(FORMERLY NORTHEAST PARKWAY PROJECT)**  
On Loop 375 East of Railroad Drive Overpass  
to  
FM 3255 (Martin Luther King Jr. Boulevard)  
@ TX-NM

**Thursday, June 9, 2022**

**EL PASO COUNTY, TEXAS  
CITY OF EL PASO**

CSJs: 0924-06-136, 0924-06-320, 0665-02-002, 0665-02-004,  
and 0665-02-005

Thursday June 9, 2022 – Friday July 24, 2022

Welcome to the pre-recorded Virtual Public Hearing for the Borderland Expressway Project on Loop 375 East of Railroad Drive Overpass to Farm-to-Market Road 3255 (also known as Martin Luther King Junior Boulevard) at the Texas-New Mexico state line. We appreciate your interest in this project and welcome each of you.

If you have not already, please sign in at the conclusion of this presentation.

We encourage you to leave a comment about the project.

**VIRTUAL PUBLIC HEARING PURPOSE**

1. Inform the public of project status and present recommendations.
2. Describe the project so the public can determine how they may be affected.
3. Provide the public the opportunity to provide input.
4. Develop a record of public participation.



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This Virtual Public Hearing has been convened by the Texas Department of Transportation and is being held to receive and consider comments from the public regarding the Texas portion of the Borderland Expressway Project.

You may have attended previous public hearings conducted by the Texas Department of Transportation. However, for the benefit of those of you who have never attended one, I would like to explain why and how the Department conducts a public hearing.

A public hearing has four essential purposes:

1. Inform the public of the status of planning on the project, receive comments on the draft environmental document, and present the recommendations based on studies performed to date.
2. Describe the project so those attending can determine the project’s potential to affect their lives and property.
3. Provide the public an opportunity to see information and express their views at this stage in the planning process when flexibility to respond to comments still exists and before location and design decisions are finalized.
4. And finally, to develop a record of public views and participation to accompany recommendations for subsequent decisions.

This is the Virtual Public Hearing being held for Proposed Borderland Expressway Project and is in compliance with both federal and state laws. A transcript of this hearing will be made available for the official record.

## MEMORANDUM OF UNDERSTANDING



### NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) ASSIGNMENT TO THE TEXAS DEPARTMENT OF TRANSPORTATION

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.*



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This Borderland Expressway Project adheres to the National Environmental Policy Act, known as NEPA.

Prior to December 16, 2014, the Federal Highway Administration (also known as FHWA) reviewed and approved documents prepared under NEPA; however, on December 16, 2014, and reauthorized in 2019, TxDOT assumed responsibility from FHWA for reviewing and approving certain assigned NEPA environmental documents.

## PROJECT LOCATION

**PROJECT LENGTH & LIMITS:**  
Approximately 10.8-miles  
from On Loop 375 East of Railroad  
Drive Overpass to FM 3255  
(Martin Luther King Jr. Boulevard) at  
the Texas/New Mexico State Line

**COUNTY:**  
El Paso



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The study limits for Borderland Expressway Project are from on Loop 375 East of Railroad Drive Overpass to FM 3255 (Martin Luther King Jr. Boulevard) at the Texas-new Mexico state line. The project corridor is within El Paso County and will affect the City of El Paso.

## PROJECT NEED AND PURPOSE

### PROJECT NEED:

- Provide Regional System Connectivity
  - Improve Mobility

### PROJECT PURPOSE:

The purpose of the proposed project is to address regional system linkage and system capacity. The proposed Borderland Expressway would complete a circumferential route around El Paso suitable for trucks and other through traffic, utilizing in part existing transportation facilities in New Mexico (NM 404 and NM 213) and Texas (Loop 375).



There are several transportation needs that affect the El Paso region. Current and projected growth in the area has caused traffic demand to increase on Interstate Highway 10 (known as I 10).

The Borderland Expressway project would improve regional system connectivity and mobility within the region. The roadway will provide an alternate route to I 10, which runs through the center of El Paso. It would serve the interest of trucks and other through traffic, by providing a more efficient and direct access to regional industrial parks.

The purpose of the proposed project is to address regional system linkage and system capacity. The proposed Borderland Expressway Project would complete a circumferential route around El Paso suitable for trucks and other through traffic, utilizing in part existing transportation facilities in New Mexico (NM 404 and NM 213) and Texas (Loop 375).

## PROJECT DETAILS



### PROJECT DESCRIPTION:

The proposed Borderland Expressway Project within Texas would be a new location roadway from On Loop 375 East of Railroad Drive Overpass to FM 3255 (Martin Luther King Jr. Boulevard) at the Texas/New Mexico State Line.

### CONSTRUCTION:

Construction will be done in three phases. Construction phases are proposed as follows:

- Railroad Drive to Business US 54 (Dyer Street): frontage roads
- Railroad Drive to FM 3255 (MLK Jr. Boulevard): main lanes
  - Railroad Drive to Loop 375: main lanes



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The proposed Borderland Expressway Project within Texas would be a new location roadway from on Loop 375 East of Railroad Drive Overpass to FM 3255 (Martin Luther King Jr. Boulevard) at the Texas/New Mexico State Line.

TxDOT is proposing to construct the Borderland Expressway Project in three phases. Phase one will let in 2025 and the final phase will let in 2030.

The three construction phases are as follows:

- Construct frontage roads between Railroad Drive and Business US 54 (Dyer Street), then
- Build the mainlanes between Railroad Drive and FM 3255 (MLK Jr. Boulevard), and
- Finally, the mainlanes will be built from US 54 (Dyer Street) to Loop 375.

## BORDERLAND EXPRESSWAY REGIONAL CONNECTIVITY

Borderland Expressway is a proposed long-term conceptual regional project between Texas and New Mexico.

### LIMITS:

On Loop 375 East of Railroad Drive Overpass to FM 3255 (Martin Luther King Jr. Boulevard) @ TX-NM  
The Texas portion is new construction from Loop 375 to FM 3255 (MLK Jr. Blvd.)



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The Borderland Expressway Project is a proposed long-term conceptual regional project between Texas and New Mexico.

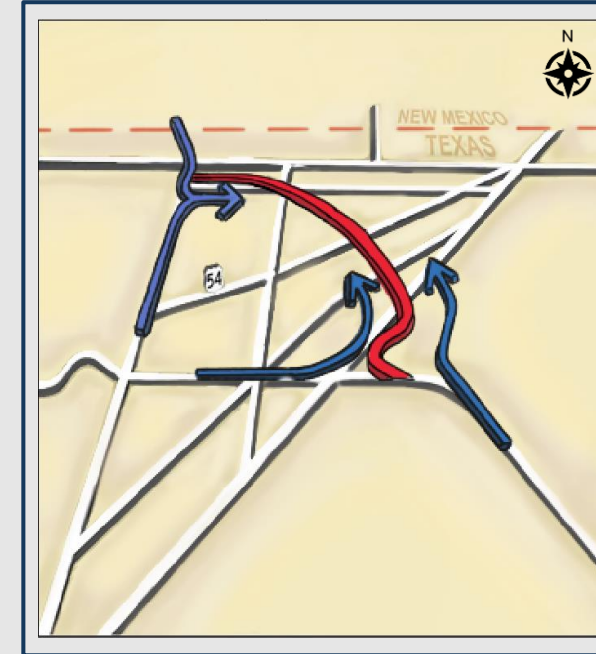
The Texas portion is a new location roadway on Loop 375 East of Railroad Drive Overpass to FM 3255 (Martin Luther King Jr. Boulevard) at the Texas –New Mexico state line.

The New Mexico Department of Transportation portion is an independent project and follows along existing New Mexico State Highways 213 and 404 and connects to I-10 in New Mexico.



## TRAFFIC PROJECTIONS

- The Borderland Expressway Project is projected to carry 22,600 average daily vehicles in 2030 and 30,700 in 2050.
- The proposed project would relieve traffic on regional congested corridors by shifting traffic to the Borderland Expressway
  - 53% of FM 3255 (MLK Jr. Blvd.) traffic would use Borderland Expressway
  - 26% of northbound Loop 375 traffic would use Borderland Expressway
  - 12% of eastbound Loop 375 traffic would use Borderland Expressway



The Borderland Expressway Project is projected to carry about 22,600 vehicles per day in 2030 and 30,700 vehicles per day in 2050. 53% of FM 3255/MLK traffic is expected to divert to Borderland Expressway, along with 26% of northbound Loop 375 traffic and 12% of eastbound Loop 375 traffic.



**TRAFFIC – LEVEL OF SERVICE 2050**

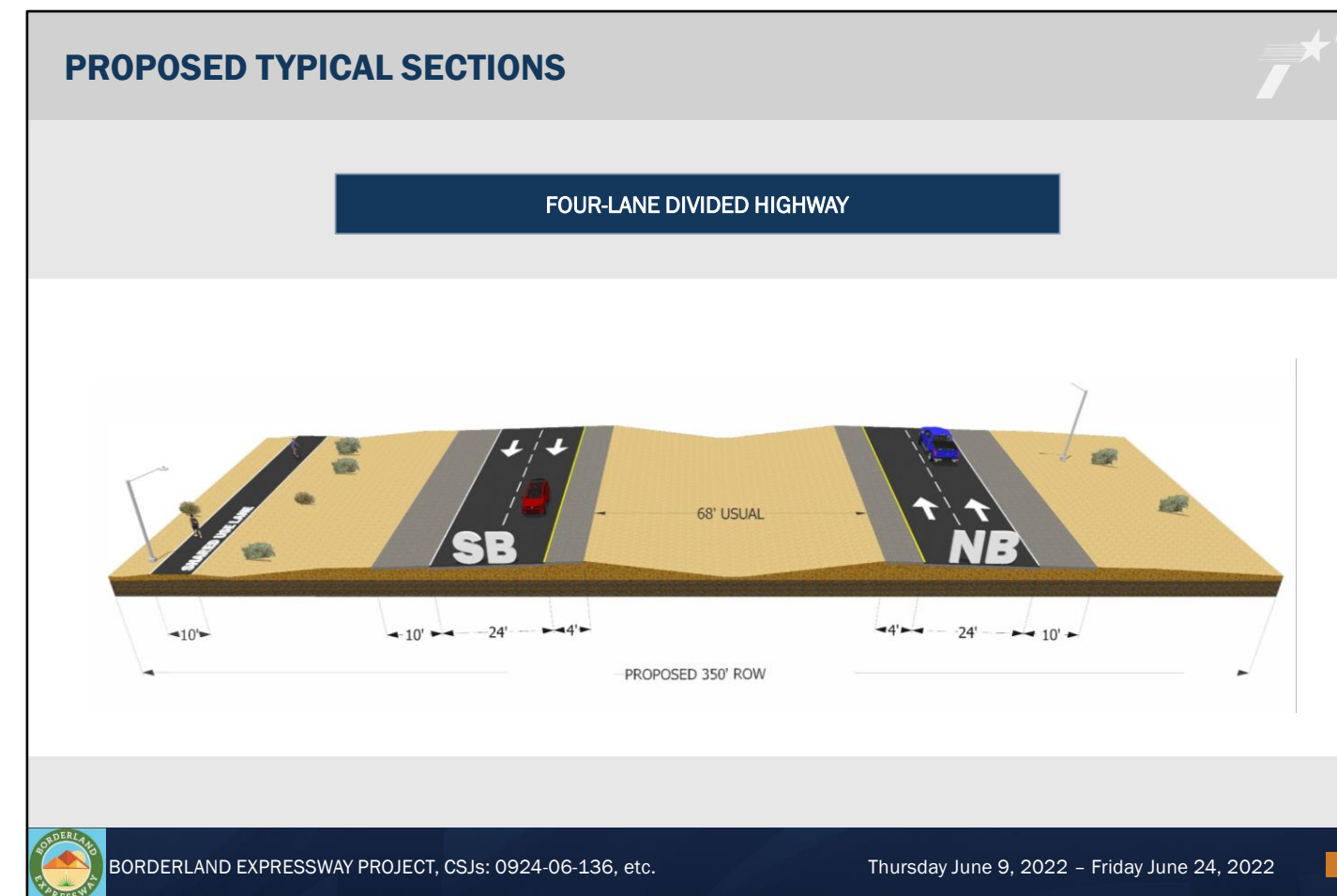
**Levels of Service  
Year 2050**

*The ultimate four-lane divided highway would provide regional connectivity and enhance mobility on a roadway with a consistently high level of service.*



LEGEND - Level of Service (LOS)	
LOS A	Free Flowing Traffic
LOS B	Reasonably Free Flowing Traffic
LOS C	Stable Traffic Flow
LOS D	Approaching Unstable Traffic Flow
LOS E	Unstable Traffic Flow & Significant Delays
LOS F	Extremely Low Speed Traffic Flow; Significant Delays and Queuing

The ultimate four-lane divided highway would provide regional connectivity and enhance mobility on a roadway with a consistently high level of service. The green color on this map represents level of service A or B, and the yellow is an acceptable level C or D. There are no red failing levels of service in this project, which would be an E or F.



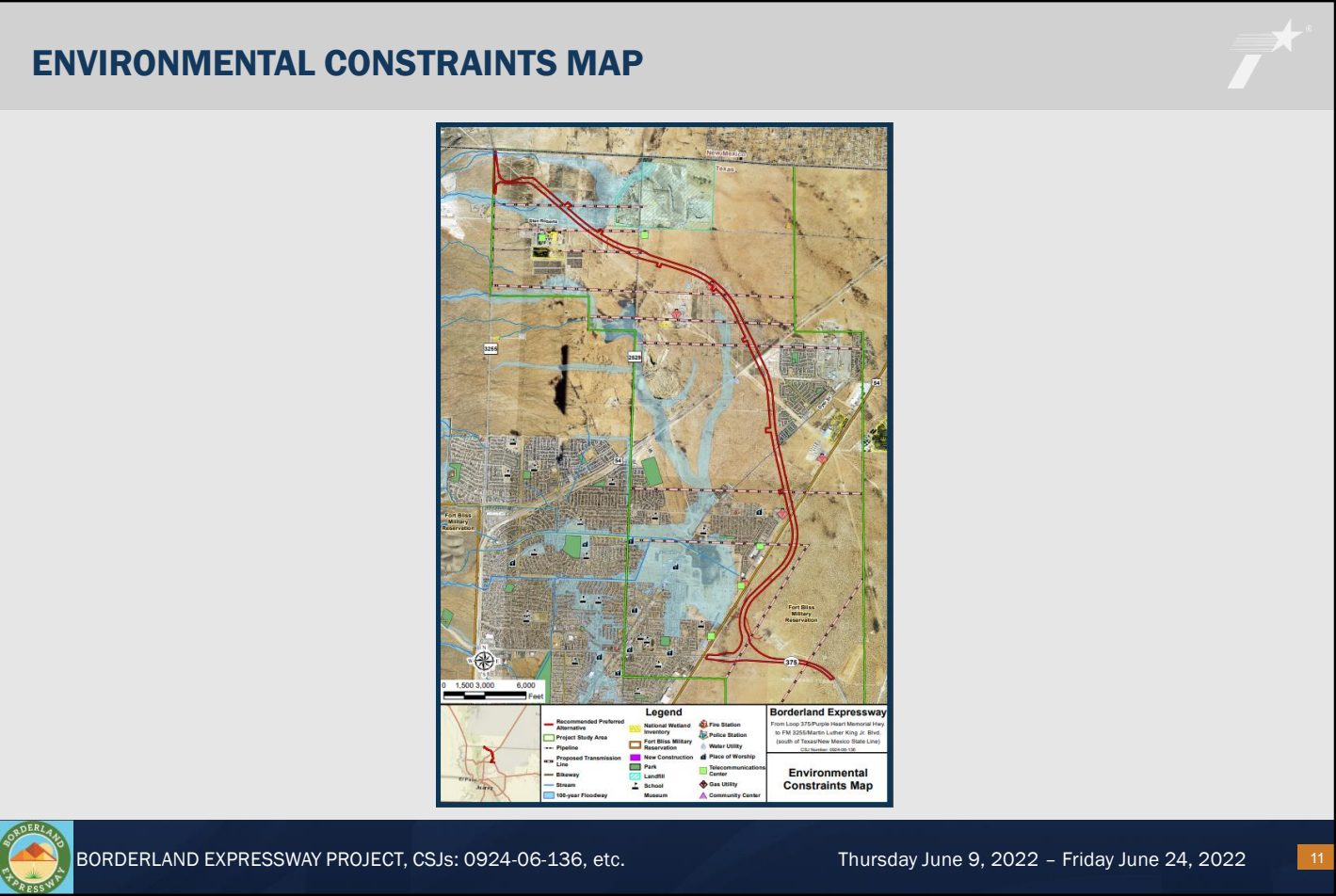
The project will consist of **four** 12-foot-wide travel lanes (**two** lanes in each direction), a median that varies, and open ditches throughout most of the project.

The project will also include Limited frontage roads (only between Bus US 54/Dyer Street and Railroad Drive) and a dedicated shared use path along the southbound roadway within 350-ft-Right-of-way.

A grade separation will be created over the Union Pacific Railroad


Roadway grade separations will include:

- Loop 375 (with entrance and exit ramps) US Highway Business 54 (Dyer Street) & Railroad Drive (with entrance and exit ramps)
- US Highway 54 (with entrance and exit ramps)
- FM 2529 (McCombs Avenue) (with entrance and exit ramps)
- Stan Roberts Sr. Ave (overpass only)
- FM 3255 (Martin Luther King, Jr. Boulevard) (with entrance and exit ramps)



This Environmental Constraints Map graphic is used to help planners & engineers determine the potential impacts of resources in the project area and depicts the resources identified in the Environmental Assessment (EA).

ENVIRONMENTAL IMPACTS		
CRITERIA	BUILD	NO-BUILD
Proposed ROW (acres)	544 acres	0
Potential Displacements (#)	0	0
Waters of the U.S. including Wetlands (# of acres)	0/0	0/0
100-Year Floodplain	No	No
Habitat for Federal or State-listed Threatened Species (Yes/No)	Yes 1 Candidate, 1 State-listed Species, 12 Species of Greatest Conservation Need Appropriate best management practices would be applied	No
Archeological Resources (Yes/No)	Yes 2 sites – Coordination is underway with THC	No
Historic Resources (Yes/No)	N/A	No
Noise Impacts (Yes/No)	No	No
Air Quality Impacts (Yes/No)	No Air quality conformity approved January 2019	No


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As part of the environmental assessment study natural, cultural and social resources are evaluated for potential impacts as a result of the proposed project. **544 acres** of new ROW would be required for the proposed improvements and no displacements are anticipated as a result of the proposed project.

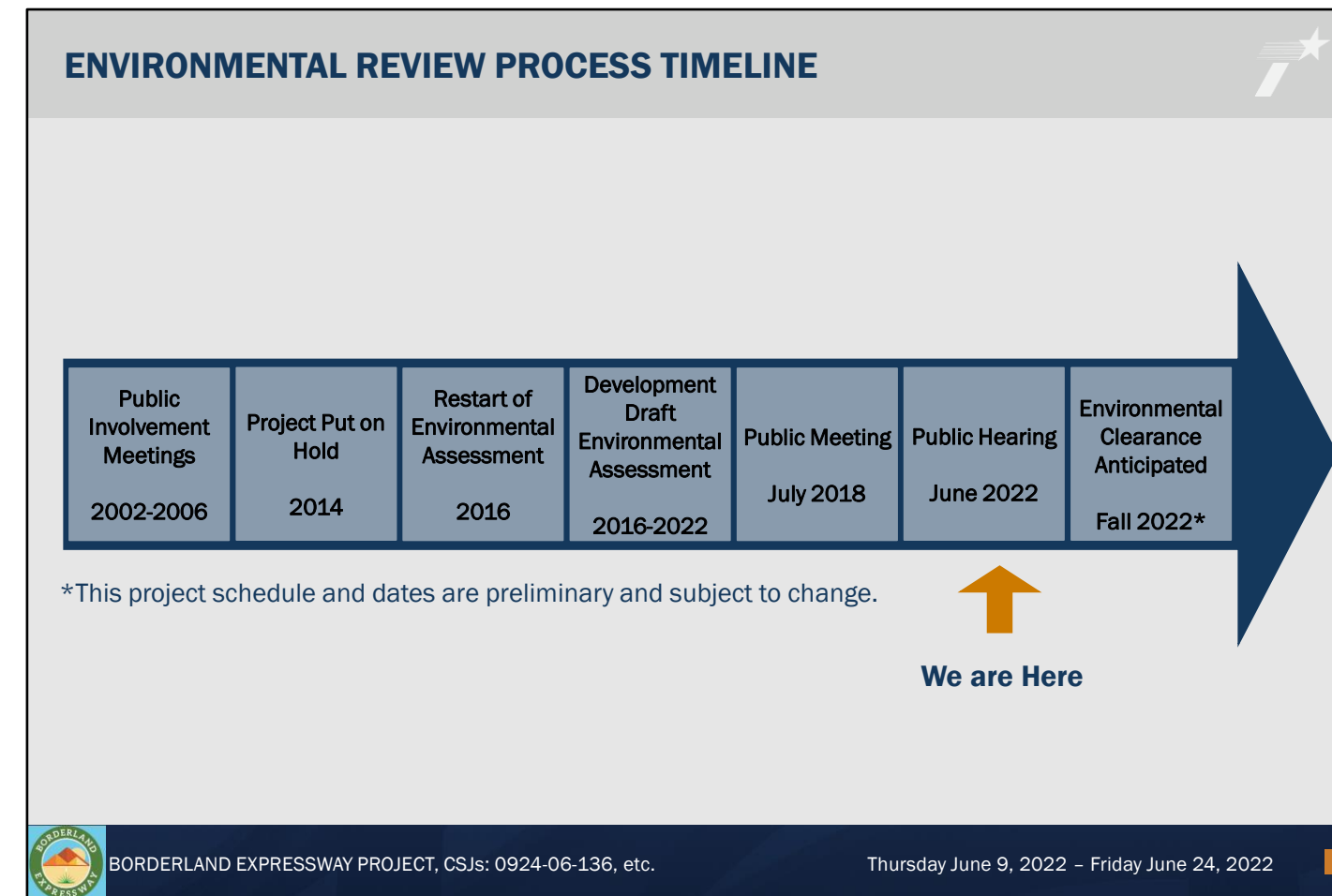
Habitat for one candidate species, one state-listed species, and twelve species of greatest conservation need is present; however, no impacts to these species are anticipated.

The environmental assessment determined the Proposed Project would impact two archeological resources subject to Section 106. Texas Historical Commission (THC) coordination is ongoing to determine appropriate mitigation for potential impacts to these resources.

A traffic noise analysis was conducted along the project length. Noise receivers were primarily residential, but also included one park. The traffic noise analysis determined that out of 11 representative receivers, none would be expected to have a noise increase at or above the criteria for absolute or relative impacts; therefore, noise mitigation was not considered for the proposed project. The Air quality Conformity was approved by the Federal Highway Administration in January 2019.

The potential cumulative impact is not anticipated to impact the vegetation resources or the threatened and endangered species utilizing these resources. Mitigation efforts to minimize impacts to vegetation and wildlife habitat will be implemented. There will be no impact to the 100-year floodplain; the project would be designed in accordance with current TxDOT and FHWA policies.


The project would not require a U.S. Army Corps of Engineers permit for the construction of the project over jurisdictional waterbodies.




The environmental timeline consists of:

- Public involvement meetings were held in 2002 through 2006.
- The project was put on hold in 2014.
- We restarted the environmental study in 2016
- The draft environmental assessment was developed in 2016 through 2022
- A public meeting was held in July 2018
- This is the public hearing tonight
- And the environmental clearance is anticipated in the fall of 2022\*

**NEXT STEPS**





- Close Public Hearing Comment Period, Review and Document Public Comments
- Finalize Environmental Assessment
- Environmental clearance anticipated Fall 2022

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The public comment period for the proposed project ends Friday, [June 24, 2022](#). Following this Virtual Public hearing, documentation of this public hearing will be reviewed by TxDOT for final environmental clearance and design approval. If there are no major issues arising from this hearing that cannot be addressed in a reasonable time frame, the final environmental clearance is expected in the Fall of 2022.

**WE REQUEST YOUR FEEDBACK**

Please submit your comments regarding the design modifications presented in this Virtual Public Hearing by using any of the four methods below by our deadline, **Friday, June 24, 2022**.

			
<b>Leave a Voicemail</b>	<b>Email Us</b>	<b>Mail-In Comments</b>	<b>Comment Online</b>
(915) 400-1150	<a href="mailto:Gus.Sanchez@txdot.gov">Gus.Sanchez@txdot.gov</a>	TxDOT El Paso District Office Gus Sanchez, Project Manager 13301 Gateway Boulevard West El Paso, Texas 79928-5410	Attend the Virtual Open House and Click on the Comment Button

For general questions about the presentation or the project, please call Gus Sanchez at (915) 790-4233 or Dora Fernandez, PE (915) 478-3367.

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There are several ways to comment on the proposed Borderland Expressway project. You may present your comments by calling the project line at (915) 400-1150 or in the virtual public hearing by clicking the comment section and submitting your comments online.

You may also submit your comments in writing by mail or email.

You may respond via email to: [Gus.Sanchez@txdot.gov](mailto:Gus.Sanchez@txdot.gov)

You may also mail your comments to: TxDOT El Paso District Gus Sanchez, Project Manager, 13301 Gateway Boulevard West, El Paso, Texas 79928-5410.


For general project questions, you may call Gus Sanchez at (915) 790-4233 or Dora Fernandez, PE (915) 478-3367.


All comments must be submitted or postmarked by **Friday, June 24, 2022**.

Both written and verbal comments will be considered equally. If you submit your comments in writing, it is not necessary to repeat your comments verbally.



**THANK YOU FOR YOUR INTEREST IN THE  
BORDERLAND EXPRESSWAY PROJECT**

  
Texas  
Department  
of Transportation

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Ladies and gentlemen, we sincerely appreciate your attendance and interest concerning the proposed design of the Borderland Expressway Project. Please remember to submit your questions, comments and concerns. Thank you, this concludes the pre-recorded virtual public hearing presentation for the Borderland Expressway Project.