



# **NMIBA**

**New Mexico Border Authority**

## **Projects Presentation**

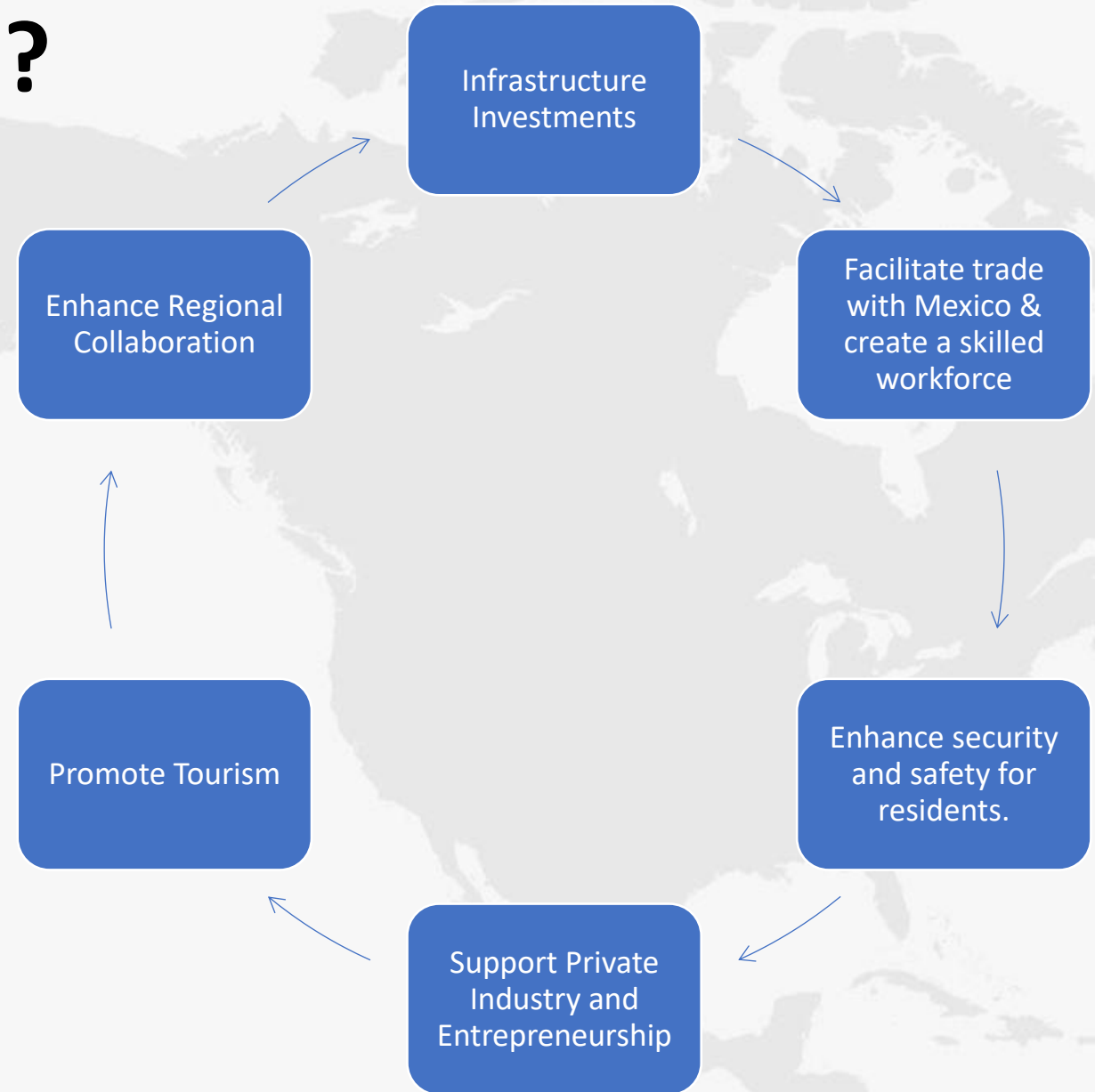


The NMBA is an executive branch state agency located in Santa Teresa, NM.  
Agency goals:

## Agency Background

- Provide leadership in the development of the state's international ports of entry to promote economic growth in the border region.
- Assist in the development of key public and private infrastructure projects.
- Set a regional agenda with our neighboring states in Mexico through the annual NM – Chihuahua & NM – Sonora Commissions.
- Serve as liaison with federal agencies and Mexican officials.

# What is needed to promote growth in the U.S.-Mexico Border Region?





# Border Highway Connector

Domenici Highway (NM136), Santa Teresa to (NM273) McNutt Rd, Sunland Park  
(Phase I)

# Project Benefits

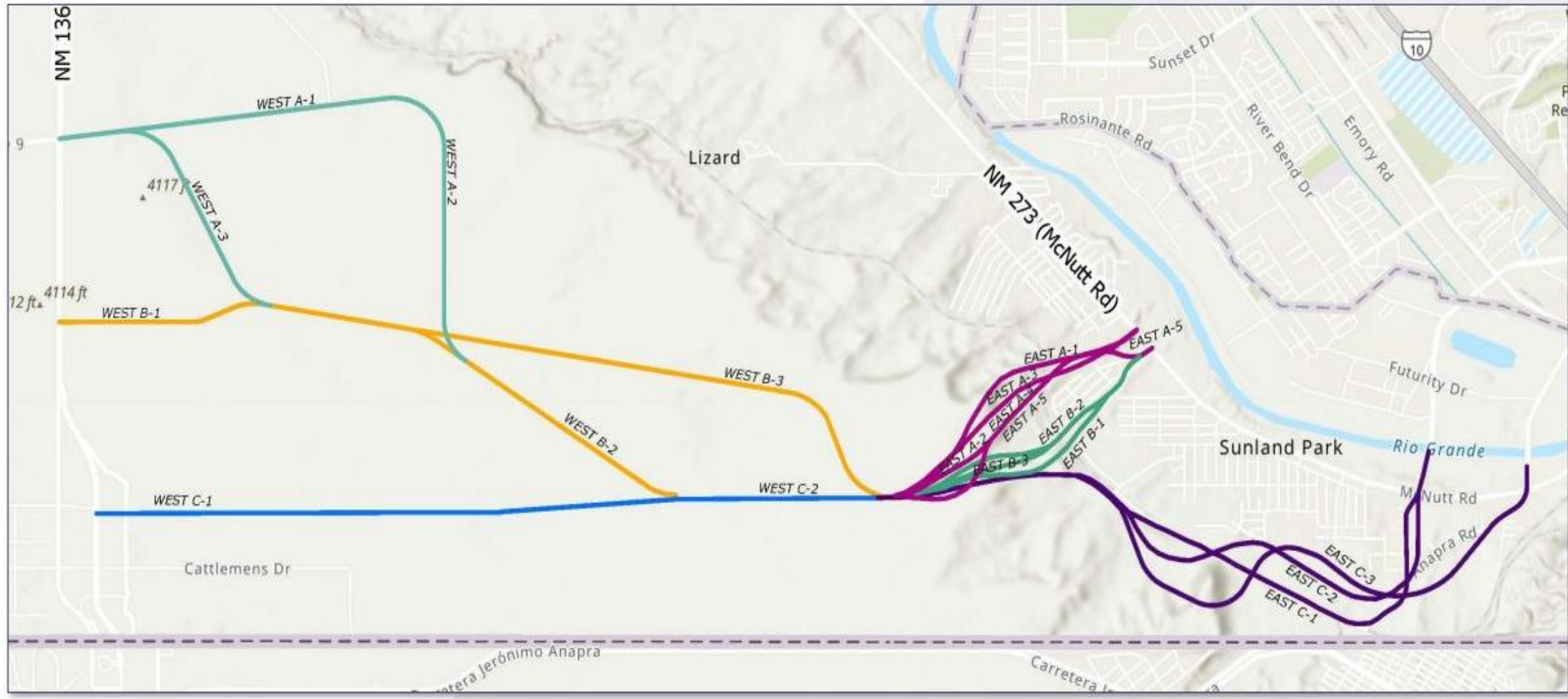
The new roadway:

- will significantly reduce drive times to and from the City of El Paso and major highways - Interstate 10 and Loop 375.
- will address congestion at EP/ CDJ ports by attracting increased POV and commercial traffic to the Santa Teresa – San Jerónimo POE.
- creates a comprehensive and efficient transportation network in the region that will support expected economic growth.
- improves connectivity between major ports in southern New Mexico and far west Texas.

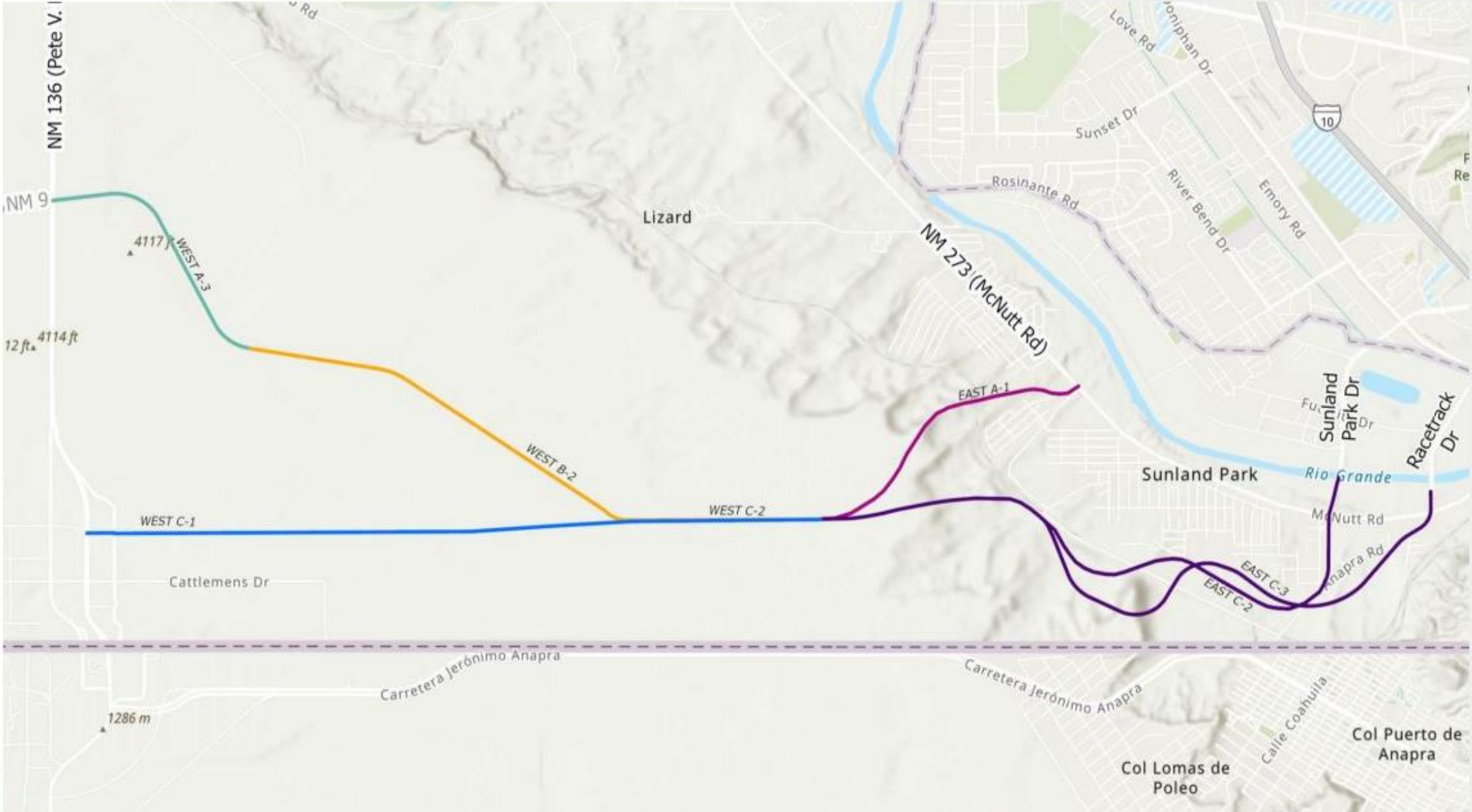
**\*\*The connector will be owned and maintained by the NM Department of Transportation.**



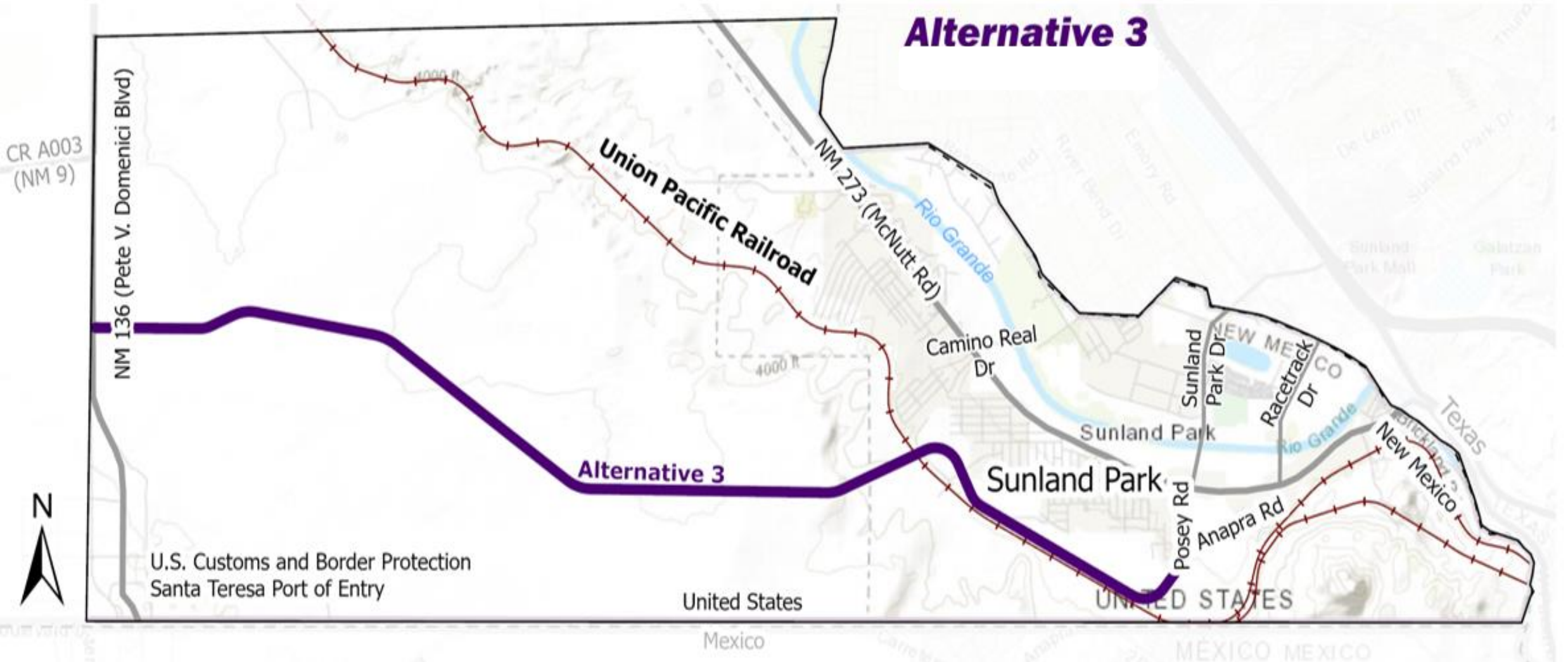
# ALIGNMENT ALTERNATIVES - PHASE A



# RECOMMENDED ALTERNATIVES FOR PHASE B

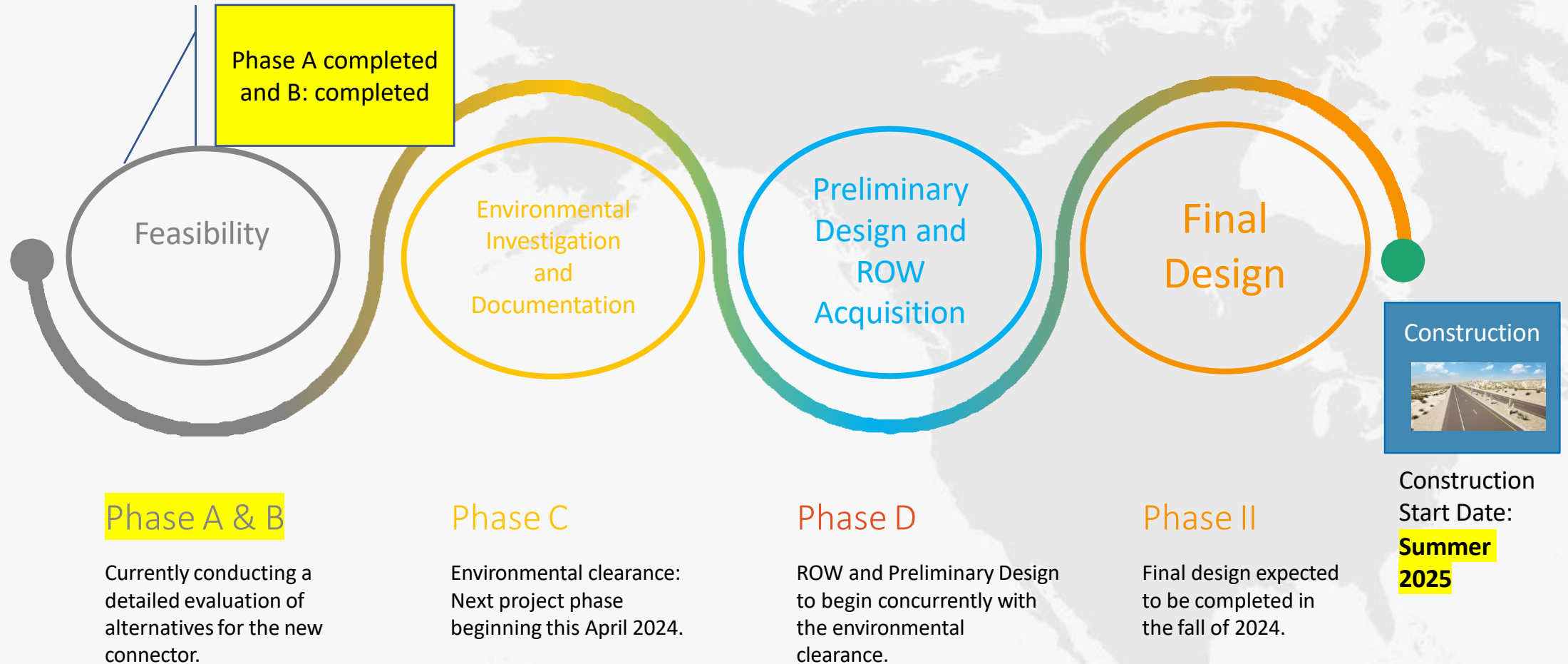


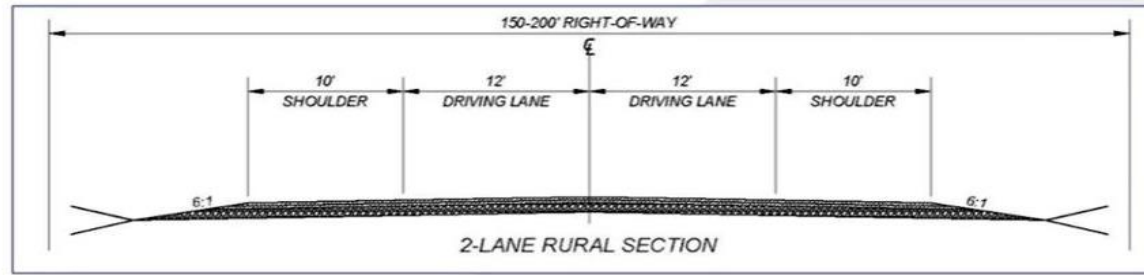
# RECOMMENDED ALTERNATIVE



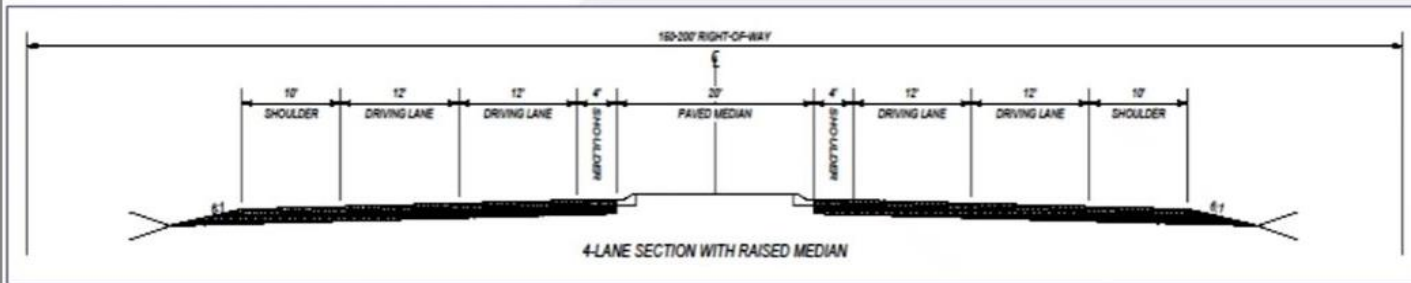
# NM Border Highway Connector

## Project Roadmap



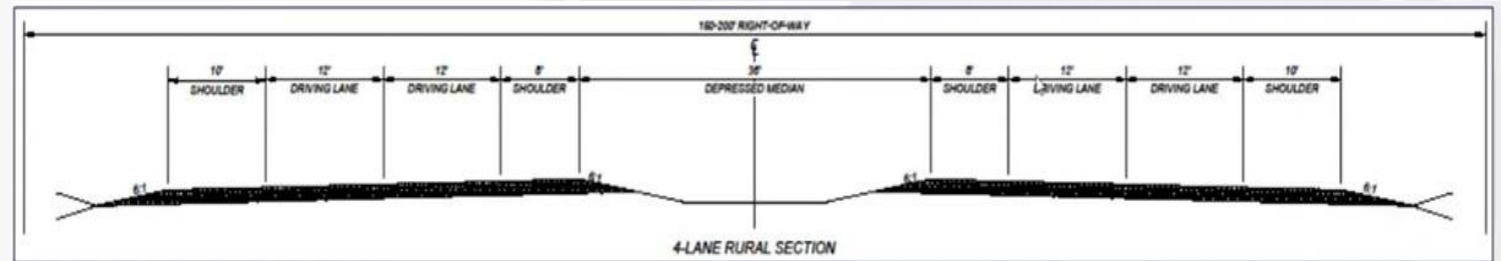


A. 2 lane.

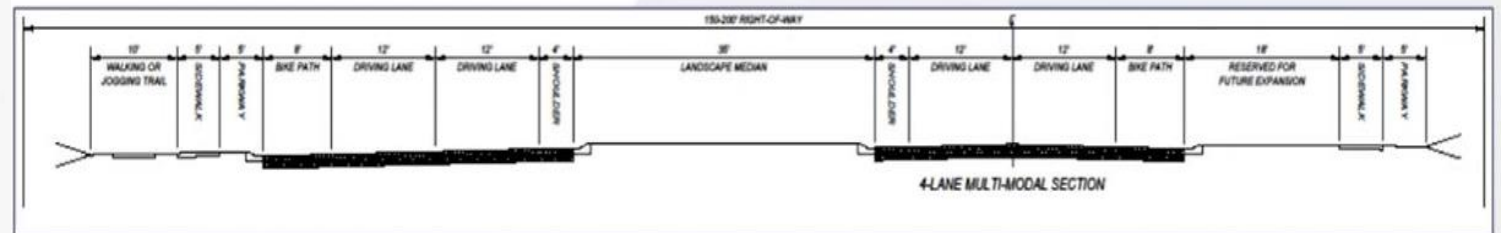


B. 4 lane.

C. 4 lane rural.



D. 4 lane.





# Border Highway Connector

Texas Connection (phase II)

## NM Border Connector - Connection with Texas

NMBA obtained funding for the feasibility study that will extend the border highway connector to the Texas state line.

The plan is to work with Texas transportation agencies to incorporate the new state connector with nearby El Paso highways and create an efficient loop connecting the Santa Teresa-El Paso border region.

Status:

- The NM state legislature granted an investment of **\$2,000,000** dollars to complete the feasibility study in 2023.





# Santa Teresa Port of Entry

Expansion and Modernization

# Priority Project: Santa Teresa Port of Entry

## Expansion and Modernization



- **Port overview:**

- Opened in 1993 – the port only received minor improvements in 2011.
  - Since 2011 – POV traffic has increased by 58% and commercial traffic has increased by 125%.
- Santa Teresa is the designated oversized/ overweight port in the region.
- Second designated hazardous materials international crossing in the EP-JZ-NM region.
- Home to the largest livestock crossing of its kind in the nation.
- Ranked 6th in overall trade on the southern border.
- The majority of NM's 3.1 billion in exports cross through the Santa Teresa POE.
- Regional opportunity: wait times average 30 minutes or less on the commercial side.

# Project overview and Status:

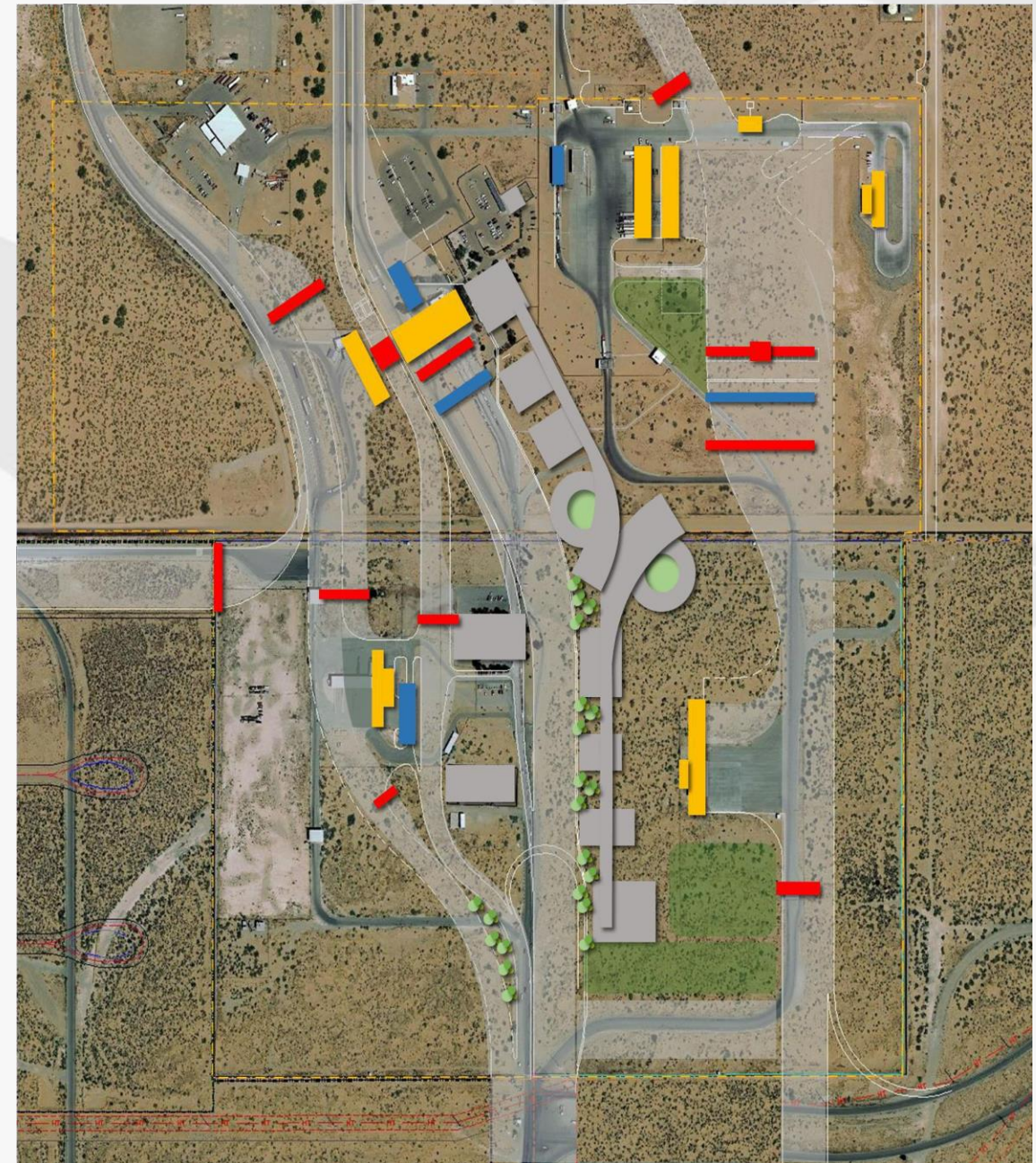
The New Mexico Border Authority secured a \$500,000 Congressionally Directed Spending (CDS) grant to launch the project feasibility for an expansion and modernization of the Santa Teresa POE.

The funding was assigned to U.S. GSA to complete the key first step.

## Status:

- GSA kicked off the project feasibility in May 2023.
- The feasibility was completed in June of 2024.
- The construction project is now at the top of the funding list for U.S. GSA and CBP.

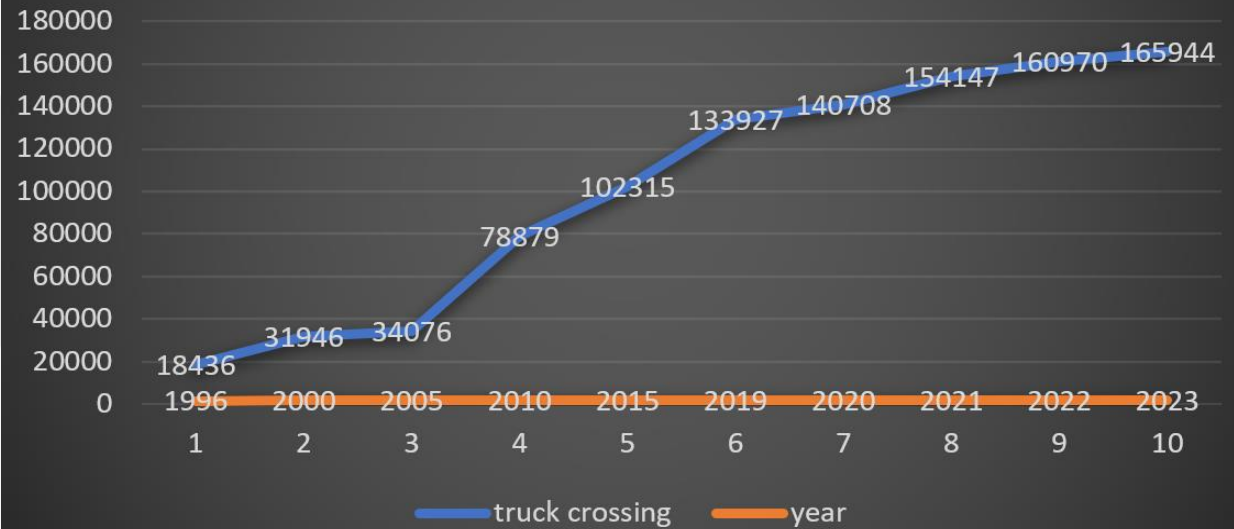
Estimated total construction cost: **To be determined by feasibility study**



# Project Justification:

- Commercial Crossings have grown in the last 20 years.
- The Santa Teresa Port of Entry lacks infrastructure enhancements to accommodate increasingly larger and heavier cargo. This is a key function of the port.
- The port has insufficient cargo/ POV lanes to accommodate expected growth into the future.
- On the cargo side, lane efficiency is reduced because of 90-degree turns.
- El Paso-Ciudad Juarez ports of entry are saturated with wait times averaging several hours vs less than 30 mins in the STPOE.
- The Government of Mexico also prioritizes the expansion of its sister port – Cruce Fronterizo San Jerónimo.

Santa Teresa POE  
Annual Truck Border Crossing.



# Alternative 3

## Major Expansion to the North

### Capability Expansion (Commercial)

Commercial (Inbound)	Existing	Proposed
General (Lanes)	2	15
Oversized (Lanes)	1	2
Dock Space (Ea)	25	30

Commercial (Outbound)	Existing	Proposed
General (Lanes)	1	3
Oversized (Lanes)	--	1
Dock Space (Ea)	2	8

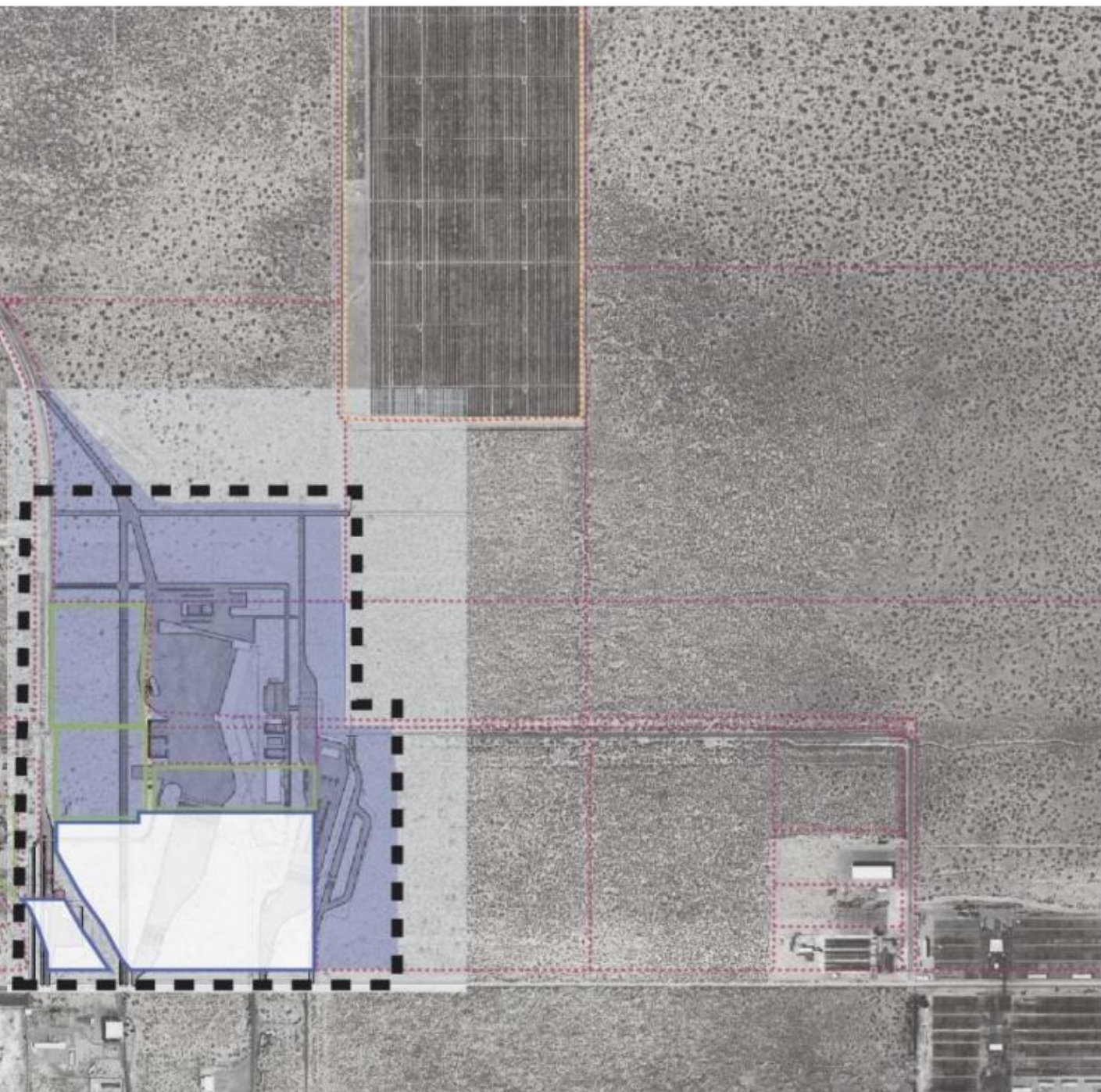
### Capability Expansion (Non-Commercial)

Non-Commercial (Inbound)	Existing	Proposed
Passenger (Lanes)	4	10
Dedicated Bus (Lanes)	--	1
SENTRI (Lanes)	--	1



**EXISTING PORT:  
65.8 ACRES  
PROPOSED PORT:  
263 ACRES**

UNITED STATES  
MEXICO



Questions...???





# Thank you!

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