

# Transportation Infrastructure Revenue Subcommittee

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Chair, New Mexico Border Authority

Santa Teresa, NM

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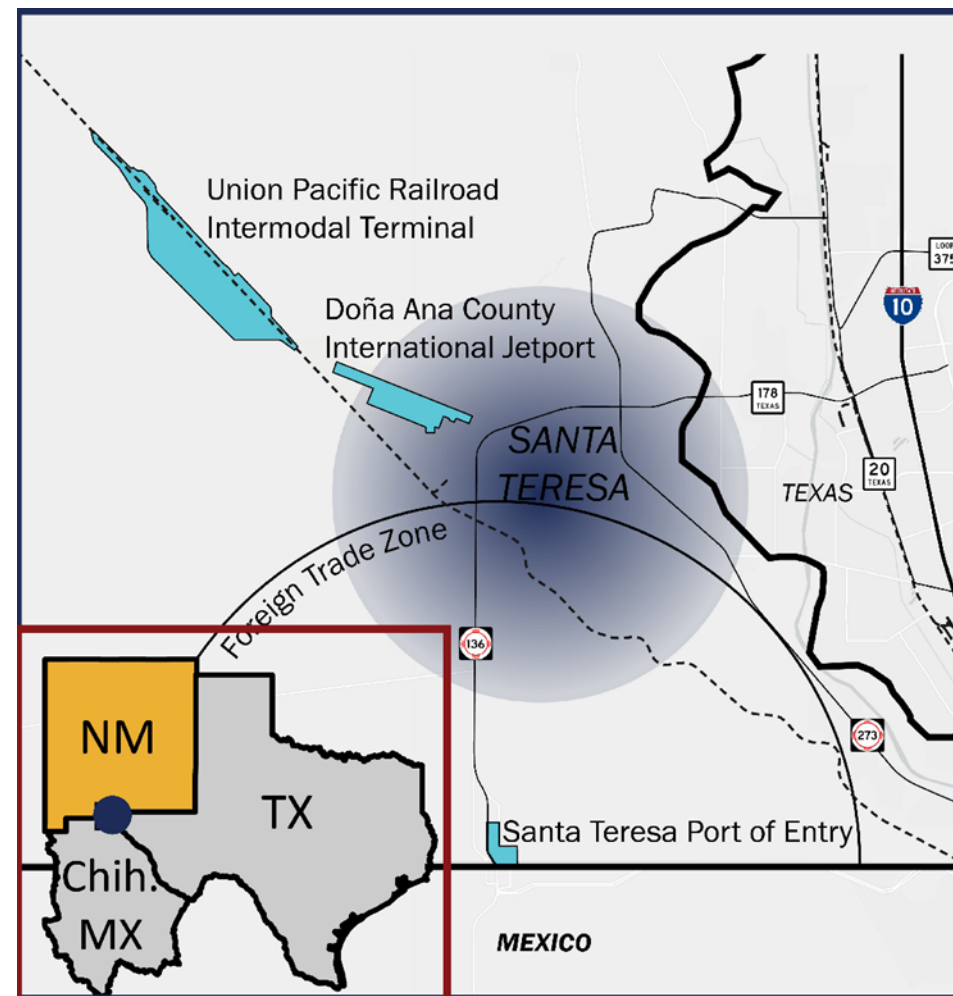


## Why Santa Teresa?

Santa Teresa is a rising star in global trade at the crossroads of the U.S.-Mexico border and key freight corridors.

6th Fastest Growing Port in the Country,  
Potential to Grow Exponentially.

Challenges to Santa Teresa's growth are underdeveloped infrastructure needs to meet growing demand and compete with regional, national, and international sites.

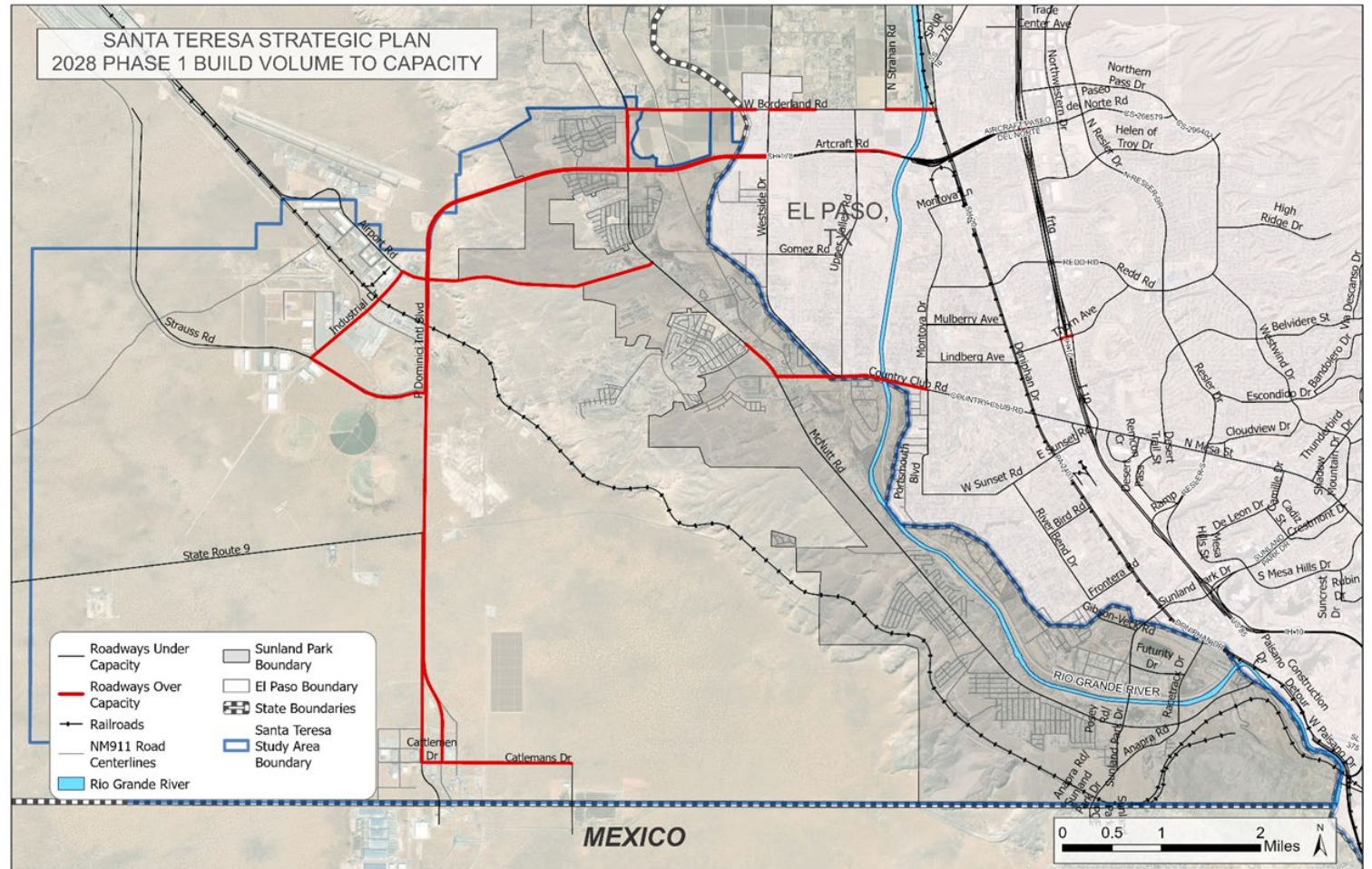




# Santa Teresa

## Transportation Improvements Estimated Cost Summary

Corridor	Recommendations	Estimated Investment
<b>*NM 136: Binational Way to McNutt Road</b>	Widen to six travel lanes or construct grade separations at strategic intersections	\$75,000,000
<b>Airport Road: NM 136 to McNutt Road</b>	Widen to four travel lanes	\$23,000,000
<b>Industrial Avenue: Airport Road to Strauss Road</b>	Widen to four travel lanes	\$11,500,000
<b>Strauss Road: NM 136 to Industrial Avenue</b>	Widen to four travel lanes	\$15,000,000
<b>*NM Border Highway Connector: NM 136 to McNutt Road</b>	Construct a new four lane roadway	\$170,000,000
<b>Total Estimated Costs of Transportation Projects</b>		<b>\$294,500,000</b>



# Border Highway Connector

**Purpose:** An 8-mile highway link enhancing connectivity between the Santa Teresa POE and the broader network, reducing travel times and easing workforce congestion to improve air quality

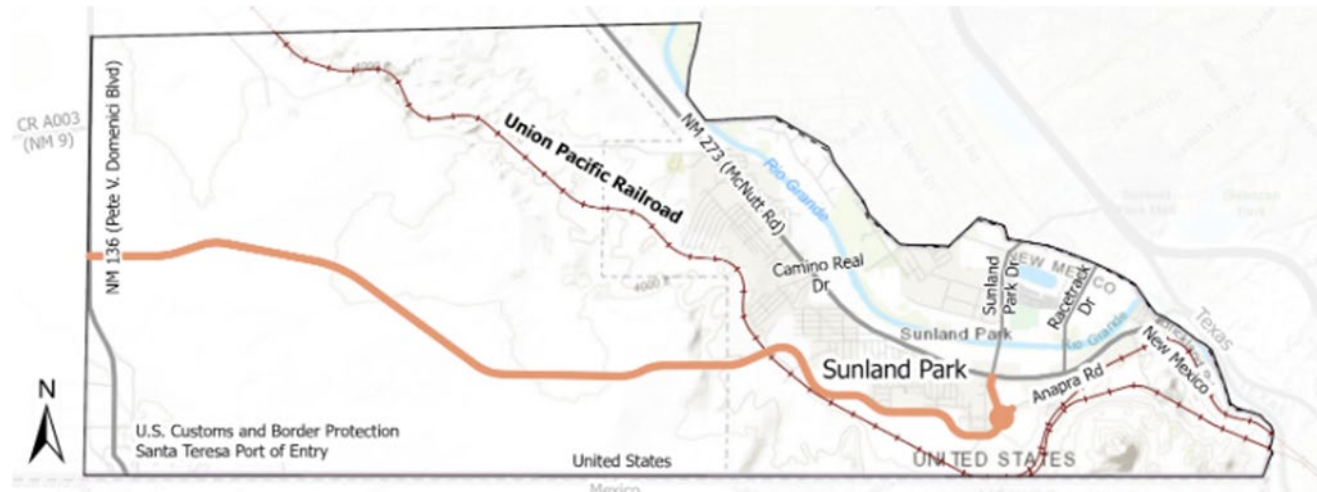
## Benefits:

- Streamlined mobility and shorter routes
- Enhanced cross-border freight efficiency
- Reduced strain on I-10 and urban roadways
- Fosters economic growth by facilitating trade and investment

## Considerations:

- Funding challenges
- Interagency operability

## RECOMMENDED ALTERNATIVE



- State appropriations for feasibility and design: joint effort between NMDOT and NMBA beginning in 2019: \$5.4M Phase I: Santa Teresa to Sunland Park
- **Border Highway Connector INFRA Grant: FY 22 Award \$45,000,000**
- The INFRA Grant was submitted by the NMDOT Spring 2021 to fund Phase I of the BHC. At the time, the project was estimated to cost \$80M. The table below shows the agency’s commitment to a 40% non-federal match.

Application Submittal 5/20/22	
Non-Federal Funds	\$31,900,000.00
Federal Funding	\$47,800,000.00
<b>Total</b>	<b>\$79,700,000.00</b>

The federal award was received in September 2022 in the amount of \$45M. Since then, the cost of the project has risen from \$80M to \$170M, increasing the agency's commitment to \$125M.

Grant Obligation Deadline 9/30/2025	
Current Engineer's Estimate	
Non-Grant Funds	\$125,000,000.00
Federal Grant Funding	\$45,000,000.00
Total	\$170,000,000.00

# What's Next

Phase I Project Timeline	
September 2025	Obligation of Funds
September 2026	ROW Acquisition Complete
August 2026	Rail Certifications and Agreements Complete
November 2026	Phase I Letting
Feb./March 2027	Construction Begins
Phase II Project Timeline	
August 2026	Phase IA/IB Study Complete
April 2032	Phase II Letting **





# Economic Impact

To estimate the **economic return on investment (EROI)** of the proposed infrastructure investments, we considered: (1) economic impact forecasts for both scenarios, and (2) required infrastructure investments to maintain growth.

**1** ESTIMATED ECONOMIC IMPACT FOR NEW MEXICO, 2028

Impact	Halted Dev. Scenario 2028	Continued Growth Scenario 2028	Difference (Halted minus Growth)
Direct Jobs	4,153	10,379	-6,226
Total Jobs	7,179	16,934	-9,755
Economic Output	\$2,171,016,719	\$4,614,303,648	-\$2,443,286,929
Value-Added Production	\$800,879,807	\$1,753,194,469	-\$952,314,662
Labor Income	\$307,240,991	\$749,997,321	-\$442,756,330
Total Taxes:	\$134,039,775	\$304,427,795	-\$170,388,020
Federal	\$83,500,790	\$193,824,471	-\$110,323,681
New Mexico	\$50,538,984	\$110,603,324	-\$60,064,339

**2** REQUIRED INFRASTRUCTURE INVESTMENTS FOR CONTINUED GROWTH, 2025-2028

Year	FY 2025	FY 2026	FY 2027	FY 2028	2025-2028
Water Infrastructure	\$89,632,548	\$89,632,548	\$89,632,548	\$57,632,911	\$326,530,555
Wastewater Infrastructure	\$160,075,193	\$158,443,935	\$153,670,419	\$152,258,509	\$624,448,055
Transportation Improvements	\$27,450,000	\$27,450,000	\$27,450,000	\$192,150,000	\$274,500,000
Drainage Improvements	\$8,651,949	\$8,651,949	\$8,651,949	\$8,651,949	\$34,607,794
<b>Total</b>	<b>\$285,809,690</b>	<b>\$284,178,432</b>	<b>\$279,404,916</b>	<b>\$410,693,369</b>	<b>\$1,260,086,404</b>