

Appendix M
Summary of Project Development

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Year	Study Name	Summary	Outcome of Study/Type of Facility
1961	Texas Highway Commission - Minute Order (MO) 49822	MO 49822 agreed to develop an outer secondary loop around El Paso.	The outer loop, Loop 375, was divided into segments and constructed between 1966 and 1994. The southern segment, Santa Fe Street to US 85/I-10, was not constructed due to constraints within the project limits.
1963	El Paso MPO - Long Range Traffic Plan	Added to long range plan.	Loop 375 was proposed as an expressway.
1994	TxDOT - Value Engineering Report and Workbook - Loop 375 Border Highway Extension: Paisano Drive Interchange (West) to Sixth Street Vicinity	Evaluated alternatives to overcome constraints for the missing southern segment of Loop 375.	Recommended a 4-lane elevated structure over existing Loop 375 from Paisano Drive Interchange (West) to Sixth Street Vicinity.
1999	TxDOT - I-10 West Corridor Major Investment Study (Loop 375 Transmountain Road to US 54)	The study evaluated multi-modal congestion relief solutions for I-10.	Recommended improvements to Paisano Drive, Doniphan Drive, Mesa Street, Loop 375 and various other facilities within the study limits. In conjunction with other modal alternatives, the study identified improving the southern section of Loop 375 to four lanes as one of the most viable alternatives. This alternative was carried forward and evaluated in future studies.
2003	TxDOT - The National I-10 Freight Corridor Study	This study was a joint effort by eight state Departments of Transportation (DOTs) including California, Arizona, New Mexico, Texas, Louisiana, Mississippi, Alabama and Florida. The purpose was to analyze current and projected freight movements, assess how current and future freight volumes impact national and local transportation systems and develop strategies for improving freight flow along the I-10 corridor.	Results of the study indicated that I-10 traffic would continue to increase through the year 2025 and that El Paso is one of the areas where level of service is unacceptable.
2003	Texas Transportation Commission/Texas House of Representatives - House Bill (HB) 3588 and MO 109519	In response to the rapidly increasing transportation funding shortfalls across the state and the innovative financing tools available with the passing of Texas HB 3588, the Texas Transportation Commission (TTC) passed Minute Order 109519, which required TxDOT to evaluate all controlled-access mobility projects in any stage of development or construction as potential toll roads. The objective was to maximize the use of innovative financing tools to leverage available funds for constructing other needed mobility projects.	Required all new location and added capacity projects to be evaluated as a potential toll facility. Loop 375 is proposed as a new location, added capacity project; therefore, it is required to be evaluated as a toll facility.
2004-2005	TxDOT - Preliminary Route Study and Route Refinement Concept Report - Loop 375 César Chávez Highway (Border Highway West) Extension Route Study	This study was to develop conceptual layout alternatives to complete Loop 375 and provide controlled access connection to I-10. The project limits went beyond those of the 1994 Value Engineering Study extending from just east of the US 85/Doniphan Drive/New Mexico State Route 273 interchange to just west of San Marcial Street on Loop 375.	This study developed conceptual layouts for both elevated and depressed alternatives along Loop 375 from east of the US 85/Doniphan Drive/New Mexico State Route 273 interchange to just west of San Marcial Street on Loop 375.
2004	TxDOT - Loop 375 César Chávez Highway (Border Highway West) Extension Interstate Highway 10 and Schuster Avenue Intersection Improvements Feasibility Study (non-tolled study initiated prior to HB 3588)	This study evaluated improvements to the I-10/Schuster Avenue interchange area to provide immediate traffic congestion relief, and address the growing need for safety and congestion relief for the population of University of Texas at El Paso (UTEP) students, faculty and staff; business and medical facility users; and area residents. This study took into consideration the Loop 375 Border Highway West Extension route study recommendations.	The study identified interim improvements that would allow a future connection to the Loop 375 Border Highway West Extension Project.
2005-2006	TxDOT - I-10 Southern Relief Route (SRR) Toll Feasibility Study (included three segments) I-10 Southern Corridor: Loop 375 Cesar Chavez Border Highway and Americas I-10 Southern Corridor: Loop 375 Border Highway West I-10 Southern Corridor: Border Highway East	This conceptual level, toll feasibility study was conducted to determine the feasibility of adding barrier separated express toll lanes to portions of I-10, including the Loop 375 César Chávez Border Highway West Extension project. These initial studies identified conceptual funding.	Through the traffic studies and modeling, it was determined that the Loop 375 Border Highway West segment was the highest priority and most effective route for reducing user delays and vehicle miles traveled (VMT).

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2006	TxDOT - I-10 SRR Mobility and Funding Study (MFS) (From New Mexico State Line to I-10 / Loop 375 Interchange (Americas))	The MFS considered alternatives from the New Mexico State Line on the west side to the I-10/Loop 375 Americas Interchange on the east side of El Paso. This 40-mile proposed project, if a build alternative is selected, would be divided into three separate construction phases for funding and implementation.	The MFS concluded that segments of the I-10 SRR were toll viable, including the Loop 375 Border Highway West segment. However, the El Paso MPO Transportation Policy Board (TPB) was not ready to incorporate these projects into the long range plan as toll projects.
2007-2008	TxDOT - Loop 375 Border Highway West Extension Project	Subsequent to the previous studies, the TxDOT El Paso District elected to proceed with the Loop 375 Border Highway West Extension Project.	This project was placed on hold due to negotiations between TxDOT and the newly formed Camino Real Regional Mobility Authority (CRRMA) with regards to which entity would develop the project.
2008	TxDOT - Border Highway West (I-10 at US 85 Interchange to Loop 375 at US 54 Interchange) – Traffic Projections for Toll and Non-Toll Alternatives, Final Technical Memorandum	This study evaluated toll and non-toll traffic projections for the proposed Loop 375 Border Highway West Extension Project.	<p>The study showed that under non-tolled scenarios, traffic diversion from I-10 to the Loop 375 Border Highway West Extension Project would vary with the highway segment and reflect alternative routes and destinations. Loop 375/US 85 volumes would increase anywhere from 9 percent (%) to almost 100% over the no-build scenario by the 2035 design year.</p> <p>Under tolled scenarios, less traffic would use the tolled lanes, because the toll encourages some traffic to continue to use I-10 or to divert to the non-tolled lanes of Loop 375/US 85. Depending upon the tolling scenario, 20 to 40% of Loop 375 Border Highway West Extension toll traffic would shift to non-tolled I-10. Traffic diversion to the non-tolled lanes of Loop 375/US 85 would vary from 10% to almost 40%. The Loop 375 Border Highway West Extension Project was included as part of the 2008 Comprehensive Mobility Plan (CMP, July 2008).</p>
2010	TxDOT - Current Study – Loop 375 Border Highway West Extension Project (Racetrack Dr. to US 54)	Current study reinitiated under agreement that TxDOT would develop the Environmental Impact Statement and CRRMA would continue project development upon receipt of a State Record of Decision (ROD).	The proposed project, as proposed in the MPO plan, would construct a new four-lane controlled access facility that may follow portions of existing Loop 375 or US 85, or other reasonable alternative routes that would best meet the need and purpose.