

El Paso Chamber's Mobility Coalition

Presentation to El Paso
County Commissioners Court

December 4, 2023



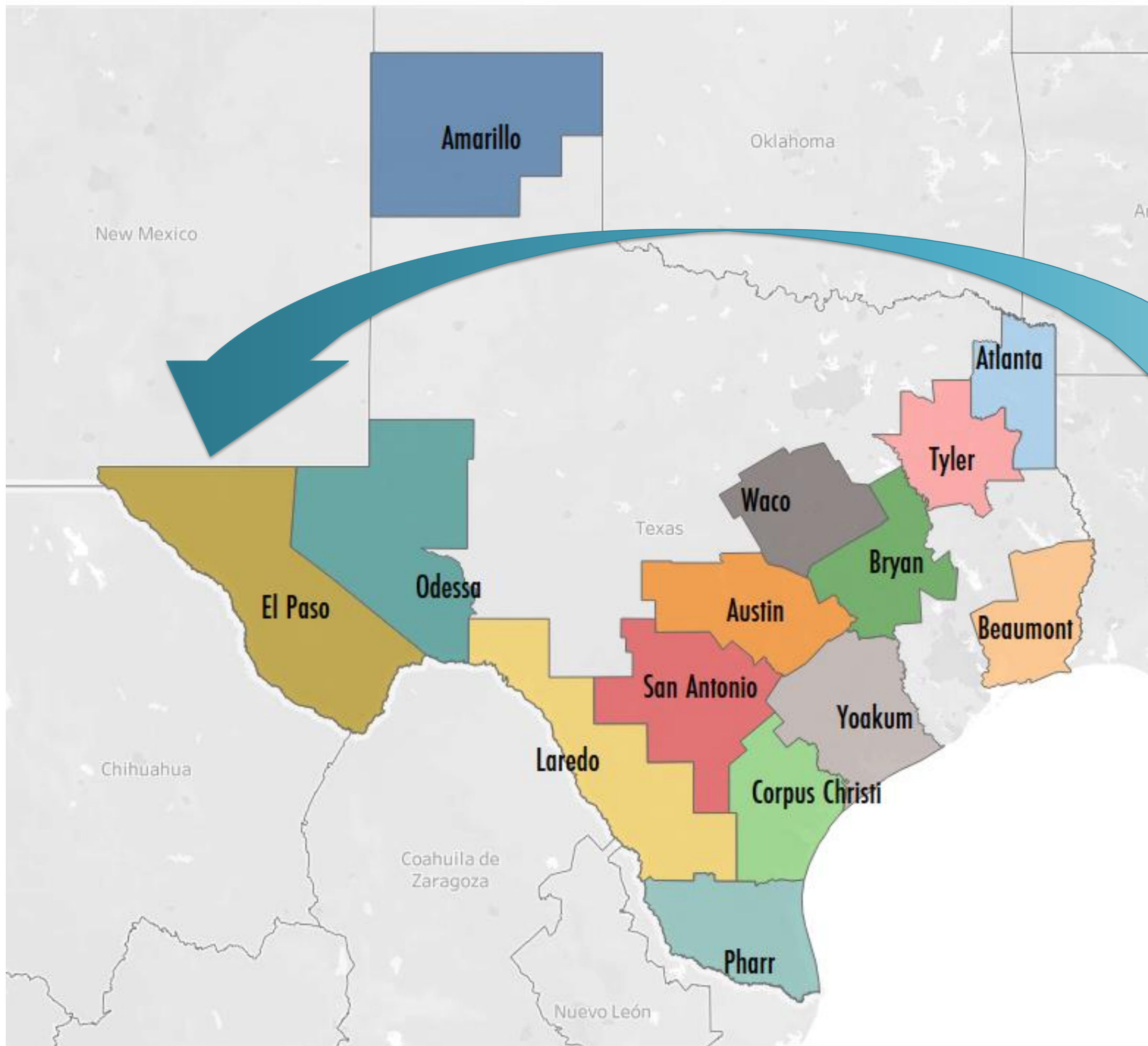
History and Overview of EMCo

- In 2019, the El Paso Chamber established the El Paso Mobility Coalition (EMCo) as a platform dedicated to advancing advocacy efforts for transportation initiatives in our region. The efficient flow of transportation is crucial for the economic success of any community, and this holds particular significance for us as a border community, national logistics hub, and for our members.
- EMCo is financially supported by businesses, which form the Executive Committee, the remaining Coalition members are composed of government and non-profit organizations.
- To facilitate collaboration, transportation partners convene on a weekly basis, with the Executive Committee convening quarterly to strategize and guide the coalition's initiatives.



Executive Committee

▪ Chair, Ted Houghton, HFP Solutions	▪ Vice Chair, Steve Ortega, Steve Ortega Law, LLC
▪ Jobe Materials	▪ Hunt Companies
▪ DEC	▪ Jacobs
▪ GCC	▪ Paso del Norte Foundation
▪ Sundt	▪ HNTB
▪ Mesilla Valley Trucking	▪ Coconal
▪ HDR	▪ Sarabias Sanitation



El Paso

- ❖ *Sixth largest metroplex in Texas*
- ❖ *Gateway from the West to Texas and the Gulf Coast*
- ❖ *Gateway to Texas and the Rocky Mountain West from Mexico*
- ❖ *I-10—the only all-weather pass to the West Coast*
- ❖ *Six international crossings*
- ❖ *2.7 million people in the largest binational region in the world.*

Yet El Paso's highway funding is in the

Slow Lane

How El Paso fund allocations under the Unified Transportation Program (UTP) compare with those of 13 other districts of the Texas Department of Transportation (TxDOT)

Unified Transportation Program Comprehensive Funding Analysis

- El Paso is uniquely located to benefit the state and national economies, yet current transportation funding does not reflect these attributes.
- We look at El Paso and 13 competing TxDOT districts. Among these districts:
 - For projects funded by Categories 2, 4, and 12, El Paso's share of all funding has fallen from fourth to twelfth (see table at right, also shown on page 16).
 - El Paso's unfunded, "to be determined" shares have ranked fifth or higher over the past five years.

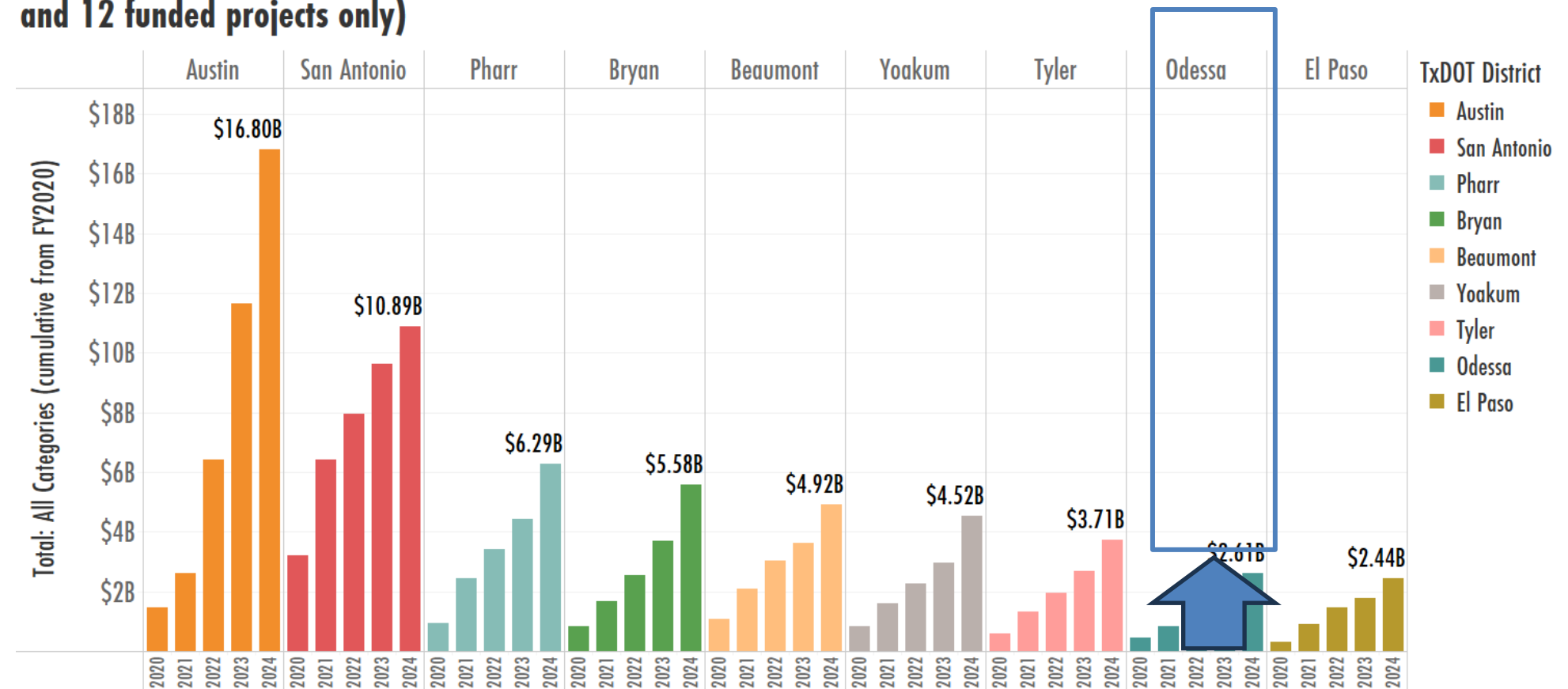
Ranked historical funding by annual UTP allocation and TxDOT district, all fund categories (Cat 2, 4, and 12 funded projects only)

TxDOT District	2017	2018	2019	2020	2021	2022	2023	2024
Amarillo	13	13	14	13	14	13	14	14
Atlanta	14	14	12	11	11	10	11	11
Austin	2	2	2	1	1	1	1	1
Beaumont	7	4	4	5	5	4	5	6
Bryan	5	10	5	4	4	5	4	3
Corpus Christi	10	8	9	8	8	8	6	7
El Paso	4	5	6	10	9	11	12	12
Laredo	12	12	13	12	12	12	9	10
Odessa	11	11	11	7	6	6	8	5
Pharr	3	3	3	3	3	3	3	2
San Antonio	1	1	1	2	2	2	2	4
Tyler	8	9	10	9	10	9	10	8
Waco	9	7	8	14	13	14	13	13
Yoakum	6	6	7	6	7	7	7	9

Unified Transportation Program Comprehensive Funding Analysis (Continued)

- While the balance of El Paso's UTP funding has shifted from Category 2 to 12 in the past two fiscal years,
 - Austin, Odessa, Bryan, and Beaumont districts rank first through fourth in allocations of Cat 12 funds.
 - Corpus Christi, Yoakum, Bryan, and Pharr rank first through fourth in allocations of Category 4 funds. El Paso ranks last in Cat 4 allocations.
- The UTP allocations have severely disadvantaged El Paso despite its comparative importance as a nation-leading center of international trade.

Cumulative funding by project funds starting let year and TxDOT district, all fund categories (Cat 2, 4, and 12 funded projects only)

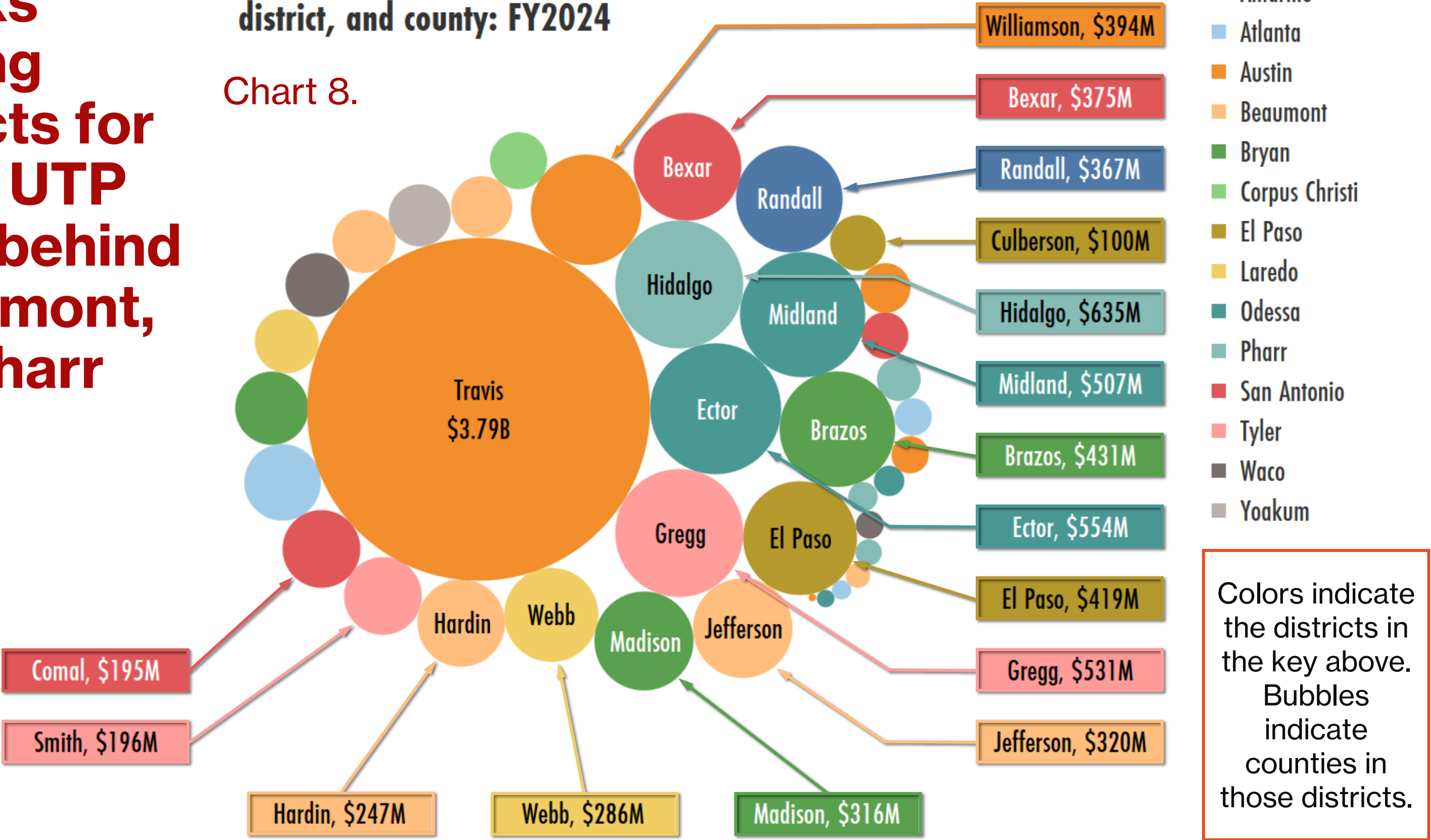


*The chart above shows that in cumulative funds by starting let dates over the past five years, **El Paso** trails eight of the 14 districts, including **Bryan, Beaumont, Yoakum, and Tyler** districts. (This chart also appears on page 21, and is referenced throughout Appendix A.)*

El Paso ranks eighth among these districts for Category 12 UTP allocations, behind Bryan, Beaumont, Tyler, and Pharr

UTP Category 12 fund allocations by amount, district, and county: FY2024

Chart 8.



Key Transportation Projects and Initiatives

- 1-10 Segment 2: Enhancing the rehabilitation and expansion of I-10 Segment 2, situated in downtown El Paso, is a top priority due to the current poor pavement condition and its role as a significant bottleneck along the interstate.
- Downtown Deck Plaza: In conjunction with the I-10 Segment 2 project, the Chamber endorses funding for the construction of a green cap over I-10.
- Borderland Expressway: The Chamber fully backs endeavors aimed at establishing a commercial traffic bypass around the El Paso community.



Key Transportation Projects and Initiatives (Continued)

- EMCo is working with the El Paso MPO and other transportation partners to conduct an analysis of the key needs of all land ports from Tornillo in El Paso County, Texas to Santa Teresa, New Mexico to initiate a plan that is comprehensive to all ports and infrastructure corridors as a regional system that is conducive to a healthy binational economy.
- Bridge of the Americas Modernization and Expansion Project: EMCo is working with Congresswoman Veronica Escobar's Office to create a plan that enhances regional mobility, fuels binational trade, reduces our carbon footprint, and enables El Paso to have a resilient port that is unique to our region.
- Marcelino Serna Port of Entry: EMCo is dedicated to working with all stakeholders to utilize the land port to help increase the efficiency of trade and commerce throughout the region.



San Diego-Tijuana Delegation Trip

- A delegation of business and community leaders visited the San Diego-Tijuana region to explore and discuss crucial border infrastructure developments and to share best practices to improve mobility and efficiency at our ports of entry.
- The trip advanced the existing connections between El Paso and San Diego, fostering relationships that are expected to lead to collaboration on cross-border initiatives and projects. The valuable insights that were shared during the trip encompassed topics such as **border security, wait times, reducing green gas emissions, transportation infrastructure improvements, and successful cross-border partnerships.**
- Coordination of transportation planning efforts between El Paso, Southern New Mexico and Ciudad Juarez must be a priority. Our region must work as one - underscored by the reality that our region's ports must be planned and managed as a system of six ports across three states and two countries.



Questions?

