



DOWNTOWN INTERSTATE 10 (I-10) PROJECT

Discretionary Grant Funding Proposal

Project Description

August 2023

Texas Department of Transportation (TxDOT)
with the El Paso Metropolitan Planning Organization (MPO)



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PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT), with the El Paso Metropolitan Planning Organization (MPO) as co-applicant, is seeking \$362 million in MPDG discretionary grant funding for the **Downtown Interstate 10 (I-10) Project** to complete construction activities. The proposed project improves a 6.1-mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street), hereby known as the Project or (“Project”), in El Paso, Texas. The Project will provide long-term transportation solutions to the El Paso region by reconstructing the I-10 main lanes, retaining walls, bridges, ramps, frontage roads, and cross streets to overcome the deterioration of existing pavement and bridges. The Project will enhance safety, improve the corridor’s state of repair, alleviate increasing traffic congestion, expand connectivity, reduce and improve incident management and prioritize multimodal connections.

The I-10 corridor is a major east-west interstate spanning approximately 2,460 miles in the southern United States. The corridor provides access to local, regional, statewide, national, and international economies. I-10 connects El Paso to major cities, including Tucson, San Antonio, Houston, New Orleans, and Jacksonville. Within El Paso, I-10 traffic accounts for 32% of all vehicle-miles traveled. The Project segment is part of the STRAHNET (Strategic Highway Network) and serves as a vital corridor for national defense. Fort Bliss is located just north of I-10.

The project will provide significant benefits to all corridor users, by:

- enhancing safety and incident management,
- alleviating increasing traffic congestion,
- improving supply chain movement for international border trade,
- improving aging structures and pavement,
- increasing connectivity within the city, region, and nation, and
- installing separated bicycle and pedestrian amenities adjacent to I-10

The total Project cost is \$1,550,481,140 in the year-of-expenditure (YOE) dollars. All Project census tracts are in an Area of Persistent Poverty and are designated as a Historically Disadvantaged Community.

Project History

The 55-mile *Reimagine I-10 Corridor Study* was conducted from 2016 to 2019.¹ The study reviewed the I-10 corridor between the New Mexico-Texas state line to Farm-to-Market(FM) 3380 in Tornillo, Texas. Existing and future needs of I-10 were analyzed to provide unique corridor improvement solutions. The study split the corridor into four segments: Northern Gateway, *Downtown 10*, Airport, and Southern Gateway. Alternatives were identified through coordination with TxDOT, the City of El Paso, stakeholders, and the public. Project goals included improving mobility and circulation, updating infrastructure to modern design standards, and prioritizing multimodal connections. TxDOT conducted extensive public outreach for the *Reimagine I-10 Corridor Study*, spanning approximately three years. These efforts include several rounds of outreach efforts, including working group meetings, public meetings, and community engagement. All public meetings, and meeting notices, included Spanish translation and other accessibility considerations. Additionally, the Mesa traffic engineering and planning study identified and evaluated all transportation aspects associated with the Mesa Street (SH 20) corridor between Doniphan Drive and Texas Avenue.

The Downtown 10 segment was identified as the best candidate for immediate design and construction. There were nine feasibility concepts created for the segment. “*Alternative I*” is the leading alternative. Thus far, initial public

¹ <https://www.txdot.gov/reimaginei10/corridor-study.html>



involvement, viable alternative analysis, and approximately 20% of the preliminary design have been completed. Public outreach, including a public scoping meeting, has commenced. These have included a mixture of virtual and in-person events between 2020 and 2022. The public hearing is pending and anticipated for early 2024. Environmental documentation is currently in progress. As the project is anticipated to be a design-build, the final design will commence when the process starts. Thus far, \$7.4 million has been spent on planning, public involvement, schematics, and environmental. This project has been identified as the number one priority project by the El Paso MPO's Transportation Policy Board since December 2019.

Project Scope

The Project will bring standardized, quality infrastructure to the El Paso area. The I-10 corridor will be improved by reconstructing mainlanes, bridges, ramps, frontage roads, and cross streets. The Project will bring multimodal access adjacent to the interstate. Additionally, an innovative adaptive use lane will be added within the center of the project. The adaptive lane usage can change based on need and includes the following options: trucks and traditional vehicles, trucks and transit, or transit and autonomous vehicles (AV)/connective vehicles (CAV). Adequate paved shoulder and medians will be installed along the Project corridor. Bridges will be reconstructed to accommodate the 18.5-foot vertical clearance requirements. The 6.1-mile corridor is split into four typical sections and is based on the leading alternative. The Project limits along I-10 are between Executive Center Boulevard and Loop 478 (Copia Street) – Station (STA) 275+00 to STA 620+00.

Segment 1: Executive Center Boulevard (STA 275+00) to Prospect Street (STA 452+00)

This segment starts at the northwestern end of the Project limits. The typical section for this roughly 3.1-mile segment will have seven through lanes

(three westbound and four eastbound), two center directional adaptive lanes, a two-lane eastbound directional frontage road, a three-lane westbound directional frontage road, and a shared use path for non-motorized modes on the north side. The current roadway segment generally has eight through lanes (four in each direction) without any existing multimodal accommodations or frontage roads. The proposed typical section is shown on the following page in **Figure 1**.

Segment 2: Prospect Street (STA 452+00) to Campbell Street (STA 476+00)

This approximately half-mile section is within the primary central business district of El Paso and will be on two different elevations. The typical section includes eight through lanes (four westbound and four eastbound), two center directional adaptive lanes, three-lane eastbound and westbound directional frontage roads. There will be a sidewalk, pedestrian plaza, and buffered bike lane along both sides. Yandell Drive and Wyoming Avenue will be reconstructed as three-lane directional pairs above I-10. I-10 currently has three eastbound/three westbound lanes. Yandell Drive and Wyoming Avenue each have three directional lanes and limited pedestrian accommodations. The proposed typical section is shown on the following page in **Figure 2**.

Segment 3: Campbell Street (STA 476+00) to Piedras Street (STA 572+00)

The typical section for this segment will have twelve through lanes (six westbound and six eastbound), two center directional adaptive lanes, three-lane eastbound and westbound directional frontage roads, and a sidewalk and buffered bike lane along the north side. It is approximately 1.9-miles in length. This segment currently has 10-lanes (five eastbound and five westbound) and no shared use lane. The proposed typical section is shown shown on the following page in **Figure 3**.



Segment 4: Piedras Street (STA 572+00) to Copia Street (STA 620+00)

This 0.6-mile segment ends at the southeastern end of the Project limits. The typical section for this segment will have 12 through lanes (six eastbound/westbound), two center directional adaptive lanes, three-lane eastbound and westbound directional frontage roads, and a sidewalk and buffered bike lane on both sides. In addition to frontage roads, there will also be eastbound and westbound access roads. The existing segment is 10-lanes wide and is serviced by frontage roads. The proposed typical section is shown below in **Figure 4**.

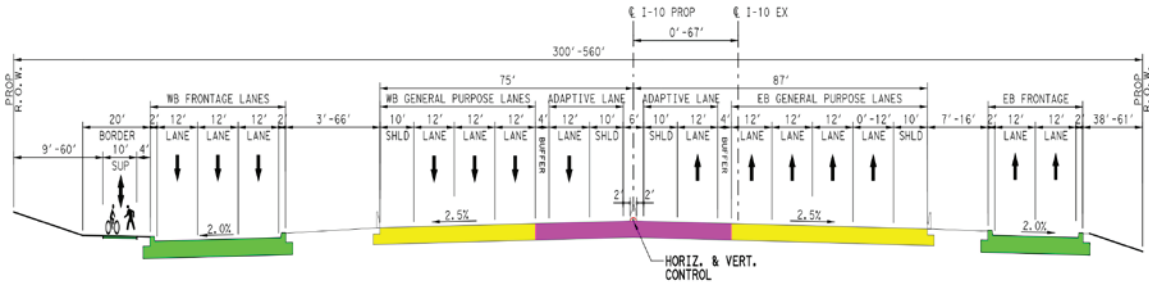


Figure 1: Segment 1 – Proposed Typical Section

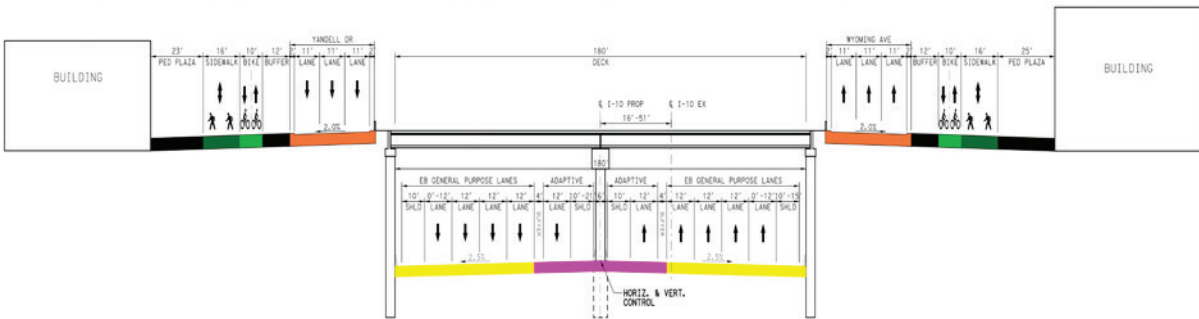


Figure 2: Segment 2 – Proposed Typical Section

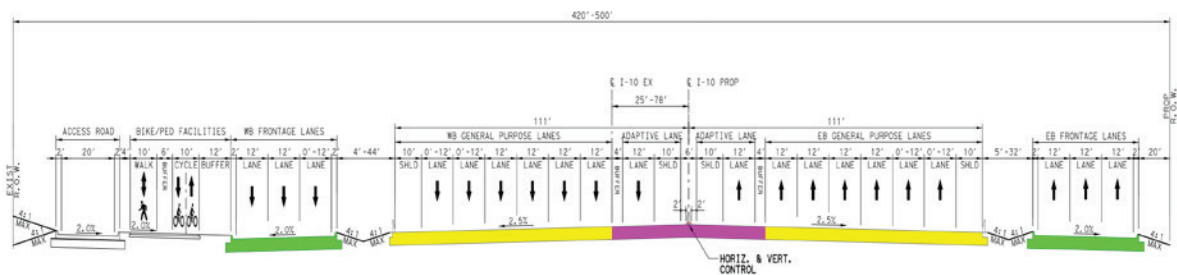


Figure 3: Segment 3 – Proposed Typical Section

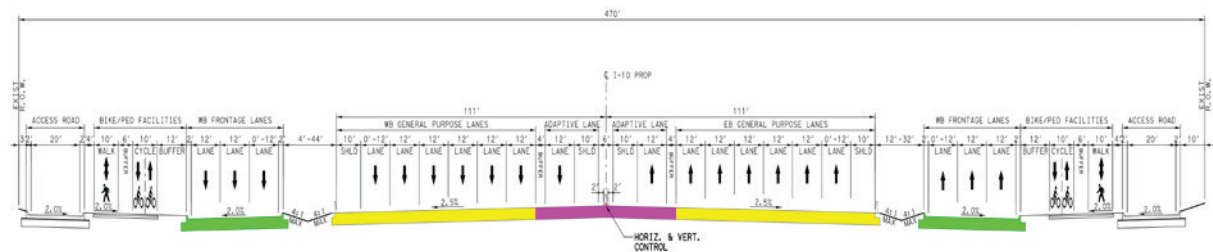


Figure 4: Segment 4 – Proposed Typical Section



Project Challenges + Benefits

This Project is intended to mitigate several challenges the I-10 corridor encounters. These include increasing traffic growth, deficient roadway infrastructure, safety concerns, and the lack of multimodal access. The Project improvements will assist in upgrading I-10 to meet existing needs and prepare for the future.

Traffic Growth

Texas is one of the fast-growing states in the US. Between 2000 and 2022, Texas gained 9,085,073 residents – more than any other state.² Population growth leads to additional people traveling along roadways and added supply chain movement. The Project corridor, on average, had 138,473 daily vehicles per day in 2021. By 2050, the Project corridor is expected to carry a maximum of 268,300 vehicles per day. The high volumes equate to high levels of congestion delay and costs, along with a major need to upgrade corridor capacity to improve mobility. As noted in more detail within the Outcome Criteria Narrative, freight movement and international trade are anticipated to grow at a fast rate. The corridor provides vital national and international connections.

The Project will increase the number of lanes by providing a center adaptive use lane. This lane will provide various configuration options, including trucks and traditional vehicles, trucks and transit, and transit and AV/CAV vehicles. The adaptive lane will feature cutting-edge technology to determine real-time updates to transition lane usage to provide directional support to reduce congestion and delays.

Roadway Infrastructure

The I-10 corridor contains 9% of TxDOT El Paso District roadway length. In 2019, nearly 27% of the non-contracted maintained budget was spent on I-10. This indicates a massive infrastructure need within the area. The large demand for maintenance

in this area takes away funding from other areas with poor states of repair. The pavement along the Project is in poor condition and requires complete reconstruction. The main objective of this Project is to bring the corridor up to current design standards.

Safety

Safety is of the utmost importance to TxDOT and the public. Within the previous five years (2018 – 2022), the corridor experienced 2,230 crashes. There were 16 crashes that resulted in a fatality and 548 that resulted in an injury. Nearly one-fourth of crashes were attributed to vehicles that failed to control speed. All fatal crashes, and 30% of all other crashes, occurred between dusk and dawn.

The Project will provide new incident management technology to provide quicker, more reliable emergency services. The adaptive lane provides expedited travel to access incident locations. Efforts will be made to mitigate the most prominent crash trends by providing adequate lighting to reduce nighttime crashes and using appropriate measures to slow down traffic.

Multimodal Improvements

Establishing a safe, accessible multimodal transportation system is vital along the corridor. Nearly 44% of all fatal crashes along the corridor, as cited above, involved a pedestrian or bicyclist. The Project will include variations of multimodal access, including a shared-use path, sidewalk, bike lane, and pedestrian plaza. Walkers, bikers, and micro-mobility users will be able to use the system. The multimodal accommodations were carefully tailored to be more present in the downtown area, which has higher concentrations of people. The Project will comfortably accommodate more than 9,000 cyclists and 1,500 pedestrians per day.³ The multimodal improvements will directly connect to 17 bus stops, and 222 bus stops are within a half mile of the proposed bike improvements.

2 <https://www.census.gov/library/stories/2023/03/texas-population-passes-the-30-million-mark-in-2022.html#:~:text=The%20population%20of%20Texas%2C%20the,the%20next%20largest%2Dgaining%20state>

3 <https://www.txdot.gov/content/dam/project-sites/reimaginei10/docs/cycle-track-and-pedestrian-path-benefits-memo.pdf>



Project Location

The Downtown I-10 Project is in the City of El Paso, Texas, within El Paso County. It is located within the El Paso metropolitan urban area. The Project spans a 6.1-mile corridor between Executive Center Boulevard and Loop 478 (Copia Street). The Project corridor runs adjacent to the U.S.-Mexico border. The Union Pacific Railroad (UPRR) and BNSF Railway (BNSF) also run parallel to the I-10 corridor along some segments. The Project map is shown in **Figure 5**.

The Project spans eight census tracts within El Paso County. The Project census tracts include 14, 16, 17, 21, 22.02, 23, 26, and 28. All eight Project census tracts, and El Paso County, are considered areas of persistent poverty and historically disadvantaged communities.^{4,5}

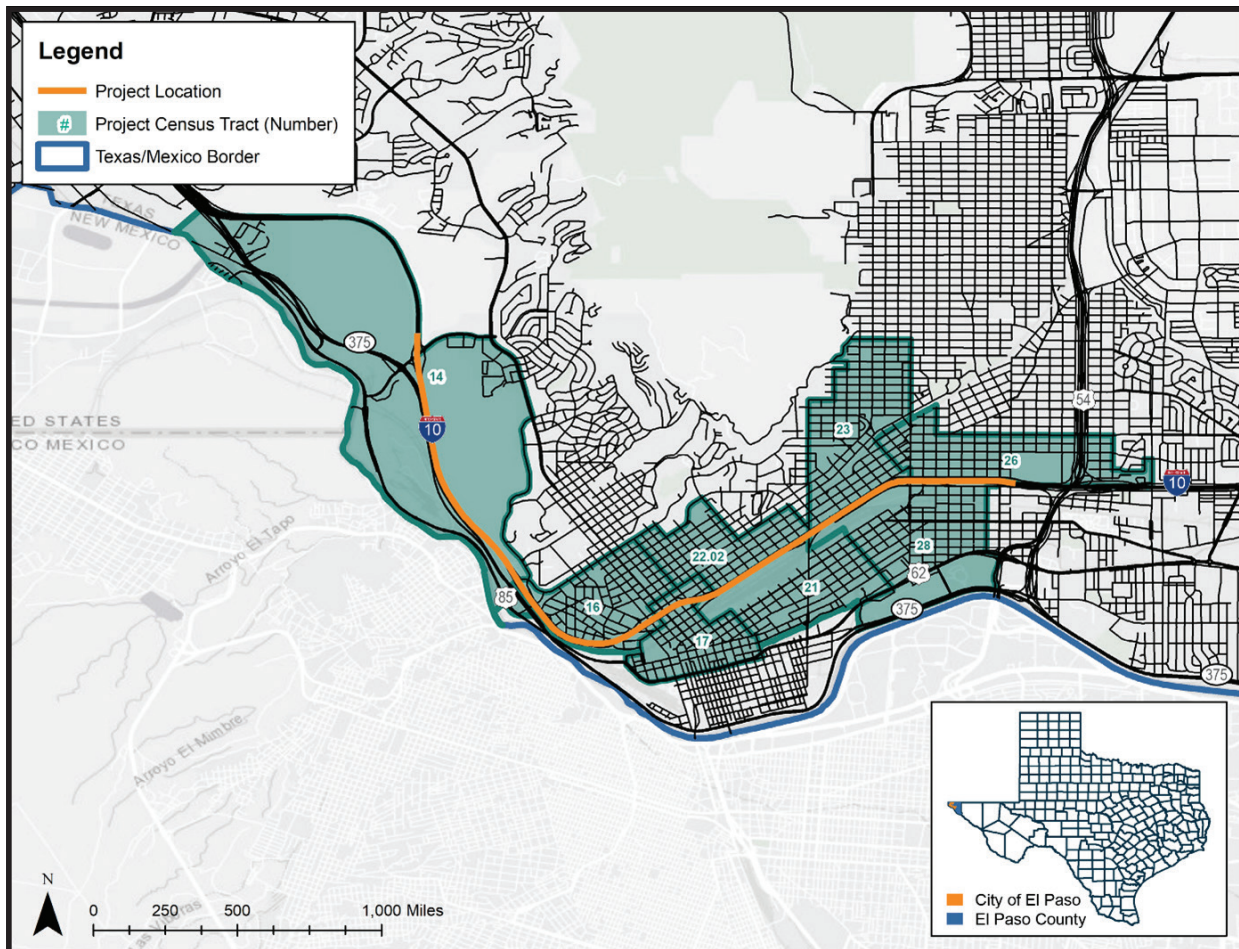


Figure 5: Project Location Map

4 <https://maps.dot.gov/BTS/GrantProjectLocationVerification/>

5 <https://screeningtool.geoplatform.gov/en/#12.15/31.78345/-106.51616>



DOWNTOWN INTERSTATE 10 (I-10) PROJECT

Discretionary Grant Funding Proposal

Project Budget

August 2023

Texas Department of Transportation (TxDOT)
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PROJECT BUDGET

Project Costs and Funding Sources

The Texas Department of Transportation (TxDOT), with the El Paso Metropolitan Planning Organization (MPO) as co-applicant, requests \$362 million in MPDG grant funding for the Downtown Interstate 10 (I-10) Project to complete construction activities. The proposed Project improves a 6.1-mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street). The Project will provide long-term transportation solutions to the El Paso region by reconstructing the I-10 main lanes, retaining walls, bridges, ramps, frontage roads, and cross streets to overcome the deterioration of existing pavement and bridges. The Project will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, and prioritize multimodal connections.

TxDOT has fully committed a total of \$277 million in State funds to the Project, in addition to \$110 million from other Federal funding. The total estimated cost of the Project in year-of-expenditure dollars (YOE) is \$1,550,481,140. The MPDG grant will contribute up to 30% of construction costs, not to exceed \$362 million. The Planning Level Cost Estimate is provided in **Table 1** below.

The \$362 million in MPDG funds will be used to complete construction activities, including construction contingency. Activities to take place during the construction phase would include, but are not limited to:

- reconstruction of main lanes, bridges, ramps, frontage roads, and cross streets,
- construction of new multimodal infrastructure, including a shared-use path, sidewalk, bike lane, and pedestrian plaza,
- installation of the innovative adaptive use lane and associated technology, and
- construction of paved shoulders and medians throughout the Project corridor.

Detailed Budget Breakdown and MPDG Allocation

Table 1 presents the breakdown of Project expenditures to date and future eligible Project costs. All future eligible costs are included within the table; however, the grant is only pursuing construction costs. The contribution of \$472,886,187 million in requested MPDG and other Federal funds represents 30% of the future eligible expenses, and 39% of the construction cost, to complete the Project. Construction costs include a 30% contingency.



Table 1: Previously Incurred and Future Eligible Project Costs

PREVIOUSLY INCURRED COSTS	
PE & NEPA	\$7,400,000
FUTURE ELIGIBLE COSTS	
Final Design & NEPA	\$60,787,689
Right-of-Way & Environmental Mitigation	\$87,628,768
Construction	\$1,224,989,442
Utilities	\$177,075,241
Subtotal of Future Costs	\$1,550,481,140
<i>MPDG Grant Request (30%) – Construction Costs Only</i>	<i>\$362,430,932</i>

Note: All costs presented are reflected in the year of expenditure (YOE) values.

Table 2 presents the total Project cost and the proportion of MPDG funds relative to State funds and other Federal matching funds. Within the TxDOT Unified Transportation Program (UTP), the TxDOT match is \$277,613,814.

Table 2: Project Costs by Source

FUNDING SOURCE	FUNDING AMOUNT	PERCENT OF TOTAL PROJECT (%)
MPDG Request	\$362,430,932	48%
Other Federal	\$110,455,254	15%
Non-Federal - TxDOT	\$277,613,814	37%
Total Project Cost	\$750,500,000 (\$1,265,385,538)	100%

Note: The cost in parenthesis is reflected in the YOE values.

As shown in **Table 2**, the 30% MPDG Grant Request is less than the 60% maximum allowable for future project costs. The total 39% Federal participation is less than the 80% maximum allowable for future construction costs, as outlined in the Notice of Funding Opportunity (NOFO). Therefore, this project meets the requested guidelines for cost sharing and matching.

Project Costs by Census Tract

The Project spans eight census tracts within El Paso County, the City of El Paso, and the El Paso Metropolitan Planning Organization area. The entire Project is within an urbanized area. The Project census tracts include 14, 16, 17, 21, 22.02, 23, 26, and 28. All eight census tracts, and El Paso County, are considered areas of persistent poverty and historically disadvantaged communities. Therefore, according to the NOFO Section (D) (2)(iii)(e), the Project Cost per Census Tract is not required.





DOWNTOWN INTERSTATE 10 (I-10) PROJECT

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Outcome Criteria Narrative

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OUTCOME CRITERIA NARRATIVE

The proposed Project will improve a 6.1-mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The Project will provide long-term transportation solutions to the El Paso region by reconstructing the I-10 main lanes, retaining walls, bridges, ramps, frontage roads, and cross streets to overcome the deterioration of existing pavement and bridges. The Project will enhance safety, improve the corridor’s state of repair, alleviate increasing traffic congestion, expand connectivity, reduce and improve incident management, and prioritize multimodal connections.

Safety

Safety is a high priority for TxDOT and the El Paso Metropolitan Planning Organization (MPO). A search was completed of the United States Department of Transportation (U.S. DOT) ETC Explorer to identify census tracts adjacent to the Project corridor that experience transportation insecurity. The census tracts collectively rank in the 86th percentile for transportation safety disadvantage, nationally. This indicates the adjacent community experiences higher levels of fatalities per 100,000 persons related to motor vehicle crashes.¹ There is an I-10 multi-state coalition (Texas, New Mexico, Arizona, and California) that works to promote safer, more efficient travel for people and freight along the corridor.²

Vehicular Safety

This Project will work to advance TxDOT’s goal to end the streak of daily deaths on Texas roadways.³ Within the previous five years (2018 to 2022), the Downtown 10 Project corridor has experienced 2,230 crashes. Crash data is shown in **Table 1**. There were 16 fatal and 33 serious injury crashes. Nearly one-fourth of crashes (540 total) occurred from drivers’ failure to control speed. All fatal crashes, and 30% of all crashes, occurred in the evening around dusk through the night, and into the early morning hours. Crash hot spots occurred along I-10 at, and around, mile markers 16, 19, 20, 21, and 22. Of 12 fatal crashes, 73% occurred between mile markers 19 and 22. The corridor crash hotspots are shown in **Figure 1**.

Table 1: I-10 Crash Data

YEAR	NUMBER OF CRASHES	AADT (VEHICLES PER DAY)	I-10 STUDY CORRIDOR CRASH RATE PER MILE
2018	568 [1]	167,729	154.63
2019	516 [8]	168,371	139.94
2020	305 [0]	148,168	93.99
2021	430 [2]	138,473	141.79
2022	411 [5]	Not Available	Not Available
Total Crashes/5-Year Average AADT and Crash Rate (2018-2022)	2,230 [16]	155,685	130.81

* - bracket indicates number of fatal crash(es)

1 <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---National-Results/>

2 <https://i10connects.com/>

3 <https://www.txdot.gov/safety/traffic-safety-campaigns/endthestreaktx.html>



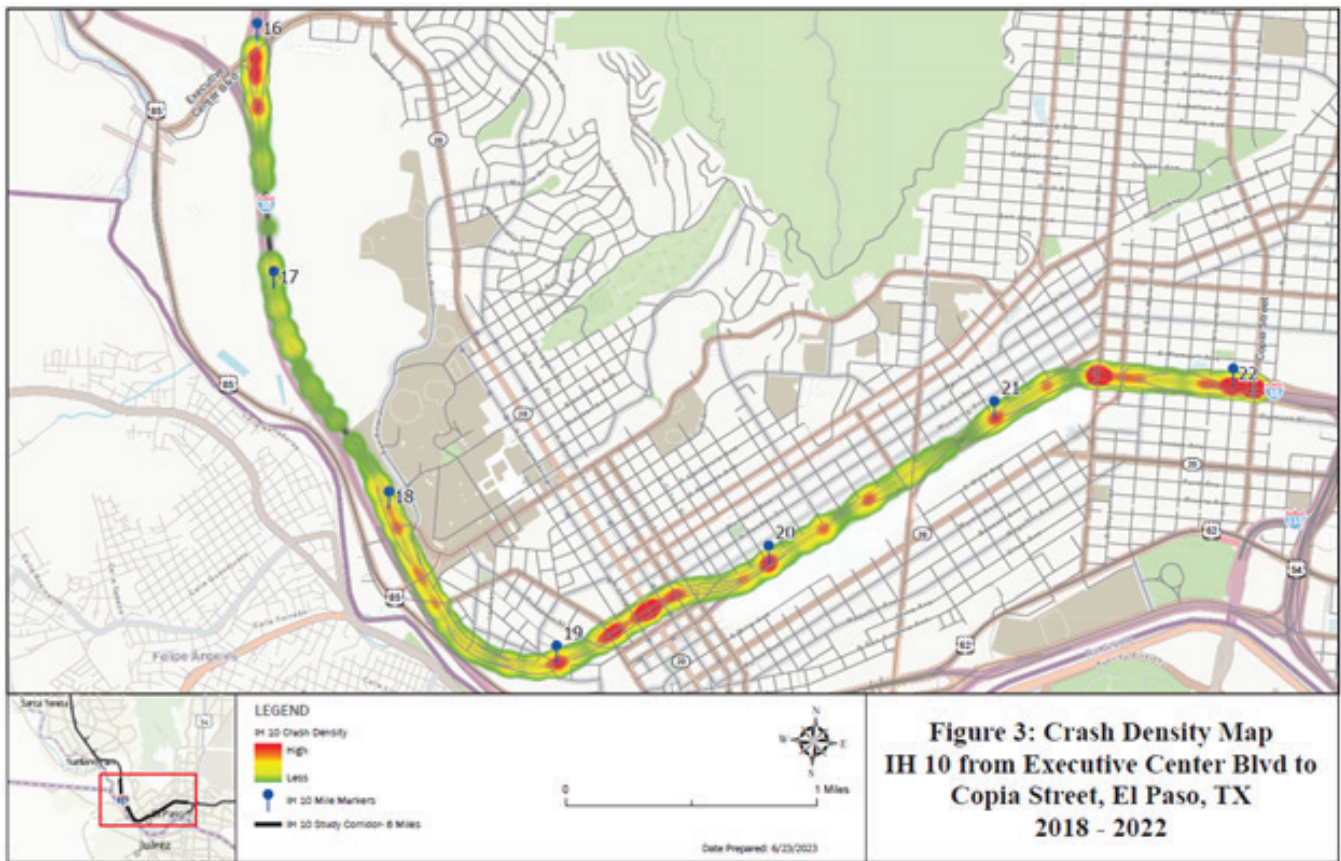


Figure 1: Downtown 10 Project Corridor Crash Density Map

The Project will use mitigation strategies to reduce previous crash trends. These include efforts to slow down traffic, particularly in the Downtown area. The design team is developing concepts of potential traffic-calming elements to implement along Yandell Drive and Wyoming Avenue. The recommendations include a design that resembles an urban arterial, with a focus on landscaping, potential on-street parking, and improved signal timing. Improved street lighting will be installed along the entire corridor to reduce the crash risk during limited light hours. The downtown area currently has extremely limited trees and streetscape. The design team is also working to reduce speeds to 30-35 miles per hour (mph) in the Downtown I-10 portion to provide a slower corridor where more non-motorized users have potential conflict points with vehicles. Over the course of the analysis (2030 to 2049), the Project is anticipated to reduce crashes by 6,414, which include 58 fatal, 1,758 injury, and 4,598 non-injury crashes.

Poor pavement and bridge conditions pose a risk to public safety. This Project is a multifaceted infrastructure upgrade along the 6.1-mile I-10 corridor. The corridor needs a full reconstruction due to its aging elements. Older bridges and roadways have a higher risk of failing, which may cause catastrophic consequences. All infrastructure along the corridor will be upgraded to ensure a safe transportation system for all. Additionally, the corridor will have improved incident management and allow for quicker emergency medical service (EMS) response time. The Project's technology will help monitor incidents and the adaptive use lanes may be utilized by EMS. This improvement can help people receive treatment faster and reduce more serious outcomes.



Multimodal Safety

One of the Project's priorities is to improve multimodal safety. The Project will provide wide, protected multimodal access along the corridor. This will ensure a safe transportation system for non-motorized users. The Project improvements will eliminate conflict points with pedestrians/cyclists and interstate users, as they will have their own separate lanes. Some conflict points will still exist at the intersections grade separated from the highway. Although these will still exist, adequate signage, pavement markings, ADA crosswalks, and other pedestrian accommodations will be added to improve multimodal safety.

Truck Driver Safety

The nation is experiencing a truck parking shortage. The lack of parking is causing major safety issues. Truck drivers are limited in the number of hours they can drive each day to maintain alertness; when the time is up and there is no available parking, drivers are parking along the side of the road or along exit ramps or may continue driving past their allotted time. TxDOT completed a statewide truck parking study to determine existing conditions and identify ways to improve parking accessibility in April 2020.⁴ The study noted that 63% of truck drivers report parking in an unauthorized location. Two of the study-identified truck parking strategies are to invest in truck parking availability systems and utilize ITS to indicate upcoming locations for truck parking. The innovative technology in the Project will provide information on available truck parking stalls. Additional signage will help truck drivers determine their parking location options, which can alleviate stress and dangerous parking locations. No existing or planned truck parking facilities are within the Downtown 10 segment; however, this technology will help communicate parking opportunities for the future improved *Reimagine I-10* Corridor segments.

Of the 2,230 total crashes [16 fatal and 33 serious injury crashes], six fatal crashes and five serious injury crashes involved a pedestrian. There was one fatal crash and one serious injury crash that involved cyclists. This indicates nearly 44% of fatal and 18% of serious injury crashes involved a pedestrian or cyclist.

Public Health

The Project will provide a protected non-motorized transportation system. Multimodal infrastructure will be added to areas adjacent to the University of Texas El Paso campus, helping the health and connectivity of college students. TxDOT is partnering with the Paso del Norte Health Foundation to support their goal of improving community health. The Project will bring multimodal accessibility to the area and reduce emissions. Emission reduction lessens the risk of airborne contaminants, which can cause asthma and other negative health outcomes, and provides healthier alternatives to driving.

Buffered, wide sidewalks and bike lanes provide a safer transportation facility, which encourages people to walk, bike, or scooter in areas that previously did not have pedestrian accommodations. Active transportation provides healthy transportation opportunities for recreation, commuting, or running errands. Investing in multimodal infrastructure helps reduce obesity, improve mental health, and decrease the risk for other chronic conditions, such as diabetes or cardiovascular disease in the nearby population. According to the ETC Explorer, the census tracts adjacent to the Project are in the 76th percentile for health vulnerability, nationally. The highest vulnerability indicators are high blood pressure prevalence (*76th percentile nationally*), diabetes prevalence (*86th percentile nationally*), and low mental health prevalence (*72nd percentile nationally*). Additionally, adjacent census tracts are above the national average in asthma prevalence (*62nd percentile*) and cancer prevalence (*51st percentile*). The Project will provide opportunities for these nearby residents to improve their physical and mental health.

4 <https://ftp.txdot.gov/pub/txdot/move-texas-freight/studies/truck-parking/final-report.pdf>



State of Good Repair

The I-10 corridor was built in the early 1960s. No major reconstruction has occurred since the corridor was initially constructed. TxDOT maintains the pavement conditions, however, it is costly to keep them up to satisfactory levels. The I-10 corridor accounts for 9% of the TxDOT El Paso District centerline miles, but in 2019, 27% of the non-contracted maintenance budget was spent on I-10. It is essential to upgrade the system to lower the I-10 maintenance costs and satisfy the corridor state of repair needs. The El Paso MPO, in general, is experiencing poor pavement conditions. It is estimated at 21.65% of the Texas side of the El Paso MPO has poor pavement conditions.⁵ Based on the TxDOT Pavement Management Information System (PMIS), the average pavement conditions scores between mile markers 16 and 22 are 84.9 [“good”] and 93.2 [“very good”] for eastbound and westbound lanes, respectively.⁶ Although the averages are identified as good or above, there are approximately 1.5 miles that fall within the “poor” and “very poor” conditions. TxDOT’s goal is to have pavement in “very good” condition, which equates to a score above 90. Therefore, the pavement needs repair to meet the outlined pavement condition goals. The pavement that is in poor condition can cause full highway shutdowns, creating major delays due to the limited alternative routes. This segment of I-10 is constantly requiring repairs. This Project would invest in their aging infrastructure, helping them achieve a better state of repair regionally. Existing pavement conditions are shown in **Figure 2**.

In addition to the pavement, bridge structures within the corridor are aging and reaching design life expectancy. There are 33 bridge structures within the Project limits. Of these, 27 (82%) were built before 1970 and 29 (88%) bridges are over 40 years old. Bridge strikes along the



Figure 2: Existing Project Pavement and Bridge State of Repair

corridor are common, which create traffic backups and maintenance issues for the corridor. All bridges within the downtown area will need to be reconstructed due to deterioration and vertical clearance limitations. Modern design standards require upgraded structures to improve vertical

⁵ <https://www.elpasompo.org/>

⁶ <https://ftp.txdot.gov/pub/txdot/mtd/pmim-annual-report.pdf>



clearance deficiencies. Additionally, there are many design deficiencies in the horizontal and vertical geometries. There are 17 out of 25 (68%) horizontal curves and four out of 25 (16%) vertical curves that do not meet design standards.⁷ The Project will fulfill all design standards, such as TxDOT's Roadway Design Manual, Hydraulic Design Manual, and Texas Manual of Uniform Traffic Control Devices (MUTCD), to bring the system to a good state of repair. The Project would provide a new pavement design life of 30 years. The geometrics will improve accessibility and will be designed to ADA standards. The Project will also include stormwater improvements to meet current design standards and create a more resilient system. Results from the benefit-cost analysis (BCA) demonstrate the Project's cost-effectiveness, with a Benefit-Cost Ratio (BCR) of 1.06. This indicates the Project benefits will exceed its costs. State of good repair is the Project's primary benefit, with safety and travel time savings as the second and third greatest quantified benefits in the BCA, respectively.

A state of good repair is also vital along I-10 to set the stage for autonomous vehicles (AVs). Many infrastructure improvements are needed to prepare the country for the growth of AVs. In addition to the improved physical pavement conditions, AVs need to have adequate pavement marking striping. Roadways need to have highly reflective lines to provide vehicles with high visibility. This Project will provide quality infrastructure improvements, including pavement markings and signage, along both the adaptive use lanes and all other lanes.

Economic Impacts, Freight Movement, Job Creation

Gross Domestic Product (GDP) is a measurement of the size and strength of an economy. According to 2019 GDP data from the International Monetary Fund, if Texas were a nation, it would be recognized as the ninth-largest economy in the world.⁸ Strong employment and income growth forecasts rank Texas as first in the country for its growth prospects.

The growth rate in Texas is 15.9% - more than double the national growth rate of 7.4%. Minorities accounted for over 95% of the population growth in Texas.⁹ The estimated population in 2021 increased by 1.3% to 29,527,941 - the largest growth rate in the country.¹⁰ According to the Texas Demographic Center population projections, El Paso County is anticipated to grow between 9.6% and 13.7% between 2020 and 2060.¹¹ This growth adds an additional burden to the transportation network and will require major infrastructure investments to ensure the safe and efficient movement of goods.

Local/Regional/National Economic Impacts

In 2021, the Downtown I-10 segment had approximately 138,473 daily vehicles, with the highest section carrying 154,646 vehicles per day. The Project corridor is expected to carry a maximum of 199,800 vehicles per day in 2030 and 268,300 vehicles in 2050. This indicates extraordinary growth and necessitates a vital need for a system capacity upgrade. The increase in roadway users on the extent of the I-10 corridor is causing higher traffic congestion, increased fuel consumption, and greater exposure to traffic emissions. The average speed during the 2019 PM Peak hour was 33 mph. The posted speed limit along the corridor is 60 mph, illustrating how congestion can bring extreme delays to the corridor.

7 <https://www.txdot.gov/content/dam/project-sites/downtown-10/docs/draft-purpose-need.pdf>

8 <https://businessintexas.com/why-texas/economic-strength/>

9 https://demographics.texas.gov/Resources/Presentations/OSD/2022/2022_03_07_CommissiononCommunityCollegeFinanceWorkingGroup.pdf

10 United States Census Data

11 <https://demographics.texas.gov/data/tpepp/projections/#2022prj>



The BCA analysis, the Project will alleviate congestion, reducing vehicular delay by 7,973,235 passenger vehicle hours (13,315,303 hours adjusted for the average passenger vehicle occupancy) and 693,325 truck hours over the 20-year analysis period (2030-2049).

In 2019, I-10 users experienced a combined 2,162,229 hours of congestion delay, equating to nearly 17% of all El Paso highway delays.¹² By 2042, with no changes, I-10 users are estimated to have a combined 14,681,000 hours of delay. This equates to nearly \$245,000,000 in congestion costs. By 2042, the estimated total road-user-cost for the region is estimated to be \$3.2 billion. The 2023 *I-10 Texas Corridor Study* split the I-10 corridor into three segments: east, west, and central.¹³ Within the West district, 47% of the traffic occurs in the City of El Paso; this segment of I-10 is estimated to experience a Level of Service (LOS) E or worse by 2050. This indicates with “No Build,” the corridor would be near or at capacity with low traffic volume speeds. The Project will improve mobility for goods and services locally, regionally, nationally, and internationally by adding additional capacity along the road, including adaptive use lanes and continuous frontage roads.

Major incidents attributed to vehicles striking structures have caused gridlock in downtown El Paso. There is a lack of continuous frontage roads along the corridor. Therefore, when an incident blocks the roadway, there is no way to divert traffic. The Project will provide continuous eastbound and westbound frontage roads throughout the Project’s length to mitigate this problem.

International Economic Impacts

The international border crossings on the Texas border with Mexico are important gateways for trade between the United States (U.S.) and Mexico. Along the entire Reimagine I-10 study corridor, there are five vehicular ports of entry. The Downtown 10 segment has three border crossings, including two for vehicles and one for rail. In 2019, the El Paso region of the border had the highest crossing times with 78% of northbound crossings taking more than 30 minutes.¹⁴ Key provisions of the U.S.-Mexico-Canada Agreement are anticipated to increase freight volume on I-10. This Project would improve travel time reliability for freight movement through El Paso after crossing the border. Between 2006 and 2019, cross-border commercial vehicle trade increased by \$39.9 billion, or 72%, in the El Paso Region.¹⁵ Exporting freight movement is up 162% since 2010. The continued growth of maquiladoras (factories in Mexico along the U.S. border) is continuing to drive international freight growth, especially in the automotive industry. Due to the binational nature of the automotive industry, truck tonnage of freight is also anticipated to increase at the border crossings in El Paso. Highway access to Texas’ major ports on the Gulf of Mexico is critical to automotive manufacturing processes.

Beyond the movement of freight, highways facilitate the movement of students. The daily student movements in the Ciudad Juárez–El Paso region depend on a network of interstates and bus services. College students from Juárez regularly travel to the University of Texas at El Paso via bus. Facilitating the movement of students will continue to support the positive economic impact of the University of Texas at El Paso.

12 <https://tcatwebprod.z14.web.core.windows.net/>

13 <https://ftp.txdot.gov/pub/txdot/get-involved/statewide/i-10-corridor/i10-report.pdf>

14 <https://ftp.txdot.gov/pub/txdot/move-texas-freight/resources/texas-delivers-2050.pdf>

15 <https://ftp.dot.state.tx.us/pub/txdot/tpp/btmp/btmp-final-report.pdf>



Freight Movement

I-10 is a heavily traveled freight corridor that is expected to continue growing as the population increases. According to the Texas Delivers 2050 report, 1.7 billion tons of freight tonnage and \$1.4 trillion of truck freight traveled in Texas in 2019.¹⁶ Truck freight is anticipated to grow to 3.7 billion tons and \$3.7 trillion by 2050. The I-10 corridor accounts for 20% of Texas' freight tonnage and 39% of Texas' freight value. Freight travel along I-10 is a priority – the adaptive use lanes may be used by freight trucks to reduce supply chain delays.

The Project will increase the vertical clearance of the roadway bridges. Bridges will be reconstructed to accommodate the 18.5-foot vertical clearance requirements. This will reduce the risk of bridge strikes, which can delay movement. Additionally, larger freight vehicles will have the ability to navigate the corridor more efficiently. There is a high demand for truck parking along the I-10 corridor. Real-time technology updates will provide information on available truck parking.

Climate Change, Resiliency, Environment

This Project offers an investment in an area of Texas that is environmentally risk burdened and predominately composed of lower socioeconomic and limited English proficiency populations. This Project would address the negative environmental impacts of transportation on disadvantaged communities by enhancing I-10, a critical economic corridor. By including a multimodal infrastructure, the Project would promote active transportation and reduce vehicle dependency.

Weather and Disaster Risk Indicators

The ETC Explorer identifies two disadvantage indicators for the eight adjacent consensus tracts: anticipated changes in extreme weather and impervious surfaces. These respectively rank in the 81st and 89th percentile, nationally. One of the census tracts (48141002800, shown as #28 in the Project Location map) is in the 94th percentile for the expected building loss rate. This indicates that building value loss resulting from natural hazards is at an elevated risk for these areas, which are in the 99th percentile for low-income households.

Environmental Indicators

The Environmental Protection Agency (EPA) EJScreen tool was utilized to analyze environmental pollution and source indexes within a 0.25-mile buffer around the Project corridor. The results of the EJScreen analysis are shown in Table 2. Exposure to pollution along the corridor is elevated in seven categories:

- *Diesel Particulate Matter: 69th percentile nationally*
- *Lead Paint: 91st percentile nationally*
- *Ozone: 95th percentile nationally*
- *RMP Facility Proximity: 94th percentile nationally*
- *Traffic Proximity: 96th percentile nationally*
- *Underground Storage Tanks: 78th percentile nationally*
- *Wastewater Discharge: 92nd percentile nationally*

The active transportation and congestion reduction strategies proposed in the Project will improve air quality and traffic proximity for the surrounding communities. There will be a reduction in significant exposure to air quality pollution by limiting idling time caused by traffic delays; this is especially important when other unanticipated stressors

¹⁶ <https://ftp.txdot.gov/pub/txdot/move-texas-freight/resources/texas-delivers-2050.pdf>



are present, such as high particulate matter in the air caused by other sources such as wildfires and increased air pollution from neighboring communities. As noted in the BCA, in the first 10 years after the Project’s opening, harmful emissions are anticipated to be reduced by 5.056 metric tons of nitrogen oxide (NOx), 0.109 metric tons of sulfur oxide (SOx), 0.224 metric tons of particulate matter 2.5 (PM2.5), and 10,593 metric tons of carbon dioxide (CO2). The design of the Project will also prevent trucks from backing up to turn around in neighborhoods in the corridor, which will reduce the particulate matter baseline experienced by residents as projected in the “No-Build” scenario.

Socioeconomic Indicators

USEO 12898 requires each federal agency to identify and address, as appropriate, disproportionately high, and adverse human health or environmental effects on minority and low-income populations to the greatest extent

practicable and permitted by law. The EPA EJScreen tool identifies minority and low-income populations living within or adjacent to the Project corridor. Minority populations, as defined by Executive Order 12898, are American Indian or Alaskan Native, Asian or Pacific Islander, Black, not of Hispanic origin, or Hispanic. Minority populations represent 94% of the total study area population. The Federal Highway Administration (FHWA) and U.S. DOT EJ Orders define a “low-income” individual as a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. According to the U.S. Census, 70% of the population in the study area is considered low-income. This Project would be an investment in an area with a higher-than-average concentration of low socioeconomic and limited English proficiency populations, providing them with a higher quality and more efficient transportation system.

Table 2: EJScreen Results – Minority and Low-Income Populations

	STUDY AREA (0.25-MILE BUFFER)	STATE	NATIONAL
Minority Population	94%	58%	39%
Low-income Population	70%	34%	31%

Source: EPA EJScreen, 2023

Equity, Multimodal Options, and Quality of Life

Quality of Life

The Project will provide multimodal improvements to increase the quality of life for residents and visitors alike. Multimodal access, such as walking or biking, comes at no cost to the user. The Sun Metro transit system is another low-cost transportation option. The Project may improve Sun Metro’s ridership due to its improved bus stop connectivity. These considerations are critical because the census tracts adjacent to the proposed Project are in the 96th percentile, nationally, for transportation

cost burden.¹⁷ This transportation insecurity correlates with communities that spend a greater percentage of household income on transportation costs, which reduces the money available for housing, medical care, and food. This can lead to households living in substandard housing with higher rates of chronic illness.

This Project represents an investment in a disadvantaged area of Texas. All eight of the

¹⁷ <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer---National-Results/>



adjacent census tracts are identified as Historically Disadvantaged Communities and Areas of Persistent Poverty. Improved functionality and reduced congestion will improve emergency response time. Freight improvements will ensure a quicker, more efficient supply chain for goods. New and improved walking and bicycling infrastructure would reduce automobile dependence by providing active transportation alternatives. New stormwater drainage infrastructure would offset the impacts of high concentrations of impervious infrastructure, minimize the potential for adverse effects from flash flooding or sudden rainfall, and create a more resilient system. Improved infrastructure may reduce runoff and overland flow to the surrounding disadvantaged communities, thereby reducing their burden. All environmental efforts will adhere to NEPA requirements.

The Project aligns, and advances, with the *Uptown + Downtown Master Plan*, completed in July 2023.¹⁸ The downtown segment of the Project is considered the main focus of the study. The study identifies that the adjacent I-10 land uses are anticipated to be high-density housing and economic development opportunities, with features to create a walkable live/work/play community. The downtown area is anticipated to have 2,500 market rate and 1,300 subsidized housing units. Nearly 2,300 additional retail, restaurant, office, and hotel jobs are also expected. This Project creates a unique opportunity to advance a more compact, walkable community, while also improving vehicular/freight movement for the growing area. The typical section provides 49 feet in a pedestrian plaza, sidewalk, and bike lane and a 12-foot buffer from the road. This exceeds the *Uptown + Downtown's* transit-oriented design standards of a minimum of 10 feet. The Project will provide a portion of the necessary infrastructure in advance of the new planned developments.

Multimodal Access

One of the Project's primary goals is to offer innovative transportation alternatives. This will be completed by constructing adaptive center lanes, improving access to transit services, upgrading bicycle and pedestrian facilities, and facilitating intermodal freight connectivity. The future universal design will allow for safe non-motorized transportation options, which will encourage more people to travel without a vehicle. The Project will advance the U.S. DOT's Fiscal Year (FY) 2022-2026 Strategic Plan to increase the percentage of person trips by transit and active transportation from 4% to 6%.¹⁹

This Project will increase the number of ADA/bike crossing opportunities from one to twelve. The Project will help advance the El Paso Bike Master Plan by prioritizing bike access.²⁰ The Downtown Area of I-10 has a high demand for bicycle infrastructure, as shown in **Figure 3**. The Project will not only have multimodal access in this area, but the typical section also includes an exclusive bike lane. The recommended bicycle facilities are shown in **Figure 4**. The Project's bicycle and pedestrian facilities will connect to existing and proposed infrastructure.

All eight Project census tracts are classified as Transportation Disadvantaged Census Tracts.²¹ This underscores the high need for safe multimodal transportation, as each area has higher than average amounts of no-vehicle households, transportation-burdened households, and low walkability. This Project will improve multimodal access to connect residents to Downtown El Paso and beyond. The Five Points neighborhood, a historical business community, will see a great multimodal improvement. This Project will help advance this area's growing economic goals and

¹⁸ https://static1.squarespace.com/static/61b28d903f0d7d73dcbc1eac/t/64b1836c9bc35039c56adc96/1689355154440/01_DT%2BUT+Plan_AprovedasAmended.pdf

¹⁹ https://www.transportation.gov/sites/dot.gov/files/2022-04/US_DOT_FY2022-26_Strategic_Plan.pdf

²⁰ <https://altago.com/wp-content/uploads/El-Paso-Bike-Master-Plan.pdf>

²¹ <https://www.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>



Map 8
**BICYCLE FACILITY DEMAND:
 COMPOSITE**

- Legend**
- Composite Demand**
- Low
 - Moderate
 - High

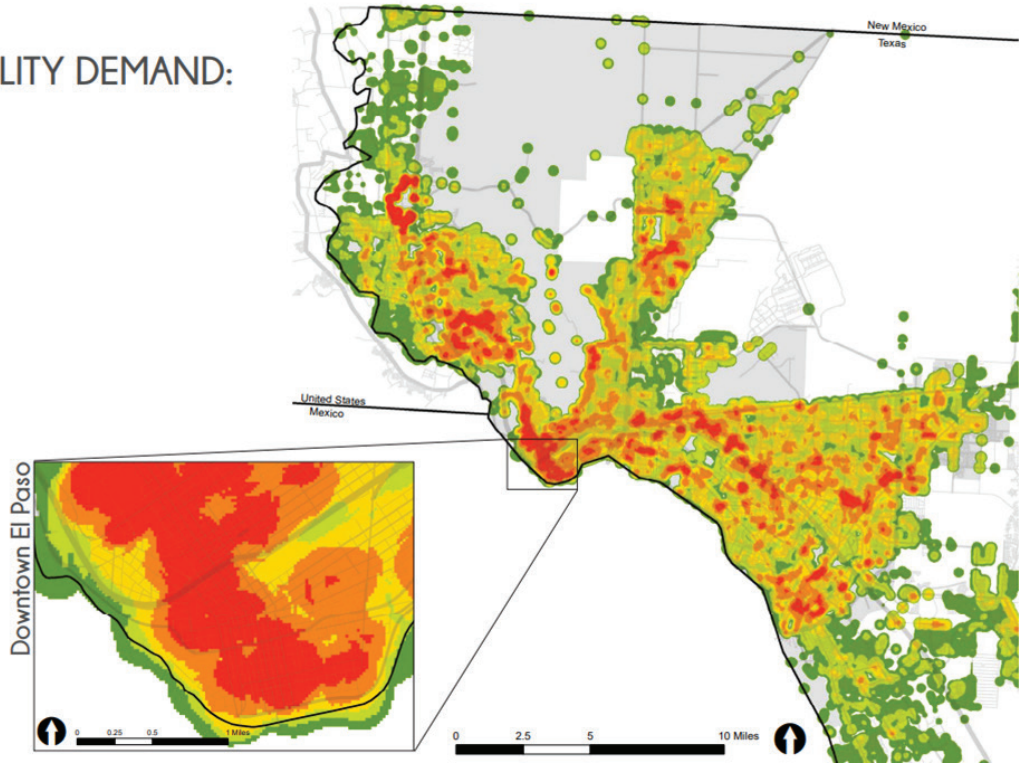


Figure 3: Bicycle Facility Demand, EL Paso Bike Plan

Map 14
**RECOMMENDED
 BIKEWAY NETWORK**

- Legend**
- | | |
|------------------------------------|-------------------------------------|
| Existing Bicycle Facilities | Proposed Bicycle Facilities |
| — Bike Lane | — Bicycle Boulevard |
| — Buffered Bike Lane | — Bike Lane |
| — Shared-Use Path | — Buffered Bike Lane |
| — Shared Lane Markings | — Protected Bike Lane / Cycle Track |
| — Shoulder Bikeway | — Further Study Needed |
| | — Shared-Use Path |
| Other Features | — Shared Lane Markings |
| ★ SunCycle Bike Share Station | — Shoulder Bikeway |
| ■ Parks | — Signed Shared Roadway |
| ■ City of El Paso | — Two-Way Cycle Track |

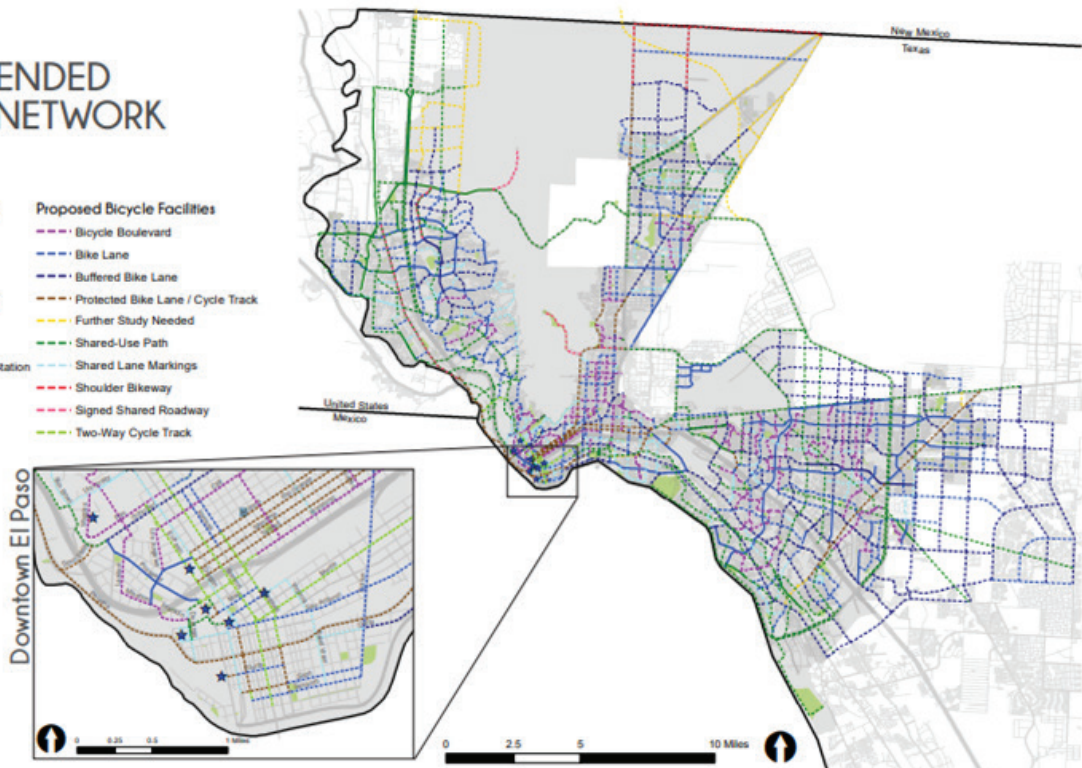


Figure 4: Recommended Bikeway Network, EL Paso Bike Plan

need for safer pedestrian facilities.²² The downtown I-10 freeway cap is a City of El Paso project. This improvement would rejoin the two adjacent neighborhoods via a public space over the I-10 downtown facility. The Project would not prohibit the construction of the cap; however, it is not included within the Project scope. Coordination is underway between TxDOT and the I-10 freeway cap project team.

Sun Metro is the City of El Paso’s public transportation provider. The system has 2,357 bus stops and 120 Streetcar and BRIO (El Paso’s Bus Rapid Transit) stations.²³ The system averages around 20,000 weekday boardings. The Sun Metro’s State of the System Report noted that one-third of people would walk or bike if their route was unavailable. This indicates an additional need to provide adequate non-motorized transportation system infrastructure, along with first and last-mile connections – which this Project will produce. There are 222 bus stops within a half mile of the proposed bike improvements. There are 40 bus stops connected to the existing bike network within a half mile of the Project limits. Proposed Project improvements would increase the number of connected bus stops to 57.²⁴ Sun Metro will benefit from enhanced roadway conditions, improved incident management/fewer traffic incidents causing back-up, and higher revenue from greater ridership.

Community Engagement

The development of this Project is a direct result of successful public engagement efforts. All public communications were published in English and Spanish. Public meeting information, videos on the TxDOT website, and all other public information was offered in both languages to reduce any language barriers in communication. This is a vital part of the ongoing community engagement for this Project, as each census tract is classified in the 90th to 99th

When asked, “What is the most challenging part of walking or biking?”, the 227 survey results showed people wanted continuous sidewalks that will take you where you want to go and dedicated paths or shared-use paths that are separated from motor vehicles. People noted safety and comfort are of the utmost importance to them.

percentile for linguistic isolation – a household where no one over age 14 speaks English very well. Within the El Paso Metropolitan area, 32.17% of the population speaks less than “Very Well.”²⁵

Two virtual meetings were held to inform the public about the Project and collect public comments. The first occurred from June 25 to July 15, 2020, and the second was held from February 2 to March 16, 2021. The public scoping meeting was held on November 30, 2022, with public comment open until January 11, 2023. During the initial *Reimagine I-10* study, approximately 3,600 letters or postcards to were mailed to adjacent property owners and interested parties. This resulted in 586 officially recorded public comments over the course of the study. Comments were documented, carefully considered, and included in proposed concepts. Creative community engagement has occurred to receive higher amounts of input, including having an informational stand at the El Paso Chihuahuas baseball game. There is ongoing coordination with major local stakeholders, including Sun Metro, Streetcar, Paso Del Norte Foundation, and the City of El Paso.

Public engagement has been vital to this Project, and public opinion has been incorporated within the design process to ensure appropriate accessibility for all. The bicycle and pedestrian committee distributed a survey from October 4 to November 10, 2021. The survey asked residents what may motivate them to walk or cycle more. These improvements will be prioritized in the Project design.

22 <https://kfoxtv.com/news/local/the-city-of-el-paso-asking-funding-to-make-improvements-at-five-points-money-texas-february-7-2023>

23 <https://sunmetro.net/assets/documents/smrising.pdf>

24 <https://www.txdot.gov/content/dam/project-sites/reimaginei10/docs/cycle-track-and-pedestrian-path-benefits-memo.pdf>

25 <https://www.elpasompo.org/>



Innovation Areas: Technology, Project Delivery, and Financing

The Project will include several innovative technologies and ideas to fulfill the needs of the I-10 corridor. First, the Project will incorporate adaptive use lanes in the center of the entire corridor, as shown in **Figure 5**. This brings flexibility to the I-10 system by allowing for a variety of potential future uses. The lane will span the entire Project corridor and will continue as the other *Reimagine I-10* corridor segments are upgraded. Configuration options include trucks and traditional vehicles, trucks, and transit, and transit and AV/CAV. Police, fire, and EMS can utilize these lanes, as well, to provide faster response to incidents.

The adaptive lanes feature data collection, active transportation management, 5G connectivity, and truck platooning opportunities. Data collection and monitoring will be ongoing to provide real-time travel updates including crash information and traffic volumes. The Project corridor reports will be used to determine the appropriate use of the adaptive lane based on how and when residents are traveling. The adaptive lane is meant to be an asset to the community and the use may change as community travel patterns dictate. Active traffic management (ATM) maximizes the efficiency of a corridor by adjusting traffic conditions in real time and can increase peak hour capacity along busy corridors. This travel technique will be used to dynamically manage traffic congestion and will be utilized for the adaptive lane usage.

Another technology the adaptive lane brings is the Internet of Things (IoT). This is a valuable tool for improving the safety and efficiency of the corridor and allows for sensors and 5G connectivity. This plays a vital role as the need for Global Positioning Systems (GPS) and autonomous technology advancements continues to grow. One example of autonomous advancements includes truck platooning. Truck platoons allow trucks to travel closely together, which reduces air drag, improves fuel efficiency, and increases capacity. The 5G connectivity will facilitate vehicle to infrastructure (V2I) communication and provide dynamic lane assignment and widths. The enhanced corridor intelligent transportation system (ITS) will provide real-time congestion, smart routing, on-demand transit, port of entry reservation, and truck parking information.

The Project is anticipated for Design-Build (D-B) delivery. The D-B process is a type of project delivery where, after preliminary design, design is ongoing with construction. The designer and contractor work together to collaboratively provide the project. This delivery type helps to reduce delays and save money. D-Bs help projects get completed at a faster rate. This is an ideal structure for this Project due to its substantial scope.



Figure 5: Proposed Adaptive Lane Concept



DOWNTOWN INTERSTATE 10 (I-10) PROJECT

Discretionary Grant Funding Proposal

Project Readiness

August 2023

Texas Department of Transportation (TxDOT)
with the El Paso Metropolitan Planning Organization (MPO)



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PROJECT READINESS

The proposed Project improves a 6.1-mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The Project will provide long-term transportation solutions to the El Paso region by reconstructing the I-10 main lanes, retaining walls, bridges, ramps, frontage roads, and cross streets to overcome the deterioration of existing pavement and bridges. The Project will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, reduce and improve incident management, and prioritize multimodal connections.

Environmental Risk

The Texas Department of Transportation (TxDOT) will serve as the lead agency and Project Sponsor for this Project. The El Paso Metropolitan Planning Organization (MPO) is the co-applicant. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this Project are being, or have been, conducted by TxDOT under 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated December 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT. TxDOT will develop the environmental documents per 23 CFR 771 and 40 CFR 1500-1508. This Project will be classified as an Environmental Impact Statement (EIS). TxDOT anticipates circulating the Draft EIS in Winter 2023/2024 with a Final EIS and Record of Decision (ROD) signed in Summer 2024.

The Downtown 10 project was advanced from the *Reimagine I-10 Corridor Study*.¹ The three-year study evaluated four segments and potential design alternatives to address transportation needs along a 55-mile stretch of I-10 through El Paso County from the New Mexico-Texas State Line to Farm-to-Market (FM) 3380. The Project Sponsor has completed 20% design based on the leading

alternative, “*Alternative I*”. Preliminary Engineering and environmental work are ongoing, working toward a Final EIS/ROD. This will allow the Project to move into Final Design and Construction in accordance with Federal Regulations.

Detailed Project Schedule

The Project described in this application is the result of a large-scale, multi-year planning effort for the improvements, as outlined in the Project Description. TxDOT has identified major milestones that would support successful implementation. Thus far, initial public involvement, alternatives analysis, and approximately 20% of the preliminary design effort have been completed. The Project is anticipated to be a Design-Build (D-B) process, so the final design would likely be completed concurrently with construction. A draft Purpose and Need was completed in November 2022 to identify cooperating and participating agencies before the Agency and Scoping. To date, planning, public involvement, schematic design, and environmental efforts have cost \$7.4 million.

These preliminary planning efforts allowed TxDOT to develop a Final Agency Coordination Plan in February 2023. TxDOT is the lead agency in NEPA coordination and anticipates circulating the Draft EIS in Winter 2023/2024 with a Final EIS and Record of Decision signed in Summer 2024. Right-of-way (ROW) acquisitions are anticipated to be completed between 2025 and 2026 and are not expected to begin before the ROD. The estimated schedule of necessary land acquisitions is around 18 to 24 months. Construction is expected to let in 2025 with an estimated completion date in 2030, pending funding award. Construction can begin before land acquisitions are complete because construction of the Project may be phased to avoid areas with pending land acquisition and utility relocation.

¹ <https://www.txdot.gov/reimaginei10>



The Project deliverable timeline is as follows:

TASK AND DELIVERABLE NAME	ANTICIPATED DATE OF COMPLETION
Detailed Project Work Plan, Budget, and Schedule	Within 90 days of the Agreement Execution Date
Final EIS/Environmental Record of Decision	August 31, 2024
Right-of-Way Acquisition Complete	June 30, 2026
Final Design + Construction	June 30, 2030
Mega Data Plan Outcome Report	December 31, 2036

Required Approvals

TxDOT has completed three years of public engagement and early agency coordination before beginning NEPA processes. TxDOT originally determined the Project could be completed under an Environmental Assessment; however, the status changed to an EIS. TxDOT advanced the environmental effort to an EIS based on property acquisitions, displacements, and the socioeconomic conditions in and adjacent to the Project corridor. Impacts on biological resources, such as Threatened and Endangered Species and Waters of the U.S., in the Project corridor are anticipated to be minimal or have no effect based on the Project location in a densely populated area and publicly available mapping information. The following paragraphs describe pre-NEPA conditions that would require regulatory coordination during the NEPA process to finalize the level of effect on environmental and socioeconomic resources within the Project corridor.

The Project corridor is in a developed urbanized and industrial neighborhood with listed brownfields and facilities reporting to the Environmental Protection Agency (EPA). Based on initial coordination and Project corridor reviews, there is one identified hazardous waste site that will be impacted. The Project Sponsor is in the process of early coordination efforts that will determine the final level of analysis required to determine impacts and subsequent mitigation measures necessary for any ground disturbance in the vicinity of hazardous waste sites.

Noise impacts are anticipated due to the Project location. There are 132 potential noise receptors identified as potentially impacted based on the preliminary design. A noise technical memorandum will be prepared during the NEPA process and will consider any updates to the design.

According to the TxDOT Alternative Matrix Screening, one NRHP-listed Historic District (Sunset Heights) would be impacted by the Project. Two parcels with two Contributing Resources to the Historic District are located within the Project study area. Two High Probability Properties (Holocaust Museum and Acme Fast Freight building) would be impacted. There is limited probability for the occurrence of archaeological sites based on initial surveys. Moderate impacts to 100-year floodplains (2.85 acres) are anticipated. The Project Sponsor will plan early coordination with state and local authorities to permit all activities related to the Project.

TxDOT has been working closely with the City of El Paso throughout the planning phase. The City of El Paso and the El Paso Metropolitan Planning Organization (MPO) accepted TxDOT’s request to provide input on the Project’s potential to impact or benefit regional connectivity.

The Project Sponsor held virtual public meetings with open comment periods to allow for greater access to technology in lieu of a traditional in-person public meeting and presentation. Open comment periods were necessitated by COVID-19



limitations, however, the open comment period provided members of the community with limited English proficiency additional time to review Project materials and provide comments. Public meetings/public comment dates are listed below:

- Downtown 10 Public Meeting 1 Virtual Room: June 25 – July 15, 2020
- Downtown 10 Public Meeting 2 Virtual Room: February 2 – March 16, 2021
- Public Scoping Meeting: November 30, 2022 – January 11, 2023

All public meeting materials were published in English and Spanish. The Project Sponsor published the Notice of Intent in the Federal Register, El Paso Times, and El Diario in November 2022. Additional outreach was performed by placing banner ads, postcard mailers, regularly updating the Project website, staffing information booths at community events, and targeting one-on-one outreach meetings with community members and stakeholders. An extensive record of Public Involvement records and meeting notes can be accessed through the Project Website.²

The leading Project alternative would require that an estimated 51 parcels would be impacted through easements or acquisitions. These parcels are comprised of residential, commercial, railroad, institutional, utilities, and undeveloped land use. TxDOT will acquire nine parcels totaling approximately 45 acres in the ROW acquisition process. Four residences, 20 commercial structures, and three institutional structures will be displaced. Minority, low-income groups and individuals with limited English proficiency will be impacted by the leading Project alternative. TxDOT is continuing to employ design efforts and advance coordination with the Union Pacific Railroad (UPRR) to use existing railroad ROW to reduce the ROW needed for the preliminary design. Section 4(f)

impacts associated with ROW acquisition will be further studied as the design is finalized and Section 106 consultation is completed.

The Project is included in TxDOT's Fiscal Year (FY) 2023 Unified Transportation Program (UTP).³ The Project is also included in the proposed FY 2024 UTP, with increased funding amounts, which will be reviewed and approved in August 2023. The UTP is a 10-year plan that guides transportation projects and is part of TxDOT's comprehensive planning and programming process. The Project is also included in the El Paso MPO's RMS 2050 Metropolitan Transportation Plan (MTP), approved in November 2022.⁴ Because this Project is not yet fully funded, it is not included in the TxDOT STIP or the El Paso MPO's TIP. It will be added to both documents once all funding sources are identified.

The City of El Paso has recently published a Master Plan for the Downtown, Uptown, and Surrounding Neighborhoods in July 2023.⁵ This plan focuses on reuniting El Paso and providing residents with an interconnected community focused on multi-modal transportation and community development. The Sunset Heights Neighborhood Association, located in western El Paso, has been incorporated in planning efforts that support the *Uptown + Downtown Plan* and the Downtown I-10 Project. This includes potential impacts that may occur as a result of the Project. The Project is not explicitly included in the Master Plan because it is outside of the Master Plan study area; however, the changes that would be realized because of this Project would alleviate transportation delays when residents choose to travel by vehicle. Additionally, pedestrian infrastructure will be installed with this Project, which would further support the goals of the Master Plan to leverage existing or newly improved infrastructure. The Master Plan study area extends from the city blocks immediately north of I-10 to Paisano Street.

² <https://www.txdot.gov/reimaginei10/downtown10/public-involvement.html>

³ <https://ftp.txdot.gov/pub/txdot/tpp/utp/utp-2023.pdf>, page 90

⁴ https://www.elpasompo.org/media/MTP/RMS2050MTP/ProjectList/RMS2050MTP_D23-26TIP_2023UTP_ProjectList.pdf, page 5

⁵ <https://www.elev8ep.com/downtown>



Assessment of Project Risks and Mitigation Strategies

Potential risks and mitigation strategies for the Project are identified in **Table 1**.

Table 1: Potential Risk and Mitigation Strategies

RISK	DESCRIPTION	MITIGATION STRATEGY
Railroad Impact	Obtaining railroad agreements promptly.	TxDOT has engaged the UPRR in targeted stakeholder outreach beginning in June 2020. The railroad has expressed interest in facilitating planned improvements as outlined in this Grant Application.
Environmental Permits & Approvals	Section 106, Section 402 permitting, Section 4(f), and EIS/ROD.	The EIS process is underway, and any permitting timeframes have been anticipated in the Project schedule.
Right-of-Way Acquisitions	Acquiring necessary right-of-way (ROW)	The Project will work to reduce the amount of ROW needed. TxDOT has participated in thorough planning and community engagement meetings with stakeholders.
Roadway Design Standards	The Project must upgrade existing roadway geometrics to current design standards	The design will adhere to current design standards
Floodplain Impacts	Floodplain/Floodway impacts triggering the CLOMR/LOMR process.	Early coordination with County floodplain administrators to understand current flood mapping, potential impacts of the existing highway, and proposed Project.
Construction Funding	Not securing adequate construction funding	Funding package is being developed but is dependent on several sources, including federal, state, and local funding.
Local Match	Uncommitted local match funding could result in funding gaps and hinder the Project's progress.	TxDOT has already committed their funds.



Technical Capacity

The applicant meets the eligibility criteria defined in the Notice of Funding Opportunity Section C(1). The lead applicant for this grant is TxDOT, a unit of state government. As a State Department of Transportation, TxDOT is an eligible applicant with an extensive and successful history of delivering a sizable federal aid program, including funds administered by the United States Department of Transportation (U.S. DOT). In the previous five TxDOT fiscal years (FY), there were 3,983 highway and bridge construction projects estimated at \$32.1 billion that were let/awarded for \$31.7 billion. TxDOT was also awarded two design-build contracts totaling \$2.2 billion in FY 2022. The applicant was awarded \$50 million in INFRA funding for the I-35 Red River Project in FY 2021. TxDOT is a professional workforce made up of engineers, administrators, financial experts, and others who work together to realize the TxDOT mission: *Connecting you with Texas*.

As the lead applicant for this MPDG grant, TxDOT will serve as the fiduciary recipient and grant administrator for federal funds. TxDOT will oversee and coordinate with multiple Project partners to facilitate the completion of the Project activities. This Project is eligible under the Notice of Funding Opportunity Section C(3), as the Project is along a National Highway Freight Network (NHFN), National Multimodal Freight Network, and on the National Highway System (NHS).





DOWNTOWN INTERSTATE 10 (I-10) PROJECT

Discretionary Grant Funding Proposal
Project Requirements

August 2023

Texas Department of Transportation (TxDOT)
with the El Paso Metropolitan Planning Organization (MPO)



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PROJECT REQUIREMENTS

The proposed Project improves a 6.1-mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The Project will provide long-term transportation solutions to the El Paso region by reconstructing the I-10 main lanes, retaining walls, bridges, ramps, frontage roads, and cross streets to overcome the deterioration of existing pavement and bridges. The Project will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, reduce and improve incident management, and prioritize multimodal connections. The Project is applying for INFRA and Mega grant funds.

Statutory Requirement (INFRA #1 + Mega #1) – Economic/Mobility/Safety Benefits

The El Paso I-10 corridor supports local, regional, national, and international travelers and economies. The Project segment is part of the STRAHNET (Strategic Highway Network) and serves as a vital corridor for national defense. Fort Bliss is located just north of I-10. The Project will improve mobility for goods and services along the corridor by adding capacity along the road, including adaptive use lanes and continuous frontage roads. The adaptive lanes are changeable use center lanes that provide extra capacity for various configurations, including trucks and traditional vehicles, trucks, and transit, and transit and AV/CAV. The adaptive use lanes will improve travel reliability for trucks, traditional vehicles, transit vehicles, and autonomous vehicles. The adaptive lane will feature cutting-edge technology to determine real-time updates to transition lane usage to provide directional support to reduce congestion and delays. Decreased congestion will help bolster the economy while providing quicker supply chain movement and easier access to businesses. Over the course of the analysis (2030 to 2049), the Project is anticipated to reduce crashes by 6,414, which include 58 fatal, 1,758 injury, and 4,598 non-injury crashes. Pedestrian and cyclist safety will also increase, as they will have dedicated travel lanes parallel to I-10.

Statutory Requirement (INFRA #2 + Mega #2) – Benefit-Cost Analysis (BCA)

Results from the benefit-cost analysis (BCA) demonstrate the Project's cost-effectiveness, with a Benefit-Cost Ratio (BCR) of **1.06**. This indicates the Project benefits will exceed its costs. Safety is the Project's primary benefit, with state of good repair and travel time savings as the second and third greatest quantified benefits in the BCA, respectively.

Statutory Requirement (INFRA #3) – National Goals

This Project will advance all seven of the national Federal-aid Highway Program performance goals. **Safety** will be enhanced by incorporating mitigation strategies relevant to previous crash trends, including speed reduction efforts and improved lighting and signage. Pedestrian and cyclist crashes accounted for 44% of fatal crashes along the corridor in the previous five years. The Project will provide wide, separated multimodal access along I-10 to reduce person-vehicle conflict points and increase safe pedestrian accommodations. The existing corridor has aging **infrastructure conditions**, requiring large yearly maintenance costs. The Project completely reconstructs the corridor to improve pavement, bridges, and other infrastructure elements up to modern design standards. This includes improving the bridge overpasses' vertical clearance and horizontal/vertical curvature along I-10.



The Project will alleviate **congestion**, reducing vehicular delay. As noted in the BCA (year 2030 to 2049), vehicular delay will be reduced by 7,973,235 passenger vehicle hours (13,315,303 hours adjusted for the average passenger vehicle occupancy) and 693,325 truck hours by increasing roadway capacity and incorporating adaptive use lanes in the analysis period.. Through this, **system reliability** will increase. The adaptive use lanes will be able to transition uses to best provide mobility for the system users, including transit, freight trucks, emergency services, and autonomous vehicles. Freight vehicles will often receive priority along the corridor, as this is a key corridor for supply chain movement. Continuous frontage road construction provides alternative routes if there are incidents or congestion delays. The Project improves **freight movement** and **economic vitality** based on multiple capacity improvements.

The Project increases **environmental sustainability** in the downtown area by installing streetscapes, along with increasing multimodal accessibility along the corridor. As noted in the BCA, in the first 10 years after the Project's opening, harmful emissions are anticipated to be reduced by 5.056 metric tons of nitrogen oxide (NOx), 0.109 metric tons of sulfur oxide (SOx), 0.224 metric tons of particulate matter 2.5 (PM2.5), and 10,593 metric tons of carbon dioxide (CO2). The Environmental Impact Study (EIS) process is underway to document the potential impacts the Project may have on the natural environment. The Project is anticipated to be a Design-Build project to **reduce project delivery delays** and costs.

Statutory Requirement (INFRA #4) – Preliminary Engineering

The Project is based on an extensive planning study – *Reimagine I-10*, completed in 2019. The study identified that of the four segments, the Downtown 10 segment between Executive Center Boulevard and Copia Street was the highest priority. The following activities have been completed for this Project:

- Planning documentation
 - » *Reimagine I-10 Corridor study (2019)*
 - » *I-10 Corridor Traffic Analysis (2020)*
 - » *Downtown 10 segment Safety Analysis (2023)*
 - » *Downtown 10 segment Bicycle and Pedestrian Benefits Memorandum (2023)*
- Stakeholder/Public Engagement
 - » *Agency Coordination Plan (February 2023)*
 - » *Public Outreach and Public Scoping Meeting (June 2020 – Current)*
 - » *One-on-one Stakeholder meetings (March 2020 – Current)*
- Preliminary Engineering (PE)
 - » *Nine feasibility concepts – “Alternative I” selected as the best fit*
 - » *20% Design*
- NEPA
 - » *Draft Need and Purpose (2022)*

The following Project activities are currently in progress:

- NEPA
 - » *Draft EIS*
- Preliminary Engineering
 - » *Minimal PE is remaining, as the Project is anticipated for Design-Build delivery*



Statutory Requirement (INFRA #5 + Mega #3) - Funding

This Project is ranked number one in the El Paso 2024 TxDOT Unified Transportation Program (UTP). As detailed in the Project Budget section, TxDOT has dependable funding sources for providing the local match required for the grant award. TxDOT’s share of the state match is \$277,613,814. This Project’s local funding commitment is demonstrated with both the state and local share

representing approximately 37% of the total Project construction cost. The MPDG funding request will contribute up to 30% of the total future construction cost, not to exceed \$362 million. The Project cost estimate is shown in **Table 1**. All future eligible costs are included within the table; however, the grant is only pursuing construction costs. Construction costs include a 30% contingency.

Table 1: Previously Incurred and Future Eligible Project Costs

PREVIOUSLY INCURRED COSTS	
PE & NEPA	\$7,400,000
FUTURE ELIGIBLE COSTS	
Final Design & NEPA	\$60,787,689
Right-of-Way & Environmental Mitigation	\$87,628,768
Construction	\$1,224,989,442
Utilities	\$177,075,241
Subtotal of Future Costs	\$1,550,481,140
<i>MPDG Grant Request (30%) – Construction Costs Only</i>	<i>\$362,430,932</i>

Note: All costs presented are reflected in the year of expenditure (YOE) values.

Table 2 presents the total Project cost and the proportion of MPDG funds relative to State funds and other Federal matching funds.

Table 2: Project Costs by Source

FUNDING SOURCE	FUNDING AMOUNT	PERCENT OF TOTAL PROJECT (%)
MPDG Request	\$362,430,932	48%
Other Federal	\$110,455,254	15%
Non-Federal - TxDOT	\$277,613,814	37%
Total Project Cost	\$750,500,000 (\$1,265,385,538)	100%

Note: The cost in parenthesis is reflected in the YOE values.

The 30% MPDG Grant Request is less than the 60% maximum allowable for future project costs. The total 39% Federal participation is less than the 80% maximum allowable for future project costs, as outlined in the Notice of Funding Opportunity (NOFO). Therefore, this project meets the requested guidelines for cost sharing and matching.



Statutory Requirement (INFRA #6 + Mega #4) - Funding Impacts

The Project is in TxDOT’s Fiscal Year (FY) 2024 Unified Transportation Program (UTP).¹ The UTP is a 10-year plan that guides transportation projects and is part of TxDOT’s comprehensive planning and programming process. The Project is also included in the El Paso MPO’s RMS 2050 Metropolitan Transportation Plan (MTP), approved in November 2022.² Because this Project is not yet fully funded, it is not yet included in the TxDOT STIP or the El Paso MPO’s TIP. It will be added to both documents once all funding sources are identified. The final design and construction will start once the Project has the appropriate funding necessary.

Without MPDG funding, the Project would not be let on time. This would significantly delay the project schedule and negatively affect the corridor. The Project is intended to reduce growing congestion and remediate ongoing maintenance costs. Delays in schedule would worsen congestion problems, as no capacity improvements would be made to mitigate the increasing volume. Additionally, maintenance costs would continue to grow due to the aging infrastructure. The Project area currently requires large sums of maintenance budgets, which would only continue to grow as the infrastructure exceeds its design life.

Statutory Requirement (INFRA #7) - Timeline

The Project deliverable timeline is as follows:

TASK AND DELIVERABLE NAME	ANTICIPATED DATE OF COMPLETION
Detailed Project Work Plan, Budget, and Schedule	Within 90 days of Agreement Execution Date
Final EIS/Environmental Record of Decision	August 31, 2024
Construction Start Date	June 30, 2025
Right-of-Way Acquisition Complete	June 30, 2026
Final Design + Construction	June 30, 2030
Mega Data Plan Outcome Report	December 31, 2036

Construction can begin before land acquisitions are complete because construction phasing to avoid areas with pending land acquisition and utility relocation can be accomplished.

¹ <https://ftp.txdot.gov/pub/txdot/tpp/utp/utp-2023.pdf>, page 90

² https://www.elpasompo.org/media/MTP/RMS2050MTP/ProjectList/RMS2050MTP_D23-26TIP_2023UTP_ProjectList.pdf, page 5



Statutory Requirement (Mega #5) – Legal/Financial/Technical Capacity

TxDOT, the lead applicant, is a professional workforce made up of engineers, environmental scientists, legal counsel, administrators, financial experts, and others who work together to advance TxDOT's projects and goals. TxDOT has demonstrated an extensive legal, financial, and technical capacity to successfully complete the Project. TxDOT, along with external design team members, will work to mitigate any potential risks to ensure the Project is completed in a timely, cost-effective manner. TxDOT is well versed in project delivery from contracting, oversight, and change order management.

Statutory Requirement (Mega #6) – Mega Data Plan

The application includes a Mega Data Plan, which outlines a plan for the collection and analysis of data to identify the impacts of the Project and the accuracy of forecasted benefits. The plan outlines an approach for measuring the Project's crash reduction and bike and pedestrian counts. See the Mega Data Plan section for more information.





DOWNTOWN INTERSTATE 10 (I-10) PROJECT

Discretionary Grant Funding Proposal
Letters of Support

August 2023

Texas Department of Transportation (TxDOT)
with the El Paso Metropolitan Planning Organization (MPO)





THE BORDERPLEX ALLIANCE

Cd. Juárez · El Paso · Las Cruces



INTERNATIONAL ECONOMIC DEVELOPMENT COUNCIL
**2021 ECONOMIC DEVELOPMENT
ORGANIZATION OF THE YEAR**

August 7, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to support the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. This project will provide long-term transportation solutions to the El Paso region by enhancing safety and efficiency along the crucial I-10 corridor.

The I-10 corridor is a vital regional, national, and international corridor. It is a major east-west corridor in the United States, making it ideal for freight traffic. Over 30% of vehicle miles traveled occur on I-10 in El Paso, generating \$1.7 billion in revenue from adjacent businesses. Since 2010, there has been a 162% increase in export growth on the corridor. Improvements are needed to ensure the corridor can keep pace with this growth and accommodate increasing traffic, while promoting safety and connectivity.

This project will improve an approximately 6.1 mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The project will reconstruct the I-10 mainlines, retaining walls, bridges, ramps, and cross streets to overcome the deterioration of existing pavement and bridges. These improvements will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, and prioritize multimodal connections.

This grant will ensure Texas can continue to prioritize safety and economic growth for the El Paso region, with national and international benefits. We appreciate your consideration of this application. If you have any questions, you may contact me at jbarela@borderplexalliance.org or (915) 298-1000.

Sincerely,



Jon Barela
Chief Executive Officer
The Borderplex Alliance

JOYCE A. WILSON
CHAIR

JAMES L. (JIM) SMITH
VICE CHAIR

DOROTHY M. (SISSY) BYRD
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RAYMOND L. TELLES
EXECUTIVE DIRECTOR

August 10, 2023

Secretary Pete Buttigieg
U.S. Department of Transportation
1200 New Jersey Avenue, SE 9th Floor
Washington, DC 20590

Re: Letter of Support for Downtown Interstate 10 Project Grant Application

Dear Secretary Buttigieg:

As the Executive Director of the Camino Real Regional Mobility Authority, I write to express my support for the application being submitted by the Texas Department of Transportation in conjunction with the El Paso Metropolitan Planning Organization to the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program for the Downtown Interstate 10 Project.

Interstate 10 (I-10) through El Paso is critically important to the nation as part of an all-weather east-west corridor. While also serving as an important part of the regional transportation system, the El Paso segment supports interstate and international freight and commercial activities that have increased 162% since 2010. However, much of the section of I-10 through El Paso was originally constructed in the 1960s and 1970s. Accordingly, much of this portion of I-10 does not meet current roadway design standards and worse, the integrity of the facility is diminishing, thereby creating safety concerns for this nationally important link of the interstate system. Improvements are needed to ensure the corridor can keep pace with growth and accommodate increasing traffic, while promoting safety and connectivity.

As I understand it, this project intends to improve an approximately 6.1 mile corridor between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso. The project will reconstruct the I-10 mainlines, retaining walls, bridges, ramps, and cross streets to overcome the deterioration of existing pavement and bridges. These improvements will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, and prioritize multimodal connections.

This grant will ensure Texas can continue to prioritize safety and economic growth for the El Paso region, with important national and international benefits. Thank you for your consideration of this request and please feel free to contact me at (915) 212-1072 or tellesrl@crma.org if you have any questions.

Sincerely,

Raymond L. Telles
Executive Director



The Senate of Texas

CÉSAR J. BLANCO

TEXAS SENATOR
DISTRICT 29

July 28, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

I am pleased to offer a letter in support of the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. This project will provide long-term transportation solutions to the El Paso region by enhancing safety and efficiency along the crucial I-10 corridor.

This project will improve an approximately 6.1-mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The project will reconstruct the I-10 mainlines, retaining walls, bridges, ramps, and cross streets to address the deterioration of existing pavement and bridges. These improvements will enhance safety, alleviate increasing traffic congestion, and prioritize multimodal connections.

The I-10 corridor is a vital regional, national, and international corridor. Over 30% of vehicle miles traveled occur on I-10 in El Paso, generating \$1.7 billion in revenue from adjacent businesses. Since 2010, there has been a 162% increase in export growth on the corridor. The improvements in this project are needed to ensure the corridor can keep pace with this growth and accommodate increasing traffic while promoting safety and connectivity.

Your favorable consideration of this vital project is greatly appreciated. Should you have any questions regarding my support of the Downtown Interstate 10 (I-10) Project, please do not hesitate to contact me at (915) 577-0029.

Sincerely,

A handwritten signature in black ink, appearing to read "Cesar J. Blanco".

César J. Blanco
Texas State Senator
Senate District 29

CJB/ar

TONY GONZALES
23RD DISTRICT, TEXAS

COMMITTEE ON APPROPRIATIONS

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(830) 308-6200

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BUILDING Q
UVALDE, TX 78801
(830) 333-7410

103 WEST CALLAGHAN ROAD
FORT STOCKTON, TX 79735
(432) 299-6200

August 4, 2023

Secretary Pete Buttigieg
Office of the Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg,

As the Representative of the 23rd District of Texas, I am writing to express my support of the Texas Department of Transportation's and El Paso Metropolitan Planning Organization's application to the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. If awarded, these programs will provide long-term transportation solutions to the El Paso region by enhancing safety and efficiency along the I-10 corridor.

The I-10 corridor is a vital regional, national, and international corridor. It is a major east-west corridor in the United States, making it ideal for freight traffic. Over 30% of vehicle miles traveled occur on I-10 in El Paso, generating \$1.7 billion in revenue from adjacent businesses. Since 2010, there has been a 162% increase in export growth on the corridor. Improvements are imperative to ensure the corridor can keep pace with this growth and accommodate increasing traffic, while promoting safety and connectivity.

If granted funding, the proposed project will improve an approximately 6.1 mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The project will reconstruct the I-10 mainlines, retaining walls, bridges, ramps, and cross streets to overcome the deterioration of existing pavement and bridges. Once implemented, I have the utmost confidence that the aforementioned improvements will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, and prioritize multimodal connections.

I appreciate your thoughtful and fair consideration of the Texas Department of Transportation's and El Paso Metropolitan Planning Organization's application to the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. I would greatly appreciate your efforts to ensure that I am kept informed of the progress of this application. Please contact my District Director, Jalen Falcon, Jalen.Falcon@mail.house.gov, and Benjamin Shipkey, Grants Coordinator, Benjamin.Shipkey@mail.house.gov, with any developments regarding this proposal as soon as they are available. Thank you for your assistance and consideration.

Sincerely,

Tony Gonzales
U.S. Representative
23rd Congressional District of Texas

201 E. Main, Ste. 107
El Paso, Texas 79901
915-400-2294
downtownelpaso.com



August 8, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the El Paso Downtown Management District Board of Directors, consisting of Downtown property owners, business owners and residents, I am pleased to write in support of the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. This project will provide long-term transportation solutions to the El Paso region by enhancing safety and efficiency along the crucial I-10 corridor.

The I-10 corridor is not only a vital local corridor connecting El Pasoans to the heart of our city, but it also serves as a regional, national, and international corridor. Vehicle miles traveled on I-10 in El Paso, generate \$1.7 billion in revenue from adjacent businesses. Since 2010, there has been a 162% increase in export growth on the corridor. Improvements are needed to ensure the corridor can keep pace with this growth and accommodate increasing traffic, while promoting safety and connectivity.

This project will improve an approximately 6.1 mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The project will reconstruct the I-10 mainlines, retaining walls, bridges, ramps, and cross streets to overcome the deterioration of existing pavement and bridges. These improvements will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, and prioritize multimodal connections.

This grant will ensure Texas can continue to prioritize safety and economic growth for the El Paso region, with local, national and international benefits. We appreciate your consideration of this application. If you have any questions, you may contact me at 915-240-3116 or jgudenrath@elpasodmd.org.

Sincerely,

Joe Gudenrath, Executive Director
El Paso Downtown Management District

CHAIR OF THE BOARD
BRAD TAYLOR
MOUNTAINSTAR SPORTS GROUP

PRESIDENT & CEO
ANDREA HUTCHINS
EL PASO CHAMBER

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DR. JAMES PAYNE
UNIVERSITY OF TEXAS AT EL PASO

STUART SHILOFF
RIVER OAKS PROPERTIES

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KELLY TOMBLIN
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303 N Oregon Street | Suite 610
El Paso, TX 79901

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I write this letter in support of the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program.

The El Paso Chamber has been an integral part of the El Paso business community for nearly 125 years. Through involvement and investment by and for our members, the El Paso Chamber has positively influenced the connection between mobility and economic development throughout the region. Guided by our core pillars of leveraging data, fostering engagement, building relationships and investing in partnership, the Chamber works to move El Paso forward.

The I-10 corridor is a vital regional, national, and international corridor. It is a major east-west corridor in the United States, making it ideal for freight traffic. Over 30% of vehicle miles traveled occur on I-10 in El Paso, generating \$1.7 billion in revenue from adjacent businesses. Since 2010, there has been a 162% increase in export growth on the corridor. Improvements are needed to ensure the corridor can keep pace with this growth and accommodate increasing traffic, while promoting safety and connectivity.

Thank you for the opportunity to provide my feedback. Please don't hesitate to contact my office at 915-534-0500 if you have any questions.

Sincerely,

Andrea Hutchins
El Paso Chamber CEO

Chair
Ted Houghton
HFP Solutions

Co-Chair
Steve Ortega
Steve Ortega Law



Executive Committee

August 11, 2023

Jobe Materials

Hunt Companies

DEC

Jacobs

GCC

**Paso del Norte
Foundation**

Sundt

HNTB

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the El Paso Mobility Coalition (EMCo), we are pleased to support the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program.

EMCo's mission is to ensure that El Paso's transportation infrastructure keeps pace and even enhances El Paso's already strong track. Without a current, robust, and vibrant transportation system, all sectors of the region's economy and the quality of life will suffer. Inefficient transportation leads to escalated pricing of goods, increased costs of labor, and reduced quality of life.

The I-10 corridor is a vital regional, national, and international corridor. It is a major east-west corridor in the United States, making it ideal for freight traffic. Over 30% of vehicle miles traveled occur on I-10 in El Paso, generating \$1.7 billion in revenue from adjacent businesses. Since 2010, there has been a 162% increase in export growth on the corridor. Improvements are needed to ensure the corridor can keep pace with this growth and accommodate increasing traffic, while promoting safety and connectivity.

It is also important to note that EMCo is very supportive of the Deck Plaza, which would reconnect historically connected communities by providing new walkways, thoroughfares, and green spaces in downtown El Paso. This is a once-in-a generation opportunity for our region and we are committed to ensuring that planning efforts for I-10 expansion and the Deck Plaza are aligned moving forward.

Thank you for the opportunity to provide our feedback. If you have any questions, please contact Nicholette Ruiz, Director of Government Affairs and Public Policy at 915-204-9144.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ted Houghton".

Ted Houghton
Chair of El Paso Mobility Coalition

A handwritten signature in blue ink, appearing to read "Steve Ortega".

Steve Ortega
Co-Chair



July 31, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to support the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. This project will provide long-term transportation solutions to the El Paso region by enhancing safety and efficiency along the crucial I-10 corridor.

The I-10 corridor is a vital regional, national, and international corridor. It is a major east-west corridor in the United States, making it ideal for freight traffic. Over 30% of vehicle miles traveled occur on I-10 in El Paso, generating \$1.7 billion in revenue from adjacent businesses. Since 2010, there has been a 162% increase in export growth on the corridor. Improvements are needed to ensure the corridor can keep pace with this growth and accommodate increasing traffic, while promoting safety and connectivity.

This project will improve an approximately 6.1 mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The project will reconstruct the I-10 mainlines, retaining walls, bridges, ramps, and cross streets to overcome the deterioration of existing pavement and bridges. These improvements will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, and prioritize multimodal connections.

This grant will ensure Texas can continue to prioritize safety and economic growth for the El Paso region, with national and international benefits. We appreciate your consideration of this application. If you have any questions, you may contact me at cindyramosdavidson@ephcc.org.

Sincerely,

EL PASO HISPANIC CHAMBER OF COMMERCE

A handwritten signature in black ink that reads "Cindy Ramos-Davidson".

Cindy Ramos-Davidson
Chief Executive Officer



TEXAS HOUSE *of* REPRESENTATIVES

Joe Moody

STATE REPRESENTATIVE
DISTRICT 78 • EL PASO COUNTY

August 10, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to support the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. This project will provide long-term transportation solutions to El Paso by enhancing safety and efficiency along the crucial I-10 corridor.

The I-10 corridor is a vital regional, national, and international corridor. It is a central east-west corridor in the United States, making it ideal for freight traffic. Over 30% of vehicle miles traveled occur on I-10 in El Paso, generating \$1.7 billion in revenue from adjacent businesses. Since 2010, there has been a 162% increase in export growth on the corridor. Improvements are needed to ensure the corridor can keep pace with this growth and accommodate increasing traffic while promoting safety and connectivity.

This project will improve an approximately 6.1-mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The project will reconstruct the I-10 mainlines, retaining walls, bridges, ramps, and cross streets to overcome the deterioration of existing pavement and bridges. These improvements will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, and prioritize multimodal connections.

This grant will ensure Texas can continue to prioritize safety and economic growth for the El Paso region, with national and international benefits. We appreciate your consideration of this application. If you have any questions, please contact me at 915-751-2700.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Moody", written in a cursive style.

Joe Moody
State Representative | District 78



STATE OF TEXAS
HOUSE OF REPRESENTATIVES

EVELINA ORTEGA

District 77

August 3, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to support the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. This project will provide long-term transportation solutions to the El Paso region by enhancing safety and efficiency along the crucial I-10 corridor.

Proper transportation planning and development is essential to our state's economic health, ambient air quality and quality of life. This project will improve an approximately 6.1 mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The project will reconstruct the I-10 mainlines, retaining walls, bridges, ramps, and cross streets to overcome the deterioration of existing pavement and bridges. These improvements will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, and prioritize multimodal connections.

The I-10 corridor is a vital regional, national, and international corridor which encourages economic development throughout the region. As El Paso continues to grow and as binational international trade continues to flourish, it is of primary importance to our region that we properly plan for our transportation future. Safe and efficient methods of transportation are vital to our community. This grant will ensure the continued economic development throughout Texas and the El Paso region, with national and international benefits.

We appreciate your consideration of this application.

If you have any questions, you may contact me at: The District Office of State Representative Lina Ortega
310 N. Mesa St. Suite 424 El Paso, TX 79901 or (915) 351-4031.

Sincerely,

A handwritten signature in cursive script that reads "Lina Ortega".

Lina Ortega





August 3, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

On behalf of the Paso del Norte Community Foundation, I am pleased to support the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. This project will provide long-term transportation solutions to the El Paso region by enhancing safety and efficiency along the I-10 corridor – with critical local, state, national and international benefits.

The project would also support key alternative transportation and regional amenities – including the 68-mile Paso del Norte Trail and proposed Downtown Deck Plaza – that are being designed to reconnect communities, reflect El Paso’s rich heritage and culture, enhance livability, provide economic opportunity, and facilitate a shared sense of place.

Thank you for your consideration of this application that will have far-reaching benefits at the local, state, national and international levels. Please let me know if you have any questions and/or need additional information. You can reach me by email: tyellen@pdnfoundation.org or cel: 915-203-8881.

Respectfully,

Tracy J. Yellen
Chief Executive Officer

VERONICA ESCOBAR
16TH DISTRICT, TEXAS
HOUSE COMMITTEE ON THE JUDICIARY
HOUSE COMMITTEE ON ETHICS
HOUSE ARMED SERVICES COMMITTEE
DEMOCRATIC POLICY & COMMUNICATIONS COMMITTEE
Co-CHAIR



Congress of the United States
House of Representatives
Washington, DC 20515

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EL PASO, TX 79901
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<http://escobar.house.gov>

DEMOCRATIC WOMEN'S CAUCUS
DEPUTY WHIP
CONGRESSIONAL PROGRESSIVE CAUCUS
CONGRESSIONAL HISPANIC CAUCUS
NEW DEMOCRAT COALITION

August 4, 2023

The Honorable Pete Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am writing in support of the Texas Department of Transportation's (TxDOT) application for the Downtown Interstate 10 (I-10) Project under the Infrastructure for Rebuilding America (INFRA) program and Mega program, which was submitted in conjunction with the El Paso Metropolitan Planning Organization (El Paso MPO). By boosting safety and efficiency along the vital I-10 corridor, this project will offer long-term transportation solutions to the El Paso area.

The I-10 corridor is a vital regional, national, and international corridor, making it ideal for freight traffic. Over 30% of vehicle miles traveled in El Paso occur on I-10, generating \$1.7 billion in revenue from adjacent businesses. Since 2010, there has been a 162% increase in export growth on the corridor. Improvements are needed to ensure the corridor can keep pace with this growth and accommodate increasing traffic while promoting safety and connectivity.

In my district, this project would enhance a 6.1-mile stretch of I-10 between Executive Center Boulevard and Loop 478 (Copia Street). To address the deterioration of the existing pavement, the project will reconstruct I-10 mainlines, retaining walls, bridges, ramps, and cross streets. These upgrades will enhance security, elevate the corridor's condition, reduce traffic congestion, increase connectivity, and prioritize multimodal connections.

I fully support TxDOT and the El Paso MPO's application, and I kindly request, in accordance with rules and regulations, that you give their proposal your full and fair consideration. Please contact my Grants Coordinator, Mr. Manny Rodriguez, at Manny.Rodriguez@mail.house.gov or at 915-541-1400 with any developments or if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Veronica Escobar".

Veronica Escobar
Member of Congress



CLAUDIA ORDAZ
TEXAS HOUSE DISTRICT 79
PROUDLY SERVING THE PEOPLE OF EL PASO

July 27, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

I am pleased to support the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. This project will provide long-term transportation solutions to the El Paso region by enhancing safety and efficiency along the crucial I-10 corridor.

The I-10 corridor is a vital regional, national, and international corridor. It is a major east-west corridor in the United States, making it ideal for freight traffic. Over 30% of vehicle miles traveled occur on I-10 in El Paso, generating \$1.7 billion in revenue from adjacent businesses. Since 2010, there has been a 162% increase in export growth on the corridor. Improvements are needed to ensure the corridor can keep pace with this growth and accommodate increasing traffic, while promoting safety and connectivity.

This project will improve an approximately 6.1 mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The project will reconstruct the I-10 mainlines, retaining walls, bridges, ramps, and cross streets to overcome the deterioration of existing pavement and bridges. These improvements will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, and prioritize multimodal connections.

This grant will ensure Texas can continue to prioritize safety and economic growth for the El Paso region, with national and international benefits. We appreciate your consideration of this application. If you have any questions, you may contact me at Claudia.Ordaz@house.texas.gov.

Sincerely,



August 13, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue,
SE Washington, DC 20590

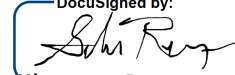
Dear Secretary Buttigieg:

On behalf of the Mexican American Cultural Institute of El Paso, I am pleased to support the Downtown Interstate 10 (I-10) Project application submitted by the Texas Department of Transportation (TxDOT) in conjunction with the El Paso Metropolitan Planning Organization. They are applying for a grant under the National Infrastructure Project Assistance (Mega) program and the Infrastructure for Rebuilding America (INFRA) program. The I-10 Corridor is not only vital for El Paso Region but has significance for our national commerce as a major east-west corridor. We also have major international freight ports that utilize I-10 daily to support international business.

This project would also support key alternative transportation and regional amenities such as Fort Bliss Army Base and including our new Mexican American Cultural Institute – that is being designed to reflect El Paso’s rich heritage and culture, enhance livability, provide economic opportunity, and facilitate a shared sense of place. Our new facility is located off of I-10 and improvements would be beneficial to any events we hold.

Thank you for your consideration of this application that will have far-reaching benefits at the local, state, national and international levels. Please let me know if you have any questions and/or need additional information. You can reach me by email at chiefmcabp@gmail.com.

With best regards,

DocuSigned by:

28F56A19004B
Silvestre Reyes

Member of Congress (ret.)