

## **Appendix G: Section 106 Public Involvement Information**

## **G.1. Historic Preservation Brochure (English)**





DOWNTOWN 10

# CONNECTING PEOPLE AND THE PAST



HISTORIC PRESERVATION AT TxDOT

## TxDOT's Role in Historic Preservation

TxDOT has started a project to look at improvements to I-10 between Executive Center Boulevard and State Loop 478 (Copia Street) in El Paso, Texas. This project, also known as Downtown 10, does have historic places adjacent to the interstate, and we would like your help to preserve that history.



The Downtown 10 project stretches from Executive Center Blvd. to Copia St.



TxDOT looks for historic properties that are:

- At least 45 years old.
- And have a documented connection with a historic event or notable person.
- Or have notable architectural or engineering design.

### Your Role in Historic Preservation

Public participation is the cornerstone of effective government and we know that Texans value the places that reflect a community's history.

### Get Involved

- You can comment on Downtown 10 during the historic preservation process (also known as **Section 106 of the National Historic Preservation Act**).
- “Consulting Parties” have vested interests in historic properties and play a special role.

Your participation in historic preservation at TxDOT is guided by **Sec. 106 of the National Historic Preservation Act**.

# The Section 106 Process



## Step 1: NOTIFY

TxDOT will notify you when it starts a project, like Downtown 10, that might have impacts to historic resources. Do you have specialized input you want to share as a “Consulting Party?”

## Step 2: IDENTIFY

TxDOT looks for places that are at least 45 years old. Your role: Tell us what is important to you and your community.

## Step 3: EVALUATE

Work with TxDOT to determine if there are sites or structures that tell an important story about the community history. Why is this place important? Do you know its history? Do you have old photos?

## Step 4: DECIDE

TxDOT uses all this information to determine how to balance progress with preservation. Can we change our project to avoid the historic place? If not, how can we preserve its story for future generations?



Lincoln School, c. 1915

### Continuing TxDOT's Coordination in the Region

The former Lincoln Park Elementary School opened in 1915, and it has been a rich part of El Paso's history since that time. As TxDOT considered options for building new ramps at the I-10 and US 54 interchange, the community voiced their concerns about the school, which is located under the interchange. Through several work groups and public meetings, TxDOT modified their project plans and avoided demolishing the former school. Design changes also removed truck access to neighborhoods, improving air quality and safety. Thanks to the historic preservation process, TxDOT found an option that served the traveling public and saved one of El Paso's treasured buildings. For more information, visit [www.i10connectelpaso.com](http://www.i10connectelpaso.com).



Lincoln School, present day

### For more information on Section 106 contact:

Environmental Affairs Division  
125 E 11th St., Austin, TX 78701  
(512) 416-3001  
[www.TxDOT.gov](http://www.TxDOT.gov), (Keywords: "Archeology and History")

### For more information on Downtown 10 contact:

Hugo Hernandez  
TxDOT El Paso District Project Manager  
(915) 790-4243  
[Downtown10@txdot.gov](mailto:Downtown10@txdot.gov)

### About TxDOT CRM

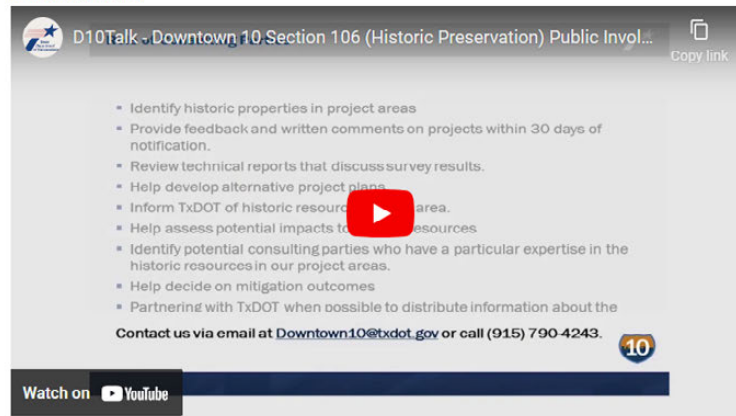
TxDOT's archeologists and historians make up the Cultural Resource Management (CRM) team. They are tasked with balancing progress with the need to preserve places that are important to the state's history and culture.

### Follow us on Social Media



## G.2. D10Talk – Downtown 10 Section 106 (Historic Preservation) Video

### D10Talk - Downtown 10 Section 106 (Historic Preservation) Public Involvement




### Section 106 – Historical and Cultural Resources

TxDOT has started a project to look at improvements to I-10 between Executive Center Boulevard and State Loop 478 (Copia Street) in El Paso, Texas. This project, also known as Downtown 10, does have historic places adjacent to the interstate, and we would like your help to preserve that history. Public participation is the cornerstone of effective government and we know that Texans value the places that reflect a community's history. Your participation in historic preservation at TxDOT is guided by Sec. 106 of the National Historic Preservation Act.

Note that this is a screen shot of the video. The video is available on the project website here:  
<https://www.txdot.gov/reimaginei10/downtown10/d10-talks.html>



## G.3. Reimagine I-10 Environmental Process Webpage

English

**Reimagine I-10**

Corridor study ▾Northern GatewayDowntown 10 ▾AirportSouthern Gateway

[Reimagine I-10](#) / [Downtown 10](#)

## Environmental process

**Downtown 10**

D10TalksProject informationPublic involvementEnvironmental process

The environmental process will include evaluation of potential environmental impacts in compliance with the National Environmental Policy Act (NEPA) and other state and federal environmental regulations. The environmental process will include evaluation of design alternatives and assessments of potential impacts to the natural and human environment, including:

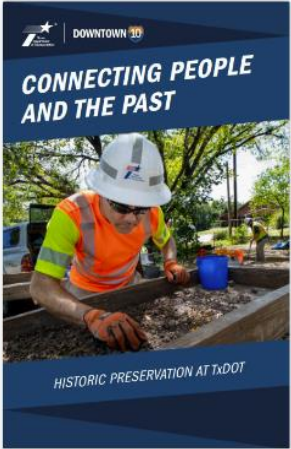
- Vegetation.
- Threatened and endangered species.
- Water resources.
- Air quality.
- Archeological resources.
- Historic resources.
- Hazardous materials.
- Utilities.
- Community impacts.
- Environmental justice and limited english proficiency.
- Access and travel patterns.
- Visual impacts.

These assessments will be documented in technical reports, which will be available for public review at the time of the public hearing and will follow NEPA Process and other regulatory requirements.

For more information about TxDOT Environmental and NEPA process, please visit [TxDOT's environmental page](#).

### Downtown 10 Section 106 - Historic and cultural resources


TxDOT has started a project to look at improvements to I-10 between Executive Center Boulevard and State Loop 478 (Copia Street) in El Paso, Texas. This project, also known as Downtown 10, has historic places adjacent to the interstate and we would like your help to preserve that history. Learn more about these efforts below.



CONNECTING PEOPLE AND THE PAST

HISTORIC PRESERVATION AT TxDOT

Connecting People and the Past




CONECTANDO PERSONAS CON EL PASADO

PRESERVACIÓN HISTÓRICA EN TxDOT

Conectando Personas con el Pasado

**Contact us**

 [downtown10@txdot.gov](mailto:downtown10@txdot.gov)

Note that this is a screen shot of the webpage. The site is available on the project website here: <https://www.txdot.gov/reimaginei10/downtown10/environmental-process.html>

#### **G.4. Virtual Public Meeting #1 Section 106 Board**

# The Section 106 of the National Historic Preservation Act Process

## Step 1: NOTIFY

TxDOT will notify you when it starts a project, like Downtown 10, that might have impacts to historic resources. Do you have specialized input you want to share as a “Consulting Party?”

## Step 2: IDENTIFY

TxDOT looks for places that are at least 45 years old. Your role: Tell us what is important to you and your community.

## Step 3: EVALUATE

Work with TxDOT to determine if there are sites or structures that tell an important story about the community history. Why is this place important? Do you know its history? Do you have old photos?

## Step 4: DECIDE

TxDOT uses all this information to determine how to balance progress with preservation. Can we change our project to avoid the historic place? If not, how can we preserve its story for future generations?



**G.5. Virtual Public Meeting 1, Historic-related Comments**



# Documentation of Public Meeting #1 (Virtual Meeting)

## Project Location

El Paso, Texas

Downtown 10

2121-02-166

## Project Limits

From Executive Center Boulevard to Loop 478 (Copia Street)

## Meeting Dates and Websites

Thursday, June 25, 2020 through Wednesday, July 15, 2020

## Meeting Location

[www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html)

## Total Number of Attendees that Signed In (approx.)

151

## Total Number of Attendees who visited the Virtual Public Meeting (approx.)

1,210

## Total Number of Commenters

139



Comments related to historic  
resources are outlined in red.

**Downtown 10 Public Meeting #1 – June 25 – July 15, 2020 - Comment / Response Matrix**

Comment Number	Commenter Name	Date Received	Source	Comment	Response
12.	Monica	6/28/2020	Electronically Submitted	Where are the trails that connect these corridors? Why isn't El Paso progressing to provide routes for more than car traffic? Bicycle lanes and trails to be specific.	Bicycle lanes currently exist on Prospect Street and Stanton Street within the project area. The Downtown 10 project will evaluate these routes and possible future bicycle and pedestrian routes across I-10 in coordination with the City of El Paso Bicycle Master Plan. Additional details will be presented to the public as alternatives are identified and evaluated.  <a href="#">Please see Frequently Asked Question #4 in Attachment H.</a>
13.	Dominic	6/29/2020	Electronically Submitted	I see that your plan to "reimagine" downtown and the i10 expansion directly impacts poor communities of color. I have to say as an El Pasoan it makes me ashamed and disappointed that this city seems to be prioritizing profit and appearances over actually improving the quality of life for the vast majority of the city, which lies in the lower middle class to lower class line. Rather trying to make playgrounds for the elite like the newly renovated Plaza hotel, rather than adress actual issues of poverty in our city. This latest "project" would demolish predominantly black and lower class latino neighborhoods, not to mention the El Paso Holocaust museum, which is not only culturally significant to El Paso's large Jewish community but also an invaluable resource to the greater El Paso area. Though of course it would seem you either knowingly dismissed these things or are so deep in the pockets of the pseudo wealthy who run this city that you simply chose to remain ignorant to the problems of El Paso's regular citizens. I hope you all reconsider this one in a long series of unnecessary construction projects that are destroying the heart and infrastructure of our fine city. Thank you.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #4, #6, and #25 in Attachment H.</a>
14.	Nayda	6/29/2020	Electronically Submitted	As a citizen of El Paso, Texas, I do not support this project. The holocaust museum, the bridges, and the residence are elements that make up the "environment" of downtown. We don't need more freeway.	Comment noted.  <a href="#">Please see Frequently Asked Questions #7, #8, and #25 in Attachment H.</a>
15.	Nicholas Anthony Vazquez	6/29/2020	Electronically Submitted	Hi I remember a year ago there was a meeting in sunset stating there was no move to expand the base premises was to leave as is. I also remember majority of the feedback stating to install new pathways and bridges to replace the outdated ones we have. It's great to see TXdot not listen to the community :)  This is not community input and I'm not in favor of expanding. I wanted updated bridges and infrastructure not a whole new remodel that takes that away. AND. I DONT WANT TO PAY FOR A "IMPROVED" park connection on the upper floor.  Basing this on info that's projected isn't a sound reason.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #4, #5, #9, and #23 in Attachment H.</a>
16.	Noemi Rojas	6/29/2020	Electronically Submitted	The most important safety item, in my opinion, is the freight truck traffic on I-10 and the freight truck centers located in the urban core, such as in the Hawkins area (i.e. Commerce street, Industrial street) where some sports facilities that draw families (including children) have sprung up.	Comment noted.  <a href="#">Please see Frequently Asked Question #10 in Attachment H.</a>

**Downtown 10 Public Meeting #1 – June 25 – July 15, 2020 - Comment / Response Matrix**

Comment Number	Commenter Name	Date Received	Source	Comment	Response
17.	Analia	6/29/2020	Electronically Submitted	I definitely do not think this expansion project should be carried on, seeing as it would destroy Black and Brown communities, demolishing residence and businesses. What should be expanded is trails, not freeways.	Comment noted. <a href="#">Please see Frequently Asked Questions #1, #4, and #6 in Attachment H.</a>
18.	Maria Orozco	6/29/2020	Electronically Submitted	I oppose to the re-imagine I10 project!	Comment noted. <a href="#">Please see Frequently Asked Question #1 in Attachment H.</a>
19.	Kierra Robinson	6/30/2020	Electronically Submitted	This presentation was super manipulative. It is as if I were to gather a presentation to a child and tell them that their favorite toys are dirty and old(which they already know) and promise to give them new and better ones. Not mentioning the new toys may not be as fun but simply that they are newer. Only telling them of the joy they'll have with these new toys and not that I will be stomping and destroying his old toys in his face. Disregarding any meaning they may have to the child. And forcing the child to make the same connections and love with the new ones. You presented this to us as if we were children providing few facts and problems in the city that everyone has been complaining about for years now. You did not provide how expansion of I-10 will fix these problems but simply that we will have new roadways to travel on. Disappointing and disrespectful to the community's intelligence.	Comment noted.
20.	Harmony	7/1/2020	Electronically Submitted	We don't need more highways. The neighborhoods that would be affected by this are far more valuable in terms of humanity than this highway could ever be. Invest in community not property.	Comment noted.
21.	Alejandro Davalos	7/1/2020	Electronically Submitted	I think this is a great project. It is necessary to improve our roads, especially I10. This will help our city in many different aspects. I usually drive from westside to UMC and the traffic at the downtown I10 it really becomes a problem. As a healthcare provider I can see how this project will improve response times as well as better outcomes for patients who suffer from medical emergencies. I totally support this project, and feel that our community will benefit from it.	Comment noted.
22.	Efren Meza	7/1/2020	Electronically Submitted	I am looking forward to this project. I do believe, however, that historical and cultural features lying in the project path should be incorporated into the design and all efforts should be made to retain these features. They could also be utilized to contribute to the final aesthetic design of the project. Thank you for this opportunity.	Comment noted. <a href="#">Please see Frequently Asked Questions #11 and #22 in Attachment H.</a>
23.	Elaine Devereaux	7/1/2020	Electronically Submitted	Demolishing Durangito and Segundo erases the HISTORY of families and generations of storytelling of culture. It displaces those who are living there now and we need to invest in SUPPORTING these communities, not demolishing them for a highway expansion. Capitalistic enterprise over history is what this is. You plan to demolish so much land to make room for "opportunities" only certain people will have access to--most certainly not the people in which you plan on throwing out. Max Grossman's intent is to protect PROPERTY and BUILDINGS, NOT PEOPLE. Expect the pushback from this absurd proposal. TXDOT has a history of destroying black and brown communities. Do not let this be another example. Be proud of our heritage in our El Paso community.	Comment noted. <a href="#">Please see Frequently Asked Questions #1, #6, and #11 in Attachment H.</a>
24.	Aylin	7/1/2020	Electronically Submitted	I don't believe this is the way to go. This feels very tone deaf and not what the people of El Paso need. None of the walk through mentioned how this could help or include people with disabilities. I believe we need more hike and bike trails and not more freeways.	Comment noted. <a href="#">Please see Frequently Asked Questions #4, #5, and #6 in Attachment H.</a>

**Downtown 10 Public Meeting #1 – June 25 – July 15, 2020 - Comment / Response Matrix**

Comment Number	Commenter Name	Date Received	Source	Comment	Response
25.	Yvette Hernandez	7/3/2020	Electronically Submitted	How will the improvements address specifically the 4 hot spots identified in the traffic incident slide?	Crash hot spots with a high density of crashes such as the ones indicated on the traffic incident slide are being evaluated and will be addressed in a historical crash analysis. This analysis typically identifies one or more roadway countermeasures that correspond to an applicable Crash Modification Factor for the given hot spot location. These roadway countermeasures are then further evaluated during the alternatives development process.
26.	Jaime Medrano	7/3/2020	Electronically Submitted	Concerning the traffic and crash incidents, would not expanding I-10 eastbound at the Spaghetti bowl to 4 lanes help? It should be expanded to match westbound lanes. This alone would help tremendously.  Focus area downtown. Expanding I-10 to 4 lanes is something that should be done. However, the frontage lanes, I don't see being helpful in relation to the cost. Commuters are still having to deal with 6 traffic lights in less than half a mile (eastbound). Save money by only expanding I-10 and replacing the bridges.	Although the Downtown 10 project limits are west of the Spaghetti bowl, the effects of expanding I-10 to four lanes near the Spaghetti bowl will be evaluated as future projects are identified within the area.  <a href="#">Please see Frequently Asked Questions #5 and #12 in Attachment H.</a>
27.	Jeff Howell	7/6/2020	Electronically Submitted	The City of El Paso has a Historic Preservation Officer who may be able to assist in identifying properties and historic information. Her name is Providencia Velazquez, [REDACTED].	Comment noted.  <a href="#">Please see Frequently Asked Question #11 in Attachment H.</a>
28.	Mariano Soto	7/6/2020	Electronically Submitted	please no demolitions in the downtown corridor. we must preserve all the buildings. i would choose a no build scenario if i had to choose. a park above the freeway would be my recommendation if you have to build something. You must include pedestrians and transit in your plans. thank you.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #4, #5, #9, and #11 in Attachment H.</a>
29.	Providencia Velazquez	7/6/2020	Electronically Submitted	My question is how will TXDOT handle the Sunset Heights, Old San Francisco, Rio Grande and Montana Avenue historic districts, specifically are you planning to demolish some of the historic buildings in these districts? These districts are also listed on the National Register of Historic Places besides being local historic districts (Sunset Heights and Old San Francisco).  Thank you.	As the project progress, alternatives will be developed that either avoid, minimize or mitigate potential impacts to the Sunset Heights, Old San Francisco, Rio Grande and Montana Avenue historic districts.  In May 2020, Sunset Heights Neighborhood Improvement Association (SHNIA) became a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Downtown 10 Project. That means that SHNIA has an official role in the review of Downtown 10 project development and its potential impact to historic resources in Sunset Heights.  As a preferred transportation solution has not been identified at this point, impacts to historic structures are <del>not known at this time.</del>
30.	Marsha J. Labodda	7/8/2020	Electronically Submitted	Why can't you divert all passing through trucks to the 375 bypass? Wasn't it built for that purpose?	Comment noted.

**Downtown 10 Public Meeting #1 – June 25 – July 15, 2020 - Comment / Response Matrix**

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>Why not build a second I-10 bypass on top of Montana or I-10 instead of taking up property on either side. Austin has a by-pass.</p> <p>This is too costly for El Paso to pay as we are in debt! You need to re-scale back and provide an easier, less costly, and less grabbing of land to improve I-10</p>	<p>TxDOT has existing and planned future connections to Loop 375 to relieve I-10 and these routes are anticipated to divert a portion of truck trips. However, the majority of truck trips on I-10 in downtown El Paso originate or are destined to locations adjacent to I-10 within the city limits and therefore would not be served effectively by a bypass route.</p> <p>Various design alternatives are currently being considered and evaluated based on project needs and goals.</p> <p><a href="#">Please see Frequently Asked Questions #5 and #23 in Attachment H.</a></p>
31.	Noemi Herrera Rojas	7/8/2020	Electronically Submitted	I realize there are competing interests in the downtown area of segment two. I would urge TxDOT not to open the floodgates of traffic into the downtown area. I know that the city would like more people to get into downtown and help revitalize the area, but I don't think the city is capable of handling high volumes of traffic on downtown streets, not to mention parking issues. While TxDOT is not responsible for safety on the streets of downtown El Paso, but still, they should keep it top of mind as it reconfigures I-10 as well as exits into downtown	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #5, #7, and #10 in Attachment H.</a></p>
32.	Donald J Sevigny	7/8/2020	Electronically Submitted	<p>The Montana Avenue and Rio Grande Avenue National Historic Districts are not shown in the first panel.</p> <p>The Montana Avenue and Rio Grande Avenue National Historic Districts are not shown in the first panel.</p> <p>Board #2 does not mention the Montana Avenue National Historic District.</p> <p>I am very pleased to see these boards and associated explanation on the Section 106 process! With that said, it is also important to note how Section 4(f) of the Department of Transportation Act of 1966 will be addressed under this project. This is especially relevant around Old Fort Bliss/Hart's Mill, Sunset Heights National Historic District, and other historic resources within the project's Area of Potential Effect (APE). Since the vast majority of Post-WWII development has yet to be surveyed in this city, there is a good chance that additional potentially eligible resources lie in the APE.</p> <p>Thank you for putting on this virtual open house! I really wished this could've happened in-person, but you really went above and beyond to provide the necessary information available to the public.</p> <p>After looking through this information, I am very interested in providing additional assistance during the Section 106 process. I am a preservation professional who is well-versed in all stages of this process. Please contact me at [REDACTED] or [REDACTED] so we can talk about this further.</p> <p>Thanks again, and stay safe out there! -D.J. Sevigny</p>	<p>Comments noted.</p> <p>Based on your expressed interest in participating in the Section 106 process, you will be receiving an email from TxDOT regarding the consulting party process.</p> <p><a href="#">Please see Frequently Asked Question #11 in Attachment H.</a></p>



**Downtown 10 Public Meeting #1 – June 25 – July 15, 2020 - Comment / Response Matrix**

Comment Number	Commenter Name	Date Received	Source	Comment	Response
33.	Samuel Archuleta	7/12/2020	Electronically Submitted	<p>Historic properties in Sunset Heights and Downtown neighborhoods must be preserved and not taken by eminent domain. Safe pedestrian and bicyclist accessibility is very important. A sidewalk along a high speed road does not serve the needs of the citizens. Protected bike/walking paths should be considered.</p> <p>Mention of Grace Chope Park, Sunset Heights, San Francisco, and Rio Grande Ave Historic District acknowledges the importance of these neighborhoods. This project should work to improve the percentage of individuals using public transport, carpooling, and walking.</p> <p>Community Impacts/Property Owners: Taking of historic properties not only creates a loss for the city but also devalues remaining properties.</p> <p>Vegetation/Water Resources: All landscaping should be xeriscaping to protect our water resources and should include rainwater harvesting where feasible.</p> <p>Access and Travel Patterns: It is critical for residents of the Sunset Heights neighborhood to retain pedestrian access to downtown.</p> <p>National Historic Preservation Act Process: Sunset Heights Neighborhood Improvement Association and the El Paso County Historical Society should be included in the process.</p> <p>What does the role of a consulting party entail?</p>	<p>Comment noted.</p> <p>Based on your expressed interest in participating in the Section 106 process, you will be receiving an email from TxDOT regarding the consulting party process.</p> <p><a href="#">Please see Frequently Asked Questions #4, #6, and #11 in Attachment H.</a></p>
34.	Marshall Carter-Tripp	7/13/2020	Electronically Submitted	This format worked fairly well, but missing any interactive element with actual individuals at each table.	Comment noted.
35.	Daniela Quesada	7/13/2020	Electronically Submitted	To reach the goal of better connectivity and multi-modal transit in the downtown area, you can't create large frontage roads with high speed cars entering and existing the corridor. This will only further alienate pedestrians, and separate uptown from downtown. Also, in preserving the character of this area, any more unnecessary demolition of city blocks would be detrimental to the effort. Use emerging technologies to avoid having to make the trench any bigger here.	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #5, #7, #10 and #12 in Attachment H.</a></p>
36.	Robert Storch	7/13/2020	Electronically Submitted	<p>The proposed plan to widen Interstate-10 through downtown El Paso is a short sighted, billion-dollar solution to a problem that doesn't exist. Further, it is inconsistent with the City's long-term development plan for the downtown area. It must be stopped.</p> <p>The Texas Department of Transportation (TxDOT) Reimagine I-10 is a flawed plan lacking vision. Its outdated, 20th Century design does not conform with the City's progressive, 21st Century urban strategy set out in Plan El Paso, adopted in 2012.</p> <p>The City's plan promotes infill development to increase density and reduce sprawl, promotes mass transit to discourage car dependency and diverts through traffic from downtown. The TxDOT solution for every transportation problem urban or rural is more roads. It has no plan for mass transit or any alternative to cars and trucks.</p> <p>El Paso City planners in the 1880s built the railroad through downtown thinking it would be good for business. It wasn't long before the fallacy of that design became evident. "The 1925 City Plan ... frequently recited the problems caused by busy railroads in the midst of a thriving city and outlined potential solutions ... to remove freight railroads from the heart of the City,</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #2, #4, #5, #7, #8, #9, #11, #13, and #24 in Attachment H.</a></p>

Downtown 10 Public Meeting #1 – June 25 – July 15, 2020 - Comment / Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>especially those that separated Downtown from land immediately to the north.” Plan El Paso, page 4.72</p> <p>Not learning anything since 1925, the same flawed design thinking brought the interstate highway right through downtown in the 1960s. With it came more traffic, more congestion and more pollution that further isolated neighborhoods from downtown.</p> <p>Doubling down on this destructive design by widening the highway will only hinder existing plans for development of a livable urban center. Wider highways don’t reduce traffic or congestion. In fact, they make both worse. According to a March 2020 report, The Congestion Con, by Transportation for America, adding highway lanes in metropolitan areas actually increases traffic. The prime example is the Katy Freeway in Houston, the most congested highway in Texas and the widest highway in the world with 26 lanes.</p> <p>Downtown El Paso is “an overlooked urban design treasure.” With its trove of early 20th Century urban architecture, the City plans “to reclaim this valuable asset as a vibrant 21st century destination. Revitalization of this historic center will anchor and enhance the overall character of the City and contribute toward El Paso’s long-term sustainability.” Plan El Paso, page 1.15.</p> <p>Plan El Paso focuses on making downtown a dynamic place for people to live, work and play. It prioritizes connectivity with surrounding neighborhoods like Segundo Barrio, Sunset Heights and Uptown. Reimagine I-10, developed in Austin by TXDOT, focuses on moving trucks from Los Angeles and Phoenix to Houston and Dallas swiftly and efficiently through downtown El Paso. It makes no provisions for enhancement of downtown or preservation of surrounding neighborhoods.</p> <p>The TXDOT plan to build a suburban style highway through the heart of the city will reduce the livability of downtown and surrounding neighborhoods. Increased traffic concentrated on highways and feeder arterial roads will further divide neighborhoods and lower property value.</p> <p>Smart, modern urban plans slow and disperse traffic entering the urban core onto the street grid. Streets with slower traffic can accommodate busses, bicycles, scooters and pedestrians making them safer. Safe walkable streets bring neighborhoods together while reducing noise and air pollution. Connected neighborhoods increase the tax base and promote a better quality of life.</p> <p>Progressive urban plans divert traffic away from highways. Some cities like Milwaukee, San Francisco, Nashville and Portland, Oregon, redesigned traffic patterns and replaced urban highways, with tree lined boulevards, parks and bike paths. The TXDOT plan to widen I-10 through downtown is car-centric and incompatible with Plan El Paso.</p> <p>Interstate through traffic, especially large trucks, hazardous cargo and westbound trucks from Mexico via the Bridge of the Americas and Zaragoza Ports of Entry, can be routed through the Anthony Gap to eliminate congestion, noise, pollution and the danger of another catastrophic deadly crash downtown. (The same should be done with the railroad.) Eastbound truck traffic from the Santa Teresa POE and the proposed Sunland Park POE can be routed around downtown on the new toll-free Loop 375 Border Expressway and back to I-10 through the newly configured Spaghetti Bowl interchange at US 54. Without through traffic, the highway from Executive Center to Cobia would handle only local traffic.</p> <p>The urban core plan should focus on increasing or preserving connectivity between residential neighborhoods and downtown not facilitating interstate traffic through the heart of the city. The proposed TXDOT I-10 expansion reduces the number of bridges over the freeway between Prospect and Campbell Streets from eight to three. Wider one-way access or gateway roads, currently Yandell and Missouri, paralleling the highway with new high-speed U-turn lanes would create a virtual racetrack between downtown and residential neighborhoods to the north.</p> <p>TXDOT plans to take private property north of the highway between Piedras and downtown, likely by eminent domain. It will destroy the historic Jessica and Pearl apartments as</p>	



**Downtown 10 Public Meeting #1 – June 25 – July 15, 2020 - Comment / Response Matrix**

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				<p>well as the Holocaust Museum. The elevated access road around Sunset Heights from downtown to UTEP will increase noise and air pollution. It will obstruct views, isolate and destroy a vibrant historic neighborhood.</p> <p>Project proponents have touted a “cap park” over the new highway. Surrounded by high speed frontage roads it would be inconvenient and dangerous to access. Also, the cost of the park is not included in the TXDOT budget. That cost will be borne by the City.</p> <p>The currently configured street grid over the highway downtown slows exiting highway traffic and provides multiple connectivity points for pedestrians, bicycles and local traffic between downtown and neighborhoods north.</p> <p>In 2012 the city proclaimed it would “become the least car-dependent city in the Southwest through meaningful travel options and land-use patterns that support walkability, livability, and sustainability. Over time, El Paso will join the ranks of the most walkable and transit-rich metropolitan areas in the country.” Plan El Paso, page 1.4. In 2020, TXDOT proposes to do the opposite.</p> <p>In March 2020, the El Paso County Commissioners Court was asked to endorse the regional transportation plan prioritizing the I-10 downtown project. The court discussed a supplemental resolution to prioritize the Anthony Gap bypass, already under development, ahead of the downtown I-10 project. Public comments from several neighborhood residents opposed to the downtown I-10 project supported the prioritization of the Anthony Gap bypass.</p> <p>However, after oppositional testimony by downtown businessmen Ted Houghton, the supplemental resolution was defeated and the plan prioritizing I-10 through downtown was adopted by a 3-2 vote. Houghton said El Paso must go to Austin with “one voice” when requesting money for major projects.</p> <p>The El Paso City Counsel, also after listening to constituents speak in opposition and no one speak in favor of the same plan, fell in line and voted 6-2 to widen I-10 through downtown. Apparently El Paso leaders believe when Austin is giving away money, they must get their “fair share” whether the project enhances the community or not.</p> <p>Interstate 10 through downtown is only the 86th most congested highway in Texas according to 2019 TXDOT statistics. Anyone who has traveled to or lived in Austin, Dallas or Houston knows what really congested highways are like. The importance of Interstate 10 to the El Paso region is undeniable. It is also a reality the current road surface needs to be replaced soon. Resurfacing can be done without changing the current street grid.</p> <p>It’s not necessary for all interstate traffic to go through downtown. A toll-free 375 Loop and an Anthony Gap bypass will change through traffic patterns. New streetcars, Brios and bike lanes will change commuting habits. Smart infill development will revitalize urban residential neighborhoods. With changed living patterns, changed traffic patterns and changed commuting habits the need for a billion-dollar destruction of the downtown urban core with a wider more congested highway will disappear. The TXDOT Reimagine I-10 plan is an expensive, destructive, unneeded solution to a problem that doesn’t, and with smart urban planning will never, exist. It must be stopped.</p>	
37.	Robert Vines	7/14/2020	Electronically Submitted	<p>First, thanks for such a thorough overview of the program. Having lived in a number of states other than Texas, and traveled via auto in all states I have become convinced that Texas has the best roads in the nation. TXDOT simply does an outstanding job.</p> <p>As to this project, i live in the suburbs and, like most, have to drive I-10 into the city. It is a 20 minute drive, but I always allow one full hour because of congestion. This plan looks like an expensive, but much needed improvement. Please try to expedite the process. I cannot tell from your charts what percent of the traffic is through traffic. If it is high, the northern bypass might be a solution as a first step to allow the necessary interruptions that will be required on the downtown project.</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Question #13 in Attachment H.</a></p>

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41.	Jeannette Lipson	7/14/2020	Electronically Submitted	I am unhappy with the current plan as proposed. I do not think that TxDot should be widening I10 near downtown and certainly should not take private property to do so. TxDot should be exploring options to route through traffic away from downtown and make local traffic more inclined to visit,	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #5, and #13 in Attachment H.</a>
42.	Angel Ulloa	7/15/2020	Electronically Submitted	The I-10 project is just another demonstration of environmental racism. We know the expansion will cut into majority low income Hispanic neighborhoods, which is irresponsible. This city needs more bike trails not more freeways. Our traffic is already congested as it is, the construction for this has already caused many inconvenient traffic jams. Please reconsider the project, there are more resourceful things we can do for our city besides this. Why not invest more in public transportation? That has been overlooked for years.	Comment noted.  Sun Metro currently serves as the main public transportation agency within the project limits. TxDOT will continue to coordinate with Sun Metro and other local and regional transportation agencies such as El Paso County, City of El Paso, El Paso Metropolitan Planning Organization, and Camino Real Regional Mobility Authority to find meaningful ways to invest and incorporate long term public transportation goals.  <a href="#">Please see Frequently Asked Questions #4, #5, and #6 in Attachment H.</a>
43.	Nanette Giron	7/15/2020	Electronically Submitted	<p>Thank you for the informational videos on the Dallas and Cebada drainage systems. It is great to know that the flooding issues that affect the local residents in the area will be addressed during this project improvement. This part of our city is a low income area. It is good to see that they will be taken care of with these improvements.</p> <p>Thank you for the video with step by step explanation of what the Downtown 10 Project involves. It is great to see the project will improve movement in the downtown area. I am also excited to see these improvements beautify our growing city and make it attractive to visitors.</p> <p>I am so happy to see that the project is taking into account the potential environmental impacts. I hope the findings will be implemented to care for these. P.S. I believe there is a misspelling on one of the bulleted items. Should be "Threatened and Endangered Species" and not "Threated"</p> <p>I am a member of the public and would like to help in the location of historical sites for this I-10 Project. In the past I did translation work for the El Paso Museum of History which helped me bridge a connection with some of El Paso's historical landmarks.</p>	<p>Based on your expressed interest in participating in the Section 106 process, you will be receiving an email from TxDOT regarding the consulting party process.</p> <p>Comments noted.</p> <p><a href="#">Please see Frequently Asked Questions #6, #11, and #19 in Attachment H.</a></p>
44.	Rep. Peter Svarzbein	7/15/2020	Electronically Submitted	<p>You cannot have increased connectivity and walkability with frontage roads and streets that are pushing 50 mph speed limits. It is absolutely imperative to understand pedestrian, bicycle traffic in an urban core function and exist different than highway vehicular traffic. Designing only for vehicular highway traffic would be a tragedy and destructive to our historic urban core and downtown/uptown neighborhoods</p> <p>Design elements need to include most current design for complete streets that factor pedestrians and cyclists in an URBAN setting. These designs for these groups CANNOT be an afterthoughts have to be as prominent as any thoughts, considerations, design and infrastructure fixing I-10 for vehicles. This is a special and unique part of El Paso specifically because it is dense and urban and built on human scale for pedestrians. That cannot be ignored and needs to be elevated.</p>	<p>Comments noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #4, #7, #8, #11, #12, #14, and #25 in Attachment H.</a></p>

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				<p>It will be very difficult to relocate the El Paso Holocaust Museum within the downtown core and near Arts District. This is the only Bilingual Holocaust Museum in the United States. Everything that can be done to preserve this museum in its present location should explored and considered</p> <p>North- South (DOWNTOWN - UPTOWN connection just as important as East - West (I-10). best walkable area in city. Txdot cannot allow this project to further separate downtown historic core.</p> <p>5 points is a great opportunity for mixed use and urban re-development. Tx dot should encourage this and be mindful of the delicate urban framework and pedestrian oriented nature of 5 points and downtown and uptown alongside other historic neighborhoods such as montana ave corridor, sunset heights...etc..</p> <p>Railyard is a great opportunity to solidify our historic core. the area north of the railyards is one of the most walkable and urban areas of the city. Tsis Project should not harm that walkability and further separate the neighborhoods closest to downtown. Densification and re-development can conitune to occur in this area as some of the population chooses to live closer to the city center as has been shown in 100s of cities across America over the last 30 years. El Paso is no different. When I-10 was first built, it ripped a hole thru a vibrant urban fabric and multiple neighborhoods, like so many other highway projects in the 1950-702 (thanks robert mores)</p> <p>We can and must be smarter and better than that and learn from our urban design mistakes of past decades and not repeat them.</p> <p>WE SHOULD DO EVERYTHING WE CAN NOT TO FURTHER SEPARATE NEIGHBORHOODS LIKE SUNSET HEIGHTS FROM DOWNTOWN. ELIMINATION OVERPASSES AND BRIDGES CONNECTING UPTOWN/SUNSET HEIGHTS FROM DOWNTOWN WILL ONLY FURTHER ISOLATE DOWNTOWN AND HOLD BACK THE POTENTIAL FOR THE NEIGHBORHOODS REDEVELOPMENT AND ABILITY TO ATTRACT AND EDUCATED AND MOBILE WORKFORCE OF THE 21ST CENTURY. A WORKFORCE THAT PREFERS TO HAVE OPTIONS IN TRANSPORTATIONS AND THE ABILITY TO WALK , BIKE OR USE PUBLIC TRANSIT TO GET TO WORK, TO SHOP AND TO LIVE.</p> <p>WE CANNOT REBUILD I-10 AS IF THIS WAS IN THE MIDDLE OF NOWHERE OR ON THE FRINGES OF OUR CITY. THIS PROJECT IS NE THE MIDDLE OF OUR URBAN CORE AND HAS TO TREAT ITS GOALS AND DESIGN WITH THAT IN MIND FIRST AND FOREMOST</p>	

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45.	Stefanie Uribarri	7/15/2020	Electronically Submitted	There is a wonderful opportunity for El Paso to receive state funding to improve our highways, but the proposed design does not meet El Paso's needs. In particular, the widening of the trench and (unfunded) park would further separate downtown from the surrounding neighborhoods and create dangerous streets where pedestrians are at higher risk of injury. The elimination of access bridges into the UTEP, Sunset Heights and Downtown areas would increase, rather than decrease, traffic. The best designed and most charming cities in the country--such as San Francisco, Milwaukee, and Nashville—have eliminated major interstates that run through downtown; the proposed design is regressive in that it will decrease our City's quality of air, place and life. The highway needs to be resurfaced, gateways beautified, and signs created that redirect eighteen-wheelers and through-traffic to the Anthony Gap, instead of through downtown. Deepening of the trench is not necessary and would negatively impact businesses throughout the downtown area. Downtown has finally entered a phase of revitalization, with new towers and hotels being built and renovated. Please do not allow our fledgling growth to be squelched by the need to create a wider highway for truckers driving through El Paso, rather than prioritizing the needs of people who live in and visit our wonderful city. I have spoken with other local business people, and they feel the same way. We are eager to work with TxDOT to design a plan that truly addresses our City's needs, and we are here to collaborate productively. Please feel free to call me to further discuss this or if I can be of assistance in any way: [REDACTED]. Thank you, Stefanie Block	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #2, #5, #7, #8, #9, #13, and #22 in Attachment H.</a>
46.	Sebastian X Quinones	7/15/2020	Electronically Submitted	Please reconsider this expansion project. This project would devastate the low income neighborhoods in proximity to the project and result in irreversible damage to not simply those neighborhood's property value and livability but also the unique historic sunset heights neighborhood as well.  Lastly: there is a global environmental crisis that needs to be addressed as soon as possible if we expect to keep the earth inhabitable: Developing and deploying a project like this does nothing to address that issue but would do the opposite: in the sense that it would further encourage people to continue their dependence on traditional motor vehicles rather than making a case for more environmentally friendly alternatives like the public transportation system that we have available.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #4, #5, and #6 in Attachment H.</a>
47.	Veronica Carbajal	7/15/2020	Electronically Submitted	Climate change compels us to find solutions that REDUCE our reliance on vehicles. The pandemic has shown us that some people are able to work from home part time or full time. \$100 million would go a long way in investing in reducing our fossil fuel dependence rather than encouraging driving and creating even more paved surfaces which are even hotter than our ambient temperatures. I oppose this project for many reasons. I oppose taking property and placing high speed traffic, with its noise, vibrations, and pollution, closer to low income and historical neighborhoods for an unnecessary, expensive, and time-consuming expansion and frontage roads.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #2, #4, #6, and #11 in Attachment H.</a>
48.	Jordan Giron	7/15/2020	Electronically Submitted	I would like to volunteer and assist with identifying local landmarks that are valuable to the El Paso community along the I-10 corridor.	Based on your expressed interest in participating in the Section 106 process, you will be receiving an email from TxDOT regarding the consulting party process.
49.	Kitty Spalding	7/15/2020	Electronically Submitted	I am opposed to the aspects of this project which will destroy the vital sense of neighborhood in Sunset Heights. I believe it is unnecessary because of the expansion/extension of Loop 375 Border Highway West. This is an unnecessary and truly disruptive proposal. Stop it!	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #5, and #11 in Attachment H.</a>



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50.	Justin Hamel	7/15/2020	Electronically Submitted	The I10 expansion project appears to have left out 21st century solutions to managing traffic. Utilizing zipper lanes to manage peak traffic hours would negate the need to expand the highway into surrounding neighborhoods. Furthermore it would be possible to add an HOV lane of traffic if the retaining walls were vertical rather than sloped. Combined with a zipper-lane, this would reduce congestion through the heart of the city. Studies have shown that traffic swells with expansion of highways and contracts with smaller redesigns which in turn does nothing to alleviate congestion. Furthermore, cities across the country have found it beneficial to remove downtown highways or bury them to revitalize the surrounding neighborhoods and communities. Widening proposed section would only exacerbate problems created by urban renewal projects of the previous decades.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #4, #15, and #24 in Attachment H.</a>
51.	Anne M. Giangiulio	7/15/2020	Electronically Submitted	As a resident of El Paso for 15 years who appreciates my city but has the perspective of having also lived elsewhere and thus have witnessed progress done differently, I am vehemently opposed to this project. There are more efficient ways to move traffic through El Paso, and there are other areas of the city on the east side that are in desperate need of expanding lanes. A majority of vehicles in the downtown/hospital/UTEP areas are local residents. Through traffic should be routed away from these areas and not into them. There has been progress with Loop 375 and the Border Highway, and those are preferable to disrupting residential neighborhoods that have already been impacted by the growth of UTEP, the baseball stadium and the two hospitals, in addition to business and governmental entities in the area. Sunset Heights is an historic neighborhood that was once very blighted. We shouldn't cause needless damage to an area that has worked hard to reclaim its history and grandeur.  Leave Sunset Heights alone! This plan is NOT the right answer.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #5, #11, and #13 in Attachment H.</a>
52.	Melissa Lugo	7/15/2020	Electronically Submitted	(Nacto & Complete Streets)Pedestrian design standards, 20 foot wide sidewalks and crosswalks, slower vehicle speeds to avoid life threatening collisions, Prioritize neighborhood access to transit, no new acquisition of ROW for vehicles, No travel lane expansions for vehicles instead prioritizing a downtown bicycle and micromobility network. Have 50% of trips downtown be Pedestrian, Cycling, and Transit in the next 20 Create a mode share goal such as the city of Vancouver. <a href="https://nacto.org/wp-content/uploads/2016/07/Achieving-a-Major-Bike-Mode-Shift-in-Vancouver-LoRes.pdf">https://nacto.org/wp-content/uploads/2016/07/Achieving-a-Major-Bike-Mode-Shift-in-Vancouver-LoRes.pdf</a>	Comment noted.  <a href="#">Please see Frequently Asked Questions #4 and #5 in Attachment H.</a>
<b>COMMENTS RECEIVED BY EMAIL</b>					
53.	Lexi Morales	6/25/2020	Email Comment	To whom it concerns,  My name is Lexi Moles and I work for Ciudad Nueva Community Outreach located on the intersection of Yandell and Campbell. I live near Wiggs Middle School in the Rio Grande Neighborhood. Although I like the proposed idea to expand the highway to help cater to traffic, I also have a concern that I'd like to share.  The location of my job is in the construction zone for expanding I-10 in the downtown area. If this project continues, it will wipe out my place of work and many homes to the community members. Ciudad Nueva is a local non-profit that serves the Rio Grande neighborhood by providing after school programs, family services, and food to the families. I worry not only for my sake, but for the families that will be displaced and forced to move should this current plan take place. Already many of the families sense the need to move to the Northeast/East side due to increased rent prices, and I fear gentrification is slowly taking over our neighborhood. I don't want the expansion	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #3, and #7 in Attachment H.</a>

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				<p>of I-10 to be another reason that families feel pressured to move. I want the integrity of our neighborhood to stay; the sense of a close knit family that cares for one another.</p> <p>Thank you for taking the time to read my thoughts.</p>	
54.	Hal Marcus	6/28/2020	Email Comment	<p>Hello, I left a message on the answering machine at 915-209-0027; I am not sure my comments were received because the recording says the comment period ends June 15. So here are the comments I left:</p> <p>Sunset Heights was the first planned residential subdivision in the country! I am opposed to the demolition of buildings in and near our historic Sunset Heights neighborhood which dates back to 1884.</p> <p>I am against the noise, air pollution, and vibration impact that this project would bring to our relatively peaceful neighborhood.</p> <p>I do not like the idea of eliminating 5 of the 8 bridges that currently connect over I-0. It would disrupt the connectivity between downtown and the neighborhoods north of I-10.</p> <p>Thank you for listening to me. I have lived in my 110 year old home in Sunset Heights since 1970. Hal Marcus [REDACTED]</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #2, #7, #8, and #11 in Attachment H.</a></p>
55.	Ericka Amador	6/28/2020	Email Comment	<p>Good evening,</p> <p>I am writing to express my opposition to expand I-10 from Executive to Cobia. El Paso should not follow cities like Dallas and Houston in expanding their freeways in an endless cycle of traffic congestion and freeway expansion. Instead, the city should invest in transit and other multi modal solutions for the East-west corridor. There is no need to take more right of way. Instead, a priority lane should be considered for transit to improve mobility along the corridor.</p> <p>Any consideration of mobility should account for north-south mobility as well. Expanding the interstate would only further separate the north and south portions of the city.</p> <p>Further, multiple studies show that increasing the number of highway lanes does not improve traffic times in the long term and instead serves to exacerbate traffic congestion. El Paso should lead the way in Texas as a true mobility leader rather than follow the failed examples by its peer cities who, despite ever increasing highways, find commute times increasing, congestion growing, and air pollution worsening. Invest our taxpayer money wisely and don't waste it on yet another highway expansion doomed to fail and disproportionately affect our cities poor.</p> <p>Thank you,</p> <p>Ericka Amador Master of Community Planning West El Paso born and raised</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #2, #4, #5, #6, #7, and #24 in Attachment H.</a></p>

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58.	Tony Chavez	7/1/2020	Email Comment	I feel, as a member of the community of El Paso County, that we should not be focusing on the expansion of I-10. I worry that by expanding I-10, many people will be displaced as a result of the expansion.  With best regards, Tony Chavez	Comment noted.  <a href="#">Please see Frequently Asked Question #3 in Attachment H.</a>
59.	Providencia Velazquez	7/2/2020	Email Comment	Dear Sir or Madam:  I'm writing about TXDOT's plans to expand I10. My question is how will TXDOT handle the Sunset Heights historic district, specifically are you planning to demolish some of the historic buildings in this district? This district is also listed on the National Register of Historic Places besides being a local historic district.  Thank you.  Sincerely,  Providencia Velázquez Historic Preservation Officer City of El Paso [REDACTED] [REDACTED] [REDACTED]	As the project progress, alternatives will be developed that either avoid, minimize or mitigate potential impacts to the Sunset Heights, Old San Francisco, Rio Grande and Montana Avenue historic districts.  In May 2020, Sunset Heights Neighborhood Improvement Association (SHNIA) became a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Downtown 10 Project. That means that SHNIA has an official role in the review of Downtown 10 project development and its potential impact to historic resources in Sunset Heights.  Based on your expressed interest in participating in the Section 106 process, you will be receiving an email from TxDOT regarding the consulting party process.  As a preferred transportation solution has not been identified at this point, impacts to historic structures are not known at this time.
60.	Diana Maciel	7/6/2020	Email Comment	<del>To whom it may concern,</del>  I wanted to ask about the project because the meeting was not that informative as to what happens to the properties in the way of the project. My house is right of the exit of Porfirio Diaz right next to the freeway. Will my house be demolished? Or what is happening with it? I am in the middle of remodeling and since I don't know what you're planning I had to stop.  Thankyou for your time. Sincerely,  Diana Maciel	Comment noted.  Work is being considered on I-10 in the vicinity of this property, however exact right-of-way needs are not known at this time.  <a href="#">Please see Frequently Asked Question #3 in Attachment H.</a>
61.	Richard Teschner	7/7/2020	Email Comment	What's the real purpose of spending \$100 million to tear down property on I-10 from Copia to Schuster and then widen I-10 by two lanes? Might the real purpose be to sell the torn-down land to developers of motels, hotels, restaurants, tourist shops, truck stops, auto-service facilities and so forth that will entice long-distance travelers to make El Paso a stop-over town? If so, then the "choke point" will only get chokier, with even more traffic down there. So we're not really talking "choke point" are we? Instead, we're talking "commercial development zone."  --Richard Teschner. [REDACTED]	The proposed project is intended to address current transportation deficiencies such as choke points causing congestion within the project limits. Alternatives will be developed to address these transportation deficiencies as well as future transportation needs.  TxDOT would only acquire as much ROW as needed to accommodate transportation improvements.

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					<a href="#">Please see Frequently Asked Questions #3, #5, and #23 in Attachment H.</a>
62.	Marshall Carter-Tripp	7/15/2020	Email Comment	<p>The project to rip up and re-do 1-10 from Executive Center to Copia is fatally flawed. This project will cause massive inconvenience for YEARS, in order to make it easier for interstate trucks to get through downtown. I have lived in many cities in the US and overseas and NONE of them have a major 18-wheeler route running through the center of the city! It is long since time that a bypass route was created so traffic that is NOT for downtown can get around El Paso quickly and move on to the actual destination.</p> <p>IF this project is undertaken it will make it extremely difficult to get from neighborhoods north of I-10 to events and businesses downtown, even more difficult than it already is. This will greatly reduce my interest in Downtown and my willingness to make the effort to go there! One of the boards claims that the project is to minimize impacts to the community. Is this a joke??</p> <p>BTW, I notice that several of the boards about the sectors affected by this project show very limited use of public transit to get to work. Surprise! El Paso has one of the least useful public transit systems of any regional city, including the inexplicable lack of any service in the evening. This is of course a matter for the city, not for TxDot, but it helps to explain why residents largely drive to work.</p> <p>Marshall Carter-Tripp West-Central El Paso</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #4, #5, #7, and #13 in Attachment H.</a></p>
63.	Connie Crawford	7/14/2020	Email Comment	<p>I grew up in the southern U.S. and my mother had a saying that applies perfectly to this proposal: "Too much sugar for a dime."</p> <p>Improving aging infrastructure is needed but the project as currently proposed will do more harm than good. I scaled-back project would be appropriate.</p> <p>Sincerely, Connie Crawford El Paso</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1 and #5 in Attachment H.</a></p>
64.	Kathleen Staudt	7/14/2020	Email Comment	<p>Greetings,</p> <p>I strongly oppose the widening of I-10 downtown, the destruction of homes and commercial establishments (and property taxes therefrom), and the creation of frontage roads. We just had the Border West Expressway built, with very little traffic on it. All heavy vehicles and trucks ought to be REQUIRED to use it. Re-route non-local trucks from the downtown! No doubt trucking companies will object due to paying tolls by number of axles. But their heavy vehicles destroy our roads; they ought to pay more for their road use.</p> <p>Why are we wrecking El Paso's downtown and nearby neighborhoods to facilitate truck movement through El Paso? Trucks do not develop downtown. This construction mess will only reinforce local residents' desire to avoid visiting the downtown at all costs.</p> <p>I realize that the existing I-10 in the downtown needs reinforcement and strengthening, but that would be the only project I support, at minimal costs and strain to El Pasoans and Texans. I cannot understand why TxDOT would waste money during these emergency budgetary times as we undergo the pandemic and recover from economic losses in the future.</p>	<p>Comment noted.</p> <p>Efforts will be made to avoid, minimize, or mitigate impacts and improve urban design in these areas.</p> <p><a href="#">Please see Frequently Asked Questions #1, #5, #7, and #12 in Attachment H.</a></p>



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				<p>El Paso is NOT a growing city. In fact, it shrunk in population last year. We do not need wider roads. Besides, people have become more accustomed to working at home during the pandemic, and no doubt, less traffic will part of our future. Thank goodness for less traffic and fewer cars polluting our air.</p> <p>Stop the folly! Do not re-imagine a costly I-10 widening/property destruction future. Instead, imagine a prudent and fiscally sound government at the local and state levels, plus a less car-dependent future.</p> <p>Thank you, Kathleen Staudt, PhD Professor Emerita</p>	
65.	Michelle Butcher	7/14/2020	Email Comment	<p>To Whom It May Concern:</p> <p>I am writing this to express my concerns with the Texas Dept. of Transportation's plans for the expansion of Interstate 10 going through downtown El Paso. Not only would the proposal fly in the face of the city's decades-long plan for downtown revitalization, but it is wholly unnecessary. For anyone who has ever lived in a large American city and experienced true gridlock, El Paso's traffic "problem" pales in comparison.</p> <p>If recent history has taught us anything it's that building more and more roads does little to alleviate transportation concerns. In fact, more roads and highways further exacerbate the problem and serve to maintain certain social ills. Recent studies, including one conducted by Transportation for America have proven that adding highway lanes in metro areas actually increases traffic. Widening the interstate in this area would not only be counterproductive but would also result in cleaving existing neighborhoods while standing in the way of the long-standing goal to create a cohesive and vibrant downtown community. Certain landmarks and historic buildings in downtown El Paso could be destroyed and replaced by gas stations and roadside attractions. If that happens, we would never get them back.</p> <p>More El Pasoans would benefit from increased access to public transportation and pedestrian/bicycle paths through the city center than from a super highway. This move is particularly troublesome given that fact that alternatives exist, such as diverting interstate traffic through Loop 375 and expanding plans for the Anthony Gap Bypass, measures that have already been met far more positively by locals.</p> <p>I know I am not alone in these concerns. Please consider them and the people of downtown El Paso before rubberstamping another short-sighted roads project.</p> <p>Respectfully, Michelle Butcher</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #3, #4, #7, #11, and #13 in Attachment H.</a></p>
66.	Rene Vargas	7/14/2020	Email Comment	<p>To Whom It May Concern:</p> <p>I am writing this to express my concerns with the Texas Dept. of Transportation's plans for the expansion of Interstate 10 going through downtown El Paso. Not only would the proposal fly in the face of the city's decades-long plan for downtown revitalization, but it is wholly unnecessary. For anyone who has ever lived in a large American city and experienced true gridlock, El Paso's traffic "problem" pales in comparison.</p> <p>If recent history has taught us anything it's that building more and more roads does little to alleviate transportation concerns. In fact, more roads and highways further exacerbate the problem and serve to maintain certain social ills. Recent studies, including one conducted by Transportation for America have proven that adding highway lanes in metro areas actually increases traffic. Widening the interstate in this area would not only be counterproductive but</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #4, #5, #7, #11, and #13 in Attachment H.</a></p>

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				<p>would also result in cleaving existing neighborhoods while standing in the way of the long-standing goal to create a cohesive and vibrant downtown community. Certain landmarks and historic buildings in downtown El Paso could be destroyed and replaced by gas stations and roadside attractions. If that happens, we would never get them back.</p> <p>More El Pasoans would benefit from increased access to public transportation and pedestrian/bicycle paths through the city center than from a super highway. This move is particularly troublesome given the fact that alternatives exist, such as diverting interstate traffic through Loop 375 and expanding plans for the Anthony Gap Bypass, measures that have already been met far more positively by locals.</p> <p>I know I am not alone in these concerns. Please consider them and the people of downtown El Paso before rubberstamping another short-sighted roads project.</p> <p>“Why does progress look so much like destruction.” – John Steinbeck</p> <p>Respectfully, Rene A. Vargas [REDACTED] [REDACTED]</p>	
67.	Todd M. Blaugrund	7/14/2020	Email Comment	<p>To whom it may concern:</p> <p>I am the owner of the RECON Building located at 700 N. Stanton. We have owened this building since my father built it in 1985. We are in the Real Estate business so we are for development. In this case we are for the downtown 10 project, but do disagee in the taking of taxpayers property.</p> <p>In our opinion the Downtown 10 project could continue and not take taxpayes propety. We are not engineers but do feel there is more right of way and TxDOT owned land that the project could proceed without taking taxpayers property. Just below our building a wall could be built to aquire enough land for I-10. The South side of the freeway also could have a wall and use Wyoming Ave. with a bridge supporting Wyoming Avenue. The high speed offramps would have to be engineered differently, but we feel that this is a solution where TxDOT would not have to take taxpayers property and would be able to proceed with the growth of El Paso.</p> <p>Respectfully submitted, Todd M. Blaugrund President RECON Real Estate Consultants Inc. [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #3 and #18 in Attachment H.</a></p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
68.	Melissa Lugo	7/15/2020	Email Comment	<p>Community transportation needs:</p> <p>Include Nacto and Complete Streets pedestrian design standards in the project. No acquisition of new ROW for vehicle lanes, no lane expansions for vehicles, instead prioritize neighborhood access to transit, 20 foot sidewalks and crosswalks. Create a network of bicycle and micromobility paths. Implement mode shift goal that by 2040 50% of trips into downtown will be by walking, cycling, and transit, less trips made by single occupancy vehicles. Such as the city of Vancouver.</p> <p><a href="https://nacto.org/wp-content/uploads/2016/07/Achieving-a-Major-Bike-Mode-Shift-in-Vancouver-LoRes.pdf">https://nacto.org/wp-content/uploads/2016/07/Achieving-a-Major-Bike-Mode-Shift-in-Vancouver-LoRes.pdf</a></p> <p>Community needs continued:</p> <p>Replace inefficient freight trucks in downtown and adjacent neighborhoods with bike and e-bike delivery. Reroute international truck travel off I-10 freeway.</p> <p>-Melissa Lugo</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #3, #4, and #13 in Attachment H.</a></p>
69.	Scott Winton	7/15/2020	Email Comment	<p>I think you guys have enough right or way to build all you need if you are willing to use retaining walls instead of purchasing property. I think it would be more acceptable to the community if you were to do so. Have you developed any schematics that use this as an option? See the attached sketch.</p> <p>Don't confuse community apathy as acceptance of what you want to do.</p> <p><a href="#">See Attachment E for full comment</a></p>	<p>Comment noted.</p> <p>One or more alternatives will be evaluated that avoid impacts to properties between Yandell Drive and I-10 in the downtown area.</p> <p><a href="#">Please see Frequently Asked Questions #3, #5, and #18 in Attachment H.</a></p>
70.	Sofia Vargas	7/15/2020	Email Comment	<p>To Whom It May Concern:</p> <p>I am writing this to express my concerns with the Texas Dept. of Transportation's plans for the expansion of Interstate 10 going through downtown El Paso. Not only would the proposal fly in the face of the city's decades-long plan for downtown revitalization, but it is wholly unnecessary. For anyone who has ever lived in a large American city and experienced true gridlock, El Paso's traffic "problem" pales in comparison.</p> <p>If recent history has taught us anything it's that building more and more roads does little to alleviate transportation concerns. In fact, more roads and highways further exacerbate the problem and serve to maintain certain social ills. Recent studies, including one conducted by Transportation for America have proven that adding highway lanes in metro areas actually increases traffic. Widening the interstate in this area would not only be counterproductive but would also result in cleaving existing neighborhoods while standing in the way of the long-standing goal to create a cohesive and vibrant downtown community. Certain landmarks and historic buildings in downtown El Paso could be destroyed and replaced by gas stations and roadside attractions. If that happens, we would never get them back.</p> <p>More El Pasoans would benefit from increased access to public transportation and pedestrian/bicycle paths through the city center than from a super highway. This move is particularly troublesome given that fact that alternatives exist, such as diverting interstate traffic through Loop 375 and expanding plans for the Anthony Gap Bypass, measures that have already been met far more positively by locals.</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #4, #5, #7, #11, #13, and #24 in Attachment H.</a></p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
				<p>Sincerely,</p> <p>Tracy J. Yellen, CEO Paso del Norte Health Foundation Paso del Norte Community Foundation [REDACTED]</p>	
86.	Estefania Lujan	7/15/2020	Email Comment	<p>To Whom It May Concern:</p> <p>I am writing this to express my concerns with the Texas Dept. of Transportation's plans for the expansion of Interstate 10 going through downtown El Paso. Not only would the proposal fly in the face of the city's decades-long plan for downtown revitalization, but it is wholly unnecessary. For anyone who has ever lived in a large American city and experienced true gridlock, El Paso's traffic "problem" pales in comparison.</p> <p>If recent history has taught us anything it's that building more and more roads does little to alleviate transportation concerns. In fact, more roads and highways further exacerbate the problem and serve to maintain certain social ills. Recent studies, including one conducted by Transportation for America have proven that adding highway lanes in metro areas actually increases traffic. Widening the interstate in this area would not only be counterproductive but would also result in cleaving existing neighborhoods while standing in the way of the long-standing goal to create a cohesive and vibrant downtown community. Certain landmarks and historic buildings in downtown El Paso could be destroyed and replaced by gas stations and roadside attractions. If that happens, we would never get them back.</p> <p>More El Pasoans would benefit from increased access to public transportation and pedestrian/bicycle paths through the city center than from a super highway. This move is particularly troublesome given that fact that alternatives exist, such as diverting interstate traffic through Loop 375 and expanding plans for the Anthony Gap Bypass, measures that have already been met far more positively by locals.</p> <p>I know I am not alone in these concerns. Please consider them and the people of downtown El Paso before rubberstamping another short-sighted roads project.</p> <p>"Why does progress look so much like destruction." – John Steinbeck</p> <p>Respectfully, Estefania Lujan</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #4, #5, #7, #11, and #13 in Attachment H.</a></p>
87.	Bob Storch	7/15/2020	Email Comment	<p>TxDOT says the Interstate-10 road surface through downtown El Paso needs replacing soon. This can be done within the existing footprint leaving the surface street grid in tact. While doing so, the highway road surface can be lowered to meet new clearance requirements. The lower road surface could even be extended west of downtown around Sunset Heights, replacing the Franklin Street underpass with an overpass. The service road/gateway from Santa Fe around Sunset Heights to UTEP/Loop 1966/Schuster is unnecessary and should be eliminated. The current highway could even be widened within the current footprint by straightening the retaining walls as was done with the railroad right-of-way. That probably would require a supporting cross-structure which could be used to support a cap park to completely enclose the highway reducing noise and air pollution.</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #2, #4, #9, #12, and #18 in Attachment H.</a></p>

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				<p>Please, reach out at your earliest convenience in order that we can facilitate better discussion. Thank you again for lending your talents to enhancing our community.</p> <p>Sincerely,</p> <p>Suzanne Dipp Government and Community Liaison [REDACTED]</p>	
<b>COMMENTS RECEIVED ON GOOGLE VOICE</b>					
90.	Anonymous	6/26/2020	Google Voice Comment	<p>I don't know if I'm leaving a comment that is not going to be paid attention to because you said that it comment period ends June 15th. Maybe you meant July 15th. That would be reasonable since the day is June 26th. And the article in the paper only came out yesterday. Well, anyway, I'm going to leave a comment and then I'm going to call the reporter and ask him to call you guys back. I think it's a waste of money knowing that fewer people are driving more older people are not driving anymore teenagers are doing everything by the internet instead of driving around and everybody's trying to do their business online instead of in person. So, to waste money on saying that you need to widen and speed up traffic through downtown is for no reason. Unless you're just trying to subsidize the road builders who are you know, getting a little short of money or something like that and they need to come up with something new to to work on. It doesn't make sense. It doesn't make sense to tear down museums and apartments low-cost housing. The only gas station that I know of is downtown so that you can make the road wider. So people can drive through downtown faster. There's nothing wrong with slowing down when you go through downtown. There's not a not a big deal with that helps to regulate the traffic further down where it really does get congested around Bassett center. So that's my comment don't waste the money on it. The state doesn't have as much money coming in because of the oil and because the sales tax is this should be a good place to cut off.</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #3, #5, #9, #10, #11, and #23 in Attachment H.</a></p>
91.	Anonymous	6/27/2020	Google Voice Comment	<p>I'd like to I really do like it but I just need you all to make more of an impression of a big city. Like I'm passing everything so of themselves being a big city. We need bigger freeways, four to five lanes wider freeways more landscaping make it look impressive not the same that you all been doing and not thinking of a big city of El Paso.</p>	<p>Comment noted.</p>
92.	Hal Marcus	6/28/2020	Google Voice Comment	<p>Hello, my name is Hal Marcus. I'm leaving a message here regarding the I-10 project like for it to be noted that I am opposed to the demolition of the buildings in our historic neighborhood of Sunset Heights. Sunset Heights was established in 1884, Sunset Heights is the first plant residential subdivision in the country, very important historically. I'm also against the noise and air pollution and the vibrations that the proposed I-10 plan would create to are relatively peaceful neighborhood. And the new plan with also disrupt the connectivity between downtown and our historic neighborhood north of I-10. I also do not like the idea of eliminating five of the eight bridges to currently connect over the highway. Thank you very much for listening to my comment about the new I-10 project. My name is Hal Marcus. I've been living in the area since the 1970 homeowner. Thank you.</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #2, #7, #8, and #11 in Attachment H.</a></p>
93.	Maria Orozco	7/2/2020	Google Voice Comment	<p>Yes, hi. My name is Maria Orozco and I'm a neighbor at sunset height and I oppose the widening of the I-10 as well as I have questions. Thank you.</p>	<p>Comment noted.</p>



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98.	Niko	7/15/2020	Google Voice Comment	Hello, my name is Niko. I'm a social worker. I'd like for you all to reconsider the Downtown 10 plan to be more equitable for people that do not have cars that are lower income or low income people with disabilities. I feel like expanding freeways tends to add to congestion and make it more car-centric, pollution is an issue. If we could invest into green technologies, like electric buses things like that. If you could call me back at [REDACTED]. I also sent an email at [REDACTED]. Thank you so much. Have a wonderful day by	Comment noted.  <a href="#">Please see Frequently Asked Questions #2, #4, and #6 in Attachment H.</a>
99.	Mark Sherman	7/15/2020	Google Voice Comment	Yeah, hi. My name is Mark Sherman. I live at [REDACTED] in El Paso and I am very much against the I-10 extension project very much against it. Thank you.	Comment noted.
<b>INTERACTIVE MAP COMMENTS RECEIVED</b>					
100.	Roberto Zepeda	6/25/2020	Comment submitted electronically on interactive map	Hello. thank you for your virtual presentation, but i am wondering if the 1500 block of Missouri Ave will be affected in any way? thank you so much  <a href="#">See Figure 1, Attachment E.</a>	Work is being considered on I-10 in the vicinity of these properties. Any specific changes and ROW impacts will be determined as the project moves forward, and there will be opportunities for public input throughout this process. Impacts to properties would be avoided and mitigated where possible.
101.	Denise Mota	6/25/2020	Comment submitted electronically on interactive map	<del>Good Afternoon, I would be interested in knowing what impacts this project will have on this specific location.</del>  <a href="#">See Figure 2, Attachment E.</a>	<a href="#">Please see Frequently Asked Question #3 in Attachment H.</a>
102.	Maria Isela Orozco	6/26/2020	Comment submitted electronically on interactive map	<del>What exactly do the colored areas mean and what will happen to this street? This is where I live and I wonder If I am going to need to relocate.</del>  <a href="#">See Figure 3, Attachment E.</a>	<a href="#">Please see Frequently Asked Question #3 in Attachment H.</a>
103.	Sara and Cristela bond owners	6/26/2020	Comment submitted electronically on interactive map	own historical victorian cottage 1910. missed city historic bounty by half block but sits next to historical apartment building Pearl apts. How will your project handle these properties since they are historical by age but not recognized by city as such. Where is timeline of exquistions plan after study of these comments? Please contact me at [REDACTED]. would like to discuss thought pattern of this situation.  <a href="#">See Figure 4, Attachment E.</a>	Comment noted.  As part of the Downtown 10 alternatives analysis, the environmental process, and the Section 106 process, potential impacts to cultural resources (including historic and archeological sites) and community resources (e.g. museums) will be assessed. The potential for the project to impact these resources through the Section 106 process (and other regulations) will be evaluated as alternatives are developed and assessed.  <a href="#">Please see Frequently Asked Questions #3 and #11 in Attachment H.</a>
104.	Miguel Perez	6/26/2020	Comment submitted electronically on interactive map	As you are headed on I-10 East past Executive there is no direct connection to the Borderwest exressway, meaning you have to get off on Schuster, head north and take the roundabout to Spur 1966. Can you have an off ramp that connects from I-10 East to the Spur 1966? it would help with redirecting traffic as you head into the downtown area.  There is a chokehold as the lanes reduces down from four to three. Woud it be possible to grow to five lanes each way? If not possible due to landlock consider having a two tier sytem that hass an expressway connecting from UTEP to before Cotton exit similar to Wacker Dr. in Chicago downtown area along the riverbank.	Alternatives are being developed to improve connectivity in the study area. Engineering evaluations will need to be conducted to know whether or not a ramp is possible for I-10 East to Spur 1966. Additional capacity, or added lanes, is an option that is being evaluated within this project.

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116.	Robert	7/6/2020	Comment submitted electronically on interactive map	Many of the buildings proposed to be demolished are of historic and/or cultural significance. This includes at least two historic apartment/ office buildings and the El Paso Holocaust museum. These buildings reflect the architectural styles of their times and are our main connection to early-20th century El Paso. Demolishing these buildings would mean losing a key part of our cultural heritage that can never be replaced.	Comment noted.  <a href="#">Please see Frequently Asked Questions #11 and #25 in Attachment H.</a>
117.	Francisco	7/6/2020	Comment submitted electronically on interactive map	I am concerned about the idea of reducing the number of streets that connect downtown and uptown. Currently, some of these streets, including El Paso Prospect Streets, receive less traffic and are relatively quiet. This makes them ideal for pedestrians and bike traffic. Eliminating these connections and forcing cyclists and pedestrians on to busier streets will create an inferior experience and could even be dangerous.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #4, #7, and #8 in Attachment H.</a>
118.	Martha	7/6/2020	Comment submitted electronically on interactive map	I do not like the idea of adding high-speed access roads downtown. This is an area that has been undergoing revitalization recently, and the hope is that this will continue until downtown is an active, vibrant area. But my worry is that high speed access roads will make downtown feel more hostile to pedestrians and cyclists, who are essential to having a vibrant, safe downtown area.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #4, #10, and #12 in Attachment H.</a>
119.	Tina	7/6/2020	Comment submitted electronically on interactive map	Numerous historic buildings are located along Missouri Ave. Many are in disrepair, but most could probably be fixed up nicely. I am worried about the possibility of these buildings, which are an important part of El Paso's history and culture, being demolished for an access road	Comment noted.  <a href="#">Please see Frequently Asked Questions #3, #11 and #12 in Attachment H.</a>
120.	Eduardo Calvo	7/6/2020	Comment submitted electronically on interactive map	The proposed Need and Purpose section presented in this public meeting needs to include a stronger statement on the immediate need to reconstruct I-10 within the limits identified for this project. It is clear that additional lanes on I-10 are needed to address the anticipated growth in vehicular traffic volumes, but the impending need to reconstruct the pavement and vertical structures seems to be relegated to a sub-element of the "Design" category. The "Segment 2" project of I-10 has been identified as the number one priority project by the El Paso Metropolitan Planning Organization. The Transportation Policy Board of the MPO approved the RMS2020 mobility plan in December 2019, which included this project as the highest ranked in the evaluation and prioritization process that was carried out to develop RMS2020.	Comments noted.  <a href="#">Please see Frequently Asked Question #5 in Attachment H.</a>
121.	Anonymous	7/8/2020	Comment submitted electronically on interactive map	Prospect St bridge is a major walking and biking thoroughfare to and from downtown. Eliminating these paths quickly turn an easy 10 minute walk to get downtown into a 20 minute hike, which becomes even more undesirable during the summer heat. Construction plans need to maintain this and other convenient pedestrian access points.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #3, #4, and #8 in Attachment H.</a>
122.	Anonymous	7/8/2020	Comment submitted electronically on interactive map	Houses along both sides of the highway here are already extremely close to the highway. How do you plan to widen the highway by two lanes, add frontage roads, and build on-ramps along this area? What about the impact of noise and exhaust pollution?  <a href="#">See Figure 8, Attachment E.</a>	Work is being considered on I-10 in the vicinity of these properties. Any specific changes and ROW impacts will be determined as the project moves forward, and there will be opportunities for public input throughout this process. Impacts to properties would be avoided and mitigated where possible.  As part of compliance with the National Environmental Policy Act (NEPA), TxDOT will evaluate potential traffic noise and air quality impacts to adjacent properties, per TxDOT, FHWA, and EPA guidelines.  <a href="#">Please see Frequently Asked Questions #2 and #3 in Attachment H.</a>

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123.	D.J. Sevigny	7/8/2020	Comment submitted electronically on interactive map	This area could have a high concentration of archaeological findings from Hart's Mill and Old Fort Bliss. This needs to be taken into consideration and appropriately addressed before any work begins.	Comment noted. <a href="#">Please see Frequently Asked Question #11 in Attachment H.</a>
124.	Anonymous	7/8/2020	Comment submitted electronically on interactive map	Lincoln Center and its adjacent park have multiple layers of significance. According to Dr. Miguel Juarez, the general area was the site of Concorida, the first Mexican settlement north of the Rio Grande river. After the Civil War, this area was the site of Fort Bliss from 1868-76. This area continues to be incredibly valuable to the city's Chicano community. As a result, members of the Lincoln Park Conservation Committee and other concerned citizens need to be included in all stages of this project.	Comment noted. <a href="#">Please see Frequently Asked Question #11 in Attachment H.</a>
125.	Anonymous	7/8/2020	Comment submitted electronically on interactive map	This project is not "progress". People here somehow correlate a terribly designed infrastructure project as "project". I've lived in many of the biggest cities in the world (moved here from NYC) and this project will be incredibly inefficient and not lead to progress of anything. I've been in cities where. Similar projects were regretted almost as soon as they were completed. I love El Paso, but my biggest complaint is the absolutely terrible inefficient use of space and the terrible environmental impact people don't seem to care about, and it won't help "progress". Small businesses and homes will have their value cut in half overnight.	Comment noted. <a href="#">Please see Frequently Asked Questions #5 and #11 in Attachment H.</a>
126.	Marsha J. Labodda	7/8/2020	Comment submitted electronically on interactive map	Is the entire shaded study area under the threat of construction? If so, I oppose it and you should re-direct the truckers to use 375 by-pass or create an upper level over the original I-To without taking more property  Why not encourage by-passers to take 375 to avoid this area?	The study area reflects the limits of evaluation for the project, and not the area of impact or construction. As alternatives are developed the areas of potential impact and construction will be identified and shown to the public.  TxDOT has existing and planned future connections to Loop 375 to relieve I-10. In addition, the El Paso MPO's Traffic Demand Model (Destino 2045) includes all regionally significant projects such as an alternative route known as Northeast Parkway or Borderland Expressway (exits at NM 404, Anthony Gap). However, the majority of truck trips on I-10 in downtown El Paso originate or are destined to locations adjacent to I-10 within the city limits and therefore would not be served effectively by a bypass route.
127.	Anonymous	7/8/2020	Comment submitted electronically on interactive map	I concur with this comment. Much of this area has historic resources that still need to be surveyed.	Comment noted. <a href="#">Please see Frequently Asked Question #11 in Attachment H.</a>
128.	Anonymous	7/14/2020	Comment submitted electronically on interactive map	Road construction has negatively impacted access to the Old Fort Bliss, Harts Mill and Onate Crossing in this area. Views of the properties should be maintained or enhanced and not further degraded by elevation or orientation of roadways.	Comment noted. <a href="#">Please see Frequently Asked Question #11 in Attachment H.</a>
129.	Anonymous	7/14/2020	Comment submitted electronically on interactive map	Please take advantage of this opportunity to re-establish connections between the divided uptown and downtown that was the result of the original construction of I-10 that sliced historic neighborhoods apart. Increase rather than decrease connections. Provide for comfortable pedestrian access reconnecting neighborhoods. Pay for the park you are proposing.	Comment noted. <a href="#">Please see Frequently Asked Questions #4, #7, #9, and #11 in Attachment H.</a>



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130.	Daniela Quesada	7/14/2020	Comment submitted electronically on interactive map	Can we take the opportunity when looking at improvements in this area to address the disconnect between sunset heights and san francisco heights? being able to provide connectivity would benefit an otherwise isolated residential area.	<p>Comment noted.</p> <p>Crossings in this location will be considered to improve connections to/from San Francisco Heights.</p> <p>Strategies such as narrow lanes, leading pedestrian intervals, enhanced crosswalks, landscaping and physical separation between sidewalks and travel lanes, and improved signage/signals can be used to increase comfort and safety for non-car modes of transportation.</p> <p><a href="#">Please see Frequently Asked Questions #1, #7, #10, #11, and #12 in Attachment H.</a></p>
				The further demolition of the downtown built environment is concerning, and I wonder whether there is a possibility to mitigate any more destruction of the built environment that contributes to the urban fabric of this area. the wider trench only further divides the uptown from downtown, and as it is, the properties adjacent to the trench in the uptown area have been underused, neglected, and demolished for more surface parking. We wouldn't want to continue this poor pattern of urban decay.	
				How is Yandell and Wyoming as access roads to the corridor going to be addressed to truly serve pedestrian and multi-modal transit? I'm very concerned these will be come high traffic speed and volume frontage roads that will make navigating this area in anything other than a vehicle unsafe, unattractive, and further separate our uptown from downtown. This is especially concerning on Yandell, where you have residential areas to its north.	
131.	Samuel Archuleta	7/14/2020	Comment submitted electronically on interactive map	Directing high speed traffic into a residential neighborhood creates a dangerous situation. Please reconsider any thoughts of adding lanes on W Yandell and directing traffic through the neighborhood.	<p>Comments noted.</p> <p><a href="#">Please see Frequently Asked Questions #4, #7, #10, and #12 in Attachment H.</a></p>
				Use this project as an opportunity to link Uptown and Downtown segments of the proposed Paso del Norte Trail through this area. Include a protected path for bicyclists and pedestrians. Ensure the PDN Trail Advisory Committee is included in any decisions in this area.	
				Avoid creating elevated lanes. The trench was implemented as a way to mitigate some of the negative effects of the interstate. Introducing lanes outside of the trench will destroy the look and feel of both downtown and uptown.	
				Expansion of the highway will also create an increase of traffic and decrease accessibility for residents and even tourists. We should not be dependent on a road. In order to exponentially decrease the chances of accidents occurring we should look for ways to decrease cars on the road. Better public transit, bike trails, pedestrian friendly routes, and encouraging citizens to work and live in the same relative area.	
132.	Sarah and Rene Vargas	7/15/2020	Comment submitted electronically on interactive map	I agree that the I-10 corridor needs to be updated to current standards, however I don't agree that we need demolish historic areas and expand the freeway causing further distance from uptown and downtown. I have lived in Houston and the expansion of the Katy Freeway has only resulted in more traffic and congestion. A recent study by 'Transportation for America' has shown that adding more lanes creates more congestion and this is evident in most major cities that have implemented freeway expansion. We should instead divert commercial traffic via the Anthony Gap bypass, which has already begun development, including diverting funds to ensure the Anthony Gap Bypass can handle commercial traffic. By reducing 18-wheeler traffic through the downtown corridor we can lower the frequency of accidents, allow room for El Pasoans to use I-10 more freely, and help reduce air pollution, among many more reasons.	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #2, #5, #7, #10, #11, and #13 in Attachment H.</a></p>

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133.	K Blough	7/15/2020	Comment submitted electronically on interactive map	I'm very concerned that the addition of access roads further weakens the connection of neighborhoods north of the freeway with neighborhoods and shopping and attractions to the south. I would like to see an alternative that reduces traffic on 10 such as reimagining the Northeast Parkway to create a through truck traffic bypass allowing 10 to be redesigned without access roads and within its existing ROW. Restoring historic pedestrian connection of neighborhoods and downtown severed by original design of 10 should be priority. To that end I would like to see serious consideration of traffic reduction alternatives, elimination of downtown access road concept and depression of 10 further below existing grade adjacent to Chope park to increase opportunity for historic pedestrian connection between neighborhoods and downtown.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #7, #10, #12, and #13 in Attachment H.</a>
134.	Gerardo Perez	7/15/2020	Comment submitted electronically on interactive map	Real long term or future use should be a priority. It appears to be a recurring theme when projects are completed, the project didn't address the increased need for more lanes.	Comment noted.  <a href="#">Please see Frequently Asked Question #5 in Attachment H.</a>
135.	Anonymous	7/15/2020	Comment submitted electronically on interactive map	Preserve existing connections between neighborhoods north of the freeway and Downtown	Comment noted.  <a href="#">Please see Frequently Asked Questions #7 and #8 in Attachment H.</a>
136.	Sito Negron	7/15/2020	Comment submitted electronically on interactive map	Preserve Grace Chope Park  <a href="#">See Figure 9, Attachment E.</a>	Comments noted.  <a href="#">Please see Frequently Asked Questions #3, #7, and #12 in Attachment H.</a>
				Preserve businesses and housing along Yandell Drive  <a href="#">See Figure 10, Attachment E.</a>	
				Design Yandell, Missouri, and Wyoming to encourage the City's posted 30mph speed limit, not as high-speed frontage roads  <a href="#">See Figure 11, Attachment E.</a>	
				Maintain downtown and north of freeway grid connectivity over freeway  <a href="#">See Figure 12, Attachment E.</a>	
				Depress the highway between Copia and Downtown	
				Plant low water use trees along Missouri Ave	
137.	Anonymous	7/15/2020	Comment submitted electronically on interactive map	Incorporate traffic calming measures along upper Yandell Drive (near El Paso County Historical Society) to encourage appropriate vehicle speeds entering and leaving Sunset Heights neighborhood	Comments noted.
138.	Anonymous	7/15/2020	Comment submitted electronically on interactive map	This is as much an urban planning project as it is a transportation project. A public charette process can help to evaluate all possible options to minimize the impact of the highway on Central and Downtown El Paso.	Comment noted.

Downtown 10 Public Meeting #1 – June 25 – July 15, 2020 - Comment / Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response
139.	Anonymous	7/15/2020	Comment submitted electronically on interactive map	There is a wonderful opportunity for El Paso to receive state funding to improve our highways, but the proposed design does not meet El Paso's needs. In particular, the widening of the trench and (unfunded) park would further separate downtown from the surrounding neighborhoods and create dangerous streets where pedestrians are at higher risk of injury. The elimination of access bridges into the UTEP, Sunset Heights and Downtown areas would increase, rather than decrease, traffic. The best designed and most charming cities in the country--such as San Francisco, Milwaukee, and Nashville--have eliminated major interstates that run through downtown; the proposed design is regressive in that it will decrease our City's quality of air, place and life. The highway needs to be resurfaced, gateways beautified, and signs created that redirect eighteen-wheelers and through-traffic to the Anthony Gap, instead of through downtown.	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #4, #5, #7, #8, #9, #10, and #13, in Attachment H.</a>

## **G.6. Virtual Public Meeting 2, Historic-related Comments**



# Documentation of Public Meeting #2

## (Virtual Meeting)

### Project Location

El Paso, Texas

Downtown 10

2121-02-166

### Project Limits

From Executive Center Boulevard to Loop 478 (Copia Street)

### Meeting Dates

Wednesday, February 24, 2021 through Tuesday, March 16, 2021

### Meeting Website

[www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html)

or TxDOT website search "Downtown 10"

### Total Number of Attendees that Signed In (approx.)

138

### Total Number of Attendees who visited the Virtual Public Meeting (approx.)

1,523

### Total Number of Commenters

131

Comments related to historic  
resources are outlined in red.

Comments related to historic resources are outlined in red.

Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
COMMENTS SUBMITTED THROUGH VIRTUAL PUBLIC MEETING SITE					
1.	Luis Laje	2/24/2021	Submitted Electronically	In the presentation, it states the total number of businesses displaced in the alternatives, but not specifically which locations. We have been located on Gateway West between Raynor and Piedras for forty years and are hoping we will not be among the displaced. From the presentation materials, it is difficult to tell if the alternatives would affect our property. If the alternatives include displacement, we hope the No Build alternative is more strongly considered.	Comments noted.  No displacements are currently anticipated along Gateway West between Piedras St and Raynor St.
2.	Daniel Aburto	2/24/2021	Submitted Electronically	Could you please provide more information regarding the park deck over I-10. I think this could be a great opportunity for our city!	Comment noted.  For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Deck Plaza response. This is located at the end of this Comment/Response Matrix.
3.	Noemi Herrera	2/24/2021	Submitted Electronically	When could construction start, how long will it take to finish construction of this corridor, and how will you optimize traffic flow during construction?	Comment noted.  Construction could begin in 2025 and could last 5 years. Once the recommended alternative is identified, a detailed traffic control plan would be developed.
4.	Italia Aguilera	2/24/2021	Submitted Electronically	What about a park over i10? Like in Dallas! Our community deserves more green spaces!!	Comment noted.  For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Deck Plaza response. This is located at the end of this Comment/Response Matrix.
5.	Daniela Rosiles	2/24/2021	Submitted Electronically	Can you please provide more information regarding the plaza deck?	Comment noted.  For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Deck Plaza response. This is located at the end of this Comment/Response Matrix.
6.	Ivan Lopez	2/24/2021	Submitted Electronically	Hello, would prefer that meetings are held live. It is very difficult for most of the community to engage in these virtual room meetings. There is a big part of our community that is really interested in the creation of a deck park over I-10. This will be a great opportunity to enhance the connection from downtown to all of the areas north of downtown. A green space truly improves the community's quality of life!	Comments noted.
7.	Jose Lopez	2/24/2021	Submitted Electronically	is there an opportunity to create a public space above I-10	Comment noted.  For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Deck Plaza response. This is located at the end of this Comment/Response Matrix.
8.	Eduardo Torres	2/24/2021	Submitted Electronically	NO COMMENTS WERE DONE CONCERNING DOWNTOWN PARK OVER THE FREEWAY (I-10). FROM SANTA FE THRU KANSAS	Comment noted.  For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Deck Plaza response. This is located at the end of this Comment/Response Matrix.

**Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix**

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
15.	Anonymous	2/25/2021	Submitted Electronically	1) If a deck park isn't part of the project, it should be added. 2) Instead of only showing the buildings between I-10 and Yandell being removed, an alternative showing the buildings between I-10 and Missouri being removed should also be explored.	1) For discussion on this topic, please refer to the <b>Public Comment Topics Table - Deck Plaza</b> response. This is located at the end of this Comment/Response Matrix. 2) Comment noted.
16.	Anonymous	2/25/2021	Submitted Electronically	I do not like the idea of slowing traffic thru downtown! Absolutely not!	Comment noted.
17.	Anonymous	2/25/2021	Submitted Electronically	Alternative F or Alternative D	Comment noted.  For discussion on this topic, please refer to the <b>Public Comment Topics Table - Comments on the addition of dismissed Conceptual Alternatives as Viable Alternatives</b> (e.g. Alternatives B and/or F) response. This is located at the end of this Comment/Response Matrix.
18.	Rodolfo Alarcon	2/28/2021	Submitted Electronically	Greetings, I would like to make a comment concerning Environmental Noise Impact on residents residing near the I 10 improvement project. I reside on 111 N. Coldwell St. EPT 79901 in addition I own the property directly behind me at 606 W. Missouri EPT 79901. I understand that the Grace Chope Park will probably be done away and the exit into Santa Fe St. will be expanded. 1. Will Tx Dot be concern on reducing the noise pollution due to the movement of the exit on Santa Fe? 2. Will Noise mitigating Barriers such as the ones located on the Ceasar Chavez border Highway by the City of El Paso HACEP be installed to provide relief for nearby residents?  3. Will Landscape beautification be considered since Tx Dot is removing a public Park (Grace Chope Park) ?  Please note that most residents in this area area South of I 10 are apartment dwellers. However, I speak for myself and History tells me that Very Little CONCERN is given to this area by the City Representative Lizarraga and Higher ups. I for one am a Homeowner resident. Most landlords/Owners don't get involve because they don't reside there. I am hoping that you take into consideration the environmental Noise impact that will continue to degrade residents living in this area. Concern Resident Rodolfo Alarcon US Army Retired	Displacements are not currently expected for either of your properties.  1. and 2. For discussion on this topic, please refer to the Public Comment Topics Table – Traffic Noise Impacts response.  3. Regarding impacts to Grace Chope Park and the Santa Fe exit, please refer to the Public Comment Topics Table - Potential Right-of-Way Impacts/Acquisition response. This is located at the end of this Comment/Response Matrix.  Comments noted.
19.	David Wilton	3/1/2021	Submitted Electronically	Alternative D is preferable, but no build is the best option as there is no need for increased capacity downtown. This is especially true as the pandemic has made remote work a rapidly growing trend for public and private workers. There are also alternative paths around downtown for through traffic, especially heavy trucking and the like.	Comments noted.  For discussion on this topic, please refer to the <b>Public Comment Topics Table - Requests for a "Bypass" around Downtown</b> response. This is located at the end of this Comment/Response Matrix.



### Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
				<p>2. Prospect Bridge (Alt D) - I currently support this option but am interested in seeing the actual appearance &amp; design.</p> <p>3. Prospect properties south of I-10. I would like to see vehicular access maintained to the apartment building and parking lot along Prospect between Santa Fe and I-10.</p> <p>4. San Francisco Heights Properties west of the ballpark. Please avoid taking these properties and the park. This area is already landlocked and limited due to I-10 and the railway to the south. Further erosion would significantly impact the economic viability and livability of this area. If the properties are required for the project, a complete overhaul of the area should be developed.</p> <p>5. I appreciate the addition of wide sidewalks, etc. going east/west, but do question your logic, the demand, and the interests of cyclists and pedestrians. Just because you build something, does not mean it will be used and wide sidewalks with property design (i.e. trees/benches) and maintenance can become a wasteland and an unintended barrier. Plus, the ideal Downtown strategy is to build residential density within the core (south of I-10) reducing the need for significant north/south ped-bike travel. I appreciate the intention though!</p> <p>6. Use of railway is applauded!</p> <p>7. keeping properties north of interstate is preferred.</p> <p>8. Use of deck land above interstate, including but NOT LIMITED to a park. Reclaiming the "land" above the interstate for private/public uses would be great.</p> <p>I appreciate your efforts.</p>	<p>4. For more information regarding this topic, please refer to the <b>Public Comment Topics Table</b> - Potential Right-of-Way Impacts/Acquisition response. This is located at the end of this Comment/Response Matrix.</p> <p>5. For more information regarding this topic, please refer to the <b>Public Comment Topics Table</b> Bicycle and Pedestrian Safety and Connectivity response. This is located at the end of this Comment/Response Matrix.</p> <p>6. Comment noted.</p> <p>7. Comment noted.</p> <p>8. For more information regarding this topic, please refer to the <b>Public Comment Topics Table</b> – Deck Plaza response. This is located at the end of this Comment/Response Matrix.</p>
38.	Richard	3/9/2021	Submitted Electronically	Please do not encroach on existing downtown structures. There is no existing rush hour, and the trend in 20 years is for fewer cars, not more.	Comments noted.
39.	Ed Daffron	3/9/2021	Submitted Electronically	This is a terrible idea. No build is the only reasonable option	Comment noted.
40.	William Thurmond	3/10/2021	Submitted Electronically	<p>In Review; to support Alternative B or to "depress" or tunnel the highway (Alternative F). Why are they being dismissed. If TxDot can do three variations of the same basic alternative, why can't they do that level of detail for Alternative F, which would truly be transformational for Downtown and Central El Paso? Of course are First Pick is for No Build.</p> <p>In looking over the Maps alt. D,G, and H end up taking Structures and widening the Freeway while creating access roads entrenching on our buildings and bringing the Road Noise that much closer not to mention the contribution of Emissions would have during an everyday existence that close.</p> <p>I do not see alt. D G or H being supportive to us. We need to support Alt B. Or no build.</p>	<p>For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Comments on the addition of dismissed Conceptual Alternatives as Viable Alternatives (e.g. Alternatives B and/or F) response. This is located at the end of this Comment/Response Matrix.</p> <p>Comments noted.</p>
41.	Steve Ortega	3/10/2021	Submitted Electronically	I am in support of the expansion of segment 2 as it will lead to greater mobility while reducing vehicular emissions in my neighborhood.	Comment noted.

Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
					Adaptive lanes may be designated for truck use in the future to help separate them from car traffic. The current recommendation is that lanes on I-10 would be 12-feet wide, which is the standard lane width for highways.
				My overall comment is that there is a very high level of difficulty to imagining what all the factors in each alternative will be like in the as built situation. I am not an engineer so the whole thing is boggling. I followed each alternative section by section. However I could not compare the three main alternatives against one another in the format provided. Unless one lives very close to the area and/or uses it daily it is difficult to imagine the changes. I say this even though I have driven in all parts of the three alternatives. I visit downtown frequently. I've been to UTEP many times. I've used Executive ramps and the 54/I-10 area frequently. So my comments can only be general, although I have some specific comments that are more big picture.	Comments noted.
				The difference in color between the ramps and the floodplain is not detectable. I had to find clues in the landscape since I know how to see drainage from topography. Of course the Rio Grande is pretty obvious if you have been in the area. Re: the 100-year floodplain, I think that FEMA sets the standard for the floodplain. We in the USA are undergoing climate change. Texas has already seen several 500-year floods. If we keep building to the 100-year flood standard we are going to have disasters until we make the change. So it is particularly disheartening to see the errors of the earliest engineering of I-10 that forced El Paso Water and El Paso taxpayers to have to build a tunnel under I-10 and a pump station to get the excess flood waters south so it could be emptied into the Rio Grande. It was wrong in the 1950s and now we are in 2021 and it is going to be wrong again.	
				In Alternative D, what is the circular blue structure north of I-10 between Stanton and Campbell, parcels W96 and W97?	The circular blue structure is a proposed spiral ramp connecting the shared use path along the westbound frontage road to the downtown cross streets.
				What are buildings in parcels W98 and W99?	The buildings in parcels W98 and W99 are multifamily residential buildings.
				I am extremely concerned that this project would require removal of historic structures, well-established and thriving businesses and the Holocaust Museum. Loss of the historic buildings as well as economic damage to the businesses, the difficulty of relocating to a comparable place and neighborhood, and especially the hardship on the non-profit museum requires utmost caution and an overwhelming justification. Existing neighborhoods should have priority. Often compensation is not fully commensurate with the damage done. Existing North/South connections to Downtown are important for citizen access to El Paso City Hall and many other government buildings. For over a decade the City has been expanding downtown museums, convention and visitor centers, the Streetcars, the ball park, etc. in the hopes of increasing tourism and serving El Pasoans. The North/South connections are thus one of the most paramount considerations.	For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Cultural Resource Concerns (including Historic, Archeological, and Community Resources) response. This is located at the end of this Comment/Response Matrix.
				I recall that the Cesar Chavez Border Highway was supposed to be an alternate route for through truck and freight vehicles. I did not find any data in the VPM that indicates the amount of through traffic from west to east and east to west. When I drive I-10 to Arizona and points west and back to El Paso I see a huge amount of freight vehicle traffic. The same for Highway 25 connecting to I-10 north to south. I'd like to see more explanation of how this traffic is factored into the analysis.	For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Requests for a “Bypass” around Downtown response. This is located at the end of this Comment/Response Matrix.

### Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
				<p>Public comment should be extended, and has not thus far been particularly reassuring as to whether or not we have a real voice. I attended one of the public meetings some time ago at Mesita Elementary site and commented at that time. It felt like a meeting for optics rather than dialog.</p> <p>My position is that major highways should not grow to mammoth size, cannibalizing properties as they go, through the center of historic areas of a city to meet goals of moving vehicles this way and that. This is not progressive or humane policy.</p>	<p>For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Virtual Meeting Format response. This is located at the end of this Comment/Response Matrix.</p> <p>Comments noted.</p>
79.	Sito Negrón	3/16/2021	Submitted Electronically	<p><del>- Please extend public comment. Three weeks simply isn't enough time to understand and comment on all this.</del></p> <p><del>- Please hold Public Meeting 2 online with interaction, similar to the Stakeholders Meeting Feb. 10.</del></p> <p>- Please carry forward Alternative B, which is reconstruction and scored fourth, and Alternative F, the tunnel/trench extension, through this next stage of the NEPA process, which includes more detailed evaluation. You refer to the "feasible" alternatives, but the word "feasible," in plain language, means doable. These also meet, to at least some degree, the need and purpose of the project, which to my understanding is not to increase capacity but to meet demand, which you haven't fully identified yet, only estimated. Further, the top three "alternatives" are really "variations" on the concept of widening and frontage roads, and we deserve the detailed study on "alternatives" to those concepts. As Commissioner Stout said Monday, it seems like we're being told it's too early to answer some of the detailed questions about the assumptions driving the preferred concepts, but too late to consider alternatives to the preferred concepts. That doesn't make sense.</p> <p>- Regarding the "tunnel" concept, one "variation" or "alternative" to that would be to look at cost of depressing the highway so that it is slightly or fully lower than grade, and can dip even lower for the cross streets of Piedras and Copia, which then become at-grade bridges. This creates eye level contact between north and south, reconnecting that stretch of urban fabric. In addition to carrying forward the tunnel "alternative," please look at the "variations" or "alternatives" related to that concept.</p> <p>- Keep the Prospect Street bridge and the Los Angeles underpass; there must be direct, safe pedestrian access from Sunset Heights to Downtown. We have two such access points. Those must be maintained.</p> <p>- Keep the Porfirio Diaz exit. While not part of the grid per se, it functions as a grid option providing direct access to the neighborhood without having to go through access roads or lights. Small is beautiful.</p> <p>- Maintain street grid, both in Downtown and along Missouri.</p> <p>- Do not take any property anywhere. Preserve buildings adjacent to existing freeway; limit footprint to existing TxDOT ROW and limit any expansion to be strictly within railroad ROW.</p> <p>- Plant lots of trees everywhere possible. Utilize "green infrastructure everywhere possible."</p> <p>- Eliminate U-turns around the Trench.</p>	<p><del>Comments noted. For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Virtual Meeting Format response. This is located at the end of this Comment/Response Matrix.</del></p> <p>Comments noted. For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Comments on the addition of dismissed Conceptual Alternatives as Viable Alternatives (e.g. Alternatives B and/or F) response. This is located at the end of this Comment/Response Matrix.</p> <p>Comments noted.</p> <p>For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Potential Right-of-Way Impacts/Acquisition response. This is located at the end of this Comment/Response Matrix.</p> <p>Comment noted.</p> <p>Comment noted.</p>

### Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
				<ul style="list-style-type: none"> <li>- Limit elevated frontage roads and braided ramps, particularly east of the trench near Cotton/Piedras area.</li> <li>- Make I-10 better in relation to neighborhoods, especially for those who live closest to the highway. They have suffered much from its presence. Even assuming this proposal is expedient for east-west traffic, which we don't agree to, it is not expedient for residents nearby.</li> <li>- If TXDOT provides supports for a deck park, simply covering the trench is not good enough. It must extend west of Downtown to connect San Francisco and Sunset Heights residents.</li> <li>- Do not take the park in the San Francisco neighborhood.</li> <li>- Find a way to reduce impact of ramping and traffic on those residents most directly impacted by the noise, pollution, and vibration.</li> </ul>	<p>Comment noted.</p> <p>For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Potential Right-of-Way Impacts/Acquisition response. This is located at the end of this Comment/Response Matrix.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>For discussion on these topics, please refer to the <b>Public Comment Topics Table</b> - Comments on Traffic Noise Impacts and Air Quality Concern responses. The topics are located at the end of this <del>Comment/Response Matrix.</del></p>
80.	Desiree Miller	3/16/2021	Submitted Electronically	<p>Alternative B and Alternative F should be carried forward for more detailed evaluation.</p> <p>Maintain the direct connection along Prospect St as shown in Alternative D. Maintain street grid, both in Downtown and along Missouri. Eliminate U-turns around the Trench. Limit elevated frontage roads and braided ramps, particularly east of the trench near Cotton/Piedras area.</p> <p>Preserve buildings adjacent to existing freeway; limit footprint to existing TxDOT ROW and limit any expansion to be strictly within railroad ROW.</p>	<p>Comments noted. For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Comments on the addition of dismissed Conceptual Alternatives as Viable Alternatives (e.g. Alternatives B and/or F) response. This is located at the end of this Comment/Response Matrix.</p> <p>Comments noted.</p> <p>For discussion on these topics, please refer to the <b>Public Comment Topics Table</b> - Potential Right-of-Way Impacts/Acquisition response and Potential Impacts to Adjacent Properties response. The topics are located at the end of this Comment/Response Matrix.</p>
81.	Kelly Blough	3/16/2021	Submitted Electronically	What is the feasibility of depressing the new I-10 below existing grade between Santa Fe and Porfirio Diaz? This would reduce visual and noise impacts to historic districts. Los angeles crossing would be a more appealing pedestrian route if it crossed over I-10	<p>Depressing I-10 between Porfirio Diaz St and Santa Fe St appears to be feasible pending the results of the drainage study, and will be evaluated further.</p> <p>Comments noted.</p>
82.	Melissa	3/17/2021	Submitted Electronically	El Paso does not need a wider freeway, we need better, safer transportation options. By widening the freeway, and turning Yandell, Missouri and Wyoming into high speed, high volume gateways – which are a one size fits all solution to a series of complex needs – you are putting the convenience of motorists before the safety and needs of the surrounding community, and of vulnerable road users such as myself who would prefer to walk, bike, or use transit, but your “viable alternatives” don’t give us those as viable options.	<p>Comments noted. For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Bicycle and Pedestrian Safety and Connectivity response. This is located at the end of this Comment/Response Matrix.</p>



### Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
				The El Paso downtown grid was historically designed to prioritize the comfort and mobility patterns of people walking, biking, and on horse drawn carriages. Today walking, biking, and catching the bus downtown is dangerous because of the abundance of space for high speed vehicles and the absence of space for walking. What the project proposes the addition of freeway lanes exacerbates the lack of north to south neighborhood pedestrian connectivity, lack of comfortable, quiet bus stops, lack of marked crosswalks, and promotes an unbalanced ratio of vehicle use and dependence. Modern cities are working to eliminate the general population dependence on driving and unnecessary freeways, creating efficient transit and rail systems. I am opposed the expansion of i 10 downtown lanes and in favor of increased north to south bike lanes and sidewalks.	Comments noted. For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Bicycle and Pedestrian Safety and Connectivity response. This is located at the end of this Comment/Response Matrix.
				Modern cities are working to eliminate the general population dependence on driving and unnecessary freeways, instead creating efficient transit and rail systems to move more people while requiring less space. Rail also has lower fuel costs compared to adding new freeway lanes, has less costs associated with drivers and is more environmentally friendly. Trains burn less fuel per ton mile than single occupancy vehicles. Additional freeway lanes and space is not required and the project requires more investigation to implement a rail system. I am opposed to the expansion of i 10 downtown lanes and in favor of returning space to prioritize north to south bike lanes and sidewalks.	Comments noted. For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Bicycle and Pedestrian Safety and Connectivity response. This is located at the end of this Comment/Response Matrix.
<b>COMMENTS SUBMITTED BY EMAIL</b>					
83.	Vanessa Duran	2/24/2021	Email Comment	<p>To whom this may concern,</p> <p>I caught the tail end of a segment about the project through KFOX this morning and we are wondering where we can view footprints of the project to see what areas are included as well as some more details?</p> <p>I am highly concerned that this project would displace my family business. We own L &amp; J Cafe at 3622 E. Missouri Ave, which has been a staple in El Paso for 93 years now and we have been in the same building since our opening in 1927. We are a fourth generation family business. I look forward to hearing back. Thank you.</p>	<p>To view the Viable Alternatives, you can go to the following link and download the PM#2 Meeting Materials Packet. <a href="http://www.reimaginei10.com/downtown10">www.reimaginei10.com/downtown10</a></p> <p>Displacement of or impacts to your property are not currently proposed</p>
84.	Sergio Delgado	2/24/2021	Email Comment	<p>This is a comment submission to the Reimagine I-10 public meeting.</p> <p>I love the idea of utilizing the space above I-10 near downtown for a public park.</p> <p>My primary comment would be to suggest maximizing the amount of usable space to serve as a walkable park, where El Pasoans can gather, play, and relax in the downtown area. From the images, it seems that much of the space is not fully walkable or usable. This is a perfect opportunity to create more attractive gathering locations in downtown El Paso, and it would be a shame to waste valuable space.</p> <p>Sergio Delgado, PE Civil Engineer</p>	<p>For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Deck Plaza response. This is located at the end of this Comment/Response Matrix.</p> <p>For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Bicycle and Pedestrian Safety and Connectivity response. This is located at the end of this Comment/Response Matrix.</p>
85.	Sally Spener	2/24/2021	Email Comment	Not sure if others are experiencing the same issue but attached is the photo of the screen I get when I click on "enter" for the virtual public meeting. Needless to say, it is a dead end. I did see the video and brochure; those links were fine.	<i>This comment was received by email. On February 25, 2021, at 3:06 PM, Kim Johnson responded with the following email through <a href="mailto:Downtown10@txdot.gov">Downtown10@txdot.gov</a>:</i>



**Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix**

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
				with you in the near future. Thank you in advance for your time and consideration. If you have any questions, please don't hesitate to contact me.	
88.	Anonymous	3/5/2021	Email Comment	Will 1600 Wyoming 1608 Wyoming properties be affected by any of the alternatives suggested?	Displacements of or impacts to these properties are not currently proposed.
89.	Michael Whitehouse	3/5/2021	Email Comment	Why not make a tunnel through the mountain and bring 601 up fred wilson and connect to i10 at executive? That would take a lot of stree off i10 down town.	For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Requests for a "Bypass" around Downtown response. This is located at the end of this Comment/Response Matrix.
90.	Edward Daffron	3/5/2021	Email Comment	The I-10 project is half baked and a terrible concept. I attended the in person meeting about two years ago. The group of citizens and tax payers were unanimously against it. The TxDOT representatives were condescending and dismissive to all concerned. You and your group are not in touch with those you claim to represent.	Comments noted.
91.	Margaret Schroeder	3/5/2021	Email Comment	Hi Hugo, The City is reviewing its list of disposable properties, those we don't need and would like to sell. One of the properties at 910 Wyoming (survey attached) may be part of the proposed I-10 downtown widening project. If it's within that footprint, we would hold off on selling it. Could you please let us know? I've copied Mary Lou Espinoza as she is our Real Estate Manager. Thanks, Margaret	On March 5, 2021, at 8:32 PM, Hugo Hernandez responded via email, which is provided below:  Hi Margaret,  We are currently working on refining the recommended preferred alternative for the Downtown 10 project. Thus, we have not identified what right of way (ROW) would be needed. As you may already know, the proposed viable alternatives layouts are available for public input through March 16th via the Downtown 10 Virtual Public Meeting #2 at <a href="http://www.reimaginei10.com/downtown10">www.reimaginei10.com/downtown10</a> on Station/Table 4 (use the "Interactive Map" PC image or the "Download Viable Alternatives"). These layouts illustrate proposed ROW lines but as mentioned we will be refining the viable alternatives, to include the No-Build, to get to the recommended preferred alternative.  I hope this helps.
				In response to the email sent by Hugo Hernandez on March 5, 2021, Ms. Schroeder sent the following email:  Thank you, Hugo, for your response and the link to the virtual public meeting with the interactive map. Have a good weekend! Margaret	Comments noted.
92.	Patrick Gorman	3/5/2021	Email Comment	Jennifer, I missed the virtual meeting but news sources indicate option H might include my property. "Businesses on Missouri Avenue may need to be moved for gateway plan Missouri Avenue, along an almost two-mile stretch on the north side of I-10 in Downtown to just before Piedras Street, would be incorporated into the proposed gateway on the north side of the	On March 5, 2021, at 12:14 PM, Jennifer Wright responded by email, which is provided below:  Hi Mr. Gorman.

**Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix**

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
				Maintenance is an on-going expense, regardless of location, whether downtown or on the far extremes. This is a transportation scheme that will help everyone and resolve the downtown crisis; this is something in which we have the requisite room; let us focus on the grand space available, not the goldfish bowl of "downtown"!  Sincerely, John Eyberg AKA Juanito Hayburg AKA BIKERJOHN	
95.	Connie Crawford	3/7/2021	Email Comment	The no-build option is the ONLY option that should be considered. Please make necessary repairs to the bridges and leave everything else alone.  Unfortunately, these comments will, in all likelihood, be completely ignored. It is my sincere belief that once TXDOT has decided what it thinks should be done, the public hearings and comments are merely a bureaucratic exercise so that a metaphoric "box" can be checked. We voters are left with absolutely no meaningful voice in decisions that will impact our lives greatly.	Comments noted.
96.	Mary Joyce Whiteside	3/7/2021	Email Comment	Since the El Paso times had an article saying public input could be given at this site for a virtual meeting, I went there expecting to view a video clearly explaining alternatives H, D and G, but the video was only an introduction. This site seems to be a forest in which project details about the alternative are either not there or are well hidden. The choices to click (which went pretty fast on the screen of the introduction video) don't appear to be findable in this website. Based on what the El Paso Times described, I am for Alternative D. Did I come in too soon? I thought the virtual meeting was already here for viewing and commenting.	Comments noted.
97.	Marshall Carter-Tripp	3/8/2021	Email Comment	I OPPOSE all of TXDOT's proposals to widen I-10 and add frontage roads from Copia to Schuster. The best alternative is the No-Build option.  It is time to stop amplifying the damage done to the center of the city by a roadway whose major users are not El Pasoans, and who do not provide any economic benefit – how many 18-wheelers get off I-10 to get lunch downtown? Would this traffic not prefer a separate "relief route" around the city rather than dealing with construction for several years?  As for local traffic, please explain how bicycle riding or walking along these new feeder roads will be safe and/or pleasant! Cannot imagine anything less appealing than walking or riding next to the noise and pollution of an interstate freeway!  Name a regional city that has a major freeway right through the center of the city, and that has chosen to expand it!!! San Antonio...no....Tucson...no...Albuquerque...no...  Increasing the width of this freeway, and adding more feeder roads, will just make the surrounding neighborhoods, such as Sunset Heights, nosier – at all hours. Not to mention increasing the pollution blasted into the air by the interstate traffic.  Historic buildings adjoining the current route must be preserved.	Comments noted.  For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Requests for a "Bypass" around Downtown response. . This is located at the end of this Comment/Response Matrix.  For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Bicycle and Pedestrian Safety and Connectivity response. This is located at the end of this Comment/Response Matrix.  Comments noted.  For a more detailed response to these topics, please refer to the <b>Public Comment Topics Table</b> - Cultural Resource Concerns (including Historic, Archeological, and Community Resources) response, Potential Environmental Impacts response, Air Quality Concerns response, and Traffic Noise Impacts response. The topics are located at the end of this Comment/Response Matrix.

### Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
				<p>these larger vehicles, and not our need for safe, convenient walkable, bikeable and transit friendly transportation options. Nor is this what we need for the future of El Paso.</p> <p>Any design that prioritizes speed over our safety on our surface streets is unacceptable. I request that more consideration be given to either rebuilding, or the tunnel plane – which you have not allowed us to see or consider – as it might allow us to reconnect the urban grid of our community, and allow for safer, more pleasant transportation options for people who walk, ride bikes or use transit. Also alternatives D, G &amp; H should be rejected for the further damage they will do to my community, and to my ability to travel safely throughout central and downtown El Paso.</p> <p>Furthermore, the virtual meeting process needs to allow for direct interaction with staff and consultants, instead of this passive system that makes it difficult for the public to gain knowledge of the project, save for what TxDOT decides to share.</p> <p>The best way to create safe, walkable and bikeable places is to reduce traffic volumes and speeds. The safety and comfort of vulnerable road users, who are killed more and more each year on El Paso/TxDOT streets, need to be prioritized - and the downtown urban grid should be preserved, not destroyed in the process of "imagining" our future as members of the El Paso community.</p> <p>Thank you</p>	<p>For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Virtual Meeting Format response. This is located at the end of this Comment/Response Matrix.</p> <p>Comments noted.</p>
110.	David	3/16/2021	Email Comment	<p>I strongly DO NOT support the proposed I-10 downtown expansion project, because of the further damage and removal of existing historical buildings to include residences.</p> <p>Other options to route traffic around downtown ELP should be taken into more serious account.</p> <p>Please contact me if you would like additional input from this lifetime ELP resident.</p> <p>Thank You</p>	<p>Comments noted. For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Cultural Resource Concerns (including Historic, Archeological, and Community Resources) and Potential Impacts to Adjacent Properties responses. These topics are located at the end of this Comment/Response Matrix.</p> <p>Comments noted. For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Requests for a "Bypass" around Downtown response. This is located at the end of this Comment/Response Matrix.</p>
111.	Sito Negrón	3/16/2021	Email Comment	<p>- It was requested at the stakeholder meeting to see elevations for access roads around Sunset Heights. These maps, whether at Station 4 or the roll plots, don't show that.</p> <p>- The roll plots are far more informative than the information in the public meeting, which is frankly underwhelming and uninformative. It's also slow to load, and clunky to navigate. You need to have a Public Meeting with the roll plots and go over them intersection by intersection, property by property, to explain to people what the impact is. Only after seeing those, and having them explained, are people able to visualize what changes may be made and offer suggestions.</p> <p>- How many right turns are eliminated off Missouri in each of the alternatives?</p>	<p>TxDOT is currently evaluating control of access on all Viable Alternatives to minimize impacts to traffic entering and exiting I-10 and access to cross streets. Alternatives would be further refined as the project progresses. Once a preferred alternative has been identified, TxDOT will work with the City of El Paso to maintain as many access points as possible.</p> <p>For discussion on this topic, please refer to the <b>Public Comment Topics Table</b> - Virtual Meeting Format response. This is located at the end of this Comment/Response Matrix.</p>

Downtown 10 Public Meeting #2 – February 24 – March 16, 2021 - Comment / Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment	Response (For responses to common Public Comment Topics, scroll to end of matrix)
				- The website is malfunctioning. It is stuck on Station 4, and I tried advancing it as well as clicking on Table 7. Clicking did nothing. Advancing it generated the audio for Station 5, but the image continued to be of Station 4.	TxDOT is currently evaluating this kind of detail. Alternatives would be further refined as the project progresses.  We apologize that the web site malfunctioned while you were in the virtual public meeting. We had no other reports of this malfunction. In the future, please call the phone number provided for issues with the virtual format and we will troubleshoot the problem immediately.
112.	The Rev'd William C. Cobb, D.MIn., Rector	3/16/2021	Email Comment	Please find a cover letter and our responses to the alternatives shared in the public comment meetings.  The following comments outline specific design elements that impact the St. Clements campus and would require mitigation to preserve a safe, quiet, and peaceful Church and School environment. St. Clements looks forward to continuing our working relationship with TxDOT to identify solutions that balance the needs of all stakeholders.  <b>See Attachment D for full comment.</b>	Comments noted.  Ongoing coordination with the St. Clements campus will continue as the project progresses.
COMMENTS SUBMITTED BY PHONE CONVERSATION					
113.	Andres Aguilar	3/4/2021	Phone Call	Mr. Aguilar called Kim Johnson (consultant) and requested a copy of meeting materials to be mailed to his home.	A package with all meeting materials was sent to Mr. Aguilar on March 9, 2021.
114.	Guadalupe Rosales	3/6/2021	Phone Call	Ms. Guadalupe Rosales called Kim Johnson (consultant) using the cell phone number provided in the virtual public meeting and asked, "How do I find out what addresses are affected by the project." She said she found out about the project thru Facebook and the El Paso Times. She was especially interested in the Copia area.	Ms. Johnson explained that we have not chosen a preferred alternative, described where we are in the NEPA process, and explained that we are asking for input on the work done to date, including the viable alternatives. She also guided Ms. Rosales on how to access the virtual public meeting. Ms. Rosales said she would go through the room and leave comments if she found that we were impacting her properties of interest with any of the viable alternatives.
115.	Mr. Broadway	3/10/2021	Phone Call	Brian Swindell (consultant) spoke to Mr. Broadway. Mr. Broadway wanted to know when the project will be through the environmental phase.	Mr. Swindell mentioned early 2024 as the date that it is anticipated to receive environmental approval.
COMMENTS RECEIVED ON GOOGLE VOICE					
116.	Anonymous	3/4/2021	Google Voice Comment	Yes, you're making it very inconvenient for people to go to downtown. And another thing Sunset Heights is a historical district. And you have no you are a bunch of idiots. You have no consideration for people's homes and businesses you already torn down a lot of make it hard for people to especially small-business people businesses in not only is downtown area, but throughout the city, this is getting ridiculous. You said it would be over within the five or six years not taking a lot longer. It's really been seen bad. Okay, and I do want to go to the where the office is open. You're on the east side of town or Northeast. I know you have an office. I want to go make my comments over there cause I'm sick and tired of this.	Comments noted. No contact information was provided in this voice mail; therefore, TxDOT was unable to respond.

## **G.7. Public Scoping Meeting, Historic-related Comments**





# Documentation of Public Scoping Meeting

## Project Location

El Paso, Texas

Downtown 10

CSJ: 2121-02-166

## Project Limits

From Executive Center Boulevard to Loop 478 (Copia Street)

## Meeting Location

In-Person: El Paso Civic Center (Juarez Room) One Civic Center Plaza,  
El Paso, Texas, 79901

Online: [www.TxDOT.gov](http://www.TxDOT.gov) by searching for “El Paso Downtown 10 – Virtual Public Scoping Meeting with In-Person Option”

## Meeting Date and Time

In-Person: Wednesday, November 30, 2022 from 4 p.m. to 7 p.m.

Online: Wednesday, November 30, 2022 at 4 p.m. to  
Wednesday, January 11, 2023 at 11:59 p.m.

## Translation Services

Meeting materials were available in Spanish

## Elected Officials in Attendance

City Representative, District 1, Peter Svarzbein


## Total Number of Attendees (approx.)

In-Person: 104

Online: 553

## Total Number of Commenters

151

 Comments related to historic  
resources are outlined in red.

## Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 - Comment Matrix

Comment Number	Commenter Name	Date Received	Source	Comment
<b>COMMENTS SUBMITTED AT IN-PERSON PUBLIC SCOPING MEETING</b>				
1.	Laura Benavidez Monteleone Gary Monteleone	11/30/2022	Written Comment Received at In-Person Meeting	Due to previous overlayment between Copia & Raynor the drainage inlets were lowered which causes lots of vibration on the buildings causing cracking. Starts @ corner of San Marcial to 3023 Gateway west. Unsure of other properties to are close to Gateway. We have repeatedly requested someone come out to experience this. This will be beneficial for new frontage design we would love to share & show damage & repairs we have incurred we appreciate your featuring us in the Texas Highway Magazine. Hugo Hernandez was very informative as well as Arnulfo Levario. We can be reached at [REDACTED] or [REDACTED] to further discuss. Very informative meeting.
2.	Stefanie Bloch	11/30/2022	Written Comment Received at In-Person Meeting	In new concept Sunset Heights needs a ramp to exit & enter to the freeway current ramp doesn't accomplish that.
3.	Ana Fuentes	11/30/2022	Written Comment Received at In-Person Meeting	I do not support freeway expansion in any capacity and do not believe neither TxDOT nor City Gov. have demonstrated there's a need for this project beyond need for repairs (Option A). Any other option would only increase demand for vehicles and thus increase traffic rather than lower it. Additionally, I do not believe environmental concerns are adequately being evaluated as increased air pollution that decreases the quality of our air is not a variable accounted for in the models presented furthermore, these projects would displace historical; marginalized communities, decrease the value of their property by bringing the freeway closer to their homes and decrease the quality of our leading to health disparities when comparing the well being of these communities to those wealthier and thus further away from the freeway.
4.	Ozzie Garcia	11/30/2022	Written Comment Received at In-Person Meeting	<p>Our of the 4 concepts, I personally prefer concept (H). The other 3 are well thought out, however, in my opinion the inclusion of braided ramps at Piedras is a good idea, and it also does not acquire as much ROW as the other alternatives such as Alternative (I).</p> <p>I still have a few comments on (H)</p> <ul style="list-style-type: none"> <li>- SB Cotton traffic, how will traffic continue south though the intersection, if all of the Cotton intersection is bridge?</li> <li>- Consolidating bridges in downtown is a good idea, however eliminating Kansas &amp; Porfidio Diaz may cause added congestion in downtown (especially if the miners ger a good team! 😊)</li> <li>- Drainage: Added pavement = increased runoff. How are we going to address additional flow(s) if the segment near Piedras/Cotton are already near capacity? Ponds/ditches/Pump Stations?? Where?</li> <li>- Eliminating the pump stations at Cotton is a big change. Is a new pump station proposed that will feed the Delta system?</li> </ul>
5.	Luis Laje	11/30/2022	Written Comment Received at In-Person Meeting	Glad to see all proposals don't greatly affect our business. Claudia Ortega and Mr. Hernandez answered all of our concerns. Hopefully none of the proposals change. Thank you for the communication!
6.	Ana L. Reza	11/30/2022	Written Comment Received at In-Person Meeting	<p>There is no need for the project. It will destroy properties &amp; my fav. bridge torn down in all the Alternatives Projects.</p> <p>We need help making the semi trucks out our highway and in an alternative route.</p> <p>And the best idea is to build more public transportation in our cities.</p>
7.	Guadalupe Sanchez	11/30/2022	Written Comment Received at In-Person Meeting	Alternative G will impact in a very bad and sad way because it is the Alternative that will leave me without a home. I will finish paying my house on Dec. 5, 2022 for it to be just demolished I have live @ 708 Wyoming 28 years.
8.	Gabriela Sanchez	11/30/2022	Written Comment Received at In-Person Meeting	<p>Estoy en contra de Alternativa G. Afectaria la casa donde vivo que es de mis padres/ Alternativa G es en la que estoy en contra afectaria el patrimonio de mi familia lo que tomo casi 30 años para ser de ellos.</p> <p><i>Translation: I am against Alternative G. It will affect the house I reside on which is my parents. Alternative G is the one I am against my family's patrimony which took almost 30 years to be theirs will be affected.</i></p>
9.	Victor M. Sanchez	11/30/2022	Written Comment Received at In-Person Meeting	Alternativa G impactaria a mi y mi familia. Nos dejaria sin hogar. Este 5 de diciembre 2022 termine de pagar mi casa con tanto esfuerzo solo para que sea demolioda es devastador, eh vivido en 708 Wyoming mas de 28 años y al fin pudiera decir que es mia pero Alternativa G la destrosaria para mi.

## Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 - Comment Matrix

Comment Number	Commenter Name	Date Received	Source	Comment
				<i>Translation: Alternative G would impact me and my family. It would leave us homeless. This December 5, 2022 I finish paying my house that I have spent so much effort in only for it to be demolished that is devastating, I have lived in 708 Wyoming more than 28 years and finally I can say that it is mine but Alternative G would destroy for me.</i>
10.	Steve Santamaria	11/30/2022	Written Comment Received at In-Person Meeting	We would like a one on one meeting with Raul Ortega & David Sutton our concern is the east parking lot & we want a driveway from access road.
11.	Angel Ulloa	11/30/2022	Written Comment Received at In-Person Meeting	TxDOT, listen to the public. Connect neighborhoods, nor freight traffic! Prioritize bikers, walkers, public transport users. Do not expand I-10, El Paso does not want this!
12.	Pat White	11/30/2022	Written Comment Received at In-Person Meeting	The first plan is the best, although I didn't like it. The plans get worse as you add more bridges and lanes, etc. There is room to add another lane through downtown without changing anything else.
<b>COMMENTS SUBMITTED VIA VIRTUAL PUBLIC SCOPING MEETING WEBSITE</b>				
13.	Phillip Rothstein	11/30/2022	Electronic Comment Form	To many provisions have been shown for bicycle and pedestrian traffic. A vocal, but very small, group of bicyclists have taken over this project. Bicycle lanes throughout the city are EMPTY. I personally measure bicycle traffic on Ressler twice. Both times, I parked adjacent to bicycle lanes for two hours. No bicyclists used the street on those two occasions. I urge TxDOT to conduct surveys of the usage of existing bicycle lanes in El Paso before wasting money and real estate constructing bicycle lanes in the Interstate 10 project.
14.	Andrew Wong	11/30/2022	Electronic Comment Form	<p>Firstly, thank you for the good presentation. For future reference, many of the renderings did not have street names which made them more difficult to interpret. In addition, it felt like the views jumped around from central, to west, to east which also made it more difficult to understand.</p> <p>Clarifying the use and intent of the adaptive lane would also be helpful.</p> <p>Regarding Alternative D, which is my favorite because of the limited ROW impacts, I believe there is more that could be done for pedestrian access such as connecting the prospect st path with the yandel path and including a dedicated multiuse trail on the south side of the freeway between campbell and piedras.</p> <p>Alternatives G, H, and I all have very large impacts on the existing historic buildings along yandell. This should be weighed more heavily and was hardly mentioned.</p> <p>I believe alternative D, along with other regional and local transportation improvements, has the best balance of improving accessibility while maintaining important historic structures.</p>
15.	Jose Chavarria	12/5/2022	Electronic Comment Form	I believe the corridor (regardless of alternative) would benefit the most from the addition of collector distributor lanes separating through traffic from local traffic
16.	Anonymous	12/5/2022	Electronic Comment Form	The number of proposed lanes along the mainlanes seems excessive and like it will greatly lead to induced demand of the freeway. The corridor could benefit from collector distributor lanes allowing better traffic flow without simply adding more lanes. There is nothing worse than having to cross 3 or 4 lanes to make and exit (or to avoid a forced exit), especially when stuck in a traffic jam.
17.	Jackson Hurst	12/8/2022	Electronic Comment Form	The alternative that I approve and support for TxDOT's Downtown 10 Project is Alternative G because Alternative G will provide collector distributor roads which will improve safety and reduce the amount of weaving movements on I-10 through Downtown El Paso.
18.	Robert Storch	12/15/2022	Electronic Comment Form	<p>The Texas Department of Transportation's Downtown 10 project, as recently presented, will never accomplish any of their stated "needs and purposes". It is a billion-dollar, unnecessary project that will diminish the quality of life and hinder the economic development of Central El Paso.</p> <p>First, adding lanes to an urban, limited access highway will never reduce congestion.</p> <p>Second, frontage roads are unnecessary for incident management. The existing street grid and the Border West/Loop 375 already provide alternative routes through and around the downtown area.</p> <p>Third, a new Interstate 10 should be constructed to "current design standards" around the city through the Anthony Gap. International freight must be removed from the Bridge of the Americas to Santa Teresa, Ysleta and Tornillo and onto the new I-10.</p> <p>With through and international traffic out of the city, the existing highway can be reconfigured as an intracity arterial, integrated with the Central El Paso street grid to disperse local traffic safely throughout the city.</p>

## Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 - Comment Matrix

Comment Number	Commenter Name	Date Received	Source	Comment
				<p>El Paso residents want a safe city, without huge trucks and speeding cars through their neighborhoods.</p> <p>El Paso residents want neighborhoods connected by safe, “complete streets” where people can walk or ride bikes and local small businesses can thrive.</p> <p>El Paso residents want efficient, reliable mass transit that quickly and frequently takes them where they need to go.</p> <p>El Paso residents want a city that does not make them sick. No one has done a comprehensive air quality study in neighborhoods along the current I-10 corridor. Such a study must be completed before starting any more construction.</p> <p>El Paso residents want an economically and environmentally sustainable city with livable neighborhoods, breathable air, and walkable safe streets. A city they can easily get around in without a car.</p> <p>Sixty years ago, the construction of Interstate 10 displaced thousands of people, destroyed hundreds of homes, divided numerous neighborhoods— mostly minority and poor. Today TxDOT has an opportunity to right those wrongs, bring equity to marginalized communities and build a transportation system that enhances livability in El Paso. So far they have failed. We can and must do better.</p>
19.	David	12/16/2022	Electronic Comment Form	Alt I looks like the best option for both my community and El Paso as a whole. Very well thought out...I will miss the Porfirio Diaz Ramp but overall it's a great design with both pedestrians and cars considered
20.	Rep. Peter Svarzbein on behalf of the City of El Paso	1/3/2023	Electronic Comment Form	<p>Resolution passed unanimously by El Paso City Council on March 15, 2022.</p> <p>RESOLUTION</p> <p>WHEREAS, in 1968, Interstate-10 was completed in El Paso; and,</p> <p>WHEREAS, in order to facilitate the construction of the freeway, entire neighborhoods were destroyed which had the effect of physically detaching thriving urban neighborhoods from our downtown; and</p> <p>WHEREAS, the ultimate location of the freeway and the neighborhoods it adversely affected were disproportionately those that were previously redlined on the basis of race and ethnicity and their status as being minorities in this country; and,</p> <p>WHEREAS, such actions had the effect of reinforcing and strengthening existing patterns of racial segregation and disinvestment in our downtown and throughout our City and others across the country; and,</p> <p>WHEREAS, the City’s Comprehensive Plan, Plan El Paso, identified as a priority the reimagining of the freeway as it traverses through downtown; and,</p> <p>WHEREAS, Connecting El Paso, the precursor to Plan El Paso, identified capping the freeway as vital to the success of downtown redevelopment; and,</p> <p>WHEREAS, Plan El Paso calls for reducing the overreliance on the automobile as a preferred mode of travel; and,</p> <p>WHEREAS, the City’s Street Design Manual calls for the appropriate context-sensitive design of roadways by differentiating the design elements of roads located in urban, suburban and rural contexts; and</p> <p>WHEREAS, the location of the freeway’s proposed frontage roads in downtown should consider its contextual surroundings by incorporating design elements that promote slower travel speeds and make it safe for pedestrians and cyclists using the roads for travel and to cross them; and</p> <p>WHEREAS, to mitigate the physical and visual impacts of the freeway’s location through downtown, the freeway should be capped in order to physically reconnect the surrounding historic and adjacent urban neighborhoods that were destroyed when the freeway was initially constructed; and,</p> <p>WHEREAS, the proposed deck plaza is a viable method to achieve this through the concept’s demonstrated success in cities across the country, including Klyde Warren Park in Dallas, Texas</p> <p>NOW THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EL PASO:</p>



## Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 - Comment Matrix

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				<p>That in order to promote appropriate urban design to support and enhance our vibrant Downtown and to reconnect the urban fabric currently separated by Interstate 10, the following design consideration be considered in the final design alternative for the Downtown segment of Re-Imagine I-10:</p> <p>The elimination of frontage roads as currently conceived through Downtown to be replaced with urban-context streets in alignment with the City's Street Design Manual; The removal of any "u-turns" through the downtown segment which present a safety hazard for pedestrians and cyclists; The new appropriately-scaled frontage roads should prioritize the safe passage of pedestrians and cyclists over the movement of freight and vehicles by reducing the width of the right-of-way to allow for safe crossing; Reduce design speeds of frontage roads to maintain the current 30 mph speed limit on Yandell Dr and Wyoming Ave; Reduce the right-of-way width on the frontages roads to two lanes of vehicular travel and one lane of on-street parking; Enhance and support the existing downtown aesthetic through the provision of street trees in the adjacent parkways; At a minimum, retain north-south connections of Santa Fe, Oregon, Mesa, Stanton, Kansas, and Campbell Streets; Maintain existing connections and enhance pedestrian and cyclist access to downtown from surrounding historic and adjacent urban neighborhoods; Enhance structural supports and extend utility infrastructure to support future development on the deck including but not limited to parks and buildings; Permit development to span the deck in order to physically reconnect downtown &amp; uptown.</p>
21.	Anonymous	1/5/2023	Electronic Comment Form	<p>The no build seems to be the smartest choice from all the options. This proposed project is not needed, these funds can be used for other neighborhood areas in El Paso that have historically been ignored and poorly developed. Also, the proposed project doesn't enhance safety regarding speeding and pedestrian comfort, and neither does this improve our regional environment and compromises water resources during drought years. Relocation funds/expense could also prevented or placed towards other much needed projects in El Paso.</p>
<b>COMMENTS SUBMITTED VIA EMAIL</b>				
22.	Marsha La bodda	12/04/2022	Email	<p>Dear Mr. Hugo Hernandez:</p> <p>I protest this development. I urge you to reconsider such factors as safety, pollution risks, and movement of traffic. Why TXdot has not pushed for signs to post to truck drivers and people passing through El Paso to take alternate routes like Anthony Gap or 375 is beyond me! We don't need an expansion or a deck! Other cities like Detroit are taking them down! You have not considered we are a poor community,our property taxes are going up, there is not the billions of dollars you want us to pay! No matter how you paint this project, I am opposed!. Marsha Labodda</p>
23.	Scott White	12/06/2022	Email	<p>Mr. Hernandez and the Downtown 10 team,</p> <p>I would like to set up a meeting with you regarding the Downtown10 project, and the possibility of revising the Purpose and Need Statement. I had reached out to you previously about this matter in my capacity with Velo Paso Bicycle-Pedestrian Coalition, but now am reaching out to you in my statewide role as Director of Vision Zero Texas.</p> <p>Vision Zero Texas is a project of Farm&amp;City - a 501(c)3 non-profit dedicated to hi quality rural and urban him habitats in perpetuity - and our focus is on improving transportation safety with the goal of ending traffic deaths in Texas.</p> <p>I noted that in the Draft Purpose and Need that there is recognition of traffic crashes, but I saw now plan to help end them. The Texas Transportation Commission (TTC), and by extension TxDOT) adopted the Road to Zero goal of ending traffic deaths by 2050 in 2019. Despite this, traffic deaths are going up. If we are to reach this goal of ending traffic deaths, we will need to rethink road designs, along with road user behaviors. I believe rethinking this project by including SAFETY as the primary Purpose and Need would allow for a better project, not just for transportation needs, but for this community as well.</p> <p>I hope we can meet soon to discuss this and possibly other issues related to improving the project</p> <p>Scott</p>
24.	Dr. Chinwe Nduka	12/08/2022	Email	<p>Hello we are located at 3515 Gateway blv west 79903. Do we have to take any action with this notice we received? Its gives multiple numbers but no number had a response. Thank you hope to hear from you soon.</p>
25.	Michael Frisbey	12/09/2022	Email	<p>Hello, I'm reaching out from 420 N. Campbell (St. Rogers Depot) in downtown El Paso. The owner of the building, Steve &amp; Isha Santamaria-Rogers and myself, went to the Downtown 10 meeting at the Convention center and we met with David Sutton. We were told to set up a one-on-one meeting with Mr. Sutton to discuss our eastern parking lot, and a possible driveway entrance from the access road. My direct phone number is [REDACTED]. Thank you</p>
26.	Elisa Morales	12/10/2022	Email	<p>Adding more lanes to the freeway isn't the most efficient way of reducing congestion. In addition to inducing more traffic in the future, it also affects air quality, reduces student performance, and harms our health. Adding lanes simply adds more cars and results in more pollution. Instead, let's send interstate traffic around El Paso on the Borderland Expressway. This will reduce congestion on I-10, save semitruck drivers time and money, and reduce diseases caused by air pollution. Here's why it's worth fighting for this solution.</p> <p>Air pollution is a huge problem in El Paso due to high number of cars and semitrucks driving through from California, Austin, and Mexico. The air quality downtown is so polluted that it contributes to many diseases like asthma and heart disease. By sending interstate traffic around El Paso instead of adding lanes through downtown, we will drastically improve air quality since there will be fewer cars driving through the city each day.</p>



## Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 - Comment Matrix

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				<p>an outsized impact on low-income neighborhoods and neighborhoods with high rates of chronic disease. By diverting traffic away from downtown El Paso, we can reduce air pollution and improve public health outcomes in these vulnerable communities.</p> <p>Sending traffic around El Paso on the Borderland Expressway instead of adding more lanes downtown will save us money in the long run since there will be less wear and tear on I-10 from reduced traffic flow through El Paso. Plus, semitruck drivers won't need to drive out of their way anymore which means they can get where they need to go faster and cheaper than before! This is a win-win solution for everyone since it improves our community and helps us save money at the same time.</p> <p>TxDOT should send interstate traffic around El Paso rather than adding lanes through downtown. It's an easy solution with lots of benefits for everyone involved!</p>
30.	Leilainia Marcus	12/11/2022	Email	<p>We do not need to expand the highway. When the highway came through El Paso it destroyed much of the architectural history and urban fabric - hundreds if not thousands of homes and businesses, and thousands of people. The City has not recovered. We still are rebuilding and bringing life to Downtown, and more importantly in terms of community, we are still trying to repopulate and reinvigorate the neighborhoods that ring Downtown.</p> <p>For me this area is the heart of the city. It's an area of culture, rich American history, peace, and vibrancy. There is so much uniqueness El Paso has to offer. Do not let people who don't see it's magic destroy what they don't understand.</p> <p>If we build more of a freeway we are going to lose more of the soul of our city.</p> <p>The freeway must not be expanded on!</p> <p>Without culture we will evaporate in the dry desert heat. People Matter. Culture Matter. The Land Matters. Health matters!</p> <p>El Paso is Unique, it's time the rest of Texas starts to visit and see its beauty. It's time for an old town (unique to El Paso's history) be built.</p> <p>There is so much charm in downtown and sunset heights, instead of destroying the neighborhoods, we can come up with profitable ways to bring income to the city and community.</p> <p>I just moved back to El Paso after living in California for 23 years. I do not want to see El Paso turned into a transit city. I would love to see it as a destination spot. It's possible. It's already happening. Just the other day I met a couple from New York who came to see white sands, Waco tanks, old Mesilla, they wanted to see more of El Paso. We can revive. We are reviving. Don't destroy. Create!</p> <p>Leilainia (Lay-Lane-Ya) Marcus Transformational Coach through Movement, Breath, Stillness, Awareness.</p>
31.	Mark Lusk	12/13/2022	Email	<p>TO: TX DOT</p> <p>I write to express my opposition to the I-10 widening project.</p> <p>When I was a student at New Mexico State in the early 1970's, I would drive from Las Cruces to East El Paso via the Anthony Gap. Back then, I thought that Anthony Gap would be an ideal corridor for an El Paso bypass. It would redirect heavy trucks, hazardous materials, and interstate distance travelers away from the congestion of downtown El Paso.</p> <p>The idea of an Anthony Gap bypass was a good idea then and a better idea today. We can ill afford to run more traffic through the heart of the city. It causes pollution, congestion, accidents, and excess wear and tear and density on highways that must accommodate local traffic.</p> <p>Most major American cities long ago built major highway bypasses to direct through traffic and hazardous cargo away from densely populated areas.</p> <p>Mark Lusk</p>
32.	Mauricio Gonzalez	12/13/2022	Email	<p>Adding more lanes to the freeway isn't the most efficient way of reducing congestion. In addition to inducing more traffic in the future, it also affects air quality, reduces student performance, and harms our health. Adding lanes adds more cars and results in more pollution. Instead, let's send interstate traffic around El Paso on the Borderland Expressway. This will reduce congestion on I-10, save semitruck drivers time and money, and reduce diseases caused by air pollution. Here's why it's worth fighting for this solution.</p> <p>Rerouting interstate traffic would also make it easier for truckers who frequently pass through El Paso. Since they often need to travel long distances with heavy loads, reducing their fuel consumption is an important goal. By avoiding the freeway during rush hour, truckers can save time and money while ensuring their cargo gets delivered safely and efficiently. This will benefit both truck drivers and companies who rely on them to transport goods across Texas and beyond.</p>

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				<p>It is important for our community to have a voice in this process and to have the opportunity to discuss our concerns and recommendations with TXDOT. We hope that you will consider our request to be included as a consulting party and to schedule a meeting with us to discuss this matter further.</p> <p>Sincerely, Rio Grande Neighborhood Association</p> <p><b><i>Please see Attachment B for the additional attachments included in this comment.</i></b></p>
56.	Clara Duffy	1/9/2023	Email	<p>Dear Neighbor,</p> <p>Adding more lanes to the freeway isn't the most efficient way of reducing congestion. In addition to inducing more traffic in the future, it also affects air quality, reduces student performance, and harms our health. Adding lanes adds more cars and results in more pollution. Instead, let's send interstate traffic around El Paso on the Borderland Expressway. This will reduce congestion on I-10, save semitruck drivers time and money, and reduce diseases caused by air pollution. Here's why it's worth fighting for this solution.</p> <p>Air pollution is a huge problem in El Paso due to high number of cars and semitrucks driving through from California, Austin, and Mexico. The air quality downtown is so polluted that it contributes to many diseases like asthma and heart disease. By sending interstate traffic around El Paso instead of adding lanes through downtown, we will drastically improve air quality since there will be fewer cars driving through the city each day.</p> <p>With less traffic on the roads, drivers will be more relaxed and alert which reduces their risk of getting into an accident. Additionally, fewer cars on the road means less risk of people being injured or killed in an accident caused by driver negligence or recklessness.</p> <p>Sending traffic around El Paso on the Borderland Expressway instead of adding more lanes downtown will save us money in the long run since there will be less wear and tear on I-10 from reduced traffic flow through El Paso. Plus, semitruck drivers won't need to drive out of their way anymore which means they can get where they need to go faster and cheaper than before! This is a win-win solution for everyone since it improves our community and helps us save money at the same time.</p> <p>TxDOT should send interstate traffic around El Paso rather than adding lanes through downtown. It's an easy solution with lots of benefits for everyone involved!</p> <p>Thank you,</p> <p>Clara Duffy</p>
57.	Kathleen Staudt	1/10/2023	Email	<p>Greetings,</p> <p>I write in opposition to the TXDOT plans to impose new building for widening the El Paso's downtown I-10 with more lanes and possible parallel roads that would (1) destroy the fabric of downtown during the construction, (2) take up to 40 homes and businesses—even the only Holocaust Museum within hundreds of miles, and (3) add air pollution to an already polluted area. In fact, TXDOT seems to care little about pollution, respiratory illnesses, and other health problems. Alas, environmental racism at the core of TXDOT planning, given that nine of ten residents who breathe and smell the pollution area Hispanic. Independent studies, such as from El Paso County, show that the downtown freeway is NOT congested.</p> <p>Please re-think the Need and Purpose aspect of the project: put <u>pollution reduction</u> (of course, TXDOT should do a much better job monitoring pollution in a comprehensive way) AND <u>safety</u> at the top of needs, priorities, and overall purpose. Speed is not the priority for the community or even the many trucks that plague our region: rather, saving lives through reducing accidents and respiratory-related disease and death should come first.</p> <p>Rather, FIX and MAINTAIN the I-10 freeway downtown. Better yet, route trucks AROUND El Paso rather than through the heart of the city, such as what had been planned years ago.</p> <p>Everywhere in the nation, forward-looking thinkers are reconsidering the old strategies TXDOT proposes. If El Paso and Austin engineers want to learn more, READ the recent high-profile piece in the NYTimes. <a href="https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?fbclid=IwAR2IZ8L4t0BUjjFPVAsORQ2XexK1fwd7I3ZjdAFze51nKUFtaHW3AGjmoE">https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?fbclid=IwAR2IZ8L4t0BUjjFPVAsORQ2XexK1fwd7I3ZjdAFze51nKUFtaHW3AGjmoE</a></p> <p>Thank you, Kathleen Staudt, PhD Professor Emerita of Political Science 7289 Cactus Spine Ln, El Paso 79912 Co-Moderator, Community First Coalition</p>

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				<p>Sending traffic around El Paso would also reduce greenhouse gases from vehicle exhaust by keeping cars from idling in traffic due to congestion. In addition, rerouting provides the opportunity to create green spaces and parks with bike paths and walking trails that will further reduce carbon dioxide emissions from vehicles. These green spaces will provide additional recreational opportunities for residents that can lead to better physical and mental health.</p> <p>Not only does poor air quality contribute to physical illnesses, but research has shown that it also affects student performance in school. Since students are constantly exposed to polluted air while walking or biking to school or just playing outside during recess and lunchtime, their GPA scores suffer as a result.</p> <p>With less traffic on the roads, drivers will be more relaxed and alert which reduces their risk of getting into an accident. Additionally, fewer cars on the road means less risk of people being injured or killed in an accident caused by driver negligence or recklessness.</p> <p>One of the most important factors in this discussion is equity. Redirecting traffic around El Paso would provide more equitable transportation access for low-income and minority communities living in the downtown area by providing them with more reliable public transit options. By making transportation more accessible and affordable, we can help ensure that all residents have access to employment opportunities and other services they need to thrive. Studies have shown that air pollution caused by traffic has an outsized impact on low-income neighborhoods and neighborhoods with high rates of chronic disease. By diverting traffic away from downtown El Paso, we can reduce air pollution and improve public health outcomes in these vulnerable communities.</p> <p>Sending traffic around El Paso on the Borderland Expressway instead of adding more lanes downtown will save us money in the long run since there will be less wear and tear on I-10 from reduced traffic flow through El Paso. Plus, semitruck drivers won't need to drive out of their way anymore which means they can get where they need to go faster and cheaper than before! This is a win-win solution for everyone since it improves our community and helps us save money at the same time.</p> <p>TxDOT should send interstate traffic around El Paso rather than adding lanes through downtown. It's an easy solution with lots of benefits for everyone involved!</p> <p>Thank you, Christine Zimmerly</p>
66.	Peter Stevenson	1/11/2023	Email	<p>I am writing to express my concerns about plans to widen the I10 freeway through central El Paso. As a resident in the area, I feel I will be adversely effected, as will many others, by the increase in traffic and noise and air pollution. The air quality is already unhealthy in this city and widening the freeway will certainly make it worse. I would encourage engineers to seek an alternate route for interstate traffic to reduce the flow through the center of town.</p> <p>Please take my concerns seriously, as I plan to organize with my neighbors and other residents in my area to actively protest this plan if it goes forward.</p> <p>Peter Stevenson</p>
67.	Anne M. Giangiulio	1/11/2023	Email	<p>Hello.</p> <p>My name is Anne Giangiulio. I am a designer and professor at The University of Texas at El Paso.</p> <p>I would like to implore you NOT to expand Interstate 10 which runs alongside &amp; through both one of the oldest neighborhoods of El Paso, Sunset Heights, as well as our downtown.</p> <p>As I'm sure you are all aware, a very recent New York Times article also warns about the uselessness of expanding highways to “fix” traffic:</p> <p><a href="#">Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?</a></p> <p>I understand you are focused on potential future traffic, and incident management. That results in a design that adds lanes and creates new frontage roads, both of which residents have consistently opposed. It's well-established that the highway is a major source of pollution. It's also been determined that TXDOT traffic projections exaggerate potential future congestion. Recent video &amp; photos of the Trench, a supposed choke point, at rush hour on a recent weekday show very little, if any traffic backed up. This is the typical condition for this part of I-10:</p> <p>Peak rush hour at what TXDOT calls a highway choke point Downtown.</p> <p><a href="https://its.txdot.gov/its/District/ELP/cameras">https://its.txdot.gov/its/District/ELP/cameras</a></p> <p>Simply put, the Need and Purpose must address the health and environmental impacts of the highway on the community, especially on those neighborhoods most affected.</p>

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				<p>El Paso is a majority Latinx community that has been traditionally underserved and overlooked.</p> <p>Now is your chance to make past wrongs right and care about the health and safety of our residents.</p> <p>Sincerely, Anne M. Giangulio</p>
68.	Beatriz E. Vera	1/11/2023	Email	<p>Dear sirs and madams, I am asking you to revise Need &amp; Purpose taking measures to reduce pollution and emphasize safety and health.</p> <p>This is a Public Health issue, not just a transit issue.</p> <p>Respectfully, Beatriz E. Vera, BSW MA</p>
69.	Robert J. Gaudet, Jr.	1/11/2023	Email	<p>Dear Sir or Madam:</p> <p>I live in El Paso. I want to express my opinion that it is not necessary to widen I-10. Please consider harm to the environment and health as part of the Need and Purpose.</p> <p>Thank you for considering my views.</p> <p>Best, Robert Gaudet, Jr</p>
70.	Garrett Yancey (Jobe Materials, L.P.)	1/11/2023	Email	<p>COMMENT OF JOBE MATERIALS, L.P. REGARDING DOWNTOWN 10 PROJECT:</p> <p>Jobe Materials, L.P. ("Jobe") supports the Downtown 10 project. From our review of the Viable Alternatives, we believe Alternative I is the best option. Based on the information provided by TXDOT, Alternative I would lead to less displacements than Alternatives G and H. Additionally Alternative I provides a "hike and bike" pathway. If Alternative I is not successful, though, Jobe would also support Alternatives G and H. Jobe strongly believes that the Downtown 10 project should account for a Deck Park to be constructed within the Downtown 10 corridor.</p> <p><b>*Pursuant to Texas Transportation Code § 201.811(a)(5), Jobe Materials, L.P. does do business with TXDOT from time to time. Additionally, Jobe Materials, L.P. could benefit monetarily from the project about which this comment is provided.*</b></p> <p>Garrett J. Yancey Assistant General Counsel Jobe Materials, L.P.</p>
71.	Jesus M. Guereca	1/11/2023	Email	<p>Adding more lanes to the freeway isn't the most efficient way of reducing congestion. In addition to inducing more traffic in the future, it also affects air quality, reduces student performance, and harms our health. Adding lanes adds more cars and results in more pollution. Instead, let's send interstate traffic around El Paso on the Borderland Expressway. This will reduce congestion on I-10, save semitruck drivers time and money, and reduce diseases caused by air pollution. Here's why it's worth fighting for this solution.</p> <p>Air pollution is a huge problem in El Paso due to high number of cars and semitrucks driving through from California, Austin, and Mexico. The air quality downtown is so polluted that it contributes to many diseases like asthma and heart disease. By sending interstate traffic around El Paso instead of adding lanes through downtown, we will drastically improve air quality since there will be fewer cars driving through the city each day.</p> <p>With less traffic on the roads, drivers will be more relaxed and alert which reduces their risk of getting into an accident. Additionally, fewer cars on the road means less risk of people being injured or killed in an accident caused by driver negligence or recklessness.</p> <p>Sending traffic around El Paso on the Borderland Expressway instead of adding more lanes downtown will save us money in the long run since there will be less wear and tear on I-10 from reduced traffic flow through El Paso. Plus, semitruck drivers won't need to drive out of their way anymore which means they can get where they need to go faster and cheaper than before! This is a win-win solution for everyone since it improves our community and helps us save money at the same time.</p>



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				TxDOT should send interstate traffic around El Paso rather than adding lanes through downtown. It's an easy solution with lots of benefits for everyone involved! Sincerely, Jesus M. Guereca
72.	Connie Crawford and John Russell	1/11/2023	Email	Dear TxDOT:  Adding more lanes to I-10 in El Paso is not the most efficient way to reduce congestion. That would merely induce more traffic in the future. More importantly, adding lanes would decrease air quality, reduce student performance, and harm our health.  TxDOT should send interstate traffic around El Paso rather than adding lanes through downtown. It's an easy solution with lots of benefits for everyone involved!  Thank you, Connie Crawford and John Russell El Paso
73.	Aurolyn Luykx	1/11/2023	Email	Dear TXDOT, as a long-time El Paso resident who enjoys our city's quality of life and historic neighborhoods, I am writing to express my opposition to the proposed widening of I-10 near El Paso's downtown. Anyone who lives in El Paso knows that while there are indeed some regular "choke points" along I-10, the downtown area is NOT one of them! (Rather, the trouble spots are much further east, near Joe Battle, as is evidenced by the high number of traffic incidents in that area). Furthermore, numerous studies have clearly shown that highway expansion provides no more than a very temporary fix to highway congestion. Such a huge and expensive project for so little benefit makes no sense, and would likely be the final nail in the coffin for many businesses downtown, which for years have suffered from the constant (and often ill-conceived) construction in the area. The proposed expansion plan also ignores the negative effects on air quality, which is already poor in that area, and the inevitable health impacts that would follow. It is imperative that health and environmental concerns be included in the Need and Purpose of the plan. Please keep the health and quality of life of our city's downtown residents foremost in mind as you make your decision. Thank you, Aurolyn Luykx El Paso
74.	Jose R. Rodriguez	1/11/2023	Email	Thank you for the opportunity to offer my public comments as part of the EIS process on the proposed El Paso Downtown I-10 Project.  As a former Texas State Senator who served on the Senate Transportation Committee and the El Paso MPO, I am familiar with transportation needs in Texas and our El Paso Region. My observation over the years is that our transportation model has not significantly changed from the outdated, entrenched policy of building or expanding more highways to deal with increased traffic, congestion, and growth. Experts contend highway widening is not a solution. See, <a href="https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?smid=">https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?smid=</a> . Unfortunately, this approach has come at great cost: more congestion, destruction of neighborhoods and businesses, environmental degradation, and adverse health impacts, especially in communities of color. Alternative modes of transportation such as public transit, light rail, bicycles, and ride sharing receive little or no support.  El Paso has suffered the consequences of these policies. The initial construction of I-10 coupled with Urban Renewal caused the destruction of whole neighborhoods, predominantly minority, and separated downtown from surrounding neighborhoods like Sunset Hts.. Over the years traffic, including commercial trucks carrying merchandise from East to West and from Mexico into the U.S. via our ports of entry, have contributed to unsustainable levels of pollution with attendant health problems and increasing road accidents. The proposed improvements to facilitate trade at the Cordova International Bridge will only increase truck traffic and pollution, especially in the already heavily impacted Chamizal neighborhood. Finally, El Paso is a NonAttainment Area sharing an air shed with Cd. Juarez, Mexico and can ill afford to add more traffic congestion and pollution to our binational region through the TxDot preferred highway expansion.  Accordingly, I strongly suggest you consider as part of the Needs and Purpose of EIS process the following:  1.Reject TxDot's three top alternatives, all which among other things share the characteristics of road widening,more ramps, and use of eminent domain to take private property.  2. Consider Alternatives B (make needed improvements to existing highway) and F (tunneling/trench), both of which will have lesser environmental and negative health impacts.

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				<p>3. Consider, as an alternative to those presented at the Downtown I-10 Virtual Public Meeting #2 funding for construction of the high priority Borderland Expressway Project, along with requiring commercial trucks to use that route and Loop 375, to relieve congestion in the Downtown corridor, enhance safety, and mitigate environmental impacts.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Jose R. Rodriguez Former State Senator, SD 29</p>
75.	Steve Fischer	1/11/2023	Email	<p>Dear TXDOT:</p> <p>They say they dont make real estate but this is especially true with real estate that contains historic buildings and landmarks. Sunset Heights is the premier historic district in El Paso, perhaps in all of West Texas, why mess with it.</p> <p>Although my evidence is anecdotal , my wife and I do not have traffic issues with the freeway near Sunset. We always have to switch lanes to exit on Porfiero Diaz and its never really been a problem over the many years we have driven it.</p> <p>Breaking up an historic area hurts its economy . I -25 through Trinidad Colorado stifled growth for years. The Houston beltway also was not an effective solution.</p> <p>I have the flu today or would elaborate. I can say that over 90 % ( as polled at a meeting) of our neighborhood is against this. Don't we matter?</p> <p>Steve Fischer</p> <p>PS I'm working on a lawsuit with you in Aransas County A -22-0242. Here a habitual felon has taken over your land and uses it for prostitution and drugs. TXDOT has gone so slow and is so far behind on this , I have to wonder about your competence. Shift your resources to this case instead</p> <p>-- Steve Fischer, Attorney at Law</p>
76.	Merlyn Heyman and Josiah Heyman	1/11/2023	Email	<p>We live about a mile north of downtown. I10 is wide enough as it goes through downtown. Adding a lane, will create a bottleneck, when the lane is taken away. El Paso has severe air pollution problems and high rates of asthma, both child and adult. More lanes will worsen conditions. Instead of wasting so much money on widening I10, we believe our tax money should be invested in building to divert traffic to the Anthony Gap. This would improve traffic flow, especially by diverting through trucks, and thus improve air quality. We also have to maintain access to downtown via N-S streets, eg. Oregon, Mesa, Stanton, Kansas, etc.</p> <p>We strongly oppose this proposal.</p> <p>Sincerely, Merlyn Heyman and Dr. Josiah Heyman</p>
77.	Gary Sapp	1/11/2023	Email	<p>Subject Line: Fully Support</p> <p>The widening and covering of I-10 in downtown El Paso.</p>
78.	Oscar J. Martinez	1/11/2023	Email	<p>As an El Paso native and resident, I strongly oppose the widening of I-10 in the downtown area. As the NY Times article below makes clear, such widenings in other cities have done more harm than good. Please do not subject El Paso to that fate. Thank you.</p> <p><a href="https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?campaign_id=9&amp;emc=edit_nn_20230108&amp;instance_id=82177&amp;nl=the-morning&amp;regi_id=95005654&amp;segment_id=121953&amp;te=1&amp;user_id=681c12780d8a2ecb7c8ed325f1121591">https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?campaign_id=9&amp;emc=edit_nn_20230108&amp;instance_id=82177&amp;nl=the-morning&amp;regi_id=95005654&amp;segment_id=121953&amp;te=1&amp;user_id=681c12780d8a2ecb7c8ed325f1121591</a></p> <p>Oscar J. Martinez</p>



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84.	Graciela Blandon	1/11/2023	Email	<p>Good afternoon,</p> <p>I'm writing in regards to the I-10 expansion project as a concerned citizen. Time and again, urbanists have shown that widening highways are not an effective way of reducing traffic. Even if they were, there is nothing like robust public transport to develop a city for environmental and social health. The Need and Purpose document for this project must include studies on its environmental and social impact.</p> <p>Best, -- Graciela Blandon</p>
85.	Nichollette Ruiz on behalf of Ted Houghton, Chair of the El Paso Mobility Coalition and Andrea Hutchins, President and CEO of the El Paso Chamber of Commerce	1/11/2023	Email	<p>Good Afternoon Mr. Trevino:</p> <p>Attached is the El Paso Chamber's submission for public comment regarding the Downtown I-10 Project.</p> <p>Please let us know if you have any questions. Thank you for the opportunity!</p> <p>Nicole</p> <p><b>[Text of attached letter below:]</b></p> <p>Mr. Trevino: This public comment is submitted on behalf of the El Paso Chamber, as well as the Chamber's Mobility Coalition. The El Paso Chamber has been closely monitoring the development of the prospective Downtown I-10 project. The El Paso Chamber believes that Alternative I represents the best alternative regarding the Downtown I-10 project. Alternative I incorporates several features that will enhance transportation flow and quality of life in our region. They include the following:</p> <ul style="list-style-type: none"> <li>▪ The addition of an off ramp off of I-10 headed east so that eastbound traffic is better dispersed.</li> <li>▪ Addition of urban hike and bike trails as an amenity to the project.</li> <li>▪ The removal of Portfiro Diaz as an entry/exit point results in less through traffic for the historic Sunset Heights neighborhood.</li> <li>▪ The movement of the project alignment to the south and east abutting the Union Pacific Dallas Yard – this avoids condemnation of property to the north and west of the Union Pacific Dallas Yard.</li> <li>▪ The wall supports in the depressed highway portion of downtown are vertical instead of slanted – this results in a better aesthetic and less need for property acquisition.</li> </ul> <p>The El Paso Chamber commends TxDOT for its integration of public comment into project revisions and alternatives. The El Paso Chamber supports Alternative I as the superior alternative. If we can be of further assistance to you in this matter, please contact Ted Houghton, Chair of the El Paso Mobility Coalition via email at [REDACTED]</p> <p>Sincerely, Ted Houghton, Chair, Mobility Coalition Andrea Hutchins, President and CEO, El Paso Chamber</p>
86.	Patricia Medici	1/11/2023	Email	<p>I live, work, own a home, and other property near where this work would take place.</p> <p>Although the freeway near downtown needs to be repaired/renovated for it to be safe to drive upon, I am not in favor of widening the highway.</p> <p>I am opposed to widening the freeway because it is going to increase traffic through the residential neighborhood between UTEP and the I-10 known as Sunset Heights. The added traffic will negatively affect that area with environmental issues affecting people's health due to noise, vibration, dirt, and pollution; not to mention a hindrance to walkability and safety issues crossing the streets which contain school zones.</p> <p>Thank you for this opportunity to express my opinion. Sincerely, Patricia Medici</p>
87.	Sergio Contreras	1/11/2023	Email	<p>The highway does not need to be widened and you must include environmental health as part of the need and purpose. The traffic can be diverted around the city. The city's downtown population is declining.</p> <p>Sergio</p>

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88.	Marie Otero	1/11/2023	Email	<p>To whom it may concern,, I was born and raised here in El Paso. I know my city. I live in the downtown area. I have traveled to many great cities, and one of the things that makes them great is the transportation systems that they have. El Paso is in desperate need of a light rail system, which will help people get from point A to point B quickly and without getting on the freeway. We have the railroad already, so come up with a way to incorporate both. Let's be creative and become an innovative community, instead of a desperate, no ideas city. My daughter and I spent 5 weeks in New York this past summer. Wow! It was wonderful getting from one side of Manhattan to the other side in 15/20min on the subway. In Mexico City you can save hours of being in traffic by using the metro. It's incredible. I've traveled quickly and comfortably all over Europe, and many United States Cities. Please do not widen the freeways in El Paso, especially around the downtown and historical neighborhoods. That will look ugly, plus cause many more health problems because of more pollution. I live and have my business on Arizona and Florence Street, close to downtown. I don't want a freeway two block down from my house. The idea should be to stop driving so much. Get a metro/subway/light rail system instead. TXDOT did work around the Spaghetti bowl for a couple of years, and now it's the worst, most congested, and most dangerous area on the freeway. Before, we had many ways to get to Juarez, then after TXDOT did their thing, we only have one lane to Juarez. They have taken 3 lanes that narrow down to one lane. Wow! That's not smart at all. Now look at all the accidents and deaths. People are dying because of bad transportation decisions. Please fix all the streets all over the city instead. The streets are horrible with holes and cracks in most of El Paso. Leave the freeway as it is. Make a Metro system. Help people get to where they must be, safely. Don't pollute our neighborhoods. Don't make our city look ugly. No widening!</p> <p>Marie Otero Business owner</p>
89.	Hal Marcus	1/11/2023	Email	<p>Hello, Regarding the subject project,, we do not need to widen the I-10 on which this project is focused. It is going to have a negative impact on the environment and health of individuals; these must be considered and added to the Need and Purpose.</p> <p>Peace, Hal Marcus</p>
90.	Carmen E. Rodriguez	1/11/2023	Email	<p>Greetings: I oppose the current plans to expand I-10 in the downtown area for several reasons. I reside about 1 mile from the area being considered for expansion and I cross and travel the highway frequently in my regular commutes. I have not seen that traffic congestion is worse here than in other areas. In, fact I there are at least 3 other areas that are consistently more congested than this area within a 10 mile expanse.</p> <p>Attracting more traffic with more lanes will have a serious negative impact on the air quality surrounding my neighborhood. I am 72 years old and I know there are a high number of older people who live in the vicinity. In my opinion this amount of air space in this valley is insufficient to take in more pollutants, especially in the fall and winter months when the air is trapped, and remains stagnant over the heavily populated areas on both sides of the border.</p> <p>Furthermore, as an international border city, we should not be creating projects that will damage not only our own air quality but also that of our neighbors in our sister city, Cd. Juarez, Chihuahua. If such a project were being developed in Juarez, we would surely be complaining. I hope that Juarez residents have had the opportunity to voice their concerns.</p> <p>After attending the last public meeting held at the Civic Center, I am opposed to TxDot's three top alternatives, and favor the re-routing of traffic to deal with any congested areas in the center of the city. I am likewise in opposition to the planned improvements to the Bridge of the Americas as that will only contribute to more traffic congestion and more pollution. The ports of entry in Fabens and Sta. Teresa should be used for the truck traffic that travels back and forth to Mexico or provide funding for construction of the Borderland Expressway Project, along with requiring commercial trucks to use that route.</p> <p>Thank you for your attention.</p> <p>Carmen E. Rodriguez</p>
91.	RubyAnn Gaglio (Keystone Heritage Park)	1/11/2023	Email	<p>Good morning!</p> <p>There isn't a need to widen the highway. Please include environment and health as part of the Need and Purpose.</p> <p>Thank you m RubyAnn Gaglio</p>

Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 - Comment Matrix

Comment Number	Commenter Name	Date Received	Source	Comment
111.	Laurie Muller	1/11/2023	Email	We don't need a wider freeway in el paso. We need reliable, state-of-the-art PUBLIC TRANSPORTATION. ROADS are not the only means to get from one place to another. How about a MONORAIL that follows major highways in el paso. I mean, it has been discussed since THE SIXTIES here. let's start looking to the FUTURE. WIDER ROADS are the PAST.
112.	Sito Negrón (Sunset Heights Neighborhood Improvement Association)	1/11/2023	Email	<p>SHNIA Comments and Questions for EIS Scoping</p> <p>Submitted by Sito Negrón</p> <p>1. All the action alternatives include creation of frontage roads where they do not currently exist or the re-purposing of existing streets into frontage roads. All the action alternatives also include expansion of the existing I-10 roadway. These two aspects of the proposed action are not intrinsically linked; new frontage roads could be created without expanding the existing I-10 and I-10 could be expanded without creating new frontage roads. Based simply on area, the potential impact of creating frontage roads is likely greater than the impact of existing I-10 expansion. The potentially different benefits and impacts cannot be evaluated from the alternatives as currently presented in linked form. The proposed alternatives should be revised to include frontage road only and I-10 expansion only alternatives.</p> <p>2. Each of the alternatives, particularly for the frontage road components, is dependent on obtaining land outside of TXDOT right of way. Has any degree of commitment from landowners been obtained? The potential effect to railroad operations from the required land for all action alternatives appears very significant. Once an alternative is selected and a Record of Decision is signed, if TXDOT is unable to obtain the all the land required in that alternative, would redesign and new NEPA be conducted? If not, how can a stakeholder fairly consider impact at a given location if there is a potential that the full build may not occur due to failure to obtain ROW at another location in the system?</p> <p>3. During previous public meetings TXDOT has stated that the Deck Park (Santa Fe to Campbell) is not a TXDOT funded project and that TXDOT would only design and construct new I-10 foundations sufficient to accommodate a deck park structure in the future. At the same time TXDOT has repeatedly discussed the benefit of a deck park as a mitigation to separation of neighborhoods by the original 1960's construction of I-10. There has been concern expressed by stakeholders including the city in its FHWA grant application for a Deck Park Feasibility Study, that the construction and operation of adjacent frontage roads would negatively impact the safety and utility of a deck park. It is at best disingenuous for TXDOT to attempt to have it both ways. Preparation of this EIS must include the deck park and its proponents should be included as co-sponsors or cooperating entities.</p> <p>4. Stormwater management footprint required for all the action alternatives is likely to be significantly more than what is presently depicted in the proposed ROW. Without at least a conceptual analysis of storage and conveyance area and volume requirements, a defensible analysis of ROW needs and impact to existing structures is not possible.</p> <p>5. TXDOT does appear to have considered much public comment by adding many design features particular in Alternative I and this is appreciated. If an alternative with these design features is selected and a ROD is signed, what assurance is there that this alternative would be fully funded and constructed?</p> <p>6. Numerous members of the public, elected officials, and governmental employees have stated that I-10 will be impacted by the Bridge of the Americas and vice versa. These projects must be considered in tandem. There should be one EIS for both.</p> <p>7. The impact of the Borderland Expressway must be considered. That project should be funded and built before I-10 is widened.</p> <p>8. Border West is literally a highway next to I-10, and was studied as a toll road. Will it be tolled? When? What is the impact with and without tolls?</p> <p>9. TXDOT must place air monitors next to the highway and within neighborhoods adjacent to the highway to get actual data instead of just modeling.</p> <p>10. The Need and Purpose of the project must include improving the environmental and health impacts of the highway on low-income, minority, and historic neighborhoods. How are they otherwise benefitting from this project?</p> <p>11. The Texas Transportation Commission's Minute Order 115481 of May 30, 2019 requires cutting traffic deaths on Texas roadways in half by 2035. How will this project conform to that order?</p>

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Comment Number	Commenter Name	Date Received	Source	Comment
				<p>12. Continue studying Alternative F (tunneling) without a cap. Include reconnection of surface streets between Copia and Piedras. Please also provide more detail. Is there a roll plot? Saying that it's too expensive is not acceptable. What made it expensive? Are there solutions to that cost? Our community health is paramount, not an extra five minutes 20 years from now (assuming those projections are accurate, and SHNIA does not believe they are).</p> <p>13. Similarly, what is the cost of reconstruction as is (Alternative B)? Please carry forward that alternative.</p> <p>14. What is the cost of simply reconstructing the six-block Trench? Consider that in the EIS as well.</p> <p>15. What would be the impact of taking the highway out completely, replacing it with a combination local road and boulevard, and directing commercial through traffic to the Border Expressway? Why was that not considered?</p> <p>16. What role did/does the wind turbine blades coming across the border at Santa Theresa play in adding highway width and bridge height? Have consultants and/or TXDOT met with the manufacturers and/or transporters of those materials?</p> <p>17. Is there a state and/or federal requirement to increase bridge heights? If so, by when? If no requirement, what has the state and/or federal government said on the question of bridge heights?</p> <p>18. Does adding a lane in the Trench require taking property on Yandell or can that be done within the existing footprint?</p> <p>19. Do piers to hold up a deck have to be larger than piers for the existing bridges?</p> <p>20. Do piers for bridges rebuilt within the existing footprint have to be larger than piers for the existing bridges?</p> <p>21. To what extent does a potential deck influence the need for a larger footprint in the Trench? What discussions has TXDOT had with the City of El Paso or any other sponsors or potential sponsors of the deck proposal regarding this question?</p> <p>22. At the in-person meeting Nov. 30, the draft Need and Purpose was in a small stack at the front table. The roll plots were prominently featured, along with a short promotional video. If this was a scoping meeting for the EIS, knowing that most members of the public lack familiarity with the process, why was there not an explainer of what the process is, including that the Need and Purpose is now considered in draft form? We request that you extend the comment period, and that you make yourselves available for informative presentations meant for lay people to understand their rights and how to exercise them, including the role of the Need and Purpose.</p> <p>23. The TXDOT proposal is one end of a spectrum. The other end would be removal of this stretch of I-10. Why did the process not start from both ends of the spectrum?</p> <p>24. Please provide a complete list of each individual and organization consultants and/or TXDOT staff has met with, starting from the inception of the Relmagine study.</p> <p>25. SHNIA is a Consulting Party. What is the next step, and when is the next meeting?</p> <p>We believe you started with a bad plan because the Need and Purpose was based on travel speed. We hope you are able to redefine the Need and Purpose to take into account the negative impact of the highway on the health and safety of those who live closest to it, and we end up with a less polluting, less intrusive highway that is better integrated into its urban surroundings.</p> <p>Thank you for the opportunity to comment.</p>
COMMENTS SUBMITTED VIA PHONE				
113.	Branch Manager of Security Service Federal Credit Union	12/02/2022	Phone Call	<p>Hugo Hernandez (TxDOT) received a call from Security Service Federal Credit Union, Branch Manager (phone number [REDACTED]), inquiring about the notification for the Scoping Meeting. She wanted information if the property was proposed to be acquired, and clarified that none of the Viable Alternatives have the property identified as needed ROW for the Downtown 10 project.</p> <p>Hugo explained the notification was to inform the public/property owners about the Scoping Meeting for Downtown 10 and to request public input. He also explained that the virtual room is available with all the material to include the four viable alternatives. She mentioned she was going to forward to her Regional Office for review but that she had no concerns at this time.</p>



## Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 - Comment Matrix

Comment Number	Commenter Name	Date Received	Source	Comment
				<p><i>We asked that you take the commercial trucks out of that connection with Mexico because it is ruining our lives and the livelihood of our children.</i></p> <p><i>Please do not expand those commercial routes in the International Bridge of the Americas, downtown area, and I-10.</i></p>
128.	Modesta Acosta	1/9/2023	Mail	<p>Necesitamos cambios en la leyes estatales. No necesitamos expansion de carriles de carros. No mas polucion.</p> <p><i>Translation: We need changes to the state laws. We don't need the roadway lanes expansion. No more pollution.</i></p>
129.	Rebecca Leon	1/9/2023	Mail	<p>Due to my health issues I need for you to stop expansion of I-10 downtown. Good air quality is a human right. Our city is already to polluted. More lanes will increase traffic and pollution.</p>
130.	Anna L. Perez	1/9/2023	Mail	<p>El Paso already has poor air quality and should not be further detrimentally impacted by Downtown I-10 expansion. I have asthma, I am Mexican American/Native American First and foremost should be assessment of purpose and need which includes  safety  air quality  health  and environmental justice.  Consider the local communities to be impacted by insensitive TXDOT decisions. Develop alternative <u>NEW</u> thru traffic north of El Paso. Concerned citizen, Anna L. Perez</p>
131.	Alana de Hinojosa	1/9/2023	Mail	<p>My name is Alana de Hinojosa and I live in El Paso, Texas. I am opposed to the widening of I-10 in El Paso and the Deck Plaza Park. I am a historian of El Paso and PhD candidate at UCLA whose research examines the longstanding consequences of highway development in Latino communities in El Paso. We do not need highway expansion in El Paso. This project will not help this city and its Latino communities thrive. This project will only usher in more injustice and inequality and uneven development. What we need in El Paso is more environmental projections and community connection. Projections for an increase in traffic through El Paso are misleading and suspicious. Highway expansion will not protect our environment or forster community connect. The Deck Plaza included. Please listen to this community – especially those in central El Paso and in the southside – when they tell you to drop this project.</p>
132.	Ruth Ramos	1/9/2023	Mail	<p>Estoy en desacuerdo con la extension de la Carretera, ya temenos suficiente <u>contaminación</u> en el area central y conurbada.</p> <p>Agradeceria se tomora en cuenta todos y cada uno de los comentarios de los ciudadanos que como yo sentimos que nos afecta la polucion y contaminación del planeta!</p> <p><i>Translation: I'm against de roadway extension, we have enough contamination in the conurbated downtown area.</i></p> <p><i>I would appreciate that all comment from citizens that like me feels that planet pollution and contamination affects them would be taken into consideration.</i></p>
133.	Romina Suarez	1/9/2023	Mail	<p>Estoy en contra de la construcción y extension de la Carretera que afecta a los ciudadanos de El Paso y la gente de la area.</p> <p><i>Translation: I'm against the construction and extension of the roadway that affects the El Paso citizens and the people that live in the area.</i></p>



Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 - Comment Matrix

Comment Number	Commenter Name	Date Received	Source	Comment
				<p>Downtown 10 Alternative I</p> <p>The following comments outline specific design elements of Alternative I that impact the St. Clement's campus and would require mitigation to preserve a safe, quiet, and peaceful Church and School environment. St. Clement's looks forward to continuing our working relationship with TxDOT to identify solutions that balance the needs of all stakeholders. Nothing herein waives St. Clement's previously submitted comments and criticism to Alternatives D, G, and H.</p> <p>St. Clement's does not support aspects of Alternative I which are detrimental, or even catastrophic, to the functioning of our Church and School and their respective programs.</p> <div><p><u>Campbell Street</u> <i>Grid, Traffic Flow</i> St. Clement's believes maintaining the existing grid network, including one-way travel along Campbell Street and Yandell Drive, will help to prevent excessive traffic near the Church and cemetery. St. Clement's opposes the conversion of Campbell Street to two-way traffic and the elimination of the Kansas Street bridge. This will consolidate traffic along Campbell Street, increasing vehicle volumes, noise, and pollution, especially near the historic cemetery at the corner of Campbell Street and Yandell Drive. Converting Campbell Street to two-way traffic will increase vehicles queuing along Montana in front of St. Clement's campus as they wait to turn left on Campbell Street. Parents and students often park on the north side of Montana and cross at the mid-block intersection. This would be more dangerous with additional traffic, especially with heavy left-turn volumes.</p></div> <div><p><i>Worship Drop-Off and Pick-Up</i> Presently the elderly and disabled are dropped off and picked up directly in front of the church on Campbell Street. This would not be possible with a two-way, four lane road.</p><p><i>Funeral Access</i> St. Clement's is very concerned about the ability to continue to conduct funeral services, as we have for the past One Hundred Fifty-Two (152) years, without being able to maintain the existing parking/waiting area in front of the main entrance, shown below:</p></div>

## **G.8. Section 106 Consulting Party Meeting #1 (pre-meeting survey, notes, and presentation)**



I-10 From Executive Center Blvd to State Loop 478 (Copia Street)

CSJ: 2121-02-166

El Paso County

## MEETING NOTES

**Subject:** Downtown 10 Section 106 Consulting Party #1  
**Date:** Tuesday, November 16, 2021  
**Time:** 3:00 PM to 5:00 PM (MST)  
**Location:** Zoom Video Call

### Attendees:

#### *Consulting Parties in Attendance*

Meg Frisbie – National Park Service National Trails Cultural Resources Specialist  
Justin Kockritz – Texas Historical Commission (THC) Lead Reviewer for TxDOT Projects  
Barbara Welch – El Paso County Historical Commission Chairperson  
Sito Negron – Sunset Heights Neighborhood Improvement Association President  
Fred Evans – El Paso County Historical Society Board Member  
Dr. Miguel Juarez – Private Individual

#### *TxDOT Staff and Consultants in Attendance*

Hugo Hernandez – TxDOT-El Paso District (ELP) Project Manager  
Mimi Horn – TxDOT-ELP Environmental Coordinator  
Jennifer Wright – TxDOT Public Affairs Officer  
Alejandro Franco – TxDOT-ELP Transportation Engineer  
Lauren Macias-Cervantes – TxDOT-ELP Public Involvement Specialist  
Rebekah Dobrasko – TxDOT-Environmental Affairs Division (ENV) Lead Historian  
Lindsey Kimmitt – TxDOT-ENV Environmental Project Delivery Manager  
Nicolle Kord – TxDOT-ENV Community Impacts Specialist  
Brian Swindell – HDR Project Manager  
David Sutton – HDR Deputy Project Engineer  
Kim Johnson – Blanton & Associates, Inc. (B&A) Environmental Support Manager  
Maryellen Russo – B&A Lead Historian  
Megan Luschen – B&A Environmental Specialist  
Lauren Boyle – B&A Environmental Specialist

#### *Invited Consulting Parties Not in Attendance*

Providencia Velazquez - City of El Paso Historic Preservation Officer  
Vicki Hamilton - Private individual  
Logan Ralph - Private individual



**I-10 From Executive Center Blvd to State Loop 478 (Copia Street)**

**CSJ: 2121-02-166**

**El Paso County**

*These meeting minutes are intended to summarize the conversations that took place during this meeting. They are not intended to be a verbatim record of this 2-hour meeting. If any participant would like a revision to these meeting notes, such revisions are requested within 10 business days of receipt. After such time, these meeting notes are considered to be a complete and accurate summary of the meeting discussions.*

*Note that TxDOT sent the Consulting Parties a letter invitation (sent via email) in September 2021 that included a link to an online survey. Six of the Consulting Parties completed the online survey. The online survey was discussed throughout the meeting discussions.*

#### **Action Items:**

- TxDOT will send presentation to the attendees (Sent on 11/17/2021 via email).
- TxDOT will send these meeting notes with the link to TxDOT's self-paced virtual Section 106 training ([www.sec106txdot.org](http://www.sec106txdot.org)) and a PDF of TxDOT's Consulting Party Information packet (available here: <https://ftp.txdot.gov/pub/txdot-info/env/beyond-the-road/historic-preservation-process.pdf>).
- TxDOT to send invitations to additional potential Consulting Parties identified in the Pre-Meeting Survey.

#### **Meeting Notes:**

The first portion of the meeting was guided by the attached PowerPoint Presentation:

- **Slide 1: Downtown Section 106 Consulting Party Meeting.** Title slide on the screen while people came onto the call.
- **Slide 2: Agenda.** Welcome was made by Mimi Horn and Hugo Hernandez and they began the introductions. All participants introduced themselves on the call. Ms. Horn noted that the purpose of the meeting was to discuss the Section 106 of the National Historic Preservation Act ("Section 106") process and the roles of Consulting Parties in the Section 106 process. She asked that if anyone wanted to discuss other aspects of the project's development, that they ask TxDOT about the appropriate forum or TxDOT staff who can help with other items for discussion.
  - During the introductions, Dr. Miguel Juarez noted during his introduction that he believes that TxDOT/B&A should have contacted him before using his work and research on a previous project in the El Paso area (I-10 Connect). He said that he believes that TxDOT's process is problematic because there are a lot of TxDOT staff and consultants, but no African Americans or other minorities who live in these neighborhoods involved in this process.
- **Slide 3: Video - Cultural Resources Management: Bridging the Past and the Present.** Rebekah Dobrasko briefly described TxDOT's methods for considering cultural resources during project development. She also defined what cultural resources are and noted that TxDOT is seeking the Consulting Parties' input on what resources they consider important in the area. Then the group watched a video on TxDOT's

cultural resources work called “Cultural Resources Management: Bridging the Past and the Present,” (available on TxDOT’s YouTube Channel at <https://youtu.be/UrT2Oaul714v>).

- **Slide 4: Downtown 10 Project Goals and Objectives.** Brian Swindell provided a project overview of the Downtown 10 Project, including the project goals and objectives.
- **Slide 5: Downtown 10 Project Information.** Mr. Swindell discussed statistical information about I-10.
  - After reviewing this slide, Sito Negron made a comment that the statistics shown in the slide were one-sided and did not take into account the destructive impact of highways on communities, especially those located along this stretch of highway. He indicated that the information could be viewed more broadly and considering more context. Ms. Dobrasko thanked him for that comment.
  - Fred Evans also noted that the business referenced in the slide do not exist in that portion of Downtown El Paso; businesses are clustered along the highway further east and somewhat to the west of this segment of I-10. He and the Historical Society are concerned about chopping the project up into segments, then TxDOT loses perspective of the impact to the whole community. He said the numbers shown on the slide do not really apply to the Downtown segment being discussed now. Ms. Dobrasko thanked him for his comment.
  - Mr. Swindell responded that some of the statistics shown were from the Reimagine I-10 statistics and I-10 as a whole, and now TxDOT is narrowing the statistics to the Downtown area, specifically. He also thanked Mr. Negron and Mr. Evans for their comments.
- **Slide 6: Section 106 Process.** Ms. Dobrasko resumed the presentation and discussed the overall Section 106 process. She explained why TxDOT must comply with the Section 106 regulations and noted that TxDOT has a special agreement with the Federal Highway Administration (FHWA) to complete the Section 106 process on their behalf as the federal agency for certain projects.
- **Slide 7: Protecting and Preserving the Environment.** Ms. Dobrasko discussed that Section 106 is one of several laws that also must be completed as part the National Environmental Policy Act (NEPA) compliance.
  - Dr. Miguel Juarez asked how many of these meetings does TxDOT plan to have or is this the only one. He also asked about how much time commitment is required as part of this process.
  - Ms. Dobrasko noted that TxDOT will be talking about additional meetings at the end of the presentation, but she did note that there will be multiple meetings. Ms. Dobrasko noted that a second meeting will probably occur after fieldwork and survey research is completed to discuss the results of the survey with the Consulting Parties.



- **Slide 8: Section 106 Process.** Ms. Dobrasko noted that Consulting Parties can participate as little or as much as they would like. She noted that it can be a large time commitment, but TxDOT is trying to not overburden anyone with useless meetings. She then stated that TxDOT is currently at Step 1 of the process as shown on the slide.
- **Slide 9: Step 1 - Notify.** Ms. Dobrasko stated that TxDOT is in Step 1, and has been notifying the public and project stakeholders, as well as reaching out to groups and individuals to be Consulting Parties. TxDOT is now taking the information collected from these and other outreach efforts to develop the project. She noted that there is a project page on TxDOT's website, and through this and other means, TxDOT is requesting Consulting Party participation on the Section 106 process. She noted that is the reason TxDOT asked in the pre-meeting survey if the group knew of any other potential Consulting Parties (individual or organizations) who should be invited to participate in these meetings and consultations.
- **Slide 10: Step 2 - Identify.** Ms. Dobrasko said that in Step 2, which is the next step in TxDOT's process, TxDOT will work with the Consulting Parties to identify historic places once they have a technically preferred alternative.
  - Mr. Negrón asked if she meant when TxDOT has the schematic design. Ms. Dobrasko responded yes, she meant when TxDOT has a preferred alternative that it wants to put forward. Mr. Negrón asked if the timeline for the preferred alternative is included in this presentation, and Ms. Dobrasko said yes.
  - Dr. Juárez stated that a previous slide showing people at a table never happened. He said that it was an electronic meeting that they had to figure out. He asked if there will be in-person or more electronic meetings. He noted that the online public meeting was hard to navigate. Ms. Dobrasko said that the meetings shown in the slides were actually TxDOT Downtown 10 meetings, which were held before the COVID shut down. Mr. Swindell also noted that the pictures were from Downtown 10 one-on-one meetings before COVID and that TxDOT does have another public meeting scheduled for late next year so there will be another public meeting and public hearing; the team would prefer to have those meetings in person.
  - Mr. Evans said he wanted to echo Dr. Juárez's comments. He felt like the format of the online meetings disenfranchised a large portion of the population. He noted that he knew someone with a master's degree in mechanical engineering who could not figure out how to navigate the meeting. He also expressed that the online meetings disenfranchised older people who are not familiar with the technology and people who did not have access to the internet or the types of resources needed to participate. He noted that it seems like TxDOT took advantage of the COVID situation and did not deal with the public fairly. He also disagreed with TxDOT asking the potential Consulting Parties to rank their priorities for preservation in the pre-meeting survey.

He said that he was opposed to the so-called “public outreach” and did not feel it fulfilled the intent of the law.

*(Note that TxDOT polled the Consulting Parties prior to Consulting Meeting #1 and asked if they would prefer meeting virtually or in person. The majority of the partners said they would prefer meeting virtually for this first meeting.)*

- Jennifer Wright responded by saying that TxDOT saw increased public comment through the virtual meetings. She acknowledged that it is true that some people cannot participate in the virtual formats, but there they have found that a lot more people attend virtually than the traditional in-person meetings. Mr. Hernandez also stated that TxDOT has been restricted by concerns for public health during COVID, but TxDOT has added multiple phone numbers and emails in meeting notices to help those who are not interested in the virtual format. He also agreed that he hoped TxDOT will be able to go back to in-person meetings soon. If Mr. Evans would prefer the meetings to be in-person, TxDOT is open to that.
- Mr. Evans responded to Ms. Wright and said that there may be more responses, but it is from a specialized segment of the population. Ms. Wright said she did not think that was true, but she thanked him for his comment.

Continuing with Slide 8, Maryellen discussed Step 2 and the identification process. She noted that TxDOT will determine what type of archeological investigations would be completed. She also described that the resources that TxDOT would be considering in the Section 106 process are those that are at least 45-years old or older, have a documented connection with a historical event or notable person, or have notable architectural or engineering design. She noted that Step 2 involves archival research and photodocumentation of each historic-age resource.

- **Slide 11: Step 3 - Evaluate.** Ms. Russo then described Step 3 of the Section 106 process. She noted that the report will document why places are important using information or old photographs that the public and Consulting Parties provide to give the team an understanding of the history of places in the project area. She specified that the Section 106 process involves determining if places are eligible for the National Register of Historic Places (NRHP). Then, the team will assess if the places eligible for the NRHP or listed on the NRHP would be negatively impacted by the project’s construction.
- **Slide 12: Step 4 - Decide.** Ms. Dobrasko explained Step 4. She noted that the evaluations will be documented in a report that will be sent to the Consulting Parties for their review and comment. She noted that may be the next time this group meets, which will be to talk about the results of the report and to discuss how TxDOT can avoid or minimize impacts to historic places. Or if avoidance is not possible, find ways to preserve the history of those historic places. She noted some of the ways that TxDOT has tried to preserve the history of places, such as creating traveling exhibits, history documentaries, museum displays, and educational activities for students to learn more about the

history of their area. She stated that she hopes we will not have to go through this process and that impacts to historic places can be avoided. If they cannot be avoided, TxDOT will work with the Consulting Parties to help think of ideas for mitigation.

- **Slide 13: Road to Historic Preservation.** Ms. Dobrasko explained that TxDOT has developed a self-paced virtual training ([www.sec106txdot.org](http://www.sec106txdot.org)) with several individual webinars that explains the Section 106 process on historic preservation and archeology for all TxDOT projects across the state. This link was shared in the Zoom meeting chat during the call. She noted that this website links to federal and state partner websites and resources (such the THC and the Advisory Council on Historic Preservation), and it links to glossaries for transportation and cultural resource management terms.
- **Slide 14: Role of Consulting Parties.** Ms. Dobrasko noted that this slide provides a list of what the Section 106 Consulting Parties typically do on projects. She noted this is specifically how Consulting Parties are anticipated to participate.
- **Slide 15: Learn More About Your Consulting Party Status.** TxDOT has developed a booklet that provides guidance on being a Consulting Party. Ms. Dobrasko noted that it is in digital format and a printable PDF for those who do not either want to complete or have access to the self-paced virtual training previously referenced. TxDOT can send this to anyone via mail if they do not have access to the internet. This Consulting Party booklet was linked in the Zoom meeting chat and is also provided below. This booklet includes the same information as the self-paced virtual training previously referenced.

(<https://ftp.txdot.gov/pub/txdot-info/env/beyond-the-road/historic-preservation-process.pdf>)

Then Ms. Dobrasko asked if anyone had any questions or thoughts about the Section 106 process.

- Dr. Juarez asked about the timeline from the findings of the historic resources to generating a report. He asked if the Consulting Parties get a chance to review it, and he asked about how this information would be disseminated to the community. He indicated that he does not think people know that this process is happening. In response to his question, Ms. Dobrasko progressed the presentation to Slide 17, which included the project timeline (*Slide 16 was skipped at this time*).
- **Slide 17: Timeline.** Mr. Hernandez said that TxDOT disseminates information through various ways, such as the meetings TxDOT has conducted to date and the project website, which includes a Section 106 video about how this process works. Mr. Hernandez then asked Dr. Juarez to send additional contacts of those interested in the Section 106 process to the TxDOT project team via [ELP\\_Downtown10@txdot.gov](mailto:ELP_Downtown10@txdot.gov), or if he wanted to provide the notes to the interested parties, TxDOT would appreciate it. Mr. Hernandez said TxDOT can provide any materials by mail too, if needed.
  - Dr. Juarez asked if letters went out to people who lived in the area because he remembered seeing a list of a lot of addresses. He asked if all of those people will be notified. Mr. Swindell

**I-10 From Executive Center Blvd to State Loop 478 (Copia Street)**

**CSJ: 2121-02-166**

**El Paso County**

answered and said that the mailing lists he saw were likely as part of other outreach we are doing for the larger project. This Section 106 meeting is one of several smaller meetings that TxDOT is completing for the project, and this Section 106 meeting is specifically for Section 106 Consulting Parties who meet certain requirements. Mr. Swindell noted that TxDOT is reaching out to Dr. Juarez and the other Consulting Parties to determine if other people or groups would like to be included in the Section 106 Consulting Party process. They can be invited or asked to be part of the process. If they do not end up as Consulting Parties, they can participate in numerous other ways through various Downtown 10 outreach methods (such as public meetings, one-on-one meetings, work group meetings, and stakeholder meetings). He noted that TxDOT's goal is for the Consulting Parties to be part of the process to help get the word out about the Section 106 Process. Dr. Juarez recommends TxDOT includes neighborhood associations. Ms. Dobrasko said that Sunset Heights is already included as a Consulting Party. She said that other neighborhood associations are included in the larger public involvement process. Mr. Swindell said that TxDOT is attempting to meet with all neighborhood associations in one-on-one meetings, as they have done with Sunset Heights and Five Points. TxDOT asked that the Consulting Parties let TxDOT know if there are any neighborhood group(s) they may have missed.

- Ms. Dobrasko then discussed the timeline. She let the group know that not much would be happening in regard to cultural resources on the project until the preferred alternative is selected. Ms. Russo noted that it would take several months to complete a historic resources survey of this size. She noted that there would be a lot of research and documentation involved.
- Dr. Juarez asked who TxDOT reports to in this process. He noted that the B&A consulting historians work for TxDOT so he wondered if there would be a bias in the report and with whom B&A would be communicating. Ms. Russo responded that while TxDOT hired B&A, the documentation being produced is a Section 106 compliance document, which Ms. Russo has been producing for 20 years with 15 of those years in the El Paso area. With regard to who TxDOT reports to, she asked for clarification. Dr. Juarez asked if the White House or some other group at the federal level provides oversight over the process. Ms. Russo noted that the Advisory Council on Historic Preservation is the main group with federal oversight. Ms. Dobrasko noted that the reports completed for Section 106 will be publicly available documents that anyone can review and comment. However, TxDOT is not required to submit to federal agencies, like the White House, unless there is a specific request. Dr. Juarez asked if TxDOT reports to the Metropolitan Planning Organization (MPO) or the City of El Paso. Ms. Dobrasko said that the City of El Paso's Historic Preservation Officer is part of this group. Dr. Juarez asked if an average person could contact TxDOT. Ms. Dobrasko responded yes. She said that the virtual public meetings have specifically asked for public input on cultural resources. TxDOT can also provide a report with less jargon and with more explanation and definitions.

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- Mr. Evans asked what safeguards are there that this report and its conclusions will be unbiased. He asked if there are professional standards or agency reviews that are completed. Ms. Dobrasko noted that there are federal standards for professionals conducting this type of work, specifically National Park Service's Secretary of Interior Profession Qualification Standards (<https://www.nps.gov/subjects/historicpreservation/upload/standards-guidelines-archeology-historic-preservation.pdf>). Ms. Dobrasko shared these in the chat and stated that she can provide citation for standards that TxDOT requires everyone conducting this work to meet, including herself and Ms. Russo (see TxDOT Precertification Standards 2.15.1 and 2.15.2 published at: [https://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/bus/design/attachment\\_b\\_precertification.pdf](https://ftp.dot.state.tx.us/pub/txdot-info/library/pubs/bus/design/attachment_b_precertification.pdf)). There are also lot of federal guidelines on how the standards are implemented (the full suite of federal guidelines published by the National Park Service are available at <https://www.nps.gov/subjects/nationalregister/publications.htm>). TxDOT has incorporated those federal standards into their guidelines, which have been vetted by the THC. They've been used for many years across numerous projects for consistency. In addition, because of Section 106 process is somewhat subjective, documentation of this consultation and future consultations will be included in the report. During the consultations, the Consulting Parties will have an opportunity to disagree or agree with the findings, and to tell us why. Mr. Evans asked if there is formal mechanism for them to challenge an opinion or a provision for dissenting opinions. Ms. Dobrasko explained the Consulting Parties can go on record and say they disagree. The final arbiter of the process is the Advisory Council on Historic Preservation who oversees the Section 106 process at the federal level (see the Advisory Council's citizen's guide to Section 106 is located here: <https://www.achp.gov/digital-library-section-106-landing/citizens-guide-section-106-review> (available in English and Spanish)). If there is a disagreement about places being eligible for the NRHP, the Consulting Party can appeal to the Keeper of the National Register, and if there is something about the Section 106 Process, that is handled by the Advisory Council on Historic Preservation. All of this agency consultation takes time so TxDOT is motivated to work with the Consulting Parties to resolve issues as they are raised. Mr. Evans said it would be helpful if the report includes a description of the process Ms. Dobrasko described. Ms. Dobrasko asked Ms. Russo to keep this request in mind when drafting the report.
- Dr. Juarez asked if anyone contacts TxDOT during the study, how is that documented. Ms. Russo stated that anyone who contacts B&A or TxDOT during the study about historic resources will have a record of the contact in the report. Ms. Russo noted that once the report is submitted to the Consulting Parties, the report is public record.
- Justin Kockritz from the Texas Historical Commission stated that the Consulting Parties can be thought of as the guardrails of the Section 106 process. TxDOT has some really good historians



**I-10 From Executive Center Blvd to State Loop 478 (Copia Street)**

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on the project, so the Consulting Parties want to provide information as early as possible, but he agreed that the Consulting Parties will have an opportunity to review the report.

- Meg Frisbie from National Park Service introduced herself. She asked if the slides would be shared with the group. Ms. Dobrasko stated that TxDOT will share the slide deck *and will send out meeting notes. (Note that TxDOT sent the slide deck to all Consulting Parties on 11/17/2021 and they are also attached to these meeting minutes.)*
- Ms. Dobrasko asked if anyone had any additional questions or thoughts about the Section 106 process and the timeline.
- **Slide 18: Contact.** Ms. Dobrasko thanked the Consulting Parties who provided feedback in the pre-meeting online survey, which TxDOT requested of the Consulting Parties in the invitation email. She noted the discomfort/discontent with the ranking system mentioned earlier in the meeting. She also mentioned that a lot of information was provided, and a lot of people were noted as potential Consulting Parties. TxDOT will find contact information for them, if not provided, and will invite them to be Consulting Parties.
  - Mr. Negron asked when the Environmental Impact Statement (EIS) will be released for public comment and asked if this meeting and process was going to be a part of that. Ms. Horn noted that, currently TxDOT is preparing an Environmental Assessment (EA) for the proposed project, and there is no date of release for the document, since TxDOT is the preliminary stages of the project. Mr. Negron asked if the Section 106 process is before the EA and the air quality findings. Ms. Horn responded and said the Draft EA will be available before the Public Hearing. Mr. Negron asked if the Consulting Parties will see the draft before the public comments to try to understand the intersection of the Section 106 and EA processes. Ms. Russo explained that the Consulting Parties will review the Section 106 report before public review, then the Section 106 findings will be incorporated into the Draft EA for public comment. Mr. Negron asked if the other environmental studies (like air quality) will be completed in parallel to the Section 106 reports, and Ms. Horn answered yes.
  - Mr. Negron also asked who made the decision that the NEPA documentation would be an EA? Ms. Horn answered that a NEPA classification letter was approved by TxDOT-ENV. Kim Johnson noted that the NEPA classification states that the purpose of the EA is to assess project impacts, and if the impacts are significant, then TxDOT would potentially be required to complete an EIS. Mr. Negron asked to see a copy of the classification letter. Ms. Horn said she would have to see if it is accessible to him through an open records request since the project is not approved yet. Ms. Wright gave Mr. Negron instructions on how to complete the Open Records Request.
- **Slide 16: Pre-Meeting Survey.** Mr. Hernandez said we would finish by discussing the pre-meeting survey. Ms. Russo noted that there were four responses to survey. She noted Mr. Evans' comments on Question

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3 ranking, and said it is good for the team to know. Some of the respondents provided several properties to research and one of the respondents provided locations with addresses, so the historians can easily locate them. B&A will cross-reference this information as they begin the historic resources study. Ms. Russo thanked the group for providing names and contact information for several additional Consulting Parties. TxDOT will follow up with them to see if they are interested in going through this more intensive Consulting Party process for the project. Ms. Dobrasko noted that if they don't want to participate as Consulting Parties, TxDOT will still inquire to see if they have any information to provide about places in the project area.

- **Further Comments:**

- Mr. Evans noted that in the historical society, they deal in history. He stated he was 76 years old, grew up in El Paso, and the area is a part of his life. He expressed his concern about what community has already lost, and people have heard him say that we turned Paso del Norte into Paso del Concrete. He stated that all of these things are in the shadows under the concrete, and they see the potential for that with what's being proposed now. The train lines were sunk underground thanks to their foresight, without affecting connectivity. All these streets are open, and it's hard to realize the freeway is there unless you're on top of it and look at it. They are not just worried about structures, though a lot of buildings will be impacted by what TxDOT will do with the excess road. They are worried about a much broader impact on entire streetscape and what community would look like. He noted that TxDOT would be creating a monument to the freeway.
- Mr. Negrón stated that he shared this perspective. He shared a link in chat about how freeways kill cities (<https://cityobservatory.org/how-freeways-kill-cities/>). He noted there are a lot of various perspectives on that. Mr. Negrón acknowledged that Mr. Evans and the Historical Society are interested in specific buildings, but Mr. Negrón is concerned about the streetscape itself as a historical artifact. He noted he wasn't sure how to calculate that, but he noted that I-10 killed a big part of the city with pollution, displacement, less economic activity. He noted that they do not want that kind of activity in and around Downtown, that does not work with the urban core that is much more than just the Downtown business district but includes the adjacent neighborhoods. He also discussed the tunnel concept that TxDOT dismissed and asked if TxDOT could consider depressing the highway instead of elevating it, like I-35. It would not be a complete tunnel, but like halfway down. It would reduce noise, pollution, provide line of sight to communities on both sides of highway. He also noted that bridges won't have to be as high with more line of sight, and that would also respect larger heritage and character as it was developed. Mr. Swindell said he appreciated the comment. He noted that Mr. Negrón will see that TxDOT has incorporated some of those ideas since we talked last. TxDOT has lowered the highway as far as they can, moved onto rail yards, and working on a bike-ped workshop and how to improve



**I-10 From Executive Center Blvd to State Loop 478 (Copia Street)**

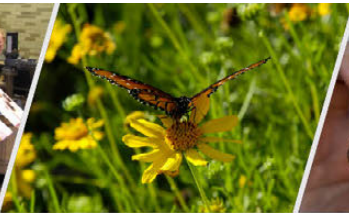
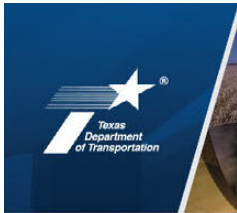
**CSJ: 2121-02-166**

**El Paso County**

overall feel throughout project including Downtown area. He noted that all of Mr. Negrón's and Mr. Evan's points are well taken. Mr. Swindell noted that for whatever reason I-10 was put through the area and created some barriers, but TxDOT's goal is to see how they can improve it. They are looking for what areas we can tweak and make better while still providing the mobility TxDOT is looking for.

- Mr. Evans states that more buildings are proposed for demolition, and he's unsure of how he feels about TxDOT taking right-of-way from the railroad property if it could occur. Mr. Swindell noted that until the preferred alternative is selected, going onto the railroad property is not definitive yet. Mr. Evans said that they're worried about the areas where there are no railroad tracks on the south side of the road. Mr. Swindell said the right-of-way impacts are surprisingly small, but he encouraged Mr. Evans to keep the team accountable and keep working with them through the project development process. Mr. Hernandez echoed this sentiment and thanked everyone for participating and being involved in the project.

The meeting was adjourned at 4:48pm MST.



# Downtown 10 Section 106 Consulting Party Meeting #1



November 16, 2021

## Agenda



Welcome and Introductions

Meeting Purpose

Cultural Resource Management at TxDOT (video)

Overview of Downtown 10 Project

What is the Section 106 Process/Where we are in the Process

Project and Section 106 Anticipated Schedule

Questions and Conversation







## Downtown 10 Project Goals and Objectives



- Mobility and Circulation
- Environment
- Multimodal
- Design
- Value
- Technology





### THE “BACKBONE” OF EL PASO

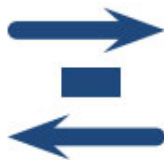
#### I-10 IMPACT ON EL PASO



**32%**  
OF VEHICLES MILES TRAVELED  
ON I-10 IN EL PASO



**\$1.7B**  
GENERATED REVENUE FROM  
ADJACENT BUSINESSES



**800+**  
ADJACENT COMMERCIAL  
PROPERTIES



**11,000**  
CORRIDOR JOBS CREATED

Source: ESRF's Community Analyst  
application & Infogroup



## Section 106 Process



Section 106 is part of the **National Historic Preservation Act**. This law requires TxDOT to consider the effects of federally funded projects on historic resources.



## Protecting and Preserving the Environment



The **National Environmental Policy Act (NEPA)** is a federal law. It requires TxDOT to avoid or minimize impacts to the environment, including but not limited to, the following:

- Air quality
- Noise impacts
- Water and biological resources
- Historic properties
- Parks
- Neighborhoods, including
  - How people get to work and school
  - How traffic noise may impact them
- Archeological resources
- Environmental Justice and Limited English Proficiency Populations





## Section 106 Process



### The Section 106 of the National Historic Preservation Act Process

#### Step 1: NOTIFY

TxDOT will notify you when it starts a project that might have impacts to historic resources. Do you have specialized input you want to share as a "Consulting Party?"

#### Step 2: IDENTIFY

TxDOT looks for places that are at least 45 years old. Your role: Tell us what is important to you and your community.

#### STEP 3: EVALUATE

Work with TxDOT to determine if there are sites or structures that tell an important story about the community history. Why is this place important? Do you know its history? Do you have old photos?

#### STEP 4: DECIDE

TxDOT uses all this information to determine how to balance progress with preservation. Can we change our project to avoid the historic place? If not, how can we preserve its story for future generations?

## Step 1: NOTIFY



We are here!



## Step 2: IDENTIFY



What type of archeological investigations are needed?

Are the buildings nearby historic? TxDOT looks for resources that are:

- At least 45 years old, and;
- Have a documented connection with a historic event or notable person; or,
- Notable architectural or engineering design.

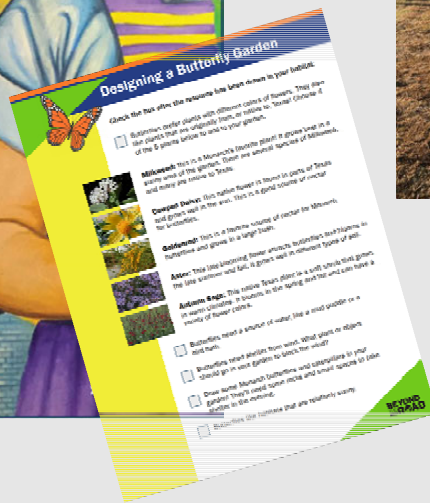
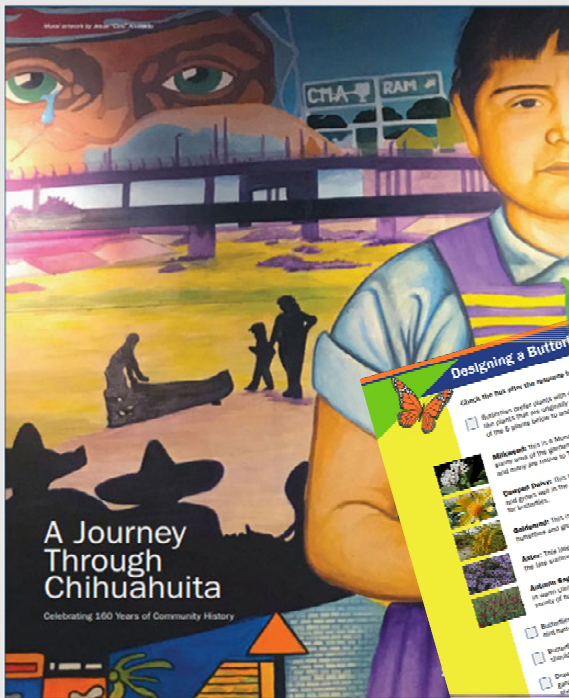




## Step 3: EVALUATE



## Step 4: DECIDE



### What on Earth are those Archaeologists doing?

A Story Map

A team of TxDOT archaeologists have descended upon a low, grassy terrace on the edge of a highway ... At this spot, a thousand-year-old family farm, attributed to the earliest Caddo Indian cultures, lies buried beneath the surface...



**BEYOND  
THE ROAD**  
TxDOT



## Road to Historic Preservation



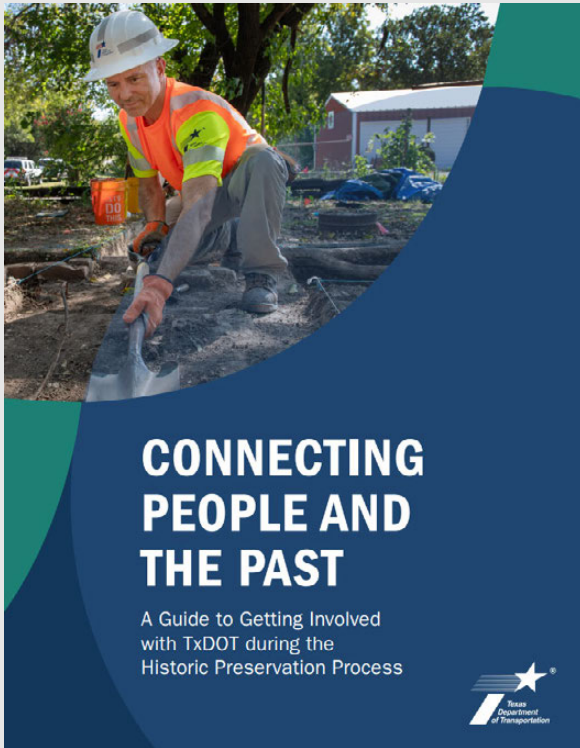
[www.sec106txdot.org](http://www.sec106txdot.org)

## Role of Consulting Parties











- Identify historic properties in the Downtown 10 project area
- Provide feedback and written comments on projects within 30 days of notification
- Review technical reports that discuss survey results
- Inform TxDOT of historic resources in the Downtown 10 project area
- Help assess potential impacts to historic resources
- Identify potential consulting parties who have a particular expertise in the historic resources in our project areas
- Help decide on mitigation outcomes, if required

# Learn more about your consulting party status



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## Fitting into the Larger Process

The Section 106 process is just one small part of the larger process of how TxDOT considers historic resources while planning and building roads. Whether you are an official consulting party or just interested in a project, consider becoming involved in public consultation opportunities.

### Step 1: Planning

TxDOT writes transportation plans for the State of Texas. As part of the planning process, we talk with cities, counties, members of the public and consulting parties to learn about traffic needs. Then, TxDOT plans solutions for those needs. We hold public meetings and hearings to get the interested public and consulting party feedback.

**Your Role** – Give input on historic properties of concern, such as unknown cemeteries, historic farmland or African American communities.

### Step 2: Design and Environmental

TxDOT selects and designs a project. At this step, TxDOT looks at the environmental resources that could be impacted by the project. Public commentary on local resources is important at this stage. We also talk to state and federal agencies to seek input at this stage. TxDOT adjusts the design after gathering agency, public and consulting party input to ensure the project meets the needs of the community.

**Your Role** – This is where the main work of consulting parties occurs, including responding to requests for information, attending meetings and reviewing TxDOT technical reports.

### Step 3: Final Design and Right-of-Way Purchase

TxDOT finishes the detailed design and purchases land required for the project, which could include private property. TxDOT sends letters to all affected property owners. We also coordinate utility relocations like water, sewer and phone lines.

**Your Role** – Further design refinements or modifications may change impacts to historic properties. TxDOT may reach out to consulting parties to discuss these changes.

### Step 4: Bidding and Construction

At this step, TxDOT oversees the installation of physical protection for the environment and historic properties during construction. The project then goes to "let," which means TxDOT receives bids from contractors to complete the project. Once we find a contractor, construction begins! TxDOT continues to monitor and protect the environment during construction.

**Your Role** – Help us keep an eye out! Make sure TxDOT is protecting resources during construction. TxDOT plans to monitor effects due to the vibration of equipment and construction on the building. If the construction begins to affect the building, TxDOT will stop work and find a way to protect the building.

Consulting parties visit the proposed project site and discuss cultural resources.



This historic building sits next to a planned widening of Interstate 10. TxDOT will ensure the building is not damaged during construction.

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<https://ftp.txdot.gov/pub/txdot-info/env/beyond-the-road/historic-preservation-process.pdf>

## Pre-Meeting Survey



- Are there any historic resources that you are concerned TxDOT may not know about?
- Are there any other organizations or people that should be a part of this consulting party team?
- What potential impacts to important historic places are most concerning to you?

## Timeline



- **Summer/Fall 2022:**
  - Public Meeting #3
  - Selection of the Preferred Alternative
- **Fall 2022/Winter 2023:** Blanton & Associates will conduct a historic resources survey of the Preferred Alternative. *(Steps 2 and 3 in the Section 106 Process)*
- **Winter/Spring 2023:** TxDOT will meet with consulting parties to discuss the preliminary findings from the survey. *(Steps 2 and 3 in the Section 106 Process)*
- **Spring 2023:** TxDOT will determine what important historic places would be impacted and how to modify the project, if possible, or mitigate the impacts. *(Step 4 in the Section 106 Process)*



## Contact



- Visit <https://www.reimaginei10.com/downtown10.html> for more information on the project
- Visit <https://sec106txdot.org/> for more information about TxDOT's work on archeological and historic resources

- **Contact Us:**

**Hugo Hernandez**  
Project Manager  
TxDOT  
[Downtown10@txdot.gov](mailto:Downtown10@txdot.gov)  
(915) 790-4243



**Brian Swindell, P.E.**  
Senior Project Manager  
HDR  
[Downtown10@txdot.gov](mailto:Downtown10@txdot.gov)  
(972) 960-4400

#1

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Sunday, October 17, 2021 8:59:55 PM  
**Last Modified:** Sunday, October 17, 2021 11:58:59 PM  
**Time Spent:** 02:59:04  
**IP Address:** 173.175.140.150

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Page 1

Q1

For the first meeting with consulting parties on November 16, 2021:

a. Would you be willing to attend a meeting in-person or would you prefer to meet virtually?

**I am willing to attend both an in-person or virtual meeting.**

b. What time of the day would work best for you to attend a meeting in-person or virtually?

**Afternoons would be best.**

---

Q2

Besides the properties that are shown on the maps, which are included with the email/letter, what other cultural resources are important to you and your community/organization? Cultural resources can be places like cemeteries, museums, community centers, old buildings, irrigation canals, archeological sites, community gathering places, murals, etc. If possible, please provide address/location and reason for significance:

The areas to be affected by the widening of I-10 from Executive Center to Copia includes historical and archaeological sites from East to West El Paso which include the Butterfield Trail and mail route; the African American community as evidenced in 1933 HOLC redlined maps; the Apache Burial grounds located near the El Paso Civic Center, which also make up the majority of downtown El Paso; and to the West, part of the El Camino Real de Tierra Adentro National Historic Trail, as well as the entrance to the Smeltertown Cemetery and La Calavera Historical Neighborhood.

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### Q3

With regards to impacts to cultural resources, how would you prioritize the following (1 being the highest priority):

Minimize demolitions of buildings	2
Minimize impacts to potential archeological sites	4
Minimize right-of-way acquisitions that may acquire a small portion of land associated with a cultural resource (e.g. strip of land in back or front yard)	3
Minimize noise levels	7
Improve access between north and south sides of I-10 (e.g. vehicular, bike, pedestrian, etc.)	6
Minimize visual impacts to cultural resources along I-10 (e.g. by strategically locating ramps/bridges necessary for the project)	5
Minimize other types of effects to cultural resources	1

---

### Q4

Are there any other people or organizations that should be invited to be consulting parties to provide input on cultural resources? If so, please give us their names and contact information, if possible:

Dr. Mario Garcia, [garcia@ucsb.history.edu](mailto:garcia@ucsb.history.edu)  
Dr. Oscar Martinez, [martineo@arizona.edu](mailto:martineo@arizona.edu)  
Dr. George Torok, [gtorok@epcc.edu](mailto:gtorok@epcc.edu)  
Dr. Will Guzmán, [guzman.will@gmail.com](mailto:guzman.will@gmail.com)  
Dr. David Dorado Romo, [davidromodorado@gmail.com](mailto:davidromodorado@gmail.com)

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## Q5

Other comments related to cultural resources:

I believe there need to be more studies on the areas to be affected by the proposed widening of I-10. I doubt TxDOT has conducted those historical or archaeological studies. Regardless, I surmise that TxDOT will go ahead with its project to the loss of those historical areas. The widening of I-10 is also an environmental justice issue.

I do not believe that TxDOT's NEPA process is fair and equitable and thus, I it merits review from the White House Environmental Justice Advisory Council. This is why I am insisting you to contact Dr. Cecilia R. Martinez, Senior Director for Environmental Justice, and Executive Director of the WHEJAC, as well as Dr. Robert Bullard, a Southwest council member of the of the WHEJAC, on this issue. I plan to contact them as well.

White House Environmental Justice Advisory Council:

Cecilia R. Martinez, PhD, Senior Director for Environmental Justice, Washington, D.C., [Ramoncita.C.Martinez@ceq.eop.gov](mailto:Ramoncita.C.Martinez@ceq.eop.gov), 202-881-8232

Dr. Robert Bullard, Texas Southern University and Southwest Representative of White House Environmental Justice Advisory Council, [drrobertbullard@gmail.com](mailto:drrobertbullard@gmail.com)

The duties of the WHEJAC are to provide advice and recommendations to the IAC and the Chair of CEQ on a whole-of-government approach to environmental justice, including, but not limited, to environmental justice. The WHEJAC includes the NEPA process which is part of the council's mandate.

<https://www.epa.gov/environmentaljustice/white-house-environmental-justice-advisory-council#whejacrecommendations>

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#2

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Monday, October 18, 2021 3:00:03 AM  
**Last Modified:** Monday, October 18, 2021 3:05:24 AM  
**Time Spent:** 00:05:21  
**IP Address:** 70.115.96.21

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Page 1

## Q1

For the first meeting with consulting parties on November 16, 2021:

- a. Would you be willing to attend a meeting in-person or would you prefer to meet virtually? **Prefer virtually**
- b. What time of the day would work best for you to attend a meeting in-person or virtually? **Anytime after 1:00pm**
- 

## Q2

Besides the properties that are shown on the maps, which are included with the email/letter, what other cultural resources are important to you and your community/organization? Cultural resources can be places like cemeteries, museums, community centers, old buildings, irrigation canals, archeological sites, community gathering places, murals, etc. If possible, please provide address/location and reason for significance:

- Smeltertown Cemetery is NRHP eligible due to Smeltertown and historic area and this is all eligible in the future. The cemetery may also extend to the east and will need a monitor.

The area between the border and Main ave is too narrow.

The new border highway can not be moved, the RR lines were moved to accommodate this move to the east but due to American Canal, can not be moved nor can the structural supports be moved southwest as it will also hit American Canal in this area. The other alternate is to move into Sunset Heights and demolish one row of houses here. Another alternate is a double decker highway, similar to Dodge Street in Omaha, Nebraska.

- Graves - many graves have been encountered all over downtown and in Sunset Heights recently. Many areas may have human burials and some associated with the frontier and Civil War days.

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### Q3

With regards to impacts to cultural resources, how would you prioritize the following (1 being the highest priority):

Minimize demolitions of buildings	3
Minimize impacts to potential archeological sites	1
Minimize right-of-way acquisitions that may acquire a small portion of land associated with a cultural resource (e.g. strip of land in back or front yard)	2
Minimize noise levels	4
Improve access between north and south sides of I-10 (e.g. vehicular, bike, pedestrian, etc.)	7
Minimize visual impacts to cultural resources along I-10 (e.g. by strategically locating ramps/bridges necessary for the project)	5
Minimize other types of effects to cultural resources	6

### Q4

Respondent skipped this question

Are there any other people or organizations that should be invited to be consulting parties to provide input on cultural resources? If so, please give us their names and contact information, if possible:

### Q5

Respondent skipped this question

Other comments related to cultural resources:

#3

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Monday, October 18, 2021 11:25:32 AM  
**Last Modified:** Monday, October 18, 2021 2:31:08 PM  
**Time Spent:** 03:05:35  
**IP Address:** 71.78.236.78

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Page 1

Q1

For the first meeting with consulting parties on November 16, 2021:

- a. Would you be willing to attend a meeting in-person or would you prefer to meet virtually? **Yes**
- b. What time of the day would work best for you to attend a meeting in-person or virtually? **Any time will work.**
-

## Q2

Besides the properties that are shown on the maps, which are included with the email/letter, what other cultural resources are important to you and your community/organization? Cultural resources can be places like cemeteries, museums, community centers, old buildings, irrigation canals, archeological sites, community gathering places, murals, etc. If possible, please provide address/location and reason for significance:

Union Depot and associated Tracks at 700 W San Francisco

- See the National Register

Scottish Rite Temple at 301 W Missouri

- See Scottish Rite; Significant Hubbell & Greene building

Old San Francisco Historic District between 325 & 327 Missouri, especially the apartments bordering I-10

- See National Register

Franklin Street underpass under I-10

- One of the last "connections" between Sunset Heights, Old San Francisco, and Downtown El Paso

Sunset Grocery and Apartments at 700 Mundy

- Well-known local early commercial establishment in Sunset Heights. An example of the model of commercial structures at the fringes of neighborhoods.

Sunset Heights Historic District

- See National Register

Holy Family Church at 900 W Missouri and Holy Family School at 901 W Main

- See its website for its 100+ year role in the religious life of Sunset Heights and the Mexican Revolution

Jesus & Mary School at 1401 W Yandell

- Established in 1926 by religious refugees from the Mexican Revolution and government persecution.

Former Barq's Dr. Pepper Bottling Works at 1315 W Main

- First El Paso bottler of Barq's root beer, bottled Dr. Pepper and Orange crush. Moved to West Main in 1954 because of parking harassment at downtown location. Expanded plant in 1960.

Grace Chope Park at 198 N Coldwell

- The only park in Old San Francisco, location of Texas Historical Commission marker

EPSW Freight Depot at 420 N Campbell

- Designed by Daniel H. Burnham in 1903

Traditional Black Neighborhood, represented by Visitor's Chapel AME Church at 518 N Estrella between Gateway West and Leona Ford Washington Recreational Center (named for a prominent resident) at 3400 E Missouri (NW corner of the block between Gateway West and Missouri)

- self-evident

Property Trust America Building at 2211 Missouri

- Built early 1970's. El Paso Real Estate Trust was one of the first REITs. Became Property Trust of America, eventually a part of William D. Sanders real estate empire. See Archstone-Smith Trust history.

Stewart Brothers Oil at 2131 E Missouri

Built early 1950's. Early Pennzoil distributor in El Paso. Members of family went on to prominence in many areas of the community.

Downtown 10 I-10 from Executive Center Blvd to State Loop 478 (Copia Street), El Paso County  
CSJ: 2121-02-166 Section 106 Consulting Party Initial Outreach Survey

- Built early 1950's. Early Penixzon distributor in El Paso. Members of family went on to prominence in many areas of the community.  
Part of El Paso's post war boom

Nabisco Building at 600 N Cotton corner of Missouri

- Built late 1940's. Part of El Paso's post war boom.

Acme Laundry Garage

- Early El Paso Laundry, original plant occupied whole block, had two wells on site. Only garage remains.

McMath Printing at 810 Wyoming (corner of Cotton, N corner of block bounded by Wyoming and Missouri)

- Pioneer printing company that printed Owen White's 'Out of the Desert', the first history of El Paso.

Ingersoll Rand at 2100 Wyoming (corner of Wyoming and Willow), built during the early 1950s

- Distributor of industrial and mining equipment important to El Paso's early economic development. This location part of El Paso's post war boom.

St. Clement's Episcopal Church at the corner of Yandell and Campbell

- Built 1907. El Paso's first protestant church building (not this location). Long history of prominent El Paso families

Hartford Mortuary & Undertaking at the NE corner of Yandell and Mesa

- Built 1929 by Leo Hartford, an early mortician in El Paso. Became Kaster and Maxon.

Trinity First United Methodist Church at the NW corner of Yandell and Mesa

- First protestant church in El Paso (not this site). First building at this site 1906, this building 1939, built by Ponsford Brothers

Former KTSM Building at 801 N Oregon

- First El Paso commercial radio station (not this site). Second TV station. This location built immediately post WWII. Donated to El Paso Community Foundation by founder Karl Wyler on his death. He also built Wyler tramway.

Site of the First Temple Mt. Sinai at the SE corner of Yandell and Oregon

- First Temple Mt. Sinai erected in 1899. Temple moved north to Oregon and Montana in 1916. Building demolished.

Jessica Apartments at 721 N El Paso and the Pearl Apartments at 220 W Yandell

- Built during the early 20th Century, both apartment buildings have provided affordable housing to students and workers alike for many years. They are located conveniently near Downtown El Paso, providing efficient access to work one's and shopping needs.

Yandell Street North from I-10 to Corto

- Southern boundary of Sunset Heights Historic District. Immediately south of historic home of Richard Burges, pioneer El Pasoan. Home listed on Texas Register of Historic Places, contributing to National Register.

Slaughter Film Service and Slaughter Electric, both located at 1001 W Missouri

- Home of both businesses. First as 3 generations of electrical engineers with Slaughter Electric then as Slaughter Film Service. Film service filmed most high school football games in the area and for UTEP and NMSU. Also developed film for all three news stations before digital recording.

Southwestern Sash and Millworks at 2000-2032 Wyoming and the Original Plant of the Southwestern Sash and Millworks at 1900 Missouri

- Major mill work company in El Paso dating back to early 1920's

C. H. Leavell Company Building at 1900 Wyoming

- At one time one of the largest general contractors in the world. This location dates to early 1940's, company founding.

1907 F Yandell

2007 E. Tanager

- Birthplace of Gene Roddenberry, the creator of Star Trek; this place would serve well as a museum, (see  
[https://images1.loopnet.com/d2/AUrJnz5q3ilTICQcdz\\_Nq7cEh5ojVM0EeEB3oqOjzoU/Other.pdf](https://images1.loopnet.com/d2/AUrJnz5q3ilTICQcdz_Nq7cEh5ojVM0EeEB3oqOjzoU/Other.pdf))

705 Magnolia

- childhood home of actress Debbie Reynolds

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### Q3

Respondent skipped this question

With regards to impacts to cultural resources, how would you prioritize the following (1 being the highest priority):

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### Q4

Are there any other people or organizations that should be invited to be consulting parties to provide input on cultural resources? If so, please give us their names and contact information, if possible:

Craig Peters, President of the Sunset Heights Historic Association: (915)-566-0874

El Paso County Historical Commission: (915) – 546 – 2000

Old San Francisco Historic District

Trinity Methodist Church: trinityfirststep@gmail.com; (915) 533-2674

Five Points Development Association: 1-915-490-9975

McCall Center: (915) 566-2407

Washington Recreational Center: (915) 212-0724

Houston Park Neighborhood Association

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### Q5

Other comments related to cultural resources:

We object to the manner in which question 3 was asked. It is impossible to rank the choices, for all aspects are of equal importance to us. All criteria must be met to equal proportions. The historic and cultural resources cannot be compromised, and we cannot compromise with unacceptable alternatives.

---



#4

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Tuesday, October 12, 2021 11:02:18 AM  
**Last Modified:** Monday, October 18, 2021 2:36:00 PM  
**Time Spent:** Over a day  
**IP Address:** 104.10.228.93

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Page 1

## Q1

For the first meeting with consulting parties on November 16, 2021:

- a. Would you be willing to attend a meeting in-person or would you prefer to meet virtually? **either**
- b. What time of the day would work best for you to attend a meeting in-person or virtually? **flexible**
- 

## Q2

Besides the properties that are shown on the maps, which are included with the email/letter, what other cultural resources are important to you and your community/organization? Cultural resources can be places like cemeteries, museums, community centers, old buildings, irrigation canals, archeological sites, community gathering places, murals, etc. If possible, please provide address/location and reason for significance:

The shape and form of adjacent neighborhoods - the street grid in particular - is a cultural resource. So cutting off street access damages that resource. I'd also argue that given the negative impact of the highway to these neighborhoods, any project must reduce pollution, noise, vibration, flooding, heat island, and restore connectivity and aesthetic value.

Houston Park is important.

The following question asking us to rank is not useful. We don't know the specific "menu" of options.

Holy Family Church and Centro San Juan Diego, 901 W Main.

---

### Q3

With regards to impacts to cultural resources, how would you prioritize the following (1 being the highest priority):

Minimize demolitions of buildings	4
Minimize impacts to potential archeological sites	5
Minimize right-of-way acquisitions that may acquire a small portion of land associated with a cultural resource (e.g. strip of land in back or front yard)	6
Minimize noise levels	2
Improve access between north and south sides of I-10 (e.g. vehicular, bike, pedestrian, etc.)	1
Minimize visual impacts to cultural resources along I-10 (e.g. by strategically locating ramps/bridges necessary for the project)	3
Minimize other types of effects to cultural resources	7

---

### Q4

Are there any other people or organizations that should be invited to be consulting parties to provide input on cultural resources? If so, please give us their names and contact information, if possible:

Neighborhood Associations.

Monica Perales, who wrote a book on Smeltertown. mperales3@uh.edu

Father Garcia at Sacred Heart.

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### Q5

Other comments related to cultural resources:

Looking forward to learning more about this process and contributing further!

---

#5

COMPLETE

**Collector:** Web Link 1 (Web Link)  
**Started:** Monday, October 18, 2021 5:53:28 PM  
**Last Modified:** Monday, October 18, 2021 9:00:09 PM  
**Time Spent:** 03:06:41  
**IP Address:** 162.197.187.72

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Page 1

## Q1

For the first meeting with consulting parties on November 16, 2021:

- a. Would you be willing to attend a meeting in-person or would you prefer to meet virtually? **Virtually**
- b. What time of the day would work best for you to attend a meeting in-person or virtually? **After 4:00pm MST**
- 

## Q2

Besides the properties that are shown on the maps, which are included with the email/letter, what other cultural resources are important to you and your community/organization? Cultural resources can be places like cemeteries, museums, community centers, old buildings, irrigation canals, archeological sites, community gathering places, murals, etc. If possible, please provide address/location and reason for significance:

Resources of the recent past that have yet to be surveyed. One example is the commercial building at 600 N Cotton Street. Constructed in 1949, it was designed by the El Paso firm of Carroll & Daeuble to serve as the offices and bakery for the National Biscuit Company. This is one of the few buildings that exemplify Carroll & Daeuble's ability to design modest and unassuming buildings in comparison to their later, larger commissions such as the El Paso Natural Gas Building (THC Atlas #2100002129), Providence Memorial Hospital, the Antiaircraft Artillery and Guided Missile Training Center at Fort Bliss, and others. Before starting the firm with Louis Daeuble in 1945, Edwin Carroll was a draftsman for the El Paso firm of Trost & Trost from 1936-41.

---

### Q3

With regards to impacts to cultural resources, how would you prioritize the following (1 being the highest priority):

Minimize demolitions of buildings	2
Minimize impacts to potential archeological sites	6
Minimize right-of-way acquisitions that may acquire a small portion of land associated with a cultural resource (e.g. strip of land in back or front yard)	3
Minimize noise levels	4
Improve access between north and south sides of I-10 (e.g. vehicular, bike, pedestrian, etc.)	7
Minimize visual impacts to cultural resources along I-10 (e.g. by strategically locating ramps/bridges necessary for the project)	1
Minimize other types of effects to cultural resources	5

---

### Q4

Are there any other people or organizations that should be invited to be consulting parties to provide input on cultural resources? If so, please give us their names and contact information, if possible:

If they are not already on the list, he Sunset Heights Neighborhood Association and El Paso County Historical Society.

---

### Q5

Other comments related to cultural resources:

There is a strong possibility the Sunset Heights and Old San Francisco National Historic Districts will be adversely affected by this undertaking. I am very interested to see the findings TXDOT made regarding Section 4(f) of the Department of Transportation Act on their considerations to protect these districts and other identified historic resources within the project area. In addition, what mitigation options have been identified to make up for the potential loss of historic fabric?

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## **G.9. Section 106 Consulting Party Meeting #2 (Draft HRSR Review Meeting Summary)**





# **Documentation of Downtown 10 Section 106 Consulting Party Meeting**

## **Project Location**

El Paso, El Paso County, Texas

## **Project Limits**

I-10 from Executive Center Boulevard to State Loop 478 (Copia Street)  
TxDOT CSJ: 2121-02-166

## **Meeting Location**

West Star Room at El Paso Convention Center  
1 Civic Center Plaza, El Paso, TX 79901

## **Meeting Date and Time**

Thursday, September 26, 2024 from 5:00 p.m. to 7:00 p.m.

## **Presenters**

Sheetal Petal, TxDOT – El Paso District  
Jennifer Carpenter, TxDOT – Environmental Affairs Division  
Maryellen Russo – ICF

## **Total Number of Consulting Parties in Attendance**

5 – in-person Consulting Party attendees  
3 – virtual Consulting Party attendees  
3 – additional community members



## **Contents**

- A. Discussion Summary
- B. Presentation Slides
- C. Meeting Invitation
- D. Sign-in Sheets
- E. Meeting Photos
- F. Printed Handouts

**Attachment A**  
**Discussion Summary**

# DISCUSSION SUMMARY

## MEETING OVERVIEW

- **Topic:** Section 106 Consulting Party Meeting for Downtown 10
- **Date & Time:** September 26, 2024, 5:00 p.m.
- **Duration:** 1 hour 49 minutes

## PRESENTATION DISCUSSION

### Project Overview

- **Project Goals:** Improve mobility, manage congestion, and update infrastructure to current standards.
- **Scope:** The project spans approximately 6 miles from Executive Boulevard to Copia Street.
- **Alternatives:** Initially eight alternatives were considered, narrowed down to four viable alternatives (Alternatives D, G, H, and I) based on engineering considerations and public input.
  - TxDOT noted that roll plots and visual exhibits for the four viable alternatives (Alternatives D, G, H, and I) are on the project website (available here: <https://www.txdot.gov/reimaginei10/downtown10/public-involvement.html>).

### Historic Resources Survey

- **Survey Process:** Included pre-field research, fieldwork, and post-field research.
  - **Area of Potential Effects:** area in which the historic resources survey was conducted. All four alternatives (D, G, H, and I) were combined together to create the Historic Analysis Area. Area of Potential Effects (APE) is 150 feet beyond the Historic Analysis Area.
  - **Pre-field Research:** Consulted with historical commissions and reviewed existing records and previous surveys.
  - **Fieldwork:** Conducted in December 2023 and January 2024, involved photographing and noting details of historic-age resources.
  - **Post-field Research:** Compiled data, continued research, and developed historic context.
- **Findings:** Surveyed 601 resources on 464 parcels, identifying 128 contributing resources to eligible or listed National Register of Historic Places (NRHP) districts, 24 individually eligible properties, and 12 properties potentially directly affected by the project.

## Direct Effects on Historic Districts

- **NRHP-listed Sunset Heights Historic District:**
  - Alternative D only includes limited new right-of-way from a vacant lot within the Historic District.
  - Alternatives G, H, and I would demolish the Pearl and Jessica Apartments (Resource Nos. 118 and 119), which are contributing resources to the NRHP-listed Sunset Heights Historic District.
  - Alternative G would also impact a 1960s office building (Resource No. 13A), which is non-contributing to the district.
- **NRHP-listed Old San Francisco Historic District:** No direct impacts from any alternatives.
- **NRHP-listed Rio Grande Historic District and NRHP-eligible Rio Grande Historic District Amendment Area:**
  - Alternative D avoided this historic district.
  - Alternative G would demolish several contributing residential properties (Resource Nos. 173, 174A, 175, 176, 180).
  - Alternatives H and I would have minimal impacts including minimal right-of-way acquisition from contributing resources' parcels and demolition of non-contributing resources.

## Direct Effects on Individually NRHP-eligible Properties

- **Holocaust Museum (Resource No. 140):** Alternatives G, H, and I would displace the museum.
  - Consulting Party Comment: The cost of moving the museum's collection will need to be taken into consideration.
  - TxDOT Response: TxDOT is holding meetings with Holocaust Museum Board.
- **El Paso and Southwestern Railroad Depot (Resource No. 181):** Minimal land acquisition required from all alternatives, but no impacts on the building itself.

## CONSULTING PARTY COMMENTS

- **Historic Preservation:** Several of the attendees emphasized on the importance of preserving historic buildings and the cultural significance of certain properties, which are outlined below.
  - Two attendees provided information about the African American parade route.
    - Route: Pershing to Montana, right on Copia to Missouri, which ends at park.
    - Held in conjunction with the Ms. Black El Paso Pageant the last Saturday in February, which is Black History month.
    - Organizers: Estene Davis and Leona Washington.



- Attendees provided a list of contacts that have additional information on the parade route, including Micheal E. P. Davis.
- Attendees asked about potential archaeological sites, including Apache burial grounds, remnants of the Butterfield Mail Trail and El Camino Real, and railroad yards property along the south side of I-10.
  - Resource for information on the Butterfield Mail Trail may be available from George Torrack at El Paso Community College.
    - There was a mention of the El Camino Real de Tierra Adentro and TxDOT can add mention of the Butterfield Mail Trail in the historic context. The Butterfield Trail's remnants might be present, but the historic resources survey did not specifically identify extant features from the trail since these would be archeological in nature.
  - One attendee noted that Dr. Max Grossman and David Romo have more information about potential Apache burial grounds. Another attendee noted El Paso County Historical Commission had an article about potential burial grounds in Sunset Heights.
  - One attendee asked about the potential archeological resources within the large railroad yards on the south side of I-10. TxDOT indicated that archeological work in the active railroad yard would have to wait until after right-of-way is purchased and that studies appropriate for that property would be considered at that time.
- One attendee noted that he wanted to review in detail the effects on churches that back up to the proposed project area in the Five Points Development area. He mentioned a concern about parking lots and access to the churches in the area. TxDOT indicated that there no new right-of-way on the north side of I-10 west of North St. Vrain Street.
- One attendee asked about impacts to the Bataan Memorial Trainway, which is a depressed railroad corridor through downtown. TxDOT stated that there are no expected impacts, and it is outside the APE for the survey.
- One attendee asked how buildings were dated for historic resources survey. The TxDOT team responded that various sources used:
  - Telltale signs of type, period, and method of construction based on fundamentals of architectural design during various time periods, and the experience of the team researching historic-age resources.
  - County Appraisal District records can provide a baseline with some locations and cities having more accurate construction years than others. However, an architectural historian's professional assessment of the property's date of construction is most reliable.
  - Sanborn Fire Insurance maps (There are extensive Sanborn Maps for El Paso)
  - Newspaper research (Newspapers.com has an extensive archive of local newspapers in El Paso)
- One attendee asked if the TxDOT team knew about the Redline maps – Home Owners' Loan Corporation maps, which provided assessment of ability of home owners to repay rehabilitation loans. The maps used color coding system with the red shaded areas

having the highest risk to loan companies, and often encouraged discriminatory practices. The TxDOT team noted that they were aware of the maps, and they are referenced in the report.

- An attendee provided information about building across from Pearl Apartments (Resource No. 116). Built in the early 1970s as office for the architecture firm Langford, Gomez, Moore, et al.
- A member of the TxDOT team asked if Resource No. 180 was made of adobe construction. The historic resources survey report (provided at the meeting in hard copy) noted that the building had brick construction that was covered in stucco circa 2015.
- **Displacements:** Two attendees asked if TxDOT is meeting with property owners and expressed concerns about the displacement of low-income families and the impact on community services. TxDOT acknowledged the concern and responded that they are meeting with property owners and working with potentially displaced renters and community organizations.
- **Timeline and funding of project:** An attendee asked about the timeline for the project, construction closures, and whether funding is available. TxDOT responded that there are three phases proposed for the project with one or two lanes always open during construction:
  - Phase 1: From Spur 1966 (Schuster Avenue) to Campbell Street (funded and in the Unified Transportation Plan [UTP]),
  - Phase 2: From Spur 1966 to Executive Boulevard (not funded but in the UTP), and
  - Phase 3: From Campbell Street to Copia Street (not funded but in the UTP).

TxDOT responded that before any construction could happen, they still have to complete the entire environmental process and documentation, finalize the preliminary design, and start the detailed design.

- **Indirect Effects:** The consulting parties had questions about the potential visual and noise impacts of elevated structures. TxDOT noted that visual, noise, and other indirect effects would be addressed after other environmental studies are completed so that the information in those studies can be utilized as part of the Section 106 indirect effects determination.
  - One attendee noted that there is concern about the large oak outside the Burges House, the El Paso Historical Society property. An increase in traffic is a concern for the large oak tree near the road.
  - One attendee asked about areas where new elevated structures would be constructed, particularly next to the San Francisco Historic District. TxDOT's consulting engineers noted that they are trying to keep the elevation of the new design elements as close to the existing grade as possible with each viable alternative and in some locations the lanes will be more depressed than they currently are.
  - One attendee asked about the potential indirect impacts to the El Paso Union Depot (Resource No. 120). TxDOT noted that such impacts will be analyzed at a later date when project design has advanced.

## CONCLUSION

The meeting concluded with a call for continued feedback and participation from the community to ensure that the project considers all historical and cultural impacts. TxDOT noted the following:

- The deadline for comments is **October 18, 2024**, to the [ELP\\_Downtown10@txdot.gov](mailto:ELP_Downtown10@txdot.gov) email address.
- The fact sheet, the summary of the historic resources survey, and the full historic resources survey report are all available on TxDOT's project website:  
(<https://www.txdot.gov/reimaginei10/downtown10/environmental-process.html#:~:text=TxDOT%20has%20started%20a%20project%20to%20look%20at%20improvements%20to>).
- The fact sheet, the summary of the historic resources survey, and the full historic resources survey report were all available on thumb drives for meeting attendees to take if they would rather have the thumb drive instead of downloading from TxDOT's website. No thumb drives were taken.
- Comment cards were made available at the meeting. None were filled out and left at the meeting.
- If the attendees knew of any additional individuals or organizations that should be included as consulting parties, TxDOT asked for those names and contact information to be provided. Two attendees asked to be consulting parties, and TxDOT sent invitations to those individuals/organizations on October 2, 2024.
- After TxDOT receives all comments on the historic resources survey report, TxDOT will produce a revised version of the report and initiate coordination with the Texas Historical Commission (THC).

**Attachment B**  
**Presentation Slides**



# Downtown 10

Historic Resources Survey Draft Results



October 2, 2024

## Introductions

- TxDOT Project Team
- Section 106 Consulting Parties
- Safety Minute



## Agenda

- Project Goals and Objectives
- Environmental Investigations
- Historic Studies –Section 106 Process
- Historic Resources Survey Findings
  - National Register Eligibility
  - Direct Effects
- *Comments and Questions Throughout*





- **Project Length: 6.179 Miles**
- **Project Limits: Executive Center Blvd to SL 478 (Copia St)**

## Project History and Objectives

### History:

- Began in 2019 as an Environmental Assessment (EA)
- Initial Section 106 Consulting Party Meeting in Fall 2021
- Transitioned from an EA to an Environmental Impact Statement (EIS) in Fall 2022
- Environmental studies initiated in 2023, including historic resources research and field survey

### Objectives:

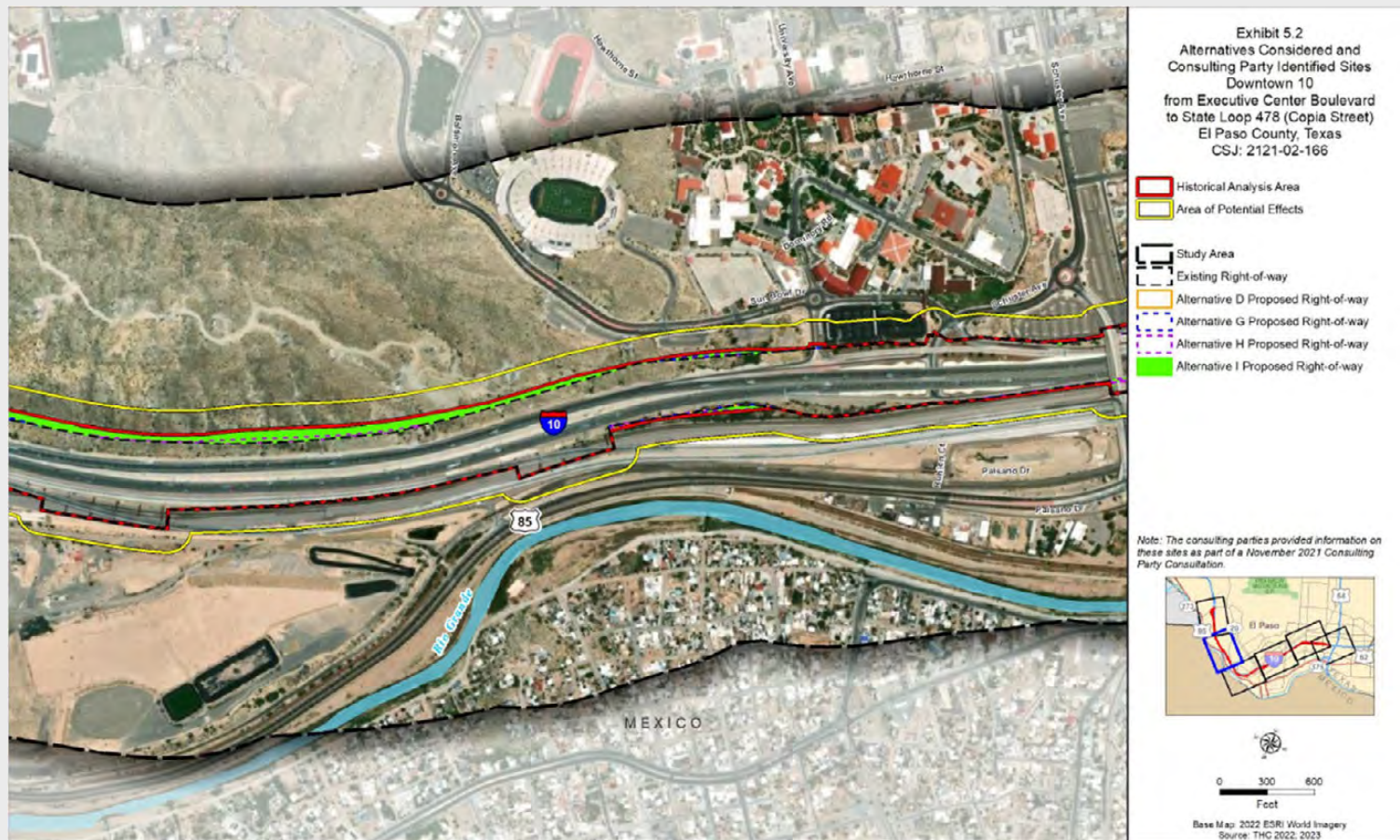
- Improve mobility and long-term congestion management
- Improve incident management
- Bring the facility up to current design standards



# Alternative Development



# Alternative Development



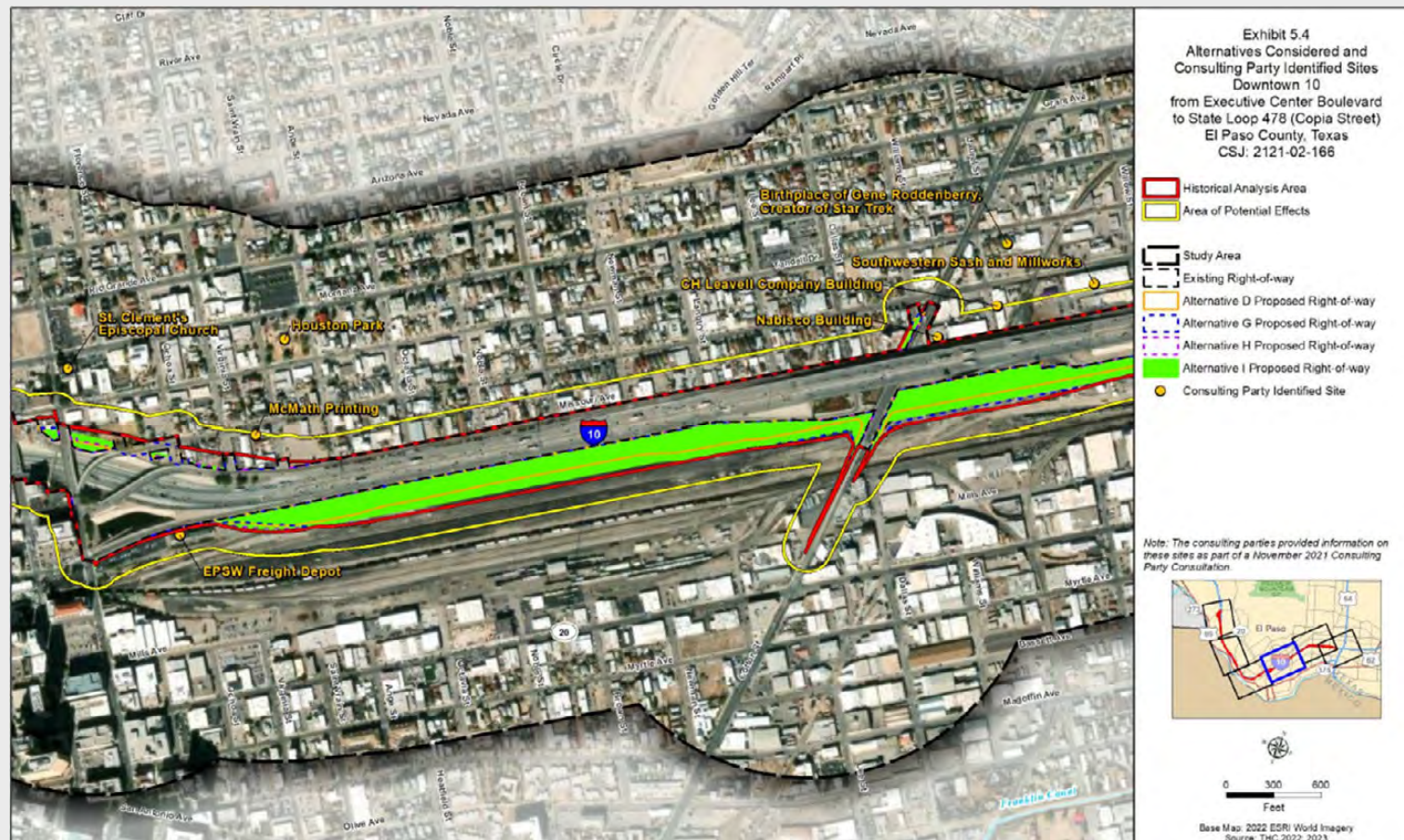


# Alternative Development





# Alternative Development



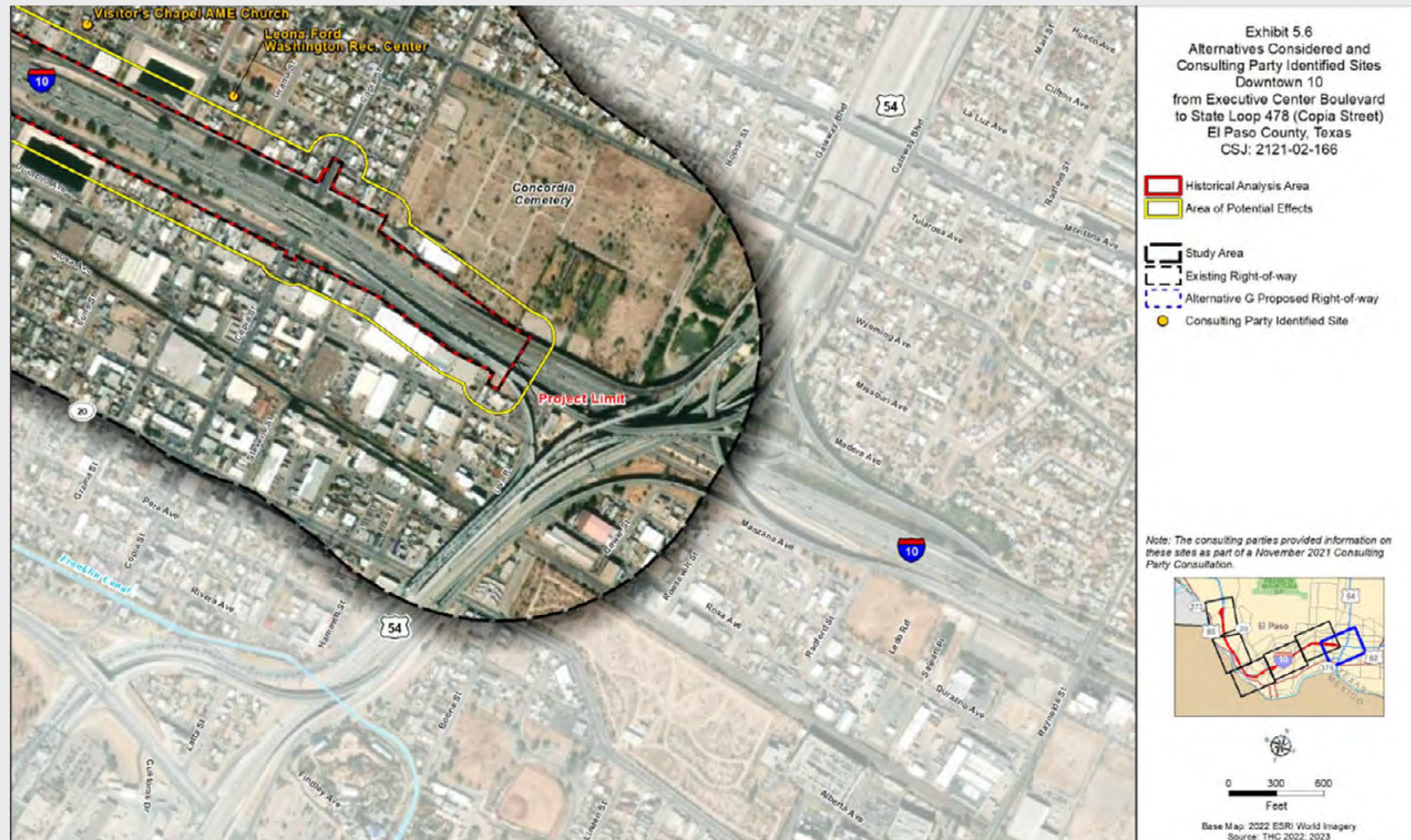


# Alternative Development





# Alternative Development



## Environmental Status and Overview

- Natural Resources
- Human Environment
- Cultural Resources
  - Section 106 Process



## Step 1: Begin the process

- Determine what the project is
- Notify SHPO about the project
- Identify consulting parties
- Plan for involving interested parties



## Step 2: Identify historic properties

- Determine the APE
- Identify historic properties
- Consult with SHPO and consulting parties
- Involve interested parties



## Step 3: Assess effects

- Evaluate effects to historic properties
- Consult with SHPO and consulting parties
- Involve interested parties



## Step 4: Resolve adverse effects

- Avoid, minimize, or mitigate adverse effects
- Consult with SHPO and consulting parties
- Involve interested parties



## Historic Studies - Methods

### Pre-field research

- Initial Consulting Party Input (Nov. 2021)
- Research Design (Nov. 2023)
  - Plan for Survey and Research
  - THC Records
  - Others previous surveys in the area
  - Our previous surveys in the area

### Survey

- Fieldwork (Dec. 2023 –Jan. 2024)
  - Historic-age resources (pre-1981)
  - Photograph and inventory
- Research in El Paso (Jan. 2024)
  - El Paso Public Library El Paso Historical Society
  - UT El Paso Border History Collection
  - El Paso Museum of History

### Draft survey findings

- Draft Survey Report (Jan. – Sept. 2024)
- Continued Research
  - Historic Contexts
  - Recommend National Register-eligible properties
  - Assessment of Direct Effects

## Historic Studies – Draft Findings

- Draft findings in the survey report:
  - Surveyed 601 resources on 464 parcels
  - 128 resources are contributing to a historic district
  - 24 individually NRHP-eligible or NRHP-listed historic properties
  - 12 NRHP-listed or NRHP-eligible properties/historic districts may be directly affected by one or more of the proposed alternatives
- Review of direct effects in detail

## Historic Studies – Draft Findings

- Did we miss any resources?
- Do you agree with our resource findings?
- Do you have questions about a particular resource?
- Is information missing about a particular resource?

## Summary of Direct Effects to Historic Properties

	Alternative D	Alternative G	Alternative H	Alternative I
Building Demolitions	None	8 Buildings	3 Buildings	3 Buildings
Land Acquisition (parcels and total acreage)	1 Parcels (0.261 acre)	2 Parcels (0.492 acre)	3 Parcels (0.407 acre)	5 Parcels (0.384 acre)

Name/ Address	NRHP status	Alternative D	Alternative G	Alternative H	Alternative I
NRHP-listed Sunset Heights Historic District					
Sunset Heights Historic District	NRHP-listed Historic District	No Direct Adverse Effect; De Minimis Section 4(f) Impact  Acquisition of ROW from one vacant lot	Direct Adverse Effect; Individual Section 4(f) Analysis  Acquisition of ROW from contributing resource and non- contributing resource; parcel acquisition and displacement of contributing resources; acquisition of ROW from two vacant lots	Direct Adverse Effect; Individual Section 4(f) Analysis  Acquisition of parcels and displacement of contributing resources; acquisition of ROW from one vacant lot	Direct Adverse Effect; Individual Section 4(f) Analysis  Acquisition of parcels and displacement of contributing resources; acquisition of ROW from two vacant lots
Resource No. 13B:  1513 Sun Bowl Dr.	Contributing to the NRHP-listed Sunset Heights Historic District	Avoided	Acquisition of 0.285 acres of 1.08-acre parcel, which includes Resource No. 13A, which is outside the Sunset Heights Historic District boundary	Avoided	Avoided
Resource No. 118:  Pearl Apartments, 220 W. Yandell Dr.	Contributing to the NRHP-listed Sunset Heights Historic District	Avoided	Complete parcel acquisition; displacement	Complete parcel acquisition; displacement	Complete parcel acquisition; displacement
Resource No. 119:  Jessica Apartments, 721 N. El Paso St.	Contributing to the NRHP-listed Sunset Heights Historic District	Avoided	Complete parcel acquisition; displacement	Complete parcel acquisition; displacement	Complete parcel acquisition; displacement

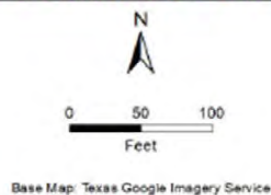




- |                               |  |
|-------------------------------|--|
| Area of Potential Effects     | Individually Listed/Eligible and Contributing          |
| Parcel Boundary (El Paso CAD) | Not Individually Eligible and Contributing to District |
| Existing ROW (TxDOT)          | Noncontributing to District                            |
| Proposed New ROW (Alt D)      | Not Eligible   |
| Proposed New ROW (Alt G)      | Eligible/Listed Historic District or Property          |
| Proposed New ROW (Alt H)      |  |
| Proposed New ROW (Alt I)      |  |
| Proposed New ROW (Alt J)      |  |
| Individually Eligible/Listed  |  |

#### NRHP Eligibility

- Not Eligible; Noncontributing
- Contributing to Historic District; Not Individually Eligible
- Individually Eligible or Listed and Contributing to Historic District



**Survey Results**  
**Figure 6**  
 Downtown 10  
 from Executive Center Boulevard  
 to State Loop 478 (Copia Street)  
 El Paso County, Texas  
 CSJ: 2121-02-166



## Historic Studies – Draft Findings

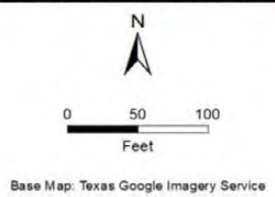


Resource No. 13B



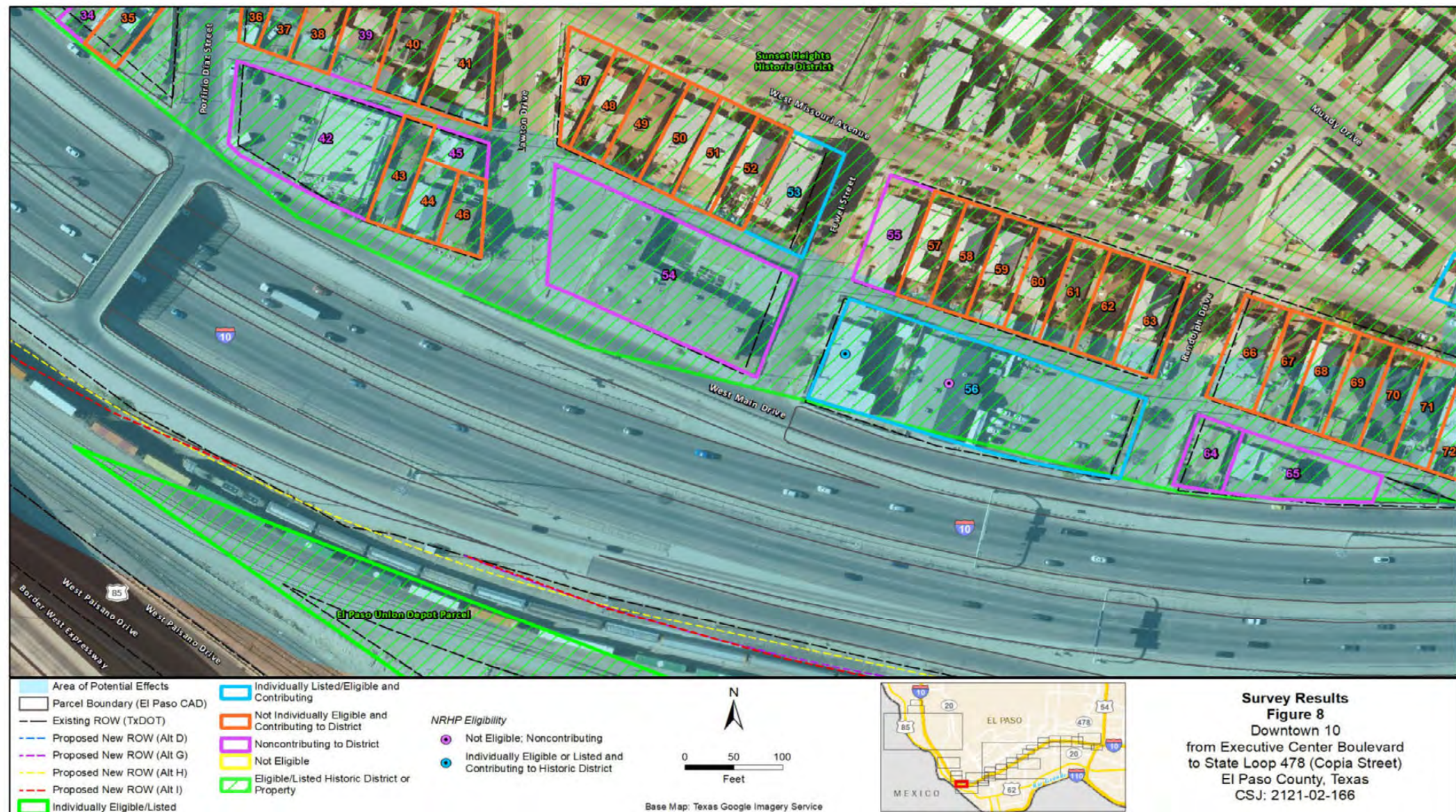


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|-------------------------------|--|
| Area of Potential Effects     | Individually Listed/Eligible and Contributing          |
| Parcel Boundary (El Paso CAD) | Not Individually Eligible and Contributing to District |
| Existing ROW (TxDOT)          | Noncontributing to District                            |
| Proposed New ROW (Alt D)      | Not Eligible   |
| Proposed New ROW (Alt G)      | Eligible/Listed Historic District or Property          |
| Proposed New ROW (Alt H)      |  |
| Proposed New ROW (Alt I)      |  |
| Individually Eligible/Listed  |  |

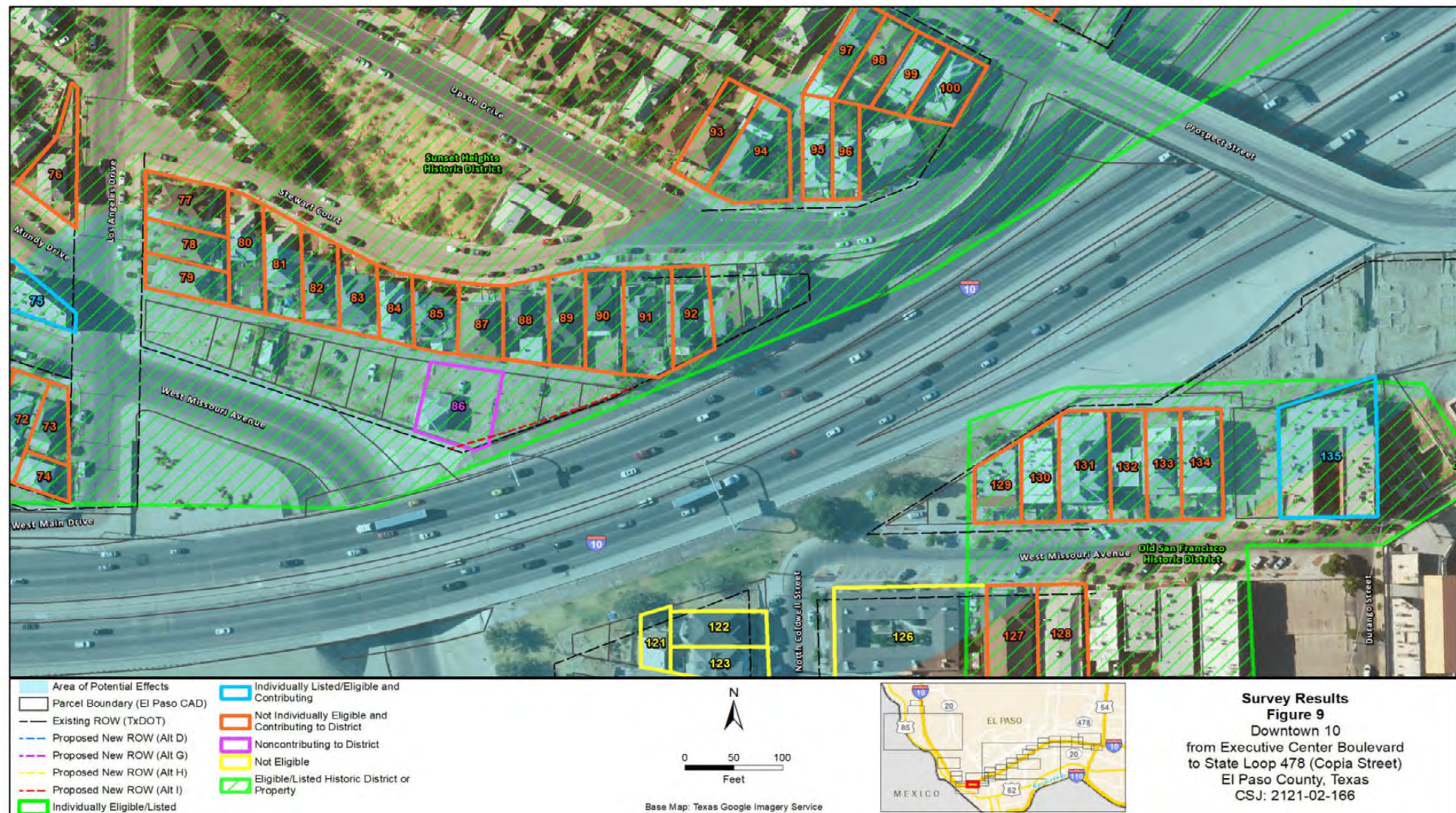


**Survey Results**  
**Figure 7**  
 Downtown 10  
 from Executive Center Boulevard  
 to State Loop 478 (Copia Street)  
 El Paso County, Texas  
 CSJ: 2121-02-166

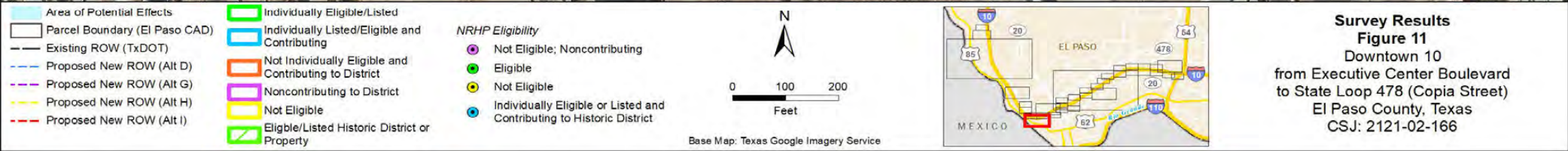


















## Historic Studies – Draft Findings



Resource No. 118: Pearl Apartments

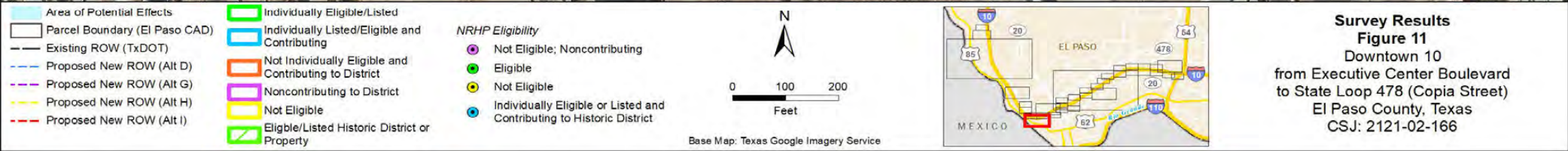


Resource No. 119: Jessica Apartments

## Historic Studies – Draft Findings

Name/ Address	NRHP status	Alternative D	Alternative G	Alternative H	Alternative I
Old San Francisco Historic District	NRHP-listed Historic District	No Direct Effect	No Direct Effect	No Direct Effect	No Direct Effect







Name/ Address	NRHP status	Alternative D	Alternative G	Alternative H	Alternative I
<b>NRHP-listed Rio Grande Historic District/NRHP-eligible Rio Grande Historic District Amendment Area (1 of 2)</b>					
<b>Rio Grande Historic District/ Rio Grande Historic District Amendment Area</b>	NRHP-listed historic district/ NRHP-eligible Amendment Area	No Direct Effect	Direct Adverse Effect; Individual Section 4(f) Analysis  Acquisition of parcels and displacement of contributing resources; acquisition of two lots with billboard signs	No Direct Adverse Effect; De Minimis Section 4(f) Impact  Minimal acquisition of ROW from contributing resources and two lots with billboard signs; demolition of non-contributing resource	No Direct Adverse Effect; De Minimis Section 4(f) Impact  Minimal acquisition of ROW from contributing resources and two lots with billboard signs; demolition of non-contributing resource
<b>Resource No. 173 702 Wyoming Ave.</b>	Contributing to the NRHP-eligible Rio Grande Historic District Amendment Area	Avoided	Complete parcel acquisition; displacement	Avoided	Avoided
<b>Resource No. 174A 704 Wyoming Ave.</b>	Contributing to the NRHP-eligible Rio Grande Historic District Amendment Area	Avoided	Complete parcel acquisition; displacement	Acquisition of 0.003 acre of 0.01-acre parcel; demolition of 174B non-contributing garage.	Acquisition of 0.003 acre of 0.1-acre parcel, demolition of 174B non-contributing garage.

Name/ Address	NRHP status	Alternative D	Alternative G	Alternative H	Alternative I
NRHP-listed Rio Grande Historic District/NRHP-eligible Rio Grande Historic District Amendment Area (2 of 2)					
<b>Resource No. 175</b>  <b>706 Wyoming Ave.</b>	Contributing to the NRHP-eligible Rio Grande Historic District Amendment Area	Avoided	Complete parcel acquisition; displacement	Acquisition of 0.001 acre of 0.07-acre parcel; no building impacts	Acquisition of 0.0009 acre of 0.07-acre parcel; no building impacts
<b>Resource No. 176</b>  <b>708 Wyoming Ave.</b>	Contributing to the NRHP-eligible Rio Grande Historic District Amendment Area	Avoided	Complete parcel acquisition; displacement	Avoided	Avoided
<b>Resource No. 180</b>  <b>611 N. Virginia St.</b>	Contributing to the NRHP-eligible Rio Grande Historic District Amendment Area	Avoided	Complete parcel acquisition; displacement	Avoided	Avoided





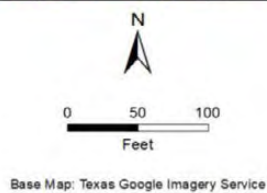




- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li><span style="border: 1px solid lightblue; display: inline-block; width: 20px; height: 10px;"></span> Area of Potential Effects</li> <li><span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Parcel Boundary (El Paso CAD)</li> <li><span style="border-bottom: 1px solid black; display: inline-block; width: 20px;"></span> Existing ROW (TxDOT)</li> <li><span style="border-bottom: 1px solid blue; display: inline-block; width: 20px;"></span> Proposed New ROW (Alt D)</li> <li><span style="border-bottom: 1px solid purple; display: inline-block; width: 20px;"></span> Proposed New ROW (Alt G)</li> <li><span style="border-bottom: 1px solid yellow; display: inline-block; width: 20px;"></span> Proposed New ROW (Alt H)</li> <li><span style="border-bottom: 1px dashed red; display: inline-block; width: 20px;"></span> Proposed New ROW (Alt I)</li> <li><span style="border: 2px solid green; display: inline-block; width: 20px; height: 10px;"></span> Individually Eligible/ Listed</li> </ul> | <ul style="list-style-type: none"> <li><span style="border: 2px solid blue; display: inline-block; width: 20px; height: 10px;"></span> Individually Listed/Eligible and Contributing</li> <li><span style="border: 2px solid orange; display: inline-block; width: 20px; height: 10px;"></span> Not Individually Eligible and Contributing to District</li> <li><span style="border: 2px solid purple; display: inline-block; width: 20px; height: 10px;"></span> Noncontributing to District</li> <li><span style="border: 2px solid yellow; display: inline-block; width: 20px; height: 10px;"></span> Not Eligible</li> <li><span style="border: 2px solid green; display: inline-block; width: 20px; height: 10px;"></span> Eligible/ Listed Historic District or Property</li> </ul> |
|--|---|

#### NRHP Eligibility

- Contributing to Historic District; Not Individually Eligible
- Individually Eligible or Listed and Contributing to Historic District

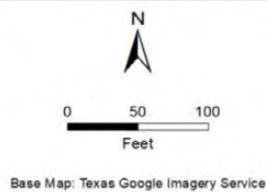


**Survey Results**  
**Figure 13**  
 Downtown 10  
 from Executive Center Boulevard  
 to State Loop 478 (Copia Street)  
 El Paso County, Texas  
 CSJ: 2121-02-166



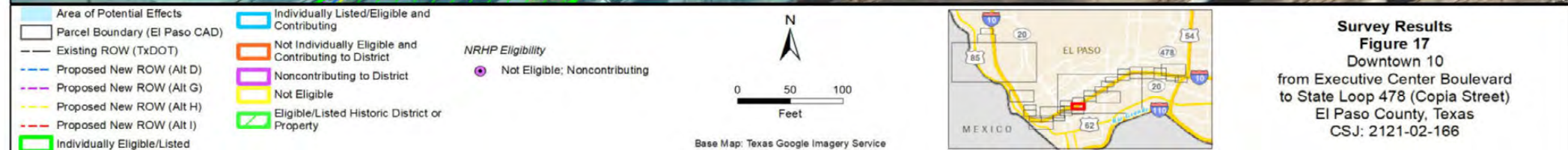


- |                               |  |
|-------------------------------|--|
| Area of Potential Effects     | Individually Listed/Eligible and Contributing          |
| Parcel Boundary (El Paso CAD) | Not Individually Eligible and Contributing to District |
| Existing ROW (TxDOT)          | Noncontributing to District                            |
| Proposed New ROW (Alt D)      | Not Eligible   |
| Proposed New ROW (Alt G)      | Eligible/Listed Historic District or Property          |
| Proposed New ROW (Alt H)      |  |
| Proposed New ROW (Alt I)      |  |
| Individually Eligible/Listed  |  |



**Survey Results**  
**Figure 14**  
 Downtown 10  
 from Executive Center Boulevard  
 to State Loop 478 (Copa Street)  
 El Paso County, Texas  
 CSJ: 2121-02-166







## Historic Studies – Draft Findings



Resource No. 173:  
702 Wyoming Ave.



Resource No. 174A  
704 Wyoming Ave.



## Historic Studies – Draft Findings



Resource No. 175:  
706 Wyoming Ave.



Resource No. 176:  
708 Wyoming Ave.

## Historic Studies – Draft Findings



Resource No. 180:  
611 Virginia St.

Name/ Address	NRHP status	Alternative D	Alternative G	Alternative H	Alternative I
Individually NRHP-eligible resources within the APE					
Resource No. 140  Holocaust Museum, 715 N. Oregon St.	Individually NRHP- eligible	No Direct Effect	Direct Adverse Effect; Individual Section 4(f) Analysis  Complete parcel acquisition; displacement	Direct Adverse Effect; Individual Section 4(f) Analysis  Complete parcel acquisition; displacement	Direct Adverse Effect; Individual Section 4(f) Analysis  Complete parcel acquisition; displacement
Resource No. 181  El Paso & South- western Railroad Depot, 420 N. Campbell St.	Individually NRHP- eligible	No Direct Adverse Effect; De Minimis Section 4(f) Impact  Acquisition of 0.261 acres of 1.57-acre parcel; no building impacts	No Direct Adverse Effect; De Minimis Section 4(f) Impact  Acquisition of 0.207 acres of 1.57-acre parcel; no building impacts	No Direct Adverse Effect; De Minimis Section 4(f) Impact  Acquisition of 0.403 acres of 1.57-acre parcel; no building impacts	No Direct Adverse Effect; De Minimis Section 4(f) Impact  Acquisition of 0.38 acre of 1.57-acre parcel; no building impacts



## Historic Studies – Draft Findings



Resource No. 140:  
Holocaust Museum



Resource No. 181: El Paso &  
Southwestern Railroad Depot

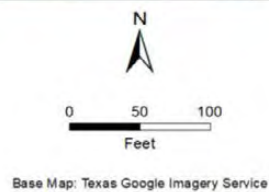








- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"> <li>Area of Potential Effects</li> <li>Parcel Boundary (El Paso CAD)</li> <li>Existing ROW (TxDOT)</li> <li>Proposed New ROW (Alt D)</li> <li>Proposed New ROW (Alt G)</li> <li>Proposed New ROW (Alt H)</li> <li>Proposed New ROW (Alt I)</li> <li>Individually Eligible/ Listed</li> </ul> | <ul style="list-style-type: none"> <li>Individually Listed/Eligible and Contributing</li> <li>Not Individually Eligible and Contributing to District</li> <li>Noncontributing to District</li> <li>Not Eligible</li> <li>Eligible/ Listed Historic District or Property</li> </ul> | <p><b>NRHP Eligibility</b></p> <ul style="list-style-type: none"> <li>Not Eligible; Noncontributing</li> </ul> |
|---|--|--|

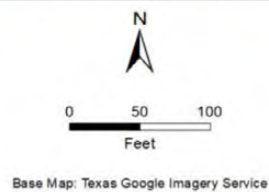


**Survey Results**  
**Figure 17**  
 Downtown 10  
 from Executive Center Boulevard  
 to State Loop 478 (Copia Street)  
 El Paso County, Texas  
 CSJ: 2121-02-166





- |                               |  |
|-------------------------------|--|
| Area of Potential Effects     | Individually Listed/Eligible and Contributing          |
| Parcel Boundary (El Paso CAD) | Not Individually Eligible and Contributing to District |
| Existing ROW (TxDOT)          | Noncontributing to District                            |
| Proposed New ROW (Alt D)      | Not Eligible   |
| Proposed New ROW (Alt G)      | Eligible/Listed Historic District or Property          |
| Proposed New ROW (Alt H)      |  |
| Proposed New ROW (Alt I)      |  |
| Individually Eligible/Listed  |  |



**Survey Results**  
**Figure 18**  
 Downtown 10  
 from Executive Center Boulevard  
 to State Loop 478 (Copia Street)  
 El Paso County, Texas  
 CSJ: 2121-02-166



# Historic Studies – Draft Findings

## Three ways to review survey findings:

- Fact Sheet (2 pages)
- Historic Resources Survey Summary (44 pages)
- Full report for regulatory compliance (over 1800 pages)

## Two ways to access these documents:

- Thumb drive (available today)
- TxDOT's website:  
<https://www.txdot.gov/reimaginei10/downtown10/environmental-process.html>

### Downtown 10 Section 106 - Historic and cultural resources

TxDOT has started a project to look at improvements to I-10 between Executive Center Boulevard and State Loop 478 (Copia Street) in El Paso, Texas. This project, also known as Downtown 10, has historic places adjacent to the interstate and we would like your help to preserve that history. Learn more about these efforts below.



### Section 106 Consulting Party meeting

- [D10 HRSR Fact Sheet](#)
- [Historic Resources Survey Summary](#)
- [KMZ of Surveyed Resources](#)
- [Historic Resources Survey Report Part 1](#)
- [Historic Resources Survey Report Part 2](#)
- [Historic Resources Survey Report Part 3](#)
- [Historic Resources Survey Report Part 4](#)
- [Historic Resources Survey Report Part 5](#)



## Questions/Discussion

- Do you agree with our list of historic resources?
  - If not, what specifically do you not agree with?
- Which alternative would you recommend TxDOT choose based on historic property effects?
- Which historic properties should TxDOT try to avoid demolishing with this project?
- Are there other organizations that should be invited to consult?

## Historic Studies – Draft Findings

- Provide comments and input today or at a later date via email: [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).
- Comment period extends through **October 18, 2024.**
- TxDOT takes comments under consideration and incorporates applicable information into survey findings before sending determinations to the Texas State Preservation Office.

## Consulting party responsibilities

- Please respond to us in a timely manner. Formal comment periods for the consultation process are outlined in federal laws, regulations, and existing agreements.
- Acknowledge when you received formal coordination documents from TxDOT within 72 hours.
- Participation as a consulting party for this project may disqualify you, or any affiliated interests, from participating in any contract related to this project.

## Next steps and timelines

- Incorporate meeting feedback into survey report
- Determine indirect effects
- Continued consultation
  - Final survey and mitigation proposals anticipated Winter 2025



# Thank you!

## **Attachment C**

### **Meeting Invitation**

#### **Invitations Emailed**

Invitations were emailed to Consulting Parties on Wednesday, September 11, 2024

Calendar appointment emailed to Consulting Parties on September 18, 2024

#### **Contents**

1. Email Invitation
2. Calendar Appointment Reminder
3. Consulting Party Meeting Invitation Email List

**From:** [ELP Downtown10](#)  
**Subject:** Downtown 10 Consultative Party In-Person Meeting  
**Date:** Wednesday, September 11, 2024 5:32:11 PM  
**Attachments:** [D10 HRSR Draft Fact Sheet.pdf](#)

---

Good afternoon, Consulting Party participants,

The Texas Department of Transportation (TxDOT) conducted a historic resources survey for the proposed [Downtown 10](#) project, and our draft report is ready for your review and comment. This draft report has TxDOT's recommendations of all the historic places along the project area.

Since the historic resources survey is large, we have three different ways that you can review and comment on our draft survey report's findings based on your available time to review the materials. These documents are on our [project website](#):

- **Brief Overview:** A short **fact sheet** (2 pages) that summarizes the project, our survey process, and survey results/lists of places we think are historic (also attached to this email).
- **Detailed Summary:** A **Historic Resources Survey Summary** (44 pages), with more detailed maps and tables summarizing our findings.
- **Full Report:** Our completed **Draft Historic Resources Survey Report** (over 1800 pages including appendices) is also available. This report provides the detailed information required for TxDOT's regulatory requirements.

In order to gather your input on our draft survey findings, we will hold an in-person meeting in El Paso on **Thursday, September 26th**. This meeting will include a presentation and an open forum for questions. The meeting will be held at the **El Paso Convention Center, Second Floor in the West Star room, from 5 to 7pm (Mountain Time)**. If you are unable to attend, we will also offer a virtual component and can accept comments via email at [downtown10@txdot.gov](mailto:downtown10@txdot.gov) until October 18, 2024.

Please note, this meeting and presentation will specifically address historic resources and will be tailored to entities and individuals who have signed up to be a Consulting Party under Section 106. The Consulting Parties will be given priority on seating if additional members of the public attend this in-person meeting.

Thank you for agreeing to be a Section 106 Consulting Party on this project! We look forward to your feedback on our survey report and hope to see you on **September 26th**.



FileMeetingScheduling AssistantTrackingHelp

Delete

Calendar

Forward

Send to OneNote

Accept

Tentative

Decline

Propose New Time

Respond

Show As: Busy

Reminder: None

Categorize

Private

High Importance

Low Importance

Voice

All Apps

Immersive

Immersive Reader

New Scheduling Poll

Viva Insights

Actions

OneNote

Respond

Options

Tags

Find Time

Add-in

Accepted on 9/19/2024 10:36 PM.

This meeting has been adjusted to reflect your current time zone. It was initially created in the following time zone: (UTC-07:00) Mountain Time (US & Canada).

Downtown 10 In-Person Section 106 Consulting Parties Meeting [In-person]

Meeting Insights

Organizer

ELP\_Downtown10 <Downtown10@txdot.gov>

Sent Wed 9/18/2024 5:10 PM

Time

Thursday, September 26, 2024 6:00 PM-8:00 PM

Location

El Paso Live (1 Civic Center Plz, El Paso, TX 79901)

Response

Accepted

Change Response

Envelope icon

Downtown 10 Consulting Party In-Person Meeting

Outlook item

Good afternoon Consulting Parties—

This is a calendar hold reminder that the Texas Department of Transportation (TxDOT) conducted a historic resources survey for the proposed [Downtown 10](#) project, and our draft report is ready for your review and comment. This draft report has TxDOT's recommendations of all the historic places along the project area.

The in-person meeting in El Paso on **Thursday, September 26th**. This meeting will include a presentation and an open forum for questions. The meeting will be held at the **El Paso Convention Center, Second Floor in the West Star room, from 5 to 7pm (Mountain Time)**. If you are unable to attend, we will also offer a virtual component and can accept comments via email at [downtown10@txdot.gov](mailto:downtown10@txdot.gov) until October 18, 2024. Please reply to this email for the virtual invite.

The original email invite is attached, and includes the three different ways that you can review and comment on our draft survey report's findings based on your available time to review the materials. Please contact us if you have any issues accessing the meeting materials.

Thank you and we look forward meeting with you on this project.

A Texas Department of Transportation message

HELP

#EndTheStreakTX

End the streak of daily deaths on Texas roadways.

In Shared Folder

Calendar - Maryellen.Russo@icf.com



## Section 106 Consulting Party Meeting Invitation List -September 2024

Organization - Consulting Parties	Contact Name	Email Address
Texas Historical Commission	Justin Kockritz	Justin.Kockritz@thc.texas.gov
El Paso County Historical Society	Brad Cartwright	epchs@elpasohistory.com
El Paso County Historical Society	Elliott Bernard	ElliottB28@gmail.com
Sunset Heights Neighborhood Improvement Association	Sito Negron	sito.negron@gmail.com
El Paso County Historical Commission (CHC)	Barbara Welch	obscuredjinn@gmail.com
El Paso Historic Preservation Officer (HPO)	Providencia Velazquez	VelazquezPX@elpasotexas.gov
N/A - Self	Vicki Hamilton	vicki.g.hamilton@gmail.com
N/A - Self	Miguel Juarez	migueljuarez.soha@gmail.com
N/A - Self	Logan Ralph	lralph@auduboncompanies.com
NPS National Trails Office	Jill Jensen	Jill_Jensen@nps.gov

### **Organization - Project Staff**

TxDOT	Sheetal Patel	Sheetal.Patel@txdot.gov
TxDOT	Roger Williams	Roger.Williams@txdot.gov
TxDOT	Raul Ortega	Raul.Ortega@txdot.gov
TxDOT	Ismael Beltran	Ismael.Beltran@txdot.gov
TxDOT	Jennifer Carpenter	Jennifer.Carpenter1@txdot.gov
TxDOT	Rebekah Dobrasko	Rebekah.Dobrasko@txdot.gov
HDR	Brian Swindell	brian.swindell@hdrinc.com
HDR	David Sutton	david.sutton@hdrinc.com
HDR	Gwen Jurisich	gwen.jurisich@hdrinc.com
ICF	Kim Johnson	Kim.Johnson@icf.com
ICF	Maryellen Russo	Maryellen.Russo@icf.com
ICF	Megan Luschen	Megan.Luschen@icf.com
ICF	Heather Goodson	Heather.Goodson@icf.com

**Attachment D**  
**Sign-in Sheets**

I-10 FROM EXECUTIVE CENTER BLVD TO STATE LOOP 478 (COPIA STREET)

CSJ: 2121-02-166

EL PASO COUNTY

# Sign-In Sheet

Downtown 10 Section 106 Consulting Party Meeting

Thursday, September 26, 2024

5 p.m. to 7 p.m.

El Paso Convention Center, Second Floor in the West Star Room

Name	Organization	Email
JOHN HAMILTON	EP COUNTY HIST. SOCIETY	LANDRAMES78@GMAIL.COM
FRED EVANS	EPCHS	fredevan@floodnet, floodnet
Soto Negron	SNIA	soto.negron@gmail.com
Pravidencia Velazquez	COEP	Velazquez PR@elpasoTXas.gov
Bethany Rivera Molinar	Ciudad Nueva Community Outreach	bethany@ciudadnueva.org
Elder Beverly Mathis		bjmathis51@gmail.com
DR. MIGUEL JUAREZ	SELF	mjuarez6@utep.edu
Kelly Blough	SELF	Kblough@Me.Com
VICKI HAMILTON		VICKI.G.HAMILTON@GMAIL.COM
Justin Koekritz	Tx Historical Commission	justin.koekritz@thc.texas.gov
Barbara Welch	El Paso Historical Commission	obscuredjinn@gmail.com

I-10 FROM EXECUTIVE CENTER BLVD TO STATE LOOP 478 (COPIA STREET)

CSJ: 2121-02-166

EL PASO COUNTY

**Sign-In Sheet - STAFF**

**Downtown 10 Section 106 Consulting Party Meeting**

**Thursday, September 26, 2024**

**5 p.m. to 7 p.m.**

**El Paso Convention Center, Second Floor in the West Star Room**

Name	Organization
Sandy Cavaldon	TxDOT
Sal Monzo	TxDOT
Jesus Teborda	TxDOT
Gilysa Garcia	ICF
Heather Goodson	ICF
Manjellen Russo	ICF
Kim Johnson	ICF
Roger Williams	TxDOT
DAVID SUTTON	HDR
Kim Johnson	ICF
Sheetal Patel	TxDOT
Rebekah Dobrasko	TxDOT
Jennifer Carpenter	TxDOT





I-10 FROM EXECUTIVE CENTER BLVD TO STATE LOOP 478 (COPIA STREET)

CSJ: 2121-02-166

EL PASO COUNTY

**Sign-In Sheet - STAFF**

**Downtown 10 Section 106 Consulting Party Meeting**

**Thursday, September 26, 2024**

**5 p.m. to 7 p.m.**

**El Paso Convention Center, Second Floor in the West Star Room**

Name		Organization	
Virtual Virtual Virtual	Paul Ortega		TxDOT - ELP
	JENNIFER WRIGHT		TxDOT - ELP
	Brian Swindell		HDR
	Gwen Surisich		HDR
	Megan Luschen		ICF

**Attachment E**  
**Meeting Photos**

## Consulting Party Meeting Photos



## Consulting Party Meeting Photos





## Consulting Party Meeting Photos



## Consulting Party Meeting Photos



## Consulting Party Meeting Photos



## **Attachment F**

### **Printed Handouts**

#### **Printed Materials Provided at the Meeting**

1. Fact Sheet (2 pages) – available at <https://www.txdot.gov/content/dam/project-sites/reimaginei10/docs/d10-hsr-fact-sheet.pdf>.
2. Historic Resources Survey Summary (44 pages) – available at [txdot.gov/content/dam/project-sites/reimaginei10/docs/historic-resources-survey-summary.pdf](https://www.txdot.gov/content/dam/project-sites/reimaginei10/docs/historic-resources-survey-summary.pdf).

#### **Additional Materials Available at the Meeting**

- One copy of the full 1800+ page Historic Resources Survey Report was printed and available at the meeting. It is also available for download as Historic Resources Survey Report Parts 1 through 5 at TxDOT's Downtown 10 website: <https://www.txdot.gov/reimaginei10/downtown10/environmental-process.html>.
- Five thumb drives with the full Historic Resources Survey Report, as an alternative to downloading the report from the TxDOT Project Page. (No participants took a thumb drive.)



**G.10. Section 106 Consulting Party Comments on Draft HRSR**

**From:** [vicki.hamilton](#)  
**To:** [ELP\\_Downtown10](#)  
**Cc:** [Goodson, Heather](#); [Russo, Maryellen](#); [jennifer.carpenter1@txdot.gov](#)  
**Subject:** Consulting Party Comment re: Downtown 10 Historic Resources Survey  
**Date:** Thursday, October 17, 2024 5:30:40 PM  
**Attachments:** [I-10 Evaluation of Bldgs for 106.docx](#)

---

Attached please find comments re: subject document. Thank you very much for providing this opportunity for comment.

There is enthusiastic support for incorporating information on unevaluated but most likely eligible properties located within the study area associated with the historic African American and Hispanic communities that were negatively affected by the initial construction of I10.

Strongly recommend you relook these properties and provide more time for review and comment of those findings so they can be incorporated in your decision making process and not delay work later.

Thank you very much.

Vicki Hamilton

17 October 2024

Downtown 10 Historic Resources Survey

Consulting Party Comments – Vicki Hamilton

The delineation of the Area of Potential Effects (APE) in accordance with (IAW) your Programmatic Agreement should be amended IAW paragraph B.e. after consultation with the Texas SHPO because your project includes elevated roadways and multilevel interchange, is complex with unusual features as well as the provision for an elevated cover park currently being offloaded to the local community which adds additional complexity. A request at the consulting party meeting included the evaluation of the parade route central to the history of the Black Business District which needs to be included in evaluation which should be evaluated as a potential cultural landscape. Please include these concerns in your consultation with the SHPO and let notify us of the results of consultation and include consulting parties in the consultation if appropriate.

During the meeting with consulting parties, it was stated that this project was looking only at direct impacts mainly because they “need other studies to be completed before we can do our review of indirect effects”. What are those studies, when will they be completed, and how will they be incorporated into this study? If potentially adverse indirect effects are found, how will this study be modified or amended? Will this be a part of consultation or simply an amendment/afterthought in the 106 process?

The effects of noise and vibration as well as diminished air quality will be widespread and extend into the surrounding neighborhoods and business districts. If understood correctly, TEXDOT plans to manage traffic during construction within the right of way. Looking at your current projects beginning at the Texas/New Mexico border it is clear that a good deal of the traffic diverts itself to adjacent alternate roads. This will have an even greater impact on this project as people search for alternate routes through many adjacent routes. In addition, both UTEP and EPCC have surges in traffic that will need to be studied and incorporated into delineation of the APE.

Loss of what was described as minor portions of parking lots associated with the Depot could easily affect the financial viability of reuse options, particularly downtown where parking is a premium. This is a direct effect occurring on the property itself. Financial viability after loss of land or neighboring buildings should be considered direct effects and the APE should be adjusted, if appropriate.

Changes that would make reviewing this document and understanding the proposed project alternatives clearer:

Make the ROW and proposed ROW easier to read and compare. A separate map showing the existing ROW in some of the built-up areas might be needed.

There were boxes intended for labels without labels visible throughout. The labels would make locating the location of the photographs much easier.

**From:** [Micheal E P Davis](#)  
**To:** [Downtown10@txdot.gov](#); [Sheetal.patel@txdot.gov](#); [jennifer.carpenter1@txdot.gov](#); [Russo, Maryellen](#); [Goodson, Heather](#)  
**Cc:** [Luis "Sito" Negron](#); [Vicki Hamilton](#); [Miguel Juarez](#); [Barbara Anne Welch](#); [Gregg Davis](#); [Beverly Mathis](#); [Jackie Hoyt](#); [Christopher White](#); [Vincent Kennedy](#); [District #8](#); [tyronemcduffie@gmail.com](#); [Ron Stallworth](#); [FRED EVANS](#); [patsy@DESERTSPOONFOODHUB.ORG](#); [Kelly Blough](#); [Paulina Tamayo](#); [mzbcpastor100@gmail.com](#)  
**Subject:** Eastside-Central Coalition Response to Historic Resources Survey Summary 1 Downtown 10  
**Date:** Friday, October 18, 2024 9:23:02 AM  
**Attachments:** [Cover Letter Eastside-Central Coalition Response to Historic Resources Survey Summary1 w Atch.pdf](#)

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As outlined in the Downtown 10: Historic Resources Survey, the Eastside-Central Coalition Association is providing the attached response to the published Historic Resources Survey. If you have any questions reference the response, please either call (571) 217-2227 or email me (michealep@cs.com), Micheal Davis.

*Micheal E. P. Davis*

*President, Davis-Paige Management Systems LLC*

*(telephone# 571-217-2227)/[Mepdavis@dpmsllc.com](mailto:Mepdavis@dpmsllc.com)*

*We must remember that "The greatest glory in living lies not in never falling, but in rising every time we fall" – **Nelson Mandela***



***EASTSIDE-CENTRAL COALITION ASSOCIATION***  
***4331 MADERA AVE.***  
***EL PASO, TEXAS 79903***

TxDOT El Paso District Office,  
Attn. Downtown 10 / Hugo Hernandez  
13301 Gateway Boulevard West  
El Paso, TX 79928-5410

Environmental Affairs Division  
125 E 11th St.,  
Austin, TX 78701,

Project Contacts (Additional):

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Sheetal Patel,

Public Information Office  
Jennifer Carpenter,

TxDOT Environmental Affairs Division  
Jennifer Carpenter,

Technical Experts (ICF)  
Maryellen Russo and Heather Goodson,

SUBJECT: Eastside-Central Coalition Response to Historic Resources Survey Summary1  
Downtown 10: I-10 from Executive Center Blvd. to State Loop 478 (Copia Street),TxDOT CSJ: 2121-02-166, September 2024

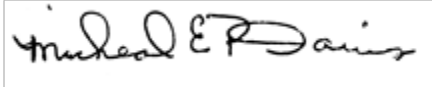
Honorable Commissioners and Executive Staff:

Eastside-Central Coalition is a no-profit 501 (c) (3) association in El Paso, Texas. The organization represents citizens, organizations and businesses from the Black community and culture that are affected by the expansion of Interstate Highway 10. Eastside-Central Coalition is providing comment (s) to the survey (s)'s draft findings Attachment A- Eastside-Central Coalition Response to Historic Resources Survey Summary 1 Downtown 10: I-10 from Executive Center Blvd. to State Loop 478 (Copia Street),TxDOT CSJ: 2121-02-166, September 2024.

POC: Micheal E. P. Davis, Chairman of the Board, Email Address: [michealep@cs.com](mailto:michealep@cs.com) and telephone: 571-217-2227.

Sincerely ours,

*EASTSIDE-CENTRAL COALITION ASSOCIATION*  
*4331 MADERA AVE.*  
*EL PASO, TEXAS 79903*

A handwritten signature in black ink, reading "Micheal E P Davis". The signature is written in a cursive style with a horizontal line above it.

Micheal E. P. Davis  
Chair, Eastside-Central Coalition Association

**SUBJECT: Eastside-Central Coalition Response to Historic Resources Survey Summary1  
Downtown 10: I-10 from Executive Center Blvd. to State Loop 478 (Copia Street),TxDOT  
CSJ: 2121-02-166, September 2024**

**ISSUE:** The Texas Department of Transportation (TxDOT) conducted a historic resources survey (s) for the proposed improvements to Interstate Highway (I) 10 from Executive Center Boulevard to State Loop 478 (Copia Street) and TxDOT did not contact the representatives, organizations, and businesses of the Black Community of Eastside-Central El Paso.

Eastside-Central Coalition is a no-profit 501 (c) (3) association in El Paso, Texas. The organization represents citizens, organizations and businesses from the Black community and culture that are effected by the expansion of Interstate Highway 10. Eastside-Central Coalition is providing comment (s) to the survey (s)'s draft findings.

**COMMENT.** Though the most famous 'Black Wall Street' is the one located in Tulsa, Oklahoma, El Paso's Black Wall, faced "a slower death" due to "redlining and the development of Interstate 10 highways in the 1960s and 1970s. The construction of Interstate-10 resulted in the razing of city streets that ran through El Paso's Black neighborhood, and which contained both the homes of Black families and Black-owned businesses. Of the homes and businesses that remained standing, many moved away in the ensuing decade due to the proximity of the new highway, either to different parts of the city or out of the region entirely. This, combined with the larger trend in the second half of the 20th century of movement out of the urban core, led to many of the remaining buildings in this neighborhood becoming vacant, unattended, or transferred to new business owners. Estine Eastside Barbershop was, until 2022, the only remaining Black business.

Now the demon called Interstate 10 has returned. The intent to broadening Interstate 10 will shamefully destroy all remaining remnants of the Black Community, Black culture and more importantly its history. A review of the survey (s) has shown that there has been no attempt to contact any Black organizations (Churches, NAACP, or any other Black organizations) in the impacted area just like it did in 1950s. There is no mention of any tools and processes used to seek information from the Black Community. A review of the survey (s) shows where in some instances, where there is a Black church in the same area (One block apart on Frutas Street) from a Hispanic church and it was not considered. The survey (s) states Along the I-10 corridor, TxDOT surveyed 464 properties containing 601 resources built in or before 1981. There is no one Black institution listed in the survey (s).

**BACKGROUND.** Though El Paso's African American population has for many decades hovered steadily around 3% to 4% of the total population, the history of African Americans in El Paso is a rich one and can be traced all the way back to early Spanish colonization. In 1598, Don Juan de Oñate arrived in what is present-day El Paso. Among his party were recorded "three female negro slaves" and "one mulatto slave," marking the first recorded instance of individuals of African descent in the region.<sup>i</sup> Throughout the time of the Spanish Empire, there are records of several African-born and "Negro" individuals living in the region.<sup>ii</sup> Following the area's annexation into the United States, early records for El Paso similarly document a steady, albeit small, African American presence. In 1860, El Paso participated in its

first United States census, listing 14 free African Americans and 15 African Americans who were enslaved. By the next census in 1870, that number had risen to 306 individuals.<sup>iii</sup>

The end of the Civil War in 1865 as well as the arrival of the railroad in El Paso in 1888 facilitated the greater movement of African Americans through the Paso del Norte region and into the greater American West. Many early African American settlers were brought to the region after accepting jobs with the railroad, for example as Pullman Porters, or with the military, for example as Buffalo Soldiers. Many chose to settle in El Paso as they made their way West, and some of El Paso's earliest Black institutions were established during this period: the El Paso Mission of the Colored Methodist Episcopal Church in 1883 (today known as Phillips C.M.E. Church)<sup>iv</sup>, Second Baptist Church in 1884<sup>v</sup>, the Visitors Chapel African Methodist Episcopal Church in 1885<sup>vi</sup>, and the Douglass School in the late 1880s<sup>vii</sup>. Located in El Paso's Second Ward neighborhood, these would become the core of El Paso's early Black community.

Like many other cities across the nation, El Paso adopted Jim Crow laws in the wake of the Civil War. These laws were a series of interrelated statutes that severely restricted the political, social, and economic rights of African Americans. Schools, churches, restaurants, hotels, waiting areas, bathrooms, drinking fountains, and virtually all other public spaces were all segregated, and African Americans were denied the voting rights afforded to their white counterparts.<sup>viii</sup>

**DISCUSSION.** As a result, many Black communities, including those in El Paso, built their own businesses and institutions. Early Black-owned businesses in El Paso were located predominantly in the Second Ward and Downtown areas where the majority of Black individuals lived. For example, entrepreneurs John and Mary Woods lived at Mills Avenue and Mesa Street and owned a grocery store on El Paso Street as well as a saloon and boarding house.<sup>ix</sup> When Mary Woods died after her husband in 1914, she was dubbed the "Richest El Paso Negro."<sup>x</sup> Perhaps the greatest indication of the burgeoning Black community was the hiring of the first African American US postal carrier, James William Shanklin. Shanklin was assigned to distribute mail in the Second Ward neighborhood where the majority of African American El Pasoans lived.<sup>xi</sup>

As the city grew in the early 20<sup>th</sup> century, El Paso's Black middle class began to grow alongside it, leading to a greater demand for housing options. El Paso's African American community began to move eastward, towards the city's Eucalyptus, Five Points, and Eastside neighborhoods (today the Southside and Central areas of El Paso). In 1920, Douglass School relocated from its location on Kansas Street and Fourth Avenue to 101 Eucalyptus Avenue. Similarly, Shiloh Baptist (established in 1910) moved from its site on Magoffin Avenue to 3201 Frutas Avenue in 1921. While Second Ward still retained a significant Black population, it became increasingly a largely Mexican and Mexican American neighborhood. Community organizer Leona Ford Washington recalled, "Most of the Blacks lived in South El Paso and later they moved to the central El Paso on White Oaks, and Mazana or in places or streets like that." An El Paso "Residential Security" map from the Federal Home Loan Bank Board, likely from the 1930s, identifies the area around Bassett Avenue and Eucalyptus Street as well as the areas



around Alameda and Piedras up to Alameda and Pershing as having “the heaviest concentration of negroes in El Paso.”<sup>xii</sup>

With this movement eastward, new businesses and institutions opened, and the area surrounding Alameda Avenue and Piedras Street became the heart of a thriving Black commercial corridor between the 1920s and 1960s. The area around Alameda Avenue and Piedras Street was home to a variety of Black-owned businesses as well as home to many prominent Black El Pasoans. Businesses ranged from barbershops to record stores, from funeral homes to pharmacies, doctor offices and music clubs. Alameda Avenue and Piedras Street was symbol of the subsequent social and artistic explosion in a period considered a golden age in African American culture, manifesting in literature, music, stage performance and art.

A particularly high concentration of businesses can be documented along Alameda Avenue itself, including: Orand’s Café (2901 Alameda Ave); The Elk’s Club (2924 Alameda Ave); Club Society and La Siesta Café (3013 Alameda Ave); Joseph’s Beauty Shoppe (3023 Alameda Ave); Mine and Mill Restaurant and Mission Theatre (3031 Alameda Ave); O.K. Café and the O.K. Barbershop (3207 Alameda Ave); Banks Funeral Home (3331 Alameda Ave) and Swingtime Record Nook (3334 Alameda Ave).<sup>xiii</sup>

Surrounding streets with commercial ventures included Bassett Avenue, Piedras Street, Myrtle Avenue, and Manzana Avenue (now Gateway Boulevard East). Businesses on Bassett Avenue included Conyer’s Gifts (2314 Bassett Ave); House of Charm Beauty Salon (2323 Bassett Ave), American Legion Post 832 (2400 Bassett Ave).<sup>xiv</sup> Businesses along Piedras Street included: Noble’s Records (104 N Piedras St); The Wabash (158 N Piedras); The Black N’ Tan (300 N Piedras St); and the Royal Palm Café (402 N Piedras St).<sup>xv</sup> Businesses along Myrtle Avenue included the private practice of Dr. Lawrence A. Nixon (2029 Myrtle Ave) and Dr. V. Collins (2218 Myrtle Ave).<sup>xvi</sup> Businesses along Manzana Avenue included: Bill Parks BBQ (3016 Manzana Ave); Chat n’ Chew Drive-In Restaurant (3130 Manzana Ave); Donnel Drug Store (3201 Manzana Ave); and Little Harlem Service Station (3311 Manzana Ave).<sup>xvii</sup> Together, these listed businesses represent what has been so far recovered from the legacy of this commercial corridor, some of which were featured publications of the *Negro Motorist Greenbook*.

Surrounding the commercial buildings were the residential areas where many middle and upper-middle class Black families lived. Among these homes were some of the most prominent Black El Pasoans of the time. Perhaps most notable is the home of Marshall and Olalee McCall (3231 Wyoming Ave), which has since been converted into the McCall Neighborhood Center, a site for the Black community to gather and host civic and social events. Marshall McCall was the first African American postal worker in El Paso and Olalee was the principal of Douglass School. Other families living in the area included the Nixons (3114 Missouri Ave); the Scales (4220 Durazno Ave); the Hills (Basset Avenue); the Adams (4404 Durazno); the Kings (Madera Street, now Gateway West); and the Davises (4331 Madera Ave).<sup>xviii</sup> A survey of residences for the El Paso chapter of the NAACP also revealed that many members lived “in the Lincoln Park community on streets that were later removed due to the creation of Interstate 10.”<sup>xix</sup>

According to oral histories from those living in the neighborhood at the time, the area was a thriving hub for Black business, social life, and community. Ms. Frances Hills, a mathematician at Fort Bliss and wife of El Paso's first Black city council member Jethro Hills, recalled, "I think now you have Black people all over the city. They were more concentrated in areas back in the forties and fifties. East El Paso was the area between Piedras and Cobia, Tularosa and Manzana where most the Black families lived. They were very responsible citizens in that area."<sup>xx</sup> Barber and business owner Ms. Estine Davis said of the area, "The Black community was great during that time. During the 50s, there was a togetherness. We had dances and outings. We went to Gillespie's Steak House on Montana Street. We would rent the American Legion, the Elks, and Rusty's Playhouse and have dances there. Rusty's was located on Piedras Street. It had a bar and dance floor, and I loved to dance."<sup>xxi</sup> Mrs. Ernestine Adams, a homemaker, reflected, "We couldn't go to places in El Paso during segregation. It didn't bother me; you knew where to go and where not to go. We went to Alameda Street and had a good time."<sup>xxii</sup>

In the second half of the 20<sup>th</sup> century, Congress passed the Federal Highway Act of 1956, which funded the construction of the interstate system across the United States. In El Paso, as in many other communities around the United States, these highways were planned through Black (without any Black Community involvement) and other non-white neighborhoods. When the Federal Highway Act of 1956 was passed and planning and construction began on Interstate-10, it was still many years before the Civil Rights Act of 1964 and the Voting Rights Act of 1965 would fully repeal Jim Crow laws and better enshrine the rights of African Americans in the United States. Though residents in El Paso and elsewhere challenged the proposed construction of the interstate through their neighborhoods, many faced an impossible fight due to the lack of legal protection and political representation.<sup>xxiii</sup>

The construction of Interstate-10 in El Paso led to the demolition of multiple streets in the footprint of El Paso's Black-owned commercial corridor and residential neighborhood including Manzana Avenue, Madera Street, and parts of Piedras Street. Mrs. Ruth Nash King said in an oral history, "I lived where what is now Gateway West. There were once two streets running through there before they put the freeway in. One was Madera. One was Manzana. Those streets were removed. The north part of Madera became Gateway West. The other part became Gateway East. That is the area where the freeway went through. I live on Madera Street in the block that is just off Piedras. There were a number of houses along there."<sup>xxiv</sup> During the period of construction, which lasted well into the 1960s, many families saw their businesses and homes seized with eminent domain.<sup>xxv</sup> As a result, many business owners and families left. The tight knit community that had once existed around Second Ward, Eucalyptus, Five Points, and the Eastside was dispersed across El Paso into new neighborhoods like Hacienda Heights and the Northeast. Since then, El Paso has not had a similar geographic concentration of Black-owned businesses.

**CONCLUSION.** Like many other Black communities across the United States, the construction of the US 10 interstate project in the 1950s and 1960s was planned through the middle of El Paso Black neighborhood. By the 1970s, many of the Black-owned businesses in the Eastside and Five Points area had closed, and many of the families had moved to other parts of El Paso due to the highway now dividing what had once been an interconnected area. The last remaining Black-owned business in the neighborhood, Estine Eastside Barbershop (106 N. Piedras), closed

in 2022 following the retirement of its longtime proprietor Ms. Estine Davis, Estine's Eastside Barbershop.

Under Section 106 of the National Historic Preservation Act, federal agencies must consider the effects of their projects on historic properties. In this case, the historic resources survey (s) did not identify the Black historic properties that may be impacted as a result of one or more alternatives of the project. Listed below are just small sample of Black Historical Institutions who meet the requirements for consideration as historic districts eligible in the impacted zone(s):

- McCall Neighborhood Center
- Dr Lawrence and Drusilla Tandy Nixon Residence 3114 Missouri Ave
- Visitors Chapel A.M.E. Church- 518 N. Estrella St
- Wabash Café, 158 N Piedras St
- Square Deal Barbershop and Beauty Shop, 156 N. Piedras St
- Shiloh Baptist Church, 3201 Frutas Ave
- Banks Funeral Home, 3331 Alameda Ave
- Swing Time Records Nook-3334 Alameda
- O.K. Café and O.K. Barbershop, 3207 Alameda Ave
- Mission Theatre/Mine and Mill Restaurant, 3031 Alameda Ave
- Club Society (and the La Siesta Café), 3013 Alameda Ave
- Elks Club Gateway Lodge Bar/Dining Room, 2924 Alameda Ave
- Orand's Café, 2901 1/2 Alameda Ave
- Nobles Records-104 N Piedras St
- Estine's Eastside Barbershop, 106 N Piedras St
- Bill Parks BBQ (two locations), 3016 Gateway Blvd East/3130 Gateway Blvd East
- Buffalo Soldier Memorial at Concordia Cemetery
- 3700 E Yandell Drive
- Phillips Chapel Christian Methodist Episcopal Church- 3432 Wyoming Ave
- Leonia Washington Ford Recreation Center-3400 Missouri Ave
- Mt Zion Baptist Church-3400 E Wyoming St.

Educators and historians in particular have stressed the importance of highlighting not just African Americans' tragedies but also their successes.<sup>xxvi</sup> The histories of Black Wall Streets speak to a rich legacy of Black entrepreneurship, creativity, and resilience while also highlighting the historic realities of segregation, Jim Crow laws, redlining, and removal.

There is a strong need to conduct an immediate and more thorough survey that includes members and organizations from the Black community and its institutions that are in the I-10 corridor.

POC: Micheal E.P. Davis Chairman of the Board, Eastside-Central Coalition association, Email address:michealep@cs.com and telephone number: 571-217-2227.

## DOCUMENTATION

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- <sup>i</sup> *Wheresoever My People Chance to Dwell: Oral Interviews with African American Women of El Paso* by Maceo C. Dailey Jr. and Kristine Navarro (2000)
- <sup>ii</sup> Ibid.
- <sup>iii</sup> Population of the United States in 1860: Texas
- <sup>iv</sup> Phillips Chapel CME Church 130<sup>th</sup> Church Anniversary Celebration
- <sup>v</sup> *El Paso: A Centennial Portrait*, El Paso County Historical Society (1972)
- <sup>vi</sup> *Images of America: African Americans in El Paso* by Maceo Crenshaw Dailey Jr., Kathryn Smith-McGlynn, and Cecilia Gutierrez Venable (2014)
- <sup>vii</sup> “Borderlands: Douglass School Served Black Community Well” by Alan A. Johnson, Dora Madrid, Susana Fernandez, Veronica Herrera, and Nathan Ballard (1996)
- <sup>viii</sup> “Jim Crow law” from Encyclopedia Britannica
- <sup>ix</sup> *Images of America: African Americans in El Paso* by Maceo Crenshaw Dailey Jr., Kathryn Smith-McGlynn, and Cecilia Gutierrez Venable
- <sup>x</sup> Ibid.
- <sup>xi</sup> Ibid.
- <sup>xii</sup> *Mapping Inequality: Redlining in New Deal America*
- <sup>xiii</sup> Ibid.
- <sup>xiv</sup> Ibid.
- <sup>xv</sup> Ibid.
- <sup>xvi</sup> Ibid.
- <sup>xvii</sup> Ibid.
- <sup>xviii</sup> Ibid.
- <sup>xix</sup> “From Buffalo Soldiers to Redlined Communities: African American Community Building in El Paso’s Lincoln Park Neighborhood” by Miguel Juarez (2019)
- <sup>xx</sup> *Wheresoever My People Chance to Dwell: Oral Interviews with African American Women of El Paso* by Maceo C. Dailey Jr. and Kristine Navarro (2000)
- <sup>xxi</sup> Ibid.
- <sup>xxii</sup> Ibid.
- <sup>xxiii</sup> “From Buffalo Soldiers to Redlined Communities: African American Community Building in El Paso’s Lincoln Park Neighborhood” by Miguel Juarez (2019)
- <sup>xxiv</sup> <sup>xxiv</sup> *Wheresoever My People Chance to Dwell: Oral Interviews with African American Women of El Paso* by Maceo C. Dailey Jr. and Kristine Navarro (2000)
- <sup>xxv</sup> “Archive Photos: I-10 First Built” from *El Paso Times* (2015)
- <sup>xxvi</sup> Ibid.



# Notes

## MEETING TITLE/TYPE

**PROJECT NAME:** DOWNTOWN 10 INTERSTATE HIGHWAY 10 (I-10) FROM EXECUTIVE BOULEVARD TO COPIA STREET (TXDOT CSJ: 2121-02-166)

**REGARDING:** DRAFT HISTORIC RESOURCES SURVEY REPORT (HRSR) REPORT COMMENTS

**DATE AND TIME:** MONDAY OCTOBER 28, 2024, 2 PM CENTRAL/3PM EASTERN (CALL VIA TEAMS)

## ATTENDEES:

Michael Davis	Eastside-Central Coalition Association
Maryellen Russo	ICF
Heather Goodson	ICF
Jasmine Gardner	ICF

## DISCUSSIONS:

The purpose of the meeting was to discuss the Eastside-Central Coalition Association's comments on the Draft Historic Resources Survey Report (HRSR) dated September 2024 (attached to these meeting notes). The meeting lasted one hour and 45 minutes. The summary below is divided into the general topics discussed:

*Historic context information provided by Mr. Davis:* Ms. Russo thanked Mr. Davis for the extensive history sent as part of his comments. Mr. Davis noted that much of the information came from the historical background information gathered from the application for the Texas Historical Commission (THC) marker that will be erected at Alameda and Piedras. He also noted that a lot of history was gathered as part of the *Still We Rise* exhibit at the El Paso Historical Museum beginning in February 2023 for approximately 16 months. He also stated that there were several sources at UTEP, and there's an excellent source by Maceo Crenshaw Dailey, Jr., Kathryn Smith-McGlynn, and Cecilia Gutierrez Venable called *The Images of America: African Americans in El Paso* (2014).

Mr. Davis also told the group about Estine Davis (his mother) and Leona Ford Washington (his Godmother), who were both community activists and community leaders. Ms. Davis was a business owner (Estine Barbershop) and Ms. Washington was a school teacher and strong advocate of Black history in El Paso. The community center at 3400 Missouri Avenue, north of the APE, is named after Ms. Washington.

Mr. Davis also mentioned that there will be a walking tour brochure commemorating the Black businesses in the area, particularly south of I-10 (outside the APE). The brochure focuses on

commemorating the history of the “Black Wall Street” in El Paso, much like that of Tulsa, Oklahoma. Mr. Davis also talked about the Black Community resources that were lost as a result of the construction of the current I-10 alignment in the 1950s. The group spent some time discussing some resources, both inside and outside the project’s 150-foot APE, that are no longer extant.

*150-foot Area of Potential Effect (APE):* Ms. Russo talked about the regulatory context of the creation of the Draft HRSR under Section 106 of the National Historic Preservation Act (Section 106). Ms. Russo explained every lead federal agency adheres to Section 106, and Section 106 procedures for federally funded transportation projects in Texas are outlined in the Programmatic Agreement between TxDOT, the Federal Highway Administration, Texas State Historic Preservation Office, and Advisory Council on Historic Preservation (available online here: <https://ftp.txdot.gov/pub/txdot-info/env/toolkit/400-01-pa.pdf>). That Programmatic Agreement outlines the APE by project type, and for the type of widening project that is proposed along I-10, the APE is 150 feet from the existing or proposed right-of-way.

The historic resources survey inventoried every extant resource built in or before 1981 within the APE lines. Ms. Russo explained the buildings and structures that are no longer extant cannot be inventoried and assessed for their National Register of Historic Places (NRHP) significance under Section 106. She noted that historians, like she and Ms. Goodson, look at extant standing buildings and structures above ground, and archeologists look at resources below ground, if they remain intact. The Draft HRSR follows TxDOT’s documentation standards for how to complete historic resources surveys (available here: <https://ftp.txdot.gov/pub/txdot-info/env/toolkit/421-06-ds.pdf>). The group talked about the APE and reviewed maps on Google Earth through a screen share on Microsoft Teams.

*Individual Property Information for Extant Resources:* The group discussed a few extant individual resources in or near to the APE:

- 3016 Gateway Boulevard East (inventoried as Resource No. 419): This was the location of Bill Parks BBQ that Mr. Davis remembered. It operated approximately between around 1965 and the late 1970s, possibly into the 1980s. There was more than one location of the restaurant, and the other was at 3130 Gateway Boulevard East; that building is no longer extant.
- In the 3<sup>rd</sup> full paragraph on page 3 of Mr. Davis’s notes states that along Manzana Avenue resources included: Bill Parks BBQ (3016 Manzana Ave); Chat n’ Chew Drive-In Restaurant (3130 Manzana Ave); Donnel Drug Store (3201 Manzana Ave); and Little Harlem Service Station (3311 Manzana Ave). These references to Manzana Avenue are the historic addresses, and these resources were on what is now Gateway Boulevard East. *It should be noted that only Bill Parks BBQ at 3016 Gateway Boulevard*

*East appears to be extant.*

- 106 N. Piedras Street (south of the APE): Estine Eastside Barbershop (owned by Mr. Davis's mother). It will be the site of a new museum to be curated by the Eastside-Central Coalition.
- Visitors Chapel A.M.E. Church at 518 N. Estrella Street (north of the APE): the congregation dates to the 1880s, and this church is located directly outside the APE.
- Leona Ford Washington Community Center at 3400 E. Wyoming Street (north of the APE): this resource was named after Mr. Davis's Godmother, as noted above.

*0.25-Mile Study Area:* Mr. Davis asked why the Guardian Angel Church at 3021 Frutas Avenue was included in the discussion on Page 23 of the Draft HRSR, but not other resources, particularly those associated with the Black Community. Ms. Goodson noted that those properties in the 0.25-mile Study Area were to provide the context of what resources in the general area had been previously designated on the NRHP, as a Recorded Texas Historic Landmark, or as a State Antiquities Landmark. Mr. Davis said the definition of the Study Area and its purpose was not clear in the report. Ms. Russo said a definition of the 0.25-mile Study Area verses the 150 feet APE could be added to the HRSR.

*Creating Revised Maps:* During the discussion, Mr. Davis indicated that he could not see the APE shading because he was colorblind. Ms. Russo added a dark black line to the edge of the APE, and Mr. Davis indicated he could see the edge of the APE. Ms. Russo indicated that they would work on revising the maps so they are accessible and viewable for him and other colorblind individuals.

*Section 106 Consulting Party Request:* In discussing the various ways that Mr. Davis and the Coalition could get involved, the group talked about the Coalition being a consulting party. Ms. Russo explained that the Coalition would be official participants in the Section 106 review process, have an opportunity to review the revised report, any future reports or addenda, and be a part of mitigation discussions. Ms. Russo said she would inform TxDOT of Mr. Davis's request.

*Community Impacts:* The group discussed that the information provided by Mr. Davis would be forwarded to the teams completing the Community Impact Analysis. Ms. Gardner explained that the community impacts assessments consider how the project may affect the community in terms of impacts to homes, businesses, community resources, and travel patterns. Ms. Russo also indicated that she would inquire about getting Mr. Davis on any project mailing lists so he could be informed of outreach about the project.

At the end of the discussion, Mr. Davis stated that he would like to see if any Coalition members would be available to meet with Ms. Goodson and Ms. Russo on either Oct. 29<sup>th</sup> or 30<sup>th</sup>. He said if no one is available that he did not want to hold up the process, and that the team should proceed with their work. Ms. Russo indicated that they would be open to another meeting with members of the Coalition, but she asked to confirm with TxDOT before scheduling another meeting.

## **ACTION ITEMS**

### Mr. Davis

- Coordinate with the Coalition to determine if they can meet with Ms. Goodson and Ms. Russo on 10.29.2024 or 10.30.2024 at 11am MTN/12pm CST/1pm EST.
- Provide location and if available information on the Ms. Black El Paso Parade Route.
- If available, provide any information about the people who ran Bill Parks BBQ at 3016 Gateway Boulevard E.

### ICF Team

- Prepare meeting notes (*these notes*).
- Inform TxDOT that the Eastside-Central Coalition Association would like to be included as a Section 106 Consulting Party.
- Inform the project team and TxDOT that Mr. Davis would like to be included in any project information mailing list.
- Potentially meet with Mr. Davis and any members of his group on 10.29.2024 or 10.30.2024 to discuss what they know about resources in the APE and to see if they have any questions for our team.



# Notes

## MEETING TITLE/TYPE

**PROJECT NAME:** DOWNTOWN 10 INTERSTATE HIGHWAY 10 (I-10) FROM EXECUTIVE BOULEVARD TO COPIA STREET (TXDOT CSJ: 2121-02-166)

**REGARDING:** DRAFT HISTORIC RESOURCES SURVEY REPORT (HRSR) REPORT COMMENTS (MEETING #2)

**DATE AND TIME:** MONDAY OCTOBER 30, 2024, 11AM MOUNTAIN/12 PM CENTRAL/1PM EASTERN  
(CALL VIA TEAMS)

## ATTENDEES:

Michael Davis	Eastside-Central Coalition Association
Tyrone McDuffie	Visitors Chapel A.M.E. Church
Sheetal Patel	Texas Department of Transportation (TxDOT) Project Manager
Jennifer Carpenter	TxDOT – Lead Historian
Brian Swindell	HDR, Inc. – Consultant Engineering Project Manager
Maryellen Russo	ICF – Historian/Co-author Draft HRSR
Heather Goodson	ICF – Historian/Co-author Draft HRSR
Megan Luschen	ICF – Environmental Deputy Project Manager

## DISCUSSIONS:

This meeting was the second discussion regarding the Eastside-Central Coalition Association's (Coalition) comments on the Draft Historic Resources Survey Report (HRSR). The first meeting with the Eastside-Central Coalition regarding the Draft HRSR occurred on October 28, 2024 (meeting notes sent to Mr. Davis for review on October 29, 2024). This second meeting lasted approximately one hour and 10 minutes. After the introductions of the TxDOT and consultant team, the summary below is divided into the general topics discussed. Mr. McDuffie joined the meeting approximately halfway through the discussion.

*Meeting notes from Oct. 28<sup>th</sup> meeting:* Mr. Davis received the October 28<sup>th</sup> meeting notes and has some edits to send to Ms. Russo. Mr. Davis also asked about the consulting party invitation, which was discussed at the Oct. 28<sup>th</sup> meeting. Ms. Russo said she had not prepared it yet, and it would be coming to him soon.

*Additional public involvement:* Mr. Davis said that there has been no participation of or outreach to the Black community, and he would like TxDOT to meet with the members of his group, similar to the type of evening meeting held with the Consulting Parties in September 2024. He said he'd like the members of the Coalition to hear the explanation of the various aspects of the project and let those community members ask questions of the team. Mr. Davis

recognized that the historic resources survey was specific to a certain area, but he said it would be helpful if that information could also be explained to the Coalition, as well. Mr. Davis also noted that the Coalition represents more than just the Black Community; it represents businesses, churches, and other organizations.

Ms. Carpenter noted that the September meeting was specifically to discuss the Draft HRSR, but that the public involvement team could follow up with him about any additional outreach that may be possible. She also said that the team will make sure that they are on the mailing list for our general public involvement outreach efforts too.

*Reviewing maps and alternatives:* Ms. Russo showed a map of the 150-foot-wide Area of Potential Effect (APE) in relation to the properties that Mr. Davis noted in HRSR comment letter. Since there were some questions about the APE and how it differed from the proposed alternatives, Mr. Swindell showed the engineering design of the four viable alternatives. He pointed out that the frontage roads on both the north and south sides of I-10 (Gateway Boulevard West and East) would be moved closer to the existing interstate main lanes and away from the buildings along the Gateway Boulevard. Mr. Swindell noted that the pedestrian facilities, noise barriers, and all other aspects of the project would be inside the existing I-10 right-of-way in the area of interest to the Eastside-Central Coalition Association. He pointed out that no new right-of-way would occur from Piedras Street east to Copia Street, except possible small corner clips at a few of the intersections. These would be very minimal right-of-way slivers directly adjacent to the current streets.

Mr. Davis asked about the relationship between the new engineering design and Bill Parks BBQ at 3016 Gateway Boulevard East. Mr. Swindell showed him each of the alternatives did not take any right-of-way from it, and Gateway Boulevard East would be moving north, farther away from the structure.

Mr. McDuffie asked to see where the Visitors Chapel A.M.E. Church was in relation to engineering design. Mr. Swindell showed him that it would be the same distance that it is now. Mr. McDuffie also asked about changes in access. Mr. Swindell pointed out that the access from the I-10 frontage road (Gateway Boulevard West) to the cross streets (like N. Estrella Street) would remain the same. Ms. Patel also noted that during construction, access will be maintained throughout the entire construction corridor.

Mr. McDuffie also asked about the 150-foot APE line that was initially shown on the maps. Ms. Russo explained that Mr. Swindell showed alternatives for what would actually be constructed. The APE line shows a buffer around the construction to determine if there are any impacts besides land acquisition – meaning indirect effects, like noise, visual effects, etc. Ms. Russo noted that the 150-foot APE for this type was outlined in agreement documents between the Federal Highway Administration, TxDOT, the State Historic Preservation Office

(SHPO), and the Advisory Council on Historic Preservation. TxDOT also confirmed that the APE was appropriate for this project along I-10 in consultation with the SHPO before the historic survey began late last year.

Mr. Davis asked if the APE is widened more, would there would be impacts to Black churches and Black community resources, such as the several resources north of I-10 along Missouri (Visitors Chapel, the Leona Ford Washington Community Center, Dr. Nixon's home, a home of a Buffalo Soldier) and a Black History museum south of I-10 (the former Estine Barber Shop at 106 N. Piedras Street)? Mr. Swindell let them know that there are no plans to buy new right-of-way through this section of I-10 and that would be the only way the APE line would increase.

Mr. Davis asked about the northbound Piedras Street bridge over Durazno Avenue. Mr. Swindell said that the alternatives have everything tying into the existing bridge over Durazno.

Mr. Swindell noted that there is a lot of misinformation about the project that is currently circulating. He recommended that Mr. Davis and Mr. McDuffie review and disseminate the information directly from TxDOT's website, as that information is the most accurate information about what TxDOT is planning for I-10. Ms. Luschen put this link to the project website in the Teams meeting chat: <https://www.txdot.gov/reimaginei10/downtown10.html>.

*Revising the Draft HRSR:* Since the HRSR includes a property-by-property inventory of everything inside the 150-foot-wide APE, information regarding properties outside that APE will be mentioned in HRSR's historic context and in other sections, as appropriate. Ms. Russo noted that a full copy of what he provided will be included in the HRSR Appendix G.

## ACTION ITEMS

### Mr. Davis

- Will send Mr. McDuffie's email address and three other people's email addresses so they can receive the summary of this meeting.

### ICF/TxDOT

- Prepare meeting notes (*these notes*).
- Be sure that Mr. Davis is informed of future public involvement and outreach.

**From:** [Micheal E P Davis](#)  
**To:** [Russo, Maryellen](#)  
**Cc:** [Jennifer Carpenter](#)  
**Subject:** Re: Downtown 10 - Compatible maps for you  
**Date:** Wednesday, November 13, 2024 5:24:25 PM

---

Thank you for your further research. I love the articles on Lt Flipper and Dr Nixon, but I really felt a closeness to the Abrahams. My family enjoyed a very close relationship with the Abrahams. My mother, Ms. Estine Davis, and the Abrahams enjoyed a remarkably close personal and professional relationship. The Abrahams supported the Black community and vice versa. One of my very close friends worked at the grocery store. His name was Adolph Parks, and he lived on Manzana St. (Gateway East) before there was an Interstate 10.

We both went to Lincoln School (a historical site).

The Abrahams and I attended the same high school, Austin High. We played football together. We graduated together along other great members of the 1971 Austin High School class, like Ronnie Stallworth, author of the Black KKK Book and movie (whose second book is on the market for sale) and his wife Patsy who founded the greatly successful (Desert Spoon Food Hub which offers fresh produce and pantry items for underserved El Pasoans). Our class is making a difference.

The placement of Interstate 10 without thought hurt the "Historical Black Community." There could have been more Mike Davis, Abrahams, Adolph Parks, Ronnie and Patsy Stallworth.

In fact, I left out Congress Person, Barbara Lee. Congresswoman Barbara Lee was born in segregated El Paso, TX and attended St. Joseph's Catholic School, where she was taught by the Sisters of Loretto, an order dedicated to promoting justice and peace. She lived on Wyoming Street next door to Ronnie Stallworth.

El Paso is a community of Heroes and it began in our neighborhood.

Thank you for listening.

*Micheal E. P. Davis*

*President, Davis-Paige Management Systems LLC*

*(telephone# 571-217-2227)/[Mepdavis@dpmsllc.com](mailto:Mepdavis@dpmsllc.com)*

*We must remember that "The greatest glory in living lies not in never falling, but in rising every time we fall"*  
**– Nelson Mandela**

On Wednesday, November 13, 2024 at 03:16:29 PM EST, Russo, Maryellen <[maryellen.russo@icf.com](mailto:maryellen.russo@icf.com)> wrote:

Hi Mr. Davis,



Thank you for your time and the list you sent for the Black History Tour. We discussed the following topics:

- Historic Resources Survey Report map edits – the colors you can see best are blue, black, and bright yellow.
- Historic Parade Route indicated by Dr. Jaurez and Elder Beverly Matthis seems to be correct, but you have not yet confirmed that.
- 803½ El Paso Street (Resource No. 117, contributing to the Sunset Heights Historic District) is the site of Lt. Henry Ossian Flipper's house. He was the first Black graduate of West Point, served as advisor to Senator Albert Fall on Mexican relations, and was assistant to Fall after he became the Secretary of the Interior. A quick review of available materials on Lt. Flipper published by the National Park Service, it appears that he lived in El Paso from 1912 to 1923. Fascinating history of him! I know you have a lot more information on him, but in case you want to see what I am looking at, here's the link: [Second Lieutenant Henry Flipper - Fort Davis National Historic Site \(U.S. National Park Service\)](#).
- 3114 East Missouri Street (outside and north of the APE) is the home of Dr. Lawrence Nixon, the first Black physician in El Paso. Tried to vote in the 1924 Democratic primary but was denied that right. He took his case to the U.S. Supreme Court, which ruled in 1927 that political parties must allow Black citizens to vote. Article reviewed after our discussion is here: [100 years since El Paso physician Lawrence Nixon changed history: Trish Long](#).
- Abraham's Grocery (Resource No. 362) was run by a Jewish grocer named Sam Abraham, built around 1968 after demolishing an older grocery Trost & Trost-built building at the same location. When the 1968 building was constructed, the grocery was part of the Big 8 Chain of Groceries in El Paso and known as Sam Abraham's Big 8. Here's the reference I found on it: [Sam Abraham's Big 8 - Trost Society](#).

Of course, please let me know if I misunderstood any of our discussion.

Also, as we discussed, I'm forwarding you the notes from the November 2022 and September 2024 Consulting Party Meetings. **Mr. Davis and Jennifer**, since these notes are large files, do you mind just letting me know that you've received this email?

Thank you again!

Maryellen



**Maryellen Russo, Managing Director Cultural Resources**

+1.737-272-6794 Direct

+1.512.695.4774 Cell

5 Lakeway Centre Court, Austin, Texas 78734

[icf.com](http://icf.com) | [LinkedIn](#)

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**From:** Micheal E P Davis <michealep@cs.com>  
**Sent:** Wednesday, November 13, 2024 12:20 PM  
**To:** Russo, Maryellen <Maryellen.Russo@icf.com>  
**Cc:** Jennifer Carpenter <jennifer.carpenter1@txdot.gov>  
**Subject:** Re: Downtown 10 - Compatible maps for you

*Micheal E. P. Davis*

*President, Davis-Paige Management Systems LLC*

*(telephone# 571-217-2227)/[Mepdavis@dpmsllc.com](mailto:Mepdavis@dpmsllc.com)*

*We must remember that "The greatest glory in living lies not in never falling, but in rising every time we fall"*  
– **Nelson Mandela**

On Wednesday, November 13, 2024 at 11:50:38 AM EST, Russo, Maryellen <[maryellen.russo@icf.com](mailto:maryellen.russo@icf.com)> wrote:

Great! I'll send you a Teams appointment. Thank you!!

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**From:** Micheal E P Davis <[michealep@cs.com](mailto:michealep@cs.com)>  
**Sent:** Wednesday, November 13, 2024 10:49 AM  
**To:** Russo, Maryellen <[Maryellen.Russo@icf.com](mailto:Maryellen.Russo@icf.com)>  
**Cc:** Jennifer Carpenter <[jennifer.carpenter1@txdot.gov](mailto:jennifer.carpenter1@txdot.gov)>  
**Subject:** Re: Downtown 10 - Compatible maps for you

How about 1 EST which is 12 CST and 11 MST?

*Micheal E. P. Davis*

*President, Davis-Paige Management Systems LLC*

(telephone# 571-217-2227)/Mepdavis@dpmsllc.com

*We must remember that "The greatest glory in living lies not in never falling, but in rising every time we fall"*  
– **Nelson Mandela**

On Wednesday, November 13, 2024 at 11:18:06 AM EST, Russo, Maryellen <[maryellen.russo@icf.com](mailto:maryellen.russo@icf.com)> wrote:

Hi Mr. Davis,

We are trying to work on a set of maps that you would be able to see all the different shading/colors. Would you happen to have a few minutes to do a Teams call with me to discuss? I'll share my screen to help facilitate our discussion. Also, I think I figured out the Parade Route from the information I have from Dr. Jaurez and Elder Beverly Matthis from the September consulting party meeting that I could show you on a map.

I'll make myself available anytime that works for you, including after business hours. Just let me know a good day/time – this week if possible.

Thanks very much,  
Maryellen



**Maryellen Russo, Managing Director Cultural Resources**

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5 Lakeway Centre Court, Austin, Texas 78734

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## MCCALL NEIGHBORHOOD CENTER

# BLACK HISTORY TOUR

1. McCall Neighborhood Center - 3231 Wyoming Ave.

2. Dr. Lawrence and Drusilla Tandy Nixon residence - 3114 Missouri Ave.

3. Visitors Chapel - 518 N. Estrella St.

4. A.M.E. Church - 500 Tays St.

5. Second Baptist Church - 401 S. Virginia St.

6. Douglass School (Original site) - 515 Kansas St.

7. Gem Bar and Café (now Walgreens) - 318 S. Oregon St.

8. The Hotel Daniel - 413 S. Oregon St.

9. Gem Hotel - 505 S. Oregon St.

10. Savoy Hotel - 700 ½ S. El Paso St.

11. Campbell Hotel - 525 ½ S. El Paso St.

12. Murray Theater - 220 S. Mesa St.

13. Hotel Murray with Carolyn's Bar in Mezzanine - 218 S. Mesa St.

14. Crawford Theatre (now Coffee Box) - 403 N. Mesa St.

15. Douglass School - 101 S. Eucalyptus St.

16. Tays Place Housing Project - 2114 Magoffin Ave.

17. American Legion Post 832 - 2400 Bassett Ave.

18. House of Charm and Beauty - 2323 Bassett Ave.

19. Dr. V. Collins private practice offices - 2218 Myrtle Ave.

20. Dr. Nixon private practice offices - 2029 Myrtle Ave.

21. No. 5 Fire Station - 2317 Texas Ave.

22. Wabash - 157 N. Piedras St.

23. Square Deal Barber Shop - 156 N. Piedras St.

24. Shiloh Baptist Church - 3201 Frutas Ave.

25. Banks Funeral Home - 3331 Alameda Ave.

26. Swingtime Record Nook - 3334 Alameda Ave.

27. OK Café & OK Barber Shop - 3207 Alameda Ave.

28. Mine and Mill Restaurant / Theater - 3031 Alameda Ave.

29. Club Society - 3013 Alameda Ave.

30. Elks Club Gateway Lodge Bar / Dining Room - 2924 Alameda Ave.

31. Orand's Café - 2901 Alameda Ave.

32. Noble Record's - 104 N. Piedras St.

33. Estine's Barber Shop - 106 N. Piedras St.

34. Bill Parks Restaurant - 3016 & 3130 Gateway Blvd. East

35. Concordia Cemetery (Buffalo Soldiers) - 3625 Wyoming Ave.

36. Phillips Chapel - 3432 N. Wyoming Ave.

37. Leona Washington Ford Recreation Center - 3400 Missouri Ave.

38. Mt. Zion Baptist Church - 3400 Wyoming Ave.

39. McCall Neighborhood Center - 3231 Wyoming Ave.



**From:** [ELP\\_Downtown10](#)  
**To:** [Goodson, Heather](#); [Russo, Maryellen](#); [Luschen, Megan](#)  
**Subject:** Fw: SHNIA Section 106 Comment  
**Date:** Tuesday, October 22, 2024 4:38:11 PM

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**From:** Sito Negrón <sito.negrón@gmail.com>  
**Sent:** Friday, October 18, 2024 4:52 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Cc:** Wood Leah <leahwood919@yahoo.com>; Jose Angel Mendoza <rockonelpaso@gmail.com>  
**Subject:** SHNIA Section 106 Comment

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello. Please accept this comment from Sunset Heights. We also incorporate by reference the comments submitted by the Eastside-Central Coalition.

Sunset Heights is a uniquely important neighborhood that occupies an equally uniquely important location in the TXDOT Downtown I-10 project.

- It was the first hilltop suburb coming out of the river valley, and is positioned where the highway begins the transition from north/south to east/west. Because of its elevation it has unique views and viewsheds that are important character-defining features of El Paso. It has a large collection of homes built in the early 1900s (and maybe some built before then!). Not sure of the exact dates, but it's one of the older parts of the pre-war urban core, and was criss-crossed with public transportation routes as was the rest of El Paso.
- It is bracketed by the University of Texas at El Paso and the El Paso Community College Rio Grande Campus. While each contributes substantial surge traffic on this portion of Interstate 10, it is worth noting that by the daily traffic reports, this is not the most congested part of I-10, and adding lanes would surely contribute to increased traffic due to induced demand.

The above factors render the standard Area of Potential Effect (APE) delineated in these documents inadequate for analysis of direct and indirect effects and qualifies this project as an exception as specified in the Section 106 Programmatic Agreement among the FHA, TEXDOT, Texas SHPO and the ACHP.

Further, we already experience high levels of noise and vibration from the highway, as well as air pollution. This has only increased with the addition of Border West. The impact of that additional noise and vibration and air pollution must be included, again showing the need to modify the APE. All of these factors will cause changes in the character and potential uses of the contributing properties, especially those that will have lost the buffer that is currently

provided by properties that will be removed or reduced in size by any of the alternatives presented for the project. Frankly, El Paso as an historic urban core and as a natural river valley environment has been severely degraded by Interstate 10 in general. The river valley is critical to El Paso's identity - it's the reason people settled here in the first place!

In addition, we request a traffic study that will identify changes in intensity within Sunset Heights during construction. As noted, there is substantial surge traffic during peak hours, and it is likely that some, most, or all of that will spill over to Sunset Heights and/or neighborhood-adjacent routes such as Mesa Street. This should include detours you will designate and those routes likely to become informal detours that can be expected because of slowdowns caused by construction. Based on anticipated changes in use of roads within Sunset Heights the APE should be augmented to include those routes.

The delineation of the Area of Potential Effects (APE) in accordance with (IAW) your Programmatic Agreement should be amended IAW paragraph B.e. after consultation with the Texas SHPO because your project includes elevated roadways and multilevel interchange, is complex with unusual features as well as the provision for an elevated cover park currently being offloaded to the local community which adds additional complexity.

Other questions/comments include:

- During the meeting with consulting parties, it was stated that this project was looking only at direct impacts mainly because they “need other studies to be completed before we can do our review of indirect effects.”
- What are those studies, when will they be completed, and how will they be incorporated into this study?
- If potentially adverse indirect effects are found, how will this study be modified or amended?
- Will this be a part of consultation or simply an amendment/afterthought in the 106 process?
- Loss of what was described as minor portions of parking lots associated with the Depot could easily affect the financial viability of reuse options, particularly downtown where parking is a premium. This is a direct effect occurring on the property itself. Financial viability after loss of land or neighboring buildings should be considered direct effects and the APE should be adjusted, if appropriate.

Thank you for the opportunity to comment.

Respectfully,

Sito Negrón

President, Sunset Heights Neighborhood Improvement Association

CC:

Angel Mendoza, Vice President

Leah Wood, Treasurer



**From:** [ELP\\_Downtown10](#)  
**To:** [Luis "Sito" Negron](#); [elp\\_downtown10@txdot.gov](mailto:elp_downtown10@txdot.gov)  
**Cc:** [Commissioner 2](#); [Paulina Tamayo](#)  
**Subject:** Re: Comment re Section 106  
**Date:** Wednesday, October 23, 2024 5:17:40 PM

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Commissioner Stout, We are in receipt of your request to extend the comment period for El Paso County Historical Commission (CHC) until after their monthly meeting on November 12th. We can accommodate your request, but comments must be received by **Friday, November 15, 2024**. Please note that we sent the Draft HRSR to the CHC on September 11, 2024. The CHC chair also attended the Consulting Party meeting on September 26, 2024. We look forward to receiving the CHC comments by November 15th.

---

**From:** Luis "Sito" Negron <L.Negron@epcounty.com>  
**Sent:** Friday, October 18, 2024 2:33 PM  
**To:** [elp\\_downtown10@txdot.gov](mailto:elp_downtown10@txdot.gov) <[elp\\_downtown10@txdot.gov](mailto:elp_downtown10@txdot.gov)>; ELP\_Downtown10 <[Downtown10@txdot.gov](mailto:Downtown10@txdot.gov)>  
**Cc:** Commissioner 2 <[Commissioner2@epcounty.com](mailto:Commissioner2@epcounty.com)>; Paulina Tamayo <[P.Tamayo@epcounty.com](mailto:P.Tamayo@epcounty.com)>  
**Subject:** Comment re Section 106

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello. Please see attached comment from Commissioner Stout, and please acknowledged receipt. Thank you!

**Sito Negron**

Senior Policy Advisor  
Office of El Paso County Commissioner David C. Stout  
915.546.2111 | [l.negron@epcounty.com](mailto:l.negron@epcounty.com)





**From:** [ELP\\_Downtown10](#)  
**To:** [Russo, Maryellen](#); [Johnson, Kim](#); [Luschen, Megan](#); [Sheetal Patel](#); [Roger Williams](#)  
**Subject:** Fw: Consulting Party Comment, Downtown 10 Historic Resources Survey  
**Date:** Thursday, November 14, 2024 8:54:20 AM  
**Attachments:** [Section 106 Response.pdf](#)  
**Importance:** High

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Maryellen, Kim, and Megan,

See below/attached from the EP Historical Commission.

Thank you,

Gwen

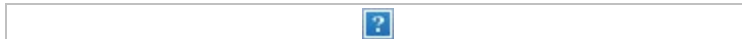
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**From:** barbara anne welch <obscuredjinn@gmail.com>  
**Sent:** Thursday, November 14, 2024 4:24 AM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Consulting Party Comment, Downtown 10 Historic Resources Survey

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached please find the Consulting Party Response from the El Paso County Historical Commission, and thank you so much for extending the comment period to November 15th so we could have it officially approved by the Commission -

Barbara Welch  
Chair, El Paso County Historical Commission





November 3, 2024

**Consulting Party Response –  
TxDOT Historic Resources Survey for the Proposed Downtown 10 Project**

***SURVEY FINDINGS:*** *In December 2023 and January 2024, ICF completed the reconnaissance-level historic resources surveys and identified a total of 464 properties containing 601 historic-age resources (built in or before 1981) in the proposed project's APE. Of the inventoried resources, a total of 142 properties are individually listed or recommended eligible for listing in the NRHP and/or are contributing resources to historic districts that are listed or recommended eligible for listing in the NRHP.*

As stated in our original letter in 2020, the El Paso County Historical Commission was formed to preserve, protect, and publicize the unique historical landscape and character of El Paso. With this in mind, we again object to the removal of any historically significant properties delineated in the APE, including several significant and/or historic properties on Yandell Drive such as the El Paso Holocaust Museum and the Pearl and Jessica apartment complexes. There will also be deleterious effects on one of El Paso's unique historical districts, locally and federally designated Sunset Heights, including the negative effects of additional traffic pollution on the APE-adjacent 104-year-old Burges House Oak, designated as a Famous Tree of Texas by Texas A&M University. Adding to the direct effects of tearing down historic properties, one must assess the indirect effects of added traffic – increased vibration and pollution - on the remaining historic properties within the APE, including potential structural degradation from these factors.

In addition to our previous concerns, throughout the last two years, the El Paso County Historical Commission has been working with the Eastside-Central Coalition and other interested parties to highlight the historic Black Business Corridor of El Paso. We have already been approved this year for a new Texas Historical Commission marker commemorating "Still We Rise: El Paso Black Business Renaissance," and this will be a significant area of focus for the Commission in upcoming years, including a new walking tour brochure and work on a related museum. We are very concerned by the comments from the African-American community stating that they were left out of the Section 106 process, and we quote from the Eastside-Central Coalition consulting party response:

“There is a strong need to conduct an immediate and more thorough survey that includes members and organizations from the Black community and its institutions that are in the I-10 corridor.” The El Paso County Historical Commission also requests that their concerns be addressed within an updated survey. Additionally, we further ask that the historical and culturally significant parade route within the Black Business Corridor - as discussed in our meeting on September 26, 2024 – be evaluated as a potential cultural landscape.

In summary, we again reference Chapter 20.20 in El Paso’s City Code, “the protection, enhancement, preservation and use of historic landmarks is a public necessity and is required in the interest of the culture, prosperity, education, safety and general welfare of the people.” With this in mind, we stress the importance of preserving El Paso’s historically significant properties, districts, and cultural landscapes.

Thank you for your consideration –

A handwritten signature in cursive script that reads "Barbara Welch".

Barbara Welch  
Chair, El Paso County Historical Commission

**From:** [ELP\\_Downtown10](#)  
**To:** [Goodson, Heather](#); [Russo, Maryellen](#); [Luschen, Megan](#)  
**Subject:** Fw: Questions regarding the Downtown 10 Project  
**Date:** Tuesday, October 22, 2024 4:42:10 PM  
**Attachments:** [Questions for TxDOT.pdf](#)

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**From:** Miguel Juarez <migueljuarez.soha@gmail.com>  
**Sent:** Friday, October 18, 2024 10:54 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Questions regarding the Downtown 10 Project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Attached.

Miguel Juárez, PhD, MA, MLS





## **Questions for Downtown 10 Project Team,**

From: Dr. Miguel Juárez, Consulting Party of the Reimagine I-10 Project (Downtown 10).

Questions regarding the Meeting of the Consulting Parties for the Reimagine I-10 Project  
5:30 p.m., El Paso Civic Center, El Paso, Texas, September 26, 2024.

1. What is the data behind the long-term congestion? What sections of Interstate 10 and what years have been included in the data?
2. Why did TxDOT combine four separate historical surveys into one combined one larger historical analysis area? What was the reasoning behind this decision?
3. Why are you analyzing the project under Section 4F of the U.S. Transportation Act?
4. Why will it be completed after you finish with the Section 106 study?
5. What are the differences between direct and indirect effects?
6. Are you going to come back to us (Consulting Parties and community members) regarding the process)?
7. Both the African American community and the Mexican American communities were heavily impacted by the creation of I-10. What kind of plan will TxDOT have to reach out to these two communities and not repeat the same lack of transparency as in the demolition of neighborhoods in the 1950s and 1960s? Just hiring an El Paso, Texas Public Relations HUB will not suffice.
8. Can Consulting Parties see the documentation of the outreach to the Mexican American and Black communities in 1957 regarding the creation of Interstate 10?
9. Does documentation exist regarding meetings with property owners?
10. How many homes and businesses were removed and/or displaced in the creation of Interstate 10?
11. I feel the El Paso community will need more time to understand the issues and complications which will result due to the expansion of I-10, if this option is pursued.

Thank you,

Dr. Miguel Juárez