



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 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



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Attachment A
Comment Matrix

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

Comment Number	Commenter Name	Date Received	Source	Comment
COMMENTS SUBMITTED AT IN-PERSON PUBLIC SCOPING MEETING				
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 expantion 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	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). I still have a few comments on (H) <ul style="list-style-type: none"> - SB Cotton traffic, how will traffic continue south though the intersection, if all of the Cotton intersection is bridge? - Consolidating bridges in downtown is a good idea, however eliminating Kansas & Porfidio Diaz may cause added congestion in downtown (especially if the miners ger a good team! 😊) - 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? - Eliminating the pump stations at Cotton is a big change. Is a new pump station proposed that will feed the Delta system?
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	There is no need for the project. It will destroy properties & my fav. bridge torn down in all the Alternatives Projects. We need help making the semi trucks out our highway and in an alternative route. And the best idea is to build more public transportation in our cities.
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	Estoy encontra 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. <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>
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 termino 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.

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				<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.
COMMENTS SUBMITTED VIA VIRTUAL PUBLIC SCOPING MEETING WEBSITE				
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>

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				<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>

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				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: 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 & uptown.
21.	Anonymous	1/5/2023	Electronic Comment Form	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.
COMMENTS SUBMITTED VIA EMAIL				
22.	Marsha La bodda	12/04/2022	Email	Dear Mr. Hugo Hernandez: 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
23.	Scott White	12/06/2022	Email	Mr. Hernandez and the Downtown 10 team, 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. Vision Zero Texas is a project of Farm&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. 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. I hope we can meet soon to discuss this and possibly other issues related to improving the project Scott
24.	Dr. Chinwe Nduka	12/08/2022	Email	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.
25.	Michael Frisbey	12/09/2022	Email	Hello, I'm reaching out from 420 N. Campbell (St. Rogers Depot) in downtown El Paso. The owner of the building, Steve & 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
26.	Elisa Morales	12/10/2022	Email	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. 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.

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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>
27.	Ana Ho	12/10/2022	Email	<p>Dear TXDOT,</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 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> <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>Sincerely, Ana Ho</p>
28.	Jocelin Velasco	12/10/2022	Email	<p>Hello,</p> <p>This email is to chime in on the possible future expansion of road in downtown EP.</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 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>

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29.	Rebecca Carrillo	12/11/2022	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> <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>Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.</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> <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</p>

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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>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>Please let me know if you have any questions or need anything else from me. I'd be happy to provide more feedback on this subject matter.</p> <p>Mauricio Gonzalez</p>
33.	William Stafford Thurmond	12/14/2022	Email	<p>Stopping this insanity takes speaking up and the adding of more lanes to the freeway isn't the most efficient way of reducing our congestion. In addition to inducing more traffic in the future, it also affects air quality, reduces student performance, and harms our health not at least to say of the Diverting of traffic during the building to local streets and the effect of constriction of road and heavy equipment would have on all the nearby structures of businesses and homes. Adding lanes adds more cars and results in more pollution. Instead, let's send interstate traffic around El Paso on the Borderland Expressway or better yet taking the Anthony Gap Exit around the City. 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>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>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>Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.</p> <p>Sending traffic around El Paso on the Borderland Expressway or through Anthony Gap 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>Best Regards,</p> <p>William Thurmond</p>
34.	Ted Houghton	12/14/2022	Email	<p>The presentation was well done by TxDoT and their consultants. I support Alternative I.</p> <p>Thank you,</p> <p>Ted Houghton</p>
35.	Tracy Yellen	12/14/2022	Email	<p>Dear TxDOT:</p> <p>On behalf of the Paso del Norte Health Foundation, Paso del Norte Community Foundation, and Downtown Deck Plaza Foundation, I am writing in response to the public scoping meeting held November 30th re: the I-10 corridor from Executive Center. I appreciate the work that TxDOT has done to provide additional alternative transportation amenities in the corridor, reduce the need for eminent domain, provide better connectivity, and lessen impact on neighborhoods of work on the freeway in the corridor.</p> <p>I would like to recommend the following additional improvements to Alternative I:</p>

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				<ol style="list-style-type: none"> 1. Fully embrace and adopt the Deck Plaza as part of the final alternative for the downtown corridor that will also facilitate the hike and bike trails from Campbell to Prospect. 2. Add significantly more on-street parking around the Deck Plaza between Campbell and Prospect. 3. Do not include any “Texas Turnarounds or Texas U-Turns.” The turnarounds in this area are not conducive with this urban area and not compatible with the proposed Deck Plaza green space. 4. Ensure that on-ramps or off-ramps into and out of the Downtown area be built to a neighborhood and pedestrian-friendly scale. <p>As you know, the Health Foundation invested in a visioning process to imagine what a Deck Plaza improvement would bring to the overall transportation system and health of our community. We engaged OJB architects to assist with this process, which included representatives from the City of El Paso, County of El Paso, El Paso Metropolitan Planning Organization, Camino Real Regional Mobility Authority, El Paso Chamber, and Paso del Norte Health Foundation, among other stakeholders. Please find a link to the design concept below.</p> <p>https://ojb.box.com/s/fqkk0i6l8y29fbioaf2b49izoivfxg5j</p> <p>Additionally, the City of El Paso received a \$900,000 RAISE grant to conduct a feasibility study of the Deck Plaza. The City has engaged Stantec through this process. We look forward to coordinating Stantec’s work with TxDOT and providing additional comments on Alternative I as they do this work next year.</p> <p>As you know, we believe that TxDOT’s investment in improvements to the I-10 corridor in the downtown area that also provides the infrastructure and investment in a Deck Plaza is critical for a variety of key reasons:</p> <ol style="list-style-type: none"> 1. Supports the efficient movement and flow of traffic through the corridor 2. Complements and enhances the alternate transportation system 3. Connects key neighborhoods (eg. Downtown and “Uptown”) 4. Connects the 68-mile Paso del Norte Trail in the MPOs plan from the UTEP area through Downtown to the Medical Center of the Americas 5. Contributes to improvements to air quality and environment 6. Provides needed beautification to the corridor <p>We appreciate your consideration of our comments and investment in our community.</p> <p>Please let me know if you have any questions or need additional information.</p> <p>Sincerely,</p> <p>Tracy J. Yellen, CEO Paso del Norte Health Foundation Paso del Norte Community Foundation</p>
36.	Sean Crowley	12/16/2022	Email	<p>I urge you to stop adding more lanes to I-10 through downtown. El Pasoans want less traffic and less air and noise pollution. If I-10 needs repairs, by all means do that but more lanes just means more traffic, not better traffic flow. Multiple studies have shown this and you must be aware of it.</p> <p>Redirect through traffic (semi-trucks especially) around El Paso, not through it. This will certainly help alleviate traffic through downtown. I drive through downtown twice a day and there almost never any delays due to serious traffic jams.</p> <p>This project is extremely costly. The money should be spent improving the lives of El Pasoans by creating better communities, not worsening them. For example, this project would disconnect Sunset Heights from downtown and I-10. Why is that better for that community?</p> <p>Thank you</p> <p>Sean Crowley</p>
37.	Daniel Villanueva	12/17/2022	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>

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				<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>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>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>Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.</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>
38.	Marisela Orozco	12/20/2022	Email	<p>Good day, hoping this email finds you well and in good health. I live next to I-10 in Sunset Heights and this is my comment on the I-10 widening project:</p> <ul style="list-style-type: none"> • We need to provide pathways and incentives for truck traffic not to go through the heart of the City. We need to reduce the need for I-10 to carry so much of the burden regionally, and we need a true bypass around the City. • We need to reduce air emissions, noise and vibration for the communities most affected. We need actual air monitoring, not simulations. • We need to reduce speed to increase safety. • We need to reconnect neighborhoods east of Downtown, especially between Piedras and Copia. <p>Thank you ahead for reading my input on this project.</p>
39.	Debbie Nathan	12/22/2022	Email	<p>To Whom It May Concern:</p> <p>I am 72 years old. My 71-year-old husband has a heart condition. We spent four years living in a lovely, historic bungalow about 500 feet from I-10 where it passes through lower Sunset Heights. As we became increasingly aware of the health effects of I-10 on vulnerable people including my husband -- and including the children in our neighborhood -- we came to conclusions that motivate the following comment:</p> <p>Adding more lanes to the freeway is not efficient for reducing congestion. Not only will it create more traffic, it also will further dirty our air with all kinds of pollutants, including very dangerous 2.5 particulates and harmful 10 particulates. The pollution that an expanded I-10 creates will harm community health and even academic achievement among students.</p> <p>Instead of creating this risk and very predictable harm, we need to send interstate traffic around El Paso on the Borderland Expressway.</p> <p>Air pollution is a huge problem in El Paso due to traffic from cars and semi-trucks. It's long been mindlessly customary to blame Juarez for the problem, but ample data shows that it's a homegrown problem on this side of the border. The air quality downtown is poor and contributes to diseases including asthma and heart disease.</p> <p>Sending traffic around El Paso would also reduce polluting gases from vehicle exhaust by keeping cars from idling in congested traffic. Rerouting would provide opportunities 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 that can lead to better physical and mental health.</p> <p>Not only does poor air quality contribute to physical illnesses, research—done right here in El Paso by UTEP investigators—has shown that traffic pollution harms children's performance in school. Since students are constantly exposed to polluted air while walking or biking to school near I-10 or just playing outside, their GPA scores suffer as a result. This is a grim situation. We will continue to lower our future generations' ability to thrive and contribute maximally to the community, if we put their intellectual ability in danger because of traffic pollution. We face a human crisis if we add more traffic near where our people live.</p> <p>Sending traffic around El Paso on the Borderland Expressway will also 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, semi-truck drivers won't need to drive out of their way: they'll get where they need to go faster and cheaper than before!</p>

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				<p>I attended the scoping meeting at the Convention Center earlier in the fall. I spoke with Kim Johnson, an environmentalist whose company is under contract with TXDoT to ensure that your agency complies with legal requirements when doing transportation projects. Ms. Johnson explained that of the several choices TXDoT is considering for the I-10 segment between Executive and Cobia, the choice that will least impact/damage the environment is the "no build" option. I videotaped Ms. Johnson communicating this information.</p> <p>No Build is thus the logical choice -- no build coupled with remedial work to keep the current structure operating safely. Meanwhile, TxDOT should send interstate traffic around El Paso rather than adding lanes through downtown. It's an easy solution with vital benefits.</p> <p>Sincerely, Debbie Nathan</p>
40.	Michael Frisbey	12/27/2022	Email	<p>Hello, I am reaching out from St. Rogers Depot. We are an event venue in downtown El Paso along the I-10 East on-ramp. The owner of the building, Steven Santamaria, and I went to a TxDOT meeting on November 30 and we spoke to David Sutton about setting up a meeting to discuss the planning options and parking lot issues that would potentially affect our business. I tried reaching out to his email, but they were getting sent back, and have not heard any response from the general email for TxDOT. I was hoping that you could help us facilitate planning a meeting, or if you can help us in any way. We have big plans for continuing the building's renovations, but we want to be 100% aware of what is happening with this interstate project before we move forward with our plans. Thank you and happy holidays!</p>
41.	Liliana Pinon	12/28/2022	Email	<p>this is my email, we are property owners of these two properties 3405 & 3401 Gateway Blvd W, I noticed that in the proposal the have the previous owners, our names are Liliana Pinon & Raul Luna</p> <p>Liliana Pinon [REDACTED]</p>
42.	Lizabeth Berkeley	12/31/2022	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>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 for thinking about the health of your downtown neighbors, Lizabeth Berkeley 1305 N. Virginia St.</p>
43.	John Nelsen	1/3/2023	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>

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				<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>Sincerely, John Nelsen</p>
44.	Sami DiPasquale	1/4/2023	Email	<p>To Whom it May Concern,</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>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>Rerouting traffic around El Paso would also benefit local businesses (I own a small business one block off of the freeway) because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.</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> <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,</p> <p>Sami</p>

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45.	Matthew James Kozik	1/4/2023	Email	This plan of adding more and more lanes on I10 wouldn't sell in Austin- don't do it here.
46.	Wesley Lawrence	1/5/2023	Email	<p>Dear Tx Dot,</p> <p>I stand with many in our community who are against the widening of I-10. I am against it due to its negative environmental impact, its displacement of underserved communities of color, and the simple fact tax payers cannot afford a higher bill in our community.</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>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>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><u>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!</u></p>
47.	Alina Spera	1/5/2023	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>As a frequent pedestrian and cyclist in the Downtown El Paso area near I-10, I feel that it is already unsafe and inaccessible for pedestrians and cyclists to access and leave downtown due to high speeds and crowded frontage roads. Increasing traffic in this area will only exacerbate this already existing public safety issue.</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>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><u>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!</u></p>

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				Thank you, Alina Spera El Paso Resident and UTEP student
48.	Monica Bharadwaj	1/5/2023	Email	<p>To whom it may concern;</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>
49.	Nancy Lam	1/6/2023	Email	<p>Hello,</p> <p>My name is Nancy Lam, and I work for Abara and Ciudad Nueva, 2 nonprofits in the Rio Grande neighborhood of El Paso.</p> <p>Summary 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>Reduce Air Pollution By Sending Traffic AROUND El Paso 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>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>Air Pollution Decreases Student Performance 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>Traffic = Higher Risk of Accidents 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>

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				<p>Rerouting Traffic Benefits Local Business Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.</p> <p>Rerouting Traffic Benefits Truck Drivers 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> <p>Rerouting Traffic = More Equitable for Low-Income Neighborhoods 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>Conclusion 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>
50.	Kim Schaefer	1/6/2023	Email	<p>Dear TxDOT reviewers, I am writing to encourage Option 1 of the I-10 expansion through El Paso to send the traffic around El Paso and not through it. 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 semi truck drivers time and money, and reduce diseases caused by air pollution. Study after study indicates that building more lanes does not reduce congestion but only increases demand such that by the time the lanes are built they are again too small. I am a resident of El Paso, drive this route almost daily and rarely see the kind of traffic slowdowns on this stretch of I-10 such as is found in Houston, that causes significant delays. Some slow downs do not warrant this kind of disruption and expense to alleviate "congestion".</p> <p>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 semi trucks driving through from California, Austin, and Mexico. In addition, in the hot season (May through September) we have air inversions and high levels of pollution. 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 and trucks driving through the city each day.</p> <p>Sending traffic around El Paso would also reduce greenhouse gases from vehicle exhaust and allow for opportunities 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>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. Option 1 is a better solution for citizens, truck drivers, visitors and safety officers. 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 for the consideration of this letter as you assess the solutions for this project, Kim Schaefer 6423 Pizarro Dr El Paso, TX 79912</p>


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51.	Isela Moreno	1/7/2023	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>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>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>Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.</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>
52.	Bernadette Segura	1/7/2023	Email	<p>My name is Bernadette Segura. I live at 5147 Garry Owen in El Paso Texas near the I-54 and I-10 interchange and work near downtown. I will be impacted by the downtown I-10 project because I travel downtown for work and to the west side of town through downtown on I-10 at least three times a week for medical treatments.</p> <p>I am 44 years old Latina. I am being treated for asthma, allergies and chemical sensitivities. Sleeping down traffic during construction and then sending more traffic upon completion into this area will add to the already high pollution in our city and the downtown area.</p> <p>I oppose the expansion of I-10 in this part of El Paso.</p>
53.	Bernadette Victoria Silva	1/7/2023	Email	<p>Good Afternoon,</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>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>

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				<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>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> <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>Sincerely, Bernadette Victoria Silva</p>
54.	Lady Mary N. Silva	1/7/2023	Email	<p>Hello,</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>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>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 for your time and attention, Lady Mary N. Silva, MSc</p>

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55.	Rio Grande Neighborhood Association	1/9/2023	Email	<p>Dear TXDOT,</p> <p>We, the Rio Grande Neighborhood Association, are writing to express our support for projects that reduce traffic congestion, improve air quality, and benefit our health. By adding lanes to I-10, the Downtown 10 project will increase traffic, decrease air quality, and harm our health in El Paso.</p> <p>We support the Borderland Expressway as the best solution to alleviate congestion while also benefiting our health, safety, air quality, and even education and local businesses.</p> <p>We are requesting to be included as a consulting party in this matter and request a meeting with TXDOT to discuss our concerns and our position on this issue. We want to ensure that TxDOT is modeling to meet the EPA's new 2023 air quality standards.</p> <p>We understand the importance of addressing congestion on our roads, and we believe that a bypass is a more effective and sustainable solution for the long term. Here are some of the reasons why we believe this is the case:</p> <p>Health:</p> <p>Air pollution is a huge problem in El Paso due to high number of cars and semitrucks driving through from coast to coast and entering from and Mexico. The air quality downtown is so polluted that it contributes to many diseases like asthma and heart disease.</p> <p>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> <div><p>DISEASE RATES NEAR I-10</p></div> <p>Safety:</p> <p>Adding lanes to the highway could potentially lead to more reckless driving and accidents. A bypass, on the other hand, would likely result in a safer and more controlled flow of traffic on I-10.</p> <p>Equity:</p> <p>Studies have shown that air pollution caused by traffic has an outsized impact on low-income neighborhoods and on neighborhoods with high rates of chronic disease. AccoHispanic data from the U.S Census Bureau, these vulnerable census tracts in downtown El Paso are 90 - 98% hispanic, 18% - 28% of people are over 65 years old, and per capita income from \$8,253 to \$14,015 is the lowest in El Paso. Adding lanes to I-10 fails to address Environmental Justice as required by the NEPA process by harming low-income, minority neighborhoods with high rates of poverty. By diverting traffic away from downtown El Paso, we can reduce air pollution and improve public health outcomes in these vulnerable communities.</p> <p>Education:</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>Environment:</p> <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. This would be beneficial for the health of our residents and for the overall quality of life in our community.</p> <p>Local business: A bypass will result in less traffic congestion on I-10 through El Paso, which would make it easier for El Pasoans to access local businesses. This would be beneficial for the economy of our community.</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><i>Please see Attachment B for the additional attachments included in this comment.</i></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. https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?fbclid=IwAR2IZ8L4t0BUjjFPVAsORQ2XexK1fwd7I3ZjdvAFze51nKUFtaHW3AGjmoE</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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58.	Kasi Munoz	1/10/2023	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 semi truck 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 the high number of cars and semi trucks 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, semi truck 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>Helpful Information: UN Sustainable Sustainable Development Goals - Sustainable Transport</p> <p>Article - Meeting of the Minds</p> <p>Curbed : Expanding highways and building more roads actually makes traffic worse <i>More roads, more expenses, more congestion: a new report argues America's transit policy gridlock is costing us billions of dollars</i> Bloomberg</p> <p>-- Kasi Munoz</p>
59.	Maria Guadalupe Hammer	1/10/2023	Email	<p>Dear Tx DOT:</p> <p>I was born and raised in this house, at 1417 Wyoming Avenue, 79902, from 1945, to 1963. This block of Wyoming is between Langtry and Newman, and this portion falls between downtown and Cotton.</p> <p>I left this house before the I-10 freeway was built. And I returned in 1996 until the present. So that's 27 years I have been living one block from I-10. And 27 years of watching the traffic double and triple, bringing with it increased air pollution and noise pollution.</p> <p>In the past 4-5 years, the 18-wheeler population has also doubled and tripled, and any time I-10 gets backed up or closed, the 18-wheelers come onto Wyoming Avenue. Wyoming is a two-way street going east and west, and the street of choice for overflow traffic. Wyoming is NOT built to carry the weight of 18-wheelers, and their weight makes my windows rattle, and sometimes my house shakes. As if that's not enough, my house has exterior cracks as well as interior ones. Repairs have been attempted in the past, but they always come back, and will continue as long as 18-wheelers continue to travel on Wyoming.</p> <p>As if this isn't bad enough, add the noise and pollution from the railroad tracks, which are adjacent to I-10 on the southside, and it's shakey and noisy 75% of the time. Widening I-10 will only bring more traffic, more pollution and more noise, and that doesn't make any sense to me.</p> <p>What does make sense is to divert interstate traffic around El Paso on the new Borderland Expressway. I can assure you the traffic on I-10 downtown will be reduced, thereby reducing accidents and congestion; pollution will also be reduced, and with it all, the noise.</p> <p>I am a senior, 77, on a limited retirement pension, and this house has been my grandmother's home, my parents' home, and my home forever. I am not financially able to move elsewhere; I am not financially able to keep up with repairs. I am hoping and praying that I can remain in my home until the day I die! And what a blessing it would be if my last years/days were less noisy, with less pollution, and a tad more healthy.</p> <p>And speaking of health issues...in the past ten years I have developed allergies for which I take a limited/restricted number of meds because I am in Stage 3 Chronic Kidney Disease. Here again, adding lanes to I-10 one block from my house would drastically increase my allergies, for which I have very little relief.</p> <p>I beg of you, PLEASE, seriously look into sending interstate traffic around El Paso on the new Borderland Expressway! Please!!!!</p>

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60.	Cindy Dolezal	1/10/2023	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> <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>
61.	Janah Ortega	1/10/2023	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>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>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>Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.</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>Not to mention adding more lanes to I-10 would directly impact the residents along the highway. Displacing many people to “ease” traffic when in all reality will only make it more difficult and confusing.</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>
62.	Chris Canales	1/10/2023	Email	<p>Good afternoon Mr. Treviño,</p> <p>Attached is a letter meant to serve as my Public Comment on the Downtown 10 Project, specifically regarding the ongoing Environmental Impact Statement scoping. Please feel free to reach out to me with any questions. I look forward to a productive dialogue on this issue into the future.</p> <p>Good wishes,</p> <p>Chris Canales City Representative El Paso City Council, District 8</p>

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				<p>[Text of the attached letter below:]</p> <p>Dear Mr. Treviño,</p> <p>I write today in support of the County of El Paso’s public comment regarding the Environmental Impact Statement scoping for the proposed Downtown 10 highway project, to be provided to you in a letter dated January 10, 2023, and also to add my own public comment. I cannot speak for the City of El Paso as a whole, but the project as proposed falls within my district. As such, the impact of the project, including but not limited to any resulting environmental or air quality impact and/or any displacement of residents or other proprietors through proposed property acquisition, will be felt primarily and profoundly by my constituents, particularly those in neighborhoods immediately adjacent to the project area.</p> <p>I urge TxDOT to conduct further study of Alternative B (reconstructing the roadway as is) and Alternative F (tunneling), and to carry them forward through the full National Environmental Policy Act (NEPA) process so that they are fully evaluated on their merits and challenges. Based on the presentation in the Downtown 10 Virtual Public Meeting #2, Alternative F scored highly across the categories of mobility, design, multimodal, and environmental considerations, but it did not end up amongst the three alternatives ultimately deemed viable largely because of concern over “cost and long-term maintenance commitment”. The alternatives which provide the best outcomes for the surrounding community should be further evaluated via the NEPA process regardless of potential cost so that a more informed decision can be made during later stages, when project costs can be weighed against fully studied benefits/impact.</p> <p>As TxDOT reevaluates the <i>Need and Purpose</i> for this project, please prioritize important objectives such as safety and traffic death mitigation, reconnection of neighborhoods, and environmental impact including that of ozone and particulates on nearby residents. I also share the County’s questions about the conclusions drawn from AADT and other traffic data in justifying the need for expansion. I look forward to collaborating as this process progresses in order to end up with the best project for our community.</p> <p>Sincerely, Chris Canales City Representative El Paso City Council, District 8</p>
63.	Marty	1/10/2023	Email	<p>As a 42 year resident of El Paso it seems quite obvious to me that a “beltway” around downtown El Paso is the preferred answer. Our new 375 loop has not been fully realized. I10 is 40 percent large truck/trailer traffic which should be sent through a beltway system</p> <p>It would mitigate many of your problems without further excavating our finite downtown footprint!</p> <p>Thanx for the opportunity to voice my opinion!</p> <p>Marty Snortum</p> <p><i>Please see Attachment B for the additional attachments included in this comment.</i></p>
64.	Sylvia Searfoss	1/10/2023	Email	<p>As I viewed the proposed downtown I10 project, what was & is starkly apparent is the immense increase of cemented & paved ground in the downtown I10 corridor. As it is the downtown area is already a heat island, this project will increase the temperature dangerously to the detriment of the people of El Paso. No deck park could mitigate/compensate for this increase in temperature, especially since it will need to be zero or desert scaped.</p> <p>To address the stated growth need, anyone living in El Paso knows that the growth is to the East not so much to the Northwest to even Northeast due to the presence of the mountains & NM stateline.</p> <p>It is past time to consider how the people are & will be affected by traffic & its congestion. As a retired RN I am aware of how the poor air quality has been & is affecting many people, especially children whose lung capacity is affected by air pollution & will suffer a limited lung capacity for the rest of their lives.</p> <p>So my question is WHY deliberately increase traffic & congestion by widening I10 in the downtown area when the fact is that widening highways increases traffic & congestion?</p> <p>What good will increased commerce be to the unhealthy & suffering people of El Paso?</p> <p>Please place people's health before economics.</p> <p>The issue of environmental justice applies also as many of the people who are & would be most impacted by traffic air pollution are poor & with limited resources.</p> <p>None of the options chosen by TXDOT are viable for the people of El Paso. They are not even economically viable & are outdated.</p> <p>If there is a need, it is to resurface the existing highway.</p> <p>Sincerely, Sylvia Searfoss, a concerned citizen of El Paso TX.</p>
65.	Christine Zimmerly	1/11/2023	Email	<p>To whom it may concern,</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>

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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 & 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>Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?</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 & 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>https://its.txdot.gov/its/District/ELP/cameras</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. Giangiulio</p>
68.	Beatriz E. Vera	1/11/2023	Email	<p>Dear sirs and madams, I am asking you to revise Need & 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>*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.*</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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				<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>Sincerely, Jesus M. Guereca</p>
72.	Connie Crawford and John Russell	1/11/2023	Email	<p>Dear TxDOT:</p> <p>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.</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, Connie Crawford and John Russell El Paso</p>
73.	Aurolyn Luykx	1/11/2023	Email	<p>Dear TXDOT,</p> <p>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.</p> <p>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.</p> <p>Please keep the health and quality of life of our city's downtown residents foremost in mind as you make your decision.</p> <p>Thank you, Aurolyn Luykx El Paso</p>
74.	Jose R. Rodriguez	1/11/2023	Email	<p>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.</p> <p>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.</p> <p>See, https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?smid=. 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.</p> <p>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.</p> <p>Accordingly, I strongly suggest you consider as part of the Needs and Purpose of EIS process the following:</p> <p>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.</p> <p>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.</p>

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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>https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?campaign_id=9&emc=edit_nn_20230108&instance_id=82177&nl=the-morning&regi_id=95005654&segment_id=121953&te=1&user_id=681c12780d8a2ecb7c8ed325f1121591</p> <p>Oscar J. Martinez</p>

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79.	Bethany Rivera Molinar	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>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>-Ciudad Nueva Community Outreach, Bethany Rivera Molinar Executive Director,</p>
80.	Marshall Carter-Tripp	1/11/2023	Email	<p>To TxDot...</p> <p>I urge you to drop the idea of widening I-10 through downtown El Paso! The traffic there is manageable, and we know from so many other places that making more lanes just brings more vehicles! Much of this traffic is not for El Paso, so any widening project would not benefit us! AND the lengthy construction period, which would also involve rebuilding the bridges over the freeway, would make access to downtown very challenging. AND environment and health considerations must be included as part of the Need and Purpose. Adding more traffic to Downtown would hardly reduce the environment and health concerns about this traffic.</p> <p>Thank you for your consideration.</p> <p>Marshall Carter-Tripp West-Central El Paso About 2 miles above I-10</p>
81.	Nadia Powell	1/11/2023	Email	<p>Hello,</p> <p>My name is Nadia Powell and I am a resident of Sunset Heights in El Paso, TX. I am writing this comment to oppose the widening of I-10 through the downtown area. The downtown and areas surrounding downtown were blighted when I-10 was originally constructed - cutting off the flow to downtown and leaving vacant land that is consistently occupied by the homeless. We need to provide pathways and incentives for truck traffic not to go through the heart of the City and we need to reduce air emissions, noise and vibration for the communities most affected.</p> <p>We do not need new elevations, and need to reduce existing elevations. Doing this would allow reconnection of the north-south community grid between Copley and Piedras, improving overall connectivity and supporting revitalization. Ideally, I recommend removing the highway altogether; while it's not something we're used to thinking about here, but in every case of highway removal a City has done, it has become healthier for individuals and community, and economically as well, while in virtually all cases had limited impact on traffic, and often even improving traffic flow.</p> <p>Thank you for the opportunity to provide input.</p> <p>Nadia Powell</p>

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82.	Anonymous	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 qualityand 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 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. 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>
83.	Vanessa N. Tena on behalf of The Honorable Ricardo A. Samaniego, El Paso County Judge	1/11/2023	Email	<p>Good afternoon,</p> <p>Please find the attached letter that the Commissioners court approved on Monday.</p> <p>Thank you, Vanessa Tena, Sr. Policy Advisor Office of the El Paso County Judge</p> <p>[Text of attached letter below:]</p> <p>Dear Mr. Trevino:</p> <p>Thank you for the opportunity to provide feedback to the District regarding the Downtown 10 project. Interstate 10 moves a significant number of people and commerce throughout our region. Having a strong, reliable, multimodal infrastructure network that includes roads, streets, sidewalks, bike lanes, and mass transit is vital to the overall success of our region.</p> <p>The Commissioners Court has taken previous action to support the Downtown I-10 Project as one of four keystone projects identified by the El Paso Metropolitan Planning Organization. The County remains in support of the District identifying thoughtful solutions to reconstruct the aged infrastructure in our urban core, especially in regards to the Downtown Trench, which your Department has said is in danger of failing. In analyzing the various alternatives developed through the design process to date, the Court previously has requested that the District carry forward previous Alternatives B and F through the entire National Environmental Policy Act (NEPA) planning process. These alternatives were ranked as the fourth and fifth construction scenarios behind the three identified as “viable” ahead of the Project’s second public meeting.</p> <p>Now that you are taking public comment for the scoping of the Environmental Impact Statement, which includes taking comment on the Need and Purpose of the project, we reiterate the request to study those alternatives, especially Alternative F, which could be modified from a “tunnel” concept to an extension of the Downtown Trench concept. Additionally, we request that you include in the study the reconstruction of the Trench, an option that almost certainly would fit within the existing budget, without requiring that other local projects be swept. It would be less time-consuming, and it would allow for reconstruction of the bridges, a significant objective of the project.</p> <p>Regarding the Need and Purpose, we ask that you include driver safety, environment, and connection of the urban street grid as primary objectives. As our previous public comments indicate, we have significant questions about the congestion in this area and the need for expansion. While that will remain a primary driver for your studies, equal weight must be given to these other factors, which affect community quality-of-life, especially health, for many thousands of our constituents. El Paso is an ozone non-attainment area, and I-10 is a major source of ozone and particulates; mitigating the impact of these substances must be considered a primary Need of the project. Regarding safety, the Need and Purpose must ensure the project is aligned with the Texas Transportation Commission’s Minute Order 115481 of May 30, 2019, which requires cutting traffic deaths on Texas roadways in half by 2035. (https://publicdocs.txdot.gov/minord/MinuteOrderDocLib/115481.pdf)</p> <p>Once again, thank you for your critical work on this issue, and we look forward to continuing the dialogue to make the District's project successfully meet the present and future needs of all of our constituents in the El Paso region.</p> <p>Sincerely,</p> <p>Ricardo A. Samaniego El Paso County Judge</p>

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Comment Number	Commenter Name	Date Received	Source	Comment
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.	Nicholette 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>[Text of attached letter below:]</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">▪ The addition of an off ramp off of I-10 headed east so that eastbound traffic is better dispersed.▪ Addition of urban hike and bike trails as an amenity to the project.▪ The removal of Portfirio Diaz as an entry/exit point results in less through traffic for the historic Sunset Heights neighborhood.▪ 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.▪ 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. <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>

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92.	Jay Blazek Crossley	1/11/2023	Email	<p>Hello,</p> <p>Please include my comments attached in the pdf and pasted below in the official record of the public comment period for the I-10 Downtown project in El Paso.</p> <p>Please let me know if there is anything wrong with the attachment or I can answer any questions. Also, I would love to meet with the project team if anyone would like to further discuss any of these comments.</p> <p>Thanks, Jay</p> <p>January 11, 2023</p> <p>TxDOT El Paso District Office Attn: Downtown 10/Hugo Hernández 13301 Gateway Boulevard West El Paso, Texas 79928-54101</p> <p>Sent Via email to Downtown10@txdot.gov</p> <p>Dear Mr. Hernández,</p> <p>Thank you for your consideration of how to fix I-10 in downtown to be safe, more supportive of the communities and economies of El Paso, and better integrated into the urban fabric of El Paso. I am writing to request that the proposed Purpose & Need for I-10 be updated to ensure the following:</p> <p>1. Ending traffic deaths and reducing serious crashes must be the top goal. Please ensure that the EIS process includes an analysis of the estimated potential for different investments scenarios to meet the Texas Transportation Commission’s Road to Zero goal of reducing traffic deaths in this corridor by half by 2035 based on a 2018 baseline.</p> <p>Please do not focus analysis on crashes, but focus any analysis on expected severe crashes. Optimizing for reduced total crashes often ironically leads to greater traffic deaths. The goal is not to have less fender benders, but for less families to not have a loved one make it home from their trip to the grocery store. TxDOT should not invest in any project in this corridor that is not expected to meet the Road to Zero goal of cutting traffic deaths in the corridor in half.</p> <p>2. The people of the El Paso region need improvements to safe, multimodal access, not necessarily faster driving. Please remove the bias toward the particular solution of additional car-priority lane miles from the Purpose and Need. Please do not prioritize speeding up cars and trucks, but instead seek consistent, context-sensitive, safe speeds for all modes.</p> <p>3. Please ensure the Environment Impact Statement process includes meaningful, full consideration of meaningfully different alternatives including, but not limited to the expected freeway lane mile expansion proposal, such as including the scenario proposed by Norm Marshall to the El Paso County Commissioners Court.</p> <p>4. Please ensure that the analysis of alternatives meaningfully considers the estimated air quality and climate change impacts of alternative investments scenarios in a way that can distinguish the induced demand effects of the investment alternatives themselves, such as using an equitable scenario planning model that entertains multiple regional growth forecasts, including one where most El Pasoans in the future have affordable options to live low-carbon transit and active transportation-based lifestyles in dense, mixed-use, mixed-income urban neighborhoods, instead of imposing the monolithic regional growth forecast that assumes most people will remain trapped in expensive car-dependent neighborhoods.</p> <p>5. Please plan for all surface elements of the project to use safe, multimodal, urban design standards that meet or exceed the standards of the City of El Paso and use safe design speed, including a maximum of 25 miles per hour design speed for any streets downtown or elsewhere where there is any expectation of mixed modes, such as families walking in urban areas. Please do not plan for any high speed frontage roads, as TxDOT has established that these are too dangerous and too inefficient to be used.</p> <p>We do believe that improvements to the downtown transportation system are needed and believe that TxDOT is capable of achieving a good result. However, if TxDOT staff and consultants are not allowed to focus on safety, to plan for optimizing all modes of travel, and for meeting the vision and values of the people of the region – instead of a narrow goal, such as speeding up the estimated trip time for long distance car trips – we are not confident.</p> <p>Given that much of the reasoning for this project is the heavy freight needs in the region, please meaningfully consider the possibility of optimizing freight operations of all modes of freight, using AV/CV technology and dedicated lanes for connected transit, freight, and HOV traffic, and other options that actually could improve the safe</p>

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				<p>movement of freight and people better than simply adding lane miles or increasing the speed of travel. The TxDOT Houston REAL Project seems potentially very informative to this corridor.</p> <p>Thank you for your consideration and for all that you do to reduce the suffering from traffic crashes of the people of the El Paso region.</p> <p>Sincerely,</p> <p>Jay Blazek Crossley Executive Director</p>
93.	Nate Ledbetter	1/11/2023	Email	<p>Dear TxDOT,</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>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>Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.</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> <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>With Gratitude, Nate</p>

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94.	Jennifer Glover	1/11/2023	Email	<p>Please do not make plans to widen I 10.</p> <p>More traffic means more air and noise pollution, and El Paso has too much of that right now.</p> <p>This project in the heart of the city will not be finished in my lifetime, and I do not want to spend the rest of my years dodging traffic cones and being slowed down as I try to get from one end of my city to the other end.</p> <p>The project is a bad idea.</p> <p>Thank you.</p> <p>Jennifer Glover</p>
95.	Brad Cartwright	1/11/2023	Email	<p>Good evening. I emphatically disagree with the expansion of I-10 through downtown El Paso as I believe it will have a negative effect on the environment and the safety and health of individuals living in the neighboring areas. Please add my concerns to the Need and Purpose of this project.</p>
96.	Alyssa Garza	1/11/2023	Email	<p>Hello,</p> <p>My name is Alyssa Garza. I am 24 years old and live at 1150 Stanley St. El Paso, TX, 79907 in the Lower Valley area. TXDOT must consider alternatives for the expansion due to the environmental impact. Widening highways will increase air pollution due to the construction of the added lanes, concrete, and increase in miles driven. El Paso, TX is one of the top 10 polluted cities nationwide. I live in an area near a refinery. We do not need more air pollution in our city. We must decrease our dependence on fossil fuels and invest in public transportation. I oppose this proposed project and hope TXDOT can find environmentally friendly and equitable solutions.</p> <p>Thank you for your time,</p> <p>Alyssa Garza</p>
97.	Elena Lightbourn	1/11/2023	Email	<p>To whom it may concern,</p> <p>I have lived in Texas for most of my life and would like to see TXDot prioritize lessening car dependence in the state for various reasons, the biggest being health of its residents. I live and work very close to the proposed area for the i-10 widening in El Paso and would like to bring attention to the following:</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>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</p>

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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> <p>Thank you, Elena</p>
98.	Tomas B. DeLeon	1/11/2023	Email	<p>Respectfully, in my opinion, there is no need to widen the highway and you must include environment and health as part of the Need and Purpose</p> <p>Tomas B DeLeon</p>
99.	Sylvia Peregrino	1/11/2023	Email	<p>Dear TX Dot:</p> <p>I oppose the I-10 expansion because it will lead to housing displacement and more pollution! Lots of people have asthma in our city this will exacerbate pollution! Thank you for your consideration! Dr. Sylvia Peregrino 79938</p>
100.	Peggy Hinkle	1/11/2023	Email	<p>I have written before - and spoken at meetings. I am absolutely OPPOSED to the proposed widening of I10 in downtown El Paso.</p> <p>Traffic hardly slows at all and certainly does not slow enough to justify adding more lanes. More lanes - more cars - more pollution.</p> <p>We are 13th in the US in ozone pollution. More pollution - more health issues including more premature births, more hypertension, more cardiac issues, more asthma and other respiratory illnesses. El Paso is already medically underserved - higher rates of illnesses of all kinds will do nothing but cause worse health outcomes at every age, including earlier deaths. The University of Southern California (USC) has studied freeways, pollution, health problems for years. We need only to look at those studies to know the effects of more pollution.</p> <p>I haven't even discussed the heat index - more concrete - more heat. El Paso is already experiencing higher temperatures than in previous years. We will be heading to becoming another Phoenix. NO.</p> <p>We have absolutely NO control over emissions in Juarez but we DO have control over what we do in El Paso. We share the air. We just do everything in our power to contain/reduce emissions on our side of the border.</p> <p>I lived in the San Francisco Bay Area for 35 years and have already lived the lie that developers and departments of transportation love to tell - that more lanes will lessen traffic and pollution. For a tiny bit of time this is true. Then this "induced demand" causes the freeways to be even more crowded than before, causing more pollution than before. LA has lived this lie for more than 60 years. El Paso cannot be subjected to more pollution.</p> <p>STOP THE PROPOSED EXPANSION OF I10 IN DOWNTOWN EL PASO.</p> <p>Peggy Hinkle</p>
101.	Paul Love	1/11/2023	Email	<p>El Paso does not need to widen I-10. This will segregate the town. You need to include environment and health as part of the Need and Purpose. Spend your money on routing traffic around El Paso, not through downtown El Paso on I-10.</p> <p>Paul Love</p>

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102.	Rosemary Neill	1/11/2023	Email	<p>I oppose the proposal to widen Interstate 10 at Downtown El Paso. I understand that large, expensive projects take years to plan, fund and execute. This timeline is purposeful but does bake in decisions with little flexibility to address changing circumstances.</p> <p>We do not yet know how much the pandemic will change transportation demand. Even in Texas there has been a shift in work locations with individuals electing to work from home.</p> <p>This widening project does not seem to take into consideration improvements in overall traffic flow from the many improvements to our transportation infrastructure.</p> <p>Finally, the most cost effective and least disruptive improvement to meet our future traffic demands is investments in the Anthony gap proposal to route through traffic around the city.</p> <p>Rosemary Neill</p>
103.	Neal Ehardt	1/11/2023	Email	<p>Dear Mr. Hernández,</p> <p>Thank you for your consideration of how to fix I-10 in downtown to be safe, more supportive of our communities and economies, and better integrated into the urban fabric of El Paso.</p> <p>I am writing to request that the proposed Purpose & Need for I-10 be updated to ensure the following:</p> <ol style="list-style-type: none"> 1. Ending traffic deaths and reducing serious crashes must be the top goal. Please ensure that the EIS process includes an analysis of the estimated potential for different investments scenarios to meet the Texas Transportation Commission's Road to Zero goal of reducing traffic deaths in this corridor by half by 2035 based on a 2018 baseline. 2. The people of El Paso region need improvements to safe, multimodal access, not necessarily faster driving. Please remove the bias toward the particular solution of additional car-priority lanes from the Purpose and Need. Please do not prioritize speeding up cars and trucks, but instead seek consistent, context-sensitive, safe speeds for all modes. 3. Please ensure that the Environment Impact Statement process includes meaningful and full consideration of a meaningfully different alternative than the main freeway expansion proposal, such as the one proposed by Norm Marshall to El Paso County Commissioners Court. 4. Please ensure that the analysis of alternatives meaningfully considers the estimated air quality and climate change impacts of alternative investments scenarios in a way that can distinguish the induced demand effects of the investment alternatives themselves, such as using an equitable scenario planning model that entertains a regional growth forecast where most El Pasoans have affordable options to live low-carbon transit and active transportation-based lifestyles, instead of being trapped in expensive car-dependency. 5. Please plan for all surface elements of the project to use safe, multimodal, urban design standards that meet or exceed the standards of the City of El Paso and use safe design speed, including 25 miles per hour design speed for any streets downtown or elsewhere where there is any expectation of mixed modes, such as families walking. <p>Thank you for your consideration and for all that you do to reduce the suffering of the people of the El Paso region from traffic crashes.</p> <p>Sincerely, Neal Ehardt</p>
104.	Scott Wegleitner	1/11/2023	Email	Please make it wider and safer.
105.	Rafael Arellano	1/11/2023	Email	Hello. Please don't expand I-10 in DT El Paso. I drive through there daily, and the current traffic volume really doesn't warrant knocking down the community around there to expand the width, which will only encourage more traffic anyway. Thank you.

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106.	Scott White	1/11/2023	Email	<p>Dear Mr. Hernandez, and Mr. Swindell, and the rest of the Downtown10 team</p> <p>I write today in support of the Downtown10 project, as the portion of I-10 running through Downtown and Central El Paso is in need of long overdue maintenance, but to also offer thoughts on how we can imagine other ways to make improvements to ensure the freeway can best serve the community and this region for at least another 50 years.</p> <p>First, based on the Draft Purpose and Needs Statement, we know the focus of this project is on:</p> <ul style="list-style-type: none">• Congestion and mobility issues• • Incident management, and• • Bringing the project up to current standards <p>These standards, however refer only to design guidance manuals, but we also know there are other policies and standards that deserve study and consideration as well, such as TxDOT's adoption of Road to Zero, along with El Paso County committing funding in support of the El Paso MPO's SS4A grant application, the City of El Paso having adopted Complete Streets policies, and the City's current efforts to create a Vision Zero safety action plan. Then of course there are Federal guidelines regarding air quality standards, and local concerns about air pollution and how we can improve air quality, the long term effects of emissions and air pollution in these neighborhoods (which is why the I-10 CONNECT project removed direct access from Paisano to the Bridge of the Americas) directly adjacent to the freeways and state highways in this part of the city, and nearby. So, are we doing our due diligence in making sure these other standards are factored into the various assessments and studies associated with this project?</p> <p>This is why we need to add priorities such as Safety, Air Quality and Equity to the Draft Purpose and Need statement and study how these priorities might reshape the project, hopefully for the better.</p> <p>I know a great deal of time and effort has been invested in the project already, and there are concerns about delaying the project, but the purpose of the NEPA study is in part to ensure no harm is done to the community and the environment. So when I spoke with one of the project consultants recently, and they said while safety is a part of everything that is done, that it is sometimes hard to study the potential impacts. Beyond the obvious of tracking serious and fatal crashes, the impacts of air and noise pollution come into play, especially as El Paso is in non-attainment status. It is important to conduct meaningful air quality studies to identify local sources of air pollution, so that we can mitigate these local sources that we have control over. Local researchers have engaged in a variety of studies on the health impacts, and we know neighborhoods near or along highways are bearing the brunt of these impacts. As such, a project such as this should be designed to measurably reduce vehicle emissions. Has there been any study of reducing VMT been conducted or considered for Downtown10, and if so, what were the results? If not, will there be any study of reducing VMT to address air quality or congestion and mobility issues?</p> <p>To return to the issue of "Safety" I did a search of the Draft Purpose and Needs Statement to see how many times the word Safety appeared - just 3 times. How can we say Safety is a priority if we don't talk about safety? There is a section that references crashes on page 7 that does suggest reducing conflict points, but does not indicate how this might aid in reducing crashes. The accompanying Table 4 references the total number of crashes, and seems to suggest the goal is maintaining the currently low overall rate of crashes. As a way to better assess the role the total number of crashes plays in our assessment, we can look to another policy guide, the 2022 National Roadway Safety Strategy that references several priority areas regarding a safer system, and two of these are Safer Speeds and Safer Roads. The section on Safer Roads reminds us that "A one-size-fits-all approach to roadway design will not work; instead context-sensitive designs must be the norm." It also points out that "...safety risk differs depending on the type of road and how it is used..." It goes on to point out that "Context-sensitive design permits flexibility to address variations in the purpose and anticipated use of roads, as well as take into consideration the surrounding land use and potential impacts related to the natural environment." Statements such as this indicate a desire to elevate and even prioritize safety. By including Safety in the Purpose and Needs, with a similar concern for context-sensitive design, and how adjacent land use should infor design choices, could we reshape the project as a whole so road use, air quality, and safety be optimized for not just motorists, but also for those who live and work in adjacent neighborhoods and vulnerable road users could optimize their quality of life and access to the community as well?</p> <p>If we allow ourselves to see this project through a safe systems lens, we can see both the real scope and needs of the community are greater than just addressing traffic, and recognizing this is a true quality of life project, and that the needs of the local community must not be subsumed by the needs of freight and motorists. Our Health and Safety defines local residents' Quality of Life. So, while it may be possible to say we don't have access to the tools and metrics to analyze certain approaches to safety, that should not prevent us from centering safety in meaningful ways, or to talk about the range of opportunities to make our system safer. Which includes addressing air quality, considering more equitable transportation solutions, ways to reduce VMT, factoring in costs to the community in terms of health issues, and even the cost of crashes. All of these should point to Safety as an important standard.</p> <p>So while the main lanes of Downtown10 should be considered in their own context and purpose, the gateways, and cross streets need to be viewed in their context as local streets, and as such should be designed not as expressways, but as local streets with a high number of conflict points, especially for vulnerable road users. Instead, I believe the gateways are viewed as capacity to support incident management, meaning they are seen essentially as extra capacity for the highway, and not part of the local street</p>

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				<p>grid, which in turn means they are designed for high speed traffic - which is unsafe for the vulnerable road users who are forced to expose themselves to the traffic, noise and air pollution while just trying to get where they need to go.</p> <p>That is the juxtaposition of prioritizing traffic with community needs - people need to access their community every day, and be able to do it safely, if we design our system to be safer, we can reduce the severity of crashes, reducing the need for frontage roads, and provide boulevards that create greater local access that benefits local traffic, businesses and vulnerable road users - but are still available when needed for incident management.</p> <p>The general public does not have an implicit desire or need to travel at higher speeds or to reduce travel time on long distance trips. The actual desire and need is for people to have safe, multimodal access options to jobs, education, and all the other opportunities the region provides. Our goal should be to provide safe, and increasing access to jobs, education, and other opportunities. As such, the need of this project must not pre-define the outcome of the NEPA process, by stating a type of infrastructure improvement or mode preference for how to meet the community's needs. Instead, the need must be stated in a way that gets at the actual ends of providing safe access to and through the region without putting people in harm's way. Commonly TxDOT Purpose and Needs statements dictate something like "adding a managed lane in each direction" as the need, which is a inefficient perversion of the NEPA process, giving the answer before the public has been allowed to co-create the questions, constraints, and priorities that should be the basis for finding an answer.</p> <p>As such, we need serious study in concerns about</p> <ul style="list-style-type: none">• How to actually reduce air pollution from emissions and particulate matter associated with this project (without using the mathematical model of moving vehicles through a finite corridor faster, but through meaningful, regional approaches)•• Health impacts on adjacent and nearby neighborhoods who bear the brunt of actual air pollution from our transportation system, and•• How to make our streets and roads safer for all road users, so people who walk, ride bicycles, use wheelchairs, or access traffic do not feel like they have to risk their lives every time they need to get somewhere. <p>And the only way to make this happen is to rewrite the Purpose and Need to include and/or write in a need for a Safe System that will cut serious and fatal crashes in half by 2035, a System that will reduce harmful emissions and particulate matter by reducing VMT, that through the reduction of harmful emission and particulate matter will minimize long term health impacts, that will provider greater safer, and equitable accessibility within the community, and will in the long term improve the quality of life for all El Pasoans.</p> <p>This also will require consideration of the travel demand models and growth forecasts, and the assumptions about the transportation options this community is being provided. Using a single growth forecast to analyze the potential costs and benefits of a major project like this is no longer appropriate. This practice essentially "colonizes the future" as noted by scenario planning professionals, with a narrow vision of the lifestyle preferences of future generations. TxDOT should work with the El Paso MPO to develop an equitable scenario planning model for this environmental process that considers a meaningfully diverse set of investment options given a meaningfully diverse set of future growth scenarios, to entertain the idea of allowing the option of a more healthy, walkable, transit-oriented future lifestyle for at least half of the expected residents of the region in the chosen future year.</p> <p>We can no longer afford to pre-select a single approach to meeting our local and regional transportation needs. Or use of LOS (especially that when the sections identified in the Draft Purpose and Need as having an LOS of F in the Reimagine 10 study were not even in this particular segment of I-10). As quoted earlier from the National Roadway Safety Strategy, context matters, as does flexibility to address the conditions within the study area. Saying we need to address congestion that may exist elsewhere, but not in this segment means we are applying a one size fits all solution. We need this segment of the project fixed to address underlying maintenance issues. We do not need to add capacity or add continuous frontage roads if there is not a demonstrated need, or if they will pose health and safety risks. It is time to work with this community and its stakeholders - with regular working meeting - to work through details and use the EIS phase to make this freeway as safe, as clean, and as transportation friendly (in terms of local and regional access) as is possible to show El Paso and the world we can find the right solutions to meet the real needs of the local community and our interstate and international transportation needs.</p> <p>I am proposing that we prioritize safety and accessibility in all their aspects, as well as take into consideration how El Paso wants to meet its long term transportation needs - by creating a transportation system that also works for the benefit of this region, its people and the people who travel through it.</p> <p>And this begins with a focus on including safety as the primary need and purpose because The Texas Transportation Commission's Minute Order 115481 on May 30, 2019 called for cutting serious and fatal crashes in half by 2035. And a safe system approach as in both Vision Zero and the 2022 National Roadway Safety Strategy focus on speed management as a key piece of the puzzle. We know that at 70 mph, a crash results in substantially more harm than at 60 mph. We know vehicles produce more emission at higher speeds. And we know the pedestrians make up over 40% of the City's traffic fatalities over the past several years - too many of which have died on the interstate itself, or on its frontage roads.</p>

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				<p>To get us to a point where the whole community can support this project will require more public engagement opportunities to evaluate design options in response to this public comment period, and to make sure updates to the Draft Purpose and Needs statement really do represent the community's needs.</p> <p>Therefore, I ask for</p> <ul style="list-style-type: none">• The addition of Safety to the Purpose and Needs document, and new studies and alternative to consider it's potential impacts•• Meaningful air quality studies before and after construction, to ensure we meet the region's air quality goals•• Consideration and study of health and equity disparities as it applies to those who live, work, walk, bike or access transit near, along, or across the I-10 corridor•• Conduct studies of how we might reduce VMT, including multi modal options and meaningful improvements to our Transit System to mitigate congestion and mobility issues•• Work with the MPO to reassess travel demand models by conducting equitable scenario planning to explore the full range and scope of El Paso's future transportation needs•• Engage in more and ongoing public engagement so the public and other stakeholders can work with the Downtown 10 team towards a project that will benefit both this community and our interstate transportation needs <p>I would be happy to meet with you and your team to address and questions you might have regarding my, and ways I think we can further work together to make this a project that can best serve El Paso and its role as an interstate highway</p> <p>Scott White</p>
107.	Suzanne Dipp	1/11/2023	Email	The best is Alternative D
108.	Addie Walker	1/11/2023	Email	<p>Dear Hugo Hernández,</p> <p>Thank you for your consideration of how to fix I-10 in downtown to be safe, more supportive of our communities and economies, and better integrated into the urban fabric of El Paso.</p> <p>I am writing to request that the proposed Purpose & Need for I-10 be updated to ensure the following:</p> <p>1. Ending traffic deaths and reducing serious crashes must be the top goal. Please ensure that the EIS process includes an analysis of the estimated potential for different investments scenarios to meet the Texas Transportation Commission's Road to Zero goal of reducing traffic deaths in this corridor by half by 2035 based on a 2018 baseline.</p> <p>2. The people of El Paso region need improvements to safe, multimodal access, not necessarily faster driving. Please remove the bias toward the particular solution of additional car-priority lanes from the Purpose and Need. Please do not prioritize speeding up cars and trucks, but instead seek consistent, context-sensitive, safe speeds for all modes.</p> <p>3. Please ensure that the Environment Impact Statement process includes meaningful and full consideration of a meaningfully different alternative than the main freeway expansion proposal, such as the one proposed by Norm Marshall to El Paso County Commissioners Court.</p> <p>4. Please ensure that the analysis of alternatives meaningfully considers the estimated air quality and climate change impacts of alternative investments scenarios in a way that can distinguish the induced demand effects of the investment alternatives themselves, such as using an equitable scenario planning model that entertains a regional growth forecast where most El Pasoans have affordable options to live low-carbon transit and active transportation-based lifestyles, instead of being trapped in expensive car-dependency.</p> <p>5. Please plan for all surface elements of the project to use safe, multimodal, urban design standards that meet or exceed the standards of the City of El Paso and use safe design speed, including 25 miles per hour design speed for any streets downtown or elsewhere where there is any expectation of mixed modes, such as families walking.</p>

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				<p>Thank you for your consideration and for all that you do to reduce the suffering of the people of the El Paso region from traffic crashes.</p> <p>Sincerely, Addie Walker</p>
109.	Aimée Santillán on behalf of The Honorable Mayor Pro Tem Alexsandra Annello	1/11/2023	Email	<p>Good afternoon,</p> <p>I hope this email finds you well.</p> <p>My name is Aimée Santillán, and I work at the Office of City Representative Alexsandra Annello. On behalf of Representative Annello, I am attaching a letter from her giving her comments on Downtown 10.</p> <p>Please let me know if you have any questions or concerns.</p> <p>Thank you,</p> <p>Aimée Santillán Legislative Aide Office of City Representative Alexsandra Annello Mayor Pro Tempore City of El Paso District 2</p> <p>[Text of attached letter below:]</p> <p>Dear Mr. Trevino:</p> <p>I have the privilege to serve District 2 in the City of El Paso, and as their representative, I would like to share my input with you regarding the Downtown 10 project. Interstate 10 moves a significant number of people and commerce throughout our region. Having a strong, reliable multimodal infrastructure network that includes roads, streets, sidewalks, bike lanes, and mass transit is vital to the overall success of our region.</p> <p>Personally, I am in support of the District identifying thoughtful alternatives to reconstruct the aged infrastructure in our urban core, especially in regards to the Downtown Trench, which your Department has said is in danger of failing. I am here asking that the District further consider carrying forward previous alternatives that would minimize the impacts on residential neighborhoods due to widening of the Interstate.</p> <p>Regarding the Need and Purpose of the project, I ask that you consider other factors, which affect community quality-of-life. A comment that I hear frequently from residents is the impact that expansion would have on the Sunset Heights area and what it means for the homes and lives of people in the area. El Paso is an ozone non-attainment area, and I-10 is a major source of ozone and particulates; thus, mitigating the impact of these substances must be considered a primary Need of the project.</p> <p>I want to thank you for the work that you, your team, and the Texas Department of Transportation have done thus far on the project. I hope that you consider not just my comment, but the comments of other El Pasoans, as a sign of a healthy and functioning democracy as people strive to have their voices and ideas heard.</p> <p>Sincerely, Alexsandra Annello Mayor Pro Tempore of the City of El Paso</p>
110.	Becca McBroom	1/11/2023	Email	<p>Hi Hugo,</p> <p>I am looking for the maps of the various alternatives being considered for the Reimagine I-10 in Downtown El Paso. Can you lead me to those maps?</p> <p>Thanks,</p> <p>Becca Tomlin McBroom, CCIM JMT Properties Vice President</p>

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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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				<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>

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114.	Michael Frisbey	1/5/2023	Phone Call	<p>Follow up in response to email comment #25</p> <p>Brian Swindell (HDR) called Mr. Frisbey and Steve (owner of the property). Below is a summary of their discussion.</p> <p>He was asking about what impacts our alternatives were having on his property. The following are a few of the points from the call:</p> <ul style="list-style-type: none">○ Steve said that he was for the project but just wanted to know whether he should invest money in his property or not○ I mentioned that as of today it does not appear that any of the four Viable Alternatives were impacting his property but that I could not guarantee that future modifications would not impact him.○ I told him to review the information on the Public Meeting website to review the four Viable Alternatives and that if he still had questions to let us know and we would be happy to follow up with him
COMMENTS SUBMITTED VIA VOICEMAIL				
115.	Aldo Marbalencia	1/3/2023	Voicemail	<p>Buenos dias Hugo Hernandez mi nombre es Aldo Marbalencia tengo una propiedad en Downtown en la Wyoming en la 706 Wyoming entre las calles Virginia y Ochoa. Quisiera saber si u tienes informacion si mi propiedad va a ser afectada con la renovacion del Proyecto de Downtown 10. Necesito hacer unos arreglos a la casa y necesita dinero pero si va a ser afectada no quiero meterle dinero que no tengo a algo que va a ser afectado. Si fueran tan amable de regresarme la llamada o notificarme puede utilizar este telefono. Gracias.</p> <p><i>Translation: Good morning, Hugo Hernandez my name is Aldo Marbalencia and I have a property in Downtown at Wyoming, in 706 Wyoming between Virginia and Ochoa streets. I would like to know if you have information regarding if my property would be affected with the Downtown 10 project renovations. I need to know because I have to do some fixing to the house which needs money but if it will be affected, I don't want to put in money that I don't have to something that will be affected. If you could be kind enough to return my call or notify me, you can use this phone. Thank you.</i></p>
COMMENTS SUBMITTED VIA MAIL				
116.	Anonymous	1/4/2023	Mail	<p>[Possible Spam, Included for Record Completeness]</p> <p>Dear Blanton Associates</p> <p>I writing from Texas Department of Transportation on the agenda we receive you memo concern public scoping meeting Downtown 10 from Executive Center to State Loop 478 Copia street, we are asking for your authorization a corporate check. We sincerely appreciate your business. I wish you to wish your company best regard to honerly and trust that you remit your check corporate with 10 mill from the comfort of your office. Don't make company check payable to Texas Department of Transportation, make company computerized check payable to Honorable mention asst to Lauren Macias Cervantes Public Information Officer El Paso District. Please be advise for advance company check in writing by mail to Jerry Owens for \$15 Million Dollar 1531 Missouri Avenue El Paso TX 79902.</p> <p>Sincerely Hugo Hernandez [illegible] speak c/o for Jerry Owens</p> <p>Also we like you to send an electronic email to District Office to have forward a corporate check to Jerry Owens for \$One Billion Dollar Email to Downtown10@txdot.gov corporate email must be received before Jan 11, 2023 put send to the person in box today. We ask that you make no phone call please please follow the instructions in this memo we appreciate your generosity and goodwill gesture. We receive your letter we like you wish you a Merry Christmas and Happy New Year during we was press for time now we respond to you today.</p>
117.	Verónica Carbajal (Texas RioGrande Legal Aid, Inc.) on behalf of Familias Unidas del Chamizal	1/9/2023	Mail and Email	<p>[This cover letter and attachments were sent by both mail and email. Both versions provided below.]</p> <p><u>Mailed version:</u></p> <p>To TXDOT and Hugo Hernandez: Texas RioGrande Legal Aid (TRLA) represents Familias Unidas del Chamizal. Familias Unidas del Chamizal gathered 30 public comments on the Downtown 10 Project, which are attached here and will also be mailed to your office. TRLA will also be submitting scoping comments on the Downtown 10 project on behalf of Familias Unidas del Chamizal.</p>

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				<p>If you would like to discuss this matter further, I can be reached at [REDACTED]</p> <p>[REDACTED]</p> <p>Sincerely, TEXAS RIOGRANDE LEGAL AID, INC. Veronica Carbajal Attorney</p> <p><u><i>Emailed version:</i></u></p> <p>Dear TXDOT, Attached please find a cover letter and the public comments of 30 individuals (Part 2). Familias Unidas del Chamizal will submit scoping comments on the Downtown 10 project separately. Thank you,</p> <p>Verónica Carbajal</p> <p>Verónica Carbajal Attorney Group Coordinator: Community Preservation & Empowerment Texas RioGrande Legal Aid, Inc.</p> <p><i>Please see comments #118 through #147 for the referenced comments attached to this letter.</i></p>
118.	Maria T. Carrillo	1/9/2023	Mail	<p>Deseo que la contaminacion disminuya o termine por complete, sufro de muchas alergias durante el verano y por el invierno problemas con los pulmones y Bronquios.</p> <p>Tambien hay mucha contaminacion de ruido por el paso de trocas comerciales y Despues de la contruccion de los nuevos puentes mi casa se daño demaciado las paderes se estan cuartando o inelinamdose hacia un lado o otro.</p> <p>Hay mucha gente afectada Tomenos en cuenta, la gran cantidad de vecinos somo de la tercera edad tenemos miedo de que las paredes se nos caiga cuando dormimos y no podamos salir con bien.</p> <p>Maria T. Carrillo</p> <p><i>Translation: I wish the contamination will reduce or end completely, I suffer from a lot of allergies during the summer and during winder I have lungs and bronchial problems.</i></p> <p><i>Also, there's a lot of noise pollution with the passing of commercial trucks and then because of the construction of the new bridges my house got very damaged the walls are cracking and moving from one side to the other.</i></p> <p><i>There's a lot of people affected by this. Let's take into consideration that the majority of neighbors are old, and we are scared our walls will fall on top of us when we sleep and can't get out in good condition.</i></p>
119.	Natalia Garcia	1/9/2023	Mail	<p>This expansion would negatively impact myself and my community. More lanes on the freeway would cause more pollution which is already an issue we are facing without accountability of help from the EPA to decrease the pollution and improve the air quality in our city. I am a college student and use the freeway to get to school and work. This expansion and construction would directly negatively impact me and my commute by causing traffic and unnecessary detours that could also cause accidents. This expansion is not necessary for my community and would cause more negative effects such as asthma + breathing problems while creating more traffic that would affect the working people who use this freeway daily. The need and purpose for this project should be environmental mitigation for the wellbeing and effective use for the people of El Paso.</p>
120.	Blanca Hernandez	1/9/2023	Mail	<p>I believe the expansion of I-10 from Executive Center BLVD to State Loop 478 would cause irreparable harm to the people living near the freeway. The air quality in El Paso already does not meet the TCEQ standards for safety, and I believe in the quality of natural resources such as the air we breathe to be a human right. El Paso is quickly being gentrified and I don't believe this city should sway in support of more industrial toxicity. The need and purpose of this form is environmental mitigation. People are sick and dying as I write.</p>

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121.	Coni Sal. Bustos	1/9/2023	Mail	the expansion of the freeway would cause way more air pollution than we <u>already</u> have. allot of el pasoans dont have health insurance and i know because of covid & air quality my lungs are delicate. i dont need or want more roads. there is no benefit to the average el pasoan, and especially to our futures.
122.	Raymond Seryo	1/9/2023	Mail	Hello TXDOT. I am an El Paso resident who walks, drives, and bikes throughout our beautiful city. I love El Paso – the people food and nature here is beautiful. While I do get stressed driving on the freeway, El Paso is the only big city I feel comfortable driving in. Why?? BECAUSE THE FREEWAYS ARE NOT TOO WIDE!! I have driven in Dallas and Chicago and it scares me so much because people drive so fast there and there are so many lanes. Chicago has a sign saying how many hundreds of traffic accidents there have been that year alone. Expanding the I-10 freeway downtown will lead to HIGHER SPEEDS, MORE LANES, & MORE ACCIDENTS!! El Paso traffic is not bad and adding lanes will just allow some jerk to go 80 MPH thru downtown and kill someone. I DON'T WANT TO DIE. DO NOT EXPAND I-10!!!
123.	Brittany Medellin	1/9/2023	Mail	We all know TxDOT makes more money from new construction than in repairs. An expansion on I-10 is not necessary and will not be helpful to alleviate traffic. We've seen the work done on I-10 on the Paisano bridge where it did nothing... traffic still builds up everyday. So instead of prioritizing how TxDOT can make more money instead we should focus on alleviating our air pollution, not destroying after stealing about 40 people's homes. Stop making profitable decisions on the lives of our community. There are families and elders who live in those homes, pushing them out impacts their health and wellbeing, we know what that looks like in El Paso all to well. Leave our community out of your pockets!
124.	Haydar Ochoa	1/9/2023	Mail	My name is Haydar “Turi” Ochoa. I live in central El Paso. I bike + take the bus primarily for transportation, I work @ a rest-raunt downtown as a prep cook dish washer. I AM STRONGLY OPPOSED TO WIDENING THE I-10 BECAUSE IT WILL NOT SOLVE ANYTHING. HOUSTON, ATLANTA, DALLAS, LA ALL HAVE INSANE TRAFFIC NOT SOLVED BY ADDING MORE LANES ON THE HIGHWAY. <u>BECAUSE OF THE LAW OF INDUCED DEMAND.</u>
125.	Nora Gonzalez	1/9/2023	Mail	Hello, as an El Paso resident I'd like to say that this project is going to create so much more traffic for many more years as construction goes on. While construction goes on our already polluted airways are going to suffer even more and the people that live near these streets and highways are the ones who are going to suffer the most with the light, noise, and air pollution. El Paso needs to become a more walkable city, not the opposite. We deserve air clean and free of toxic chemicals. Please do not ignore us.
126.	Alberto Mesta, Jr.	1/9/2023	Mail	As a former TxDOT employee, I am strongly opposed to the expansion of I-10 through downtown El Paso. I worked at TxDOT as a maintenance tech in the summers to finance my college education. The work was [illegible] and I was frequently alongside vehicles while repairing roadsides. The amount of exhaust a vehicle produces is high. After every day, the smell of [illegible] exhaust and pollution was strong. Even a steady shower wouldn't rid me of the exhaust smell. Thus by expanding I-10 you are bringing this pollution to family neighborhoods. You are bringing countless more vehicles to the city. And you are [illegible] neighborhoods and build to achieve it. No to I-10 expansion!!
127.	Rosa Isela Bugarini	1/9/2023	Mail	Mi nombre es Rosa Isela Bugarini yo vivo cerca de las vias directas al puente internacional de las Americas somos afectados por el ruido y el smog de los camiones comerciales por los cuales mis vecinos y una escuela Zavala Elemetery School estamos cerca de todo ese problema. Pedimos sacar los camiones comerciales de esa coneccion con Mexico porque esta dañando nuestras vidas y el bienestar de nuestros niños. Por favor “no expandan” mas esas vias comerciales en el Puente de las Americas, area central, y I10. <i>Translation: My name is Rosa Isela Bugarini, I live near the direct roads to the International Bridge of the Americas we are affected by the noise and smog caused by the commercial truck by which my neighbors and one school, Zavala Elementary School, are close to all these problems.</i>

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				<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>

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134.	Gustavo Suarez	1/9/2023	Mail	<p>Creo que deberia ser un Proyecto que incluyera jardines colgantes y mejorar el ambiente de todos los paseños.</p> <p><i>Translation: I think this should be a project that includes hanging gardens and would help the environment of all elpasoans.</i></p>
135.	Norma V. Hinojos	1/9/2023	Mail	<p>El Proyecto del I-10 conect, me ha afectado porque daño mi patrimonio, y cada día mi casa manifiesta deterioro por la construcción, cuarteaduras son muy notarias y mi casa es de construcción reciente, por los que no deveria de ser esta manifestación. Además en el frente en la calle cada vez que llueve se acumula el agua y permanexe en la calle por toda la semana hasta que el suelo la absorbe, y en tiempo de calor esto genera moscos. Me indigna puesto q quien realizo y proyectó estos cambios, lo hizo sin profesionalismo. Ademas la calidad del aire me esta acelerando las alergias.</p> <p><i>Trasnlation: The I-10 Connect project has affected me because it damaged my patrimony and every day my house is showing deterioration because of the construction cracks are very noticeable and my house was built recently for which it should note be showing cracks. Also, in front of the street every time it rains the water accumulates and stays in the streets all week until it is absorbed by the ground and in times of heat this generates mosquitoes. I am outraged that someone conducted and projected these changes without any professionalism. Also, the air quality is accelerating my allergies.</i></p>
136.	Elena Lara de Moya	1/9/2023	Mail	<p>Esta construcción me perturba, y ahora siento mucho, mucho, mucho ruido y ya en la tarde no puedo dormir ni en la noche, soy una persona de 92 años de edad, y esto afecta mi salud emocional.</p> <p><i>Translation: This construction disturbs me and now I feel lots, lots, and lots of noise and now I can't sleep in the afternoon or even in the night I am a 92-year-old person and this affects my mental health.</i></p>
137.	Juan Olivares	1/9/2023	Mail	<p>Pollution piled up & stuck in our neighborhood. The addition of barrier wall noise & pollution retains pollution in our neighborhood. When landscaping being done, why is not done on the whole project.</p>
138.	Juan Manuel Vargas	1/9/2023	Mail	<p>I live in the San Xavier neighborhood. I am 76 years old. I have respiratory problems that get worse with air pollution.</p> <p>TxDOT I-10 Connect damaged my home – I have cracks, drainage problem and now there is more noise and air pollution. I-10 Connect creates more traffic going into Mexico.</p> <p>TxDOT needs to help fix my house.</p> <p>I oppose adding more lanes to I-10 like with the Downtown Plan and want TxDOT to find alternatives. Remove the commercial traffic from the bridge of the Americas.</p>
139.	Victor Vargas	1/9/2023	Mail	<p>I am Mexican American. I am 73 years old. I have health problems affected by air pollution. I have lived at my home for more than 30 years.</p> <p>I oppose to the Downtown 10 plan. TxDOT damaged my home when it built I-10 Connect. My walls, foundation and drainage were affected. TxDOT has not fixed my house and has also not fixed the drainage, street, and lighting problems it created. We have more pollution in the air now and more noise and traffic.</p> <p>We need commercial traffic out of our neighborhood and our roads and highways. Paisano, 140, and 375 have made our neighborhood worse and TxDOT must fix it before even considering expanding I-10.</p>

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140.	Rodolfo Moya	1/9/2023	Mail	<p>Yo vivo en 3711 Findley Ave. y he sido afectado por el Proyecto del I-10 Connet. Por favor, no considero que nos ayude mas proyectos similares en nuestra area del Puente libre.</p> <p>Los daños estructurales en las casa, mas ruido de trafico, mala funcionamiento del drenaje pluvial en la calle Findley.</p> <p><i>Translation: I live in 3711 Findley Ave. and I've been affected by the I-10 Connect project. Please I don't consider que similar projects would help us in the free bridge area at Findley Street.</i></p> <p><i>The structural damages in the houses, traffic noise, drainage not working properly at the Findley Street.</i></p>
141.	Elias Galindo Jr,	1/9/2023	Mail	<p>We are tired of those that no here use. They used to come and check all are damage our houses, its getting worse on Trailers, smoke and traffic I have to call some to fix my walls no all of them so wont get worse</p> <p>Thank you!</p>
142.	Gregorio Chairez	1/9/2023	Mail	<p>Me llamo Gregorio Chairez y vivo en Sn Francis Association y quiero mencionarles que mi casa se afectó debido a construcciones que se han estado haciendo en el Puente libre muchas paredes de mi casa estan cuarteadas y algunas puertas están descuadradas, el piso se partió en algunas areas y el tile del piso se quebró. Algunos vecinos del area Tambien se quejan del mismo problemas sus casas estan cuarteadas. Tambien supe que hay otros proyectos para el Puente libre lo cual nos afectaria por la contaminación afectaria mi salud. Tengo problemas del corazon de los pulmones y la cabeza. Les suplico que hagan algo por favor ¡Ayudenos! Somos una comunidad de personas grandes.</p> <p><i>Translation: My name is Gregorio Chairez and I live in San Francis Association, and I want to mention that my house with the constructions that are being made to the Puente Libre many of my house walls are cracked and some doors are misaligned the floor cracked in some areas and the floor tile broke down. Some neighbors of the area also complained about the same problems, their houses are cracked. Also, I found out that there are other projects for the Puente Libre which will affect us because the contamination would affect my health. I have heart, lungs and head problems. I beg please Help us! We are a big community of people.</i></p>
143.	Graciela Martell	1/9/2023	Mail	<p>Tomen en cuenta a nuestra comunidad yo estoy componiendo mi casa cuando TxDOT es responsable de los danos causados por I-10 Connect Project.</p> <p>Ayudenos</p> <p><i>Translation: Take into consideration our community I am rebuilding my home when TxDOT should be responsible for the damages cause by the I-10 Connect project.</i></p> <p><i>Help us</i></p>
144.	Ricardo Leon	1/9/2023	Mail	<p>We have our houses (homes) destruction due to I-10 Connect Construction. With the semi-trucks the air quality has gotten worse. It's a blanket deteriorating over our health, animals, and most important our future (children).</p>
145.	Veronica Esparza	1/9/2023	Mail	<p>Change the laws to protect our health. I live at 3726 East San Antonio Ave. El Paso, Texas 79905.</p> <p>Stop the discrimination!!</p> <p>Protect our future!</p> <p>As it is TxDOT already destroyed my home! With the I-10 Connect Project.</p>
146.	Juan Paul Flores Vazquez	1/9/2023	Mail	<p>We the residents of El Paso have spoken up against the expansion of I-10. A freeway already inhabited by the workers. Mother, fathers, and community members. The already cramped roads, are not equipped to be pathway for more semi trucks. So to suggest an expansion that will displace families and put the machine lessens the problem. TxDOT knows our fears, they know our plea, so this disrespect to our community is nothing more than putting profits over people.</p> <p>Fix our roads, create better pedestrian walk ways.</p> <p>Stop polluting our Air.</p>

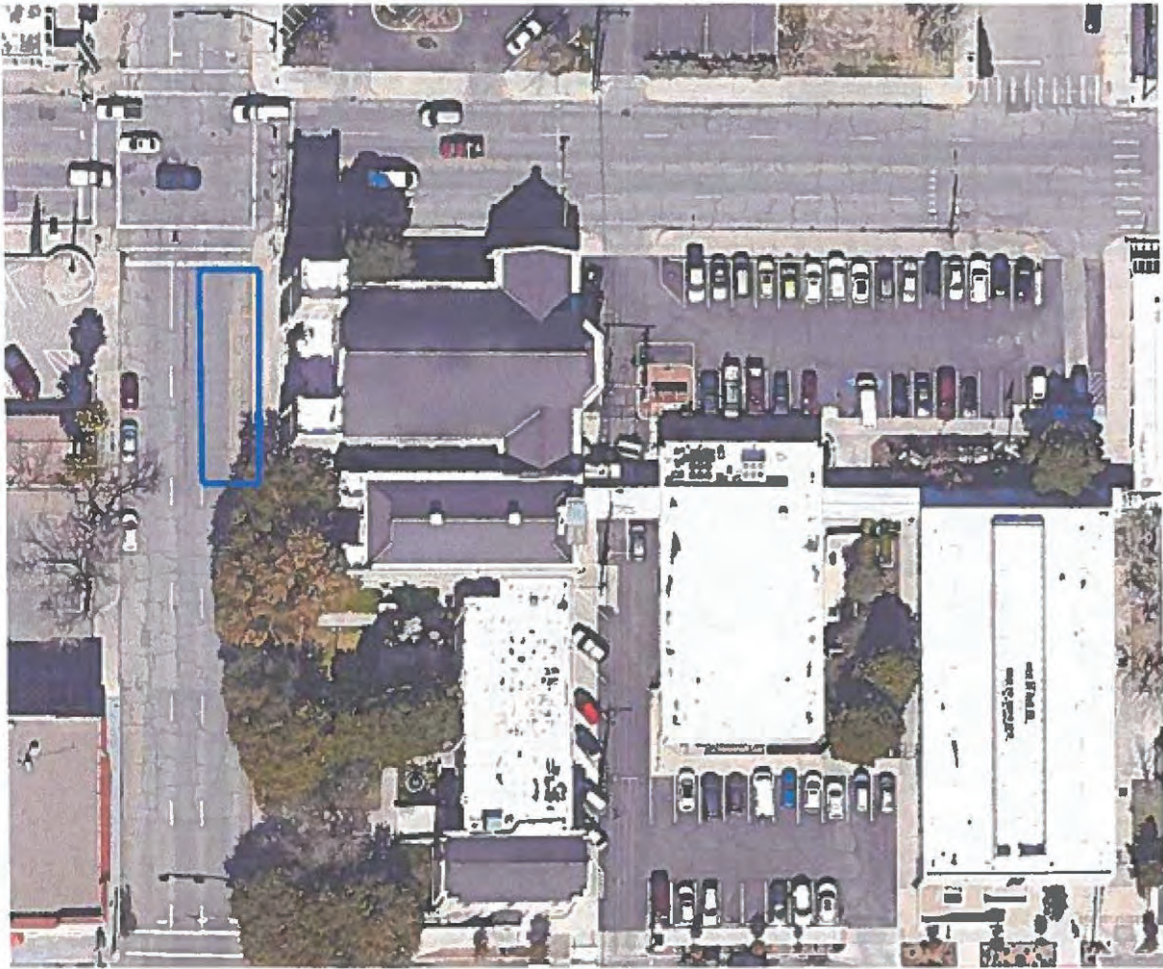
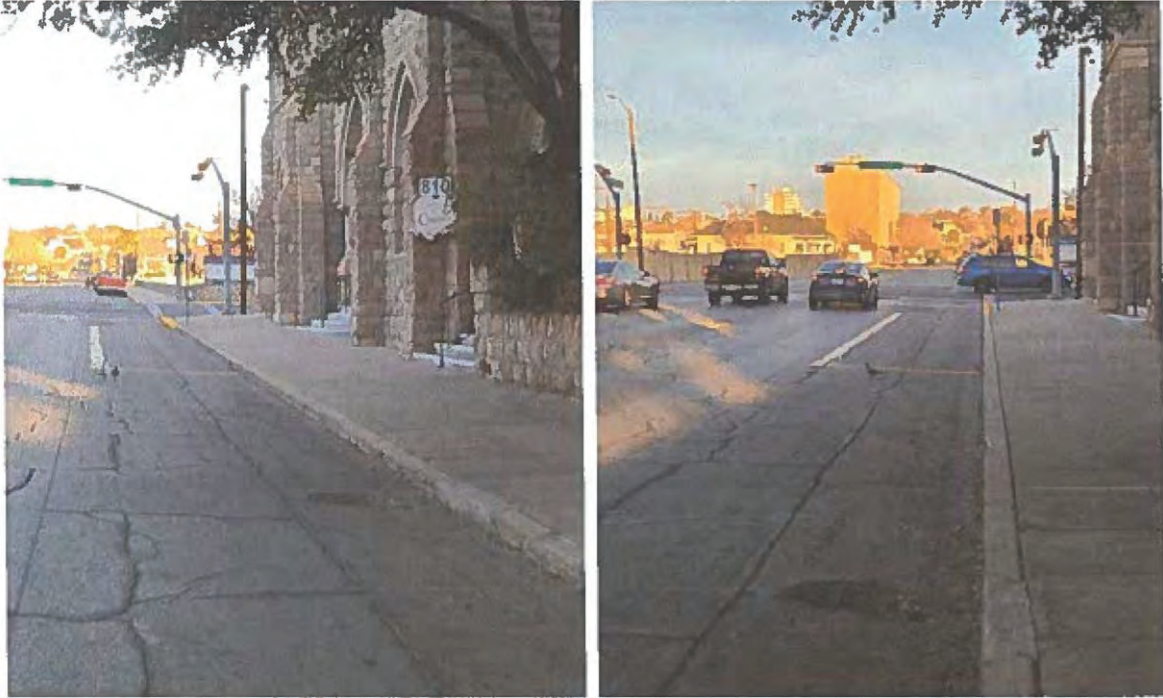
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147.	Amanda Garcia	1/9/2023	Mail	<p>I believe that expanding the I-10 will do nothing to ease traffic. Usually these expansions only make for worse congestion. San Antonio being a perfect example of this. The money going to this project would be better spent going to public transit services. A more robust public transit system would ease not only traffic but pollution from the countless vehicles on the highway. There's also the aspect of destroying already established neighborhoods. For more lanes? Doesn't seem like a wise decision any way you cut it. Once again if nothing else, adding lanes will NOT ease traffic. Examples can be seen in most major cities. Los Angeles, Dallas, Houston, San Antonio the list goes on. Please rethink this expansion. It is NOT NEEDED OR WANTED! The need and purpose of this is environmental mitigation for the well being of our people.</p>
148.	The Rev. William Cox Cobb, Rector (The Church of St. Clement)	1/10/2023	Mail and Email	<p>[This comment was submitted by both mail and email. The emailed cover is provided below, followed by the comment.]</p> <p><u>Email Cover</u></p> <p>Hi, Hugo and Jennifer,</p> <p>Attached you will find our cover letter/memorandum and Comments re: the Alternative I, which was shown at the Public Scoping Meeting on November 30, 2022. Our immediate objective is to have another face-to-face meeting with TxDot leadership as soon as is possible.</p> <p>Thank you for your consideration of our comments and concerns.</p> <p>Best regards,</p> <p>Bill Cobb+</p> <p>--</p> <p>The Rev'd William C. Cobb, D.Mln., Rector Church of St. Clement 810 N. Campbell El Paso, TX 79902</p> <p><u>Mailed and Emailed Comment</u></p> <p>These comments concern the future and very survival of St. Clement's Parish School (founded, 1958), a mission of the Church of St. Clement (founded, 1870).</p> <p>The property owned by the Church of St. Clement and used by St. Clement's Parish School, the Church and Ciudad Nueva Community Outreach has been identified as part of the Reimagine 1-10 Alternative I at the Public Scoping Meeting on November 30, 2022.</p> <p>Our most recent written communication with TxDot officials was on March 16, 2021, in which we responded to Alternatives D, G and H and the impact those alternatives would have on our campus. After that, we had a face-to-face meeting with TxDot and were told that Alternative H would be the likely recommended Alternative. We have had no communication since then.</p> <p>Attached is our response to Alternative I, with which we have even greater concerns than Alternative H. As we will explain, there are features of Alternative I that will be catastrophic to our campus. As you can certainly understand, the athletic field is essential to the functioning of our entire school, which accommodates hundreds of students from three years old through eighth grade. The differences between Alternative H and I in this regard is driven mostly by the inclusion of an additional right of way for bicycle/pedestrian facilities between the Missouri frontage Road and our field. The additional land taken is enough to make this alternative untenable for St. Clements.</p> <p>Additional concerns from Alternative H have not yet been addressed, especially there being easy access from the campus back to the 1-10 West on Yandell Drive without detouring to Montana Street, and the two-way traffic on Campbell Street, which would effectively eliminate handicapped parking and drop off in front of the Church, as well as the ability to park hearses in front of the Church for funerals.</p> <p>We therefore are requesting another face-to-face meeting with TxDot officials as soon as is possible. Please feel free to communicate with me directly regarding our response, and I will share it with everyone on our side.</p> <p>Best Regards, The Rev. William Cox Cobb, Rector</p>

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				<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> <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> <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>



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				<p>The Campbell Street entrance is the only entrance wide enough to bring caskets into and out of the Church. None of the proposed design alternatives appear to accommodate this zone, which would require the Hearse's to stop along Montana Avenue or Yandell Drive to unload the casket. St. Clement's does not find this as an acceptable amendment to current funeral practices and believes this would negatively impact future funerals through:</p> <ul style="list-style-type: none"> - Montana Avenue and Yandell Drive are used for queuing for School drop off and pick-up - Increased risk of pedestrian injury due to unsafe loading/unloading conditions. - Reduced dignity for the departed associated with caskets being carried/navigated along sidewalks and busy streets. - Increased funeral costs associated with additional traffic control needed to load/unload caskets. <p><u>ACCESS TO FREEWAY</u> <i>Connectivity, Layout</i> St. Clement's supports maintaining a below-grade ramp the keeps traffic further separated from the campus. St. Clement's is also very concerned about westbound traffic exiting the campus during pickup and drop-off times due to a lack of connectivity along Yandell Drive to the new frontage road intersection at Stanton Street. This would require left turns onto Montana Avenue and then Mesa Street in order to continue towards 1-10 West.</p> <p><u>SPORTS FACILITIES</u> <i>Critical School Activities and Programs</i> St. Clement's does not support the acquisition of additional property under Alternative I to accommodate a wider bicycle/pedestrian facility (as discussed below), nor do we believe that this is necessary. Under Alternative H, the athletic field barely fit on our campus, without adequate zones on the sides for coaches, athletes and spectators. Alternative I is untenable because the athletic field will not reasonably fit on our campus without expanding into Wyoming and Ochoa Streets.</p> <p><u>ALTERNATIVE "I" RIGHT-OF WAY WIDTH/BICYCLE AND PEDESTRIAN FACILITIES</u></p> <p>It appears, based on our review of alternative "I", that an additional taking of approximately 38 to 42 linear feet of Right-of-Way is proposed in order to accommodate bicycle/pedestrian facilities along the IH-10 Northerly Right-of-Way line, between the proposed access road and Westbound frontage lanes of the new realignment. Why is it necessary to separate Bicycle and Pedestrian Facilities? It seems that one (1) 12 foot to 14-foot multi-use facility with a buffer zone on both sides would suffice and probably make more sense, with slightly wider values applicable to areas with high use and/or a wider variety of user groups. On the flip side, a multi-use path with a reduced width of 8 feet to 10 feet may be used where bicycle travel is expected to be low or pedestrian use is not expected more than occasional. It is our opinion that user ADT's need to be determined to warrant wider facilities, because 38 to 42 feet appears excessive. 22 feet seems more appropriate with a 12-foot multi-use path and a 5-foot buffer zone on each side.</p> <p>Furthermore, the City of El Paso Bike Plan, which was adopted in August of 2016, identifies numerous bicycle facilities on parallel roads including, but not limited to, protected bike lanes/cycle tracks, two-way cycle tracks, bicycle boulevards, bike lanes and buffered bike lanes(attached herewith). Bicycle facilities on safer parallel roadways will likely get better usage due to lower traffic volumes, less noise/pollution and overall comfort and experience for runners, cyclists, and other users.</p>

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				<div></div> <p>Due to size constraints on the remaining athletic grounds of St. Clement's left after the taking, the additional area proposed to be taken creates a much greater adverse effect on St. Clement's, and would likely force the loss of additional building of St. Clement's in order to have a replacement athletic field on the campus (which is a necessity for the existing St. Clement's school). The suggested multi-use path approach, which is still problematic, at least provides St. Clement's with some additional options for location of the field.</p> <div></div>

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149.	Texas RioGrande Legal Aid, Inc. on behalf of Familias Unidas del Chamizal	1/11/2023	Mail and Email	<p>[This comment was submitted by both mail and email. The emailed cover is provided below, followed by the comment.]</p> <p><u>Email Cover</u></p> <p>Dear TXDOT, Attached please find the scoping comments on Downtown 10 submitted by Familias Unidas del Chamizal. We will deliver a physical copy of the scoping comments and attachments to your El Paso office as well. Thank you,</p> <p>Verónica Carbajal Attorney Group Coordinator: Community Preservation & Empowerment Texas RioGrande Legal Aid, Inc.</p> <p><u>Mailed and Emailed Comment</u></p> <p>Dear TXDOT,</p> <p>Based on the National Environmental Policy Act (NEPA) process, TXDOT has determined that the Downtown 10 Project will now be classified and prepared as an Environmental Impact Statement (EIS) that will evaluate a range of build alternatives and a no-build alternative.¹ The purpose of the public scoping process is to provide the public an opportunity to review and comment on the draft coordination plan and schedule, the project purpose and need, the alternatives, and methodologies and level of detail for analyzing alternatives and provide input on any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that will be analyzed in depth in the EIS.</p> <p>Texas RioGrande Legal Aid, Inc. represents Familias Unidas del Chamizal for the purpose of submitting scoping comments on TXDOT's Downtown 10 Project.</p> <p>Familias Unidas del Chamizal (Familias Unidas) is a membership organization that works with families in the Barrio Chamizal to address neighborhood-wide injustices around education, housing and the environment.² The Chamizal Neighborhood is one of the oldest and poorest in the city of El Paso, Texas. Nearly 100% of its residents are people of color, primarily Mexican and Mexican American, and its schools have one of the largest concentrations of English Language Learners in the city.</p>



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				<p>Similar to other neighborhoods south of 1-10 in El Paso, the Chamizal bears the persistent legacy of hundreds of years of institutional racism. This racism is embedded in mixed-used zoning that allows homes and residents to co-exist immediately next to commercial and light industrial facilities, such as recycling plants and warehouses, as well as transportation projects. In addition to the freight/semi traffic used by commercial and light industrial businesses in the neighborhood, the Chamizal also sees freight traffic due to its proximity to the Bridge of the Americas (BOTA), I-10 and 375. Freight traffic that moved out of the neighborhood when TXDOT's 1-10 Connect Project closed off the entrance to the BOT A from Paisano appears to have been replaced by freight traffic traveling east and west on 1-10.</p> <p>The Chamizal is one of the environmental justice neighborhoods affected by Downtown 10. Other environmental justice neighborhoods that will be impacted by Downtown 10 include San Xavier, Washington Park/Delta, Lincoln Park, Segundo Barrio and south Sunset Heights. The San Xavier neighborhood and surrounding area are located north of Paisano, south of Alameda, west of US-54, and east of Copia. The San Xavier neighborhood is already suffering the consequences of TXDOT's I-10 Connect Project, completed in December of 2021, which damaged homes and increased traffic and noise and air pollution in the area.</p> <p>TXDOT has a duty to consider the impacts of Downtown 10 on communities like the Barrio Chamizal that already bear a disproportionate burden from the effects of El Paso's highway system and should reject any alternative that deepens that disproportionality. TXDOT must prepare an Environmental Impact Statement that questions the current alternatives' ability to address the current purpose and need; adds purposes and needs that improve, or at the very least do not worsen the community's health, safety, and environment; considers the cumulative impact of all of Reimagine 10 and the Bridge of the Americas project; and addresses the impact of Downtown 10 on environmental justice communities.</p> <p>I. Project Background</p> <p>Between 2017 and 2019, TXDOT undertook a study of the 1-10 corridor from its western origins at the border of Texas and New Mexico to FM 3380, south of El Paso ("Reimagine Project"). It divided the corridor into 4-segments and proposed modifications of all four segments to increase the flow of traffic.³ The recommendations include constructing corridor-wide adaptive lanes and frontage roads.⁴</p> <p>Based on that corridor study, TXDOT initiated Downtown 10, which is segment 2 of the overall corridor.⁵ The current "purpose and need" are:⁶</p> <p>NEED:</p> <ul style="list-style-type: none">• Traffic congestion and mobility issues• Concerns surrounding incident (i.e. accident) management• Failure to meet current design standards <p>PURPOSE:</p> <ul style="list-style-type: none">• Improve mobility and long-term congestion management• Reduce potential conflict points and improve incident management• Bring facility up to current design standards <p>Each of the alternatives identified by TXDOT as "viable" to achieve its stated purpose and need includes increasing the number of lanes, and adding frontage roads, or flyovers, or new ramps to the downtown area.⁷ TXDOT is now tasked with preparing an Environmental Impact Statement of the project that will evaluate all reasonable alternatives and the no-build alternative. That statement must comply with all the Secretary of USDOT's obligations under the National Environmental Policy Act (NEPA), including all statutes, regulations, policies, and guidance related to the implementation of NEPA for Federal highway projects.⁸</p> <p>II. Purpose and Need Must Include Health, Safety and the Environment</p> <p>The proposed Purpose and Need will not be met with the proposed alternatives. Further, any purpose and need for highway development in El Paso should include improving or at the very least, not further damaging the community's health, safety and environment. Alternatives, including a no-build alternative, should be reflect these additional purposes and needs.</p> <p>A. Proposed Alternatives do not meet the Purpose and Need</p> <p>TXDOT's Draft "Purpose and Need" states that the purpose of Downtown-IO is to "improve mobility and long-term congestion management, reduce potential conflict points, improve incident management, and bring the facility up to current design standards."⁹ The only alternatives considered by TXDOT to meet this purpose and need are widening lanes, turning downtown local avenues into frontage roads, and adding more lanes to the highway itself.¹⁰</p>


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				<p>1. Increasing road capacity does not manage congestion</p> <p>TXDOT' s alternatives run afoul decades of studies showing that increasing road capacity does not result in managing congestion. Studies indicate that increasing road capacity induces increased demand and results in greater congestion. TXDOT should therefore be considering increasing the use of existing alternatives and if necessary, new alternatives that de-incentivize 1-10 usage in order to meet its purpose of managing congestion.</p> <p>Since at least the 1980s, studies have indicated that increased road capacity may reduce congestion in the short run, but in the long run ultimately results in an increase in congestion.¹¹ These hypotheses have been bolstered by models of highway usage across America. Multiple studies show a correlation between an increase in expanding the number of lane miles and an increase in vehicle miles.¹² Several studies also demonstrate a causal relationship between increasing lane miles and increases in vehicle miles.¹³</p> <p>The relationship between increased lane miles and increased vehicle miles is that increasing lane miles induces more drivers to use the new capacity because "increase in highway capacity (supply) reduces the generalized cost of travel, especially on congested highways, by reducing the time cost of travel. Travel time is the major component of variable costs experienced by those using private vehicles for travel."¹⁴ This increased capacity can make people change their time of departure to peak travel times, change their routes to take advantage of new capacity, make longer trips, increase the number of trips taken, and switch from public transportation to personal cars.¹⁵ The latter then results in disinvestment in public transportation,¹⁶ which is one of the long-recognized alternatives to relieving congestion along urban corridors.¹⁷</p> <p>It is estimated that a 10% increase in road capacity increases vehicle miles travelled by 3-6% in the short run and 6-10% in the long-run.¹⁸ The phenomenon of "induced demand" is well documented in academic literature.¹⁹ Induced demand occurs because people make short-term decisions about when and where to travel, and longer-term decisions about where to live or construct new homes and businesses, based on the transportation options are available. Increased highway capacity encourages people to drive more, and to live further away from city centers, reducing any benefit in terms of reduced congestion. A recent example from Texas is the Katy Freeway project in downtown Houston. This project, which cost \$2.8 billion and expanded the highway to 23 lanes, has actually made congestion worse, with morning commutes increasing by 25 minutes between 2011 and 2014, and afternoon commutes increasing by 23 minutes. The predicable result of building additional roadways in El Paso will be more traffic, more sprawl, more air pollution, and reduced quality of life-particularly for individuals (predominantly from environmental justice populations) that live directly adjacent to these roadways.</p> <p>a. Increasing road capacity will not relieve freight traffic congestion</p> <p>Without a doubt, El Paso is at the epicenter of freight/semi/truck traffic from every direction: east and west, north and south, including to and from Mexico. The freight traffic going into Mexico is particularly damaging because many of those vehicles meet the bare minimum health and safety requirements in order to travel on U.S. roads. Induced demand plays out not just from passenger occupied vehicles (POVs), but also from freight traffic driving from north and south and east and west. Widening I-10 along downtown will only attract even more freight traffic and the continued use of warehouses in the aforementioned environmental justice neighborhoods.</p> <p>As part of the EIS and in order to meet its stated purpose and need of reducing congestion, TXDOT must consider no-build alternatives that include:</p> <p>1) Removing freight traffic from Downtown 10 2) Removing freight traffic from the Bridge of the Americas, which is the closest port of entry to Downtown 10</p> <p>b. Increasing road capacity will result in disinvestments in public transportation</p> <p>Public transporation is one of the long-recognized alternatives to relieving congestion along urban corridors.²⁰ Simply put, public buses can get many private vehicles off our existing roads. On the contrary, increasing road capacity encourages people to use their private vehicles, which in turn results in disinvestments in public transportation.</p> <p>For environmental justice communities, public transportation that is affordable, reliable and practical, is a life-line to accessing work, school, health services and other public amenities. Many people who live closest to existing highways face the cruel irony of not being able to use said highways because they have inconsistent or non-existent access to reliable private transportation.</p> <p>As part of the EIS and in order to meet its stated purpose and need of reducing congestion, TXDOT must consider no-build alternatives that include:</p> <p>1) Increasing the use of existing public transportation infrastructure along Downtown 10 and nearby roads 2) Investing in new public transportation in lieu of increasing road capacity</p>

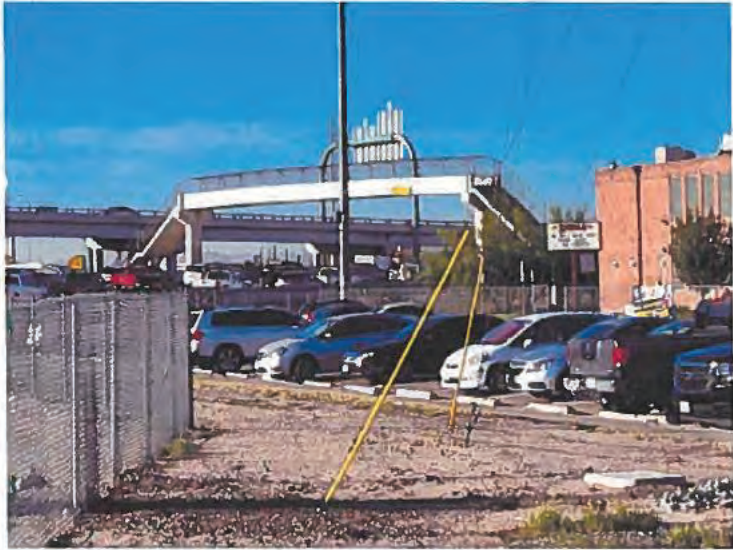

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				<p>2. Increasing road capacity increases greenhouse gas emissions</p> <p>Studies have shown that "increases in greenhouse gas emissions attributable to capacity expansion are substantial."²¹ The Rocky Mountain Institute has programmed a calculator that allows users to estimate "long-run (i.e., after 5 to 10 years) induced vehicle miles traveled and emissions impacts from capacity expansions of large roadways".²² The shift calculator indicates that the long-term impact for every one lane mile added in El Paso is an increase of 3 to 4 million vehicle miles traveled each year and emissions increases equal to roughly 400 passenger cars and light trucks.²³</p> <p>TXDOT must estimate the impacts from increased greenhouse gas emissions from the expansion of I-10 and should use the social cost of carbon tool to do so. As the transportation sector is the largest source of greenhouse gas emissions in the United States and one of the largest contributors to ozone pollution in El Paso, it is especially critical to focus on these issues in developing transportation policy.²⁴ As part of this EIS, TXDOT must consider no-build alternatives that do not increase greenhouse gas emissions.</p> <p>3. Recent construction on Loop 375 and the I-10 Connect Project demonstrate that increasing road capacity does not reduce congestion</p> <p>a. Loop 375 has not reduced congestion</p> <p>The fact that increasing capacity does not ultimately lead to reduced congestion should be obvious to TXDOT which just completed a new highway segment intended for the very purpose of relieving East to West congestion on the Downtown 10 corridor.²⁵ That project, the Loop 375 Border Highway West Extension Project, was completed in 2019. TXDOT's website indicates there has been a significant increase in traffic since that road's completion in 2019.²⁶ TXDOT's own record indicates that usage of the Downtown 10 corridor is still increasing despite this newly added capacity.²⁷</p> <p>The proposal to now expand the downtown portion of I-10 to further relieve congestion, so close on the heels of the completion of the 375 extension, whose entire purpose was to alleviate congestion while avoiding the impacts of expanding I-10, indicates one of two things. Either TXDOT has not adequately taken into consideration the alleviation of congestion by the 375 extension or that continually constructing highways does not actually alleviate congestion. The cited studies indicate that the latter is what is occurring here. While models may predict future congestion on I-10, the solution to that cannot be to perpetually expand highway infrastructure. TXDOT must consider alternatives that will actually lead to a reduction in congestion, including investment in public transportation and diverting freight traffic from I-10, particularly in the proposed Downtown 10 segment.</p> <p>Diverting freight traffic from Downtown 10 would also meet the purpose and need of "improving incident management." On December 10, 2022, a pedestrian was struck and killed by three vehicles while trying to cross I-10 East at the Dallas St. Exit.²⁸ Drivers were instructed to exit the highway and take alternative routes through a phone alert, electronic signage, and Google Maps. Drivers who were able to exit had numerous existing alternative routes, including Paisano, the 375 extension, Transmountain, Montana and Mesa St. Drivers, primarily freight vehicles, who were not able to exit, idled for hours on the freeway. Having more lanes would actually make it more difficult for vehicles on the left-hand lanes to exit quickly in such circumstances, thereby increasing congestion.</p> <div><div><p>EL PASO, Texas – One person is dead after a vehicle vs. pedestrian crash near downtown El Paso.</p></div><div><p>EL PASO, Texas – One person is dead after a vehicle vs. pedestrian crash near downtown El Paso.</p></div></div>



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				<div></div> <p>Google Maps screenshot taken Dec. 10, 2022, 9:31p MT.</p> <p>b. 1-10 Connect has increased rather than decreased congestion</p> <p>According to TXDOT:</p> <p>"The I-10 Connect project consists of progressive highway design elements and involves extensive coordination with the largest US/Mexico Port of Entry in El Paso, the Bridge of the Americas (BOTA). The project expands US 54, I-10, I-110, and US 62 (Paisano), and includes eight bridge replacements, one railroad overpass, five bridge widenings, and two new direct connectors. The project widens I-110, provides separate truck lanes for Southbound traffic going to Mexico, and provides multi-modal improvements along US 62 which experiences more than 1 million pedestrian crossings per year. Once complete, the project will provide unprecedented connection to multiple high-volume arteries and alternate routes." Antonio Santana PE <i>Transportation Engineering Supervisor, TXDOT - El Paso District.</i>²⁹ (emphasis added)</p> <p>Unfortunately, rather than provide "unprecedented connection", I-10 Connect has provided unprecedented congestion into Mexico through I-10 East, I-10 West and US-54. I-10 Connect was meant to connect traffic from I-10 to Loop 375 and reduce traffic congestion and air pollution in and around the Bridge of the Americas, one of the busiest international ports of entry in the country.</p> <p>Since its completion in December of 2021, I-10 Connect has actually resulted in increased congestion on I-10 West (Starting at the Paisano Exit); I-10 East (Starting at the Piedras); and US54 South from traffic heading south into Mexico from both passenger vehicles and freight traffic. The traffic idles for hours through residential neighborhoods and immediately next to Zavala Elementary, which has a student population that is 99.1% Hispanic; 38.86% foreign born, which is 1.5 times the rate of the rest of El Paso; 86% English Language Learners; and most of whom are low income. The increase in idling traffic has resulted in an increase in air pollution, noise pollution, and a decrease in quality of life.</p>

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				<div></div> <p>Photo of southbound traffic on I-110 next to Zavala Elementary, Sept. 28, 2022, 8:15a MT</p> <div></div> <p>Photo of southbound traffic on I-110 next to Zavala Elementary/San Xavier, November 29, 2022, 2p MT</p>

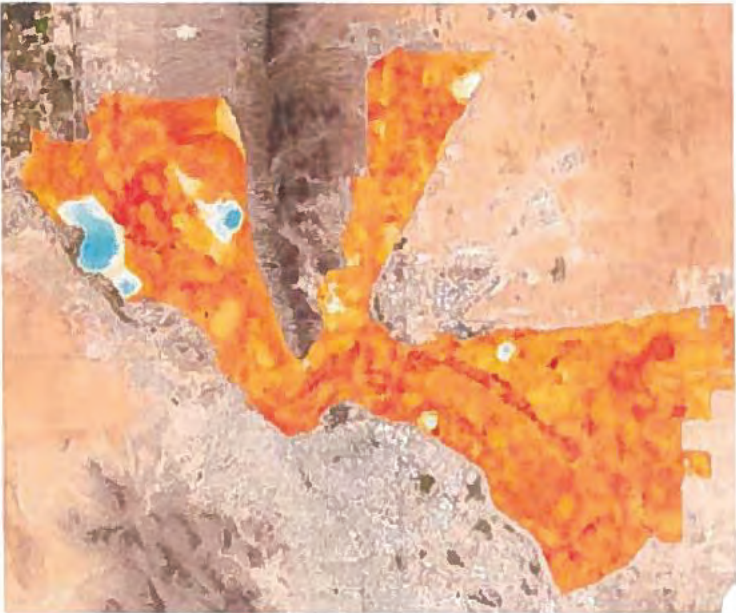
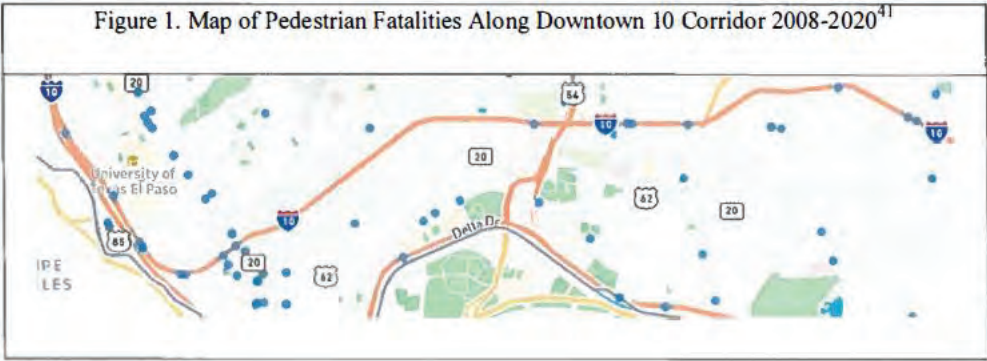
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				<div></div> <div>Photo of southbound traffic on I-110 next to Zavala Elementary/San Xavier, November 29, 2022, 7p MT</div> <div></div> <div>Photo of southbound traffic on I-110 next to Zavala Elementary/San Xavier, November 29, 2022, 7p MT</div> <p>The areas most impacted by I-10 Connect are the San Xavier neighborhood, which is north of Paisano, east of Copia, south of I-10 and west of 375 and US 54, and the residential streets surrounding Zavala Elementary, including those on Copia, Rivera, and Hammett, and south of Alameda.³⁰</p> <p>In addition to increasing traffic congestion, noise and air pollution throughout the day, TXDOT's I-10 Connect has directly impacted residents. The demolition and construction activities, and design flaws, caused structural damage to homes and the Saint Francis Xavier church (519 S. Latta), which has manifested in, among other things, cracks along ceilings, walls and flooring, damaged plumbing and drainage issues. TXDOT has also failed to address the removal of street lighting, the new traffic accident hot spots, and the new San Antonio Street entrance which is confusing to drivers and is full of debris and runoff regularly. The neighborhood also has drainage issues. The housing stock in this area is similar to the housing stock alongside Downtown 10 which will likely suffer similar structural damage from demolition and construction activities.</p> <p>TXDOT must consider the congestion caused by I-10 Connect as proof that increasing road capacity does not result in a decrease in congestion. In addition, TXDOT must craft a solution to the failings of I-10 Connect.</p>

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				<p>B. The Purpose and Need must include improving or at the very least, not further damaging the community's health, safety and environment</p> <p>1. Health</p> <p>El Pasoans, and particularly those living close to the Downtown 10 corridor, are already exposed to significant levels of air pollution, including diesel particulate matter. The passage of NAFTA in 1994 led to an increase in commercial and passenger traffic in the Paso del Norte air basin, which encompasses parts of Dona Ana County in New Mexico, Cd. Juarez, Chihuahua, Mexico and El Paso, Texas. This in turn, has led to the creation of the Joint Advisory Committee on Air Quality as part of the La Paz Agreement and many UTEP studies about the air quality in the region. One of the most recent studies looked at the impact of traffic from highways and the ports of entry on nearby residents' respiratory and cardiovascular health. The study began with the premise that:</p> <p>"People with lower income are more likely to live in communities with higher pollution levels from traffic-related emissions. Traffic-related air emissions have been reported to have strong association with urban air pollution and cause adverse respiratory health effects in near-road communities. Transportation parameters such as traffic density, vehicle miles traveled, and road length, as well as land-use data such as population density, land-use classification, proximity to heavy-traffic roads, distances to major point and area sources, and household income, are important variables for explaining a spatial variation of air quality and health outcomes."</p> <p>The study examined the short-term associations (24-, 48-, 72-, and 96-hr averages) of traffic-related air pollutants (PM2.5, PM 10, NO2, and O3) with biomarkers of respiratory and cardiovascular disease in a group of uninsured participants from low-income communities in El Paso, TX. Researchers found associations of short-term air pollutant concentrations with respiratory outcomes, which was expected. However, researchers also found associations with metabolic risk factors such as BMI, waist circumference, and fasting glucose. The study also found a correlation between PM2.5 and NO2 and respiratory risk of COPD.³¹ Given the relationship between traffic-related air pollution and health outcomes, TXDOT should include bettering the health of El Pasoans in its purpose and need, or at least not worsen the health impacts.</p> <p>For the 8-hour Ozone standard, El Paso is "Marginal Nonattainment," effective December 30, 2021. This designation is the result of environmental petitioners, including Familias Unidas del Chamizal, the City of Sunland Park, New Mexico challenging the EPA's attainment/unclassifiable designation for El Paso County.³² For PM10, El Paso has been in "Moderate Nonattainment," since 1991.³³</p> <p>The El Paso area had 126 days of elevated air pollution in 2020, the second most in Texas, according to a new report from Environment Texas Research & Policy Center, Frontier Group and TexPIRG Education Fund. The report's findings mean that El Pasoans were breathing air with elevated levels of pollution on one out of every three days last year.³⁴ The report measured days with elevated levels of small particulate matter and elevated ozone. The El Paso area had 78 days with elevated small particulate matter and 68 days of elevated ozone. In total, the city had 126 days with either elevated ozone, particulate matter, or both.</p> <p>According to TCEQ data, El Paso County air quality monitors recorded ozone levels unhealthy for sensitive groups, like children, the elderly and people who are pregnant on 18 days between May 1st to September 1st of 2022.</p> <p>Exposure to ozone and particulate pollution is linked to premature death, damage to the respiratory and cardiovascular systems, increased risk to cancer and problems with fertility, conception, pregnancy and birth. Air pollution is also linked to increased risk of infection from infectious diseases, including COVID-19. Ozone irritates the lungs, making people more vulnerable to infections, and aggravates asthma and chronic bronchitis. The health impacts build up over time and can cause premature death, according to the American Lung Association.³⁵</p> <p>In addition, El Paso, like the rest of the world, has seen a dramatic increase in average temperatures in recent decades.³⁶ Nine of the hottest 11 years in El Paso's history have occurred between 2011 and 2020. As shown by a recently created map of the heat island effect, the hottest streets in El Paso are along I-10.³⁷</p>

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				<div></div> <p>Map of El Paso showing temperature/humidity measurements over three one-hour periods on July 10, 2020.</p> <p>Hotter temperatures contribute to ozone pollution. In El Paso, July of 2022 had the most unhealthy ozone days, at 11. The average high temperature in July in 2022 was 99.4 degrees, 3.6 degrees hotter than the historical average of 95.8. Climate change is contributing to higher temperatures and ozone levels in El Paso and statewide. Texas had more unhealthy ozone days this summer than in recent years.³⁸</p> <p>Air monitors in El Paso have recorded high levels of air pollution despite the inadequacies of the current air monitoring network in the area. The UTEP monitor was close to Interstate 10, an identified source of particulate matter pollution in El Paso. The UTEP monitor recorded the highest ozone levels of any El Paso monitor in 2021 and consistently recorded some of the highest levels of ozone pollution in El Paso. The UTEP monitor has been down since November 2021 and is still not up. Air monitoring data is crucial for understanding the existing impact of I-10 on human health and additional impacts that can be expected if I-10 is expanded. TXDOT must work with the TCEQ in reinstating the UTEP monitor immediately.³⁹</p> <p>2. Safety</p> <p>Between 2016 and 2020, 124 pedestrians were killed in El Paso. The city is ranked the 18th worst metro area for pedestrian fatalities in the country.⁴⁰ As shown in Figure 1, many pedestrian fatalities in El Paso between 2008 and 2020 have occurred along the downtown segment of the I-10 corridor. Highway infrastructure improvement in the City must take this into consideration and be designed to reduce pedestrian injuries and deaths.</p> <div><p>Figure 1. Map of Pedestrian Fatalities Along Downtown 10 Corridor 2008-2020⁴¹</p></div>

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				<p>III. TXDOT should not segment Downtown 10 from Reimagine 10</p> <p>TXDOT should be conducting an environmental impact statement for the entire Reimagine I-10 project. By limiting its review to only the Downtown portion of the Reimagine Project, it has improperly segmented the environmental review.</p> <p>NEPA' s scoping regulations define "Connected actions," as those closely related and therefore should be discussed in the same impact statement. Actions are connected if they:</p> <p>(i) Automatically trigger other actions which may require environmental impact statements.</p> <p>(ii) Cannot or will not proceed unless other actions are taken previously or simultaneously.</p> <p>(iii) Are interdependent parts of a larger action and depend on the larger action for their justification.⁴²</p> <p>Failing to include connected components of a project in an EIS's scope of review is unlawful piecemealing or segmentation, in violation of NEPA.⁴³</p> <p>Federal Highway Administration ("FHWA") regulations require actions that are undergoing environmental reviews to connect to logical termini and be of sufficient length to address environmental matters on a broad scope; have independent utility or be of independent significance; and not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.⁴⁴</p> <p>The current alternatives under consideration for Downtown 10 include constructing adaptive lanes, new frontage roads, and in at least one alternative, an additional general-purpose lane.⁴⁵ However, the adaptive lane portion of Downtown 10 is intended to extend well beyond this segment. The Reimagine I-10 Project documents propose to construct connected adaptive lanes into both the North and Airport segments of I-10 as well.⁴⁶ The interconnection of these adaptive lanes indicate that Downtown 10 does not have independent utility without the construction of the North and Airport adaptive lanes, and constructing adaptive lanes in Downtown 10 unnecessarily restricts the consideration of alternatives for the rest of the I-10 corridor.</p> <p>What's more, the Reimagine I-10 Project is clearly intended as a single effort to modify the current landscape of I-10 in the El Paso area.⁴⁷ The alternatives proposed for Downtown 10 were generated as a part of the Reimagine I-10 Study, and those alternatives extend into the other segments of the I-10 corridor. It is TXDOT's intention to modify the entire I-10 corridor and the full breadth of the impacts of its intended project should be disclosed to the public before resources are committed to the project. That is the very purpose of NEPA's mandate.⁴⁸ To segment the Reimagine I-10 project into four separate segments obscures the totality of the project and the impacts that will follow from its construction and completion. At a minimum, TXDOT should complete a programmatic environmental impact statement for the entire Reimagine 1-10 project or include impacts from the other 3 segments of the Reimagine project in the cumulative impacts analysis of the statement prepared for the Downtown 10 project.</p> <p>Just as the communities most impacted by Downtown 10 are Environmental Justice communities, discussed more below, the communities most affected by the North and Airport segments are also Environmental Justice communities. These communities are almost entirely Latinx. They also have higher poverty levels, a higher percentage of households who speak limited English, and frequently a much higher percentage of elderly populations than the State of Texas or the United States.⁴⁹ The populations in these census block groups are also in the 80th and 90th percentile for populations in Texas and the United States for Traffic Proximity, Air Toxics Cancer Risk, and populations exposed to Ozone.⁵⁰ These populations, and their representatives, have a right to know what the full impacts of the Reimagine I-10 Project will be before TXDOT selects a project alternative that will commit to changes on the I-10 corridor in their neighborhoods.</p> <p>IV. TXDOT must consider upcoming plans for the BOTA</p> <p>TXDOT should not attempt to solve projected congestion in downtown El Paso in a vacuum or ignore the cumulative impact of other transportation projects in the region. As noted in TXDOT's draft purpose and need for the project, the largest percentage increase in traffic predicted for the El Paso area comes from anticipated increased truck traffic crossing at the Bridge of the Americas.⁵¹ The General Services Administration is also looking to address increased truck traffic at the Bridge.⁵² The GSA's project intends to modernize BOTA and help "improve traffic flow and decrease wait times" heading north, into the U.S.⁵³ The GSA also intends to modernize BOTA while being "responsive to local community needs" and meeting "the Administration's overall commitment to support the livability and vitality of communities where federal facilities are located," with an investment of \$600 million.⁵⁴</p> <p>Since both TXDOT and the GSA are concerned with north-bound flows of increased truck traffic, it is possible that alternatives to expanding 1-10 through downtown exist that will actually alleviate congestion on the highway while also minimizing impacts on the communities bordered by 1-10. For instance, at a recent public meeting, representatives of the GSA suggested one alternative may be eliminating freight/commercial traffic from BOTA all together, which again supports Familias Unidas' request for a no-build alternative. Community members are also requesting that the agencies involved consider the use of rail lines to transport cargo across the BOTA, which would eliminate Mexican freight trucks from traveling to El Paso to drop off cargo only to then bottleneck traffic southbound into Mexico. If GSA selects alternatives that remove</p>

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				<p>commercial traffic from the BOTA, it could radically alter the need for a build alternative on the Downtown 10 segment. TXDOT must work with other agencies involved in traffic flows in El Paso to ensure that it is choosing the best alternative for El Pasoans, even if that alternative includes not pursuing the project.</p> <p>TXDOT should consider the cumulative impact of Downtown 10 in concert with other proposed projects planned to address the same purpose/need as this one.</p> <p>V. Downtown 10 will disproportionately affect Environmental Justice communities.</p> <p>In its EIS, TXDOT must take a Hard Look at the Environmental Justice impacts of this proposed project. TXDOT, as a federal grantee, "shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."⁵⁵</p> <p>TXDOT itself claims to "successfully integrate Title VI and environmental justice into its programs and activities" by among other things:</p> <ul style="list-style-type: none">• Developing and enhancing its technical capabilities to assess the benefits and adverse effects of transportation activities among different population groups and using those capabilities to develop appropriate procedures, goals and performance measures in all aspects of its mission.• Working with Federal, state, local, and transit planning partners to create and enhance intermodal systems, and support projects that can improve the natural and human environments for low-income and minority communities.⁵⁶ <p>Taking a hard look at environmental justice (EJ) impacts is a two-step process. First, the agency must identify any minority or low-income populations in the project affected area; second, the agency must analyze whether a project's impacts are significant or exceed accepted norms, and whether those impacts will have disproportionately high and adverse effects on the applicable EJ populations.⁵⁷ To determine disproportionate impact, the agency should consider both the demographics of the affected areas and comparison populations and unique factors that may amplify a project's effects in EJ populations.⁵⁸</p> <p>A. TXDOT must first identify potentially affected environmental justice communities</p> <p>The fact that the city of El Paso is a majority minority city does not relieve TXDOT of conducting a serious environmental justice inquiry. The census block groups immediately adjacent to I-10⁵⁹ generally have a higher rate of poverty, limited English proficiency, and lower formal education levels than the State of Texas and the City of El Paso. The census block groups also have a greater population of color than the State or the City. Figure 2 identifies the census block groups closest immediately adjacent to the highway. Table 1 compares the populations of those census block groups to that of the City of El Paso and the State of Texas. Those demographic characteristics which exceed the State or the City are highlighted. The higher concentration of Mexican and Mexican American in the affected neighborhoods are statistically different than neighborhoods that will not be directly impacted by the widening of the highway.⁶⁰</p> <div><p>Figure 2. Map of Census Block Groups Immediately Adjacent to I-10 Between Executive Blvd. and Copia</p></div>

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				<table><tr><th colspan="5">Table 1. Demographics of Texas, El Paso, and Census Block Groups Immediately Adjacent to I-10 between Executive Blvd. and Cobia⁶¹</th></tr><tr><th>Location</th><th>%POC</th><th>%Low-Income</th><th>%LEP</th><th>%Less than Highschool Education</th></tr><tr><td>Texas</td><td>59</td><td>33</td><td>7</td><td>16</td></tr><tr><td>El Paso</td><td>87</td><td>44</td><td>20</td><td>19</td></tr><tr><td>CB 0029001</td><td>100</td><td>90</td><td>40</td><td>54</td></tr><tr><td>CB 0026002</td><td>98</td><td>73</td><td>10</td><td>24</td></tr><tr><td>CB 0028002</td><td>95</td><td>89</td><td>63</td><td>56</td></tr><tr><td>CB 0026003</td><td>100</td><td>68</td><td>37</td><td>32</td></tr><tr><td>CB 0026004</td><td>97</td><td>79</td><td>30</td><td>25</td></tr><tr><td>CB 0026005</td><td>100</td><td>76</td><td>24</td><td>36</td></tr><tr><td>CB 0023006</td><td>96</td><td>81</td><td>9</td><td>50</td></tr><tr><td>CB 0028004</td><td>100</td><td>79</td><td>73</td><td>71</td></tr><tr><td>CB 0022025</td><td>96</td><td>79</td><td>44</td><td>39</td></tr><tr><td>CB 0021001</td><td>88</td><td>83</td><td>54</td><td>43</td></tr><tr><td>CB 0017001</td><td>91</td><td>78</td><td>45</td><td>54</td></tr><tr><td>CB 0016001</td><td>100</td><td>49</td><td>59</td><td>45</td></tr><tr><td>CB 0016004</td><td>93</td><td>67</td><td>4</td><td>26</td></tr><tr><td>CB 0016003</td><td>96</td><td>49</td><td>0</td><td>7</td></tr><tr><td>CB 0016005</td><td>96</td><td>36</td><td>33</td><td>16</td></tr><tr><td>CB 0014001</td><td>93</td><td>52</td><td>41</td><td>31</td></tr><tr><td>CB 0014003</td><td>95</td><td>80</td><td>7</td><td>18</td></tr></table> <p>TXDOT has a duty to address the disproportionate negative impact of widening I-10 on the residential neighborhoods all along Cobia to Executive, particularly because these predominantly low-income communities of color that have been harmed since the interstate highway was created in the 1950s. Indeed, racism is physically built into I-10.</p> <p>TXDOT cannot continue perpetuating the racist policies of Jim Crow America which used white supremacist ideology to decide which communities to invest in and which communities would bear the burden of transportation projects, which include air pollution, health impacts, the heat island effect, depreciated housing prices, noise pollution and damage from the construction of projects themselves. Redlining maps from the mid-1930s and 40s were created by the Home Owners' Loan Corporation and its parent bureau, the Federal Home Loan Bank Board. Before I-10 was built, the railroad segregated low income communities of color from their whiter counterparts north of the railroad. The Chamizal and San Xavier neighborhoods were part of the sections labeled as C and D are described as being occupied by "Mexicans", "negroes", "foreigners," and "laborers"; containing substandard housing; and avoided by mortgage lenders."⁶² Disinvestment in these communities further perpetuated their deterioration. I-10 then cemented racial inequities while creating new ones by cutting off neighborhoods and concentrating traffic and the noise and air pollution it brings, along with a negative impact on property values which has diminished wealth for generations. Table 2 demonstrates that the populations residing in the census block groups immediately adjacent to I-10 between Cobia and Executive Blvd. are already disproportionately harmed from the impacts of the highway. I-10 Connect is more of the same.</p>	Table 1. Demographics of Texas, El Paso, and Census Block Groups Immediately Adjacent to I-10 between Executive Blvd. and Cobia ⁶¹					Location	%POC	%Low-Income	%LEP	%Less than Highschool Education	Texas	59	33	7	16	El Paso	87	44	20	19	CB 0029001	100	90	40	54	CB 0026002	98	73	10	24	CB 0028002	95	89	63	56	CB 0026003	100	68	37	32	CB 0026004	97	79	30	25	CB 0026005	100	76	24	36	CB 0023006	96	81	9	50	CB 0028004	100	79	73	71	CB 0022025	96	79	44	39	CB 0021001	88	83	54	43	CB 0017001	91	78	45	54	CB 0016001	100	49	59	45	CB 0016004	93	67	4	26	CB 0016003	96	49	0	7	CB 0016005	96	36	33	16	CB 0014001	93	52	41	31	CB 0014003	95	80	7	18
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Environmental Justice Indicators for Texas, El Paso, and the Census Blocks Immediately Adjacent to I-10 between Executive Blvd. and Copia</caption><thead><tr><th></th><th colspan="2">Ozone Exposure</th><th colspan="2">Diesel Particulate Matter</th><th colspan="2">Air Toxics Cancer Risk</th><th colspan="2">Traffic Proximity</th></tr><tr><th>Location</th><th>parts per billion</th><th>%ile of exposure in Texas</th><th>ug/m3</th><th>%ile of exposure in Texas</th><th>lifetime risk per million</th><th>%ile of risk exposure in Texas</th><th>Daily traffic count & distance to road</th><th>%ile of traffic proximity in Texas</th></tr></thead><tbody><tr><td>Texas</td><td>40</td><td>-</td><td>0.211</td><td>-</td><td>31</td><td>-</td><td>570</td><td>-</td></tr><tr><td>El Paso</td><td>53.7</td><td>98th</td><td>0.188</td><td>44th</td><td>57</td><td>98th</td><td>740</td><td>80th</td></tr><tr><td>CB 0029001</td><td>53.8</td><td>98th</td><td>0.322</td><td>86th</td><td>40</td><td>95th</td><td>5300</td><td>98th</td></tr><tr><td>CB 0026002</td><td>54</td><td>98th</td><td>0.278</td><td>74th</td><td>40</td><td>95th</td><td>2600</td><td>95th</td></tr><tr><td>CB 0028002</td><td>54</td><td>98th</td><td>0.323</td><td>86th</td><td>40</td><td>95th</td><td>5900</td><td>99th</td></tr><tr><td>CB 0026003</td><td>54</td><td>98th</td><td>0.278</td><td>74th</td><td>40</td><td>95th</td><td>4100</td><td>98th</td></tr><tr><td>CB 0026004</td><td>54</td><td>98th</td><td>0.278</td><td>74th</td><td>40</td><td>95th</td><td>5700</td><td>99th</td></tr><tr><td>CB 0026005</td><td>54</td><td>98th</td><td>0.278</td><td>74th</td><td>40</td><td>95th</td><td>3300</td><td>96th</td></tr><tr><td>CB 0023006</td><td>54.3</td><td>98th</td><td>0.227</td><td>57th</td><td>30</td><td>83rd</td><td>4200</td><td>98th</td></tr><tr><td>CB 0028004</td><td>54</td><td>98th</td><td>0.323</td><td>86th</td><td>40</td><td>95th</td><td>1400</td><td>90th</td></tr><tr><td>CB 0022025</td><td>54.4</td><td>98th</td><td>0.307</td><td>83rd</td><td>40</td><td>95th</td><td>7600</td><td>99th</td></tr><tr><td>CB 0021001</td><td>54.2</td><td>98th</td><td>0.368</td><td>92nd</td><td>40</td><td>95th</td><td>1200</td><td>89th</td></tr><tr><td>CB 0017001</td><td>54.3</td><td>98th</td><td>0.324</td><td>86th</td><td>40</td><td>95th</td><td>3700</td><td>97th</td></tr><tr><td>CB 0016001</td><td>54.5</td><td>98th</td><td>0.26</td><td>67th</td><td>30</td><td>83rd</td><td>5200</td><td>98th</td></tr><tr><td>CB 0016004</td><td>54.5</td><td>98th</td><td>0.26</td><td>67th</td><td>30</td><td>83rd</td><td>6000</td><td>99th</td></tr><tr><td>CB 0016003</td><td>54.5</td><td>98th</td><td>0.26</td><td>67th</td><td>30</td><td>83rd</td><td>2700</td><td>95th</td></tr><tr><td>CB 0016005</td><td>54.5</td><td>98th</td><td>0.26</td><td>67th</td><td>30</td><td>83rd</td><td>5100</td><td>98th</td></tr><tr><td>CB 0014001</td><td>55.2</td><td>99th</td><td>0.225</td><td>56th</td><td>30</td><td>83rd</td><td>1800</td><td>92nd</td></tr><tr><td>CB 0014003</td><td>55.2</td><td>99th</td><td>0.225</td><td>56th</td><td>30</td><td>83rd</td><td>940</td><td>85th</td></tr></tbody></table> <p>B. TXDOT must next take a hard look at the direct, indirect, and cumulative environmental impacts of the project on environmental justice communities.</p> <p>As discussed in the alternatives section of these comments, increasing the capacity of I-10 will only result in more vehicle miles travelled and greenhouse gas emissions along the downtown corridor. These harms will be disproportionately high and adverse on these environmental justice communities. They will also deepen the disproportionate burden that is already being carried by the populations adjacent to I-10.</p> <p>What is more, the populations in these communities have also already been subject to impacts from the loop 375 extension project and I-10 Connect.⁶³ The Loop 375 extension project has resulted in increased vehicle miles traveled on these neighborhood's southern borders. The I-10 Connect project has left personal vehicles and semi-trucks idling on the northern border of these communities. TXDOT, in its reliance on increasing capacity to reduce congestion, has repeatedly chosen only solutions that place the burdens of increased air pollution and traffic proximity on communities in El Paso with the lowest incomes, the highest rates of people of color, and the highest rates of limited English proficiency. These cumulative environmental justice impacts of TXDOT's infrastructure projects must be evaluated in any draft environmental impact statement.</p> <p>Given the disproportionality of harmful impacts from TXDOT's infrastructure projects, TXDOT must look for alternatives would reduce or avoid these effects entirely.⁶⁴ This includes alternatives that bring I-10 up to design standards while limiting ramping through the downtown neighborhood, de-incentivizing increased vehicle miles travelled on the Downtown 10 corridor, and prioritize pedestrian and non-vehicular traffic safety.</p>		Ozone Exposure		Diesel Particulate Matter		Air Toxics Cancer Risk		Traffic Proximity		Location	parts per billion	%ile of exposure in Texas	ug/m3	%ile of exposure in Texas	lifetime risk per million	%ile of risk exposure in Texas	Daily traffic count & distance to road	%ile of traffic proximity in Texas	Texas	40	-	0.211	-	31	-	570	-	El Paso	53.7	98th	0.188	44th	57	98th	740	80th	CB 0029001	53.8	98th	0.322	86th	40	95th	5300	98th	CB 0026002	54	98th	0.278	74th	40	95th	2600	95th	CB 0028002	54	98th	0.323	86th	40	95th	5900	99th	CB 0026003	54	98th	0.278	74th	40	95th	4100	98th	CB 0026004	54	98th	0.278	74th	40	95th	5700	99th	CB 0026005	54	98th	0.278	74th	40	95th	3300	96th	CB 0023006	54.3	98th	0.227	57th	30	83rd	4200	98th	CB 0028004	54	98th	0.323	86th	40	95th	1400	90th	CB 0022025	54.4	98th	0.307	83rd	40	95th	7600	99th	CB 0021001	54.2	98th	0.368	92nd	40	95th	1200	89th	CB 0017001	54.3	98th	0.324	86th	40	95th	3700	97th	CB 0016001	54.5	98th	0.26	67th	30	83rd	5200	98th	CB 0016004	54.5	98th	0.26	67th	30	83rd	6000	99th	CB 0016003	54.5	98th	0.26	67th	30	83rd	2700	95th	CB 0016005	54.5	98th	0.26	67th	30	83rd	5100	98th	CB 0014001	55.2	99th	0.225	56th	30	83rd	1800	92nd	CB 0014003	55.2	99th	0.225	56th	30	83rd	940	85th
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				<p>TXDOT should also develop plans to mitigate the harms to communities, including developing robust air monitoring, investing in public transit, and prohibiting through freight traffic on I-10 within El Paso city limits.</p> <p>Additionally, TXDOT should conduct a searching analysis of these potential impacts and their harm to the environmental justice communities affected by this project, which must include meaningful outreach.</p> <p>Respectfully Submitted,</p> <p>TEXAS RIOGRANDE LEGAL AID, INC.</p> <p>¹ https://www.TXDOT.gov/projects/hearings-meetings/el-paso/el-paso-downtown10-11-30-22.html</p> <p>² The Chamizal neighborhood is bound to the south by Paisano, to the east by I-110, the west by Cotton, and to the north by I-10.</p> <p>³ TXDOT, Reimagine I-10: Project Fact Sheet. ("Reimagine Fact Sheet").</p> <p>⁴ <i>Id.</i></p> <p>⁵ TXDOT, Downtown 10: Draft Purpose and Need at 1 (Nov. 2022). ("Draft Purpose and Need").</p> <p>⁶ <i>Id.</i></p> <p>⁷ See TXDOT, Downtown 10 Public Scoping Meeting: Viable Alternatives (Nov. 30, 2022). ("Viable Alternatives").</p> <p>⁸ First renewed MOU between the FHA and the TXDOT concerning State of Texas' participation in the project delivery program pursuant to 23 USC 327 at ¶3.1.1 (Available at https://ftp.TXDOT.gov/pub/TXDOT-info/env/nepa-assignment/2019-nepa-assignment-mou.pdf).</p> <p>⁹ TXDOT, Downtown 10: Draft Purpose and Need, 8 (Nov. 2022).</p> <p>¹⁰ See Viable Alternatives.</p> <p>¹¹ See Mogridge, Martin J.H., <i>The Self-Defeating Nature of Urban Road Capacity Policy: A Review of Theories, Disputes, and Available Evidence</i>, Transport Policy Vol. 4, No. 1, 5-23 (1997).</p> <p>¹² Noland, Robert B., and Lem L. Lewison, <i>A Review of the Evidence for Induced Travel and Changes in Transportation and Environmental Policy in the U.S. and the U.K.</i>, Transportation Research Part D 7, 8-10 (2002) (Reviewing multiple studies showing correlation between increased mile capacity and vehicle miles traveled).</p> <p>¹³ <i>Id.</i> at 11-15.</p> <p>¹⁴ <i>Id.</i> at 2.</p> <p>¹⁵ <i>Id.</i> at 4-5.</p> <p>¹⁶ <i>Id.</i></p> <p>¹⁷ See Mogridge, <i>supra</i> fn. 8.</p> <p>¹⁸ Handy, Susan, <i>Increasing Highway Capacity Unlikely to Relieve Traffic Congestion</i>, U.C. Davis Dept. of Environmental Science and Policy: Policy Brief (Oct. 2015). (Available at https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/10-12-2015-ncst_brief_inducedtravel_cs6_v3.pdf).</p> <p>¹⁹ See Hymel, Kent. (2019, April). If You Build It, They Will Drive: Measuring induced demand for vehicle travel in urban areas. Transport Policy. (Volume 76, pp. 57-66).</p> <p>²⁰ See Mogridge, <i>supra</i> fn. 8.</p> <p>²¹ <i>Id.</i></p> <p>²² RMI, Shift Calculator. (Available at https://shift.rmi.org/).</p> <p>²³ <i>Id.</i></p> <p>²⁴ https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions</p> <p>²⁵ TXDOT, Loop 375 Border Highway West Extension Project: Draft EIS 1-2 (Sept. 2012). Available at https://ftp.TXDOT.gov/pub/TXDOT-info/elp/projects/border_highway_west/eis/draft/chapter_01.pdf. The Final EIS found there was no change to the stated purpose and need of this project. TXDOT, Loop 375 Border Highway West Extension Project: Abbreviated State Final Environmental Impact Statement, 2 (April 2013).</p> <p>²⁶ https://www.TXDOT.gov/apps/statewide_mapping/StatewidePlanningMap.html</p> <p>²⁷ Draft Purpose and Need at 2 (Stating "as COVID-19 restrictions have and continue to be lifted, there has been a general upward trend toward pre-pandemic AADT counts" on the downtown segment).</p> <p>²⁸ https://kvia.com/traffic/2022/12/10/one-person-killed-after-crash-on-i-10-east-near-downtown-el-paso/</p> <p>²⁹ https://www.texasce.org/tce-news/i-10-connect-project-texas-department-of-transportation-el-paso-district/</p> <p>³⁰ See Google Map of the Area, Attachment 1.</p> <p>³¹ Association of Traffic and Related Air Pollutants on Cardiorespiratory Risk Factors from Low-Income Populations in El Paso, TX, authored by Soyoung Jeon, Juan Aguilera, Leah Whigham, and Wen-Whai Li, February 2021, available at https://www.carteeh.org/wp-content/uploads/2021/06/03-27-UTEP-Association-of-Traffic-and-Related-Air-Pollutants-on-Cardiorespiratory-Risk-Factors-from-Low-Income-Populations-in-El-Paso-TX-Jeon.pdf</p> <p>³² https://www.tceq.texas.gov/airquality/sip/elp/elp-status</p> <p>³³ <i>Id.</i></p> <p>³⁴ https://environmentamerica.org/texas/resources/trouble-in-the-air/</p> <p>³⁵ El Paso had 126 elected air pollution days in 2020. El Paso Times. Oct. 5, 2021, Attachment 3.</p>

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

Comment Number	Commenter Name	Date Received	Source	Comment
				<p>³⁶ https://climatexas.tamu.edu/files/ClimateReport-1900to2036-2021Update</p> <p>³⁷ Available at: https://www.utep.edu/liberalarts/sega/environmental-injustice-hurricane-harvey-in-greaterhouston12.html</p> <p>³⁸ Smog in El Paso increased in summer of 2022 while key air quality monitor was offline. El Paso Times. Sept. 8, 2022, Attachment 2.</p> <p>³⁹ <i>Id.</i></p> <p>⁴⁰ Smart Growth America, Dangerous By Design 2022 (Available at https://smartgrowthamerica.org/dangerous-by-design/).</p> <p>⁴¹ Mapped with Smart Growth Interactive Map (Available at https://smartgrowthamerica.org/dangerous-by-design/).</p> <p>⁴² 40 C.F.R. § 1508.25 (2019); accord <i>id.</i> § 1501.9(e) (2020) (stating same).</p> <p>⁴³ See, e.g., <i>Save Barton Creek Ass'n v. Fed. Highway Admin.</i> (FHWA), 950 F.2d 1129, 1140 (5th Cir.1992) ("Segmentation' or 'piecemealing' is an attempt by an agency to divide artificially a 'major Federal action' into smaller components to escape the application of NEPA to some of its segments."); <i>Fritiofson v. Alexander</i>, 772 F.2d 1225 (5th Cir. 1985), abrogated on other grounds by <i>Sabine River Auth. v. U.S. Dep't of Interior</i>, 951 F.2d 669 (5th Cir. 1992) (requiring the preparation of a comprehensive EIS for the whole West Galveston Island in order to adequately consider "cumulative impacts" under NEPA).</p> <p>⁴⁴ 23 CFR 771.111(f).</p> <p>⁴⁵ See TXDOT, Downtown 10 Public Scoping Meeting Documents: Alternatives Analysis. (Nov. 30, 2022)</p> <p>⁴⁶ Reimagine Factsheet at 11.</p> <p>⁴⁷ See <i>Id.</i> at 1 ("The I-10 study emphasizes the need to 'reimagine' how the I-10 corridor operates.")</p> <p>⁴⁸ <i>Robertson v. Methow Valley Citizens Council</i>, 490 U.S. 332, 349 (1989) ("(NEPA) ensures that the agency, in reaching its decision, will have available, and will carefully consider, detailed information concerning significant environmental impacts; it also guarantees that the relevant information will be made available to the larger audience that may also play a role in both the decision making process and the implementation of that decision.")</p> <p>⁴⁹ See Demographic data for the census block groups adjacent to I-10 in the North and Airport Segments. Attachments 4 and 5. Data generated by EPA, EJScreen Tool. Available at https://ejscreen.epa.gov/mapper/.</p> <p>⁵⁰ <i>Id.</i></p> <p>⁵¹ Draft Purpose and Need at 2.</p> <p>⁵² GSA. Bridge of the Americas Land Port of Entry to be Modernized Under Bipartisan Infrastructure Law Signed by President Biden (Feb. 25, 2022).</p> <p>⁵³ <i>Id.</i></p> <p>⁵⁴ <i>Id.</i></p> <p>⁵⁵ TXDOT quoting the Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994 in its "An Overview of Transportation and Environmental Justice", available at: https://ftp.dot.state.tx.us/pub/TXDOT-info/env/toolkit/710-01-bro.pdf.</p> <p>⁵⁶ TXDOT "An Overview of Transportation and Environmental Justice", page 6, available at: https://ftp.dot.state.tx.us/pub/TXDOT-info/env/toolkit/710-01-bro.pdf</p> <p>⁵⁷ Council on Environmental Quality, Environmental Justice: Guidance Under the National Environmental Policy Act at 1 (1997) at 9, 25-27 ("CEQ Guidance"); see also Federal Inter-Agency Working Group on Environmental Justice & NEPA Committee, Promising Practices for EJ Methodologies in NEPA Reviews at 21-46 (2016).</p> <p>⁵⁸ CEQ Guidance at 9.</p> <p>⁵⁹ It is very likely that impacts from the highway expansion will extend beyond the census block groups immediately adjacent to the highway. TXDOT must identify the geographic extent of each impact and the populations that will bear the burden of that impact as a first step in conducting its EJ analysis. See <i>Vecinos para el Beinestar de la Comunidad Costera v. FERC</i>, 6 F.4th 1321, 1330 (O.C.C. 2021) ("When conducting an environmental justice analysis ... an agency's delineation of the area potentially affected by the project must be reasonably and adequately explained." (internal quotations omitted)).</p> <p>⁶⁰ See <i>Familias Unidas por la Educacion v. EPISD</i>, 2022 WL 4923349 at 6(Oct. 2022) (denying EPISD's summary judgment motion and finding sufficient evidence for a reasonable fact finder to return a verdict for Familias Unidas on the material issue of disparate impact based on race as a reasonable fact finder could conclude that the schools closed in 2019 were more Mexican and Mexican American than 2016 Bond Schools).</p> <p>⁶¹ Data generated by EPA, EJScreen Tool. Available at https://ejscreen.epa.gov/mapper/. Included as Attachment 6.</p> <p>⁶² Mapping Inequality, https://dsl.richmond.edu/panorama/redlining/#loc=12/31.792/-106.546&city=el-paso-tx</p> <p>⁶³ Discussed <i>infra</i> in the Alternatives section.</p> <p>⁶⁴ FHWA, Memorandum: Guidance on Environmental Justice and NEPA, (Dec. 16, 2011). (Available at: https://www.environment.fhwa.dot.gov/envtopics/ej/guidance_ejustice-nepa.aspx).</p> <p>Please see Attachment B for the attachments referenced in this comment.</p> <ul style="list-style-type: none">• Attachment 1 is a Google Maps screen capture of the vicinity of the San Xavier neighborhood and Zavala Elementary.• Attachment 2 is a news article titled “Smog in El Paso increased in summer 2022 while key air quality monitor was offline.”• Attachment 3 is a news article titled “El Paso had 126 elevated air pollution days in 2020.”• Attachments 4-6 are EJScreen Reports for various block groups, dated December 13-14, 2022.

Attachment B

Notices

Notice of Intent Published

Federal Register on Thursday November 3, 2022

Public Notices Published

El Paso Times on Tuesday, November 8, 2022

El Diario on Tuesday, November 8, 2022

Public Notices Mailed

Notices were mailed to Adjacent Property Owners on Friday, November 4, 2022
Notices were mailed and emailed to Stakeholders and Interested Parties on Friday,
November 4, 2022

Notice Published on TxDOT Website starting on Tuesday, November 8, 2022

Contents

1. Notice of Intent
2. Public Notices English and Spanish
3. Email to Stakeholders and Interested Parties
4. Newspaper Tear Sheets and Affidavit
5. Social Media Posts
6. Post on TxDOT.gov

Training

Under Sections 12.1 and 12.2 of the MOU, the DOT&PF committed to implementing training necessary to carry out the environmental responsibilities assumed under the NEPA Assignment Program. The DOT&PF also committed to assessing its need for training, developing a training plan, and updating the training plan on an annual basis.

Observation #4: Training Needs Assessment

Considering ongoing staff turnover, as discussed in Observation #2, FHWA encourages DOT&PF to conduct a detailed statewide training needs assessment of all environmental staff. This will help DOT&PF allocate resources more efficiently to identify skill and knowledge gaps. The FHWA also encourages DOT&PF to explore cross training opportunities with other agencies (e.g.: SHPO, BLM, USFS) and engage them in development of their annual training plan.

Performance Measures

The FHWA and DOT&PF mutually established a set of performance measures to evaluate DOT&PF's performance in assuming NEPA Assignment Program responsibilities. The DOT&PF continues to collect, maintain, and develop data towards monitoring its performance as required by Section 10.1.3 of the MOU. The audit team noted the following observation related to Performance Measures.

Successful Practice #3: Relationships With Agencies

The audit team found that DOT&PF has very good and positive relationships with BLM, USFS, and SHPO. The FHWA has interviewed resource agencies in previous audits and found that overall, they had good working relationships with DOT&PF. The audit team decided to interview staff from BLM and the USFS during Audit #4 since Federal Land Management Agencies had not been interviewed in past audits and they were included in DOT&PF's May 2020 agency poll. The team also chose to interview SHPO since they had not been interviewed since Audit #1. The individuals interviewed from these three agencies indicated that overall, their working relationships with DOT&PF were very good and positive. This information correlates well with the overwhelmingly positive responses DOT&PF received to their agency poll.

Legal Sufficiency

Since 2017, the same attorney from the Alaska Attorney General's Office, Transportation Section, has been assigned to the NEPA Assignment Program. The assigned attorney has significant experience with Federal-aid highway projects and the Federal environmental process. The attorney works directly with DOT&PF staff on project environmental documents. Based on the interviews, the attorney becomes involved early in project development, normally reviewing a NEPA document before receiving a formal request for a legal sufficiency review. During the audit period, the attorney did not review an environmental impact statement or a Section 4(f) evaluation requiring a legal sufficiency review. Although a legal sufficiency review is not required for EAs, the attorney reviewed two EAs during the audit period. The review process for an EA is like the review process for an EIS.

Department of Law Management stated during the interviews that while one attorney is currently assigned to the program, should workload increase significantly another attorney could be assigned to NEPA work or litigation, likely through the utilization of outside counsel per 23 U.S.C. 327(a)(2)(G).

The audit team finds that DOT&PF meets the legal sufficiency determination and staffing requirements set forth in the DOT&PF Environmental Procedures Manual.

Status of Observations From Audit #3 Report (April 2020)

This section describes the actions DOT&PF has taken in response to observations made during the third audit.

Observation #1: Self-Assessment Procedures

The DOT&PF's 2018 NEPA Assignment Program Self-Assessment Procedures require that SEO develop the preliminary and final Self-Assessment report through coordination with, and input from, the Regional Environmental Managers (REMs). During Audit #3 interviews, the audit team found that DOT&PF did not develop the January 2020 Self-Assessment report in accordance with their procedures, nor distribute the final report to the regions. For Audit #4, DOT&PF indicated in their responses to the PAIR that the draft December 2020 Self-assessment was sent to the REMs for review and comment according to their procedures. Comments were received and addressed in the final Self-Assessment report, which was then shared with the regions.

Observation #2: Assessing Resource Agency Communication

Section 10.2.1 C. of the MOU requires DOT&PF to "Assess change in communication among DOT&PF, Federal and State agencies, and the public resulting from assumption of responsibilities under this MOU". The MOU allows DOT&PF to determine the method it will use to assess this change. The DOT&PF selected to use an annual resource agency poll. The DOT&PF identified this measure in its *DOT&PF NEPA Assignment Program Performance Measures* document located on its website. At the time of Audit #3, DOT&PF had not yet used a resource agency poll, and FHWA recommended that DOT&PF consider changing the method for reporting this measure.

In May 2020 (prior to Audit #4), DOT&PF conducted an agency survey to assess changes in communication among DOT&PF, State, and Federal resource agencies. As described in DOT&PF's Self-Assessment Report, the survey consisted of six questions distributed via an online platform to a representative cross section of State and Federal resource Agency staff. Twenty-four responses were received from 11 different resource agencies. The DOT&PF asked the question: "Has the level of communication improved, declined, or remained the same since the MOU became effective?" Eleven of the responses indicated that there had been an improvement in communication and the remaining responses indicated there had been no change.

[FR Doc. 2022-23916 Filed 11-2-22; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Environmental Impact Statement: El Paso County, Texas

AGENCY: Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Federal notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: FHWA, on behalf of TxDOT, is issuing this notice to advise the public that an EIS will be prepared for a proposed transportation project to study the effects of the project on Interstate Highway 10 (I-10), known as the Downtown 10 project. The limits of the proposed project are from Executive

Center Boulevard (Blvd.) to State Loop (SL) 478 (Copia Street) in El Paso County, Texas. The proposed project is approximately 5.7 miles in length.

FOR FURTHER INFORMATION CONTACT:

Hugo Hernandez, TxDOT Project Manager, 13301 Gateway Boulevard West, El Paso, TX, 79928–5410, (915) 790–4243, Downtown10@txdot.gov.

SUPPLEMENTARY INFORMATION: The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019 and executed by FHWA and TxDOT.

Purpose and Need

The Downtown 10 project is needed because of:

- Traffic congestion and mobility issues
- Concerns surrounding incident management
- Failure to meet current design standards

By providing a long-term transportation solution for the City of El Paso, El Paso County, and the region, the purpose of the proposed project is to:

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

Proposed Action

The proposed project would improve I–10 from Executive Center Blvd. and SL 478 (Copia Street), a distance of approximately 5.7 miles. Traveling through downtown El Paso, the proposed improvements may include widening and reconstruction of the mainlanes, continuous frontage roads, retaining walls, bridges, ramps, and cross streets to overcome deterioration of pavement and bridges to include bicycle and pedestrian facilities.

Alternatives

The EIS will evaluate a range of build alternatives and a no-build alternative.

Provided below is background information on alternative analyses conducted to date. From 2017 through 2019, the TxDOT Reimagine I–10 Corridor Study (study) included extensive public outreach and high-level engineering/environmental evaluations of future needs for the I–10 corridor. The study resulted in a recommended study alternative for the entire 55-mile-long corridor. As a result, the Downtown 10 project (Segment 2 of

the study) was initiated, and the first Public Meeting was held virtually from June 25 through July 15, 2020. The Public Meeting showed the recommended study alternative and requested additional public and stakeholder input in order to create more detailed conceptual alternatives. After Public Meeting #1, TxDOT utilized detailed engineering and environmental constraint criteria and the public/stakeholder feedback to identify 18 build alternatives, which were narrowed to nine conceptual build alternatives. The constraint criteria included mobility, design, multimodal, and environmental considerations.

The conceptual alternatives were then screened to three viable build alternatives (Alternatives D, G, and H). This process was presented in Public Meeting #2 (held virtually from February 24 through March 16, 2021) for additional public feedback and further study. The no-build alternative has and will be carried through the process as a baseline condition. Possible build alternatives include the following:

Alternative D

Alternative D proposes reconstruction and widening of the existing I–10 facility. From Executive Center Boulevard to University Drive, Alternative D shifts the I–10 alignment to the north/east. From University Drive to Campbell Street, Alternative D follows the existing alignment. From Campbell Street to Ange Street, Alternative D shifts the I–10 alignment to the north. From Ange Street to Piedras Street, Alternative D shifts the I–10 alignment to the south. From Piedras Street to SL 478 (Copia Street), Alternative D follows the existing alignment. Alternative D proposes new eastbound and westbound non-tolled managed lanes called adaptive lanes, an additional eastbound and westbound general purpose lane, a bicycle and pedestrian bridge at Prospect Street, the addition of an eastbound one-way collector roadway between Kansas Street and Piedras Street, a shared use path from Executive Center Boulevard to University Drive and from Santa Fe Street to SL 478 (Copia Street), and bicycle and pedestrian accommodations along cross street bridges. Additional capacity, operational, and bicycle and pedestrian accommodations would be considered for this alternative.

Alternative G

Alternative G proposes reconstruction and widening of the existing I–10 facility. From Executive Center Boulevard to Yandell Drive, Alternative G shifts the I–10 alignment to the north/

east. From Yandell Drive to Santa Fe Street Alternative G follows the existing alignment. From Santa Fe Street to Ange Street, Alternative G shifts the I–10 alignment to the north. From Ange Street to Piedras Street, Alternative G shifts the I–10 alignment to the south. From Piedras Street to SL 478 (Copia Street), Alternative G follows the existing alignment. Alternative G proposes new eastbound and westbound non-tolled managed lanes called adaptive lanes, an additional eastbound and westbound general purpose lane, the addition of one-way collector roadways (eastbound and westbound) between Executive Center Boulevard and Santa Fe Street, the addition of an eastbound one-way collector roadway between Kansas Street and Piedras Street, a shared use path from Executive Center Boulevard to SL 478 (Copia Street), bi-directional cycle tracks from Santa Fe Street to Stanton Street, and bicycle and pedestrian accommodations along cross street bridges. Additional capacity, operational, and bicycle and pedestrian accommodations would be considered for this alternative.

Alternative H

Alternative H proposes reconstruction and widening of the existing I–10 facility. From Executive Center Boulevard to Yandell Drive, Alternative H shifts the I–10 alignment to the north/east. From Yandell Drive to Santa Fe Street, Alternative H follows the existing alignment. From Santa Fe Street to Ange Street, Alternative H shifts the I–10 alignment to the north. From Ange Street to Piedras Street Alternative H shifts the I–10 alignment to the south. From Piedras Street to SL 478 (Copia Street), Alternative H follows the existing alignment. Alternative H proposes new eastbound and westbound non-tolled managed lanes called adaptive lanes, an additional eastbound and westbound general purpose lane, the addition of one-way collector roadways (eastbound and westbound) between Executive Center Boulevard and Santa Fe Street, the addition of an eastbound one-way collector roadway between Kansas Street and Piedras Street, eastbound and westbound collector-distributor connectors between Campbell Street and SL 478 (Copia Street), a shared use path from Executive Center Boulevard to SL 478 (Copia Street), bi-directional cycle tracks from Santa Fe Street to Stanton Street, and bicycle and pedestrian accommodations along cross street bridges. Additional capacity, operational, and bicycle and pedestrian accommodations would be considered for this alternative.

Potential Project Impacts

Section 106 and Section 4(f) Historic Properties. The proposed build alternatives will be evaluated for potential adverse impacts to historic properties (*i.e.*, properties that are eligible for or listed in the National Register of Historic Places) within the study area.

Environmental Justice (EJ). The proposed build alternatives will be evaluated for potential adverse impacts to EJ communities due to anticipated relocations as well as other impacts such as access, noise, and visual aesthetics. Additional analysis and public involvement will be conducted during the National Environmental Policy Act process to assess if the project would result in any disproportionately high and adverse effects on low-income and minority communities.

Air Quality. The project is located in the El Paso Moderate Nonattainment area for Particulate Matter (PM) 10, Attainment/Maintenance Area for Carbon Monoxide (CO), and the 2015 Marginal Nonattainment area for Ozone (O3). As such, the proposed build alternatives will be evaluated for potential adverse impacts to air quality and will be subject to a project level conformity determination.

The EIS will evaluate the potential impacts and benefits to the resources/communities identified above as well as the following other subject areas: Limited English Proficiency communities, land use, right-of-way, social and community resources, traffic noise, wildlife and threatened and endangered species, water resources, hazardous materials sites, and visual resources.

It is anticipated that the following would be required: Texas Antiquities Code permit and concurrence, Section 106 historic/archeological resources concurrence, Section 4(f) evaluation approval, U.S. Army Corp of Engineers Nationwide Permit(s), and conformity determination under the Clean Air Act.

Tentative Schedule

Agency Scoping Meeting: November 30, 2022

Public Scoping Meeting: November 30, 2022

In addition to the public scoping meeting, a public hearing will be held after the Draft EIS is prepared. Public notice will be given of the time and place of the hearing. After the public hearing and end of Draft EIS comment period, issuance of the Final EIS/Record of Decision is anticipated. If a build

alternative is selected, all permits and authorization decisions would occur before construction. TxDOT will issue a single Final EIS and Record of Decision document pursuant to 23 U.S.C. 139(n)(2), unless TxDOT determines statutory criteria or practicability considerations preclude issuance of a combined document.

In accordance with 23 U.S.C. 139, cooperating agencies, participating agencies, and the public will be given an opportunity for continued input on project development. An in-person public scoping meeting is planned for Wednesday, November 30, 2022, from 4 p.m. to 7 p.m. MT at the El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas, 79901. A virtual option will go live at 4 p.m. MT on November 30, 2022. Additional information on both options will be provided at <https://www.txdot.gov/> by searching for “El Paso Downtown 10—Virtual Public Scoping Meeting with In-Person Option”.

The public scoping meeting will provide an opportunity for the public to review and comment on the draft coordination plan and schedule, the project's purpose and need, the range of alternatives, and methodologies and level of detail for analyzing alternatives. It will also allow the public an opportunity to provide input on any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that should be analyzed in depth in the EIS. In addition to the public scoping meeting, a public hearing will be held after the draft EIS is prepared. Public notice will be given of the time and place of the hearing.

The public meeting will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public meeting, please contact Lauren Macias-Cervantes, Public Information Officer, El Paso District, at Lauren.MaciasCervantes@txdot.gov or please call (915) 790-4341 no later than 4 p.m. MT, Monday, November 21, 2022. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

The public is requested to identify in writing potential alternatives, information, and analyses relevant to this proposed project. Such information may be provided in writing by mail to the TxDOT El Paso District Office, Attn: Downtown 10/Hugo Hernandez, 13301 Gateway Boulevard West, El Paso, Texas 79928-5410. Electronic comments may also be submitted by email to Downtown10@txdot.gov or through the virtual site. Additionally, members of the public may also call (915) 209-0027 and leave recorded comments. Comments must be received by January 11, 2023.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction.)

Michael T. Leary,

Director, Planning and Program Development, Federal Highway Administration.

[FR Doc. 2022-23917 Filed 11-2-22; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF TRANSPORTATION**Federal Highway Administration**

[FHWA Docket No. FHWA-2021-0020]

Surface Transportation Project Delivery Program; Arizona Department of Transportation Draft FHWA Audit Report

AGENCY: Federal Highway Administration (FHWA), Department of Transportation (DOT).

ACTION: Notice; request for comment.

SUMMARY: The Moving Ahead for Progress in the 21st Century Act established the Surface Transportation Project Delivery Program that allows a State to assume FHWA's environmental responsibilities for environmental review, consultation, and compliance under the National Environmental Policy Act (NEPA) for Federal highway projects. When a State assumes these Federal responsibilities, the State becomes solely responsible and liable for carrying out the responsibilities it has assumed, in lieu of FHWA. This program mandates annual audits during each of the first 4 years of State participation to ensure compliance with program requirements. This is the second audit of the Arizona Department of Transportation's (ADOT) performance of its responsibilities under the Surface Transportation Project Delivery Program (NEPA Assignment Program). This notice announces and solicits comments on the second audit report for ADOT.

DATES: Comments must be received on or before December 5, 2022.



Notice of Public Scoping Meeting Downtown 10



(On I-10) From Executive Center Boulevard to State Loop 478 (Copia Street)
CSJs: 2121-02-166
El Paso County, Texas

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10) from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, referred to as the Downtown 10 project. The proposed project is approximately 5.7 miles in length. Based on the National Environmental Policy Act (NEPA) process, TxDOT has determined that the Downtown 10 Project will now be classified and prepared as an Environmental Impact Statement (EIS) that will evaluate a range of build alternatives and a no-build alternative.

This notice advises the public that TxDOT will be conducting an in-person **Public Scoping Meeting**, due to the change in the proposed project's environmental classification to an EIS. The meeting will be held on **Wednesday, November 30, 2022, from 4 p.m. to 7 p.m. (MT)** at the **El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas, 79901.**

A virtual option will go live at 4 p.m. (MT) on Wednesday, November 30, 2022. Additional information on both options will be provided at <https://www.txdot.gov/> by searching for "El Paso Downtown 10 – Virtual Public Scoping Meeting with In-Person Option". The virtual room will include both audio and visual components. Please note that the virtual room will not be available on the website until the time and date listed above. If you do not have internet access, you may call Kim Johnson at (512) 567-9270 to ask questions on how to access project materials at any time during the comment period. Formal comments may be submitted electronically through the virtual room or by mail, email, or phone (as explained below).

Development of the project began in 2019. Since that time, TxDOT has conducted initial project development activities and extensive public involvement. The purpose of this public scoping meeting is to provide the public an opportunity to review and comment on the draft coordination plan and schedule, the project purpose and need, the alternatives, and methodologies and level of detail for analyzing alternatives. It will also allow the public an opportunity to provide input on any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that will be analyzed in depth in the EIS.

The public scoping meeting will be conducted in English and Spanish. If you need an interpreter or document translator because English or Spanish are not your primary language or you have difficulty communicating effectively, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public scoping meeting, please contact Lauren Macias-Cervantes, Public Information Officer, El Paso District, at Lauren.MaciasCervantes@txdot.gov or please call (915) 790-4341 no later than **4 p.m. (MT), Monday, November 21, 2022.** Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

The public is requested to identify, in writing, potential alternatives, information, and analyses relevant to this proposed project. Such information may be provided in writing by mail to the **TxDOT El Paso District Office, Attn: Downtown 10/Hugo Hernández, 13301 Gateway Boulevard West, El Paso, Texas 79928-5410.** Electronic comments may also be submitted by email to Downtown10@txdot.gov or through the virtual site. Additionally, members of the public may also call

(915) 209-0027 and leave recorded comments. Comments must be received by **January 11, 2023.**

If you have general questions or concerns regarding the proposed project or the virtual meeting, please call Hugo Hernández, TxDOT Project Manager at (915) 790-4243 or email Downtown10@txdot.gov.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

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Aviso de Consulta Pública Sobre el Alcance del Proyecto Downtown 10



(En I-10) Desde el bulevar Executive Center hasta el libramiento estatal 478 (calle Copia)
CSJs: 2121-02-166
Condado de El Paso, Texas

El Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) Distrito de El Paso propone mejoras a lo largo de la Carretera Interestatal 10 (I-10). Los límites del proyecto son desde el bulevar Executive Center hasta el libramiento estatal 478 (calle Copia) en el condado de El Paso, Texas, conocido como el proyecto Downtown 10. El proyecto propuesto tiene una longitud de aproximadamente 5.7 millas. De acuerdo con el proceso de la Ley Nacional de Política Pública Ambiental de los Estados Unidos (NEPA, por sus siglas en inglés), TxDOT ha determinado que el proyecto Downtown 10 será clasificado y preparado como una Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) que evaluará alternativas de construcción y una alternativa de no construcción.

Este aviso le notifica al público que TxDOT estará llevando a cabo una **Consulta Pública Sobre el Alcance del Proyecto**, debido al cambio en la clasificación ambiental del proyecto propuesto a una Declaración [EIS]. La consulta se llevará a cabo el **miércoles, 30 de noviembre del 2022, de 4 p.m. a 7 p.m. (MT)** en **El Centro de Convenciones de El Paso (Juarez Room), One Civic Center Plaza, El Paso, Texas, 79901.**

La opción virtual estará disponible a las 4 p.m. MT el 30 de noviembre del 2022. Información adicional sobre ambas opciones estará disponible en <https://www.txdot.gov/> haciendo la búsqueda a través de "El Paso Downtown 10 - Virtual Public Scoping Meeting with In-Person Option". La sala virtual incluirá componentes visuales, así como auditivos. Tenga en cuenta que la sala virtual no estará disponible en la página web hasta la hora y fecha indicadas anteriormente. Si no tiene acceso a internet, puede llamar a Kim Johnson al (512) 567-9270 para preguntar cómo acceder a los materiales del proyecto en cualquier momento durante el periodo de comentarios. Comentarios formales pueden presentarse electrónicamente a través de la sala virtual o por correo, correo electrónico, o teléfono (como se explica a continuación).

El desarrollo del proyecto inicio en 2019. A partir de ese tiempo, TxDOT ha llevado a cabo actividades iniciales del desarrollo del proyecto y participación pública extensa. El propósito de esta consulta pública es de proporcionar al público la oportunidad de revisar y comentar sobre el borrador del plan de comunicación y el cronograma, el objetivo y necesidad del proyecto, las alternativas, y las metodologías, así como el nivel de detalle para analizar las alternativas. También dará al público la oportunidad de hacer comentarios sobre los impactos ambientales previstos, los permisos u otras autorizaciones anticipadas y cualquier cuestión significativa que será analizada en profundidad en la Declaración [EIS].

La consulta pública sobre el alcance del proyecto se llevará a cabo en inglés y español. Si necesita un intérprete o un traductor de documentos debido a que el inglés o el español no son su idioma principal o tiene dificultades para comunicarse eficazmente, se le proporcionará uno. Si tiene una discapacidad y requiere asistencia, se pueden hacer arreglos especiales para adaptarse a la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o es usted una persona con discapacidad que necesita un acomodo para asistir y participar en la consulta pública sobre el alcance del proyecto pública, póngase en contacto con Lauren Macias-Cervantes, Oficial de Información Pública, Distrito de El Paso a Lauren.MaciasCervantes@txdot.gov o llamando al (915) 790-4341 a más tardar el **lunes, 21 de noviembre del 2022 a las 4 p.m. (MT)**. Por favor tenga en cuenta que se requiere aviso anticipado ya que algunos servicios y acomodaciones pueden requerir tiempo para que TxDOT los organice.

Se solicita al público que identifique por escrito alternativas posibles, información y análisis relevantes a este proyecto propuesto. Dicha información puede enviarse por correo a **TxDOT El Paso District Office, Attn: Downtown 10 / Hugo Hernández, 13301 Gateway Boulevard West, El Paso, Texas 79928-5410**. Comentarios electrónicos también pueden ser enviados por correo electrónico a Downtown10@txdot.gov o través de la sala virtual. Además, miembros del público también pueden llamar al **(915) 209-0027** y dejar un mensaje de voz. Los comentarios deben ser recibidos a más tardar el **11 de enero del 2023**.

Si tiene alguna pregunta o inquietud con respecto al proyecto propuesto o la consulta virtual, favor de llamar a Hugo Hernández, Gerente del Proyecto de TxDOT al (915) 790-4243 o por correo electrónico Downtown10@txdot.gov.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre del 2019, ejecutado por la Administración Federal de Carreteras y la Administración (FHWA, por sus siglas en inglés) y TxDOT.

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From: ELP_Downtown10 <Downtown10@txdot.gov>
Sent: Friday, November 4, 2022 7:16 PM
Cc: Hugo Hernandez; Swindell, Brian; Mimi Horn; Johnson, Kim; Luschen, Megan; Rebecca Pinto; Sutton, David; Raul Ortega Jr; Garcia, Gilya
Subject: 2121-02-166 Downtown 10 Public Scoping Meeting
Attachments: Downtown 10 Public Scoping Meeting Notice FINAL.pdf

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10) from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, referred to as the Downtown 10 project. The proposed project is approximately 5.7 miles in length. Based on the National Environmental Policy Act (NEPA) process, TxDOT has determined that the Downtown 10 Project will now be classified and prepared as an Environmental Impact Statement (EIS) that will evaluate a range of build alternatives and a no-build alternative

TxDOT invites you or a representative from your organization to attend the upcoming Public Scoping Meeting. The Public Scoping Meeting will be in-person with a virtual option. The in-person meeting will be held on November 30, 2022, from 4 p.m. to 7 p.m. MT at the El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas, 79901. The virtual option will go live at 4 p.m. MT on November 30, 2022. Details can be found in the attached notice.

El Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) Distrito de El Paso propone mejoras a lo largo de la Carretera Interestatal 10 (I-10). Los límites del proyecto son desde el bulevar Executive Center hasta el libramiento estatal 478 (calle Copia) en el condado de El Paso, Texas, conocido como el proyecto Downtown 10. El proyecto propuesto tiene una longitud de aproximadamente 5.7 millas. De acuerdo con el proceso de la Ley Nacional de Política Pública Ambiental de los Estados Unidos (NEPA, por sus siglas en inglés), TxDOT ha determinado que el proyecto Downtown 10 será clasificado y preparado como una Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) que evaluará alternativas de construcción y una alternativa de no construcción.

Este aviso le notifica al público que TxDOT estará llevando a cabo una Consulta Pública Sobre el Alcance del Proyecto, debido al cambio en la clasificación ambiental del proyecto propuesto a una Declaración [EIS]. La consulta se llevará a cabo el miércoles, 30 de noviembre del 2022, de 4 p.m. a 7 p.m. (MT) en El Centro de Convenciones de El Paso (Juarez Room), One Civic Center Plaza, El Paso, Texas, 79901. La opción virtual estará disponible a las 4 p.m. MT el 30 de noviembre del 2022. Los detalles se pueden encontrar en el aviso adjunto.

A Texas Department of Transportation message





Notice of Public Scoping Meeting Downtown 10



(On I-10) From Executive Center Boulevard to State Loop 478 (Copia Street)
CSJs: 2121-02-166
El Paso County, Texas

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CSJs: 2121-02-166
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Si tiene alguna pregunta o inquietud con respecto al proyecto propuesto o la consulta virtual, favor de llamar a Hugo Hernández, Gerente del Proyecto de TxDOT al (915) 790-4243 o por correo electrónico Downtown10@txdot.gov.

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre del 2019, ejecutado por la Administración Federal de Carreteras y la Administración (FHWA, por sus siglas en inglés) y TxDOT.

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El Paso Times

PART OF THE USA TODAY NETWORK

Affidavit of Publication

Ad # 0005474477

This is not an invoice

BLANTON & ASSOCIATES

5 LAKEWAY CENTRE COURT, SUITE

AUSTIN, TX 78734

I, being duly sworn say: **El Paso Times**, a daily newspaper of general circulation published in the City and County El Paso, State of Texas, which is a newspaper of general circulation and which has been continuously and regularly published for the period of not less than one year in the said County of El Paso, and that he/she was upon the dates herein mentioned in the EL PASO TIMES.

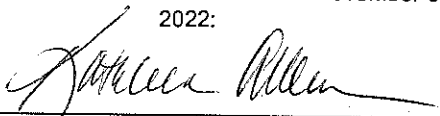
That the LEGAL copy was published in the EL PASO TIMES for the date(s) of such follows DAY(s) to wit

11/08/2022



Legal Clerk

Subscribed and sworn before me this November 8,
2022:



State of WI, County of Brown
NOTARY PUBLIC

1-7-25

My commission expires

Ad # 0005474477

PO #:

of Affidavits 1

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KATHLEEN ALLEN
Notary Public
State of Wisconsin

**DEPARTMENT OF TRANSPORTATION
[4910-22-P]**

**Federal Highway Administration
ENVIRONMENTAL IMPACT STATEMENT: EL PASO
COUNTY, TEXAS**

AGENCY: Texas Department of Transportation (TxDOT), Federal Highway Administration (FHWA), Department of Transportation.

ACTION: Federal notice of intent to prepare an Environmental Impact Statement (EIS).

SUMMARY: Pursuant to 23 C.F.R. §771.123(a), FHWA, on behalf of TxDOT, is issuing this notice to advise the public that an EIS will be prepared for a proposed transportation project to study the effects of the project on Interstate Highway 10 (I-10), known as the Downtown 10 project. The limits of the proposed project are from Executive Center Boulevard (Blvd) to State Loop (SL) 478 (Copia Street) in El Paso County, Texas. The proposed project is approximately 5.7 miles in length.

FOR FURTHER INFORMATION CONTACT: Hugo Hernandez, TxDOT Project Manager, 13301 Gateway Boulevard West, El Paso, TX, 79928-5410, (915) 790-4243, Downtown10@txdot.gov.

SUPPLEMENTARY INFORMATION: The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 9, 2019 and executed by FHWA and TxDOT.

Purpose and Need

The Downtown 10 project is needed because of:

- Traffic congestion and mobility issues
- Concerns surrounding incident management
- Failure to meet current design standards

By providing a long-term transportation solution for the City of El Paso, El Paso County, and the region, the purpose of the proposed project is to:

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

Proposed Action

The proposed project would improve I-10 from Executive Center Blvd and SL 478 (Copia Street), a distance of approximately 5.7 miles. Traveling through downtown El Paso, the proposed improvements may include widening and reconstruction of the mainlanes, continuous frontage roads, retaining walls, bridges, ramps, and cross streets to overcome deterioration of pavement and bridges to include bicycle and pedestrian facilities.

Alternatives

The EIS will evaluate a range of build alternatives and a no-build alternative.

Provided below is background information on alternative analyses conducted to date. From 2017 through 2019, the TxDOT Reimagine I-10 Corridor Study (study) included extensive public outreach and high-level engineering/environmental evaluations of future needs for the I-10 corridor. The study resulted in a recommended study alternative for the entire 55-mile-long corridor. As a result, the Downtown 10 project (Segment 2 of the study) was initiated, and the first Public Meeting was held virtually from June 25 through July 15, 2020. The Public Meeting showed the recommended study alternative and requested additional public and stakeholder input in order to create more detailed conceptual alternatives. After Public Meeting #1, TxDOT utilized detailed engineering and environmental constraint criteria and the public/stakeholder feedback to identify 18 build alternatives, which were narrowed to nine conceptual build alternatives. The constraint criteria included mobility, design, multimodal, and environmental considerations.

The conceptual alternatives were then screened to three viable build alternatives (Alternatives D, G, and H). This process was presented in Public Meeting #2 (held virtually from February 24 through

widening of the existing I-10 facility. From Executive Center Boulevard to Yandell Drive, Alternative H shifts the I-10 alignment to the north/east. From Yandell Drive to Santa Fe Street, Alternative H follows the existing alignment. From Santa Fe Street to Ange Street, Alternative H shifts the I-10 alignment to the north. From Ange Street to Piedras Street Alternative H shifts the I-10 alignment to the south. From Piedras Street to SL 478 (Copia Street), Alternative H follows the existing alignment. Alternative H proposes new eastbound and westbound non-tolled managed lanes called adaptive lanes, an additional eastbound and westbound general purpose lane, the addition of one-way collector roadways (eastbound and westbound) between Executive Center Boulevard and Santa Fe Street, the addition of an eastbound one-way collector roadway between Kansas Street and Piedras Street, eastbound and westbound collector-distributor connectors between Campbell Street and SL 478 (Copia Street), a shared use path from Executive Center Boulevard to SL 478 (Copia Street), bi-directional cycle tracks from Santa Fe Street to Stanton Street, and bicycle and pedestrian accommodations along cross street bridges. Additional capacity, operational, and bicycle and pedestrian accommodations would be considered for this alternative.

Potential Project Impacts

Section 106 and Section 4(f) Historic Properties. The proposed build alternatives will be evaluated for potential adverse impacts to historic properties (i.e. properties that are eligible for or listed in the National Register of Historic Places) within the study area.

Environmental Justice (EJ). The proposed build alternatives will be evaluated for potential adverse impacts to EJ communities due to anticipated relocations as well as other impacts such as access, noise, and visual aesthetics. Additional analysis and public involvement will be conducted during the National Environmental Policy Act process to assess if the project would result in any disproportionately high and adverse effects on low-income and minority communities.

Air Quality. The project is located in the El Paso Moderate Nonattainment area for Particulate Matter (PM) 10, Attainment/Maintenance Area for Carbon Monoxide (CO), and the 2015 Marginal Nonattainment area for Ozone (O3). As such, the proposed build alternatives will be evaluated for potential adverse impacts to air quality and will be subject to a project level conformity determination.

The EIS will evaluate the potential impacts and benefits to the resources/communities identified above as well as the following other subject areas: Limited English Proficiency communities, land use, right-of-way, social and community resources, traffic noise, wildlife and threatened and endangered species, water resources, hazardous materials sites, and visual resources.

It is anticipated that the following would be required: Texas Antiquities Code permit and concurrence, Section 106 historic/archeological resources concurrence, Section 4(f) evaluation approval, U.S. Army Corp of Engineers Nationwide Permit(s), and conformity determination under the Clean Air Act.

Tentative Schedule

Agency Scoping Meeting: November 30, 2022

Public Scoping Meeting: November 30, 2022

In addition to the public scoping meeting, a public hearing will be held after the Draft EIS is prepared. Public notice will be given of the time and place of the hearing. After the public hearing and end of Draft EIS comment period, issuance of the Final EIS/Record of Decision is anticipated. If a build alternative is selected, all permits and authorization decisions would occur before construction. TxDOT will issue a single Final EIS and Record of Decision document pursuant to 23 U.S.C. §139(n)(2), unless TxDOT determines statutory criteria or practicability

March 16, 2021) for additional public feedback and further study. The no-build alternative has and will be carried through the process as a baseline condition. Possible build alternatives include the following:

Alternative D

Alternative D proposes reconstruction and widening of the existing I-10 facility. From Executive Center Boulevard to University Drive, Alternative D shifts the I-10 alignment to the north/east. From University Drive to Campbell Street, Alternative D follows the existing alignment. From Campbell Street to Ange Street, Alternative D shifts the I-10 alignment to the north. From Ange Street to Piedras Street, Alternative D shifts the I-10 alignment to the south. From Piedras Street to SL 478 (Copia Street), Alternative D follows the existing alignment. Alternative D proposes new eastbound and westbound non-tolled managed lanes called adaptive lanes, an additional eastbound and westbound general purpose lane, a bicycle and pedestrian bridge at Prospect Street, the addition of an eastbound one-way collector roadway between Kansas Street and Piedras Street, a shared use path from Executive Center Boulevard to University Drive and from Santa Fe Street to SL 478 (Copia Street), and bicycle and pedestrian accommodations along cross street bridges. Additional capacity, operational, and bicycle and pedestrian accommodations would be considered for this alternative.

Alternative G

Alternative G proposes reconstruction and widening of the existing I-10 facility. From Executive Center Boulevard to Yandell Drive, Alternative G shifts the I-10 alignment to the north/east. From Yandell Drive to Santa Fe Street Alternative G follows the existing alignment. From Santa Fe Street to Ange Street, Alternative G shifts the I-10 alignment to the north. From Ange Street to Piedras Street, Alternative G shifts the I-10 alignment to the south. From Piedras Street to SL 478 (Copia Street), Alternative G follows the existing alignment. Alternative G proposes new eastbound and westbound non-tolled managed lanes called adaptive lanes, an additional eastbound and westbound general purpose lane, the addition of one-way collector roadways (eastbound and westbound) between Executive Center Boulevard and Santa Fe Street, the addition of an eastbound one-way collector roadway between Kansas Street and Piedras Street, a shared use path from Executive Center Boulevard to SL 478 (Copia Street), bi-directional cycle tracks from Santa Fe Street to Stanton Street, and bicycle and pedestrian accommodations along cross street bridges. Additional capacity, operational, and bicycle and pedestrian accommodations would be considered for this alternative.

Alternative H

Alternative H proposes reconstruction and

ty considerations preclude issuance of a combined document.

In accordance with 23 U.S.C. §139, cooperating agencies, participating agencies, and the public will be given an opportunity for continued input on project development. An in-person public scoping meeting is planned for Wednesday, November 30, 2022, from 4 p.m. to 7 p.m. MT at the El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas, 79901. A virtual option will go live at 4 p.m. MT on November 30, 2022. Additional information on both options will be provided at <https://www.txdot.gov/> by searching for "El Paso Downtown 10 - Virtual Public Scoping Meeting with In-Person Option".

The public scoping meeting will provide an opportunity for the public to review and comment on the draft coordination plan and schedule, the project's purpose and need, the range of alternatives, and methodologies and level of detail for analyzing alternatives. It will also allow the public an opportunity to provide input on any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that should be analyzed in depth in the EIS. In addition to the public scoping meeting, a public hearing will be held after the draft EIS is prepared. Public notice will be given of the time and place of the hearing.

The public meeting will be conducted in English. If you need an interpreter or document translator because English is not your primary language or you have difficulty communicating effectively in English, one will be provided to you. If you have a disability and need assistance, special arrangements can be made to accommodate most needs. If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public meeting, please contact Lauren Macias-Cervantes, Public Information Officer, El Paso District, at Lauren.MaciasCervantes@txdot.gov or please call (915) 790-4341 no later than 4 p.m. MT, Monday, November 21, 2022. Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.

The public is requested to identify in writing potential alternatives, information, and analyses relevant to this proposed project. Such information may be provided in writing by mail to the TxDOT El Paso District Office, Attn: Downtown 10 / Hugo Hernandez, 13301 Gateway Boulevard West, El Paso, Texas 79928-5410. Electronic comments may also be submitted by email to Downtown10@txdot.gov or through the virtual site. Additionally, members of the public may also call (915) 209-0027 and leave recorded comments. Comments must be received by January 11, 2023.

#5474477, El Paso Times, Nov 8, 2022

ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS §

COUNTY OF EL PASO §

Before me, the undersigned authority, on this day personally appeared

Jacklyn Alvarado, who being by me duly sworn,
(name of newspaper or publication representative)

deposes and says that (s)he is the Account Excutive
(title of newspaper or publication representative)

of the El Diario de El Paso; that said newspaper or publication is generally
(name of newspaper or publication)

circulated in El Paso, Texas; that the attached notice
(municipally or same county as the location of the facility or the proposed facility)

was published in said newspaper or publication on the following date(s):

Tuesday, November 08, 2022

[Signature]
(Newspaper or publication representative's signature)

Subscribed and sworn to before me this the 17 day of November, 2022
to certify which witness my hand and seal of office.

Notary Public in and for the
State of Texas
(Seal)



Elida Martinez
Print or Type Name of Notary Public

08-10-2024
My Commission Expires

DEPARTAMENTO DE TRANSPORTACIÓN

[4910-22-P]

Administración Federal de Carreteras

DECLARACIÓN DE IMPACTO AMBIENTAL: CONDADO DE EL PASO, TEXAS

AGENCIA: Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés), Administración Federal de Carreteras (FHWA, por sus siglas en inglés), Departamento de Transporte.

ACCIÓN: Aviso federal de intención para preparar la Declaración de Impacto Ambiental (EIS, por sus siglas en inglés).

RESUMEN: De acuerdo con 23 C.F.R. §771.123(a), la FHWA, de parte de TxDOT, está emitiendo este aviso para informar al público que se preparará un EIS sobre un proyecto de transporte propuesto para estudiar los efectos del proyecto en la carretera interestatal 10 (I-10), conocido como el proyecto Downtown 10. Los límites del proyecto propuesto son desde el bulevard Executive Center (Rwyd) hasta el cruceamiento estatal (SL) 478 (calle Copia) en el condado de El Paso, Texas. El proyecto propuesto tiene una longitud de aproximadamente 5.7 millas.

PARA MÁS INFORMACIÓN COMUNIQUESE CON: Hugo Hernández, Gerente de Proyectos de TxDOT, 13301 Gateway Boulevard West, El Paso, TX, 79928-5410, (915) 790-4243, Downtown10@tdot.gov.

INFORMACIÓN SUPLEMENTARIA: La revisión ambiental, la consulta y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de acuerdo con el 23 U.S.C. §327 y un Memorando de Entendimiento del 9 de diciembre del 2019 y ejecutado por FHWA y TxDOT.

Propósito y Necesidad

- El proyecto Downtown 10 es necesario debido a:
 - Congestión del tráfico y problemas de movilidad
 - Preocupación por el manejo de accidentes
 - Incumplimiento de las normas de diseño actuales
- El propósito del proyecto propuesto es proporcionar una solución de transporte a largo plazo para la ciudad de El Paso, el condado de El Paso y la región:
 - Mejorar la movilidad y el manejo de la congestión vehicular
 - Mejorar el manejo de incidentes
 - Llevar la instalación a los estándares de diseño actuales

Acción Propuesta

El proyecto propuesto mejorará la I-10 desde Executive Center Blvd y SL 478 (Copia Street), una distancia de aproximadamente 5.7 millas. Viajando a través del centro de El Paso, las mejoras propuestas pueden incluir la ampliación y reconstrucción de los carriles principales, los caminos de acceso continuo, los muros de contención, los puentes, las rampas y las calles transversales para superar el deterioro del pavimento y los puentes para incluir instalaciones para bicicletas y peatones.

Alternativas

El EIS evaluará una serie de alternativas de construcción y una alternativa de no construcción. A continuación, se proporciona información de la trayectoria de los análisis ambientales realizados hasta la fecha. Desde el 2017 hasta el 2019, el Estudio del Corredor I-10 de TxDOT (estudio) incluyó una extensa divulgación pública y evaluaciones de ingeniería/medio ambiente de alto nivel de las necesidades futuras para el corredor I-10. El estudio tuvo como resultado una alternativa de estudio recomendada para todo el corredor de 55 millas de longitud. Consecuentemente, se inició el proyecto Downtown 10 (Tramo 2 del estudio), y la primera Reunión Pública se celebró virtualmente del 25 de junio al 15 de julio del 2020. La Reunión Pública mostró la alternativa de estudio recomendada y solicitó comentarios adicionales del público y de las partes interesadas con el fin de crear alternativas conceptuales más detalladas. Después de la Reunión Pública #1, TxDOT utilizó criterios detallados de ingeniería y limitaciones ambientales y la opinión del público/partes interesadas para identificar 18 alternativas de construcción, que se redujeron a nueve alternativas conceptuales de construcción. Los criterios de restricción incluyeron consideraciones de movilidad, diseño, multimodalidad y ambientales.

Las alternativas conceptuales se redujeron a tres alternativas de construcción viables (alternativas D, G y H). Este proceso se presentó en la Reunión Pública #2 (que se llevó a cabo virtualmente desde el 24 de febrero hasta el 16 de marzo del 2021) para obtener comentarios adicionales del público y realizar estudios adicionales. La alternativa de no construcción ha sido y será llevada a través del proceso como una condición de referencia. Las posibles alternativas de construcción son las siguientes:

Alternativa D

La alternativa D propone la reconstrucción y ampliación de la instalación existente de la I-10. Desde Executive Center Boulevard hasta University Drive, la alternativa D desplaza la alineación de la I-10 hacia el noroeste. Desde University Drive hasta la calle Campbell, la alternativa D sigue la actual alineación. Desde la calle Campbell hasta la calle Ange, la alternativa D desplaza la alineación de la I-10 hacia el norte. Desde la calle Ange hasta la calle Piedras, la alternativa D desplaza la alineación de la I-10 hacia el sur. Desde la calle Piedras hasta la SL 478 (calle Copia), la alternativa D sigue la alineación existente. La alternativa D propone nuevos carriles controlados sin peaje en dirección este y oeste, llamados carriles adaptativos, un carril adicional de uso general en dirección este y oeste, un puente para bicicletas y peatones en la calle Prospect, la adición de una vía colectiva de un solo sentido en dirección este entre las calles Kansas y Piedras, un carril de uso compartido desde el bulevard Executive Center hasta University Drive y desde la calle Santa Fe hasta SL 478 (calle Copia), y adaptaciones para bicicletas y peatones a lo largo de los puentes de las calles transversales. Para esta alternativa se consideraría una capacidad adicional, operacional, y acomodaciones para bicicletas y peatones.

Alternativa G

La alternativa G propone la reconstrucción y ampliación de la instalación existente de la I-10. Desde el bulevard Executive Center hasta Yandell Drive, la alternativa G desplaza la alineación de la I-10 hacia el noroeste. Desde Yandell Drive hasta la calle Santa Fe, la alternativa G sigue la alineación existente. Desde la calle Santa Fe hasta la calle Ange, la alternativa G desplaza la alineación de la I-10 hacia el norte. Desde la calle Ange hasta la calle Piedras, la alternativa G desplaza la alineación de la I-10 hacia el sur. Desde la calle Piedras hasta la SL 478 (calle Copia), la alternativa G sigue la alineación existente. La alternativa G propone nuevos carriles de acceso controlado sin peaje en dirección este y oeste, denominados carriles de adaptación, un carril adicional de uso general en dirección este y oeste, la adición de vías colectoras de un solo sentido (en dirección este y oeste) entre el bulevard Executive Center y la calle Santa Fe, la adición de una vía colectiva unidireccional en dirección este entre la calle Kansas y la calle Piedras, un carril de uso compartido desde el bulevard Executive Center hasta la SL 478 (calle Copia), carriles bidireccionales desde la calle Santa Fe hasta la calle Stanton, y acomodaciones para bicicletas y peatones a lo largo de los puentes que cruzan las calles. Para esta alternativa se consideraría la capacidad adicional, el funcionamiento y las adaptaciones para bicicletas y peatones.

Alternativa H

La alternativa H propone la reconstrucción y ampliación de la instalación existente de la I-10. Desde el bulevard Executive Center hasta Yandell Drive, la alternativa H desplaza la alineación de la I-10 hacia el noroeste. Desde Yandell Drive hasta la calle Santa Fe, la alternativa H sigue la alineación existente. Desde la calle Santa Fe hasta la calle Ange, la alternativa H desplaza la alineación de la I-10 hacia el norte. Desde la calle Ange hasta la calle Piedras, la alternativa H desplaza la alineación de la I-10 hacia el sur. Desde la calle Piedras hasta la SL 478 (calle Copia), la alternativa H sigue la alineación existente. La alternativa H propone nuevos carriles administrados sin peaje en dirección este y oeste llamados carriles adaptativos, un carril adicional de uso general en dirección este y oeste, la adición de vías colectoras de un solo sentido (en dirección este y oeste) entre el bulevard Executive Center y la calle Santa Fe, la adición de una vía colectiva de un solo sentido en dirección este entre la calle Kansas y la calle Piedras, conexiones colectoras-distribuidoras en dirección este y oeste entre la calle Campbell y SL 478 (calle Copia), un carril de uso compartido desde el bulevard Executive Center hasta SL 478 (calle Copia), carriles bidireccionales desde la calle Santa Fe hasta la calle Stanton, y acomodaciones para bicicletas y peatones a lo largo de los puentes que cruzan las calles. Para esta alternativa se consideraría la capacidad adicional, la funcionalidad y las adaptaciones para ciclistas y peatones.

Posibles Impactos del Proyecto

Sección 106 y Sección 4(f) Propiedades Históricas: Las alternativas de construcción propuestas serán evaluadas por posibles impactos adversos a propiedades históricas (i.e., propiedades elegibles para la lista del Registro Nacional de Sitios Históricos) dentro del área de estudio.

Justicia Ambiental (EJ, por sus siglas en inglés): Las alternativas de construcción propuestas serán evaluadas por posibles impactos adversos a las comunidades EJ dado a las reubicaciones anticipadas, así como otros impactos como acceso, ruido, y estética visual. Se llevarán a cabo análisis adicionales y actividades de participación pública durante el proceso de la Ley Nacional de Política Ambiental para evaluar si el proyecto tendría efectos desproporcionadamente altos y adversos en las comunidades de bajos ingresos y minorías.

Calidad del Aire: El Proyecto está ubicado en un área que no cumple con ciertos estándares en la calidad del aire para partículas inhalables (PM, por sus siglas en inglés) de 10 micrones, el área de cumplimiento/mantenimiento para el monóxido de carbono (CO), y el área que no cumple los requisitos marginales para el ozono (O3) del aire. Por lo tanto, las alternativas de construcción propuestas serán evaluadas por los posibles impactos adversos a la calidad del aire y estarán sujetas a una declaración de conformidad a nivel de proyecto.

El EIS evaluará los impactos potenciales y los beneficios para los recursos/comunidades identificadas anteriormente, así como las siguientes áreas de interés: Comunidades con dominio limitado del inglés, uso del suelo, derecho de paso, recursos sociales y comunitarios, ruido del tráfico, fauna y especies amenazadas y en peligro de extinción, recursos hídricos, lugares con materiales peligrosos y recursos visuales.

Se prevé que se requerirá lo siguiente: Permiso y consentimiento del Código de Antiquidades de Texas, consentimiento de la Sección 106 sobre recursos históricos/arqueológicos, aprobación de la evaluación de la Sección 4(f), permiso(s) del Cuerpo de Ingenieros del Ejército de los EE.UU. a nivel nacional y determinación de conformidad con la Ley de Aire Limpio.

Calendario Preliminar

Reunión de Alcance de Agencias: 30 de noviembre del 2022
Reunión de Alcance del Público: 30 de noviembre del 2022
Además de la reunión de evaluación pública, se llevará a cabo una audiencia pública después de que se prepare el borrador del EIS. Se notificará la hora y el lugar de la audiencia. Una vez concluida la audiencia pública y el período de comentarios sobre el borrador del EIS, se publicará el EIS final y el acta de decisión. De elegirse una alternativa de construcción, todos los permisos y decisiones de autorización se producirán antes de la construcción. TxDOT emitirá un solo documento de EIS Final y Registro de Decisión de acuerdo con 23 U.S.C. §159(n)(2), a menos que TxDOT determine que los criterios estatutarios y las consideraciones de viabilidad impiden la emisión de un documento combinado.
De acuerdo con 23 U.S.C. §139, las agencias colaboradoras, las agencias participantes y el público tendrán la oportunidad de hacer comentarios sobre el desarrollo del proyecto. El miércoles, 30 de noviembre del 2022, de 4 p.m. a 7 p.m. MT en El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas, 79961. La opción virtual estará disponible a las 4 p.m. MT el 30 de noviembre del 2022. Se proporcionará información adicional sobre las dos opciones en <https://www.tdot.gov/> haciendo la búsqueda por palabra clave "El Paso Downtown 10 - Virtual Public Scoping Meeting with In-Person Option".

La reunión pública de alcance ofrecerá al público la oportunidad de revisar y comentar el proyecto de plan de coordinación y el calendario, el propósito y la necesidad del proyecto, la serie de alternativas y las metodologías y el nivel de detalle para analizar las alternativas. También dará al público la oportunidad de hacer comentarios sobre los impactos ambientales previstos, los permisos u otras autorizaciones anticipadas y cualquier asunto importante que deba ser analizado en profundidad en el EIS. Además de la reunión pública sobre el alcance, se llevará a cabo una audiencia pública después de la preparación del borrador del EIS. Se notificará al público la hora y el lugar de la audiencia.

La reunión pública se llevará a cabo en inglés. Si necesita un intérprete o un traductor de documentos porque el inglés no es su idioma principal o tiene dificultades para comunicarse efectivamente en inglés, se le proporcionará uno. Si tiene una discapacidad y necesita ayuda, se pueden hacer arreglos especiales para adaptarse a la mayoría de las necesidades. Si necesita servicios de interpretación o traducción o es usted una persona con discapacidad que necesita una adaptación para asistir y participar en la reunión pública, póngase en contacto con Lauren Macias-Cervantes, Oficial de Información Pública, Distrito de El Paso a Lauren.MaciasCervantes@tdot.gov llamando al (915) 790-4341 a más tardar el lunes, 21 de noviembre del 2022 a las 4 p.m. MT. Por favor tenga en cuenta que es necesario avisar con suficiente anticipación, ya que algunos servicios y acomodaciones pueden requerir tiempo para que TxDOT los organice.

Se solicita al público que identifique por escrito las posibles alternativas, la información y los análisis pertinentes para este proyecto propuesto. Dicha información puede enviarse por correo a TxDOT El Paso District Office, Attn: Downtown 10 | Hugo Hernandez, 13301 Gateway Boulevard West, El Paso, Texas 79928-5410. Los comentarios electrónicos también pueden enviarse por correo electrónico a Downtown10@tdot.gov o una revisión de la sede virtual. Además, los miembros del público también pueden llamar al (915) 209-0027 y dejar un mensaje de voz. Los comentarios deben ser recibidos a más tardar el 11 de enero del 2023.

Amenaza tormenta Nicole la costa Este de Florida

Frisla Prieto y Julie Walker/Associated Press

Furt Lauderdale, Florida—Se espera que la tormenta subtropical Nicole que se formó en el océano Atlántico se convierta en huracán sobre las Bahamas antes de golpear la costa Este de Florida el miércoles, un día después de las elecciones, dijeron los meteorólogos.

Se prevé que azote el miércoles, después de las elecciones.

hasta el lago Okechobee, informó el Centro Nacional de Huracanes con sede en Miami.

El lunes en la mañana, la tormenta estaba a unos 300 millas (890 kilómetros) al Este del Noroeste de las Bahamas, con vientos máximos sostenidos de 45 millas por hora (75 kilómetros por hora), dijo el Centro de Huracanes.

No se descarta que Nicole cobre fuerza de huracán, especialmente si tomamos en cuenta lo caliente que están las aguas cerca de las Bahamas", expresó el Centro.

Debemos enfatizar, sin embargo, que independientemente de la intensidad que tenga Nicole, su enorme tamaño probablemente causará fuertes vientos, marejadas y lluvias en gran parte del Noroeste de Bahamas, Florida, y la costa suroccidental de Estados Unidos la próxima semana", añadió.

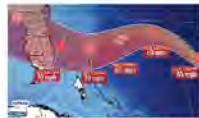
Los expertos recomendaron a los habitantes del centro de Bahamas, Florida y el Suroeste de Estados Unidos que monitoreen el progreso de la tormenta. Es probable que al final del lunes se emitan más alertas, indicó la agencia.

Realmente no comenzaremos a ver ningún impacto significativo de Nicole hasta el martes (hoy) por la noche o el miércoles, por lo que no debería tener un gran impacto en las operaciones de votación mañana", dijo el especialista en huracanes Philippe Papin a The Associated Press.

Desafortunadamente, esta será una tormenta muy grande, con un campo de viento muy amplio en el lado Norte. Esto va a causar un oleaje bastante considerable, marejadas ciclónicas potencialmente peligrosas en algún lugar a lo largo de la costa Este de Florida, fuertes lluvias y vientos probablemente significativos en una gran área de la costa Este de la península de Florida", agregó Papin.

Se prevé que la tempestad causará fuertes lluvias en el noroeste de Bahamas de martes a jueves, y que entre mediodía y fines de semana impacte a Florida y otras zonas costeras de Estados Unidos.

Gran parte de Florida todavía se está recuperando del destructivo huracán Ian, que azotó la parte suroeste del estado el 28 de septiembre como un fuerte huracán de categoría 4.



SE EMITIERON alertas de huracán en el estado

Descubren cuerpo tras ver a perro con un brazo

Associated Press

Jackson, Mississippi—La Policía de Jackson, Mississippi, encontró un cuerpo decapitado luego de recibir reportes de un perro que llevaba un brazo humano, informaron ayer jueves las autoridades.

El cuerpo fue encontrado el sábado en una casa abandonada en una zona boscosa de Jackson, señaló Denis Heam, subjefe del Departamento de Policía de Jackson, en un comunicado de prensa. El brazo fue recuperado en una calle cercana a la casa abandonada, pero hasta el lunes por la mañana, no se había encontrado la cabeza, comenzó la búsqueda forense del condado de Hinds. Sharron Grisham-Stewart, a la televisión WAPT, al parecer la víctima era hombre, señaló.

Es una imagen muy gráfica y fuerte. La mutilación de un cuerpo, me repugna y me preocupa", comentó el alcalde de Jackson, Chokwe Antar Lumumba, en una conferencia de prensa el lunes. "No es algo a lo que te acostumbras. No es algo a lo que te quieres acostumbrar".

Las autoridades no divulgaron el nombre de la víctima ni más detalles sobre el caso.

Hearm comentó a la televisión que es el 117mo caso de homicidio del año en Jackson.

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PHOTOGRAPH BY JEFFREY M. HARRIS
PHOTOGRAPH BY JEFFREY M. HARRIS

TxDOT Social Media Posts (Facebook and Twitter)



Facebook post November 16, 2022



Texas Department of Transportation (El Paso)

November 28, 2022 · 🌐

REMINDER: Our in-person Public Scoping Meeting for Downtown 10 is scheduled for Wednesday, November 30, 2022, from 4 p.m. to 7 p.m. (MT) at the El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas, 79901.

A virtual option will go live at 4 p.m. (MT) the same day.

Join us! Read more:

https://www.txdot.gov/_/new/_/local/el-paso/125-2022.html



JOIN US!

Downtown 10 Public Scoping Meeting

11.30.22

4-7 PM

**EL PASO CONVENTION CENTER
ONE CIVIC CENTER PLAZA, EL PASO**



**JOIN US
ONLINE!**

Downtown 10 Public Scoping Meeting

**11.30.22
BEGINNING AT 4PM**

THROUGH JANUARY 11, 2023



4

3 shares

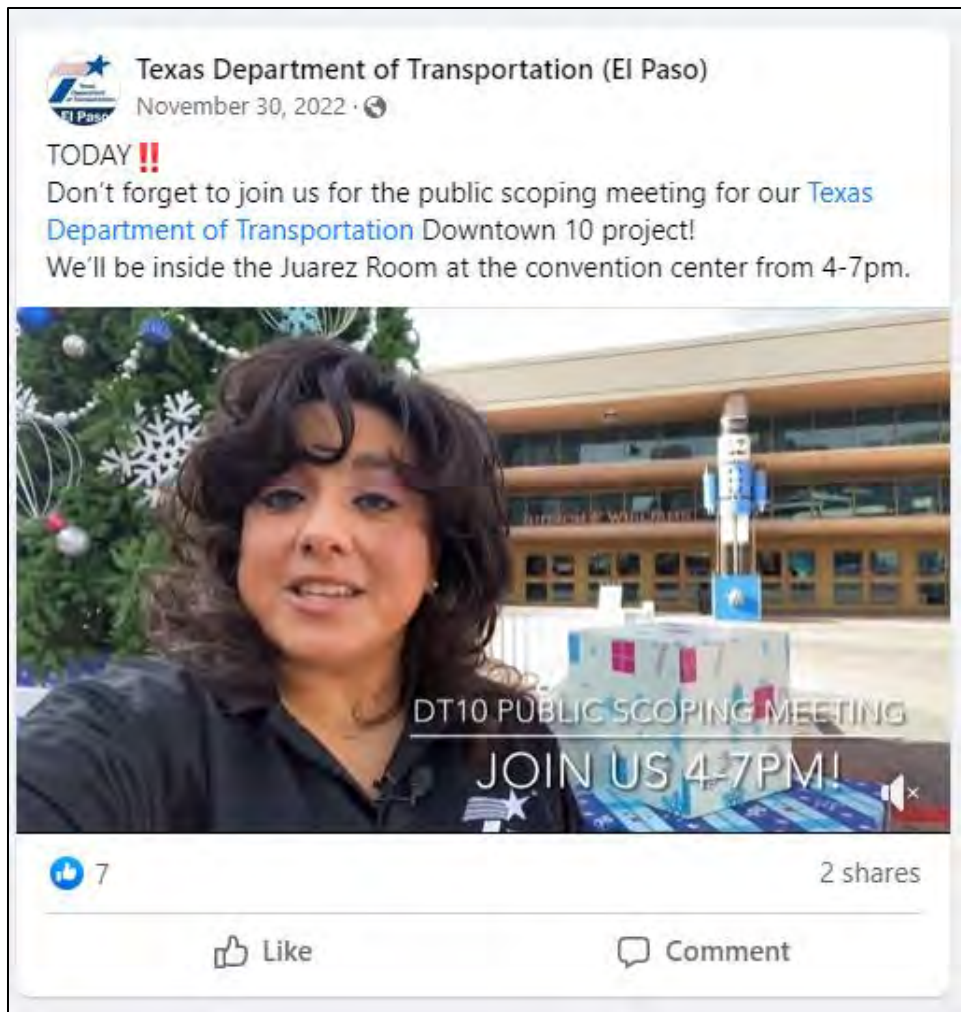


Like

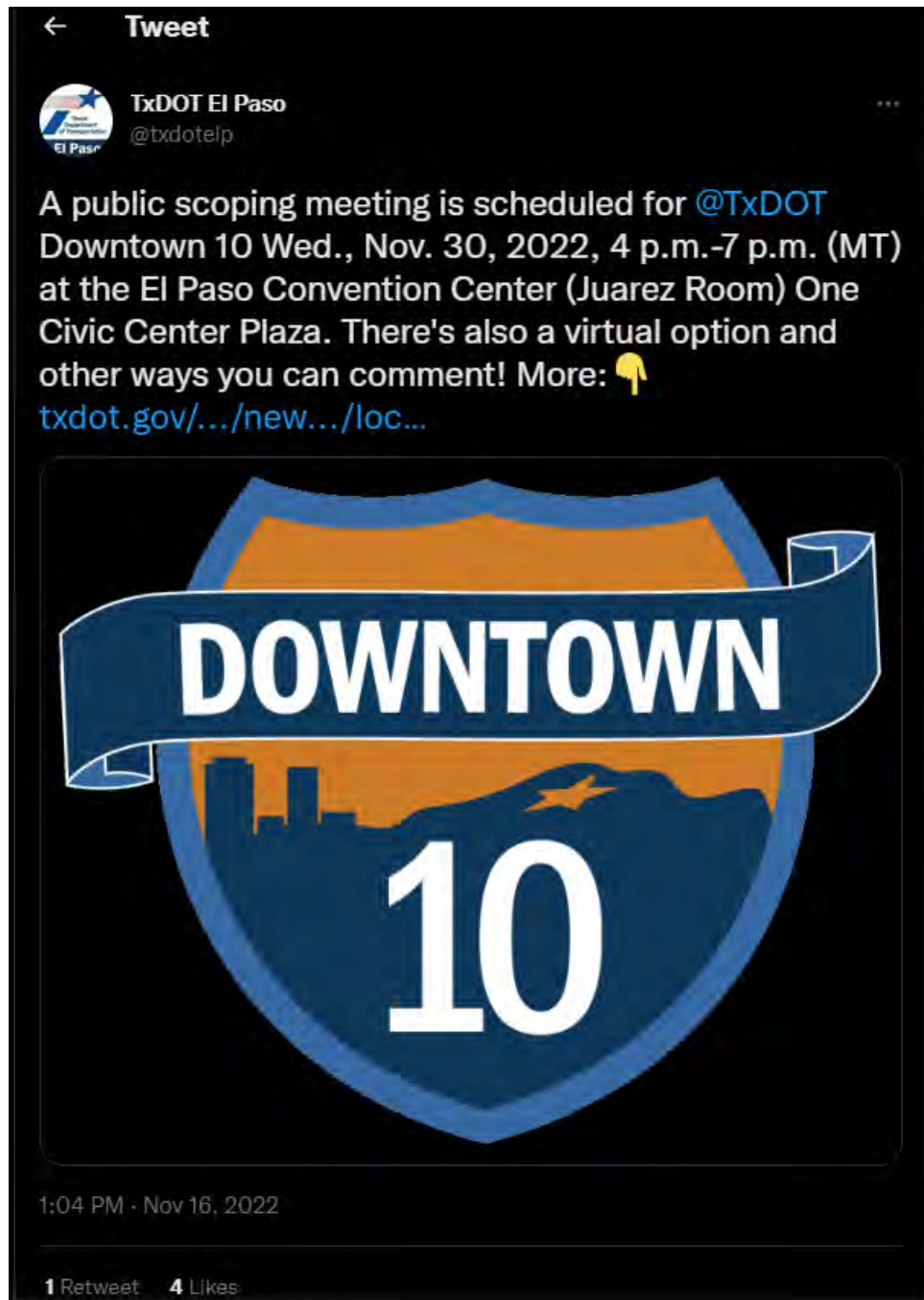


Comment

Facebook post November 28, 2022



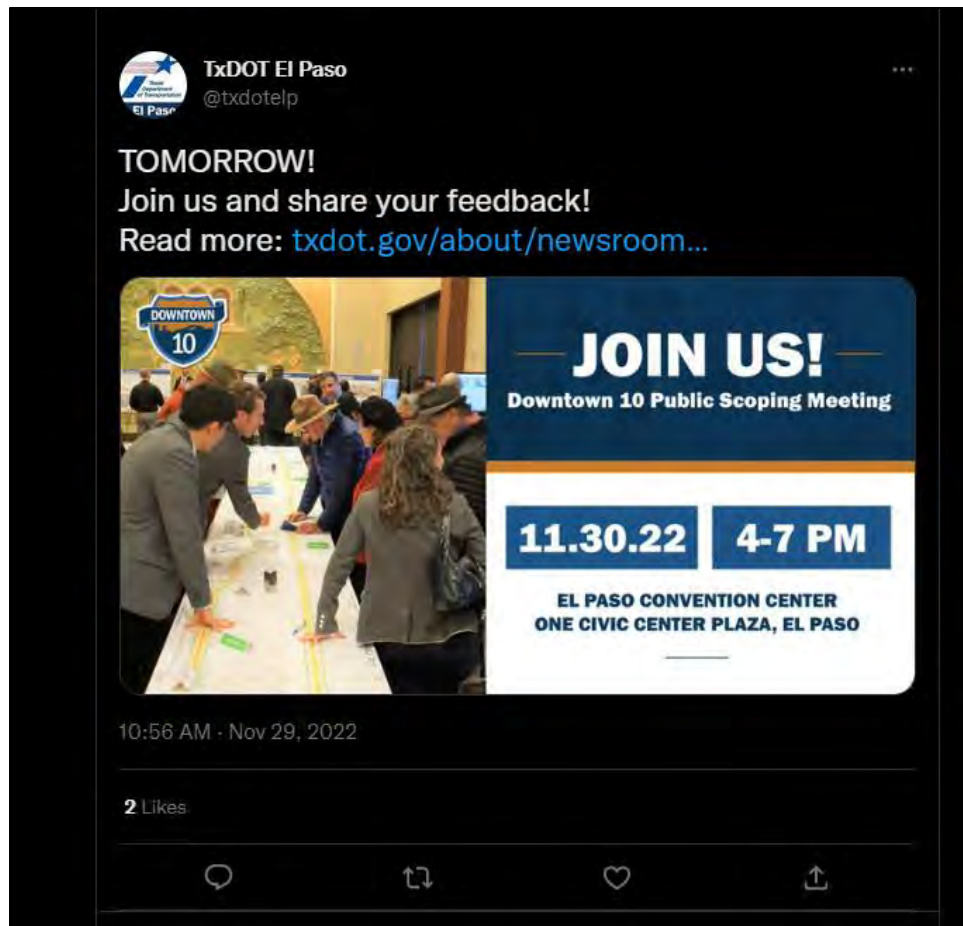
Facebook post November 30, 2022



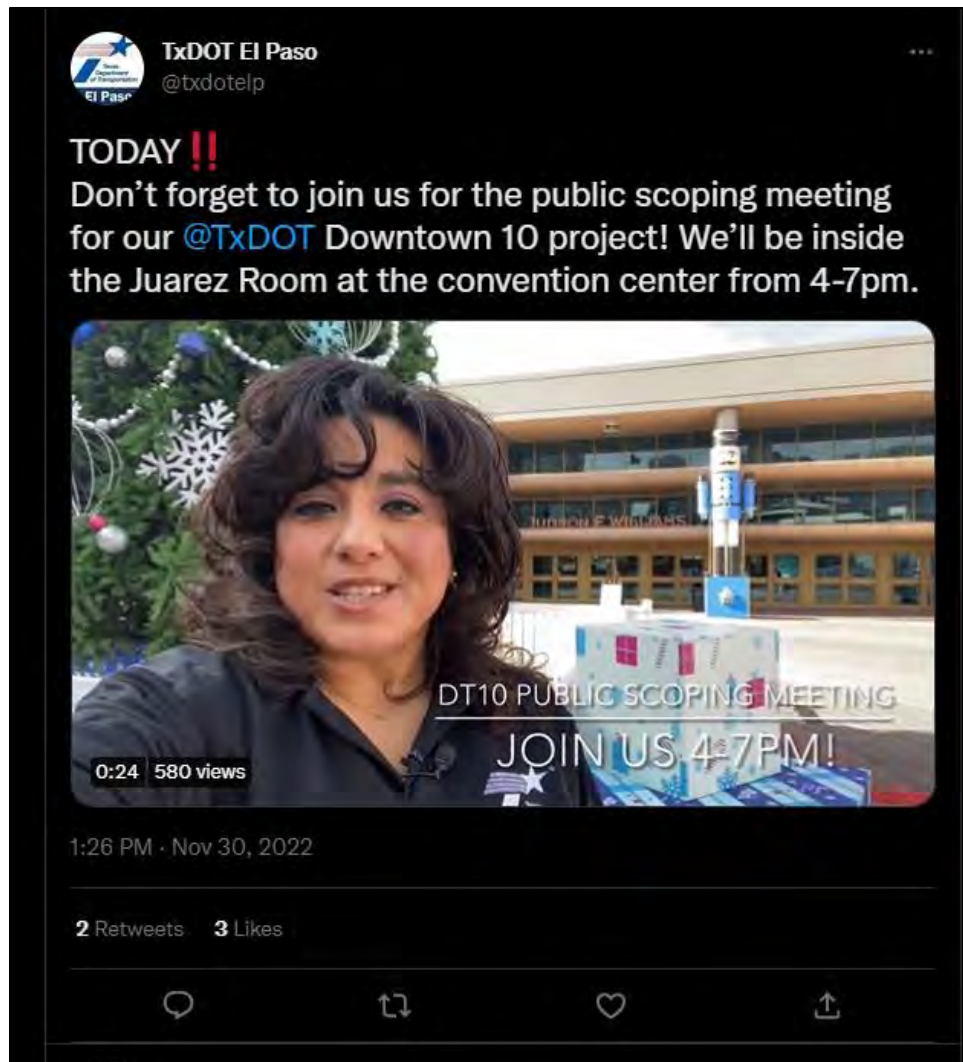
Twitter post November 16, 2022



Twitter post November 28, 2022



Twitter post November 29, 2022



Twitter post November 30, 2022




[< El Paso](#)



















El Paso Downtown 10

Notice of public scoping meeting

**Virtual: Wednesday, Nov. 30, 2022 at 4 p.m. (MT) to
Wednesday, Jan. 11, 2023**

**In-person: Wednesday, Nov. 30, 2022 from 4p.m. to 7 p.m.
(MT)**

Public comment deadline	Comments must be received by Wednesday, Jan. 11, 2023.
Virtual details	<p>A virtual option  will go live at 4 p.m. (MT) on Wednesday, Nov. 30, 2022.</p> <p>The virtual room  will include both audio and visual components.</p> <p>Please note that the virtual room  will not be available on the website until the time and date listed above.</p> <p>If you do not have internet access, you may call Kim Johnson at (512) 567-9270 to ask questions on how to access project materials at any time during the comment period.</p>
In-person details	<p>Wednesday, Nov. 30, 2022, from 4 p.m. to 7 p.m. (MT)</p> <p>El Paso Convention Center (Juarez Room)</p> <p>One Civic Center Plaza</p> <p>El Paso, Texas, 79901.</p>
Purpose	The purpose of this public scoping meeting is to provide the public an opportunity to review and comment on the draft coordination plan and schedule, the project purpose and need, the alternatives, and methodologies and level of detail for analyzing alternatives.

	<p>It will also allow the public an opportunity to provide input on any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that will be analyzed in depth in the EIS.</p>
Description	<p>Based on the National Environmental Policy Act (NEPA) process, TxDOT has determined that the Downtown 10 Project will now be classified and prepared as an Environmental Impact Statement (EIS) that will evaluate a range of build alternatives and a no-build alternative.</p>
Accessibility	<p>The public scoping meeting will be conducted in English and Spanish.</p> <p>If you need an interpreter or document translator because English or Spanish are not your primary language or you have difficulty communicating effectively, one will be provided to you.</p> <p>If you have a disability and need assistance, special arrangements can be made to accommodate most needs.</p> <p>If you need interpretation or translation services or you are a person with a disability who requires an accommodation to attend and participate in the public scoping meeting, please contact Lauren Macias-Cervantes, Public Information Officer, El Paso District, at (915) 790-4341 no later than 4 p.m. (MT), Monday, Nov. 21, 2022.</p> <p>Please be aware that advance notice is required as some services and accommodations may require time for TxDOT to arrange.</p>
Meeting materials	<ul style="list-style-type: none"> •  Notice/Aviso •  Meeting room boards •  Virtual room script •  Meeting room boards (spanish) •  Virtual room script (spanish) •  Conceptual alternative analysis video info •  Conceptual alternative analysis video info (spanish) •  Viable analysis video info •  Viable analysis video info (spanish) •  Viable alternative D plot •  Viable alternative G plot •  Viable alternative H plot •  Viable alternative I plot •  Comment form •  Comment form (spanish) •  Purpose and need •  Final agency coordination plan •  Range of alternatives technical report

How to make a comment	<p>The public is requested to identify, in writing, potential alternatives, information, and analyses relevant to this proposed project.</p> <p>Such information may be provided in writing by mail to the TxDOT El Paso District Office, Attn: Downtown 10/Hugo Hernández, 13301 Gateway Boulevard West, El Paso, Texas 79928-5410.</p> <p>Electronic comments may also be submitted by email to Downtown10@txdot.gov or through the virtual site.</p> <p>Additionally, members of the public may also call (915) 209-0027 and leave verbal comments.</p>
Memorandum of Understanding	<p>The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.</p>

Posted on: Nov. 8, 2022

Contact us



[Email TxDOT El Paso District](#)



[915-790-4243](tel:915-790-4243)



[TxDOT - El Paso District Office](#)
[13301 Gateway Boulevard West](#)
[El Paso, TX 79928-5410](#)

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Attachment C

Comments Received

Deadline for Comments

Wednesday, January 11, 2023

Comments Received via In-person meeting

12

Comments Received via Website

9

Comments Received via Email

91

Comments Received via Phone

2

Comments Received by Google Voice

1

Comments Received via Mail

34



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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting
Wednesday, November 30, 2022
4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: LAURA BENAVIDES MONTELEONE / GARY MONTELEONE

MAILING ADDRESS: 3023 GATEWAY WEST

REPRESENTING: MONTELEONES RESTORANTE

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by Texas Department of Transportation (TxDOT)

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

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TxDOT El Paso District Office,
Attn. Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

All written comments must be submitted or postmarked by **January 11, 2023**. Thank you for your comments.

COMMENT(S):

DUE TO THE 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.

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting
Wednesday, November 30, 2022
4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Stephan Black

MAILING ADDRESS: 8900 Numan

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

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COMMENT(S):

- In new concept Sunset Heights needs a ramp
to exit + enter the freeway, current
ramp doesn't accomplish that

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting
Wednesday, November 30, 2022
4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Anna Fuentes

MAILING ADDRESS: 10768 Copper Ridge El Paso TX 79912

REPRESENTING: my community

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by Texas Department of Transportation (TxDOT)
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Email: Downtown10@txdot.gov

All written comments must be submitted or postmarked by **January 11, 2023**. Thank you for your comments.

COMMENT(S):

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 historically marginalized communities, decrease the value of their property by bringing the freeway closer to their homes and decrease the quality of air leading to health disparities when comparing the wellbeing of these communities to those wealthier and thus further away from the freeway.

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CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting
Wednesday, November 30, 2022
4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Ozzie Garcia

MAILING ADDRESS: 13285 Walker Post Ave, 79928

REPRESENTING: Self

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by Texas Department of Transportation (TxDOT)

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Email: Downtown10@txdot.gov

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COMMENT(S):

Out 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 require
as much ROW as the other Alternatives such as Alternative (I).

I still have a few comments on (H)

- SB cotton traffic, how will traffic continue south through
the intersection, if all of the cotton intersection is bridge?
- Consolidating bridges in downtown is a good idea, however eliminating
lanes of Portillo Diaz may cause added congestion in downtown
(especially if the Miners get a good team! :))
- Drainage: Added pavement = increased runoff. How are we going
to address additional flow(s) if the segments near Piedras/cotton
are already near capacity? Ponds/ditches/Pump Stations?? Where?
- Eliminating the Pump Station at Cotton is a big change. Is a new
pump station proposed that will feed the Delta System?

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CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting
Wednesday, November 30, 2022
4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME:

LUIS LAJE

MAILING ADDRESS:

2925 GATEWAY WEST

REPRESENTING:

APYS COLOR SUPPLY

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by Texas Department of Transportation (TxDOT)
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

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El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

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COMMENT(S):

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!

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CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting
Wednesday, November 30, 2022
4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Ara L. Reza

MAILING ADDRESS: 9133 Cuernavaca Dr. El Paso, Tx 79907

REPRESENTING: Citizen

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by Texas Department of Transportation (TxDOT)

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Attn. Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

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COMMENT(S):

There is no need for this project. It will destroy properties & ~~the~~ my fav. bridge torn down in all the Alternative Projects.

We need help moving the semi trucks out our highway and in an alternative route.

And the best idea is to build more public transportation in our cities.

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting
Wednesday, November 30, 2022
4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Guadalupe Sanchez

MAILING ADDRESS: 708 Wyoming Ave, 79902

REPRESENTING: Home owner

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by Texas Department of Transportation (TxDOT)

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Attn. Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

All written comments must be submitted or postmarked by **January 11, 2023**. Thank you for your comments.

COMMENT(S):

Alternative G will impact in a
very bad and sad way because it is the
Alternative that will leave me with out
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.

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

CSJ: 2121-02-166

EL PASO COUNTY

Formulario de Comentarios

Reunión de Alcance del Público
miércoles, 30 de noviembre del 2022
4 p.m. a 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Gabriella Sanchez

DIRECCION POSTAL: 708 Wyoming Ave.

REPRESENTANDO: vivienda

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

☐ Yo trabajo con El Departamento de Transportación de Texas (TxDOT, por sus siglas en Ingles)

☐ Hago negocios con TxDOT

☐ Seria beneficiado monetariamente a causa de este proyecto u otros detalles sobre los que estoy comentando

El propósito de este formulario es para recibir sus comentarios respecto al proyecto Downtown 10. El formulario completado puede ser depositado en la caja de comentarios esta noche o ser enviados por correo postal o correo electrónico a:

TxDOT El Paso District Office,
Attn. Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

Todos los comentarios por escrito deben ser enviados a matasellados en o antes del **11 de enero del 2023**.

Gracias por sus comentarios.

COMENTARIO(S):

Estoy en contra de Alternativa G.
Afectaria la casa donde vivo que es
de mis padres. Alternativa G es en lo
que estoy en contra afectaria al patrimonio
de mi familia lo que tomo casi 30
años para ser de ellos.

Para enviar por correo, favor doble a lo largo de las líneas punteadas con esta página en el interior, coloque la estampilla, y cierre con cinta (no engrapar).



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

CSJ: 2121-02-166

EL PASO COUNTY

Formulario de Comentarios

Reunión de Alcance del Público
miércoles, 30 de noviembre del 2022
4 p.m. a 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Victor M Sanchez

DIRECCION POSTAL: 708 Wyoming Ave 79902

REPRESENTANDO: Dueño de casa

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

☐ Yo trabajo con El Departamento de Transportación de Texas (TxDOT, por sus siglas en Ingles)

☐ Hago negocios con TxDOT

☐ Seria beneficiado monetariamente a causa de este proyecto u otros detalles sobre los que estoy comentando

El propósito de este formulario es para recibir sus comentarios respecto al proyecto Downtown 10. El formulario completado puede ser depositado en la caja de comentarios esta noche o ser enviados por correo postal o correo electrónico a:

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13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

Todos los comentarios por escrito deben ser enviados a matasellados en o antes del **11 de enero del 2023**.

Gracias por sus comentarios.

COMENTARIO(S):

Alternativo G impactaria ami y mi familia. Nos dejaria sin un hogar. Este 5 de diciembre 2022 termine de pagar mi casa con tanto esfuerzo solo para que sea demolida es devastador. en vivido en 708 Wyoming mas de 28 años y al fin pudiera decir que es mia pero Alternativa G lo destralaria para mi.

Para enviar por correo, favor doble a lo largo de las líneas punteadas con esta página en el interior, coloque la estampilla, y cierre con cinta (no engrapar).



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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting
Wednesday, November 30, 2022
4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME:

STEVE SANTANA

MAILING ADDRESS:

1505 RIAL RD

REPRESENTING:

420 IV CAMPBELL

"TRAIN DEPOT"

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Attn. Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

All written comments must be submitted or postmarked by **January 11, 2023**. Thank you for your comments.

COMMENT(S):

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

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting
Wednesday, November 30, 2022
4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: ANGEL ULLOA

MAILING ADDRESS: 1601 E RIO GRANDE AVE. EL PASO, TX 79912

REPRESENTING: SUNRISE EL PASO

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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☐ I could benefit monetarily from the project or other item about which I am commenting

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El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

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COMMENT(S):

TxDOT, listen to the public. Connect neighborhoods, not freight traffic!
Prioritize bikers, walkers, & public transport users. Do not expand I-10,
El Paso does not want this!

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CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting
Wednesday, November 30, 2022
4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Pat White

MAILING ADDRESS: 10525 Texwood Ave, El Paso, TX 79925

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Email: Downtown10@txdot.gov

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COMMENT(S):

The first plan is the best, although I don't like it. The plans get worse as you add more bridges and lanes etc. There is no need to add another lane through downtown without changing anything else.

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

From: web.team@blantonassociates.com
Sent: Wednesday, November 30, 2022 5:46 PM
To: kim.johnson@blanton.cc; robert.ryan@blanton.cc; megan.luschen@blanton.cc; gilysa.garcia@blanton.cc; catherine.ramirez@blanton.cc
Subject: Downtown 10 Scoping Meeting Comment Form

Name:
Phillip Rothstein

Address:
6120 Los Felinos Cir

Email:


Representing:
Individual

I am employed by TxDOT:
No

I do business with TxDOT:
No

I could benefit monetarily from the project:
No

Comment:

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.

From: web.team@blantonassociates.com
Sent: Wednesday, November 30, 2022 7:05 PM
To: kjohnson@blanton.cc; rryan@blanton.cc; megan.luschen@blanton.cc; gilysa.garcia@blanton.cc; catherine.ramirez@blanton.cc
Subject: Downtown 10 Scoping Meeting Comment Form

Name:
Andrew Wong

Address:

Email:
[REDACTED]

Representing:

I am employed by TxDOT:
No

I do business with TxDOT:
No

I could benefit monetarily from the project:
No

Comment:

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.

Clarifying the use and intent of the adaptive lane would also be helpful.

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.

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.

I believe alternative D, along with other regional and local transportation improvements, has the best balance of improving accessibility while maintaining important historic structures.

From: web.team@blantonassociates.com
Sent: Monday, December 5, 2022 3:49 PM
To: kjohnson@blanton.cc; rryan@blanton.cc; megan.luschen@blanton.cc;
gilysa.garcia@blanton.cc; catherine.ramirez@blanton.cc
Subject: Downtown 10 Scoping Meeting Comment Form

Name:
Jose Chavarria

Address:

Email:


Representing:

I am employed by TxDOT:
No

I do business with TxDOT:
No

I could benefit monetarily from the project:
No

Comment:

I believe the corridor (regardless of alternative) would benefit the most from the addition of collector distributor lanes separating through traffic from local traffic

From: web.team@blantonassociates.com
Sent: Monday, December 5, 2022 4:26 PM
To: kjohnson@blanton.cc; rryan@blanton.cc; megan.luschen@blanton.cc;
gilysa.garcia@blanton.cc; catherine.ramirez@blanton.cc
Subject: Downtown 10 Scoping Meeting Comment Form

Name:

Address:

Email:

Representing:

I am employed by TxDOT:

No

I do business with TxDOT:

No

I could benefit monetarily from the project:

No

Comment:

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.

From: web.team@blantonassociates.com
Sent: Thursday, December 8, 2022 7:02 PM
To: kjohnson@blanton.cc; rryan@blanton.cc; megan.luschen@blanton.cc;
gilysa.garcia@blanton.cc; catherine.ramirez@blanton.cc
Subject: Downtown 10 Scoping Meeting Comment Form

Name:
Jackson Hurst

Address:
4216 Cornell Crossing, Kennesaw, Georgia 30144

Email:


Representing:
self

I am employed by TxDOT:
No

I do business with TxDOT:
No

I could benefit monetarily from the project:
Yes

Comment:

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.

From: web.team@blantonassociates.com
Sent: Thursday, December 15, 2022 3:09 PM
To: kjohnson@blanton.cc; rryan@blanton.cc; megan.luschen@blanton.cc; gilysa.garcia@blanton.cc; catherine.ramirez@blanton.cc
Subject: Downtown 10 Scoping Meeting Comment Form

Name:
Robert Storch

Address:
1418 Hawthorne St

Email:
[REDACTED]

Representing:

I am employed by TxDOT:
No

I do business with TxDOT:
No

I could benefit monetarily from the project:
No

Comment:

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.

First, adding lanes to an urban, limited access highway will never reduce congestion.

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.

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.

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.

El Paso residents want a safe city, without huge trucks and speeding cars through their neighborhoods.

El Paso residents want neighborhoods connected by safe, "complete streets" where people can walk or ride bikes and local small businesses can thrive.

El Paso residents want efficient, reliable mass transit that quickly and frequently takes them where they need to go.

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.

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.

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.

From: web.team@blantonassociates.com
Sent: Friday, December 16, 2022 11:05 AM
To: kjohnson@blanton.cc; rryan@blanton.cc; megan.luschen@blanton.cc; gilysa.garcia@blanton.cc; catherine.ramirez@blanton.cc
Subject: Downtown 10 Scoping Meeting Comment Form

Name:
David

Address:
Sunset Heights Resident

Email:

Representing:
Sunset Heights

I am employed by TxDOT:
No

I do business with TxDOT:
No

I could benefit monetarily from the project:
No

Comment:

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

From: web.team@blantonassociates.com
Sent: Tuesday, January 3, 2023 12:25 AM
To: kjohnson@blanton.cc; rryan@blanton.cc; megan.luschen@blanton.cc;
gilysa.garcia@blanton.cc; catherine.ramirez@blanton.cc
Subject: Downtown 10 Scoping Meeting Comment Form

Name:
Rep. peter svarzbein

Address:
923 MCKELLIGON DR

Email:
[REDACTED]

Representing:
City of El Paso

I am employed by TxDOT:
No

I do business with TxDOT:
No

I could benefit monetarily from the project:
No

Comment:

Resolution passed unanimously by El Paso City Council on March 15, 2022.

RESOLUTION

WHEREAS, in 1968, Interstate-10 was completed in El Paso; and,

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

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,

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,

WHEREAS, the City's Comprehensive Plan, Plan El Paso, identified as a priority the reimagining of the freeway as it traverses through downtown; and,

WHEREAS, Connecting El Paso, the precursor to Plan El Paso, identified capping the freeway as vital to the success of downtown redevelopment; and,

WHEREAS, Plan El Paso calls for reducing the overreliance on the automobile as a preferred mode of travel; and,

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

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

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,

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

NOW THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF EL PASO:

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:

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 & uptown.

From: web.team@blantonassociates.com
Sent: Thursday, January 5, 2023 4:41 PM
To: kjohnson@blanton.cc; rryan@blanton.cc; megan.luschen@blanton.cc; gilysa.garcia@blanton.cc; catherine.ramirez@blanton.cc
Subject: Downtown 10 Scoping Meeting Comment Form

Name:

Address:

Email:

Representing:
Self, El Paso resident

I am employed by TxDOT:
No

I do business with TxDOT:
No

I could benefit monetarily from the project:
No

Comment:

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.

From: [REDACTED]
Sent: Sunday, December 4, 2022 3:39 PM
To: downtown10@txdot.gov
Cc: [REDACTED]
Subject: Downtown10-El Paso

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.

Dear Mr. Hugo Hernandez:

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, [REDACTED], [REDACTED]

From: [REDACTED]
Sent: Tuesday, December 6, 2022 2:40 PM
To: Downtown10@txdot.gov; hugo.hernandez@txdot.gov
Subject: Downtown10 Purpose and Need

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.

Mr. Hernandez and the Downtown 10 team,

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.

Vision Zero Texas is a project of Farm&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.

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.

I hope we can meet soon to discuss this and possibly other issues related to improving the project
Scott

Scott White, CNU-A
Director, Vision Zero Texas
FarmAndCity.org
VisionZeroTexas.org

[REDACTED]

From: Dr. Chinwe Nduka [REDACTED]
Sent: Thursday, December 8, 2022 10:27 AM
To: downtown10@txdot.gov
Subject: Notice of scoping meeting

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 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.

From: Michael Frisbey [REDACTED]
Sent: Friday, December 9, 2022 2:20 PM
To: downtown10@txdot.gov
Subject: I-10 Construction concern

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, I'm reaching out from 420 N. Campbell (St. Rogers Depot) in downtown El Paso. The owner of the building, Steve & 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

Get [Outlook for iOS](#)

From: Elisa M [REDACTED]
Sent: Saturday, December 10, 2022 1:07 PM
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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.

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.

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.

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.

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.

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.

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.

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.

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!

From: Ana Ho [REDACTED]
Sent: Saturday, December 10, 2022 1:14 PM
To: downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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.

Dear TXDOT,

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.

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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.

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,
Ana Ho

From: Jocelin Velasco [REDACTED]
Sent: Saturday, December 10, 2022 1:14 PM
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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,

This email is to chime in on the possible future expansion of road in downtown EP.

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.

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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.

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.


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.

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.

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.

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!

Jocelin Velasco
PA-S, Texas Tech UHSC


From: Rebecca Carrillo [REDACTED]
Sent: Sunday, December 11, 2022 2:14 PM
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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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.

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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.

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.

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.

Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.

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.

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

From: Leilainia Marcus [REDACTED]
Sent: Sunday, December 11, 2022 9:22 PM
To: Downtown10@txdot.gov
Subject: We do not need to expand the highway

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.

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.

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.

If we build more of a freeway we are going to lose more of the soul of our city.

The freeway must not be expanded on!

Without culture we will evaporate in the dry desert heat. People Matter. Culture Matter.the Land Matters. Health matters!

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.

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.

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!

Leilainia (Lay-Lane-Ya) Marcus
Transformational Coach through Movement, Breath, Stillness, Awareness.
Everyday4Everybody.com
[REDACTED]

"Follow your heart with vision and actions. Create your own folds and you will be connected with your own purpose in life."

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.

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.

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!

Sent from my iPad

From: Mark Lusk [REDACTED]
Sent: Tuesday, December 13, 2022 1:12 PM
To: Downtown10@txdot.gov; [REDACTED]
Subject: I-10 El Paso Widening vs. a Bypass

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.

TO: TX DOT

I write to express my opposition to the I-10 widening project.

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.

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.

Most major American cities long ago built major highway bypasses to direct through traffic and hazardous cargo away from densely populated areas.

Mark Lusk
4708 Sir Gareth Dr
El Paso TX 79902

From: Mauricio Gonzalez [REDACTED]
Sent: Tuesday, December 13, 2022 6:05 PM
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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.

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.

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.

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.

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!

Please let me know if you have any questions or need anything else from me. I'd be happy to provide more feedback on this subject matter.

Mauricio Gonzalez
[REDACTED]

From: W. Stafford Thurmond [REDACTED]
Sent: Wednesday, December 14, 2022 5:33 AM
To: Downtown10@TxDOT.gov
Cc: Aliana Apodaca; Tommy Gonzalez; Betsy Keller; countyjudge@epcounty.com
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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.

Stopping this insanity takes speaking up and the adding of more lanes to the freeway isn't the most efficient way of reducing our congestion. In addition to inducing more traffic in the future, it also affects air quality, reduces student performance, and harms our health not at least to say of the Diverting of traffic during the building to local streets and the effect of constriction of road and heavy equipment would have on all the nearby structures of businesses and homes. Adding lanes adds more cars and results in more pollution. Instead, let's send interstate traffic around El Paso on the Borderland Expressway or better yet taking the Anthony Gap Exit around the City. 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.

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.

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.

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.

Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.

Sending traffic around El Paso on the Borderland Expressway or through Anthony Gap 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.

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!

Best Regards,

William Thurmond

From: Ted Houghton [REDACTED]
Sent: Wednesday, December 14, 2022 1:56 PM
To: Downtown10@txdot.gov
Subject: My support for Alternative I

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.

The presentation was well done by TxDOT and their consultants. I support Alternative I.

Thank you,
Ted Houghton

Ted Houghton



Direct Line: [REDACTED] | Ph: [REDACTED] | Fax: [REDACTED] | 210 N. Campbell St. | El Paso, Texas 79901 |
www.houghtonfinancialpartners.com

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. This information is For Official Use Only. Unauthorized disclosure or misuse of this Personal Information including, but not limited to: copying, disclosure, distribution, is strictly prohibited, and may result in criminal and/or civil penalties. If you have received this email in error, please notify the sender immediately and delete this email and all attachments from your system. Please be aware that all inbound and outbound email from this email address may be monitored.

From: Tracy Yellen [REDACTED]
Sent: Wednesday, December 14, 2022 6:33 PM
To: ELP_Downtown10
Subject: Comments as part of Public Scoping Process

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.

Dear TxDOT:

On behalf of the Paso del Norte Health Foundation, Paso del Norte Community Foundation, and Downtown Deck Plaza Foundation, I am writing in response to the public scoping meeting held November 30th re: the I-10 corridor from Executive Center. I appreciate the work that TxDOT has done to provide additional alternative transportation amenities in the corridor, reduce the need for eminent domain, provide better connectivity, and lessen impact on neighborhoods of work on the freeway in the corridor.

I would like to recommend the following additional improvements to Alternative I:

1. Fully embrace and adopt the Deck Plaza as part of the final alternative for the downtown corridor that will also facilitate the hike and bike trails from Campbell to Prospect.
2. Add significantly more on-street parking around the Deck Plaza between Campbell and Prospect.
3. Do not include any "Texas Turnarounds or Texas U-Turns." The turnarounds in this area are not conducive with this urban area and not compatible with the proposed Deck Plaza green space.
4. Ensure that on-ramps or off-ramps into and out of the Downtown area be built to a neighborhood and pedestrian-friendly scale.

As you know, the Health Foundation invested in a visioning process to imagine what a Deck Plaza improvement would bring to the overall transportation system and health of our community. We engaged OJB architects to assist with this process, which included representatives from the City of El Paso, County of El Paso, El Paso Metropolitan Planning Organization, Camino Real Regional Mobility Authority, El Paso Chamber, and Paso del Norte Health Foundation, among other stakeholders. Please find a link to the design concept below.

<https://ojb.box.com/s/fqkk0i6l8y29fbioaf2b49izoivfxg5j>

Additionally, the City of El Paso received a \$900,000 RAISE grant to conduct a feasibility study of the Deck Plaza. The City has engaged Stantec through this process. We look forward to coordinating Stantec's work with TxDOT and providing additional comments on Alternative I as they do this work next year.

As you know, we believe that TxDOT's investment in improvements to the I-10 corridor in the downtown area that also provides the infrastructure and investment in a Deck Plaza is critical for a variety of key reasons:

1. Supports the efficient movement and flow of traffic through the corridor
2. Complements and enhances the alternate transportation system
3. Connects key neighborhoods (eg. Downtown and "Uptown")
4. Connects the 68-mile Paso del Norte Trail in the MPOs plan from the UTEP area through Downtown to the Medical Center of the Americas
5. Contributes to improvements to air quality and environment
6. Provides needed beautification to the corridor

We appreciate your consideration of our comments and investment in our community.

Please let me know if you have any questions or need additional information.

Sincerely,

Tracy J. Yellen, CEO
Paso del Norte Health Foundation
Paso del Norte Community Foundation
Cel: [REDACTED]



Tracy J. Yellen
Chief Executive Officer

P: [REDACTED]
C: [REDACTED]

221 N. Kansas, Suite 1900
El Paso, Texas 79901

pdnhf.org | pdnfoundation.org



Excellence. Accountability. Impact.™

From: Sean Crowley [REDACTED]
Sent: Friday, December 16, 2022 12:18 PM
To: Downtown10@txdot.gov
Subject: Downtown El Paso traffic 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.

I urge you to stop adding more lanes to I-10 through downtown. El Pasoans want less traffic and less air and noise pollution. If I-10 needs repairs, by all means do that but more lanes just means more traffic, not better traffic flow. Multiple studies have shown this and you must be aware of it.

Redirect through traffic (semi-trucks especially) around El Paso, not through it. This will certainly help alleviate traffic through downtown. I drive through downtown twice a day and there almost never any delays due to serious traffic jams.

This project is extremely costly. The money should be spent improving the lives of El Pasoans by creating better communities, not worsening them. For example, this project would disconnect Sunset Heights from downtown and I-10. Why is that better for that community?

Thank you

Sean Crowley

From: Danny Villanueva [REDACTED]
Sent: Saturday, December 17, 2022 2:15 PM
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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.

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.

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.

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.

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.

Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.

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.

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!

-Daniel Villanueva

From: marieta orozco [REDACTED]
Sent: Tuesday, December 20, 2022 8:28 AM
To: Downtown10@txdot.gov
Subject: I-10 Widening

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.

Good day, hoping this email finds you well and in good health. I live next to I-10 in Sunset Heights and this is my comment on the I-10 widening project:

- We need to provide pathways and incentives for truck traffic not to go through the heart of the City. We need to reduce the need for I-10 to carry so much of the burden regionally, and we need a true bypass around the City.
- We need to reduce air emissions, noise and vibration for the communities most affected. We need actual air monitoring, not simulations.
- We need to reduce speed to increase safety.
- We need to reconnect neighborhoods east of Downtown, especially between Piedras and Copia.

Thank you ahead for reading my input on this project.

Marisela Orozco

Get [Outlook for iOS](#)

From: [Debbie Nathan](#)
To: Downtown10@txdot.gov
Subject: Comment re Downtown I-10 expansion proposals
Date: Thursday, December 22, 2022 1:45:54 PM

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.

To Whom It May Concern:

I am 72 years old. My 71-year-old husband has a heart condition. We spent four years living in a lovely, historic bungalow about 500 feet from I-10 where it passes through lower Sunset Heights. As we became increasingly aware of the health effects of I-10 on vulnerable people including my husband -- and including the children in our neighborhood -- we came to conclusions that motivate the following comment:

Adding more lanes to the freeway is not efficient for reducing congestion. Not only will it create more traffic, it also will further dirty our air with all kinds of pollutants, including very dangerous 2.5 particulates and harmful 10 particulates. The pollution that an expanded I-10 creates will harm community health and even academic achievement among students.

Instead of creating this risk and very predictable harm, we need to send interstate traffic around El Paso on the Borderland Expressway.

Air pollution is a huge problem in El Paso due to traffic from cars and semi-trucks. It's long been mindlessly customary to blame Juarez for the problem, but ample data shows that it's a homegrown problem on this side of the border. The air quality downtown is poor and contributes to diseases including asthma and heart disease.

Sending traffic around El Paso would also reduce polluting gases from vehicle exhaust by keeping cars from idling in congested traffic. Rerouting would provide opportunities 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 that can lead to better physical and mental health.

Not only does poor air quality contribute to physical illnesses, research—done right here in El Paso by UTEP investigators—has shown that traffic pollution harms children's performance in school. Since students are constantly exposed to polluted air while walking or biking to school near I-10 or just playing outside, their GPA scores suffer as a result. This is a grim situation. We will continue to lower our future generations' ability to thrive and contribute maximally to the community, if we put their intellectual ability

in danger because of traffic pollution. We face a human crisis if we add more traffic near where our people live.

Sending traffic around El Paso on the Borderland Expressway will also 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, semi-truck drivers won't need to drive out of their way: they'll get where they need to go faster and cheaper than before!

I attended the scoping meeting at the Convention Center earlier in the fall. I spoke with Kim Johnson, an environmentalist whose company is under contract with TXDoT to ensure that your agency complies with legal requirements when doing transportation projects. Ms. Johnson explained that of the several choices TXDoT is considering for the I-10 segment between Executive and Copia, the choice that will least impact/damage the environment is the "no build" option. I videotaped Ms. Johnson communicating this information.

No Build is thus the logical choice -- no build coupled with remedial work to keep the current structure operating safely. Meanwhile, TxDOT should send interstate traffic around El Paso rather than adding lanes through downtown. It's an easy solution with vital benefits.

Sincerely,
Debbie Nathan

--

Debbie Nathan

[REDACTED]

[REDACTED]

This electronic message is confidential and is intended only for the use of the individual to whom it is addressed. The information may also be legally privileged. This transmission is sent in trust, for the sole purpose of delivery to the intended recipient. If you have received this transmission in error, you are hereby notified that any use, dissemination, distribution or reproduction of this transmission is strictly prohibited. If you are not the intended recipient, please immediately notify the sender and delete the message from your system.

From: Michael Frisbey [REDACTED]
Sent: Tuesday, December 27, 2022 12:16 PM
To: Sheetal Patel <Sheetal.Patel@txdot.gov>
Cc: Steve Santamaria [REDACTED]
Subject: 420 N. Campbell-Downtown 10

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, I am reaching out from St. Rogers Depot. We are an event venue in downtown El Paso along the I-10 East on-ramp. The owner of the building, Steven Santamaria, and I went to a TxDOT meeting on November 30 and we spoke to David Sutton about setting up a meeting to discuss the planning options and parking lot issues that would potentially affect our business. I tried reaching out to his email, but they were getting sent back, and have not heard any response from the general email for TxDOT. I was hoping that you could help us facilitate planning a meeting, or if you can help us in any way. We have big plans for continuing the building's renovations, but we want to be 100% aware of what is happening with this interstate project before we move forward with our plans. Thank you and happy holidays!

Michael Frisbey

From: Johnson, Kim
Sent: Wednesday, December 28, 2022 10:48 AM
To: liliana pinon
Cc: Ramirez, Catherine; Garcia, Gilysa; Luschen, Megan
Subject: RE: 3401 gateway & 3405 gateway blvd west

Follow Up Flag: Follow up
Flag Status: Flagged

Liliana, I just wanted to let you know that I received your email. Thank you and Happy Holidays!

Kim Jenkins-Johnson, Senior Project Manager Blanton & Associates, now proudly part of ICF Note new email:
Kim.Johnson@icf.com
+1.512.567.9270 (cell), +1.512.264.1095 (office)
icf.com | LinkedIn

-----Original Message-----

From: liliana pinon [REDACTED]
Sent: Thursday, December 1, 2022 4:26 PM
To: Johnson, Kim <Kim.Johnson@icf.com>
Subject: 3401 gateway & 3405 gateway blvd west

this is my email, we are property owners of theae two properties 3405 & 3401 Gateway Blvd W, I noticed that in the proposal the have the previous owners, our names are Liliana Pinon & Raul Luna

Liliana Pinon
[REDACTED]

Sent from my iPhone

From: [Lj Berkeley](#)
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality
Date: Saturday, December 31, 2022 11:34:49 AM

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.

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.

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.

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.

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.

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 for thinking about the health of your downtown neighbors,
Lizabeth Berkeley
1305 N. Virginia St.

From: [John Nelsen](#)
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air QualityCopy
Date: Tuesday, January 3, 2023 1:10:40 PM

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.

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.

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.

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.

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.

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,
John Nelsen

From: [Sami DiPasquale](#)
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality
Date: Wednesday, January 4, 2023 6:43:18 PM

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.

To Whom it May Concern,

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.

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.

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.

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.

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.

Rerouting traffic around El Paso would also benefit local businesses (I own a small business one block off of the freeway) because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.

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.

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.

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.

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,

Sami

From: [The Matthew James Attorney at Law](#)
To: downtown10@txdot.gov
Subject: No more lines- more green space
Date: Wednesday, January 4, 2023 8:39:02 PM

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.

This plan of adding more and more lanes on I10 wouldn't sell in Austin- don't do it here.

V/r

Matthew James Kozik, Esq.

Phone: [REDACTED]

Fax: [REDACTED]
[REDACTED]

From: [Wesley Lawrence](#)
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality
Date: Thursday, January 5, 2023 9:54:19 PM

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.

Dear Tx Dot,

I stand with many in our community who are against the widening of I-10. I am against it due to its negative environmental impact, its displacement of underserved communities of color, and the simple fact tax payers cannot afford a higher bill in our community.

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.

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.

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.

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.

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!

From: [Spera, Alina](#)
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality and Safety
Date: Thursday, January 5, 2023 9:17:18 PM

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.

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.

As a frequent pedestrian and cyclist in the Downtown El Paso area near I-10, I feel that it is already unsafe and inaccessible for pedestrians and cyclists to access and leave downtown due to high speeds and crowded frontage roads. Increasing traffic in this area will only exacerbate this already existing public safety issue.

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.

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.

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.

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,
Alina Spera

El Paso Resident and UTEP student

Alina Spera, MS

[Pronouns](#): she/her/hers

Graduate Research Assistant

Aquatic Ecology Lab

The University of Texas at El Paso

phone: [REDACTED]

email: [REDACTED]

From: [Monica Bharadwaj](#)
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality
Date: Thursday, January 5, 2023 4:46:59 PM

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.

To whom it may concern;

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.

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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.

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.

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!

Monica Bharadwaj
Development Coordinator
Abara Borderland Connections
www.abara.org

c: [REDACTED]

From: [Nancy Lam](#)
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality
Date: Friday, January 6, 2023 4:57:04 PM

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,

My name is Nancy Lam, and I work for Abara and Ciudad Nueva, 2 nonprofits in the Rio Grande neighborhood of El Paso.

Summary

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.

Reduce Air Pollution By Sending Traffic AROUND El Paso

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.

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.

Air Pollution Decreases Student Performance

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.

Traffic = Higher Risk of Accidents

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.

Rerouting Traffic Benefits Local Business

Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid

certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.

Rerouting Traffic Benefits Truck Drivers

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.

Rerouting Traffic = More Equitable for Low-Income Neighborhoods

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.

Conclusion

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.

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,

--

Nancy Lam

Borderland Fellow

Abara | Borderland Connections



■ [REDACTED]
■ [REDACTED]
■ www.abara.org
■ 1228 Wyoming Ave,
El Paso, TX. 79902

From: [Kim Schaefer](#)
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air QualityCopy
Date: Friday, January 6, 2023 2:48:51 PM

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.

Dear TxDOT reviewers,

I am writing to encourage **Option 1 of the I-10 expansion through El Paso** to send the traffic around El Paso and not through it. 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 semi truck drivers time and money, and reduce diseases caused by air pollution. Study after study indicates that building more lanes does not reduce congestion but only increases demand such that by the time the lanes are built they are again too small. I am a resident of El Paso, drive this route almost daily and rarely see the kind of traffic slowdowns on this stretch of I-10 such as is found in Houston, that causes significant delays. Some slow downs do not warrant this kind of disruption and expense to alleviate "congestion".

Here's why it's worth fighting for this solution:

Air pollution is a huge problem in El Paso due to high number of cars and semi trucks driving through from California, Austin, and Mexico. In addition, in the hot season (May through September) we have air inversions and high levels of pollution. 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 and trucks driving through the city each day.

Sending traffic around El Paso would also reduce greenhouse gases from vehicle exhaust and allow for opportunities 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.

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.

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. Option 1 is a better solution for citizens, truck drivers, visitors and safety officers. This is a win-win solution for everyone since it improves our community and helps us save money at the same time.

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 for the consideration of this letter as you assess the solutions for this project,
Kim Schaefer
6423 Pizarro Dr
El Paso, TX 79912

From: [isela moreno](#)
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality
Date: Saturday, January 7, 2023 6:28:10 PM

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.

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.

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.

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.

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.

Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.

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.

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.

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!

Sent from my iPhone

From: [Bernadette Segura](#)
To: downtown10@txdot.gov
Subject: No to the I-10 project
Date: Saturday, January 7, 2023 3:25:54 PM

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.

My name is Bernadette Segura. I live at 5147 Garry Owen in El Paso Texas near the I-54 and I-10 interchange and work near downtown. I will be impacted by the downtown I-10 project because I travel downtown for work and to the west side of town through downtown on I-10 at least three times a week for medical treatments.

I am 44 years old Latina. I am being treated for asthma, allergies and chemical sensitivities. Sleeping down traffic during construction and then sending more traffic upon completion into this area will add to the already high pollution in our city and the downtown area.

I oppose the expansion of I-10 in this part of El Paso.

From: [Bernadette Silva](#)
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality
Date: Saturday, January 7, 2023 1:33:32 PM

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.

Good Afternoon,

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.

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.

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.

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.

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.

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.

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.

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,

Bernadette Victoria Silva

From: [Mary Silva](#)
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality
Date: Saturday, January 7, 2023 1:31:13 PM

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,

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.

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.

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.

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.

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.

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 for your time and attention,
Lady Mary N. Silva, MSc

From: [Rio Grande Neighborhood Association](#)
To: [Downtown10](#)
Subject: Request to be Consulting Party and Meeting to Discuss Highway Expansion Plans
Date: Monday, January 9, 2023 9:54:04 PM
Attachments: [1673322697280005_673592682.png](#)
[Dear TxDOT.pdf](#)

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.

Dear TXDOT,

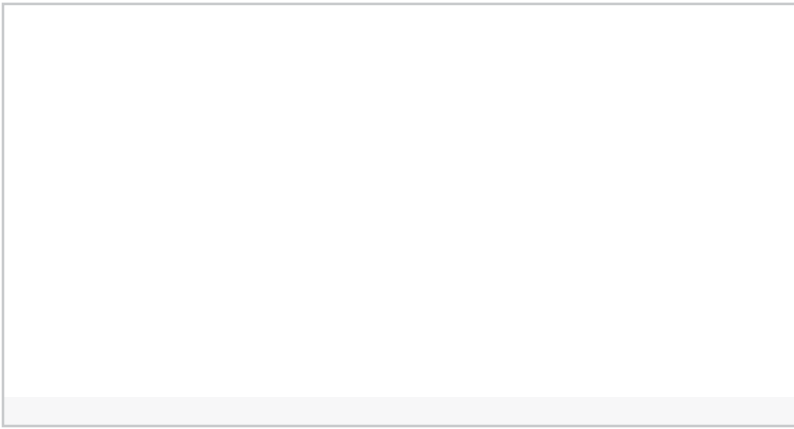
We, the Rio Grande Neighborhood Association, are writing to express our support for projects that reduce traffic congestion, improve air quality, and benefit our health. By adding lanes to I-10, the Downtown 10 project will increase traffic, decrease air quality, and harm our health in El Paso.

We support the Borderland Expressway as the best solution to alleviate congestion while also benefiting our health, safety, air quality, and even education and local businesses.

We are requesting to be included as a consulting party in this matter and request a meeting with TXDOT to discuss our concerns and our position on this issue. We want to ensure that TxDOT is modeling to meet the EPA's new 2023 air quality standards.

We understand the importance of addressing congestion on our roads, and we believe that a bypass is a more effective and sustainable solution for the long term. Here are some of the reasons why we believe this is the case:

- Health: Air pollution is a huge problem in El Paso due to high number of cars and semitrucks driving through from coast to coast and entering from 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.



- **Safety:** Adding lanes to the highway could potentially lead to more reckless driving and accidents. A bypass, on the other hand, would likely result in a safer and more controlled flow of traffic on I-10.
- **Equity:** Studies have shown that air pollution caused by traffic has an outsized impact on low-income neighborhoods and on neighborhoods with high rates of chronic disease. According to Hispanic data from the U.S. Census Bureau, these vulnerable census tracts in downtown El Paso are 90 - 98% hispanic, 18% - 28% of people are over 65 years old, and per capita income from \$8,253 to \$14,015 is the lowest in El Paso. Adding lanes to I-10 fails to address Environmental Justice as required by the NEPA process by harming low-income, minority neighborhoods with high rates of poverty. By diverting traffic away from downtown El Paso, we can reduce air pollution and improve public health outcomes in these vulnerable communities.
- **Education:** 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.
- **Environment:** 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. This would be beneficial for the health of our residents and

for the overall quality of life in our community.

- Local business: A bypass will result in less traffic congestion on I-10 through El Paso, which would make it easier for El Pasoans to access local businesses. This would be beneficial for the economy of our community.

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.

Sincerely,
Rio Grande Neighborhood Association

A black rectangular redaction box covering the signature of the Rio Grande Neighborhood Association.

<https://barriorg.com>

Dear TxDOT,

**Adding lanes to I-10 will increase
air pollution and disease. 💀**

Let's improve air quality instead!

Love,
El Paso 💖

✗ PROBLEM

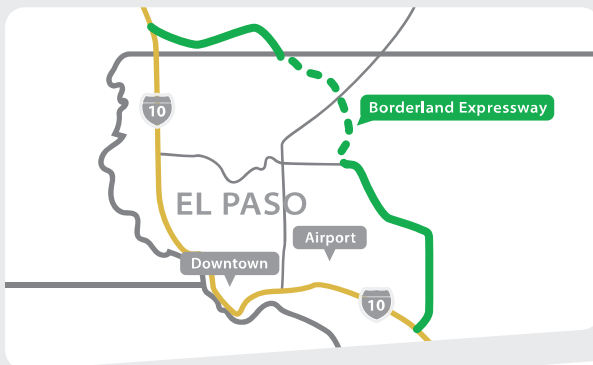
**TxDOT's new project will harm our health,
local business, and truck drivers**

The Texas Department of Transportation (TxDOT) wants to spend hundreds of millions of dollars widening the freeway near downtown El Paso, when what we really need is to make I-10 safer, faster, and cleaner for El Pasoans.

- ✗ Adding lanes will increase the amount of cars on I-10, and create more air pollution
- ✗ More air pollution will increase rates of asthma, diabetes, and heart disease
- ✗ We'll need to add even more lanes in the future, like on I-10 through Houston that has 26 lanes!

✓ SOLUTION

**Send interstate traffic around El Paso on
the new Borderland Expressway**



- ✓ This will reduce traffic volume and congestion on I-10
- ✓ Less traffic will make I-10 safer and improve air quality
- ✓ This option is better for our health, our safety, the environment, local businesses, and trucker drivers

**Will TxDOT help El Paso by building
projects that improve traffic,
sustainability, and our health?**

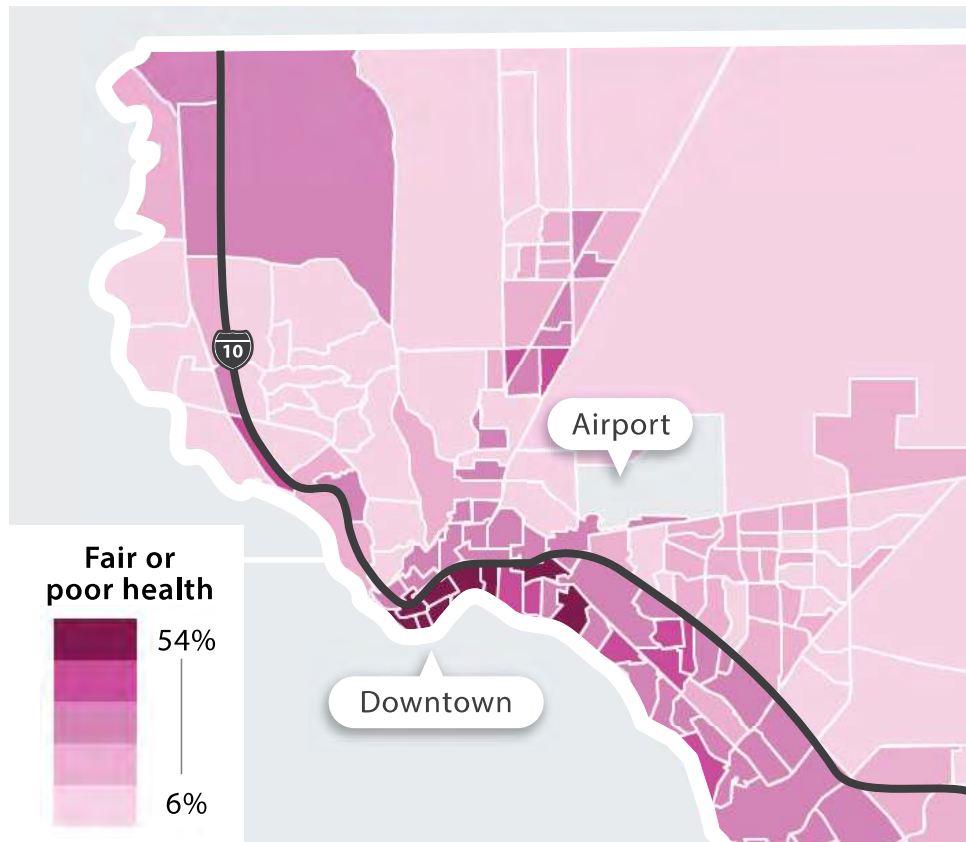


**RIO GRANDE
neighborhood
association**

Redirecting traffic around El Paso **will improve our health**

Air pollution is a huge problem in El Paso due to high number of cars and semitrucks driving through from coast to coast and entering from 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.



Neighborhoods downtown are surrounded by I-10, Loop 375, and the international bridges. Areas at lower elevations south of the freeway have the highest rates of chronic diseases and poor health in El Paso.

For sources and more information, please visit DearTxDOT.com

Redirecting traffic around El Paso **is better for the environment**

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.

Instead of adding pollution, let's create shade and wide sidewalks downtown



For sources and more information, please visit DearTxDOT.com

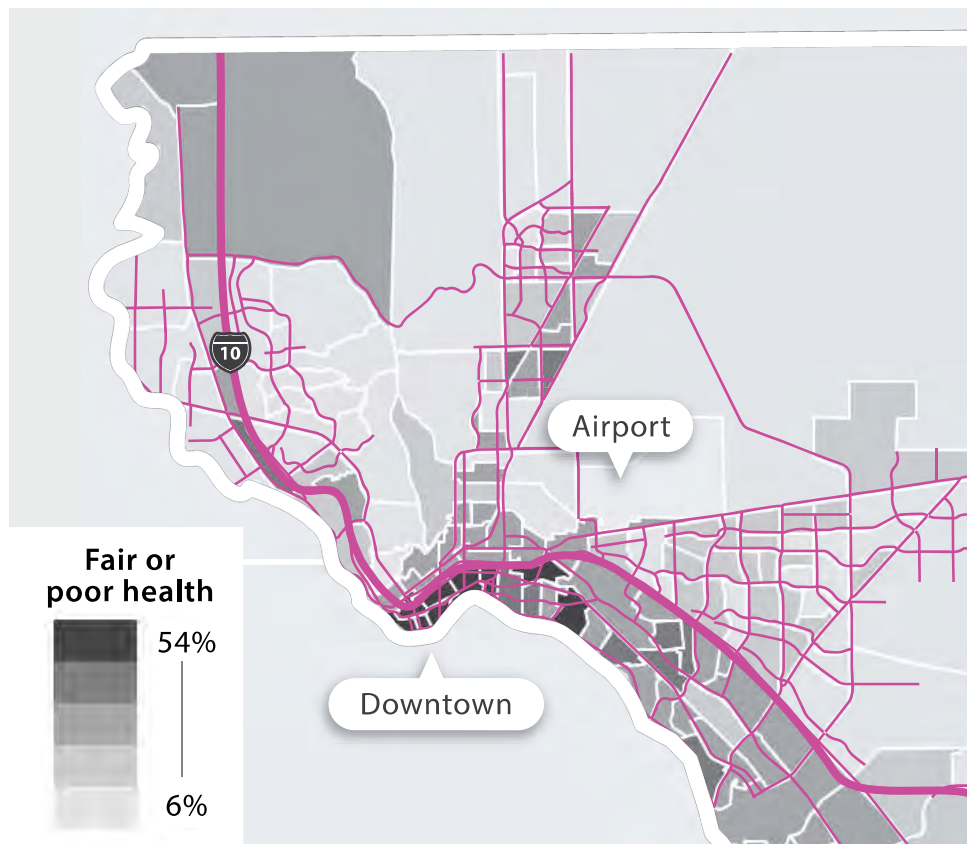
Redirecting traffic around El Paso

will improve student performance

Researchers at UTEP have found that air pollution affects student performance in El Paso.

When students are 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.

Major Roads in El Paso



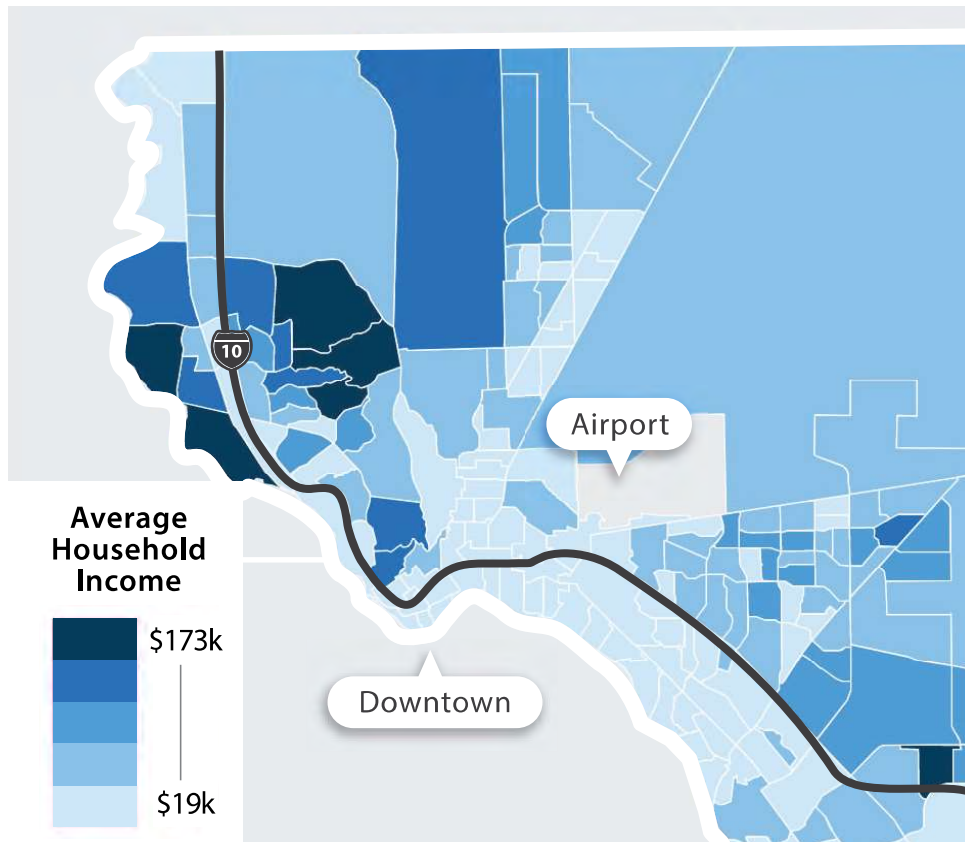
Students in schools near busy roads are exposed to air pollution that researchers have linked to low GPAs. By redirecting traffic around El Paso, we can improve air quality near I-10 and improve student performance.

For sources and more information, please visit DearTxDOT.com

Redirecting traffic around El Paso **will increase equity**

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.



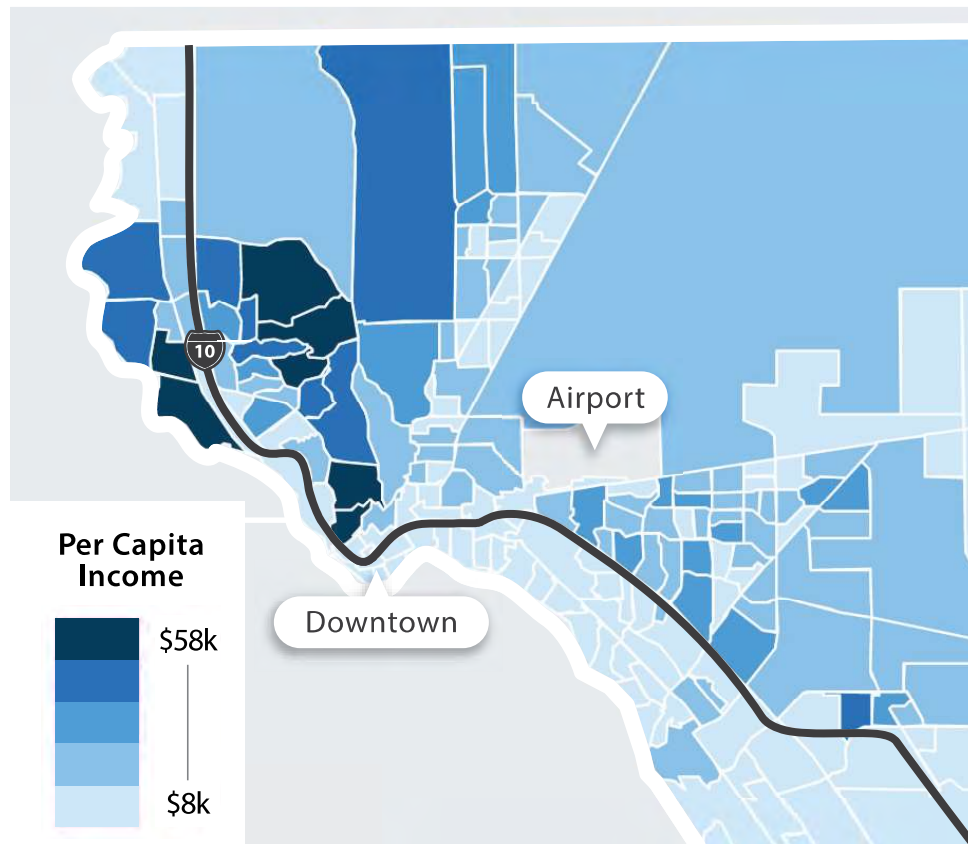
Studies have shown that air pollution caused by traffic has an outsized impact on low-income neighborhoods and neighborhoods with high rates of chronic disease. By diverting traffic away from downtown El Paso, we can reduce air pollution and improve public health outcomes in these vulnerable low-income communities.

For sources and more information, please visit [DearTxDOT.com](https://dear.txdot.com)

Redirecting traffic around El Paso is better for local business

Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.

Rerouting traffic around El Paso would benefit local businesses because it would help attract customers who live far from downtown (or outside of our city limits) but may be interested in visiting some of our shops and restaurants if they had easier access to them.



By redirecting traffic around El Paso, I-10 will be less congested for El Pasoans to travel downtown. Local businesses will find it easier to attract customers that live on the west side, far east El Paso, or outside the city limits.

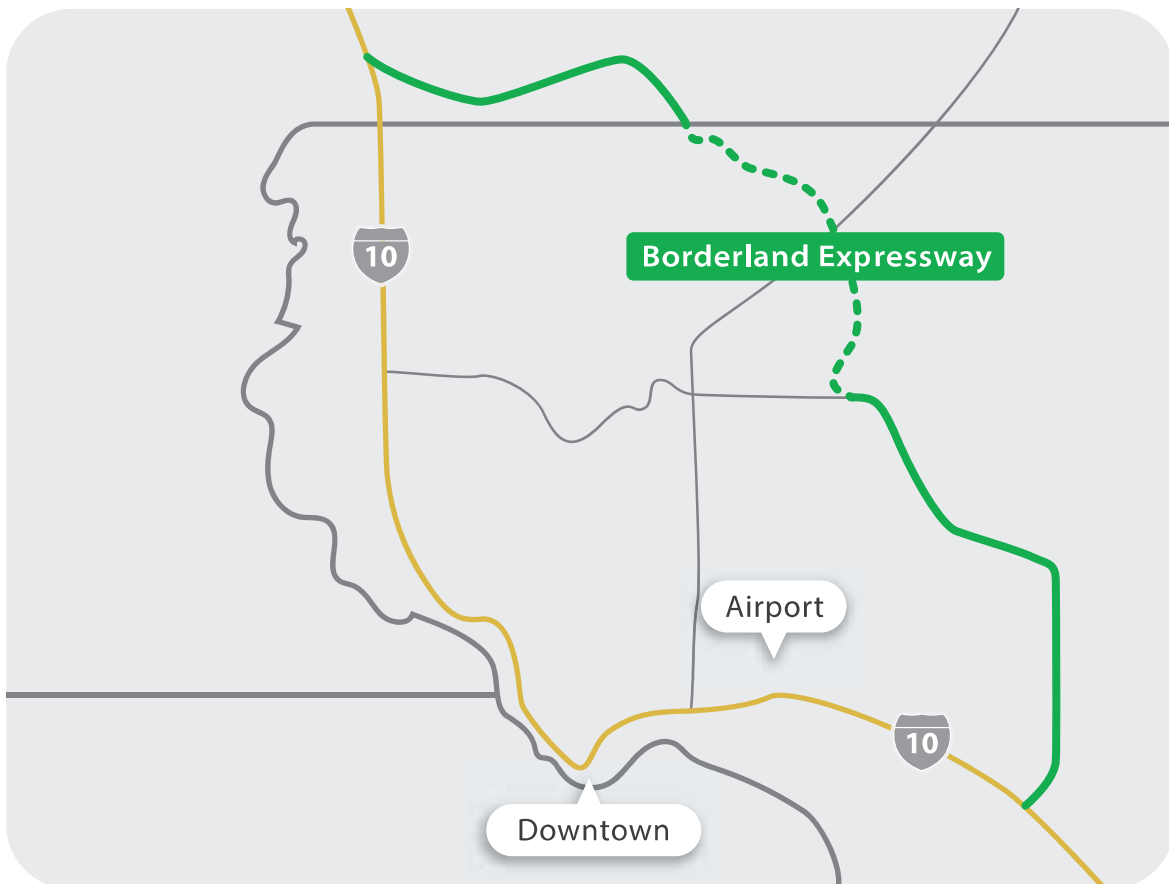
For sources and more information, please visit DearTxDOT.com

Redirecting traffic around El Paso

will save truckers time and money

Since truck drivers 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.



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 can get where they need to go faster and cheaper than before!

For sources and more information, please visit DearTxDOT.com

From: [Clara Duffy](#)
To: Downtown10@txdot.gov
Subject: Opposing I-10 expansion
Date: Monday, January 9, 2023 11:06:10 AM

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.

Dear Neighbor,

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.

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.

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.

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.

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,

Clara Duffy

From: Staudt, Kathleen [REDACTED]
Sent: Tuesday, January 10, 2023 12:22 PM
To: downtown10@txdot.gov
Subject: Public comment on TXDOT I-10 Downtown Widening 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.

Greetings,

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.

Please re-think the Need and Purpose aspect of the project: put pollution reduction (of course, TXDOT should do a much better job monitoring pollution in a comprehensive way) AND safety 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.

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.

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. <https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?fbclid=IwAR2IZ8L4t0BUjjFPVAsORQ2XexK1fwd7I3ZjdvAFze51nKUFTAHW3AGjmoE>

Thank you,
Kathleen Staudt, PhD
Professor Emerita of Political Science
7289 Cactus Spine Ln, El Paso 79912
Co-Moderator, Community First Coalition



Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It? - The New York Times - [nytimes.com](https://www.nytimes.com)

Interstate 710 in Los Angeles is, like the city itself, famous for its traffic. Freight trucks traveling between the city and the port of Long Beach, along with commuters, clog the highway.

www.nytimes.com

Alternatively, a sound and

Professor Emerita of Political Science

Located on the long-colonized indigenous lands of First Peoples: Nde', Piro, Manso, Suma, and Tiguas

From: Kasi Munoz [REDACTED]
Sent: Tuesday, January 10, 2023 1:44 PM
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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.

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 semi truck drivers time and money, and reduce diseases caused by air pollution. Here's why it's worth fighting for this solution.

Air pollution is a huge problem in El Paso due to the high number of cars and semi trucks 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.

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.

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, semi truck 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.

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!

Helpful Information:

[UN Sustainable Sustainable Development Goals](#) - [Sustainable Transport](#)

[Article](#) - Meeting of the Minds

[Curbed](#) :

Expanding highways and building more roads actually makes traffic worse

More roads, more expenses, more congestion: a new report argues America's transit policy gridlock is costing us billions of dollars

[Bloomberg](#)

--

Kasi Munoz

From: Maria Hammer [REDACTED]
Sent: Tuesday, January 10, 2023 4:11 PM
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Air Quality

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.

Dear Tx DOT:

I was born and raised in this house, at 1417 Wyoming Avenue, 79902, from 1945, to 1963. This block of Wyoming is between Langtry and Newman, and this portion falls between downtown and Cotton.

I left this house before the I-10 freeway was built. And I returned in 1996 until the present. So that's 27 years I have been living one block from I-10. And 27 years of watching the traffic double and triple, bringing with it increased air pollution and noise pollution. In the past 4-5 years, the 18-wheeler population has also doubled and tripled, and any time I-10 gets backed up or closed, the 18-wheelers come onto Wyoming Avenue. Wyoming is a two-way street going east and west, and the street of choice for overflow traffic. Wyoming is NOT built to carry the weight of 18-wheelers, and their weight makes my windows rattle, and sometimes my house shakes. As if that's not enough, my house has exterior cracks as well as interior ones. Repairs have been attempted in the past, but they always come back, and will continue as long as 18-wheelers continue to travel on Wyoming.

As if this isn't bad enough, add the noise and pollution from the railroad tracks, which are adjacent to I-10 on the southside, and it's shakey and noisy 75% of the time.

Widening I-10 will only bring more traffic, more pollution and more noise, and that doesn't make any sense to me.

What does make sense is to divert interstate traffic around El Paso on the new Borderland Expressway. I can assure you the traffic on I-10 downtown will be reduced, thereby reducing accidents and congestion; pollution will also be reduced, and with it all, the noise.

I am a senior, 77, on a limited retirement pension, and this house has been my grandmother's home, my parents' home, and my home forever. I am not financially able to move elsewhere; I am not financially able to keep up with repairs. I am hoping and praying that I can remain in my home until the day I die! And what a blessing it would be if my last years/days were less noisy, with less pollution, and a tad more healthy.

And speaking of health issues...in the past ten years I have developed allergies for which I take a limited/restricted number of meds because I am in Stage 3 Chronic Kidney Disease. Here again, adding lanes to I-10 one block from my house would drastically increase my allergies, for which I have very little relief.

I beg of you, PLEASE, seriously look into sending interstate traffic around El Paso on the new Borderland Expressway! Please!!!!



Maria Guadalupe Hammer

From: Cindy Dolezal [REDACTED]
Sent: Tuesday, January 10, 2023 5:05 PM
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air QualityCopy

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.

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.

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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.

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.

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!

From: Janah Ortega [REDACTED]
Sent: Tuesday, January 10, 2023 5:31 PM
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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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.

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.

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.

Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.

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.

Not to mention adding more lanes to I-10 would directly impact the residents along the highway. Displacing many people to "ease" traffic when in all reality will only make it more difficult and confusing.

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!

From: District #8 [REDACTED]
Sent: Tuesday, January 10, 2023 6:07 PM
To: tomas.trevino@txdot.gov; Downtown10@txdot.gov
Cc: District #8
Subject: Downtown 10 Project Public Comment
Attachments: 20230110 Chris Canales Letter to TxDOT re Downtown 10 EIS scoping.pdf

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.

Good afternoon Mr. Treviño,

Attached is a letter meant to serve as my Public Comment on the Downtown 10 Project, specifically regarding the ongoing Environmental Impact Statement scoping. Please feel free to reach out to me with any questions. I look forward to a productive dialogue on this issue into the future.

Good wishes,

Chris Canales
City Representative
El Paso City Council, District 8
Office: [REDACTED]



Office of Chris Canales
City Representative for District 8
El Paso City Council
300 N. Campbell St. 2nd Floor
El Paso, Texas 79901

Tomas Treviño, PE, El Paso District Engineer
Texas Department of Transportation
13301 Gateway West
El Paso, Texas 79928

January 10, 2023

Dear Mr. Treviño,

I write today in support of the County of El Paso's public comment regarding the Environmental Impact Statement scoping for the proposed Downtown 10 highway project, to be provided to you in a letter dated January 10, 2023, and also to add my own public comment. I cannot speak for the City of El Paso as a whole, but the project as proposed falls within my district. As such, the impact of the project, including but not limited to any resulting environmental or air quality impact and/or any displacement of residents or other proprietors through proposed property acquisition, will be felt primarily and profoundly by my constituents, particularly those in neighborhoods immediately adjacent to the project area.

I urge TxDOT to conduct further study of Alternative B (reconstructing the roadway as is) and Alternative F (tunneling), and to carry them forward through the full National Environmental Policy Act (NEPA) process so that they are fully evaluated on their merits and challenges. Based on the presentation in the Downtown 10 Virtual Public Meeting #2, Alternative F scored highly across the categories of mobility, design, multimodal, and environmental considerations, but it did not end up amongst the three alternatives ultimately deemed viable largely because of concern over "cost and long-term maintenance commitment". The alternatives which provide the best outcomes for the surrounding community should be further evaluated via the NEPA process regardless of potential cost so that a more informed decision can be made during later stages, when project costs can be weighed against fully studied benefits/impact.

As TxDOT reevaluates the *Need and Purpose* for this project, please prioritize important objectives such as safety and traffic death mitigation, reconnection of neighborhoods, and environmental impact including that of ozone and particulates on nearby residents. I also share the County's questions about the conclusions drawn from AADT and other traffic data in justifying the need for expansion. I look forward to collaborating as this process progresses in order to end up with the best project for our community.

Sincerely,

A handwritten signature in blue ink, appearing to read "Chris Canales", is written over a white background.

Chris Canales
City Representative
El Paso City Council District 8

From: Marty [REDACTED]
Sent: Tuesday, January 10, 2023 7:22 PM
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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.

As a 42 year resident of El Paso it seems quite obvious to me that a “beltway” around downtown El Paso is the preferred answer. Our new 375 loop has not been fully realized. I10 is 40 percent large truck/trailer traffic which should be sent through a beltway system It would mitigate many of your problems without further excavating our finite downtown footprint! Thanx for the opportunity to voice my opinion!
Marty Snortum

-
-
-
-
-

Dear TxDOT,

Increasing traffic on I-10 will increase air pollution and disease.

Let's instead!

Love, El Paso

PROBLEM

TxDOT's new project will increase traffic, air pollution, and disease

The Texas Department of Transportation (TxDOT) wants to spend hundreds of millions of dollars widening the freeway near downtown El Paso, when what we really need is clean air.

Out of 80 US cities, El Paso ranks:

12th

most ozone-polluted

44th

worst traffic

SOLUTION

Send interstate traffic around El Paso

We can reduce congestion on I-10 by redirecting interstate traffic north on the new Borderland Expressway.



Send interstate traffic around El Paso

- Reduce traffic congestion
- Improve air quality
- Reduce semitruck traffic in El Paso
- Safer roads and healthy air

Add lanes to I-10 through downtown

- More traffic will drive on I-10, creating more air pollution
- More air pollution will increase rates of asthma, diabetes, and heart disease
- We'll need to add even more lanes in the future, like on I-10 through Houston that has 26 lanes!

HERE'S WHAT YOU CAN DO!

Email TxDOT then spread the word

We can't email TxDOT from this page! Please send a message from your own email address. Here's what to copy & paste:

1Send your email to:

Downtown10@TxDOT.gov Copy

2Copy this subject line:

[Let's Send Traffic Around El Paso to Improve Our Air Quality](#) Copy

3Copy this message:

Customize Your Message

- Health
- Safety
- Education
- Environment
- Equity
- Local Business
- Truck Drivers

Copy

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 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 and reduce diseases caused by air pollution. Here's why it's worth fighting for this solution.++

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.++

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.++

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. This is a win-win solution for everyone since it improves our community and helps us save money at the same time.++

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!

Please feel free to add your own concerns to the letter and sign it with your name.

FAQs & Sources

What is the TxDOT's Downtown-10 project?

A section of I-10 through downtown needs resurfacing from Copia to Executive, and TxDOT is also planning long-term transportation solutions for El Paso. They're considering adding lanes to I-10 through downtown, but there's also a "No Build" option that won't add lanes. Before TxDOT selects an option, the federal government requires an environmental study to be completed to ensure that the project won't harm our air quality and our health.

Sources

TxDOT

Won't adding lanes reduce congestion on I-10?

Research shows that building more roads and highways does not reduce congestion. This counterintuitive phenomenon is called "induced demand." When roadways and highways are expanded, people tend to drive more frequently, resulting in more traffic on the road and the same level of congestion as before.

Adding lanes can reduce drive times temporarily, but induced demand will eventually kick back in unless there are fundamental changes to how we approach our transportation networks.

Sources

The National Academies of Sciences, Engineering, and Medicine
California Department of Transportation
Bloomberg CityLab

Do vehicles produce less pollution when they're traveling faster?

No, vehicles emit more pollution the faster they travel. That's because more gas is used to reach higher speeds in order to overcome increasing wind resistance. For example, driving at a speed of 70 mph uses 26% more gas than driving at 50 mph. Research has shown that reducing traffic volume and speed reduces air pollution, noise, and energy use.

Sources

National Academies of ScienceWired

How does air pollution affect our health in El Paso?

El Paso Ranks 12th for high ozone days out of 226 metropolitan areas. Also known as "smog", ozone is emitted by motor vehicles, chemical plants, refineries, factories, gas stations, and other sources. It's because it *causes respiratory harm (e.g., worsens asthma, COPD, inflammation), is likely to cause early death, and is likely to cause heart attacks, strokes, and heart disease.*

PM 2.5 pollution is another type of pollution emitted by motor vehicles that likely Neighborhoods downtown are surrounded by I-10, Loop 375, and the international bridges. Areas at lower elevations south of the freeway have the highest rates of chronic diseases and poor health in El Paso.

Rates of fair or poor health in El Paso



Sources

American Lung Association Environmental Protection Agency Centers for Disease Control

About Us

Dear TxDOT is a project by the [Rio Grande Neighborhood Association](#) located north of downtown and east of UTEP. We work to build interest in the welfare of our neighborhood and collaborate to find solutions.

Please [contact us](#) if you'd like to get involved with our community projects!

Let's Send Traffic Around El Paso to Improve Our Air Quality

From: Sylvia Searfoss [REDACTED]
Sent: Tuesday, January 10, 2023 9:26 PM
To: downtown10@txdot.gov
Subject: Public 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.

As I viewed the proposed downtown I10 project, what was & is starkly apparent is the immense increase of cemented & paved ground in the downtown I10 corridor. As it is the downtown area is already a heat island, this project will increase the temperature dangerously to the detriment of the people of El Paso. No deck park could mitigate/compensate for this increase in temperature, especially since it will need to be zero or desert scaped.

To address the stated growth need, anyone living in El Paso knows that the growth is to the East not so much to the Northwest to even Northeast due to the presence of the mountains & NM stateline.

It is past time to consider how the people are & will be affected by traffic & its congestion. As a retired RN I am aware of how the poor air quality has been & is affecting many people, especially children whose lung capacity is affected by air pollution & will suffer a limited lung capacity for the rest of their lives.

So my question is WHY deliberately increase traffic & congestion by widening I10 in the downtown area when the fact is that widening highways increases traffic & congestion?

What good will increased commerce be to the unhealthy & suffering people of El Paso?

Please place people's health before economics.

The issue of environmental justice applies also as many of the people who are & would be most impacted by traffic air pollution are poor & with limited resources.

None of the options chosen by TXDOT are viable for the people of El Paso. They are not even economically viable & are outdated.

If there is a need, it is to resurface the existing highway.

Sincerely, Sylvia Searfoss, a concerned citizen of El Paso TX.

Sent from my iPad

From: Christine Zimmerly [REDACTED]
Sent: Wednesday, January 11, 2023 12:59 AM
To: Downtown10@TxDOT.gov
Subject: Let's Send Traffic Around El Paso to Improve Our air quality

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.

To whom it may concern,

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.

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.

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.

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.

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.

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.

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.

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,
Christine Zimmerly



From: Peter Stevenson [REDACTED]
Sent: Wednesday, January 11, 2023 8:03 AM
To: Downtown10@txdot.gov
Subject: Freeway expansion

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.

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.

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.

Peter Stevenson

Sent from my iPad

From: Anne M. Giangiolio [REDACTED]
Sent: Wednesday, January 11, 2023 8:08 AM
To: downtown10@txdot.gov
Subject: Do NOT expand I-10 in El Paso!!!

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,

My name is Anne Giangiolio. I am a designer and professor at The University of Texas at El Paso.

I would like to implore you NOT to expand Interstate 10 which runs alongside & through both one of the oldest neighborhoods of El Paso, Sunset Heights, as well as our downtown.

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:



Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing It?
nytimes.com

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 & 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:

Peak rush hour at what TXDOT calls a highway choke point Downtown.

<https://its.txdot.gov/its/District/ELP/cameras>

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.

El Paso is a majority Latinx community that has been traditionally underserved and overlooked.

Now is your chance to make past wrongs right and care about the health and safety of our residents.

Sincerely,
Anne M. Giangiulio
2601 N Kansas St
El Paso, TX 79902
[REDACTED]

Sent from my iPhone

From: Beatriz Vera [REDACTED]
Sent: Wednesday, January 11, 2023 9:26 AM
To: Downtown10@txdot.gov
Subject: Widening I-10 downtown

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.

Dear sirs and madams,
I am asking you to revise Need & Purpose taking measures to reduce pollution and emphasize safety and health.

This is a Public Health issue, not just a transit issue.

Respectfully,
Beatriz E. Vera, BSW MA
7227 N Mesa St, El Paso, TX 79912
[REDACTED]

From: Robert J. Gaudet Jr. [REDACTED]
Sent: Wednesday, January 11, 2023 9:37 AM
To: downtown10@txdot.gov
Subject: I 10 EIS 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.

Dear Sir or Madam:

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.

Thank you for considering my views.

Best,
Robert Gaudet, Jr

From: Garrett Yancey [REDACTED]
Sent: Wednesday, January 11, 2023 10:26 AM
To: downtown10@txdot.gov
Subject: Jobe Materials, L.P. Comment on 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.

COMMENT OF JOBE MATERIALS, L.P. REGARDING DOWNTOWN 10 PROJECT:

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.

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.

Garrett J. Yancey
Assistant General Counsel
Jobe Materials, L.P.
1150 Southview Drive
El Paso, Texas 79928
[REDACTED] [office]

From: Jesus Guereca [REDACTED]
Sent: Wednesday, January 11, 2023 11:40 AM
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air QualityCopy

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.

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.

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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.

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.

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

From: Connie Crawford [REDACTED]
Sent: Wednesday, January 11, 2023 11:57 AM
To: Downtown10@TxDOT.gov
Subject: Send Traffic Around El Paso and Improve Our Air Quality

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.

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

From: Aurolyn Luykx [REDACTED]
Sent: Wednesday, January 11, 2023 12:15 PM
To: downtown10@txdot.gov
Subject: I-10 project EIS 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.

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

From: Jose Rodriguez [REDACTED]
Sent: Wednesday, January 11, 2023 12:20 PM
To: downtown10@txdot.gov
Subject: Downtown I-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.

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, <https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?smid=>. 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.
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.

Thank you for your consideration.

Sincerely,
Jose R. Rodriguez
Former State Senator, SD 29

From: Steve Fischer [REDACTED]
Sent: Wednesday, January 11, 2023 12:22 PM
To: downtown10@txdot.gov; Sito Negron
Subject: I-10 widening 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.

Dear TXDOT:

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.

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.

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.

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?

Steve Fischer

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

--

Steve Fischer, Attorney at Law

525 Corto Way - Sunset Heights

El Paso, Texas 79902-3817

[REDACTED]
Fischer Pistachio Orchard s - 199 Nogal Canyon Rd., Bent, NM 88314 361 727 1700

<http://www.facebook.com/steve.fischer.1253?>

From: Merlyn Heyman [REDACTED]
Sent: Wednesday, January 11, 2023 12:57 PM
To: downtown10@txdot.gov
Subject: Widening of I10 in El Paso

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.

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.

We strongly oppose this proposal.

Sincerely,
Merlyn Heyman and Dr. Josiah Heyman

Sent from my iPad

From: Gary Sapp [REDACTED]
Sent: Wednesday, January 11, 2023 1:25 PM
To: downtown10@txdot.gov
Subject: Fully support

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.

The widening and covering of I-10 in downtown El Paso.

Sent from my iPhone

P : Please consider the environment before printing this e-mail

This e-mail, including all information contained therein and any attachments, is intended solely for the person or entity to which it is addressed and may contain confidential and/or privileged material. If you are not an intended recipient, or an agent responsible for delivering it to an intended recipient, you have received this email in error. In such event, please immediately (i) notify the sender by reply email, (ii) do not review, copy, save, forward or print this email or any of its attachments, and (iii) delete and/or destroy this email and its attachments and all copies thereof. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, any e-mail sent in error, including all information contained therein and any attachments, by persons or entities other than the intended recipient is prohibited. Please visit our website at

<https://nam11.safelinks.protection.outlook.com/?url=http%3A%2F%2Fwww.huntcompanies.com%2F&data=05%7C01%7Cdowntown10%40txdot.gov%7C2547bb8c7b5a4990492f08daf40990ea%7C39dba4765c094c6391dace7a3ab5224d%7C0%7C0%7C638090619169030142%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ij1haWwiLCJXVCi6Mn0%3D%7C3000%7C%7C%7C&sdata=QTDWJZCpnmmJQPrA%2B9JfO5u2VUn9rmp8PQB4ejmTgN8%3D&reserved=0> for important information about our privacy policies. For your protection, please do not transmit account information or instructions by e-mail or include account numbers, Social Security numbers, credit card numbers, passwords or other personal information.

From: Martinez, Oscar - (martineo) [REDACTED]
Sent: Wednesday, January 11, 2023 1:46 PM
To: downtown10@txdot.gov
Subject: I-10 Widening in El Paso

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.

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.

https://www.nytimes.com/2023/01/06/us/widen-highways-traffic.html?campaign_id=9&emc=edit_nn_20230108&instance_id=82177&nl=the-morning®i_id=95005654&segment_id=121953&te=1&user_id=681c12780d8a2ecb7c8ed325f1121591

Oscar J. Martinez
724 Cheltenham Drive
El Paso, TX 79912

Sent from [Mail](#) for Windows

From: Bethany Rivera Molinar [REDACTED]
Sent: Wednesday, January 11, 2023 1:54 PM
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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.

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.

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.

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.

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.

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.

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!

-Ciudad Nueva Community Outreach,
Bethany Rivera Molinar
Executive Director,
[REDACTED]

From: Marshall Carter-Tripp [REDACTED]
Sent: Wednesday, January 11, 2023 2:45 PM
To: downtown10@txdot.gov
Subject: I 10 project EIS 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.

To TxDot...

I urge you to drop the idea of widening I-10 through downtown El Paso! The traffic there is manageable, and we know from so many other places that making more lanes just brings more vehicles! Much of this traffic is not for El Paso, so any widening project would not benefit us! AND the lengthy construction period, which would also involve rebuilding the bridges over the freeway, would make access to downtown very challenging. AND environment and health considerations must be included as part of the Need and Purpose. Adding more traffic to Downtown would hardly reduce the environment and health concerns about this traffic.

Thank you for your consideration.

Marshall Carter-Tripp
West-Central El Paso
About 2 miles above I-10

From: Nadia Powell [REDACTED]
Sent: Wednesday, January 11, 2023 2:55 PM
To: Downtown10@txdot.gov
Subject: 1-10 Project EIS 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,

My name is Nadia Powell and I am a resident of Sunset Heights in El Paso, TX. I am writing this comment to oppose the widening of 1-10 through the downtown area. The downtown and areas surrounding downtown were blighted when 1-10 was originally constructed - cutting off the flow to downtown and leaving vacant land that is consistently occupied by the homeless. We need to provide pathways and incentives for truck traffic not to go through the heart of the City and we need to reduce air emissions, noise and vibration for the communities most affected.

We do not need new elevations, and need to reduce existing elevations. Doing this would allow reconnection of the north-south community grid between Cobia and Piedras, improving overall connectivity and supporting revitalization. Ideally, I recommend removing the highway altogether; while it's not something we're used to thinking about here, but in every case of highway removal a City has done, it has become healthier for individuals and community, and economically as well, while in virtually all cases had limited impact on traffic, and often even improving traffic flow.

Thank you for the opportunity to provide input.

Nadia Powell

From: [REDACTED]
Sent: Wednesday, January 11, 2023 3:01 PM
To: Downtown10@TxDOT.gov
Subject: Improve Our Air Quality

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.

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 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 and reduce diseases caused by air pollution. Here's why it's worth fighting for this solution.++

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.++

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.++

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. This is a win-win solution for everyone since it improves our community and helps us save money at the same time.++

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!

Sent from my iPhone

From: Vanessa N. Tena [REDACTED]
Sent: Wednesday, January 11, 2023 4:48 PM
To: Downtown10@txdot.gov; tomas.trevino@txdot.gov
Cc: Commissioner 1; Commissioner 2; Commissioner 3; Commissioner 4; County Judge; Erica Perales; Christabelle Guzman
Subject: Downtown I-10 Project- El Paso County Public Comment Signed Letter
Attachments: FINAL EIS Comment-signed.pdf

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.

Good afternoon,

Please find the attached letter that the Commissioners court approved on Monday.



Thank you,

Vanessa Tena | Sr. Policy Advisor
Office of the El Paso County Judge
500 E. San Antonio Ave., Suite 301 | El Paso, TX 79901



COUNTY OF EL PASO

Jan. 10, 2022

Tomas Trevino, PE, El Paso District Engineer
Texas Department of Transportation
13301 Gateway West
El Paso, Texas 79928

RE: Downtown I-10 Project – El Paso County Public Comment

Dear Mr. Trevino:

Thank you for the opportunity to provide feedback to the District regarding the Downtown 10 project. Interstate 10 moves a significant number of people and commerce throughout our region. Having a strong, reliable, multimodal infrastructure network that includes roads, streets, sidewalks, bike lanes, and mass transit is vital to the overall success of our region.

The Commissioners Court has taken previous action to support the Downtown I-10 Project as one of four keystone projects identified by the El Paso Metropolitan Planning Organization. The County remains in support of the District identifying thoughtful solutions to reconstruct the aged infrastructure in our urban core, especially in regards to the Downtown Trench, which your Department has said is in danger of failing. In analyzing the various alternatives developed through the design process to date, the Court previously has requested that the District carry forward previous Alternatives B and F through the entire National Environmental Policy Act (NEPA) planning process. These alternatives were ranked as the fourth and fifth construction scenarios behind the three identified as “viable” ahead of the Project’s second public meeting.

Now that you are taking public comment for the scoping of the Environmental Impact Statement, which includes taking comment on the Need and Purpose of the project, we reiterate the request to study those alternatives, especially Alternative F, which could be modified from a “tunnel” concept to an extension of the Downtown Trench concept. Additionally, we request that you include in the study the reconstruction of the Trench, an option that almost certainly would fit within the existing budget, without requiring that other local projects be swept. It would be less time-consuming, and it would allow for reconstruction of the bridges, a significant objective of the project.

Regarding the Need and Purpose, we ask that you include driver safety, environment, and connection of the urban street grid as primary objectives. As our previous public comments indicate, we have significant questions about the congestion in this area and the need for expansion. While that will remain a primary driver for your studies, equal weight must be given



COUNTY OF EL PASO

to these other factors, which affect community quality-of-life, especially health, for many thousands of our constituents. El Paso is an ozone non-attainment area, and I-10 is a major source of ozone and particulates; mitigating the impact of these substances must be considered a primary Need of the project. Regarding safety, the Need and Purpose must ensure the project is aligned with the Texas Transportation Commission's Minute Order 115481 of May 30, 2019, which requires cutting traffic deaths on Texas roadways in half by 2035.

(<https://publicdocs.txdot.gov/minord/MinuteOrderDocLib/115481.pdf>)

Once again, thank you for your critical work on this issue, and we look forward to continuing the dialogue to make the District's project successfully meet the present and future needs of all of our constituents in the El Paso region.

Sincerely,

A handwritten signature in black ink that reads "Ricardo A. Samaniego". The signature is written in a cursive, flowing style.

Ricardo A. Samaniego
El Paso County Judge

From: Graciela Blandon [REDACTED]
Sent: Wednesday, January 11, 2023 4:14 PM
To: downtown10@txdot.gov
Subject: I 10 project EIS 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.

Good afternoon,

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.

Best,

--

Graciela Blandon

She/Her/Herself

NYU Gallatin School of Individualized Studies | B.A. Individualized Study | 2023

m. [REDACTED]

From: Nicholette Ruiz [REDACTED]
Sent: Wednesday, January 11, 2023 3:58 PM
To: Downtown10@txdot.gov
Cc: [REDACTED]; Steve Ortega; Tracy Yellen; Andrea Hutchins
Subject: Public Comment from El Paso Chamber and Mobility Coalition Re: Downtown I-10 Project
Attachments: Public Comment Downtown I-10 Project 1-11-2023.pdf

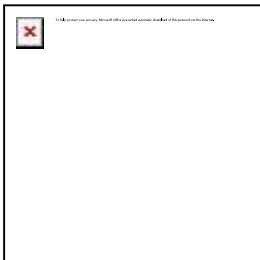
This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon Mr. Trevino:

Attached is the El Paso Chamber's submission for public comment regarding the Downtown I-10 Project.

Please let us know if you have any questions. Thank you for the opportunity!

Nicole



Nicholette Ruiz
Director of Government Affairs & Public Policy, El Paso
Chamber



[REDACTED] - [REDACTED] - elpaso.org [REDACTED]
[REDACTED] 303 N Oregon Street, Suite 610, El Paso, TX 79901



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

January 11, 2023

Tomas Trevino, PE, El Paso District Engineer
Texas Department of Transportation
13301 Gateway West
El Paso, Texas 79928

Re: Downtown I-10 Project

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:

- The addition of an off ramp off of I-10 headed east so that eastbound traffic is better dispersed.
- Addition of urban hike and bike trails as an amenity to the project.
- The removal of Portfirio Diaz as an entry/exit point results in less through traffic for the historic Sunset Heights neighborhood.
- 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.
- 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.

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]

Sincerely,

Ted Houghton
Chair
Mobility Coalition

Andrea Hutchins
President and CEO
El Paso Chamber

From: Patricia Medici [REDACTED]
Sent: Wednesday, January 11, 2023 5:12 PM
To: downtown10@txdot.gov
Subject: I-10 Project EIS 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.

I live, work, own a home, and other property near where this work would take place.

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.

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.

Thank you for this opportunity to express my opinion.
Sincerely,

Patricia Medici
[REDACTED]
1319 N Oregon St, El Paso, TX 79902

From: Sergio Contreras [REDACTED]
Sent: Wednesday, January 11, 2023 5:16 PM
To: downtown10@txdot.gov
Subject: 1-10

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.

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.

Sergio

From: marie otero [REDACTED]
Sent: Wednesday, January 11, 2023 5:22 PM
To: downtown10@txdot.gov
Subject: No widening I-10/ Light Rail System instead.

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.

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!

Marie Otero
Business owner
[REDACTED]

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From: Hal Marcus [REDACTED]
Sent: Wednesday, January 11, 2023 5:22 PM
To: Downtown10@txdot.gov
Subject: I-10 project EIS 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, 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.

Peace,
Hal Marcus

[REDACTED]
1319 N Oregon St, El Paso, TX 79902

From: Carmen Rodriguez [REDACTED]
Sent: Wednesday, January 11, 2023 6:20 PM
To: Downtown10@txdot.gov
Subject: Citizen's Public 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.

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.

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.

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.

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.

Thank you for your attention.

Carmen E. Rodriguez
1809 Georgia Pl.
El Paso, TX 79902

From: Keystone Heritage Park [REDACTED]
Sent: Wednesday, January 11, 2023 6:41 PM
To: downtown10@txdot.gov
Subject: I-10 project EIS

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.

Good morning!

There isn't a need to widen the highway. Please include environment and health as part of the Need and Purpose.

Thank you m
RubyAnn Gaglio
[REDACTED]

From: Jay Crossley [REDACTED]
Sent: Wednesday, January 11, 2023 7:32 PM
To: ELP_Downtown10
Subject: Attn: Downtown 10/Hugo Hernández
Attachments: FarmAndCityComments_I-10ElPasoDowntown_TxDOTEIPaso_011123.pdf

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 include my comments attached in the pdf and pasted below in the official record of the public comment period for the I-10 Downtown project in El Paso.

Please let me know if there is anything wrong with the attachment or I can answer any questions. Also, I would love to meet with the project team if anyone would like to further discuss any of these comments.

Thanks,
Jay

January 11, 2023

TxDOT El Paso District Office
Attn: Downtown 10/Hugo Hernández
13301 Gateway Boulevard West
El Paso, Texas 79928-54101

Sent Via email to Downtown10@txdot.gov

Dear Mr. Hernández,

Thank you for your consideration of how to fix I-10 in downtown to be safe, more supportive of the communities and economies of El Paso, and better integrated into the urban fabric of El Paso. I am writing to request that the proposed Purpose & Need for I-10 be updated to ensure the following:

1. Ending traffic deaths and reducing serious crashes must be the top goal. Please ensure that the EIS process includes an analysis of the estimated potential for different investments scenarios to meet the Texas Transportation Commission's Road to Zero goal of reducing traffic deaths in this corridor by half by 2035 based on a 2018 baseline.

Please do not focus analysis on crashes, but focus any analysis on expected severe crashes. Optimizing for reduced total crashes often ironically leads to greater traffic deaths. The goal is not to have less fender benders, but for less families to not have a loved one make it home from their trip to the grocery store. TxDOT should not invest in any project in this corridor that is not expected to meet the Road to Zero goal of cutting traffic deaths in the corridor in half.

2. The people of the El Paso region need improvements to safe, multimodal access, not necessarily faster driving. Please remove the bias toward the particular solution of additional car-priority lane miles from the Purpose and Need. Please do not prioritize speeding up cars and trucks, but instead seek consistent, context-sensitive, safe speeds for all modes.

3. Please ensure the Environment Impact Statement process includes meaningful, full consideration of meaningfully different alternatives including, but not limited to the expected freeway lane mile expansion proposal, such as including the scenario proposed by Norm Marshall to the El Paso County Commissioners Court.
4. Please ensure that the analysis of alternatives meaningfully considers the estimated air quality and climate change impacts of alternative investments scenarios in a way that can distinguish the induced demand effects of the investment alternatives themselves, such as using an equitable scenario planning model that entertains multiple regional growth forecasts, including one where most El Pasoans in the future have affordable options to live low-carbon transit and active transportation-based lifestyles in dense, mixed-use, mixed-income urban neighborhoods, instead of imposing the monolithic regional growth forecast that assumes most people will remain trapped in expensive car-dependent neighborhoods.
5. Please plan for all surface elements of the project to use safe, multimodal, urban design standards that meet or exceed the standards of the City of El Paso and use safe design speed, including a maximum of 25 miles per hour design speed for any streets downtown or elsewhere where there is any expectation of mixed modes, such as families walking in urban areas. Please do not plan for any high speed frontage roads, as TxDOT has established that these are too dangerous and too inefficient to be used.

We do believe that improvements to the downtown transportation system are needed and believe that TxDOT is capable of achieving a good result. However, if TxDOT staff and consultants are not allowed to focus on safety, to plan for optimizing all modes of travel, and for meeting the vision and values of the people of the region – instead of a narrow goal, such as speeding up the estimated trip time for long distance car trips – we are not confident.

Given that much of the reasoning for this project is the heavy freight needs in the region, please meaningfully consider the possibility of optimizing freight operations of all modes of freight, using AV/CV technology and dedicated lanes for connected transit, freight, and HOV traffic, and other options that actually could improve the safe movement of freight and people better than simply adding lane miles or increasing the speed of travel. The TxDOT Houston REAL Project seems potentially very informative to this corridor.

Thank you for your consideration and for all that you do to reduce the suffering from traffic crashes of the people of the El Paso region.

Sincerely,

Jay Blazek Crossley
Executive Director

Jay Blazek Crossley
Executive Director
FarmAndCity.org

twitter.com/jaycrossley





PO BOX 171
AUSTIN, TX 78767
FARMANDCITY.ORG

JANUARY 11, 2023

TXDOT EL PASO DISTRICT OFFICE
ATTN: DOWNTOWN 10/HUGO HERNÁNDEZ
13301 GATEWAY BOULEVARD WEST
EL PASO, TEXAS 79928-54101

SENT VIA EMAIL TO DOWNTOWN10@TXDOT.GOV

Dear Mr. Hernández,

Thank you for your consideration of how to fix I-10 in downtown to be safe, more supportive of the communities and economies of El Paso, and better integrated into the urban fabric of El Paso. I am writing to request that the proposed Purpose & Need for I-10 be updated to ensure the following:

1. Ending traffic deaths and reducing serious crashes must be the top goal. Please ensure that the EIS process includes an analysis of the estimated potential for different investments scenarios to meet the Texas Transportation Commission's Road to Zero goal of reducing traffic deaths in this corridor by half by 2035 based on a 2018 baseline.

Please do not focus analysis on crashes, but focus any analysis on expected severe crashes. Optimizing for reduced total crashes often ironically leads to greater traffic deaths. The goal is not to have less fender benders, but for less families to not have a loved one make it home from their trip to the grocery store. TxDOT should not invest in any project in this corridor that is not expected to meet the Road to Zero goal of cutting traffic deaths in the corridor in half.

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3. Please ensure the Environment Impact Statement process includes meaningful, full consideration of meaningfully different alternatives including, but not limited to the expected freeway lane mile expansion proposal, such as including the scenario proposed by Norm Marshall to the El Paso County Commissioners Court.



PO BOX 171
AUSTIN, TX 78767
FARMANDCITY.ORG

4. Please ensure that the analysis of alternatives meaningfully considers the estimated air quality and climate change impacts of alternative investments scenarios in a way that can distinguish the induced demand effects of the investment alternatives themselves, such as using an equitable scenario planning model that entertains multiple regional growth forecasts, including one where most El Pasoans in the future have affordable options to live low-carbon transit and active transportation-based lifestyles in dense, mixed-use, mixed-income urban neighborhoods, instead of imposing the monolithic regional growth forecast that assumes most people will remain trapped in expensive car-dependent neighborhoods.

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Thank you for your consideration and for all that you do to reduce the suffering from traffic crashes of the people of the El Paso region.

Sincerely,

Jay Blazek Crossley
Executive Director

From: Nate Ledbetter [REDACTED]
Sent: Wednesday, January 11, 2023 7:43 PM
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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.

Dear TxDOT,

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.

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.

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.

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.

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.

Rerouting traffic around El Paso would also benefit local businesses because it would help attract customers who live outside of our city limits but may be interested in visiting some of our shops and restaurants if they had easier access to them. Congestion causes people to avoid certain areas which can be detrimental for small business owners who rely on foot-traffic from customers in order to make a profit.

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.

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.

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.

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!

With Gratitude,
Nate

From: Jennifer Glover [REDACTED]
Sent: Wednesday, January 11, 2023 8:14 PM
To: Downtown10@txdot.gov
Subject: Widening I 10

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.

Please do not make plans to widen I 10.

More traffic means more air and noise pollution, and El Paso has too much of that right now.

This project in the heart of the city will not be finished in my lifetime, and I do not want to spend the rest of my years dodging traffic cones and being slowed down as I try to get from one end of my city to the other end.

The project is a bad idea.

Thank you.

Jennifer Glover
308 Turnstone
El Paso, TX 79922
[REDACTED]

From: Brad Cartwright [REDACTED]
Sent: Wednesday, January 11, 2023 8:20 PM
To: ELP_Downtown10
Subject: I-10 expansion

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.

Good evening. I emphatically disagree with the expansion of I-10 through downtown El Paso as I believe it will have a negative effect on the environment and the safety and health of individuals living in the neighboring areas. Please add my concerns to the Need and Purpose of this project.

From: Alyssa Garza [REDACTED]
Sent: Wednesday, January 11, 2023 8:49 PM
To: downtown10@txdot.gov
Subject: Downtown I-10 Project_Public 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,

My name is Alyssa Garza. I am 24 years old and live at 1150 Stanley St. El Paso, TX, 79907 in the Lower Valley area. TXDOT must consider alternatives for the expansion due to the environmental impact. Widening highways will increase air pollution due to the construction of the added lanes, concrete, and increase in miles driven. El Paso, TX is one of the top 10 polluted cities nationwide. I live in an area near a refinery. We do not need more air pollution in our city. We must decrease our dependence on fossil fuels and invest in public transportation. I oppose this proposed project and hope TXDOT can find environmentally friendly and equitable solutions.

Thank you for your time,
Alyssa Garza

From: elena l [REDACTED]
Sent: Wednesday, January 11, 2023 9:46 PM
To: Downtown10@txdot.gov
Subject: Let's Send Traffic Around El Paso to Improve Our Air Quality

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.

To whom it may concern,

I have lived in Texas for most of my life and would like to see TXDot prioritize lessening car dependence in the state for various reasons, the biggest being health of its residents. I live and work very close to the proposed area for the i-10 widening in El Paso and would like to bring attention to the following:

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.

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.

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.

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.

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.

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.

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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.

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,
Elena

From: tomas DeLeon [REDACTED]
Sent: Wednesday, January 11, 2023 10:02 PM
To: downtown10@txdot.gov
Subject: I-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.

Respectfully, in my opinion, there is no need to widen the highway and you must include environment and health as part of the Need and Purpose

Tomas B DeLeon
[Sent from Yahoo Mail for iPad](#)

From: Sylvia Peregrino [REDACTED]
Sent: Wednesday, January 11, 2023 10:24 PM
To: Downtown10@txdot.gov
Subject: Revision in need and purpose

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.

Dear TX Dot:

I oppose the I-10 expansion because it will lead to housing displacement and more pollution! Lots of people have asthma in our city this will exacerbate pollution! Thank you for your consideration! Dr. Sylvia Peregrino 79938

Sent from my iPhone

From: peggy hinkle [REDACTED]
Sent: Wednesday, January 11, 2023 10:56 PM
To: downtown10@txdot.gov
Subject: OPPOSED to widening I10 in downtown El Paso

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.

I have written before - and spoken at meetings. I am absolutely OPPOSED to the proposed widening of I10 in downtown El Paso.

Traffic hardly slows at all and certainly does not slow enough to justify adding more lanes. More lanes - more cars - more pollution.

We are 13th in the US in ozone pollution. More pollution - more health issues including more premature births, more hypertension, more cardiac issues, more asthma and other respiratory illnesses. El Paso is already medically underserved - higher rates of illnesses of all kinds will do nothing but cause worse health outcomes at every age, including earlier deaths. The University of Southern California (USC) has studied freeways, pollution, health problems for years. We need only to look at those studies to know the effects of more pollution.

I haven't even discussed the heat index - more concrete - more heat. El Paso is already experiencing higher temperatures than in previous years. We will be heading to becoming another Phoenix. NO.

We have absolutely NO control over emissions in Juarez but we DO have control over what we do in El Paso. We share the air. We just do everything in our power to contain/reduce emissions on our side of the border.

I lived in the San Francisco Bay Area for 35 years and have already lived the lie that developers and departments of transportation love to tell - that more lanes will lessen traffic and pollution. For a tiny bit of time this is true. Then this "induced demand" causes the freeways to be even more crowded than before, causing more pollution than before. LA has lived this lie for more than 60 years. El Paso cannot be subjected to more pollution.

STOP THE PROPOSED EXPANSION OF I10 IN DOWNTOWN EL PASO.

Peggy Hinkle
8517 Hopewell Drive
El Paso TX 79925
[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

From: Paul Love [REDACTED]
Sent: Wednesday, January 11, 2023 11:14 PM
To: downtown10@txdot.gov
Subject: I-10

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.

El Paso does not need to widen I-10. This will segregate the town. You need to include environment and health as part of the Need and Purpose.
Spend your money on routing traffic around El Paso, not through downtown El Paso on I-10.

Paul Love
[Outlook for iOS](#)

From: Rosemary Neill [REDACTED]
Sent: Wednesday, January 11, 2023 11:22 PM
To: Downtown10@txdot.gov
Subject: Widening Interstate 10 Downtown

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.

I oppose the proposal to widen Interstate 10 at Downtown El Paso. I understand that large, expensive projects take years to plan, fund and execute. This timeline is purposeful but does bake in decisions with little flexibility to address changing circumstances.

We do not yet know how much the pandemic will change transportation demand. Even in Texas there has been a shift in work locations with individuals electing to work from home.

This widening project does not seem to take into consideration improvements in overall traffic flow from the many improvements to our transportation infrastructure.

Finally, the most cost effective and least disruptive improvement to meet our future traffic demands is investments in the Anthony gap proposal to route through traffic around the city.

Rosemary Neill
901 Mesita Dr.
El Paso, Texas 79902

Sent from my iPhone

From: Neal Ehardt [REDACTED]
Sent: Wednesday, January 11, 2023 11:35 PM
To: Downtown10@txdot.gov
Subject: Downtown 10/Hugo Hernández

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.

Dear Mr. Hernández,

Thank you for your consideration of how to fix I-10 in downtown to be safe, more supportive of our communities and economies, and better integrated into the urban fabric of El Paso.

I am writing to request that the proposed Purpose & Need for I-10 be updated to ensure the following:

1. Ending traffic deaths and reducing serious crashes must be the top goal. Please ensure that the EIS process includes an analysis of the estimated potential for different investments scenarios to meet the Texas Transportation Commission's Road to Zero goal of reducing traffic deaths in this corridor by half by 2035 based on a 2018 baseline.
2. The people of El Paso region need improvements to safe, multimodal access, not necessarily faster driving. Please remove the bias toward the particular solution of additional car-priority lanes from the Purpose and Need. Please do not prioritize speeding up cars and trucks, but instead seek consistent, context-sensitive, safe speeds for all modes.
3. Please ensure that the Environment Impact Statement process includes meaningful and full consideration of a meaningfully different alternative than the main freeway expansion proposal, such as the one proposed by Norm Marshall to El Paso County Commissioners Court.
4. Please ensure that the analysis of alternatives meaningfully considers the estimated air quality and climate change impacts of alternative investments scenarios in a way that can distinguish the induced demand effects of the investment alternatives themselves, such as using an equitable scenario planning model that entertains a regional growth forecast where most El Pasoans have affordable options to live low-carbon transit and active transportation-based lifestyles, instead of being trapped in expensive car-dependency.
5. Please plan for all surface elements of the project to use safe, multimodal, urban design standards that meet or exceed the standards of the City of El Paso and use safe design speed, including 25 miles per hour design speed for any streets downtown or elsewhere where there is any expectation of mixed modes, such as families walking.

Thank you for your consideration and for all that you do to reduce the suffering of the people of the El Paso region from traffic crashes.

Sincerely,
Neal Ehardt
77019

From: Scott Wegleitner [REDACTED]
Sent: Wednesday, January 11, 2023 11:43 PM
To: downtown10@txdot.gov
Subject: I 10 El Paso Down town

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.

Please make it wider and safer.

Sent from my iPhone

From: Rafael Arellano [REDACTED]
Sent: Wednesday, January 11, 2023 4:32 PM
To: downtown10@txdot.gov
Subject: Please don't expand 1-10

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 don't expand I-10 in DT El Paso. I drive through there daily, and the current traffic volume really doesn't warrant knocking down the community around there to expand the width, which will only encourage more traffic anyway. Thank you.

From: Scott White [REDACTED]
Sent: Thursday, January 12, 2023 12:35 AM
To: ELP_Downtown10
Cc: Hugo Hernandez; Brian Swindell [HDR]
Subject: Downtown 10 EIS - Public 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.

Scott White
1307 Madeline
El Paso, Tx 79902

re : Public Comment for Downtown10 EIS

Dear Mr. Hernandez, and Mr. Swindell, and the rest of the Downtown10 team

I write today in support of the Downtown10 project, as the portion of I-10 running through Downtown and Central El Paso is in need of long overdue maintenance, but to also offer thoughts on how we can imagine other ways to make improvements to ensure the freeway can best serve the community and this region for at least another 50 years.

First, based on the Draft Purpose and Needs Statement, we know the focus of this project is on:

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- Congestion and mobility issues
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- Incident management, and
-
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- Bringing the project up to current standards
-

These standards, however refer only to design guidance manuals, but we also know there are other policies and standards that deserve study and consideration as well, such as TxDOT's adoption of Road to Zero, along with El Paso County committing funding in support of the El Paso MPO's SS4A grant application, the City of El Paso having adopted Complete Streets policies, and the City's current efforts to create a Vision Zero safety action plan. Then of course there are Federal guidelines regarding air quality standards, and local concerns about air pollution and how we can improve air quality, the long term effects of emissions and air pollution in these neighborhoods (which is why the I-10 CONNECT project removed direct access from Paisano to the Bridge of the Americas) directly adjacent to the freeways and state highways in this part of the city, and nearby. So, are we doing our due diligence in making sure these other standards are factored into the various assessments and studies associated with this project?

This is why we need to add priorities such as Safety, Air Quality and Equity to the Draft Purpose and Need statement and study how these priorities might reshape the project, hopefully for the better.

I know a great deal of time and effort has been invested in the project already, and there are concerns about delaying the project, but the purpose of the NEPA study is in part to ensure no harm is done to the community and the environment. So when I spoke with one of the project consultants recently, and they said while safety is a part of everything that is done, that it is sometimes hard to study the potential impacts. Beyond the obvious of tracking serious and fatal crashes, the impacts of air and noise pollution come into play, especially as El Paso is in non-attainment status. It is important to conduct meaningful air quality studies to identify local sources of air pollution, so that we can mitigate these local sources that we have control over. Local researchers have engaged in a variety of studies on the health impacts, and we know neighborhoods near or along highways are bearing the brunt of these impacts. As such, a project such as this should be designed to measurably reduce vehicle emissions. Has there been any study of reducing VMT been conducted or considered for Downtown10, and if so, what were the results? If not, will there be any study of reducing VMT to address air quality or congestion and mobility issues?

To return to the issue of "Safety" I did a search of the Draft Purpose and Needs Statement to see how many times the word Safety appeared - just 3 times. How can we say Safety is a priority if we don't talk about safety? There is a section that references crashes on page 7 that does suggest reducing conflict points, but does not indicate how this might aid in reducing crashes. The accompanying Table 4 references the total number of crashes, and seems to suggest the goal is maintaining the currently low overall rate of crashes. As a way to better assess the role the total number of crashes plays in our assessment, we can look to another policy guide, the 2022 National Roadway Safety Strategy that references several priority areas regarding a safer system, and two of these are Safer Speeds and Safer Roads. The section on Safer Roads reminds us that "A one-size-fits-all approach to roadway design will not work; instead context-sensitive designs must be the norm." It also points out that "...safety risk differs depending on the type of road and how it is used..." It goes on to point out that "Context-sensitive design permits flexibility to address variations in the purpose and anticipated use of roads, as well as take into consideration the surrounding land use and potential impacts related to the natural environment." Statements such as this indicate a desire to elevate and even prioritize safety. By including Safety in the Purpose and Needs, with a similar concern for context-sensitive design, and how adjacent land use should inform design choices, could we reshape the project as a whole so road use, air quality, and safety be optimized for not just motorists, but also for those who live and work in adjacent neighborhoods and vulnerable road users could optimize their quality of life and access to the community as well?

If we allow ourselves to see this project through a safe systems lens, we can see both the real scope and needs of the community are greater than just addressing traffic, and recognizing this is a true quality of life project, and that the needs of the local community must not be subsumed by the needs of freight and motorists. Our Health and Safety defines local residents' Quality of Life. So, while it may be possible to say we don't have access to the tools and metrics to analyze certain approaches to safety, that should not prevent us from centering safety in meaningful ways, or to talk about the range of opportunities to make our system safer. Which includes addressing air quality, considering more equitable transportation solutions, ways to reduce VMT, factoring in costs to the community in terms of health issues, and even the cost of crashes. All of these should point to Safety as an important standard.

So while the main lanes of Downtown10 should be considered in their own context and purpose, the gateways, and cross streets need to be viewed in their context as local streets, and as such should be designed not as expressways, but as local streets with a high number of conflict points, especially for vulnerable road users. Instead, I believe the gateways are viewed as capacity to support incident management, meaning they are seen essentially as extra capacity for the highway, and not part of the local street grid, which in turn means they are designed for high speed traffic - which is unsafe for the vulnerable road users who are forced to expose themselves to the traffic, noise and air pollution while just trying to get where they need to go.

That is the juxtaposition of prioritizing traffic with community needs - people need to access their community every day, and be able to do it safely, if we design our system to be safer, we can reduce the severity of

crashes, reducing the need for frontage roads, and provide boulevards that create greater local access that benefits local traffic, businesses and vulnerable road users - but are still available when needed for incident management.

The general public does not have an implicit desire or need to travel at higher speeds or to reduce travel time on long distance trips. The actual desire and need is for people to have safe, multimodal access options to jobs, education, and all the other opportunities the region provides. Our goal should be to provide safe, and increasing access to jobs, education, and other opportunities. As such, the need of this project must not pre-define the outcome of the NEPA process, by stating a type of infrastructure improvement or mode preference for how to meet the community's needs. Instead, the need must be stated in a way that gets at the actual ends of providing safe access to and through the region without putting people in harm's way. Commonly TxDOT Purpose and Needs statements dictate something like "adding a managed lane in each direction" as the need, which is a inefficient perversion of the NEPA process, giving the answer before the public has been allowed to co-create the questions, constraints, and priorities that should be the basis for finding an answer.

As such, we need serious study in concerns about

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- How to actually reduce air pollution from emissions and particulate matter associated with this
- project (without using the mathematical model of moving vehicles through a finite corridor faster, but through meaningful, regional approaches)
-
-
-
- Health impacts on adjacent and nearby neighborhoods who bear the brunt of actual air pollution
- from our transportation system, and
-
-
-
- How to make our streets and roads safer for all road users, so people who walk, ride bicycles,
- use wheelchairs, or access traffic do not feel like they have to risk their lives every time they need to get somewhere.
-

And the only way to make this happen is to rewrite the Purpose and Need to include and/or write in a need for a Safe System that will cut serious and fatal crashes in half by 2035, a System that will reduce harmful emissions and particulate matter by reducing VMT, that through the reduction of harmful emission and particulate matter will minimize long term health impacts, that will provider greater safer, and equitable accessibility within the community, and will in the long term improve the quality of life for all El Pasoans.

This also will require consideration of the travel demand models and growth forecasts, and the assumptions about the transportation options this community is being provided. Using a single growth forecast to analyze the potential costs and benefits of a major project like this is no longer appropriate. This practice essentially "colonizes the future" as noted by scenario planning professionals, with a narrow vision of the lifestyle preferences of future generations. TxDOT should work with the El Paso MPO to develop an equitable scenario planning model for this environmental process that considers a meaningfully diverse set of investment options given a meaningfully diverse set of future growth scenarios, to entertain the idea of allowing the option of a more healthy, walkable, transit-oriented future lifestyle for at least half of the expected residents of the region in the chosen future year.

We can no longer afford to pre-select a single approach to meeting our local and regional transportation needs. Or use of LOS (especially that when the sections identified in the Draft Purpose and Need as having an LOS of F in the Reimagine 10 study were not even in this particular segment of I-10). As quoted earlier from the

National Roadway Safety Strategy, context matters, as does flexibility to address the conditions within the study area. Saying we need to address congestion that may exist elsewhere, but not in this segment means we are applying a one size fits all solution. We need this segment of the project fixed to address underlying maintenance issues. We do not need to add capacity or add continuous frontage roads if there is not a demonstrated need, or if they will pose health and safety risks. It is time to work with this community and its stakeholders - with regular working meeting - to work through details and use the EIS phase to make this freeway as safe, as clean, and as transportation friendly (in terms of local and regional access) as is possible to show El Paso and the world we can find the right solutions to meet the real needs of the local community and our interstate and international transportation needs.

I am proposing that we prioritize safety and accessibility in all their aspects, as well as take into consideration how El Paso wants to meet its long term transportation needs - by creating a transportation system that also works for the benefit of this region, its people and the people who travel through it.

And this begins with a focus on including safety as the primary need and purpose because The Texas Transportation Commission's Minute Order 115481 on May 30, 2019 called for cutting serious and fatal crashes in half by 2035. And a safe system approach as in both Vision Zero and the 2022 National Roadway Safety Strategy focus on speed management as a key piece of the puzzle. We know that at 70 mph, a crash results in substantially more harm than at 60 mph. We know vehicles produce more emission at higher speeds. And we know the pedestrians make up over 40% of the City's traffic fatalities over the past several years - too many of which have died on the interstate itself, or on its frontage roads.

To get us to a point where the whole community can support this project will require more public engagement opportunities to evaluate design options in response to this public comment period, and to make sure updates to the Draft Purpose and Needs statement really do represent the community's needs.

Therefore, I ask for

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-
- The addition of Safety to the Purpose and Needs document, and new studies and alternative to consider
- it's potential impacts
-
-
-
- Meaningful air quality studies before and after construction, to ensure we meet the region's air quality goals
-
-
-
- Consideration and study of health and equity disparities as it applies to those who live, work, walk, bike or access transit near, along, or across the I-10 corridor
-
-
-
- Conduct studies of how we might reduce VMT, including multi modal options and meaningful improvements
- to our Transit System to mitigate congestion and mobility issues
-
-
-
- Work with the MPO to reassess travel demand models by conducting equitable scenario planning to explore the full range and scope of El Paso's future transportation needs
-

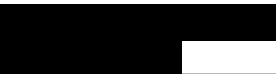
-
-
- Engage in more and ongoing public engagement so the public and other stakeholders can work with
- the Downtown 10 team towards a project that will benefit both this community and our interstate transportation needs
-

I would be happy to meet with you and your team to address and questions you might have regarding my, and ways I think we can further work together to make this a project that can best serve El Paso and its role as an interstate highway

Scott White



Scott White, CNU-A
Director, Vision Zero Texas



From: Suzanne Dipp [REDACTED]
Sent: Thursday, January 12, 2023 12:55 AM
To: Downtown10@txdot.gov
Subject: Input

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.

The best is Alternative D

Thank you.

From:

[REDACTED] on behalf of Addie Walker [REDACTED]

Sent:

Wednesday, January 11, 2023 9:15 PM

To:

Downtown10@txdot.gov

Subject:

Attn: Downtown 10/Hugo Hernández

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.

Dear Hugo Hernández,

Thank you for your consideration of how to fix I-10 in downtown to be safe, more supportive of our communities and economies, and better integrated into the urban fabric of El Paso.

I am writing to request that the proposed Purpose & Need for I-10 be updated to ensure the following:

1. Ending traffic deaths and reducing serious crashes must be the top goal. Please ensure that the EIS process includes an analysis of the estimated potential for different investments scenarios to meet the Texas Transportation Commission's Road to Zero goal of reducing traffic deaths in this corridor by half by 2035 based on a 2018 baseline.
2. The people of El Paso region need improvements to safe, multimodal access, not necessarily faster driving. Please remove the bias toward the particular solution of additional car-priority lanes from the Purpose and Need. Please do not prioritize speeding up cars and trucks, but instead seek consistent, context-sensitive, safe speeds for all modes.
3. Please ensure that the Environment Impact Statement process includes meaningful and full consideration of a meaningfully different alternative than the main freeway expansion proposal, such as the one proposed by Norm Marshall to El Paso County Commissioners Court.
4. Please ensure that the analysis of alternatives meaningfully considers the estimated air quality and climate change impacts of alternative investments scenarios in a way that can distinguish the induced demand effects of the investment alternatives themselves, such as using an equitable scenario planning model that entertains a regional growth forecast where most El Pasoans have affordable options to live low-carbon transit and active transportation-based lifestyles, instead of being trapped in expensive car-dependency.
5. Please plan for all surface elements of the project to use safe, multimodal, urban design standards that meet or exceed the standards of the City of El Paso and use safe design speed, including 25 miles per hour design speed for any streets downtown or elsewhere where there is any expectation of mixed modes, such as families walking.

Thank you for your consideration and for all that you do to reduce the suffering of the people of the El Paso region from traffic crashes.

Sincerely,
Addie Walker
Austin, TX 78731
[REDACTED]

From: Santillan, Aimee A. [REDACTED]
Sent: Wednesday, January 11, 2023 5:18 PM
To: downtown10@txdot.gov
Cc: Annello, Alexsandra; District #2
Subject: Comment from Representative Annello on Downtown 10
Attachments: Rep. Annello EIS Comment.pdf

Follow Up Flag: Flag for follow up
Flag Status: Flagged

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.

Good afternoon,

I hope this email finds you well.

My name is Aimée Santillán, and I work at the Office of City Representative Alexsandra Annello. On behalf of Representative Annello, I am attaching a letter from her giving her comments on Downtown 10.

Please let me know if you have any questions or concerns.

Thank you,

Aimée Santillán
Legislative Aide
Office of City Representative Alexsandra Annello | Mayor Pro Tempore
City of El Paso | District 2
Office: [REDACTED]



ALEXSANDRA ANNELLO
CITY REPRESENTATIVE • DISTRICT 2

January 11, 2023

Tomas Trevino, PE, El Paso District Engineer
Texas Department of Transportation
1301 Gateway West
El Paso, Texas 79928

Dear Mr. Trevino:

I have the privilege to serve District 2 in the City of El Paso, and as their representative, I would like to share my input with you regarding the Downtown 10 project. Interstate 10 moves a significant number of people and commerce throughout our region. Having a strong, reliable multimodal infrastructure network that includes roads, streets, sidewalks, bike lanes, and mass transit is vital to the overall success of our region.

Personally, I am in support of the District identifying thoughtful alternatives to reconstruct the aged infrastructure in our urban core, especially in regards to the Downtown Trench, which your Department has said is in danger of failing. I am here asking that the District further consider carrying forward previous alternatives that would minimize the impacts on residential neighborhoods due to widening of the Interstate.

Regarding the Need and Purpose of the project, I ask that you consider other factors, which affect community quality-of-life. A comment that I hear frequently from residents is the impact that expansion would have on the Sunset Heights area and what it means for the homes and lives of people in the area. El Paso is an ozone non-attainment area, and I-10 is a major source of ozone and particulates; thus, mitigating the impact of these substances must be considered a primary Need of the project.

I want to thank you for the work that you, your team, and the Texas Department of Transportation have done thus far on the project. I hope that you consider not just my comment, but the comments of other El Pasoans, as a sign of a healthy and functioning democracy as people strive to have their voices and ideas heard.

Sincerely,

Alexsandra Annello
Mayor Pro Tempore of the City of El Paso

From: Hugo Hernandez <Hugo.Hernandez@txdot.gov>
Sent: Wednesday, January 11, 2023 1:43 PM
To: Becca McBroom
Cc: ELP_Downtown10
Subject: RE: I-10 Expansion Maps and Timeline

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Hello Becca,

All viable alternatives are posted in our project website (<http://www.txdot.gov/reimaginei10/downtown10>). Here are the viable alternatives direct links for your convenience.

- [Viable Alternative Analysis Video Info \(520 bytes\)](#) (English)
- [Viable Alternative Analysis Video Info \(520 bytes\)](#) (Español)
- [Viable Alternative D Plot \(520 bytes\)](#)
- [Viable Alternative G Plot \(520 bytes\)](#)
- [Viable Alternative H Plot \(520 bytes\)](#)
- [Viable Alternative I Plot \(520 bytes\)](#)

Reminder, the [Downtown 10 Virtual Public Scoping Meeting](#) comment period is open from **November 30, 2022 through January 11, 2023**. The public is requested to identify, in writing, potential alternatives, information, and analyses relevant to this proposed project. Such information may be provided in writing by mail to the TxDOT El Paso District Office, Attn: Downtown 10/Hugo Hernández, 13301 Gateway Boulevard West, El Paso, Texas 79928-5410. Electronic comments may also be submitted by email to Downtown10@txdot.gov or [through the virtual site](#). Additionally, members of the public may also call (915) 209-0027 and leave recorded comments. Comments must be received by January 11, 2023.

Let me know if you have any questions.



HUGO HERNANDEZ

Project Manager | Value Engineering Program Coordinator

📞 (915) 790-4243 | 📱 (915) 497-0955 | 🌐 <http://www.txdot.gov/reimaginei10/downtown10>

ELP TP&D Vision: deliver timely, high-quality transportation solutions for the communities of our District.

From: Becca McBroom [REDACTED]
Sent: Wednesday, January 11, 2023 12:08 PM
To: Hugo Hernandez <Hugo.Hernandez@txdot.gov>
Cc: ELP_Downtown10 <Downtown10@txdot.gov>
Subject: Re: I-10 Expansion Maps and Timeline

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.

Hi Hugo,

I am looking for the maps of the various alternatives being considered for the Reimagine I-10 in Downtown El Paso. Can you lead me to those maps?

Thanks,

Becca Tomlin McBroom, [CCIM](#)
JMT Properties
Vice President
300 N Resler, Suite A
El Paso, TX 79912
<https://www.jmtprop.com/>
Direct: [REDACTED]
Cell: [REDACTED]
Email: [REDACTED]

From: Laurie Muller [REDACTED]
Sent: Wednesday, January 11, 2023 4:34 PM
To: downtown10@txdot.gov
Subject: Freeway expansion

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.

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.

From: Sito Negrón [REDACTED]
Sent: Wednesday, January 11, 2023 8:39 AM
To: ELP_Downtown10
Subject: SHNIA EIS Scoping comment

Follow Up Flag: Flag for follow up
Flag Status: Flagged

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.

SHNIA Comments and Questions for EIS Scoping

Submitted by Sito Negrón

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.
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?
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.
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.
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?
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.

7. The impact of the Borderland Expressway must be considered. That project should be funded and built before I-10 is widened.

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?

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.

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?

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?

12. Continue studying Alternative F (tunneling) without a cap. Include reconnection of surface streets between Cobia 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).

13. Similarly, what is the cost of reconstruction as is (Alternative B)? Please carry forward that alternative.

14. What is the cost of simply reconstructing the six-block Trench? Consider that in the EIS as well.

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?

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?

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?

18. Does adding a lane in the Trench require taking property on Yandell or can that be done within the existing footprint?

19. Do piers to hold up a deck have to be larger than piers for the existing bridges?

20. Do piers for bridges rebuilt within the existing footprint have to be larger than piers for the existing bridges?

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?

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.

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?

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 ReImagine study.

25. SHNIA is a Consulting Party. What is the next step, and when is the next meeting?

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.

Thank you for the opportunity to comment.

JAN 4, 2023.

DEAR BLANTON ASSOCIATES

I writing From TEXAS Department of Transportation
on the Agenda we receive you Memo Concern
PUBLIC SCOPING Meeting Downtown to From Executive
Center to State Loop 478 Capital Street, we are Asking
For your Authorization of Corporate Check. We Sincerely
Appreciate your Business. I wish you to wish your
Company Best regard to Honesty and just that you
Remit your check Corporate with 10M from
The Content of your Office, Do not make Corporate
check payable to ~~Texas~~ Department of Transportation
Make Corporate Computerized Check payable
to Honorable Mention ASST to LAUREN MACON
CERVANTES PUBLIC INFORMATION OFFICER EL PASO DISTRICT
please Because Even Advance Corporate check
in writing by mail to JERRY OWENS FOR \$1 BILLION DOLLARS
1531 MISSOURI AVENUE EL PASO TX 79902

A In City
Hugo Hernandez
per me speak
C/O from JERRY OWENS.

Also We like you to send an Electronic Email to
District Office to Have Forward a Corporate Check
to JERRY OWENS FOR ONE BILLION DOLLAR EMAIL to Downtown 10(a)

TX dot. gov Corporate Email must Be Received Before

Jan 11, 2023 put send to the person in Box today.

We ask you make NO phone call please please

Follow the instruction in this memo we appreciate

your generosity and goodwill gesture. We receive
your letter we like you with you a hearty Christmas
and Happy New Year. During the busy press time
now we respond to you today



1331 Texas Ave.
El Paso, TX 79901
Phone: [REDACTED]
Toll Free [REDACTED]
Fax: [REDACTED]
www.trla.org

January 9, 2023

VIA Email: Downtown10@txdot.gov and CRRR

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

To TXDOT and Hugo Hernandez:

Texas RioGrande Legal Aid (TRLA) represents Familias Unidas del Chamizal. Familias Unidas del Chamizal gathered 30 public comments on the Downtown 10 Project, which are attached here and will also be mailed to your office. TRLA will also be submitting scoping comments on the Downtown 10 project on behalf of Familias Unidas del Chamizal.

If you would like to discuss this matter further, I can be reached at [REDACTED] and [REDACTED].

Sincerely,

TEXAS RIOGRANDE LEGAL AID, INC.

A handwritten signature in cursive script, reading "Verónica Carbajal", is written over a horizontal line.

Verónica Carbajal
Attorney

LSC | America's Partner
for Equal Justice
LEGAL SERVICES CORPORATION



DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME:

Naria T Carrillo

MAILING ADDRESS:

3726 Rivera Ave El Paso TX 79905

REPRESENTING:

Sant Francis Community As.

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by Texas Department of Transportation (TxDOT)

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

The purpose of this form is to provide your comments regarding the Downtown 10 project. The completed comment form can be deposited in the comment box tonight, mailed, or emailed to:

TxDOT El Paso District Office,
Attn: Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

All written comments must be submitted or postmarked by January 11, 2023. Thank you for your comments.

COMMENT(S):

Deseo que la ~~la~~ contaminación disminuya o termine por completo, sufro de muchas alergias durante el verano y por el invierno problemas con los pulmones y Bronquias

Tambien hay mucha contaminación de ruido por el paso de trucks comerciales

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

y Después de la construcción de los nuevos puentes mi casa se dañó demasiado

CSJ: 2121-02-166

las paderes se estan cunando o inclinandose hacia un lado o otro

Hay mucha gente afectada

Tomemos en cuenta, la gran cantidad de
vecinos somos de la tercera edad

Tenemos miedo de que las paredes se nos
caiga cuando dormimos y no podamos
salir con bien

Mania T Cerrillo

372 Le Rivera Ave

El Paso TX 79905



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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Natalia Garcia

MAILING ADDRESS: 3229 Tularosa Ave

REPRESENTING: Community

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by Texas Department of Transportation (TxDOT)

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

The purpose of this form is to provide your comments regarding the Downtown 10 project. The completed comment form can be deposited in the comment box tonight, mailed, or emailed to:

TxDOT El Paso District Office,
Attn: Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

All written comments must be submitted or postmarked by **January 11, 2023**. Thank you for your comments.

COMMENT(S):

This expansion would negatively impact myself and my community. More lanes on the freeway would cause more pollution which is already an issue we are facing without accountability or help from the EPA to decrease the pollution and improve the air quality in our city. I am a college student and use the freeway to get to school and work. This expansion and construction would directly negatively impact me on my commute by causing traffic and unnecessary detours that could also cause accidents. This expansion is not necessary for my community and would cause more negative effects such as asthma + breathing problems while creating more traffic that would affect the working people who use this freeway daily. The need and purpose for this ~~expansion~~ project should be environmental mitigation for the wellbeing and effective use for the people of El Paso.

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DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Blanca Hernandez

MAILING ADDRESS: _____

REPRESENTING: The community

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by Texas Department of Transportation (TxDOT)

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

The purpose of this form is to provide your comments regarding the Downtown 10 project. The completed comment form can be deposited in the comment box tonight, mailed, or emailed to:

TxDOT El Paso District Office,
Attn: Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

All written comments must be submitted or postmarked by **January 11, 2023**. Thank you for your comments.

COMMENT(S):

I believe the expansion of I-10 From Executive Center Blvd To State Loop 478 would cause irreparable harm to the people living near the freeway. The air quality in El Paso already does not meet the TCEQ standards for safety, and I believe in the quality of natural resources such as the air we breathe to be a human right. El Paso is quickly being gentrified and I don't believe this city should sway in support of more industrial toxicity. The need and purpose of this form is environmental mitigation. People are sick and dying as I write.

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Con. Sal. Bustos

MAILING ADDRESS: 3522 Taylor Ave

REPRESENTING: El Paso community

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by Texas Department of Transportation (TxDOT)

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

The purpose of this form is to provide your comments regarding the Downtown 10 project. The completed comment form can be deposited in the comment box tonight, mailed, or emailed to:

TxDOT El Paso District Office,
Attn: Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

All written comments must be submitted or postmarked by **January 11, 2023**. Thank you for your comments.

COMMENT(S):

the expansion of the freeway would cause way more
air pollution than we already have. allot of el pasos
don't have health insurance and i know because of covid
& air quality. my lungs are delicate. i don't need or
want more roads there is no benefit to the average
el pasos, and especially to our futures.

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

CSJ: 2121-02-166



DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Raymond Surya

MAILING ADDRESS: 3522 Taylor Ave, El Paso, TX 79930

REPRESENTING: Citizens of El Paso

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by Texas Department of Transportation (TxDOT)

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

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TxDOT El Paso District Office,
Attn: Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

All written comments must be submitted or postmarked by **January 11, 2023**. Thank you for your comments.

COMMENT(S):

Hello TxDOT. I am an El Paso resident who walks, drives, and bikes throughout our beautiful city. I love El Paso ~ the people, food, and nature here is beautiful. While I do get stressed driving on the freeway, El Paso is the only b's city I feel comfortable driving in. Why??

BECAUSE THE FREEWAYS ARE NOT TOO WIDE!!

I have driven in Dallas and Chicago and it scares me so much because people drive so ~~fast~~ fast there and there are so many lanes. Chicago has a sign saying how many hundreds of traffic deaths there have been that year alone. Expanding the I-10 freeway downtown will lead to

HIGHER SPEEDS, MORE LANES, & MORE ACCIDENTS!!

El Paso traffic is not bad and adding lanes will just allow some jerk to go 80 MPH thru downtown and kill someone

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I DON'T WANT TO DIE. DO NOT EXPAND I-10!!!



DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Brittany Medellin

MAILING ADDRESS: 151 S. Kessler Dr.

REPRESENTING: El Paso

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENT(S):

We all know TxDOT makes more money from new construction than in repairs. An expansion on I-10 is not necessary and will not be helpful to alleviate traffic. We've seen the work done on I-10 on the Pecos bridge where it did nothing... traffic still builds up everyday. So instead of prioritizing how TxDOT can make more money instead we should focus on alleviating our air pollution, not destroying after stealing about 40 people's homes. Stop making profitable decisions on the lives of our community. There are families and elders who live in those homes pushing them out impacts their health and wellbeing. We know what that looks like in El Paso all too well. Leave our community out of your pockets!

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DOWNTOWN 10

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CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: HAYDAR OCHOA

MAILING ADDRESS: 7229 TULAROSA AVE

REPRESENTING:

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENT(S):

MY NAME IS HAYDAR "TURI" OCHOA. I LIVE IN CENTRAL EL PASO. I BIKE + TAKE THE BUS PRIMARILY FOR TRANSPORTATION. I WORK @ A RESTAURANT DOWNTOWN AS A PREP COOK DISH WASHER.

I AM STRONGLY OPPOSED TO WIDENING THE I10 BECAUSE IT WILL NOT SOLVE ANYTHING. HOUSTON, ATLANTA, DALLAS, LA ALL HAVE INSANE TRAFFIC NOT SOLVED BY ^{ADDING} MORE LANES ON THE HIGHWAY. BECAUSE OF THE LAW OF INDUCED DEMAND.

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DOWNTOWN 10

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CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Nora Gonzalez

MAILING ADDRESS: 611 Octavia St. El Paso, TX 79902

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENT(S):

Hello, as an El Paso resident I'd like to say that this project is going to create so much more traffic for many more years as construction goes on. While construction goes on our already polluted airways are going to suffer even more and the people that live near these streets and highways are the ones who are going to suffer the most with the light, noise, and air pollution. El Paso needs to become a more walkable city, not the opposite. We deserve air clean and free of toxic chemicals. Please do not ignore us.

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DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Albenito Mestas, Jr.

MAILING ADDRESS: 1206 Mesita, El Paso, TX 79902

REPRESENTING: MYSELF

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENT(S):

As a former TxDOT employee, I am strongly opposed to the expansion of I-10 through downtown El Paso.
I worked at TxDOT as a maintenance technician in the summers to finance my college education. The weekend town and I was frequently alongside vehicles while repairing roadsides. The amount of exhaust a vehicle produces is high.
After every day, I was the smell of gas exhaust and pollution in my lungs. Even a strong shower couldn't rid me of the exhaust smell.
Thus, by expanding I-10 you are bringing this pollution to family, neighborhoods, you are bringing countless more vehicles to the city. And you are planning to eliminate neighborhoods and build to achieve it.
NO to I-10 expansion!!

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DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Formulario de Comentarios

Reunión de Alcance del Público
miércoles, 30 de noviembre del 2022
4 p.m. a 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: ROSA TSELA BUGARINI

DIRECCION POSTAL: 81 N. HAMMETT EL PASO TX 79905

REPRESENTANDO: ST FRANCIS ASSOCIATION

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

- ☐ Yo trabajo con El Departamento de Transportación de Texas (TxDOT, por sus siglas en Ingles)
- ☐ Hago negocios con TxDOT
- ☐ Seria beneficiado monetariamente a causa de este proyecto u otros detalles sobre los que estoy comentando
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Gracias por sus comentarios.

COMENTARIO(S):

MI NOMBRE ES ROSA TSELA BUGARINI YO VIVO CERCA DE
LAS VIAS DIRECTAS AL PUENTE INTERNACIONAL DE LAS AMERICAS
SOMOS AFECTADOS POR EL RUIDO Y EL SMOG DE LOS
CAMIONES COMERCIALES POR LOS CUALES MIS VECINOS
Y UNA ESCUELA ZAVALA ELEMENTARY SCHOOL ESTAMOS
CERCA DE TODO ESE PROBLEMA

PEDIMOS SACAR LOS CAMIONES COMERCIALES DE
ESA CONERCCION CON MEXICO PORQUE ESTA DAÑANDO
NUESTRAS VIDAS Y EL BIENESTAR DE NUESTROS NIÑOS

PORTAVOZ "NO EXPANDAN MAS ESAS VIAS
COMERCIALES EN EL PUENTE DE LAS AMERICAS, AREA CENTAL,
Y I10

Para enviar por correo, favor doble a lo largo de las líneas punteadas con esta página en el interior, coloque la estampilla, y cierre con cinta (no engrapar).



DOWNTOWN 10

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

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EL PASO COUNTY

Formulario de Comentarios

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miércoles, 30 de noviembre del 2022
4 p.m. a 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Modesta Acosta

DIRECCION POSTAL: 3822 E. SAN ANTONIO AVE, EL PASO, TX 79905

REPRESENTANDO: St. Francis Association

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

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COMENTARIO(S):

Necesitamos cambios en la leyes estatales. No necesitamos
expansion de carriles de carros. No mas polucion

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DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Rebecca Leon

MAILING ADDRESS: 2500 E. San Antonio Ave, EL PASO, TX 79905

REPRESENTING: San Francis Association

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COMMENT(S):

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 too polluted. More lanes will
increase traffic and pollution.

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CSJ: 2121-02-166



DOWNTOWN 10

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CSJ: 2121-02-166

EL PASO COUNTY

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Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: ANNA L. PEREZ

MAILING ADDRESS: 673 SANTIAGO BUSTAMANTE

REPRESENTING: self

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENT(S):

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 NEW
thru traffic north of El Paso. Concerned citizen,

Anna Perez

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EL PASO COUNTY

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El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: AVANA DE HINOJOSA

MAILING ADDRESS: 4011 SANTA ANA DR EL PASO TX 79902

REPRESENTING: _____

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COMMENT(S):

My name is Alarado 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 and its harm and role in uneven 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 protections and community connection. Projections for an increase in traffic through El Paso are misleading and suspicious. Highway expansion will not protect our environment or foster 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.

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DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Formulario de Comentarios

Reunión de Alcance del Público
miércoles, 30 de noviembre del 2022
4 p.m. a 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Ruth Ramos

DIRECCION POSTAL: 7057 Black Ridge El Paso TX 79912

REPRESENTANDO: _____

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

☐ Yo trabajo con El Departamento de Transportación de Texas (TxDOT, por sus siglas en Ingles)

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Gracias por sus comentarios.

COMENTARIO(S):

Estoy en desacuerdo con la extensión de la
carretera, ya tenemos suficiente contaminación en
el Area Central y Conurbada.

Agradecera se tomara 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.

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DOWNTOWN 10

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EL PASO COUNTY

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miércoles, 30 de noviembre del 2022
4 p.m. a 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Romina Suarez

DIRECCION POSTAL: 7057 Black Ridge Dr

REPRESENTANDO: _____

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COMENTARIO(S):

Estoy en contra de la construcción y extensión de
la carretera que afectará a los ciudadanos de
El Paso y la gente de la area.

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DOWNTOWN 10

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EL PASO COUNTY

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El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Gustavo Suarez

DIRECCION POSTAL: 7037 BUCK RIDGE DR

REPRESENTANDO: _____

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COMENTARIO(S):

Creo que debería ser un proyecto
que incluyera Jardines Colgantes
y mejorar el ambiente de todos los
poseros

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4 p.m. a 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Norma V. Hinojos
DIRECCION POSTAL: 3711 Findley Ave Apto B, Zip 79905
REPRESENTANDO: Sn Francisco Xavier Asociación

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

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Gracias por sus comentarios.

COMENTARIO(S):

El proyecto del T-10 conect, me ha afectado porque daño mi patrimonio, y cada día mi casa manifiesta deterioro por la construcción, cuarteaduras son muy notorias y mi casa es de construcción reciente, por lo que no deberia de ser esta manifestación. Además en el frente en la calle cada vez que llueve se ~~en~~ acumula el agua y permanece en la calle por toda la semana hasta que el suelo la absorbe, y en tiempo de calor esto genera moscas. Me indigna puesto al quien realizó y proyectó estos cambios, lo hizo sin profesionalismo. Además la calidad del aire me está acelerando las

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El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Elena Lara de Moya
DIRECCION POSTAL: 3810 San Antonio Ave. El Paso Tx 79905
REPRESENTANDO: Sn. Fco. Xavier

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

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Attn. Downtown 10 / Hugo Hernandez
13301 Gateway Boulevard West
El Paso, TX 79928-5410
Email: Downtown10@txdot.gov

Todos los comentarios por escrito deben ser enviados a matasellados en o antes del **11 de enero del 2023**.
Gracias por sus comentarios.

COMENTARIO(S):

Esta construcción me perturba, y
ahora siento mucho, mucho, mucho ruido
y ya en la tarde no puedo dormir
ni en la noche, soy una persona de 92 años
de edad, y esto afecta mi salud emocional.

Para enviar por correo, favor doble a lo largo de las líneas punteadas con esta página en el interior, coloque la estampilla, y cierre con cinta (no engrapar).



DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Juan Olivares

MAILING ADDRESS: 3737 Furdley AVE

REPRESENTING: ST FRANCIS ASSOCIATION

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

☐ I am employed by Texas Department of Transportation (TxDOT)

☐ I do business with TxDOT

☐ I could benefit monetarily from the project or other item about which I am commenting

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COMMENT(S):

Pollution piled up & stuck in our
neighborhood. THE addition of barrier wall (noise & pol
retains pollution in our neighborhood. When land scaping
being done, why is not done on the whole project

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CSJ: 2121-02-166



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EL PASO COUNTY

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El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Juan Manuel Vargas

MAILING ADDRESS: 418 S. Stevens, El Paso TX 79905

REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Email: Downtown10@txdot.gov

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COMMENT(S):

I live in the San Xavier neighborhood. I am 76 years old. I have respiratory problems that get worse with air pollution.

TxDOT I-10 Connect damaged my home - I have cracks, drainage problems and now there is more noise and air pollution. I-10 connect created more traffic going into Mexico.

TxDOT needs to help fix my house.

I oppose adding more lanes to I-10 like with the Downtown Plan and want TxDOT to find alternatives. Remove the commercial traffic from the bridge on the Americas.

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Juan M Vargas

CSJ: 2121-02-166



DOWNTOWN 10

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CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Victor Vargas

MAILING ADDRESS: 3808 Pinalley Cir El Paso TX 79905

REPRESENTING: Self

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENT(S):

I am Mexican American. I am 73 years old. I have health problems affected by air pollution. I have lived at my home for more than 30 years.

I oppose the downtown 10 plan. TxDOT damaged my home when it built I-10 correct. My walls, foundation and drainage were affected. TxDOT has not fixed my house and has also not fixed the drainage, street and lighting problems it created. We have more pollution in the air now and more noise and traffic.

We need the commercial traffic out of our neighborhood and our roads and highways. Paisano, 140 and 375 have made our neighborhood worse and TxDOT must fix it before even considering expanding I-10.

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Victor Vargas

CSJ: 2121-02-166



DOWNTOWN 10

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

CSJ: 2121-02-166

EL PASO COUNTY

Formulario de Comentarios

Reunión de Alcance del Público
miércoles, 30 de noviembre del 2022
4 p.m. a 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Rodolfo Moya

DIRECCION POSTAL: 3711 Findley Ave Apt. "A"

REPRESENTANDO: _____

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

☐ Yo trabajo con El Departamento de Transportación de Texas (TxDOT, por sus siglas en Inglés)

☐ Hago negocios con TxDOT

☐ Sería beneficiado monetariamente a causa de este proyecto u otros detalles sobre los que estoy comentando

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Gracias por sus comentarios.

COMENTARIO(S):

Yo vivo en 3711 Findley Ave.
Y he sido afectado por el proyecto
del I-10 connet.
Por favor, no considero que nos ayude
mas proyectos similares en nuestra
area del puente libre.
Los daños que he sufrido ha sido
daños estructurales en la casa,
mas ruido de trafico, mala funcionamiento
del drenaje pluvial en la calle Findley.

Para enviar por correo, favor doble a lo largo de las líneas punteadas con esta página en el interior, coloque la estampilla, y cierre con cinta (no engrapar).



DOWNTOWN 10

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miércoles, 30 de noviembre del 2022
4 p.m. a 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Eliu Calisto JR

DIRECCION POSTAL: 3710 B. Lee

REPRESENTANDO: San Javier

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Gracias por sus comentarios.

COMENTARIO(S):

in we come tired of there that no here use
they need to come and check all are damage
out houses, its getting worse on Trailers, smoke
and traffic, i have to call some to fix my walls
so all of them so want get worse
Thank you!

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**DOWNTOWN 10**

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

CSJ: 2121-02-166

EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Gregorio ChairezMAILING ADDRESS: 3200 Findley Ave.REPRESENTING: Saint Francis Association

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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Email: Downtown10@txdot.gov

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COMMENT(S):

Me llamo Gregorio Chairez
y vivo en St Francis Association y quiero
mencionarles que mi casa se afectó debido
a construcciones que se han estado haciendo
en el Puente Libre. muchas paredes de mi
casa están cuarteadas y algunas puertas están
descuadradas, el piso se partió en algunas
áreas y el tile del piso se quebró.
Algunos vecinos del área también se quejan del
mismo problema sus casas están cuarteadas.
También supe que hay otros proyectos para el
puente libre lo cual nos afectará por la contaminación
afectará mi salud. Tengo problemas del corazón
de los pulmones y la cabeza.
Les suplico que hagan algo por favor
o ayúdenos, somos una comunidad de personas grandes.

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DOWNTOWN 10

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EL PASO COUNTY

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Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: GRACIELA MARTINEZ

MAILING ADDRESS: 3401 E. SAN ANTONIO

REPRESENTING: SAN FRANCISCO Community AS

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENT(S):

Tomen en cuenta a nuestra comunidad.
Yo estoy componiendo mi casa cuando
TxDOT es responsable de los danos
causados por I-10 Connect Project.
Ayudenos

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DOWNTOWN 10

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CSJ: 2121-02-166

EL PASO COUNTY

Formulario de Comentarios

Reunión de Alcance del Público
miércoles, 30 de noviembre del 2022
4 p.m. a 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(FAVOR DE USAR LETRA MOLDE)

NOMBRE: Ricardo Leon

DIRECCION POSTAL: 3726 E. San Antonio Ave EL PASO TX 79905

REPRESENTANDO: San Francisco Xavier Community

(Código de Transporte de Texas, §201.811(a)(5)): marque cada uno de los siguientes que apliquen a usted:

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☐ Hago negocios con TxDOT

☐ Seria beneficiado monetariamente a causa de este proyecto u otros detalles sobre los que estoy comentando

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Gracias por sus comentarios.

COMENTARIO(S):

We have our houses (homes) destruction
due to I-10 Connect Construction. With the
semi-trucks the air quality has
gotten worse. It's a blanket ^{deteriorating} ~~covering~~
over our health, animals, and most
important our future (children).

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DOWNTOWN 10

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EL PASO COUNTY

Comment Form

Public Scoping Meeting

Wednesday, November 30, 2022 4 p.m. to 7 p.m.

El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Verónica Esdrazza

MAILING ADDRESS: [REDACTED]

REPRESENTING: San Xavier Community

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COMMENT(S):

Change the laws to protect
our health. I live at 3724
East San Antonio Ave. El Paso
Texas 79905.

Stop the Discrimination!!

Protect our future!

as it is ~~TxDOT~~ already destroyed my home!

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with the I-10 Connect Project.

**DOWNTOWN 10**

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

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EL PASO COUNTY

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El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Juan Paul Flores VazquezMAILING ADDRESS: 151 S Resler DrREPRESENTING: Law Mujer Obara

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENT(S):

We the residents of El Paso have spoken up against the expansion of I-10. A freeway already inhabited by the workers, Mother fathers, and Community Members. The already cramped roads, ~~are~~ are not equipped to be a pathway for more semi trucks. So to suggest an expansion that will displace families and puts the Machine of truck driving transportation first is not going to lessen the problem. Txdot knows our fears, they know our pleas, so this disrespect to our Community is nothing more than putting profits over people.

Fix our roads, Create better pedestrian walk ways,

STOP Polluting Our Air.

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CSJ: 2121-02-166

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El Paso Convention Center (Juarez Room) One Civic Center Plaza, El Paso, Texas 79901

(PLEASE PRINT)

NAME: Amanda Garcia

MAILING ADDRESS: 1202 Huckleberry St. El Paso Tx

REPRESENTING: Community

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENT(S):

I believe that expanding the I-10 will do nothing to ease traffic. Usually these expansions only make for worse congestion. San Antonio being a perfect example of this. The money going to this project would be better spent going to public transit services. A more robust public transit system would ease not only traffic but pollution from the countless vehicles on the highway. There's also the aspect of destroying already established neighborhoods. For more lanes? Doesn't anyone like a wise decision any way you cut it. Once again if nothing else, adding lanes will NOT ease traffic. Examples can be seen in almost major cities, Los Angeles, Dallas, Houston, San Antonio the list goes on. Please rethink this expansion. It is NOT NEEDED OR WANTED! The need and purpose of this is environmental mitigation for the wellbeing of our people.

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ANCHORED IN CHRIST, LIVING IN COMMUNITY, SERVING IN THE SPIRIT

MEMORANDUM

TO: TxDOT EL PASO DISTRICT OFFICE, ATTN: DOWNTOWN 10/HUGO HERNANDEZ

FROM: THE CHURCH OF ST. CLEMENT, THE REV. WILLIAM COBB, RECTOR

RE: PUBLIC COMMENT REGARDING DOWNTOWN 10 ALTERNATIVES

DATE: JANUARY 10, 2023

These comments concern the future and very survival of St. Clement's Parish School (founded, 1958), a mission of the Church of St. Clement (founded, 1870).

The property owned by the Church of St. Clement and used by St. Clement's Parish School, the Church and Ciudad Nueva Community Outreach has been identified as part of the Reimagine I-10 Alternative I at the Public Scoping Meeting on November 30, 2022.

Our most recent written communication with TxDot officials was on March 16, 2021, in which we responded to Alternatives D, G and H and the impact those alternatives would have on our campus. After that, we had a face-to-face meeting with TxDot and were told that Alternative H would be the likely recommended Alternative. We have had no communication since then.

Attached is our response to Alternative I, with which we have even greater concerns than Alternative H. As we will explain, there are features of Alternative I that will be catastrophic to our campus. As you can certainly understand, the athletic field is essential to the functioning of our entire school, which accommodates hundreds of students from three years old through eighth grade. The differences between Alternative H and I in this regard is driven mostly by the inclusion of an additional right of way for bicycle/pedestrian facilities between the Missouri frontage Road and our field. The additional land taken is enough to make this alternative untenable for St. Clements.

Additional concerns from Alternative H have not yet been addressed, especially there being easy access from the campus back to the I-10 West on Yandell Drive without detouring to Montana Street, and the two-way traffic on Campbell Street, which would effectively eliminate handicapped parking and drop off in front of the Church, as well as the ability to park hearses in front of the Church for funerals.

We therefore are requesting another face-to-face meeting with TxDot officials as soon as is possible. Please feel free to communicate with me directly regarding our response, and I will share it with everyone on our side.

Best regards,


The Rev. William Cox Cobb, Rector
The Church of St. Clement



Downtown 10 Alternative I

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.

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.

Campbell Street

Grid, Traffic Flow

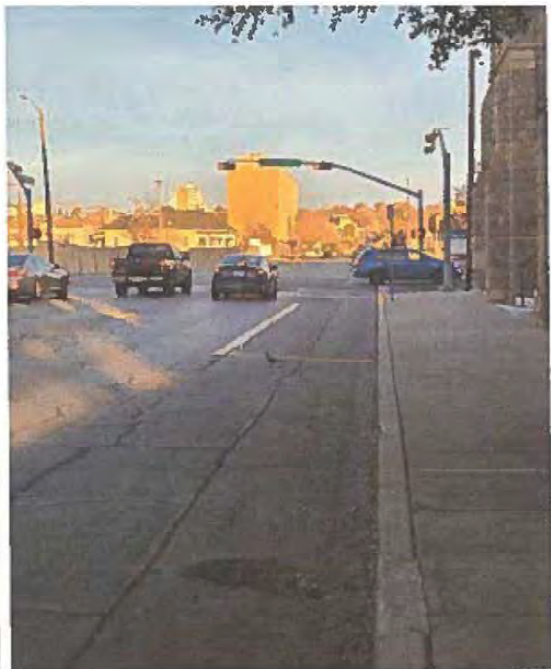
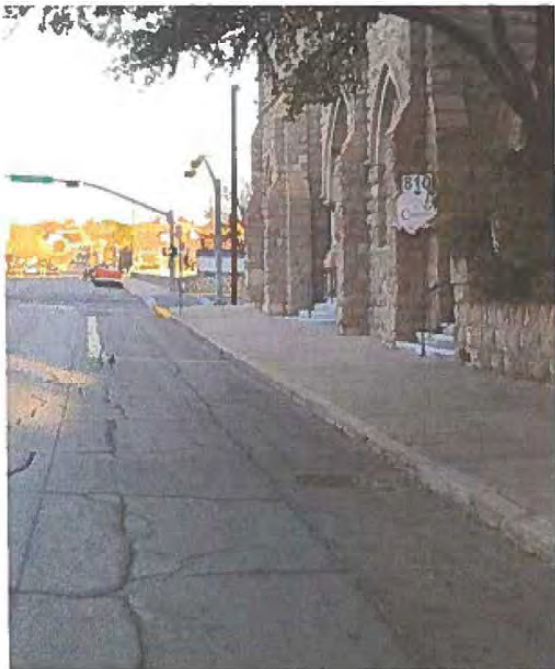
St. Clement's believes maintaining the existing grid network, including one-way travel along Campbell Street and Yandell Drive, will help to prevent excessive traffic near the Church and cemetery. St. Clement's opposes the conversion of Campbell Street to two-way traffic and the elimination of the Kansas 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.

Worship Drop-Off and Pick-Up

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.

Funeral Access

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:



The Campbell Street entrance is the only entrance wide enough to bring caskets into and out of the Church. None of the proposed design alternatives appear to accommodate this zone, which would require the Hearse's to stop along Montana Avenue or Yandell Drive to unload the casket. St. Clement's does not find this as an acceptable amendment to current funeral practices and believes this would negatively impact future funerals through:

- Montana Avenue and Yandell Drive are used for queuing for School drop off and pick-up
- Increased risk of pedestrian injury due to unsafe loading/unloading conditions.
- Reduced dignity for the departed associated with caskets being carried/navigated along sidewalks and busy streets.
- Increased funeral costs associated with additional traffic control needed to load/unload caskets.

ACCESS TO FREEWAY

Connectivity, Layout

St. Clement's supports maintaining a below-grade ramp that keeps traffic further separated from the campus. St. Clement's is also very concerned about westbound traffic exiting the campus during pickup and drop-off times due to a lack of connectivity along Yandell Drive to the new frontage road intersection at Stanton Street. This would require left turns onto Montana Avenue and then Mesa Street in order to continue towards I-10 West.

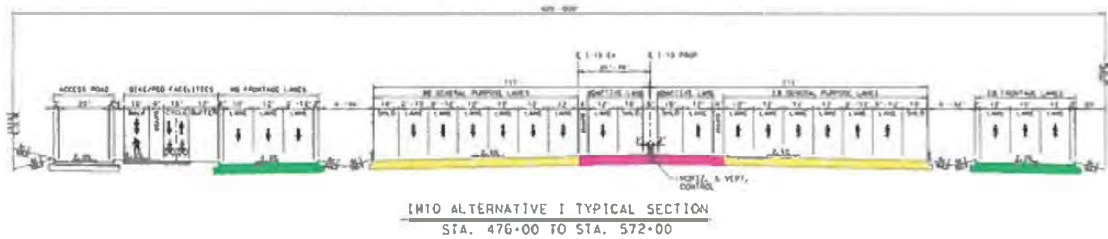
SPORTS FACILITIES

Critical School Activities and Programs

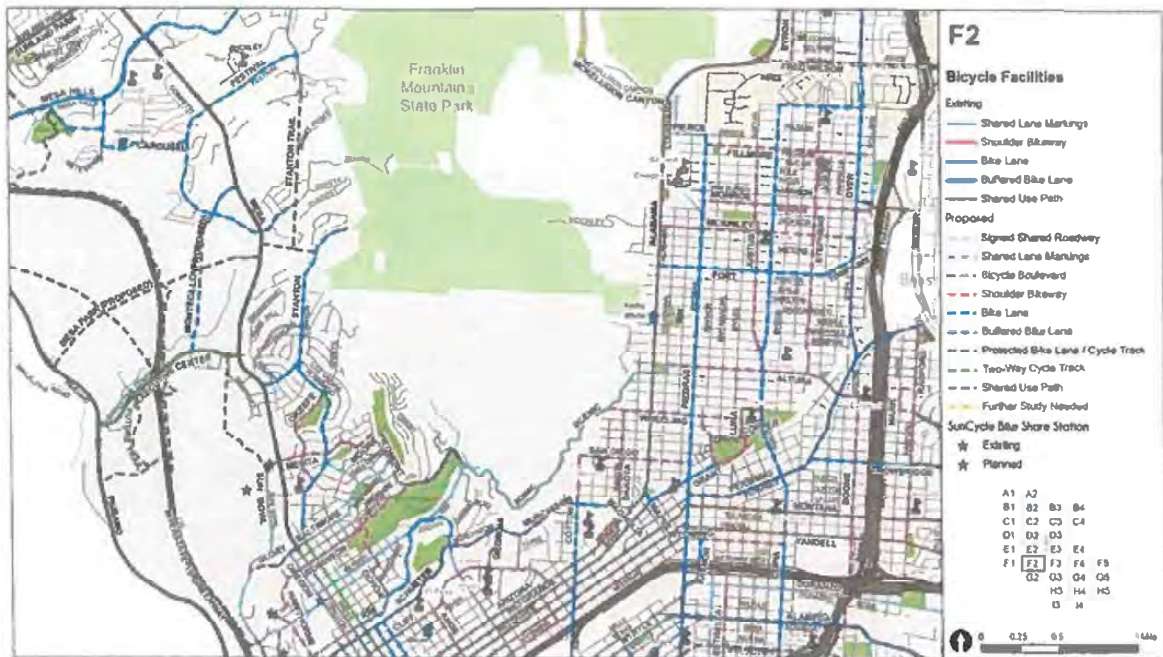
St. Clement's does not support the acquisition of additional property under Alternative I to accommodate a wider bicycle/pedestrian facility (as discussed below), nor do we believe that this is necessary. Under Alternative H, the athletic field barely fit on our campus, without adequate zones on the sides for coaches, athletes and spectators. Alternative I is untenable because the athletic field will not reasonably fit on our campus without expanding into Wyoming and Ochoa Streets.

ALTERNATIVE "I" RIGHT-OF WAY WIDTH/BICYCLE AND PEDESTRIAN FACILITIES

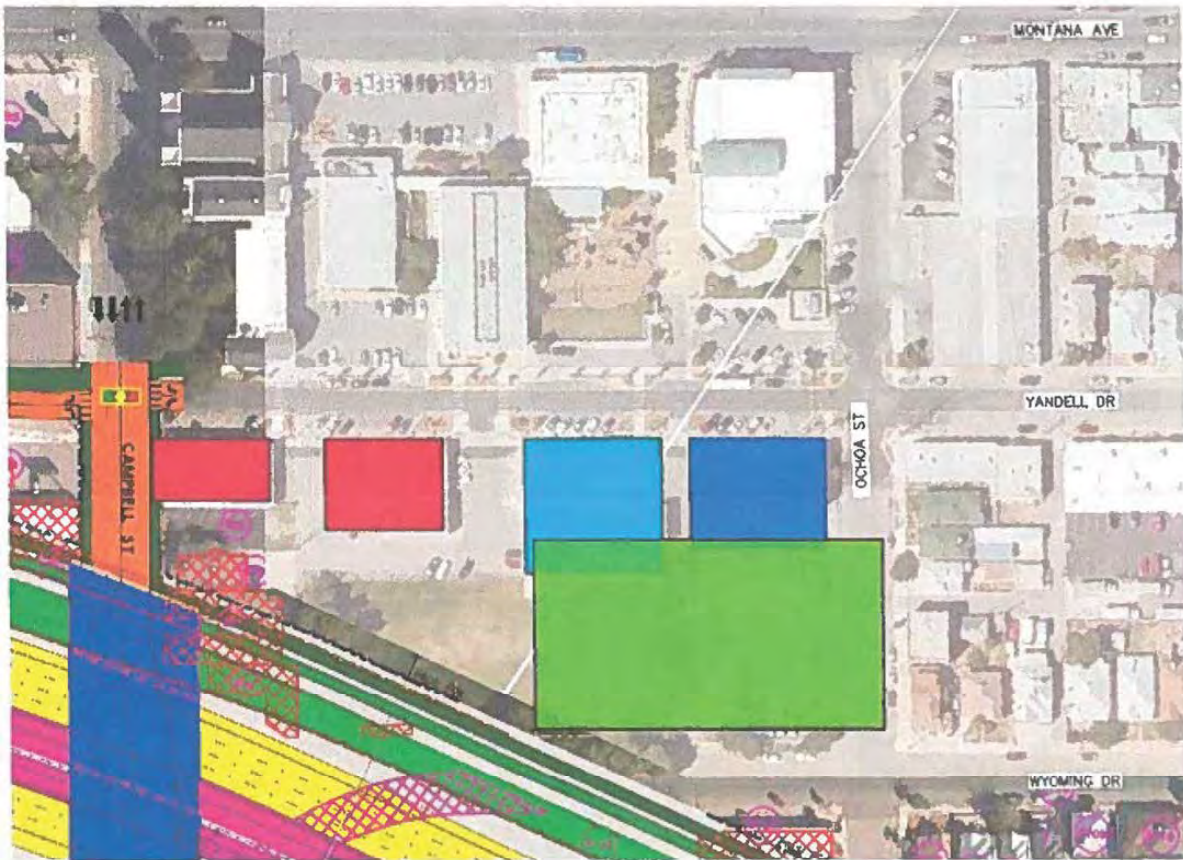
It appears, based on our review of alternative "I", that an additional taking of approximately 38 to 42 linear feet of Right-of-Way is proposed in order to accommodate bicycle/pedestrian facilities along the IH-10 Northerly Right-of-Way line, between the proposed access road and Westbound frontage lanes of the new realignment. Why is it necessary to separate Bicycle and Pedestrian Facilities? It seems that one (1) 12 foot to 14-foot multi-use facility with a buffer zone on both sides would suffice and probably make more sense, with slightly wider values applicable to areas with high use and/or a wider variety of user groups. On the flip side, a multi-use path with a reduced width of 8 feet to 10 feet may be used where bicycle travel is expected to be low or pedestrian use is not expected more than occasional. It is our opinion that user ADT's need to be determined to warrant wider facilities, because 38 to 42 feet appears excessive. 22 feet seems more appropriate with a 12-foot multi-use path and a 5-foot buffer zone on each side.



Furthermore, the City of El Paso Bike Plan, which was adopted in August of 2016, identifies numerous bicycle facilities on parallel roads including, but not limited to, protected bike lanes/cycle tracks, two-way cycle tracks, bicycle boulevards, bike lanes and buffered bike lanes(attached herewith). Bicycle facilities on safer parallel roadways will likely get better usage due to lower traffic volumes, less noise/pollution and overall comfort and experience for runners, cyclists, and other users.



Due to size constraints on the remaining athletic grounds of St. Clement's left after the taking, the additional area proposed to be taken creates a much greater adverse effect on St. Clement's, and would likely force the loss of additional building of St. Clement's in order to have a replacement athletic field on the campus (which is a necessity for the existing St. Clement's school). The suggested multi-use path approach, which is still problematic, at least provides St. Clement's with some additional options for location of the field.





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January 11, 2023

VIA: Hand-delivery and email: downtown10@txdot.gov

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



Re: Scoping Comments on Downtown 10 Submitted by Familias Unidas del Chamizal

Dear TXDOT,

Based on the National Environmental Policy Act (NEPA) process, TXDOT has determined that the Downtown 10 Project will now be classified and prepared as an Environmental Impact Statement (EIS) that will evaluate a range of build alternatives and a no-build alternative.¹ The purpose of the public scoping process is to provide the public an opportunity to review and comment on the draft coordination plan and schedule, the project purpose and need, the alternatives, and methodologies and level of detail for analyzing alternatives and provide input on any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that will be analyzed in depth in the EIS.

Texas RioGrande Legal Aid, Inc. represents Familias Unidas del Chamizal for the purpose of submitting scoping comments on TXDOT's Downtown 10 Project.

Familias Unidas del Chamizal (Familias Unidas) is a membership organization that works with families in the Barrio Chamizal to address neighborhood-wide injustices around education, housing and the environment.² The Chamizal Neighborhood is one of the oldest and poorest in the city of El Paso, Texas. Nearly 100% of its residents are people of color, primarily Mexican and Mexican American, and its schools have one of the largest concentrations of English Language Learners in the city.

Similar to other neighborhoods south of I-10 in El Paso, the Chamizal bears the persistent legacy of hundreds of years of institutional racism. This racism is embedded in mixed-used zoning that allows homes and residents to co-exist immediately next to commercial and light industrial facilities, such as recycling plants and warehouses, as well as transportation projects. In addition to the freight/semi traffic used by commercial and light industrial businesses in the neighborhood, the

¹ <https://www.TXDOT.gov/projects/hearings-meetings/el-paso/el-paso-downtown10-11-30-22.html>

² The Chamizal neighborhood is bound to the south by Paisano, to the east by I-110, the west by Cotton, and to the north by I-10.

Chamizal also sees freight traffic due to its proximity to the Bridge of the Americas (BOTA), I-10 and 375. Freight traffic that moved out of the neighborhood when TXDOT's I-10 Connect Project closed off the entrance to the BOTA from Paisano appears to have been replaced by freight traffic traveling east and west on I-10.

The Chamizal is one of the environmental justice neighborhoods affected by Downtown 10. Other environmental justice neighborhoods that will be impacted by Downtown 10 include San Xavier, Washington Park/Delta, Lincoln Park, Segundo Barrio and south Sunset Heights. The San Xavier neighborhood and surrounding area are located north of Paisano, south of Alameda, west of US-54, and east of Copia. The San Xavier neighborhood is already suffering the consequences of TXDOT's I-10 Connect Project, completed in December of 2021, which damaged homes and increased traffic and noise and air pollution in the area.

TXDOT has a duty to consider the impacts of Downtown 10 on communities like the Barrio Chamizal that already bear a disproportionate burden from the effects of El Paso's highway system and should reject any alternative that deepens that disproportionality. TXDOT must prepare an Environmental Impact Statement that questions the current alternatives' ability to address the current purpose and need; adds purposes and needs that improve, or at the very least do not worsen the community's health, safety, and environment; considers the cumulative impact of all of Reimagine 10 and the Bridge of the Americas project; and addresses the impact of Downtown 10 on environmental justice communities.

I. Project Background

Between 2017 and 2019, TXDOT undertook a study of the I-10 corridor from its western origins at the border of Texas and New Mexico to FM 3380, south of El Paso ("Reimagine Project"). It divided the corridor into 4-segments and proposed modifications of all four segments to increase the flow of traffic.³ The recommendations include constructing corridor-wide adaptive lanes and frontage roads.⁴

Based on that corridor study, TXDOT initiated Downtown 10, which is segment 2 of the overall corridor.⁵ The current "purpose and need" are:⁶

NEED:

- Traffic congestion and mobility issues
- Concerns surrounding incident (i.e. accident) management
- Failure to meet current design standards

PURPOSE:

- Improve mobility and long-term congestion management

³ TXDOT, Reimagine I-10: Project Fact Sheet. ("Reimagine Fact Sheet").

⁴ *Id.*

⁵ TXDOT, Downtown 10: Draft Purpose and Need at 1 (Nov. 2022). ("Draft Purpose and Need").

⁶ *Id.*

- Reduce potential conflict points and improve incident management
- Bring facility up to current design standards

Each of the alternatives identified by TXDOT as “viable” to achieve its stated purpose and need includes increasing the number of lanes, and adding frontage roads, or flyovers, or new ramps to the downtown area.⁷ TXDOT is now tasked with preparing an Environmental Impact Statement of the project that will evaluate all reasonable alternatives and the no-build alternative. That statement must comply with all the Secretary of USDOT’s obligations under the National Environmental Policy Act (NEPA), including all statutes, regulations, policies, and guidance related to the implementation of NEPA for Federal highway projects.⁸

II. Purpose and Need Must Include Health, Safety and the Environment

The proposed Purpose and Need will not be met with the proposed alternatives. Further, any purpose and need for highway development in El Paso should include improving or at the very least, not further damaging the community’s health, safety and environment. Alternatives, including a no-build alternative, should reflect these additional purposes and needs.

A. Proposed Alternatives do not meet the Purpose and Need

TXDOT’s Draft “Purpose and Need” states that the purpose of Downtown-10 is to “improve mobility and long-term congestion management, reduce potential conflict points, improve incident management, and bring the facility up to current design standards.”⁹ The only alternatives considered by TXDOT to meet this purpose and need are widening lanes, turning downtown local avenues into frontage roads, and adding more lanes to the highway itself.¹⁰

1. Increasing road capacity does not manage congestion

TXDOT’s alternatives run afoul decades of studies showing that increasing road capacity does not result in managing congestion. Studies indicate that increasing road capacity induces increased demand and results in greater congestion. TXDOT should therefore be considering increasing the use of *existing* alternatives and if necessary, new alternatives that de-incentivize I-10 usage in order to meet its purpose of managing congestion.

⁷ See TXDOT, Downtown 10 Public Scoping Meeting: Viable Alternatives (Nov. 30, 2022). (“Viable Alternatives”).

⁸ First renewed MOU between the FHA and the TXDOT concerning State of Texas’ participation in the project delivery program pursuant to 23 USC 327 at ¶3.1.1 (Available at <https://ftp.TXDOT.gov/pub/TXDOT-info/env/nepa-assignment/2019-nepa-assignment-mou.pdf>).

⁹ TXDOT, Downtown 10: Draft Purpose and Need, 8 (Nov. 2022).

¹⁰ See Viable Alternatives.

Since at least the 1980s, studies have indicated that increased road capacity may reduce congestion in the short run, but in the long run ultimately results in an increase in congestion.¹¹ These hypotheses have been bolstered by models of highway usage across America. Multiple studies show a correlation between an increase in expanding the number of lane miles and an increase in vehicle miles.¹² Several studies also demonstrate a causal relationship between increasing lane miles and increases in vehicle miles.¹³

The relationship between increased lane miles and increased vehicle miles is that increasing lane miles induces more drivers to use the new capacity because “increase in highway capacity (supply) reduces the generalized cost of travel, especially on congested highways, by reducing the time cost of travel. Travel time is the major component of variable costs experienced by those using private vehicles for travel.”¹⁴ This increased capacity can make people change their time of departure to peak travel times, change their routes to take advantage of new capacity, make longer trips, increase the number of trips taken, and switch from public transportation to personal cars.¹⁵ The latter then results in disinvestment in public transportation,¹⁶ which is one of the long-recognized alternatives to relieving congestion along urban corridors.¹⁷

It is estimated that a 10% increase in road capacity increases vehicle miles travelled by 3-6% in the short run and 6-10% in the long-run.¹⁸ The phenomenon of “induced demand” is well documented in academic literature.¹⁹ Induced demand occurs because people make short-term decisions about when and where to travel, and longer-term decisions about where to live or construct new homes and businesses, based on the transportation options are available. Increased highway capacity encourages people to drive more, and to live further away from city centers, reducing any benefit in terms of reduced congestion. A recent example from Texas is the Katy Freeway project in downtown Houston. This project, which cost \$2.8 billion and expanded the highway to 23 lanes, has actually made congestion worse, with morning commutes increasing by 25 minutes between

¹¹ See Mogridge, Martin J.H., *The Self-Defeating Nature of Urban Road Capacity Policy: A Review of Theories, Disputes, and Available Evidence*, Transport Policy Vo. 4, No. 1, 5-23 (1997).

¹² Noland, Robert B., and Lem L. Lewison, *A Review of the Evidence for Induced Travel and Changes in Transportation and Environmental Policy in the U.S. and the U.K.*, Transportation Research Part D 7, 8-10 (2002) (Reviewing multiple studies showing correlation between increased mile capacity and vehicle miles traveled).

¹³ *Id.* at 11-15.

¹⁴ *Id.* at 2.

¹⁵ *Id.* at 4-5.

¹⁶ *Id.*

¹⁷ See Mogridge, *supra* fn. 8.

¹⁸ Handy, Susan, *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, U.C. Davis Dept. of Env't Science and Policy: Policy Brief (oct. 2015). (Available at https://dot.ca.gov/-/media/dot-media/programs/research-innovation-system-information/documents/final-reports/10-12-2015-ncst_brief_inducedtravel_cs6_v3.pdf).

¹⁹ See Hymel, Kent. (2019, April). If You Build It, They Will Drive: Measuring induced demand for vehicle travel in urban areas. Transport Policy. (Volume 76, pp. 57-66).

2011 and 2014, and afternoon commutes increasing by 23 minutes. The predictable result of building additional roadways in El Paso will be more traffic, more sprawl, more air pollution, and reduced quality of life—particularly for individuals (predominantly from environmental justice populations) that live directly adjacent to these roadways.

a. Increasing road capacity will not relieve freight traffic congestion

Without a doubt, El Paso is at the epicenter of freight/semi/truck traffic from every direction: east and west, north and south, including to and from Mexico. The freight traffic going into Mexico is particularly damaging because many of those vehicles meet the bare minimum health and safety requirements in order to travel on U.S. roads. Induced demand plays out not just from passenger occupied vehicles (POVs), but also from freight traffic driving from north and south and east and west. Widening I-10 along downtown will only attract even more freight traffic and the continued use of warehouses in the aforementioned environmental justice neighborhoods.

As part of the EIS and in order to meet its stated purpose and need of reducing congestion, TXDOT must consider no-build alternatives that include:

- 1) Removing freight traffic from Downtown 10
- 2) Removing freight traffic from the Bridge of the Americas, which is the closest port of entry to Downtown 10

b. Increasing road capacity will result in disinvestments in public transportation

Public transportation is one of the long-recognized alternatives to relieving congestion along urban corridors.²⁰ Simply put, public buses can get many private vehicles off our existing roads. On the contrary, increasing road capacity encourages people to use their private vehicles, which in turn results in disinvestments in public transportation.

For environmental justice communities, public transportation that is affordable, reliable and practical, is a life-line to accessing work, school, health services and other public amenities. Many people who live closest to existing highways face the cruel irony of not being able to use said highways because they have inconsistent or non-existent access to reliable private transportation.

As part of the EIS and in order to meet its stated purpose and need of reducing congestion, TXDOT must consider no-build alternatives that include:

- 1) Increasing the use of existing public transportation infrastructure along Downtown 10 and nearby roads

²⁰ See Mogridge, *supra* fn. 8.

- 2) Investing in new public transportation in lieu of increasing road capacity

2. Increasing road capacity increases greenhouse gas emissions

Studies have shown that “increases in greenhouse gas emissions attributable to capacity expansion are substantial.”²¹ The Rocky Mountain Institute has programmed a calculator that allows users to estimate “long-run (i.e., after 5 to 10 years) induced vehicle miles traveled and emissions impacts from capacity expansions of large roadways”.²² The shift calculator indicates that the long-term impact for every one lane mile added in El Paso is an increase of 3 to 4 million vehicle miles traveled each year and emissions increases equal to roughly 400 passenger cars and light trucks.²³

TXDOT must estimate the impacts from increased greenhouse gas emissions from the expansion of I-10 and should use the social cost of carbon tool to do so. As the transportation sector is the largest source of greenhouse gas emissions in the United States and one of the largest contributors to ozone pollution in El Paso, it is especially critical to focus on these issues in developing transportation policy.²⁴ As part of this EIS, TXDOT must consider no-build alternatives that do not increase greenhouse gas emissions.

3. Recent construction on Loop 375 and the I-10 Connect Project demonstrate that increasing road capacity does not reduce congestion

a. Loop 375 has not reduced congestion

The fact that increasing capacity does not ultimately lead to reduced congestion should be obvious to TXDOT which just completed a new highway segment intended for the very purpose of relieving East to West congestion on the Downtown 10 corridor.²⁵ That project, the Loop 375 Border Highway West Extension Project, was completed in 2019. TXDOT’s website indicates there has been a significant increase in traffic since that road’s completion in 2019.²⁶ TXDOT’s own record indicates that usage of the Downtown 10 corridor is *still* increasing – despite this newly added capacity.²⁷

²¹ *Id.*

²² RMI, Shift Calculator. (Available at <https://shift.rmi.org/>).

²³ *Id.*

²⁴ <https://www.epa.gov/greenvehicles/fast-facts-transportation-greenhouse-gas-emissions>

²⁵ TXDOT, Loop 375 Border Highway West Extension Project: Draft EIS 1-2 (Sept. 2012). Available at https://ftp.TXDOT.gov/pub/TXDOT-info/elp/projects/border_highway_west/eis/draft/chapter_01.pdf. The Final EIS found there was no change to the stated purpose and need of this project. TXDOT, Loop 375 Border Highway West Extension Project: Abbreviated State Final Environmental Impact Statement, 2 (April 2013).

²⁶ https://www.TXDOT.gov/apps/statewide_mapping/StatewidePlanningMap.html

²⁷ Draft Purpose and Need at 2 (Stating “as COVID-19 restrictions have and continue to be lifted, there has been a general upward trend toward pre-pandemic AADT counts” on the downtown segment).

The proposal to now expand the downtown portion of I-10 to further relieve congestion, so close on the heels of the completion of the 375 extension, whose entire purpose was to alleviate congestion while avoiding the impacts of expanding I-10, indicates one of two things. Either TXDOT has not adequately taken into consideration the alleviation of congestion by the 375 extension or that continually constructing highways does not actually alleviate congestion. The cited studies indicate that the latter is what is occurring here. While models may predict future congestion on I-10, the solution to that cannot be to perpetually expand highway infrastructure. TXDOT must consider alternatives that will actually lead to a reduction in congestion, including investment in public transportation and diverting freight traffic from I-10, particularly in the proposed Downtown 10 segment.

Diverting freight traffic from Downtown 10 would also meet the purpose and need of “improving incident management.” On December 10, 2022, a pedestrian was struck and killed by three vehicles while trying to cross I-10 East at the Dallas St. Exit.²⁸ Drivers were instructed to exit the highway and take alternative routes through a phone alert, electronic signage, and Google Maps. Drivers who were able to exit had numerous existing alternative routes, including Paisano, the 375 extension, Transmountain, Montana and Mesa St. Drivers, primarily freight vehicles, who were not able to exit, idled for hours on the freeway. Having more lanes would actually make it more difficult for vehicles on the left-hand lanes to exit quickly in such circumstances, thereby increasing congestion.

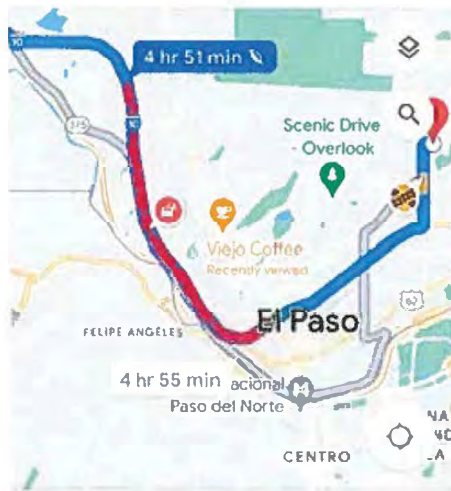


EL PASO, Texas -- One person is dead after a vehicle vs. pedestrian crash near downtown El Paso.



EL PASO, Texas -- One person is dead after a vehicle vs. pedestrian crash near downtown El Paso.

²⁸ <https://kvia.com/traffic/2022/12/10/one-person-killed-after-crash-on-i-10-east-near-downtown-el-paso/>



Google Maps screenshot taken Dec. 10, 2022, 9:31p MT.

b. I-10 Connect has increased rather than decreased congestion

According to TXDOT:

“The I-10 Connect project consists of progressive highway design elements and involves extensive coordination with the largest US/Mexico Port of Entry in El Paso, the Bridge of the Americas (BOTA).

The project expands US 54, I-10, I-110, and US 62 (Paisano), and includes eight bridge replacements, one railroad overpass, five bridge widenings, and two new direct connectors. The project widens I-110, provides separate truck lanes for Southbound traffic going to Mexico, and provides multi-modal improvements along US 62 which experiences more than 1 million pedestrian crossings per year. Once complete, the project will provide **unprecedented connection** to multiple high-volume arteries and alternate routes.” Antonio Santana PE *Transportation Engineering Supervisor, TXDOT - El Paso District*.²⁹ (emphasis added)

Unfortunately, rather than provide “unprecedented connection”, I-10 Connect has provided **unprecedented congestion** into Mexico through I-10 East, I-10 West and US-54. I-10 Connect was meant to connect traffic from I-10 to Loop 375 and reduce traffic congestion and air pollution in and around the Bridge of the Americas, one of the busiest international ports of entry in the country.

²⁹ <https://www.texasce.org/tce-news/i-10-connect-project-texas-department-of-transportation-el-paso-district/>

Since its completion in December of 2021, I-10 Connect has actually resulted in increased congestion on I-10 West (Starting at the Paisano Exit); I-10 East (Starting at the Piedras); and US54 South from traffic heading south into Mexico from both passenger vehicles and freight traffic. The traffic idles for hours through residential neighborhoods and immediately next to Zavala Elementary, which has a student population that is 99.1% Hispanic; 38.86% foreign born, which is 1.5 times the rate of the rest of El Paso; 86% English Language Learners; and most of whom are low income. The increase in idling traffic has resulted in an increase in air pollution, noise pollution, and a decrease in quality of life.

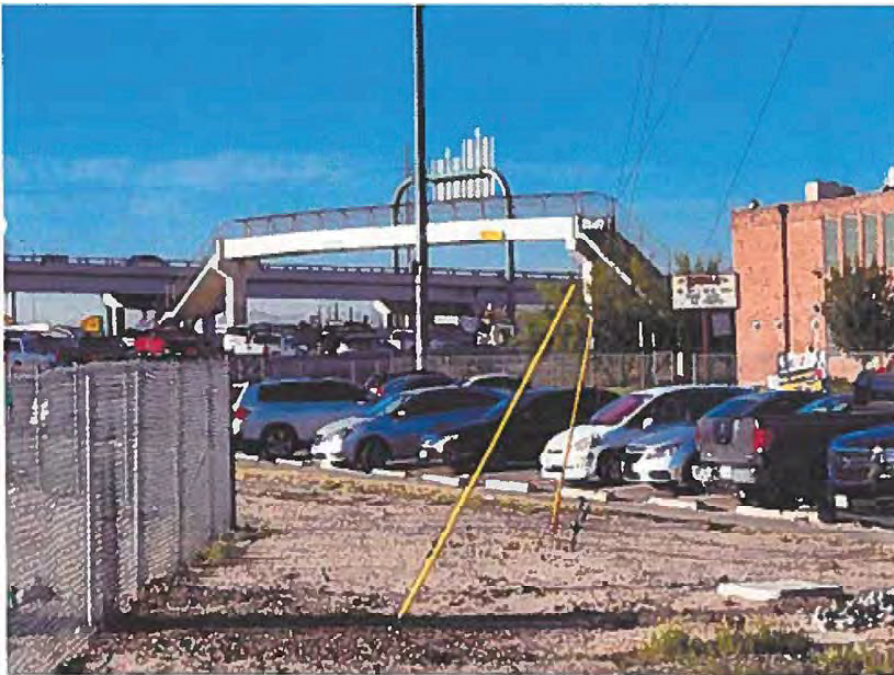


Photo of southbound traffic on I-110 next to Zavala Elementary, Sept. 28, 2022, 8:15a MT



Photo of southbound traffic on I-110 next to Zavala Elementary/San Xavier, November 29, 2022, 2p MT



Photo of southbound traffic on I-110 next to Zavala Elementary/San Xavier, November 29, 2022, 7p MT



Photo of southbound traffic on I-110 next to Zavala Elementary/San Xavier, November 29, 2022, 7p MT

The areas most impacted by I-10 Connect are the San Xavier neighborhood, which is north of Paisano, east of Copia, south of I-10 and west of 375 and US 54, and the residential streets surrounding Zavala Elementary, including those on Copia, Rivera, and Hammett, and south of Alameda.³⁰

In addition to increasing traffic congestion, noise and air pollution throughout the day, TXDOT's I-10 Connect has directly impacted residents. The demolition and construction activities, and design flaws, caused structural damage to homes and the Saint Francis Xavier church (519 S. Latta), which has manifested in, among other things, cracks along ceilings, walls and flooring, damaged plumbing and drainage issues. TXDOT has also failed to address the removal of street lighting, the new traffic accident hot spots, and the new San Antonio Street entrance which is confusing to drivers and is full of debris and runoff regularly. The neighborhood also has drainage issues. The housing stock in this area is similar to the housing stock alongside Downtown 10 which will likely suffer similar structural damage from demolition and construction activities.

TXDOT must consider the congestion caused by I-10 Connect as proof that increasing road capacity does not result in a decrease in congestion. In addition, TXDOT must craft a solution to the failings of I-10 Connect.

³⁰ See Google Map of the Area, **Attachment 1**.

B. The Purpose and Need must include improving or at the very least, not further damaging the community's health, safety and environment

1. Health

El Pasoans, and particularly those living close to the Downtown 10 corridor, are already exposed to significant levels of air pollution, including diesel particulate matter. The passage of NAFTA in 1994 led to an increase in commercial and passenger traffic in the Paso del Norte air basin, which encompasses parts of Dona Ana County in New Mexico, Cd. Juarez, Chihuahua, Mexico and El Paso, Texas. This in turn, has led to the creation of the Joint Advisory Committee on Air Quality as part of the La Paz Agreement and many UTEP studies about the air quality in the region. One of the most recent studies looked at the impact of traffic from highways and the ports of entry on nearby residents' respiratory and cardiovascular health. The study began with the premise that:

“People with lower income are more likely to live in communities with higher pollution levels from traffic-related emissions. Traffic-related air emissions have been reported to have strong association with urban air pollution and cause adverse respiratory health effects in near-road communities. Transportation parameters such as traffic density, vehicle miles traveled, and road length, as well as land-use data such as population density, land-use classification, proximity to heavy-traffic roads, distances to major point and area sources, and household income, are important variables for explaining a spatial variation of air quality and health outcomes.”

The study examined the short-term associations (24-, 48-, 72-, and 96-hr averages) of traffic-related air pollutants (PM_{2.5}, PM₁₀, NO₂, and O₃) with biomarkers of respiratory and cardiovascular disease in a group of uninsured participants from low-income communities in El Paso, TX. Researchers found associations of short-term air pollutant concentrations with respiratory outcomes, which was expected. However, researchers also found associations with metabolic risk factors such as BMI, waist circumference, and fasting glucose. The study also found a correlation between PM_{2.5} and NO₂ and respiratory risk of COPD.³¹ Given the relationship between traffic-related air pollution and health outcomes, TXDOT should include bettering the health of El Pasoans in its purpose and need, or at least not worsen the health impacts.

For the 8-hour Ozone standard, El Paso is “Marginal Nonattainment,” effective December 30, 2021. This designation is the result of environmental petitioners, including Familias Unidas del Chamizal,

³¹ Association of Traffic and Related Air Pollutants on Cardiorespiratory Risk Factors from Low-Income Populations in El Paso, TX, authored by Soyoung Jeon, Juan Aguilera, Leah Whigham, and Wen-Whai Li, February 2021, available at <https://www.carteeh.org/wp-content/uploads/2021/06/03-27-UTEP-Association-of-Traffic-and-Related-Air-Pollutants-on-Cardiorespiratory-Risk-Factors-from-Low-Income-Populations-in-El-Paso-TX-Jeon.pdf>

the City of Sunland Park, New Mexico challenging the EPA's attainment/unclassifiable designation for El Paso County.³² For PM10, El Paso has been in "Moderate Nonattainment," since 1991.³³

The El Paso area had 126 days of elevated air pollution in 2020, the second most in Texas, according to a new report from Environment Texas Research & Policy Center, Frontier Group and TexPIRG Education Fund. The report's findings mean that El Pasoans were breathing air with elevated levels of pollution on one out of every three days last year.³⁴ The report measured days with elevated levels of small particulate matter and elevated ozone. The El Paso area had 78 days with elevated small particulate matter and 68 days of elevated ozone. In total, the city had 126 days with either elevated ozone, particulate matter, or both.

According to TCEQ data, El Paso County air quality monitors recorded ozone levels unhealthy for sensitive groups, like children, the elderly and people who are pregnant on 18 days between May 1st to September 1st of 2022.

Exposure to ozone and particulate pollution is linked to premature death, damage to the respiratory and cardiovascular systems, increased risk to cancer and problems with fertility, conception, pregnancy and birth. Air pollution is also linked to increased risk of infection from infectious diseases, including COVID-19. Ozone irritates the lungs, making people more vulnerable to infections, and aggravates asthma and chronic bronchitis. The health impacts build up over time and can cause premature death, according to the American Lung Association.³⁵

In addition, El Paso, like the rest of the world, has seen a dramatic increase in average temperatures in recent decades.³⁶ Nine of the hottest 11 years in El Paso's history have occurred between 2011 and 2020. As shown by a recently created map of the heat island effect, the hottest streets in El Paso are along I-10.³⁷

³² <https://www.tceq.texas.gov/airquality/sip/elp/elp-status>

³³ *Id.*

³⁴ <https://environmentamerica.org/texas/resources/trouble-in-the-air/>

³⁵ El Paso had 126 elected air pollution days in 2020. El Paso Times. Oct. 5, 2021, **Attachment 3**.

³⁶ <https://climatexas.tamu.edu/files/ClimateReport-1900to2036-2021Update>

³⁷ Available at: <https://www.utep.edu/liberalarts/sega/environmental-injustice-hurricane-harvey-in-greater-houston12.html>



Map of El Paso showing temperature/humidity measurements over three one-hour periods on July 10, 2020.

Hotter temperatures contribute to ozone pollution. In El Paso, July of 2022 had the most unhealthy ozone days, at 11. The average high temperature in July in 2022 was 99.4 degrees, 3.6 degrees hotter than the historical average of 95.8. Climate change is contributing to higher temperatures and ozone levels in El Paso and statewide. Texas had more unhealthy ozone days this summer than in recent years.³⁸

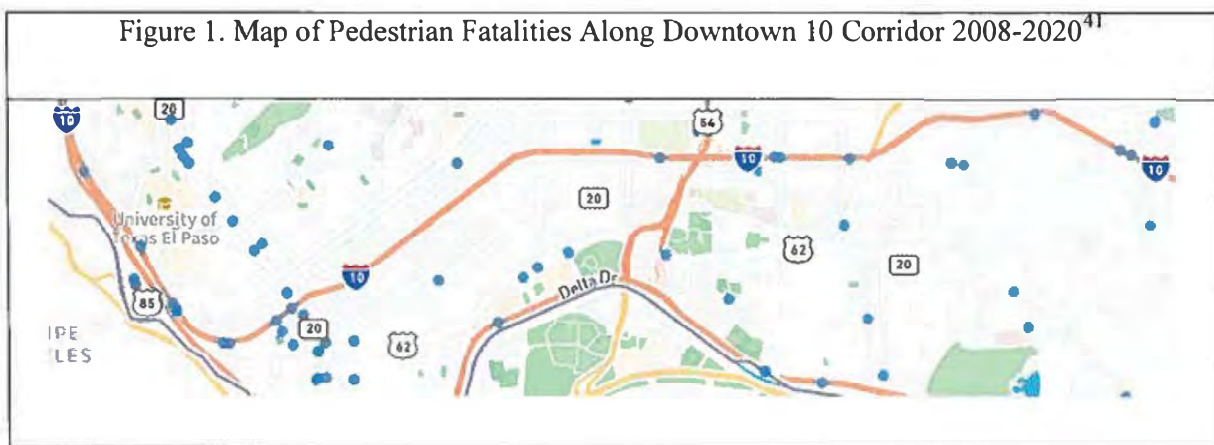
Air monitors in El Paso have recorded high levels of air pollution despite the inadequacies of the current air monitoring network in the area. The UTEP monitor was close to Interstate 10, an identified source of particulate matter pollution in El Paso. The UTEP monitor recorded the highest ozone levels of any El Paso monitor in 2021 and consistently recorded some of the highest levels of ozone pollution in El Paso. The UTEP monitor has been down since November 2021 and is still not up. Air monitoring data is crucial for understanding the existing impact of I-10 on human health

³⁸ Smog in El Paso increased in summer of 2022 while key air quality monitor was offline. El Paso Times. Sept. 8, 2022, Attachment 2.

and additional impacts that can be expected if I-10 is expanded. TXDOT must work with the TCEQ in reinstating the UTEP monitor immediately.³⁹

2. Safety

Between 2016 and 2020, 124 pedestrians were killed in El Paso. The city is ranked the 18th worst metro area for pedestrian fatalities in the country.⁴⁰ As shown in Figure 1, many pedestrian fatalities in El Paso between 2008 and 2020 have occurred along the downtown segment of the I-10 corridor. Highway infrastructure improvement in the City must take this into consideration and be designed to reduce pedestrian injuries and deaths.



III. TXDOT should not segment Downtown 10 from Reimagine 10

TXDOT should be conducting an environmental impact statement for the entire Reimagine I-10 project. By limiting its review to only the Downtown portion of the Reimagine Project, it has improperly segmented the environmental review.

NEPA's scoping regulations define "Connected actions," as those closely related and therefore should be discussed in the same impact statement. Actions are connected if they:

³⁹ Id.

⁴⁰ Smart Growth America, *Dangerous By Design 2022* (Available at <https://smartgrowthamerica.org/dangerous-by-design/>).

⁴¹ Mapped with Smart Growth Interactive Map (Available at <https://smartgrowthamerica.org/dangerous-by-design/>).

(i) Automatically trigger other actions which may require environmental impact statements.

(ii) Cannot or will not proceed unless other actions are taken previously or simultaneously.

(iii) Are interdependent parts of a larger action and depend on the larger action for their justification.⁴²

Failing to include connected components of a project in an EIS's scope of review is unlawful piecemealing or segmentation, in violation of NEPA.⁴³

Federal Highway Administration ("FHWA") regulations require actions that are undergoing environmental reviews to connect to logical termini and be of sufficient length to address environmental matters on a broad scope; have independent utility or be of independent significance; and not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.⁴⁴

The current alternatives under consideration for Downtown 10 include constructing adaptive lanes, new frontage roads, and in at least one alternative, an additional general-purpose lane.⁴⁵ However, the adaptive lane portion of Downtown 10 is intended to extend well beyond this segment. The Reimagine I-10 Project documents propose to construct connected adaptive lanes into both the North and Airport segments of I-10 as well.⁴⁶ The interconnection of these adaptive lanes indicate that Downtown 10 does not have independent utility without the construction of the North and Airport adaptive lanes, and constructing adaptive lanes in Downtown 10 unnecessarily restricts the consideration of alternatives for the rest of the I-10 corridor.

⁴² 40 C.F.R. § 1508.25 (2019); accord id. § 1501.9(e) (2020) (stating same).

⁴³ See, e.g., *Save Barton Creek Ass'n v. Fed. Highway Admin. (FHWA)*, 950 F.2d 1129, 1140 (5th Cir.1992) ("‘Segmentation’ or ‘piecemealing’ is an attempt by an agency to divide artificially a ‘major Federal action’ into smaller components to escape the application of NEPA to some of its segments."); *Fritiofson v. Alexander*, 772 F.2d 1225 (5th Cir. 1985), abrogated on other grounds by *Sabine River Auth. v. U.S. Dep’t of Interior*, 951 F.2d 669 (5th Cir. 1992) (requiring the preparation of a comprehensive EIS for the whole West Galveston Island in order to adequately consider “cumulative impacts” under NEPA).

⁴⁴ 23 CFR 771.111(f).

⁴⁵ See TXDOT, *Downtown 10 Public Scoping Meeting Documents: Alternatives Analysis*. (Nov. 30, 2022)

⁴⁶ Reimagine Factsheet at 11.

What's more, the Reimagine I-10 Project is clearly intended as a single effort to modify the current landscape of I-10 in the El Paso area.⁴⁷ The alternatives proposed for Downtown 10 were generated as a part of the Reimagine I-10 Study, and those alternatives extend into the other segments of the I-10 corridor. It is TXDOT's intention to modify the entire I-10 corridor and the full breadth of the impacts of its intended project should be disclosed to the public before resources are committed to the project. That is the very purpose of NEPA's mandate.⁴⁸ To segment the Reimagine I-10 project into four separate segments obscures the totality of the project and the impacts that will follow from its construction and completion. At a minimum, TXDOT should complete a programmatic environmental impact statement for the entire Reimagine I-10 project or include impacts from the other 3 segments of the Reimagine project in the cumulative impacts analysis of the statement prepared for the Downtown 10 project.

Just as the communities most impacted by Downtown 10 are Environmental Justice communities, discussed more below, the communities most affected by the North and Airport segments are also Environmental Justice communities. These communities are almost entirely Latinx. They also have higher poverty levels, a higher percentage of households who speak limited English, and frequently a much higher percentage of elderly populations than the State of Texas or the United States.⁴⁹ The populations in these census block groups are also in the 80th and 90th percentile for populations in Texas and the United States for Traffic Proximity, Air Toxics Cancer Risk, and populations exposed to Ozone.⁵⁰ These populations, and their representatives, have a right to know what the full impacts of the Reimagine I-10 Project will be before TXDOT selects a project alternative that will commit to changes on the I-10 corridor in their neighborhoods.

IV. TXDOT must consider upcoming plans for the BOTA

TXDOT should not attempt to solve projected congestion in downtown El Paso in a vacuum or ignore the cumulative impact of other transportation projects in the region. As noted in TXDOT's draft purpose and need for the project, the largest percentage increase in traffic predicted for the El Paso area comes from anticipated increased truck traffic crossing at the Bridge of the Americas.⁵¹ The General Services Administration is also looking to address increased truck traffic at the

⁴⁷ See *Id.* at 1 ("The I-10 study emphasizes the need to 'reimagine' how the I-10 corridor operates.")

⁴⁸ *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 349 (1989) ("[NEPA] ensures that the agency, in reaching its decision, will have available, and will carefully consider, detailed information concerning significant environmental impacts; it also guarantees that the relevant information will be made available to the larger audience that may also play a role in both the decision making process and the implementation of that decision.")

⁴⁹ See Demographic data for the census block groups adjacent to I-10 in the North and Airport Segments. **Attachments 4 and 5.** Data generated by EPA, EJScreen Tool. Available at <https://ejscreen.epa.gov/mapper/>.

⁵⁰ *Id.*

⁵¹ Draft Purpose and Need at 2.

Bridge.⁵² The GSA's project intends to modernize BOTA and help "improve traffic flow and decrease wait times" heading north, into the U.S.⁵³ The GSA also intends to modernize BOTA while being "responsive to local community needs" and meeting "the Administration's overall commitment to support the livability and vitality of communities where federal facilities are located," with an investment of \$600 million.⁵⁴

Since both TXDOT and the GSA are concerned with north-bound flows of increased truck traffic, it is possible that alternatives to expanding I-10 through downtown exist that *will actually* alleviate congestion on the highway while also minimizing impacts on the communities bordered by I-10. For instance, at a recent public meeting, representatives of the GSA suggested one alternative may be eliminating freight/commercial traffic from BOTA all together, which again supports Familias Unidas' request for a no-build alternative. Community members are also requesting that the agencies involved consider the use of rail lines to transport cargo across the BOTA, which would eliminate Mexican freight trucks from traveling to El Paso to drop off cargo only to then bottleneck traffic southbound into Mexico. If GSA selects alternatives that remove commercial traffic from the BOTA, it could radically alter the need for a build alternative on the Downtown 10 segment. TXDOT must work with other agencies involved in traffic flows in El Paso to ensure that it is choosing the best alternative for El Pasoans, even if that alternative includes not pursuing the project.

TXDOT should consider the cumulative impact of Downtown 10 in concert with other proposed projects planned to address the same purpose/need as this one.

V. Downtown 10 will disproportionately affect Environmental Justice communities.

In its EIS, TXDOT must take a Hard Look at the Environmental Justice impacts of this proposed project. TXDOT, as a federal grantee, "shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."⁵⁵

⁵² GSA. Bridge of the Americas Land Port of Entry to be Modernized Under Bipartisan Infrastructure Law Signed by President Biden (Feb. 25, 2022).

⁵³ *Id.*

⁵⁴ *Id.*

⁵⁵ TXDOT quoting the Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994 in its "An Overview of Transportation and Environmental Justice", available at: <https://ftp.dot.state.tx.us/pub/TXDOT-info/env/toolkit/710-01-bro.pdf>.

TXDOT itself claims to “successfully integrate Title VI and environmental justice into its programs and activities” by among other things:

- Developing and enhancing its technical capabilities to assess the benefits and adverse effects of transportation activities among different population groups and using those capabilities to develop appropriate procedures, goals and performance measures in all aspects of its mission.
- Working with Federal, state, local, and transit planning partners to create and enhance intermodal systems, and support projects that can improve the natural and human environments for low-income and minority communities.⁵⁶

Taking a hard look at environmental justice (EJ) impacts is a two-step process. First, the agency must identify any minority or low-income populations in the project affected area; second, the agency must analyze whether a project’s impacts are significant or exceed accepted norms, and whether those impacts will have disproportionately high and adverse effects on the applicable EJ populations.⁵⁷ To determine disproportionate impact, the agency should consider both the demographics of the affected areas and comparison populations and unique factors that may amplify a project’s effects in EJ populations.⁵⁸

A. TXDOT must first identify potentially affected environmental justice communities

The fact that the city of El Paso is a majority minority city does not relieve TXDOT of conducting a serious environmental justice inquiry. The census block groups immediately adjacent to I-10⁵⁹ generally have a higher rate of poverty, limited English proficiency, and lower formal education levels than the State of Texas and the City of El Paso. The census block groups also have a greater population of color than the State or the City. Figure 2 identifies the census block groups closest immediately adjacent to the highway. Table 1 compares the populations of those census block groups to that of the City of El Paso and the State of Texas. Those demographic characteristics which exceed the State or the City are highlighted. The higher concentration of Mexican and

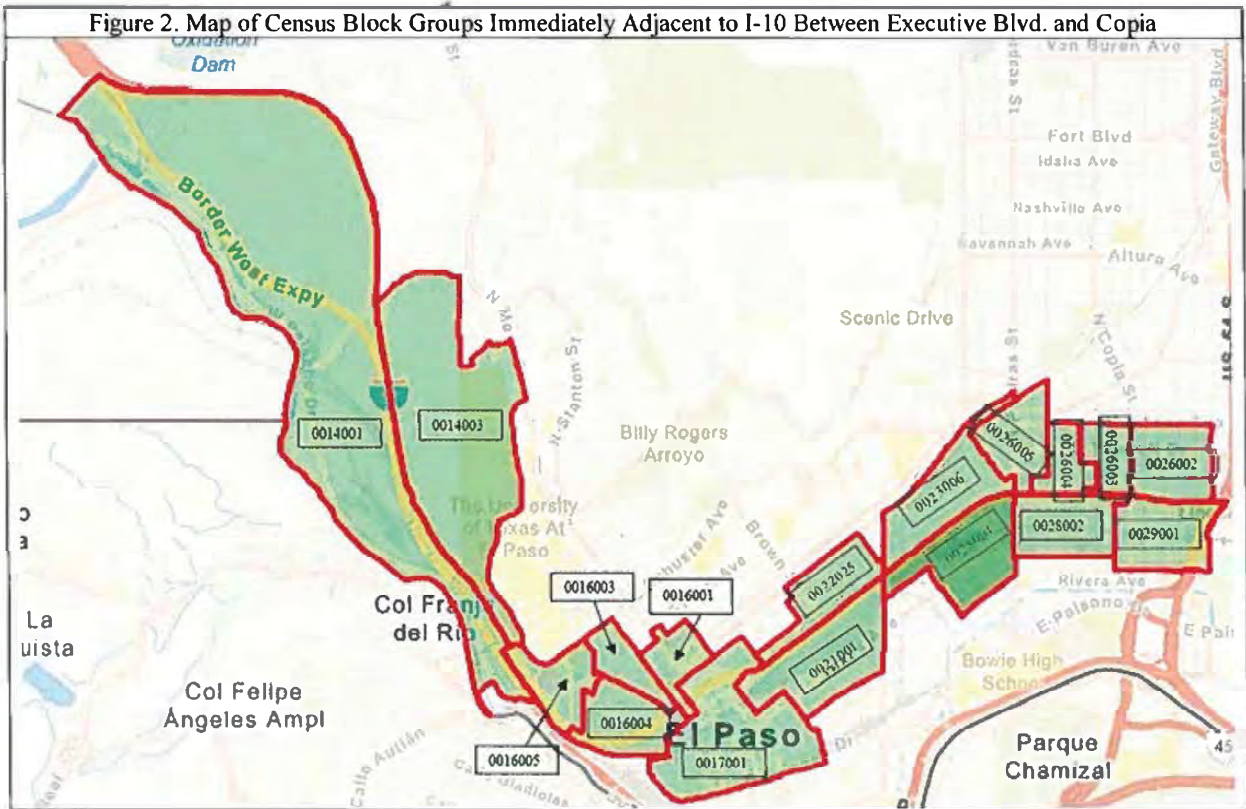
⁵⁶ TXDOT “An Overview of Transportation and Environmental Justice”, page 6, available at: <https://ftp.dot.state.tx.us/pub/TXDOT-info/env/toolkit/710-01-bro.pdf>

⁵⁷ Council on Environmental Quality, Environmental Justice: Guidance Under the National Environmental Policy Act at 1 (1997) at 9, 25-27 [“CEQ Guidance”]; see also Federal Inter-Agency Working Group on Environmental Justice & NEPA Committee, Promising Practices for EJ Methodologies in NEPA Reviews at 21-46 (2016).

⁵⁸ CEQ Guidance at 9.

⁵⁹ It is very likely that impacts from the highway expansion will extend beyond the census block groups immediately adjacent to the highway. TXDOT must identify the geographic extent of each impact and the populations that will bear the burden of that impact as a first step in conducting its EJ analysis. See *Vecinos para el Bienestar de la Comunidad Costera v. FERC*, 6 F.4th 1321, 1330 (D.C.C. 2021) (“When conducting an environmental justice analysis ... an agency’s delineation of the area potentially affected by the project must be reasonably and adequately explained.” (internal quotations omitted)).

Mexican American in the affected neighborhoods are statistically different than neighborhoods that will not be directly impacted by the widening of the highway.⁶⁰



⁶⁰ See *Familias Unidas por la Educacion v. EPISD*, 2022 WL 4923349 at 6 (Oct. 2022) (denying EPISD's summary judgment motion and finding sufficient evidence for a reasonable fact finder to return a verdict for Familias Unidas on the material issue of disparate impact based on race as a reasonable fact finder could conclude that the schools closed in 2019 were more Mexican and Mexican American than 2016 Bond Schools).

Table 1. Demographics of Texas, El Paso, and Census Block Groups Immediately Adjacent to I-10 between Executive Blvd. and Cobia⁶¹

<i>Location</i>	%POC	%Low-Income	%LEP	%Less than Highschool Education
Texas	59	33	7	16
El Paso	87	44	20	19
CB 0029001	100	90	40	54
CB 0026002	98	73	10	24
CB 0028002	95	89	63	56
CB 0026003	100	68	37	32
CB 0026004	97	79	30	25
CB 0026005	100	76	24	36
CB 0023006	96	81	9	50
CB 0028004	100	79	73	71
CB 0022025	96	79	44	39
CB 0021001	88	83	54	43
CB 0017001	91	78	45	54
CB 0016001	100	49	59	45
CB 0016004	93	67	4	26
CB 0016003	96	49	0	7
CB 0016005	96	36	33	16
CB 0014001	93	52	41	31
CB 0014003	95	80	7	18

TXDOT has a duty to address the disproportionate negative impact of widening I10 on the residential neighborhoods all along Cobia to Executive, particularly because these predominantly low-income communities of color that have been harmed since the interstate highway was created in the 1950s. Indeed, racism is physically built into I-10.

TXDOT cannot continue perpetuating the racist policies of Jim Crow America which used white supremacist ideology to decide which communities to invest in and which communities would bear the burden of transportation projects, which include air pollution, health impacts, the heat island effect, depreciated housing prices, noise pollution and damage from the construction of projects themselves. Redlining maps from the mid-1930s and 40s were created by the Home Owners' Loan Corporation and its parent bureau, the Federal Home Loan Bank Board. Before I-10 was built, the

⁶¹ Data generated by EPA, EJScreen Tool. Available at <https://ejscreen.epa.gov/mapper/>. Included as **Attachment 6**.

railroad segregated low income communities of color from their whiter counterparts north of the railroad. The Chamizal and San Xavier neighborhoods were part of the sections labeled as C and D are described as being occupied by “Mexicans”, “negroes”, “foreigners,” and “laborers”; containing substandard housing; and avoided by mortgage lenders.”⁶² Disinvestment in these communities further perpetuated their deterioration. I-10 then cemented racial inequities while creating new ones by cutting off neighborhoods and concentrating traffic and the noise and air pollution it brings, along with a negative impact on property values which has diminished wealth for generations. Table 2 demonstrates that the populations residing in the census block groups immediately adjacent to I-10 between Copia and Executive Blvd. are already disproportionately harmed from the impacts of the highway. I-10 Connect is more of the same.

⁶² Mapping Inequality, <https://dsl.richmond.edu/panorama/redlining/#loc=12/31.792/-106.546&city=el-paso-tx>

Table 2. Environmental Justice Indicators for Texas, El Paso, and the Census Blocks Immediately Adjacent to I-10 between Executive Blvd. and Copia

<i>Location</i>	<i>Ozone Exposure</i>		<i>Diesel Particulate Matter</i>		<i>Air Toxics Cancer Risk</i>		<i>Traffic Proximity</i>	
	<i>parts per billion</i>	<i>%ile of exposure in Texas</i>	<i>ug/m3</i>	<i>%ile of exposure in Texas</i>	<i>lifetime risk per million</i>	<i>%ile of risk exposure in Texas</i>	<i>Daily traffic count & distance to road</i>	<i>%ile of traffic proximity in Texas</i>
Texas	40	-	0.211	-	31	-	570	-
El Paso	53.7	98th	0.188	44th	57	98th	740	80th
CB 0029001	53.8	98th	0.322	86th	40	95th	5300	98th
CB 0026002	54	98th	0.278	74th	40	95th	2600	95th
CB 0028002	54	98th	0.323	86th	40	95th	5900	99th
CB 0026003	54	98th	0.278	74th	40	95th	4100	98th
CB 0026004	54	98th	0.278	74th	40	95th	5700	99th
CB 0026005	54	98th	0.278	74th	40	95th	3300	96th
CB 0023006	54.3	98th	0.227	57th	30	83rd	4200	98th
CB 0028004	54	98th	0.323	86th	40	95th	1400	90th
CB 0022025	54.4	98th	0.307	83rd	40	95th	7600	99th
CB 0021001	54.2	98th	0.368	92nd	40	95th	1200	89th
CB 0017001	54.3	98th	0.324	86th	40	95th	3700	97th
CB 0016001	54.5	98th	0.26	67th	30	83rd	5200	98th
CB 0016004	54.5	98th	0.26	67th	30	83rd	6000	99th
CB 0016003	54.5	98th	0.26	67th	30	83rd	2700	95th
CB 0016005	54.5	98th	0.26	67th	30	83rd	5100	98th
CB 0014001	55.2	99th	0.225	56th	30	83rd	1800	92nd
CB 0014003	55.2	99th	0.225	56th	30	83rd	940	85th

B. TXDOT must next take a hard look at the direct, indirect, and cumulative environmental impacts of the project on environmental justice communities.

As discussed in the alternatives section of these comments, increasing the capacity of I-10 will only result in more vehicle miles travelled and greenhouse gas emissions along the downtown corridor. These harms will be disproportionately high and adverse on these environmental justice communities. They will also deepen the disproportionate burden that is already being carried by the populations adjacent to I-10.

What is more, the populations in these communities have also already been subject to impacts from the loop 375 extension project and I-10 Connect.⁶³ The Loop 375 extension project has resulted in increased vehicle miles traveled on these neighborhood's southern borders. The I-10 Connect project has left personal vehicles and semi-trucks idling on the northern border of these communities. TXDOT, in its reliance on increasing capacity to reduce congestion, has repeatedly chosen only solutions that place the burdens of increased air pollution and traffic proximity on communities in El Paso with the lowest incomes, the highest rates of people of color, and the highest rates of limited English proficiency. These cumulative environmental justice impacts of TXDOT's infrastructure projects must be evaluated in any draft environmental impact statement.

Given the disproportionality of harmful impacts from TXDOT's infrastructure projects, TXDOT must look for alternatives would reduce or avoid these effects entirely.⁶⁴ This includes alternatives that bring I-10 up to design standards while limiting ramping through the downtown neighborhood, de-incentivizing increased vehicle miles travelled on the Downtown 10 corridor, and prioritize pedestrian and non-vehicular traffic safety.

TXDOT should also develop plans to mitigate the harms to communities, including developing robust air monitoring, investing in public transit, and prohibiting through freight traffic on I-10 within El Paso city limits.

Additionally, TXDOT should conduct a searching analysis of these potential impacts and their harm to the environmental justice communities affected by this project, which must include meaningful outreach.

Respectfully Submitted,

TEXAS RIOGRANDE LEGAL AID, INC.

⁶³ Discussed *infra* in the Alternatives section.

⁶⁴ FHWA, *Memorandum: Guidance on Environmental Justice and NEPA*, (Dec. 16, 2011). (Available at: https://www.environment.fhwa.dot.gov/env_topics/ej/guidance_ejustice-nepa.aspx).

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FAMILIAS UNIDAS DEL
CHAMIZAL**

ATTACHMENT 1

Google Maps



Map data ©2022 Google 200 ft

ATTACHMENT 2

EL PASO

Smog in El Paso increased in summer 2022 while key air quality monitor was offline



Martha Pskowski

El Paso Times

Published 2:36 p.m. MT Sept. 7, 2022 | Updated 2:47 p.m. MT Sept. 8, 2022

Editor's note: This article has been updated to include comments from the Texas Commission on Environmental Quality.

Hot weather in the Borderland this summer created prime conditions for smog pollution.

Ozone, which is a major component of smog, forms when high temperatures, sunlight and airborne chemicals react. In the first eight months of 2022, air quality monitors in El Paso County recorded eight-hour ozone levels over 70 parts per billion (ppb) on 18 days, the highest annual total in the past decade. Environmental agencies warn ozone levels over 70 ppb during an eight-hour period are unhealthy for children and the elderly.

But as ozone pollution worsens, gaps persist in the air quality monitoring network in El Paso and Juárez. A Texas Commission on Environmental Quality (TCEQ) monitoring station at the University of Texas at El Paso was shut down in November 2021 and a replacement has not yet been installed. A binational committee awarded funding for a new air quality monitoring station in Juárez in December 2021, but officials are still determining where it will be located.

"People need to be aware of how they're impacted (by air pollution)," said attorney David Baake, who has represented El Paso community groups advocating for improved air quality and has raised concerns about air monitor siting. "That allows them to make decisions for their health and put pressure on their elected officials."

More: El Paso had 126 elevated air pollution days in 2020

Smog problem persists in El Paso

A brown haze often settles over El Paso and Juárez in the summer months, when emissions from vehicle tailpipes and industrial sources react with sunlight, creating ozone. The Environmental Protection Agency considers 70 ppb of ozone over an eight-hour period as unhealthy for sensitive groups, including children, the elderly, people who work outside and people with lung diseases.

The EPA designated El Paso in nonattainment for ozone in November 2021. The TCEQ is contesting the designation. While the regulations are debated in court, El Paso had a summer of heavy smog pollution.

According to TCEQ data, El Paso County air quality monitors recorded ozone levels unhealthy for sensitive groups on 18 days between May 1 to Sept. 1. Ozone irritates the lungs, making people more vulnerable to infections, and aggravates asthma and chronic bronchitis. The health impacts build up over time and can cause premature death, according to the American Lung Association.

Hotter temperatures contribute to ozone pollution. July had the most unhealthy ozone days, at 11. The average high temperature this July was 99.4 degrees, 3.6 degrees hotter than the historical average of 95.8. Climate change is contributing to higher temperatures in El Paso and statewide. Texas had more unhealthy ozone days this summer than in recent years, according to the Texas Tribune.

More: El Paso smog status faces another legal challenge from TCEQ, Texas attorney general

El Paso waits for new air quality monitor location

Air quality monitors help officials craft public policy and provide real-time information to El Paso residents. But as smog descended this summer, one of El Paso's key air quality monitoring sites was offline. The TCEQ-operated air quality monitor on the UTEP campus stopped recording data in November 2021 and has not been replaced.

The UTEP monitor was close to Interstate 10, an identified source of particulate matter pollution in El Paso. The UTEP monitor recorded the highest ozone level of any El Paso monitor in 2021 and consistently recorded some of the highest levels of ozone pollution in El Paso.

"UTEP is a unique location right near Downtown," Baake said. "It's near the most densely populated areas of El Paso, so it's important to have a monitor right there."

TCEQ media relations specialist Gary Rasp said UTEP revoked TCEQ's site use agreement and the agency has been seeking an appropriate location to re-install the monitor.

"TCEQ staff have conducted multiple reconnaissances in the El Paso area but have not been successful in identifying a suitable location," Rasp said. He added that several potential sites within or near the UTEP campus so far have not met the agency's siting requirements.

"We are currently exploring potential locations situated slightly further from the original site to expand our options," Rasp said. "Once a suitable site is identified, TCEQ will negotiate site access with the property owner and obtain EPA approval of the location."

Jason Sarate of the city of El Paso's Environmental Services Department said geographical distribution of air quality monitors is important because on the same day, one monitor could measure high levels, while another elsewhere in the city does not.

"It's important to know where they are planning to put the new monitor," said Baake, the attorney. "Is it a good site that will realistically capture the same area, the same part of El Paso?"

New Juárez air quality station still in the works

Officials in Chihuahua and Texas have highlighted the need for more accurate air quality data in Juárez. The Joint Advisory Committee for the Improvement of Air Quality (JAC) coordinates activities across the border. In February 2021, committee members created the Binational Air Quality Fund, held at the North American Development Bank, to support ongoing monitoring in Juárez.

In December 2021, Marathon Petroleum Corp. donated \$99,753 to the fund to construct a new air quality monitoring station for ozone and particulate matter in Juárez. In February 2022, the fund committee approved the project to install the monitoring station, to be operated by Chihuahua's Secretariat of Urban Development and Ecology (SDUE). Seven months later, officials are still determining where the monitor will be located.

"There is now a proposal to locate (the monitoring station) in the west of the city and a proposed site to the east of the airport is being analyzed," SDUE Ecology Director Melissa Zambrano said in a written statement in Spanish. "The decision on the location will be made by the members of the Fund Committee at their upcoming meeting on Sept. 21.

"It is estimated that by the month of November the new air quality monitoring station will begin operations," she said.

Juárez Environmental Regulatory Director César Díaz said the city needs continued investment in air quality monitoring. His office is exploring the possibility of a mobile air quality monitor that could cover outlying parts of Juárez.

"The city has grown very quickly; there are areas where the monitors don't measure the pollution," he said.

Monitoring stations are an important tool to understand how air pollution is impacting El Paso and Juárez. But improving air quality will take more than data.

"There's no question we have a serious problem," Baake said. "It's not just affecting one part of El Paso, but the entire county and the entire region. East Wide, West Side, North, South ... it doesn't matter."

More: Binational committee creates fund to monitor air quality in El Paso, Juarez, New Mexico

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is crucial for ensuring transparency and accountability in the organization's operations.

2. The second part outlines the specific procedures for recording transactions, including the use of standardized forms and the requirement for double-checking entries to prevent errors.

3. The third part addresses the role of the accounting department in overseeing the recording process and ensuring that all data is properly categorized and stored for future reference.

4. The fourth part discusses the importance of regular audits to verify the accuracy of the recorded data and to identify any discrepancies or potential areas for improvement.

5. The fifth part concludes by reiterating the commitment to maintaining high standards of record-keeping and the expectation that all staff members will adhere to these guidelines.

6. The sixth part provides a summary of the key points discussed and offers contact information for any questions or concerns regarding the recording process.

7. The seventh part includes a section for signatures, where the relevant parties are required to sign off on the document to confirm their understanding and agreement with the procedures.

8. The eighth part contains a list of references and additional resources that may be useful for further understanding of the recording process and related financial management practices.

9. The ninth part provides a detailed explanation of the various codes and abbreviations used throughout the document to ensure clarity and consistency in the recording process.

10. The tenth part discusses the importance of keeping the recording system up-to-date and the process for reviewing and updating the procedures as needed.

11. The eleventh part includes a section for feedback, where staff members are encouraged to provide input on the effectiveness of the recording process and suggest any improvements.

12. The twelfth part concludes the document with a final statement of commitment to transparency and accurate record-keeping, signed by the organization's leadership.

ATTACHMENT 3

NEWS

El Paso had 126 elevated air pollution days in 2020



Martha Pskowski

El Paso Times

Published 6:00 a.m. MT Oct. 5, 2021 | Updated 9:42 a.m. MT Oct. 5, 2021

The El Paso area had 126 days of elevated air pollution in 2020, the second most in Texas, according to a new report from Environment Texas Research & Policy Center, Frontier Group and TexPIRG Education Fund.

The report's findings means that El Pasoans were breathing air with elevated levels of pollution on one out of every three days last year.

“Even one day of breathing in polluted air has negative consequences for our health,” said Luke Metzger, Executive Director of Environment Texas, based in Austin. “One hundred and twenty six days is unacceptable and we need to do more to deliver cleaner air for our communities.”

The report measured days with elevated levels of small particulate matter and elevated ozone. The El Paso area had 78 days with elevated small particulate matter and 68 days of elevated ozone. In total, the city had 126 days with either elevated ozone, particulate matter, or both.

More: Wildfire smoke, smog cause hazy and potentially hazardous conditions in El Paso this week

El Paso trailed only Brownsville, which had 129 days of elevated air pollution in 2020. Austin came in third at 103 days, San Antonio fourth at 101 days and Houston rounded out the top five with 96 days.

Both El Paso and Brownsville contend with air pollution coming from Mexican border cities. Vehicle emissions standards and other air quality regulations differ across the border, posing challenges to reduce air pollution. El Paso, Ciudad Juárez and parts of Doña Ana County in New Mexico all share an air basin, meaning efforts must be coordinated across multiple jurisdictions.

More: Binational committee creates fund to monitor air quality in El Paso, Juarez, New Mexico

While COVID-19 shutdowns may have briefly cleared skies in 2020, the record-setting wildfire season caused dangerous levels of air pollution across the western states.

The report includes recommendations for policymakers to electrify buildings, equipment and transportation, to transition to clean renewable energy and to strengthen federal air quality standards.

"Zeroing out pollution from all aspects of our lives will protect our lungs and our climate at the same time," said Metzger of Environment Texas.

El Paso's sunny skies and warm temperatures make the city prone to ozone pollution, also known as smog. Wildfire smoke is increasingly contributing to particulate pollution in the region.

The EPA has proposed designating El Paso to the "nonattainment" status for ozone. If so, Texas would have to make a new plan with the EPA to reduce ozone pollution in El Paso.

More: Proposed El Paso ozone pollution nonattainment label may affect El Paso Electric power plant plan

Exposure to ozone and particulate pollution is linked to premature death, damage to the respiratory and cardiovascular systems, increased risk to cancer and problems with fertility, conception, pregnancy and birth. Air pollution is also linked to increased risk of infection from infectious diseases, including COVID-19.

While particulate matter or ozone are elevated, people who are unusually sensitive to particulate pollution should spend less time outdoors and reduce their physical activity. People with pre-existing conditions including asthma, heart or lung disease are at high risk and should pay special attention to levels of smog and particulate matter.

ATTACHMENT 4

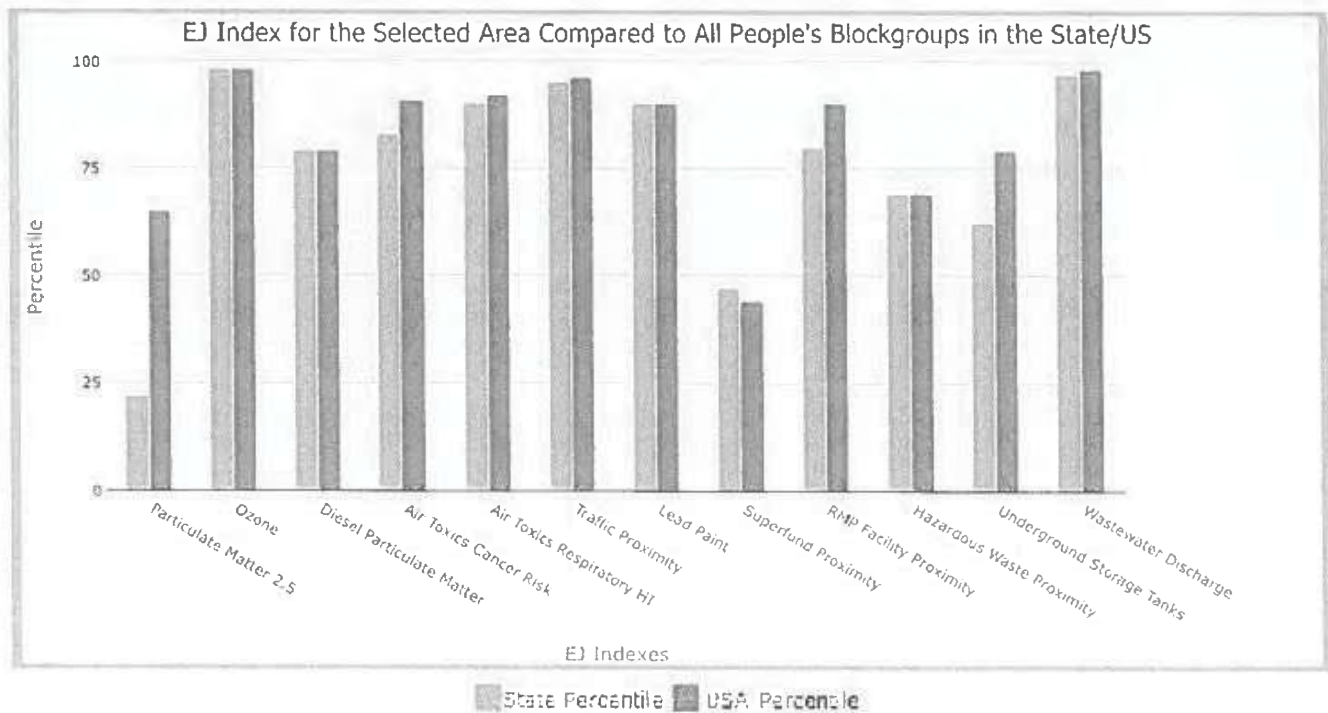
Blockgroup: 481410014001, TEXAS, EPA Region 6

Approximate Population: 446

Input Area (sq. miles): 2.20

1

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	22	65
EJ Index for Ozone	98	98
EJ Index for Diesel Particulate Matter*	79	79
EJ Index for Air Toxics Cancer Risk*	83	91
EJ Index for Air Toxics Respiratory HI*	90	92
EJ Index for Traffic Proximity	95	96
EJ Index for Lead Paint	90	90
EJ Index for Superfund Proximity	47	44
EJ Index for RMP Facility Proximity	80	90
EJ Index for Hazardous Waste Proximity	69	69
EJ Index for Underground Storage Tanks	62	79
EJ Index for Wastewater Discharge	97	98



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

December 13, 2022

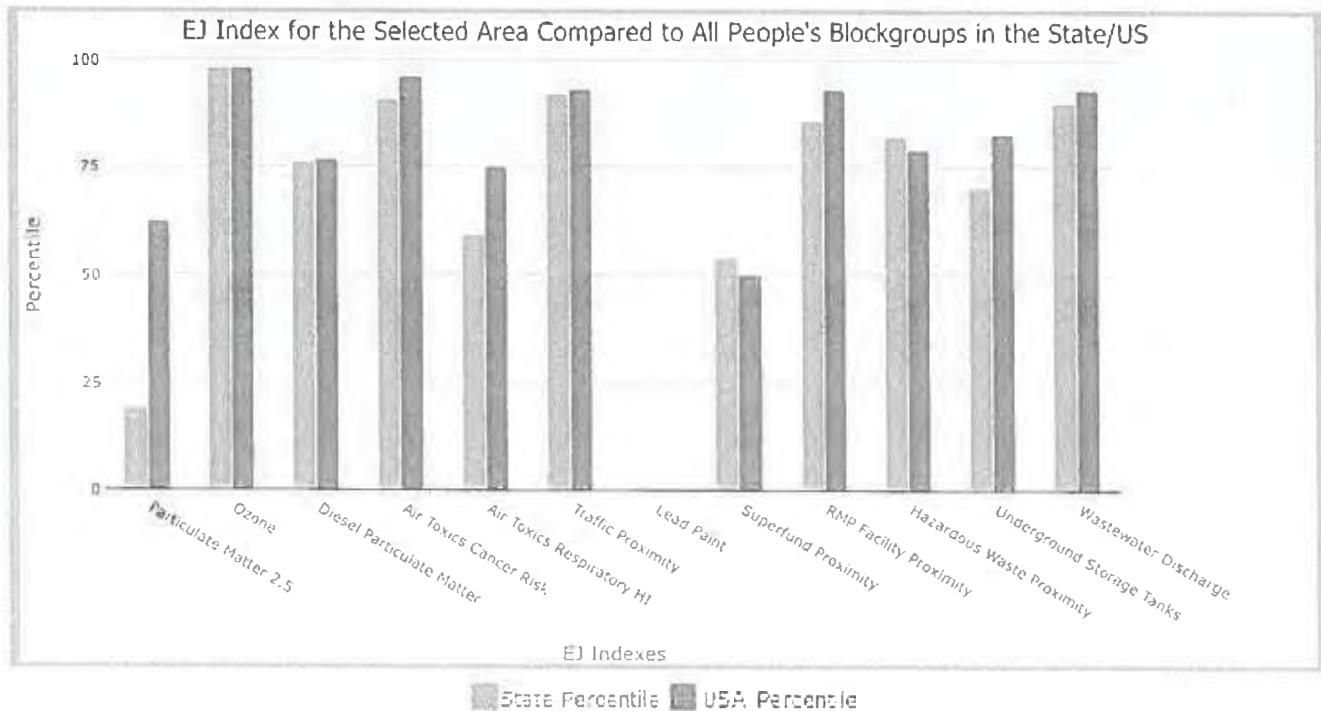
Blockgroup: 481410012022, TEXAS, EPA Region 6

Approximate Population: 3,329

Input Area (sq. miles): 0.47

9

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	19	62
EJ Index for Ozone	98	98
EJ Index for Diesel Particulate Matter*	76	77
EJ Index for Air Toxics Cancer Risk*	91	96
EJ Index for Air Toxics Respiratory HI*	59	75
EJ Index for Traffic Proximity	92	93
EJ Index for Lead Paint	0	0
EJ Index for Superfund Proximity	54	50
EJ Index for RMP Facility Proximity	86	93
EJ Index for Hazardous Waste Proximity	82	79
EJ Index for Underground Storage Tanks	70	83
EJ Index for Wastewater Discharge	90	93



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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410012022, TEXAS, EPA Region 6

Approximate Population: 3,329

Input Area (sq. miles): 0.47

9



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.63	9.5	7	8.67	25
Ozone (ppb)	56	40	99	42.5	94
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.214	0.211	52	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	860	570	83	760	78
Lead Paint (% Pre-1960 Housing)	0	0.14	0	0.27	0
Superfund Proximity (site count/km distance)	0.019	0.084	26	0.13	16
RMP Facility Proximity (facility count/km distance)	1.2	0.94	74	0.77	79
Hazardous Waste Proximity (facility count/km distance)	0.57	0.72	64	2.2	46
Underground Storage Tanks (count/km ²)	1.5	2.3	50	3.9	54
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.013	0.38	78	12	71
Socioeconomic Indicators					
Demographic Index	72%	46%	82	35%	91
People of Color	94%	59%	85	40%	92
Low Income	49%	33%	72	30%	79
Unemployment Rate	2%	5%	38	5%	36
Limited English Speaking Households	22%	7%	88	5%	94
Less Than High School Education	7%	16%	36	12%	45
Under Age 5	2%	7%	18	6%	20
Over Age 64	9%	13%	35	16%	22

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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3/3

EJScreen Report (Version 2.1)



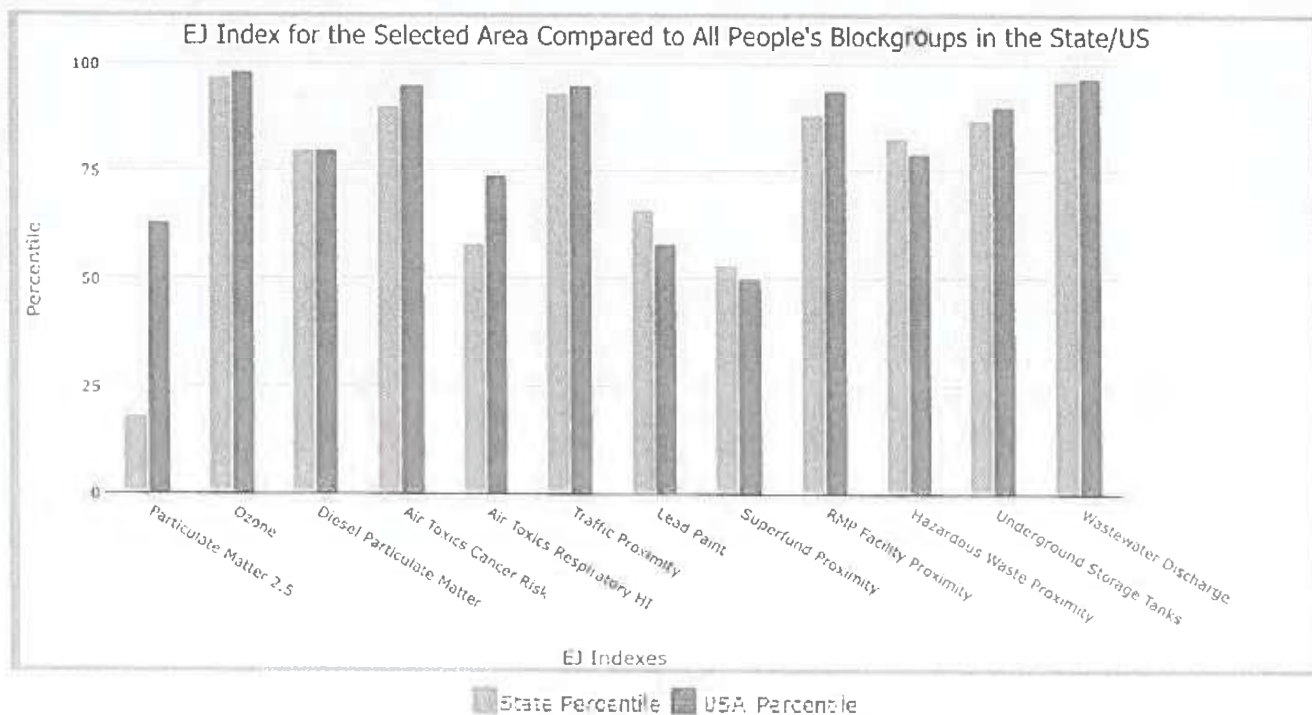
Blockgroup: 481410012043, TEXAS, EPA Region 6

Approximate Population: 1,658

Input Area (sq. miles): 0.26

10

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	18	63
EJ Index for Ozone	97	98
EJ Index for Diesel Particulate Matter*	80	80
EJ Index for Air Toxics Cancer Risk*	90	95
EJ Index for Air Toxics Respiratory HI*	58	74
EJ Index for Traffic Proximity	93	95
EJ Index for Lead Paint	66	58
EJ Index for Superfund Proximity	53	50
EJ Index for RMP Facility Proximity	88	94
EJ Index for Hazardous Waste Proximity	83	79
EJ Index for Underground Storage Tanks	87	90
EJ Index for Wastewater Discharge	96	97



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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410012043, TEXAS, EPA Region 6

Approximate Population: 1,658

Input Area (sq. miles): 0.26

10



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.67	9.5	7	8.67	26
Ozone (ppb)	55.9	40	99	42.5	94
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.235	0.211	59	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	1400	570	90	760	86
Lead Paint (% Pre-1960 Housing)	0.029	0.14	41	0.27	21
Superfund Proximity (site count/km distance)	0.019	0.084	26	0.13	16
RMP Facility Proximity (facility count/km distance)	1.5	0.94	81	0.77	85
Hazardous Waste Proximity (facility count/km distance)	0.62	0.72	67	2.2	48
Underground Storage Tanks (count/km ²)	3.7	2.3	77	3.9	71
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.57	0.38	96	12	91
Socioeconomic Indicators					
Demographic Index	71%	46%	81	35%	90
People of Color	96%	59%	87	40%	93
Low Income	45%	33%	68	30%	75
Unemployment Rate	9%	5%	78	5%	77
Limited English Speaking Households	39%	7%	96	5%	97
Less Than High School Education	9%	16%	41	12%	52
Under Age 5	5%	7%	42	6%	50
Over Age 64	15%	13%	62	16%	49

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 13, 2022

ATTACHMENT 5

EJScreen Report (Version 2.1)



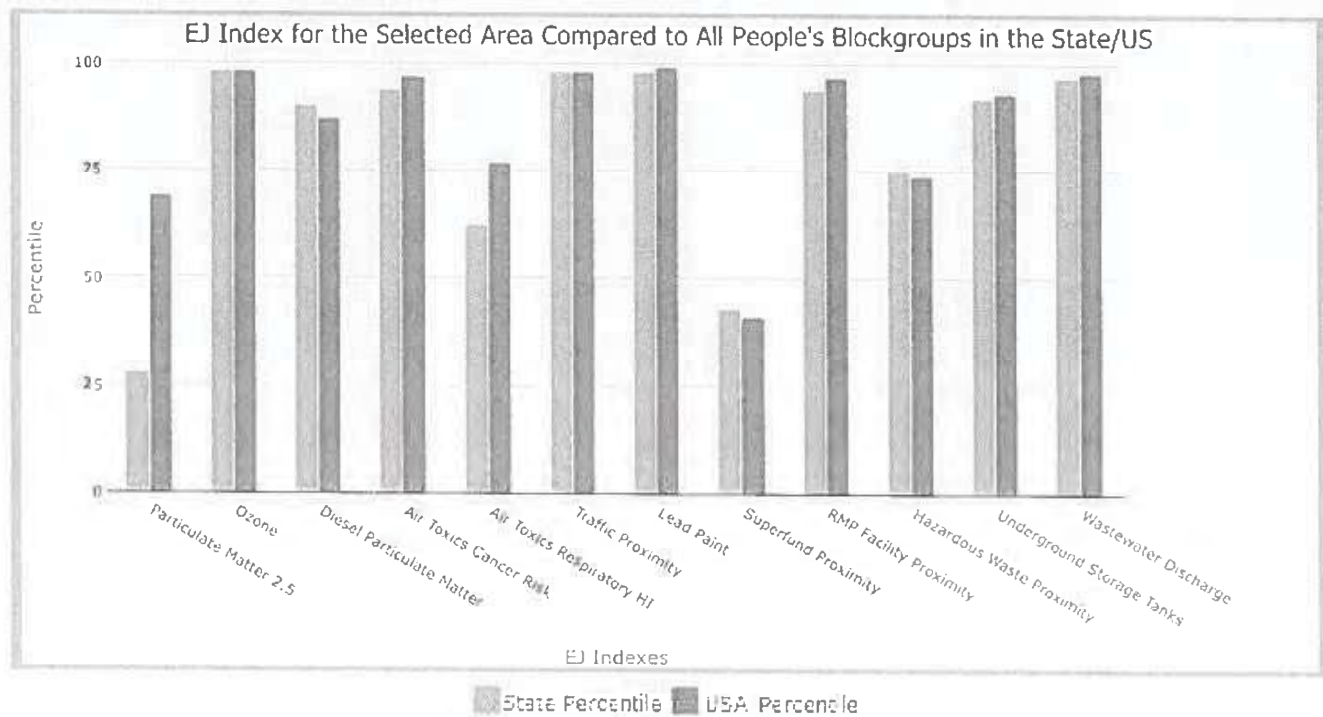
Blockgroup: 481410026001, TEXAS, EPA Region 6

Approximate Population: 981

Input Area (sq. miles): 0.19

1

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	28	69
EJ Index for Ozone	98	98
EJ Index for Diesel Particulate Matter*	90	87
EJ Index for Air Toxics Cancer Risk*	94	97
EJ Index for Air Toxics Respiratory HI*	62	77
EJ Index for Traffic Proximity	98	98
EJ Index for Lead Paint	98	99
EJ Index for Superfund Proximity	43	41
EJ Index for RMP Facility Proximity	94	97
EJ Index for Hazardous Waste Proximity	75	74
EJ Index for Underground Storage Tanks	92	93
EJ Index for Wastewater Discharge	97	98



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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410026001, TEXAS, EPA Region 6

Approximate Population: 981

Input Area (sq. miles): 0.19

1



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.8	9.5	10	8.67	29
Ozone (ppb)	54	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.278	0.211	74	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	8900	570	99	760	99
Lead Paint (% Pre-1960 Housing)	0.91	0.14	99	0.27	97
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	2	0.94	87	0.77	89
Hazardous Waste Proximity (facility count/km distance)	0.28	0.72	51	2.2	37
Underground Storage Tanks (count/km ²)	4.4	2.3	82	3.9	74
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.57	0.38	96	12	91
Socioeconomic Indicators					
Demographic Index	76%	46%	87	35%	93
People of Color	97%	59%	90	40%	94
Low Income	56%	33%	79	30%	85
Unemployment Rate	12%	5%	88	5%	87
Limited English Speaking Households	12%	7%	76	5%	86
Less Than High School Education	37%	16%	87	12%	95
Under Age 5	4%	7%	30	6%	36
Over Age 64	16%	13%	65	16%	52

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 13, 2022

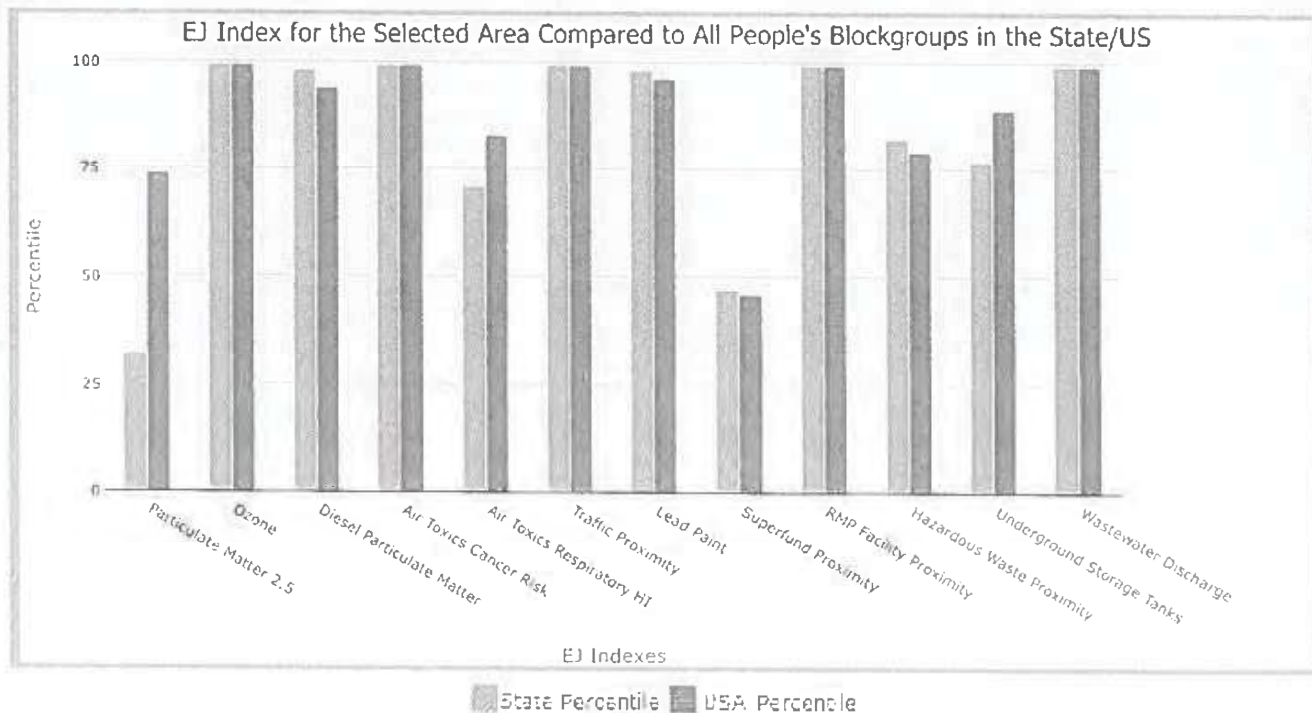
Blockgroup: 481410030002, TEXAS, EPA Region 6

Approximate Population: 335

Input Area (sq. miles): 0.40

2

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	32	74
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	98	94
EJ Index for Air Toxics Cancer Risk*	99	99
EJ Index for Air Toxics Respiratory HI*	71	83
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	98	96
EJ Index for Superfund Proximity	47	46
EJ Index for RMP Facility Proximity	99	99
EJ Index for Hazardous Waste Proximity	82	79
EJ Index for Underground Storage Tanks	77	89
EJ Index for Wastewater Discharge	99	99



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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410030002, TEXAS, EPA Region 6

Approximate Population: 335

Input Area (sq. miles): 0.40

2



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.81	9.5	10	8.67	29
Ozone (ppb)	53.5	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.314	0.211	84	0.294	60-70th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	4400	570	98	760	96
Lead Paint (% Pre-1960 Housing)	0.41	0.14	84	0.27	67
Superfund Proximity (site count/km distance)	0.015	0.084	17	0.13	11
RMP Facility Proximity (facility count/km distance)	2.3	0.94	89	0.77	92
Hazardous Waste Proximity (facility count/km distance)	0.28	0.72	51	2.2	37
Underground Storage Tanks (count/km ²)	1.3	2.3	47	3.9	52
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.93	0.38	97	12	92
Socioeconomic Indicators					
Demographic Index	91%	46%	98	35%	99
People of Color	100%	59%	99	40%	99
Low Income	83%	33%	97	30%	98
Unemployment Rate	0%	5%	0	5%	0
Limited English Speaking Households	47%	7%	97	5%	98
Less Than High School Education	38%	16%	88	12%	95
Under Age 5	8%	7%	65	6%	73
Over Age 64	23%	13%	83	16%	76

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 13, 2022

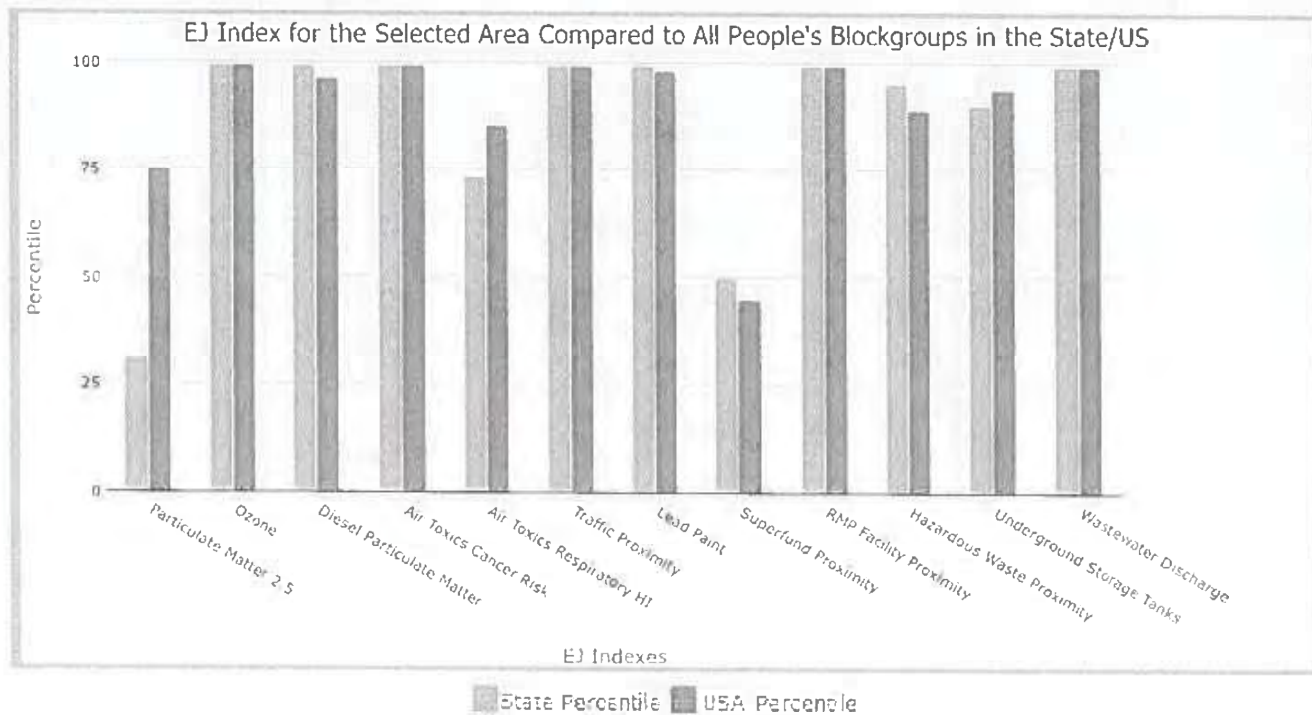
Blockgroup: 481410032001, TEXAS, EPA Region 6

Approximate Population: 908

Input Area (sq. miles): 0.41

3

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	31	75
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	99	96
EJ Index for Air Toxics Cancer Risk*	99	99
EJ Index for Air Toxics Respiratory HI*	73	85
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	98
EJ Index for Superfund Proximity	50	45
EJ Index for RMP Facility Proximity	99	99
EJ Index for Hazardous Waste Proximity	95	89
EJ Index for Underground Storage Tanks	90	94
EJ Index for Wastewater Discharge	99	99



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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410032001, TEXAS, EPA Region 6

Approximate Population: 908

Input Area (sq. miles): 0.41

3



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.78	9.5	9	8.67	28
Ozone (ppb)	53.5	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.324	0.211	86	0.294	60-70th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	6600	570	99	760	98
Lead Paint (% Pre-1960 Housing)	0.48	0.14	87	0.27	72
Superfund Proximity (site count/km distance)	0.015	0.084	17	0.13	10
RMP Facility Proximity (facility count/km distance)	2.2	0.94	89	0.77	91
Hazardous Waste Proximity (facility count/km distance)	0.68	0.72	69	2.2	49
Underground Storage Tanks (count/km ²)	2.3	2.3	62	3.9	61
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.56	0.38	96	12	91
Socioeconomic Indicators					
Demographic Index	97%	46%	99	35%	99
People of Color	100%	59%	95	40%	97
Low Income	95%	33%	99	30%	99
Unemployment Rate	9%	5%	80	5%	79
Limited English Speaking Households	30%	7%	93	5%	96
Less Than High School Education	50%	16%	95	12%	98
Under Age 5	9%	7%	75	6%	82
Over Age 64	13%	13%	55	16%	42

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 13, 2022

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EJScreen Report (Version 2.1)



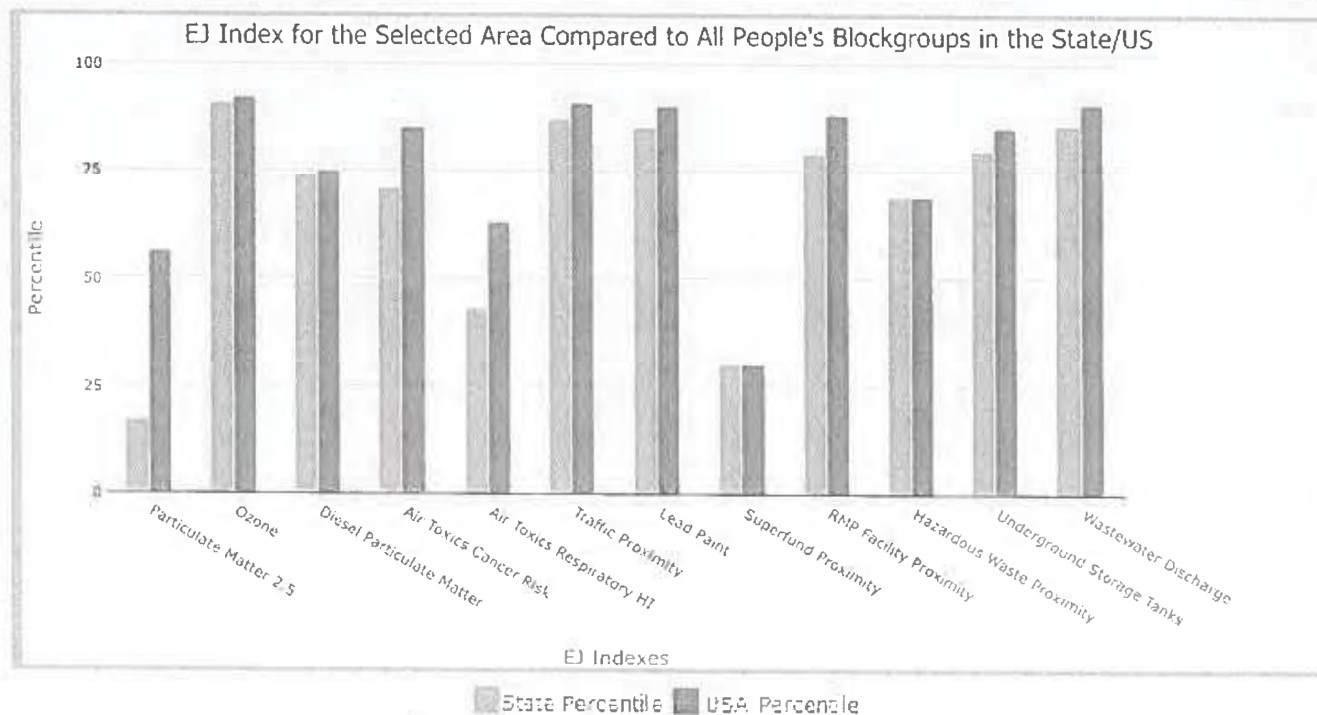
Blockgroup: 481410033003, TEXAS, EPA Region 6

Approximate Population: 487

Input Area (sq. miles): 0.09

4

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	17	56
EJ Index for Ozone	91	92
EJ Index for Diesel Particulate Matter*	74	75
EJ Index for Air Toxics Cancer Risk*	71	85
EJ Index for Air Toxics Respiratory HI*	43	63
EJ Index for Traffic Proximity	87	91
EJ Index for Lead Paint	85	90
EJ Index for Superfund Proximity	30	30
EJ Index for RMP Facility Proximity	79	88
EJ Index for Hazardous Waste Proximity	69	69
EJ Index for Underground Storage Tanks	80	85
EJ Index for Wastewater Discharge	86	91



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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410033003, TEXAS, EPA Region 6

Approximate Population: 487

Input Area (sq. miles): 0.09

4



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.77	9.5	9	8.67	28
Ozone (ppb)	53.7	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.262	0.211	68	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	9200	570	99	760	99
Lead Paint (% Pre-1960 Housing)	0.79	0.14	97	0.27	91
Superfund Proximity (site count/km distance)	0.015	0.084	17	0.13	11
RMP Facility Proximity (facility count/km distance)	2.1	0.94	87	0.77	90
Hazardous Waste Proximity (facility count/km distance)	0.54	0.72	64	2.2	46
Underground Storage Tanks (count/km ²)	5.3	2.3	88	3.9	78
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.48	0.38	96	12	91
Socioeconomic Indicators					
Demographic Index	52%	46%	59	35%	76
People of Color	86%	59%	75	40%	86
Low Income	18%	33%	28	30%	32
Unemployment Rate	7%	5%	72	5%	71
Limited English Speaking Households	0%	7%	0	5%	0
Less Than High School Education	15%	16%	56	12%	70
Under Age 5	0%	7%	0	6%	0
Over Age 64	33%	13%	94	16%	92

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 13, 2022

EJScreen Report (Version 2.1)



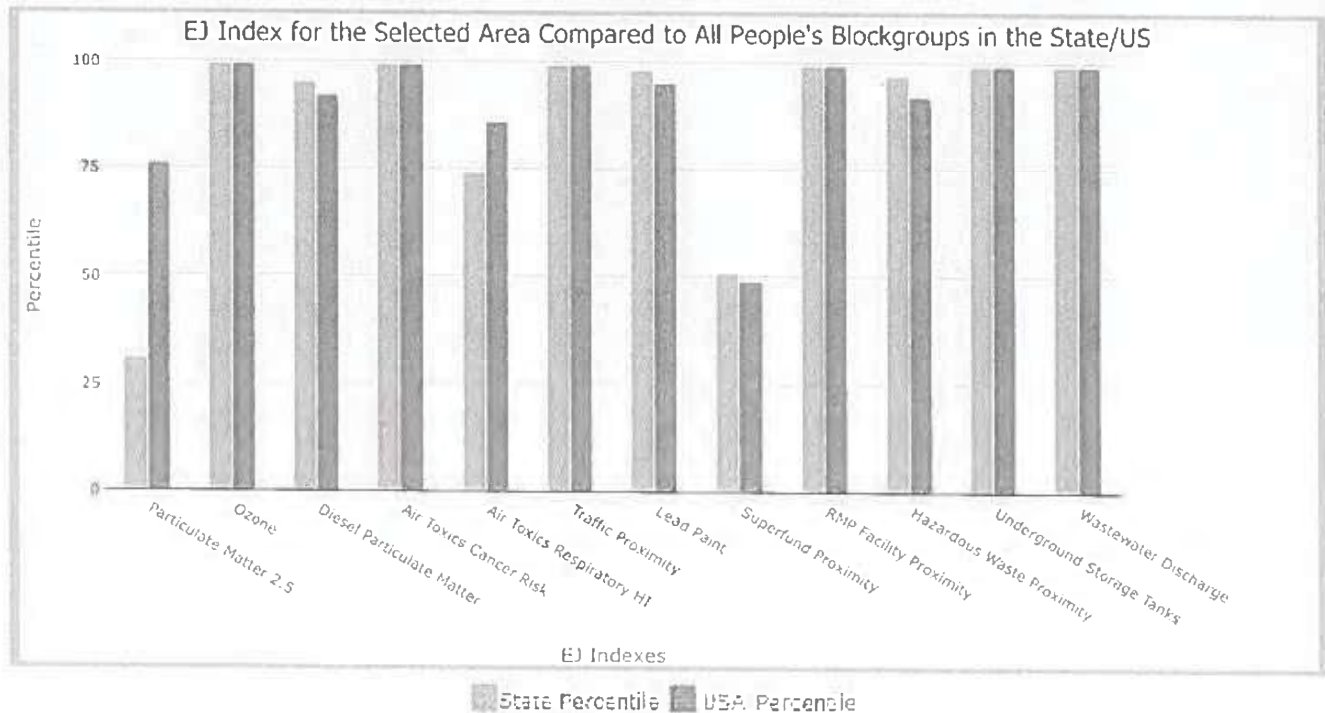
Blockgroup: 481410033002, TEXAS, EPA Region 6

Approximate Population: 757

Input Area (sq. miles): 0.12

5

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	31	76
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	95	92
EJ Index for Air Toxics Cancer Risk*	99	99
EJ Index for Air Toxics Respiratory HI*	74	86
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	98	95
EJ Index for Superfund Proximity	51	49
EJ Index for RMP Facility Proximity	99	99
EJ Index for Hazardous Waste Proximity	97	92
EJ Index for Underground Storage Tanks	99	99
EJ Index for Wastewater Discharge	99	99



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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410033002, TEXAS, EPA Region 6

Approximate Population: 757

Input Area (sq. miles): 0.12

5



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.77	9.5	9	8.67	28
Ozone (ppb)	53.7	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.262	0.211	68	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	8900	570	99	760	99
Lead Paint (% Pre-1960 Housing)	0.32	0.14	79	0.27	60
Superfund Proximity (site count/km distance)	0.015	0.084	17	0.13	11
RMP Facility Proximity (facility count/km distance)	2.2	0.94	89	0.77	91
Hazardous Waste Proximity (facility count/km distance)	0.85	0.72	74	2.2	53
Underground Storage Tanks (count/km ²)	6.2	2.3	91	3.9	81
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.24	0.38	95	12	88
Socioeconomic Indicators					
Demographic Index	100%	46%	99	35%	99
People of Color	100%	59%	99	40%	99
Low Income	100%	33%	99	30%	99
Unemployment Rate	5%	5%	59	5%	58
Limited English Speaking Households	62%	7%	99	5%	99
Less Than High School Education	56%	16%	97	12%	99
Under Age 5	2%	7%	18	6%	21
Over Age 64	36%	13%	96	16%	94

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 13, 2022

EJScreen Report (Version 2.1)

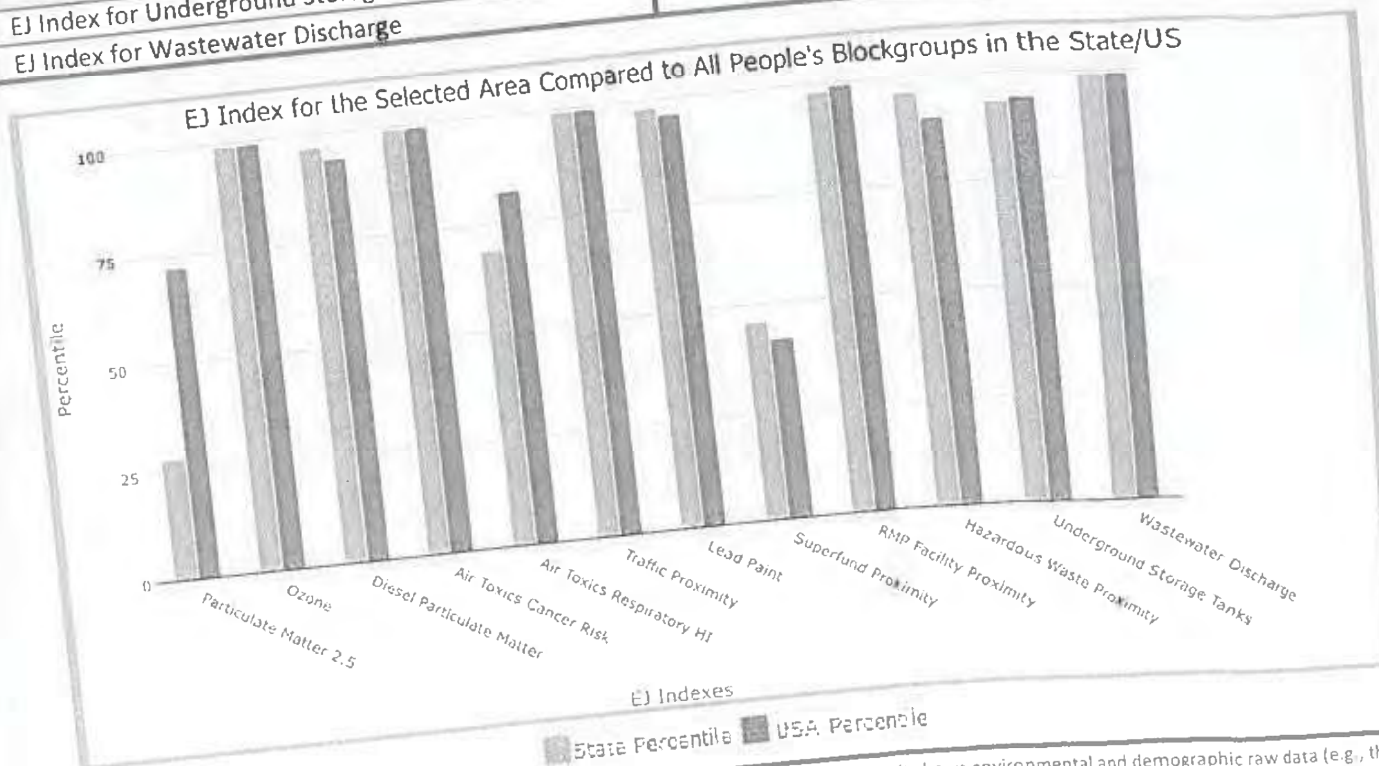
Blockgroup: 481410032003, TEXAS, EPA Region 6

Approximate Population: 529

Input Area (sq. miles): 0.17

6

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes	28	72
EJ Index for Particulate Matter 2.5	99	99
EJ Index for Ozone	97	94
EJ Index for Diesel Particulate Matter*	99	99
EJ Index for Air Toxics Cancer Risk*	69	82
EJ Index for Air Toxics Respiratory HI*	99	99
EJ Index for Traffic Proximity	98	96
EJ Index for Lead Paint	46	42
EJ Index for Superfund Proximity	98	99
EJ Index for RMP Facility Proximity	96	90
EJ Index for Hazardous Waste Proximity	93	94
EJ Index for Underground Storage Tanks	99	99
EJ Index for Wastewater Discharge		



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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410032003, TEXAS, EPA Region 6

Approximate Population: 529

Input Area (sq. miles): 0.17

6



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.78	9.5	9	8.67	28
Ozone (ppb)	53.5	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.324	0.211	86	0.294	60-70th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	6100	570	99	760	98
Lead Paint (% Pre-1960 Housing)	0.47	0.14	86	0.27	71
Superfund Proximity (site count/km distance)	0.015	0.084	17	0.13	10
RMP Facility Proximity (facility count/km distance)	2.6	0.94	91	0.77	93
Hazardous Waste Proximity (facility count/km distance)	1.1	0.72	79	2.2	57
Underground Storage Tanks (count/km ²)	3.4	2.3	74	3.9	69
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.46	0.38	96	12	90
Socioeconomic Indicators					
Demographic Index	88%	46%	97	35%	98
People of Color	99%	59%	94	40%	96
Low Income	76%	33%	94	30%	96
Unemployment Rate	2%	5%	40	5%	37
Limited English Speaking Households	37%	7%	95	5%	97
Less Than High School Education	55%	16%	97	12%	99
Under Age 5	0%	7%	0	6%	0
Over Age 64	42%	13%	97	16%	96

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 13, 2022

EJScreen Report (Version 2.1)



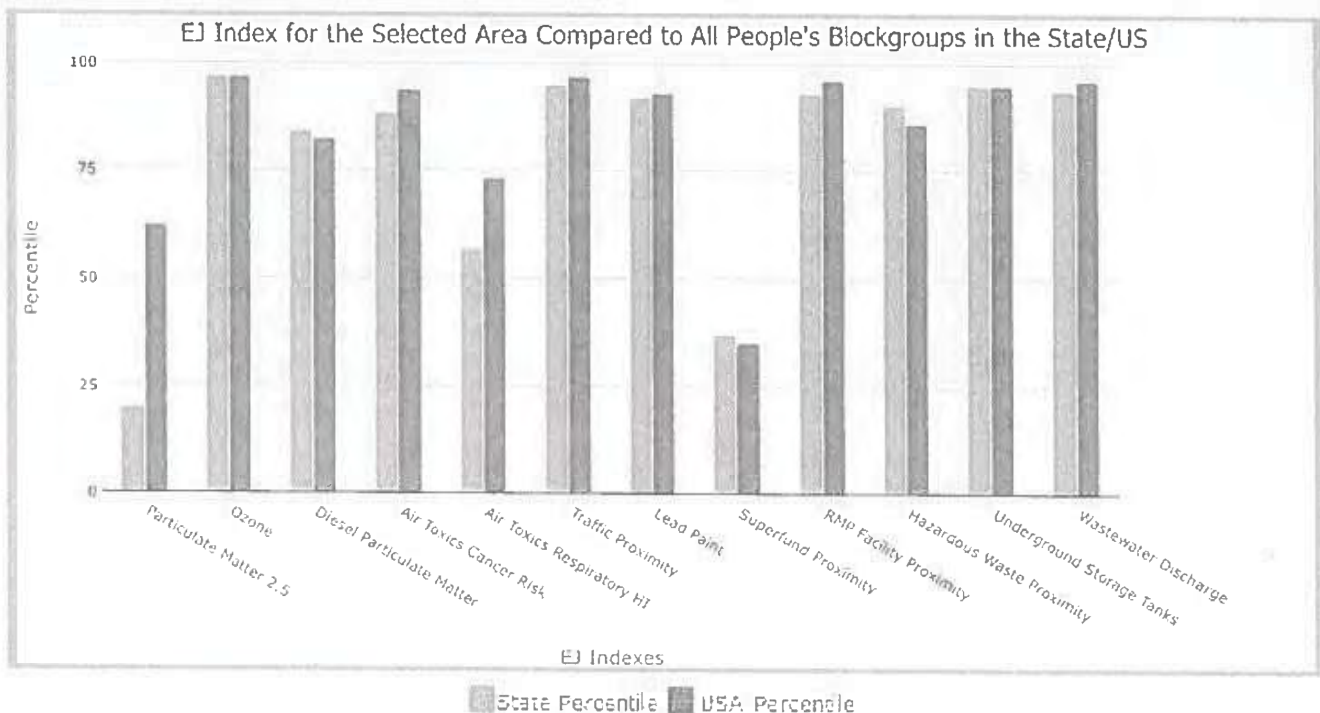
Blockgroup: 481410034023, TEXAS, EPA Region 6

Approximate Population: 1,438

Input Area (sq. miles): 0.26

7

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	20	62
EJ Index for Ozone	97	97
EJ Index for Diesel Particulate Matter*	84	82
EJ Index for Air Toxics Cancer Risk*	88	94
EJ Index for Air Toxics Respiratory HI*	57	73
EJ Index for Traffic Proximity	95	97
EJ Index for Lead Paint	92	93
EJ Index for Superfund Proximity	37	35
EJ Index for RMP Facility Proximity	93	96
EJ Index for Hazardous Waste Proximity	90	86
EJ Index for Underground Storage Tanks	95	95
EJ Index for Wastewater Discharge	94	96



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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410034023, TEXAS, EPA Region 6

Approximate Population: 1,438

Input Area (sq. miles): 0.26

7



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.71	9.5	8	8.67	26
Ozone (ppb)	53.4	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.258	0.211	67	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	4800	570	98	760	97
Lead Paint (% Pre-1960 Housing)	0.57	0.14	90	0.27	77
Superfund Proximity (site count/km distance)	0.015	0.084	16	0.13	10
RMP Facility Proximity (facility count/km distance)	3.3	0.94	95	0.77	96
Hazardous Waste Proximity (facility count/km distance)	1.4	0.72	84	2.2	63
Underground Storage Tanks (count/km ²)	13	2.3	99	3.9	91
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.17	0.38	94	12	87
Socioeconomic Indicators					
Demographic Index	69%	46%	79	35%	89
People of Color	90%	59%	79	40%	89
Low Income	48%	33%	71	30%	78
Unemployment Rate	8%	5%	77	5%	77
Limited English Speaking Households	26%	7%	91	5%	95
Less Than High School Education	25%	16%	74	12%	87
Under Age 5	0%	7%	0	6%	0
Over Age 64	24%	13%	86	16%	79

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December 13, 2022

EJScreen Report (Version 2.1)



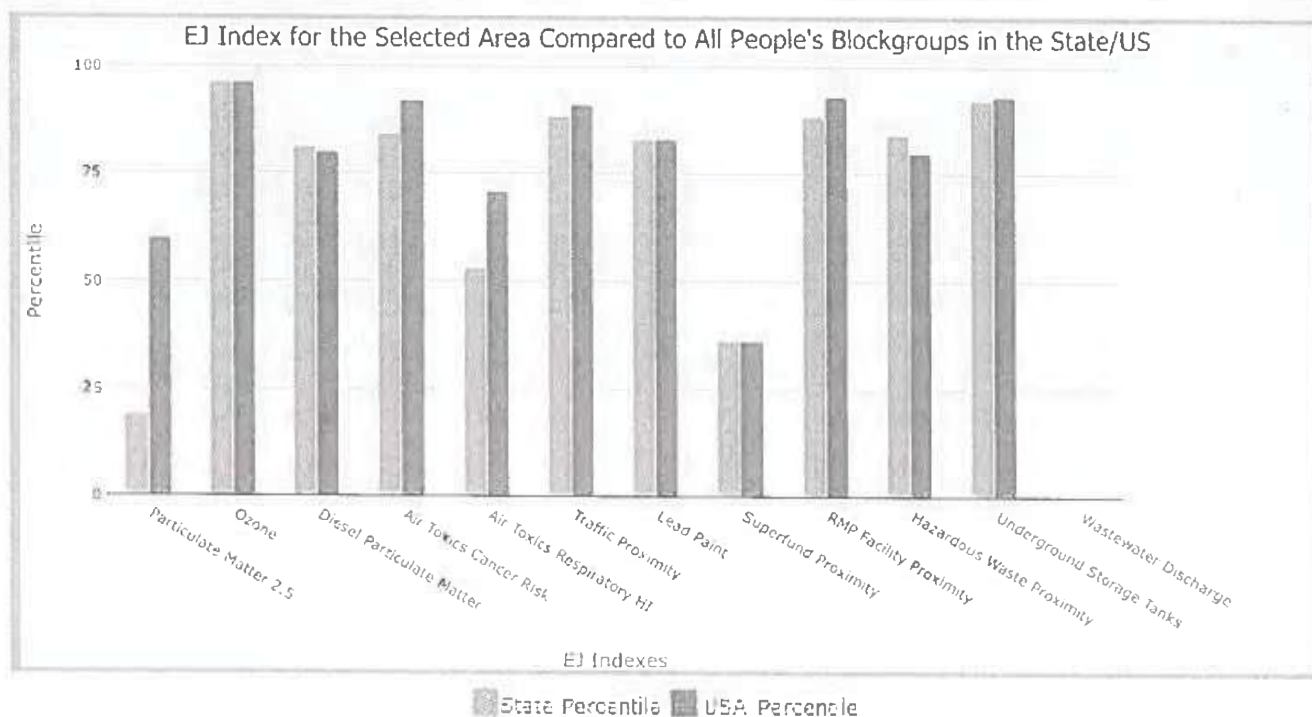
Blockgroup: 481410034022, TEXAS, EPA Region 6

Approximate Population: 1,410

Input Area (sq. miles): 0.29

8

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	19	60
EJ Index for Ozone	96	96
EJ Index for Diesel Particulate Matter*	81	80
EJ Index for Air Toxics Cancer Risk*	84	92
EJ Index for Air Toxics Respiratory HI*	53	71
EJ Index for Traffic Proximity	88	91
EJ Index for Lead Paint	83	83
EJ Index for Superfund Proximity	36	36
EJ Index for RMP Facility Proximity	88	93
EJ Index for Hazardous Waste Proximity	84	80
EJ Index for Underground Storage Tanks	92	93
EJ Index for Wastewater Discharge	N/A	N/A



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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410034022, TEXAS, EPA Region 6

Approximate Population: 1,410

Input Area (sq. miles): 0.29

8



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.71	9.5	8	8.67	26
Ozone (ppb)	53.4	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.258	0.211	67	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	890	570	83	760	79
Lead Paint (% Pre-1960 Housing)	0.26	0.14	74	0.27	54
Superfund Proximity (site count/km distance)	0.015	0.084	17	0.13	11
RMP Facility Proximity (facility count/km distance)	2.3	0.94	89	0.77	91
Hazardous Waste Proximity (facility count/km distance)	0.89	0.72	75	2.2	54
Underground Storage Tanks (count/km ²)	9.8	2.3	98	3.9	88
Wastewater Discharge (toxicity-weighted concentration/m distance)	N/A	0.38	N/A	12	N/A
Socioeconomic Indicators					
Demographic Index	64%	46%	74	35%	86
People of Color	84%	59%	72	40%	85
Low Income	45%	33%	67	30%	75
Unemployment Rate	11%	5%	86	5%	86
Limited English Speaking Households	18%	7%	85	5%	92
Less Than High School Education	35%	16%	85	12%	94
Under Age 5	11%	7%	84	6%	89
Over Age 64	4%	13%	14	16%	7

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December 13, 2022

EJScreen Report (Version 2.1)



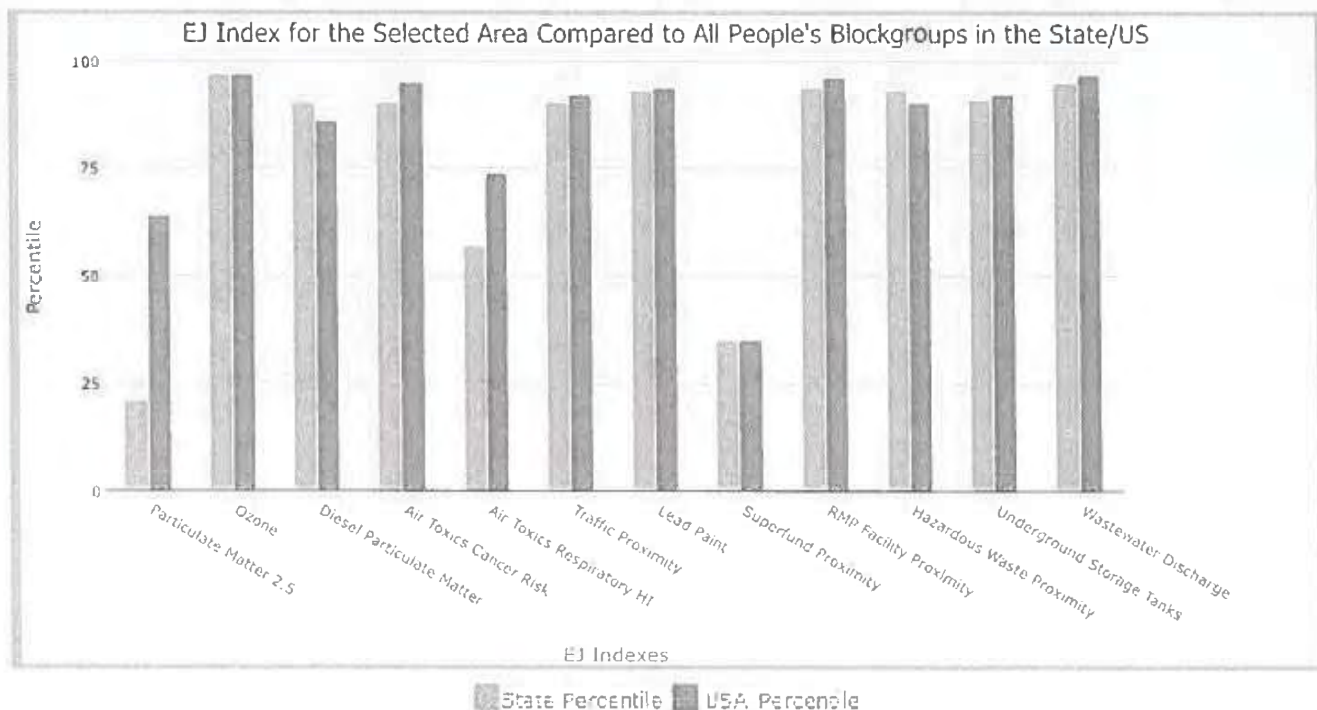
Blockgroup: 481410035012, TEXAS, EPA Region 6

Approximate Population: 721

Input Area (sq. miles): 2.54

9

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	21	64
EJ Index for Ozone	97	97
EJ Index for Diesel Particulate Matter*	90	86
EJ Index for Air Toxics Cancer Risk*	90	95
EJ Index for Air Toxics Respiratory HI*	57	74
EJ Index for Traffic Proximity	90	92
EJ Index for Lead Paint	93	94
EJ Index for Superfund Proximity	35	35
EJ Index for RMP Facility Proximity	94	96
EJ Index for Hazardous Waste Proximity	93	90
EJ Index for Underground Storage Tanks	91	92
EJ Index for Wastewater Discharge	95	97



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EJScreen Report (Version 2.1)

Blockgroup: 481410035012, TEXAS, EPA Region 6



Approximate Population: 721

Input Area (sq. miles): 2.54

9

Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.72	9.5	8	8.67	27
Ozone (ppb)	52.8	40	97	42.5	90
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.304	0.211	82	0.294	60-70th
Air Toxics Cancer Risk* (lifetime risk per million)	50	31	97	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	760	570	80	760	76
Lead Paint (% Pre-1960 Housing)	0.63	0.14	92	0.27	81
Superfund Proximity (site count/km distance)	0.014	0.084	15	0.13	10
RMP Facility Proximity (facility count/km distance)	3.3	0.94	95	0.77	96
Hazardous Waste Proximity (facility count/km distance)	2.1	0.72	91	2.2	71
Underground Storage Tanks (count/km ²)	5.5	2.3	88	3.9	79
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.52	0.38	96	12	91
Socioeconomic Indicators					
Demographic Index	70%	46%	80	35%	89
People of Color	100%	59%	99	40%	99
Low Income	39%	33%	60	30%	68
Unemployment Rate	16%	5%	93	5%	92
Limited English Speaking Households	31%	7%	93	5%	96
Less Than High School Education	24%	16%	72	12%	85
Under Age 5	9%	7%	74	6%	82
Over Age 64	24%	13%	85	16%	78

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 13, 2022



United States
Environmental Protection
Agency

EJScreen Report (Version 2.1)

Blockgroup: 481410034021, TEXAS, EPA Region 6

Approximate Population: 2,612

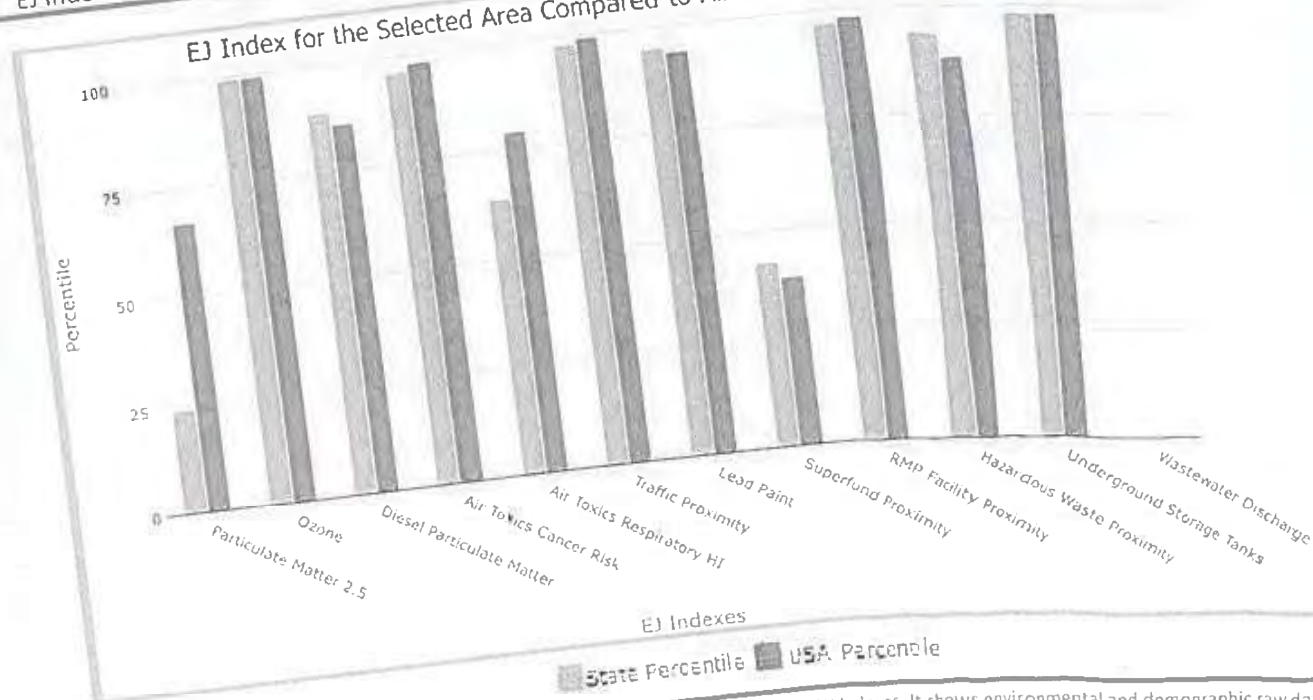
Input Area (sq. miles): 0.31

10



Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes	24	67
EJ Index for Particulate Matter 2.5	99	99
EJ Index for Ozone	89	86
EJ Index for Diesel Particulate Matter*	96	98
EJ Index for Air Toxics Cancer Risk*	64	79
EJ Index for Air Toxics Respiratory HI*	98	99
EJ Index for Traffic Proximity	95	94
EJ Index for Lead Paint	43	39
EJ Index for Superfund Proximity	97	98
EJ Index for RMP Facility Proximity	94	88
EJ Index for Hazardous Waste Proximity	98	98
EJ Index for Underground Storage Tanks	N/A	N/A
EJ Index for Wastewater Discharge		

EJ Index for the Selected Area Compared to All People's Blockgroups in the State/US



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410034021, TEXAS, EPA Region 6

Approximate Population: 2,612

Input Area (sq. miles): 0.31

10

Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.71	9.5	8	8.67	26
Ozone (ppb)	53.4	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.258	0.211	67	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	5000	570	98	760	97
Lead Paint (% Pre-1960 Housing)	0.45	0.14	85	0.27	69
Superfund Proximity (site count/km distance)	0.015	0.084	17	0.13	10
RMP Facility Proximity (facility count/km distance)	3.1	0.94	94	0.77	95
Hazardous Waste Proximity (facility count/km distance)	1.2	0.72	81	2.2	59
Underground Storage Tanks (count/km ²)	12	2.3	99	3.9	91
Wastewater Discharge (toxicity-weighted concentration/m distance)	N/A	0.38	N/A	12	N/A
Socioeconomic Indicators					
Demographic Index	80%	46%	91	35%	95
People of Color	100%	59%	99	40%	99
Low Income	59%	33%	83	30%	87
Unemployment Rate	0%	5%	0	5%	0
Limited English Speaking Households	31%	7%	93	5%	96
Less Than High School Education	39%	16%	89	12%	95
Under Age 5	4%	7%	38	6%	45
Over Age 64	32%	13%	94	16%	90

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 13, 2022

EJScreen Report (Version 2.1)

Blockgroup: 481410043092, TEXAS, EPA Region 6

Approximate Population: 1,165

Input Area (sq. miles): 0.58

29



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.57	9.5	6	8.67	23
Ozone (ppb)	52	40	95	42.5	90
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.234	0.211	58	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	300	31	99	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	610	570	76	760	71
Lead Paint (% Pre-1960 Housing)	0	0.14	0	0.27	0
Superfund Proximity (site count/km distance)	0.013	0.084	12	0.13	8
RMP Facility Proximity (facility count/km distance)	0.88	0.94	65	0.77	72
Hazardous Waste Proximity (facility count/km distance)	0.18	0.72	39	2.2	30
Underground Storage Tanks (count/km ²)	4.6	2.3	84	3.9	75
Wastewater Discharge (toxicity-weighted concentration/m distance)	N/A	0.38	N/A	12	N/A
Socioeconomic Indicators					
Demographic Index	51%	46%	58	35%	75
People of Color	85%	59%	74	40%	86
Low Income	17%	33%	26	30%	30
Unemployment Rate	0%	5%	0	5%	0
Limited English Speaking Households	4%	7%	56	5%	72
Less Than High School Education	4%	16%	25	12%	30
Under Age 5	0%	7%	0	6%	0
Over Age 64	45%	13%	98	16%	97

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



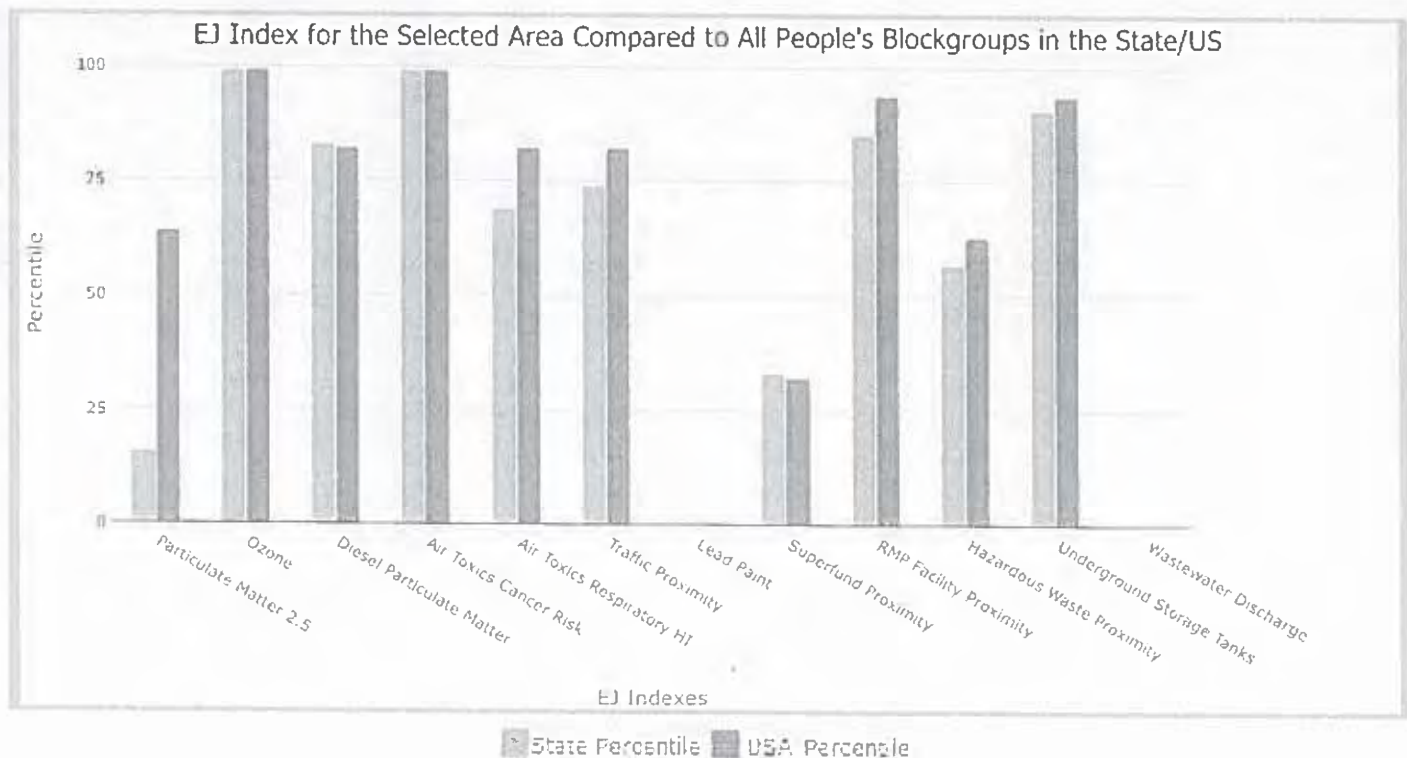
Blockgroup: 481410040081, TEXAS, EPA Region 6

Approximate Population: 2,231

Input Area (sq. miles): 1.35

29

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	16	64
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	83	82
EJ Index for Air Toxics Cancer Risk*	99	99
EJ Index for Air Toxics Respiratory HI*	69	82
EJ Index for Traffic Proximity	74	82
EJ Index for Lead Paint	0	0
EJ Index for Superfund Proximity	33	32
EJ Index for RMP Facility Proximity	85	94
EJ Index for Hazardous Waste Proximity	57	63
EJ Index for Underground Storage Tanks	91	94
EJ Index for Wastewater Discharge	N/A	N/A



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

EJScreen Report (Version 2.1)

Blockgroup: 481410040081, TEXAS, EPA Region 6

Approximate Population: 2,231

Input Area (sq. miles): 1.35

29



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.51	9.5	5	8.67	22
Ozone (ppb)	51.4	40	94	42.5	89
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.211	0.211	51	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	70	31	99	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	170	570	43	760	43
Lead Paint (% Pre-1960 Housing)	0	0.14	0	0.27	0
Superfund Proximity (site count/km distance)	0.012	0.084	11	0.13	7
RMP Facility Proximity (facility count/km distance)	0.74	0.94	60	0.77	68
Hazardous Waste Proximity (facility count/km distance)	0.12	0.72	27	2.2	22
Underground Storage Tanks (count/km ²)	3	2.3	70	3.9	67
Wastewater Discharge (toxicity-weighted concentration/m distance)	N/A	0.38	N/A	12	N/A
Socioeconomic Indicators					
Demographic Index	87%	46%	96	35%	98
People of Color	99%	59%	95	40%	96
Low Income	75%	33%	94	30%	95
Unemployment Rate	3%	5%	42	5%	40
Limited English Speaking Households	42%	7%	96	5%	98
Less Than High School Education	27%	16%	76	12%	88
Under Age 5	10%	7%	78	6%	85
Over Age 64	12%	13%	51	16%	37

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



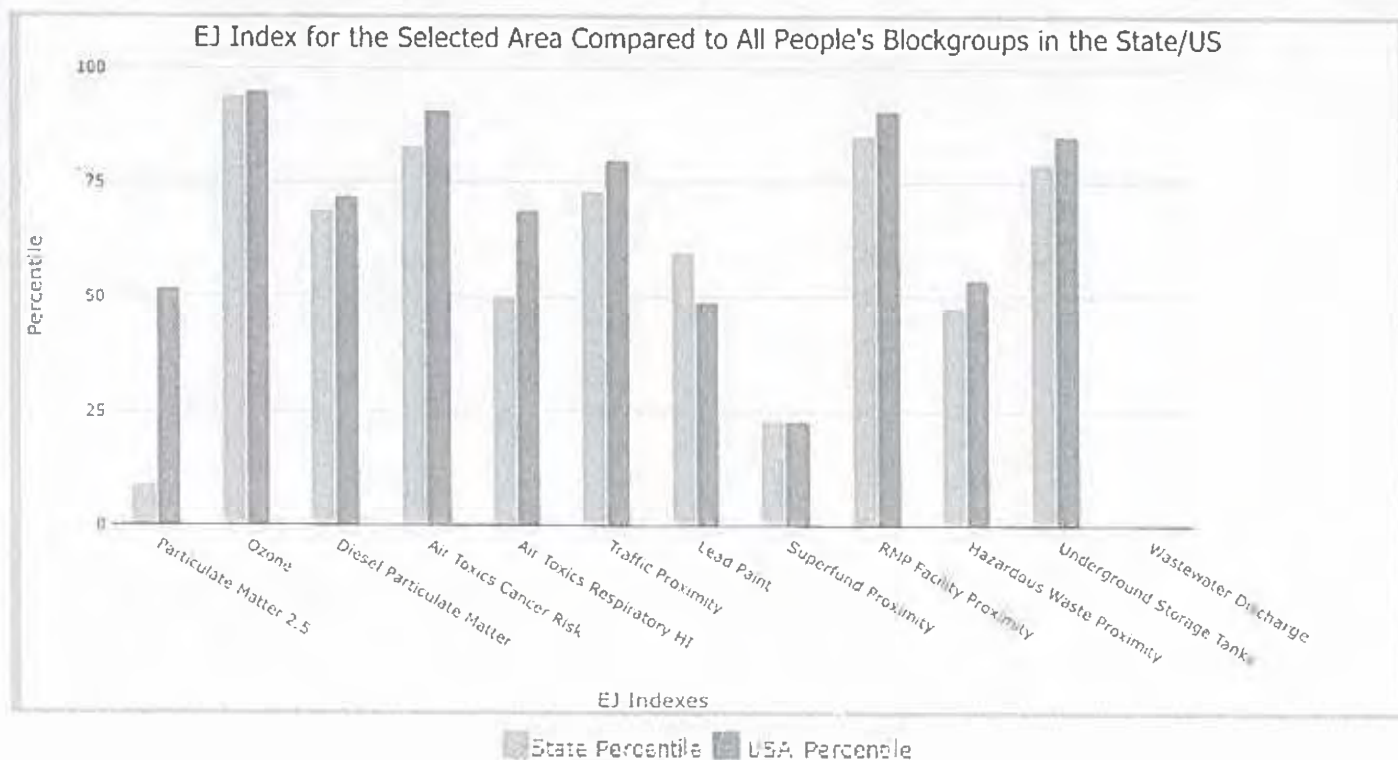
Blockgroup: 481410103382, TEXAS, EPA Region 6

Approximate Population: 1,964

Input Area (sq. miles): 1.52

30

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	9	52
EJ Index for Ozone	94	95
EJ Index for Diesel Particulate Matter*	69	72
EJ Index for Air Toxics Cancer Risk*	83	91
EJ Index for Air Toxics Respiratory HI*	50	69
EJ Index for Traffic Proximity	73	80
EJ Index for Lead Paint	60	49
EJ Index for Superfund Proximity	23	23
EJ Index for RMP Facility Proximity	85	91
EJ Index for Hazardous Waste Proximity	48	54
EJ Index for Underground Storage Tanks	79	85
EJ Index for Wastewater Discharge	N/A	N/A



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EJScreen Report (Version 2.1)

Blockgroup: 481410103382, TEXAS, EPA Region 6

Approximate Population: 1,964

Input Area (sq. miles): 1.52

30



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.46	9.5	4	8.67	21
Ozone (ppb)	51.6	40	95	42.5	90
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.208	0.211	50	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	400	31	99	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	340	570	60	760	57
Lead Paint (% Pre-1960 Housing)	0.021	0.14	38	0.27	19
Superfund Proximity (site count/km distance)	0.013	0.084	11	0.13	7
RMP Facility Proximity (facility count/km distance)	1.8	0.94	85	0.77	88
Hazardous Waste Proximity (facility count/km distance)	0.13	0.72	29	2.2	23
Underground Storage Tanks (count/km ²)	3.2	2.3	73	3.9	68
Wastewater Discharge (toxicity-weighted concentration/m distance)	N/A	0.38	N/A	12	N/A
Socioeconomic Indicators					
Demographic Index	61%	46%	69	35%	83
People of Color	98%	59%	91	40%	94
Low Income	24%	33%	38	30%	44
Unemployment Rate	4%	5%	50	5%	49
Limited English Speaking Households	4%	7%	56	5%	72
Less Than High School Education	14%	16%	55	12%	69
Under Age 5	3%	7%	23	6%	28
Over Age 64	12%	13%	50	16%	36

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



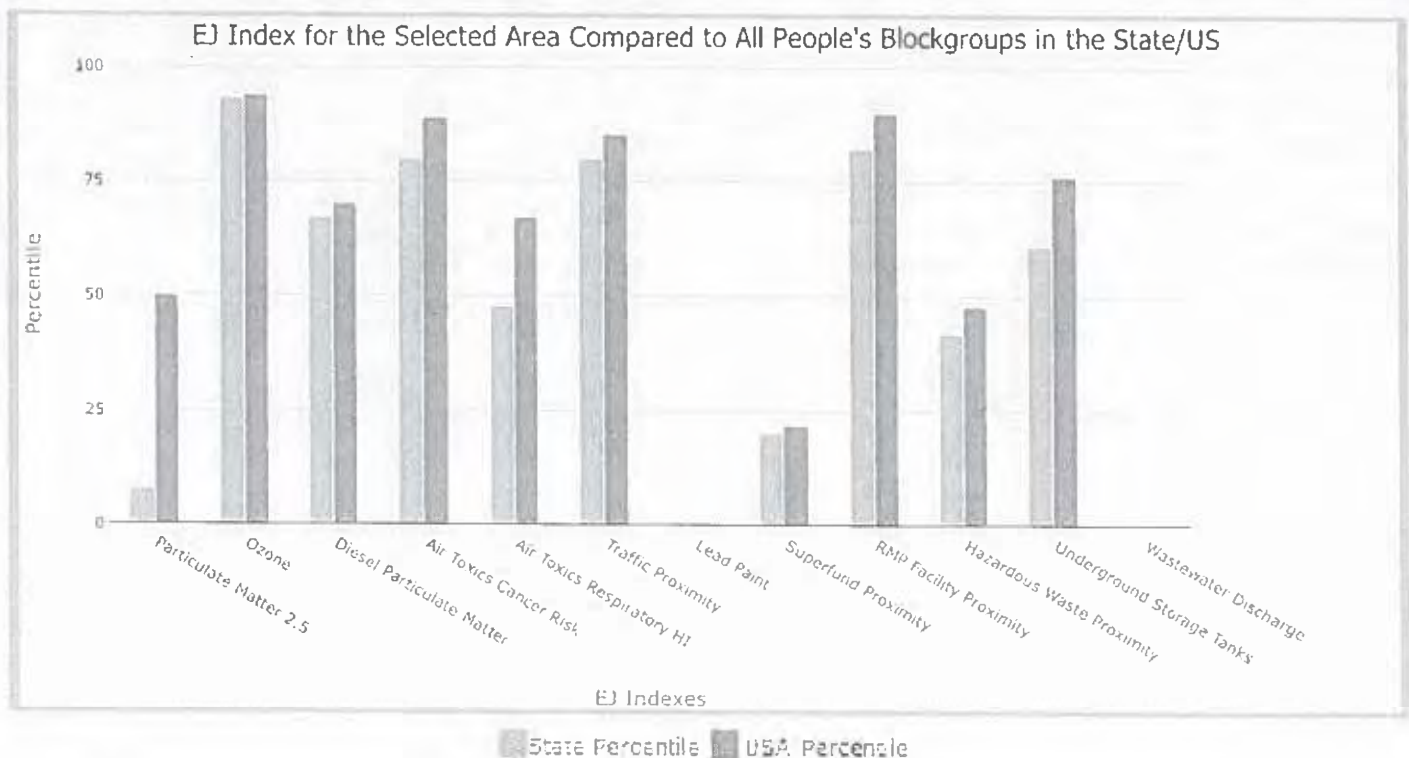
Blockgroup: 481410103381, TEXAS, EPA Region 6

Approximate Population: 1,357

Input Area (sq. miles): 0.94

31

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	8	50
EJ Index for Ozone	93	94
EJ Index for Diesel Particulate Matter*	67	70
EJ Index for Air Toxics Cancer Risk*	80	89
EJ Index for Air Toxics Respiratory HI*	48	67
EJ Index for Traffic Proximity	80	85
EJ Index for Lead Paint	0	0
EJ Index for Superfund Proximity	20	22
EJ Index for RMP Facility Proximity	82	90
EJ Index for Hazardous Waste Proximity	42	48
EJ Index for Underground Storage Tanks	61	76
EJ Index for Wastewater Discharge	N/A	N/A



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EJScreen Report (Version 2.1)

Blockgroup: 481410103381, TEXAS, EPA Region 6

Approximate Population: 1,357

Input Area (sq. miles): 0.94

31



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.46	9.5	4	8.67	21
Ozone (ppb)	51.6	40	95	42.5	90
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.208	0.211	50	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	400	31	99	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	590	570	75	760	70
Lead Paint (% Pre-1960 Housing)	0	0.14	0	0.27	0
Superfund Proximity (site count/km distance)	0.012	0.084	10	0.13	7
RMP Facility Proximity (facility count/km distance)	1.7	0.94	84	0.77	87
Hazardous Waste Proximity (facility count/km distance)	0.11	0.72	25	2.2	20
Underground Storage Tanks (count/km ²)	1.3	2.3	47	3.9	51
Wastewater Discharge (toxicity-weighted concentration/m distance)	N/A	0.38	N/A	12	N/A
Socioeconomic Indicators					
Demographic Index	58%	46%	66	35%	81
People of Color	95%	59%	87	40%	93
Low Income	20%	33%	33	30%	37
Unemployment Rate	3%	5%	43	5%	41
Limited English Speaking Households	8%	7%	68	5%	81
Less Than High School Education	9%	16%	42	12%	54
Under Age 5	4%	7%	36	6%	42
Over Age 64	10%	13%	40	16%	26

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ATTACHMENT 6

EJScreen Report (Version 2.1)



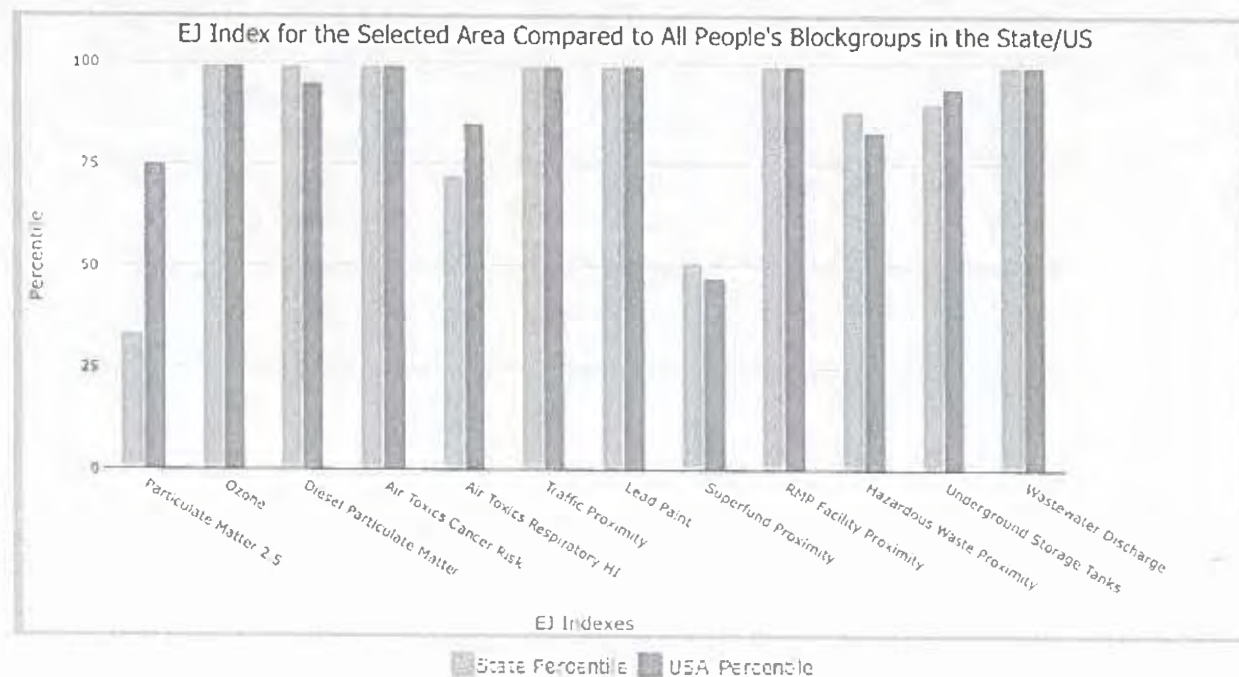
Blockgroup: 481410029001, TEXAS, EPA Region 6

Approximate Population: 794

Input Area (sq. miles): 0.20

1

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	33	75
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	99	95
EJ Index for Air Toxics Cancer Risk*	99	99
EJ Index for Air Toxics Respiratory HI*	72	85
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	99
EJ Index for Superfund Proximity	51	47
EJ Index for RMP Facility Proximity	99	99
EJ Index for Hazardous Waste Proximity	88	83
EJ Index for Underground Storage Tanks	90	94
EJ Index for Wastewater Discharge	99	99



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.



EJScreen Report (Version 2.1)

Blockgroup: 481410029001, TEXAS, EPA Region 6

Approximate Population: 794

Input Area (sq. miles): 0.20

1



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.82	9.5	10	8.67	29
Ozone (ppb)	53.8	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.322	0.211	86	0.294	60-70th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	5300	570	98	760	97
Lead Paint (% Pre-1960 Housing)	0.64	0.14	93	0.27	82
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	2.1	0.94	88	0.77	90
Hazardous Waste Proximity (facility count/km distance)	0.4	0.72	57	2.2	41
Underground Storage Tanks (count/km ²)	2.4	2.3	63	3.9	62
Wastewater Discharge (toxicity-weighted concentration/m distance)	1.1	0.38	98	12	93
Socioeconomic Indicators					
Demographic Index	95%	46%	99	35%	99
People of Color	100%	59%	99	40%	99
Low Income	90%	33%	99	30%	99
Unemployment Rate	0%	5%	0	5%	0
Limited English Speaking Households	40%	7%	96	5%	97
Less Than High School Education	54%	16%	96	12%	99
Under Age 5	6%	7%	49	6%	57
Over Age 64	4%	13%	14	16%	8

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EIScreen Report (Version 2.1)



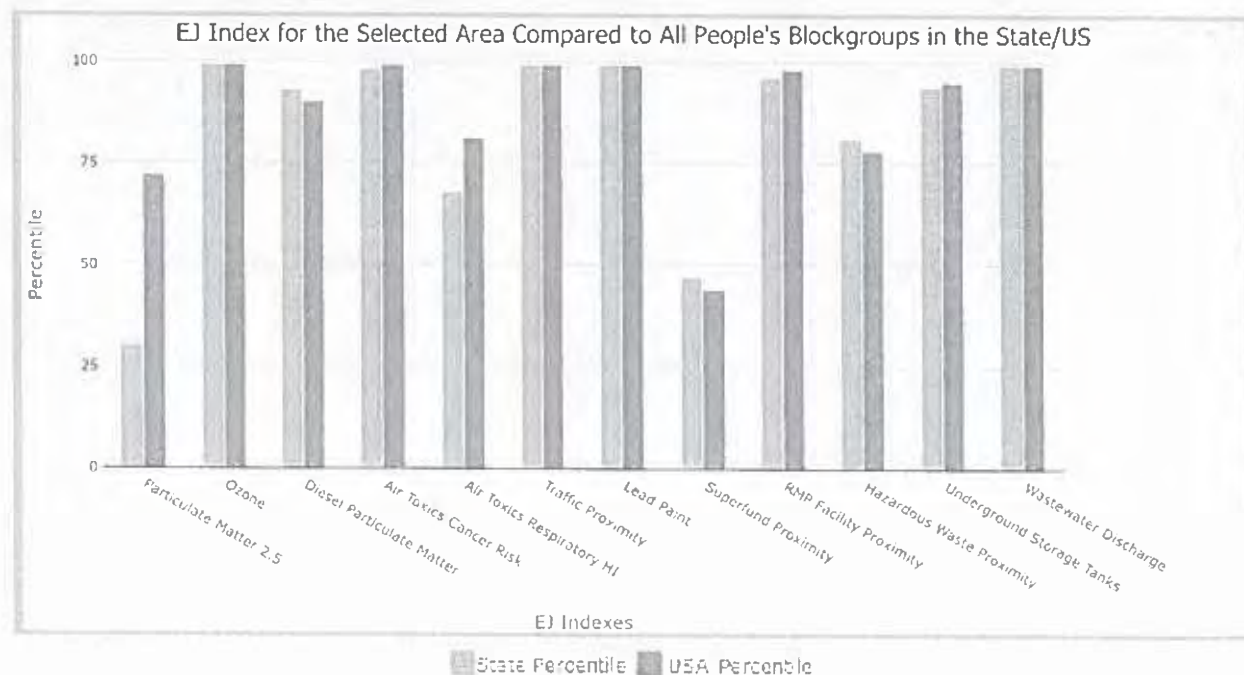
Blockgroup: 481410026002, TEXAS, EPA Region 6

Approximate Population: 639

Input Area (sq. miles): 0.18

2

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	30	72
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	93	90
EJ Index for Air Toxics Cancer Risk*	98	99
EJ Index for Air Toxics Respiratory HI*	68	81
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	99
EJ Index for Superfund Proximity	47	44
EJ Index for RMP Facility Proximity	96	98
EJ Index for Hazardous Waste Proximity	81	78
EJ Index for Underground Storage Tanks	94	95
EJ Index for Wastewater Discharge	99	99



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EJScreen Report (Version 2.1)

Blockgroup: 481410026002, TEXAS, EPA Region 6



Approximate Population: 639

Input Area (sq. miles): 0.18

2

Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.8	9.5	10	8.67	29
Ozone (ppb)	54	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.278	0.211	74	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	2600	570	95	760	93
Lead Paint (% Pre-1960 Housing)	0.9	0.14	99	0.27	96
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	1.9	0.94	85	0.77	88
Hazardous Waste Proximity (facility count/km distance)	0.31	0.72	53	2.2	38
Underground Storage Tanks (count/km ²)	3.9	2.3	79	3.9	72
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.61	0.38	97	12	91
Socioeconomic Indicators					
Demographic Index	86%	46%	95	35%	97
People of Color	98%	59%	91	40%	95
Low Income	73%	33%	93	30%	95
Unemployment Rate	27%	5%	98	5%	98
Limited English Speaking Households	10%	7%	74	5%	85
Less Than High School Education	24%	16%	72	12%	85
Under Age 5	7%	7%	62	6%	70
Over Age 64	14%	13%	58	16%	45

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



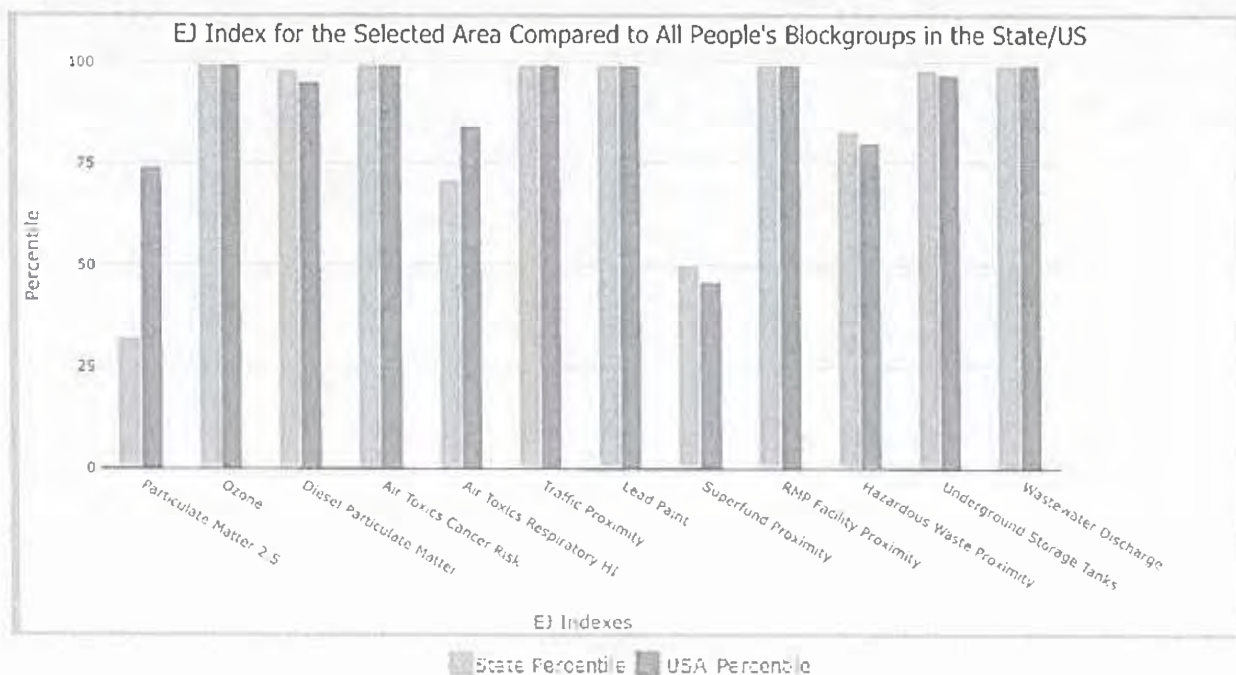
Blockgroup: 481410028002, TEXAS, EPA Region 6

Approximate Population: 415

Input Area (sq. miles): 0.19

3

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	32	74
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	98	95
EJ Index for Air Toxics Cancer Risk*	99	99
EJ Index for Air Toxics Respiratory HI*	71	84
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	99
EJ Index for Superfund Proximity	50	46
EJ Index for RMP Facility Proximity	99	99
EJ Index for Hazardous Waste Proximity	83	80
EJ Index for Underground Storage Tanks	98	97
EJ Index for Wastewater Discharge	99	99



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EJScreen Report (Version 2.1)

Blockgroup: 481410028002, TEXAS, EPA Region 6

Approximate Population: 415

Input Area (sq. miles): 0.19

3



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.82	9.5	10	8.67	29
Ozone (ppb)	54	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.323	0.211	86	0.294	60-70th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	5900	570	99	760	98
Lead Paint (% Pre-1960 Housing)	0.7	0.14	95	0.27	85
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	2.2	0.94	89	0.77	91
Hazardous Waste Proximity (facility count/km distance)	0.28	0.72	51	2.2	37
Underground Storage Tanks (count/km ²)	4.4	2.3	82	3.9	75
Wastewater Discharge (toxicity-weighted concentration/m distance)	1	0.38	98	12	93
Socioeconomic Indicators					
Demographic Index	92%	46%	99	35%	99
People of Color	95%	59%	87	40%	93
Low Income	89%	33%	98	30%	99
Unemployment Rate	21%	5%	97	5%	96
Limited English Speaking Households	63%	7%	99	5%	99
Less Than High School Education	56%	16%	97	12%	99
Under Age 5	3%	7%	24	6%	29
Over Age 64	12%	13%	47	16%	33

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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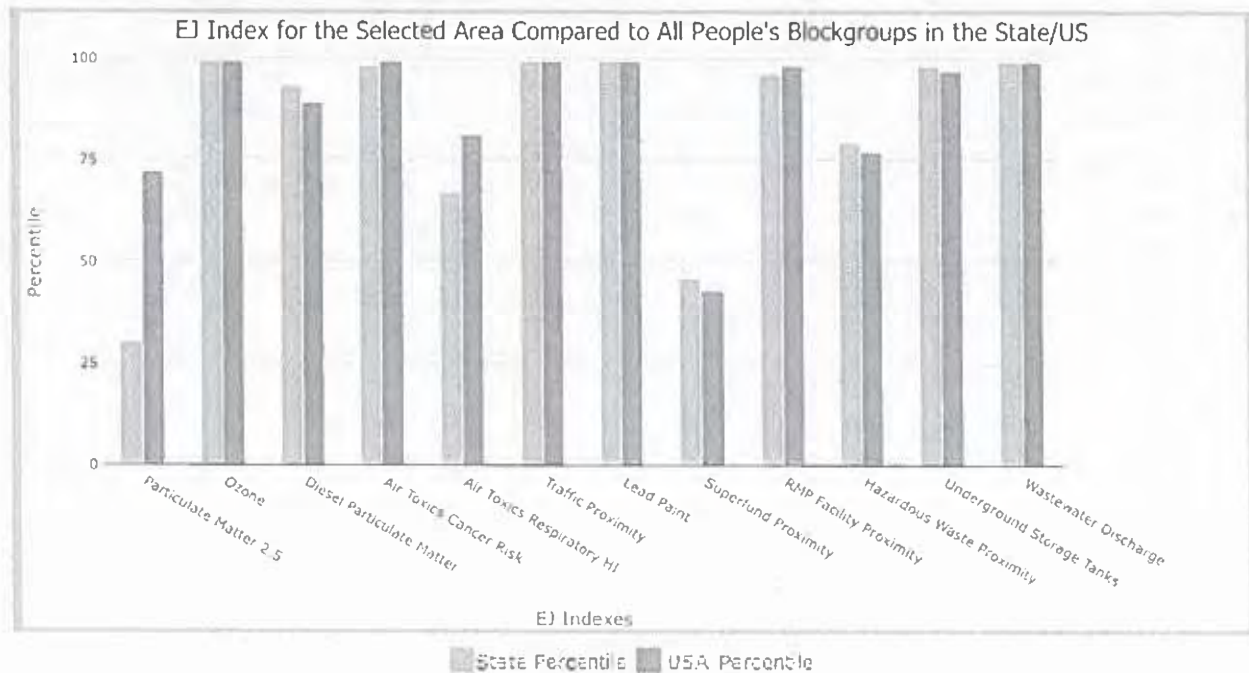
Blockgroup: 481410026003, TEXAS, EPA Region 6

Approximate Population: 783

Input Area (sq. miles): 0.09

4

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	30	72
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	93	89
EJ Index for Air Toxics Cancer Risk*	98	99
EJ Index for Air Toxics Respiratory HI*	67	81
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	99
EJ Index for Superfund Proximity	46	43
EJ Index for RMP Facility Proximity	96	98
EJ Index for Hazardous Waste Proximity	79	77
EJ Index for Underground Storage Tanks	98	97
EJ Index for Wastewater Discharge	99	99



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EJScreen Report (Version 2.1)

Blockgroup: 481410026003, TEXAS, EPA Region 6



Approximate Population: 783

Input Area (sq. miles): 0.09

4

Selected Variables	Value	State Avg.	%ile In State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.8	9.5	10	8.67	29
Ozone (ppb)	54	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.278	0.211	74	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	4100	570	98	760	96
Lead Paint (% Pre-1960 Housing)	0.96	0.14	99	0.27	99
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	2	0.94	87	0.77	90
Hazardous Waste Proximity (facility count/km distance)	0.28	0.72	51	2.2	37
Underground Storage Tanks (count/km ²)	6	2.3	91	3.9	81
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.66	0.38	97	12	91
Socioeconomic Indicators					
Demographic Index	84%	46%	94	35%	97
People of Color	100%	59%	99	40%	99
Low Income	68%	33%	89	30%	92
Unemployment Rate	4%	5%	52	5%	50
Limited English Speaking Households	37%	7%	95	5%	97
Less Than High School Education	32%	16%	82	12%	92
Under Age 5	14%	7%	91	6%	94
Over Age 64	14%	13%	56	16%	42

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



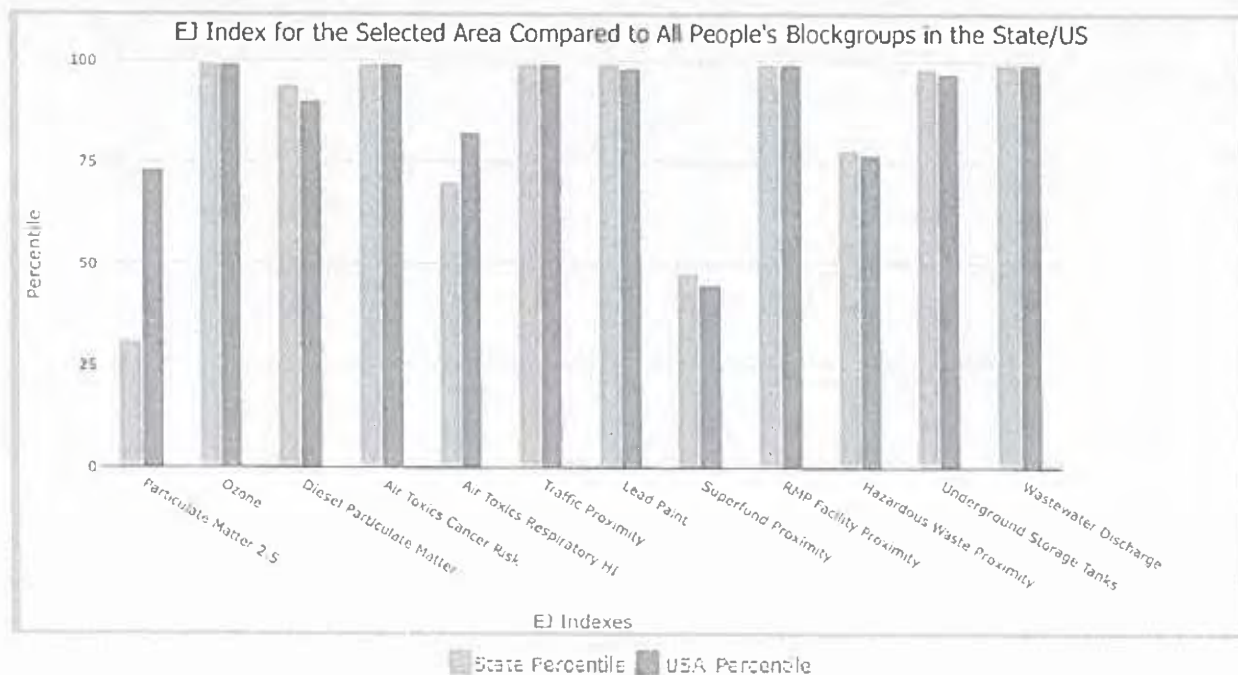
Blockgroup: 481410026004, TEXAS, EPA Region 6

Approximate Population: 233

Input Area (sq. miles): 0.09

5

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	31	73
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	94	90
EJ Index for Air Toxics Cancer Risk*	99	99
EJ Index for Air Toxics Respiratory HI*	70	82
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	98
EJ Index for Superfund Proximity	48	45
EJ Index for RMP Facility Proximity	99	99
EJ Index for Hazardous Waste Proximity	78	77
EJ Index for Underground Storage Tanks	98	97
EJ Index for Wastewater Discharge	99	99



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EJScreen Report (Version 2.1)
Blockgroup: 481410026004, TEXAS, EPA Region 6



Approximate Population: 233

Input Area (sq. miles): 0.09

5

Selected Variables	Value	State Avg.	%ile In State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.8	9.5	10	8.67	29
Ozone (ppb)	54	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.278	0.211	74	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	5700	570	99	760	97
Lead Paint (% Pre-1960 Housing)	0.64	0.14	93	0.27	82
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	2.8	0.94	93	0.77	94
Hazardous Waste Proximity (facility count/km distance)	0.24	0.72	47	2.2	35
Underground Storage Tanks (count/km ²)	5.5	2.3	89	3.9	79
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.68	0.38	97	12	91
Socioeconomic Indicators					
Demographic Index	88%	46%	97	35%	98
People of Color	97%	59%	90	40%	94
Low Income	79%	33%	96	30%	97
Unemployment Rate	37%	5%	99	5%	99
Limited English Speaking Households	30%	7%	93	5%	96
Less Than High School Education	25%	16%	73	12%	86
Under Age 5	5%	7%	44	6%	51
Over Age 64	22%	13%	82	16%	74

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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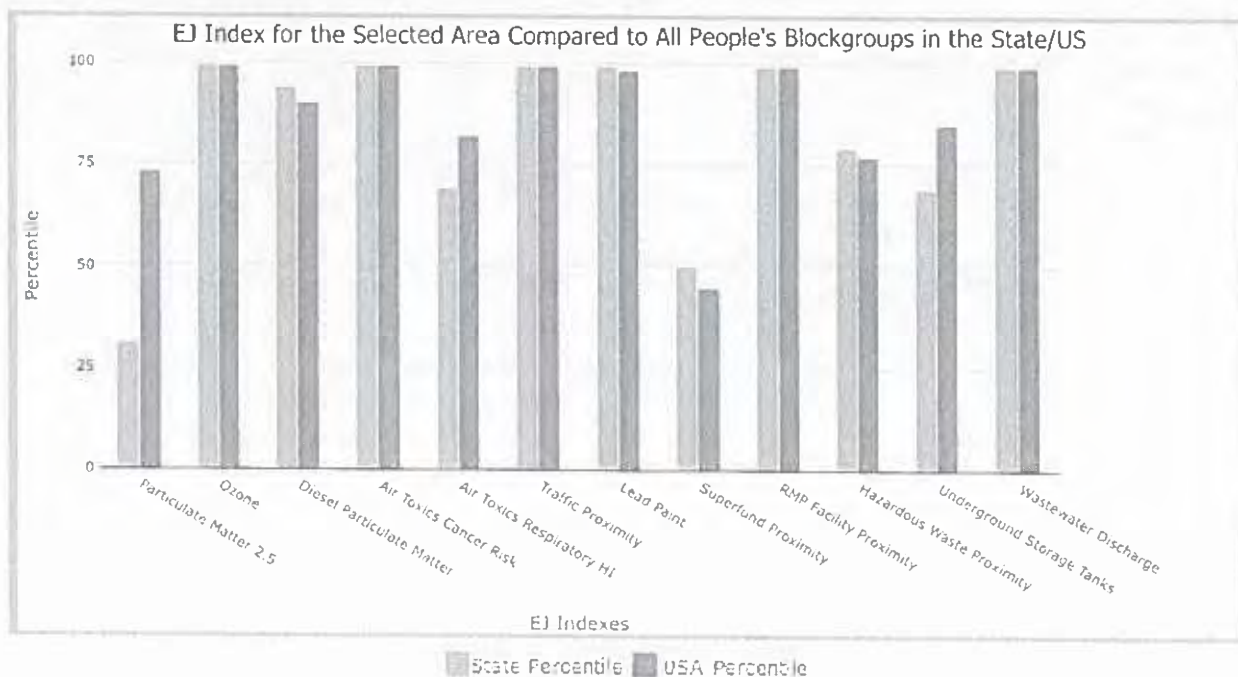
Blockgroup: 481410026005, TEXAS, EPA Region 6

Approximate Population: 185

Input Area (sq. miles): 0.15

6

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	31	73
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	94	90
EJ Index for Air Toxics Cancer Risk*	99	99
EJ Index for Air Toxics Respiratory HI*	69	82
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	98
EJ Index for Superfund Proximity	50	45
EJ Index for RMP Facility Proximity	99	99
EJ Index for Hazardous Waste Proximity	79	77
EJ Index for Underground Storage Tanks	69	85
EJ Index for Wastewater Discharge	99	99



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EJScreen Report (Version 2.1)

Blockgroup: 481410026005, TEXAS, EPA Region 6

Approximate Population: 185

Input Area (sq. miles): 0.15

6



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.8	9.5	10	8.67	29
Ozone (ppb)	54	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.278	0.211	74	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	3300	570	96	760	95
Lead Paint (% Pre-1960 Housing)	0.61	0.14	92	0.27	80
Superfund Proximity (site count/km distance)	0.015	0.084	19	0.13	11
RMP Facility Proximity (facility count/km distance)	3.9	0.94	96	0.77	97
Hazardous Waste Proximity (facility count/km distance)	0.26	0.72	49	2.2	36
Underground Storage Tanks (count/km ²)	0.88	2.3	39	3.9	46
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.58	0.38	97	12	91
Socioeconomic Indicators					
Demographic Index	88%	46%	97	35%	98
People of Color	100%	59%	99	40%	99
Low Income	76%	33%	94	30%	96
Unemployment Rate	0%	5%	0	5%	0
Limited English Speaking Households	24%	7%	90	5%	94
Less Than High School Education	36%	16%	86	12%	94
Under Age 5	0%	7%	0	6%	0
Over Age 64	35%	13%	95	16%	93

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



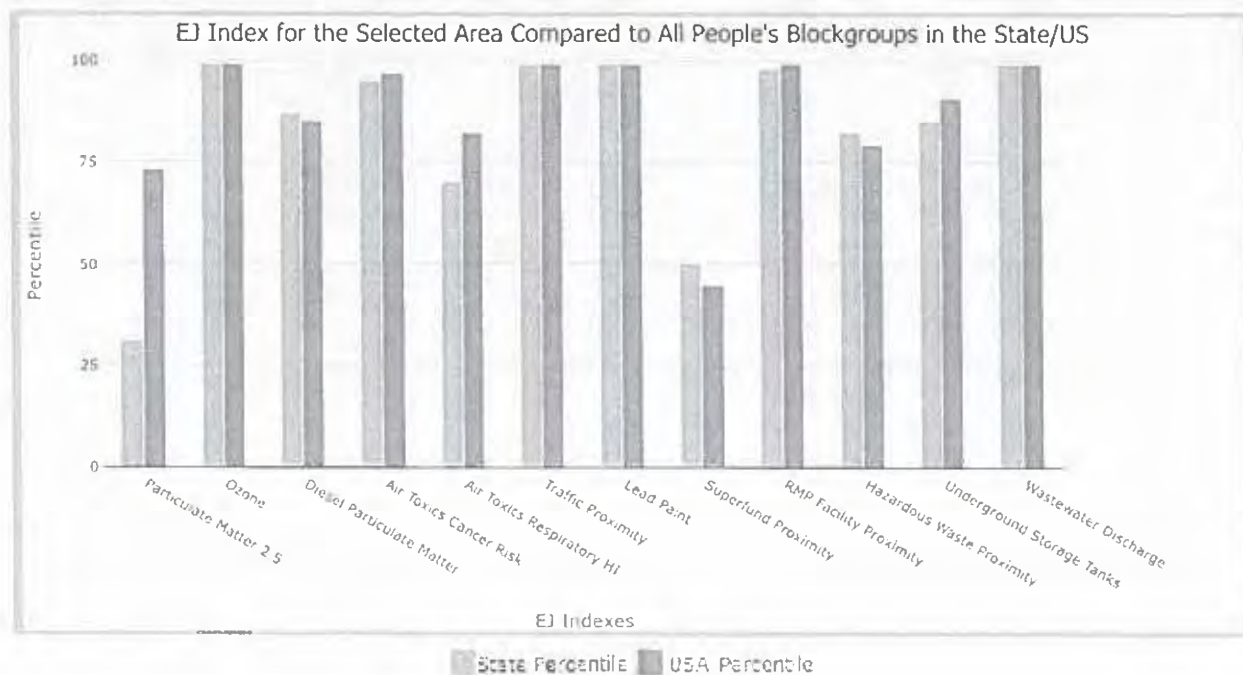
Blockgroup: 481410023006, TEXAS, EPA Region 6

Approximate Population: 677

Input Area (sq. miles): 0.23

7

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	31	73
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	87	85
EJ Index for Air Toxics Cancer Risk*	95	97
EJ Index for Air Toxics Respiratory HI*	70	82
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	99
EJ Index for Superfund Proximity	50	45
EJ Index for RMP Facility Proximity	98	99
EJ Index for Hazardous Waste Proximity	82	79
EJ Index for Underground Storage Tanks	85	91
EJ Index for Wastewater Discharge	99	99



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EJScreen Report (Version 2.1)

Blockgroup: 481410023006, TEXAS, EPA Region 6

Approximate Population: 677

Input Area (sq. miles): 0.23

7



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.8	9.5	10	8.67	29
Ozone (ppb)	54.3	40	98	42.5	92
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.227	0.211	57	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	30	31	83	28	80-90th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	4200	570	98	760	96
Lead Paint (% Pre-1960 Housing)	0.84	0.14	98	0.27	93
Superfund Proximity (site count/km distance)	0.015	0.084	19	0.13	11
RMP Facility Proximity (facility count/km distance)	2.4	0.94	91	0.77	92
Hazardous Waste Proximity (facility count/km distance)	0.32	0.72	53	2.2	38
Underground Storage Tanks (count/km ²)	2.1	2.3	59	3.9	59
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.61	0.38	97	12	91
Socioeconomic Indicators					
Demographic Index	88%	46%	97	35%	98
People of Color	96%	59%	88	40%	93
Low Income	81%	33%	96	30%	97
Unemployment Rate	0%	5%	0	5%	0
Limited English Speaking Households	9%	7%	72	5%	84
Less Than High School Education	50%	16%	95	12%	98
Under Age 5	3%	7%	28	6%	32
Over Age 64	15%	13%	62	16%	50

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



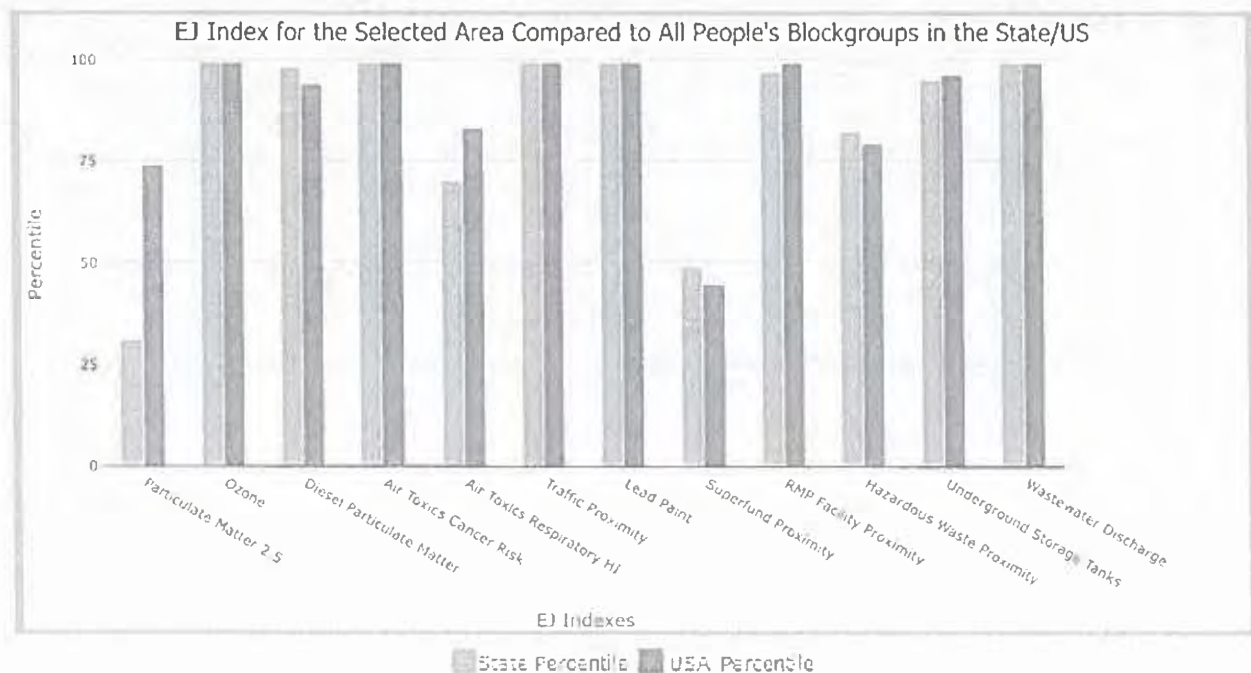
Blockgroup: 481410028004, TEXAS, EPA Region 6

Approximate Population: 334

Input Area (sq. miles): 0.24

8

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	31	74
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	98	94
EJ Index for Air Toxics Cancer Risk*	99	99
EJ Index for Air Toxics Respiratory HI*	70	83
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	99
EJ Index for Superfund Proximity	49	45
EJ Index for RMP Facility Proximity	97	99
EJ Index for Hazardous Waste Proximity	82	79
EJ Index for Underground Storage Tanks	95	96
EJ Index for Wastewater Discharge	99	99



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EJScreen Report (Version 2.1)

Blockgroup: 481410028004, TEXAS, EPA Region 6

Approximate Population: 334

Input Area (sq. miles): 0.24

8



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.82	9.5	10	8.67	29
Ozone (ppb)	54	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.323	0.211	86	0.294	60-70th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	1400	570	90	760	86
Lead Paint (% Pre-1960 Housing)	0.8	0.14	97	0.27	91
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	1.7	0.94	84	0.77	87
Hazardous Waste Proximity (facility count/km distance)	0.31	0.72	52	2.2	38
Underground Storage Tanks (count/km ²)	3.7	2.3	77	3.9	71
Wastewater Discharge (toxicity-weighted concentration/m distance)	1.1	0.38	98	12	93
Socioeconomic Indicators					
Demographic Index	90%	46%	98	35%	98
People of Color	100%	59%	99	40%	99
Low Income	79%	33%	96	30%	97
Unemployment Rate	0%	5%	0	5%	0
Limited English Speaking Households	73%	7%	99	5%	99
Less Than High School Education	71%	16%	99	12%	99
Under Age 5	0%	7%	0	6%	0
Over Age 64	53%	13%	99	16%	98

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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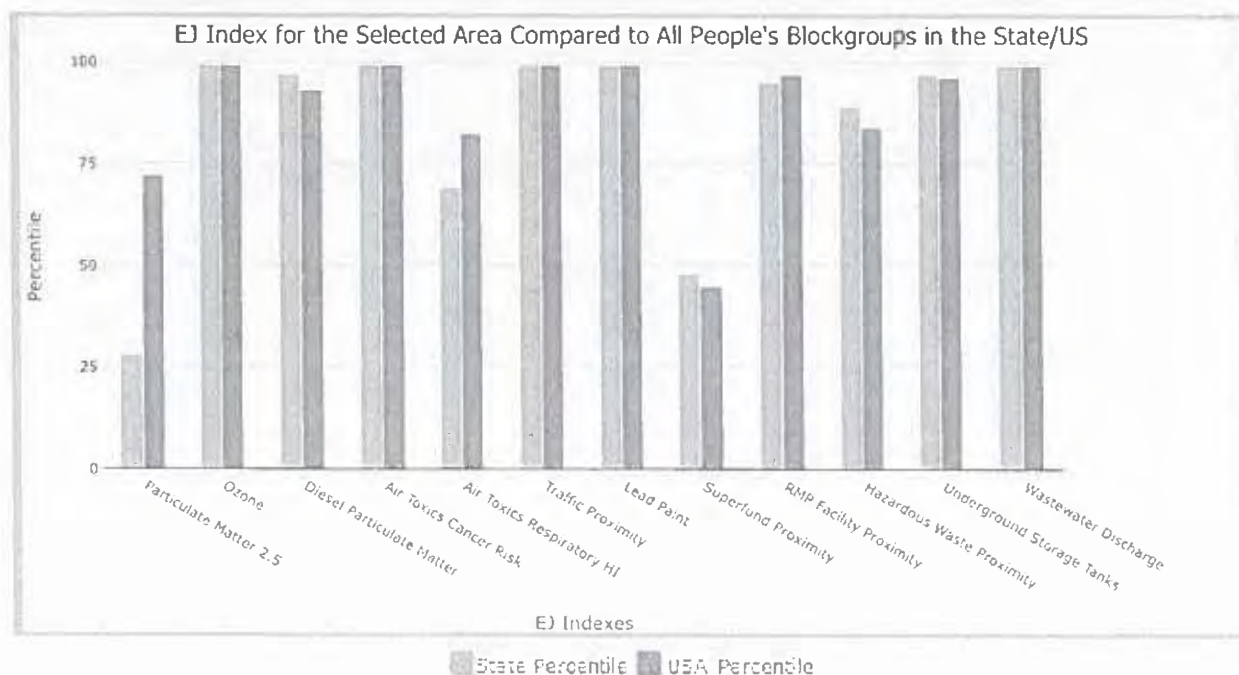
Blockgroup: 481410022025, TEXAS, EPA Region 6

Approximate Population: 1,092

Input Area (sq. miles): 0.16

9

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	28	72
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	97	93
EJ Index for Air Toxics Cancer Risk*	99	99
EJ Index for Air Toxics Respiratory HI*	69	82
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	99
EJ Index for Superfund Proximity	48	45
EJ Index for RMP Facility Proximity	95	97
EJ Index for Hazardous Waste Proximity	89	84
EJ Index for Underground Storage Tanks	97	96
EJ Index for Wastewater Discharge	99	99



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EJScreen Report (Version 2.1)
Blockgroup: 481410022025, TEXAS, EPA Region 6
Approximate Population: 1,092
Input Area (sq. miles): 0.16
9



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.78	9.5	9	8.67	28
Ozone (ppb)	54.4	40	98	42.5	92
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.307	0.211	83	0.294	60-70th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	7600	570	99	760	98
Lead Paint (% Pre-1960 Housing)	0.74	0.14	96	0.27	88
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	1.4	0.94	79	0.77	82
Hazardous Waste Proximity (facility count/km distance)	0.52	0.72	63	2.2	45
Underground Storage Tanks (count/km ²)	4.6	2.3	83	3.9	75
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.75	0.38	97	12	92
Socioeconomic Indicators					
Demographic Index	87%	46%	97	35%	98
People of Color	96%	59%	88	40%	93
Low Income	79%	33%	96	30%	97
Unemployment Rate	15%	5%	92	5%	92
Limited English Speaking Households	44%	7%	97	5%	98
Less Than High School Education	39%	16%	88	12%	95
Under Age 5	3%	7%	28	6%	33
Over Age 64	20%	13%	77	16%	68

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



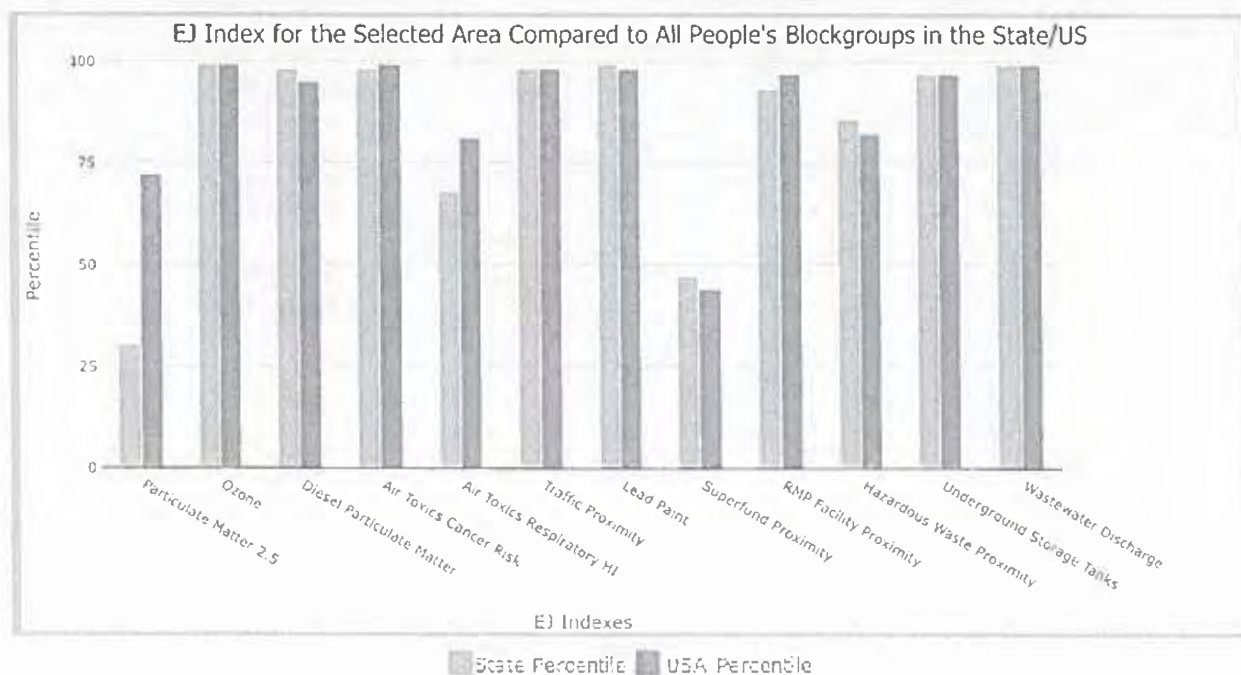
Blockgroup: 481410021001, TEXAS, EPA Region 6

Approximate Population: 649

Input Area (sq. miles): 0.29

10

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	30	72
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	98	95
EJ Index for Air Toxics Cancer Risk*	98	99
EJ Index for Air Toxics Respiratory HI*	68	81
EJ Index for Traffic Proximity	98	98
EJ Index for Lead Paint	99	98
EJ Index for Superfund Proximity	47	44
EJ Index for RMP Facility Proximity	93	97
EJ Index for Hazardous Waste Proximity	86	82
EJ Index for Underground Storage Tanks	97	97
EJ Index for Wastewater Discharge	99	99



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December 14, 2022

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EJScreen Report (Version 2.1)

Blockgroup: 481410021001, TEXAS, EPA Region 6

Approximate Population: 649

Input Area (sq. miles): 0.29

10



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.81	9.5	10	8.67	29
Ozone (ppb)	54.2	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.368	0.211	92	0.294	70-80th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	1200	570	89	760	85
Lead Paint (% Pre-1960 Housing)	0.69	0.14	94	0.27	85
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	1.3	0.94	76	0.77	80
Hazardous Waste Proximity (facility count/km distance)	0.46	0.72	60	2.2	43
Underground Storage Tanks (count/km ²)	5.5	2.3	88	3.9	79
Wastewater Discharge (toxicity-weighted concentration/m distance)	1.2	0.38	98	12	93
Socioeconomic Indicators					
Demographic Index	85%	46%	95	35%	97
People of Color	88%	59%	77	40%	88
Low Income	83%	33%	97	30%	97
Unemployment Rate	29%	5%	98	5%	98
Limited English Speaking Households	54%	7%	98	5%	98
Less Than High School Education	43%	16%	91	12%	97
Under Age 5	0%	7%	0	6%	0
Over Age 64	19%	13%	75	16%	64

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/naps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



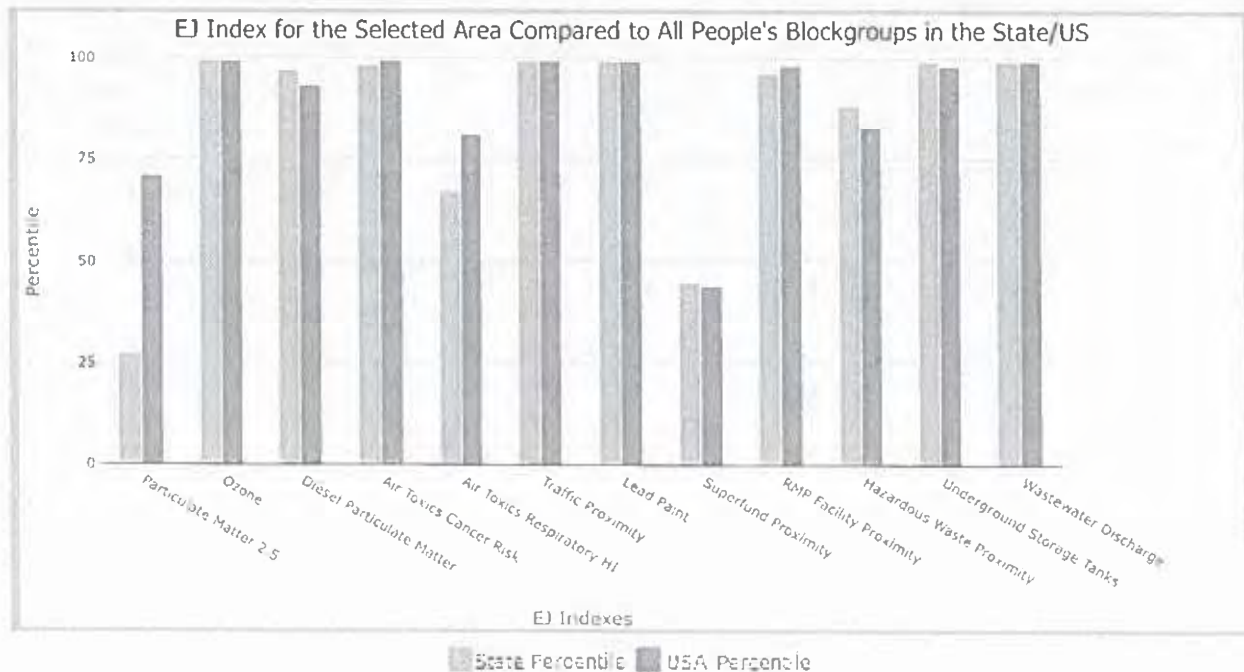
Blockgroup: 481410017001, TEXAS, EPA Region 6

Approximate Population: 1,290

Input Area (sq. miles): 0.44

11

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	27	71
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	97	93
EJ Index for Air Toxics Cancer Risk*	98	99
EJ Index for Air Toxics Respiratory HI*	67	81
EJ Index for Traffic Proximity	99	99
EJ Index for Lead Paint	99	99
EJ Index for Superfund Proximity	45	44
EJ Index for RMP Facility Proximity	96	98
EJ Index for Hazardous Waste Proximity	88	83
EJ Index for Underground Storage Tanks	99	98
EJ Index for Wastewater Discharge	99	99



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EJScreen Report (Version 2.1)
Blockgroup: 481410017001, TEXAS, EPA Region 6
Approximate Population: 1,290
Input Area (sq. miles): 0.44
11



Selected Variables	Value	State Avg.	%ile In State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.78	9.5	9	8.67	28
Ozone (ppb)	54.3	40	98	42.5	91
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.324	0.211	86	0.294	60-70th
Air Toxics Cancer Risk* (lifetime risk per million)	40	31	95	28	95-100th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	3700	570	97	760	95
Lead Paint (% Pre-1960 Housing)	0.77	0.14	97	0.27	90
Superfund Proximity (site count/km distance)	0.015	0.084	17	0.13	11
RMP Facility Proximity (facility count/km distance)	1.7	0.94	84	0.77	87
Hazardous Waste Proximity (facility count/km distance)	0.58	0.72	65	2.2	46
Underground Storage Tanks (count/km ²)	8.5	2.3	96	3.9	86
Wastewater Discharge (toxicity-weighted concentration/m distance)	1.3	0.38	98	12	93
Socioeconomic Indicators					
Demographic Index	84%	46%	95	35%	97
People of Color	91%	59%	80	40%	89
Low Income	78%	33%	95	30%	96
Unemployment Rate	9%	5%	79	5%	79
Limited English Speaking Households	45%	7%	97	5%	98
Less Than High School Education	54%	16%	96	12%	99
Under Age 5	4%	7%	35	6%	42
Over Age 64	6%	13%	22	16%	13

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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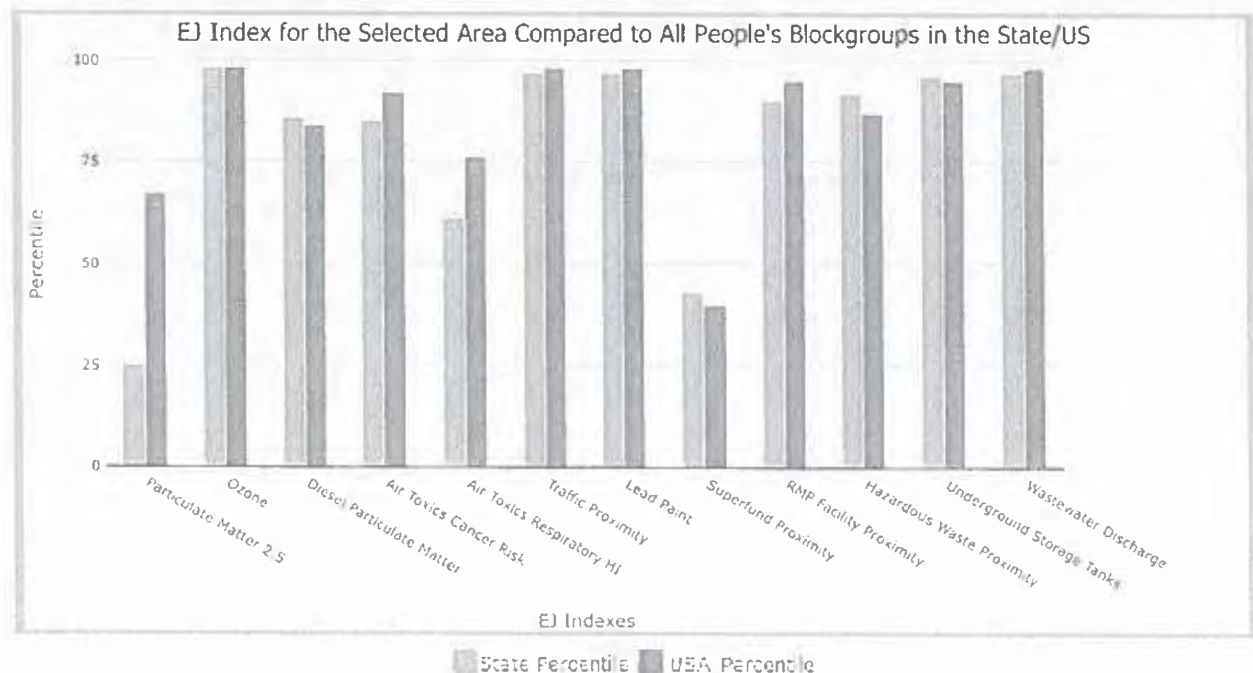
Blockgroup: 481410016001, TEXAS, EPA Region 6

Approximate Population: 1,024

Input Area (sq. miles): 0.09

12

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	25	67
EJ Index for Ozone	98	98
EJ Index for Diesel Particulate Matter*	86	84
EJ Index for Air Toxics Cancer Risk*	85	92
EJ Index for Air Toxics Respiratory HI*	61	76
EJ Index for Traffic Proximity	97	98
EJ Index for Lead Paint	97	98
EJ Index for Superfund Proximity	43	40
EJ Index for RMP Facility Proximity	90	95
EJ Index for Hazardous Waste Proximity	92	87
EJ Index for Underground Storage Tanks	96	95
EJ Index for Wastewater Discharge	97	98



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.



EJScreen Report (Version 2.1)

Blockgroup: 481410016001, TEXAS, EPA Region 6

Approximate Population: 1,024

Input Area (sq. miles): 0.09

12



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.77	9.5	9	8.67	28
Ozone (ppb)	54.5	40	98	42.5	92
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.26	0.211	67	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	30	31	83	28	80-90th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	5200	570	98	760	97
Lead Paint (% Pre-1960 Housing)	0.89	0.14	99	0.27	96
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	1.5	0.94	80	0.77	84
Hazardous Waste Proximity (facility count/km distance)	1.2	0.72	82	2.2	60
Underground Storage Tanks (count/km ²)	7.5	2.3	95	3.9	84
Wastewater Discharge (toxicity-weighted concentration/m distance)	1	0.38	98	12	93
Socioeconomic Indicators					
Demographic Index	75%	46%	85	35%	92
People of Color	100%	59%	99	40%	99
Low Income	49%	33%	72	30%	79
Unemployment Rate	0%	5%	0	5%	0
Limited English Speaking Households	59%	7%	99	5%	99
Less Than High School Education	45%	16%	92	12%	97
Under Age 5	9%	7%	74	6%	81
Over Age 64	29%	13%	91	16%	87

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



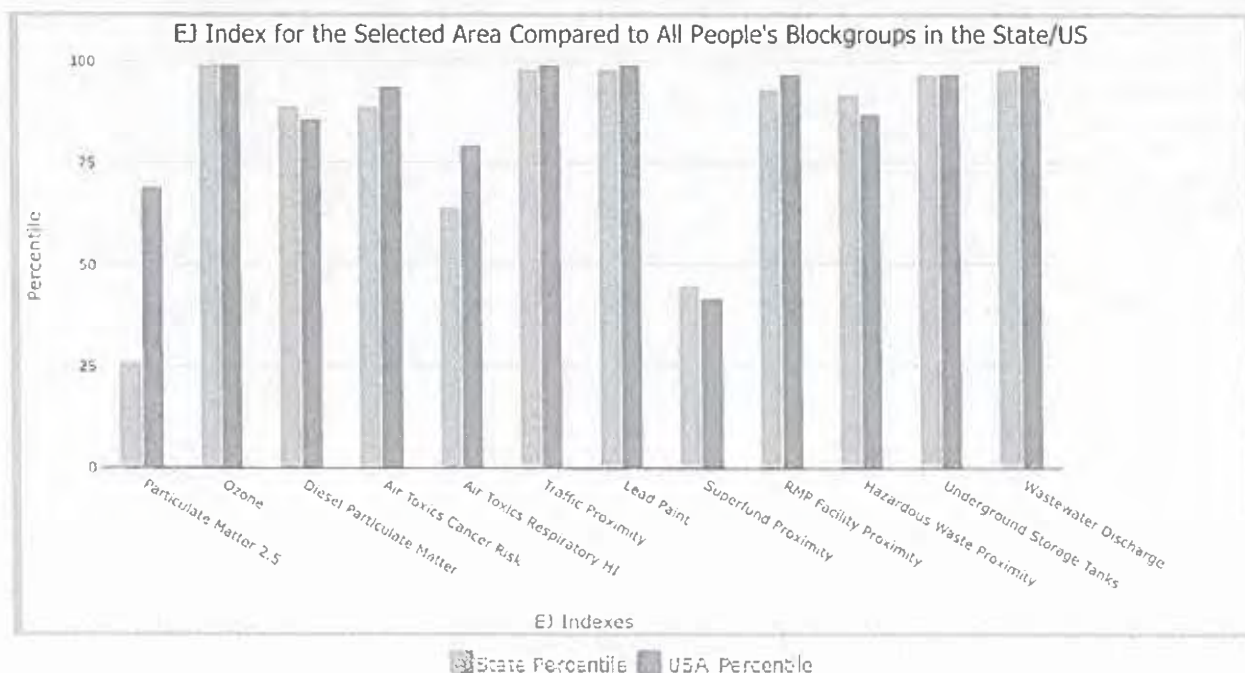
Blockgroup: 481410016004, TEXAS, EPA Region 6

Approximate Population: 1,147

Input Area (sq. miles): 0.17

13

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	26	69
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	89	86
EJ Index for Air Toxics Cancer Risk*	89	94
EJ Index for Air Toxics Respiratory HI*	64	79
EJ Index for Traffic Proximity	98	99
EJ Index for Lead Paint	98	99
EJ Index for Superfund Proximity	45	42
EJ Index for RMP Facility Proximity	93	97
EJ Index for Hazardous Waste Proximity	92	87
EJ Index for Underground Storage Tanks	97	97
EJ Index for Wastewater Discharge	98	99



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EJScreen Report (Version 2.1)
Blockgroup: 481410016004, TEXAS, EPA Region 6
Approximate Population: 1,147
Input Area (sq. miles): 0.17
13



Selected Variables	Value	State Avg.	%ile In State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.77	9.5	9	8.67	28
Ozone (ppb)	54.5	40	98	42.5	92
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.26	0.211	67	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	30	31	83	28	80-90th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	6000	570	99	760	98
Lead Paint (% Pre-1960 Housing)	0.85	0.14	98	0.27	94
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	1.6	0.94	82	0.77	85
Hazardous Waste Proximity (facility count/km distance)	0.94	0.72	76	2.2	55
Underground Storage Tanks (count/km ²)	7.4	2.3	94	3.9	84
Wastewater Discharge (toxicity-weighted concentration/m distance)	2	0.38	98	12	94
Socioeconomic Indicators					
Demographic Index	80%	46%	91	35%	95
People of Color	93%	59%	84	40%	91
Low Income	67%	33%	89	30%	92
Unemployment Rate	20%	5%	96	5%	95
Limited English Speaking Households	4%	7%	57	5%	73
Less Than High School Education	26%	16%	76	12%	88
Under Age 5	0%	7%	0	6%	0
Over Age 64	20%	13%	77	16%	68

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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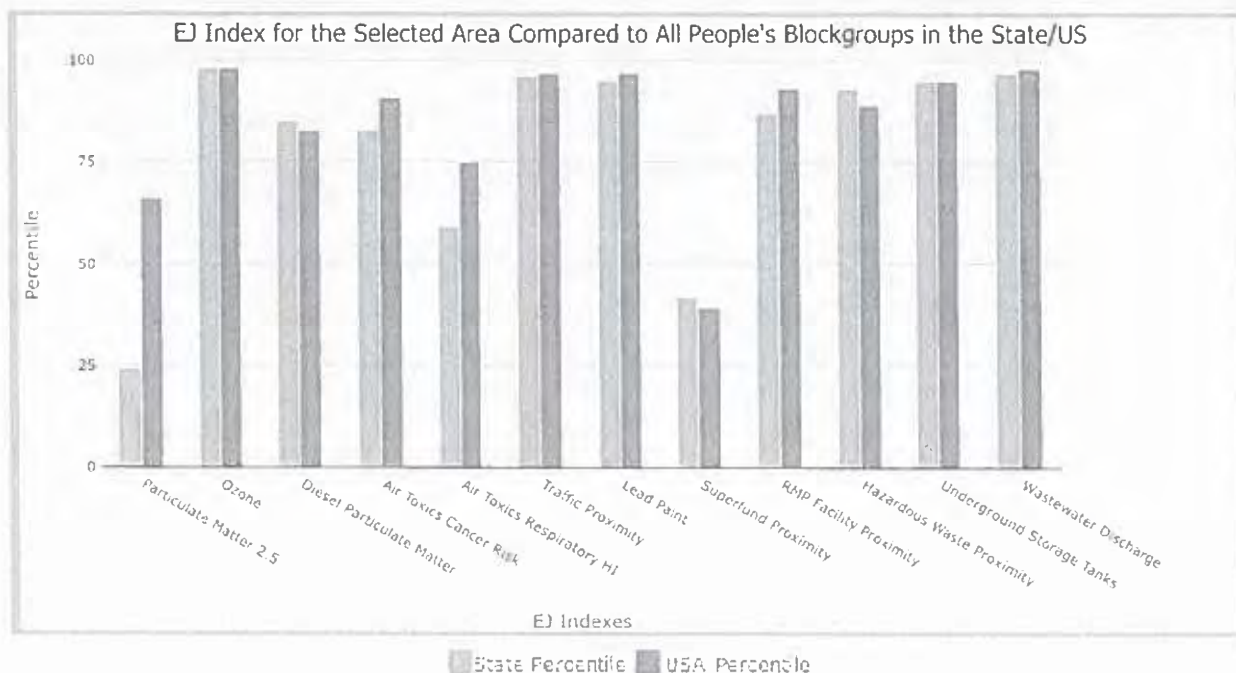
Blockgroup: 481410016003, TEXAS, EPA Region 6

Approximate Population: 577

Input Area (sq. miles): 0.09

14

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	24	66
EJ Index for Ozone	98	98
EJ Index for Diesel Particulate Matter*	85	83
EJ Index for Air Toxics Cancer Risk*	83	91
EJ Index for Air Toxics Respiratory HI*	59	75
EJ Index for Traffic Proximity	96	97
EJ Index for Lead Paint	95	97
EJ Index for Superfund Proximity	42	39
EJ Index for RMP Facility Proximity	87	93
EJ Index for Hazardous Waste Proximity	93	89
EJ Index for Underground Storage Tanks	95	95
EJ Index for Wastewater Discharge	97	98



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.



EJScreen Report (Version 2.1)

Blockgroup: 481410016003, TEXAS, EPA Region 6

Approximate Population: 577

Input Area (sq. miles): 0.09

14



Selected Variables	Value	State Avg.	%ile In State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.77	9.5	9	8.67	28
Ozone (ppb)	54.5	40	98	42.5	92
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.26	0.211	67	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	30	31	83	28	80-90th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	2700	570	95	760	93
Lead Paint (% Pre-1960 Housing)	0.76	0.14	96	0.27	89
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	1.3	0.94	77	0.77	81
Hazardous Waste Proximity (facility count/km distance)	1.6	0.72	87	2.2	66
Underground Storage Tanks (count/km ²)	8.4	2.3	96	3.9	86
Wastewater Discharge (toxicity-weighted concentration/m distance)	1.3	0.38	98	12	93
Socioeconomic Indicators					
Demographic Index	72%	46%	83	35%	91
People of Color	96%	59%	88	40%	93
Low Income	49%	33%	72	30%	78
Unemployment Rate	0%	5%	0	5%	0
Limited English Speaking Households	0%	7%	0	5%	0
Less Than High School Education	7%	16%	37	12%	46
Under Age 5	0%	7%	0	6%	0
Over Age 64	10%	13%	41	16%	28

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 14, 2022

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EIScreen Report (Version 2.1)



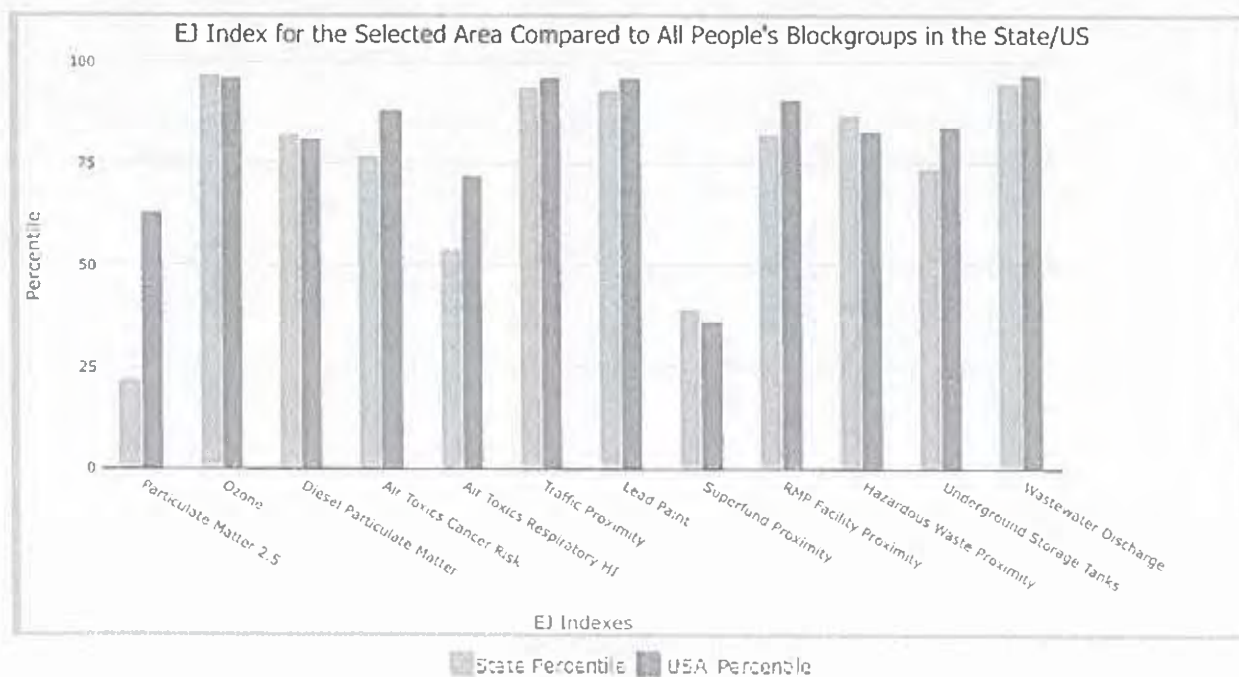
Blockgroup: 481410016005, TEXAS, EPA Region 6

Approximate Population: 580

Input Area (sq. miles): 0.14

15

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	22	63
EJ Index for Ozone	97	96
EJ Index for Diesel Particulate Matter*	82	81
EJ Index for Air Toxics Cancer Risk*	77	88
EJ Index for Air Toxics Respiratory HI*	54	72
EJ Index for Traffic Proximity	94	96
EJ Index for Lead Paint	93	96
EJ Index for Superfund Proximity	39	36
EJ Index for RMP Facility Proximity	82	91
EJ Index for Hazardous Waste Proximity	87	83
EJ Index for Underground Storage Tanks	74	84
EJ Index for Wastewater Discharge	95	97



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EJScreen Report (Version 2.1)

Blockgroup: 481410016005, TEXAS, EPA Region 6

Approximate Population: 580

Input Area (sq. miles): 0.14

15



Selected Variables	Value	State Avg.	%ile In State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.77	9.5	9	8.67	28
Ozone (ppb)	54.5	40	98	42.5	92
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.26	0.211	67	0.294	50-60th
Air Toxics Cancer Risk* (lifetime risk per million)	30	31	83	28	80-90th
Air Toxics Respiratory HI*	0.3	0.35	45	0.36	<50th
Traffic Proximity (daily traffic count/distance to road)	5100	570	98	760	97
Lead Paint (% Pre-1960 Housing)	0.83	0.14	98	0.27	93
Superfund Proximity (site count/km distance)	0.015	0.084	18	0.13	11
RMP Facility Proximity (facility count/km distance)	1.2	0.94	74	0.77	79
Hazardous Waste Proximity (facility count/km distance)	1.2	0.72	81	2.2	59
Underground Storage Tanks (count/km ²)	2.2	2.3	60	3.9	60
Wastewater Discharge (toxicity-weighted concentration/m distance)	2.8	0.38	99	12	95
Socioeconomic Indicators					
Demographic Index	66%	46%	75	35%	87
People of Color	96%	59%	87	40%	93
Low Income	36%	33%	56	30%	63
Unemployment Rate	4%	5%	55	5%	54
Limited English Speaking Households	33%	7%	94	5%	96
Less Than High School Education	25%	16%	74	12%	87
Under Age 5	0%	7%	0	6%	0
Over Age 64	24%	13%	86	16%	79

* Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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December 14, 2022

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EJScreen Report (Version 2.1)



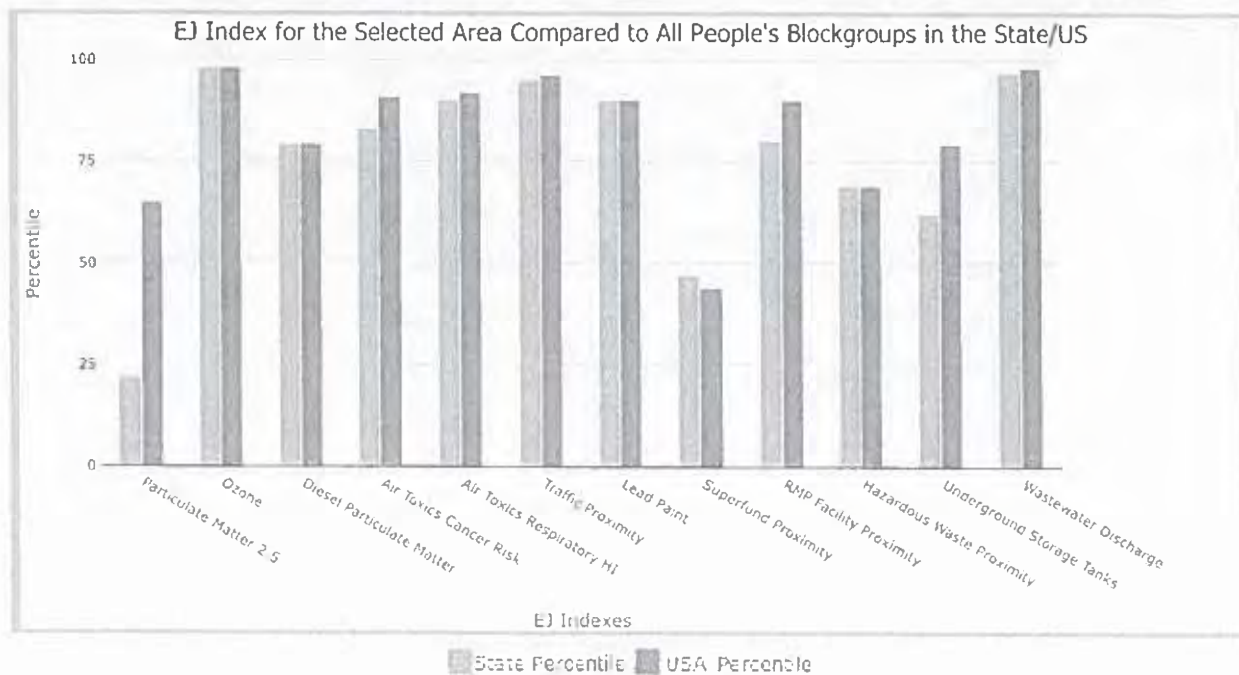
Blockgroup: 481410014001, TEXAS, EPA Region 6

Approximate Population: 446

Input Area (sq. miles): 2.20

16

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	22	65
EJ Index for Ozone	98	98
EJ Index for Diesel Particulate Matter*	79	79
EJ Index for Air Toxics Cancer Risk*	83	91
EJ Index for Air Toxics Respiratory HI*	90	92
EJ Index for Traffic Proximity	95	96
EJ Index for Lead Paint	90	90
EJ Index for Superfund Proximity	47	44
EJ Index for RMP Facility Proximity	80	90
EJ Index for Hazardous Waste Proximity	69	69
EJ Index for Underground Storage Tanks	62	79
EJ Index for Wastewater Discharge	97	98



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EJScreen Report (Version 2.1)
Blockgroup: 481410014001, TEXAS, EPA Region 6
Approximate Population: 446
Input Area (sq. miles): 2.20
16



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.73	9.5	8	8.67	27
Ozone (ppb)	55.2	40	99	42.5	93
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.225	0.211	56	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	30	31	83	28	80-90th
Air Toxics Respiratory HI*	0.4	0.35	94	0.36	80-90th
Traffic Proximity (daily traffic count/distance to road)	1800	570	92	760	90
Lead Paint (% Pre-1960 Housing)	0.39	0.14	82	0.27	65
Superfund Proximity (site count/km distance)	0.016	0.084	21	0.13	13
RMP Facility Proximity (facility count/km distance)	0.81	0.94	63	0.77	70
Hazardous Waste Proximity (facility count/km distance)	0.22	0.72	45	2.2	33
Underground Storage Tanks (count/km ²)	0.87	2.3	39	3.9	46
Wastewater Discharge (toxicity-weighted concentration/m distance)	3.7	0.38	99	12	95
Socioeconomic Indicators					
Demographic Index	72%	46%	83	35%	91
People of Color	93%	59%	84	40%	91
Low Income	52%	33%	75	30%	81
Unemployment Rate	10%	5%	82	5%	82
Limited English Speaking Households	41%	7%	96	5%	97
Less Than High School Education	31%	16%	81	12%	91
Under Age 5	0%	7%	0	6%	0
Over Age 64	12%	13%	49	16%	35

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

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EJScreen Report (Version 2.1)



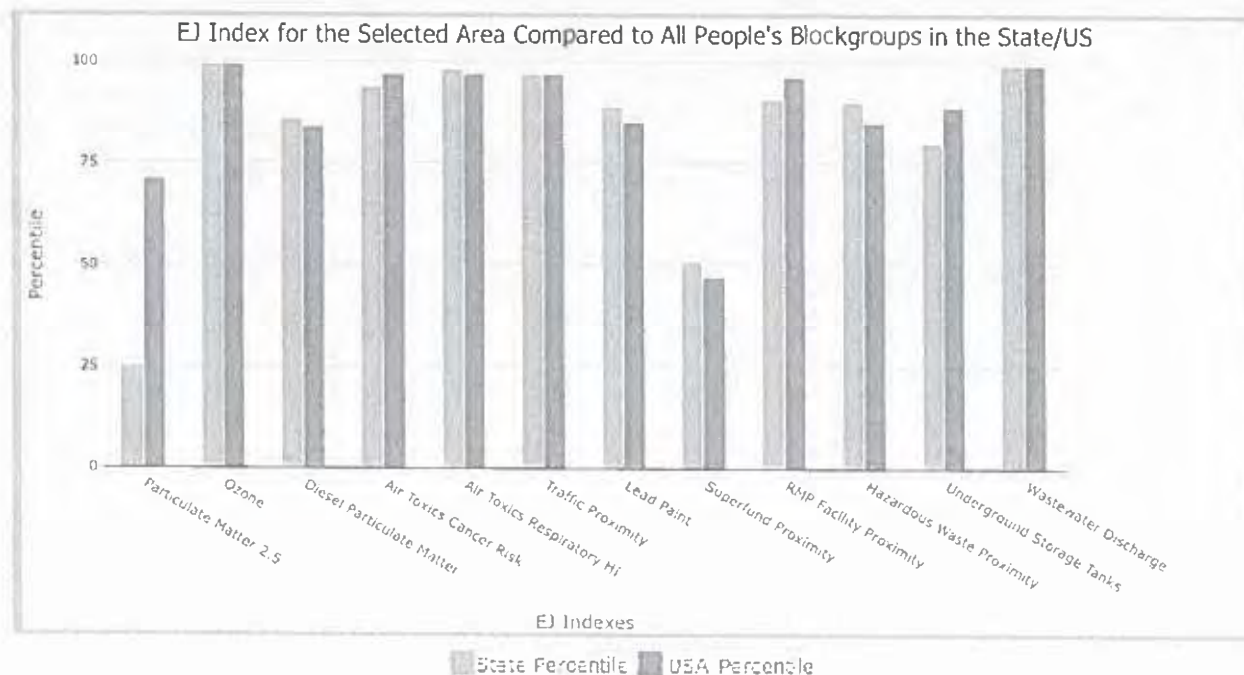
Blockgroup: 481410014003, TEXAS, EPA Region 6

Approximate Population: 649

Input Area (sq. miles): 0.87

17

Selected Variables	State Percentile	USA Percentile
Environmental Justice Indexes		
EJ Index for Particulate Matter 2.5	25	71
EJ Index for Ozone	99	99
EJ Index for Diesel Particulate Matter*	86	84
EJ Index for Air Toxics Cancer Risk*	94	97
EJ Index for Air Toxics Respiratory HI*	98	97
EJ Index for Traffic Proximity	97	97
EJ Index for Lead Paint	89	85
EJ Index for Superfund Proximity	51	47
EJ Index for RMP Facility Proximity	91	96
EJ Index for Hazardous Waste Proximity	90	85
EJ Index for Underground Storage Tanks	80	89
EJ Index for Wastewater Discharge	99	99



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EJScreen Report (Version 2.1)
Blockgroup: 481410014003, TEXAS, EPA Region 6
Approximate Population: 649
Input Area (sq. miles): 0.87
17



Selected Variables	Value	State Avg.	%ile in State	USA Avg.	%ile in USA
Pollution and Sources					
Particulate Matter 2.5 ($\mu\text{g}/\text{m}^3$)	7.73	9.5	8	8.67	27
Ozone (ppb)	55.2	40	99	42.5	93
Diesel Particulate Matter* ($\mu\text{g}/\text{m}^3$)	0.225	0.211	56	0.294	<50th
Air Toxics Cancer Risk* (lifetime risk per million)	30	31	83	28	80-90th
Air Toxics Respiratory HI*	0.4	0.35	94	0.36	80-90th
Traffic Proximity (daily traffic count/distance to road)	940	570	85	760	80
Lead Paint (% Pre-1960 Housing)	0.16	0.14	66	0.27	43
Superfund Proximity (site count/km distance)	0.016	0.084	20	0.13	12
RMP Facility Proximity (facility count/km distance)	1.1	0.94	71	0.77	77
Hazardous Waste Proximity (facility count/km distance)	0.59	0.72	66	2.2	47
Underground Storage Tanks (count/km ²)	1.7	2.3	53	3.9	55
Wastewater Discharge (toxicity-weighted concentration/m distance)	0.98	0.38	98	12	93
Socioeconomic Indicators					
Demographic Index	87%	46%	96	35%	98
People of Color	95%	59%	86	40%	92
Low Income	80%	33%	96	30%	97
Unemployment Rate	17%	5%	94	5%	93
Limited English Speaking Households	7%	7%	66	5%	80
Less Than High School Education	18%	16%	63	12%	77
Under Age 5	10%	7%	80	6%	86
Over Age 64	1%	13%	5	16%	3

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

For additional information, see: www.epa.gov/environmentaljustice

EJScreen is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJScreen documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJScreen outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.

December 14, 2022

3/3

Attachment D
Responses to Comment Themes

Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 – Responses to Comments Themes

Comment Theme	Comment Theme Response
Air Quality/Health	<p>Air Quality</p> <p>The Downtown 10 project is intended to improve mobility and safety, and reduce congestion within the project limits, which can reduce vehicle idling and thereby potentially improve air quality.</p> <p>The additional travel lanes contemplated as part of proposed project alternatives will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under each alternative there may be localized areas where ambient concentrations of mobile source air toxics (MSAT) could be higher under certain Build Alternatives than the No Build Alternative. However, the magnitude and the duration of these potential increases compared to the No Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region- wide MSAT levels to be significantly lower than today.</p> <p>In accordance with state and federal air quality regulations, required air quality analyses will be conducted on the identified recommended alternative(s) as part of the environmental process. These analyses include:</p> <ul style="list-style-type: none">- Carbon Monoxide (CO) Traffic Air Quality Analysis (TAQA)- Quantitative MSAT Analysis- Green House Gas (GHG) Analysis- CO and Particulate Matter (PM) 10 Non-attainment Conformity Processes, which may include Hot-spot Analyses- Congestion Management Process (CMP) for ozone non-attainment- Project Level Conformity Analysis
	<p>Health</p> <p>TxDOT is undertaking the most rigorous level of environmental analysis with the development of an Environmental Impact Statement (EIS) for the Downtown 10 project. Studies conducted as part of the EIS process that relate to human health impacts/benefits include:</p> <ul style="list-style-type: none">• Air Quality Analyses <p>Community Impacts Assessment</p> <ul style="list-style-type: none">• Hazardous Materials Initial Site Assessment• Traffic Noise Analysis
Bike/Ped/Public Transit	<p>Continuous bicycle and pedestrian paths are included in all Viable Alternatives. TxDOT is evaluating multimodal enhancements to north-south crossings, including wider and more accessible cross-streets at multiple locations. Viable Alternatives that include frontage roads (Alternatives G, H, and I) would also include widened sidewalks, shared use paths, and cycle tracks (in some locations), developed in compliance with current design guidelines that provide for safe separation from vehicle traffic. In addition, street crossings at intersections have been enhanced to include additional safety measures for pedestrians and cyclists, such as smaller-curve radii, clearly marked crossings, and, in some locations, protected intersections. Bicycle and pedestrian bridges that cross I-10 are being considered to provide safe and efficient bicycle and pedestrian access between uptown and downtown.</p> <p>Potential bicycle routes are being evaluated in coordination with the City of El Paso Bicycle Master Plan, Metropolitan Planning Organization (MPO) bicycle/multimodal planned projects, and TxDOT's bicycle/multimodal planned projects. TxDOT has assembled a bicycle and pedestrian advisory committee comprised of local, regional, and statewide bicycle stakeholders. This committee has provided input at two meetings and will continue to provide input as the environmental process moves forward.</p> <p>Mass transit decisions in the project area are made by Sun Metro. TxDOT continues to coordinate with Sun Metro to find opportunities to enhance and encourage mass transit use and ridership in El Paso.</p>
Community/EJ/Equity	<p>In accordance with the Executive Order (EO) 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” TxDOT will “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” In addition, as part of the Downtown 10 alternatives analysis and the environmental process, potential impacts to low-income, minority, and limited English proficiency (LEP) populations have been and will continue to be assessed.</p> <p>A Community Impacts Assessment, which will be conducted as part of the National Environmental Policy Act (NEPA) process, will explore and evaluate the needs of adjacent communities and document the existing and projected social environment with and without the proposed action. The assessment will include an analysis of mobility, safety, neighborhood and community cohesion, isolation, impacts of potential displacements, availability of affordable housing, and other community issues. TxDOT will focus on determining the potential impacts to minority, low-income, and LEP populations, elderly populations, and people with disabilities and children. Impacts to these resources will be avoided and minimized to the extent possible.</p>

Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 – Responses to Comments Themes

Comment Theme	Comment Theme Response
Connectivity	<p>I-10 serves primarily as an east-west transportation corridor, and one purpose of the project is to improve corridor mobility along I-10. In addition, an important objective of the project is improving north to south mobility across I-10, therefore, improving north to south mobility across I-10 has been incorporated as part of the project Goals and Objectives.</p> <p>To incorporate these Goals and Objectives, Viable Alternatives D, G, H, and I have been developed with the aim of consolidating crossings (north to south) and enhancing the overall quality of the transportation network in the area. The Viable Alternatives incorporate various features that separate vulnerable road users from vehicular traffic, thus improving safety for all users. Furthermore, TxDOT is working closely with the City of El Paso to ensure seamless integration with their street network and proposed bike plan.</p>
Design suggestion	<p>TxDOT will consider design suggestions provided at the Agency and Public Scoping Meetings.</p>
Drainage	<p>Within each Viable Alternative, TxDOT is evaluating opportunities to fix and possibly improve the drainage conditions within the project limits. TxDOT has and will continue to coordinate with El Paso Water regarding drainage improvements.</p>
Effects to Local Small Businesses and Residences	<p>Alternative Analyses conducted to date have included adjusting the proposed right-of-way (ROW) line to avoid and minimize impacts to local businesses and residents to the extent possible. For example, all Viable Alternatives minimize impacts by shifting the alignments south into UPRR property, which reduced impacts to local businesses and residents to the north of I-10. TxDOT has been in coordination with UPRR regarding the Viable Alternatives throughout the project development process.</p> <p>An established ROW footprint will be defined once Recommended Preferred Alternative(s) are identified and will be used as a study area to conduct detailed environmental analyses. If the NEPA decision for the proposed project results in the selection of a build alternative, ROW negotiations and purchasing would begin. Additional information on the ROW process can be found on the TxDOT website (https://ftp.txdot.gov/pub/txdot-info/row/row-overview-white-paper.pdf) or by contacting the TxDOT District office for assistance (Downtown10@txdot.gov).</p>
General Environment	<p>Based on the NEPA process, TxDOT determined that the Downtown 10 Project will be classified and prepared as an Environmental Impact Statement (EIS) that will evaluate a range of Viable Build Alternatives and a No-build Alternative.</p> <p>In compliance with the NEPA and other state and federal environmental regulations, TxDOT has considered potential environmental impacts as part of the alternative development and screening process. When a recommended preferred alternative or alternatives are identified, detailed assessments of potential impacts to property owners, natural vegetation, water resources, cultural resources, hazardous materials, community impacts, access and travel patterns, air quality, traffic noise, historic resources, and environmental justice and LEP populations. Impacts will be avoided, minimized, and mitigated when possible. The resulting study information will be documented in the Draft EIS, which will be available for review at the time of the Public Hearing.</p>
Historic/Cultural Resources	<p>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. To date there are three organizations that are officially participating as consulting parties under Section 106 of the National Historic Preservation Act - Sunset Heights Neighborhood Improvement Association, the El Paso County Historical Society, and the El Paso County Historical Commission. Along with the Texas State Historic Preservation Office (SHPO), the consulting parties will review TxDOT's efforts to identify and evaluate the proposed project's potential to affect historic properties. Private individuals can also provide feedback and comments on potential impacts to historic properties informally or as an official consulting party. If you would like to continue to participate informally, we encourage you to sign up to receive project updates on our website here: https://www.reimaginei10.com/downtown10.html. If you would like to participate as an official Section 106 consulting party or if you have information you feel our team needs to know regarding historic resources, please contact us at Downtown10@txdot.gov.</p>

Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 – Responses to Comments Themes

Comment Theme	Comment Theme Response
Noise/Vibration	<p>As part of the environmental process, TxDOT will evaluate potential traffic noise impacts to adjacent properties, per TxDOT and FHWA guidelines. Based on the findings of the traffic noise analysis, noise abatement barriers could potentially be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost, and constructability. As per FHWA/TxDOT standard practices, the results of the traffic noise study and the locations and characteristics of any proposed noise barriers will be voted on by impacted property owners before preparing the final design.</p> <p>There are currently no Federal requirements directed specifically to highway traffic induced vibration. All studies that highway agencies have conducted to assess the impact of operational traffic induced vibrations have shown that both measured and predicted vibration levels are less than any known criteria for structural damage to buildings. In fact, normal living activities (e.g., closing doors, walking across floors, operating appliances) within a building have been shown to create greater levels of vibration than highway traffic.</p> <p>https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide09.cfm#:~:text=There%20are%20no,vibration%20analysis%20report.</p>
Against Project/ Support No-Build	<p>As described in the Purpose and Need statement, the project is needed due to traffic congestion and mobility issues, concerns surrounding incident management and aging infrastructure, substandard pavement conditions, and failure to meet current design standards.</p>
Request Revision to the Purpose and Need to add: Safety, Health, or Environment	<p>Federal regulations require that the purpose and need statement “briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action.”</p> <p>The Downtown 10 project purpose and need statement is provided below (as shown in the Public Scoping Meeting):</p> <p>The project is needed due to the following within the project limits:</p> <ul style="list-style-type: none">• Traffic congestion and mobility issues• Concerns surrounding incident management• Failure to meet current design standards <p>The need for the proposed project was identified and refined through the Reimagine I-10 Study, including input from stakeholder workgroups and the public. Input from these entities, combined with background research, helped to define a preliminary assessment of the need for the proposed project. These preliminary project needs have continued to be refined through the NEPA process to date and will continue to be refined as new information is available.</p> <p>The purpose of the proposed project is to improve mobility and long-term congestion management, reduce potential conflict points, improve incident management, and bring the facility up to current design standards within the project limits.</p> <p>Safety is included in the purpose and need through addressing congestion, mobility, incident management, design standards, and conflict points. In addition, the Downtown 10 Goals and Objectives of the proposed project were identified to define the conceptual direction of the project and help develop potential solutions and include the following: local, regional, and national connectivity; the minimization of potential environmental impacts; improvements to multimodal connections and pedestrian and bicycle access; and updating design to current standards. Therefore, the current project includes the minimization of potential environmental impacts within the project Goals and Objectives and also through the NEPA process and other environmental regulations. Regarding project considerations on public health, please see the response to the “Health” comment theme, above.</p>
Revisit Conceptual Alt B and F – or – Alternative Differentiation	<p>Based on the Downtown 10 Conceptual Alternative Analysis, Conceptual Alternative B and Conceptual Alternative F were considered under the NEPA process yet were not carried forward as Viable Alternatives. Conceptual Alternative B did not address the Preliminary Evaluation Criteria for Mobility (Level of Service (LOS), travel time index, percent traffic served, and incidental management) in the alternative analysis. Viable Alternative D is similar to Conceptual Alternative B; however Viable Alternative D ranks higher in the Preliminary Evaluation Criteria for Mobility than Conceptual Alternative B, maintains the existing ROW in the downtown area, does not add continuous frontage roads west of the downtown area, and maintains all of the existing downtown bridge locations. Additional benefits of Viable Alternative D over Conceptual Alternative B include improving emergency service access, providing enhanced bike and pedestrian facilities, and improving ramp connections along the corridor.</p> <p>Conceptual Alternative F would theoretically divert the existing mainlane traffic through tunneled lane(s) and would maintain much of the existing geometry of I-10. This resulted in a low ranking in the Preliminary Evaluation Criteria for Design (Design Requirements, Construction Complexity, and Maintenance, and Construction Costs). To date, this Conceptual Alternative would be the longest continuous roadway tunnel in the United States of America and would utilize two tunnel boring machines for construction. This alternative would also require additional secondary tunnel elements such as dedicated emergency service buildings, multiple cross-passage and refuges, tunnel lateral walkways, ventilation stacks, system facilities, drainage pumping stations, sprinklers, fire deluge systems, hazardous material traps, robust lighting, signage, and communication systems, and multiple dedicated electrical substations with redundancy for safety purposes. In addition, the alternative would require a significant increase in TxDOT’s maintenance allowances as well as require specialized training for Emergency Services (Fire, police, Emergency Medical Services [EMS]). Lastly, Conceptual Alternative F did not address mainlane geometric issues (i.e. roadway grades, horizontal curves, superelevation, pavement cross slopes, lane widths, shoulders, barriers/medians, etc.), operational deficiencies (i.e. design speed, access control at exit/entrance ramps, ramp proximity, cross road and interchange deficiencies/issues, etc.), freight/interstate vertical clearance standards, or accommodate enhanced bike and pedestrian amenities included in Viable Alternatives D, G, H, and I.</p>

Downtown 10 Public Scoping Meeting - November 30, 2022 - January 11, 2023 – Responses to Comments Themes

Comment Theme	Comment Theme Response
Alternate Route Around El Paso	TxDOT has existing and planned future connections to Loop 375 to relieve I-10. Additionally, the El Paso MPO's Travel 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 El Paso originate and/or are destined to locations adjacent to I-10 within the city limits, and therefore would not be served effectively by an alternate route around El Paso.
Safety/Accidents	<p>The Downtown 10 project intends to improve safety for all modes of transportation in the following ways:</p> <ul style="list-style-type: none">• Adding frontage roads in Viable Alternatives G, H, and I to improve incident management.• Reconstructing pavement would reduce crashes caused by sudden stopping or swerving to avoid potholes, cracks, and other pavement deficiencies. Reconstructing pavement would also reduce wear and tear on tires, which can lead to blowouts and cause crashes.• Consolidating ramps would reduce crash rates by reducing the number of conflict points where merging vehicles can collide.• Providing speed-change lanes at freeway entrances and exits would reduce crash rates by giving drivers more time to find an opening to merge onto the mainlanes. Speed-change lanes would also reduce speed differentials between mainlane traffic and merging or exiting traffic, leading to fewer sudden stops and lane changes which can cause crashes.• Providing adaptive lanes, which could be used by emergency vehicles to improve incident response times.• Consolidating driveways would reduce the number of conflict points where turning vehicles can collide with through traffic, cyclists, and pedestrians.• Providing high-quality shared use paths for cyclists and pedestrians along and across I-10 would separate cyclists and pedestrians from motor vehicle traffic. These paths are wider than existing sidewalks (which are discontinuous in many areas) and provide greater buffer distance from motor vehicle traffic. Bicycle lanes are also provided along key connections to separate cyclists from pedestrians.• Providing clearly marked and setback crossings for cyclists and pedestrians would make cyclists and pedestrians more visible to drivers.• The Downtown 10 project engineers would analyze reducing curb radii and providing raised intersections to reduce travel speeds for vehicles at intersections where a large number of cyclists and pedestrians are expected.
Traffic/Induced demand	Downtown 10 forecasting methodology will follow Federal Highway Administration standards and procedures. Project traffic forecasts are based on a variety of data sources, including historical traffic counts, Texas Department of Transportation forecasts, and the Metropolitan Planning Organization travel demand model. Together, these sources incorporate long-range and recent traffic volume trends, regional population and employment forecasts and future land-use types and locations to generate future roadway volumes.
Deck Plaza	Any proposed “deck plaza” concepts will be developed separately from this project, and by entities other than TxDOT. TxDOT was requested to design I-10 in a way that does not preclude a future deck plaza in a build scenario.

Attachment E

Figures/Exhibits Presented in the Public Scoping Meeting

Station boards

Roll Plots

Handouts for the Virtual Public Meeting

Narration Script (English and Spanish)

Comment Card (English and Spanish)

Contents

1. Display Materials
2. Meeting Handouts



PUBLIC SCOPING MEETING

NOVEMBER 30, 2022

WELCOME TO THE DOWNTOWN 10 PROJECT

From Executive Center Boulevard to State Loop 478 (Copia Street)

CSJ: 2121-02-166

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 9, 2019, and executed by FHWA and TxDOT.





PURPOSE OF PUBLIC SCOPING MEETING



The purpose is to provide an opportunity to review and comment on:

- Draft Coordination Plan And Schedule
- Draft Project Purpose And Need
- The Alternatives
- Draft Range of Alternatives Technical Report

In addition, the Scoping Meeting will provide an opportunity to give input on:

- Any expected environmental impacts
- Anticipated permits or other authorizations
- Any significant issues that will be analyzed in depth in the Environmental Impact Statement



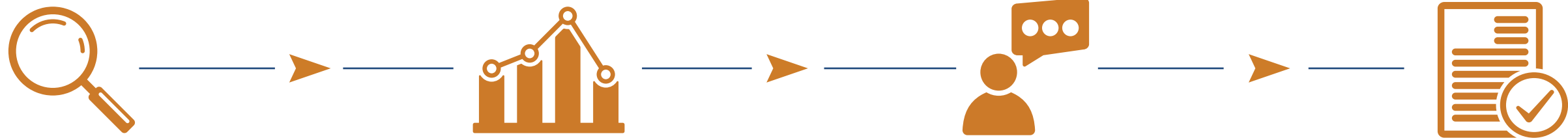
ENVIRONMENTAL IMPACT STATEMENT



- **The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions**
- **An Environmental Impact Statement is prepared when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment**
- **Development of the project began in 2019. Since that time, TxDOT has conducted initial project development activities and extensive public involvement**
- **Based on the National Environmental Policy Act process, TxDOT determined the project will now be classified and prepared as an Environmental Impact Statement that will evaluate a range of build alternatives and a no-build alternative**

Scoping is an open process involving the public and federal, state, and local agencies that determine a range of issues, alternatives, and potential environmental impacts considered in the Environmental Impact Statement

We Are Here



SCOPING

- **Issue Notice of Intent**
- **Host Agency and Public Scoping Meetings** – present and gather input on the draft Purpose and Need, Range of Alternatives, Methodology and Level of Detail for Analyzing Alternatives, and draft Agency Coordination Plan

CONDUCT VIABLE ALTERNATIVES ANALYSIS

- **Utilize agency and public input to refine viable alternatives and analyze any new alternative(s)**
- **Analyze how each alternative may impact the human and natural environment**
- **Assess engineering constraints relating to each alternative**

DRAFT ENVIRONMENTAL IMPACT STATEMENT & PUBLIC HEARING

- **Identify Preferred Alternative(s)**
- **Conduct Detailed Environmental Studies on Preferred Alternative(s)**
- **Further Develop Schematic Design**
- **Host Public Hearing** – present and gather input on the draft Environmental Impact Statement document including the Preferred Alternative(s)

FINAL ENVIRONMENTAL IMPACT STATEMENT & RECORD OF DECISION

- **Identify Environmentally Preferred Alternative**
- **Respond to Comments on Draft Environmental Impact Statement**
- **Finalize the Environmental Impact Statement**
- **Issue Record of Decision**



DOWNTOWN 10 PROJECT OVERVIEW



DOWNTOWN 10 PROJECT

The proposed Downtown 10 project would improve I-10 from Executive Center Boulevard to State Loop 478 (Copia Street), a distance of approximately 5.7 miles. Proposed improvements may include widening and reconstruction of the mainlanes and reconstruction of cross streets. In addition, improvements may include the construction of retaining walls, bridges, and ramps, as well as the development of continuous frontage roads. Multimodal connections for pedestrians, cyclists, and transit users are also proposed.

PREVIOUS STUDIES

Reimagine I-10 Corridor Study

In 2016, TxDOT conducted a study of the I-10 corridor from the New Mexico-Texas state line to Tornillo, which is 56 miles in length. The Segment 2 – Downtown was identified as a priority segment.

Mesa Study

The traffic engineering and planning study identified and evaluated all transportation aspects associated with the Mesa Street (SH 20) corridor from Doniphan Drive (SH 20) to Texas Avenue (SH 20).

PROJECT LENGTH: 5.7 MI **PROJECT LIMITS:** EXECUTIVE CENTER BLVD TO STATE LOOP 478 (COPIA ST)



200,000 

Existing volumes of vehicles per day in 2018

TxDOT Statewide Planning Map AADTs

33 mph 

Average peak-hour travel speed in 2019

Texas's Most Congested Roadways 2019

34% 

Average increase in traffic since 1999

TxDOT Statewide Planning Map AADTs

162% 

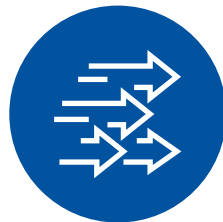
Increase in export growth since 2010

Texas-Mexico Border Transportation Master Plan 2020

Purpose and Need is the factual foundation to screen and compare design alternatives and demonstrate – through measurable and quantifiable metrics – where improvements are needed.

NEED FOR THE PROJECT

The need for the proposed project was identified and refined through the Reimagine I-10 Corridor Study and Downtown 10 initial project development, which included input from meeting with the project steering committees, workgroups, and public. Participation from these entities, combined with background research, helped to define a preliminary assessment of the need for the proposed project. The I-10 project between Executive Center Boulevard and State Loop 478 (Copia Street) is needed because of:



Traffic congestion and mobility issues



Concerns surrounding incident management



Failure to meet current design standards

PURPOSE OF THE PROJECT

The purpose of the proposed project within the project limits (Executive Center Boulevard and State Loop 478 [Copia Street]) is to:



Improve mobility and long-term congestion management



Reduce potential conflict points and improve incident management



Bring facility up to current design standards

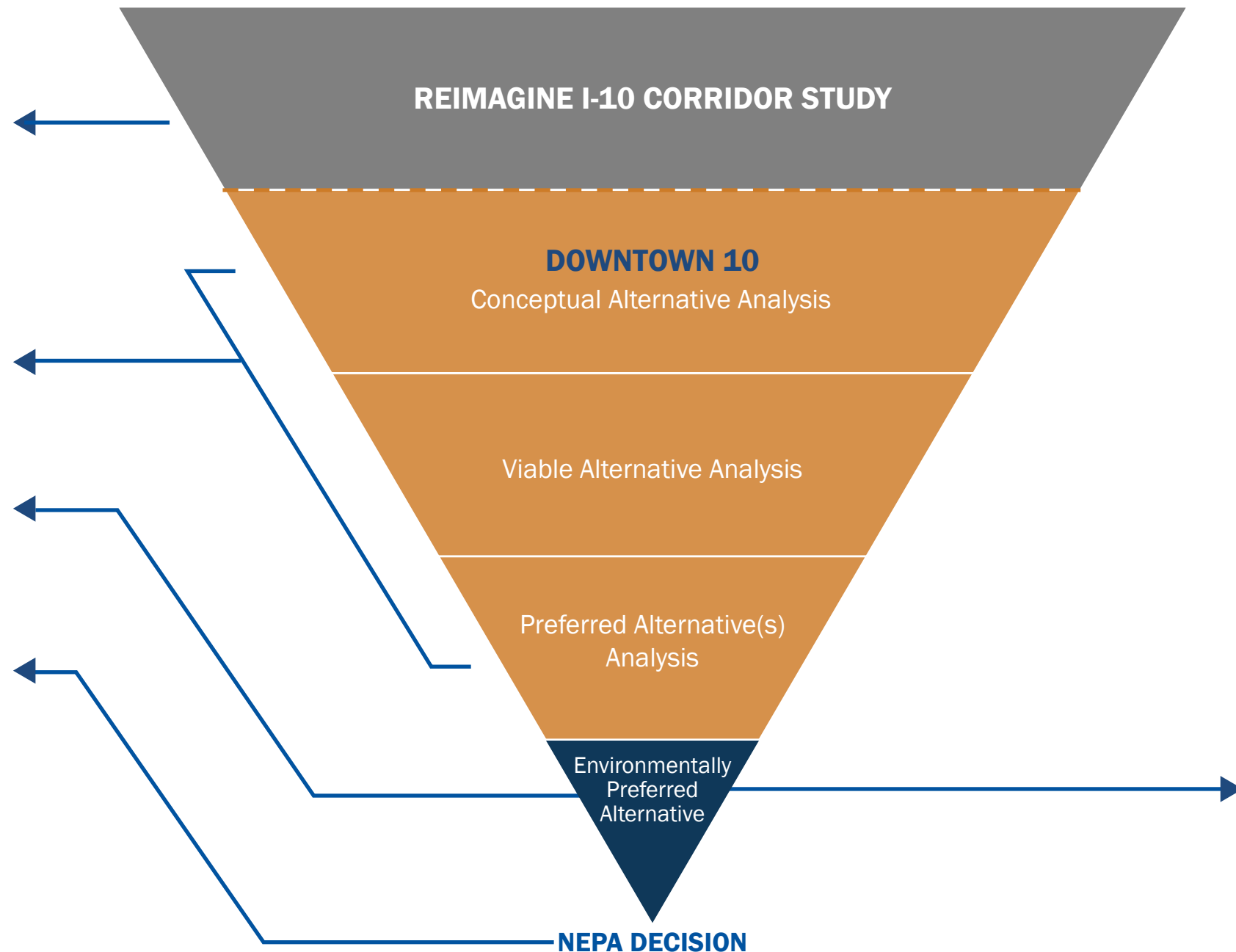
RIGHT OF WAY PROCESS

Environmental Constraints were identified within the Study Area, and impacts to those constraints were minimized and avoided where practicable

Conceptual right of way footprints created for each phase of the process are revised and, if possible, minimized as alternatives are refined

Right of way established for use in conducting environmental investigations and potential mitigation

After environmental decision, the right of way process would be initiated



The environmental process occurs throughout the lifespan of the project, and includes evaluation of potential environmental impacts in compliance with the National Environmental Policy Act and other state and federal environmental regulations.

In this final phase of the National Environmental Policy Act Process, tasks will include evaluation of the preferred alternative(s) and no build alternative and includes detailed 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 Communities
- Limited English Proficiency Communities
- 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.



SECTION 106 PROCESS: NEXT STEPS



In our first two rounds of public outreach, several individuals requested more information regarding the historic resources process, and some specifically requested Consulting Party status in public meeting comments.

Consulting Parties to date include:

- El Paso County Historical Society
- Sunset Heights Neighborhood Improvement Association
- El Paso County Historical Commission
- City of El Paso Historic Preservation Officer
- National Parks Service National Trails Office
- Three private individuals

Do you know of other people or organizations with specific knowledge of local historic resources that we should contact?

We will continue to provide information at all meetings regarding the Section 106 Process and the Consulting Party role.

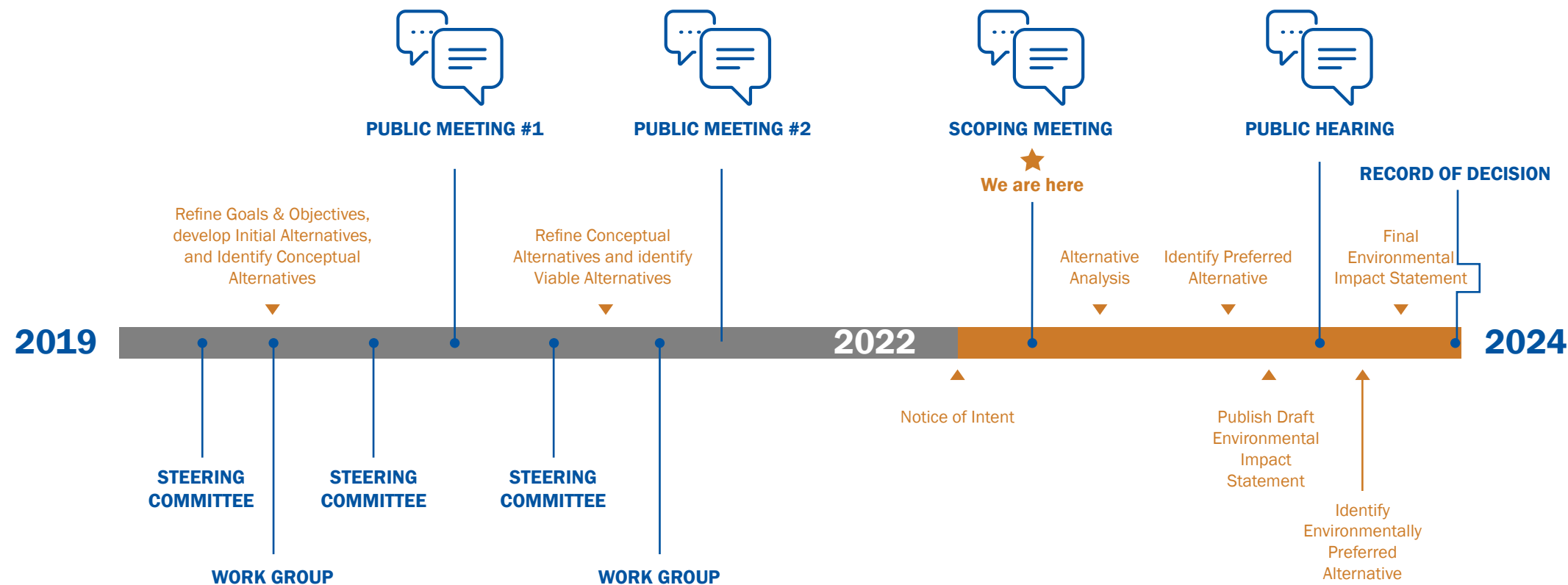
Once a preferred alternative or alternatives are identified, the project team will conduct historic resources surveys and continue coordination with the Consulting Parties.

For more information about the Section 106 Process, please visit the project website to review our D10 Talk





ENVIRONMENTAL IMPACT STATEMENT TIMELINE AND NEXT STEPS*



Work on the Downtown 10 project began in 2019 with a series of meetings and workshops with individuals, elected officials, local organizations, and steering committee members. The Downtown 10 project began by initiating the corridor traffic analysis and the existing conditions data collection. Goals and objectives were refined from the Reimagine I-10 Corridor Study and viable alternatives were identified.

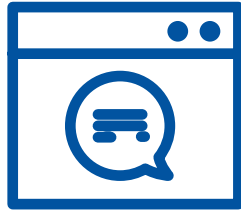
Based on the National Environmental Policy Act process, TxDOT determined the Downtown 10 project will now be classified and prepared as an Environmental

Impact Statement rather than an Environmental Assessment to further evaluate the environmental resources that may be impacted by the project. It is anticipated that the Environmental Impact Statement process will take two years to perform the necessary evaluations to achieve a Record of Decision by the end of 2024. Anticipated construction for the project could start by 2025 if the Record of Decision results in a build scenario and funding is available.

**Subject to Change*



HOW TO COMMENT



Virtual Room:

Comments may be submitted through the Virtual Public Meeting Site



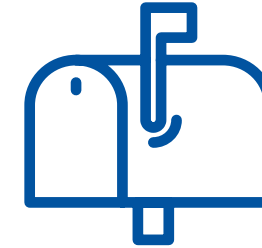
Phone:

Verbal comments may be made by calling (915) 209-0027



Email:

Email comments may be sent to Downtown10@txdot.gov



Mail:

TxDOT El Paso District Office
Attn: Downtown 10/Hugo Hernández
13301 Gateway West
El Paso, TX 79928-5410

Meeting materials are available online at:

www.TxDOT.gov (keyword: "El Paso Downtown 10 - Virtual Public Scoping Meeting with In-Person Option")
& www.reimaginei10.com/downtown10

Deadline for comments to be post-marked or received:
Wednesday, Jan. 11, 2023

PROJECT CONTACT INFORMATION

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HDR



Downtown10@TxDOT.gov



www.reimaginei10.com/downtown10



915.790.4243





REUNIÓN PÚBLICA DE ALCANCE

30 DE NOVIEMBRE DEL 2022

BIENVENIDOS AL PROYECTO DOWNTOWN 10

Desde el bulevar Executive Center hasta el libramiento estatal 478 (calle Copia)

CSJ: 2121-02-166

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto, están siendo o han sido realizadas por TxDOT de conformidad con la Reglamentación 23, Sección 327 del Código de Estados Unidos y un Memorando de Entendimiento con fecha del 9 de diciembre de 2019, ejecutado por la Administración Federal de Carreteras y la Administración (FHWA, por sus siglas en inglés) y TxDOT.





PROPÓSITO DE LA REUNIÓN DE ALCANCE PÚBLICO



El propósito es proveer la oportunidad de revisar y comentar en los siguientes documentos:

- El Borrador del Plan de Comunicación y el Cronograma
- Borrador del Objetivo y Necesidad del Proyecto
- Las Alternativas
- Borrador del Reporte Técnico en el Rango de Alternativas

En adición, la Reunión de Alcance le proveera al público la oportunidad de comentar en:

- Cualquier impacto ambiental previsto
- Permisos Anticipados u otras autorizaciones
- Cualquier problema importante que se analice en profundidad en la Declaración de Impacto Ambiental



DECLARACIÓN DE IMPACTO AMBIENTAL



- **La Ley Nacional de Política Ambiental (NEPA, por sus siglas en inglés) requiere que las agencias federales evalúen los efectos ambientales de sus acciones propuestas antes de tomar una decisión**
- **Una Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) se preparará cuando se anticipa que el proyecto propuesto puede afectar la calidad del ambiente humano y natural**
- **El desarrollo del proyecto inició en el 2019. Desde entonces, TxDOT ha llevado a cabo las primeras actividades de desarrollo de proyectos y una amplia participación pública**
- **Basado en el proceso de la Ley Nacional de Política Ambiental, TxDOT determinó que el proyecto será clasificado y preparado como una Declaración de Impacto Ambiental que evaluará una variedad de alternativas de construcción y una alternativa de no construcción**

El alcance es un proceso abierto en el que participan el público y las agencias federales, estatales y locales que determinan una serie de problemas, alternativas y posibles impactos ambientales considerados en el EIS

Estamos Aquí



ALCANCE

- Emitir un Aviso de Intención
- Llevar a cabo Reuniones de Alcance de Agencias y el Público - presentar y recopilar la opinión sobre el borrador del Propósito y la Necesidad, Variedad de Alternativas, Metodología y Nivel de Detalles para Analizar Alternativas, y el borrador del Plan de Coordinación de Agencias



CONDUCIR UN ANÁLISIS DE LAS ALTERNATIVAS VIABLES

- Utilizar las aportaciones de las agencias y del público para perfeccionar las alternativas viables y analizar las nuevas alternativas
- Analizar cómo cada alternativa puede impactar el entorno humano y ambiental
- Evaluar las limitaciones de ingeniería relacionadas a cada alternativa



BORRADOR DEL EIS & AUDIENCIA PÚBLICA

- Identificar las Alternativa(s) Preferida(s)
- Estudios ambientales detallados sobre la(s) alternativa(s) preferida(s)
- Desarrollar el Diseño Esquemático
- Llevar a cabo la Audiencia Pública - presentar y recopilar opiniones acerca del borrador del EIS incluyendo las Alternativa(s) Preferida(s)



EIS FINAL & ACTA DE LA DECISIÓN

- Identificar la Alternativa Ambientalmente Preferida
- Responder a comentarios en el borrador del EIS
- Finalizar el EIS
- Emitir Acta de Decisión



RESUMEN DEL PROYECTO DOWNTOWN 10



PROYECTO DOWNTOWN 10

El proyecto Downtown 10 propuesto mejoraría la I-10 desde el bulevar Executive Center hasta el libramiento estatal 478 (calle Copia), que recorre aproximadamente 5.7 millas. Las mejoras propuestas pueden incluir la ampliación y reconstrucción de las principales y reconstrucción de las las calles transversales. Además, las mejoras pueden incluir la construcción de muros de contención, puentes y rampas, así como el desarrollo de vías de acceso continuas. También se proponen conexiones multimodales para peatones, ciclistas y los usuarios del transporte público.

ESTUDIOS PREVIOS

Estudio de Corredor Reimagine I-10

En el 2016, TxDOT realizó un estudio del corredor I-10 desde la línea estatal de Nuevo México-Texas hasta Tornillo, que tiene una longitud de 56 millas. El Segmento 2 - Downtown fue identificado como un segmento de prioridad.

Estudio Mesa

El estudio de ingeniería de tráfico y planificación identificó y evaluó todos los aspectos de transportación asociados con el corredor de la calle Mesa (SH 20) desde Doniphan Drive (SH 20) hasta la Avenida Texas (SH 20).

LONGITUD DEL PROYECTO: 5.7 MI

LÍMITES DEL PROYECTO: El bulevar Executive Center hasta libramiento estatal 478 (calle Copia)



200,000

Volúmenes existente de
vehículos por día en el 2018

TxDOT Statewide Planning Map AADTs

33 mph

Velocidad promedio de viaje en
hora pico en el 2019

Texas's Most Congested Roadways 2019

34%

Aumento promedio en tráfico desde el 1999

TxDOT Statewide Planning Map AADTs

162%

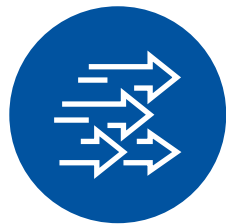
Aumento de las exportaciones desde 2010

Texas-Mexico Border Transportation Master Plan 2020

El propósito y la necesidad son la base de los hechos para evaluar y comparar las alternativas de diseño y demostrar - mediante parámetros medibles y cuantificables - dónde se necesitan mejoras.

NECESIDAD PARA EL PROYECTO

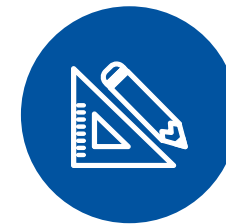
La necesidad del proyecto propuesto se identificó y refinó a través del Estudio del Corredor Reimagine I-10 y el desarrollo del proyecto inicial de Downtown 10, que incluyó aportaciones de reuniones con los comités de dirección del proyecto, los grupos de trabajo y el público. La participación de estas entidades, combinada con la información de antecedentes, ayudó a definir una evaluación preliminar de la necesidad del proyecto propuesto. El proyecto de la I-10 entre el bulevar Executive Center y el libramiento estatal 478 (calle Copia) es necesario debido a:



Congestión de tráfico y problemas de movilidad



Preocupaciones acerca del manejo de accidentes



Incumplimiento con las normas de diseño actuales

PRÓPOSITO DEL PROYECTO

El propósito del proyecto propuesto dentro de los límites del proyecto (bulevar Executive Center y el libramiento estatal 478 [Calle Copia]) es:



Mejorar la movilidad y el manejo de la congestión vehicular a largo plazo



Reducir puntos potenciales de conflictos y mejorar el manejo de accidentes



Adaptar las instalaciones a las normas de diseño actuales

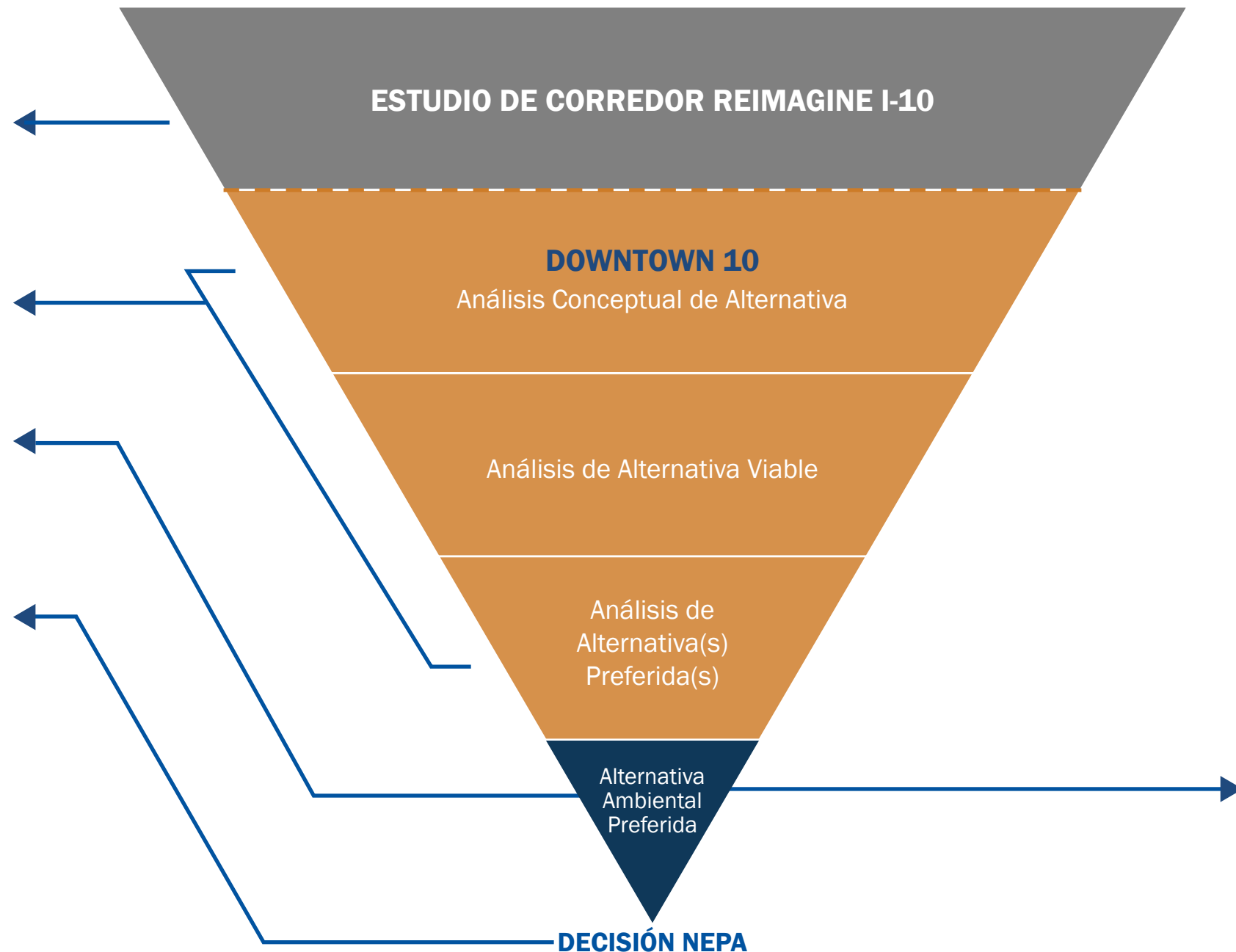
PROCESO DE DERECHO DE PASO (ROW, POR SUS SIGLAS EN INGLÉS)

Se identificaron limitaciones ambientales identificadas dentro del Área de Estudio, y los impactos en esas limitaciones se minimizaron y evitaron en la medida en que fuera posible.

Las huellas de ROW conceptuales creadas para cada fase del proceso son revisadas y, si es posible, minimizadas a medida que se perfeccionan las alternativas

Se establece el ROW para utilizarlo para realizar investigaciones ambientales y las potenciales medidas de mitigación.

Tras la decisión ambiental, se iniciará el proceso de ROW



El proceso ambiental se lleva a cabo durante toda la vida del proyecto, e incluye la evaluación de los posibles impactos ambientales en cumplimiento de la Ley Nacional de Política Pública Ambiental de los Estados Unidos (NEPA, por sus siglas en inglés) y otras regulaciones ambientales estatales y federales.

En esta fase final del proceso de la NEPA las actividades incluirán la evaluación de la(s) alternativa(s) preferida(s) y la alternativa de no construcción e incluye evaluaciones detalladas de los posibles impactos el medio ambiente natural y humano, incluyendo:

- Vegetación
- Especies amenazadas y en peligro de extinción
- Recursos hídricos
- Calidad del aire
- Recursos arqueológicos
- Recursos históricos
- Materiales peligrosos
- Servicios públicos
- Impactos en la comunidad
- Comunidades de justicia ambiental
- Comunidades con conocimientos limitados de inglés
- Acceso y Patrones de viaje
- Impactos visuales

Estas evaluaciones se documentarán en informes técnicos que estarán disponibles para revisión pública en el momento de la audiencia pública.



PROCESO SECCIÓN 106: PRÓXIMOS PASOS



En nuestras dos primeras rondas de divulgación pública, varias personas solicitaron más información sobre el proceso de recursos históricos, y algunas pidieron específicamente ser parte consultora en los comentarios de las reuniones públicas.

Parte Consultora hasta la fecha son:

- El Paso County Historical Society
- Sunset Heights Neighborhood Improvement Association
- El Paso County Historical Commission
- City of El Paso Historic Preservation Officer
- National Parks Service National Trails Office
- Three private individuals

¿Conoce a otras personas u organizaciones con conocimientos específicos sobre los recursos históricos locales con las que deberíamos ponernos en contacto?

Seguiremos proporcionando información en todas las reuniones sobre el proceso del Sección 106 y el rol de la parte consultora.

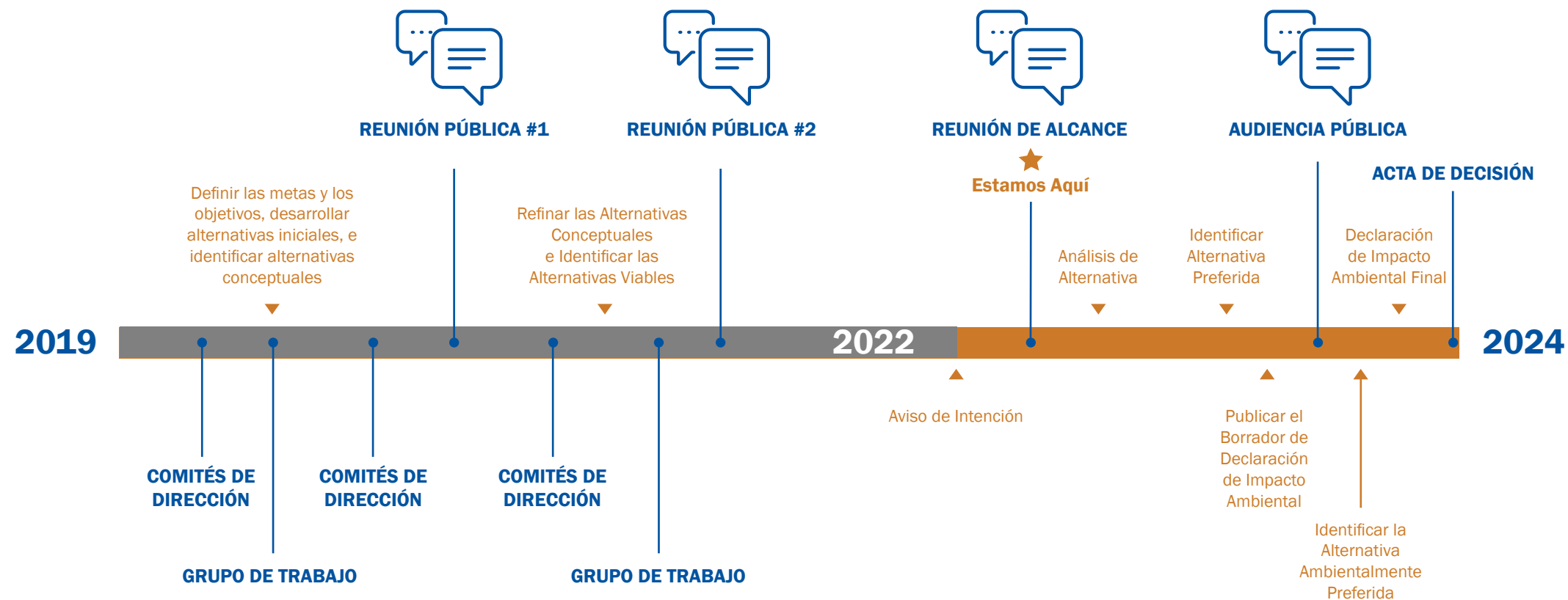
Una vez que se identifique la alternativa o alternativas preferidas, el equipo del proyecto realizará estudios de los recursos históricos y continuará la coordinación con las Partes Consultoras.

Para más información sobre el proceso de la Sección 106, favor de visitar la página web del proyecto para revisar nuestros “D10 Talk”





CRONOGRAMA Y PRÓXIMOS PASOS DE LA DECLARACIÓN DE IMPACTO AMBIENTAL



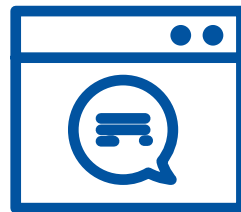
El trabajo en el proyecto Downtown 10 comenzó en el 2019 con una serie de reuniones y talleres con individuos, funcionarios electos, organizaciones locales y miembros del comité directivo. El proyecto Downtown 10 comenzó con el análisis del tráfico del corredor y la recopilación de datos sobre las condiciones existentes. Se refinaron las metas y los objetivos a partir del estudio del corredor Reimagine I-10 y se identificaron alternativas viables.

Basado en el proceso de la Ley Nacional de Política Ambiental, TxDOT ha determinado que el Proyecto Downtown 10 será clasificado y preparado como una Declaración de Impacto Ambiental en lugar de un Evaluación Ambiental para evaluar más a profundidad los recursos ambientales que pueden ser impactados por el proyecto. Se anticipa que el proceso de Declaración de Impacto Ambiental tomará dos años para realizar las evaluaciones necesarias para lograr un Acta de Decisión a finales de 2024. Se anticipa que la construcción del proyecto podría comenzar en 2025 si el Acta de Decisión da lugar a un escenario de construcción y la financiación está disponible.

**Sujeto a cambios*



COMO COMENTAR



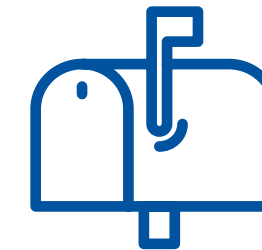
Sala Virtual:
Comentarios pueden enviarse a través de la página web de la Reunión Pública Virtual.



Teléfono:
Comentarios verbales se pueden hacer llamando al (915) 209-0027



Correo Electrónico:
Comentarios se pueden enviar a Downtown10@txdot.gov



Correo Postal:
TxDOT El Paso District Office
Attn: Downtown 10/Hugo Hernández
13301 Gateway West
El Paso, TX 79928-5410

Los materiales de la reunión están disponibles en línea en:

www.TxDOT.gov (palabra clave: “El Paso Downtown 10 - Virtual Public Scoping Meeting with In-Person Option”) & **www.reimaginei10.com/downtown10**

Fecha límite para recibir o enviar comentarios por correo postal es:
miércoles, 11 de enero del 2023

INFORMACIÓN DE CONTACTOS DEL PROYECTO

HUGO HERNÁNDEZ

Gerente del Proyecto
TxDOT

BRIAN SWINDELL, P.E.

Gerente de Proyecto Principal
HDR



Downtown10@TxDOT.gov



www.reimaginei10.com/downtown10

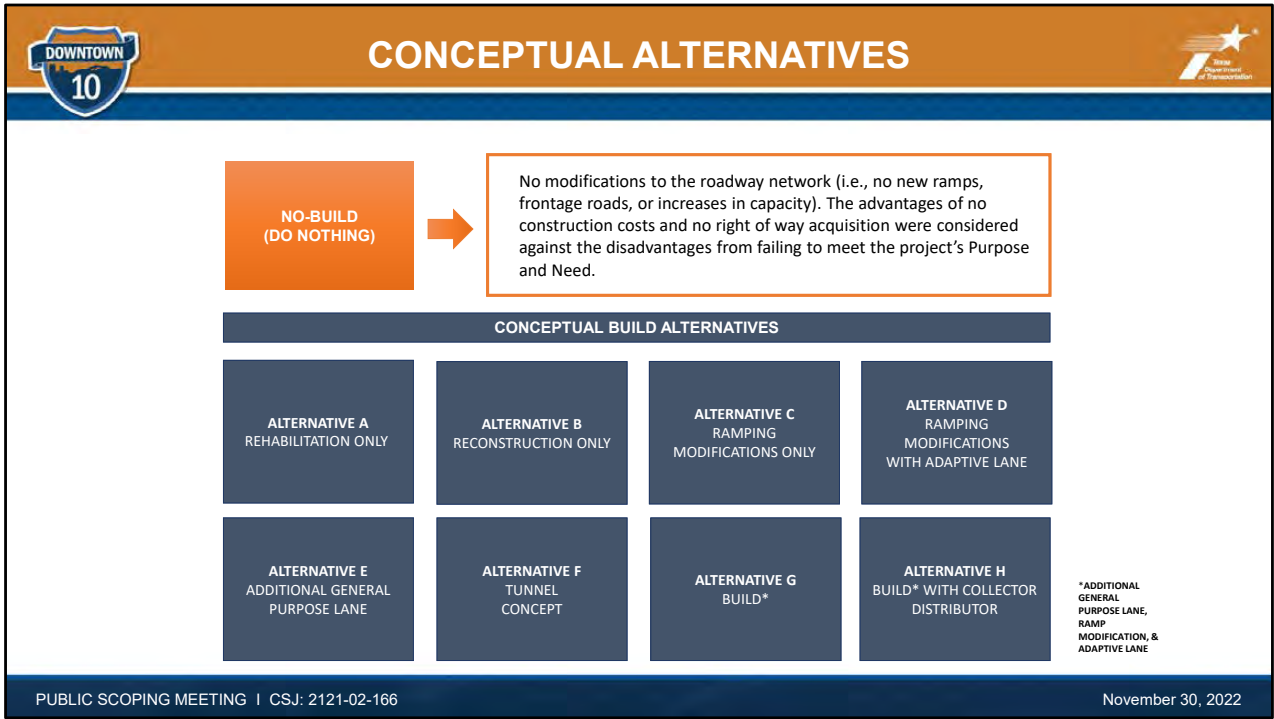


915.790.4243









The Downtown 10 project began in 2019 with the identification of 18 initial alternatives to be evaluated. The following slides will walk through the evaluation process.



The alternatives evaluation process is a key component to compliance with the NEPA process. Starting with the Reimagine I-10 Corridor Study, through the refinement of conceptual alternatives as part of the Downtown 10 project, the identification of viable alternatives, and eventual selection of the recommended preferred alternative, TxDOT evaluates alternatives at each stage of the NEPA process using engineering and environmental constraints criteria. For the conceptual alternative analysis, criteria included, mobility, design, multimodal, and environmental considerations, which includes potential right of way impacts.

Through the first phase of analysis, the 18 initial alternatives were narrowed down to 9 conceptual alternatives. These conceptual alternatives were then screened to three viable build alternatives and the no build alternative for additional public feedback and further study. As mentioned in station 1, this project follows the NEPA process and as part of that process, the No-Build, or do-nothing scenario, will also be analyzed through each phase of the project. Following this public scoping meeting, the viable alternatives, including viable alternatives recommended by agencies and the public, will be studied further and additional data collected to screen to the recommended preferred alternative. Public and stakeholder feedback have and will be received, reviewed, and considered as a part of the screening process in each step.

PRELIMINARY EVALUATION CRITERIA			
MOBILITY 	MULTIMODAL 	ENVIRONMENTAL 	DESIGN 
<ul style="list-style-type: none"> • Level of Service (Average) • Travel Time Index • Percent Served • Incident Management 	<ul style="list-style-type: none"> • Pedestrian Accommodations • Bicycle Accommodations • Transit Accommodations • Freight Accommodations 	<ul style="list-style-type: none"> • Parcel Impacts • Displacements • Historic Structures • Hazmat • Community Impacts • LEP/Minority/EJ Communities • ROW Acquisition • Natural Resource Impacts • Recorded Archeological Sites • Others 	<ul style="list-style-type: none"> • Pavement • Design Requirements • Construction Complexity & Maintenance • Construction Costs

Preliminary evaluation criteria were categorized in relation to the initial goals and objectives of the project. Each category carries the same weight as the other categories. There are several items in each category to consider when identifying the score for each category.







The project team is studying the alternatives to determine how well they meet the criteria, relative to other alternatives and the No-Build.

Evaluation criteria related to mobility include evaluating the level of service for the roadway or the ability to address forecasted congestion, travel time index that highlights the travel efficiency of an alternative, as well as incident management that reflects the ability to respond to emergencies or crashes in the corridor.

Multimodal evaluation criteria include how well the design accommodates transportation for those not traveling by car. Pedestrians, cyclists, transit users, and freight traffic are all considered during the evaluation process.

The environmental evaluation criteria include environmental constraints identified and potential environmental impacts quantified to the extent possible for each alternative. This includes identifying potential impacts to the human and natural environment such as impacts to historic resources, impacts to potential hazardous materials sites, impacts to minority and low-income populations, and impacts to adjacent property owners, among others.

Evaluation criteria related to design includes pavement conditions, updated design requirements, construction complexity and maintenance, as well as the cost related to construction of the new roadway.

<div>  <div>PRELIMINARY EVALUATION MATRIX</div>  </div>									
Average Scores & Ranking									
Alternative	No-Build	A Rehabilitation Only	B Reconstruction Only	C Ramping Modifications Only	D Ramping Modifications with Adaptive Lane	E Additional General Purpose Lane	F Tunnel Concept	G Additional General Purpose Lane, Ramp Modifications, and Adaptive Lane	H Additional General Purpose Lane, Ramp Modifications, Adaptive Lane, and Collector Distributor
 Mobility Average Rating	Low	Low	Low	Low	Medium	Low	Medium	Medium	High
 Multimodal Average Rating	Low	Low	Medium	Medium	High	Medium	Medium	High	High
 Environmental Average Rating	High	High	High	Medium	Medium	Medium	Medium	Medium	Medium
 Design Average Rating	Low	Medium	Medium	Medium	Medium	Medium	Low	Medium	Medium
Overall Ranking	9 TH	8 TH	4 TH	6 TH	3 RD	7 TH	5 TH	2 ND	1 ST
Recommended for further evaluation	✓ *	✗	✗	✗	✓	✗	✗	✓	✓
<div> <small>* Required for NEPA</small> <small>Scale: Low (Red) = Least Desirable; High (Green) = Most Desirable</small> </div>									
<div> <div>PUBLIC SCOPING MEETING CSJ: 2121-02-166</div> <div>November 30, 2022</div> </div>									

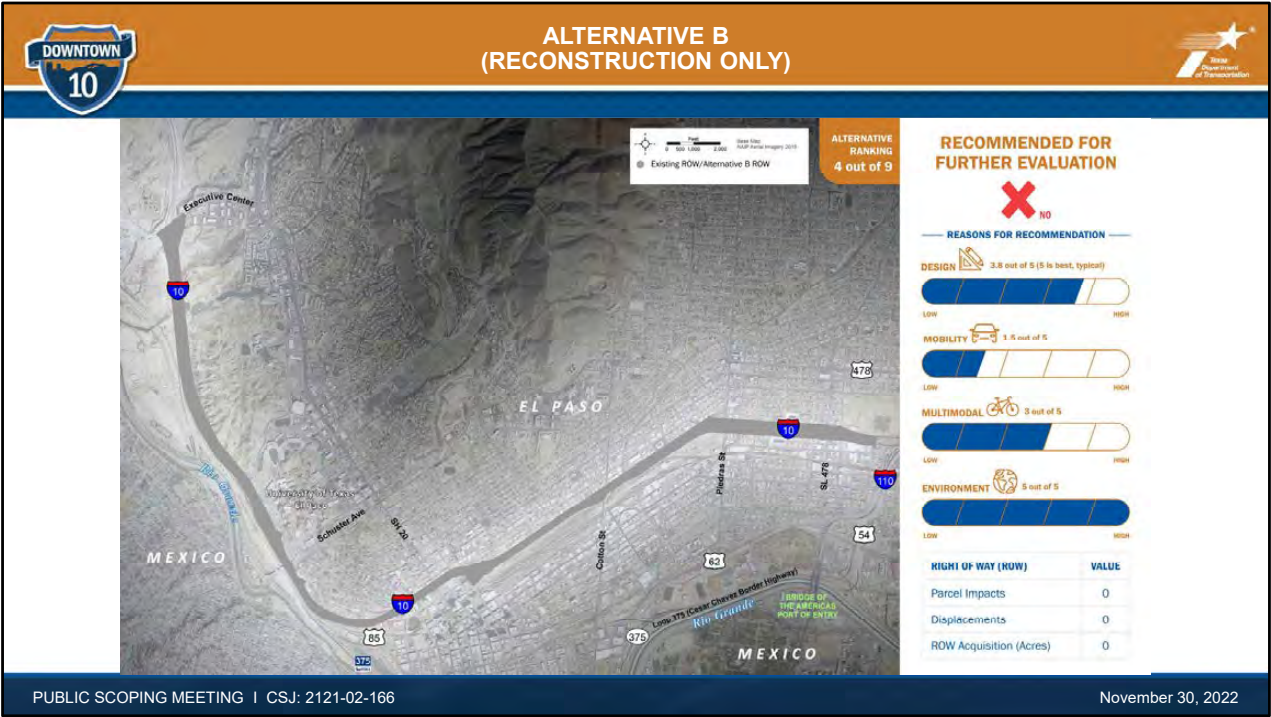
The 9 conceptual alternatives were evaluated using several measurements for each criterion. All 9 conceptual alternatives were screened to the same level of detail. They were then ranked by their overall score. At this time, the top 3 conceptual alternatives and the No-Build are proposed to move to the next phase of screening. Please feel free to pause the video here to review the evaluation matrix and how each alternative ranked.



The No-Build scenario ranked the lowest out of the 9 overall alternatives because it scores low in in the mobility, multimodal and design categories. However, the No-Build alternative will be carried forward to the next screening phase as required by NEPA to use as a baseline for evaluating potential environmental impacts.



Alternative A is not recommended for further evaluation. Although no additional right-of-way is needed, rehabilitation of the existing roadway does not provide the additional mobility and multimodal enhancements desired for the project. Furthermore, the ongoing maintenance required for this alternative is not desirable.



Alternative B consists of reconstructing the roadway as is. It is not recommended for further evaluation due to its limited ability to address operational and capacity issues with the existing ramping and lane configurations. Furthermore, the alternative does not provide options for a reliable trip and does not provide continuous bike and pedestrian accommodations.

Downtown 10 Public Scoping Meeting - Alternatives Analysis

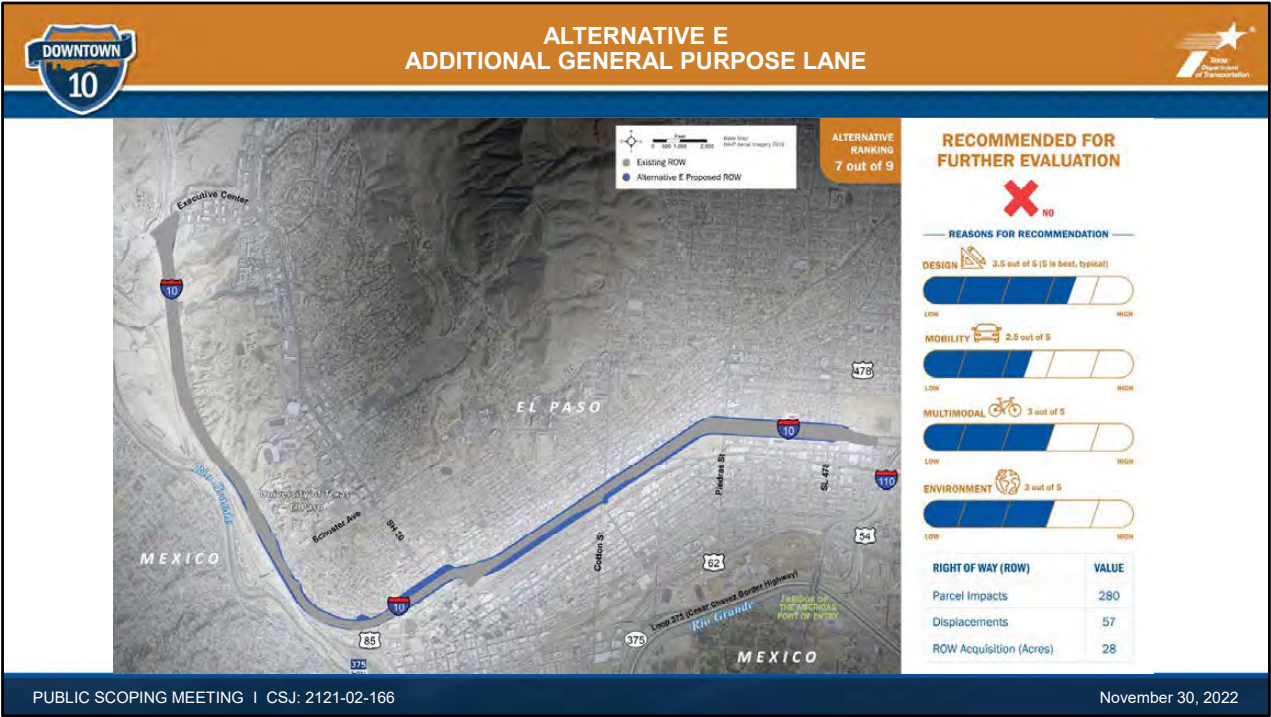


Alternative C is not recommended to move forward. This alternative scores low in mobility as it does not address the demand in the corridor. Furthermore, the ongoing maintenance required for this alternative is not desirable.

Downtown 10 Public Scoping Meeting - Alternatives Analysis



Alternative D is recommended for further evaluation as it addresses most of the scoring criteria. Additional information for alternative D will be provided at the next stations.



PUBLIC SCOPING MEETING | CSJ: 2121-02-166

November 30, 2022

Alternative E is not recommended for further evaluation. This alternative adds a general purpose lane but does not provide enhanced bike and pedestrian connectivity.

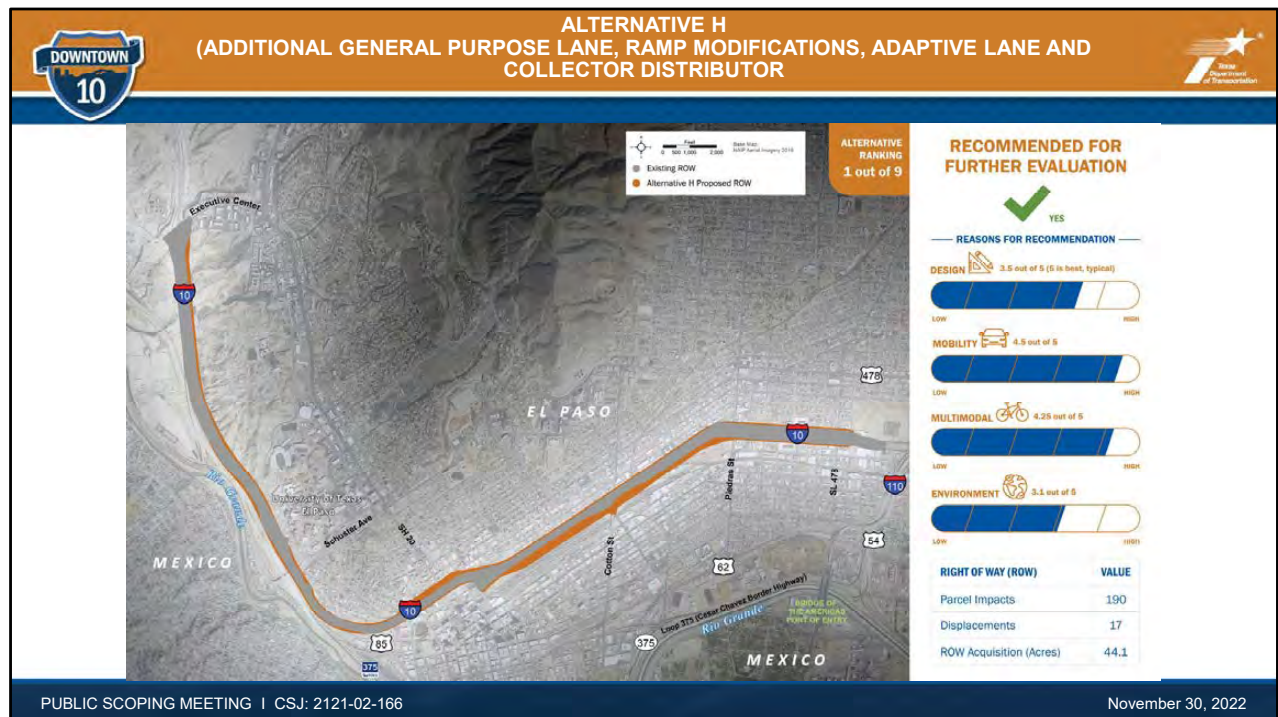


Alternative F is not recommended for further evaluation. The alternative includes a tunnel under downtown. Although a tunnel may allow for better bike and pedestrian connectivity (at ground level), there are substantial cost and long-term maintenance commitments on a tunnel. Furthermore, Alternative F would require a large amount of right-of-way at each end for the entrance and exit of the tunnel.



Alternative G is recommended for further evaluation. There are significant enhancements in multimodal connectivity among other attributes. Additional information for alternative G will be provided at the next station.

Downtown 10 Public Scoping Meeting - Alternatives Analysis



Alternative H ranks first among the 9 conceptual alternatives as, overall, it meets the evaluation criteria better than the other alternatives. Additional information for alternative H will be provided at the next station.



El proyecto Downtown 10 se inició en el 2019 con la identificación de 18 alternativas iniciales a evaluar. Las siguientes diapositivas lo llevaran a través del proceso de evaluación.



El proceso de evaluación de alternativas es un componente clave para el cumplimiento con el proceso de la Ley de Política Ambiental Nacional o NEPA. Comenzando con el estudio del corredor Re imagine I-10, a través del refinamiento de alternativas conceptuales como parte del proyecto Downtown 10, la identificación de alternativas viables y la eventual selección de la alternativa preferida recomendada, TxDOT evalúa alternativas en cada paso del proceso de NEPA utilizando criterios de restricción ambiental y de ingeniería. Para el análisis de las alternativas conceptuales se incluyen consideraciones de movilidad, diseño, multimodales y consideraciones ambientales las cuales incluyen posibles impactos en el derecho de vía.

A través de la primera fase de análisis, las 18 alternativas iniciales fueron reducidas a 9 alternativas conceptuales. Estas alternativas conceptuales a la vez fueron examinadas hasta llegar a las 3 alternativas viables recomendadas y la alternativa de no construir para recibir comentarios públicos adicionales y continuar evaluando. Como se mencionó en la estación 1, este proyecto sigue el proceso de la NEPA y, como parte de ese proceso, el escenario No-Construir, o no hacer nada, también debe ser analizado en cada fase del proyecto. Después de esta reunión del alcance público, las alternativas viables, incluyendo las alternativas viables recomendadas por las agencias y el público, serán estudiadas a fondo y se recopilarán datos adicionales para así llegar a la alternativa preferida recomendada. Los comentarios del público y de las partes interesadas serán recibidos, revisados y considerados como parte del proceso de selección en cada paso.

CRITERIOS DE EVALUACIÓN PRELIMINARES			
MOVILIDAD	MULTIMODAL	MEDIOAMBIENTE	DISEÑO
<ul style="list-style-type: none">Nivel de Servicio (Promedio)Índice de Tiempo de ViajePorcentaje de ServicioManejo de Accidentes	<ul style="list-style-type: none">Instalaciones para peatonesInstalaciones para bicicletasInstalaciones para el transporte públicoInstalaciones para el transporte de mercancías	<ul style="list-style-type: none">Impactos a TerrenosDesplazamientosEstructuras HistoricasMateriales PeligrososImpactos a la ComunidadConocimientos limitados de inglés/Minorias/Comunidades de Justicia AmbientalAdquisición de ROWImpactos a los Recursos NaturalesSitios Arqueológicos RegistradosOtros	<ul style="list-style-type: none">PavimentoRequirimientos de DiseñoComplejidad de Construcción & MantenimientoCosto de Construcción







Criterios de evaluación preliminar fueron categorizados en relación con las metas y objetivos iniciales del proyecto. Cada categoría carga el mismo peso que las otras categorías. Hay varios elementos en cada categoría a considerar al identificar la puntuación para cada categoría. El equipo del proyecto está estudiando las alternativas para determinar qué tan bien cumplen con los criterios, en relación con otras alternativas y la de No-Construir.

Criterios de evaluación relacionados con la movilidad incluyen evaluar el nivel de servicio de la carretera, o la capacidad de abordar la congestión prevista, el índice de tiempo de viaje que destaca la eficiencia de viaje de una alternativa, así como el manejo de incidentes que refleja la habilidad de responder a emergencias o accidentes en el corredor.

Criterios de evaluación multimodal incluyen qué tan bien el diseño se adapta al transporte para quienes no viajan en automóvil. Peatones, ciclistas, usuarios de transporte público y tráfico de carga se consideran durante el proceso de evaluación.

Criterios de evaluación ambiental incluyen las limitaciones ambientales identificadas y los impactos ambientales potenciales cuantificados a la medida posible para cada alternativa. Esto incluye la identificación de impactos potenciales al medio ambiente humano y natural, tales como impactos a recursos históricos, impactos a sitios potenciales de materiales peligrosos, impactos a poblaciones minoritarias y de bajos ingresos e impactos a propietarios adyacentes, entre otros.

Criterios de evaluación relacionados con el diseño incluyen condiciones del pavimento, requisitos de diseño actualizados, la complejidad y el mantenimiento de la construcción, así como el costo relacionado con la construcción de la nueva carretera.

<div>  <div>MATRIZ DE EVALUACIÓN PRELIMINAR</div>  </div>									
Puntuación Promedio y Clasificación									
Alternativa	No construir	A Sólo Rehabilitación	B Sólo Reconstrucción	C Sólo modificaciones en la rampa	D Modificaciones de la rampa con carril adaptable	E Carril adicional de uso general	F Concepto de túnel	G Carril adicional para uso general, modificaciones en la rampa y carril adaptable	H Carril adicional para uso general, modificaciones en la rampa y carril adaptable, y colector de distribución
 Movilidad Movilidad Calificación Promedio	Bajo	Bajo	Bajo	Bajo	Medio	Bajo	Medio	Medio	Alto
 Multimodal Calificación Promedio	Bajo	Bajo	Medio	Medio	Alto	Medio	Medio	Alto	Alto
 Medioambiente Calificación Promedio	Alto	Alto	Alto	Medio	Medio	Medio	Medio	Medio	Medio
 Diseño Calificación Promedio	Bajo	Medio	Medio	Medio	Medio	Medio	Bajo	Medio	Medio
Clasificación General	9°	8°	4°	6°	3°	7°	5°	2°	1°
Recomendado para una evaluación	✓*	✗	✗	✗	✓	✗	✗	✓	✓
<div> <small>* Requerido por la NEPA</small> <small>Escala Bajo (Rojo) = menos deseable; Alto (verde) = Más deseable</small> </div>									
<div> REUNIÓN PÚBLICA DE ALCANCE CSJ: 2121-02-166 <div>30 de noviembre del 2022</div> </div>									

Las 9 alternativas conceptuales se evaluaron utilizando varias medidas para cada criterio. Todas las 9 alternativas conceptuales se examinaron al mismo nivel. Después fueron clasificadas por su puntaje general. Al momento, se proponen las 3 alternativas conceptuales principales y No-Construir para pasar a la siguiente fase de selección. Siéntase libre de pausar el video aquí para revisar la matriz de evaluación y cómo se clasificó cada alternativa.



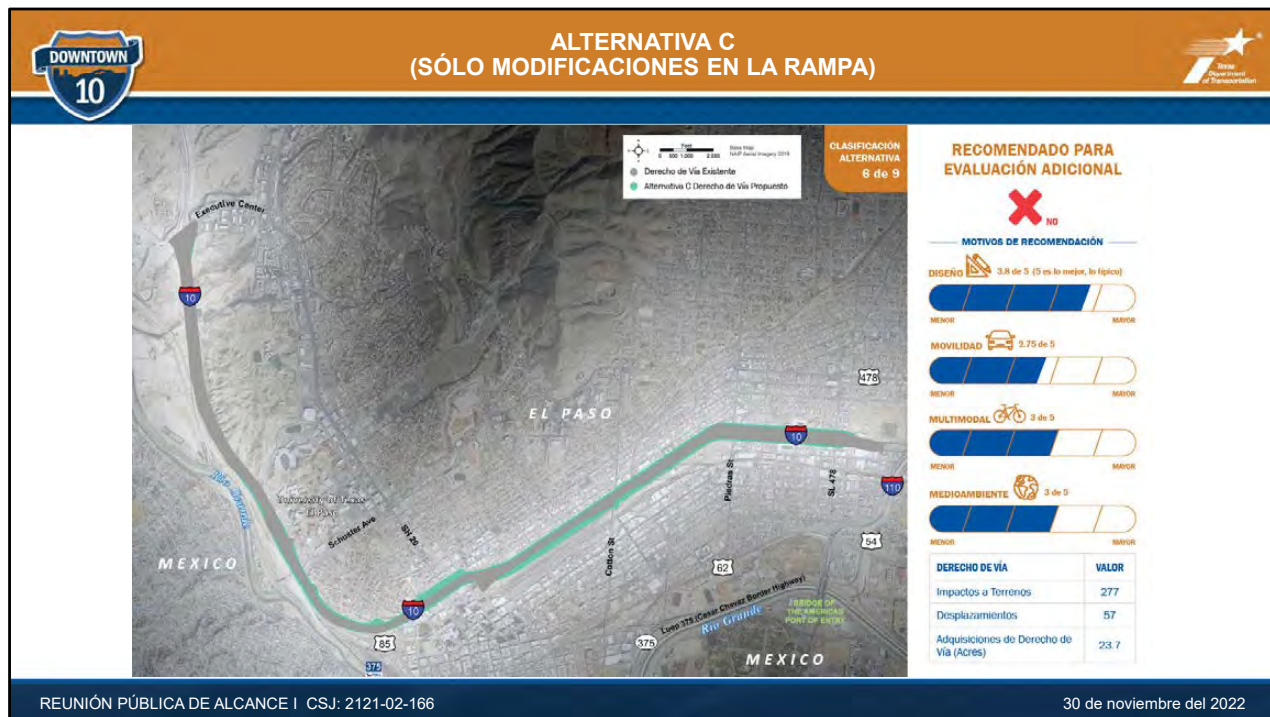
El escenario de No-Construir ocupó el último lugar de las 9 alternativas generales porque tiene una puntuación baja en las categorías de movilidad, multimodal y diseño. Sin embargo, la alternativa de No-Construir se trasladará a la siguiente fase de selección según lo requiere la NEPA para utilizarla como base para evaluar los posibles impactos ambientales.



La alternativa A no es recomendada para evaluación adicional. Aunque no se necesita derecho de vía adicional, la rehabilitación de la carretera existente no proporciona la movilidad adicional y las mejoras multimodales deseadas para el proyecto. Además, el mantenimiento continuo requerido para esta alternativa no es deseable.



La alternativa B consiste en reconstruir la carretera actual. No se recomienda para evaluación adicional debido en parte a su habilidad limitada para abordar problemas operacionales y de capacidad con las configuraciones de rampas y carriles existentes. Además, la alternativa no ofrece opciones para un viaje confiable y no proporciona acomodo continuo para ciclistas y peatones.



La alternativa C no se recomienda para seguir adelante. Esta alternativa tiene un puntaje bajo en movilidad ya que no aborda la demanda en el corredor. Además, el mantenimiento continuo requerido para esta alternativa no es deseable.



REUNIÓN PÚBLICA DE ALCANCE | CSJ: 2121-02-166

30 de noviembre del 2022

La alternativa D se recomienda para evaluación adicional ya que aborda la mayoría de los criterios de puntuación. Se proporcionará información adicional para la alternativa D en las próximas estaciones.



REUNIÓN PÚBLICA DE ALCANCE | CSJ: 2121-02-166

30 de noviembre del 2022

La alternativa E no se recomienda para evaluación adicional. Esta alternativa agrega un carril de uso general, pero no proporciona conectividad mejorada para ciclistas y peatones.



La alternativa F no se recomienda para evaluación adicional. La alternativa incluye un túnel a desnivel por debajo del centro de la ciudad. Aunque un túnel puede permitir mejor conectividad para bicicletas y peatones (a nivel), un túnel conlleva costos significativos, así como obligaciones de mantenimiento a largo plazo. Además, aunque no se ilustra, la Alternativa F requeriría una gran cantidad de derecho de vía en cada extremo para la entrada y salida del túnel.



La Alternativa G se recomienda para evaluación adicional. Hay mejoras significativas en la conectividad multimodal entre otros atributos. Se proporcionará información adicional para la alternativa G en la próxima estación.



REUNIÓN PÚBLICA DE ALCANCE | CSJ: 2121-02-166

30 de noviembre del 2022

La alternativa H ocupa el primer lugar entre las 9 alternativas conceptuales, ya que cumple con los criterios de evaluación mejor que las otras alternativas. Se proporcionará información adicional para la alternativa H en la próxima estación.



As you review the viable alternatives, please note key features that you feel address certain issues along the corridor. While a feature may not show up on one of the alternatives, these features could possibly be utilized for any of the alternatives.



Alternative D has been recommended for further evaluation as it scored well in all 4 categories of evaluation criteria.

As Alternative D was further refined, 12 potential displacements were identified, and up to 19.8 acres of right-of-way may be needed, which includes 16.6 acres from the railroad and 3.2 acres of non-railroad right-of-way.

Detailed right-of-way impacts will be further refined through the identification of a recommended preferred alternative.



The Downtown improvements west of downtown include

- Utilizing Prospect Street as a pedestrian bridge to allow pedestrians and cyclists to cross safely over I-10.
- Wyoming Ave, which would act as the East bound frontage road, has been shifted towards the freeway to reduce crossing width and create additional space and wider sidewalks along the frontage road. On Yandell Drive, which would act as the west bound frontage road, a traffic lane has been removed to also allow for wider sidewalks.
- Additional bike and pedestrian enhancements include bike and pedestrian facilities on all cross-street bridges including cycle tracks along El Paso Street for enhanced connectivity
- The Streetcar would remain on the Oregon Street Bridge.
- This alternative also avoids property impacts between Yandell Drive and I-10.



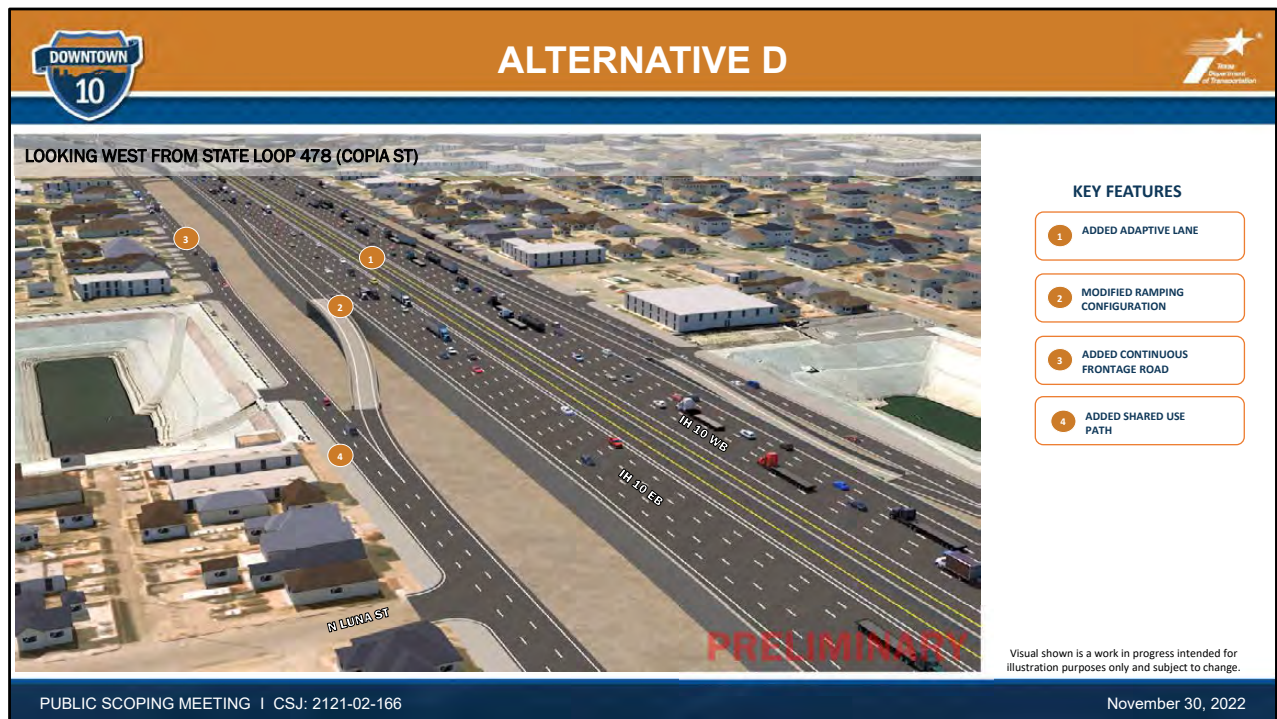
On the east side of downtown additional improvements to the downtown area on Alternative D include

- Enhanced crossings at intersections and
- Wider sidewalks for safer pedestrian crossings.
- Cycle tracks would be incorporated along Stanton and Campbell Streets and connect to the City of El Paso bicycle network.
- The Streetcar would remain on the Stanton Street bridge.
- On Yandell Drive, which would act as the west bound frontage road, a traffic lane has been removed to allow for additional pedestrian space.
- A shared use path would be incorporated along the west bound frontage roads east of Kansas Street.



Key features of Alternative D as you travel outside of the downtown area include

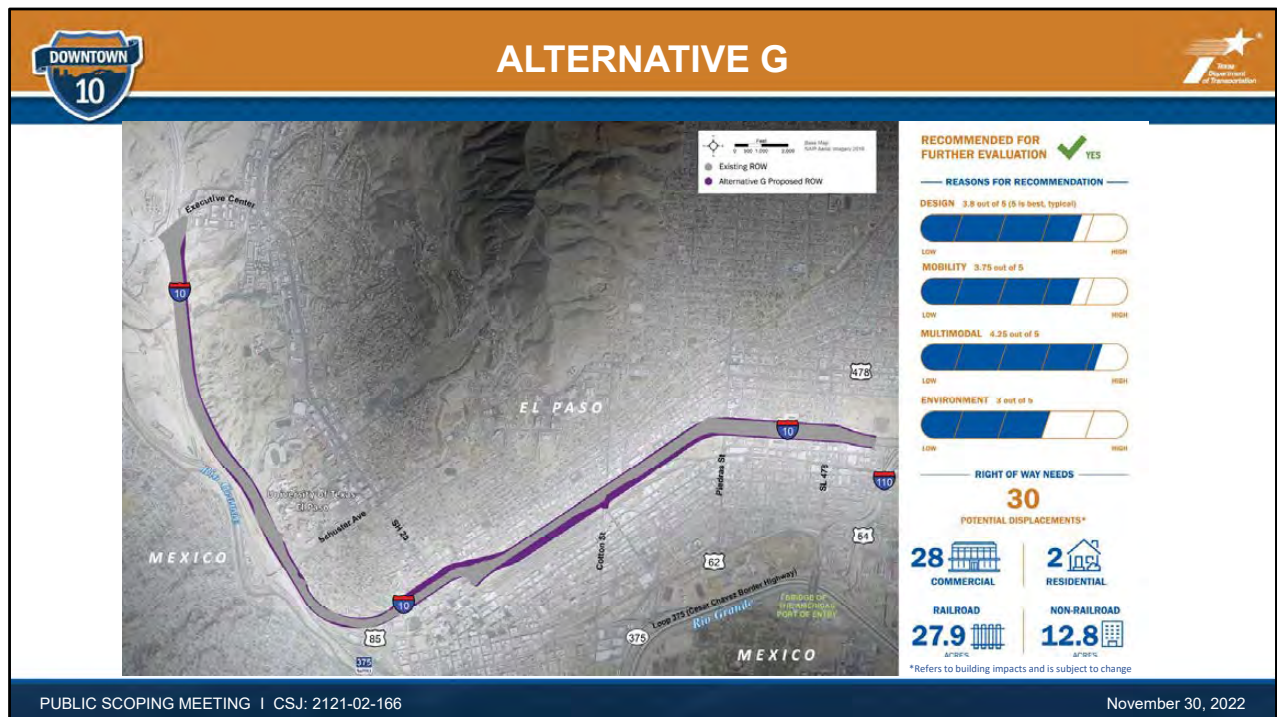
- Utilizing Prospect Street as a pedestrian bridge to allow pedestrians and cyclists to cross safely over I-10.
- An adaptive lane in each direction that can be adjusted as future traffic and transit needs change over time.
- Wide sidewalks along cross street bridges for improved pedestrian comfort and safety.
- Enhanced crossings at intersections for improved pedestrian and cyclist safety.



As noted on the previous slide, the adaptive lane continues through the entire project area.

- East of downtown, the ramping configuration will be modified,
- And continuous frontage roads have been added.
- The shared use path extends east of downtown for additional pedestrian and bike connectivity.

And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.



Alternative G has been recommended for further evaluation as it scored well in all 4 categories of evaluation criteria. As Alternative G was further refined, 30 potential displacements were identified, and up to 40.7 acres of right-of-way may be needed, which includes 27.9 acres from the railroad and 12.8 acres of non-railroad right-of-way. Detailed right-of-way impacts will be further refined through identification of the recommended preferred alternative.



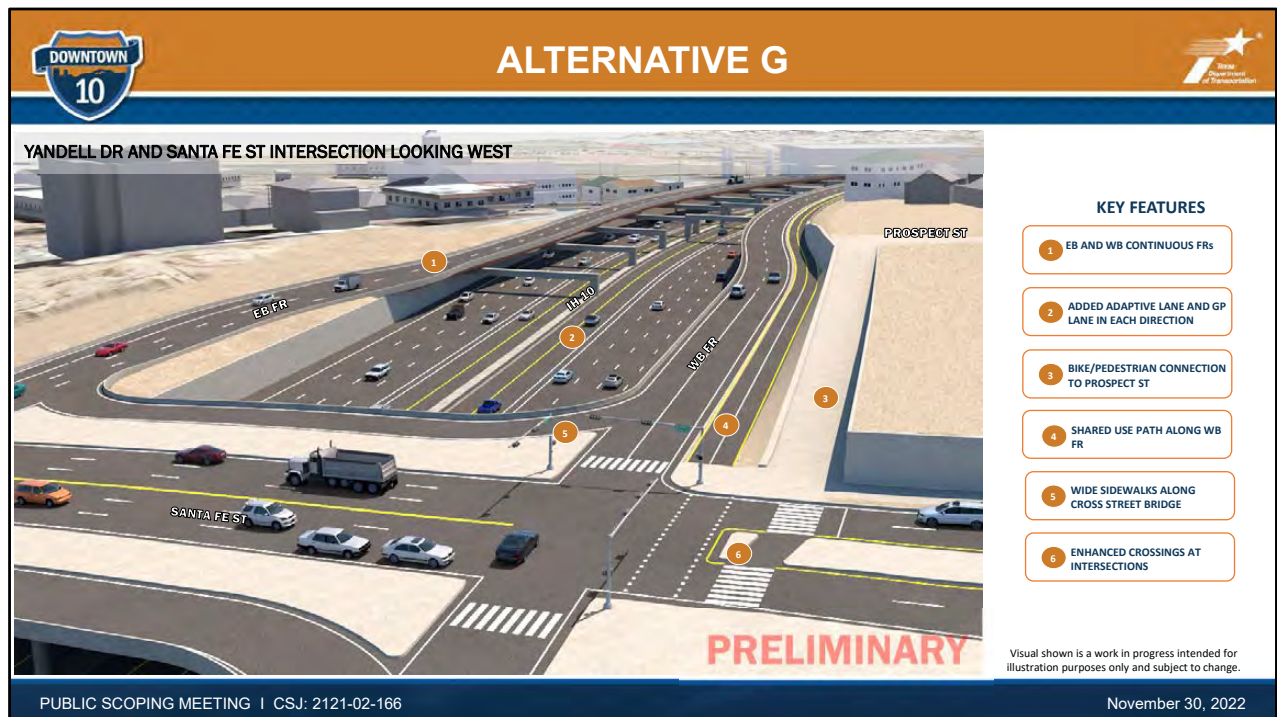
Key improvements of Alternative G on the west side of downtown include

- Bike and pedestrian connections from Prospect Street to Santa Fe Street.
- The Frontage roads have been relocated closer to the I-10 main lanes to create additional space between buildings and frontage roads.
- Sidewalks have been widened and cycle tracks have been added along the frontage roads.
- Intersection crossings have been enhanced to provide additional safety measures for pedestrians and cyclists.
- The Oregon Street Bridge has been designated for streetcar, bus, bikes and pedestrians only.



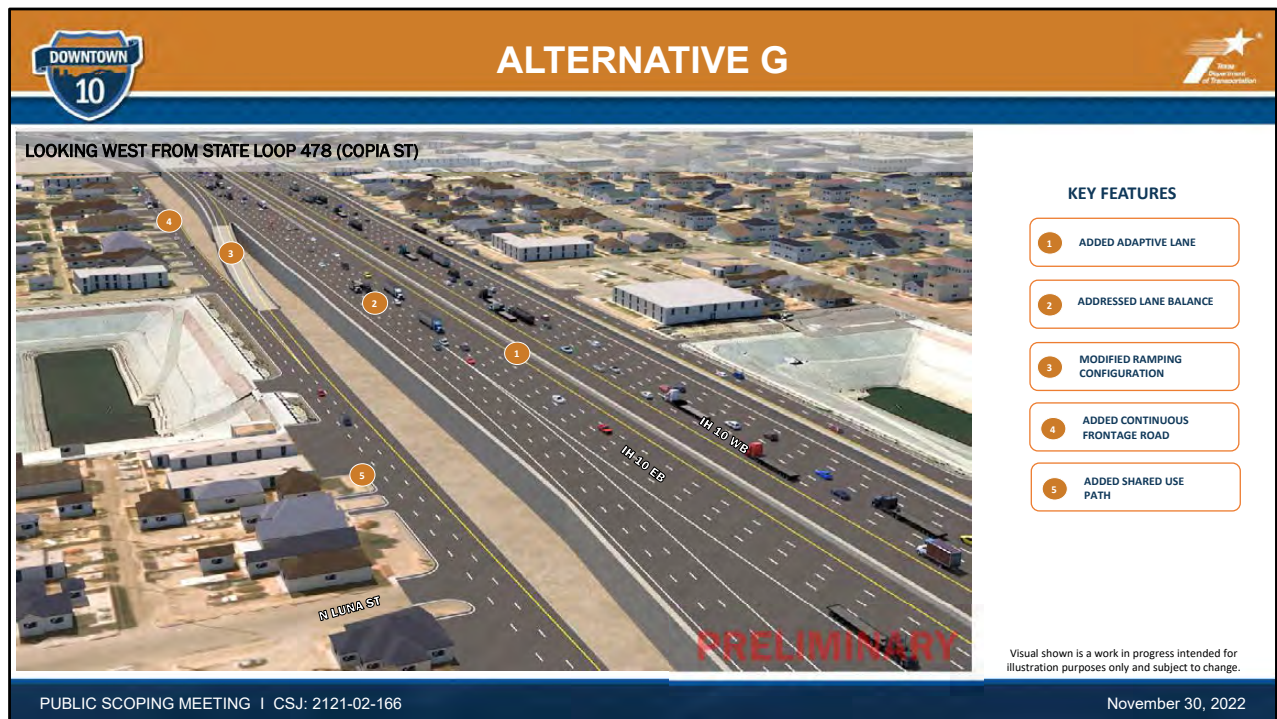
On the east side of downtown, many of the same features as the previous image are shown including

- Enhanced crossings at intersections and
- Wide sidewalks and cycle tracks along the frontage roads.
- Cycle track along Stanton Street would be included to connect to the City of El Paso bicycle network.
- The Stanton Street Bridge has been designed similar to the Oregon Street Bridge for multimodal traffic
- And the frontage roads have been relocated closer to the I-10 main lanes to create additional space along the corridor.
- In addition, a shared used path for both pedestrians and cyclists along the west bound frontage road east of Campbell Street has been added.



Outside of the downtown area, roadway design components of Alternative G include

- East bound and west bound continuous frontage roads,
- An added adaptive lane and general purpose lane on I-10 in each direction.
- A bike and pedestrian connection to Prospect Street has been added for connectivity into downtown,
- as well as connection to a shared use path that travels along the west bound frontage road.
- Wider sidewalks have been added to the Santa Fe Street bridge
- And enhanced crossings for safer pedestrian and bicycle traffic.



As noted on the previous slide, the adaptive lane continues through the entire project area.

- East of downtown, lanes are balanced to a minimum of four lanes each direction,
- Ramping configuration was modified,
- And continuous frontage roads have been added.
- The shared use path extends throughout the project for additional pedestrian and bike connectivity.

And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.



Alternative H has been recommended for further evaluation as it scored the highest overall in each category of evaluation criteria. As Alternative H was further refined, 21 potential displacements were identified, and up to 41.5 acres of right-of-way may be needed, which included 31.5 acres of railroad right-of-way and 10 acres of non-railroad right of way. Detailed right-of-way impacts will be further refined through identification of the recommended preferred alternative.



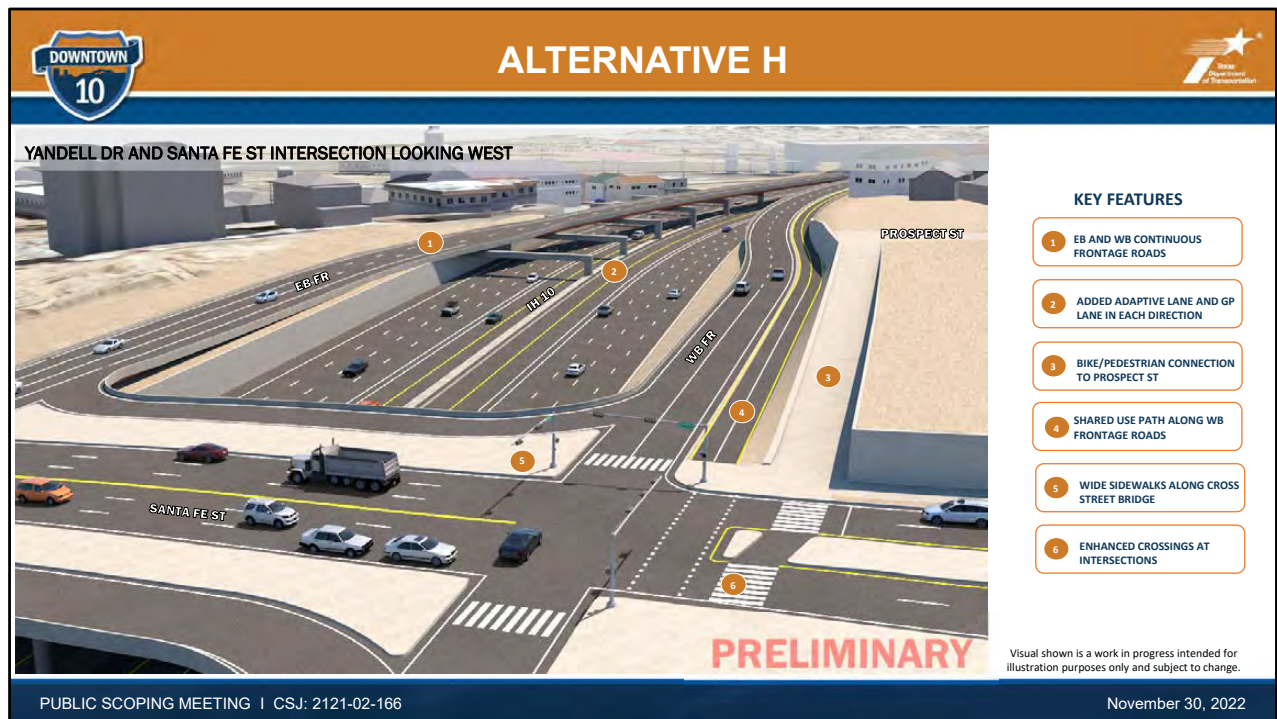
On the west side of downtown, Alternative H features a bike and pedestrian connection from Prospect Street to Santa Fe Street.

- Frontage roads have been relocated closer to the main lanes to create additional pedestrian space along the corridor.
- Wide sidewalks and cycle tracks have been included along the frontage roads.
- At intersections, street crossings have been enhanced to include additional safety measures for pedestrians and cyclists.
- The Oregon Street Bridge has been repurposed to remove cars and be utilized for the streetcar, buses, and bike and pedestrian traffic.



On the east side of downtown, similar to the west side,

- Enhanced crossings at intersections are included
- Wide sidewalks and cycle tracks along the frontage road are also included.
- Cycle tracks along Stanton Street help to connect cyclists to the El Paso bike network.
- The Stanton Street bridge would be reserved for non-car modes of travel similar to the Oregon Street bridge.
- The frontage roads have been relocated closer to the main lanes to create space along the frontage roads.
- A shared use path along the west bound frontage road east of Stanton Street would also be included to improve connectivity to areas east of downtown.



Outside of the downtown area, Alternative H includes


- Continuous east and west bound frontage roads.
- As part of the main lanes of I-10 an adaptive lane as well as an additional general purpose lane has been added in each direction. Similar to alternatives D and G, an adaptive lane is a lane that can be adjusted as future traffic and transit needs change over time.
- A connection for bikes and pedestrians from Prospect Street to Santa Fe Street has been added,
- As well as a shared use path along the west bound frontage road.
- Wider sidewalks would be designed as part of the Santa Fe Bridge
- And enhanced crossings at intersections would help improve safety for pedestrians and cyclists.




As noted on the previous slide, the adaptive lane continues through the entire project area.




- East of downtown, lanes would be balanced to improve mobility,
- The ramping configuration was also modified,
- A design element called a collector distributor has been included. This is used to minimize traffic on the frontage road and reduce traffic weaving on the mainlanes.
- The shared use path extends throughout the project for additional pedestrian and bike connectivity.

And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.



DESIGN CHANGES BASED ON PUBLIC INPUT




<p>WHAT WE HEARD</p>  <p>Reduce the amount of right-of-way (ROW) impacts and displacements</p> <p>WHAT TxDOT IS DOING</p> <p>Listening to public concerns about right-of-way impacts and displacements and working to address them, where possible. TxDOT has greatly reduced the amount of right-of-way impacts throughout the Downtown 10 project.</p> <p>Specific strategies include:</p> <ul style="list-style-type: none">Working with the Union Pacific (UP) Railroad to utilize railroad ROW to reduce the number of displacements and right-of-way impacts across the corridor. For example – east of downtown, TxDOT is looking to shift the alignment into the Dallas Yard to reduce impacts to properties along East Missouri Avenue from Campbell Street to east of Cotton StreetRefining overall design to minimize highway design elements, where possible, to provide a more efficient design and further reduce ROW impacts.	<p>WHAT WE HEARD</p>  <p>Enhance and reconnect impacted areas from the original I-10</p> <p>WHAT TxDOT IS DOING</p> <p>Considering some of the following design modifications to enhance connectivity:</p> <ul style="list-style-type: none">Depressing I 10 west of downtown.Improving connection across I-10 at Franklin Drive.Widening bridges in the downtown area to enhance bicycle and pedestrian connections.Providing multi-modal solutions by improving bicycle and pedestrian elements along Yandell Drive, Missouri Avenue, and Wyoming Avenue to improve connections to/from UTEP, Downtown, Sunset Heights, and Five Points.	<p>WHAT WE HEARD</p>  <p>Provide high-quality multi-modal solutions</p> <p>WHAT TxDOT IS DOING</p> <ul style="list-style-type: none">Developed a Bicycle and Pedestrian Committee of local agencies and enthusiasts.Conducting ongoing coordination with Sun Metro, Street Car, Paso Del Norte Foundation, and the City of El Paso.Incorporated broad bicycle and pedestrian components and worked to coordinate with the local bicycle plans/routes. Some considered components include:<ul style="list-style-type: none">Shared use pathsWider sidewalksCycle tracksPedestrian plazas
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PUBLIC SCOPING MEETING | CSJ: 2121-02-166




November 30, 2022

TxDOT is addressing comments we heard during our public outreach efforts that were provided between Public Meeting #2, held on February 24, 2021, and today. As part of these outreach efforts, TxDOT hosted two interactive Bicycle and Pedestrian Workshops with bicycle and pedestrian stakeholders and advocates in the community. An in-person workshop was held on November 17, 2021, and a virtual workshop was held on February 2, 2022. These workshops helped the project team gain a better understanding of public and stakeholder concerns and allowed the project team to explain the thought process behind design decisions, including tradeoffs and potential impacts. Workshop attendees were able to discuss their suggestions with the project team and made design recommendations for the project team to consider. Six of the frequent comments from public outreach efforts are shown on this slide and the next, as well as what TxDOT is doing to address them. Reminder that you can pause this video at any time. This slide includes comments regarding reducing right of way impacts, reconnecting areas that were impacted by the construction of I-10, and providing hi-quality multi modal solutions.



DESIGN CHANGES BASED ON PUBLIC INPUT



<p>WHAT WE HEARD</p>  <p>Do not remove the bridges in the downtown area.</p> <p>WHAT TxDOT IS DOING</p> <ul style="list-style-type: none">Conducted preliminary traffic analysis in the Reimagine I-10 Corridor Study which showed improved local street circulation and minimized forecasted congestion in the Uptown and Downtown areas by reducing the number of signalized intersections.Conducting further studies such as detailed traffic analysis to determine the needs for all cross street/bridges.All downtown bridges would need to be reconstructed due to deterioration and vertical clearance requirements.	<p>WHAT WE HEARD</p>  <p>Reduce speeds along Yandell Drive and Wyoming Avenue in the Downtown area.</p> <p>WHAT TxDOT IS DOING</p> <p>Considering some of the following design modifications to enhance connectivity:</p> <ul style="list-style-type: none">Depressing I-10 west of downtown.Improving connection across I-10 at Franklin Drive.Widening bridges in the downtown area to enhance bicycle and pedestrian connections.Providing multi-modal solutions by improving bicycle and pedestrian elements along Yandell Drive, Missouri Avenue, and Wyoming Avenue to improve connections to/from UTEP, Downtown, Sunset Heights, and Five Points.	<p>WHAT WE HEARD</p>  <p>Remove the Downtown U-turns in the proposed design.</p> <p>WHAT TxDOT IS DOING</p> <ul style="list-style-type: none">Improving traffic circulation through Downtown intersections for efficient flow of vehicular and pedestrian traffic.The overall Downtown strategy will be revisited once the traffic analysis has been finalized.The U-turns depicted in the Viable Alternatives represent very low speed turning connections (10-15 mph) and if U-turns are used, they would be coordinated with the bicycle and pedestrian components to reduce conflict points.
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PUBLIC SCOPING MEETING | CSJ: 2121-02-166

November 30, 2022

The comments TxDOT is addressing on this slide include the desire to not remove bridges in the downtown area, reducing speeds along Yandell Drive and Wyoming Avenue, as well as removing proposed U-turns in the downtown area in the viable alternatives.



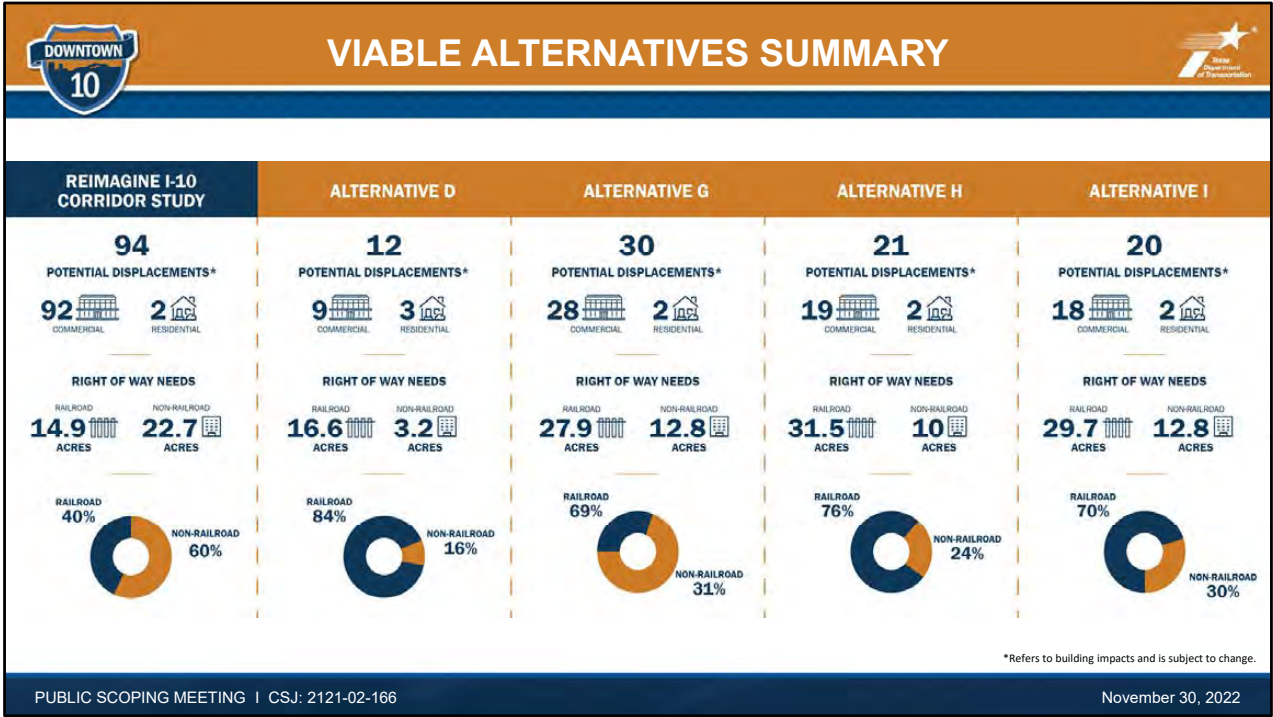
Alternative I shown here and on the next two slides is an additional viable alternative that incorporates design changes mentioned in the previous two slides. In the Downtown area, the channelized right-turn at Yandell Dr was removed to reduce turning speeds and improve bicycle and pedestrian safety. Raised intersections were added at Santa Fe St to also reduce travel speeds and improve bicycle and pedestrian safety. Raised intersections in other locations are also being considered. The U-turns on the outsides of Downtown were also removed to improve bicycle and pedestrian comfort. These three changes were made to help address concerns related to speeding in the downtown area.



East of downtown, a two-way cycle track and wide sidewalk were added along the frontage roads to create bicycle and pedestrian corridors. Dedicated access roads for businesses were provided on the outsides of these bicycle and pedestrian corridors, allowing for improved access management along the frontage roads. The new configuration removes driveways along the frontage roads to address concerns about high-speed vehicles turning across the paths of bicyclists and pedestrians. The new bicycle and pedestrian corridors have fewer conflict points and interruptions and allow for a larger buffer from the frontage roads, which is expected to result in improved bicycle and pedestrian comfort.



Immediately west of downtown, a new westbound entrance ramp was added, and the eastbound exit ramp was moved closer to downtown. These changes are expected to reduce traffic volumes on the proposed frontage roads. Enhanced bicycle and pedestrian accommodations were added to the realigned Los Angeles Dr to Franklin Ave connection to offer an additional route between Sunset Heights and Downtown El Paso for bicyclists and pedestrians. And lastly, space surrounding the old Franklin Ave underpass could be repurposed as pedestrian plazas.



This chart compares right-of-way needs and potential displacements for each of the viable alternatives and also provides a comparison to the Reimagine I-10 Corridor Study’s Recommended Corridor in order to exemplify the reduction in right-of-way needs and potential impacts since that concept was presented. Right-of-way needs will continue to be analyzed in the next phase of the project for further refinement.



Al revisar las alternativas viables, tenga en cuenta las características clave que cree que abordan ciertos problemas a lo largo del corredor. Si bien es posible que una característica no aparezca en una de las alternativas, estas características posiblemente podrían utilizarse para cualquiera de las alternativas.



La Alternativa D, ha sido recomendada para evaluación adicional, ya que obtuvo una buena puntuación en las 4 categorías de criterios de evaluación.

A medida que se perfeccionó aún más la Alternativa D, se identificaron 12 desplazamientos potenciales y es posible que se necesiten hasta 19.8 acres de derecho de vía, que incluye 16.6 acres del ferrocarril y 3.2 acres de derecho de vía no ferroviario.

Los impactos detallados del derecho de vía se perfeccionarán aún más mediante la identificación de una alternativa preferida recomendada.



Las mejoras al oeste del centro incluyen

- Utilizar la calle Prospect como puente peatonal para permitir que los peatones y ciclistas crucen de forma segura la I-10.
- Avenida Wyoming, que actuaría como la vía de acceso al este, se ha cambiado hacia la autopista para reducir el ancho del cruce y crear espacio adicional y aceras más anchas a lo largo de la vía de acceso. En la Calle Yandell, que actuaría como la vía de acceso al oeste, se eliminó un carril de tráfico para permitir aceras más anchas.
- Las mejoras adicionales para bicicletas y peatones incluyen instalaciones para bicicletas y peatones en todos los puentes que cruzan las calles, incluidas las vías ciclistas a lo largo de la calle El Paso para mejorar la conectividad
- El tranvía permanecería en el puente de la calle Oregon.
- Esta alternativa también evita impactos a las propiedades entre la Calle Yandell y la I-10.



En el lado este del centro, las mejoras adicionales al área del centro en la Alternativa D incluyen

- Cruces mejorados en intersecciones y
- Aceras más anchas para cruce de peatones más seguros.
- Se incorporarían vías ciclistas a lo largo de las calles Stanton y Campbell y se conectarían a la red de bicicletas de la Ciudad de El Paso.
- El tranvía permanecería en el puente de la calle Stanton.
- En la Calle Yandell, que actuaría como la vía de acceso al oeste, se ha eliminado un carril de tráfico para permitir espacio adicional para peatones.
- Al este de la calle Kansas, se incorporaría un camino de uso compartido a lo largo de los carriles laterales con destino al oeste



Las características clave de la Alternativa D mientras viaja fuera del área del centro incluyen

- Utilizar la calle Prospect como puente peatonal para permitir que los peatones y ciclistas crucen de forma segura la I-10.
- Un carril adaptivo en cada dirección que puede ser ajustado a medida que el tráfico y las necesidades de tránsito a futuro cambien.
- Aceras anchas a lo largo de los puentes que cruzan las calles para mayor seguridad de los peatones.
- Mejoras en los cruces en las intersecciones para la seguridad de peatones y ciclistas



Como se señaló en la diapositiva anterior el carril adaptivo continúa a lo largo del área del proyecto.

- Al este del centro, se modificará la configuración de rampas,
- Y se han agregado carriles laterales continuos.
- El camino de uso compartido se extiende a lo largo del proyecto para conectividad adicional de peatones y bicicletas.

Y aunque no se muestra en estos dibujos, la mayoría, si no es que todos los puentes, se recomiendan para reconstrucción según los estándares de diseño actualizados y lo más probable es que todas las intersecciones en del centro requieran semáforos.



La Alternativa G, ha sido recomendada para evaluación adicional, ya que obtuvo una buena puntuación en las 4 categorías de criterios de evaluación. A medida que se perfeccionó aún más la Alternativa G, se identificaron 30 desplazamientos potenciales y es posible que se necesiten hasta 40.7 acres de derecho de vía, lo que incluye 27.9 acres del ferrocarril y 12.8 acres de derecho de vía no ferroviario. Los impactos detallados de los derechos de vía se refinarán aún más mediante la identificación de la alternativa preferida recomendada.



Las mejoras clave de la Alternativa G en el lado oeste del centro incluyen

- Conexiones para bicicletas y peatones desde la calle Prospect hasta la calle Santa Fe.
- Los carriles laterales se han reubicado más cerca de los carriles principales de la I-10 para crear espacio adicional entre los edificios y los carriles laterales.
- Se han ampliado las aceras y se han agregado carriles para bicicletas a lo largo de los carriles laterales.
- Se han mejorado los cruces de intersección para proporcionar medidas de seguridad adicionales para peatones y ciclistas.
- El puente de la calle Oregon ha sido designado exclusivamente para tranvías, autobuses, bicicletas y peatones.



En el lado este del centro, se muestran muchas de las mismas características que la imagen anterior, incluyendo

- Cruces mejorados en intersecciones y
- Aceras anchas y carriles para bicicletas a lo largo de los carriles laterales.
- Se incluirían carriles para bicicletas a lo largo de la calle Stanton para conectarse a la red de bicicletas de la ciudad de El Paso.
- El puente de la calle Stanton ha sido diseñado de manera similar al puente de la calle Oregon para tráfico multimodal,
- Y los carriles laterales se han reubicado más cerca de los carriles principales de la I-10 para crear espacio adicional en el corredor.
- Además, al este de la calle Campbell se ha agregado un camino de uso compartido para peatones y ciclistas a lo largo de los carriles laterales con destino al oeste.



Fuera del área del centro, componentes de diseño de carreteras de la Alternativa G incluyen

- Carriles laterales continuos con destino al este y al oeste,
- Un carril adaptivo adicional y un carril de uso general en la I-10 en cada dirección.
- Se agregó una conexión para peatones y bicicletas a la calle Prospect para la conectividad con el centro de la ciudad,
- Así como conexión a un camino de uso compartido que viaja a lo largo de los carriles laterales con destino al oeste.
- Se han agregado aceras más anchas al puente de la calle Santa Fe,
- Y cruces mejorados para tráfico más seguro de peatones y bicicletas.



Como se señaló en la diapositiva anterior, el carril adaptivo continúa a lo largo del área del proyecto.

- Al este del centro, los carriles están balanceados a un mínimo de cuatro carriles en cada dirección,
- Se modificó la configuración de rampa,
- Y se han agregado carriles laterales continuos.
- El camino de uso compartido se extiende a lo largo del proyecto para conectividad adicional para peatones y bicicletas.

Y aunque no se muestra en estos dibujos, la mayoría, si no es que todos los puentes, se recomiendan para reconstrucción según los estándares de diseño actualizados y lo más probable es que todas las intersecciones en el centro de la ciudad requieran semáforos.



La Alternativa H, ha sido recomendada para evaluación adicional, ya que obtuvo la puntuación más alta en general en cada categoría de criterios de evaluación. A medida que se refinó aún más la Alternativa H, se identificaron 21 desplazamientos potenciales y es posible que se necesiten hasta 41.5 acres de derecho de vía, lo que incluye 31.5 acres de ferrocarril y 10 acres de derecho de vía no ferroviario. Los impactos detallados de los derechos de vía se refinarán aún más mediante la identificación de la alternativa preferida recomendada.



En el lado oeste del centro la Alternativa H cuenta con una conexión para peatones y bicicletas desde la calle Prospect hasta la calle Santa Fe.

- Los carriles laterales se han reubicado más cerca de los carriles principales para crear espacio adicional para peatones a lo largo del corredor.
- Se han incluido aceras anchas y carriles para bicicletas a lo largo de los carriles laterales.
- En las intersecciones, se han mejorado los cruces de calles para incluir medidas de seguridad adicionales para peatones y ciclistas.
- El puente de la calle Oregon se ha reutilizado para eliminar automóviles y utilizarse para el tranvía, autobuses y el tráfico de bicicletas y peatones.



En el lado este del centro, similar al lado oeste

- Se incluyen cruces mejorados en las intersecciones
- También se incluyen aceras anchas y carriles para bicicletas a lo largo de los carriles laterales.
- Las vías ciclistas a lo largo de la calle Stanton ayudan a conectar a los ciclistas con la red de bicicletas de la Ciudad de El Paso.
- El puente de la calle Stanton se reservaría para modos de viaje que no sean automóviles, similar al puente de la calle Oregon.
- Los carriles laterales se han reubicado más cerca de los carriles principales para crear espacio a lo largo de los carriles laterales.
- También se incluiría un camino de uso compartido a lo largo de los carriles de acceso al oeste al este de la calle Stanton para mejorar la conectividad de las áreas al este del centro.



Fuera del centro, la Alternativa H incluye

- Carriles laterales continuos con destino al este y al oeste.
- Como parte de los carriles principales de la I-10, se agregó un carril adaptivo y un carril adicional de uso general en cada dirección. Al igual que las alternativas D y G, un carril adaptivo es un carril que se puede ajustar a medida que el tráfico y las necesidades de tránsito cambien.
- Se agregó una conexión para bicicletas y peatones desde la calle Prospect hasta la calle Santa Fe,
- Así como un camino de uso compartido a lo largo de los carriles laterales con destino al oeste.
- Se diseñarían aceras más anchas como parte del puente Santa Fe
- Y los cruces mejorados en las intersecciones ayudarían a proporcionar medidas de seguridad adicionales para peatones y ciclistas.



Como se señaló en la diapositiva anterior, el carril adaptivo continúa a lo largo del área del proyecto.

- Al este del centro, los carriles se balancearían para mejorar la movilidad,
- También se modificó la configuración de rampa,
- Se ha incluido un elemento de diseño denominado colector de distribución. Esto se usa para minimizar el tráfico en los carriles laterales y reducir el tráfico en las calles principales.
- El camino de uso compartido se extiende a lo largo del proyecto para conectividad adicional para peatones y bicicletas.

Y aunque no se muestra en estos dibujos, la mayoría, si no es que todos los puentes, se recomiendan para reconstrucción según los estándares de diseño actualizados y lo más probable es que todas las intersecciones en el centro de la ciudad requieran semáforos.

CAMBIOS EN EL DISEÑO BASADOS EN APORTES DEL PÚBLICO

Reducir la cantidad de impactos y desplazamientos del derecho de vía (ROW, por sus siglas en inglés)

LO QUE ESTÁ HACIENDO TxDOT

Escuchar las preocupaciones del público sobre los impactos y desplazamientos del derecho de paso y trabajar para resolverlos donde sea posible. TxDOT ha reducido en gran medida la cantidad de impactos al derecho de paso en todo el proyecto Downtown 10.

Estrategias específicas incluyen:

- Trabajar con el Union Pacific (UP) Railroad para identificar oportunidades de utilizar el derecho de paso del ferrocarril para reducir el número de desplazamientos e impactos en el derecho de paso a lo largo del corredor. Por ejemplo, al este del centro de la ciudad, TxDOT está buscando modificar la alineación hacia Dallas Yard para reducir los impactos en las propiedades a lo largo de la avenida East Missouri desde la calle Campbell hasta el este de la calle Cotton.
- Refinar el diseño general para optimizar los referencias de diseño de la estructura, donde sea posible, para proporcionar un diseño más eficiente y reducir aún más los impactos al derecho de paso.

Mejorar y reconectar las áreas impactadas por la I-10 original

LO QUE ESTÁ HACIENDO TxDOT

Considerar algunas de las siguientes modificaciones de diseño para mejorar la conectividad:

- Bajar la elevación de la I-10 al oeste del centro de la ciudad.
- Mejorar la conexión a través de la I-10 en Franklin Drive.
- Ampliar los puentes en el centro de la ciudad para mejorar las conexiones de ciclistas y peatones.
- Proporcionar soluciones multimodales mejorando los elementos para bicicletas y peatones a lo largo de Yandell Drive, la avenida Missouri y la avenida Wyoming para mejorar las conexiones hacia/desde UTEP, el centro de la ciudad, Sunset Heights y Five Points.

Proveer soluciones multimodales de alta calidad


LO QUE ESTÁ HACIENDO TxDOT

- Desarrollado un Comité de Ciclistas y Peatones compuesto por agencias locales y entusiastas del ciclismo.
- Coordinación continua con Sun Metro Street Car, Paso del Norte Foundation y la ciudad de El Paso.
- Ha incorporado amplios componentes para ciclistas y peatones y ha trabajado para coordinar con los planes/rutas para bicicletas de la zona. Algunos componentes considerados incluyen:
 - Caminos de uso compartido
 - Aceras amplias
 - Carreles para bicicletas
 - Plazas peatonales


REUNIÓN PÚBLICA DE ALCANCE | CSJ: 2121-02-166


30 de noviembre del 2022

TxDOT está respondiendo a los comentarios que escuchamos durante nuestros esfuerzos de divulgación pública que se dieron entre la Reunión Pública #2, que se llevó a cabo el 24 de febrero de 2021, y el día de hoy. Como parte de estos esfuerzos de divulgación, TxDOT organizó dos talleres interactivos para ciclistas y peatones con interesados y promotores de la comunidad. El 17 de noviembre de 2021 se realizó un taller presencial y el 2 de febrero de 2022 se realizó un taller virtual. Estos talleres ayudaron al equipo del proyecto a comprender mejor las preocupaciones del público y de las partes interesadas y permitieron al equipo del proyecto explicar el proceso de pensamiento detrás de las decisiones de diseño, incluyendo las compensaciones y los posibles impactos. Los participantes en los talleres pudieron dialogar con el equipo del proyecto sobre sus sugerencias y formularon recomendaciones de diseño para que el equipo del proyecto las tuviera en cuenta. En esta diapositiva y en la siguiente se muestran seis de los comentarios más frecuentes de los esfuerzos de divulgación pública, así como lo que TxDOT está haciendo para abordarlos. Recuerde que puede pausar este video en cualquier momento. Esta diapositiva incluye comentarios sobre la reducción de los impactos del derecho de vía, la reconexión de las áreas que fueron impactadas por la construcción de la I-10, y la presentación de soluciones multimodales de alta calidad.



CAMBIOS EN EL DISEÑO BASADOS EN APORTES DEL PÚBLICO






LO QUE ESCUCHAMOS

No eliminar los puentes en el centro de la ciudad.

LO QUE ESTÁ HACIENDO TXDOT

- Se realizó un análisis preliminar del tráfico en el Estudio del Corredor Reimagine I-10 el cual mostró una mejora en la circulación de las calles locales y minimizó la congestión prevista en los áreas del Uptown y del Downtown al reducir el número de intersecciones señalizadas.
- Realizar más estudios, como un análisis detallado del tráfico para determinar las necesidades de todas las calles/puentes transversales.
- Todos los puentes del centro de la ciudad tendrán que ser reconstruidos debido al deterioro y a los requisitos de altura vertical.




LO QUE ESCUCHAMOS

Reducir la velocidad a lo largo de Yandell Drive y la avenida Wyoming en el área del centro de la ciudad

LO QUE ESTÁ HACIENDO TXDOT

Considerar algunas de las siguientes modificaciones de diseño para mejorar la conectividad:

- Depresión de la I-10 al oeste del centro de la ciudad.
- Mejorar la conexión a través de la I-10 en Franklin Drive.
- Ampliación de los puentes en el centro de la ciudad para mejorar las conexiones ciclistas y peatonales.
- Mejorando los elementos para bicicletas y peatones a lo largo de Yandell Drive, la avenida Missouri y la avenida Wyoming para mejorar las conexiones hacia/desde UTEP, el centro de la ciudad, Sunset Heights y Five Points.



LO QUE ESCUCHAMOS

Eliminar los vueltas en U del centro de la ciudad en el diseño propuesto

LO QUE ESTÁ HACIENDO TXDOT

- Mejorar la circulación del tránsito a través de las intersecciones del centro de la ciudad para lograr un flujo eficiente de tránsito vehicular y peatonal.
- La estrategia general del centro de la ciudad se revisará una vez que se haya finalizado el análisis del tráfico.
- Los giros en U representados en los diseños representan conexiones de giro a muy baja velocidad (10-15 mph) y si se utilizan giros en U, se coordinarán con los componentes para bicicletas y peatones para reducir los puntos de conflicto.

REUNIÓN PÚBLICA DE ALCANCE | CSJ: 2121-02-166

30 de noviembre del 2022

Los comentarios que TxDOT está abordando en esta diapositiva incluyen el deseo de no eliminar los puentes en el centro de la ciudad, la reducción de velocidad a lo largo de la calle Yandell y la avenida Wyoming, así como la eliminación de las vueltas en U propuestas en el centro de la ciudad en las alternativas viables.



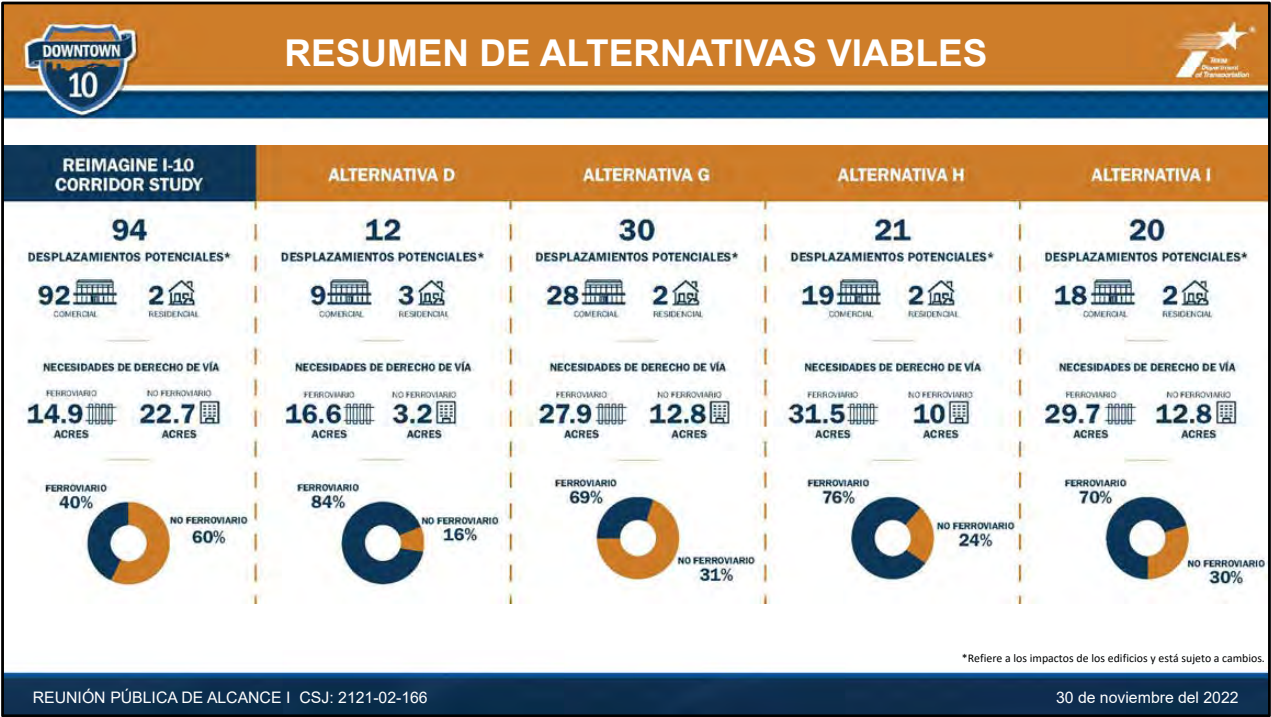
La alternativa I que se muestra aquí y en las dos siguientes diapositivas es una alternativa adicional viable que incorpora los cambios de diseño mencionados en las dos diapositivas anteriores. En el área del centro de la ciudad, la vuelta a la derecha canalizada en la calle Yandell se ha eliminado en la alternativa I para reducir la velocidad de vueltas y mejorar la seguridad de los ciclistas y peatones. Se añadieron intersecciones superiores en la calle Santa Fe para reducir la velocidad de circulación y mejorar la seguridad de ciclistas y peatones. También se está estudiando la posibilidad de instalar cruces superiores en otros lugares. Al igual, se eliminaron las vueltas en U en las afueras del centro de la ciudad para mejorar la comodidad de ciclistas y peatones. Estos tres cambios se hicieron para ayudar a abordar las preocupaciones relacionadas con el exceso de velocidad en el centro de la ciudad.



Al este del centro de la ciudad, se ha añadido un carril para bicicletas de doble sentido y una amplia acera a lo largo de los carriles laterales para crear corredores para bicicletas y peatones. En el exterior de estos corredores ciclistas y peatonales se han incluido vías de acceso exclusivas para las empresas, lo que ha permitido mejorar el manejo de los accesos a lo largo de los carriles laterales. La nueva configuración elimina las vías de acceso a lo largo de las carreteras laterales para responder a la preocupación que los vehículos de alta velocidad se crucen con los ciclistas y peatones. Los nuevos corredores para ciclistas y peatones tienen menos puntos de conflicto e interrupciones y permiten una mayor separación de los carriles laterales, lo que se espera mejore la comodidad de ciclistas y peatones.



Inmediatamente al oeste del centro de la ciudad, se añadió una nueva rampa de entrada en dirección oeste, y la rampa de salida en dirección este se trasladó más cerca del centro de la ciudad. Se espera que estos cambios reduzcan el volumen de tráfico en los carriles laterales propuestos. Se han mejorado los accesos para ciclistas y peatones en la conexión entre la calle Los Angeles y la avenida Franklin para ofrecer una ruta adicional entre Sunset Heights y el centro de la ciudad de El Paso para ciclistas y peatones. Por último, el espacio que rodea el antiguo paso subterráneo de la avenida Franklin podría reutilizarse como plazas peatonales.



Esta gráfica compara las necesidades de derecho de vía y los posibles desplazamientos para cada una de las alternativas viables y también proporciona una comparación con el Corredor Recomendado del Estudio Re imagine la I-10 para ilustrar la reducción de las necesidades de derecho de vía y los posibles impactos desde que se presentó ese concepto. Las necesidades de derecho de vía se seguirán analizando en la siguiente fase del proyecto para perfeccionarlas.

Section of Room	Transcript <i>Please note – the audio in the virtual scoping meeting room is broken up by station, not by board. You can pause the audio at each station if you wish. The following transcript denotes which portion of the station’s audio coincides with its respective project information board.</i>
Station 1: Welcome <i>At this station, you may sign in to the virtual room.</i>	WELCOME Hello, I’m Jennifer Wright, TxDOT’s Public Information Officer for the Downtown 10 Project with instructions to help you find your way through the virtual public meeting room. Also, Blanca Serrano will be narrating the Spanish-language virtual public meeting room. Para Español, clic “En Español’ en Estación uno.” This is Station 1, the Sign-in Station. First and foremost, if you are uncomfortable with this format or if you have any trouble using this room, please hit the HELP button below. There is a phone number you can call to get assistance with accessing the room and materials. As you enter the room you will see a table and two boards. Under each board there are two buttons. If you click the button on the left that looks like an eye, it will zoom in to that item so that you can see it better. This will work for any board, handout, or exhibit in the room. Once you are finished reviewing it, just click the “X” in the upper right-hand corner of the window to close it. The next button to the right is a down arrow. If you click this button you can download this item to your personal computer or device. Again, this applies to any exhibit or form in our room. Once you download the item, you can print or save it. Note that the welcome board includes a statement regarding the FHWA/TxDOT Memorandum of Understanding that delegated NEPA compliance to TxDOT. PURPOSE OF PUBLIC SCOPING MEETING The purpose of the Scoping Meeting is to provide the public an opportunity to review and comment on the draft Agency Coordination Plan and Schedule, the draft Project Purpose and Need, draft alternatives, and draft methodologies and level of detail for analyzing alternatives. In addition, the scoping meeting will provide an opportunity to give input on any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that will be analyzed in depth in the Environmental Impact Statement, or EIS. In addition, scoping meetings initiate the EIS process under the National Environmental Policy Act or NEPA. SIGN-IN SHEET Now let’s look at the table. As mentioned before, this is Station 1 – the Sign-in Station. The far-left piece of paper on the table is a virtual sign-in sheet. Please click on the pen button to open the sign in sheet. We encourage all participants to please sign in. ROOM NAVIGATION Moving to the very top right corner of your screen you should see a location map of the room. If you don’t see a rectangular map, click on the top right map button. The light-yellow shading indicates which station you are in. You can click on the station number at any of the stations to jump to that station. This will follow you as you move around the room. On the very top left corner of the screen is a “Welcome” button with an arrow pointing down. Click this button to provide the different station numbers and what they include. Next, look at the very bottom of the screen. There are several buttons that will help you navigate the room and get more information. The far-left button is the letter “i”. This will give similar instructions on how to navigate the room. If you click on the second button, it will take you to the project website where you can find more information about the project. The third button which is a location symbol, will take you to a map of the general project area. The next button is a “plus sign” that enables you to zoom in on the station and the final button is a “minus sign” that enables you to zoom out. As mentioned earlier, we have included a HELP button you can click any time. We have also included a COMMENT Button at the bottom of the screen. Click on this button to leave a comment. Finally, right above this row of buttons is a “play” and/or “pause” button that will enable you to play or pause the narration. You can pause and play as many times as you like, and you can revisit any station as many times as you like. To go to the next station or revisit the last station, click on the arrow buttons to the right and left edges of the screen. Now let’s get started! There are six additional stations in the room. This is Station 1. If you think of the room like a clock, the stations are oriented clockwise, and Station 1 is at 6 o’clock. Of special interest is our last station, Station 7. Once you have reviewed all of the information and looked at the boards and videos at each station, we would like you to comment on what you have seen and provide input on the proposed project. To go to the next station, look for the flashing blue arrow, or you can click the arrow on the right side of the screen to go to the next station and click the arrow on the left side of the screen to go to the previous station. Also, you can go up to the map in the upper right-hand corner of the screen and click on any station number.

Section of Room	Transcript <i>Please note – the audio in the virtual scoping meeting room is broken up by station, not by board. You can pause the audio at each station if you wish. The following transcript denotes which portion of the station’s audio coincides with its respective project information board.</i>
Station 2: Project Background	<p>Welcome to station 2 which provides background information on the Downtown 10 project and the EIS Process. There are four boards in this station.</p> <p>ENVIRONMENTAL IMPACT STATEMENT</p> <p>Click on the first board to the far left for information on the Environmental Impact Statement. The second board from the left is an overview of the scoping and EIS process. The third board is a project overview. The fourth board provides the purpose and need for the proposed project. Once you finish looking at the boards, please proceed to station 3. Once you finish reviewing a board, click the “x” at the top right corner of the window to exit and go to the next board.</p> <p>NEPA requires federal agencies to assess the environmental effects of their proposed actions and obtain input from the public and agencies prior to making decisions. One of the ways that federal agencies assess these effects are through environmental impact statements, or EIS. An EIS is prepared when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment. Development of the project began in 2019. Since that time, TxDOT has conducted initial project development activities and extensive public involvement. Based on the NEPA process, TxDOT determined that the project will now be classified as an EIS that will evaluate a range of build alternatives and a no-build alternative.</p> <p>SCOPING & THE ENVIRONMENTAL IMPACT STATEMENT PROCESS</p> <p>The scoping and EIS process is thorough and collaborative. Scoping is an open process involving the public and federal, state, and local agencies that determine a range of issues, alternatives, and potential environmental impacts considered in the EIS. During this phase of the process, a notice of intent is issued, and the lead agency holds an agency scoping meeting and a public scoping meeting, such as this, to present and gather input on the draft Purpose and Need, Range of Alternatives, Methodology and Level of Detail for Analyzing Alternatives, and draft Agency Coordination Plan. The next phase is the analysis and detailed study phase. This is where the project team will analyze the alternatives for potential impacts. Next, the team will create a draft EIS and hold a public hearing. During this phase the team will identify the preferred alternative or alternatives, further develop the schematic design, and then present that information and the draft EIS at a public hearing. Lastly the team will identify the environmentally preferred alternative, respond to comments on the draft EIS, finalize the EIS and issue a record of decision.</p> <p>DOWNTOWN 10 PROJECT OVERVIEW</p> <p>The proposed Downtown 10 project is approximately 5.7 miles long along I-10 from Executive Center Blvd. to State Loop 478 or Copia Street. Previous studies conducted in the area are the Reimagine I-10 Corridor Study and the Mesa Study. A few statistics about the corridor are:</p> <ul style="list-style-type: none">• In 2019, approximately 200,000 vehicles per day used the I-10 corridor between downtown and US 54,• The average peak-hour travel speed in 2019 was 33 mph,• The average increase in traffic since 1999 is approximately 34 percent, and• The export growth since 2010 has increased 162 percent. <p>DRAFT PURPOSE & NEED</p> <p>The need for the proposed project was identified and refined through the Reimagine I-10 Corridor Study and Downtown 10 initial project development, which included input from meeting with the project steering committees, workgroups, and the public. Participation from these entities, combined with background research, helped to define a preliminary assessment of the need for the proposed project. This has been identified as traffic congestion and mobility issues, concerns surrounding incident management, and a failure to meet current design standards. Since 2010, traffic volumes have generally increased within the corridor, with the exception of a drop in average annual daily traffic in 2020 due to the COVID-19 Pandemic. International activities and interstate commerce are key contributors to the growth along I-10. The purpose of the proposed project within the project limits is to improve mobility and long-term congestion management, reduce potential conflict points and improve incident management, and bring the facility up to current design standards.</p>
Station 3: Alternative Analysis Video	<p>Station 3 is an overview of the alternatives analysis process and how concepts were screened down to the three viable alternatives that you will view in station 4. Click on the tv screen to learn more about the alternative analysis process.</p> <p><i>*The following portion of the transcript is related to the alternatives analysis video and is broken up by each slide’s transcript.</i></p>

Section of Room	Transcript
	<p><i>Please note – the audio in the virtual scoping meeting room is broken up by station, not by board. You can pause the audio at each station if you wish. The following transcript denotes which portion of the station’s audio coincides with its respective project information board.</i></p>
At this station, there is a video you can view detailing the alternatives that were initially analyzed during the beginning of the Downtown 10 project.	<p><u>(Slide 1)</u> The Downtown 10 project began in 2019 with the identification of 18 initial alternatives to be evaluated. The following slides will walk through the evaluation process.</p> <p><u>(Slide 2)</u> The alternatives evaluation process is a key component to compliance with the NEPA process. Starting with the Reimagine I-10 Corridor Study, through the refinement of conceptual alternatives as part of the Downtown 10 project, the identification of viable alternatives, and eventual selection of the recommended preferred alternative, TxDOT evaluates alternatives at each stage of the NEPA process using engineering and environmental constraints criteria. For the conceptual alternative analysis, criteria included, mobility, design, multimodal, and environmental considerations, which includes potential right of way impacts.</p> <p>Through the first phase of analysis, the 18 initial alternatives were narrowed down to 9 conceptual alternatives. These conceptual alternatives were then screened to three viable build alternatives and the no build alternative for additional public feedback and further study. As mentioned in station 1, this project follows the NEPA process and as part of that process, the No-Build, or do-nothing scenario, will also be analyzed through each phase of the project. Following this public scoping meeting, the viable alternatives, including viable alternatives recommended by agencies and the public, will be studied further and additional data collected to screen to the recommended preferred alternative. Public and stakeholder feedback have and will be received, reviewed, and considered as a part of the screening process in each step.</p> <p><u>(Slide 3)</u> Preliminary evaluation criteria were categorized in relation to the initial goals and objectives of the project. Each category carries the same weight as the other categories. There are several items in each category to consider when identifying the score for each category.</p> <p>The project team is studying the alternatives to determine how well they meet the criteria, relative to other alternatives and the No-Build.</p> <p>Evaluation criteria related to mobility include evaluating the level of service for the roadway or the ability to address forecasted congestion, travel time index that highlights the travel efficiency of an alternative, as well as incident management that reflects the ability to respond to emergencies or crashes in the corridor.</p> <p>Multimodal evaluation criteria include how well the design accommodates transportation for those not traveling by car. Pedestrians, cyclists, transit users, and freight traffic are all considered during the evaluation process.</p> <p>The environmental evaluation criteria include environmental constraints identified and potential environmental impacts quantified to the extent possible for each alternative. This includes identifying potential impacts to the human and natural environment such as impacts to historic resources, impacts to potential hazardous materials sites, impacts to minority and low-income populations, and impacts to adjacent property owners, among others.</p> <p>Evaluation criteria related to design includes pavement conditions, updated design requirements, construction complexity and maintenance, as well as the cost related to construction of the new roadway.</p> <p><u>(Slide 4)</u> The 9 conceptual alternatives were evaluated using several measurements for each criterion. All 9 conceptual alternatives were screened to the same level of detail. They were then ranked by their overall score. At this time, the top 3 conceptual alternatives and the No-Build are proposed to move to the next phase of screening. Please feel free to pause the video here to review the evaluation matrix and how each alternative ranked.</p>

Section of Room	Transcript <i>Please note – the audio in the virtual scoping meeting room is broken up by station, not by board. You can pause the audio at each station if you wish. The following transcript denotes which portion of the station’s audio coincides with its respective project information board.</i>
	<p><u>(Slide 5)</u> The No-Build scenario ranked the lowest out of the 9 overall alternatives because it scores low in in the mobility, multimodal and design categories. However, the No-Build alternative will be carried forward to the next screening phase as required by NEPA to use as a baseline for evaluating potential environmental impacts.</p> <p><u>(Slide 6)</u> Alternative A is not recommended for further evaluation. Although no additional right-of-way is needed, rehabilitation of the existing roadway does not provide the additional mobility and multimodal enhancements desired for the project. Furthermore, the ongoing maintenance required for this alternative is not desirable.</p> <p><u>(Slide 7)</u> Alternative B consists of reconstructing the roadway as is. It is not recommended for further evaluation due to its limited ability to address operational and capacity issues with the existing ramping and lane configurations. Furthermore, the alternative does not provide options for a reliable trip and does not provide continuous bike and pedestrian accommodations.</p> <p><u>(Slide 8)</u> Alternative C is not recommended to move forward. This alternative scores low in mobility as it does not address the demand in the corridor. Furthermore, the ongoing maintenance required for this alternative is not desirable.</p> <p><u>(Slide 9)</u> Alternative D is recommended for further evaluation as it addresses most of the scoring criteria. Additional information for alternative D will be provided at the next stations.</p> <p><u>(Slide 10)</u> Alternative E is not recommended for further evaluation. This alternative adds a general purpose lane but does not provide enhanced bike and pedestrian connectivity.</p> <p><u>(Slide 11)</u> Alternative F is not recommended for further evaluation. The alternative includes a tunnel under downtown. Although a tunnel may allow for better bike and pedestrian connectivity (at ground level), there are substantial cost and long-term maintenance commitments on a tunnel. Furthermore, Alternative F would require a large amount of right-of-way at each end for the entrance and exit of the tunnel.</p> <p><u>(Slide 12)</u> Alternative G is recommended for further evaluation. There are significant enhancements in multimodal connectivity among other attributes. Additional information for alternative G will be provided at the next station.</p> <p><u>(Slide 13)</u> Alternative H ranks first among the 9 conceptual alternatives as, overall, it meets the evaluation criteria better than the other alternatives. Additional information for alternative H will be provided at the next station.</p>
<p>Station 4: Viable Alternatives</p> <p><i>At this station, there is a video you can view</i></p>	<p>Station 4 includes a tv and a table and provides an overview of the recommended viable alternatives. While these alternatives are being recommended to be further evaluated, TxDOT is open to input on additional viable alternatives. Please click on the TV for an overview of the features of the four viable alternatives. The video can be paused, rewound, and fast forwarded at any time.</p> <p>If you click the arrow button on the right, you can download a pdf of the viable alternatives. Note the file is quite large and may take some time to download, depending on your internet service.</p> <p><i>*The following portion of the transcript is related to the viable alternatives video and is broken up by each slide’s transcript.</i></p>

Section of Room	Transcript
	<p><i>Please note – the audio in the virtual scoping meeting room is broken up by station, not by board. You can pause the audio at each station if you wish. The following transcript denotes which portion of the station’s audio coincides with its respective project information board.</i></p>
<i>detailing the recommended viable alternatives – Alternatives D, G, H and I.</i>	<p><u>(Slide 1)</u> As you review the viable alternatives, please note key features that you feel address certain issues along the corridor. While a feature may not show up on one of the alternatives, these features could possibly be utilized for any of the alternatives.</p> <p>ALTERNATIVE D <u>(Slide 2)</u> Alternative D has been recommended for further evaluation as it scored well in all 4 categories of evaluation criteria. As Alternative D was further refined, 12 potential displacements were identified, and up to 19.8 acres of right-of-way may be needed, which includes 16.6 acres from the railroad and 3.2 acres of non-railroad right-of-way. Detailed right-of-way impacts will be further refined through the identification of a recommended preferred alternative.</p> <p><u>(Slide 3)</u> The Downtown improvements west of downtown include</p> <ul style="list-style-type: none">• Utilizing Prospect Street as a pedestrian bridge to allow pedestrians and cyclists to cross safely over I-10.• Wyoming Ave, which would act as the East bound frontage road, has been shifted towards the freeway to reduce crossing width and create additional space and wider sidewalks along the frontage road. On Yandell Drive, which would act as the west bound frontage road, a traffic lane has been removed to also allow for wider sidewalks.• Additional bike and pedestrian enhancements include bike and pedestrian facilities on all cross-street bridges including cycle tracks along El Paso Street for enhanced connectivity• The Streetcar would remain on the Oregon Street Bridge.• This alternative also avoids property impacts between Yandell Drive and I-10. <p><u>(Slide 4)</u> On the east side of downtown additional improvements to the downtown area on Alternative D include</p> <ul style="list-style-type: none">• Enhanced crossings at intersections and• Wider sidewalks for safer pedestrian crossings.• Cycle tracks would be incorporated along Stanton and Campbell Streets and connect to the City of El Paso bicycle network.• The Streetcar would remain on the Stanton Street bridge.• On Yandell Drive, which would act as the west bound frontage road, a traffic lane has been removed to allow for additional pedestrian space.• A shared use path would be incorporated along the west bound frontage roads east of Kansas Street. <p><u>(Slide 5)</u> Key features of Alternative D as you travel outside of the downtown area include</p> <ul style="list-style-type: none">• Utilizing Prospect Street as a pedestrian bridge to allow pedestrians and cyclists to cross safely over I-10.• An adaptive lane in each direction that can be adjusted as future traffic and transit needs change over time.• Wide sidewalks along cross street bridges for improved pedestrian comfort and safety.• Enhanced crossings at intersections for improved pedestrian and cyclist safety. <p><u>(Slide 6)</u> As noted on the previous slide, the adaptive lane continues through the entire project area.</p> <ul style="list-style-type: none">• East of downtown, the ramping configuration will be modified,• And continuous frontage roads have been added.• The shared use path extends east of downtown for additional pedestrian and bike connectivity.

Section of Room	Transcript <i>Please note – the audio in the virtual scoping meeting room is broken up by station, not by board. You can pause the audio at each station if you wish. The following transcript denotes which portion of the station’s audio coincides with its respective project information board.</i>
	<p>And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.</p> <p>ALTERNATIVE G <u>(Slide 7)</u> Alternative G has been recommended for further evaluation as it scored well in all 4 categories of evaluation criteria. As Alternative G was further refined, 30 potential displacements were identified, and up to 40.7 acres of right-of-way may be needed, which includes 27.9 acres from the railroad and 12.8 acres of non-railroad right-of-way. Detailed right-of-way impacts will be further refined through identification of the recommended preferred alternative.</p> <p><u>(Slide 8)</u> Key improvements of Alternative G on the west side of downtown include</p> <ul style="list-style-type: none">• Bike and pedestrian connections from Prospect Street to Santa Fe Street.• The Frontage roads have been relocated closer to the I-10 main lanes to create additional space between buildings and frontage roads.• Sidewalks have been widened and cycle tracks have been added along the frontage roads.• Intersection crossings have been enhanced to provide additional safety measures for pedestrians and cyclists.• The Oregon Street Bridge has been designated for streetcar, bus, bikes and pedestrians only. <p><u>(Slide 9)</u> On the east side of downtown, many of the same features as the previous image are shown including</p> <ul style="list-style-type: none">• Enhanced crossings at intersections and• Wide sidewalks and cycle tracks along the frontage roads.• Cycle track along Stanton Street would be included to connect to the City of El Paso bicycle network.• The Stanton Street Bridge has been designed similar to the Oregon Street Bridge for multimodal traffic• And the frontage roads have been relocated closer to the I-10 main lanes to create additional space along the corridor.• In addition, a shared used path for both pedestrians and cyclists along the west bound frontage road east of Campbell Street has been added. <p><u>(Slide 10)</u> Outside of the downtown area, roadway design components of Alternative G include</p> <ul style="list-style-type: none">• East bound and west bound continuous frontage roads,• An added adaptive lane and general purpose lane on I-10 in each direction.• A bike and pedestrian connection to Prospect Street has been added for connectivity into downtown,• as well as connection to a shared use path that travels along the west bound frontage road.• Wider sidewalks have been added to the Santa Fe Street bridge• And enhanced crossings for safer pedestrian and bicycle traffic. <p><u>(Slide 11)</u> As noted on the previous slide, the adaptive lane continues through the entire project area.</p> <ul style="list-style-type: none">• East of downtown, lanes are balanced to a minimum of four lanes each direction,• Ramping configuration was modified,

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	<ul style="list-style-type: none">• And continuous frontage roads have been added.• The shared use path extends throughout the project for additional pedestrian and bike connectivity. <p>And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.</p> <p>ALTERNATIVE H (Slide 12)</p> <p>Alternative H has been recommended for further evaluation as it scored the highest overall in each category of evaluation criteria. As Alternative H was further refined, 21 potential displacements were identified, and up to 41.5 acres of right-of-way may be needed, which included 31.5 acres of railroad right-of-way and 10 acres of non-railroad right of way. Detailed right-of-way impacts will be further refined through identification of the recommended preferred alternative.</p> <p>(Slide 13)</p> <p>On the west side of downtown, Alternative H features a bike and pedestrian connection from Prospect Street to Santa Fe Street.</p> <ul style="list-style-type: none">• Frontage roads have been relocated closer to the main lanes to create additional pedestrian space along the corridor.• Wide sidewalks and cycle tracks have been included along the frontage roads.• At intersections, street crossings have been enhanced to include additional safety measures for pedestrians and cyclists.• The Oregon Street Bridge has been repurposed to remove cars and be utilized for the streetcar, buses, and bike and pedestrian traffic. <p>(Slide 14)</p> <p>On the east side of downtown, similar to the west side,</p> <ul style="list-style-type: none">• Enhanced crossings at intersections are included• Wide sidewalks and cycle tracks along the frontage road are also included.• Cycle tracks along Stanton Street help to connect cyclists to the El Paso bike network.• The Stanton Street bridge would be reserved for non-car modes of travel similar to the Oregon Street bridge.• The frontage roads have been relocated closer to the main lanes to create space along the frontage roads.• A shared use path along the west bound frontage road east of Stanton Street would also been included to improve connectivity to areas east of downtown. <p>(Slide 15)</p> <p>Outside of the downtown area, Alternative H includes</p> <ul style="list-style-type: none">• Continuous east and west bound frontage roads.• As part of the main lanes of I-10 an adaptive lane as well as an additional general purpose lane has been added in each direction. Similar to alternatives D and G, an adaptive lane is a lane that can be adjusted as future traffic and transit needs change over time.• A connection for bikes and pedestrians from Prospect Street to Santa Fe Street has been added,• As well as a shared use path along the west bound frontage road.• Wider sidewalks would be designed as part of the Santa Fe Bridge• And enhanced crossings at intersections would help improve safety for pedestrians and cyclists. <p>(Slide 16)</p> <p>As noted on the previous slide, the adaptive lane continues through the entire project area.</p> <ul style="list-style-type: none">• East of downtown, lanes would be balanced to improve mobility,

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	<ul style="list-style-type: none"> • The ramping configuration was also modified, • A design element called a collector distributor has been included. This is used to minimize traffic on the frontage road and reduce traffic weaving on the mainlanes. • The shared use path extends throughout the project for additional pedestrian and bike connectivity. <p>And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.</p> <p><u>(Slide 17)</u> TxDOT is addressing comments we heard during our public outreach efforts that were provided between Public Meeting #2, held on February 24, 2021, and today. As part of these outreach efforts, TxDOT hosted two interactive Bicycle and Pedestrian Workshops with bicycle and pedestrian stakeholders and advocates in the community. An in-person workshop was held on November 17, 2021, and a virtual workshop was held on February 2, 2022. These workshops helped the project team gain a better understanding of public and stakeholder concerns and allowed the project team to explain the thought process behind design decisions, including tradeoffs and potential impacts. Workshop attendees were able to discuss their suggestions with the project team and made design recommendations for the project team to consider. Six of the frequent comments from public outreach efforts are shown on this slide and the next, as well as what TxDOT is doing to address them. Reminder that you can pause this video at any time. This slide includes comments regarding reducing right of way impacts, reconnecting areas that were impacted by the construction of I-10, and providing hi-quality multi modal solutions.</p> <p><u>(Slide 18)</u> The comments TxDOT is addressing on this slide include the desire to not remove bridges in the downtown area, reducing speeds along Yandell Drive and Wyoming Avenue, as well as removing proposed U-turns in the downtown area in the viable alternatives.</p> <p>ALTERNATIVE I <u>(Slide 19)</u> Alternative I shown here and on the next two slides is an additional viable alternative that incorporates design changes mentioned in the previous two slides. In the Downtown area, the channelized right-turn at Yandell Dr was removed to reduce turning speeds and improve bicycle and pedestrian safety. Raised intersections were added at Santa Fe St to also reduce travel speeds and improve bicycle and pedestrian safety. Raised intersections in other locations are also being considered. The U-turns on the outsides of Downtown were also removed to improve bicycle and pedestrian comfort. These three changes were made to help address concerns related to speeding in the downtown area.</p> <p><u>(Slide 20)</u> East of downtown, a two-way cycle track and wide sidewalk were added along the frontage roads to create bicycle and pedestrian corridors. Dedicated access roads for businesses were provided on the outsides of these bicycle and pedestrian corridors, allowing for improved access management along the frontage roads. The new configuration removes driveways along the frontage roads to address concerns about high-speed vehicles turning across the paths of bicyclists and pedestrians. The new bicycle and pedestrian corridors have fewer conflict points and interruptions and allow for a larger buffer from the frontage roads, which is expected to result in improved bicycle and pedestrian comfort.</p> <p><u>(Slide 21)</u> Immediately west of downtown, a new westbound entrance ramp was added, and the eastbound exit ramp was moved closer to downtown. These changes are expected to reduce traffic volumes on the proposed frontage roads. Enhanced bicycle and pedestrian accommodations were added to the realigned Los Angeles Dr to Franklin Ave connection to offer an additional route between Sunset Heights and Downtown El Paso for bicyclists and pedestrians. And lastly, space surrounding the old Franklin Ave underpass could be repurposed as pedestrian plazas.</p>

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	(Slide 22) This chart compares right-of-way needs and potential displacements for each of the viable alternatives and also provides a comparison to the Reimagine I-10 Corridor Study’s Recommended Corridor in order to exemplify the reduction in right-of-way needs and potential impacts since that concept was presented. Right-of-way needs will continue to be analyzed in the next phase of the project for further refinement.
Station 5: Environmental	<p>Welcome to Station 5, which provides two boards on the environmental process. I want to emphasize that we are still in the preliminary design and environmental process, and we do NOT have a preferred alternative at this time, therefore we do not know all of the potential environmental impacts we may have. If you click on the board to the left, it explains the Environmental Process and some of the natural and human resources we will be evaluating for potential impacts. The board on the right provides an explanation on the next steps of the Section 106 process, which relates to historic and archeological resources.</p> <p>ENVIRONMENTAL PROCESS</p> <p>This board provides an overview of the environmental process we are following and will continue to follow as the project moves forward. This process will include an evaluation of potential environmental impacts in compliance with the National Environmental Policy Act or NEPA and other state and federal environmental regulations. When a recommended preferred alternative is identified, we will assess potential impacts to resources such as vegetation, water resources, archeological resources, hazardous materials, community impacts, access and travel patterns, air quality, traffic noise, historic resources, environmental justice and limited English proficiency populations, and property owners. We will document this information in technical reports, which will be available at the time of the public hearing.</p> <p>In addition, this board depicts a general timeline of the right-of-way identification process, and how that evolves along with the project design and environmental process. The conceptual ROW footprints have been refined and minimized to the extent possible throughout the environmental process to date. An established ROW footprint will be defined once a recommended preferred alternative is identified and this footprint will be used to conduct detailed environmental analyses. Once a NEPA decision is made on the project, ROW negotiations and acquisition would begin. This can take time and has a process of its own. Additional information on the right-of-way process can be found in Station 7 of this room and TxDOT.gov or you can contact the TxDOT District office for assistance.</p> <p>SECTION 106 PROCESS: NEXT STEPS</p> <p>This board addresses TxDOT’s efforts to consider the historic properties located along I-10 in the Downtown 10 project area. Our work is guided by a federal law called the National Historic Preservation Act, which is intended to preserve historic and archeological sites in the U.S. There is a section in the act, Section 106, which requires any federally-funded or potentially federally-funded project to balance transportation needs and historic preservation. We would like your participation to conduct this process. In our first round of public outreach, several individuals requested Consulting Party status as part of the Section 106 process. These groups are listed on this board.</p> <p>We would like your help by letting us know what is important to you and your community. We will continue to provide information about the Section 106 Process at all meetings. Do you know others with specific knowledge of local historic resources we should contact? If so, please provide their information or have them comment in the virtual public meeting.</p> <p>Once a preferred alternative or alternatives are identified, TxDOT’s team of professional historians will conduct research and surveys – looking at the project area to see what types and how many buildings or structures there are that might be a significant historic property. At that time, the project team will begin detailed meetings with Consulting Parties.</p>
Station 6: Timeline & Next Steps	<p>Welcome to Station 6, which includes a board that explains the project timeline and next steps. Please click on the board to zoom in.</p> <p>ENVIRONMENTAL IMPACT STATEMENT TIMELINE AND NEXT STEPS* <i>(asterisk notes the timeline is subject to change)</i></p> <p>Work on the Downtown 10 project began in 2019 with a series of meetings and workshops with individuals, elected officials, local organizations, and steering committee members. The Downtown 10 project began by initiating the corridor traffic analysis and the existing conditions data collection. Goals and objectives were refined from the Reimagine I-10 Corridor Study and viable alternatives were identified. Since that time, based on the NEPA process, TxDOT has determined that the Downtown 10 Project will now be classified and analyzed as an EIS to further evaluate environmental resources</p>

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	that may be impacted by the project. It is anticipated that the EIS process will take two years to perform the necessary evaluations to achieve a ROD by the end of 2024. Construction for the project could start by 2025 if the ROD results in the selection of a build alternative and if funding is available.
Station 7: Additional Information	HOW TO COMMENT Welcome to the comment station, which is the final station. TxDOT is committed to the continuing effort to gain public feedback on this project and your input is very valuable. This station consists of two boards and one table. The board on the left provides additional information on how to submit your comments, including clicking on the comment button in this virtual meeting, mailing, emailing, or providing verbal comments that can be made by calling (915) 209-0027. All comments must be received or post-marked by January 11, 2023 to be included in the meeting summary. PROJECT CONTACT INFORMATION The board on the right provides project contact information for Hugo Hernandez, the TxDOT Project Manager, and Brian Swindell, the consultant Project Manager, in case you have any questions. Finally, the table provides three items. The item on the left is a comment card. You can click on the pen to submit your comment electronically, or you can hit the down arrow to download a comment card that can be submitted by email or mail. In the middle of the table is a link to the TxDOT right-of-way web page, which provides access to right-of-way information and right-of-way contact information. While the proposed right-of-way has not been finalized at this time, we are providing the link for those who would like to understand the process and your rights as a landowner. On the far right is a link to download all meeting materials including the schematics. The virtual scoping meeting and all meeting materials will be live through Wednesday, January 11, 2023. Please feel free to share this meeting with others if they did not receive the link. All comments received through January 11th will be compiled and reviewed and responses will be posted to the TxDOT website and project website when available. Thank you for your interest in the project.

Sección	La Transcripción
<div>Estación 1: Bienvenidos</div> <div>En esta estación, puede registrarse en la sala virtual.</div>	<div>BIENVENIDOS Bienvenidos. Mi nombre es Blanca Serrano, miembro del equipo de trabajo del proyecto de Downtown 10. Hoy los estaré guiando por esta sala virtual.</div> <div>Esta es la estación 1, la estación de registro. Ante todo, si no se siente cómodo con este formato o si tiene algún problema accediendo a esta sala, presione el botón de “Help” ubicado en la barra de abajo. Hay un número de teléfono al que puede llamar para obtener ayuda para acceder a la sala y los materiales. Al entrar a la sala, verá una mesa y dos tableros. Bajo cada tablero se encuentran dos botones. Si hace clic en el botón de la izquierda que parece un ojo, se acercará a ese elemento para que pueda verlo mejor. Esto funcionará para cualquier tablero, folleto o exhibición en la sala. Una vez que haya terminado de revisarlo, simplemente haga clic en la "X" en la esquina superior derecha de la ventana para cerrarla. El siguiente botón a la derecha es una flecha hacia abajo. Si hace clic en este botón, puede descargar este elemento a su computadora o dispositivo personal. Nuevamente, esto se aplica a cualquier exhibición o formulario en nuestra sala. Una vez que descargue el elemento, puede imprimirlo o guardarlo.</div> <div>Observe que el tablero de bienvenida incluye una declaración sobre el Memorando de Entendimiento entre la Administración Federal de Carreteras (FHWA, por sus siglas en inglés) y el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) que delegó el cumplimiento de la Ley de Política Ambiental (NEPA, por sus siglas en inglés) a TxDOT.</div> <div>PROPÓSITO DE LA REUNIÓN DE ALCANCE PÚBLICO El objetivo de la reunión de alcance es ofrecer al público la oportunidad de revisar y comentar sobre el borrador del Plan de Coordinación de Agencias y el Calendario, el borrador del Propósito y la Necesidad del Proyecto, el borrador de las alternativas y el borrador de las metodologías y el nivel de detalle para analizar las alternativas. Además, la reunión de alcance ofrecerá la oportunidad de aportar su opinión sobre cualquier impacto ambiental previsto, permisos anticipados u otras autorizaciones, y cualquier cuestión significativa que se analizará detalladamente en la Declaración de Impacto Ambiental, o EIS, por sus siglas en inglés. Además, las reuniones de alcance inician el proceso del EIS en conformidad con la Ley Nacional de Política Ambiental o NEPA.</div> <div>HOJA DE REGISTRO Veamos ahora la mesa. Como ya se ha mencionado, ésta es la estación 1: la estación de registro. La hoja al extremo izquierdo de la mesa es una hoja de registro virtual. Haga clic en el botón del bolígrafo para abrir la hoja de registro. Invitamos a todos los participantes a que se registren.</div> <div>NAVEGACION SALA VIRTUAL Moviéndose a la esquina superior derecha de su pantalla, debería ver un mapa de ubicación de la sala. Si no ve un mapa rectangular, haga clic en el botón de mapa en la esquina superior derecha. El sombreado de color amarillo indica en qué estación se encuentra. Puede hacer clic en el número de estación en cualquiera de las estaciones para moverse a esa estación. Esto lo seguirá a medida que se mueva por la sala. En la esquina superior izquierda de la pantalla hay un botón de "Bienvenida" con una flecha apuntando hacia abajo. Haga clic en este botón para ver los diferentes números de las estaciones y lo que incluyen. A continuación, mire la parte inferior de la pantalla. Hay varios botones que le ayudarán a navegar por la sala y obtener más información. El botón del extremo izquierdo es una "i"; esto le dará instrucciones similares sobre cómo navegar por la sala. Si hace clic en el segundo botón, será llevado a la página web del proyecto donde podrá encontrar información adicional sobre el proyecto. El tercer botón, el cual es un símbolo de ubicación, lo llevará a un mapa del área general del proyecto. El siguiente botón es un “signo de suma” que le permite acercarse a la estación y el botón final es un “signo de resta” que le permite alejarse. Como se mencionó anteriormente, hemos incluido un botón de HELP en el que puede hacer clic en cualquier momento. También hemos incluido un botón de COMENTARIO en la parte inferior derecha de cada estación. Haga clic en este botón para dejar un comentario. Finalmente, justo encima de esta fila de botones hay un botón de "reproducir" y/o "pausa" que le permitirá reproducir o pausar la narración. Puede pausar y reproducir cuantas veces quiera, y puede volver a visitar cualquier estación cuantas veces quiera. Para ir a la siguiente estación o volver a visitar la última estación, haga clic en los botones de flecha a los bordes derecho e izquierdo de la pantalla.</div> <div>¡Ahora comencemos! Hay seis estaciones adicionales en la sala. Esta es la estación 1. Si piensa en la habitación como un reloj, las estaciones están orientadas en el sentido de las manillas del reloj y la estación 1 está a las 6 en punto. De interés especial es nuestra última estación, la Estación 7. Una vez que haya revisado toda la información y haya visto los tableros y videos en cada estación, nos gustaría que comentara sobre lo que ha visto y aporte su opinión sobre el proyecto propuesto.</div> <div>Para ir a la siguiente estación, busque la flecha azul intermitente o haga clic en la flecha en el lado derecho de la pantalla, para ir a la próxima estación haga clic en la flecha en el lado izquierdo de la pantalla para ir la estación anterior también puede subir al mapa en la esquina superior derecha de la pantalla y haga clic en cualquier estación.</div>

Sección	La Transcripción
Estación 2: Resumen del Proyecto	<p>Bienvenido a la estación 2, que brinda información de antecedentes sobre el proyecto Downtown 10 y el proceso del EIS. Hay cuatro tableros en esta estación.</p> <p>DECLARACIÓN DE IMPACTO AMBIENTAL</p> <p>Haga clic en el primer tablero en el extremo izquierdo para ver información acerca de la Declaración de Impacto Ambiental. El segundo tablero de la izquierda proporciona un resumen de la amplitud y del proceso de la Declaración de Impacto Ambiental. El tercer tablero presenta una descripción general del proyecto. El cuarto tablero proporciona el propósito y la necesidad del proyecto. Una vez que termine de observar los elementos de esta estación continúe con la estación 3. Una vez que termine de ver un tablero, haga clic en la “x” en la parte superior derecha de la pantalla para salir y seguir a el próximo tablero.</p> <p>NEPA requiere a las agencias federales que evalúen los efectos ambientales de las acciones que proponen y que obtengan la opinión del público y de las agencias antes de tomar decisiones. Una de las formas en que las agencias federales evalúan estos efectos es a través de las declaraciones de impacto ambiental, o EIS. Se prepara el EIS cuando se anticipa que un proyecto propuesto podría afectar significativamente a la calidad del ambiente humano y natural. El desarrollo del proyecto inicio en el 2019. A partir de ese tiempo, TxDOT ha llevado a cabo actividades iniciales de desarrollo del proyecto y participación pública extensa. De acuerdo con el proceso de NEPA, TxDOT determinó que el proyecto será clasificado como un EIS que evaluará un campo de alternativas de construcción y una alternativa de no construir.</p> <p>PROCESO DE ALCANCE Y DECLARACIÓN DE IMPACTO AMBIENTAL</p> <p>El proceso de alcance y de EIS es profundo y colaborativo. Se trata de un proceso abierto en el que participan el público, así como agencias federales, estatales y locales, que determinan un campo de asuntos, alternativas y posibles impactos ambientales considerados en el EIS. Durante esta fase del proceso, se publica un aviso de intención y la agencia principal lleva a cabo una reunión de alcance de agencia y una reunión de alcance público, como ésta, con el propósito de presentar y recopilar comentarios sobre el borrador del Propósito y Necesidad, el campo de Alternativas, la Metodología y el Nivel de Detalle para Analizar las Alternativas, y el borrador del Plan de Coordinación de Agencia. La siguiente fase es la de análisis y estudio detallado. Aquí es donde el equipo del proyecto analizará las alternativas para determinar sus posibles impactos. A continuación, el equipo elaborará el borrador del EIS y llevará a cabo una audiencia pública. Durante esta fase, el equipo identificará la alternativa o alternativas preferidas, continuará desarrollando el diseño esquemático para luego presentar esa información, así como el borrador de EIS en una audiencia pública. Por último, el equipo identificará la alternativa preferida desde el punto de vista ambiental, responderá a los comentarios sobre el borrador del EIS, se finalizará el EIS y se emitirá un acta de decisión.</p> <p>RESUMEN DEL PROYECTO DOWNTOWN 10</p> <p>El proyecto propuesto de Downtown 10 tiene una longitud aproximada de 5.7 millas a lo largo de la I-10 desde el bulevar Executive Center hasta el libramiento estatal 478 o calle Copia. Los estudios anteriores realizados en la zona son el Estudio del Corredor Re imagine la I-10 y el Estudio de la calle Mesa. Algunas estadísticas sobre el corredor son:</p> <ul style="list-style-type: none">• En 2019, aproximadamente 200,000 vehículos por día utilizaron el corredor I-10 entre el centro de la ciudad y la US 54,• La velocidad promedio de viaje en hora pico en 2019 fue de 33 mph,• El aumento promedio del tráfico desde 1999 es de aproximadamente 34 por ciento, y• Las exportaciones han incrementado un 162 por ciento desde el 2010. <p>BORRADOR DEL PRÓPOSITO & NECESIDAD DEL PROYECTO</p> <p>La necesidad del proyecto propuesto se identificó y se refinó a través del Estudio del Corredor Re imagine la I-10 y el desarrollo inicial del proyecto Downtown 10, que incluyó aportaciones de las reuniones con los comités de dirección del proyecto, los grupos de trabajo y el público. La participación de estas entidades, combinada con la investigación de antecedentes, ayudó a definir una evaluación preliminar de la necesidad del proyecto propuesto. Se han identificado problemas de congestión vial y movilidad, preocupaciones en torno al manejo de incidentes y el incumplimiento con normas actuales de diseño. Desde el 2010, los volúmenes de tráfico han incrementado en general dentro del corredor, con la excepción de una baja en el tráfico diario promedio anual en el 2020 debido a la pandemia COVID-19. Actividades internacionales, así como el comercio interestatal son contribuyentes clave al crecimiento a lo largo de la I-10. El propósito del proyecto propuesto dentro de los límites del proyecto es mejorar la movilidad y el manejo de la congestión a largo plazo, reducir los puntos potenciales de conflicto y mejorar el manejo de incidentes, y llevar la instalación a los estándares actuales de diseño.</p>
Estación 3: Video de Análisis de Alternativa	<p>La estación 3 es una descripción general del proceso de análisis de alternativas y cómo fueron seleccionados los conceptos hasta llegar a las tres alternativas viables que verá en la estación 4. Haga clic en la pantalla del televisor para conocer más sobre el proceso de análisis de alternativas.</p> <p><i>*La siguiente parte de la transcripción está relacionada con el video de análisis de alternativas y está dividida por la transcripción de cada tablero.</i></p>

Sección	La Transcripción
<i>En esta estación hay un vídeo que se puede ver en el que se detallan las alternativas que se analizaron inicialmente durante el inicio del proyecto de Downtown 10.</i>	<p><u>(Tablero 1)</u> El proyecto Downtown 10 se inició en el 2019 con la identificación de 18 alternativas iniciales a evaluar. Las siguientes diapositivas lo llevaran a través del proceso de evaluación.</p> <p><u>(Tablero 2)</u> El proceso de evaluación de alternativas es un componente clave para el cumplimiento con el proceso de la Ley de Política Ambiental Nacional o NEPA. Comenzando con el estudio del corredor Re imagine I-10, a través del refinamiento de alternativas conceptuales como parte del proyecto Downtown 10, la identificación de alternativas viables y la eventual selección de la alternativa preferida recomendada, TxDOT evalúa alternativas en cada paso del proceso de NEPA utilizando criterios de restricción ambiental y de ingeniería. Para el análisis de las alternativas conceptuales se incluyen consideraciones de movilidad, diseño, multimodales y consideraciones ambientales las cuales incluyen posibles impactos en el derecho de vía.</p> <p>A través de la primera fase de análisis, las 18 alternativas iniciales fueron reducidas a 9 alternativas conceptuales. Estas alternativas conceptuales a la vez fueron examinadas hasta llegar a las 3 alternativas viables recomendadas y la alternative de no construir para recibir comentarios públicos adicionales y continuar evaluando. Como se mencionó en la estación 1, este proyecto sigue el proceso de la NEPA y, como parte de ese proceso, el escenario No-Construir, o no hacer nada, también debe ser analizado en cada fase del proyecto. Después de esta reunión del alcance público, las alternativas viables, incluyendo las alternativas viables recomendadas por las agencias y el público, serán estudiadas a fondo y se recopilarán datos adicionales para así llegar a la alternativa preferida recomendada. Los comentarios del público y de las partes interesadas serán recibidos, revisados y considerados como parte del proceso de selección en cada paso.</p> <p><u>(Tablero 3)</u> Criterios de evaluación preliminar fueron categorizados en relación con las metas y objetivos iniciales del proyecto. Cada categoría carga el mismo peso que las otras categorías. Hay varios elementos en cada categoría a considerar al identificar la puntuación para cada categoría.</p> <p>El equipo del proyecto está estudiando las alternativas para determinar qué tan bien cumplen con los criterios, en relación con otras alternativas y la de No-Construir.</p> <p>Criterios de evaluación relacionados con la movilidad incluyen evaluar el nivel de servicio de la carretera, o la capacidad de abordar la congestión prevista, el índice de tiempo de viaje que destaca la eficiencia de viaje de una alternativa, así como el manejo de incidentes que refleja la habilidad de responder a emergencias o accidentes en el corredor.</p> <p>Criterios de evaluación multimodal incluyen qué tan bien el diseño se adapta al transporte para quienes no viajan en automóvil. Peatones, ciclistas, usuarios de transporte público y tráfico de carga se consideran durante el proceso de evaluación.</p> <p>Criterios de evaluación ambiental incluyen las limitaciones ambientales identificadas y los impactos ambientales potenciales cuantificados a la medida posible para cada alternativa. Esto incluye la identificación de impactos potenciales al medio ambiente humano y natural, tales como impactos a recursos históricos, impactos a sitios potenciales de materiales peligrosos, impactos a poblaciones minoritarias y de bajos ingresos e impactos a propietarios adyacentes, entre otros.</p> <p>Criterios de evaluación relacionados con el diseño incluyen condiciones del pavimento, requisitos de diseño actualizados, la complejidad y el mantenimiento de la construcción, así como el costo relacionado con la construcción de la nueva carretera.</p> <p><u>(Tablero 4)</u> Las 9 alternativas conceptuales se evaluaron utilizando varias medidas para cada criterio. Todas las 9 alternativas conceptuales se examinaron al mismo nivel. Después fueron clasificadas por su puntaje general. Al momento, se proponen las 3 alternativas conceptuales principales y No-Construir para pasar a la siguiente fase de selección. Siéntase libre de pausar el video aquí para revisar la matriz de evaluación y cómo se clasificó cada alternativa.</p> <p><u>(Tablero 5)</u> El escenario de No-Construir ocupó el último lugar de las 9 alternativas generales porque tiene una puntuación baja en las categorías de movilidad, multimodal y diseño. Sin embargo, la alternativa de No-Construir se trasladará a la siguiente fase de selección según lo requiere la NEPA para utilizarla como base para evaluar los posibles impactos ambientales.</p>

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	<p><u>(Tablero 6)</u> La alternativa A no es recomendada para evaluación adicional. Aunque no se necesita derecho de vía adicional, la rehabilitación de la carretera existente no proporciona la movilidad adicional y las mejoras multimodales deseadas para el proyecto. Además, el mantenimiento continuo requerido para esta alternativa no es deseable.</p> <p><u>(Tablero 7)</u> La alternativa B consiste en reconstruir la carretera actual. No se recomienda para evaluación adicional debido en parte a su habilidad limitada para abordar problemas operacionales y de capacidad con las configuraciones de rampas y carriles existentes. Además, la alternativa no ofrece opciones para un viaje confiable y no proporciona acomodo continuo para ciclistas y peatones.</p> <p><u>(Tablero 8)</u> La alternativa C no se recomienda para seguir adelante. Esta alternativa tiene un puntaje bajo en movilidad ya que no aborda la demanda en el corredor. Además, el mantenimiento continuo requerido para esta alternativa no es deseable.</p> <p><u>(Tablero 9)</u> La alternativa D se recomienda para evaluación adicional ya que aborda la mayoría de los criterios de puntuación. Se proporcionará información adicional para la alternativa D en las próximas estaciones.</p> <p><u>(Tablero 10)</u> La alternativa E no se recomienda para evaluación adicional. Esta alternativa agrega un carril de uso general, pero no proporciona conectividad mejorada para ciclistas y peatones.</p> <p><u>(Tablero 11)</u> La alternativa F no se recomienda para evaluación adicional. La alternativa incluye un túnel a desnivel por debajo del centro de la ciudad. Aunque un túnel puede permitir mejor conectividad para bicicletas y peatones (a nivel), un túnel conlleva costos significativos, así como obligaciones de mantenimiento a largo plazo. Además, aunque no se ilustra, la Alternativa F requeriría una gran cantidad de derecho de vía en cada extremo para la entrada y salida del túnel.</p> <p><u>(Tablero 12)</u> La Alternativa G se recomienda para evaluación adicional. Hay mejoras significativas en la conectividad multimodal entre otros atributos. Se proporcionará información adicional para la alternativa G en la próxima estación.</p> <p><u>(Tablero 13)</u> La alternativa H ocupa el primer lugar entre las 9 alternativas conceptuales, ya que cumple con los criterios de evaluación mejor que las otras alternativas. Se proporcionará información adicional para la alternativa H en la próxima estación.</p>
<p>Estación 4: Alternativas viabes</p> <p><i>En esta estación hay un vídeo que puede ver en el que se detallan las alternativas viabes recomendadas:</i></p>	<p>La estación 4 incluye un televisor y una mesa y proporciona una descripción general de las alternativas viabes recomendadas. Mientras que estas alternativas se recomiendan para ser evaluadas más a fondo, TxDOT está abierto a comentarios sobre otras alternativas viabes. Por favor, haga clic en el televisor para ver un resumen de las características de las cuatro alternativas viabes. El video puede ser pausado, regresado y adelantado en cualquier momento.</p> <p>Si hace clic en el botón de la flecha de la derecha, podrá descargar un pdf con las alternativas viabes. Tenga en cuenta que el archivo es bastante grande y puede tardar en descargarse, dependiendo de su servicio de internet.</p> <p><i>*La siguiente parte de la transcripción está relacionada con el vídeo de las alternativas viabes y está dividida por la transcripción de cada tablero.</i></p> <p><u>(Tablero 1)</u> Al revisar las alternativas viabes, tenga en cuenta las características clave que cree que abordan ciertos problemas a lo largo del corredor. Si bien es posible que una característica no aparezca en una de las alternativas, estas características posiblemente podrían utilizarse para cualquiera de las alternativas.</p>

Sección	La Transcripción
las alternativas D, G, H e I.	<p>ALTERNATIVA D</p> <p><u>(Tablero 2)</u></p> <p>La Alternativa D, ha sido recomendada para evaluación adicional, ya que obtuvo una buena puntuación en las 4 categorías de criterios de evaluación.</p> <p>A medida que se perfeccionó aún más la Alternativa D, se identificaron 12 desplazamientos potenciales y es posible que se necesiten hasta 19.8 acres de derecho de vía, que incluye 16.6 acres del ferrocarril y 3.2 acres de derecho de vía no ferroviario.</p> <p>Los impactos detallados del derecho de vía se perfeccionarán aún más mediante la identificación de una alternativa preferida recomendada.</p> <p><u>(Tablero 3)</u></p> <p>Las mejoras al oeste del centro incluyen</p> <ul style="list-style-type: none">• Utilizar la calle Prospect como puente peatonal para permitir que los peatones y ciclistas crucen de forma segura la I-10.• Avenida Wyoming, que actuaría como la vía de acceso al este, se ha cambiado hacia la autopista para reducir el ancho del cruce y crear espacio adicional y aceras más anchas a lo largo de la vía de acceso. En la Calle Yandell, que actuaría como la vía de acceso al oeste, se eliminó un carril de tráfico para permitir aceras más anchas.• Las mejoras adicionales para bicicletas y peatones incluyen instalaciones para bicicletas y peatones en todos los puentes que cruzan las calles, incluidas las vías ciclistas a lo largo de la calle El Paso para mejorar la conectividad• El tranvía permanecería en el puente de la calle Oregon.• Esta alternativa también evita impactos a las propiedades entre la Calle Yandell y la I-10. <p><u>(Tablero 4)</u></p> <p>En el lado este del centro, las mejoras adicionales al área del centro en la Alternativa D incluyen</p> <ul style="list-style-type: none">• Cruces mejorados en intersecciones y• Aceras más anchas para cruce de peatones más seguros.• Se incorporarían vías ciclistas a lo largo de las calles Stanton y Campbell y se conectarían a la red de bicicletas de la Ciudad de El Paso.• El tranvía permanecería en el puente de la calle Stanton.• En la Calle Yandell, que actuaría como la vía de acceso al oeste, se ha eliminado un carril de tráfico para permitir espacio adicional para peatones.• Al este de la calle Kansas, se incorporaría un camino de uso compartido a lo largo de los carriles laterales con destino al oeste <p><u>(Tablero 5)</u></p> <p>Las características clave de la Alternativa D mientras viaja fuera del área del centro incluyen</p> <ul style="list-style-type: none">• Utilizar la calle Prospect como puente peatonal para permitir que los peatones y ciclistas crucen de forma segura la I-10.• Un carril adaptivo en cada dirección que puede ser ajustado a medida que el tráfico y las necesidades de tránsito a futuro cambien.• Aceras anchas a lo largo de los puentes que cruzan las calles para mayor seguridad de los peatones.• Mejoras en los cruces en las intersecciones para la seguridad de peatones y ciclistas <p><u>(Tablero 6)</u></p> <p>Como se señaló en la diapositiva anterior el carril adaptivo continúa a lo largo del área del proyecto.</p> <ul style="list-style-type: none">• Al este del centro, se modificará la configuración de rampas,• Y se han agregado carriles laterales continuos.• El camino de uso compartido se extiende a lo largo del proyecto para conectividad adicional de peatones y bicicletas. <p>Y aunque no se muestra en estos dibujos, la mayoría, si no es que todos los puentes, se recomiendan para reconstrucción según los estándares de diseño actualizados y lo más probable es que todas las intersecciones en del centro requieran semáforos.</p> <p>ALTERNATIVA G</p> <p><u>(Tablero 7)</u></p>

Sección	La Transcripción
	<p>La Alternativa G, ha sido recomendada para evaluación adicional, ya que obtuvo una buena puntuación en las 4 categorías de criterios de evaluación. A medida que se perfeccionó aún más la Alternativa G, se identificaron 30 desplazamientos potenciales y es posible que se necesiten hasta 40.7 acres de derecho de vía, lo que incluye 27.9 acres del ferrocarril y 12.8 acres de derecho de vía no ferroviario. Los impactos detallados de los derechos de vía se refinarán aún más mediante la identificación de la alternativa preferida recomendada.</p> <p><u>(Tablero 8)</u></p> <p>Las mejoras clave de la Alternativa G en el lado oeste del centro incluyen</p> <ul style="list-style-type: none">• Conexiones para bicicletas y peatones desde la calle Prospect hasta la calle Santa Fe.• Los carriles laterales se han reubicado más cerca de los carriles principales de la I-10 para crear espacio adicional entre los edificios y los carriles laterales.• Se han ampliado las aceras y se han agregado carriles para bicicletas a lo largo de los carriles laterales.• Se han mejorado los cruces de intersección para proporcionar medidas de seguridad adicionales para peatones y ciclistas.• El puente de la calle Oregon ha sido designado exclusivamente para tranvías, autobuses, bicicletas y peatones. <p><u>(Tablero 9)</u></p> <p>En el lado este del centro, se muestran muchas de las mismas características que la imagen anterior, incluyendo</p> <ul style="list-style-type: none">• Cruces mejorados en intersecciones y• Aceras anchas y carriles para bicicletas a lo largo de los carriles laterales.• Se incluirían carriles para bicicletas a lo largo de la calle Stanton para conectarse a la red de bicicletas de la ciudad de El Paso.• El puente de la calle Stanton ha sido diseñado de manera similar al puente de la calle Oregon para tráfico multimodal,• Y los carriles laterales se han reubicado más cerca de los carriles principales de la I-10 para crear espacio adicional en el corredor.• Además, al este de la calle Campbell se ha agregado un camino de uso compartido para peatones y ciclistas a lo largo de los carriles laterales con destino al oeste. <p><u>(Tablero 10)</u></p> <p>Fuera del área del centro, componentes de diseño de carreteras de la Alternativa G incluyen</p> <ul style="list-style-type: none">• Carriles laterales continuos con destino al este y al oeste,• Un carril adaptivo adicional y un carril de uso general en la I-10 en cada dirección.• Se agregó una conexión para peatones y bicicletas a la calle Prospect para la conectividad con el centro de la ciudad,• Así como conexión a un camino de uso compartido que viaja a lo largo de los carriles laterales con destino al oeste.• Se han agregado aceras más anchas al puente de la calle Santa Fe,• Y cruces mejorados para tráfico más seguro de peatones y bicicletas. <p><u>(Tablero 11)</u></p> <p>Como se señaló en la diapositiva anterior, el carril adaptivo continúa a lo largo del área del proyecto.</p> <ul style="list-style-type: none">• Al este del centro, los carriles están balanceados a un mínimo de cuatro carriles en cada dirección,• Se modificó la configuración de rampa,• Y se han agregado carriles laterales continuos.• El camino de uso compartido se extiende a lo largo del proyecto para conectividad adicional para peatones y bicicletas. <p>Y aunque no se muestra en estos dibujos, la mayoría, si no es que todos los puentes, se recomiendan para reconstrucción según los estándares de diseño actualizados y lo más probable es que todas las intersecciones en el centro de la ciudad requieran semáforos.</p> <p>ALTERNATIVA H</p> <p><u>(Tablero 12)</u></p>

Sección	La Transcripción
	<p>La Alternativa H, ha sido recomendada para evaluación adicional, ya que obtuvo la puntuación más alta en general en cada categoría de criterios de evaluación. A medida que se refinó aún más la Alternativa H, se identificaron 21 desplazamientos potenciales y es posible que se necesiten hasta 41.5 acres de derecho de vía, lo que incluye 31.5 acres de ferrocarril y 10 acres de derecho de vía no ferroviario. Los impactos detallados de los derechos de vía se refinarán aún más mediante la identificación de la alternativa preferida recomendada.</p> <p><u>(Tablero 13)</u></p> <p>En el lado oeste del centro la Alternativa H cuenta con una conexión para peatones y bicicletas desde la calle Prospect hasta la calle Santa Fe.</p> <ul style="list-style-type: none">• Los carriles laterales se han reubicado más cerca de los carriles principales para crear espacio adicional para peatones a lo largo del corredor.• Se han incluido aceras anchas y carriles para bicicletas a lo largo de los carriles laterales.• En las intersecciones, se han mejorado los cruces de calles para incluir medidas de seguridad adicionales para peatones y ciclistas.• El puente de la calle Oregon se ha reutilizado para eliminar automóviles y utilizarse para el tranvía, autobuses y el tráfico de bicicletas y peatones. <p><u>(Tablero 14)</u></p> <p>En el lado este del centro, similar al lado oeste</p> <ul style="list-style-type: none">• Se incluyen cruces mejorados en las intersecciones• También se incluyen aceras anchas y carriles para bicicletas a lo largo de los carriles laterales.• Las vías ciclistas a lo largo de la calle Stanton ayudan a conectar a los ciclistas con la red de bicicletas de la Ciudad de El Paso.• El puente de la calle Stanton se reservaría para modos de viaje que no sean automóviles, similar al puente de la calle Oregon.• Los carriles laterales se han reubicado más cerca de los carriles principales para crear espacio a lo largo de los carriles laterales.• También se incluiría un camino de uso compartido a lo largo de los carriles de acceso al oeste al este de la calle Stanton para mejorar la conectividad de las áreas al este del centro. <p><u>(Tablero 15)</u></p> <p>Fuera del centro, la Alternativa H incluye</p> <ul style="list-style-type: none">• Carriles laterales continuos con destino al este y al oeste.• Como parte de los carriles principales de la I-10, se agregó un carril adaptivo y un carril adicional de uso general en cada dirección. Al igual que las alternativas D y G, un carril adaptivo es un carril que se puede ajustar a medida que el tráfico y las necesidades de tránsito cambien.• Se agregó una conexión para bicicletas y peatones desde la calle Prospect hasta la calle Santa Fe,• Así como un camino de uso compartido a lo largo de los carriles laterales con destino al oeste.• Se diseñarían aceras más anchas como parte del puente Santa Fe• Y los cruces mejorados en las intersecciones ayudarían a proporcionar medidas de seguridad adicionales para peatones y ciclistas. <p><u>(Tablero 16)</u></p> <p>Como se señaló en la diapositiva anterior, el carril adaptivo continúa a lo largo del área del proyecto.</p> <ul style="list-style-type: none">• Al este del centro, los carriles se balancearían para mejorar la movilidad,• También se modificó la configuración de rampa,• Se ha incluido un elemento de diseño denominado colector de distribución. Esto se usa para minimizar el tráfico en los carriles laterales y reducir el tráfico en las calles principales.• El camino de uso compartido se extiende a lo largo del proyecto para conectividad adicional para peatones y bicicletas. <p>Y aunque no se muestra en estos dibujos, la mayoría, si no es que todos los puentes, se recomiendan para reconstrucción según los estándares de diseño actualizados y lo más probable es que todas las intersecciones en el centro de la ciudad requieran semáforos.</p> <p><u>(Tablero 17)</u></p> <p>TxDOT está respondiendo a los comentarios que escuchamos durante nuestros esfuerzos de divulgación pública que se dieron entre la Reunión Pública #2, que se llevó a cabo el 24 de febrero de 2021, y el día de hoy. Como parte de estos esfuerzos de divulgación, TxDOT organizó dos talleres interactivos para ciclistas y peatones con interesados y promotores de la comunidad. El 17 de noviembre de 2021 se realizó un taller presencial y el 2 de febrero de 2022 se realizó un taller virtual. Estos talleres ayudaron al equipo del proyecto a comprender mejor las preocupaciones del público y de las partes interesadas y permitieron al equipo</p>

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	<p>del proyecto explicar el proceso de pensamiento detrás de las decisiones de diseño, incluyendo las compensaciones y los posibles impactos. Los participantes en los talleres pudieron dialogar con el equipo del proyecto sobre sus sugerencias y formularon recomendaciones de diseño para que el equipo del proyecto las tuviera en cuenta. En esta diapositiva y en la siguiente se muestran seis de los comentarios más frecuentes de los esfuerzos de divulgación pública, así como lo que TxDOT está haciendo para abordarlos. Recuerde que puede pausar este video en cualquier momento. Esta diapositiva incluye comentarios sobre la reducción de los impactos del derecho de vía, la reconexión de las áreas que fueron impactadas por la construcción de la I-10, y la presentación de soluciones multimodales de alta calidad.</p> <p><u>(Tablero 18)</u></p> <p>Los comentarios que TxDOT está abordando en esta diapositiva incluyen el deseo de no eliminar los puentes en el centro de la ciudad, la reducción de velocidad a lo largo de la calle Yandell y la avenida Wyoming, así como la eliminación de las vueltas en U propuestas en el centro de la ciudad en las alternativas viables.</p> <p>ALTERNATIVA I</p> <p><u>(Tablero 19)</u></p> <p>La alternativa I que se muestra aquí y en las dos siguientes diapositivas es una alternativa adicional viable que incorpora los cambios de diseño mencionados en las dos diapositivas anteriores. En el área del centro de la ciudad, la vuelta a la derecha canalizada en la calle Yandell se ha eliminado en la alternativa I para reducir la velocidad de vueltas y mejorar la seguridad de los ciclistas y peatones. Se añadieron intersecciones superiores en la calle Santa Fe para reducir la velocidad de circulación y mejorar la seguridad de ciclistas y peatones. También se está estudiando la posibilidad de instalar cruces superiores en otros lugares. Al igual, se eliminaron las vueltas en U en las afueras del centro de la ciudad para mejorar la comodidad de ciclistas y peatones. Estos tres cambios se hicieron para ayudar a abordar las preocupaciones relacionadas con el exceso de velocidad en el centro de la ciudad.</p> <p><u>(Tablero 20)</u></p> <p>Al este del centro de la ciudad, se ha añadido un carril para bicicletas de doble sentido y una amplia acera a lo largo de los carriles laterales para crear corredores para bicicletas y peatones. En el exterior de estos corredores ciclistas y peatonales se han incluido vías de acceso exclusivas para las empresas, lo que ha permitido mejorar el manejo de los accesos a lo largo de los carriles laterales. La nueva configuración elimina las vías de acceso a lo largo de las carreteras laterales para responder a la preocupación que los vehículos de alta velocidad se crucen con los ciclistas y peatones. Los nuevos corredores para ciclistas y peatones tienen menos puntos de conflicto e interrupciones y permiten una mayor separación de los carriles laterales, lo que se espera mejore la comodidad de ciclistas y peatones.</p> <p><u>(Tablero 21)</u></p> <p>Inmediatamente al oeste del centro de la ciudad, se añadió una nueva rampa de entrada en dirección oeste, y la rampa de salida en dirección este se trasladó más cerca del centro de la ciudad. Se espera que estos cambios reduzcan el volumen de tráfico en los carriles laterales propuestos. Se han mejorado los accesos para ciclistas y peatones en la conexión entre la calle Los Angeles y la avenida Franklin para ofrecer una ruta adicional entre Sunset Heights y el centro de la ciudad de El Paso para ciclistas y peatones. Por último, el espacio que rodea el antiguo paso subterráneo de la avenida Franklin podría reutilizarse como plazas peatonales.</p> <p><u>(Tablero 22)</u></p> <p>Esta gráfica compara las necesidades de derecho de vía y los posibles desplazamientos para cada una de las alternativas viables y también proporciona una comparación con el Corredor Recomendado del Estudio Re imagine la I-10 para ilustrar la reducción de las necesidades de derecho de vía y los posibles impactos desde que se presentó ese concepto. Las necesidades de derecho de vía se seguirán analizando en la siguiente fase del proyecto para perfeccionarlas.</p>
Estación 5: Ambiental	<p>Bienvenido a la estación 5, que ofrece dos diapositivas sobre el proceso ambiental. Quiero enfatizar que todavía estamos en el diseño preliminar y el proceso ambiental, y al momento NO tenemos una alternativa preferida, por lo tanto, no conocemos todos los impactos ambientales potenciales que podemos tener. Si hace clic en la diapositiva de la izquierda, explica el proceso ambiental y algunos de los recursos naturales y humanos que evaluaremos para detectar posibles impactos. La diapositiva de la derecha proporciona una explicación sobre los próximos pasos del proceso de la Sección 106, que se relaciona con los recursos históricos y arqueológicos.</p> <p>PROCESO AMBIENTAL</p> <p>Esta diapositiva proporciona una descripción general del proceso ambiental que estamos siguiendo y seguiremos a medida que avance el proyecto. Este proceso incluirá una evaluación de los impactos ambientales potenciales de conformidad con la Ley de Política Ambiental Nacional o NEPA y otras regulaciones ambientales estatales y federales. Cuando se identifique una alternativa preferida recomendada, evaluaremos los impactos potenciales a la vegetación natural, los recursos hídricos, recursos arqueológicos, materiales peligrosos, impactos en la comunidad, patrones de acceso y viaje, la calidad del aire, ruido del tráfico, recursos</p>

Sección	<p>La Transcripción</p> <p>históricos, la justicia ambiental y las poblaciones con dominio limitado del inglés, y propietarios. Documentaremos esta información en reportes técnicos, que estarán disponibles en el momento de la audiencia pública.</p> <p>Además, esta diapositiva describe un cronograma general del proceso de identificación del derecho de vía y cómo evoluciona junto con el diseño del proyecto y el proceso ambiental. Las huellas conceptuales del derecho de vía (ROW) se refinan y minimizan en la medida posible a lo largo del proceso ambiental. Una huella de derecho de vía (ROW) establecida se define una vez que se identifica una alternativa preferida recomendada y esto se utiliza para realizar análisis ambientales detallados. Una vez que se toma una decisión de la NEPA sobre el proyecto, pueden comenzar las negociaciones y compras del derecho de vía o ROW. Esto puede llevar tiempo y tiene un proceso propio. Puede encontrar información adicional sobre el proceso de derecho de vía en la estación 7 de esta sala virtual y en TxDOT.gov o comuníquese con la oficina del distrito de TxDOT para obtener ayuda.</p> <p>PROCESO SECCIÓN 106: PRÓXIMOS PASOS</p> <p>Esta diapositiva aborda los esfuerzos de TxDOT para considerar las propiedades históricas ubicadas a lo largo de la I-10 en el área del proyecto Downtown 10. Nuestro trabajo está guiado por una ley federal llamada Ley Nacional de Preservación Histórica, que tiene como objetivo preservar sitios con recursos históricos y arqueológicos en los EE. UU. Hay una sección en la ley, la Sección 106, que requiere que cualquier proyecto financiado o potencialmente financiado con fondos federales equilibre las necesidades de transporte y la preservación histórica, y para eso necesitamos su participación. En nuestra primera ronda de divulgación pública, varias personas solicitaron el estatus de Parte Consultiva como parte del proceso de la Sección 106. Estos grupos se enumeran en esta diapositiva.</p> <p>Necesitamos su ayuda para hacernos saber qué es importante para usted y su comunidad y continuaremos brindando información sobre el Proceso de la Sección 106 en todas las reuniones. ¿Conoce a otras personas con conocimientos específicos de los recursos históricos locales a los que debamos contactar? Si es así, proporcione su información o pídale que comenten en la reunión pública virtual.</p> <p>Una vez que se identifica una alternativa preferida recomendada, el equipo de historiadores profesionales de TxDOT llevará a cabo investigaciones y encuestas, revisando el área del proyecto para ver qué tipos y cuántos edificios o estructuras hay que podrían ser una propiedad histórica significativa. En ese momento, el equipo del proyecto comenzará reuniones detalladas con las partes consultoras.</p>
Estación 6: Cronograma y Próximos Pasos	<p>Bienvenido a la estación 6, que incluye una diapositiva que explica el cronograma del proyecto y los próximos pasos. Haga clic en la diapositiva para obtener más información.</p> <p>CRONOGRAMA Y PRÓXIMOS PASOS DE LA DECLARACIÓN DE IMPACTO AMBIENTAL</p> <p>El trabajo en el proyecto Downtown 10 comenzó en el 2019 con una serie de reuniones y talleres con personas, funcionarios electos, partes interesadas y miembros del comité directivo. El proyecto comenzó con el análisis del tráfico del corredor y la recopilación de datos sobre las condiciones existentes. Se refinaron las metas y objetivos del estudio del corredor Re imagine la I-10 y se identificaron las alternativas viables. Desde ese tiempo, basado en el proceso de la NEPA, TxDOT ha determinado que el proyecto Downtown 10 será clasificado y preparado como una Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) para evaluar más a fondo los recursos ambientales que serán impactados por el proyecto. Se anticipa que el proceso del EIS tome dos años para que se lleven a cabo las evaluaciones necesarias y llegar al Acta de Decisión (ROD, por sus siglas en inglés) al final del 2024. La construcción del proyecto podría iniciar en el 2025 si el ROD da lugar a la selección de una alternativa de construcción y si se obtiene financiamiento.</p>
Estación 7: Información Adicional	<p>COMO COMENTAR</p> <p>Bienvenido a la estación de comentarios, la cual es la estación final. TxDOT está comprometido con el esfuerzo continuo para obtener comentarios del público sobre este proyecto y sus comentarios son valiosos. Esta estación consta de dos diapositivas y una mesa. La diapositiva de la izquierda proporciona información adicional sobre cómo enviar sus comentarios, incluyendo comentarios en línea, por correo, por correo electrónico y verbales que se pueden hacer llamando al (915) 209-0027. Todos los comentarios deben recibirse o enviarse por correo postal antes del 11 de enero de 2023 para que se incluyan en el resumen de la reunión.</p> <p>INFORMACIÓN DE CONTACTOS DEL PROYECTO</p> <p>La diapositiva de la derecha proporciona información de Hugo Hernández, Gerente del Proyecto de TxDOT y Brian Swindell, Gerente del Proyecto de nuestro equipo de consultores, en caso de que tenga alguna pregunta. Finalmente, la mesa proporciona tres elementos. El elemento de la izquierda es una tarjeta de comentarios. Puede hacer clic en el bolígrafo para enviar su comentario electrónicamente, o puede presionar la flecha hacia abajo para descargar una tarjeta de comentarios que se puede enviar por correo electrónico o correo postal. En el centro de la mesa hay un enlace a la página web de TxDOT ROW, que brinda acceso a información de derecho de vía e información de contacto de derecho de vía. Si bien el derecho de vía propuesto no se ha finalizado en este momento, proporcionamos el enlace para aquellos que deseen comprender el proceso y los derechos de los propietarios. En el extremo derecho hay un enlace para descargar todos los materiales de la reunión, incluidos los esquemas. La reunión pública virtual y todos los materiales de la reunión estarán disponibles hasta el miércoles, 11 de enero de 2023. No dude en enviar esta reunión a sus vecinos si no recibieron el enlace. Todos los comentarios recibidos hasta el 11 de enero serán recopilados y revisados y las respuestas proporcionadas y publicadas en el sitio web de TxDOT y el sitio web del proyecto. Gracias por su interés en el proyecto.</p>



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