



PROJECT DESCRIPTION



DOWNTOWN INTERSTATE 10 PROJECT

USDOT FY25-26 MPDG Grant Program

Texas Department of Transportation
with the El Paso Metropolitan Planning Organization

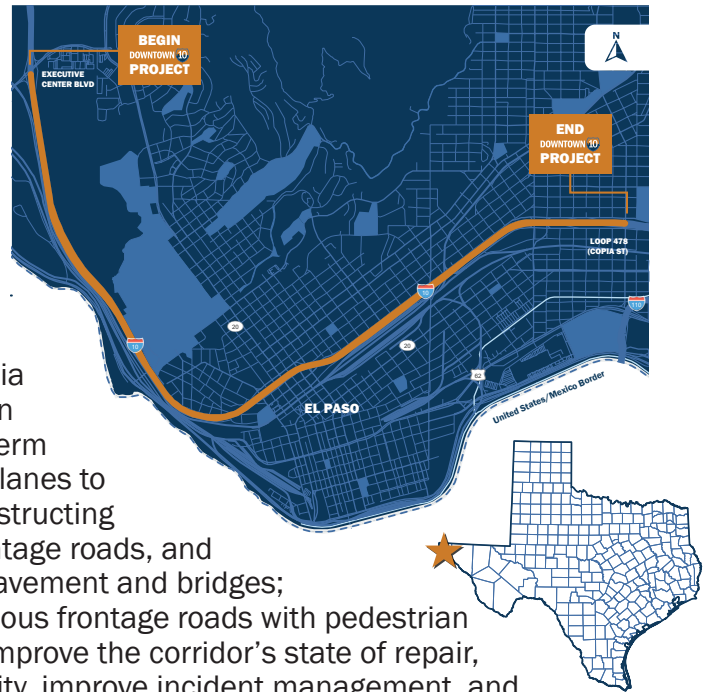


MAY 2024

PROJECT DESCRIPTION

The Texas Department of Transportation (TxDOT), with the El Paso Metropolitan Planning Organization (EPMPO) as co-applicant, is seeking \$743,900,000 in MPDG (Mega and Large INFRA) discretionary grant funding for the Downtown Interstate 10 (I-10) Project to complete construction activities. One of the area’s most immediate needs is the I-10 corridor through El Paso, which is experiencing steadily increasing traffic numbers. The Project improves a 6.1-mile corridor through downtown El-Paso, Texas along I-10 between Executive Center Boulevard and Loop 478 (Copia Street), hereby known as the Project. The Project location map is shown in **Figure 1**. The Project will provide long-term transportation solutions to the El Paso region by adding lanes to I-10; eliminating two highway-rail grade crossings; reconstructing the I-10 main lanes, retaining walls, bridges, ramps, frontage roads, and cross streets to overcome the deterioration of existing pavement and bridges; improving drainage infrastructure; and providing continuous frontage roads with pedestrian and bicycle amenities. The Project will enhance safety, improve the corridor’s state of repair, alleviate increasing traffic congestion, expand connectivity, improve incident management, and prioritize multimodal connections.

Figure 1: Project Location Map



The I-10 corridor is a major east-west interstate spanning approximately 2,460 miles in the southern United States, as shown in **Figure 2**. The corridor provides access to local, regional, statewide, national, and international economies. I-10 connects El Paso to major cities, including Tucson, San Antonio, Houston, New Orleans, and Jacksonville. Within El Paso, I-10 traffic accounts for 32% of all vehicle-miles traveled. The Project segment is part of the Strategic Highway Network (STRAHNET), which provides defense access, continuity, and emergency capabilities for movements of personnel and equipment for national defense purposes. Fort Bliss is located just north of I-10. There are eight roadway border crossings along the U.S.–Mexico border in the El Paso region: Santa Teresa Port of Entry (New Mexico) ▪ Paso Del Norte Bridge (El Paso, TX) ▪ Good Neighbor Bridge (El Paso, TX) ▪ Bridge of the Americas (El Paso, TX) ▪ Ysleta-Zaragoza Bridge (El Paso, TX) ▪ Tornillo-Guadalupe International Bridge (El Paso, TX) ▪ Fort Hancock Bridge-El Porvenir Bridge (Fabens, TX) ▪ Presidio Bridge (Presidio, TX). More border information can be found in TxDOT’s Texas-Mexico Border Transportation Master Plan 2021: Regional Summary.¹

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

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

The total future eligible project construction cost is \$1,243,900,000 in year-of-expenditure (YOE) dollars. All Project census tracts are in Areas of Persistent Poverty and are designated as Historically Disadvantaged Communities.

¹ <https://ftp.txdot.gov/pub/txdot/tpp/btmp/btmp-elp-regional-plan.pdf>

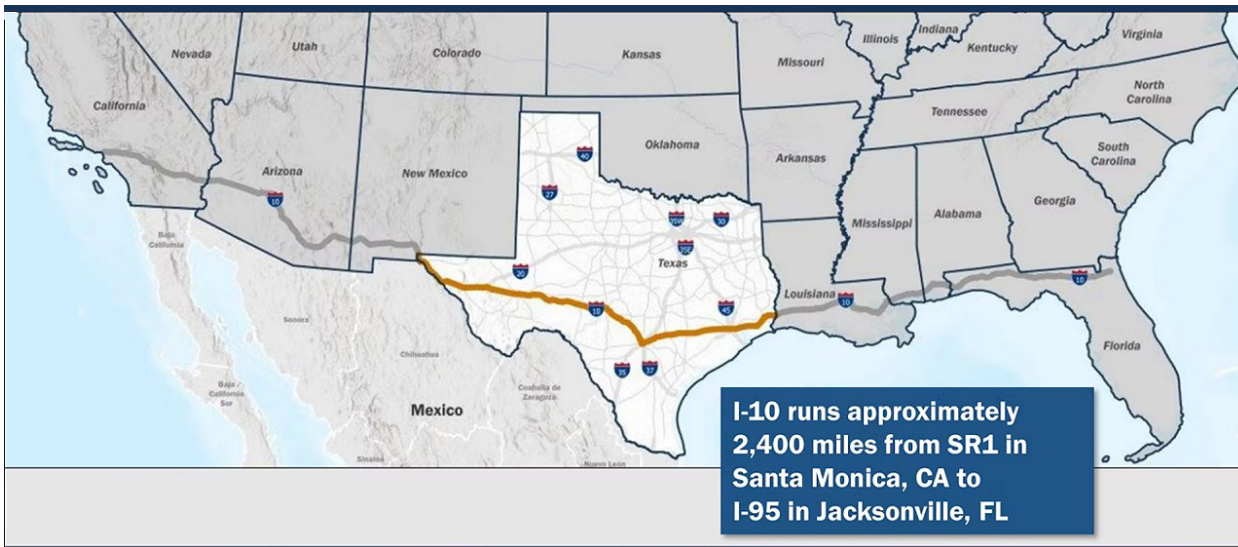


Figure 2: National I-10 Corridor

Project History

TxDOT and the El Paso MPO have identified the Downtown I-10 segment as the best candidate for immediate design and construction in the El Paso area. Thus far, initial public involvement, significant environmental analysis, and approximately 90% of the preliminary design is complete. Public outreach, including a public scoping meeting, has commenced and is ongoing. These have included a mixture of dozens of virtual and in-person meetings between 2020 and 2024, as detailed in **Appendices A** and **B**. Environmental documentation is nearing completion as detailed in the Project Readiness section. Thus far, \$9.5 million has been spent on the project for design, engineering, planning, public involvement, schematics, and environmental.

TxDOT staff conducted an advanced planning study from 2016 to 2019 called the Reimagine I-10 Corridor Study (“the Study”), which looked for operational, corridor-wide, and technological solutions along a 55-mile-long study area. I-10 is projected to carry nearly 300,000 vehicles per day by 2042, and because of the area’s unique geography around the Franklin Mountains, alternative routing options are limited. The study reviewed the I-10 corridor between the New Mexico-Texas state line to Farm-to-Market (FM) 3380 in Tornillo, Texas. Existing and future needs of I-10 were analyzed to provide unique corridor improvement solutions. Alternatives were identified through coordination with TxDOT, EPMPPO, the City of El Paso, stakeholders, and the public. Project goals included improving mobility and circulation, updating infrastructure to modern design standards, and prioritizing multimodal connections.

TxDOT conducted extensive public outreach for the Reimagine I-10 Corridor Study, spanning approximately three years. These efforts included several rounds of outreach efforts, including working group meetings, public meetings, and community engagement. All public meetings, and meeting notices, included Spanish translation and other accessibility considerations.

The *I-10 Texas Corridor Study* and subsequent implementation plan identified the grant project as an important corridor for connectivity, mobility, and resiliency. This study considered the following key elements to identify and prioritize proposed projects along the I-10 corridor spanning the entire state of Texas: Mobility and congestion; costs & funding; truck parking; multimodal passenger and freight; alternative routes and resiliency; connectivity; safety; operations and maintenance; and asset preservation. TxDOT conducted technical analyses and engaged local elected officials, regional organizations, industry and business representatives, members of the public, and other stakeholders throughout the study process from Fall 2021 to Summer 2023.

Additionally, the *Mesa Street - SH 20 Corridor Study* and subsequent Master Plan recognized the Mesa Street I-10 Corridor as having an unacceptable level of service (LOS) and a need for multimodal solutions to

improve and upgrade the corridor. This study is linked to Downtown I-10 as these projects intersect in the El Paso downtown area. Mobility-based aspects that were studied include: Crash-prone locations and analysis; driver and pedestrian safety; signalization and signage; public transit and bike route accommodation; forecast traffic and travel demand through 2040; access management; design alternatives and improvement concepts; and agency, stakeholder, and public involvement.

Statement of Work

The Project will bring standardized, quality infrastructure to the El Paso area. The I-10 corridor will be improved by widening the roadway and adding additional lanes, replacing bridges and existing pavement, constructing new ramps, frontage roads, pedestrian and bicycle accommodations, and cross streets. Adequate paved shoulders and medians will be installed along the Project corridor. To accommodate the 18.5-foot vertical clearance requirements, 39 bridges will be replaced to bring them up to current standards, and thus avoid future detours that would otherwise result from load postings for bridge size and weight restrictions.

The 6.1-mile Project limits along the I-10 corridor are between Executive Center Boulevard and Loop 478 (Copia Street). The typical sections vary throughout the project corridor. Preliminary plans are 90% complete; all typical sections may be found in **Appendix C** (the plans in the appendix are preliminary and furnished for information only). The quantity of general purpose 12-foot lanes on I-10 varies between 4-5 lanes in each direction (eastbound and westbound). Frontage Roads vary from 1-4 lanes in each direction. A representative typical section is shown in **Figures 3** and **Figure 4**.

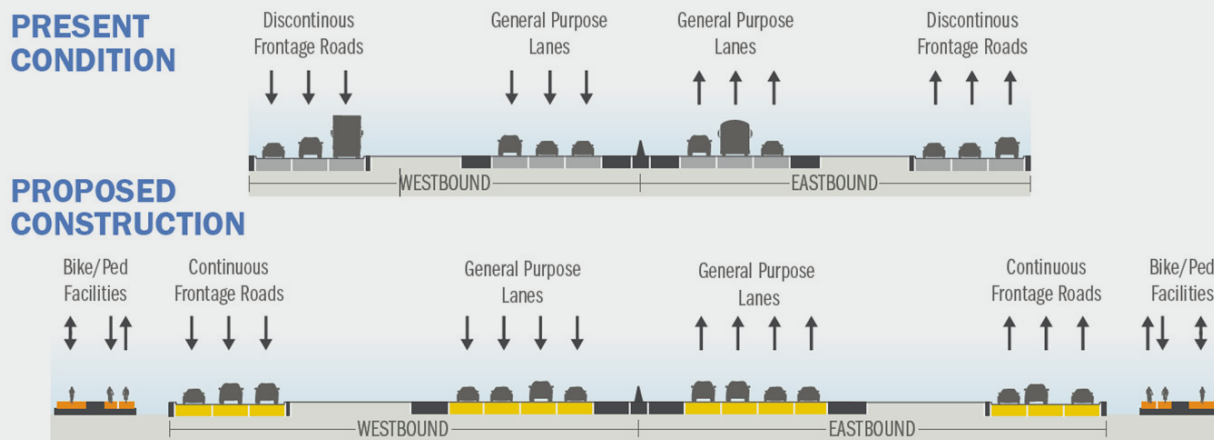


Figure 3: Typical Section of Present Condition and Proposed Construction

Bicycle and pedestrian paths run parallel to I-10 along the frontage roads but are not on the highway; these paths offer alternative modes of transportation along the same corridor. The proposed pedestrian/bicycle facility would run alongside the northside and southside frontage roads of the Downtown Segment as well as connections over the freeway. Recommended cross sections for the facility would include a 10-foot pedestrian path and a 10-foot bidirectional cycle track. Providing safe and convenient crossing opportunities is important to overcome the barrier I-10 creates in this Historically Disadvantaged Community and Area of Persistent Poverty. Currently, only one bike lane provides a crossing of I-10 on Prospect Street. The proposed cycle tracks and shared-use paths will significantly increase the number of safe crossing opportunities for both bicyclist and pedestrians and



Figure 4: Rendering of Proposed Construction

will provide wider cross street bridges in the downtown area to further facilitate bicyclists and pedestrians crossing over I-10. The improvement will serve as an additional transportation corridor, connecting people to places and providing another mobility option. Urban shared-use paths, cycle tracks and bike lanes similar to the proposed facility are heavily used for commuting and other utilitarian trips across the country. Like roads and rails, an active transportation network focuses on creating a seamless network that connects to key destinations such as schools, transit facilities, shops, health services and entertainment.

Project Challenges and Benefits

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

Traffic Growth

Texas is one of the fastest-growing states in the US. Between 2000 and 2022, Texas gained 9,085,073 residents – more than any other state.² Population growth leads to additional people traveling along roadways and added supply chain movement. The Project corridor, on average, had 151,453 daily vehicles in 2022. By 2050, the Project corridor is expected to carry a maximum of 268,300 vehicles per day. The high volumes equate to high levels of congestion delay and costs, along with a major need to upgrade corridor capacity to improve mobility. As noted in more detail within the Outcome Criteria Narrative, freight movement and international trade are anticipated to grow at a rapid pace. The I-10 corridor provides border-to-border connectivity and direct connections to rail, ports, airports, and state/international borders making it a vital national and international freight corridor.

Roadway Infrastructure

The I-10 corridor contains 9% of TxDOT El Paso region's roadway length. In 2019, nearly 27% of the TxDOT work in the El Paso region was non-contracted maintenance budget was spent on I-10. This indicates a massive infrastructure need within the area. The large demand for maintenance in this area takes away funding from other areas with poor states of repair. The pavement along the Project is in poor condition and requires complete reconstruction. This Project will bring the corridor up to current design standards.

Safety

Safety is of the utmost importance to TxDOT and the public. Within the previous five years (2019 – 2023), the corridor experienced 2,176 crashes. There were 24 crashes that resulted in a fatality. Nearly one-fourth of crashes were attributed to vehicles that failed to control speed. Nine fatal crashes and seven seriously injured crashes involved pedestrians, and one fatal crash involved cyclists.

The Project will provide new incident management technology to provide quicker, more reliable emergency services. Efforts will be made to mitigate the most prominent crash trends by providing adequate lighting to reduce nighttime crashes and using appropriate measures to slow down traffic. The Project also includes providing continuous frontage roads along the corridor to provide improved incident management options and detour routes.

Multimodal Improvements

Establishing a safe, accessible multimodal transportation system is vital along the corridor. More than 56% of all fatal crashes along the corridor, as cited above, involved a pedestrian or bicyclist. The Project will include variations of multimodal access, including a shared-use path, sidewalk, and bike lane. Walkers, bikers, and micro-mobility user safety will be dramatically improved by the Project. The

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

More than
56%

**fatal crashes along the
corridor, that involved
a pedestrian or bicyclist**

multimodal accommodations were carefully tailored to be more present in the downtown area, which has a higher population density. The Project will comfortably accommodate more than 9,000 cyclists and 1,500 pedestrians per day. The multimodal improvements will directly connect to 17 bus stops, and an additional 222 bus stops (including the El Paso Streetcar) are within a half mile of the proposed bike improvements, as shown in **Figure 5**.

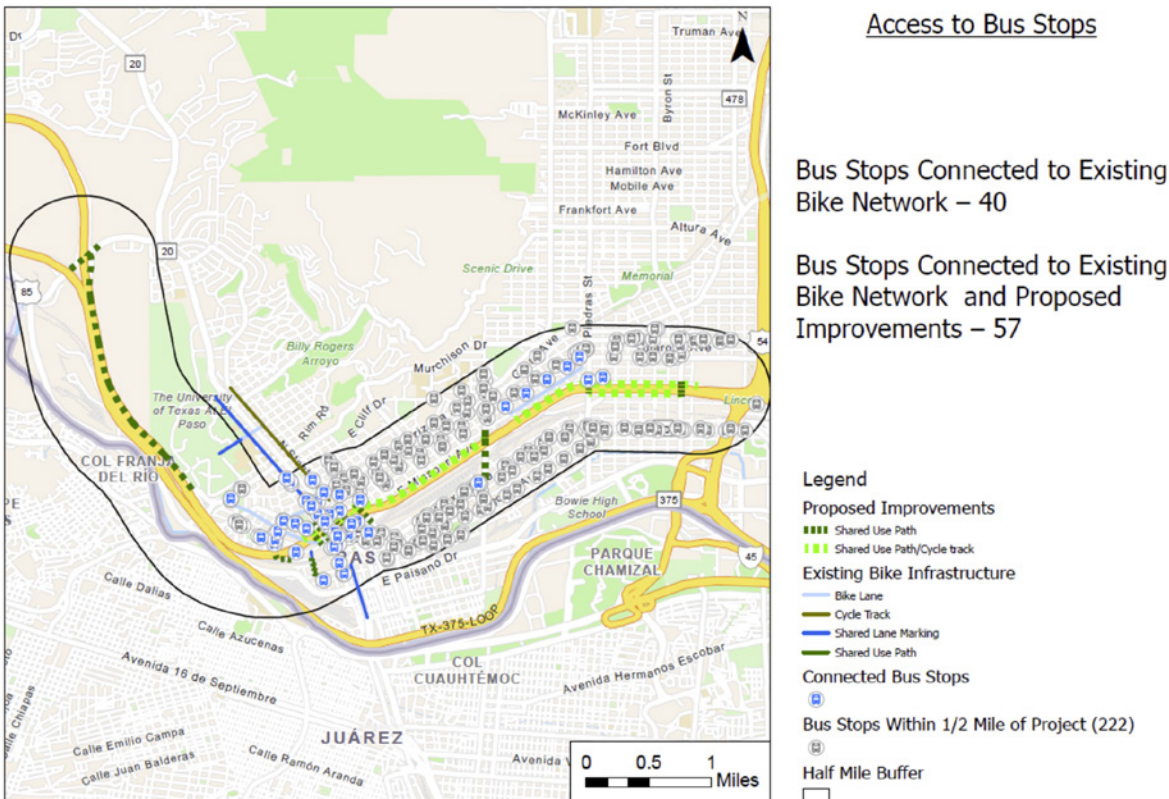


Figure 5: Bus Stop Access

Project Location

The Downtown I-10 Project is in the City of El Paso, Texas, within El Paso County. It is located within the El Paso metropolitan urban area. The Project spans a 6.1-mile corridor between Executive Center Boulevard and Loop 478 (Copia Street). The Project corridor runs adjacent to the U.S.-Mexico border. The Union Pacific Railroad (UPRR) and BNSF Railway (BNSF) also run parallel to the I-10 corridor along some segments. The Project map is shown in **Figure 1**.

The Project spans eight census tracts within El Paso County, as shown in Figure 8. The Project census tracts include 14, 16, 17, 21, 22.02, 23, 26, and 28. All eight Project census tracts, and El Paso County, are considered Areas of Persistent Poverty and Historically Disadvantaged Communities with a 94 percent minority and 70 percent low-income population.^{3,4}

DOWNTOWN I-10

STUDY AREA POPULATION

<p>94%</p> <p>Minority</p>	<p>70%</p> <p>Low-Income</p>
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³ <https://maps.dot.gov/BTS/GrantProjectLocationVerification/>

⁴ <https://screeningtool.geoplatform.gov/en/#12.15/31.78345/-106.51616>

OUTCOME CRITERIA NARRATIVE

The proposed Project will improve a 6.1-mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The Project will provide long-term transportation solutions to the El Paso region by adding lanes to I-10; eliminating two highway-rail grade crossings; reconstructing the I-10 main lanes, retaining walls, bridges, ramps, frontage roads, and cross streets to overcome the deterioration of existing pavement and bridges; and providing continuous frontage roads with pedestrian and bicycle amenities. The Project will enhance safety, improve the corridor’s state of repair, alleviate increasing traffic congestion, expand connectivity, improve incident management, and prioritize multimodal connections. The current and proposed construction is shown in **Figure 1**.

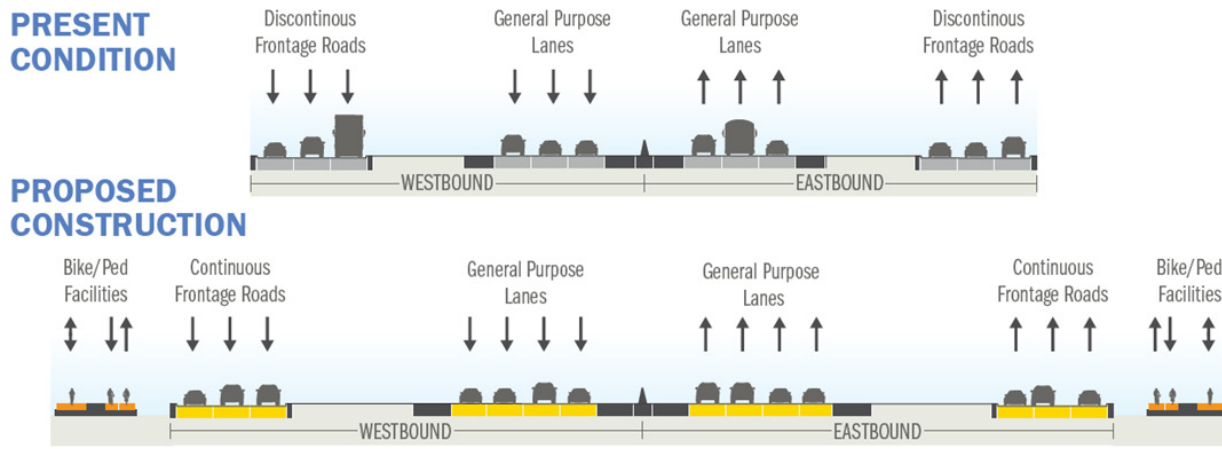


Figure 1: Current and Proposed Typical Sections of Downtown I-10

Safety

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

Vehicular Safety

This Project will work to advance TxDOT’s goal to end the streak of daily deaths on Texas roadways.³ Within the previous five years (2019 to 2023), the Downtown I-10 Project corridor has experienced 2,176 crashes. Crash data is shown in Table 1. There were 24 fatal and 38 serious injury crashes. Nearly one-fourth of crashes (540 total) occurred from drivers’ failure to control speed. Fatal crashes occurred in dark conditions between dusk and dawn 87% of the time. Most crashes occurred between mile marker 19 and 22 while most fatal crashes occurred around mile marker 19. The corridor crash hotspots are shown in **Figure 2**.

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

2 <https://i10connects.com/>

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

Table 1: El Paso Downtown I-10 Crash Rate per Mile (Segment Length – 6.1 Miles)

Year	Crashes	AADT	El Paso Downtown I-10 Corridor Crash Rate	Texas Statewide Average Crash Rate for Urban IH Roads
2019	552	168,371	149.70	161.03
2020	317	148,168	97.69	137.63
2021	434	136,778	144.89	160.67
2022	451	151,453	135.97	150.86
2023	422	Not Available	Not Available	Not Available
5 Year Average (2019-2023)	435	151,192*	131.44*	152.55*

* AADT and Statewide Average Crash Rate are not available for 2023

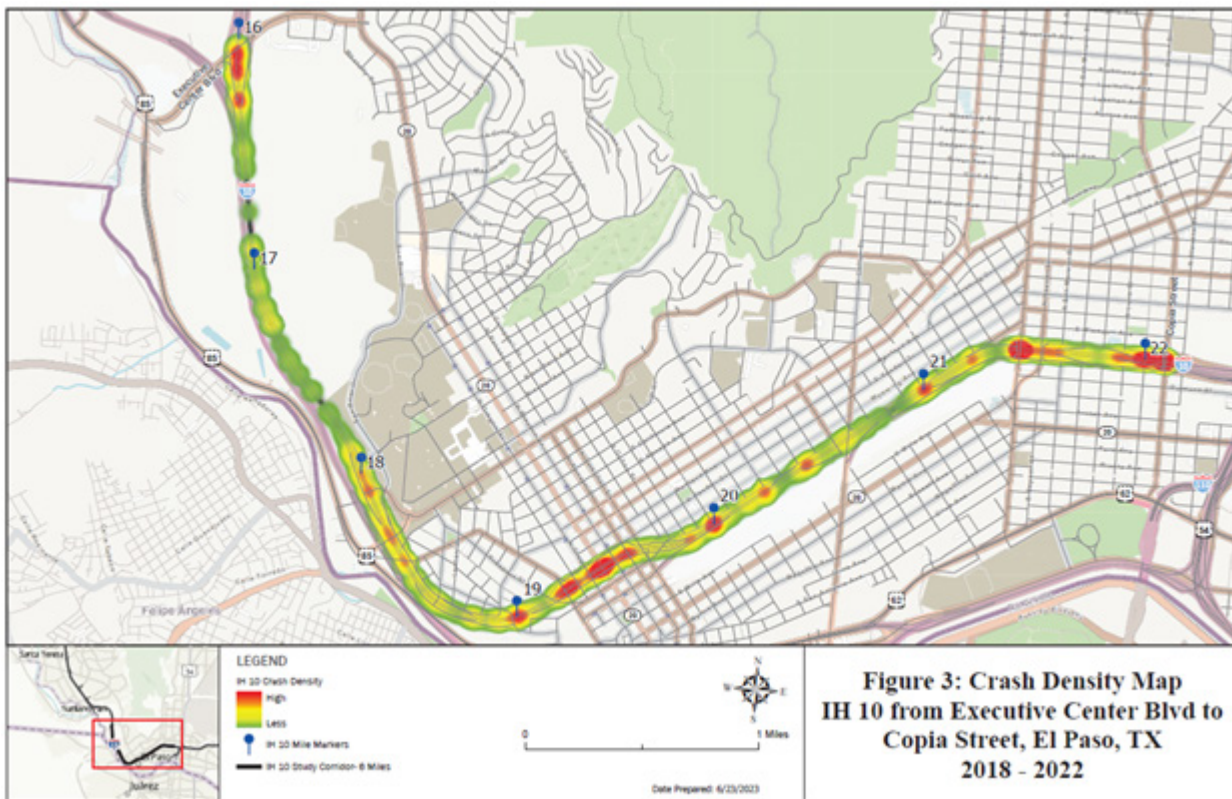


Figure 2: Downtown I-10 Project Corridor Crash Density Map

The Project will use mitigation strategies to reduce crash trends. These include efforts to reduce vehicular speeds on the frontage roads, particularly in the downtown area. Failure to control speed is the highest contributing factor for crashes in the Project area. This Project includes concepts of traffic-calming elements for implementation along Yandell Drive and Wyoming Avenue. The recommendations include a design that resembles an urban arterial, with a focus on landscaping, on-street parking, and improved signal timing. Improved street lighting will be installed along the entire corridor to reduce the nighttime crash risk. The downtown area currently has extremely limited trees and streetscape, so additional greenspaces will be added as a buffer between the frontage roads and bicycle and pedestrian facilities. Traffic-calming features aim to reduce frontage road speeds to 30-35 mph in the Downtown I-10 portion to provide a slower corridor where more non-motorized users have potential conflict points with vehicles. Over the course of the Benefit-Cost Analysis (BCA) (2032 to 2061), the safety modifications implemented are anticipated to reduce crashes by 4,697, which include 55 fatal, 1,176 injury, and 3,466 non-injury crashes.

Poor pavement and bridge conditions pose a risk to public safety. This Project is a multifaceted infrastructure upgrade along the 6.1-mile I-10 corridor. The corridor needs a full reconstruction due to its aging elements. Older bridges and roadways have a higher risk of failing, which may cause catastrophic consequences and require additional work zones and exposure to motorists and highway workers. All infrastructure along the corridor will be upgraded to improve safety on this internationally impactful corridor. According to the Bridge Investment Program (BIP) BCA Tool, the replacement of project bridges results in a discounted benefit of more than \$57 billion. Of the related monetized benefits, 64.0% are attributable to travel time savings, 27.8% to avoided vehicle operating costs, and 7.5% to avoided CO2 emissions. Additionally, the corridor will have improved traffic monitoring technology and incident management, promoting quicker emergency medical service (EMS) response time and reduction of secondary crashes.

The Project also removes two highway-rail grade crossings, as shown in **Figure 3**. The westbound frontage road will span these crossings, to improve safety for vehicles and pedestrians. TxDOT is working in partnership with Union Pacific Railroad on these improvements.



Figure 3: Highway-Rail Grade Crossings

Multimodal Safety

One of the Project's priorities is to improve multimodal safety. Of the 2,176 total crashes that occurred in the 6.1 mile Project area between 2019-2023 (including 24 fatal crashes), 27 crashes involved pedestrians and cyclists (including 10 fatal and 7 serious injury crashes). This indicates nearly 42% of total fatal crashes involved a pedestrian or cyclist. The Bicycle and Pedestrian Benefits Memorandum⁴ for the Downtown I-10 Project details, safety, health, quality of life, and economic benefits such as jobs and return on investment for these facilities. Studies indicate constructing a protected bike lane facility estimates 89% fewer injuries and leads to fewer collisions, even when more people are out. The Desktop Reference for Crash Reduction Factors (FHWA) indicates the potential for a 36-40% bicyclist crash reduction when protected bicycle lanes are installed. The Project will provide wide, protected multimodal access along the corridor. This will improve safety for non-motorized users. The Project improvements will eliminate conflict points with pedestrians/cyclists and vehicles, as they will have their own separate lanes. Improved signage, pavement markings, accessible crosswalks, and other pedestrian accommodations will be added to improve multimodal safety.

Truck Driver Safety

The nation – and Texas in particular - is experiencing a truck parking shortage. The lack of parking is a major safety issue. Truck drivers are limited in the number of hours they can drive each day by Federal Motor Carrier Safety Regulations to help maintain alertness; when the time is up and there is no available parking, drivers are too often parking in unauthorized locations along the side of the road or along exit ramps or may continue driving past their allowable hours of service. TxDOT completed a statewide truck parking study to determine existing conditions and identify ways to assess and address existing and future truck parking needs in April 2020.⁵ The study noted that 63% of truck drivers report parking in unauthorized locations at least weekly, including 10% of drivers who said they do it daily. Two of the study-identified truck parking strategies are to invest in Truck Parking Availability Systems (TPAS) and utilize Intelligent Transportation Systems (ITS) to indicate upcoming locations for truck parking. These innovative technologies in the Project will provide information on available truck parking spaces. Additional signage will help drivers determine their parking location options, helping reduce hours of service violations and unauthorized parking.

Public Health

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

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

4 <https://www.elpasotexas.gov/assets/Documents/CoEP/Capital-Improvement/Bike-Plan/032416-Bike-Plan.pdf>

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

State of Good Repair

The I-10 corridor was built in the early 1960s. No major reconstruction has occurred since the corridor was initially constructed. TxDOT maintains the pavement conditions; however, it is costly to keep them up to satisfactory levels. The I-10 corridor accounts for 9% of the TxDOT El Paso District centerline miles, but in 2019, 27% of the non-contracted maintenance budget was spent on I-10. It is essential to upgrade the system to lower the I-10 maintenance costs and satisfy the corridor state of repair needs. The El Paso region, in general, is experiencing poor pavement conditions. It is estimated that 21.65% of the Texas side of the El Paso metropolitan area has poor pavement conditions.⁶ Based on the TxDOT Pavement Management Information System (PMIS), the average pavement conditions scores between mile markers 16 and 22 are 84.9 (“good”) and 93.2 (“very good”) for eastbound and westbound lanes, respectively.⁷ Although the averages are identified as good or above, there are approximately 1.5 miles that fall within the “poor” and “very poor” conditions. TxDOT’s goal is to have pavement in “very good” condition, which equates to a score above 90. Therefore, the pavement needs repair to meet the outlined pavement condition goals. The pavement that is in poor condition can cause full highway shutdowns, creating major delays due to the limited alternative routes. This segment of I-10 is constantly requiring repairs. This Project would invest in their aging infrastructure, helping them achieve a better state of repair regionally. An existing view of the I-10 corridor in the downtown area is shown in **Figure 4** and **Figure 5**, and a rendering of the I-10 Project is shown in **Figure 6**.



Figure 4: Existing Westbound View at Mesa Street



Figure 5: Existing Project Pavement and Bridge State of Repair

⁶ <https://www.elpasompo.org/>

⁷ <https://ftp.txdot.gov/pub/txdot/mtd/pmhis-annual-report.pdf>



Figure 6: *Rendering of I-10 Project Improvements*

According to the BCA, the Project will result in a state-of-good repair benefit of \$12.88 million over the period spanning 2024-2061. This is due to the avoidance of future maintenance costs related to pavement overlays and pavement crack sealing necessary to keep the corridor open to traffic in the no-build scenario.

In addition to the pavement, bridges within the corridor are aging and reaching design life expectancy. There are 39 bridge structures within the Project limits. Of these, 27 (82%) were built before 1970, and 29 (88%) are over 40 years old. Bridge strikes along the corridor are common, which create traffic congestion and safety and maintenance issues for the corridor. All bridges within the downtown area will be reconstructed due to deterioration and vertical clearance limitations. Modern design standards require upgraded structures to improve vertical clearance deficiencies. Additionally, there are many design deficiencies in the horizontal and vertical geometries. There are 17 out of 25 (68%) horizontal curves and four out of 25 (16%) vertical curves that do not meet current design standards.⁸ The Project uses current design standards, such as TxDOT's Roadway Design Manual, Hydraulic Design Manual, and Texas Manual of Uniform Traffic Control Devices (MUTCD), to bring the system to a good state of repair. The Project will provide a new concrete pavement design life of 30 years. The geometrics will improve accessibility and will be designed to ADA standards. The Project will also include stormwater improvements to meet current design standards and create a more resilient system, as the corridor has experienced significant flooding. Results from the benefit-cost analysis (BCA) demonstrate the Project's cost-effectiveness, with a Benefit-Cost Ratio (BCR) of 2.05. This indicates the Project benefits will exceed its costs. State of good repair is the Project's primary benefit, with safety and travel time savings as the second and third greatest quantified benefits in the BCA, respectively.

A state of good repair is also vital along I-10 to set the stage for autonomous vehicles (AVs). Many infrastructure improvements are needed to prepare the country for the growth of AVs. In addition to the improved pavement conditions, AVs require adequate pavement markings - especially retro-reflective line markings - to provide vehicles with lane assistance functionality. This Project will provide quality infrastructure improvements, including pavement markings and signage, along both lanes.

⁸ <https://www.txdot.gov/content/dam/project-sites/downtown-10/docs/draft-purpose-need.pdf>

Economic Impacts, Freight Movement, Job Creation

The successful award of this Project in a disadvantaged area of the country will provide significant economic impact and job creation. The economic impacts of I-10 are shown in **Figure 7**. TxDOT’s support and prioritization of this Project coupled with investment from this discretionary grant has the power to transform the City of El Paso, the second-largest majority-Hispanic city in the United States (after San Antonio) according to Census data. The Texas economy is robust. If Texas were a nation, it would be recognized as the eighth-largest economy in the world.⁹ Strong employment and income growth forecasts rank Texas as first in the country for its growth prospects. The growth rate in Texas is 15.9% - more than double the national growth rate of 7.4%. Minorities accounted for over 95% of the population growth in Texas.¹⁰ In 2022, the population of Texas surpassed 30 million (30,029,572), and boasts the largest growth rate in the country.¹¹ According to the Texas Demographic Center population projections, El Paso County is anticipated to grow between 9.6% and 13.7% between 2020 and 2060.¹² This growth adds an additional burden to the transportation network and will require major infrastructure investments to ensure the safe and efficient movement of people and goods.



Figure 7: Economic Impacts of I-10

Local/Regional/National Economic Impacts

In 2022, the Downtown I-10 segment had approximately 151,453 daily vehicles. The Project corridor is expected to carry a maximum of 199,800 vehicles per day in 2030 and 268,300 vehicles in 2050. This indicates extraordinary growth and necessitates a vital need for a system capacity upgrade. The increase in freight and passenger traffic on the I-10 corridor is causing increased traffic congestion, higher fuel consumption, and greater exposure to traffic emissions. The average speed during the 2019 PM Peak hour was 33 mph. The posted speed limit along the corridor is 60 mph, illustrating how congestion can bring extreme delays to the corridor.

In 2019, I-10 users experienced a combined 2,162,229 hours of congestion delay, equating to nearly 17% of all El Paso highway delays.¹³ By 2042, with no changes, I-10 users are estimated to have a combined 14,681,000 hours of delay. This equates to nearly \$245,000,000 in congestion costs. By 2042, the estimated total road-user cost for the region is estimated to be \$3.2 billion. The 2023 *I-10 Texas Corridor Study* divided the I-10 corridor into three segments: west, central, and east.¹⁴ Within the west segment, 47% of the traffic

⁹ <https://businessintexas.com/why-texas/economic-strength/>

¹⁰ https://demographics.texas.gov/Resources/Presentations/OSD/2022/2022_03_07_CommissiononCommunityCollegeFinanceWorkingGroup.pdf

¹¹ United States Census Data

¹² <https://demographics.texas.gov/Projections/2022/>

¹³ <https://tcatwebprod.z14.web.core.windows.net/>

¹⁴ <https://ftp.txdot.gov/pub/txdot/get-involved/statewide/i-10-corridor/i10-report.pdf>

occurs in the City of El Paso; this segment of I-10 is estimated to experience a Level of Service (LOS) E or worse by 2050. The LOS scale runs from a score of A for free flow traffic to an F for standstill conditions. This indicates with “No Build,” the corridor would be near or at capacity with low traffic volume speeds. The Project will improve mobility for goods and services locally, regionally, nationally, and internationally by adding additional capacity along the road, including general use lanes and continuous frontage roads. As noted in the BCA analysis, the Project will alleviate congestion, reducing vehicular delay by 82.752 million passenger vehicle hours and 7.196 million truck hours over the 30-year analysis period (2032-2061). When adjusted for the average vehicle occupancy, the Project will reduce person-hours of delay by 145.39 million.

Major incidents attributed to vehicles striking structures have caused gridlock in downtown El Paso. There is a lack of continuous frontage roads along the corridor. Therefore, when an incident blocks the roadway, bypass routes are not always available. The Project will provide continuous eastbound and westbound frontage roads throughout the Project’s length to mitigate this problem.

International Economic Impacts

The international border crossings on the Texas border with Mexico are important gateways for trade between the United States and Mexico. Along the entire *Reimagine I-10* study corridor, there are five vehicular ports of entry. The Downtown I-10 segment has three border crossings, including two for vehicles and one for rail. In 2019, the El Paso region of the border had the highest crossing times with 78% of northbound crossings taking more than 30 minutes.¹⁵ Key provisions of the U.S.-Mexico-Canada Agreement are anticipated to increase freight volume on I-10. This Project would improve travel time reliability for freight movement through El Paso after crossing the border. Between 2006 and 2019, cross-border commercial vehicle trade increased by \$39.9 billion, or 72%, in the El Paso Region.¹⁶ Exporting freight movement is up 162% since 2010. The continued growth of maquiladoras (factories in Mexico along the U.S. border) is continuing to drive international freight growth, especially in the automotive industry. Due to the binational nature of the automotive industry, truck tonnage of freight is also anticipated to increase at the border crossings in El Paso. Highway access to Texas’ major ports on the Gulf of Mexico is critical to automotive manufacturing processes.

Beyond the movement of freight, Downtown I-10 also facilitates the movement of students. The daily student travel demands in the Ciudad Juárez–El Paso region depend on a network of interstates and bus services. College students from Juárez regularly travel to the University of Texas at El Paso via bus. Facilitating safe and efficient travel for students will continue to support the positive economic impact of the University of Texas at El Paso.

Freight Movement

I-10 is a heavily traveled freight corridor that is expected to continue growing as the population increases. According to the Texas Delivers 2050 report, 1.7 billion tons of freight tonnage and \$1.4 trillion of truck freight traveled in Texas in 2019.¹⁷ Truck freight is anticipated to grow to 3.7 billion tons and \$3.7 trillion by 2050. The I-10 corridor accounts for 20% of Texas’ freight tonnage and 39% of Texas’ freight value. Freight travel along I-10 is a priority – the additional capacity used by freight trucks to improve the international supply chain.

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

¹⁵ <https://ftp.txdot.gov/pub/txdot/move-texas-freight/resources/texas-delivers-2050.pdf>

¹⁶ <https://ftp.dot.state.tx.us/pub/txdot/tpp/btmp/btmp-final-report.pdf>

¹⁷ <https://ftp.txdot.gov/pub/txdot/move-texas-freight/resources/texas-delivers-2050.pdf>

Climate Change, Resiliency, Environment

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

Weather and Disaster Risk Indicators

The ETC Explorer identifies two disadvantage indicators for the eight adjacent census tracts: anticipated changes in extreme weather and impervious surfaces as shown in **Figure 8** through **Figure 12**. These respectively rank in the 81st and 89th percentile, nationally. One of the census tracts (48141002800, shown as #28 in the Project Location map) is in the 94th percentile for the expected building loss rate. This indicates that building value loss resulting from natural hazards is at an elevated risk for these areas, which are in the 99th percentile for low-income households. Elevation of frontage roads and improved drainage features will help reduce flooding in the Project area.



Figure 8: Traffic congestion on I-10 West near Executive Center Boulevard after flooding in 2021.¹⁸



Figure 9: Flooding on I-10 in 2006



Figure 10: Flooding on I-10 Frontage Roads in 2006



Figure 11: Flooding on I-10 West in 2021¹⁹

¹⁸ <https://www.elpasotimes.com/story/news/local/el-paso/2021/06/30/flooding-closes-right-2-lanes-10-west-executive-center/7819001002/>

¹⁹ <https://www.youtube.com/watch?v=gpLGXnZy05g>



Figure 12: Flooding on I-10 near Cotton in 2021²⁰

**IMPROVED DRAINAGE
INFRASTRUCTURE WILL
MINIMIZE FLOODING.
FRONTAGE ROADS WILL
PROVIDE DETOUR ROUTES
WHEN FLOODING OCCURS.**

Environmental Indicators

The EJScreen tool was used to analyze environmental pollution and source indexes within a 0.25-mile buffer around the Project corridor. Highlights of the EJScreen analysis are shown below. Exposure to pollution along the corridor is elevated in seven categories:

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

The addition of active transportation facilities and congestion reduction strategies proposed in the Project will improve air quality and traffic proximity for the surrounding communities. There will be a reduction in significant exposure to air quality pollution by limiting idling time caused by traffic delays. This is especially important when other unanticipated stressors are present, such as high particulate matter in the air caused by other sources such as wildfires and increased air pollution from neighboring communities. As noted in the BCA, over the 30-year analysis period of captured benefits, harmful emissions are anticipated to be reduced by 74.413 metric tons of nitrogen oxide (NO_x), 1.108 metric tons of sulfur oxide (SO_x), 2.367 metric tons of particulate matter 2.5 (PM_{2.5}), and 107,524 metric tons of carbon dioxide (CO₂). This project will also minimize the frequency of trucks traveling in adjacent neighborhoods to avoid I-10 congestion.

Socioeconomic Indicators

USEO 12898 requires each federal agency to identify and address, as appropriate, disproportionately high, and adverse human health or environmental effects on minority and low-income populations to the greatest extent practicable and permitted by law. The EJScreen tool identifies minority and low-income populations living within or adjacent to the Project corridor. Minority populations, as defined by Executive Order 12898, are American Indian or Alaskan Native, Asian or Pacific Islander, Black, not of Hispanic origin, or Hispanic. Minority populations represent 94% of the total study area population. The Federal Highway

²⁰ <https://www.youtube.com/watch?v=tyHbMOphJiQ>

Administration (FHWA) and U.S. DOT EJ Orders define a “low-income” individual as a person whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. According to the U.S. Census, 70% of the population in the study area is considered low-income. **This Project will be an investment in an area with a higher-than-average concentration of low socioeconomic and limited English proficiency populations, providing access to a safer and more efficient transportation system.**

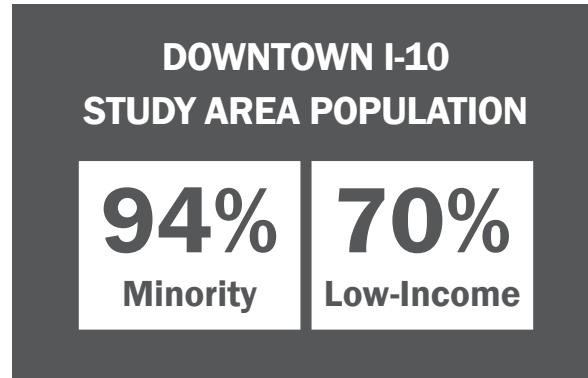


Table 2: Population Breakdowns

	Study Area (0.25-mile buffer)	State	National
Minority Population	94%	58%	39%
Low-income Population	70%	34%	31%

Source: EJScreen, 2024

Equity, Multimodal Options, and Quality of Life

Quality of Life

The Project will provide multimodal improvements to increase the quality of life for residents and visitors alike. Multimodal access, such as walking or biking, is improved dramatically by the installation of bicycle and pedestrian paths adjacent to the frontage roads along the highly populated 6.1-mile Project area. The Sun Metro transit system is another low-cost transportation option. The Project provides significantly improved bus stop connectivity. These considerations are critical because the census tracts adjacent to the proposed Project are in the 96th percentile, nationally, for transportation cost burden.²¹ This transportation insecurity correlates with communities that spend a greater percentage of household income on transportation costs, which reduces the money available for housing, medical care, and food. This can lead to households living in substandard housing and with higher rates of chronic illness.

This Project represents an investment in a disadvantaged area of Texas. All eight of the adjacent census tracts are identified as Historically Disadvantaged Communities and Areas of Persistent Poverty.

Improved functionality and reduced congestion through additional ITS deployment, fewer emergency repair work zones, and additional capacity will help improve emergency response time. Freight improvements will promote a quicker, more efficient supply chain for goods. New and improved walking and bicycling infrastructure will help reduce automobile dependence by providing active transportation alternatives and better access to transit. New stormwater drainage infrastructure will offset the impacts of high concentrations of impervious infrastructure, minimize the potential for adverse effects from flash flooding or sudden rainfall, and create a more resilient system. Improved infrastructure may reduce runoff and overland flow to the surrounding disadvantaged communities, thereby reducing their burden. All environmental efforts will adhere to NEPA requirements.

The Project aligns, and advances, with the *Uptown + Downtown Master Plan*, completed in July 2023.²² The downtown segment of the Project is considered the focus of the study. The study identifies that the adjacent I-10 land uses are anticipated to be high-density housing and economic development opportunities, with features to create a walkable live/work/play community. The downtown area is anticipated to have 2,500

²¹ <https://experience.arcgis.com/experience/0920984aa80a4362b8778d779b090723/page/ETC-Explorer--National-Results/>

²² https://static1.squarespace.com/static/61b28d903f0d7d73dcbc1eac/t/64b1836c9bc35039c56adc96/1689355154440/01_DT%2BUT+Plan_Approve-dasAmended.pdf

market rate and 1,300 subsidized housing units. Nearly 2,300 additional retail, restaurant, office, and hotel jobs are also expected. This Project creates a unique opportunity to advance a more compact, walkable community, while also improving vehicular/freight movement for the growing area. The typical section provides 49 feet in a pedestrian plaza, sidewalk, and bike lane and a 12-foot buffer from the road. This exceeds the *Uptown + Downtown*'s transit-oriented design standards of a minimum of 10 feet. The Project will provide a portion of the necessary infrastructure in advance of the new planned developments.

Multimodal Access

One of the Project's primary goals is to offer innovative transportation alternatives. This will be completed by upgrading bicycle and pedestrian facilities and facilitating intermodal freight connectivity. The future universal design will allow for safe non-motorized transportation options, which will encourage more people to travel without a vehicle. The Project will advance the US DOT's Fiscal Year (FY) 2022-2026 Strategic Plan to increase the percentage of person trips by transit and active transportation from 4% to 6%.²³

This Project will increase the number of accessible pedestrian/bicycle crossing opportunities from one to twelve. The Project will help advance the El Paso Bike Master Plan by prioritizing bike access.²⁴ The Downtown Area of I-10 has a high demand for bicycle infrastructure, as shown in **Figure 13**. The Project will not only have multimodal access in this area, but the typical section also includes an exclusive bike lane and pedestrian lane for the frontage roads. The recommended bicycle facilities are shown in **Figure 14**. The Project's bicycle and pedestrian facilities will connect to existing and proposed infrastructure.

Map 8

**BICYCLE FACILITY DEMAND:
COMPOSITE**

Legend

- Composite Demand
- Low
 - Moderate
 - High

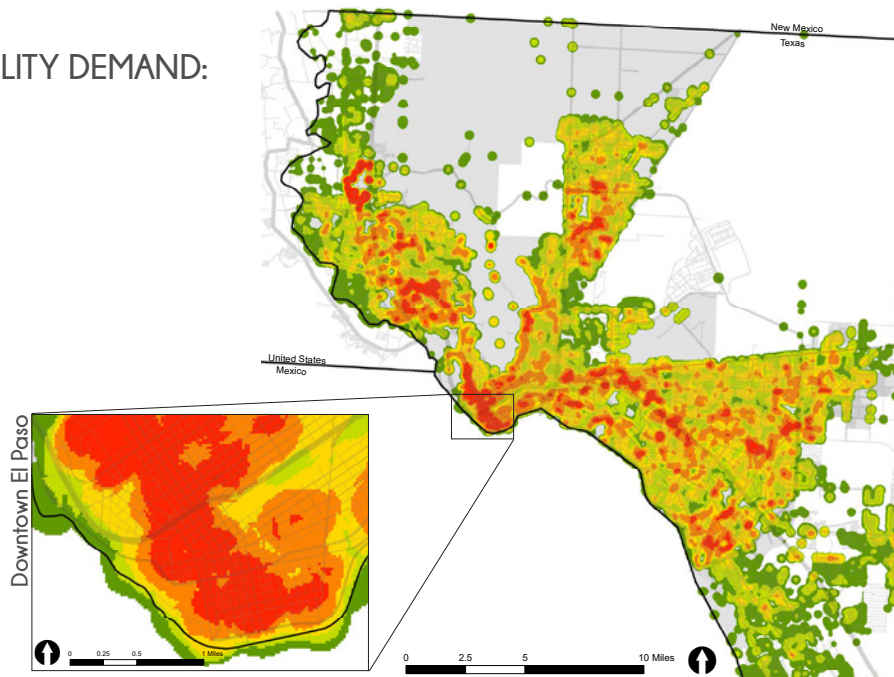


Figure 13: *Bicycle Facility Demand, El Paso Bike Plan*

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

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

Map 14
**RECOMMENDED
BIKEWAY NETWORK**

Legend

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

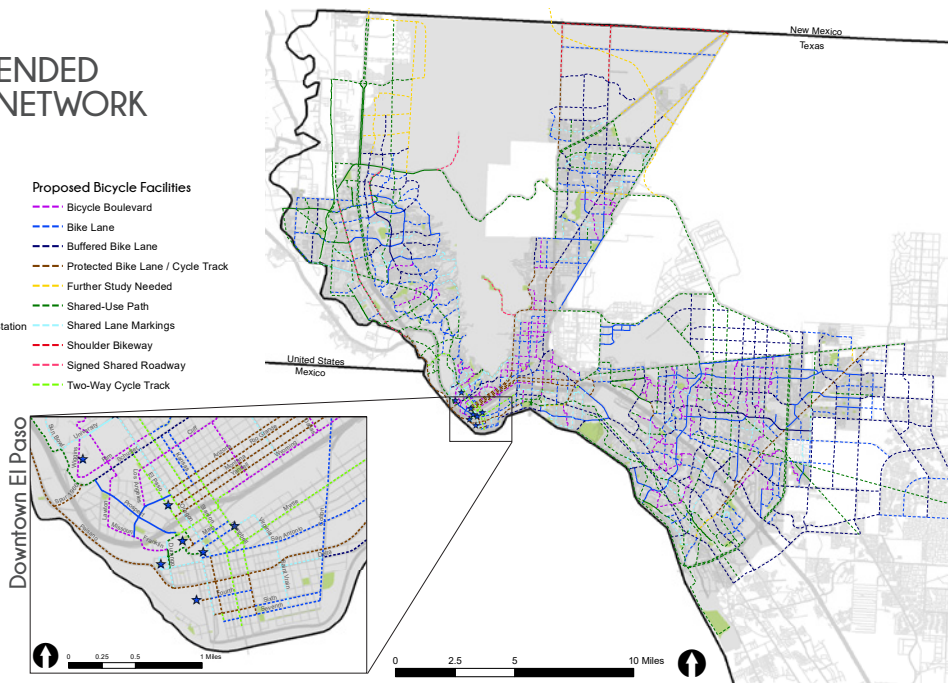


Figure 14: Recommended Bikeway Network, El Paso Bike Plan

All eight Project census tracts are classified as Transportation Disadvantaged Census Tracts.²⁵ This underscores the high need for safe multimodal transportation, as each area has higher than average amounts of no-vehicle households, transportation-burdened households, and low walkability.

This Project will improve multimodal access to connect residents of Downtown El Paso. The Five Points neighborhood, a historical business community, will also see a great multimodal improvement. This Project will help advance this area’s growing economic goals and need for safer pedestrian facilities. The downtown I-10 freeway cap is a City of El Paso project. This improvement would rejoin the two adjacent neighborhoods via a public space over the I-10 downtown facility. The Project augments the cap project Coordination is underway between TxDOT and the I-10 freeway cap project team.

Sun Metro is the City of El Paso’s public transportation provider. The system has 2,357 bus stops and 120 Streetcar and BRIO (El Paso’s Bus Rapid Transit) stations.²⁶ The system averages around 20,000 weekday boardings. The Sun Metro’s State of the System Report noted that one-third of people would walk or bike if their route was unavailable. This indicates an additional need to provide adequate non-motorized transportation system infrastructure, along with first and last-mile connections – which this Project will provide. There are 222 bus stops within a half mile of the proposed bike improvements. There are 40 bus stops connected to the existing bike network within a half mile of the Project limits. Proposed Project improvements would increase the number of connected bus stops to 57 providing opportunities for increased ridership. In addition to better multimodal connectivity, the improved roadway conditions, safety, and capacity from the Project will benefit Sun Metro users as the buses travel along I-10 and the frontage roads.

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

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

Community Engagement

The development of this Project is a direct result of successful public engagement efforts. All public communications were published in English and Spanish. Public meeting information, videos on the TxDOT website, and all other public information were offered in both languages to reduce any language barriers in communication. This is a vital part of the ongoing community engagement for this Project, as each census tract is classified in the 90th to 99th percentile for linguistic isolation – a household where no one over age 14 speaks English very well. Within the El Paso Metropolitan area, the Limited English Proficiency population is 32.17%.²⁷

Two virtual meetings were held to inform the public about the Project and collect public comments. The first occurred from June 25 to July 15, 2020, and the second was held from February 2 to March 16, 2021. The public scoping meeting was held on November 30, 2022, with public comment open until January 11, 2023.²⁸ During the initial *Reimagine I-10* study, approximately 3,600 letters or postcards were mailed to adjacent property owners and interested parties. This resulted in 586 officially recorded public comments over the course of the study. Comments were documented, carefully considered, and included in proposed concepts. Creative community engagement efforts to increase public input included informational booths at the El Paso Chihuahuas baseball games, holiday festivals, and the wildflower festival and a movie trailer that ran in local theaters. There is ongoing coordination with major local stakeholders, including Sun Metro, Streetcar, Paso Del Norte Foundation, and the City of El Paso. The Project timeline - including community engagement - is shown in **Figure 15**.

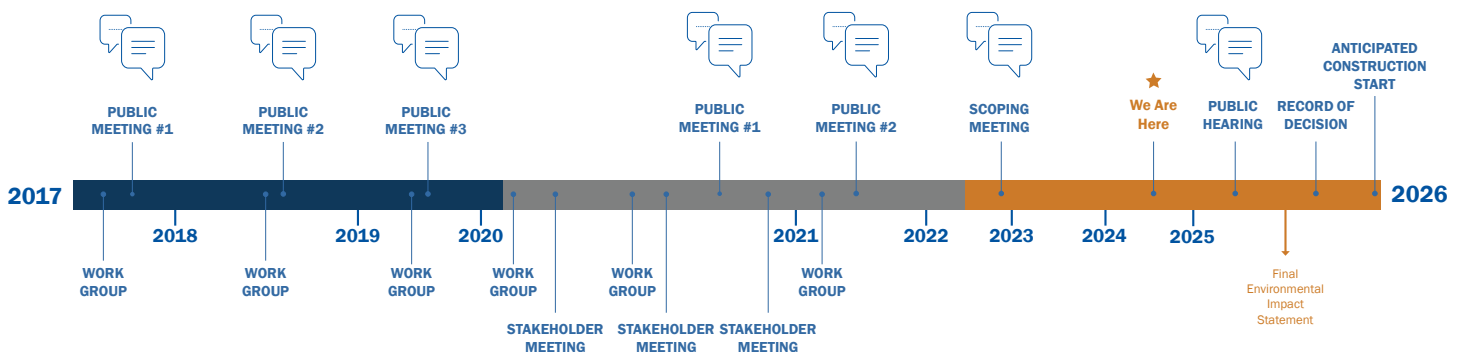


Figure 15: Downtown I-10 Project Timeline

Public engagement has been vital to this Project, and public opinion has been incorporated within the design process. The bicycle and pedestrian committee distributed a survey from October 4 to November 10, 2021. The survey asked residents what may motivate them to walk or cycle more. Additionally, they asked, “*What is the most challenging part of walking or biking?*” The 227 survey results showed people wanted continuous sidewalks that will take you where you want to go and dedicated paths or shared-use paths that are separated from motor vehicles. People noted safety and comfort are of the utmost importance to them. These improvements will be prioritized in the Project design.

THE DOWNTOWN I-10 PROJECT HAS BEEN CONSISTENTLY IDENTIFIED AS THE TOP PRIORITY BY THE EL PASO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION POLICY BOARD SINCE 2019

²⁷ <https://www.elpasompo.org/>
²⁸ [Public involvement \(txdot.gov\)](https://www.txdot.gov/public-involvement)

Innovation Areas: Technology, Project Delivery, and Financing

The Project will include several innovative technologies and ideas to fulfill the needs of the I-10 corridor. In addition to the TPAS system discussed earlier, the Project includes enhanced traffic data collection, active transportation management, and 5G connectivity. The 5G connectivity will facilitate vehicle-to-infrastructure (V2I) communication. Data collection and monitoring will be ongoing to provide real-time travel updates including crash information and traffic volumes. The enhanced corridor ITS will provide real-time congestion, smart routing, on-demand transit, port of entry reservation, and truck parking information.

Travel and Communication Improvements: Drive Texas TxDOT recently completed a modernization effort of DriveTexas.org to make it mobile-friendly and help improve the accuracy of real-time information about current conditions on Texas highways. The new “Flooding Likely” map layer in DriveTexas uses data from flood sensors in streams and waterways. This map layer better equips travelers to be aware of their surroundings and to remember “Turn Around Don’t Drown.”

In 2021, TxDOT initiated the I-10 Texas Corridor Study (study) to identify, assess, and prioritize proposed strategies to improve safety, mobility, and connectivity to meet future transportation needs along the corridor. This plan is the result of a two-year study process, which involved robust stakeholder engagement and collective focus on a long-term statewide vision, goals, and considerations for the corridor. Key considerations for the study include Technology and Communications. Identified technologies for deployment are detailed below.

The 2022 Statewide Weigh-in-Motion (WIM) and Vehicle Classification (VC) Strategic Plan was initiated to evaluate the current TxDOT WIM data collection program, develop a strategic plan for expanding the WIM network throughout Texas, and recommend implementable solutions to enhance the program. As part of the strategic planning process, a gap analysis was performed in coordination with key divisions and the districts, identifying 280 potential new WIM or VC sites statewide, including 18 WIM sites along the I-10 corridor spanning from El Paso to the Louisiana state line. While a lack of strategically placed WIM sites along a freight corridor like I-10 can have a negative impact on pavement and bridge condition, an expanded network of WIM devices along the I-10 corridor can provide TxDOT and its partner agencies the opportunity to utilize this robust data in new and innovative ways. The 2020 Texas Freight Network Technology and Operations Plan identified WIM and VC technology as a key component in potential Integrated Corridor Management (ICM) strategies along major freight routes like I-10.

TxDOT’s Texas Technology Task Force, established in 2013, meets regularly to identify and understand ongoing technological innovations in the transportation industry and the impacts to the transportation network. In January 2019, Governor Abbott directed TxDOT to create a Connected and Autonomous Vehicle (CAV) Task Force. The CAV Task Force is designed to be a one-stop resource for information and coordination on all ongoing CAV projects, investments, and initiatives in Texas. Initiatives like these serve to better prepare the State for CAV advancements and how the technology will change travel for all road users.

Traditional ITS field devices including Dynamic Message Signs (DMS) and closed-circuit television (CCTV) cameras are among the ITS assets tracked from a performance measures and system coverage standpoint. TxDOT has begun deploying full matrix color DMS providing additional capabilities in terms of messaging with symbols and graphics. El Paso has 24 hours a day, seven days a week Traffic Management Center (TransVista) coverage as well as 64 CCTV and 34 DMS along I-10.

Other identified improvement strategies using technology include implementing smart work zones by using ITS to improve operations within and around the work zones and promote National Work Zone Awareness Week and leveraging the I-10 Corridor Coalition (Texas, New Mexico, Arizona, and California) on freight technology and data sharing, building on the I-10 TPAS project.

PROJECT BUDGET

Project Costs and Funding Sources

The Texas Department of Transportation (TxDOT), with the El Paso Metropolitan Planning Organization (EPMPO) as co-applicant, requests \$743,900,000 in MPDG grant funding for the Downtown Interstate 10 (I-10) Project to complete construction activities. The proposed Project improves a 6.1-mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street). The Project will provide long-term transportation solutions to the El Paso region by adding additional lanes, reconstructing the I-10 main lanes, retaining walls, bridges, ramps, frontage roads, and cross streets to overcome the deterioration of existing pavement and bridges, and eliminating two highway-rail grade crossings. The Project will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, and prioritize multimodal connections by constructing new multimodal infrastructure, including a shared-use path, sidewalk, and bike lane, and constructing paved shoulders and medians.



Figure 1: *Frontage Roads, Bike Paths, and Sidewalks*

TxDOT is governed by the Texas Transportation Commission. The Commission approves the Unified Transportation Program (UTP) annually in accordance with Texas state law. The UTP is TxDOT's 10-year plan that guides the development of transportation projects across the state and authorizes the distribution of construction dollars. Within the UTP framework, TxDOT works with elected officials, local planning organizations, and the public to select and fund the state's highest priority transportation projects to begin construction during the next decade.

The 2024 Commission-approved UTP includes \$388,069,068 in State and Federal funds for the Downtown I-10 Project. The 2025 UTP includes an additional funding request of \$111,930,932 in State and Federal funds for the Project. The Commission will approve the 2025 UTP in August 2024. The total estimated future eligible construction

HOW THE UTP BENEFITS TEXANS:

- **Transparency**
- **Accountability**
- **Financial Responsibility**
- **Coordination with Stakeholders**
- **Performance-Based Decision-Making**
- **Efficient Use of Resources**

cost of the Project in year-of-expenditure dollars (YOE) is \$1,243,900,000. The MPDG grant will contribute 59.8% of construction costs, not to exceed \$743,900,000. The Planning Level Cost Estimate is provided in **Table 1**.

Proposition 1, passed by Texas voters in 2014, is a constitutional amendment that directs a portion of the state’s oil and gas production tax revenue to the State Highway Fund for non-tolled highway construction, maintenance, and rehabilitation projects. The first transfer took place in FY 2015. Proposition 7 is a constitutional amendment passed by Texas voters in 2015 that dedicates a portion of the state’s general sales tax and motor vehicle sales tax revenues to the State Highway Fund for non-tolled highway construction, maintenance, and rehabilitation projects. The Traditional State Highway Fund includes revenues from the state motor fuels tax (20 cents per gallon total, with 15 cents going to the State Highway Fund) and vehicle registration fees. The Federal Funds are based on the current federal transportation authorization bill, known as the Infrastructure Investment and Jobs Act (IIJA), as well as updated projections for federal motor fuels tax collections.

TxDOT’s total revenues in State Fiscal Year 2023 were more than \$16 billion. The Government Finance Officers Association (GFOA) has awarded TxDOT with the Certificate of Achievement for Excellence in Financial Reporting each year since 2019 for its Annual Comprehensive Financial Report (ACFR). In addition, TxDOT received the Outstanding Achievement in Popular Annual Financial Reporting award for the second time for its 2022 Popular Annual Financial Report (PAFR). This award is the highest standard for the preparation and issuance of state and local government popular reports.

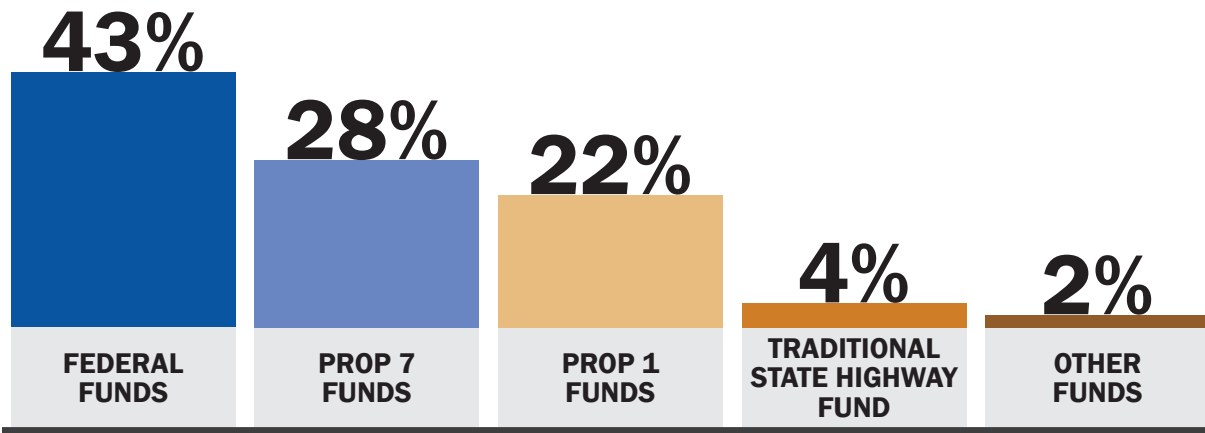


Figure 2: TxDOT Funding Sources for 2024 UTP

Detailed Budget Breakdown and MPDG Allocation

Table 1 presents the breakdown of future eligible project construction costs. This application does not include a funding request for the design, right of way, environmental mitigation, or utility bid items. This Project is important to TxDOT and the top priority for several years for the El Paso area. A total of \$9,560,623 for PE and NEPA has been invested by TxDOT as of April 2024. The TxDOT allocated federal contribution of \$250,000,000 and the requested MPDG funding of \$743,900,000 represents 59.8% of the future eligible construction project costs.

Table 1: Future Eligible Construction Project Costs

Future Eligible Construction Costs	
Removals	\$50,122,197
Subgrade Treatments and Base	\$35,228,430
Earthwork and Landscape	\$79,799,814
Surface Courses and Pavement	\$91,088,300
Structures, Drainage	\$529,580,584
Miscellaneous Construction (Rails, Sidewalk, Curbs etc.)	\$253,424,864
Lighting, Signing, Markings and Signals	\$16,762,358
Construction Contingency	\$187,893,453
Total Construction Costs	\$1,243,900,000
MPDG Grant Request – 59.8% of Construction Costs Only	\$743,900,000

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

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

Table 2: Project Costs by Source

Funding Source	Funding Amount	Percent of Future Eligible Costs (%)
MPDG Request	\$743,900,000	59.8%
2024 UTP Federal - Transportation Formula Funds	\$ 194,034,534	15.6%
2024 UTP Non-Federal - TxDOT State Funds	\$ 194,034,534	15.6%
2025 UTP Additional Federal - Transportation Formula Funds Request	\$55,965,466	4.5%
2025 UTP Additional Non-Federal - TxDOT State Funds Request	\$55,965,466	4.5%
Total Future Eligible Construction Cost	\$1,243,900,000	100%
Total Federal Contribution	\$993,900,000	79.9%

As shown in Table 2, the MPDG grant request is less than the 60% maximum allowable for future eligible costs. The total federal participation is less than the 80% maximum allowable for future eligible costs, as outlined in the Notice of Funding Opportunity (NOFO). Therefore, this project meets the requested guidelines for cost sharing and matching.

Project Costs by Census Tract

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

PROJECT READINESS

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

Environmental Risk

The Texas Department of Transportation (TxDOT) is the lead agency and sponsor for this Project. The El Paso Metropolitan Planning Organization (EPMPO) is the co-applicant. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this Project are being, or have been, conducted by TxDOT under 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated December 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT. TxDOT is developing the environmental documents per 23 CFR 771 and 40 CFR 1500-1508. This Project is classified as an Environmental Impact Statement (EIS). TxDOT anticipates a Final EIS and Record of Decision (ROD) will be signed in Spring 2025.

Studies and Public Outreach Leading to Project

The Project was advanced from the Reimagine I-10 Corridor Study.¹ The three-year study evaluated four segments and potential design alternatives to address transportation needs along a 55-mile stretch of I-10 through El Paso County from the New Mexico-Texas State Line to Farm-to-Market (FM) 3380. Downtown I-10 was recommended as the highest priority project as a result of the *Reimagine I-10 Corridor Study*. TxDOT has completed 90% of preliminary design. Preliminary engineering, public involvement, and environmental work are ongoing, working toward a Final Environmental Impact Statement (EIS)/Record of Decision (ROD). If a ROD is issued, this will allow the Project to move into Final Design and Construction in accordance with Federal Regulations.

TxDOT conducted extensive public outreach for the Reimagine I-10 Corridor Study, spanning approximately three years. This included:

- Holding 46 in-person meetings, including work groups, public meetings, and one-on-one meetings with interested entities and stakeholders
- Attending or participating in six community events, and running a movie trailer in local theaters
- Mailing approximately 3,600 letters/postcards to adjacent property owners, interested parties, and work group members
- Sending approximately 850 email invitations to work group members and interested parties
- Publishing seven notices in local papers and online news platforms
- Posting continual updates to TxDOT's website and social media feeds
- Providing regular media updates, including on-camera interviews with local news broadcasters about the study's status and upcoming meetings

These efforts resulted in 586 officially recorded public comments, in addition to numerous emails from officials and members of the public that were received outside of official comment periods but included as part of the Corridor Study record. Comments were documented, carefully considered, and used to inform proposed Corridor Study concepts.

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

Detailed Project Schedule

The Project described in this application is the result of a large-scale, multi-year planning effort for the improvements, as outlined in the Project Description. TxDOT has identified major milestones that would support successful implementation. As required to initiate the NEPA EIS process, TxDOT published a Notice of Intent in the Federal Register on November 3, 2022. To date, planning, public involvement, schematic design, and environmental efforts have cost approximately \$9.6 million. Additionally, the Public Scoping Meeting, alternatives analysis, various technical reports, and approximately 90% of the preliminary design effort have been completed.

TxDOT is the lead agency in NEPA coordination and anticipates a Final EIS and Record of Decision signed in Spring 2025. Right-of-way (ROW) acquisitions are anticipated to be completed between 2025 and 2026 and are not expected to begin before the ROD. The estimated schedule of necessary land acquisitions is around 18 to 24 months. Construction is expected to let in 2025 with an estimated completion date in 2031, pending funding award. Construction can begin before land acquisitions are complete because construction of the Project may be phased to avoid areas with pending land acquisition and utility relocation.

Required Approvals

NEPA Status of the Project

Approved/Completed

In November 2022, a Notice of Intent (NOI) was published in the Federal Register to formally initiate the EIS process. In addition, as required by the process, a Draft Purpose and Need Statement, Draft Agency Coordination Plan to identify cooperating and participating agencies, and Draft Range of Alternatives Technical Report were provided to the public for review and comment. An Agency Scoping Meeting and Public Scoping Meeting have been held, and the Scoping Meeting Summary was approved. Subsequently, environmental tasks and or technical reports that have been completed/approved to date include: WPD I&II ECOS project set-up; Right-of-Entry for environmental studies; Historical Resources PCR; Historical Resources Research Design; Noise Receiver Validation Memo; Drone Flight and Plan to be used for the Noise Analysis; Archeological Background Study; Air Quality – Project of Air Quality Concern Form (CO and PM10); Draft Green House Gas Emission and Climate Change Analysis; Species Analysis Table, and Best Management Practices (BMP) Documentation; Surface Water Analysis Form; Water Resource Delineation Report; and Section 404/10 Impacts Table. Note that no Clean Water Act 404 permitting would be required based on the current design.

Under Review

Initial Site Assessment with Haz Mat Project Impact Evaluation Report; Traffic Noise Analysis Technical Report; Community Impacts Assessment Technical Report; Antiquities Permit Application and Scope; and HRSR.

Under Revision/Preparation

Archeological Survey; Preliminary 4(f); Indirect and Cumulative Impact Analysis; Draft EIS; NOA of DEIS in Federal Register; Public Hearing and Summary; Draft FEIS; Draft Section 106 Mitigation Plan (TxDOT ENV Lead); Final Section 106 Mitigation Plan (TxDOT ENV Lead); Draft 4(f) after Final Mitigation Plan; Final 4(f); NOA of Final EIS; Final EIS; ROD.

Description of Public Engagement to Date

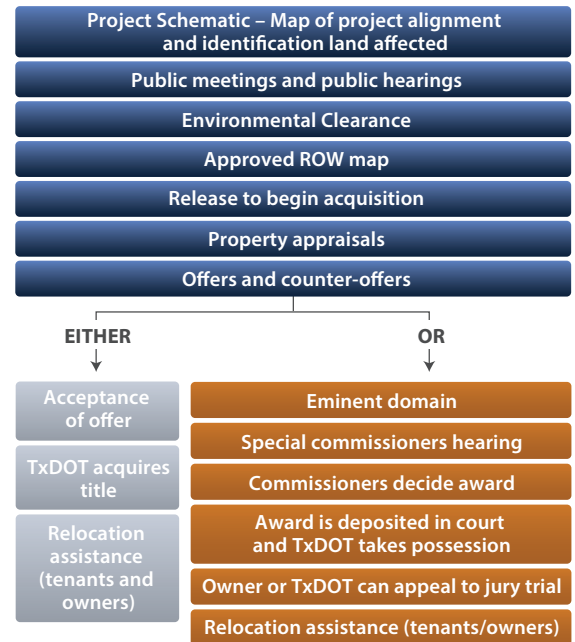
TxDOT has completed 37 public meetings over three years of public engagement and early agency coordination as part of the NEPA processes (**see Appendix B for details**).

Right-Of-Way (ROW) Acquisition

Anticipated completion for ROW acquisition is Summer 2026. Abstract map sheets and ROW analysis for existing ROW is currently in progress and anticipated to be completed by August 2024. Securing required property and easements will be in accordance with 49 CFR part 24, 24 CFR part 710, and other applicable legal requirements. By partnering with the Union Pacific Railroad and employing innovative design features, the overall impacts to ROW have been reduced to 20 displacements including only four residential.

At TxDOT, transportation project development is a cooperative effort with local and regional partners. A proposed project weighs the needs for safe and efficient transportation with various alternatives. In weighing alternatives, TxDOT uses a systematic approach to evaluate many aspects and potential impacts of a proposed project, including social, economic, adjacent property, and environmental, to name a few. This systematic approach extends to informing the public and potentially affected property owners about the proposed project.

TxDOT obtains environmental clearance before acquiring ROW. Then, ROW maps are developed that detail every parcel known to be affected. Property owners are given several booklets outlining their rights, the ROW process, and the help provided by TxDOT in relocating tenants and property owners. TxDOT first attempts to acquire property through voluntary negotiations. If no agreement is reached or ownership and title issue clarification is needed, the department begins the eminent domain process. An overview of TxDOT’s ROW process is shown in **Figure 1**.



SOURCE: Texas Department of Transportation.

Figure 1: TxDOT’s Right-Of-Way Process

Relevant State, Metropolitan, and Local Planning Documents

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

The Project is included in TxDOT’s Fiscal Year (FY) 2024 Unified Transportation Program (UTP).² The Project is also included in the proposed FY 2025 UTP, with requested increased funding amounts, which will be reviewed by the Texas Transportation Commission (TTC) in August 2024. The UTP is a 10-year plan that guides transportation projects and is part of TxDOT’s comprehensive planning and programming process. The Project is also included in the El Paso MPO’s RMS 2050 Metropolitan Transportation Plan (MTP), approved in November 2022.³ Because this Project is not yet fully funded, it is not included in the TxDOT STIP or the El Paso MPO’s TIP. It will be added to both documents upon award of MPDG funding.

The City of El Paso published a Master Plan for the Downtown, Uptown, and Surrounding Neighborhoods in July 2023.⁴ This plan focuses on reuniting El Paso and providing residents with an interconnected community focused on multimodal transportation and community development. This includes potential impacts that may occur as a result of the Project. The Project is not explicitly included in the Master Plan because it is outside of the Master Plan study area; however, the changes that would be realized because of this Project

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

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

4 <https://www.elev8ep.com/downtown>

would alleviate transportation delays when residents choose to travel by vehicle. Additionally, pedestrian infrastructure will be installed with this Project, which would further support the goals of the Master Plan to leverage existing or newly improved infrastructure. The Master Plan study area extends from the city blocks immediately north of I-10 to Paisano Street.

Technical Capacity

The lead applicant for this grant is TxDOT, a unit of state government. As a State Department of Transportation, TxDOT is an eligible applicant with an extensive and successful history of delivering a sizable federal aid program, including funds administered by the Federal Highway Administration (FHWA). As detailed in the TxDOT Annual Financial Report for the Fiscal Year ended on August 31, 2023, TxDOT total revenues were more than \$16 billion with 9,392 construction projects in progress (and/or starting soon) valued at an estimated \$30.4 billion. TxDOT was awarded \$50 million in INFRA funding for the I-35 Red River Project in FY 2021.

The Texas Department of Transportation is governed by the five-member Texas Transportation Commission (TTC), and an Executive Director selected by the commission. TTC members serve overlapping six-year terms and are appointed by the governor with the advice and consent of the Texas Senate. The TTC performs six major duties which include planning and making policies, overseeing the design of highways, developing statewide transportation plans, awarding contracts, fostering the development of public transportation, and adopting rules for the operation of TxDOT. The TTC provides statutory oversight, where the Executive Director and senior administrators oversee TxDOT's day-to-day operations.

The Government Finance Officers Association (GFOA) has awarded TxDOT with the Certificate of Achievement for Excellence in Financial Reporting each year since 2019 for its Annual Comprehensive Financial Report (ACFR). In addition, TxDOT received the Outstanding Achievement in Popular Annual Financial Reporting award for the second time for its 2022 Popular Annual Financial Report (PAFR). This award is the highest standard for the preparation and issuance of state and local government popular reports. As of August 31, 2023, TxDOT is made up of 12,751 Full Time Equivalent (FTE) positions. These dedicated and professional public servants include attorneys, administrators, financial experts, engineers, and many others who work together to realize the TxDOT mission: Connecting you with Texas.



Assessment of Project Risks and Mitigation Strategies

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

Table 1: Potential Risk and Mitigation Strategies

Risk	Description	Mitigation Strategy
Railroad Impact	Obtaining railroad agreements promptly.	TxDOT engaged the UPRR in targeted stakeholder outreach beginning in June 2020. The railroad has expressed interest in facilitating planned improvements as outlined in this grant application including the removal of two highway rail grade crossings on the frontage road. This coordination and partnering has resulted in the minimization of ROW impacts along the corridor.
Environmental Permits & Approvals	Section 106, Section 402 permitting, Section 4(f), and EIS/ROD.	The EIS process is underway, and any permitting timeframes have been anticipated in the Project schedule.
Right-of-Way Acquisitions	Acquiring necessary right-of-way (ROW).	The Project will work to reduce the amount of ROW needed. TxDOT has participated in thorough planning and community engagement meetings with stakeholders. This coordination and partnering has resulted in the minimization of ROW impacts along the corridor.
Roadway Design Standards	The Project must upgrade existing roadway geometrics to current design standards.	The design will adhere to current design standards.
Floodplain Impacts	Floodplain/Floodway impacts triggering the CLOMR/LOMR process.	Early coordination with County floodplain administrators to understand current flood mapping, potential impacts of the existing highway, and proposed Project.
Construction Funding	Not securing adequate construction funding.	Funding package is being developed but is dependent on MPDG funding.



Existing Westbound View at Mesa Street

PROJECT REQUIREMENTS

The proposed Project improves a 6.1-mile corridor along I-10 between Executive Center Boulevard and Loop 478 (Copia Street) in El Paso, Texas. The Project will provide long-term transportation solutions to the El Paso region by widening the roadway and adding lanes to accommodate increased traffic; reconstructing interstate main lanes, retaining walls, bridges, ramps, frontage roads, and cross streets since they are deteriorated, reaching their design life, or no longer meet minimum standards; eliminating two highway-rail grade crossings; and providing bicycle and pedestrian facilities parallel to the frontage roads and along the bridges that cross I-10 to connect people and communities on either side. The Project will enhance safety, improve the corridor's state of repair, alleviate increasing traffic congestion, expand connectivity, improve incident management, and prioritize multimodal connections with separate bicycle and pedestrian accommodations along the frontage lanes supporting the goal of reconnecting the uptown and downtown areas. The Project is applying for INFRA and Mega grant funds.

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

The El Paso I-10 corridor supports local, regional, national, and international travelers and economies. The Project segment is part of the STRAHNET (Strategic Highway Network) and serves as a vital corridor for national defense. Fort Bliss is located just north of I-10. The Project will improve mobility for goods and services along the corridor by adding capacity along the road, including continuous frontage roads. Decreased congestion will help bolster the economy while providing quicker supply chain movement and easier access to businesses. Over the course of the analysis (2030 to 2049), the Project is anticipated to reduce crashes by 6,414, which include 58 fatal, 1,758 injury, and 4,598 non-injury crashes. Pedestrian and cyclist safety will also increase, as they will have dedicated travel lanes parallel to I-10.

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

Results from the benefit-cost analysis (BCA) demonstrate the Project's cost-effectiveness, with a Benefit-Cost Ratio (BCR) of **2.05**. This indicates the Project benefits will exceed its costs. Safety is the Project's primary benefit, with state of good repair and travel time savings as the second and third greatest quantified benefits in the BCA, respectively.

Statutory Requirement (INFRA #3) – National Goals

This Project will advance all seven of the national Federal-aid Highway Program performance goals. **Safety** will be enhanced by incorporating mitigation strategies relevant to previous crash trends, including speed reduction efforts and improved lighting and signage. Pedestrian and cyclist crashes accounted for more than 56% of fatal crashes along the corridor in the previous five years. The Project will provide wide, separated multimodal access along I-10 to reduce person-vehicle conflict points and increase safe pedestrian accommodations. The existing corridor has aging **infrastructure conditions**, requiring large yearly maintenance costs. The Project completely reconstructs the corridor to bring pavement, bridges, and other infrastructure elements up to modern design standards. This includes improving the bridge overpasses' vertical clearance and horizontal/vertical curvature along I-10.

The Project will alleviate **congestion**, reducing vehicular delay. As noted in the BCA analysis (year 2030 to 2049), vehicular delay will be reduced by 7,973,235 passenger vehicle hours (*13,315,303 hours adjusted for the average passenger vehicle occupancy*) and 693,325 truck hours by increasing roadway capacity. Through this, **system reliability** will increase. The addition of continuous frontage roads will provide alternative routes if there are incidents or congestion delays. The Project improves **freight movement** and **economic vitality** based on multiple capacity improvements.

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

Statutory Requirement (INFRA #4) – Preliminary Engineering

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

- **Planning documentation**

- *Reimagine I-10 Corridor study (2019)*
- *I-10 Corridor Traffic Analysis (2020)*
- *Downtown I-10 segment Safety Analysis (2023)*
- *Downtown I-10 segment Bicycle and Pedestrian Benefits Memorandum (2023)*

- **Stakeholder/Public Engagement**

- *Agency Coordination Plan (February 2023)*
- *Public Outreach and Public Scoping Meeting (June 2020 – Current)*
- *One-on-one Stakeholder meetings (March 2020 – Current)*

- **Preliminary Engineering (PE)**

- *Nine feasibility concepts*
- *90% Design*

- **NEPA**

- *Draft Need and Purpose (2022)*

The following Project activities are currently in progress:

1 NEPA

- Draft EIS

2 Preliminary Engineering

- Minimal PE is remaining, as the 90% preliminary design is complete.

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

This Project is ranked number one in the El Paso 2024 TxDOT Unified Transportation Program (UTP). As detailed in the Project Budget section, TxDOT has numerous stable funding sources for providing the \$250 million state match required for the grant award. This Project's local funding sources commitment is 20.1% of the total Project construction cost. The MPDG funding request will contribute up to 59.8% of the total future construction cost, not to exceed \$743,900,000. The contingency amount is 17.79% of construction costs.

The 59.8% MPDG Grant Request is less than the 60% maximum allowable for future project costs. The total 79.9% Federal participation is less than the 80% maximum allowable for future project costs, as outlined in the Notice of Funding Opportunity (NOFO). Therefore, this project meets the requested guidelines for cost sharing and matching.

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

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

Without MPDG funding, the Project delivery schedule is at risk. This would significantly delay the project schedule and negatively affect the corridor. The Project is intended to reduce growing congestion and remediate ongoing maintenance costs. Delays in schedule would worsen congestion problems, as no capacity improvements would be made to mitigate the increasing volume. Additionally, maintenance costs would continue to grow due to the aging infrastructure. The Project area currently requires large sums of maintenance budgets, which would only continue to grow as the infrastructure exceeds its design life, requiring additional work zones, delays, and safety concerns.

Statutory Requirement (INFRA #7) - Timeline

The Project deliverable timeline is as follows:

Task and Deliverable Name	Anticipated Date of Completion
Detailed Project Work Plan, Budget, and Schedule	Within 90 days of Agreement Execution Date
Final EIS/Environmental Record of Decision	April 30, 2025
Construction Start Date	November 3, 2025
Right-of-Way Acquisition Complete	June 30, 2026
Construction	December 31, 2031
Mega Data Plan Outcome Report	December 31, 2036

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

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

The applicant meets the eligibility criteria defined in the Notice of Funding Opportunity Section C(1)(a). The lead applicant for this grant is TxDOT, a unit of state government. As a State Department of Transportation, TxDOT is an eligible applicant with an extensive and successful history of delivering a sizable federal aid program, including funds administered by the Federal Highway Administration (FHWA). As detailed in the TxDOT Annual Financial Report for the Fiscal Year ended on August 31, 2023, TxDOT’s total revenues were more than \$16 billion with 9,392 construction projects in progress (and/or starting soon) valued at an estimated \$30.4 billion.

¹ <https://ftp.txdot.gov/pub/txdot/tpp/utp/utp-2023.pdf>, page 83

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

TxDOT is governed by the five-member Texas Transportation Commission (TTC) and a TCC selected Executive Director. TCC members serve overlapping six-year terms and are appointed by the governor with the advice and consent of the Texas Senate. The TCC performs six major duties which include planning and making policies, overseeing the design of highways, developing statewide transportation plans, awarding contracts, fostering the development of public transportation, and adopting rules for the operation of TxDOT. The TTC provides statutory oversight, where the Executive Director and senior administrators oversee TxDOT's day-to-day operations.

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Statutory Requirement (Mega #6) – Mega Data Plan

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



Traffic congestion on I-10 West