



# **Documentation of Public Meeting #1 (Virtual Meeting)**

## **Project Location**

El Paso, Texas

Downtown 10

2121-02-166

## **Project Limits**

From Executive Center Boulevard to Loop 478 (Copia Street)

## **Meeting Dates and Websites**

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

## **Meeting Location**

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

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

151

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

1,210

## **Total Number of Commenters**

139



## **Contents**

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# **Attachment A**

## **Comment Response Matrix**

### **Contents**

1. Comment Response Matrix

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

Comment Number	Commenter Name	Date Received	Source	Comment	Response
<b>COMMENTS SUBMITTED PRIOR TO VIRTUAL PUBLIC MEETING</b>					
1.	Sito Negrón	6/23/2020	Email Comment	Hi Hugo. I've received several requests for an agenda. Is it just the pre-recorded presentation, or will there be opportunity for question and answer and links to displays?	On June 23, 2020, Hugo Hernandez responded. Hi Sito, You are correct. The pre-recording will provide an explanation of the available material narrating each station and there is no agenda (as usual with our open house meetings). Given the unfortunate pandemic situation, this public meeting will be Virtual only, so no in-person opportunity for feedback. However, we have provided a few ways to provide feedback (email, mail, phone/voice message). Responses to the feedback will be provided in a public meeting summary that will be uploaded on our website approximately two months after the public meeting ends. If someone needs translation and/or assistance feel free to call (512) 567-9270 to check on how we can assist; we will try to accommodate to the best of our abilities.
2.	Rodolfo Alarcon	6/23/2020	Email Comment	<p>To whom it may concern.</p> <p>I would like to ad a concern to this multimillion dollar I 10 expansion and upgrade to the Downtown area. I live just feet away from I 10 at [REDACTED]. I would like to include a suggestion if at all possible. Living close to I 10 has it's pluses and negatives. I would like to see if at all possible a Wall / Noise barrier can be constructed along I 10. I believe you all know what I am talking about those very same barriers have been constructed in different areas of town which help immensely to reduce noise cause by traffic in I 10.</p> <p>It is bad enough that the City of El Paso with help of Representative Swarzbein were able to put an outdoor Patio Bar next to residential residents. It the traffic wasn't enough now we have to deal with this noise nuisance. Thank you hope you take residents along the I 10 into consideration to reduce the noise.</p> <p>Rodolfo Alarcon US Army Retired El Paso Resident and Taxpayer. [REDACTED]</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Question #2 in Attachment H.</a></p>
<b>COMMENTS SUBMITTED FROM VIRTUAL PUBLIC MEETING SITE</b>					
3.	Roberto Zepeda	6/25/2020	Electronically Submitted	Hello.. thank you for your virtual presentation.. as i see from the map i am wondering if any work will be done to the [REDACTED]? thank you again	<p>Work is being considered on I-10 in the vicinity of these properties. Any specific changes and ROW impacts will be determined as the project moves forward, and there will be opportunities for public input throughout this process. Impacts to properties would be avoided and mitigated where possible.</p> <p><a href="#">Please see Frequently Asked Question #3 in Attachment H.</a></p>



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4.	Rodolfo Alarcon	6/25/2020	Electronically Submitted	I live adjacent to Grace Choep Park in downtown. I am hoping that both my properties will not be affected. [REDACTED]. I am hoping noise barrier panels such as the ones by the Caesar Chavez Highway and the ones eastbound by Yarbrough or something similar will be considered to minimize excessive noise caused by traffic. Please keeps informed whether this improvement will be considered. Thank you Rodolfo Alarcon US Army Retired	Work is being considered on I-10 in the vicinity of these properties. Any specific changes and ROW impacts will be determined as the project moves forward, and there will be opportunities for public input throughout this process. Impacts to properties would be avoided and mitigated where possible  <a href="#">Please see Frequently Asked Questions #2 and #3 in Attachment H.</a>
5.	Miguel Perez Jr	6/25/2020	Electronically Submitted	Very helpful presentation and well layed out. Looking forward to rest of the presentation series and to seeing these ideas become a reality!	Comment noted.
6.	Yassir Granillo	6/25/2020	Electronically Submitted	I support widening, frontage roads and a deck plaza over I-10.	Comment noted.
7.	Anonymous	6/25/2020	Electronically Submitted	I'm all for this project. The way to make a win-win for travelers and citizens that live nearby is to make sure there is still adequate access to downtown and vice versa. Make the highway wider but also either add access points to downtown or make them better. Thanks! Start soon so we don't have a bigger mess later on	Comment noted.
8.	David Mendoza	6/26/2020	Electronically Submitted	This project needs to proceed as it is vital and already past due. Please work with local and federal partners to enhance the aesthetic aspects of this project. Thank you.	Comment noted.  <a href="#">Please see Frequently Asked Question #22 in Attachment H.</a>
9.	Zilthai Soto	6/26/2020	Electronically Submitted	Very good information about the project and the goals the project is aiming to hit. Great virtual venue! Everything is very easy to read and understand. "Short and simple!" Great Job!!!!	Comment noted.
10.	Jackson Hurst	6/26/2020	Electronically Submitted	I strongly believe that the Downtown 10 Project should look at the following 2 ideas for TxDOT to incorporate into a alternative:  1. Addition of Managed lanes or HOV (High Occupancy Vehicle) Lanes or ExpressLanes or HOT (High Occupancy Toll) Lanes like in Dallas and Fort Worth from EXECUTIVE CENTER BLVD TO LOOP 478 (COPIA ST)  2. Reconstruction or consolidation of Interchanges in the Downtown 10 Limits.	Comment noted.  <a href="#">Please see Frequently Asked Questions #15 and #16 in Attachment H.</a>
11.	Andrew Torres	6/28/2020	Electronically Submitted	Hello,  El Paso needs public transportation, not more roads. We cannot sustain our population with freeways. We are behind by almost five decades on our technology in comparison to Japan, China, and Europe with absolutely no train system set in place. A trolley that loops around one part of town does not cut it. We need to consider placing a train system within I-10 or the border highway. Expanding our freeway is the biggest waste of taxpayer dollars since the stadium. Please: listen to the people. No more freeways, more trains.	Comment noted.  <a href="#">Please see Frequently Asked Questions #4 and #5 in Attachment H.</a>

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

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

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

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



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

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

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



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38.	Patricia Colleen	7/14/2020	Electronically Submitted	<p>I am in favor of repairing the integrity of the downtown I-10 portion without widening it, pursuing projects that divert pass through traffic to other routes bypassing downtown. I would like to see any large scale re-do of I-10 go around downtown, and would be interested in an alternative which does so.</p> <p>If completed in its present form, we will lose the current ability to effortlessly walk and bike from adjacent neighborhoods to downtown - of which many residents take advantage. Noise, vibration, pollution and decreased property value will be a negative impact to residents/properties along the path of impact. The impact of losing access roads will be considerable. I love the ease of going downtown that the 'grid' provides. I also love how the Franklin and Prospect bridges in Sunset Heights make it easy to walk &amp; bike from Sunset Heights. When I'm at the Sunland Park off ramp I often look around and see how intense the traffic is and how dangerous it is for pedestrians. This is what I picture the end project to look like in the downtown segment and it seems very dangerous for anyone not in a car.</p> <p>These are some of the reasons that I would like our city to seriously look at other options to handle future mobility in and around downtown I-10.</p> <p>Thank you for your consideration.</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #2, #4, #5, #7, #8, and #13 in Attachment H.</a></p>
39.	David Bustillos	7/14/2020	Electronically Submitted	<p>We need to add more exist to Downtown or reroute the downtown exists it clogs up every time there is an event. When there is an accident we need to have Electronic signage that You can see to take a different route or to Ping our Phones to let us know there is an accident. Just like they are doing right how tell communicate on COVI. Smartness is not just thinking the Idea but having models to include future. Our Freeway is also full of trash makes our City look deserted like no one cares.</p> <p>I would suggest to route all our Heavy Trailer Traffic to loop 375 up to Anthony Corrido. Why you do all the Upgrades or it will be hell to move through Downtown.</p> <p>Need to tunnel our Railway out of downtown like other cities this will allow us space to enter and exit downtown.</p> <p>I believe the Railroad is taking to Much Precious space from our Growth need to move it out to the Out skirts of Town completely. Make a Beautiful Park for Us to enjoy al Fresco!</p> <p>Your forgot to mention our City wide favorite L&amp;J</p>	<p>Comments noted.</p> <p><a href="#">Please see Frequently Asked Questions #7, #13, #14, and #26 in Attachment H.</a></p>
40.	Sarah and Rene Vargas	7/14/2020	Electronically Submitted	<p>I agree that the I-10 corridor needs to be updated to current standards, however I don't agree that we need demolish historic areas and expand the freeway causing further distance from uptown and downtown. I have lived in Houston and the expansion of the Katy Freeway has only resulted in more traffic and congestion. A recent study by 'Transportation for America' has shown that adding more lanes creates more congestion and this is evident in most major cities that have implemented freeway expansion. We should instead divert commercial traffic via the Anthony Gap bypass, which has already begun development, including diverting funds to ensure the Anthony Gap Bypass can handle commercial traffic. By reducing 18-wheeler traffic through the downtown corridor we can lower the frequency of accidents, allow room for El Pasoans to use I-10 more freely, and help reduce air pollution, among many more reasons. We would like to learn how to become a Consulting Party and be involved in the planning for Phase 2. Please reach out to us.</p>	<p>Comment noted.</p> <p>Based on your expressed interest in participating in the Section 106 process, you will be receiving an email from TxDOT regarding the consulting party process.</p> <p><a href="#">Please see Frequently Asked Questions #1, #2, #5, #11, #13 and #24 in Attachment H.</a></p>

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

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

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

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



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

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56.	Maegan Rogers	6/28/2020	Email Comment	<p>Good evening,</p> <p>I am writing to express my opposition to expand I-10 from Executive to Cobia. El Paso should not follow cities like Dallas and Houston in expanding their freeways in an endless cycle of traffic congestion and freeway expansion. Instead, the city should invest in transit and other multi modal solutions for the East-west corridor. There is no need to take more right of way. Instead, a priority lane should be considered for transit to improve mobility along the corridor.</p> <p>Any consideration of mobility should account for north-south mobility as well. Expanding the interstate would only further separate the north and south portions of the city.</p> <p>Further, multiple studies show that increasing the number of highway lanes does not improve traffic times in the long term and instead serves to exacerbate traffic congestion. El Paso should lead the way in Texas as a true mobility leader rather than follow the failed examples by its peer cities who, despite ever increasing highways, find commute times increasing, congestion growing, and air pollution worsening. Invest our taxpayer money wisely and don't waste it on yet another highway expansion doomed to fail and disproportionately affect our cities poor.</p> <p>Maegan Rogers</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #2, #3, #4, #6, #7, and #24 in Attachment H.</a></p>
57.	Sito Negrón	6/29/2020	Email Comment	<p>Good morning. A neighborhood resident said they called the number to leave a comment and it stated that public comment ended June 15. That should be July 15, right?</p>	<p>On June 29, 2020 Hugo Hernandez responded. Sito, We apologize for the confusion, indeed there was an error on the recording. Please note the recording has been revised and to answer your question; yes, as stated in the public meeting notice, the comment period ends on Wednesday, July 15, 2020 at 5 p.m. (MST)/6 p.m. (CST). A team member will try to contact those that called us to let them know, but if you can do the same that would be greatly appreciated. Thank you,</p>
		7/14/2020	Email Comment	<p>I'm going to send out a reminder of public comment period ending. Is it possible to extend it a bit - for example, until COB Friday?</p>	<p>On July 14, 2020 Hugo Hernandez responded. Sito, TxDOT's standard comment period is 15 days, however, due to the new virtual-only aspect of this particular public meeting, we extended the comment period to 20 days. The comments submitted within this timeframe will be added to the Public Meeting Summary. In order to begin the preparation of the Public Meeting Summary, we will close the comment period on July 15th, as advertised. However, the public can make comments at any time during the NEPA process, and we welcome and will consider all comments submitted. The only difference is that comments made outside of the comment period will not be included in the Public Meeting Summary. Additionally, keep in mind this is only the first series of public and stakeholder outreach. TxDOT is anticipating more outreach, including a public hearing, which will provide more opportunities to comment.</p> <p>Thank you,</p>

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



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

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

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

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

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

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				<p>I know I am not alone in these concerns. Please consider them and the people of downtown El Paso before rubberstamping another short-sighted roads project.</p> <p>Respectfully, Sofia Vargas, El Pasoan</p>	
71.	Vicki Hamilton	7/15/2020	Email Comment	<p>The original construction of I-10 divided the city into what you now term "up town" and "downtown" dividing neighborhoods and separating them from the Plaza and the central business district ("downtown"). This project provides an opportunity to weave those entities back together by enhancing connections for pedestrians, bicyclists, and localized traffic within the areas north and south of the freeway and reducing the impact of non-local traffic. To that end request that TEXDOT provide alternatives that focus on easy connectivity, re-connect the city, and address the impacts of noise, emissions, lack of privacy adjacent to right of way. Mitigation for adverse impacts should have a required timeline for completion and include funding for those actions.</p> <p>Please analyze the impacts your proposals will have on surrounding neighborhoods including children and the elderly. Include impacts during construction, as a result of construction, and after construction. Specifically address changed traffic patterns within and around the neighborhoods, parking, and accessibility. If traffic will be routed off the existing I-10 roadway to facilitate or allow for TEXDOT work please explain how you will mitigate the impact on the neighborhood,</p> <p>Please describe how north south traffic tie ups will be affected when a crash or other action blocks any of your planned north-south connector streets and how you will mitigate any changes in the number of connector roads.</p> <p>Please explain how you will insure that traffic is safe and NOT UNPLEASANT for pedestrians, and those using non-motor or small motor transportation for travel between north and south affected areas.</p> <p>Please include surveys and evaluation of potential historic properties and other cultural resources in all areas of study area that have not been evaluated in the last 5 years. Also please reevaluate any non-contributing buildings or landscapes that will be adversely impacted, either directly or indirectly by the project.</p> <p>Your map also indicates that a number of properties are either Historic or Religious. Please clarify if they are both. Do not omit properties that have been converted for religious purposes. The "uptown" area north of I-10 includes many buildings and landscapes that are or have been used for religious purposes. Many have layered periods of use and significance. Please evaluate how your project will impact those properties and specifically how the project will affect to and use of those properties.</p> <p>Please take a careful look at properties whose previous use was significant or that are works of a master. (Example the EPCC Student Services Building)</p> <p>Please look at how your project will impact important El Paso cultural properties specifically addressing the Holocaust Museum and Study Center and its location. Mitigation for demolition proposed should make the Center whole in location and facility which most likely exceeds real estate value.</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #4, #5, #6, #7, #10, #11, and #13 in Attachment H.</a></p>

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				<p>I am concerned that any mitigation or treatment associated with construction or use of the I-10 improvements you are proposing be truly appropriate for EL PASO. Please don't just copy an Austin, Dallas or Houston solution and apply it without careful thought to EL PASO. El Paso is unique in Texas because of its geography and cultural identity and deserves more than just a Dallas do over.</p> <p>Please look at mitigation both during and after construction that addresses heavy truck traffic, specifically through traffic, and how it can be re-routed and reduced. Please detail how acceleration completion of alternate routes that by-pass downtown could increase safety for smaller and/or local traffic and describe any reductions in the scope of this project that could result.</p>	
72.	Laura Ponce	7/15/2020	Email Comment	<p>Hello,</p> <p>I am writing to provide my comments on the proposed expansion of I-10 near downtown El Paso. I am a resident of the City of El Paso and have lived here for over 35 years.</p> <p>I am opposed to the expansion of I-10 for the following reasons.</p> <ol style="list-style-type: none"> <li>1. The expansion will affect families living near the highway either through displacement or more pollution.</li> <li>2. El Paso already has high pollution because of our proximity to Ciudad Juarez, Mexico and this is going to increase the number of trucks and cars that pass through downtown when traveling.</li> <li>3. It is a wasteful project because the highway is not that congested with local traffic. I lived in Boston, MA for 9 years and our traffic is not that bad. During rush hour the most I get delayed is 15 minutes if I am driving from Downtown to ten miles in either direction. This money could be put to better use.</li> </ol> <p>I think that the money that would be used for the Extension can be used in the following ways:</p> <ol style="list-style-type: none"> <li>1. Move the railroad so that trains bypass downtown and the city altogether. Currently, the major railyard is located in downtown El Paso and it leads to all sorts of problems. There are fatal railroad accidents almost every year because people cross when they are not supposed to. Rail cars with fuel and dangerous chemicals cross right through our city and should be deviated to less populated areas just in case there is a derailment.</li> <li>2. We need to encourage thru traffic to take 575 through the Anthony Bypass so our highways do not get more congested.</li> <li>3. We need more investment in public transportation. Light rail projects that connect communities outside the city limits as well as suburbs to downtown are very much needed. We have too many people that depend on their cars because our transportation system is all bus based. If we had light rail, then it would encourage people that live far from downtown to take public transportation.</li> </ol> <p>Thank you for listening to my concerns.</p> <p>Kind regards, Laura Ponce</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #2, #3, #4, #5, #13, #14, and #23, in Attachment H.</a></p>



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73.	Rene Fiero	7/15/2020	Email Comment	<p>Good afternoon,</p> <p>I would like to comment on the I-10 reimagined project for El Paso Texas from Copia to downtown El Paso.</p> <p>I am not in support of the project for the following reasons:</p> <p>Traffic that is only passing through the city via I-10 such as commercial vehicles and travelers should be diverted outside of the city core and away from downtown to reduce the congestion, which would eliminate the need for an expansion and also reduce wear and tear on I-10 as well as our residential streets.</p> <p>Additionally in order to facilitate travel to and from downtown should be done via public transportation and reducing traffic can be done by providing "satellite" offices to conduct business, which the county and city government have already done as well as GECU (bank).</p> <p>Thank you for your care and concern and please reconsider your plan which does not benefit El Paso and would be wasteful spending on the part of the great State of Texas.</p> <p>Respectfully,</p> <p>Rene Fiero [REDACTED]</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #4, #5, and #13 in Attachment H.</a></p>
74.	Debbie Nathan	7/15/2020	Email Comment	<p>From Debbie Nathan [REDACTED] [REDACTED]</p> <p>As a resident of the downtown El Paso area since the 1970s, I'm angered by this TxDot plan for I10; it's a depressing, heartbreaking scheme. I intend to continue protesting it.</p> <p>The 2012 municipal plan for a modern El Paso envisioned walkability, expanded public transportation, and community density. There is no community vision, and not even technocracy, in TxDot's plan, only backward thinking that privileges private vehicles. Such thinking, if enacted, will increase community problems such as obesity and diabetes. It should be especially evident during the Covid-19 crisis, and during the national outpouring of concern about how Black, Brown and other marginalized lives matter, that civic health is inextricably tied to physical health--that illness caused by a car culture nowadays directly leads to death.</p> <p>We simply cannot afford to develop more illness and inequality in our community. Transportation planning should be part of health and democracy, not mindless, exploitative profiteering.</p> <p>I found it hard to attend the "virtual meeting" as I looked at the graphics and noted, at the very beginning, a total lie: the claim that El Paso is growing in population. What other misinformation was sown at this "meeting"?</p> <p>We need to reroute cars and trucks out of inner-city El Paso as much as possible. We need to get rid of the old, inner city highway we already have -- as other, truly visionary cities are doing. We need to truly re-imagine how people and things move around our community. We need to think of El Paso as a present- and future-tense community, not as a relic of the past.</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #4, #5, #6, and #13 in Attachment H.</a></p>

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				Expect to hear more from me and my fellow citizens.  Yours, Debbie Nathan	
75.	Morten Naess	7/15/2020	Email Comment	<p>Nothing is "re-imagined" in TxDOT's billion-dollar plans for I-10 in El Paso. A previous TxDOT employee stated jokingly, at one of the meetings downtown about this plan, that back in the day in Austin, downtown El Paso was called the "throat of the dragon" due to the challenges the geography presents for transportation in that area. The term is just as appropriate today and will remain so in 2042 if the project proceeds as planned. As cities develop and industry moves out of the urban centers, transportation should follow suit. TxDOT should be looking at some of the very rational and widely promoted ways to route heavy traffic away from downtown. Approaching downtown El Paso now from the west, one is squeezed into "the pass" along the river, with three train tracks and now, three highways. What's wrong with this picture? And as the Katy highway model has shown, adding lanes does not always ease commuter traffic. TxDOT should recognize that more visionary approaches will be needed in the future.</p> <p>The future is now. Time for a 21st-century change. Scrap the Executive to Copia plans. Fix the trench to handle current needs and open up Anthony Gap for the through traffic. And make downtown El Paso an attractive and a safe place to live and work.</p> <p>Morten Naess</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #5, and #13 in Attachment H.</a></p>
76.	Nicolas Silva	7/15/2020	Email Comment	<p>Hello, I would like more public transportation, for our public transit to be green and divest from fossil fuel, for plans like these to empower all communities including low income people and families, people with disabilities, and our elders. Please reconsider this plan as it seems to not be in the best interests of all. We would like less congestion and transportation justice for all.</p> <p>Nico, LMSW</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #4 and #6 in Attachment H.</a></p>
77.	Jennifer Glover	7/15/2020	Email Comment	<p>The I 10 project is a horrible idea. It's our main road through town and it will be under construction for the rest of my life.</p> <p>El Paso needs more bike and walk areas, not this monstrosity of an "improvement."</p> <p>No one wants this so please listen to the people.</p> <p>Thank you, Jennifer Glover [REDACTED] [REDACTED] [REDACTED]</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #4 and #5 in Attachment H.</a></p>



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78.	Sito Negrón	7/15/2020	Email Comment	<p>Good afternoon. Thank you for the opportunity to comment on the proposed expansion of I-10 and addition of frontage roads between Copia and Executive Center. We appreciate that our request to be a Consulting Party has been confirmed.</p> <p>As stated before, we oppose the "Texas turns," taking additional right of way, any new elevation for ramps or access roads, limiting the north-south connectivity between Downtown and neighborhoods and districts north of Downtown, diminishing the current grid that provides neighborhoods multiple access points to Missouri and Yandell, losing the Prospect Bridge, and losing the Porfirio Díaz exit and ramp.</p> <p>The highway should be reconstructed as is, as quickly and efficiently as possible, and where possible, look for ways to connect neighborhoods on either side of the freeway from Copia to the eastern edge of Downtown, and Sunset Heights and San Francisco. For example, landscaping and lighting the underpass that connects Los Angeles to Franklin, or landscaping the Prospect Street Bridge in conjunction with the two pieces of property on either side of the bridge (which cumulatively would make a very nice Downtown park).</p> <p>All alternatives should be reviewed, including a regional system that bypasses El Paso for outside truck traffic, and gets internally produced traffic (aside from local deliveries) out of the city as quickly as possible, up US 54 to the bypass. Santa Teresa originating traffic that is eastbound should be directed north to the Anthony Gap and then around the city. The Artcraft Project should have a direct connect to I-10 westbound as well as eastbound.</p>	<p>Comment noted.</p> <p>In May 2020, Sunset Heights Neighborhood Improvement Association (SHNIA) became a consulting party under Section 106 of the National Historic Preservation Act (NHPA) for the Downtown 10 Project. That means that SHNIA has an official role in the review of Downtown 10 project development and its potential impact to historic resources in Sunset Heights.</p> <p><a href="#">Please see Frequently Asked Questions #1, #5, #7, #8, #11, #12, and #13 in Attachment H.</a></p>
79.	Cheryl Howard	7/15/2020	Email Comment	<p>I am vehemently opposed to this project. There are more efficient ways to move traffic through El Paso, and there are other areas of the city on the east side that are in desperate need of expanding lanes. A majority of vehicles in the downtown/hospital/UTEP areas are local residents. Through traffic should be routed away from these areas and not into them. There has been progress with Loop 375 and the Border Highway, and those are preferable to disrupting residential neighborhoods that have already been impacted by the growth of UTEP, the baseball stadium and the two hospitals, in addition to business and governmental entities in the area. Sunset Heights is an historic neighborhood that was once very blighted. We shouldn't cause needless damage to an area that has worked hard to reclaim its history and grandeur.</p> <p>Sincerely,</p> <p>Cheryl Howard, Ph.D. Sunset Heights resident</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #5, #7, #11, and #13 in Attachment H.</a></p>

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80.	Camille I. Carlos	7/15/2020	Email Comment	<p>To Whom It May Concern:</p> <p>I am writing this to express my concerns with the Texas Dept. of Transportation's plans for the expansion of Interstate 10 going through downtown El Paso. Not only would the proposal fly in the face of the city's decades-long plan for downtown revitalization, but it is wholly unnecessary. For anyone who has ever lived in a large American city and experienced true gridlock, El Paso's traffic "problem" pales in comparison.</p> <p>If recent history has taught us anything it's that building more and more roads does little to alleviate transportation concerns. In fact, more roads and highways further exacerbate the problem and serve to maintain certain social ills. Recent studies, including one conducted by Transportation for America have proven that adding highway lanes in metro areas actually increases traffic. Widening the interstate in this area would not only be counterproductive but would also result in cleaving existing neighborhoods while standing in the way of the long-standing goal to create a cohesive and vibrant downtown community. Certain landmarks and historic buildings in downtown El Paso could be destroyed and replaced by gas stations and roadside attractions. If that happens, we would never get them back.</p> <p>More El Pasoans would benefit from increased access to public transportation and pedestrian/bicycle paths through the city center than from a super highway. This move is particularly troublesome given that fact that alternatives exist, such as diverting interstate traffic through Loop 375 and expanding plans for the Anthony Gap Bypass, measures that have already been met far more positively by locals.</p> <p>I know I am not alone in these concerns. Please consider them and the people of downtown El Paso before rubberstamping another short-sighted roads project.</p> <p>"Why does progress look so much like destruction." – John Steinbeck</p> <p>Respectfully, Camille I. Carlos, a concerned El Pasoan</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #4, #5, #7, #11, and #13 in Attachment H.</a></p>
81.	Sabina Kahn	7/15/2020	Email Comment	<p>Hi,</p> <p>I'm writing to oppose the widening of the I-10 between Sunset Hghts and Copia.</p> <p>Thanks,</p>	Comment noted.
82.	Sylvia Peregrino	7/15/2020	Email Comment	<p>Hugo:</p> <p>I do not support the downtown expansion project! You should focus on growing areas of the city and county specifically the eastside!</p> <p>Thank you! Dr. Sylvia Peregrino</p>	Comment noted.
83.	Alyssa Ryan	7/15/2020	Email Comment	<p>Hello, I am opposing the I-10 expansion because I believe it is ineffective. For our El Pasoans living in the downtown neighborhoods, it is catastrophic. We won't sacrifice our historic and low income areas when there are other efficient transit options. We should be doing what's best for our people and not doing them harm. Thank you for your consideration.</p> <p>Alyssa Ryan</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #4, #5, #6, #11, and #13 in Attachment H.</a></p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
84.	Kathy Kapenga	7/15/2020	Email Comment	<p>To Whom It May Concern:</p> <p>I am writing to urge you to cancel plans for the expansion of Highway 10 in downtown El Paso. The plan makes no sense, and there is a much better alternative. The highway is not congested in the stretch you are proposing to alter, as you can see at <a href="https://mobility.tamu.edu/texas-most-congested-roadways/">https://mobility.tamu.edu/texas-most-congested-roadways/</a> . Highway expansion would further divide the city and increase problems of noise, pollution, vibrations, and flooding, as you can see from past experience at <a href="https://scholarworks.utep.edu/dissertations/AAI10813963/">https://scholarworks.utep.edu/dissertations/AAI10813963/</a> A Northeast Borderland Expressway through the Anthony Gap would avoid these pitfalls and bypass El Paso. I hope you will reconsider and take action that will truly benefit the people of Texas.</p> <p>Sincerely, Kathy Kapenga [REDACTED] [REDACTED] [REDACTED]</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #2, #5, #13, and #19 in Attachment H.</a></p>
85.	Tracy Yellen	7/15/2020	Email Comment	<p>Dear TxDOT:</p> <p>On behalf of the Paso del Norte Health Foundation, I am writing to support TxDOTs efforts to update the I-10 corridor in the downtown area that would facilitate a Deck Plaza from Santa Fe Street to Campbell Street with the following caveats:</p> <ol style="list-style-type: none"> <li>1. Any proposed improvements would not include any “Texas Turnarounds or Texas U-Turns”</li> <li>2. Any proposed on-ramps or off-ramps into or out of the Downtown area be built to a neighborhood and pedestrian-friendly scale.</li> </ol> <p>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><a href="https://ojb.box.com/s/fqkk0i6l8y29fbioaf2b49izoivfxg5j">https://ojb.box.com/s/fqkk0i6l8y29fbioaf2b49izoivfxg5j</a></p> <p>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"> <li>1. Supports the efficient movement and flow of traffic through the corridor</li> <li>2. Complements and enhances the alternate transportation system</li> <li>3. Connects key neighborhoods (eg. Downtown and “Uptown”)</li> <li>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</li> <li>5. Contributes to improvements to air quality and environment</li> <li>6. Provides needed beautification to the corridor</li> </ol> <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>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #2, #4, #7, #9, #11, and #22 in Attachment H.</a></p>

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

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
88.	Carlos Martinez	7/15/2020	Email Comment	<p>To whom it may concern:</p> <p>Please find attached public comment provided by El Paso County Commissioner David Stout.</p> <p>Please let me know if you have any questions or concerns.</p> <p>Best, Carlos</p> <hr/> <p>To Whom It May Concern:</p> <p>It is my intent to provide public comment for the Downtown 10 project by the Texas Department of Transportation.</p> <p>As the elected county representative for Central/Downtown/North-East(part)/East (part)/and Upper Valley (part) El Paso, I write to voice my strong opposition to the concept described in the Public Meeting for I-10 Segment 2, known as Downtown 10. My constituents have reached out directly to my office to express their concerns, specifically regarding Segment 2: Downtown 10. I echo their concerns, and write to express that I do not believe that the information provided in the El Paso Metropolitan Planning Organization's Destino 2045 Metropolitan Transportation Plan (MTP), which has thusly informed the Downtown 10 project, is sufficiently vetted or justified with research or data to warrant the expansion of Interstate 10. My staff and I have reviewed the MTP and have not found citations or sources to rationalize or justify the need for expansion.</p> <p>I am concerned for what the expansion would mean for our community. Specifically in Segment 2: Downtown 10, I am concerned about the potential displacement of individuals and the loss of property. This would remove a number of residences and businesses that add color to our community, to say nothing of removing a number of commercial properties from tax rolls and increasing local tax burden on residential properties.</p> <p>I am concerned that while the plan calls for connectivity, the access road I see running through Segment 2: Downtwon 10 would lead to LESS connectivity between the neighborhood north of I-10 and Downtown El Paso. My staff has also done research that indicates that Segment 2: Downtown 10 of I-10 is the section of I-10 that experiences the least amount of accidents through the entire corridor. We have found scientific articles that reference road narrowing as a contributing factor to reducing traffic speeds and reducing accidents. While some may claim that the "bottleneck" that is created in Segment 2: Downtown 10 needs to be addressed to provide better flow through I-10 in downtown El Paso, I believe the reduction in lanes is actually a positive way to reduce accidents through a section of I-10 that has the turns and curves it has.</p> <p>While this Segment 2: Downtown is my greatest point of concern in the MTP, I am also concerned with the other modeling TxDOT has produced on the Reimaginei10.com website. The blatant disregard for homes, churches, and businesses concerns me for a myriad of reasons, but most of all because I am not convinced the need exists. I urge TxDOT to disclose the facts and figures that are supporting these recommendations so that concerned citizens and business and community leaders can examine them for ourselves.</p> <p>Should you wish to discuss this further, please do not hesitate to contact me at [REDACTED].</p> <p>Respectfully, David C. Stout Commissioner, Precinct 2 County of El Paso</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #3, #5, #7, #11, and #12 in Attachment H.</a></p>

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
89.	Suzanne Dipp	7/15/2020	Email Comment	<p>Dear Mr. Tomas Trevino,</p> <p>Attached are:</p> <ol style="list-style-type: none"> <li>1) The Sunrise Civic Group response for the I-10 Re-Imagine project</li> <li>2) The Sunrise Civic Group's Statement of Purpose</li> <li>3) Information on the Sunrise Civic Group</li> </ol> <p>Thank you.</p> <p>Sincerely,</p> <p>Suzanne Dipp Community Liaison</p>	<p>Comment noted.</p> <p><a href="#">Please see Frequently Asked Questions #1, #4, and #7 in Attachment H.</a></p>
				<p>Dear Mr. Tomas Trevino,</p> <p>The Board of the Sunrise Civic Group would like to thank you, your staff and the team at TxDOT for your proposal to enhance the quality of life in El Paso through better mobility. Certainly it is time to review the last fifty years of I-10 and anticipate the future needs of this stretch as it traverses our community.</p> <p>The Sunrise Civic Group is a civic association recognized by the City of El Paso with a special focus on advocating for livable and safe environments. As our larger area encompasses Central El Paso, our specific area is focused on the neighborhoods and commercial zones affected by the UTEP and Downtown sections of this project.</p> <p>After reviewing the Re-Imagine I-10 presentations for our area, we acknowledge that this is an incredibly complex proposal and applaud the good folks at TxDOT who approach such infrastructure changes with gusto. As you might anticipate, we have questions and concerns with the scale, off/on ramp rapid movement, and the movement modifications in many areas of these small stretches. We would like to have further discussions on the advancements of successful initiatives over the last twenty years pertaining to the progress of the revitalization of our downtown and the efforts of linking our neighborhoods and the successful encouragement of walkability and cycling.</p> <p>SCG would like to see an enhanced corridor and are very grateful for TxDOT's consideration and hard work in putting forth this proposal. We realize this project is a complex undertaking with many moving parts. You are to be applauded for engaging and considering voices. Our group consists of designers, architects, developers, urban planners, as well as, a variety of large industry, institutions, large and small businesses and neighborhood residents. We bring to the table a conduit for a successful forum to moderate conversations amongst stakeholders in this area. We anticipate facilitating this process for you.</p> <p>We look forward to discussion in further detail and are confident that TOGETHER, we will realize a more enhanced project that benefits as broad an audience as possible while enhancing livability, safety, and quality of life.</p>	



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

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
94.	Anonymous	7/5/2020	Google Voice Comment	I'm kind of a waste not want not kind of guy. I believe the plan to do whatever they think is necessary to fix whatever they think the problem is downtown is a big mistake. I don't know if putting a park over the freeway will shake and crackle houses and Sunset Heights, but I think the design is all wrong the freeway snakes through downtown in S curve that needs to be removed. I have yet to see any freeway Improvement anywhere that adds an S curve anywhere, S curves are inherently dangerous because you can't see what's coming ahead. If we need faster traffic through downtown or if the river water level is too high in that area and we risk flooding the freeway as the engineers first tried to sell us on so should be it and suggested then we should Elevate the roadway in the general perve over the exact Bridges across the current freeway path. And if we want to add a park we can build it in the band and roadway area with current off and on ramps as an access to the park. We don't need to replace bridges tear down apartments, tear down museums, gas stations build new bridges with humps in them so you can't see what's ahead. Come on, what were they thinking? Personally, I don't buy the argument that we need to drive faster through downtown. I think that's semi driver who ran off the road reaching for a water bottle did sufficient damage at the speed he was going. I know someone says we have to have higher clearances under the bridges but I don't get that either if we Elevate the I-10 roadway over the current Crossing Bridges, we will not have to worry about clearances. If you wanted to figure out how to make a construction project more expensive with little Improvement you couldn't have not done a better job than the engineers did with this plan. We need a plan B to solve the problems if indeed there are any this current proposal is a gigantic waste of money and will disrupt commercial development downtown. Where did we get the engineers that came up with this plan A&M? Why don't we let UTEP engineers have a crack at it? I'm not an engineer, but I have common sense. The current plan doesn't even pass the common-sense test.	Comment noted  <a href="#">Please see Frequently Asked Questions #5, #7, #8, #9, #10, #11, and #19 in Attachment H.</a>
95.	Anonymous	7/15/2020	Google Voice Comment	Hi, I would like to speak out against the expansion. We definitely need more public transportation and let you use your ways to get groups through cause having a 50 people drive from one place to another place each individual using a car is just ridiculous. If we have an easier way of people to get to and from downtown. My phone number is [REDACTED]. I live in west El Paso thank you very much.	Comment noted.  <a href="#">Please see Frequently Asked Question #4 in Attachment H.</a>
96.	Anonymous	7/15/2020	Google Voice Comment	Hello, I'm an El Paso resident born and raised in the Northeast and I am against the one I-10 expansion for the various reasons. It creates a dependency on driving and with climate change being a bigger issue. I really believe that we should focus on investing into public transit, especially in the Northeast. That's where I was born and I felt I feel like the city hasn't been investing into that side of town for the longest time. And I I feel like they matter the Northeast matters and our El Paso's climate matters. Please don't support I-10 expansion. That's a bad investment for future and focus on the Northeast Expressway. That is I'm Aaron Welch by the way. If you need to contact me for any further questions. My phone number is [REDACTED].	Comment noted.  <a href="#">Please see Frequently Asked Questions #2, #4, #7, #11, and #13 in Attachment H.</a>
97.	Jennifer Glover	7/15/2020	Google Voice Comment	Hi, my name's Jennifer Glover. I'm a long-time El Pasoan. This Downtown I-10 project is a horrible thing to do. It would go on for the rest of my life. I don't want to see that, we need better roads. We need different things for the community and this downtown extension of the, you know, messing up the freeway is not the way to go. We are against it off family is against it. Please be against it too thank you.	Comment noted.



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

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
				As you are headed on I-10 East there is no direct connection to Cotton St. Please add in for a tiered exit and create a new intersection with the existing I10 East ramp that is already on Cotton bridge that is over the railroad tracks.	
105.	Tanny Berg	6/26/2020	Comment submitted electronically on interactive map	While this is a Great conceptual overview, I'm interested in the details. My greatest concern is in the uptown downtown connectivity. There has been some discussion on using some of the bridges as park areas, it seems as though that would impair the fluidity of traffic for downtown patrons. Need more information.	Comment noted.  <a href="#">Please see Frequently Asked Questions #7 and #9 in Attachment H.</a>
106.	Anonymous	6/26/2020	Comment submitted electronically on interactive map	This project is long overdue and I'm really hoping it gets done soon. I live in Sunset Heights, I hope that in your plans, you are looking at better connecting downtown and uptown/sunset. Thanks for all you do!	Comment noted.  <a href="#">Please see Frequently Asked Question #7 in Attachment H.</a>
107.	Mark Gorbett	6/26/2020	Comment submitted electronically on interactive map	How will the streetcar be redirected with the Oregon and Stanton Street bridges being torn down?	Comment noted,  As alternatives are developed and refined through the project's development, coordination with the City of El Paso and Sun Metro will occur to discuss accommodations for the streetcar system.  <a href="#">Please see Frequently Asked Question #14 in Attachment H.</a>
				Maybe consider making this portion of I-10 near the railyard a sunken highway? The City has been talking about buying the railyard and creating a "central park". I feel like it would improve the connectivity of the neighborhoods north and south of I-10 and allow the neighborhood north of I-10 to enjoy the proposed "central park".	
108.	Jorge Adrian Mancilla	6/26/2020	Comment submitted electronically on interactive map	Great to see these plans taking shape, I-10 is in great need of improvement, our city keeps growing and our main highway (I-10) has taken a toll for quite some years now. It would be great to modernize our highway and keep up with the demand of the city's heavy traffic. Im looking forward to seeing a state of the art tunnel in our city.	Comment noted.
109.	Anonymous	6/26/2020	Comment submitted electronically on interactive map	Suggest a high wall in this area to alleviate sunrise & sunset blindness.	Comment noted.
110.	Mike Andry	6/26/2020	Comment submitted electronically on interactive map	Good evening, TxDOT!  As part of the Reimagine IH-10 Project–Downtown El Paso Segment, TxDOT, working together with additional entities such as El Paso City Hall and El Paso County, should consider express lanes for IH-10 on the far left in each direction. It should also consider inclusion of eastbound and westbound express exits into Downtown El Paso, as well as eastbound and westbound entrances from the same. Similar to the IH-35 Capital Express in Austin, you may moreover want to consider an HOV 2+ requirement, a ban on big-rig trucks, and a ban on trailers; and thus priority for El Paso's Sun Metro, on such express lanes.  Thank you, Mike Andry	Comment noted.  <a href="#">Please see Frequently Asked Questions #1 and #15 in Attachment H.</a>

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111.	Ruben Neria	6/29/2020	Comment submitted electronically on interactive map	Nowhere in this presentation do you mention that a larger footprint will be required in the downtown area for the addition of more lanes on I-10. There is also no mention of buildings that will be demolished. This type of presenting is upsetting to me because you are avoiding the negative in order to gain support. I came here to see what the impact would be and what the benefits would be. I heard that the park area above the new downtown tunnels would have to be built by the city which is now in an 80 million dollar deficit. I wish you would be more forthcoming with impacts on the city. Instead you told me that in the corridor there are deaths, potholes, old bridges and congestion. All things that I already know. I'm sure Blanton Associates has made millions to present me with information that is already public knowledge. Total waste of my time and still, no answers.  <a href="#">See Figures 5 and 6, Attachment E.</a>	Comment noted.  <a href="#">Please see Frequently Asked Questions #1, #3, and #9 in Attachment H.</a>
112.	Anonymous	6/29/2020	Comment submitted electronically on interactive map	No one wants to see L&J Restaurant displaced. It may not be historic, but it is beloved by locals.	Comment noted.  <a href="#">Please see Frequently Asked Question #3 in Attachment H.</a>
113.	Jesus Bruno	6/30/2020	Comment submitted electronically on interactive map	It's quite a shame knowing that I-10 is in disarray, yet upgrading its infrastructure will lead to a higher emphasis on motorized traffic, with alternative modes of transport (bicycle, walking, etc.) being thrown by the wayside, not to mention multiple communities and businesses having to be demolished and displaced. If the city is to move forward into the future, it should evaluate ways to improve upon its practices by taking methods which spread the interconnectivity of the city not just by car, but by any means any citizen may have access to. There are no mentions on how this project would affect the surround areas, and I'm afraid that it would turn them to the worse.	Comment noted.  <a href="#">Please see Frequently Asked Questions #4 and #7 in Attachment H.</a>
114.	Kierra Robins	6/30/2020	Comment submitted electronically on interactive map	You only stated the positives of this project. That is extremely harmful, misleading, and unbelievably selfish to do so. If you were going to "inform" the community of the project you should have done so completely and truthfully. Instead you decided to "inform" us of issues in the community and roadways that we are already well aware of. You vaguely gave a solution. You failed to mention how long these projects may take and the negative impact construction has on us and traffic. What does this project mean for residents in those areas? What buildings are being torn down? What does this mean for small business owners? What does this mean for our beautiful museums? Especially now during this pandemic I find it difficult to understand how much more time you all have to brainstorm, communicate, interact with the community and this is still what you came up with. Do better. Inform of pros AND CONS. This presentation is incredibly manipulative.  <a href="#">See Figure 7, Attachment E.</a>	Comment noted.  The focus of this meeting was on existing conditions and anticipated needs for a project. More details on potential impacts will be presented in future meetings as design alternatives are developed and evaluated.  <a href="#">Please see Frequently Asked Question #1, #3, and #7 in Attachment H.</a>
115.	Erik Andersen	7/1/2020	Comment submitted electronically on interactive map	Despite the seemingly negative reactions to the presentation, I believe we and the City of El Paso as a whole, are in dire need of advanced improvements of our current highways and junctions. Let's face it: El Paso is growing with the rest of Texas (albeit at a slower pace) and with that growth comes imperative upgrades/developments. I understand that many people are going to be affected by this overhaul, but we all need to consider that we are hindering progress in our great city if we don't take care of the issues now. That will result in an increase of traffic, leading to more instances of accidents (fatal included), less accessibility for our residents/ tourists, etc. Besides Transmountain, we are dependent on this interstate to travel from the westside and eastside. With that dependability comes responsibility to our citizens to provide them the safest and most accessible means of transportation as we will exponentially decrease the chances of any accidents occurring.	Comment noted.

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

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



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

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

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

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



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

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

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

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

## **Attachment B**

### **Media Outreach**

#### **Contents**

1. TxDOT Tweets
2. TxDOT Facebook Post
3. El Paso Herald news article

← **Thread**

 **TxDOT El Paso** @txdotelp · Jun 18

The @TxDOT El Paso District scheduled a virtual public meeting for Downtown 10. Project is first to stem from District's Reimagine I-10 Study and encompasses area of I-10 from Executive Center Blvd to State Loop 478 (Copia Street). Participate, read more! [ow.ly/U3JJ50AbuAa](https://ow.ly/U3JJ50AbuAa)



1 3 5

 **TxDOT El Paso** @txdotelp · Jun 24

Our virtual public meeting for Downtown 10 goes online TOMORROW !! The project is the first to stem from our Reimagine I-10 Study and encompasses the area of I-10 from Executive Center Blvd to State Loop 478 (Copia Street). Participate, read more! [ow.ly/U3JJ50AbuAa](https://ow.ly/U3JJ50AbuAa)



0:06 232 views

3

Twitter post June 18 and June 24, 2020



## Tweet



**TxDOT El Paso**  
@txdotelp



NOW LIVE! ✨

Virtual Public Meeting for our @TxDOT Downtown 10 Project! 🛣️

Log on and give your feedback on the future of I-10 between Executive and Cobia. 🖥️➡️📱🖥️ Watch the with sound on 🗣️ for directions and a look inside! 📢


Deadline: July 15 📅



4:42 PM · Jun 26, 2020 from TxDOT · Twitter for iPhone

2 Retweets 7 Likes

**Twitter post June 26, 2020**




Texas Department of Transportation  
(El Paso)  
@txdotep

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June 26 at 4:49 PM

NOW LIVE! 📺  
Virtual Public Meeting for our Downtown 10 Project! 📍  
Log on and give your feedback on the future of I-10 between Executive and Copia. 📺📺📺  
Watch the 📺 with sound on 🔊 for directions and a look inside! 📍  
Deadline: July 15 📅



4

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Facebook post June 26, 2020





**Amy Cooley**  
NASA Solar System Ambassador



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## VIRTUAL PUBLIC MEETING SCHEDULED FOR DOWNTOWN 10 PROJECT

Staff Report | June 18, 2020

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Officials with the Texas Department of Transportation (TxDOT) El Paso District announce a virtual public meeting for **Downtown 10**.

"This is an invaluable opportunity to provide feedback on the future of a critical section of El Paso's interstate," said TxDOT El Paso District Engineer Tomas Treviño.

"While there are many operational improvements that can be made to address transportation needs, the best

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## **Attachment C**

### **Notice**

#### **Public Notices Published:**

*El Paso Times* on Wednesday, June 10, 2020

*El Diario* on Wednesday, June 10, 2020\*

#### **Notices Mailed**

Notices were mailed to Elected Officials on Tuesday June 9, 2020

Notices were mailed to Adjacent Property Owners on Tuesday, June 8, 2020

Notices were mailed to Interested Parties on Tuesday, June 8, 2020

Emailed notices were sent to Elected Officials on Tuesday, June 9, 2020

Emailed notices were sent to Interested Parties on Tuesday, June 9, 2020

#### **Notice Published on TxDOT Website starting on Wednesday, June 10, 2020**

\*Notice was also published on *El Diario* website.

### **Contents**

1. Notice English and Spanish
2. Elected Officials Letter
3. Email to Elected Officials
4. Email to Interested Parties
5. Adjacent Property Owner Mailing List
6. Elected Officials Mailing List
7. Interested Parties mailing list
8. Newspaper Tear Sheets and Affidavit
9. Post on txdot.gov



## Notice of Virtual Public Meeting Downtown 10 Public Meeting #1



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). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 at 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, go to the following web address at the date and time indicated above and click on the Public Meeting #1 link : [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If you do not have internet access, you may call (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 Public Meeting or by mail, email, or phone (as explained below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length.

Environmental documentation, study results, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project will be available on the project site, as they are completed, at [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html), including the information presented in this Public Meeting.

The Virtual Public Meeting will be in English. However, TxDOT will make every reasonable effort to accommodate the needs of the public. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs, please call (915) 201-9414 no later than Tuesday, June 23, 2020. Also, please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Written comments from the public regarding the proposed project are being requested and may be submitted **by mail** to the **TxDOT El Paso District Office, Attn: Downtown 10, 13301 Gateway West, El Paso, Texas 79928-5410**. Electronic comments may also be submitted **by email** to [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov) or through the Virtual Public Meeting Site. Additionally, as stated above, members of the public may also **call (915) 209-0027** and leave recorded comments from 5 p.m. (MST)/6 p.m. (CST) on June 25 until 5 p.m. (MST)/6 p.m. (CST) on July 15, 2020 in English or Spanish. All comments must be received, emailed, or postmarked on or before **Wednesday, July 15, 2020**. Responses to comments will be available online at [www.TxDOT.gov](http://www.TxDOT.gov) (keyword: "Downtown 10") and <http://reimaginei10.com/downtown10/.html> once prepared.

If you have any general questions or concerns regarding the proposed project or the virtual meeting, please call (915) 497-0955 or email [Downtown10@txdot.gov](mailto: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.*

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*



## Aviso de Reunión Pública Virtual Reunión Pública #1



### Downtown 10

Desde el bulevar Executive Center y el libramiento estatal 478 (calle Copia)  
Números de Control de Trabajo (CSJs, por sus siglas en inglés): 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 y el proyecto es conocido como Downtown 10. Este aviso notifica al público que TxDOT estará llevando a cabo una **Reunión Pública Virtual** acerca del proyecto propuesto. La Reunión Pública Virtual estará disponible en línea a partir del **jueves, 25 de junio de 2020** a las 5 p.m. (MST)/6 p.m. (CST) y permanecerá abierto hasta que finalice el periodo de comentarios el **miércoles, 15 de julio de 2020** a las 5 p.m. (MST)/6 p.m. (CST). La Reunión Pública Virtual consistirá en una presentación pregrabada; no habrá un componente en vivo. Para acceder la reunión pública virtual, vaya a la siguiente dirección web en la fecha y hora indicada anteriormente y haga clic en **Reunión Pública #1**: at [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). Si no tiene acceso a internet, puede llamar al (512) 567-9270 para hacer preguntas sobre como acceder los materiales del proyecto en cualquier momento durante el periodo de comentarios. **Los comentarios formales pueden ser enviados electrónicamente a través de la Reunión Pública Virtual, por correo postal, correo electrónico, o por teléfono (como se explica a continuación).**

La mayoría del proyecto Downtown 10 cae dentro del Segmento 2 del Estudio Reimagine I-10 (estudio). El estudio evaluó varias alternativas conceptuales para tratar las necesidades de transporte a lo largo de un tramo de 55 millas de la I-10. La alternativa recomendada por el estudio consiste en reconstruir y ampliar carriles principales existentes, proporcionar caminos de acceso continuos con servicios para peatones y bicicletas, construir muros de contención, puentes y rampas, y reconfigurar las calles transversales. A medida que el proyecto Downtown 10 avanza hacia la fase de diseño de ingeniería preliminar y ambiental, la alternativa recomendada se perfeccionará y ajustará para maximizar las mejoras de transporte, y al mismo tiempo, minimizar los impactos ambientales en la medida posible. También se analizarán alternativas adicionales durante este proceso. Las alternativas propuestas podrían incluir la necesidad de derecho de paso propuesto que resulte en impactos a negocios y propiedades residenciales, desplazamientos, impactos a lugares y distritos históricos/propiedades históricas, y otros impactos ambientales. El proyecto propuesto recorre aproximadamente 5.7 millas de largo.

Cualquier documentación o estudios ambientales, planos y dibujos que muestren la ubicación y el diseño del proyecto, calendarios provisionales de construcción, y cualquier otra información relacionada con el proyecto propuesto estarán disponibles en línea, en [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html), una vez sean completados incluyendo la información presentada en esta Reunión Pública Virtual.

La Reunión Pública Virtual será en inglés. Sin embargo, TxDOT hará todo lo que sea razonablemente posible para acomodar las necesidades del público. Si tiene necesidades especiales de comunicación o necesita un intérprete, puede hacer una solicitud. Si tiene alguna discapacidad y necesita asistencia, también se pueden hacer arreglos especiales para acomodar la mayoría de las necesidades. Favor de llamar al (915) 201-9414 a más tardar el martes, 23 de junio del 2020. Tenga en cuenta que se requiere notificación previa, ya que algunas acomodaciones pueden requerir tiempo para que TxDOT haga los arreglos necesarios.

Los comentarios por escrito acerca del proyecto propuesto pueden ser enviados **por correo postal** a TxDOT El Paso District Office, Attn: **Downtown 10, 13301 Gateway West, El Paso, Texas 79928-5410**. Comentarios escritos también pueden ser enviados **por correo electrónico** a [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov). También, como se menciona anteriormente, el público **puede llamar al (915) 209-0027** y proveer comentarios verbales desde 25 de junio a las 5 p.m. (MST)/6 p.m. (CST) hasta el 15 de julio a las 5 p.m. (MST)/6 p.m. (CST). Todos los comentarios deben ser recibidos antes del **miércoles, 15 de julio de 2020**. Las respuestas a los comentarios recibidos estarán disponibles en línea en [www.TxDOT.gov](http://www.TxDOT.gov) (palabra clave: "Downtown 10") y at [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html) una vez hayan sido preparados.

Si tiene alguna pregunta o inquietud general con respecto al proyecto propuesto o la reunión virtual, comuníquese al (915) 497-0955 o por correo electrónico a [Downtown10@txdot.gov](mailto: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 FHWA (Administración Federal de Carreteras) y TxDOT.

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: *Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.*



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Cesar Blanco  
Texas House of Representatives  
Representative District 76  
9440 Viscount, Suite 205  
El Paso, TX 79925

Dear Representative Blanco:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Cesar Blanco  
Texas House of Representatives  
Representative District 76  
P.O. Box 2910 Room E1.218  
Austin, TX 78768

Dear Representative Blanco:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Veronica Escobar  
United States House of Representatives  
Congresswoman District 16  
1505 Longworth House Office Bldg.  
Washington, D.C., DC 20515

Dear Congresswoman Escobar:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

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Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
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The Honorable Veronica Escobar  
United States House of Representatives  
Congresswoman District 16  
221 N. Kansas St., Ste. 1500  
El Paso, TX 79901

Dear Congresswoman Escobar:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable John Cornyn  
United States Senate  
Senator  
1500 Broadway, Ste. 1230  
Lubbock, TX 79401

Dear Senator Cornyn:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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Sincerely,

Tomas Trevino, P.E.  
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June 8, 2020

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Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable John Cornyn  
United States Senate  
Senator  
517 Hart Senate Office Bldg.  
Washington, D.C., DC 20510

Dear Senator Cornyn:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Ted Cruz  
United States Senate  
Senator  
300 E. 8th St., Ste. 961  
Austin, TX 78701

Dear Senator Cruz:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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Sincerely,

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El Paso District Engineer

Enclosure



June 8, 2020

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Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
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The Honorable Ted Cruz  
United States Senate  
Senator  
Russel Senate Office Bldg.  
Washington, D.C., DC 20510

Dear Senator Cruz:

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Art Fierro  
Texas House of Representatives  
Representative District 79  
760 Lee Trevino, Suite B  
El Paso, TX 79936

Dear Representative Fierro:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



13301 GATEWAY BLVD. WEST | EL PASO, TEXAS 79928-5410 | (915) 790-4200 | WWW.TXDOT.GOV

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**

Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Art Fierro  
Texas House of Representatives  
Representative District 79  
P.O. Box 2910 Room 1W.5  
Austin, TX 78768

Dear Representative Fierro:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

**OUR GOALS**

**MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY**  
An Equal Opportunity Employer

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Mary Gonzalez  
Texas House of Representatives  
Representative District 75  
11200 Santos Sanchez St.  
Socorro, TX 79927

Dear Representative Gonzalez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Mary Gonzalez  
Texas House of Representatives  
Representative District 75  
P.O. Box 2910 Room E2.204  
Austin, TX 78768

Dear Representative Gonzalez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Cassandra Hernandez  
City of El Paso  
City Representative District 3  
300 N. Campbell St.  
El Paso, TX 79901

Dear Representative Hernandez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Will Hurd  
United States House of Representatives  
Congressman District 23  
124 S. Horizon Blvd.  
Socorro, TX 79927

Dear Congressman Hurd:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Will Hurd  
United States House of Representatives  
Congressman District 23  
317 Cannon House Office Bldg.  
Washington, D.C., DC 20515

Dear Congressman Hurd:

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Carlos Leon  
El Paso County  
County Commissioner Precinct No. 1  
500 E. San Antonio Ave., Ste. 301  
El Paso, TX 79901

Dear Commissioner Leon:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Dee Margo  
Mayor, City of El Paso  
300 N. Campbell St.  
El Paso, TX 79901

Dear Mayor Margo:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Joe Moody  
Texas House of Representatives  
Representative District 78  
5675 Woodrow Bean, Ste. 12  
El Paso, TX 79924

Dear Representative Moody:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

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Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Joe Moody  
Texas House of Representatives  
Representative District 78  
P.O. Box 2910 Room E1.420  
Austin, TX 78768

Dear Representative Moody:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Claudia Lizette Rodriguez  
City of El Paso  
City Representative District 6  
300 N. Campbell St.  
El Paso, TX 79901

Dear Representative Rodriguez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Evelina Ortega  
Texas House of Representatives  
Representative District 77  
521 Texas Ave.  
El Paso, TX 79901

Dear Representative Ortega:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Henry Rivera  
City of El Paso  
City Representative District 7  
300 N. Campbell St.  
El Paso, TX 79901

Dear Representative Rivera:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Jose Rodriguez  
Texas State Senate  
Senator District 29  
100 N. Ochoa, Suite A  
El Paso, TX 79901

Dear Senator Rodriguez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Jose Rodriguez  
Texas State Senate  
Senator District 29  
P.O. Box 12068, Capitol Station  
Austin, TX 78711

Dear Senator Rodriguez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Isabel Salcido  
City of El Paso  
City Representative District 5  
300 N. Campbell St.  
El Paso, TX 79901

Dear Representative Salcido:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Peter Svarzbein  
City of El Paso  
City Representative District 1  
300 N. Campbell St.  
El Paso, TX 79901

Dear Representative Svarzbein:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

Sheriff Richard D. Wiles  
El Paso County Sheriff's Office  
Sheriff  
3850 Justice Dr.  
El Paso, TX 79938

Dear Sheriff Wiles:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Alessandra Annello  
City of El Paso  
City Representative District 2  
300 N. Campbell St.  
El Paso, TX 79901

Dear Representative Annello:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Cissy Lizarraga  
City of El Paso  
City Representative District 8  
300 N. Campbell St.  
El Paso, TX 79901

Dear Representative Lizarraga:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Sam Morgan  
City of El Paso  
City Representative District 4  
300 N. Campbell St.  
El Paso, TX 79901

Dear Representative Morgan:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Vincent Perez  
El Paso County  
County Commissioner Precinct No. 3  
500 E. San Antonio Ave., Ste. 301  
El Paso, TX 79901

Dear Commissioner Perez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Carl L. Robinson  
El Paso County  
County Commissioner Precinct No. 4  
500 E. San Antonio Ave., Ste. 301  
El Paso, TX 79901

Dear Commissioner Robinson:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



13301 GATEWAY BLVD. WEST | EL PASO, TEXAS 79928-5410 | (915) 790-4200 | WWW.TXDOT.GOV

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**

Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)

CSJ: 2121-02-166

The Honorable Ricardo A. Samaniego

El Paso County Judge

500 E. San Antonio Ave., Ste. 301

El Paso, TX 79901

Dear Judge Samaniego:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.

El Paso District Engineer

Enclosure

**OUR GOALS**

**MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY**

**An Equal Opportunity Employer**

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable David Stout  
El Paso County  
County Commissioner Precinct No. 2  
500 E. San Antonio Ave., Ste. 301  
El Paso, TX 79901

Dear Commissioner Stout:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Yvonne Colon-Villalobos  
City of Socorro  
City Representative District 4  
124 S. Horizon Blvd.  
Socorro, TX 79927

Dear Representative Colon-Villalobos:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Ralph Duran  
City of Socorro  
City Representative District 2  
124 S. Horizon Blvd.  
Socorro, TX 79927

Dear Representative Duran:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



13301 GATEWAY BLVD. WEST | EL PASO, TEXAS 79928-5410 | (915) 790-4200 | WWW.TXDOT.GOV

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**

Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)

CSJ: 2121-02-166

The Honorable Elia Garcia  
Mayor, City of Socorro  
124 S. Horizon Blvd.  
Socorro, TX 79927

Dear Mayor Garcia:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

**OUR GOALS**

**MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY**  
An Equal Opportunity Employer

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Cesar Nevarez  
City of Socorro  
City Representative District 1  
124 S. Horizon Blvd.  
Socorro, TX 79927

Dear Representative Nevarez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Victor Perez  
City of Socorro  
City Representative District 3  
124 S. Horizon Blvd.  
Socorro, TX 79927

Dear Representative Perez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Rene Rodriguez  
City of Socorro  
At Large Representative  
124 S. Horizon Blvd.  
Socorro, TX 79927

Dear Representative Rodriguez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Joanna Carrasco  
Town of Anthony  
Councilperson  
P.O. Box 1269  
Anthony, TX 79821

Dear Councilperson Carrasco:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Eduardo Chavez  
Town of Anthony  
Councilperson  
P.O. Box 1269  
Anthony, TX 79821

Dear Councilperson Chavez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Joe Garcia  
Town of Anthony  
Councilperson  
P.O. Box 1269  
Anthony, TX 79821

Dear Councilperson Garcia:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



13301 GATEWAY BLVD. WEST | EL PASO, TEXAS 79928-5410 | (915) 790-4200 | WWW.TXDOT.GOV

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**

Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)

CSJ: 2121-02-166

The Honorable Benjamin Romero, Jr.

Mayor, Town of Anthony

P.O. Box 1269

Anthony, TX 79821

Dear Mayor Romero:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.

El Paso District Engineer

Enclosure

**OUR GOALS**

**MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY**

**An Equal Opportunity Employer**





13301 GATEWAY BLVD. WEST | EL PASO, TEXAS 79928-5410 | (915) 790-4200 | WWW.TXDOT.GOV

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**

Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Shawn Weeks  
Town of Anthony  
Councilperson  
P.O. Box 1269  
Anthony, TX 79821

Dear Councilperson Weeks:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

**OUR GOALS**

**MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY**  
An Equal Opportunity Employer

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Enrique Valdez, Jr.  
Town of Clint  
Alderman  
P.O. Box 350  
Clint, TX 79836

Dear Alderman Valdez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Dora Aguirre  
Mayor, Town of Clint  
P.O. Box 350  
Clint, TX 79836

Dear Mayor Aguirre:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable David Bynum  
Town of Clint  
Alderman  
P.O. Box 350  
Clint, TX 79836

Dear Alderman Bynum:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Patsy Franco  
Town of Clint  
Aldерwoman  
P.O. Box 350  
Clint, TX 79836

Dear Alderwoman Franco:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Natasha Hernandez  
Town of Clint  
Aldерwoman  
P.O. Box 350  
Clint, TX 79836

Dear Alderwoman Hernandez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Sandra Hernandez  
Town of Clint  
Aldерwoman  
P.O. Box 350  
Clint, TX 79836

Dear Alderwoman Hernandez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Samantha Corral  
Town of Horizon City  
Alderperson  
14999 Darrington Rd.  
Horizon City, TX 79928

Dear Alderperson Corral:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Johnny Duran  
Town of Horizon City  
Alderperson  
14999 Darrington Rd.  
Horizon City, TX 79928

Dear Alderperson Duran:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Walter Miller  
Town of Horizon City  
Alderperson  
14999 Darrington Rd.  
Horizon City, TX 79928

Dear Alderperson Miller:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Ruben Mendoza  
Mayor, Town of Horizon City  
14999 Darrington Rd.  
Horizon City, TX 79928

Dear Mayor Mendoza:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Jerry Garcia  
Town of Horizon City  
Alderperson  
14999 Darrington Rd.  
Horizon City, TX 79928

Dear Alderperson Garcia:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Charlie Ortega  
Town of Horizon City  
Alderperson  
14999 Darrington Rd.  
Horizon City, TX 79928

Dear Alderperson Ortega:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Rafael Padilla, Jr.  
Town of Horizon City  
Alderperson  
14999 Darrington Rd.  
Horizon City, TX 79928

Dear Alderperson Padilla:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Andres Renteria  
Town of Horizon City  
Alderperson  
14999 Darrington Rd.  
Horizon City, TX 79928

Dear Alderperson Renteria:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The enclosed Virtual Public Meeting Notice will be published in the *El Paso Times* and *El Diario de El Paso* on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Michael Silvas  
Governor, Ysleta del Sur Pueblo  
117 S. Old Pueblo Rd.  
El Paso, TX 79907

Dear Governor Silvas:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



13301 GATEWAY BLVD. WEST | EL PASO, TEXAS 79928-5410 | (915) 790-4200 | WWW.TXDOT.GOV

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**

Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)

CSJ: 2121-02-166

The Honorable Adam Torrez  
Lt. Governor, Ysleta del Sur Pueblo  
117 S. Old Pueblo Rd.  
El Paso, TX 79907

Dear Lt. Governor Torrez:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



13301 GATEWAY BLVD. WEST | EL PASO, TEXAS 79928-5410 | (915) 790-4200 | WWW.TXDOT.GOV

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**

Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)

CSJ: 2121-02-166

The Honorable Antonio Aruajo  
Mayor, City of San Elizario  
P.O. Box 1723  
San Elizario, TX 79849

Dear Mayor Aruajo:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

**OUR GOALS**

**MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY**  
An Equal Opportunity Employer

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable David Cantu  
City of San Elizario  
Alderman Place 2  
P.O. Box 1723  
San Elizario, TX 79849

Dear Alderman Cantu:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable George Almanzar  
City of San Elizario  
Alderman Place 5  
P.O. Box 1723  
San Elizario, TX 79849

Dear Alderman Almanzar:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Leticia Miranda  
City of San Elizario  
Alderman Place 1  
P.O. Box 1723  
San Elizario, TX 79849

Dear Alderman Miranda:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure



13301 GATEWAY BLVD. WEST | EL PASO, TEXAS 79928-5410 | (915) 790-4200 | WWW.TXDOT.GOV

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**

Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Maria Covernali  
City of San Elizario  
Aldermoman Place 4  
P.O. Box 1723  
San Elizario, TX 79849

Dear Aldermoman Covernali:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

**OUR GOALS**

**MAINTAIN A SAFE SYSTEM ▪ ADDRESS CONGESTION ▪ CONNECT TEXAS COMMUNITIES ▪ BEST IN CLASS STATE AGENCY**  
An Equal Opportunity Employer

June 8, 2020

RE: Notice of Virtual Public Meeting - **Public Meeting #1**  
Downtown 10 / From Executive Center Boulevard to State Loop 478 (Copia Street)  
CSJ: 2121-02-166

The Honorable Lorenzo Leyva, Sr.  
City of San Elizario  
Alderman Place 3  
P.O. Box 1723  
San Elizario, TX 79849

Dear Alderman Leyva:

The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. **Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).**

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Sincerely,

Tomas Trevino, P.E.  
El Paso District Engineer

Enclosure

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, June 8, 2020 6:19 PM  
**To:** ELP\_Downtown10  
**Subject:** Downtown 10- TxDOT Virtual Public Meeting starting on June 25th  
**Attachments:** Downtown 10\_Virtual Public Meeting Notice.pdf



The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a Virtual Public Meeting for the proposed project.

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Thank you.



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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, June 8, 2020 6:19 PM  
**To:** ELP\_Downtown10  
**Subject:** Downtown 10- TxDOT Virtual Public Meeting starting on June 25th  
**Attachments:** Downtown 10\_Virtual Public Meeting Notice.pdf



The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along Interstate Highway 10 (I-10). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a Virtual Public Meeting for the proposed project.

The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, you and members of the public can go to the following web address at the date and time above and click on the *Public Meeting #1* link : [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If members of the public do not have internet access, Kim Johnson from Blanton & Associates, Inc. (512) 567-9270 will be available to answer questions on how to access project materials. Formal comments may be submitted electronically through the Virtual Public Meeting or by mail, email, or phone (see below).

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length. As you may be aware, TxDOT has already held meetings with elected officials and held work group workshops for this project, and this is the first of several planned public engagement efforts.

The attached Virtual Public Meeting Notice will be published in the El Paso Times and El Diario de El Paso on Wednesday, June 10, 2020 and will be mailed to adjacent property owners within the project limits.

If you have any questions, please feel free to contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).

Thank you.





**Adjacent Property Owner Mailing List**  
**Downtown 10 Virtual Public Meeting #1**  
**CSJ: 2121-02-166**

PROPERTY ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
286486	211 WEST YANDELL LLC		EL PASO	TX	79902-3058
412165	320 MONTANA VENTURE LLC		EL PASO	TX	79902-4119
38264	3215 VRH LLC		EL PASO	TX	79913
343339	3400 GATEWAY EAST BLVD LLC		EL PASO	TX	79902-2101
348986	416 STANTON INVESTMENT PARTNERS LLC		EL PASO	TX	79901-1245
315857	4YL DEVELOPMENT INC		EL PASO	TX	79912-4539
211962	517 W MISSOURI LLC		EL PASO	TX	79902
109994	800 N MESA LP		EL PASO	TX	79902-4168
127413	AARON H SIGALA		EL PASO	TX	79936-0902
38592	ACQUIN PROPERTIES LP		EL PASO	TX	79925-2129
343598	ADELA M ARIAS		EL PASO	TX	79902-3614
217238	ADRIANA MATA		EL PASO	TX	79905-1212
369271	ADRIANA MATA		SOCORRO	TX	79927-3926
393557	AGUSTINA DURAN		EL PASO	TX	79905-1013
199186	AKMS PARTNERS LP		EL PASO	TX	79925-2129
224592	ALBERT E DAYOUB		EL PASO	TX	79902-1317
399044	ALBERTO BELTRAN, JR		EL PASO	TX	79907-7011
187152	ALEX & SHAHEEN 2		EL PASO	TX	79902-1314
247143	ALEX SHAHEEN & 2		EL PASO	TX	79902-1314
222274	ALLIANCE RS GROUP LLC		EL PASO	TX	79932-2220
15423	AMERICAN REFRIGERATION SUPPLIES		PHOENIX	AZ	85036-1127
179229	AMERICAN SOUTHWEST BANKSHARES		CHARLOTTE	NC	28246-0100
377433	ANA LUISA ZAMARRON		EL PASO	TX	79902-5328
363083	ANDAZOLA REALTY LLC		EL PASO	TX	79912-3824
203176	APYS COLOR SUPPLY INC		EL PASO	TX	79903-4013
383257	ARIZONA REFRIGERATION SUPPLY		PHOENIX	AZ	85036-1127
114395	ARM GRANT LLC SERIES B		EL PASO	TX	79915-2326
45238	ARTHUR L MASSE		EL PASO	TX	79912-5020
155823	ARTURO & GEORGINA N ALVA		EL PASO	TX	79912-2014
82776	ARTURO GOMEZ		EL PASO	TX	79912-5301
278612	ARTURO RODRIGUEZ LAW FIRM PC		EL PASO	TX	79902-5615
195877	ASARCO TEXAS CUSTODIAL TRUST		HOUSTON	TX	77046-2453
202585	BELINDA MINJAREZ		EL PASO	TX	79903-3906
138466	BENARD C HOOVER		EL PASO	TX	79930-1126
265845	BEST IRONWORKS AND SCREENS		EL PASO	TX	79902-5616
232977	BOBBY J BOYLES PROPERTIES LLC		EL PASO	TX	79912-3414
69278	BOWLING BROTHERS HOLDING CO LLC		EL PASO	TX	79901-1346
53731	BURGER KING CORP #4179		MIAMI	FL	33102-0783
277211	BUYERS & SERVICES LLC PROPERTY		EL PASO	TX	79935-3705

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182841	CABERNET INVESTMENTS II LLC		EL PASO	TX	79902-1004
230399	CAMPBELL DEPOT LLC		EL PASO	TX	79902-2208
209577	CAPITAL BANK SSB		EL PASO	TX	79901-1362
30567	CARLOS C & SARA P C RAMIREZ		EL PASO	TX	79905-1119
25803	CARPET GALLERY LLC		EL PASO	TX	79932-4101
190857	CARRO PROPERTIES LP		EL PASO	TX	79905-2065
310653	CATHOLIC DIOCESE OF EL PASO		EL PASO	TX	79907-4214
375792	CHURCH OF ST CLEMENT OF EL PASO		EL PASO	TX	79902-5203
42145	CITY OF EL PASO		EL PASO	TX	79901-1402
395302	CITY OF EL PASO		EL PASO	TX	79950-1890
663940	CITY OF EL PASO (PSB)		EL PASO	TX	79925-6436
97000	COMCORP OF EL PASO INC		LAFAYETTE	LA	70505-3708
300345	COMMUNITY OPTIONS INC		PRINCETON	NJ	08540-5913
365750	COMPLETE HOMES LLC		HEATH	TX	75032-7609
25530	CREAMLAND DAIRIES INC		EL PASO	TX	79903-4004
259634	DANEHEY PROPERTIES I LLC		EL PASO	TX	79902-5615
375662	DANIEL ORTIZ		EL PASO	TX	79903-3906
53365	DAVID & CARMEN L CARRILLO		EL PASO	TX	79902-1204
66796	DEL NORTE PRINTING EQUIPMENT INC		EL PASO	TX	79903-3803
194584	DEL PASO PARTNERS		EL PASO	TX	79902-4168
174251	DIAZ PROFIRIO EXIT L P		EL PASO	TX	79902-3658
370949	DILL GUADALUPE		EL PASO	TX	79902-3614
263908	DON LUCIANO		EL PASO	TX	79901-1640
291706	DOYLE M GAITHER II		BASTROP	TX	78602-9708
66435	ECCE REALTY INC		EL PASO	TX	79912-6257
200904	EDDIE GARCIA		EL PASO	TX	79902-4379
209343	EDUARDO E CARRILLO		EL PASO	TX	79946-1048
111604	EDUARDO A RANGEL		EL PASO	TX	79905-1014
19718	EL PASO 614 NORTH MESA LLC		EL PASO	TX	79903-4555
28415	EL PASO 8820 GATEWAY EAST LLC		EL PASO	TX	79903-4555
394110	EL PASO COMMUNITY COLLEGE		EL PASO	TX	79998-0500
253136	EL PASO HOLOCAUST MUSEUM & STUDY		EL PASO	TX	79902-3911
46536	EL PASO MANAGEMENT GROUP LTD		EL PASO	TX	79940-0055
48281	EL PASO SCOTTISH RITE HISTORICAL		EL PASO	TX	79901-1131
103360	ELENA URIAS		EL PASO	TX	79905-1118
136923	ELMSHIRE LLC		EL PASO	TX	79902-5602
96394	EMILIO HERNANDEZ		EL PASO	TX	79912-1288
35529	EMMA E SALAZAR		EL PASO	TX	79902-5401
286060	EMMANUEL & RODRIGO DIAZ, SR.		EL PASO	TX	79936-4804


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162342	ENB CERVERA PROPERTIES LLC	6	EL PASO	TX	79928-9928
179777	ERNEST W JONES	5	EL PASO	TX	79912-5709
67244	ETHEL A PASSON	1	EL PASO	TX	79902-5566
92269	EVARISTO & DELFINA DAVILA	1	EL PASO	TX	79902-3615
384996	FELIPA RIVAS	1	EL PASO	TX	79902-5602
32993	FILEMON & RAFAELA BARRIO	3	EL PASO	TX	79905-1118
228769	FRANCISCO E MOLINAR	2	EL PASO	TX	79903-3906
320428	FRANCISCO E SOLIS	3	EL PASO	TX	79903-4117
75750	FUEL DEPOT LLC	7	EL PASO	TX	79912-3400
84619	GALMAL PARTNERSHIP L P	2	EL PASO	TX	79903-3505
129303	GARY & LAURA MONTELEONE	3	EL PASO	TX	79903-4116
130468	GARY M & LAURA MONTELEONE	3	EL PASO	TX	79903-4116
234614	GATEWAY EAST BLVD LLC 3030	6	BALTIMORE	MD	21209-2044
242373	GEORGETTE ABRAHAM BYPASS TRUST & 1	2	EL PASO	TX	79905-9905
113221	GFP PROPERTIES LLC	4	EL PASO	TX	79902-1329
385300	GIL & HAIFA LLC	3	EL PASO	TX	79903-4555
387579	GILBERT E MALOOLY, JR.	3	EL PASO	TX	79903-4555
413671	GIORGINA SAROLDI	7	EL PASO	TX	79912-9912
306265	GLORIA R SANCHEZ	3	EL PASO	TX	79905-1119
236844	GONZALEZ-CALVO ACQUISITIONS LLC	2	EL PASO	TX	79912
35302	GOYO GROUP LLC	4	EL PASO	TX	79922-1735
312430	GRACIELA CARPINTERO	1	EL PASO	TX	79902-3615
261714	GUERRA & FARRAH-EL PASO LLC	4	HOUSTON	TX	77007-5635
377376	GUSTAVO & MANUELA VALDES	3	EL PASO	TX	79903-4116
225492	GUSTAVO R APODACA	1	EL PASO	TX	79936-6913
689202	HAYDAR LLC	1	EL PASO	TX	79935
177220	ISIDRO A & SANDRA M VILLALOBOS	3	EL PASO	TX	79903-4117
293054	JAKE A BRYANT	1	LAS CRUCES	NM	88001-4243
35244	JAMES C WEAVER	3	EL PASO	TX	79915-2528
209685	JAMES F SCHERR	1	EL PASO	TX	79901-1148
131244	JESSE SALOM FAMILY	1	EL PASO	TX	79901-1644
48363	JESUS & MARIA G GARCIA	2	EL PASO	TX	79902-3739
346699	JESUS BEN	3	EL PASO	TX	79905-1313
119509	JESUS G SR & VIRGINIA ESPINOZA	4	EL PASO	TX	79905-1404
38186	JESUS S & MARIA CH MARTINEZ	3	EL PASO	TX	79903-4116
391179	JIMMIE DAW	1	EL PASO	TX	79902-5615
248874	JOAQUIN MORENO	8	EL PASO	TX	79902-5316
330147	JOHN F & OLGA E ZUNIGA	7	EL PASO	TX	79912-6652
74885	JOSE G & IRENE ORTIZ	P	EL PASO	TX	79937-2076

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348596	JOSE L HERNANDEZ	7	EL PASO	TX	79902-5328
58968	JOSE M ROMERO		SUNLAND PARK	NM	88063-9073
300160	JUAN & SOCORRO JAQUEZ		EL PASO	TX	79903-4117
254638	JUAN MONTENEGRO		ALBUQUERQUE	NM	87120-2692
158212	JUDAH REED LLC		EL PASO	TX	79903-3840
286870	JULIAN GARCIA, JR.		EL PASO	TX	79902-3750
153980	JULISSA G & RICHARD A SAENZ & 1		EL PASO	TX	79902-5513
397456	KAMEL TOWING CO		EL PASO	TX	79903-3917
21523	KARLA GONZALEZ		EL PASO	TX	79932-4218
203394	KASHI PROPERTIES LLC		EL PASO	TX	79934-3331
34858	KEYVAN PARSA		EL PASO	TX	79903-4412
402991	LA FRONTERA CONSERVATION FUND		MINNEAPOLIS	MN	55401-2863
117086	LAMINA INVESTMENTS LLC		EL PASO	TX	79925-4637
68623	LAUREL WYOMING LP		EL PASO	TX	79912-2021
319886	LAWRENCE R SPERBERG (LIV TR)		EL PASO	TX	79912-5041
68931	LE BAYT LLC		EL PASO	TX	79922-2900
325725	LEON DEVELOPMENT L L C		EL PASO	TX	79903-3501
689203	LEON INTERNATIONAL L L C		EL PASO	TX	79930-2732
27808	LIBERTY PLUS VALUE CORPORATION		EL PASO	TX	79905-1203
410058	LIGIA & ALEGRA GARCIA-CANTU		EL PASO	TX	79912-5301
343847	LONNIE CROCKETT (TR)		EL PASO	TX	79902-4825
128399	LOURDES NEVAREZ		EL PASO	TX	79902-3709
334599	LOYA LUCILDA		EL PASO	TX	79905-1014
377545	LUIS DORADO		EL PASO	TX	79902-5326
260440	LUZ GOMES & JUAN ESPERANZA		EL PASO	TX	79903-4116
165254	LUZ HERNANDEZ		EL PASO	TX	79902-3615
16313	LYDIA H & GABRIELA A RAYGOZA & 1		EL PASO	TX	79902-5319
118070	MAGDALENA C MEDINA		EL PASO	TX	79902-5616
248712	MAGNUM HOTEL PROPERTIES LP		EL PASO	TX	79901-1233
141994	MANUEL & RUBEN ZEPEDA		EL PASO	TX	79902-5615
147104	MARCUS W C MACNEALY		EL PASO	TX	79902-3753
308706	MARIA A V DE OJEDA		CHIHUAHUA CHIH 31203		
60998	MARIA C ARRIAGA		EL PASO	TX	79903-2625
167352	MARIA E GARZA		EL PASO	TX	79912-6262
142502	MARIA E JACOB		EL PASO	TX	79924-6207
51168	MARIA ELENA CLIFT & 3		EL PASO	TX	79903-1827
249075	MARIA I OROZCO		EL PASO	TX	79902-3615
389910	MARIA SIERRA		EL PASO	TX	79901-1005
375007	MARK M BLAUGRUND		EL PASO	TX	79902-5205

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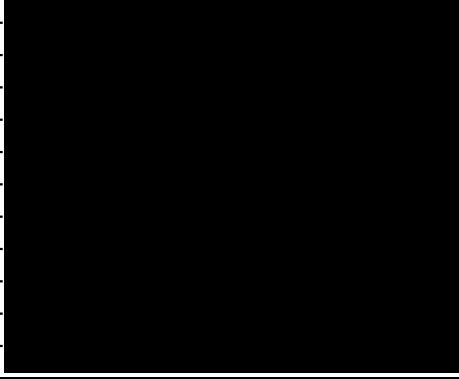
PROPERTY ID	OWNER NAME	OWNER ADDRESS	OWNER CITY	OWNER STATE	OWNER ZIP
352904	MARK M BLAUGRUND (TR)		EL PASO	TX	79932-2625
169812	MARTHA J GARCIA		EL PASO	TX	79903-1209
347282	MAST PARTNERS LP		EL PASO	TX	79925-2129
236748	MAXIMO & NORMA ARROYO		EL PASO	TX	79905-1213
237802	MAYVIEW REAL ESTATE LP		EL PASO	TX	79936-8610
198422	MCDONALDS REAL ESTATE COMPANY		COLUMBUS	OH	43218-2571
119750	MIGUEL PADILLA		EL PASO	TX	79924-2470
257020	MISSOURI 1617		SOUTHLAKE	TX	76092-5306
161780	MISSOURI STREET INVESTMENTS LLC		EL PASO	TX	79912-6426
145166	MONTANA 1916 LLC		EL PASO	TX	79901-1640
285072	MOSTAZA INVESTMENTS LLC		EL PASO	TX	79912-8147
28562	MOUNTAINSTAR PROPERTIES COMPANY		EL PASO	TX	79901-2204
198243	MSDW BUILDING EL PASO LP		EL PASO	TX	79912-1228
310972	MYRIAM SOLIS		EL PASO	TX	79912-8241
353142	NAMOCA ENT LLC		EL PASO	TX	79912-8179
232331	NATHAN PROPERTIES LLC		EL PASO	TX	79904-6067
229757	NICKOLAS MALIZE		EL PASO	TX	79902-3753
31246	NORTHEAST CORNERSTONE PROPERTIES INC		EL PASO	TX	79922-1912
408914	OFELIA P CROOKS		EL PASO	TX	79925-4146
160104	OLGA B VALENTE		LOS ANGELES	CA	90057-0057
276771	OLGA MACIEL		EL PASO	TX	79902-3615
63975	OSCAR & ROCIO ANDRADE		EL PASO	TX	79907-5501
243568	OSCAR & ROCIO ANDRADE		EL PASO	TX	79903-4510
246364	OSCAR ANDRADE PROPERTIES		EL PASO	TX	79907-5501
54575	PD GORMAN PROPERTIES LP		EL PASO	TX	79903-3505
205849	PEGGY J ADAMS		EL PASO	TX	79912-4545
156965	PERLA FLORES		EL PASO	TX	79925-4032
122913	PETRA MENDOZA (LE) & NORMA G JUAREZ & 7		EL PASO	TX	79902
132763	PILAP LLC		EL PASO	TX	79913-0725
386928	QUICK SELL INVESTORS LLC		CANUTILLO	TX	79835-5015
242866	RAFAEL & GLORIA CARRILLO		EL PASO	TX	79903-4117
399796	RAFAEL MARTINEZ		EL PASO	TX	79912-2153
201342	RAMON & MARGARET M VAQUERA		EL PASO	TX	79912-1421
39019	RAUL HERNANDEZ		DENTON	TX	76210-8780
265928	RAUL LUNA & LILILANA PINION		EL PASO	TX	79911-3037
22399	RAUL LUNA & LILLIANA PINION		EL PASO	TX	79911-3037
156718	RAY R LUNA		EL PASO	TX	79937-1938
248105	RICARDO GUTIERREZ		EL PASO	TX	79902-5408
307273	RICARDO J RIOS		EL PASO	TX	79902-5615



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130811	RICHARD C & ZULEMA OLIVAS		EL PASO	TX	79912-4158
210717	ROBERT MALOOLY		EL PASO	TX	79902-4107
29797	ROBERTO & EVA DIAZ		EL PASO	TX	79902-3615
225725	RODOLFO & MARISELA ALARCON		EL PASO	TX	79901-1005
208232	ROMUALDO DELGADILLO & GEORGINA DIAZ		EL PASO	TX	79903-4412
35874	ROSA M OLIVAS		EL PASO	TX	79903-4413
295326	ROSA M RICHARDSON		EL PASO	TX	79902-3750
271690	RUBEN C & MARGARITA SALCIDO		EL PASO	TX	79902-3711
214283	RUBEN MONTIEL		EL PASO	TX	79903-1419
66737	SANTIAGO D HERNANDEZ		EL PASO	TX	79902-5507
268871	SANTIAGO D HERNANDEZ		EL PASO	TX	79932-4107
253225	SANTIAGO E AVILA		EL PASO	TX	79904-2525
91446	SAROLDI GIORGINA		EL PASO	TX	79912-9912
272432	SECURITY SERVICE FEDERAL CREDIT UNION		SAN ANTONIO	TX	78269-1510
263262	SEOK L BROWN		LUBBOCK	TX	79423-3727
110136	SERGIO AYALA		EL PASO	TX	79930-5121
26100	SPRINGTIME INVESTMENTS LLC		EL PASO	TX	79912
225988	STATE OF TEXAS		AUSTIN	TX	78752-1650
51221	STEFFEN P & MONIQUE M POESSINGER		EL PASO	TX	79902-3749
301573	STEWART'S PROPERTIES INC		EL PASO	TX	79922-1331
106857	STRR INVESTMENTS LLC		EL PASO	TX	79903-4414
64237	SUMIE GUERRERO		EL PASO	TX	79912-3712
72668	SYLVIA SANDOVAL		EL PASO	TX	79934-3595
57736	TED ENTERPRISES LTD LEVY		EL PASO	TX	79902-5507
47095	TED LEVY ENTERPRISES LTD		EL PASO	TX	79902-5507
402295	TELLES CONSTRUCTION CONSULTANTS LLC		EL PASO	TX	79912-2340
159805	TELLES CONSTRUCTION CONSULTANTS LLC & 1		EL PASO	TX	79912-2340
151867	THE STUDENT ALTERNATIVES PROGRAM		SAN ANTONIO	TX	78212-8844
394030	TIMOTHY W ZUBIA		EL PASO	TX	79907-3816
124361	TOMLIN PARTNERS LLC		EL PASO	TX	79922-2133
355693	TOWER & HORIZON YANDELL		EL PASO	TX	79922-2021
395184	TRINITY M E CHURCH		EL PASO	TX	79902-9902
107591	TRINITY METHODIST CHURCH		EL PASO	TX	79902-9902
393278	UNIVERSITY OF TEXAS		AUSTIN	TX	78701-3099
63893	UTOPIA LLC		EL PASO	TX	79997-1724
634319	VAZQUEZ REALTY HOLDINGS LLC		EL PASO	TX	79903-4225
352106	VELIZ INVESTMENTS LLC		EL PASO	TX	79905-1013
232774	VICTOR & MARGARITA C VAZQUEZ, JR.		EL PASO	TX	79912-2921
269014	VICTOR DE LA ROSA		EL PASO	TX	79936-5948

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127913	VICTOR M (LE) & GUADALUPE (LE) SANCHEZ & 1		EL PASO	TX	79902-5328
59620	VICTOR M VAZQUEZ		EL PASO	TX	79905-1015
174058	VICTORIA & ROSALIE M HAMRAH		EL PASO	TX	79940-0055
314236	VIRGINIA TALAMANTES		WASHINGTON	DC	20037-1719
342790	WESTSTAR TOWER LLC		EL PASO	TX	79902-1150
131025	WILLIAM N BRIDLER, JR.		EL PASO	TX	79905-1014
364731	WILLIE'S BODY SHOP		EL PASO	TX	79903-4414
124703	WRLD ENTERPRISES LTD		EL PASO	TX	79935-4705
72211	YANDELL TOWER & HORIZON		EL PASO	TX	79922-2021
85334	YASHER KOACH LLC		EL PASO	TX	79912-2022
59283	YOWELL LLC		EL PASO	TX	79902-1312
365334	ZONE HEATING & COOLING LLC COMFORT		EL PASO	TX	79905-1705

**Elected Officials Mailing List**  
**Downtown 10 Virtual Public Meeting #1**  
**CSJ: 2121-02-166**

GREETING	ORGANIZATION	TITLE	SALUTATION	ADDRESS	CITY	STATE	ZIP CODE
The Honorable Cassandra Hernandez	City of El Paso	City Representative District 3	Representative Hernandez	300 N. Campbell St.	El Paso	TX	79901
The Honorable Claudia Lizette Rodriguez	City of El Paso	City Representative District 6	Representative Rodriguez	300 N. Campbell St.	El Paso	TX	79901
The Honorable Henry Rivera	City of El Paso	City Representative District 7	Representative Rivera	300 N. Campbell St.	El Paso	TX	79901
The Honorable Isabel Salcido	City of El Paso	City Representative District 5	Representative Salcido	300 N. Campbell St.	El Paso	TX	79901
The Honorable Peter Svarzbein	City of El Paso	City Representative District 1	Representative Svarzbein	300 N. Campbell St.	El Paso	TX	79901
The Honorable Alessandra Anello	City of El Paso	City Representative District 2	Representative Anello	300 N. Campbell St.	El Paso	TX	79901
The Honorable Cissy Lizarraga	City of El Paso	City Representative District 8	Representative Lizarraga	300 N. Campbell St.	El Paso	TX	79901
The Honorable Sam Morgan	City of El Paso	City Representative District 4	Representative Morgan	300 N. Campbell St.	El Paso	TX	79901
The Honorable David Cantu	City of San Elizario	Alderman Place 2	Alderman Cantu	P.O. Box 1723	San Elizario	TX	79849
The Honorable George Almanzar	City of San Elizario	Alderman Place 5	Alderman Almanzar	P.O. Box 1723	San Elizario	TX	79849
The Honorable Leticia Miranda	City of San Elizario	Alderwoman Place 1	Alderwoman Miranda	P.O. Box 1723	San Elizario	TX	79849
The Honorable Maria Covernali	City of San Elizario	Alderwoman Place 4	Alderwoman Covernali	P.O. Box 1723	San Elizario	TX	79849
The Honorable Lorenzo Leyva, Sr.	City of San Elizario	Alderman Place 3	Alderman Leyva	P.O. Box 1723	San Elizario	TX	79849
The Honorable Yvonne Colon-Villalobos	City of Socorro	City Representative District 4	Representative Colon-Villalobos	124 S. Horizon Blvd.	Socorro	TX	79927
The Honorable Cesar Nevarez	City of Socorro	City Representative District 1	Representative Nevarez	124 S. Horizon Blvd.	Socorro	TX	79927
The Honorable Victor Perez	City of Socorro	City Representative District 3	Representative Perez	124 S. Horizon Blvd.	Socorro	TX	79927
The Honorable Ralph Duran	City of Socorro	City Representative District 2	Representative Duran	124 S. Horizon Blvd.	Socorro	TX	79927
The Honorable Rene Rodriguez	City of Socorro	At Large Representative	Representative Rodriguez	124 S. Horizon Blvd.	Socorro	TX	79927
The Honorable Carlos Leon	El Paso County	County Commissioner Precinct No. 1	Commissioner Leon	500 E. San Antonio Ave., Ste. 301	El Paso	TX	79901
The Honorable Vincent Perez	El Paso County	County Commissioner Precinct No. 3	Commissioner Perez	500 E. San Antonio Ave., Ste. 301	El Paso	TX	79901
The Honorable Carl L. Robinson	El Paso County	County Commissioner Precinct No. 4	Commissioner Robinson	500 E. San Antonio Ave., Ste. 301	El Paso	TX	79901
The Honorable Ricardo A. Samaniego	El Paso County	Judge	Judge Samaniego	500 E. San Antonio Ave., Ste. 301	El Paso	TX	79901
The Honorable David Stout	El Paso County	County Commissioner Precinct No. 2	Commissioner Stout	500 E. San Antonio Ave., Ste. 301	El Paso	TX	79901
Sheriff Richard D. Wiles	El Paso County Sheriff's Office	Sheriff	Sheriff Wiles	3850 Justice Dr.	El Paso	TX	79938
The Honorable Michael Silvas	Governor, Ysleta del Sur Pueblo		Governor Silvas	117 S. Old Pueblo Rd.	El Paso	TX	79907
The Honorable Adam Torrez	Lt. Governor, Ysleta del Sur Pueblo		Lt. Governor Torrez	117 S. Old Pueblo Rd.	El Paso	TX	79907
The Honorable Dee Margo	Mayor, City of El Paso		Mayor Margo	300 N. Campbell St.	El Paso	TX	79901
The Honorable Antonio Aruajo	Mayor, City of San Elizario		Mayor Aruajo	P.O. Box 1723	San Elizario	TX	79849
The Honorable Elia Garcia	Mayor, City of Socorro		Mayor Garcia	124 S. Horizon Blvd.	Socorro	TX	79927
The Honorable Benjamin Romero, Jr.	Mayor, Town of Anthony		Mayor Romero	P.O. Box 1269	Anthony	TX	79821
The Honorable Dora Aguirre	Mayor, Town of Clint		Mayor Aguirre	P.O. Box 350	Clint	TX	79836
The Honorable Ruben Mendoza	Mayor, Town of Horizon City		Mayor Mendoza	14999 Darrington Rd.	Horizon City	TX	79928
The Honorable Cesar Blanco	Texas House of Representatives	Representative District 76	Representative Blanco	9440 Viscount, Suite 205	El Paso	TX	79925
The Honorable Cesar Blanco	Texas House of Representatives	Representative District 76	Representative Blanco	P.O. Box 2910 Room E1.218	Austin	TX	78768
The Honorable Art Fierro	Texas House of Representatives	Representative District 79	Representative Fierro	760 Lee Trevino, Suite B	El Paso	TX	79936
The Honorable Art Fierro	Texas House of Representatives	Representative District 79	Representative Fierro	P.O. Box 2910 Room 1W.5	Austin	TX	78768
The Honorable Mary Gonzalez	Texas House of Representatives	Representative District 75	Representative Gonzalez	11200 Santos Sanchez St.	Socorro	TX	79927
The Honorable Mary Gonzalez	Texas House of Representatives	Representative District 75	Representative Gonzalez	P.O. Box 2910 Room E2.204	Austin	TX	78768
The Honorable Joe Moody	Texas House of Representatives	Representative District 78	Representative Moody	5675 Woodrow Bean, Ste. 12	El Paso	TX	79924
The Honorable Joe Moody	Texas House of Representatives	Representative District 78	Representative Moody	P.O. Box 2910 Room E1.420	Austin	TX	78768
The Honorable Evelina Ortega	Texas House of Representatives	Representative District 77	Representative Ortega	521 Texas Ave.	El Paso	TX	79901
The Honorable Jose Rodriguez	Texas State Senate	Senator District 29	Senator Rodriguez	100 N. Ochoa, Suite A	El Paso	TX	79901
The Honorable Jose Rodriguez	Texas State Senate	Senator District 29	Senator Rodriguez	P.O. Box 12068, Capitol Station	Austin	TX	78711
The Honorable Joanna Carrasco	Town of Anthony	Councilperson	Alderwoman Carrasco	P.O. Box 1269	Anthony	TX	79821
The Honorable Eduardo Chavez	Town of Anthony	Councilperson	Alderman Chavez	P.O. Box 1269	Anthony	TX	79821

Elected Officials Mailing List  
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GREETING	ORGANIZATION	TITLE	SALUTATION	ADDRESS	CITY	STATE	ZIP CODE
The Honorable Joe Garcia	Town of Anthony	Councilperson	Alderman Garcia	P.O. Box 1269	Anthony	TX	79821
The Honorable Shawn Weeks	Town of Anthony	Councilperson	Alderman Weeks	P.O. Box 1269	Anthony	TX	79821
The Honorable Enrique Valdez, Jr.	Town of Clint	Alderman	Alderman Valdez	P.O. Box 350	Clint	TX	79836
The Honorable David Bynum	Town of Clint	Alderman	Alderman Bynum	P.O. Box 350	Clint	TX	79836
The Honorable Patsy Franco	Town of Clint	Alderwoman	Alderwoman Franco	P.O. Box 350	Clint	TX	79836
The Honorable Natasha Hernandez	Town of Clint	Alderwoman	Alderwoman Hernandez	P.O. Box 350	Clint	TX	79836
The Honorable Sandra Hernandez	Town of Clint	Alderwoman	Alderwoman Hernandez	P.O. Box 350	Clint	TX	79836
The Honorable Samantha Corral	Town of Horizon City	Alderperson	Representative Corral	14999 Darrington Rd.	Horizon City	TX	79928
The Honorable Johnny Duran	Town of Horizon City	Alderperson	Representative Duran	14999 Darrington Rd.	Horizon City	TX	79928
The Honorable Walter Miller	Town of Horizon City	Alderperson	Representative Miller	14999 Darrington Rd.	Horizon City	TX	79928
The Honorable Jerry Garcia	Town of Horizon City	Alderperson	Representative Garcia	14999 Darrington Rd.	Horizon City	TX	79928
The Honorable Charlie Ortega	Town of Horizon City	Alderperson	Representative Ortega	14999 Darrington Rd.	Horizon City	TX	79928
The Honorable Rafael Padilla, Jr.	Town of Horizon City	Alderperson	Representative Padilla	14999 Darrington Rd.	Horizon City	TX	79928
The Honorable Andres Renteria	Town of Horizon City	Alderperson	Representative Renteria	14999 Darrington Rd.	Horizon City	TX	79928
The Honorable Veronica Escobar	United States House of Representatives	Congresswoman District 16	Congresswoman Escobar	1505 Longworth House Office Bldg.	Washington, D.C.	DC	20515
The Honorable Veronica Escobar	United States House of Representatives	Congresswoman District 16	Congresswoman Escobar	221 N. Kansas St., Ste. 1500	El Paso	TX	79901
The Honorable Will Hurd	United States House of Representatives	Congressman District 23	Congressman Hurd	124 S. Horizon Blvd.	Socorro	TX	79927
The Honorable Will Hurd	United States House of Representatives	Congressman District 23	Congressman Hurd	317 Cannon House Office Bldg.	Washington, D.C.	DC	20515
The Honorable John Cornyn	United States Senate	Senator	Senator Cornyn	1500 Broadway, Ste. 1230	Lubbock	TX	79401
The Honorable John Cornyn	United States Senate	Senator	Senator Cornyn	517 Hart Senate Office Bldg.	Washington, D.C.	DC	20510
The Honorable Ted Cruz	United States Senate	Senator	Senator Cruz	300 E. 8th St., Ste. 961	Austin	TX	78701
The Honorable Ted Cruz	United States Senate	Senator	Senator Cruz	Russel Senate Office Bldg.	Washington, D.C.	DC	20510

**Interested Parties Mailing List**  
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GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	ADDRESS	CITY	STATE	ZIP CODE
Mr.	Mr.	Gilbert	Saldana	Senior Engineer		El Paso County	800 E. Overland, Ste. 407	El Paso	TX	79901
Ms.	Ms.	Mirella	Craig	Special District Manager for the Economic Development		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Mr.	Mr.	Jesus	Mendoza	Economic Analyst- International Bridges		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Mr.	Mr.	Omar	Moreno	Director of C.I.D. Grant Funded Programs		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Mr.	Mr.	Harrison	Plaurdo	Lead Planner		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Mr.	Mr.	John	Porras			City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Mrs.	Mr.	Tony	Ramirez	Vice President- Economic Development		Borderplex Alliance	123 W Mills Avenue, Suite 320	El Paso	TX	79901
Mr.	Mr.	Raymond L.	Telles	Executive Director		Camino Real Regional Mobility Authority	300 N. Campbell St., 2nd Floor	El Paso	TX	79901
Ms.	Ms.	Cecilia	Herrera	Director		Central El Paso Community Organization	1010 E. Yandell Drive	El Paso	TX	79902
The Reverend	Reverend	Rose Mary	Sanchez-Guzman	Reverend		Central El Paso Community Organization	1010 E. Yandell Drive	El Paso	Tx	79902
Commander	Commander	Thomas	Pena	Commander		Central El Paso Regional Command Center	200 S. Campbell St.	El Paso	TX	79901
Lieutenant	Lieutenant	Jaime	Velasquez	NE Regional Command Lieutenant		City of El Paso	9600 Dyer St	El Paso	TX	79924
Ms	Ms	Paola	Gallegos	Economic Development Specialist	Economic & International Development Department	City of El Paso	123 W. Mills Ave	El Paso	TX	79901
Ms.	Ms.	Jessica	Herrera	Director of Economic and International Development		City of El Paso	123 W. Mills, Suite 111	El Paso	TX	79901
Mr.	Mr.	Alex	Hoffman	Assistant Director for CID Planning		City of El Paso	218 N. Campbell St.	El Paso	TX	79901
Mr.	Mr.	David	Coronado	Bridge and International Department Assistant Director		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Ms.	Ms.	Laura	Cruz-Acosta	Strategic Communications Director		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Chief	Chief	Mario	D'Agostino	Fire Chief		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Mr.	Mr.	Raul	Garcia	Lead Planner		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Mr.	City Manager	Tommy	Gonzalez	City Manager		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Ms.	Ms.	Yvette	Hernandez	Director of CID Grant Funded Programs		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
The Honorable	Representative	Henry	Rivera	City Representative	District 7	City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Mr.	Mr.	Sam	Rodriguez, P.E.	City Engineer		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Mr.	Mr.	Cary	Westin	Deputy City Manager of Economic Development & Tourism		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Lieutenant	Lieutenant	Curtis	Hamilton	Westside Regional Command Lieutenant		City of El Paso	4801 Osborne Dr	El Paso	TX	79922
Mr.	Mr.	Ted	Marquez	Deputy City Manager for Public Works &		City of El Paso	7968 San Paulo	El Paso	TX	79907
Mr.	Mr.	Harold	Kutz	Engineering Division Manager	Streets & Maintenance	City of El Paso	7968 San Paulo Drive	El Paso	TX	79907
Mr.	Mr.	Rudy	Pino	Engineering Division Manager	Streets & Maintenance	City of El Paso	7968 San Paulo Drive	El Paso	TX	79907
Mr.	Mr.	Phillip	Etiwe	Director for Planning & Inspection	City Development Department	City of El Paso	801 N. Texas Ave.	El Paso	TX	79901
Mr.	Mr.	Jeff	Howell	Zoning Senior Planner		City of El Paso	801 N. Texas Ave.	El Paso	TX	79901
Mr.	Mr.	Tracy	Novak, CPRP	Director, Parks and Recreation		City of El Paso	801 N. Texas Ave.	El Paso	TX	79901
Ms.	Ms.	Nicole	Ferrini	Director of Community & Human		City of El Paso	801 Texas	El Paso	TX	79901
Chief	Chief	Greg	Allen	Chief of Police		City of El Paso	911 N. Raynor	El Paso	TX	79903
Mr.	Mr.	Ismael	Cepeda	Project Manager		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Ms.	Ms.	Margaret	Schroeder	Engineering Division Manager		City of El Paso	300 N. Campbell St.	El Paso	TX	79901
Ms.	Ms.	Monica	Lombrana	Chief Operations and Transportation Officer		City of El Paso Airport and Bridges	6701 Convair Rd.	El Paso	TX	79925
Ms.	Ms.	Providencia	Velazquez	Historic Preservation Officer		City of El Paso Certified Local Government	801 Texas Avenue, First Floor	El Paso	TX	79901
Lieutenant	Lieutenant	Christopher	Jones	Special Operations NE Regional Command		City of El Paso Special Northeast Regional Command	9600 Dyer St	El Paso	TX	79924
Mr.	Mr.	Jay	Banasiak	Mass Transit Department Director		City of El Paso/Sun Metro	10151 Montana	El Paso	TX	79925
Mr.	Mr.	Juan	Martinez	Superintendent		Clint Independent School District	14521 Horizon Blvd.	Horizon City	TX	79928
Chief	Chief	William	Cordero	Fire Chief		Clint Volunteer Fire Department	1501 North FM 1110	Clint	TX	79836



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GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	ADDRESS	CITY	STATE	ZIP CODE
				Chair		Concordia Heritage Association	PO Box 3153	El Paso	TX	79923-3153
Mr.	Mr.	David	Shimp	CEO		Del Sol Medical Center	10301 Gateway Blvd W	El Paso	TX	79925
Ms.	Ms.	Gracie	Viramontes			El Paso Central Business	209 E San Antonio Avenue	El Paso	TX	79901
Ms.	Ms.	Cindy	Stout	President & CEO		El Paso Children's Hospital	4845 Alameda Ave.	El Paso	TX	79905
Dr.	President	William	Serrata	President		El Paso Community College	9050 Viscount Blvd., Rm A131	El Paso	TX	79925
Ms.	Ms.	Josette	Shaughnessy	Vice President of Financial & Administrative Operations		El Paso Community College	PO Box 20500	El Paso	TX	79998-0500
		Mario	Porras			El Paso Community Foundation	PO Box 272	El Paso	TX	79943
Ms.	Ms.	Betsy C.	Keller	County Chief Administrator		El Paso County	500 E. San Antonio Ave., Room 302A	El Paso	TX	79901
Mr.	Mr.	Alberto	Halpern	Senior Administrative Assistant		El Paso County	500 E. San Antonio Ave., Suite 301	El Paso	TX	79901
Mr.	Mr.	Jose	Landeros	Director of Planning & Development		El Paso County	800 E. Overland, Ste. 200	El Paso	TX	79901
Mr.	Mr.	Sal	Alonzo	Transportation Program Engineer		El Paso County	800 E. Overland, Ste. 407	El Paso	TX	79901
Ms.	Ms.	Norma	Rivera Palacios	Public Works Director		El Paso County	800 E. Overland, Ste. 407	El Paso	TX	79901
Mr.	Mr.	Kristian	Menendez	Fire Chief		El Paso County Emergency District	14151 Nunda Dr.	Horizon City	TX	79928
Mr.	Mr.	Frank	Guillen	Fire Marshal		El Paso County Emergency District #1	14151 Nunda Dr.	Horizon City	TX	79928
Ms.	Ms.	Barbara	Welch	Chair		El Paso County Historical Commission	708 Camino Real Avenue	El Paso	TX	79922
Mr.	Mr.	Jesus	Reyes	General Manager		El Paso County Water Improvement District No. 1	PO Box 749	Clint	TX	79836
Mr.	Mr.	Joe	Gudenrath	Executive Director		El Paso Downtown Management District	201 E. Main Ste. 107	El Paso	TX	79901
Mr.	Mr.	Mike	McQueen			El Paso Downtown Management District	201 E. Main Ste. 107	El Paso	TX	79901
Mr.	Mr.	Martin	Morgades			El Paso Downtown Management District	201 E. Main Ste. 107	El Paso	TX	
Mr.	Mr.	Peter	Spier			El Paso Downtown Management Group	4401 North Mesa	El Paso	TX	79902
Ms.	Ms.	Cindy	Ramos-Davidson	CEO		El Paso Hispanic Chamber of Commerce	2401 E Missouri Ave	El Paso	TX	79903
Ms.	Ms.	Jamie	Flores	Executive Director		El Paso Holocaust Museum & Study Center	715 N. Oregon	El Paso	TX	79902
		Mika	Cohen Jones	Past-President		El Paso Holocaust Museum & Study Center	715 N. Oregon	El Paso	TX	
Ms	Ms	Jennifer	Giese	President		El Paso Holocaust Museum & Study Center	715 N. Oregon	El Paso	TX	79902
Mr.	Mr.	Juan	Cabrera, Jr.	Superintendent		El Paso Independent School District	6531 Boeing Dr., Bldg. A	El Paso	TX	79925
Mr.	Mr.	Eduardo	Calvo	Executive Director		El Paso MPO	211 N. Florence St.	El Paso	TX	79901
Mr.	Mr.	Roger	Williams	Assistant Director		El Paso MPO	211 N. Florence St.	El Paso	TX	79901
Mr.	Mr.	James	Wilcox	CEO		El Paso Specialty Hospital	1755 Curie Dr., Suite A	El Paso	TX	79902
Ms.	Ms.	Gisela	Dagnino	Engineering Division Manager	Stormwater Technical Services	El Paso Water Utilities	1154 Hawkins Blvd.	El Paso	TX	79925
Mr.	Mr.	Jorge	Rodriguez	Deputy Chief		Emergency Management Coordinator El Paso County	6055 Threadgill Ave.	El Paso	TX	79924
Mr.	Mr.	Jay	Ornelas	Assistant District Engineer		EPCWID No. 1	PO Box 749	Clint	TX	79836
Ms.	Ms.	Terry	Hernandez	Vice President - Finance and Administration		Greater El Paso Chamber of Commerce	10 Civic Center	El Paso	TX	79901
Mr.	Mr.	David Michael	Jerome	President & CEO		Greater El Paso Chamber of Commerce	10 Civic Center	El Paso	TX	79901
Mr.	Mr.	Steve	Ortega			Greater El Paso Chamber of Commerce	10 Civic Center	El Paso	TX	79901
Mr	Mr	Stephen	Voglewede	Director of Innovation and Performance		Greater El Paso Chamber of Commerce	10 Civic Center	El Paso	TX	79901
Mr.	Mr.	Don	Karl	CEO		Las Palmas Medical Center	1801 N. Oregon St.	El Paso	TX	79902
		Nahum	Apodaca			Medical Center of the Americas	5130 Gateway Blvd. East, Suite 110	El Paso	TX	79905

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GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	ADDRESS	CITY	STATE	ZIP CODE
		Emma	Schwartz			Medical Center of the Americas	5130 Gateway Blvd. East, Suite 110	El Paso	TX	79905
Commander	Commander	Julie	Inciriaga	Commander		Northeast El Paso Regional Command Center	9600 Dyer St.	El Paso	TX	79924
Ms.	Ms.	Miriam	Kotkowski	President		Omega Trucking	4851 Avenida Creel	Santa Teresa	NM	88008
Ms.	Ms.	Tracy	Yellen	CEO		Paso Del Norte Community Foundation / Paso Del Norte Health Foundation	221 N. Kansas St., Suite 1900	El Paso	TX	79901
Mr.	Mr.	Robert "Bobby"	Gonzales	President	Principal Engineer	Quantum Engineering Consultants, Inc.	720 Arizona Avenue	El Paso	TX	79902
Dr.	Superintendent	Jeannie	Meza-Chavez	Superintendent		San Elizario Independent School District	1050 Chicken Ranch Rd.	San Elizario	TX	79849
Dr.	Superintendent	Jose	Espinoza	Superintendent		Socorro Independent School District	12440 Rojas Dr.	El Paso	TX	79928
Mr.	Mr.	Tom	Eyeington	Chief of Operations		Socorro Independent School District	12440 Rojas Dr.	El Paso	TX	79928
Chief	Chief	Mario	Murillo	Fire Chief		Socorro Volunteer Fire Department	11440 North Loop Dr	Socorro	TX	79927
Mr.	Mr.	Raul	Escobedo	Assistant Director of Development		Sun Metro	10151 Montana Ave.	El Paso	TX	79925
Ms.	Ms.	Claudia	Garcia	Tranist Planning and Program Coordinator		Sun Metro	10151 Montana Ave.	El Paso	TX	79925
Mr.	Mr.	Paul	Guercio	Safety and Security Manager		Sun Metro	10151 Montana Ave.	El Paso	TX	79925
Mr.	Mr.	Carl	Jackson	Asst. Director of Streetcar Operations		Sun Metro	10151 Montana Ave.	El Paso	TX	79925
Mr.	Mr.	Michael	Villa	Transit Orientes Development (TOD) Project Manager		Sun Metro	10151 Montana Ave.	El Paso	TX	79925
Mr.	Mr.	Alberto	Alvidrez	Border Field Officer		Texas Department of Housing and Community Affairs	401 East Franklin, Suite 550-C	El Paso	TX	79901
Ms.	Ms.	Lisa	Badillo	Senior Managing Director	Contracting Services	Texas Tech University Health Sciences Center-El Paso	5001 El Paso Drive	El Paso	TX	79905
Mr.	Mr.	John	Esparza	President		Texas Trucking Association	510 W. 15th Street	Austin	TX	78701
Mr.	Mr.	Jon	Barela	CEO		The Borderplex Alliance	123 Mills St. Suite 111	El Paso	TX	79901
Mr.	Mr.	Nicholas	Tejada	CEO		The Hospitals of Providence	2400 Trawood Dr #100	El Paso	TX	79936
Mr.	Mr.	Rene	Estrada	Maintenance and Transportation Director		Tornillo Independent School District	PO Box 170	Tornillo	TX	79853
Mrs.	Superintendent	Rosy	Vega-Barrio	Superintendent		Tornillo Independent School District	PO Box 170	Tornillo	TX	79853
Ms.	City Administrator	Maya	Sanchez	City Administrator		City of San Elizario	PO Box 1723	San Elizario	TX	79849
Ms.	City Manager	Adriana	Rodarte	City Manager		City of Socorro	124 S. Horizon Blvd.	Socorro	TX	79927
Chief				Chief of Police		City of Socorro	670 Poona	Socorro	TX	79927
Mr.	Mr.	Michael	Medina	City Planner Development Director		City of Socorro	860 N. Rio Vista	Socorro	TX	79927
Mr.	Mr.	Job	Terrazas	Building Official		City of Socorro	860 N. Rio Vista	Socorro	TX	79927
Chief	Chief	Carlos	Enriquez	Chief of Police		Town of Anthony	401 Wildcat Drive	Anthony	TX	79821
Chief	Chief	Pedro	Hernandez	Chief of Police		Town of Clint	PO Box 350	Clint	TX	79836
Chief	Chief	Michael	McConnel	Chief of Police		Town of Horizon City	14999 Darrington Rd.	Horizon City	TX	79928
Mrs.	Mrs.	Michelle	Padilla	Planning Director		Town of Horizon City	14999 Darrington Rd.	Horizon City	TX	79928
Mr.	Mr.	Everett	Esparza	El Paso - Sun Metro Assistant Director for Planning & Safety		Transit Operations Center	10151 Montana Ave.	El Paso	TX	79925
Dr.	President	Richard	Lange	President		TTUHSC El Paso	5001 El Paso Drive	El Paso	TX	79905
Mr.	Mr.	Tim	Juarez	International Border Director		TXDOT FIT	125 E. 11th St.	Austin	TX	78701
Mr.	Mr.	Tyson	Moeller	Director Network Development		Union Pacific Railroad	24125 Aldine Westfield Rd.	Spring	TX	77373
Mr.	Mr.	Douglas	Woods	Manager of Special Projects		Union Pacific Railroad	24125 Aldine Westfield Rd.	Spring	TX	77373
Mr.	Mr.	Jacob	Cintron	CEO		University Medical Center of El Paso	4815 Alameda Ave.	El Paso	TX	79905
Lieutenant	Lieutenant	Pete	Hensgen	Operations Commander		University of Texas-El Paso	3118 Sun Bowl Dr	El Paso	TX	79968

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GREETING	SALUTATION	FIRST NAME	LAST NAME	TITLE	TITLE 2	ORGANIZATION	ADDRESS	CITY	STATE	ZIP CODE
Mr.	Mr.	Greg	McNicol	Associate Vice President Business Affairs, Facilities Management	Facilities Management	University of Texas-El Paso	500 W. University	El Paso	TX	79968
Dr.	President	Heather	Wilson	President		University of Texas-El Paso	500 W. University	El Paso	TX	79968
Ms.	Ms.	Beverly	Good	Port Director		USCBP El Paso Field Office	9400 Viscount, Suite 104	El Paso	TX	79925
Mr.	Mr.	Hector A.	Mancha Jr.	Director of Field Operations		USCBP El Paso Field Office	9400 Viscount, Suite 104	El Paso	TX	79925
Colonel	Colonel	Erik	Rude	Commander		William Beaumont Army Medical Center	5005 N Piedras St	El Paso	TX	79920
Mr.	Mr.	Alberto	Valle	Public Works Director		Town of Horizon City	14999 Darrington Rd.	Horizon City	TX	79928
Mrs.	Mrs.	Teresa	Quezada	Capital Improvements Program Manager		Town of Horizon City	4313 Santa Rita	El Paso	TX	79902
Mr.	Mr.	Evaristo	Cruz			Ysleta del Sur Pueblo	332 Alton Griffin St.	Ysleta del Sur Pueblo	TX	79907
Dr.	Superintendent	Xavier	De La Torre	Superintendent		Ysleta Independent School District	9600 Sims Dr.	El Paso	TX	79925
Mr.	Mr.	Morten	Naess				147 Porfirio Diaz Street	El Paso	TX	79902

Timestamp

6/9/2020 6:58:56 (CDT)

City

Austin

Final Pub Date

6/10/2020 0:00:00 (CDT)

State

TX

Ad Number

GCI0433306

ZIP Code

78734

Publication

El Paso Times

Your Name

Alex Helmbrecht

Market

El Paso

Email Address

ahelmbrech@gannett.com

Delivery Method

Both

Number of Affidavits Needed

1

Customer Email

gilysa.garcia@blantonassociates.com

Customer Name

BLANTON & ASSOCIATES

Customer Phone Number

512.264.1095

Customer Address

gilysa.garcia@blantonassociates.com

Account Number (If Known)

377252

Name

Gilysa Garcia

Street

5 Lakeway Centre Court, Suite 200

AFFIDAVIT OF PUBLICATION

Ad No.  
GCI0433306

BLANTON & ASSOCIATES  
5 LAKEWAY CENTRE COURT STE 200  
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 and online for the date(s) of such follows 1 DAY(s) to wit

6/10/2020

Despondent further states this newspaper is duly qualified to publish legal notice or advertisements within the meaning of Sec. Chapter 167, Laws of 1937

  
\_\_\_\_\_  
Legal Clerk

Subscribed and sworn before me this  
10TH OF June, 2020.

  
\_\_\_\_\_  
State of WI. County of Brown  
NOTARY PUBLIC

  
\_\_\_\_\_  
My Commission Expires

Ad#: GCI0433306  
PO:  
# of Affidavits : 1





# Police ID driver who died after crashing into tree

**Daniel Borunda** El Paso Times  
USA TODAY NETWORK – TEXAS

El Paso police have released the name of a driver killed when she crashed into a tree in the Northeast over the weekend.

Jacqueline Emily Fitts, 30, died early Saturday at the scene of the crash in the 9900 block of Railroad Drive just south of Trans Mountain Road, police said Monday.

The accident occurred at 1:40 a.m. as Fitts was driving a Honda Accord north on Railroad Drive, a police news release

stated.

Fitts lost control of the car, went off the road and crashed into a tree, police said.

Fitts, of the 5300 block of Fairbanks Drive, is the 32nd person to die in a traffic accident in El Paso this year, according to police figures.

There were 30 traffic-related deaths at this time last year, police said.

*Daniel Borunda may be reached at 915-546-6102; dborunda@elpasotimes.com; @BorundaDaniel on Twitter.*



Protesters sit in the middle of the intersection near Times Square as they demonstrate over the death of George Floyd. BRYAN R. SMITH/AFP VIA GETTY IMAGES

# New York poised to lift veil on police files

**Marina Villeneuve**  
ASSOCIATED PRESS

ALBANY, N.Y. – A decades-old law that kept law enforcement officers’ disciplinary records secret in New York appeared to be headed for an overhaul this week as state lawmakers moved to act on a number of police accountability measures prompted by street demonstrations over the death of George Floyd.

The state law, known by its section title, 50-a, was passed in the 1970s to prevent criminal defense attorneys from subjecting officers to cross-examinations about irrelevant information in their personnel file. The law applies to jail guards and firefighters, as well.

But over the years, the law also draped a veil over most records of alleged police misconduct. Formal complaints about excessive force by officers are not public in New York. In recent years, police departments have cited the law in refusing to say even whether officers have been punished.

The Democrat-led Legislature planned to pass a repeal this week and Gov. Andrew Cuomo said Monday he

intends to sign it, noting that such records are already available for other government employees, such as teachers and toll takers.

“Their records will be available,” Cuomo said. “It is just parity and equality with every other public employee.”

The leaders of a coalition of police unions argued in a statement Monday that releasing such records, including complaints, could leave officers facing “unavoidable and irreparable harm to reputation and livelihood.”

The legislation would provide officers with some privacy protections, including redaction of home addresses, personal phone numbers and email addresses. The legislation was among a package of police accountability bills that began to move through the legislature Monday. Other measures up for a vote would ban police chokeholds, expand use of police body cameras, guarantee the right to record police activity and collect more data on police firearm use or deaths in custody.

Another bill would make it easier to hold people who call 911 and falsely accuse someone of criminal activity based only on their race or background liable in court.



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# LOCALiQ



**Notice of Virtual Public Meeting**  
**Downtown 10 Public Meeting #1**  
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). The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a **Virtual Public Meeting** for the proposed project. The Virtual Public Meeting will be available online beginning **Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST)** and will stay open until the comment period ends on **Wednesday, July 15, 2020 at 5 p.m. (MST)/6 p.m. (CST)**. The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, go to the following web address at the date and time indicated above and click on the **Public Meeting #1** link: [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html). If you do not have internet access, you may call Kim Johnson from Blanton & Associates, Inc. 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 Public Meeting or by mail, email, or phone (as explained below).**

The majority of the Downtown 10 project falls within Segment 2 of the Reimagine I-10 Study (study). The study evaluated several conceptual alternatives to address transportation needs along a 55-mile stretch of I-10. The study’s recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with pedestrian and bicycle amenities, constructing retaining walls, bridges, and ramps, and reconfiguring cross streets. As the Downtown 10 project moves forward into the preliminary engineering design and environmental phase, the recommended alternative will be refined and adjusted to maximize transportation improvements while also minimizing environmental impacts to the extent possible. Additional alternatives will also be analyzed during this process. Proposed alternatives could include the need for proposed right of way resulting in impacts to businesses and residential properties, displacements, impacts to historic districts and historic places/properties, and other environmental impacts. The proposed project is approximately 5.7 miles in length.

Environmental documentation, study results, maps and drawings showing the project location and design, tentative construction schedules, and other information regarding the proposed project will be available on the project site, as they are completed, at [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html), including the information presented in this Public Meeting.

The Virtual Public Meeting will be in English. However, TxDOT will make every reasonable effort to accommodate the needs of the public. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs, please call Jennifer Wright at (915) 201-9414 no later than Tuesday, June 23, 2020. Also, please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.

Written comments from the public regarding the proposed project are being requested and may be submitted **by mail** to the **TxDOT El Paso District Office, Attn: Downtown 10, 15301 Gateway West, El Paso, Texas 79928-5410**. Electronic comments may also be submitted **by email** to [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov) or through the Virtual Public Meeting Site. Additionally, as stated above, members of the public may also **call (915) 209-0027** and leave recorded comments from 5 p.m. (MST)/6 p.m. (CST) on June 25 until 5 p.m. (MST)/6 p.m. (CST) on July 15, 2020 in English or Spanish. All comments must be received, emailed, or postmarked on or before **Wednesday, July 15, 2020**. Responses to comments will be available online at [www.txdot.gov](http://www.txdot.gov) (keyword: “Downtown 10”) and <http://reimaginei10.com/downtown10/> once prepared.

If you have any general questions or concerns regarding the proposed project or the virtual meeting, please contact Hugo Hernandez, TxDOT Project Manager, at (915) 497-0955 or by email at [Downtown10@txdot.gov](mailto: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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OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.



# ALTERNATIVE LANGUAGE AFFIDAVIT OF PUBLICATION

STATE OF TEXAS     §

COUNTY OF EL PASO     §

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

Elida Martinez, who being by me duly sworn,  
(name of newspaper or publication representative)

deposes and says that (s)he is the Marketing Manager  
(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)

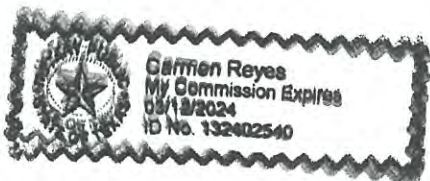
was published in said newspaper or publication on the following date(s):

Wednesday, June 10, 2020

  
(Newspaper or publication representative's signature)

Subscribed and sworn to before me this the 11 day of June, 20 20.  
to certify which witness my hand and seal of office.

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



Carmen Reyes  
Print or Type Name of Notary Public

03/12/2024  
My Commission Expires



# Dan último adiós a George

ASSOCIATED PRESS



LOS PORTADORES del féretro llevan el ataúd a la iglesia de la Fuente de Alabanza en Houston



## Aviso de Reunión Pública Virtual Reunión Pública #1

**DOWNTOWN 10**

**Downtown 10**  
Desde el bulevar Executive Center  
y el libramiento estatal 478 (calle Copia)  
Números de Control de Trabajo  
(CSJs, por sus siglas en inglés):  
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 y el proyecto es conocido como Downtown 10. Este aviso notifica al público que TxDOT estará llevando a cabo una **Reunión Pública Virtual** acerca del proyecto propuesto. La Reunión Pública Virtual estará disponible en línea a partir del **jueves, 25 de junio de 2020 a las 5 p.m. (MST)/6 p.m. (CST)** y permanecerá abierto hasta que finalice el periodo de comentarios el **miércoles, 15 de julio de 2020 a las 5 p.m. (MST)/6 p.m. (CST)**. La Reunión Pública Virtual consistirá en una presentación pregrabada; no habrá un componente en vivo. Para acceder la reunión pública virtual, vaya a la siguiente dirección web en la



**html.** Si no tiene acceso a internet, puede llamar a Kim Johnson de Blanton & Associates, Inc. al (512) 567-9270 para hacer preguntas sobre como acceder los materiales del proyecto en cualquier momento durante el periodo de comentarios. **Los comentarios formales pueden ser enviados electrónicamente a través de la Reunión Pública Virtual, por correo postal, correo electrónico, o por teléfono (como se explica a continuación).**

La mayoría del proyecto Downtown 10 cae dentro del Segmento 2 del Estudio Reimagine I-10 (estudio). El estudio evaluó varias alternativas conceptuales para tratar las necesidades de transporte a lo largo de un tramo de 55 millas de la I-10. La alternativa recomendada por el estudio consiste en reconstruir y ampliar carriles principales existentes, proporcionar caminos de acceso continuos con servicios para peatones y bicicletas, construir muros de contención, puentes y rampas, y reconfigurar las calles transversales. A medida que el proyecto Downtown 10 avanza hacia la fase de diseño de ingeniería preliminar y ambiental, la alternativa recomendada se perfeccionará y ajustará para maximizar las mejoras de transporte, y al mismo tiempo, minimizar los impactos ambientales en la medida posible. También se analizarán alternativas adicionales durante este proceso. Las alternativas propuestas podrían incluir la necesidad de derecho de paso propuesto que resulte en impactos a negocios y propiedades residenciales, desplazamientos, impactos a lugares y distritos históricos/propiedades históricas, y otros impactos ambientales. El proyecto propuesto recorre aproximadamente 5.7 millas de largo.

Cualquier documentación o estudios ambientales, planos y dibujos que muestren la ubicación y el diseño del proyecto, calendarios provisionales de construcción, y cualquier otra información relacionada con el proyecto propuesto estarán disponibles en línea, en [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html), una vez sean completados incluyendo la información presentada en esta Reunión Publica Virtual.

La Reunión Pública Virtual será en inglés. Sin embargo, TxDOT hará todo lo que sea razonablemente posible para acomodar las necesidades del público. Si tiene necesidades especiales de comunicación o necesita un intérprete, puede hacer una solicitud. Si tiene alguna discapacidad y necesita asistencia, también se pueden hacer arreglos especiales para acomodar la mayoría de las necesidades. Favor de llamar a Jennifer Wright al (915) 201-9414 a más tardar el martes, 23 de junio del 2020. Tenga en cuenta que se requiere notificación previa, ya que algunas acomodaciones pueden requerir tiempo para que TxDOT haga los arreglos necesarios.

Los comentarios por escrito acerca del proyecto propuesto pueden ser enviados **por correo postal a TxDOT El Paso District Office, Attn: Downtown 10, 13301 Gateway West, El Paso, Texas 79928-5410.** Comentarios escritos también pueden ser enviados **por correo electrónico a [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov).** También, como se menciona anteriormente, el público **puede llamar al (915) 209-0027** y proveer comentarios verbales desde 25 de junio a las 5 p.m. (MST)/6 p.m. (CST) hasta el 15 de julio a las 5 p.m. (MST)/6 p.m. (CST). Todos los comentarios deben ser recibidos antes del **miércoles, 15 de julio de 2020.** Las respuestas a los comentarios recibidos estarán disponibles en línea en [www.TxDOT.gov](http://www.TxDOT.gov) (palabra clave: "Downtown 10") y at [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html) una vez hayan sido preparados.

Si tiene alguna pregunta o inquietud general con respecto al proyecto propuesto o la reunión virtual, comuníquese con Hugo Hernandez, Gerente de Proyecto al (915) 497-0955 o por correo electrónico a [Downtown10@txdot.gov](mailto: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 FHWA (Administración Federal de Carreteras) y TxDOT.

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**ELIDA MARTINEZ**  
MARKETING MANAGER



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OFFICE: (915) 217-1094  
CELL: (915) 540-6325

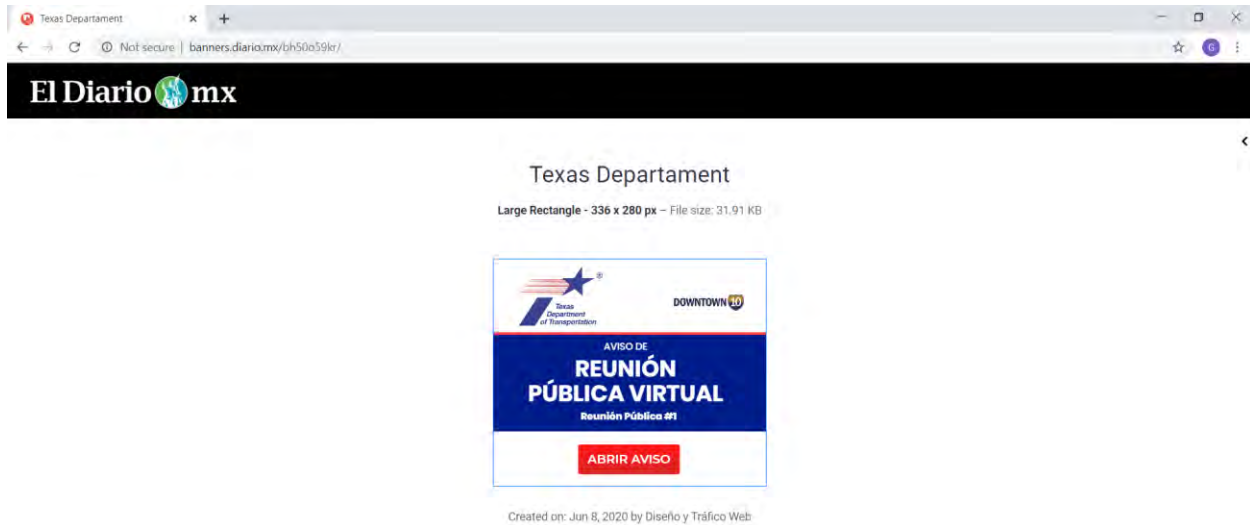


[emartinez@diariousa.com](mailto:emartinez@diariousa.com)

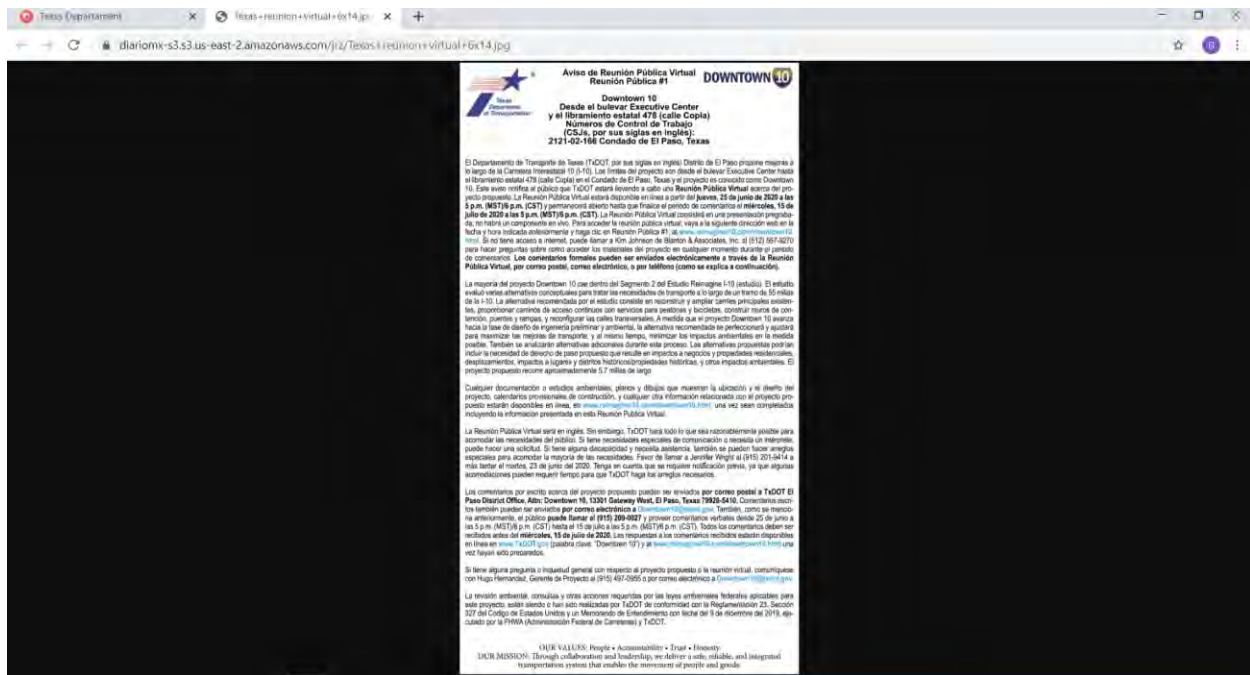


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EL PASO, TX. 79901





## El Diario website pop up notice. 6/10/2020



## Notice posted in El Diario website. 6/20/2020

## Get Involved

[About Public Hearings, Meetings and Notices](#) |[Committees](#)[Volunteer](#) |[Archive](#) |[Sunset Review](#)[Page Options](#) +

## Virtual Public Meeting - I-10 from Executive Center Boulevard to State Loop 478 (Copia Street)

[Texas Department of Transportation](#) | [Inside TxDOT](#) | [Get Involved](#)  
[About Public Hearings, Meetings and Notices](#) | [Hearings, Meetings and Notices Schedule](#)[Subscribe to updates](#)[Contact Us](#)**Where:** View the virtual presentation.**When:** Thursday, June 25, 2020 5 p.m. (MST) / 6 p.m. (CST)

The Virtual Public Meeting will be available online beginning Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST) and will stay open until the comment period ends on Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST).

**Purpose:** The Texas Department of Transportation (TxDOT) El Paso District is proposing improvements along I-10. The limits of the project are from Executive Center Boulevard to State Loop 478 (Copia Street) in El Paso County, Texas, and the project is referred to as the Downtown 10 project. This notice advises the public that TxDOT will be conducting a Virtual Public Meeting for the proposed project. The Virtual Public Meeting will be available online beginning Thursday, June 25, 2020 at 5 p.m. (MST)/6 p.m. (CST) and will stay open until the comment period ends on Wednesday, July 15, 2020 5 p.m. (MST)/6 p.m. (CST). The Virtual Public Meeting will consist of a pre-recorded presentation; there will not be a live component. To access the virtual public meeting, go to the following web address at the date and time indicated above and click on Public Meeting #1. If you do not have internet access, you may call (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 Public Meeting site or by mail, email, or phone (as explained below).

Written comments from the public regarding the proposed project are being requested and may be submitted by mail to the TxDOT El Paso District Office, Attn: Downtown 10, 13301 Gateway West, El Paso, Texas 79928-5410. Electronic comments may also be submitted by email as described in the notice or through the Virtual Public Meeting site. Additionally, members of the public may also call (915) 209-0077 and leave recorded comments from 5 p.m. (MST)/6 p.m. (CST) on June 25 until 5 p.m. (MST)/6 p.m. (CST) on July 15, 2020 in English or Spanish. All comments must be received, emailed, or postmarked on or before Wednesday, July 15, 2020. Responses to comments will be available online at TxDOT.gov and on the Virtual Public Meeting site once prepared.

**Description:** The majority of the Downtown 10 project falls within Segment 2 of the Rethink I-10 Study (study). The study evaluated several conceptual and design alternatives to address transportation needs along a 55-mile stretch of I-10. The study's recommended alternative consists of reconstructing and widening the existing main lanes, providing continuous frontage roads with

## **Attachment D**

### **Sign-in Sheets**

#### **Attendance**

Total Attendance: 151

English: 131

Spanish: 5

TxDOT: 5

Consultant Team: 10

#### **Contents**

1. Sign-in Sheets



**PUBLIC MEETING #1 | REUNIÓN PÚBLICA #1**  
**Downtown 10**  
**CSJ:2121-02-166**  
From Thursday, June 25 to July 15, 2020



**PUBLIC (PÚBLICO) SIGN-IN SHEET (HOJA DE REGISTRO) (please print / letra de molde)**

NAME / NOMBRE	NAME / NOMBRE
Alec Mondello	Claudia Garcia
Jose Almada	Graciela Carpintero
Bernie Olivas	Christopher Licking
Rene Carrillo	Vicki Hamilton
Brenda Ortega	Paul Love
Jorge Adrian Mancilla	Hector Garcia
Mark A. Gorbett	Rodolfo Alarcon
David Fong	David Acosta
Tany Berg	Hannah A Williams
Michael Lewis	Marilyn Guida
Stephanie Herrera Arras	Mark Ingram
Roxanna Valdez	Angela Saavedra
John March	Aliana Apodaca
Robert M Parker	Paul Coleman
Miguel Perez Jr.	Marina Monsisvais
Alfredo Austin	Christopher Horn
Maria Isela Orozco	Jose Lopez



**PUBLIC MEETING #1 | REUNIÓN PÚBLICA #1**  
**Downtown 10**  
**CSJ:2121-02-166**  
From Thursday, June 25 to July 15, 2020



**PUBLIC (PÚBLICO) SIGN-IN SHEET (HOJA DE REGISTRO) (please print / letra de molde)**

NAME / NOMBRE	NAME / NOMBRE
Daniel Aburto	Jorge I. Calleja
Mark Matthys	Audomaro Valencia (S)
Michael Chetty	Ana Zamarron (S)
Marcus MacNealy MD	Melisa Montemayor
Ivan Lopez	Andrew James Torres
Daniel Meza	Aylin (S)
Jesus Yamaguchi	Ruben Neria
Nicholas Ybarra	Tiahna Ontiveros
Roberto Zepeda	Ivan Ramirez
Alexandria Viescas	Nicholas Anthony Vasquez
Denise Mota	Thomas L Levy
Alberto Mata Jr.	Ruth Harris
Raneem	Analia
David Mendoza	Argelia Seanez
Jackson Hurst	Gavin Reyes
Mike Andry	Ryan Stubbs
Fernando Sanchez	Iris Michelle Avila





**PUBLIC MEETING #1 | REUNIÓN PÚBLICA #1**  
**Downtown 10**  
**CSJ:2121-02-166**  
From Thursday, June 25 to July 15, 2020



**PUBLIC (PÚBLICO) SIGN-IN SHEET (HOJA DE REGISTRO) (please print / letra de molde)**

NAME / NOMBRE	NAME / NOMBRE
James W. Peterson	Joe Gudenrath
Imran Maldonado	David Michael Jerome
Tania	Gilberto Saldana
Marissa Nunez	Rafael Urias
Rio Dominguez	Miguel Angel Sanchez
Karla	Jeremy Wyndham
Isabella Marin	Yvette Hernandez
Adriana Amparan (S)	Darrin Willer
Rick	Paul Rivas
Carlos Rios	William Seelig
Leslie Montez	Judy Ackerman
Jaden Smalls	Eduardo Calvo
Roberto Duran (S)	Roberto Palacios
Harmony Schlesinger	Jeff Howell
Alejandro Davalos	Providencia Velazquez
Efren Meza	Elizabeth O'Hara
Emily Tovar	Kristen Ortega



**PUBLIC MEETING #1 | REUNIÓN PÚBLICA #1**  
**Downtown 10**  
**CSJ:2121-02-166**  
From Thursday, June 25 to July 15, 2020



**PUBLIC (PÚBLICO) SIGN-IN SHEET (HOJA DE REGISTRO) (please print / letra de molde)**

NAME / NOMBRE	NAME / NOMBRE
Irene Lucero	Robert Vines
Marsha J. Labodda	Jesus Ortega
Noemi Herrera Rojas	Lisa Ripley
Donald J. Sevigny	David Bustillos
Martin H. Soltero	Nanette Giron
Raul A Elguea	Sarah Rios Vargas
Patricia C Medici	Kelly Blough
Jonathan J. Concha	Gerardo Perez
Don Baumgardt	Melissa Lugo
Samuel Archuleta	Angel Ulloa
Daniela Quesada	Michael P. Kelly
Marshall Carter-Tripp	Andrew J Wong
Tracy Yellen	Adam White
Brad Brown	Lester L Parker
Roger O'Dell	Sebastian X Quinones
Vicki Hamilton	Roxana Medina
Robert Storch	Thomas



**PUBLIC MEETING #1 | REUNIÓN PÚBLICA #1**  
**Downtown 10**  
**CSJ:2121-02-166**  
From Thursday, June 25 to July 15, 2020



## STAFF SIGN-IN SHEET (please print)

NAME / NOMBRE	AGENCY / AGENCIA
Zilthai O. Soto	TxDOT
Gus Sanchez	TxDOT
Raul Ortega	TxDOT
Eduardo Armendariz	TxDOT
Rebecca L. Pinto	TxDOT
Mimi Horn	TxDOT
Hugo Hernandez	TxDOT
Martin J. Sotelo	TxDOT
Kim Johnson	Blanton
Robert Ryan	Blanton
Jasmine Gardner	Blanton
Samantha Melito	Blanton
Ray Green	Blanton
Gilysa Garcia	Blanton
Brian Swindell	HDR
David Sutton	HDR
Tierney Hutchins	HDR
Gwen Jurisich	HDR

## **Attachment E**

### **Comments Received**

#### **Deadline for Comments**

Wednesday, July 15, 2020

#### **Comments Received via Website**

73

#### **Comments Received via Email**

39

#### **Comments Received by Phone**

10

#### **Comments Received on Interactive Comment Map**

32

### **Contents**

#### **1. Comments Received**

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Thursday, June 25, 2020 9:47 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Cc:** Samantha Melito  
**Subject:** FW: Reimagine I 10 project

---

**From:** Rodolfo Alarcon [REDACTED]  
**Sent:** Wednesday, June 24, 2020 8:51 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Reimagine I 10 project

To whom it may concern.

I would like to ad a concern to this multimillion dollar I 10 expansion and upgrade to the Downtown area. I live just feet away from I 10 at [REDACTED] I would like to include a suggestion if at all possible. Living close to I 10 has it's pluses and negatives. I would like to see if at all possible a Wall / Noise barrier can be constructed along I 10. I believe you all know what I am talking about those very same barriers have been constructed in different areas of town which help immensely to reduce noise cause by traffic in I 10.

It is bad enough that the City of El Paso with help of Representative Swarzbein were able to put an outdoor Patio Bar next to residential residents. It the traffic wasn't enough now we have to deal with this noise nuisance. Thank you hope you take residents along the I 10 into consideration to reduce the noise.

Rodolfo Alarcon  
US Army Retired  
El Paso Resident and Taxpayer.  
[REDACTED]

I



---

**From:** no-reply@blantonassociates.com  
**Sent:** Thursday, June 25, 2020 6:36 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Roberto Zepeda

Email: [REDACTED]

Represented Elected Official:

Comment: Hello.. thank you for your virtual presentation.. as i see from the map i am wondering if any work will be done to the 1500 block of Missouri Ave houses? thank you again

---

**From:** no\_reply@blantonassociates.com  
**Sent:** Thursday, June 25, 2020 6:38 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

**Name:** Rodolfo Alarcon

**Email:** [REDACTED]

**Represented Elected Official:**

**Comment:** I live adjacent to Grace Chope Park in downtown. I am hoping that both my properties will not be affected. [REDACTED] I am hoping noise barrier panels such as the ones by the Caesar Chavez Highway and the ones eastbound by Yarbrough or something similar will be considered to minimize excessive noise caused by traffic. Please keeps informed whether this improvement will be considered. Thank you Rodolfo Alarcon US Army Retired

---

**From:** no-reply@blantonassociates.com  
**Sent:** Thursday, June 25, 2020 7:54 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Miguel Perez Jr

Email: [REDACTED]

Represented Elected Official:

Comment: Very helpful presentation and well layed out. Looking forward to rest of the presentation series and to seeing these ideas become a reality!

---

**From:** no-reply@blantonassociates.com  
**Sent:** Thursday, June 25, 2020 8:40 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Yassir Granillo

Email: [REDACTED]

Represented Elected Official:

Comment: I support widening, frontage roads and a deck plaza over I-10.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Thursday, June 25, 2020 9:06 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name:

Email:

Represented Elected Official:

Comment: I'm all for this project. The way to make a win-win for travelers and citizens that live nearby is to make sure there is still adequate access to downtown and vice versa. Make the highway wider but also either add access points to downtown or make them better. Thanks! Start soon so we don't have a bigger mess later on



---

**From:** no-reply@blantonassociates.com  
**Sent:** Friday, June 26, 2020 11:27 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: David Mendoza

Email: [REDACTED]

Represented Elected Official:

Comment: This project needs to proceed as it is vital and already past due. Please work with local and federal partners to enhance the aesthetic aspects of this project. Thank you.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Friday, June 26, 2020 11:37 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Zilthai Soto

Email: [REDACTED]

Represented Elected Official:

Comment: Very good information about the project and the goals the project is aiming to hit. Great virtual venue! Everything is very easy to read and understand. "Short and simple!" Great Job!!!!

---

**From:** no\_reply@blantonassociates.com  
**Sent:** Friday, June 26, 2020 3:52 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

**Name:** Jackson Hurst

**Email:** [REDACTED]

**Represented Elected Official:**

**Comment:** I strongly believe that the Downtown 10 Project should look at the following 2 ideas for TxDOT to incorporate into a alternative:

1. Addition of Managed lanes or HOV (High Occupancy Vehicle ) Lanes or ExpressLanes or HOT (High Occupancy Toll) Lanes like in Dallas and Fort Worth from EXECUTIVE CENTER BLVD TO LOOP 478 (COPIA ST)
2. Reconstruction or consolidation of Interchanges in the Downtown 10 Limits.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Sunday, June 28, 2020 5:11 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Andrew Torres

Email: [REDACTED]

Represented Elected Official:

Comment: Hello,

El Paso needs public transportation, not more roads. We cannot sustain our population with freeways. We are behind by almost five decades on our technology in comparison to Japan, China, and Europe with absolutely no train system set in place. A trolley that loops around one part of town does not cut it. We need to consider placing a train system within I-10 or the border highway. Expanding our freeway is the biggest waste of taxpayer dollars since the stadium. Please: listen to the people. No more freeways, more trains.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Sunday, June 28, 2020 11:58 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Monica

Email: [REDACTED]

Represented Elected Official:

Comment: Where are the trails that connect these corridors? Why isn't El Paso progressing to provide routes for more than car traffic? Bicycle lanes and trails to be specific.



---

**From:** no\_reply@blantonassociates.com  
**Sent:** Monday, June 29, 2020 12:58 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Dominic

Email: [REDACTED]

Represented Elected Official:

Comment: I see that your plan to "reimagine" downtown and the i10 expansion directly impacts poor communities of color. I have to say as an El Pasoan it makes me ashamed and disappointed that this city seems to be prioritizing profit and appearances over actually improving the quality of life for the vast majority of the city, which lies in the lower middle class to lower class line. Rather trying to make playgrounds for the elite like the newly renovated Plaza hotel, rather than adress actual issues of poverty in our city. This latest "project" would demolish predominantly black and lower class latino neighborhoods, not to mention the El Paso Holocaust museum, which is not only culturally significant to El Paso's large Jewish community but also an invaluable resource to the greater El Paso area. Though of course it would seem you either knowingly dismissed these things or are so deep in the pockets of the pseudo wealthy who run this city that you simply chose to remain ignorant to the problems of El Paso's regular citizens. I hope you all reconsider this one in a long series of unnecessary construction projects that are destroying the heart and infrastructure of our fine city. Thank you.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Monday, June 29, 2020 9:26 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Nadya

Email: [REDACTED]

Represented Elected Official:

Comment: As a citizen of El Paso, Texas, I do not support this project. The holocaust museum, the bridges, and the residence are elements that make up the "environment" of downtown. We don't need more freeway.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Monday, June 29, 2020 9:52 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Nicholas Anthony Vasquez

Email: [REDACTED]

Represented Elected Official:

Comment: Hi I remember a year ago there was a meeting in sunset stating there was no move to expand the base premises was to leave as if. I also remember majority of the feedback stating to install new pathways and bridges to replace the outdated ones we have. It's great to see TXdot not listen to the community :)

This is not community input and I'm not in favor of expanding. I wanted updated bridges and infrastructure not a whole new remodel that takes that away. AND. I DONT WANT TO PAY FOR A "IMPROVED" park connection on the upper floor.

Basing this on info that's projected isn't a sound reason.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Monday, June 29, 2020 10:45 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Noemi Rojas

Email: [REDACTED]

Represented Elected Official:

Comment: The most important safety item, in my opinion, is the freight truck traffic on I-10 and the freight truck centers located in the urban core, such as in the Hawkins area (i.e. Commerce street, Industrial street) where some sports facilities that draw families (including children) have sprung up.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Monday, June 29, 2020 2:16 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Analia

Email: [REDACTED]

Represented Elected Official:

Comment: I definitely do not think this expansion project should be carried on, seeing as it would destroy Black and Brown communities, demolishing residence and businesses. What should be expanded is trails, not freeways.



---

**From:** no-reply@blantonassociates.com  
**Sent:** Monday, June 29, 2020 4:09 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Maria Orozco

Email: [REDACTED]

Represented Elected Official:

Comment: I oppose to the re-imagine I10 project!

---

**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, June 30, 2020 11:51 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Kierra Robinson

Email: [REDACTED]

Represented Elected Official:

Comment: This presentation was super manipulative. It is as if I were to gather a presentation to a child and tell them that their favorite toys are dirty and old(which they already know) and promise to give them new and better ones. Not mentioning the new toys may not be as fun but simply that they are newer. Only telling them of the joy they'll have with these new toys and not that I will be stomping and destroying his old toys in his face. Disregarding any meaning they may have to the child. And forcing the child to make the same connections and love with the new ones. You presented this to us as if we were children providing few facts and problems in the city that everyone has been complaining about for years now. You did not provide how expansion of I-10 will fix these problems but simply that we will have new roadways to travel on. Disappointing and disrespectful to the community's intelligence.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 1, 2020 10:44 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Harmony

Email: [REDACTED]

Represented Elected Official:

Comment: Listen to your community. We don't need more highways. The neighborhoods that would be affected by this are far more valuable in terms of humanity than this highway could ever be. Invest in community not property.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 1, 2020 11:57 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: ALEJANDRO DAVALOS

Email: [REDACTED]

Represented Elected Official:

Comment: I think this is a great project. It is necessary to improve our roads, especially I10. This will help our city in many different aspects. I usually drive from westside to UMC and the traffic at the downtown I10 it really becomes a problem. As a healthcare provider I can see how this project will improve response times as well as better outcomes for patients who suffer from medical emergencies. I totally support this project, and feel that our community will benefit from it.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 1, 2020 5:37 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Efren Meza

Email: [REDACTED]

Represented Elected Official:

Comment: I am looking forward to this project. I do believe, however, that historical and cultural features lying in the project path should be incorporated into the design and all efforts should be made to retain these features. They could also be utilized to contribute to the final aesthetic design of the project. Thank you for this opportunity.



---

**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 1, 2020 8:53 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Elaine Devereaux

Email: [REDACTED]

Represented Elected Official:

Comment: Demolishing Durangito and Segundo erases the HISTORY of families and generations of storytelling of culture. It displaces those who are living there now and we need to invest in SUPPORTING these communities, not demolishing them for a highway expansion. Capitalistic enterprise over history is what this is. You plan to demolish so much land to make room for "opportunities" only certain people will have access to--most certainly not the people in which you plan on throwing out. Max Grossman's intent is to protect PROPERTY and BUILDINGS, NOT PEOPLE. Expect the pushback from this absurd proposal. TXDOT has a history of destroying black and brown communities. Do not let this be another example. Be proud of our heritage in our El Paso community.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 1, 2020 10:16 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Aylin

Email: [REDACTED]

Represented Elected Official:

Comment: I don't believe this is the way to go. This feels very tone deaf and not what the people of El Paso need. None of the walk through mentioned how this could help or include people with disabilities. I believe we need more hike and bike trails and not more freeways.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Friday, July 3, 2020 8:54 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Yvette Hernandez

Email: hernandezym@elpasotexas.gov

Represented Elected Official:

Comment: How will the improvements address specifically the 4 hot spots identified in the traffic incident slide

---

**From:** no-reply@blantonassociates.com  
**Sent:** Friday, July 3, 2020 11:11 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Jaime Medrano

Email: [REDACTED]

Represented Elected Official:

Comment: Concerning the traffic and crash incidents, would not expanding I-10 eastbound at the Spaghetti bowl to 4 lanes help? It should be expanded to match westbound lanes. This alone would help tremendously.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Friday, July 3, 2020 11:23 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Jaime Medrano

Email: [REDACTED]

Represented Elected Official:

Comment: Focus area downtown. Expanding I-10 to 4 lanes is something that should be done. However, the frontage lanes, I don't see being helpful in relation to the cost. Commuters are still having to deal with 6 traffic lights in less than half a mile (eastbound). Save money by only expanding I-10 and replacing the bridges.



---

**From:** no\_reply@blantonassociates.com  
**Sent:** Monday, July 6, 2020 9:36 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Jeff Howell

Email: [REDACTED]

Represented Elected Official:

Comment: The City of El Paso has a Historic Preservation Officer who may be able to assist in identifying properties and historic information. Her name is Providencia Velazquez, [REDACTED]

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**From:** no-reply@blantonassociates.com  
**Sent:** Monday, July 6, 2020 11:15 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Mariano Soto

Email: [REDACTED]

Represented Elected Official:

Comment: please no demolitions in the downtown corridor. we must preserve all the buildings. i would choose a no build scenario if i had to choose. a park above the freeway would be my recommendation if you have to build something. You must include pedestrians and transit in your plans. thank you.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Monday, July 6, 2020 11:59 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Providencia Velazquez

Email: [REDACTED]

Represented Elected Official:

Comment: My question is how will TXDOT handle the Sunset Heights, Old San Francisco, Rio Grande and Montana Avenue historic districts, specifically are you planning to demolish some of the historic buildings in these districts? These districts are also listed on the National Register of Historic Places besides being local historic districts (Sunset Heights and Old San Francisco).

Thank you.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 8, 2020 1:55 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Marsha J. Labodda

Email: [REDACTED]

Represented Elected Official:

Comment: Why can't you divert all passing through trucks to the 375 bypass? Wasn't it built for that purpose?

---

**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 8, 2020 2:00 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Marsha J. Labodda

Email: [REDACTED]

Represented Elected Official:

Comment: Why not build a second I-10 bypass on top of Montana or I-10 instead of taking up property on either side. Austin has a by-pass.

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**From:** no\_reply@blantonassociates.com  
**Sent:** Wednesday, July 8, 2020 2:34 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

**Name:** Marsha J. Labodda

**Email:** [REDACTED]

**Represented Elected Official:**

**Comment:** This is too costly for El Paso to pay as we are in debt! You need to re-scale back and provide an easier, less costly, and less grabbing of land to improve I-10



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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 8, 2020 3:19 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Noemi Herrera Rojas

Email: [REDACTED]

Represented Elected Official:

Comment: I realize there are competing interests in the downtown area of segment two. I would urge TxDOT not to open the floodgates of traffic into the downtown area. I know that the city would like more people to get into downtown and help revitalize the area, but I don't think the city is capable of handling high volumes of traffic on downtown streets, not to mention parking issues. While TxDOT is not responsible for safety on the streets of downtown El Paso, but still, they should keep it top of mind as it reconfigures I-10 as well as exits into downtown

---

**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 8, 2020 6:04 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Donald J Seigny

Email: [REDACTED]

Represented Elected Official:

Comment: The Montana Avenue and Rio Grande Avenue National Historic Districts are not shown in the first panel.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 8, 2020 6:11 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Donald J Sevigny

Email: [REDACTED]

Represented Elected Official:

Comment: Board #2 does not mention the Montana Avenue National Historic District.

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**From:** no\_reply@blantonassociates.com  
**Sent:** Wednesday, July 8, 2020 6:18 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Donald J Seigny

Email: [REDACTED]

Represented Elected Official:

Comment: I am very pleased to see these boards and associated explanation on the Section 106 process! With that said, it is also important to note how Section 4(f) of the Department of Transportation Act of 1966 will be addressed under this project. This is especially relevant around Old Fort Bliss/Hart's Mill, Sunset Heights National Historic District, and other historic resources within the project's Area of Potential Effect (APE). Since the vast majority of Post-WWII development has yet to be surveyed in this city, there is a good chance that additional potentially eligible resources lie in the APE.

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**From:** no\_reply@blantonassociates.com  
**Sent:** Wednesday, July 8, 2020 6:57 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Donald J Sevigny

Email: [REDACTED]

Represented Elected Official:

Comment: Thank you for putting on this virtual open house! I really wished this could've happened in-person, but you really went above and beyond to provide the necessary information available to the public.

After looking through this information, I am very interested in providing additional assistance during the Section 106 process. I am a preservation professional who is well-versed in all stages of this process. Please contact me at [REDACTED] so we can talk about this further.

Thanks again, and stay safe out there!  
-D.J. Sevigny

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**From:** no-reply@blantonassociates.com  
**Sent:** Sunday, July 12, 2020 9:03 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Samuel Archuleta

Email: [REDACTED]

Represented Elected Official:

Comment: Historic properties in Sunset Heights and Downtown neighborhoods must be preserved and not taken by eminent domain. Safe pedestrian and bicyclist accessibility is very important. A sidewalk along a high speed road does not serve the needs of the citizens. Protected bike/walking paths should be considered.



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**From:** no\_reply@blantonassociates.com  
**Sent:** Sunday, July 12, 2020 9:09 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

**Name:** Samuel Archuleta

**Email:** [REDACTED]

**Represented Elected Official:**

**Comment:** Mention of Grace Chope Park, Sunset Heights, San Francisco, and Rio Grande Ave Historic District acknowledges the importance of these neighborhoods. This project should work to improve the percentage of individuals using public transport, carpooling, and walking.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Sunday, July 12, 2020 9:24 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Samuel Archuleta

Email: [REDACTED]

Represented Elected Official:

Comment: Community Impacts/Property Owners : Taking of historic properties not only creates a loss for the city but also devalues remaining properties.

Vegetation/Water Resources: All landscaping should be xeriscaping to protect our water resources and should include rainwater harvesting where feasible.

Access and Travel Patterns: It is critical for residents of the Sunset Heights neighborhood to retain pedestrian access to downtown.

National Historic Preservation Act Process: Sunset Heights Neighborhood Improvement Association and the El Paso County Historical Society should be included in the process.

What does the role of a consulting party entail?

---

**From:** no-reply@blantonassociates.com  
**Sent:** Monday, July 13, 2020 3:06 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Marshall Carter-Tripp

Email: [REDACTED]

Represented Elected Official:

Comment: This format worked fairly well, but missing any interactive element with actual individuals at each table.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Monday, July 13, 2020 4:27 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Daniela Quesada

Email: [REDACTED]

Represented Elected Official:

Comment: To reach the goal of better connectivity and multi-modal transit in the downtown area, you can't create large frontage roads with high speed cars entering and existing the corridor. This will only further alienate pedestrians, and separate uptown from downtown. Also, in preserving the character of this area, any more unnecessary demolition of city blocks would be detrimental to the effort. Use emerging technologies to avoid having to make the trench any bigger here.

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**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, July 14, 2020 10:57 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Robert Storch

Email: [REDACTED]

Represented Elected Official:

Comment: The proposed plan to widen Interstate-10 through downtown El Paso is a short sighted, billion dollar solution to a problem that doesn't exist. Further, it is inconsistent with the City's long-term development plan for the downtown area. It must be stopped.

The Texas Department of Transportation (TXDOT) Reimagine I-10 is a flawed plan lacking vision. Its outdated, 20th Century design does not conform with the City's progressive, 21st Century urban strategy set out in Plan El Paso, adopted in 2012.

The City's plan promotes infill development to increase density and reduce sprawl, promotes mass transit to discourage car dependency and diverts through traffic from downtown. The TXDOT solution for every transportation problem urban or rural is more roads. It has no plan for mass transit or any alternative to cars and trucks.

El Paso City planners in the 1880s built the railroad through downtown thinking it would be good for business. It wasn't long before the fallacy of that design became evident. "The 1925 City Plan ... frequently recited the problems caused by busy railroads in the midst of a thriving city and outlined potential solutions ... to remove freight railroads from the heart of the City, especially those that separated Downtown from land immediately to the north." Plan El Paso, page 4.72

Not learning anything since 1925, the same flawed design thinking brought the interstate highway right through downtown in the 1960s. With it came more traffic, more congestion and more pollution that further isolated neighborhoods from downtown.

Doubling down on this destructive design by widening the highway will only hinder existing plans for development of a livable urban center. Wider highways don't reduce traffic or congestion. In fact, they make both worse. According to a March 2020 report, The Congestion Con, by Transportation for America, adding highway lanes in metropolitan areas actually increases traffic. The prime example is the Katy Freeway in Houston, the most congested highway in Texas and the widest highway in the world with 26 lanes.

Downtown El Paso is "an overlooked urban design treasure." With its trove of early 20th Century urban architecture, the City plans "to reclaim this valuable asset as a vibrant 21st century destination. Revitalization of this historic center will anchor and enhance the overall character of the City and contribute toward El Paso's long-term sustainability." Plan El Paso, page 1.15.

Plan El Paso focuses on making downtown a dynamic place for people to live, work and play. It prioritizes connectivity with surrounding neighborhoods like Segundo Barrio, Sunset Heights and Uptown. Reimagine I-10, developed in Austin by TXDOT, focuses on moving trucks from Los Angeles and Phoenix to Houston and Dallas swiftly and efficiently through downtown El Paso. It makes no provisions for enhancement of downtown or preservation of surrounding neighborhoods.

The TXDOT plan to build a suburban style highway through the heart of the city will reduce the livability of downtown and surrounding neighborhoods. Increased traffic concentrated on highways and feeder arterial roads will further divide neighborhoods and lower property value.

Smart, modern urban plans slow and disperse traffic entering the urban core onto the street grid. Streets with slower traffic can accommodate busses, bicycles, scooters and pedestrians making them safer. Safe walkable streets

bring neighborhoods together while reducing noise and air pollution. Connected neighborhoods increase the tax base and promote a better quality of life.

Progressive urban plans divert traffic away from highways. Some cities like Milwaukee, San Francisco, Nashville and Portland, Oregon, redesigned traffic patterns and replaced urban highways, with tree lined boulevards, parks and bike paths. The TXDOT plan to widen I-10 through downtown is car-centric and incompatible with Plan El Paso.

Interstate through traffic, especially large trucks, hazardous cargo and westbound trucks from Mexico via the Bridge of the Americas and Zaragoza Ports of Entry, can be routed through the Anthony Gap to eliminate congestion, noise, pollution and the danger of another catastrophic deadly crash downtown. (The same should be done with the railroad.) Eastbound truck traffic from the Santa Teresa POE and the proposed Sunland Park POE can be routed around downtown on the new toll-free Loop 375 Border Expressway and back to I-10 through the newly configured Spaghetti Bowl interchange at US 54. Without through traffic, the highway from Executive Center to Copia would handle only local traffic.

The urban core plan should focus on increasing or preserving connectivity between residential neighborhoods and downtown not facilitating interstate traffic through the heart of the city. The proposed TXDOT I-10 expansion reduces the number of bridges over the freeway between Prospect and Campbell Streets from eight to three. Wider one-way access or gateway roads, currently Yandell and Missouri, paralleling the highway with new high-speed U-turn lanes would create a virtual racetrack between downtown and residential neighborhoods to the north.

TXDOT plans to take private property north of the highway between Piedras and downtown, likely by eminent domain. It will destroy the historic Jessica and Pearl apartments as well as the Holocaust Museum. The elevated access road around Sunset Heights from downtown to UTEP will increase noise and air pollution. It will obstruct views, isolate and destroy a vibrant historic neighborhood.

Project proponents have touted a “cap park” over the new highway. Surrounded by high speed frontage roads it would be inconvenient and dangerous to access. Also, the cost of the park is not included in the TXDOT budget. That cost will be borne by the City.

The currently configured street grid over the highway downtown slows exiting highway traffic and provides multiple connectivity points for pedestrians, bicycles and local traffic between downtown and neighborhoods north.

In 2012 the city proclaimed it would “become the least car-dependent city in the Southwest through meaningful travel options and land-use patterns that support walkability, livability, and sustainability. Over time, El Paso will join the ranks of the most walkable and transit-rich metropolitan areas in the country.” Plan El Paso, page 1.4. In 2020, TXDOT proposes to do the opposite.

In March 2020, the El Paso County Commissioners Court was asked to endorse the regional transportation plan prioritizing the I-10 downtown project. The court discussed a supplemental resolution to prioritize the Anthony Gap bypass, already under development, ahead of the downtown I-10 project. Public comments from several neighborhood residents opposed to the downtown I-10 project supported the prioritization of the Anthony Gap bypass.

However, after oppositional testimony by downtown businessmen Ted Houghton, the supplemental resolution was defeated and the plan prioritizing I-10 through downtown was adopted by a 3-2 vote. Houghton said El Paso must go to Austin with “one voice” when requesting money for major projects.

The El Paso City Counsel, also after listening to constituents speak in opposition and no one speak in favor of the same plan, fell in line and voted 6-2 to widen I-10 through downtown. Apparently El Paso leaders believe when Austin is giving away money, they must get their “fair share” whether the project enhances the community or not.

Interstate 10 through downtown is only the 86th most congested highway in Texas according to 2019 TXDOT statistics. Anyone who has traveled to or lived in Austin, Dallas or Houston knows what really congested highways are like. The importance of Interstate 10 to the El Paso region is undeniable. It is also a reality the current road surface needs to be replaced soon. Resurfacing can be done without changing the current street grid.

It’s not necessary for all interstate traffic to go through downtown. A toll-free 375 Loop and an Anthony Gap bypass will change through traffic patterns. New streetcars, Brios and bike lanes will change commuting habits. Smart infill development will revitalize urban residential neighborhoods. With changed living patterns, changed traffic patterns and changed commuting habits the need for a billion-dollar destruction of the downtown urban core with a wider more congested highway will disappear. The TXDOT Reimagine I-10 plan is an expensive, destructive, unneeded solution to a problem that doesn’t, and with smart urban planning will never, exist. It must be stopped.



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**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, July 14, 2020 4:21 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Robert Vines

Email: [REDACTED]

Represented Elected Official:

Comment: First, thanks for such a thorough overview of the program. Having lived in a number of states other than Texas, and traveled via auto in all states I have become convinced that Texas has the best roads in the nation. TXDOT simply does an outstanding job.

As to this project, i live in the suburbs and, like most, have to drive I-10 into the city. It is a 20 minute drive, but I always allow one full hour because of congestion. This plan looks like an expensive, but much needed improvement. Please try to expedite the process. I cannot tell from your charts what percent of the traffic is through traffic. If it is high, the northern bypass might be a solution as a first step to allow the necessary interruptions that will be required on the downtown project.

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**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, July 14, 2020 5:49 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Patricia Colleen Medici

Email: [REDACTED]

Represented Elected Official:

Comment: I am in favor of repairing the integrity of the downtown I-10 portion without widening it, pursuing projects that divert pass through traffic to other routes bypassing downtown. I would like to see any large scale re-do of I-10 go around downtown, and would be interested in an alternative which does so.

If completed in its present form, we will lose the current ability to effortlessly walk and bike from adjacent neighborhoods to downtown - of which many residents take advantage. Noise, vibration, pollution and decreased property value will be a negative impact to residents/properties along the path of impact. The impact of losing access roads will be considerable. I love the ease of going downtown that the 'grid' provides. I also love how the Franklin and Prospect bridges in Sunset Heights make it easy to walk & bike from Sunset Heights. When I'm at the Sunland Park off ramp I often look around and see how intense the traffic is and how dangerous it is for pedestrians. This is what I picture the end project to look like in the downtown segment and it seems very dangerous for anyone not in a car.

These are some of the reasons that I would like our city to seriously look at other options to handle future mobility in and around downtown I-10.

Thank you for your consideration.

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**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, July 14, 2020 5:59 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: DAVID BUSTILLOS

Email: [REDACTED]

Represented Elected Official:

Comment: We need to add more exist to Downtown or reroute the downtown exists it clogs up every time there is an event. When there is an accident we need to have Electronic signage that You can see to take a different route or to Ping our Phones to let us know there is an accident. Just like they are doing right how tell communicate on COVI. Smartness is not just thinking the Idea but having models to include future. Our Freeway is also full of trash makes our City look deserted like no one cares.

---

**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, July 14, 2020 6:05 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: DAVID BUSTILLOS

Email: [REDACTED]

Represented Elected Official:

Comment: I would suggest to route all our Heavy Trailer Traffic to loop 375 up to Anthony Corrido. Why you do all the Upgrades or it will be hell to move through Downtown.

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**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, July 14, 2020 6:12 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: d

Email: [REDACTED]

Represented Elected Official:

Comment: Need to tunnel our Railway out of downtown like other cities this will allow us space to enter and exit downtown.

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**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, July 14, 2020 6:17 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: DAVID BUSTILLOS

Email: [REDACTED]

Represented Elected Official:

Comment: I believe the Railroad is taking to Much Precious space from our Growth need to move it out to the Out skirts of Town completely. Make a Beautiful Park for Us to enjoy al Fresco!



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**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, July 14, 2020 6:19 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: DAVID BUSTILLOS

Email: [REDACTED]

Represented Elected Official:

Comment: Your forgot to mention our City wide favorite L&J

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**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, July 14, 2020 7:22 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Sarah and Rene Vargas

Email: [REDACTED]

Represented Elected Official:

Comment: I agree that the I-10 corridor needs to be updated to current standards, however I don't agree that we need demolish historic areas and expand the freeway causing further distance from uptown and downtown. I have lived in Houston and the expansion of the Katy Freeway has only resulted in more traffic and congestion. A recent study by 'Transportation for America' has shown that adding more lanes creates more congestion and this is evident in most major cities that have implemented freeway expansion. We should instead divert commercial traffic via the Anthony Gap bypass, which has already begun development, including diverting funds to ensure the Anthony Gap Bypass can handle commercial traffic. By reducing 18-wheeler traffic through the downtown corridor we can lower the frequency of accidents, allow room for El Pasoans to use I-10 more freely, and help reduce air pollution, among many more reasons. We would like to learn how to become a Consulting Party and be involved in the planning for Phase 2. Please reach out to us.

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**From:** no-reply@blantonassociates.com  
**Sent:** Tuesday, July 14, 2020 10:46 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Jeannette Lipson

Email: [REDACTED]

Represented Elected Official:

Comment: I am unhappy with the current plan as proposed. I do not think that TxDot should be widening I10 near downtown and certainly should not take private property to do so. TxDot should be exploring options to route through traffic away from downtown and make local traffic more inclined to visit,

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 8:51 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Angel Ulloa

Email: [REDACTED]

Represented Elected Official:

Comment: The I-10 project is just another demonstration of environmental racism. We know the expansion will cut into majority low income Hispanic neighborhoods, which is irresponsible. This city needs more bike trails not more freeways. Our traffic is already congested as it is, the construction for this has already caused many inconvenient traffic jams. Please reconsider the project, there are more resourceful things we can do for our city besides this. Why not invest more in public transportation? That has been overlooked for years.

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 10:27 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Nanette Giron

Email: [REDACTED]

Represented Elected Official:

Comment: Thank you for the informational videos on the Dallas and Cebada drainage systems. It is great to know that the flooding issues that affect the local residents in the area will be addressed during this project improvement. This part of our city is a low income area. It is good to see that they will be taken care of with these improvements.

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**From:** no\_reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 10:33 AM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

**Name:** Nanette Giron

**Email:** [REDACTED]

**Represented Elected Official:**

**Comment:** Thank you for the video with step by step explanation of what the Downtown 10 Project involves. It is great to see the project will improve movement in the downtown area. I am also excited to see these improvements beautify our growing city and make it attractive to visitors.



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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 12:29 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Nanette Giron

Email: [REDACTED]

Represented Elected Official:

Comment: I am so happy to see that the project is taking into account the potential environmental impacts. I hope the findings will be implemented to care for these. P.S. I believe there is a misspelling on one of the bulleted items. Should be "Threatened and Endangered Species" and not "Threated"

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 12:38 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Nanette Giron

Email: [REDACTED]

Represented Elected Official:

Comment: I am a member of the public and would like to help in the location of historical sites for this I-10 Project. In the past I did translation work for the El Paso Museum of History which helped me bridge a connection with some of El Paso's historical landmarks.

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 1:18 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Rep. peter svarzbein

Email: [REDACTED]

Represented Elected Official:

Comment: You cannot have increased connectivity and walkability with frontage roads and streets that are pushing 50 mph speed limits. It is absolutely imperative to understand pedestrian, bicycle traffic in an urban core function and exist different than highway vehicular traffic. Designing only for vehicular highway traffic would be a tragedy and destructive to our historic urban core and downtown/uptown neighborhoods

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 1:45 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Rep. peter svarzbein

Email: [REDACTED]

Represented Elected Official:

Comment: Design elements need to include most current design for complete streets that factor pedestrians and cyclists in an URBAN setting. These designs for these groups CANNOT be an after thoughts have to be as prominent as any thoughts, considerations, design and infrastructure fixing I-10 for vehicles. This is a special and unique part of El Paso specifically because it is dense and urban and built on human scale for pedestrians. That cannot be ignored and needs to be elevated.

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 1:58 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: peter svarzbein

Email: [REDACTED]

Represented Elected Official:

Comment: It will be very difficult to relocate the El Paso Holocaust Museum within the downtown core and near Arts District. This is the only Bilingual Holocaust Museum in the United States. Everything that can be done to preserve this museum in its present location should be explored and considered

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 2:01 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: peter svarzbein

Email: [REDACTED]

Represented Elected Official:

Comment: North- South (DOWNTOWN - UPTOWN connection just as important as East - West (I-10) .. best walkable area in city. Txdot cannot allow this project to further separate downtown historic core.

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 5:51 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: peter svarzbein

Email: [REDACTED]

Represented Elected Official:

Comment: 5 points is a great opportunity for mixed use and urban re-development. Tx dot should encourage this and be mindful of the delicate urban framework and pedestrian oriented nature of 5 points and downtown and uptown alongside other historic neighborhoods such as montana ave corridor, sunset heights...etc..



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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 5:58 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: peter svarzbein

Email: [REDACTED]

Represented Elected Official:

Comment: Railyard is a great opportunity to solidify our historic core. the area north of the railyards is one of the most walkable and urban areas of the city. Tsis Project should not harm that walkability and further separate the neighborhoods closest to downtown. Densification and re-development can conitune to occur in this area as some of the population chooses to live closer to the city center as has been shown in 100s of cities across America over the last 30 years. El Paso is no different. When I-10 was first built, it ripped a hole thru a vibrant urban fabric and multiple neighborhoods, like so many other highway projects in the 1950-702 (thanks robert mores)

We can and must be smarter and better than that and learn from our urban design mistakes of past decades and not repeat them.

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 6:02 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: peter svarzbein

Email: [REDACTED]

Represented Elected Official:

Comment: WE SHOULD DO EVERYTHING WE CAN NOT TO FURTHER SEPARATE NEIGHBORHOODS LIKE SUNSET HEIGHTS FROM DOWNTOWN. ELIMINATION OVERPASSES AND BRIDGES CONNECTING UPTOWN/SUNSET HEIGHTS FROM DOWNTOWN WILL ONLY FURTHER ISOLATE DOWNTOWN AND HOLD BACK THE POTENTIAL FOR THE NEIGHBORHOODS REDEVELOPMENT AND ABILITY TO ATTRACT AND EDUCATED AND MOBILE WORKFORCE OF THE 21ST CENTURY. A WORKFORCE THAT PREFERS TO HAVE OPTIONS IN TRANSPORTATIONS AND THE ABILITY TO WALK , BIKE OR USE PUBLIC TRANSIT TO GET TO WORK, TO SHOP AND TO LIVE.

WE CANNOT REBUILD I-10 AS IF THIS WAS IN THE MIDDLE OF NOWHERE OR ON THE FRINGES OF OUR CITY. THIS PROJECT IS NE THE MIDDLE OF OUR URBAN CORE AND HAS TO TREAT ITS GOALS AND DESIGN WITH THAT IN MIND FIRST AND FOREMOST

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**From:** no\_reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 3:49 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

**Name:** Stefanie Uribarri

**Email:** [REDACTED]

**Represented Elected Official:**

**Comment:** There is a wonderful opportunity for El Paso to receive state funding to improve our highways, but the proposed design does not meet El Paso's needs. In particular, the widening of the trench and (unfunded) park would further separate downtown from the surrounding neighborhoods and create dangerous streets where pedestrians are at higher risk of injury. The elimination of access bridges into the UTEP, Sunset Heights and Downtown areas would increase, rather than decrease, traffic. The best designed and most charming cities in the country--such as San Francisco, Milwaukee, and Nashville—have eliminated major interstates that run through downtown; the proposed design is regressive in that it will decrease our City's quality of air, place and life. The highway needs to be resurfaced, gateways beautified, and signs created that redirect eighteen-wheelers and through-traffic to the Anthony Gap, instead of through downtown. Deepening of the trench is not necessary and would negatively impact businesses throughout the downtown area. Downtown has finally entered a phase of revitalization, with new towers and hotels being built and renovated. Please do not allow our fledgling growth to be squelched by the need to create a wider highway for truckers driving through El Paso, rather than prioritizing the needs of people who live in and visit our wonderful city. I have spoken with other local business people, and they feel the same way. We are eager to work with TxDot to design a plan that truly addresses our City's needs, and we are here to collaborate productively. Please feel free to call me to further discuss this or if I can be of assistance in any way [REDACTED]. Thank you, Stefanie Block

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 3:49 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Sebastian X Quinones

Email: [REDACTED]

Represented Elected Official:

Comment: Please reconsider this expansion project. This project would devastate the low income neighborhoods in proximity to the project and result in irreversible damage to not simply those neighborhood's property value and livability but also the unique historic sunset heights neighborhood as well.

Lastly: there is a global environmental crisis that needs to be addressed as soon as possible if we expect to keep the earth inhabitable: Developing and deploying a project like this does nothing to address that issue but would do the opposite: in the sense that it would further encourage people to continue their dependence on traditional motor vehicles rather than making a case for more environmentally friendly alternatives like the public transportation system that we have available.

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 4:01 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Veronica Carbajal

Email: [REDACTED]

Represented Elected Official:

Comment: Climate change compels us to find solutions that REDUCE our reliance on vehicles. The pandemic has shown us that some people are able to work from home part time or full time. \$100 million would go a long way in investing in reducing our fossil fuel dependence rather than encouraging driving and creating even more paved surfaces which are even hotter than our ambient temperatures. I oppose this project for many reasons. I oppose taking property and placing high speed traffic, with its noise, vibrations, and pollution, closer to low income and historical neighborhoods for an unnecessary, expensive, and time-consuming expansion and frontage roads.

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 5:05 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Jordan Giron

Email: [REDACTED]

Represented Elected Official:

Comment: I would like to volunteer and assist with identifying local landmarks that are valuable to the El Paso community along the I-10 corridor.

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 5:17 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner;  
Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Kitty Spalding

Email: [REDACTED]

Represented Elected Official:

Comment: I am opposed to the aspects of this project which will destroy the vital sense of neighborhood in Sunset Heights. I believe it is unnecessary because of the expansion/extension of Loop 375 Border Highway West. This is an unnecessary and truly disruptive proposal. Stop it!



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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 5:38 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Justin Hamel

Email: [REDACTED]

Represented Elected Official:

Comment: The I10 expansion project appears to have left out 21st century solutions to managing traffic. Utilizing zipper lanes to manage peak traffic hours would negate the need to expand the highway into surrounding neighborhoods. Furthermore it would be possible to add an HOV lane of traffic if the retaining walls were vertical rather than sloped. Combined with a zipper-lane, this would reduce congestion through the heart of the city. Studies have shown that traffic swells with expansion of highways and contracts with smaller redesigns which in turn does nothing to alleviate congestion. Furthermore, cities across the country have found it beneficial to remove downtown highways or bury them to revitalize the surrounding neighborhoods and communities. Widening proposed section would only exacerbate problems created by urban renewal projects of the previous decades.

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 6:02 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Anne M. Giangliulio

Email [REDACTED]

Represented Elected Official:

Comment: As a resident of El Paso for 15 years who appreciates my city but has the perspective of having also lived elsewhere and thus have witnessed progress done differently, I am vehemently opposed to this project. There are more efficient ways to move traffic through El Paso, and there are other areas of the city on the east side that are in desperate need of expanding lanes. A majority of vehicles in the downtown/hospital/UTEP areas are local residents. Through traffic should be routed away from these areas and not into them. There has been progress with Loop 375 and the Border Highway, and those are preferable to disrupting residential neighborhoods that have already been impacted by the growth of UTEP, the baseball stadium and the two hospitals, in addition to business and governmental entities in the area. Sunset Heights is an historic neighborhood that was once very blighted. We shouldnâ€™t cause needless damage to an area that has worked hard to reclaim its history and grandeur.

Leave Sunset Heights alone! This plan is NOT the right answer.

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**From:** no-reply@blantonassociates.com  
**Sent:** Wednesday, July 15, 2020 10:59 PM  
**To:** Ray Green; Robert Ryan; Kim Johnson; Gilysa Garcia; Samantha Melito; Jasmine Gardner; Downtown10@txdot.gov  
**Subject:** Downtown 10 Comment Form

Name: Melissa Lugo

Email: [REDACTED]

Represented Elected Official:

Comment: Community needs: (Nacto & Complete Streets)Pedestrian design standards, 20 foot wide sidewalks and crosswalks, slower vehicle speeds to avoid life threatening collisions, Prioritize neighborhood access to transit, no new acquisition of ROW for vehicles, No travel lane expansions for vehicles instead prioritizing a downtown bicycle and micromobility network. Have 50% of trips downtown be Pedestrian, Cycling, and Transit in the next 20 Create a mode share goal such as the city of Vancouver.

<https://nam02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fnacto.org%2Fwp-content%2Fuploads%2F2016%2F07%2FAchieving-a-Major-Bike-Mode-Shift-in-Vancouver-LoRes.pdf&data=02%7C01%7Cgilysa.garcia%40blantonassociates.com%7Cb397ff1a65c04179395608d8293cc33b%7Ca905907a30f549b2898d79f6fecdf38%7C0%7C1%7C637304688246787469&sdata=sAKpLzd3KUYA1Nai6D1qPyuHgAjmCeABmhUjNwVx3zc%3D&reserved=0>

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Tuesday, June 30, 2020 11:12 AM  
**To:** Kim Johnson; Samantha Melito; Gilysa Garcia  
**Subject:** FW: My personal comments on expanding I-10 into downtown El Paso

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**From:** Lexi Moles [REDACTED]  
**Sent:** Thursday, June 25, 2020 10:00 AM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** My personal comments on expanding I-10 into downtown El Paso

To whom it concerns,

My name is Lexi Moles and I work for Ciudad Nueva Community Outreach located on the intersection of Yandell and Campbell. I live near Wiggs Middle School in the Rio Grande Neighborhood. Although I like the proposed idea to expand the highway to help cater to traffic, I also have a concern that I'd like to share.

The location of my job is in the construction zone for expanding I-10 in the downtown area. If this project continues, it will wipe out my place of work and many homes to the community members. Ciudad Nueva is a local non-profit that serves the Rio Grande neighborhood by providing after school programs, family services, and food to the families. I worry not only for my sake, but for the families that will be displaced and forced to move should this current plan take place. Already many of the families sense the need to move to the Northeast/East side due to increased rent prices, and I fear gentrification is slowly taking over our neighborhood. I don't want the expansion of I-10 to be another reason that families feel pressured to move. I want the integrity of our neighborhood to stay; the sense of a close knit family that cares for one another.

Thank you for taking the time to read my thoughts.

Sincerely,

Lexi Moles  
*Office Manager*  
Ciudad Nueva Community Outreach  
[REDACTED]

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

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Tuesday, June 30, 2020 11:12 AM  
**To:** Kim Johnson; Samantha Melito; Gilysa Garcia  
**Subject:** FW: Comments on Reimagine I-10: Downtown10

---

**From:** Hal Marcus [REDACTED]  
**Sent:** Sunday, June 28, 2020 2:38 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Comments on Reimagine I-10: Downtown10

Hello, I left a message on the answering machine at 915-209-0027; I am not sure my comments were received because the recording says the comment period ends June 15. So here are the comments I left:

Sunset Heights was the first planned residential subdivision in the country! I am opposed to the demolition of buildings in and near our historic Sunset Heights neighborhood which dates back to 1884.

I am against the noise, air pollution, and vibration impact that this project would bring to our relatively peaceful neighborhood.

I do not like the idea of eliminating 5 of the 8 bridges that currently connect over I-0. It would disrupt the connectivity between downtown and the neighborhoods north of I-10.

Thank you for listening to me. I have lived in my 110 year old home in Sunset Heights since 1970.  
Hal Marcus  
[REDACTED]

---

~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Tuesday, June 30, 2020 11:13 AM  
**To:** Kim Johnson; Samantha Melito; Gilysa Garcia  
**Subject:** FW: I-10 Expansion Comment

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

From: Ericka Amador [REDACTED]  
Sent: Sunday, June 28, 2020 7:31 PM  
To: ELP\_Downtown10 <Downtown10@txdot.gov>  
Subject: I-10 Expansion 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 evening,

I am writing to express my opposition to expand I-10 from Executive to Copia. El Paso should not follow cities like Dallas and Houston in expanding their freeways in an endless cycle of traffic congestion and freeway expansion. Instead, the city should invest in transit and other multi modal solutions for the East-west corridor. There is no need to take more right of way. Instead, a priority lane should be considered for transit to improve mobility along the corridor.

Any consideration of mobility should account for north-south mobility as well. Expanding the interstate would only further separate the north and south portions of the city.

Further, multiple studies show that increasing the number of highway lanes does not improve traffic times in the long term and instead serves to exacerbate traffic congestion. El Paso should lead the way in Texas as a true mobility leader rather than follow the failed examples by its peer cities who, despite ever increasing highways, find commute times increasing, congestion growing, and air pollution worsening. Invest our taxpayer money wisely and don't waste it on yet another highway expansion doomed to fail and disproportionately affect our cities poor.

Thank you,

Ericka Amador  
Master of Community Planning  
West El Paso born and raised

[A Texas Department of Transportation (TxDOT)  
message]

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Tuesday, June 30, 2020 11:13 AM  
**To:** Kim Johnson; Samantha Melito; Gilysa Garcia  
**Subject:** FW: I-10 Expansion Executive to Copia

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**From:** Maegan Rogers [REDACTED]  
**Sent:** Sunday, June 28, 2020 7:48 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** I-10 Expansion Executive to Copia

Good evening,

I am writing to express my opposition to expand I-10 from Executive to Copia. El Paso should not follow cities like Dallas and Houston in expanding their freeways in an endless cycle of traffic congestion and freeway expansion. Instead, the city should invest in transit and other multi modal solutions for the East-west corridor. There is no need to take more right of way. Instead, a priority lane should be considered for transit to improve mobility along the corridor.

Any consideration of mobility should account for north-south mobility as well. Expanding the interstate would only further separate the north and south portions of the city.

Further, multiple studies show that increasing the number of highway lanes does not improve traffic times in the long term and instead serves to exacerbate traffic congestion. El Paso should lead the way in Texas as a true mobility leader rather than follow the failed examples by its peer cities who, despite ever increasing highways, find commute times increasing, congestion growing, and air pollution worsening. Invest our taxpayer money wisely and don't waste it on yet another highway expansion doomed to fail and disproportionately affect our cities poor.

Maegan Rogers

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~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**



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**From:** Kim Johnson  
**Sent:** Tuesday, July 14, 2020 5:32 PM  
**To:** Jasmine Gardner; Gilysa Garcia  
**Subject:** FW: SHNIA update: Here we go! Public comment on Downtown 10 this week; "proposal" is now a "project"

---

**From:** Sito Negrón [REDACTED]  
**Sent:** Tuesday, July 14, 2020 5:27 PM  
**To:** Hugo Hernandez <Hugo.Hernandez@txdot.gov>  
**Cc:** Mimi Horn <Mimi.Horn@txdot.gov>; Kim Johnson <kjohnson@blantonassociates.com>; Brian Swindell [HDR] <brian.swindell@hdrinc.com>  
**Subject:** Re: SHNIA update: Here we go! Public comment on Downtown 10 this week; "proposal" is now a "project"

Got it. Thanks for reply.

On Tue, Jul 14, 2020 at 1:57 PM Hugo Hernandez <[Hugo.Hernandez@txdot.gov](mailto:Hugo.Hernandez@txdot.gov)> wrote:

Sito,

TxDOT's standard comment period is 15 days, however, due to the new virtual-only aspect of this particular public meeting, we extended the comment period to 20 days. The comments submitted within this timeframe will be added to the Public Meeting Summary. In order to begin the preparation of the Public Meeting Summary, we will close the comment period on July 15<sup>th</sup>, as advertised. However, the public can make comments at any time during the NEPA process, and we welcome and will consider all comments submitted. The only difference is that comments made outside of the comment period will not be included in the Public Meeting Summary. Additionally, keep in mind this is only the first series of public and stakeholder outreach. TxDOT is anticipating more outreach, including a public hearing, which will provide more opportunities to comment.

Thank you,



**Hugo Hernandez**

Project Manager | 📞 (915) 790-4243 | 📱 (915) 497-0955

🌐 [www.ReimagineI10.com/Downtown10.html](http://www.ReimagineI10.com/Downtown10.html)

From: Sito Negron [REDACTED]  
Sent: Tuesday, July 14, 2020 10:11 AM  
To: Hugo Hernandez [REDACTED]  
Cc: Mimi Horn [REDACTED]; Kim Jenkins [REDACTED]; Brian Swindell [HDR]  
<[REDACTED]>  
Subject: Re: SHNIA update: Here we go! Public comment on Downtown 10 this week; "proposal" is now a "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'm going to send out a reminder of public comment period ending. Is it possible to extend it a bit - for example, until COB Friday?

On Mon, Jun 29, 2020 at 11:47 AM Hugo Hernandez [REDACTED] wrote:

Sito,

We apologize for the confusion, indeed there was an error on the recording. Please note the recording has been revised and to answer your question; yes, as stated in the public meeting notice, the comment period ends on Wednesday, July 15, 2020 at 5 p.m. (MST)/6 p.m. (CST). A team member will try to contact those that called us to let them know, but if you can do the same that would be greatly appreciated.

Thank you,



Hugo Hernandez

Project Manager | 📞 (915) 790-4243 | 📠 (915) 497-0955

From: Sito Negron [REDACTED]  
Sent: Monday, June 29, 2020 10:29 AM  
To: Hugo Hernandez [REDACTED]  
Cc: Mimi Horn [REDACTED]; Kim Jenkins [REDACTED]; Brian Swindell [HDR]  
Subject: Re: SHNIA update: Here we go! Public comment on Downtown 10 this week; "proposal" is now a "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.

Good morning. A neighborhood resident said they called the number to leave a comment and it stated that public comment ended June 15. That should be July 15, right?

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Thursday, July 2, 2020 12:15 PM  
**To:** Kim Johnson; Gilysa Garcia; Samantha Melito  
**Subject:** FW: Comments regarding expansion

---

**From:** Tony Chavez [REDACTED]  
**Sent:** Wednesday, July 1, 2020 11:30 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Comments regarding expansion

I feel, as a member of the community of El Paso County, that we should not be focusing on the expansion of I-10. I worry that by expanding I-10, many people will be displaced as a result of the expansion.

With best regards,  
Tony Chavez

---

~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Tuesday, July 7, 2020 2:50 PM  
**To:** Kim Johnson; Gilysa Garcia; Samantha Melito  
**Subject:** FW: I10 project in El Paso

---

**From:** Velazquez, Providencia [REDACTED]  
**Sent:** Thursday, July 2, 2020 3:20 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** I10 project 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.

Dear Sir or Madam:

I'm writing about TXDOT's plans to expand I10. My question is how will TXDOT handle the Sunset Heights historic district, specifically are you planning to demolish some of the historic buildings in this district? This district is also listed on the National Register of Historic Places besides being a local historic district.

Thank you.

Sincerely,

Providencia Velázquez  
Historic Preservation Officer  
City of El Paso



---

**A Texas Capital of Remembrance - (2020) challenge**

**#EndTheStreakTX**

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Tuesday, July 7, 2020 2:48 PM  
**To:** Kim Johnson; Gilysa Garcia; Samantha Melito  
**Subject:** FW: Downtown 10 Project

---

**From:** Diana Maciel [REDACTED]  
**Sent:** Monday, July 6, 2020 11:57 AM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Downtown 10 Project

To whom it may concern,

I wanted to ask about the project because the meeting was not that informative as to what happens to the properties in the way of the project. My house is right of the exit of Porfirio Diaz right next to the freeway. Will my house be demolished? Or what is happening with it? I am in the middle of remodeling and since I don't know what you're planning I had to stop.

Thankyou for your time.  
Sincerely,

Diana Maciel

---

~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Tuesday, July 7, 2020 2:49 PM  
**To:** Kim Johnson; Samantha Melito; Gilysa Garcia  
**Subject:** FW: The Downtown I-10 "Trench" Project: Making a choke point even chokier

---

**From:** Teschner, Richard [REDACTED] >  
**Sent:** Friday, July 3, 2020 5:43 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** The Downtown I-10 "Trench" Project: Making a choke point even chokier

What's the real purpose of spending \$100 million to tear down property on I-10 from Copia to Schuster and then widen I-10 by two lanes? Might the real purpose be to sell the torn-down land to developers of motels, hotels, restaurants, tourist shops, truck stops, auto-service facilities and so forth that will entice long-distance travelers to make El Paso a stop-over town? If so, then the "choke point" will only get chokier, with even more traffic down there. So we're not really talking "choke point" are we? Instead, we're talking "commercial development zone."

--Richard Teschner. [REDACTED]

---

~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Wednesday, July 15, 2020 11:01 AM  
**To:** Kim Johnson; Gilysa Garcia  
**Subject:** FW: Re-Imagine !0 - THINK AGAIN

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

From: Marshall Carter-Tripp [REDACTED]  
Sent: Monday, July 13, 2020 2:20 PM  
To: ELP\_Downtown10 <Downtown10@txdot.gov>  
Subject: Re-Imagine !0 - THINK AGAIN

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 project to rip up and re-do 1-10 from Executive Center to Cobia is fatally flawed. This project will cause massive inconvenience for YEARS, in order to make it easier for interstate trucks to get through downtown. I have lived in many cities in the US and overseas and NONE of them have a major 18-wheeler route running through the center of the city! It is long since time that a bypass route was created so traffic that is NOT for downtown can get around El Paso quickly and move on to the actual destination.

IF this project is undertaken it will make it extremely difficult to get from neighborhoods north of I-10 to events and businesses downtown, even more difficult than it already is. This will greatly reduce my interest in Downtown and my willingness to make the effort to go there! One of the boards claims that the project is to minimize impacts to the community. Is this a joke??

BTW, I notice that several of the boards about the sectors affected by this project show very limited use of public transit to get to work. Surprise! El Paso has one of the least useful public transit systems of any regional city, including the inexplicable lack of any service in the evening. This is of course a matter for the city, not for TxDOT, but it helps to explain why residents largely drive to work.

Marshall Carter-Tripp  
West-Central El Paso

[A Texas Department of Transportation (TxDOT)  
message]



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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Wednesday, July 15, 2020 11:02 AM  
**To:** Kim Johnson; Gilysa Garcia  
**Subject:** FW: El Paso

---

**From:** Connie Crawford [REDACTED] >  
**Sent:** Tuesday, July 14, 2020 10:10 AM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** El Paso

I grew up in the southern U.S. and my mother had a saying that applies perfectly to this proposal: "Too much sugar for a dime."

Improving aging infrastructure is needed but the project as currently proposed will do more harm than good. I scaled-back project would be appropriate.

Sincerely,  
Connie Crawford  
El Paso

Sent from [REDACTED] for Windows 10

---

~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Wednesday, July 15, 2020 11:02 AM  
**To:** Kim Johnson; Gilysa Garcia  
**Subject:** FW: Comments on the Re-imagine 10 in downtown El Paso

---

**From:** Staudt, Kathleen [REDACTED]  
**Sent:** Tuesday, July 14, 2020 3:03 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Comments on the Re-imagine 10 in downtown El Paso

Greetings,

I strongly oppose the widening of I-10 downtown, the destruction of homes and commercial establishments (and property taxes therefrom), and the creation of frontage roads. We just had the Border West Expressway built, with very little traffic on it. All heavy vehicles and trucks ought to be REQUIRED to use it. Re-route non-local trucks from the downtown! No doubt trucking companies will object due to paying tolls by number of axles. But their heavy vehicles destroy our roads; they ought to pay more for their road use.

Why are we wrecking El Paso's downtown and nearby neighborhoods to facilitate truck movement through El Paso? Trucks do not develop downtown. This construction mess will only reinforce local residents' desire to avoid visiting the downtown at all costs.

I realize that the existing I-10 in the downtown needs reinforcement and strengthening, but that would be the only project I support, at minimal costs and strain to El Pasoans and Texans. I cannot understand why TxDOT would waste money during these emergency budgetary times as we undergo the pandemic and recover from economic losses in the future.

El Paso is NOT a growing city. In fact, it shrunk in population last year. We do not need wider roads. Besides, people have become more accustomed to working at home during the pandemic, and no doubt, less traffic will part of our future. Thank goodness for less traffic and fewer cars polluting our air.

Stop the folly! Do not re-imagine a costly I-10 widening/property destruction future. Instead, imagine a prudent and fiscally sound government at the local and state levels, plus a less car-dependent future.

Thank you,  
Kathleen Staudt, PhD  
Professor Emerita

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Wednesday, July 15, 2020 11:03 AM  
**To:** Kim Johnson; Gilysa Garcia  
**Subject:** FW: Widening I10

---

**From:** Michelle Butcher [REDACTED]  
**Sent:** Tuesday, July 14, 2020 3:40 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Widening I10

To Whom It May Concern:

I am writing this to express my concerns with the Texas Dept. of Transportation's plans for the expansion of Interstate 10 going through downtown El Paso. Not only would the proposal fly in the face of the city's decades-long plan for downtown revitalization, but it is wholly unnecessary. For anyone who has ever lived in a large American city and experienced true gridlock, El Paso's traffic "problem" pales in comparison.

If recent history has taught us anything it's that building more and more roads does little to alleviate transportation concerns. In fact, more roads and highways further exacerbate the problem and serve to maintain certain social ills. Recent studies, including one conducted by Transportation for America have proven that adding highway lanes in metro areas actually increases traffic. Widening the interstate in this area would not only be counterproductive but would also result in cleaving existing neighborhoods while standing in the way of the long-standing goal to create a cohesive and vibrant downtown community. Certain landmarks and historic buildings in downtown El Paso could be destroyed and replaced by gas stations and roadside attractions. If that happens, we would never get them back.

More El Pasoans would benefit from increased access to public transportation and pedestrian/bicycle paths through the city center than from a super highway. This move is

particularly troublesome given that fact that alternatives exist, such as diverting interstate traffic through Loop 375 and expanding plans for the Anthony Gap Bypass, measures that have already been met far more positively by locals.

I know I am not alone in these concerns. Please consider them and the people of downtown El Paso before rubberstamping another short-sighted roads project.

Respectfully,

Michelle Butcher

---

~~A Texas Department of Transportation (TxDOT) initiative~~

**#EndTheStreakTX**

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Wednesday, July 15, 2020 11:03 AM  
**To:** Kim Johnson; Gilysa Garcia  
**Subject:** FW: I-10 Downtown Expansion

---

**From:** Rene Vargas [REDACTED]  
**Sent:** Tuesday, July 14, 2020 3:46 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Cc:** district2@elpasotx.gov; commissioner2@epcounty.com; mayor@elpasotexas.gov  
**Subject:** I-10 Downtown Expansion

To Whom It May Concern:

I am writing this to express my concerns with the Texas Dept. of Transportation's plans for the expansion of Interstate 10 going through downtown El Paso. Not only would the proposal fly in the face of the city's decades-long plan for downtown revitalization, but it is wholly unnecessary. For anyone who has ever lived in a large American city and experienced true gridlock, El Paso's traffic "problem" pales in comparison.

If recent history has taught us anything it's that building more and more roads does little to alleviate transportation concerns. In fact, more roads and highways further exacerbate the problem and serve to maintain certain social ills. Recent studies, including one conducted by Transportation for America have proven that adding highway lanes in metro areas actually increases traffic. Widening the interstate in this area would not only be counterproductive but would also result in cleaving existing neighborhoods while standing in the way of the long-standing goal to create a cohesive and vibrant downtown community. Certain landmarks and historic buildings in downtown El Paso could be destroyed and replaced by gas stations and roadside attractions. If that happens, we would never get them back.

More El Pasoans would benefit from increased access to public transportation and pedestrian/bicycle paths through the city center than from a super highway. This move is particularly troublesome given the fact that alternatives exist, such as diverting interstate traffic through Loop 375 and expanding plans for the Anthony Gap Bypass, measures that have already been met far more positively by locals.

I know I am not alone in these concerns. Please consider them and the people of downtown El Paso before rubberstamping another short-sighted roads project.

"Why does progress look so much like destruction." – John Steinbeck

Respectfully,

Rene A. Vargas



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*A Texas Department of Transportation (TxDOT) message*

**#EndTheStreakTX**

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Wednesday, July 15, 2020 11:02 AM  
**To:** Kim Johnson; Gilysa Garcia  
**Subject:** FW: I-10 project and the RECON Building  
**Attachments:** 2020 7-4 Tex-Dot and I-10 project.docx

---

**From:** Todd Blaugrund [REDACTED]  
**Sent:** Tuesday, July 14, 2020 12:21 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Cc:** Todd Blaugrund [REDACTED]; Recon [REDACTED]  
**Subject:** I-10 project and the RECON Building

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 see attached.

Todd Blaugrund

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~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**



# RECON

REAL ESTATE CONSULTANTS INC

700 N. STANTON / EL PASO, TEXAS 79902 / 915 533-5414 / FAX 533-0020

www.reconinc.com

July 4, 2020

Texas Department of Transportation

RE: Downtown 10

To whom it may concern:

I am the owner of the RECON Building located at 700 N. Stanton. We have owned this building since my father built it in 1985. We are in the Real Estate business so we are for development. In this case we are for the downtown 10 project, but do disagree in the taking of taxpayers property.

In our opinion the Downtown 10 project could continue and not take taxpayers property. We are not engineers but do feel there is more right of way and TxDOT owned land that the project could proceed without taking taxpayers property. Just below our building a wall could be built to acquire enough land for I-10. The South side of the freeway also could have a wall and use Wyoming Ave. with a bridge supporting Wyoming Avenue. The high speed offramps would have to be engineered differently, but we feel that this is a solution where TxDOT would not have to take taxpayers property and would be able to proceed with the growth of El Paso.

Respectfully submitted,



Todd M. Blaugrund  
President

**RECON Real Estate Consultants Inc.**  
700 N. Stanton, Suite 300  
El Paso, TX 79902

Email: [REDACTED]

Web: [REDACTED]

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:39 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Public Comment

---

**From:** Melissa Lugo [REDACTED]  
**Sent:** Wednesday, July 15, 2020 10:26 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Public Comment

Community transportation needs:

Include Nacto and Complete Streets pedestrian design standards in the project. No acquisition of new ROW for vehicle lanes, no lane expansions for vehicles, instead prioritize neighborhood access to transit, 20 foot sidewalks and crosswalks. Create a network of bicycle and micromobility paths. Implement mode shift goal that by 2040 50% of trips into downtown will be by walking, cycling, and transit, less trips made by single occupancy vehicles. Such as the city of Vancouver.

<https://nacto.org/wp-content/uploads/2016/07/Achieving-a-Major-Bike-Mode-Shift-in-Vancouver-LoRes.pdf>

Community needs continued:

Replace inefficient freight trucks in downtown and adjacent neighborhoods with bike and e-bike delivery. Reroute international truck travel off I-10 freeway.

-Melissa Lugo

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:39 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: I-10 through downtown El Paso  
**Attachments:** composite.jpg

---

**From:** scott winton [REDACTED]  
**Sent:** Wednesday, July 15, 2020 7:11 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Cc:** Sito Negrón [REDACTED]  
**Subject:** I-10 through downtown El Paso

I think you guys have enough right or way to build all you need if you are willing to use retaining walls instead of purchasing property. I think it would be more acceptable to the community if you were to do so. Have you developed any schematics that use this as an option? See the attached sketch. Don't confuse community apathy as acceptance of what you want to do.

---

~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

# Proposed Boulevard Section

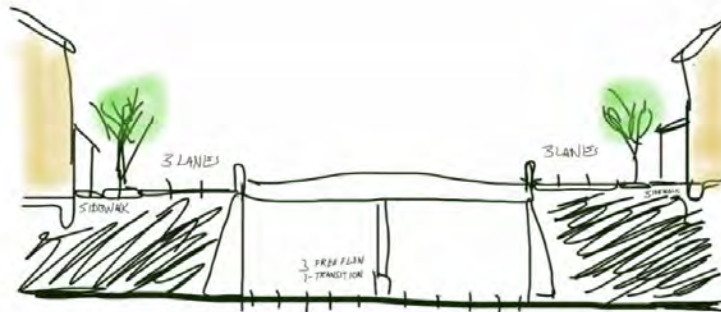
January 2011 - February 2011

62'-0" 120'-0" 83'-0"



11'-0" 164'-0" 11'-0"

246'-0"



---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:40 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: El Paso I-10 expansion

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

From: Sofia Vargas [REDACTED]  
Sent: Wednesday, July 15, 2020 5:32 PM  
To: ELP\_Downtown10 <Downtown10@txdot.gov>  
Subject: El Paso 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.

To Whom It May Concern:

I am writing this to express my concerns with the Texas Dept. of Transportation's plans for the expansion of Interstate 10 going through downtown El Paso. Not only would the proposal fly in the face of the city's decades-long plan for downtown revitalization, but it is wholly unnecessary. For anyone who has ever lived in a large American city and experienced true gridlock, El Paso's traffic "problem" pales in comparison.

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More El Pasoans would benefit from increased access to public transportation and pedestrian/bicycle paths through the city center than from a super highway. This move is particularly troublesome given that fact that alternatives exist, such as diverting interstate traffic through Loop 375 and expanding plans for the Anthony Gap Bypass, measures that have already been met far more positively by locals.

I know I am not alone in these concerns. Please consider them and the people of downtown El Paso before rubberstamping another short-sighted roads project.

Respectfully,  
Sofia Vargas, El Pasoan

[A Texas Department of Transportation (TxDOT)  
message]

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:40 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: TEXDOT Downtown 1-10 Comments July 15, 2020  
**Attachments:** TEXDOT Downtown I-10 Comments July 15 2020 .pdf

---

**From:** vicki hamilton [REDACTED]  
**Sent:** Wednesday, July 15, 2020 6:23 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** TEXDOT Downtown 1-10 Comments July 15, 2020

Dear TEXDOT:  
Attached please find my comments. Please include me in any updates regarding this project.  
Thank you for your community involvement.  
Vicki Hamilton  
[REDACTED]

---

*A Texas Department of Transportation (TxDOT) message*

**#EndTheStreakTX**





## Comment Form

Public Meeting #1  
From Thursday, June 25 to July 15, 2020

(PLEASE PRINT)

NAME: Vicki Hamilton

MAILING ADDRESS: [REDACTED]

REPRESENTING: Not Applicable / El Paso Citizen Comment

(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 mailed, or emailed to:

TxDOT El Paso District Office  
Attn. Downtown 10  
13301 Gateway West El  
Paso, TX 79928  
Email: [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov)

All written comments must be submitted or postmarked by Wednesday, July 15, 2020. Thank you for your comments. COMMENT(S):

The original construction of I-10 divided the city into what you now term "up town" and "downtown" dividing neighborhoods and separating them from the Plaza and the central business district ("downtown"). This project provides an opportunity to weave those entities back together by enhancing connections for pedestrians, bicyclists, and localized traffic within the areas north and south of the freeway and reducing the impact of non-local traffic. To that end request that TEXDOT provide alternatives that focus on easy connectivity, re-connect the city, and address the impacts of noise, emissions, lack of privacy adjacent to right of way. Mitigation for adverse impacts should have a required timeline for completion and include funding for those actions.

Please analyze the impacts your proposals will have on surrounding neighborhoods including children and the elderly. Include impacts during construction, as a result of construction, and after construction. Specifically address changed traffic patterns within and around the neighborhoods, parking, and accessibility. If traffic will be routed off the existing I-10 roadway to facilitate or allow for TEXDOT work please explain how you will mitigate the impact on the neighborhood,

Please describe how north south traffic tie ups will be affected when a crash or other action blocks any of your planned north-south connector streets and how you will mitigate any changes in the number of connector roads.

Please explain how you will insure that traffic is safe and NOT UNPLEASANT for pedestrians, and those using non-motor or small motor transportation for travel between north and south affected areas.



Please include surveys and evaluation of potential historic properties and other cultural resources in all areas of study area that have not been evaluated in the last 5 years. Also please reevaluate any non-contributing buildings or landscapes that will be adversely impacted, either directly or indirectly by the project.

Your map also indicates that a number of properties are either Historic or Religious. Please clarify if they are both. Do not omit properties that have been converted for religious purposes. The "uptown" area north of I-10 includes many buildings and landscapes that are or have been used for religious purposes. Many have layered periods of use and significance. Please evaluate how your project will impact those properties and specifically how the project will affect to and use of those properties.

Please take a careful look at properties whose previous use was significant or that are works of a master. (Example the EPCC Student Services Building)

Please look at how your project will impact important El Paso cultural properties specifically addressing the Holocaust Museum and Study Center and its location. Mitigation for demolition proposed should make the Center whole in location and facility which most likely exceeds real estate value.

I am concerned that any mitigation or treatment associated with construction or use of the I-10 improvements you are proposing be truly appropriate for EL PASO. Please don't just copy an Austin, Dallas or Houston solution and apply it without careful thought to EL PASO. El Paso is unique in Texas because of its geography and cultural identity and deserves more than just a Dallas do over.

Please look at mitigation both during and after construction that addresses heavy truck traffic, specifically through traffic, and how it can be re-routed and reduced. Please detail how acceleration completion of alternate routes that by-pass downtown could increase safety for smaller and/or local traffic and describe any reductions in the scope of this project that could result.

----- fold along this line for mailing -----

First-Class  
Postage  
Required

TxDOT El Paso District Office  
Attn. Downtown 10  
13301 Gateway West El  
Paso, TX 79928



---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:40 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Comments on I-10 expansion in El Paso

---

**From:** Laura Ponce [REDACTED]  
**Sent:** Wednesday, July 15, 2020 5:06 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Comments on I-10 expansion in El Paso

Hello,

I am writing to provide my comments on the proposed expansion of I-10 near downtown El Paso. I am a resident of the City of El Paso and have lived here for over 35 years.

I am opposed to the expansion of I-10 for the following reasons.

1. The expansion will affect families living near the highway either through displacement or more pollution.
2. El Paso already has high pollution because of our proximity to Ciudad Juarez, Mexico and this is going to increase the number of trucks and cars that pass through downtown when traveling.
3. It is a wasteful project because the highway is not that congested with local traffic. I lived in Boston, MA for 9 years and our traffic is not that bad. During rush hour the most I get delayed is 15 minutes if I am driving from Downtown to ten miles in either direction. This money could be put to better use.

I think that the money that would be used for the Extension can be used in the following ways:

1. Move the railroad so that trains bypass downtown and the city altogether. Currently, the major railyard is located in downtown El Paso and it leads to all sorts of problems. There are fatal railroad accidents almost every year because people cross when they are not supposed to. Rail cars with fuel and dangerous chemicals cross right through our city and should be deviated to less populated areas just in case there is a derailment.
2. We need to encourage thru traffic to take 575 through the Anthony Bypass so our highways do not get more congested.
3. We need more investment in public transportation. Light rail projects that connect communities outside the city limits as well as suburbs to downtown are very much needed. We have too many people that depend on their cars because our transportation system is all bus based. If we had light rail, then it would encourage people that live far from downtown to take public transportation.

Thank you for listening to my concerns.

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:41 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: I-10 El Paso

---

**From:** Rene Fierro [REDACTED]  
**Sent:** Wednesday, July 15, 2020 4:48 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** I-10 El Paso

Good afternoon,

I would like to comment on the I-10 reimagined project for El Paso Texas from Cobia to downtown El Paso.

I am not in support of the project for the following reasons:

Traffic that is only passing through the city via I-10 such as commercial vehicles and travelers should be diverted outside of the city core and away from downtown to reduce the congestion, which would eliminate the need for an expansion and also reduce wear and tear on I-10 as well as our residential streets.

Additionally in order to facilitate travel to and from downtown should be done via public transportation and reducing traffic can be done by providing "satellite" offices to conduct business, which the county and city government have already done as well as GECU (bank).

Thank you for your care and concern and please reconsider your plan which does not benefit El Paso and would be wasteful spending on the part of the great State of Texas.

Respectfully,

Rene Fierro  
[REDACTED]

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:41 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Citizen response to Downtown 10

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**From:** Debbie Nathan [REDACTED]  
**Sent:** Wednesday, July 15, 2020 4:46 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Citizen response to 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.

From Debbie Nathan  
[REDACTED]

As a resident of the downtown El Paso area since the 1970s, I'm angered by this TxDot plan for I10; it's a depressing, heartbreaking scheme. I intend to continue protesting it.

The 2012 municipal plan for a modern El Paso envisioned walkability, expanded public transportation, and community density. There is no community vision, and not even technocracy, in TxDot's plan, only backward thinking that privileges private vehicles. Such thinking, if enacted, will increase community problems such as obesity and diabetes. It should be especially evident during the Covid-19 crisis, and during the national outpouring of concern about how Black, Brown and other marginalized lives matter, that civic health is inextricably tied to physical health--that illness caused by a car culture nowadays directly leads to death.

We simply cannot afford to develop more illness and inequality in our community. Transportation planning should be part of health and democracy, not mindless, exploitative profiteering.

I found it hard to attend the "virtual meeting" as I looked at the graphics and noted, at the very beginning, a total lie: the claim that El Paso is growing in population. What other misinformation was sown at this "meeting"?

We need to reroute cars and trucks out of inner-city El Paso as much as possible. We need to get rid of the old, inner city highway we already have -- as other, truly visionary cities are doing. We need to truly re-imagine how people and things move around our community. We need to think of El Paso as a present- and future-tense community, not as a relic of the past.

Expect to hear more from me and my fellow citizens.

Yours,  
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.

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~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:42 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Re Imagine I -10

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**From:** Morten Naess [REDACTED]  
**Sent:** Wednesday, July 15, 2020 4:42 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Re Imagine I -10

Nothing is "re-imagined" in TxDOT's billion-dollar plans for I-10 in El Paso. A previous TxDOT employee stated jokingly, at one of the meetings downtown about this plan, that back in the day in Austin, downtown El Paso was called the "throat of the dragon" due to the challenges the geography presents for transportation in that area. The term is just as appropriate today and will remain so in 2042 if the project proceeds as planned. As cities develop and industry moves out of the urban centers, transportation should follow suit. TxDOT should be looking at some of the very rational and widely promoted ways to route heavy traffic away from downtown. Approaching downtown El Paso now from the west, one is squeezed into "the pass" along the river, with three train tracks and now, three highways. What's wrong with this picture? And as the Katy highway model has shown, adding lanes does not always ease commuter traffic. TxDOT should recognize that more visionary approaches will be needed in the future.

The future is now. Time for a 21st-century change. Scrap the Executive to Copia plans. Fix the trench to handle current needs and open up Anthony Gap for the through traffic.  
And make downtown El Paso an attractive and a safe place to live and work.

Morten Naess

---

~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:42 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Oppose plan: greener equitable transportation justice

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

From: Nicolas Silva [REDACTED]  
Sent: Wednesday, July 15, 2020 4:36 PM  
To: ELP\_Downtown10 <Downtown10@txdot.gov>  
Subject: Oppose plan: greener equitable transportation justice

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 would like more public transportation, for our public transit to be green and divest from fossil fuel, for plans like these to empower all communities including low income people and families, people with disabilities, and our elders. Please reconsider this plan as it seems to not be in the best interests of all. We would like less congestion and transportation justice for all.

Nico, LMSW

Sent from my iPhone

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]



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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:43 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Expansion of I 10 in El Paso

---

**From:** Jennifer Glover [REDACTED]  
**Sent:** Wednesday, July 15, 2020 4:19 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Expansion of I 10 in El Paso

The I 10 project is a horrible idea. It's our main road through town and it will be under construction for the rest of my life.

El Paso needs more bike and walk areas, not this monstrosity of an "improvement."

No one wants this so please listen to the people.

Thank you,  
Jennifer Glover



---

~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:43 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Comments on Downtown 10

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**From:** Sito Negrón [REDACTED]  
**Sent:** Wednesday, July 15, 2020 4:01 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Comments on Downtown 10

Good afternoon. Thank you for the opportunity to comment on the proposed expansion of I-10 and addition of frontage roads between Copia and Executive Center. We appreciate that our request to be a Consulting Party has been confirmed.

As stated before, we oppose the "Texas turns," taking additional right of way, any new elevation for ramps or access roads, limiting the north-south connectivity between Downtown and neighborhoods and districts north of Downtown, diminishing the current grid that provides neighborhoods multiple access points to Missouri and Yandell, losing the Prospect Bridge, and losing the Porfirio Diaz exit and ramp.

The highway should be reconstructed as is, as quickly and efficiently as possible, and where possible, look for ways to connect neighborhoods on either side of the freeway from Copia to the eastern edge of Downtown, and Sunset Heights and San Francisco. For example, landscaping and lighting the underpass that connects Los Angeles to Franklin, or landscaping the Prospect Street Bridge in conjunction with the two pieces of property on either side of the bridge (which cumulatively would make a very nice Downtown park).

All alternatives should be reviewed, including a regional system that bypasses El Paso for outside truck traffic, and gets internally produced traffic (aside from local deliveries) out of the city as quickly as possible, up US 54 to the bypass. Santa Teresa originating traffic that is eastbound should be directed north to the Anthony Gap and then around the city. The Artcraft Project should have a direct connect to I-10 westbound as well as eastbound.

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:43 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Expansion of I-10 through Downtown El Paso

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**From:** cheryl <[REDACTED]>  
**Sent:** Wednesday, July 15, 2020 3:57 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Expansion of I-10 through Downtown El Paso

I am vehemently opposed to this project. There are more efficient ways to move traffic through El Paso, and there are other areas of the city on the east side that are in desperate need of expanding lanes. A majority of vehicles in the downtown/hospital/UTEP areas are local residents. Through traffic should be routed away from these areas and not into them. There has been progress with Loop 375 and the Border Highway, and those are preferable to disrupting residential neighborhoods that have already been impacted by the growth of UTEP, the baseball stadium and the two hospitals, in addition to business and governmental entities in the area. Sunset Heights is an historic neighborhood that was once very blighted. We shouldn't cause needless damage to an area that has worked hard to reclaim its history and grandeur.

Sincerely,

Cheryl Howard, Ph.D.  
Sunset Heights resident  
Sent from [REDACTED] for Windows 10

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~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:44 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: I-10 Expansion

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

From: Camille Carlos [REDACTED]  
Sent: Wednesday, July 15, 2020 3:52 PM  
To: ELP\_Downtown10 <Downtown10@txdot.gov>  
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.

To Whom It May Concern:

I am writing this to express my concerns with the Texas Dept. of Transportation's plans for the expansion of Interstate 10 going through downtown El Paso. Not only would the proposal fly in the face of the city's decades-long plan for downtown revitalization, but it is wholly unnecessary. For anyone who has ever lived in a large American city and experienced true gridlock, El Paso's traffic "problem" pales in comparison.

If recent history has taught us anything it's that building more and more roads does little to alleviate transportation concerns. In fact, more roads and highways further exacerbate the problem and serve to maintain certain social ills. Recent studies, including one conducted by Transportation for America have proven that adding highway lanes in metro areas actually increases traffic. Widening the interstate in this area would not only be counterproductive but would also result in cleaving existing neighborhoods while standing in the way of the long-standing goal to create a cohesive and vibrant downtown community. Certain landmarks and historic buildings in downtown El Paso could be destroyed and replaced by gas stations and roadside attractions. If that happens, we would never get them back.

More El Pasoans would benefit from increased access to public transportation and pedestrian/bicycle paths through the city center than from a super highway. This move is particularly troublesome given that fact that alternatives exist, such as diverting interstate traffic through Loop 375 and expanding plans for the Anthony Gap Bypass, measures that have already been met far more positively by locals.

I know I am not alone in these concerns. Please consider them and the people of downtown El Paso before rubberstamping another short-sighted roads project.

"Why does progress look so much like destruction." – John Steinbeck

Respectfully,  
Camille I. Carlos, a concerned El Pasoan

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:44 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Please don't build through downtown

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

From: Sabiha Khan [REDACTED]  
Sent: Wednesday, July 15, 2020 3:51 PM  
To: ELP\_Downtown10 <Downtown10@txdot.gov>  
Subject: Please don't build through 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.

Hi,

I'm writing to oppose the widening of the I-10 between Sunset Hghts and Copia.

Thanks,

Sabiha Khan  
Sent from my iPhone

[A Texas Department of Transportation (TxDOT)  
message]

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:44 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Oppose I 10 expansion

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

From: Sylvia Peregrino [REDACTED]  
Sent: Wednesday, July 15, 2020 3:46 PM  
To: ELP\_Downtown10 <Downtown10@txdot.gov>  
Subject: Oppose 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.

Hugo:

I do not support the downtown expansion project! You should focus on growing areas of the city and county specifically the eastside!

Thank you! Dr. Sylvia Peregrino

Sent from my iPhone

[A Texas Department of Transportation (TxDOT) message]

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:45 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Opposing I-10 expansion

---

**From:** Alyssa Ryan [REDACTED]  
**Sent:** Wednesday, July 15, 2020 3:44 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Opposing I-10 expansion

Hello, I am opposing the I-10 expansion because I believe it is ineffective. For our El Pasoans living in the downtown neighborhoods, it is catastrophic. We won't sacrifice our historic and low income areas when there are other efficient transit options. We should be doing what's best for our people and not doing them harm. Thank you for your consideration.

Alyssa Ryan

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~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**



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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:45 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW:

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**From:** Kathy Kapenga [REDACTED]  
**Sent:** Wednesday, July 15, 2020 2:37 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:**

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 writing to urge you to cancel plans for the expansion of Highway 10 in downtown El Paso. The plan makes no sense, and there is a much better alternative.

The highway is not congested in the stretch you are proposing to alter, as you can see at <https://mobility.tamu.edu/texas-most-congested-roadways/>.

Highway expansion would further divide the city and increase problems of noise, pollution, vibrations, and flooding, as you can see from past experience at <https://scholarworks.utep.edu/dissertations/AAI10813963/>

A Northeast Borderland Expressway through the Anthony Gap would avoid these pitfalls and bypass El Paso.

I hope you will reconsider and take action that will truly benefit the people of Texas.

Sincerely,  
Kathy Kapenga

[REDACTED]

---

A Texas Department of Transportation (TxDOT) initiative

**#EndTheStreakTX**

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:46 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Cc:** Hugo Hernandez; Jennifer Wright; Swindell, Brian; Sutton, David  
**Subject:** FW: Comments on the I-10 Corridor and Deck Plaza Vision

---

**From:** Tracy Yellen [REDACTED]  
**Sent:** Wednesday, July 15, 2020 12:09 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Comments on the I-10 Corridor and Deck Plaza Vision

Dear TxDOT:

On behalf of the Paso del Norte Health Foundation, I am writing to support TxDOT's efforts to update the I-10 corridor in the downtown area that would facilitate a Deck Plaza from Santa Fe Street to Campbell Street with the following caveats:

1. Any proposed improvements would not include any "Texas Turnarounds or Texas U-Turns"
2. Any proposed on-ramps or off-ramps into or out of the Downtown area be built to a neighborhood and pedestrian-friendly scale.

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>

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  
[REDACTED]

---

~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:47 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Opposition of I-10 Expansion Project for El Paso, TX

---

**From:** Estefania Lujan [REDACTED]  
**Sent:** Wednesday, July 15, 2020 11:11 AM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Opposition of I-10 Expansion Project for El Paso, TX

To Whom It May Concern:

I am writing this to express my concerns with the Texas Dept. of Transportation's plans for the expansion of Interstate 10 going through downtown El Paso. Not only would the proposal fly in the face of the city's decades-long plan for downtown revitalization, but it is wholly unnecessary. For anyone who has ever lived in a large American city and experienced true gridlock, El Paso's traffic "problem" pales in comparison.

If recent history has taught us anything it's that building more and more roads does little to alleviate transportation concerns. In fact, more roads and highways further exacerbate the problem and serve to maintain certain social ills. Recent studies, including one conducted by Transportation for America have proven that adding highway lanes in metro areas actually increases traffic. Widening the interstate in this area would not only be counterproductive but would also result in cleaving existing neighborhoods while standing in the way of the long-standing goal to create a cohesive and vibrant downtown community. Certain landmarks and historic buildings in downtown El Paso could be destroyed and replaced by gas stations and roadside attractions. If that happens, we would never get them back.

More El Pasoans would benefit from increased access to public transportation and pedestrian/bicycle paths through the city center than from a super highway. This move is particularly troublesome given that fact that alternatives exist, such as diverting interstate traffic through Loop 375 and expanding plans for the Anthony Gap Bypass, measures that have already been met far more positively by locals.

I know I am not alone in these concerns. Please consider them and the people of downtown El Paso before rubberstamping another short-sighted roads project.

“Why does progress look so much like destruction.” – John Steinbeck

Respectfully,  
Estefania Lujan

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~~A Texas Department of Transportation (TxDOT) message~~

**#EndTheStreakTX**

---

**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:47 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Subject:** FW: Proposed change to I-10 downtown

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**From:** Bob Storch [REDACTED]  
**Sent:** Wednesday, July 15, 2020 10:25 AM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Subject:** Proposed change to I-10 downtown

TxDOT says the Interstate-10 road surface through downtown El Paso needs replacing soon. This can be done within the existing footprint leaving the surface street grid in tact. While doing so, the highway road surface can be lowered to meet new clearance requirements. The lower road surface could even be extended west of downtown around Sunset Heights, replacing the Franklin Street underpass with an overpass. The service road/gateway from Santa Fe around Sunset Heights to UTEP/Loop 1966/Schuster is unnecessary and should be eliminated. The current highway could even be widened within the current footprint by straightening the retaining walls as was done with the railroad right-of-way. That probably would require a supporting cross-structure which could be used to support a cap park to completely enclose the highway reducing noise and air pollution.

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**A Texas Department of Transportation (TxDOT) message**

**#EndTheStreakTX**

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**From:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Sent:** Monday, July 20, 2020 11:46 AM  
**To:** Gilysa Garcia; Kim Johnson  
**Cc:** Jennifer Wright; Hugo Hernandez; Swindell, Brian; Sutton, David  
**Subject:** FW: Public Comment Downtown 10  
**Attachments:** 07.14.2020PublicCommentDowntown10.pdf

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**From:** Carlos Martinez <CarMartinez@epcounty.com>  
**Sent:** Wednesday, July 15, 2020 1:55 PM  
**To:** ELP\_Downtown10 <Downtown10@txdot.gov>  
**Cc:** Stephen S. Ellsesser <SEllsesser@epcounty.com>; Commissioner 2 <Commissioner2@epcounty.com>  
**Subject:** Public Comment Downtown 10

To whom it may concern:

Please find attached public comment provided by El Paso County Commissioner David Stout.

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

Best,  
Carlos



**Carlos A. Martínez**  
Executive Administrative Coordinator  
Office of El Paso County Commissioner David C. Stout  
500 E. San Antonio Ave. Suite, 301  
El Paso, Texas 79901  
915-546.2111 | [carmartinez@epcounty.com](mailto:carmartinez@epcounty.com)

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A Texas Department of Transportation (TxDOT) campaign

**#EndTheStreakTX**





**COUNTY OF EL PASO**  
**DAVID C. STOUT**  
**COUNTY COMMISSIONER, PRECINCT TWO**

July 14<sup>th</sup>, 2020

To Whom It May Concern:

It is my intent to provide public comment for the Downtown 10 project by the Texas Department of Transportation.

As the elected county representative for Central/Downtown/North-East(part)/East (part)/and Upper Valley (part) El Paso, I write to voice my strong opposition to the concept described in the Public Meeting for I-10 Segment 2, known as Downtown 10. My constituents have reached out directly to my office to express their concerns, specifically regarding Segment 2: Downtown 10. I echo their concerns, and write to express that I do not believe that the information provided in the El Paso Metropolitan Planning Organization's Destino 2045 Metropolitan Transportation Plan (MTP), which has thusly informed the Downtown 10 project, is sufficiently vetted or justified with research or data to warrant the expansion of Interstate 10. My staff and I have reviewed the MTP and have not found citations or sources to rationalize or justify the need for expansion.

I am concerned for what the expansion would mean for our community. Specifically in Segment 2: Downtown 10, I am concerned about the potential displacement of individuals and the loss of property. This would remove a number of residences and businesses that add color to our community, to say nothing of removing a number of commercial properties from tax rolls and increasing local tax burden on residential properties.

I am concerned that while the plan calls for connectivity, the access road I see running through Segment 2: Downtown 10 would lead to LESS connectivity between the neighborhood north of I-10 and Downtown El Paso. My staff has also done research that indicates that Segment 2: Downtown 10 of I-10 is the section of I-10 that experiences the least amount of accidents through the entire corridor. We have found scientific articles that reference road narrowing as a contributing factor to reducing traffic speeds and reducing accidents. While some may claim that the "bottleneck" that is created in Segment 2: Downtown 10 needs to be addressed to provide better flow through I-10 in downtown El Paso, I believe the reduction in lanes is actually a positive way to reduce accidents through a section of I-10 that has the turns and curves it has.

While this Segment 2: Downtown is my greatest point of concern in the MTP, I am also concerned with the other modeling TxDOT has produced on the *ReimagineI10.com* website. The blatant disregard for homes, churches, and businesses concerns me for a myriad of reasons, but most of all because I am not convinced the need exists. I urge TxDOT to disclose the facts and figures that are supporting these recommendations so that concerned citizens and business and community leaders can examine them for ourselves.

Should you wish to discuss this further, please do not hesitate to contact me at (915) 546-2111.

Respectfully,

A handwritten signature in dark ink, appearing to read "D.C. Stout", is written over a horizontal line.

David C. Stout  
Commissioner, Precinct 2  
County of El Paso


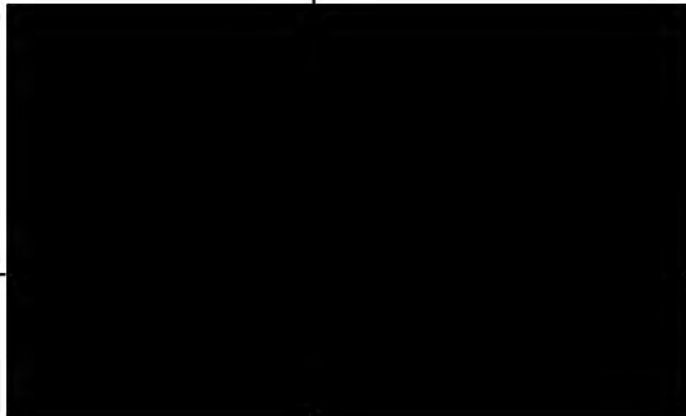


Comments	Name	Your Phone Number	Your Email	created_date	last_edited_date
Hello. thank you for your virtual presentation, but i am wondering if the 1500 block of Missouri Ave will be affected in any way? thank you so much	Roberto Zepeda			6/25/2020 23:31	7/8/2020 19:23
Good Afternoon, I would be interested in knowing what impacts this project will have on this specific location.	Denise Mota			6/25/2020 23:53	7/8/2020 19:22
What exactly do the colored areas mean and what will happen to this street? This is where I live and I wonder If I am going to need to relocate.	Maria Isela Orozco			6/26/2020 0:09	6/26/2020 20:34
own historical victorian cottage 1910. missed city historic bounty by half block but sits next to historical apartment building Pearl apts. How will your project handle these properties since they are historical by age but not recognized by city as such. Where is timeline of exquistions plan after study of these comments? Please contact me at 915 9992327 manosarriba_co@yahoo.com. would like to discuss thought pattern of this situation.	sara and cristela bond owners			6/26/2020 0:24	7/8/2020 23:27
As you are headed on I-10 East past Executive there is no direct connection to the Borderwest exressway, meaning you have to get off on Schuster, head north and take the roundabout to Spur 1966. Can you have an off ramp that connects from I-10 East to the Spur 1966? it would help with redirecting traffic as you head into the downtown area.	Miguel Perez			6/26/2020 0:29	7/1/2020 5:11
There is a chokehold as the lanes reduces down from four to three. Woud it be possible to grow to five lanes each way? If not possible due to landlock consider having a two tier sytem that hass an expressway connecting from UTEP to before Cotton exit similar to Wacker Dr. in Chicago downtown area along the riverbank.	Miguel Perez			6/26/2020 0:36	6/26/2020 20:33
As you are headed on I-10 East there is no direct connection to Cotton St. Please add in for a tiered exit and create a new intersection with the existing I10 East ramp that is already on Cotton bridge that is over the railroad tracks.	Miguel Perez			6/26/2020 0:43	7/8/2020 23:26
While this is a Great conceptual overview, I'm interested in the details. My greatest concern is in the uptown downtown connectivity. There has been some discussion on using some of the bridges as park areas, it seems as though that would impair the fluidity of traffic for downtown patrons. Need more information.	Tanny Berg			6/26/2020 2:00	7/15/2020 17:07
This project is long overdue and I'm really hoping it gets done soon. I live in Sunset Heights, I hope that in your plans, you are looking at better connecting downtown and uptown/sunset. Thanks for all you do!				6/26/2020 2:01	7/12/2020 15:51
How will the streetcar be redirected with the Oregon and Stanton Street bridges being torn down?	Mark Gorbett			6/26/2020 2:43	7/15/2020 17:07
Maybe consider making this portion of I-10 near the railyard a sunken highway? The City has been talking about buying the railyard and creating a "central park". I feel like it would improve the connectivity of the neighborhoods north and south of I-10 and allow the neighborhood north of I-10 to enjoy the proposed "central park".	Mark Gorbett			6/26/2020 2:51	7/15/2020 17:07

Great to see these plans taking shape, I-10 is in great need of improvement, our city keeps growing and our main highway (I-10) has taken a toll for quite some years now. It would be great to modernize our highway and keep up with the demand of the city’s heavy traffic. Im looking forward to seeing a state of the art tunnel in our city.	Jorge Adrian Mancilla			6/26/2020 3:13	7/1/2020 5:09
Suggest a high wall in this area to alleviate sunrise & sunset blindness.				6/26/2020 22:27	7/1/2020 17:16
Good evening, TxDOT!  As part of the Reimagine IH-10 Project–Downtown El Paso Segment, TxDOT, working together with additional entities such as El Paso City Hall and El Paso County, should consider express lanes for IH-10 on the far left in each direction. It should also consider inclusion of eastbound and westbound express exits into Downtown El Paso, as well as eastbound and westbound entrances from the same. Similar to the IH-35 Capital Express in Austin, you may moreover want to consider an HOV 2+ requirement, a ban on big-rig trucks, and a ban on trailers; and thus priority for El Paso's Sun Metro, on such express lanes.  Thank you, Mike Andry	Mike Andry	2		6/26/2020 23:27	7/15/2020 17:06
Nowhere in this presentation do you mention that a larger footprint will be required in the downtown area for the addition of more lanes on I-10. There is also no mention of buildings that will be demolished. This type of presenting is upsetting to me because you are avoiding the negative in order to gain support. I came here to see what the impact would be and what the benefits would be. I heard that the park area above the new downtown tunnels would have to be built by the city which is now in an 80 million dollar deficit. I wish you would be more forthcoming with impacts on the city. Instead you told me that in the corridor there are deaths, potholes, old bridges and congestion. All things that I already know. I'm sure Blanton Associates has made millions to present me with information that is already public knowledge. Total waste of my time and still, no answers.	Ruben Neria	9		6/29/2020 4:10	7/15/2020 20:51
It’s quite a shame knowing that I-10 is in disarray, yet upgrading its infrastructure will lead to a higher emphasis on motorized traffic, with alternative modes of transport (bicycle, walking, etc.) being thrown by the wayside, not to mention multiple communities and businesses having to be demolished and displaced. If the city is to move forward into the future, it should evaluate ways to improve upon its practices by taking methods which spread the interconnectivity of the city not just by car, but by any means any citizen may have access to. There are no mentions on how this project would affect the surround areas, and I’m afraid that it would turn them to the worse.	Jesus Bruno	9		6/30/2020 0:29	7/15/2020 17:05

You only stated the positives of this project. That is extremely harmful, misleading, and unbelievably selfish to do so. If you were going to “inform” the community of the project you should have done so completely and truthfully. Instead you decided to “inform” us of issues in the community and roadways that we are already well aware of. You vaguely gave a solution. You failed to mention how long these projects may take and the negative impact construction has on us and traffic. What does this project mean for residents in those areas? What buildings are being torn down? What does this mean for small business owners? What does this mean for our beautiful museums? Especially now during this pandemic I find it difficult to understand how much more time you all have to brainstorm, communicate, interact with the community and this is still what you came up with. Do better. Inform of pros AND CONS. This presentation is incredibly manipulative.	Kierra Robinson	<div></div>		6/30/2020 16:38	7/15/2020 20:55
Despite the seemingly negative reactions to the presentation, I believe we and the City of El Paso as a whole, are in dire need of advanced improvements of our current highways and junctions. Let's face it: El Paso is growing with the rest of Texas (albeit at a slower pace) and with that growth comes imperative upgrades/developments. I understand that many people are going to be affected by this overhaul, but we all need to consider that we are hindering progress in our great city if we don't take care of the issues now. That will result in an increase of traffic, leading to more instances of accidents (fatal included), less accessibility for our residents/ tourists, etc. Besides Transmountain, we are dependent on this interstate to travel from the westside and eastside. With that dependability comes responsibility to our citizens to provide them the safest and most accessible means of transportation as we will exponentially decrease the chances of any accidents occurring.	Erik Andersen			7/1/2020 5:35	7/8/2020 1:07
Many of the buildings proposed to be demolished are of historic and/or cultural significance. This includes at least two historic apartment/ office buildings and the El Paso Holocaust museum. These buildings reflect the architectural styles of their times and are our main connection to early-20th century El Paso. Demolishing these buildings would mean losing a key part of our cultural heritage that can never be replaced.	Robert			7/6/2020 3:01	7/15/2020 20:54
I am concerned about the idea of reducing the number of streets that connect downtown and uptown. Currently, some of these streets, including El Paso Prospect Streets, receive less traffic and are relatively quiet. This makes them ideal for pedestrians and bike traffic. Eliminating these connections and forcing cyclists and pedestrians on to busier streets will create an inferior experience and could even be dangerous.	Francisco			7/6/2020 3:01	7/15/2020 20:54



I do not like the idea of adding high-speed access roads downtown. This is an area that has been undergoing revitalization recently, and the hope is that this will continue until downtown is an active, vibrant area. But my worry is that high speed access roads will make downtown feel more hostile to pedestrians and cyclists, who are essential to having a vibrant, safe downtown area.	Martha			7/6/2020 3:03	7/15/2020 20:54
Numerous historic buildings are located along Missouri Ave. Many are in disrepair, but most could probably be fixed up nicely. I am worried about the possibility of these buildings, which are an important part of El Paso's history and culture, being demolished for an access road	Tina			7/6/2020 3:08	7/15/2020 17:03
The proposed Need and Purpose section presented in this public meeting needs to include a stronger statement on the immediate need to reconstruct I-10 within the limits identified for this project. It is clear that additional lanes on I-10 are needed to address the anticipated growth in vehicular traffic volumes, but the impending need to reconstruct the pavement and vertical structures seems to be relegated to a sub-element of the "Design" category.	Eduardo Calvo			7/6/2020 4:10	7/8/2020 19:11
The "Segment 2" project of I-10 has been identified as the number one priority project by the El Paso Metropolitan Planning Organization. The Transportation Policy Board of the MPO approved the RMS2020 mobility plan in December 2019, which included this project as the highest ranked in the evaluation and prioritization process that was carried out to develop RMS2020.	Eduardo Calvo			7/6/2020 4:23	7/6/2020 4:23
Prospect St bridge is a major walking and biking thoroughfare to and from downtown. Eliminating these paths quickly turn an easy 10 minute walk to get downtown into a 20 minute hike, which becomes even more undesirable during the summer heat. Construction plans need to maintain this and other convenient pedestrian access points.				7/8/2020 0:37	7/15/2020 20:53
Houses along both sides of the highway here are already extremely close to the highway. How do you plan to widen the highway by two lanes, add frontage roads, and build on-ramps along this area? What about the impact of noise and exhaust pollution?				7/8/2020 0:44	7/15/2020 17:02
This area could have a high concentration of archaeological findings from Hart's Mill and Old Fort Bliss. This needs to be taken into consideration and appropriately addressed before any work begins.	D.J. Seigny			7/8/2020 23:30	7/15/2020 17:02
Lincoln Center and its adjacent park have multiple layers of significance. According to Dr. Miguel Juarez, the general area was the site of Concorida, the first Mexican settlement north of the Rio Grande river. After the Civil War, this area was the site of Fort Bliss from 1868-76. This area continues to be incredibly valuable to the city's Chicano community. As a result, members of the Lincoln Park Conservation Committee and other concerned citizens need to be included in all stages of this project.				7/8/2020 23:44	7/15/2020 17:02
Can we take the opportunity when looking at improvements in this area to address the disconnect between sunset heights and san francisco heights? being able to provide connectivity would benefit an otherwise isolated residential area.	Daniela Quesada			7/14/2020 15:49	7/15/2020 17:02

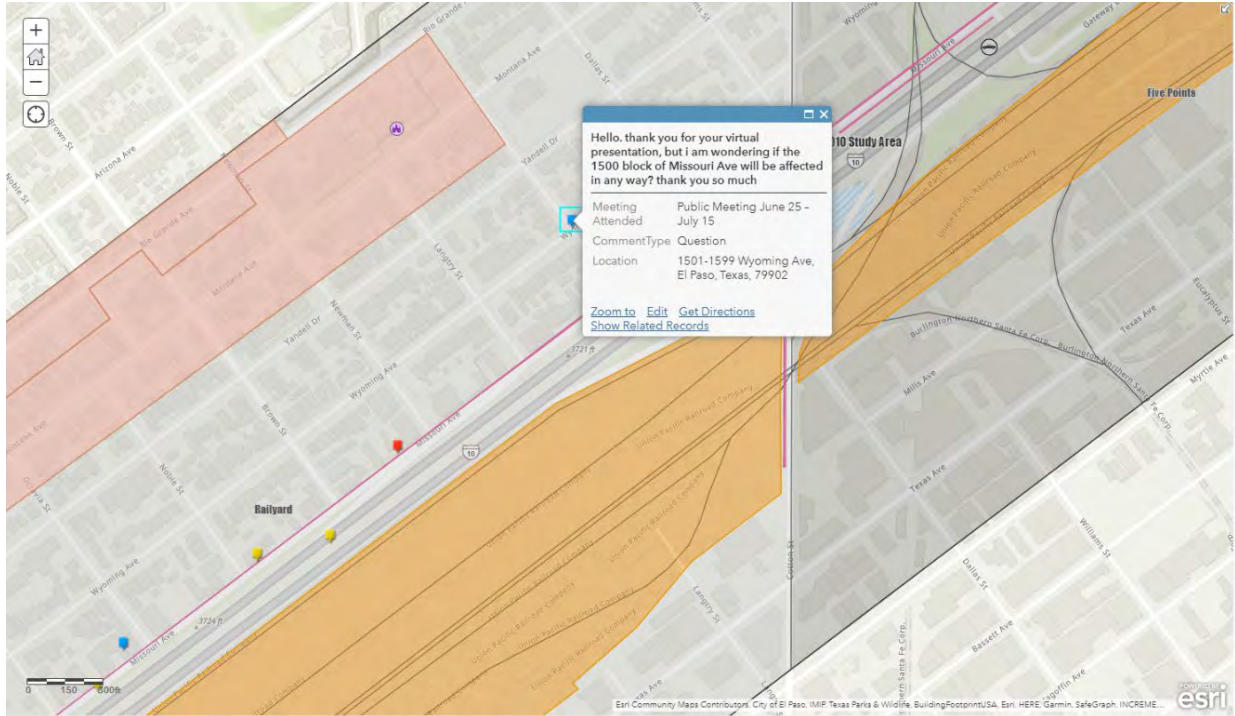
The further demolition of the downtown built environment is concerning, and I wonder whether there is a possibility to mitigate any more destruction of the built environment that contributes to the urban fabric of this area. the wider trench only further divides the uptown from downtown, and as it is, the properties adjacent to the trench in the uptown area have been underused, neglected, and demolished for more surface parking. We wouldn't want to continue this poor pattern of urban decay.	Daniela Quesada	<div></div>		7/14/2020 15:54	7/14/2020 22:08
How is Yandell and Wyoming as access roads to the corridor going to be addressed to truly serve pedestrian and multi-modal transit? I'm very concerned these will be come high traffic speed and volume frontage roads that will make navigating this area in anything other than a vehicle unsafe, unattractive, and further separate our uptown from downtown. This is especially concerning on Yandell, where you have residential areas to its north.	Daniela Quesada			7/14/2020 15:58	7/15/2020 17:01
Directing high speed traffic into a residential neighborhood creates a dangerous situation. Please reconsider any thoughts of adding lanes on W Yandell and directing traffic through the neighborhood.	Samuel Archuleta			7/14/2020 16:40	7/15/2020 20:52
Use this project as an opportunity to link Uptown and Downtown segments of the proposed Paso del Norte Trail through this area. Include a protected path for bicyclists and pedestrians. Ensure the PDN Trail Advisory Committee is included in any decisions in this area.	Samuel Archuleta			7/14/2020 16:47	7/14/2020 16:47
Avoid creating elevated lanes. The trench was implemented as a way to mitigate some of the negative effects of the interstate. Introducing lanes outside of the trench will destroy the look and feel of both downtown and uptown.	Samuel Archuleta			7/14/2020 16:51	7/15/2020 17:00
I agree that the I-10 corridor needs to be updated to current standards, however I don't agree that we need demolish historic areas and expand the freeway causing further distance from uptown and downtown. I have lived in Houston and the expansion of the Katy Freeway has only resulted in more traffic and congestion. A recent study by 'Transportation for America' has shown that adding more lanes creates more congestion and this is evident in most major cities that have implemented freeway expansion. We should instead divert commercial traffic via the Anthony Gap bypass, which has already begun development, including diverting funds to ensure the Anthony Gap Bypass can handle commercial traffic. By reducing 18-wheeler traffic through the downtown corridor we can lower the frequency of accidents, allow room for El Pasoans to use I-10 more freely, and help reduce air pollution, among many more reasons.	Sarah and Rene Vargas			7/15/2020 0:10	7/15/2020 16:59

I'm very concerned that the addition of access roads further weakens the connection of neighborhoods north of the freeway with neighborhoods and shopping and attractions to the south. I would like to see an alternative that reduces traffic on 10 such as reimagining the Northeast Parkway to create a through truck traffic bypass allowing 10 to be redesigned without access roads and within its existing ROW. Restoring historic pedestrian connection of neighborhoods and downtown severed by original design of 10 should be priority. To that end I would like to see serious consideration of traffic reduction alternatives, elimination of downtown access road concept and depression of 10 further below existing grade adjacent to Chope park to increase opportunity for historic pedestrian connection between neighborhoods and downtown.	K Blough	<div></div>		7/15/2020 1:52	7/15/2020 17:00
Real long term or future use should be a priority. It appears to be a recurring theme when projects are completed, the project didn't address the increased need for more lanes.	Gerardo Perez			7/15/2020 5:35	7/15/2020 5:35
Preserve existing connections between neighborhoods north of the freeway and Downtown				7/15/2020 19:22	7/15/2020 19:22
Preserve Grace Chope Park	Sito Negron			7/15/2020 19:23	7/15/2020 19:23
Preserve businesses and housing along Yandell Drive	Sito Negron			7/15/2020 19:24	7/15/2020 19:24
Incorporate traffic calming measures along upper Yandell Drive (near El Paso County Historical Society) to encourage appropriate vehicle speeds entering and leaving Sunset Heights neighborhood				7/15/2020 19:25	7/15/2020 19:25
Design Yandell, Missouri, and Wyoming to encourage the City's posted 30mph speed limit, not as high-speed frontage roads	Sito Negron			7/15/2020 19:27	7/15/2020 19:27
Maintain downtown and north of freeway grid connectivity over freeway	Sito Negron			7/15/2020 19:29	7/15/2020 19:29
Depress highway as it extends west past downtown around Sunset Heights	Sito Negron			7/15/2020 19:30	7/15/2020 19:30
Depress the highway between Copia and Downtown	Sito Negron			7/15/2020 19:31	7/15/2020 19:31
Plant low water use trees along Missouri Ave	Sito Negron			7/15/2020 19:33	7/15/2020 19:33
This is as much an urban planning project as it is a transportation project. A public charette process can help to evaluate all possible options to minimize the impact of the highway on Central and Downtown El Paso.				7/15/2020 19:36	7/15/2020 19:36

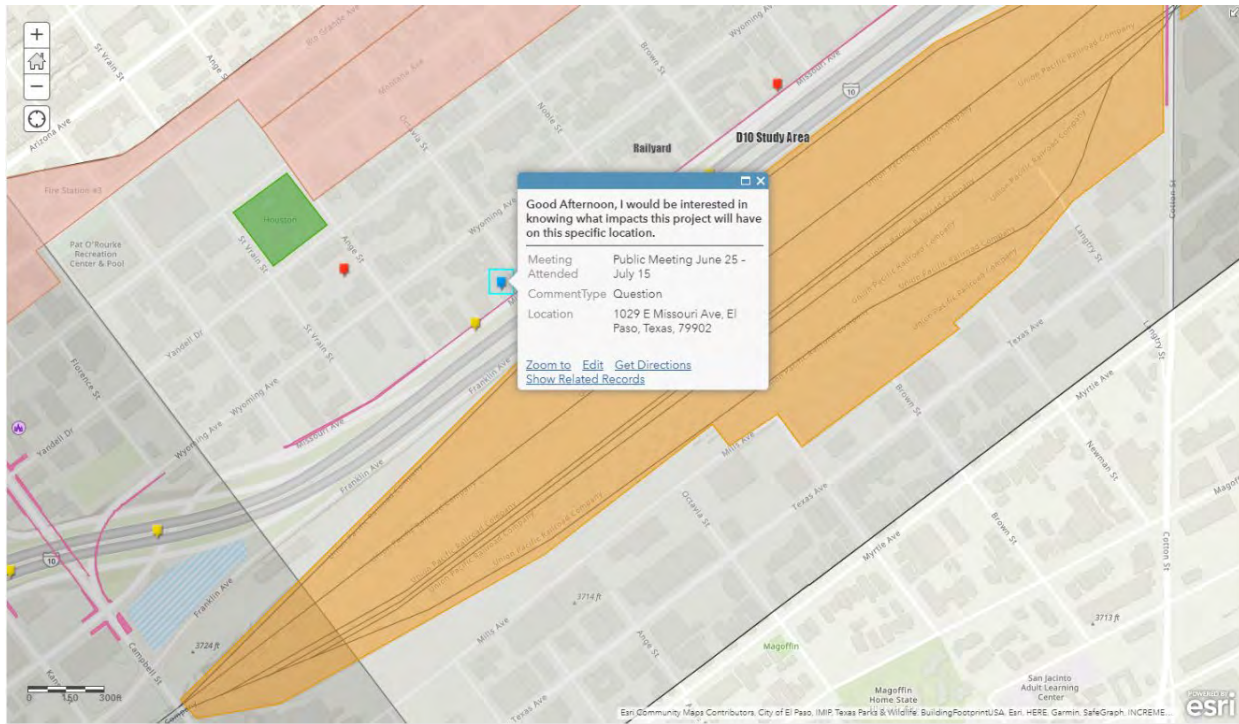


There is a wonderful opportunity for El Paso to receive state funding to improve our highways, but the proposed design does not meet El Paso’s needs. In particular, the widening of the trench and (unfunded) park would further separate downtown from the surrounding neighborhoods and create dangerous streets where pedestrians are at higher risk of injury. The elimination of access bridges into the UTEP, Sunset Heights and Downtown areas would increase, rather than decrease, traffic. The best designed and most charming cities in the country--such as San Francisco, Milwaukee, and Nashville—have eliminated major interstates that run through downtown; the proposed design is regressive in that it will decrease our City’s quality of air, place and life. The highway needs to be resurfaced, gateways beautified, and signs created that redirect eighteen-wheelers and through-traffic to the Anthony Gap, instead of through downtown.				7/15/2020 20:51	7/15/2020 21:04
No one wants to see L&J Restaurant displaced. It may not be historic, but it is beloved by locals.					
This project is not “progress”. People here somehow correlate a terribly designed infrastructure project as “project”. I’ve lived in many of the biggest cities in the world (moved here from NYC) and this project will be incredibly inefficient and not lead to progress of anything. I’ve been in cities where. Similar projects were regretted almost as soon as they were completed. I love El Paso, but my biggest complaint is the absolutely terrible inefficient use of space and the terrible environmental impact people don’t seem to care about, and it won’t help “progress”. Small businesses and homes will have their value cut in half overnight.					
Is the entire shaded study area under the threat of construction? If so, I oppose it and you should re-direct the truckers to use 375 by-pass or create an upper level over the original I-To without taking more property	Marsha J. Labodda	1			
Why not encourage by-passers to take 375 to avoid this area	Marsha J. Labodda	1			
I concur with this comment. Much of this area has historic resources that still need to be surveyed.					
Road construction has negatively impacted access to the Old Fort Bliss, Harts Mill and Onate Crossing in this area. Views of the properties should be maintained or enhanced and not further degraded by elevation or orientation of roadways.					
Please take advantage of this opportunity to re-establish connections between the divided uptown and downtown that was the result of the original construction of I-10 that sliced historic neighborhoods apart. Increase rather than decrease connections. Provide for comfortable pedestrian access reconnecting neighborhoods. Pay for the park you are proposing.					

Expansion of the highway will also create an increase of traffic and decrease accessibility for residents and even tourists. We should not be dependent on a road. In order to exponentially decrease the chances of accidents occurring we should look for ways to decrease cars on the road. Better public transit, bike trails, pedestrian friendly routes, and encouraging citizens to work and live in the same relative area.	Samuel Archuleta				
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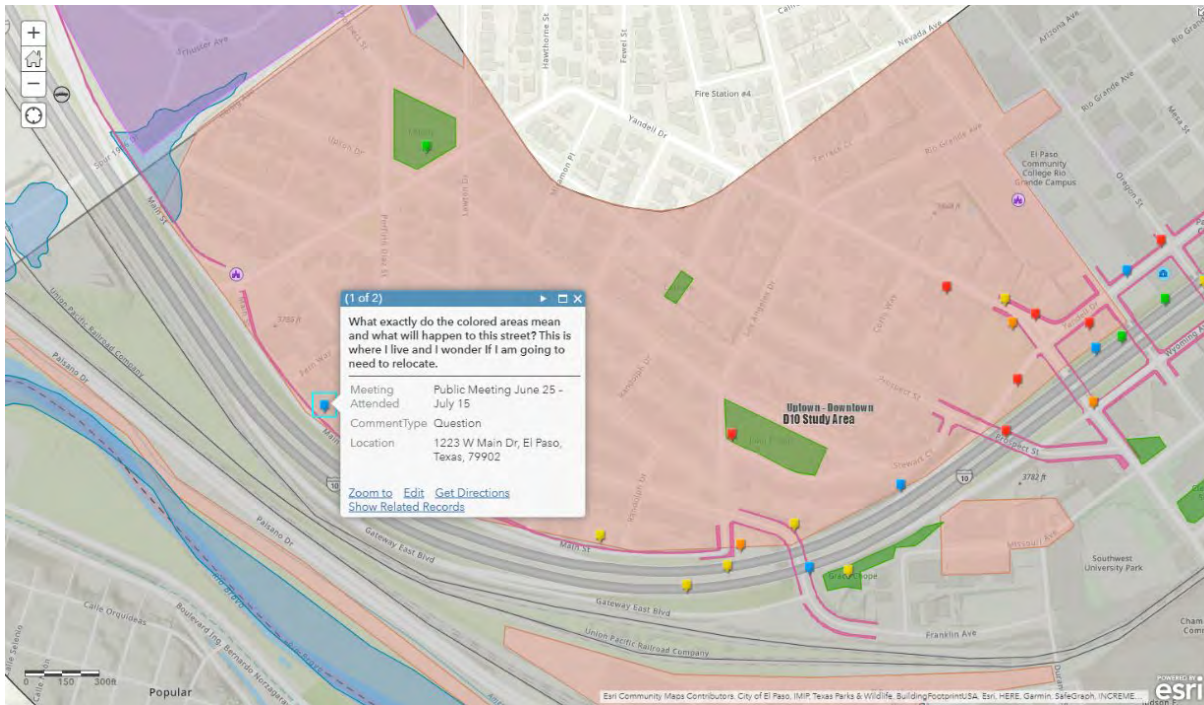


**Figure 1.** Photo belongs to Comment 100 in the Comment Matrix.

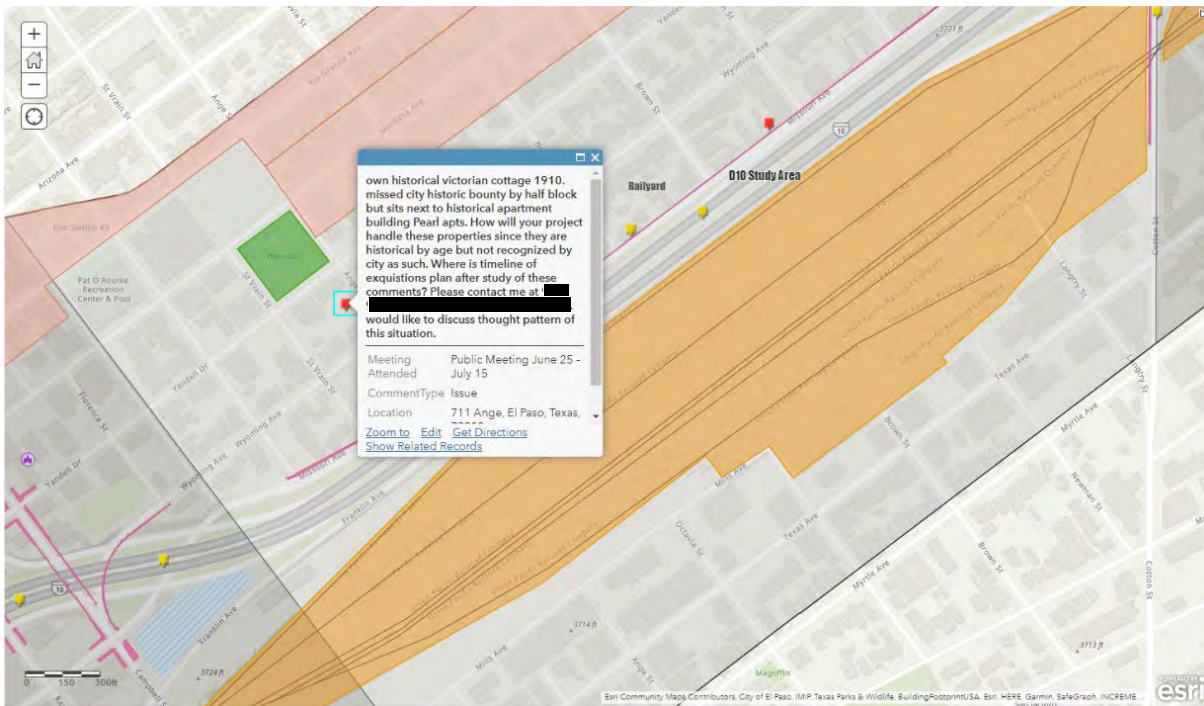


**Figure 2.** Photo belongs to Comment 101 in the Comment Matrix.



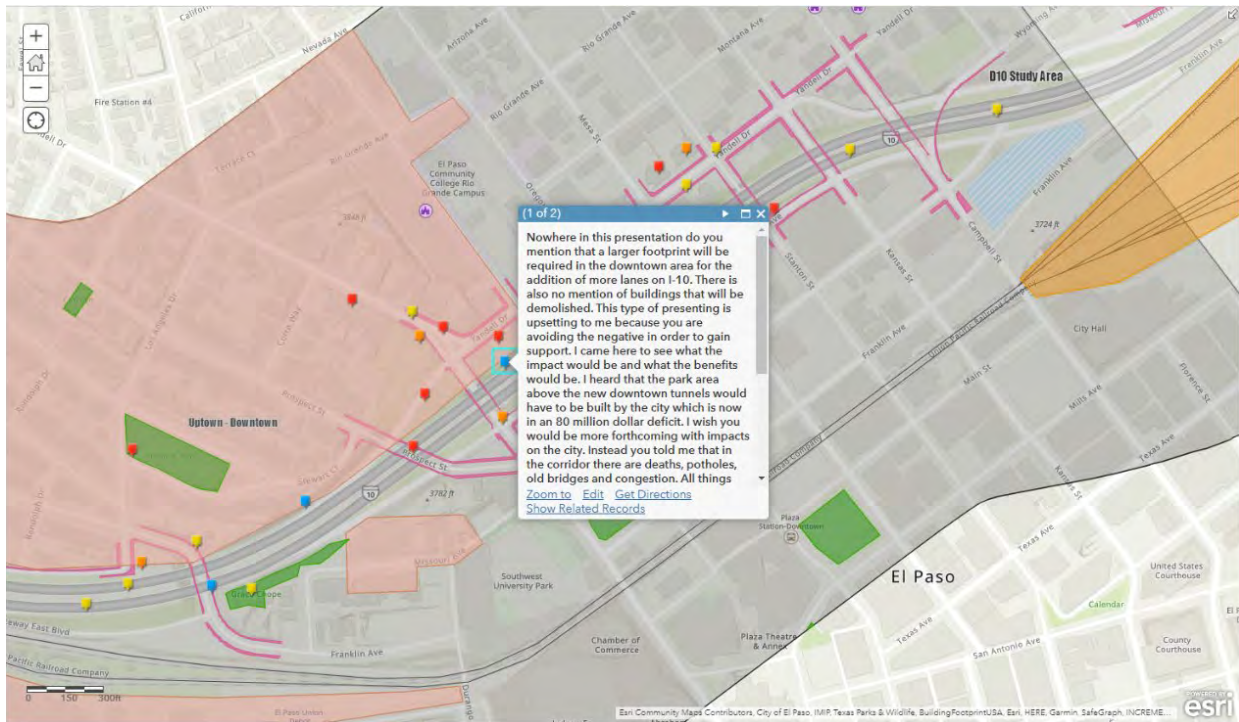


**Figure 3.** Photo belongs to Comment 101 in the Comment Matrix.

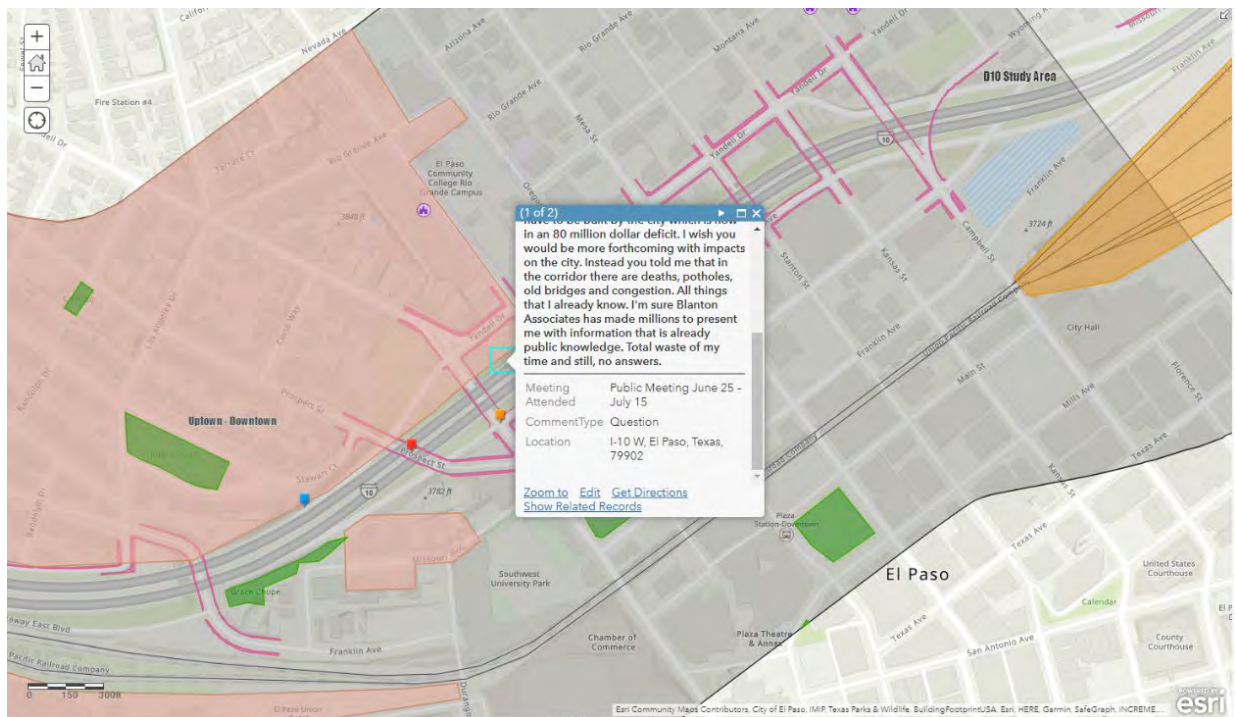


**Figure 4.** Photo belongs to Comment 103 in the Comment Matrix.



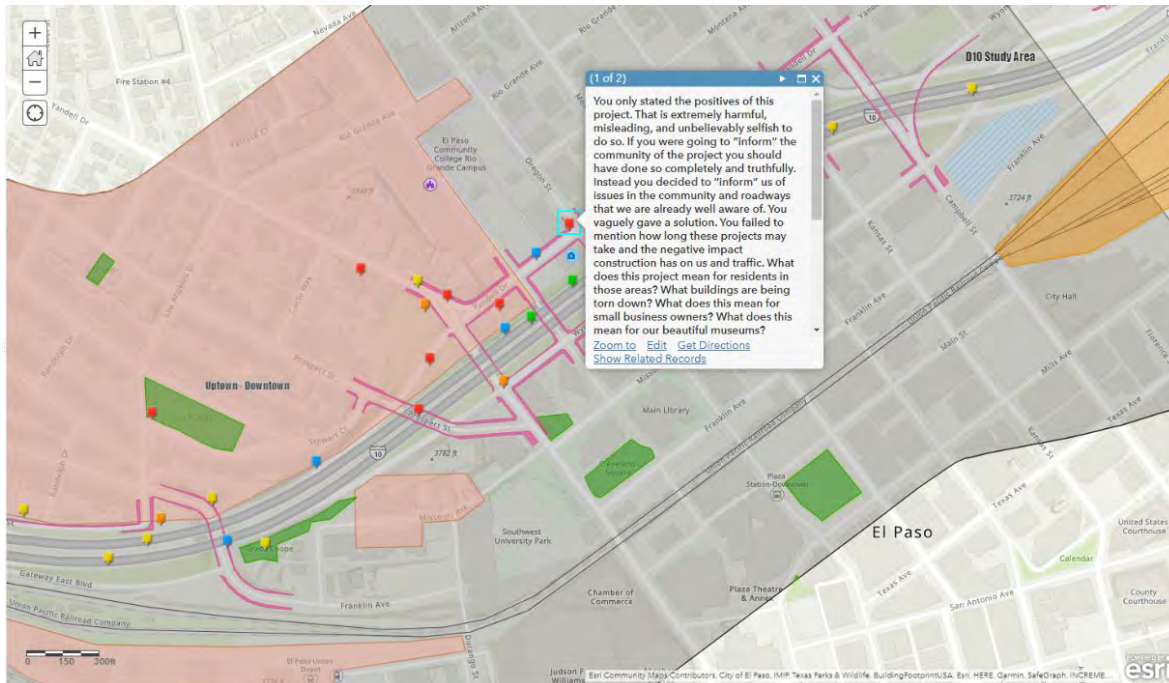


**Figure 5.** Photo belongs to Comment 111 in the Comment Matrix.

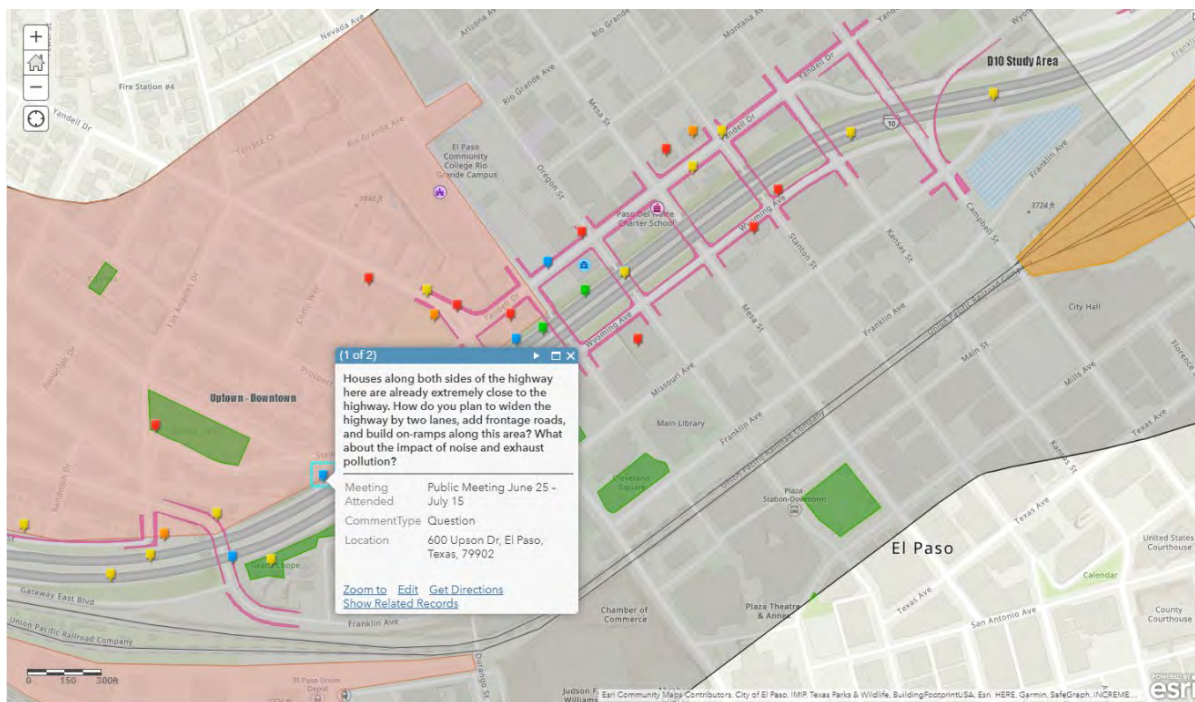


**Figure 6.** Photo belongs to 111 in the Comment Matrix.

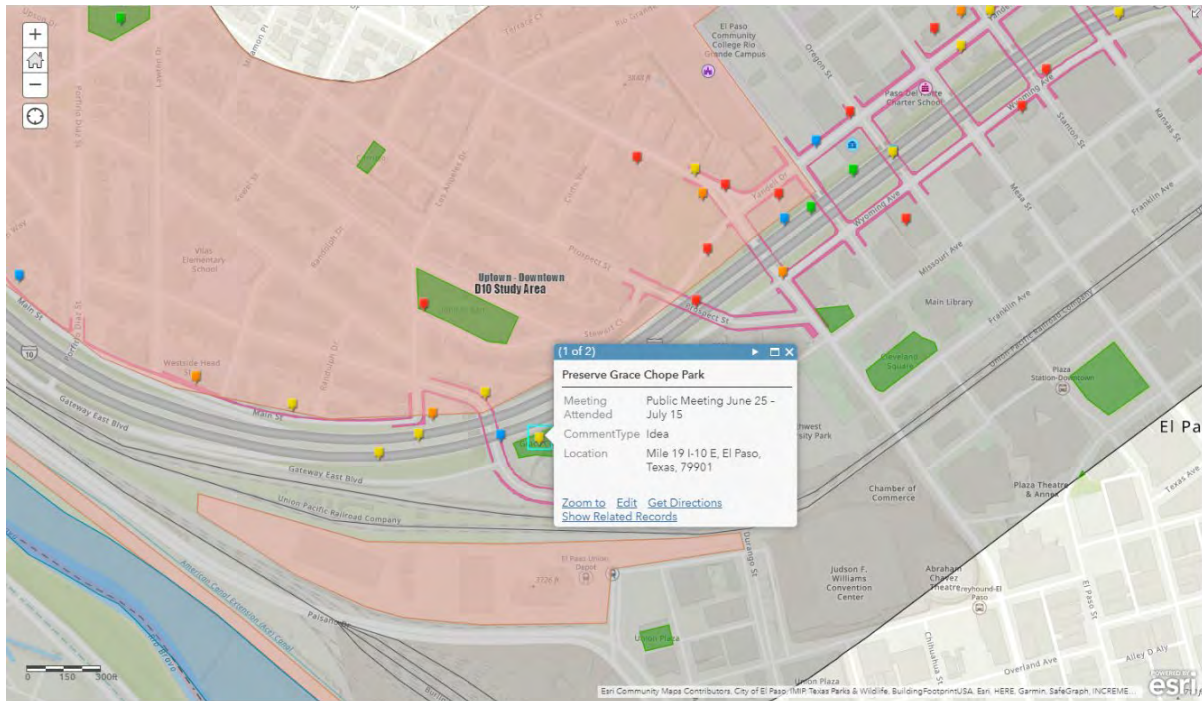




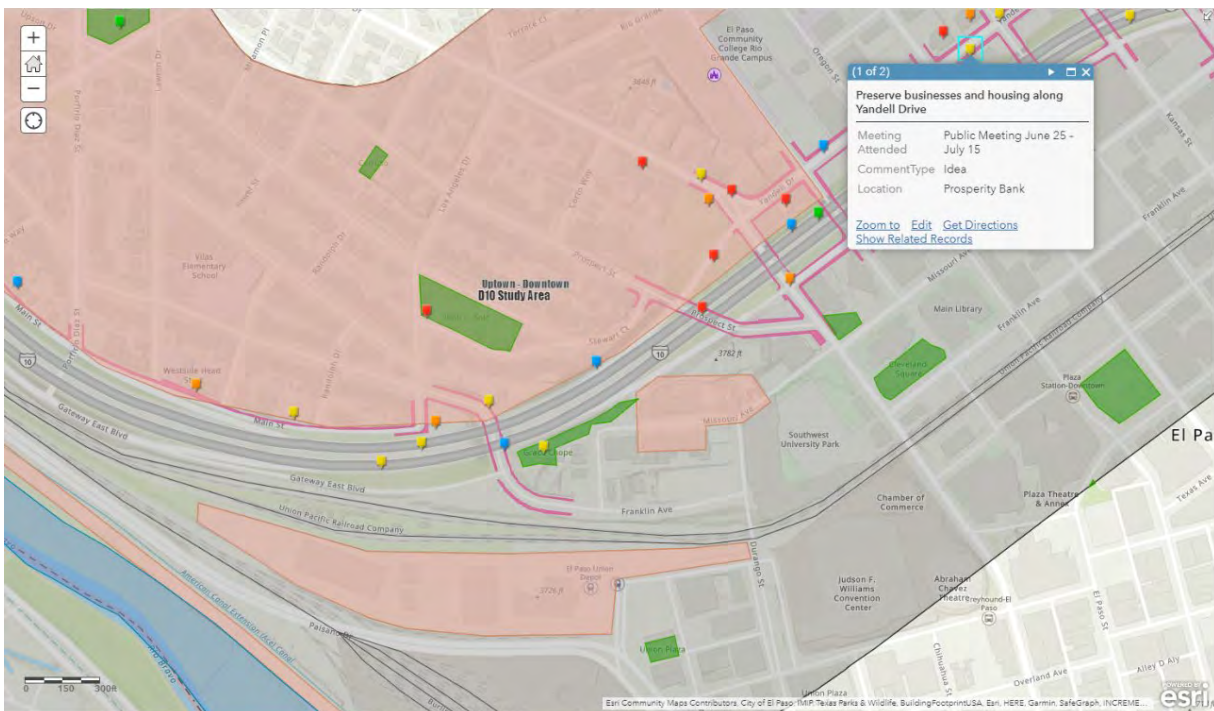
**Figure 7.** Photo belongs to Comment 114 in the Comment Matrix.



**Figure 8.** Photo belongs to Comment 122 in the Comment Matrix.

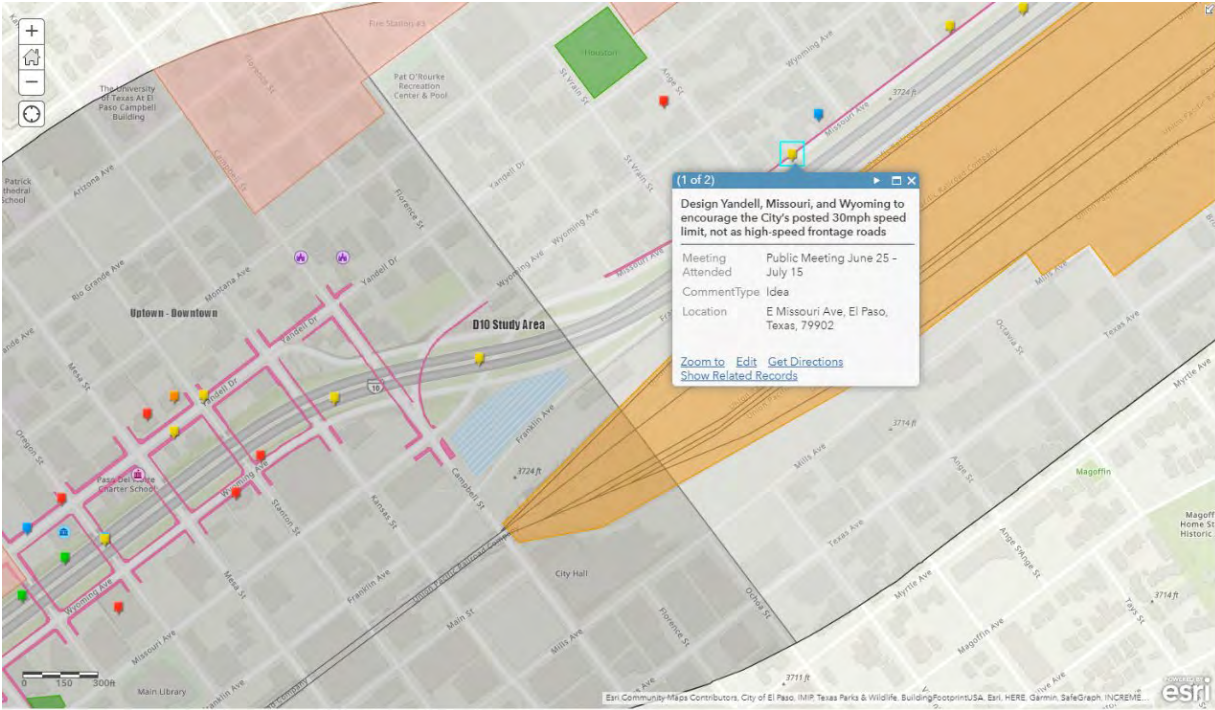


**Figure 9.** Photo belongs to Comment 136 in the Comment Matrix.

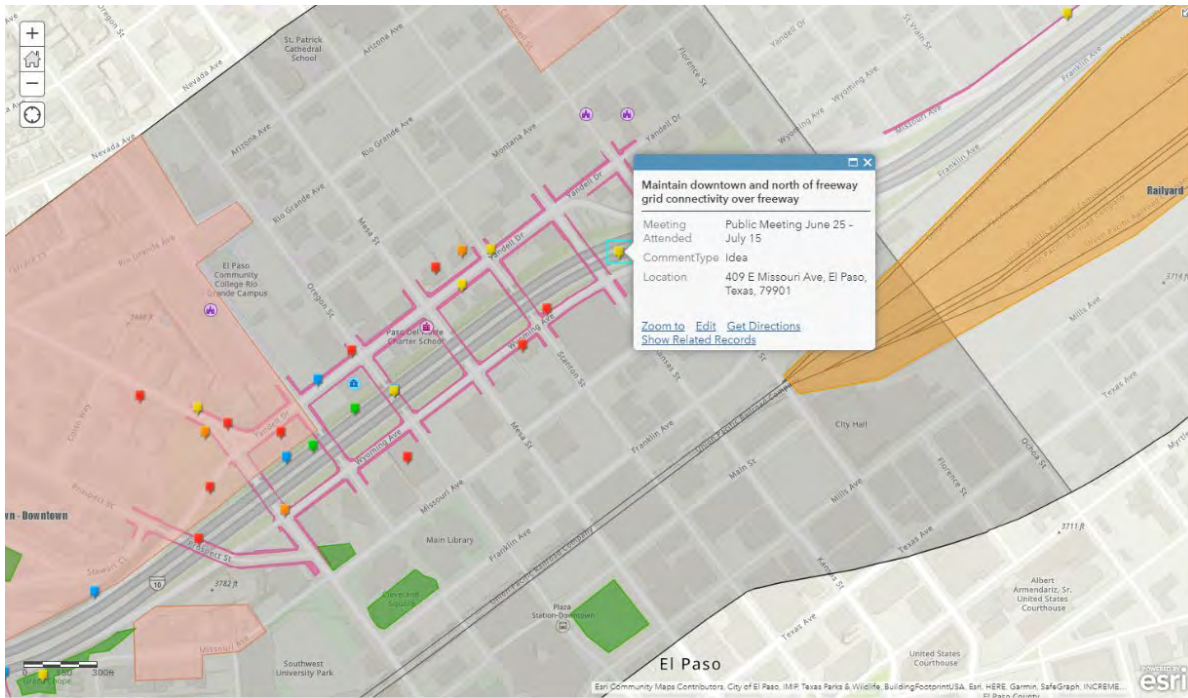


**Figure 10.** Photo belongs to Comment 136 in the Comment Matrix.





**Figure 11.** Photo belongs to Comment 136 in the Comment Matrix.



**Figure 12.** Photo belongs to Comment 136 in the Comment Matrix.

## **Attachment F**

### **Figures/Exhibits Presented in the Virtual Public Meeting**

Station Boards

Environmental Constraints Map

#### **Handouts for the Virtual Public Meeting**

Frequently Asked Questions Document (English and Spanish)

Comment Card (English and Spanish)

Section 106 Brochure (English and Spanish)

Project Overview Brochure (English and Spanish)

Project Fact Sheet Brochure

Right-of-Way Information Brochure

### **Contents**

1. Display Materials
2. Meeting Handouts



# WELCOME

## From Executive Center Boulevard to State Loop 478 (Copia Street)

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.

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 FHWA (Administración Federal de Carreteras) y TxDOT.

## DOWNTOWN 10 PROJECT

The proposed Downtown 10 project limits extend from Executive Center Boulevard to Loop 478 (Copia Street), traveling through downtown El Paso. The purpose of the project is to provide long-term transportation solutions for the El Paso region. These solutions will improve mobility and long-term congestion management, reduce and improve incident management, and bring the facility up to current design standards. The proposed improvements include reconstruction of the mainlanes, retaining walls, bridges, ramps, and cross streets to overcome deterioration of pavement and bridges.

## 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 runs 56 miles long. The Segment 2 – Downtown 10 portion was identified as a priority.

### 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: 5.6 MI PROJECT LIMITS: EXECUTIVE CENTER BLVD TO 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' 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

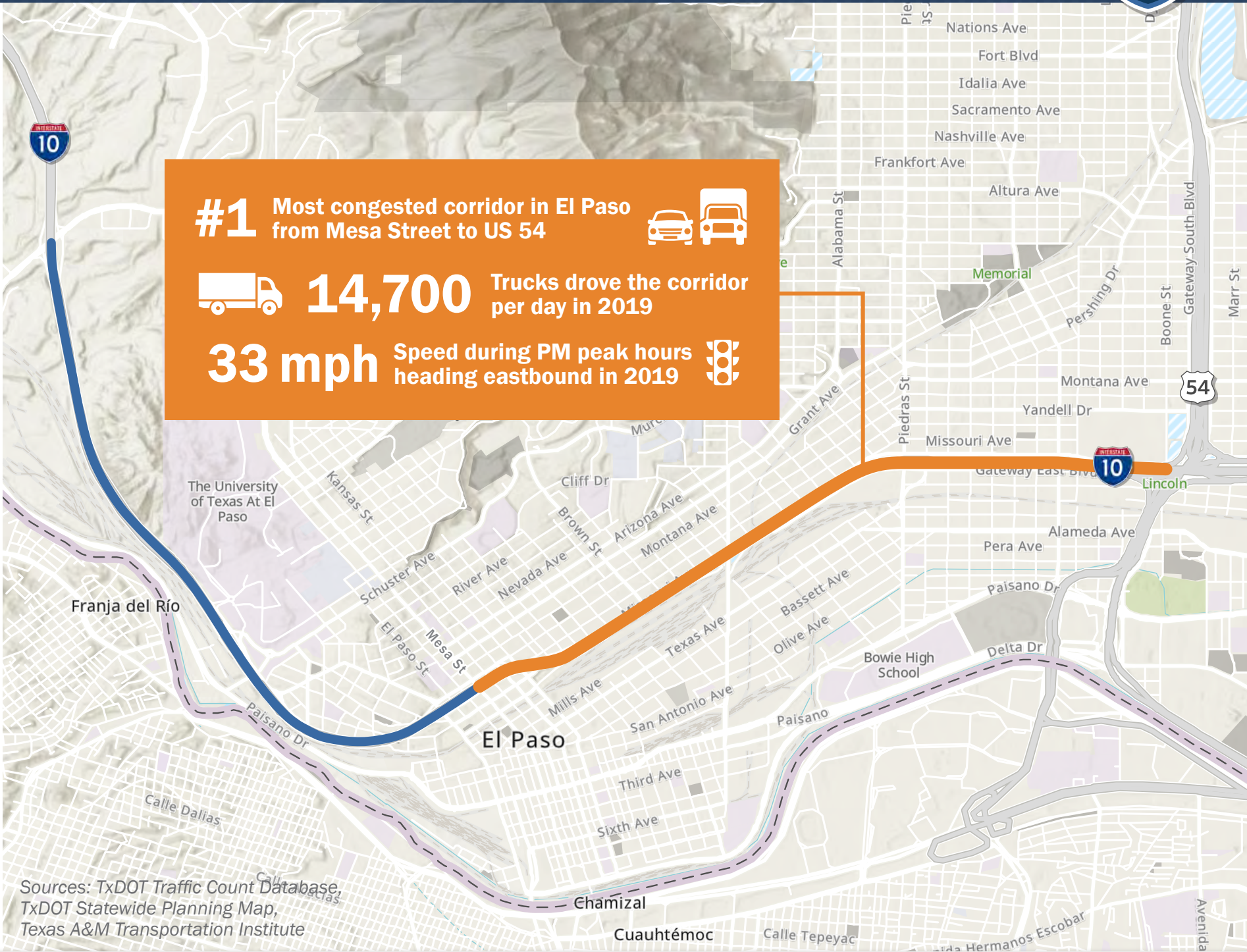





Since 1999, there has been historic traffic growth throughout the Downtown 10 project limits. The I-10 corridor has seen traffic growth between 11 percent and 34 percent during the last 10 years.


Within the project limits are two of the most congested corridors in El Paso County, per statistics from 2019.

- The most congested corridor in El Paso is I-10 from Mesa Street to US 54.
- The twelfth most congested corridor in El Paso County is I-10 from Border West Expressway to Mesa Street.






**\$19M** Congestion costs



**310,000** Gallons of excess fuel used



**6.3M** Pounds of excess CO<sub>2</sub> produced

2019 annual congestion statistics within the project limits.  
Source: Texas Transportation Institute





**5,581**

Crashes  
on I-10

**55**

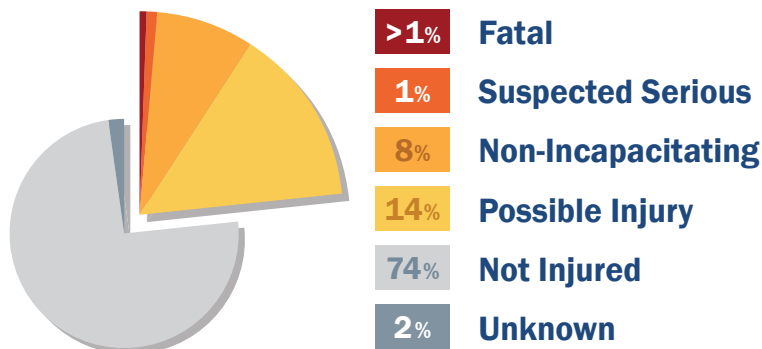
Serious  
crashes

**22**

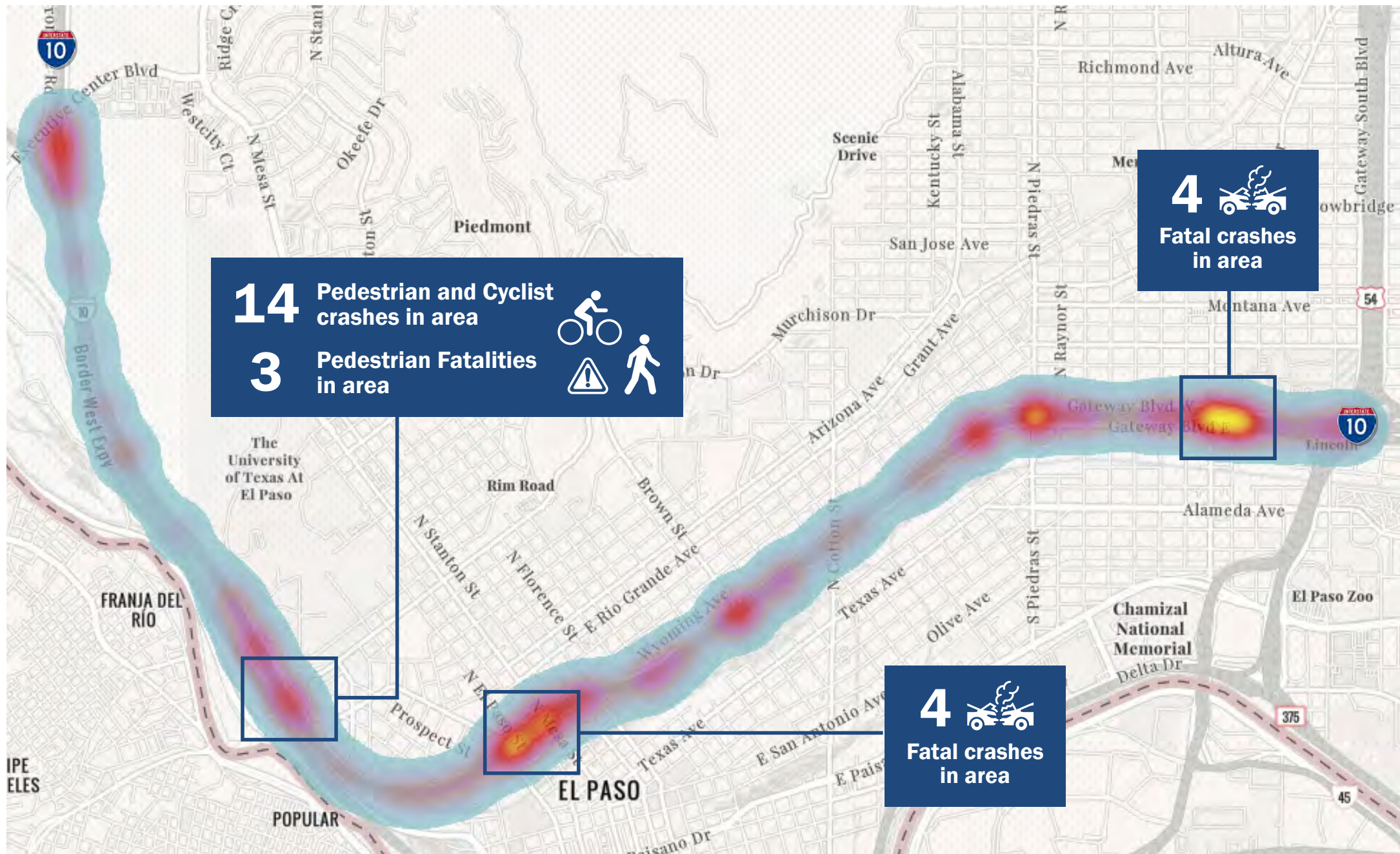
Fatal  
crashes

Crash data from 2015 - 2019 for I-10 between Executive Center Boulevard and US 54

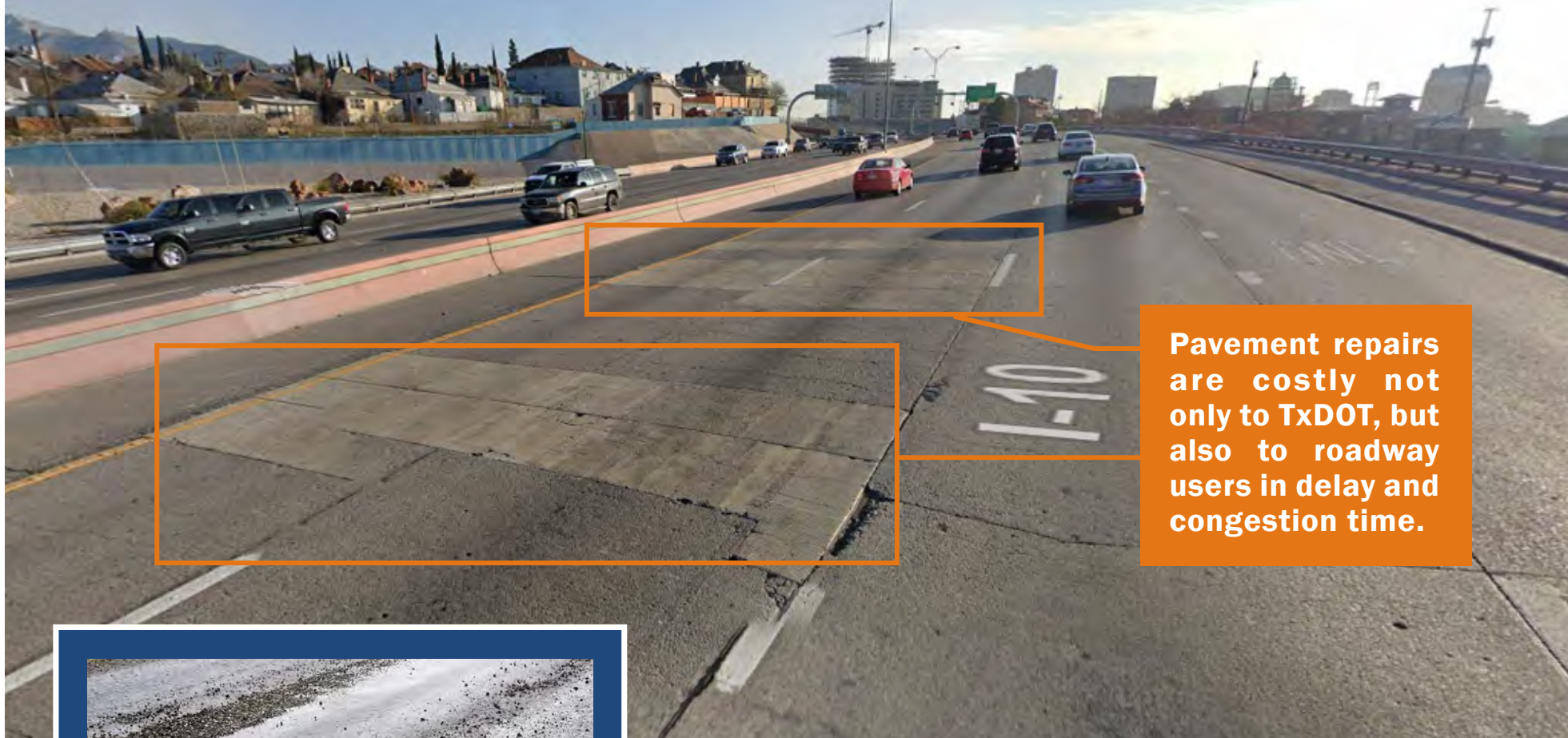
## Crash Severity



Source: TxDOT CRIS Database







**Pavement repairs are costly not only to TxDOT, but also to roadway users in delay and congestion time.**

Many lanes throughout the I-10 corridor are deteriorating and nearing end-of-service life. Studies were performed at various points along the corridor to calculate the remaining useful life (RSL) and the international roughness index (IRI) of the pavement, the latter of which is a measure related to safety, fuel consumption, and vehicle maintenance. Based on the studies, many spots along the corridor have been determined to be at the end of their useful life and in need of replacement.

Proposed reconstruction improvements included below are to overcome deterioration of pavement and bridges:

- Mainlanes
- Bridges
- Retaining walls, ramps, and cross streets



**Potholes and roadway separation occur when water collects between layers or expands and contracts**

## DOWNTOWN 10 BRIDGES

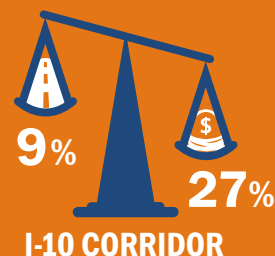
Of the 36 bridges in the project area, 31 of them (86%) are more than 50 years old. Out of the 31 bridges older than 50 years, 10 are eligible for rehabilitation/reconstruction based on sufficiency ratings.

**86% of bridges are over 50 years old**



**10 of them are eligible for repair**

**THE I-10 CORRIDOR OCCUPIES 9% OF CENTERLINE MILES - THE TOTAL LENGTH OF A ROAD - WITHIN THE TxDOT EL PASO DISTRICT SUPERVISION. HOWEVER, IN 2019, NEARLY 27% OF NON-CONTRACTED MAINTENANCE BUDGET WAS SPENT ON I-10. THIS DATA HIGHLIGHTS THE NEED FOR AN OVERHAUL.**





*Click on the maps below to see animations of how storm water collects and is disbursed during heavy rain.*



**DALLAS DRAINAGE SYSTEM**



**CEBADA DRAINAGE SYSTEM**

Stormwater runoff in the Downtown 10 project area utilizes two of El Paso's drainage systems, the Dallas and Cebada drainage systems. Click on the maps above to see animations of how storm water collects and is disbursed during heavy rain.

*Need and Purpose 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 process, which included input from project 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.



## PURPOSE OF THE PROJECT

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:



*Goals define the conceptual direction of a project and help develop potential conceptual solutions.*



## MOBILITY

Enhancing connectivity citywide, regionally, and nationally

- Daily commutes
- Safety
- Uptown and Downtown connectivity



Alleviating growing traffic congestion

- Transportation systems management and operation
- Provide trip reliability
- Incident management



## ENVIRONMENTAL

Minimizing potential impacts to the surrounding environment

- Air quality
- Noise
- Water resources
- Biological resources
- Community
- Cultural



## MULTIMODAL

Improving multimodal connections

- Walkability
- Pedestrian access
- Bicycle access
- Transit mobility
- Freight mobility



## DESIGN

Addressing pavement conditions, such as:

- Pavement potholes
- Reconstructing aging structures such as bridges
- Meeting current design requirements
- Being mindful of construction costs



## LEVERAGE CURRENT AND EMERGING TECHNOLOGIES

*We will follow National Environmental Policy Act Process and other regulatory requirements.*





The University of Texas at El Paso – UTEP – focus area runs from Executive Center Blvd to just south of Schuster Avenue.

Environmental considerations include Environmental Justice Populations, the Elephant Butte Irrigation District, hazardous material sites, various floodplains, University of Texas at El Paso campus, Old Fort Bliss, railroad tracks, and the Border West Expressway.

**How people within the focus area get to work:**

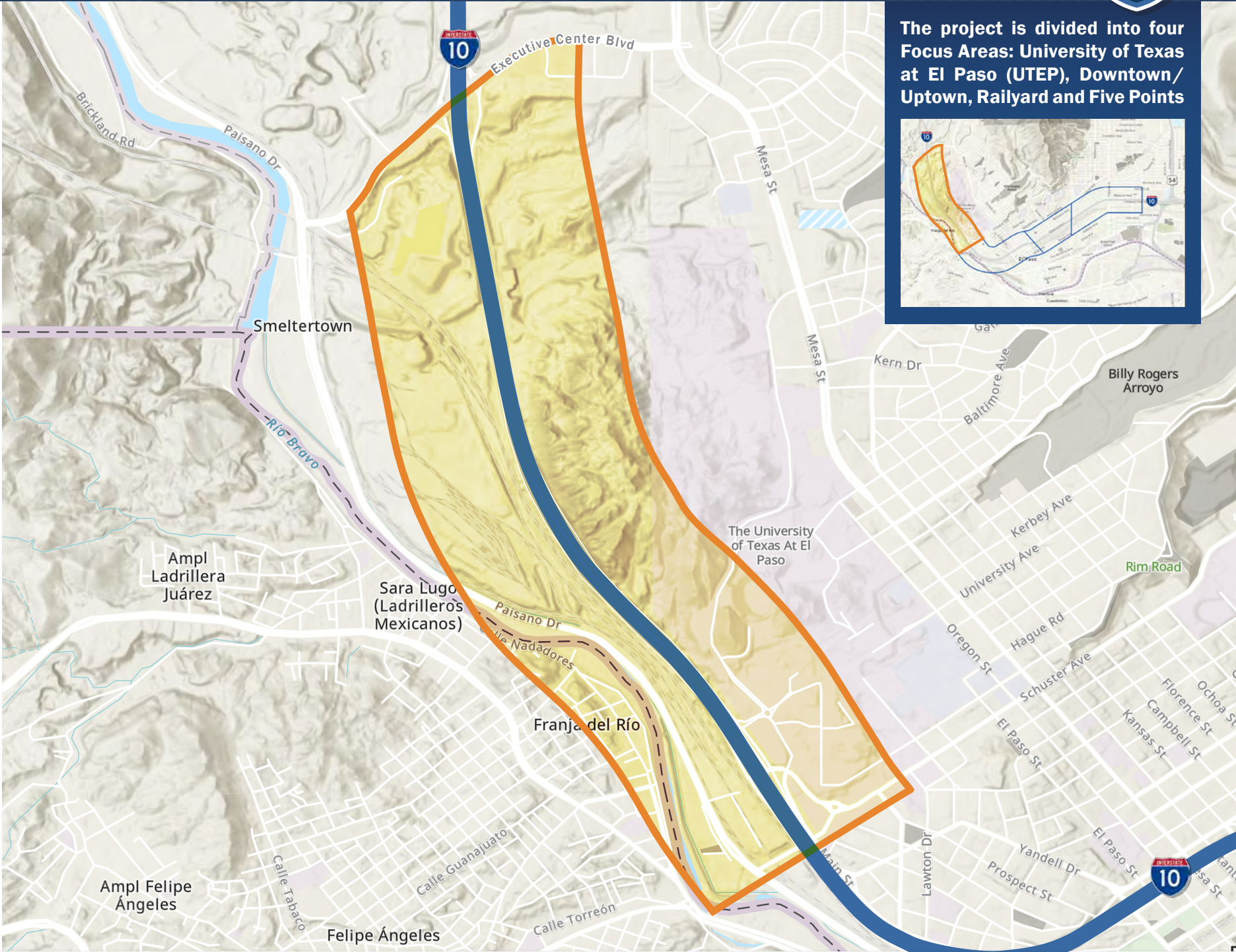
**9%**  
take public transit

**62%**  
drive alone

**12%**  
carpool

**9%**  
walk

Source: Esri



The project is divided into four Focus Areas: University of Texas at El Paso (UTEP), Downtown/Uptown, Railyard and Five Points







The Downtown/ Uptown focus area runs from south of Schuster Avenue to North Ochoa Street.

Environmental considerations include Environmental Justice Populations, El Paso Holocaust Museum, Franklin Canal, Rio Grande, Grace Chope Park, Sunset Heights Historic District, Rio Grande Avenue Historic District, and the railroad tracks.

How people within the focus area get to work:

 **16%**  
take public transit

 **67%**  
drive alone

 **6%**  
carpool

 **8%**  
walk

Source: Esri



The project is divided into four Focus Areas: University of Texas at El Paso (UTEP), Downtown/ Uptown, Railyard and Five Points







The Railyard focus area runs from North Ochoa Street to Cotton Street.

Environmental considerations include Environmental Justice Populations, Rio Grande Avenue Historic District, Montana Avenue Historic District, parks, and the railyard.

How people within the focus area get to work:

**10%**  
take public transit

**65%**  
drive alone

**6%**  
carpool

**13%**  
walk

Source: Esri



The project is divided into four Focus Areas: University of Texas at El Paso (UTEP), Downtown/Uptown, Railyard and Five Points





The Five Points focus area runs from Cotton Street to Copia Street (Loop 478)

Environmental considerations include Environmental Justice Populations, neighborhoods, floodplains, and parks. Just outside of the project limits but adjacent to the area is the Concordia Cemetery.

**How people within the focus area get to work:**

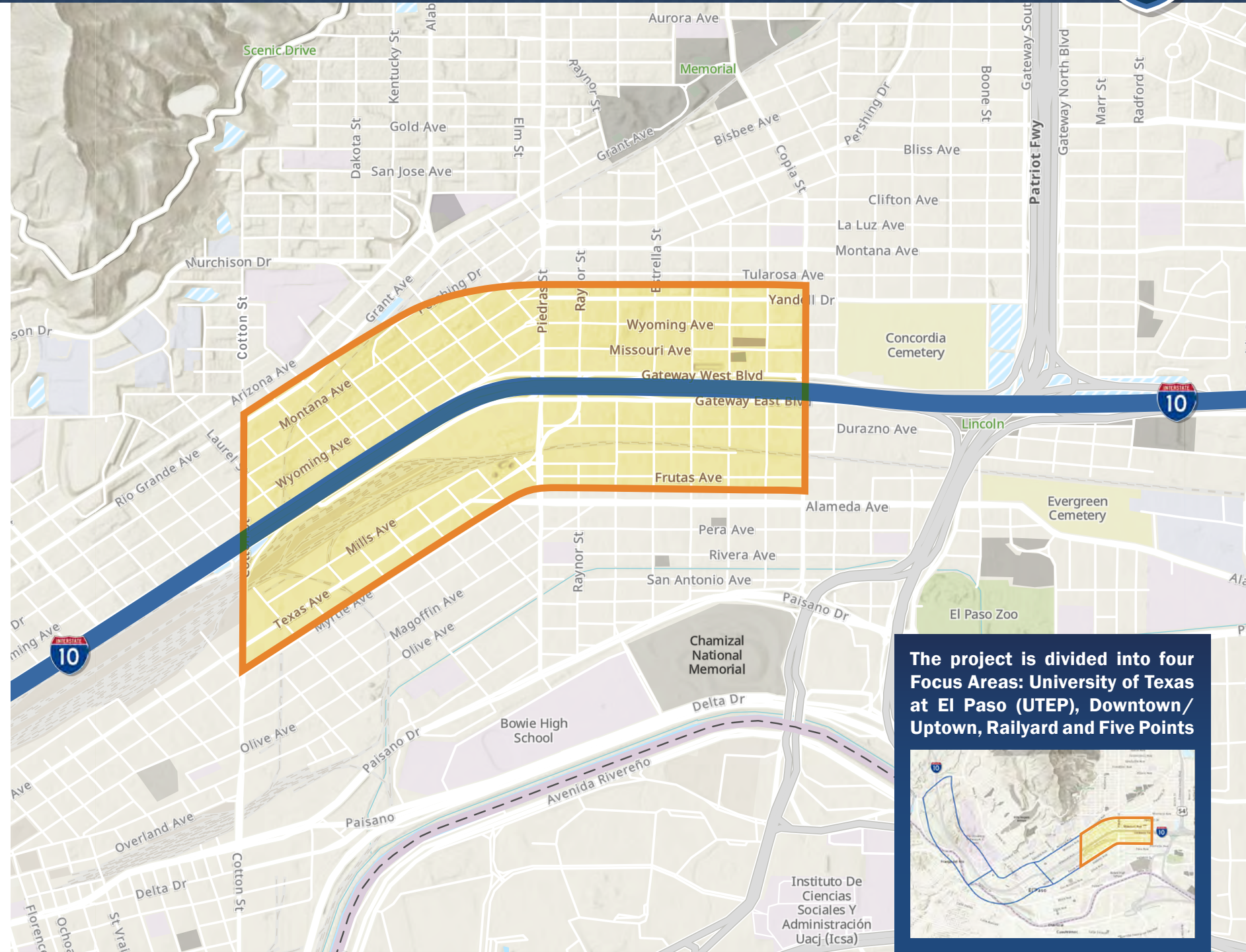
 **8%**  
take public transit

 **66%**  
drive alone

 **9%**  
carpool

 **7%**  
walk

Source: Esri



The project is divided into four Focus Areas: University of Texas at El Paso (UTEP), Downtown/Uptown, Railyard and Five Points







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

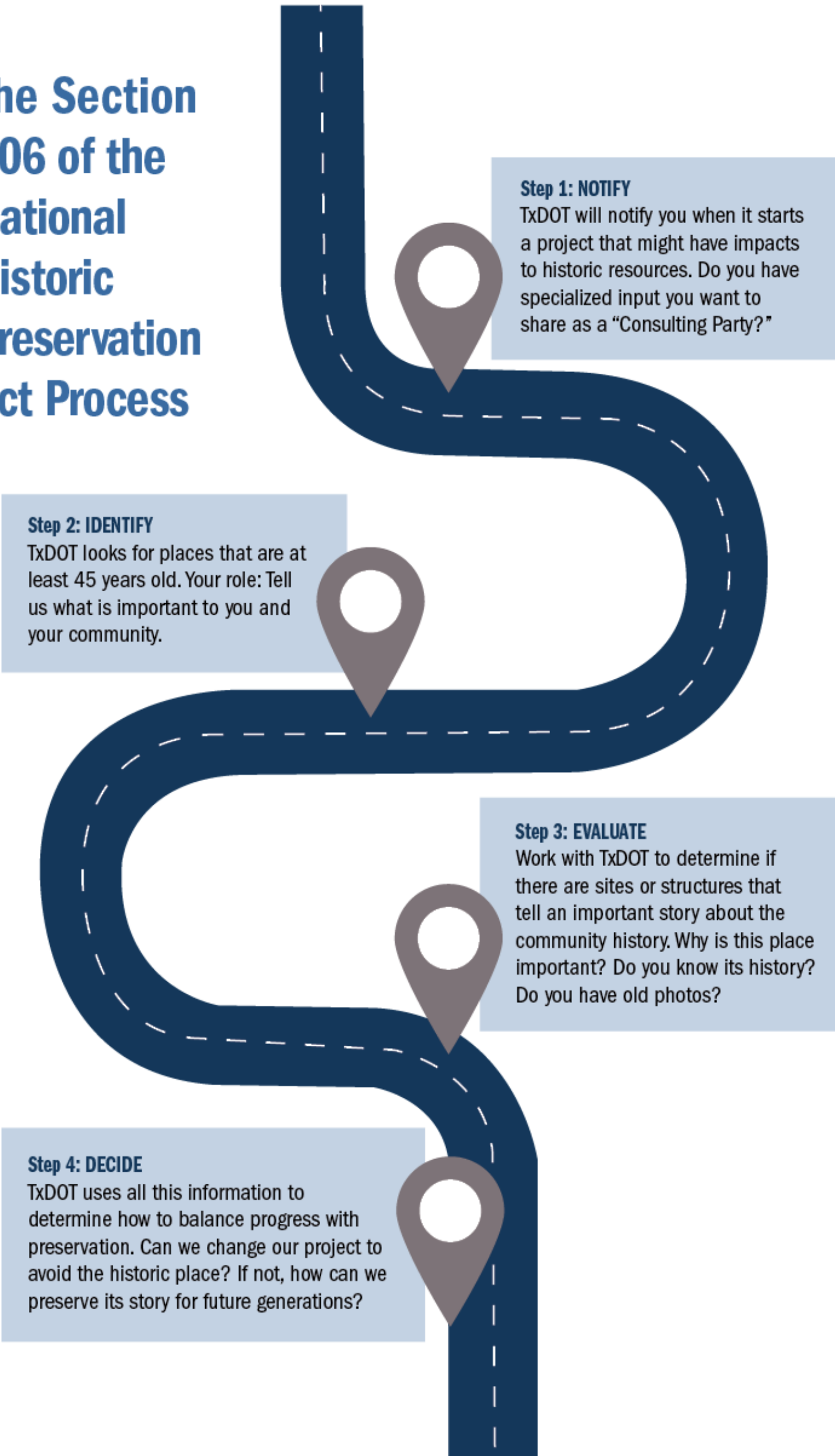
- Vegetation
- Water Resources
- Archeological Resources
- Hazardous Materials
- Community Impacts
- Access and Travel Patterns
- Threatened and Endangered Species
- Air Quality
- Historic Resources
- Utilities
- Environmental Justice and Limited English Proficiency
- Visual Impacts

These assessments will be documented in technical reports which will be available for public review at the time of the public hearing.

*Will follow National Environmental Policy Act Process and other regulatory requirements.*



# The Section 106 of the National Historic Preservation Act Process





## WE WANT YOUR INPUT

Your comments are vital for TxDOT to understand your interests, concerns, and needs within the project limits. TxDOT will read, discuss, and consider adjustments to the project based on your comments and overall feedback. It is for this reason, we ask for you to take moment, and provide comments within the interactive comment map.

Access the online interactive comment map [here](#). 

Feel free to explore the map and provide multiple comments at your convenience. Thank you for your input.



## DETAILED DIRECTIONS FOR LEAVING A COMMENT

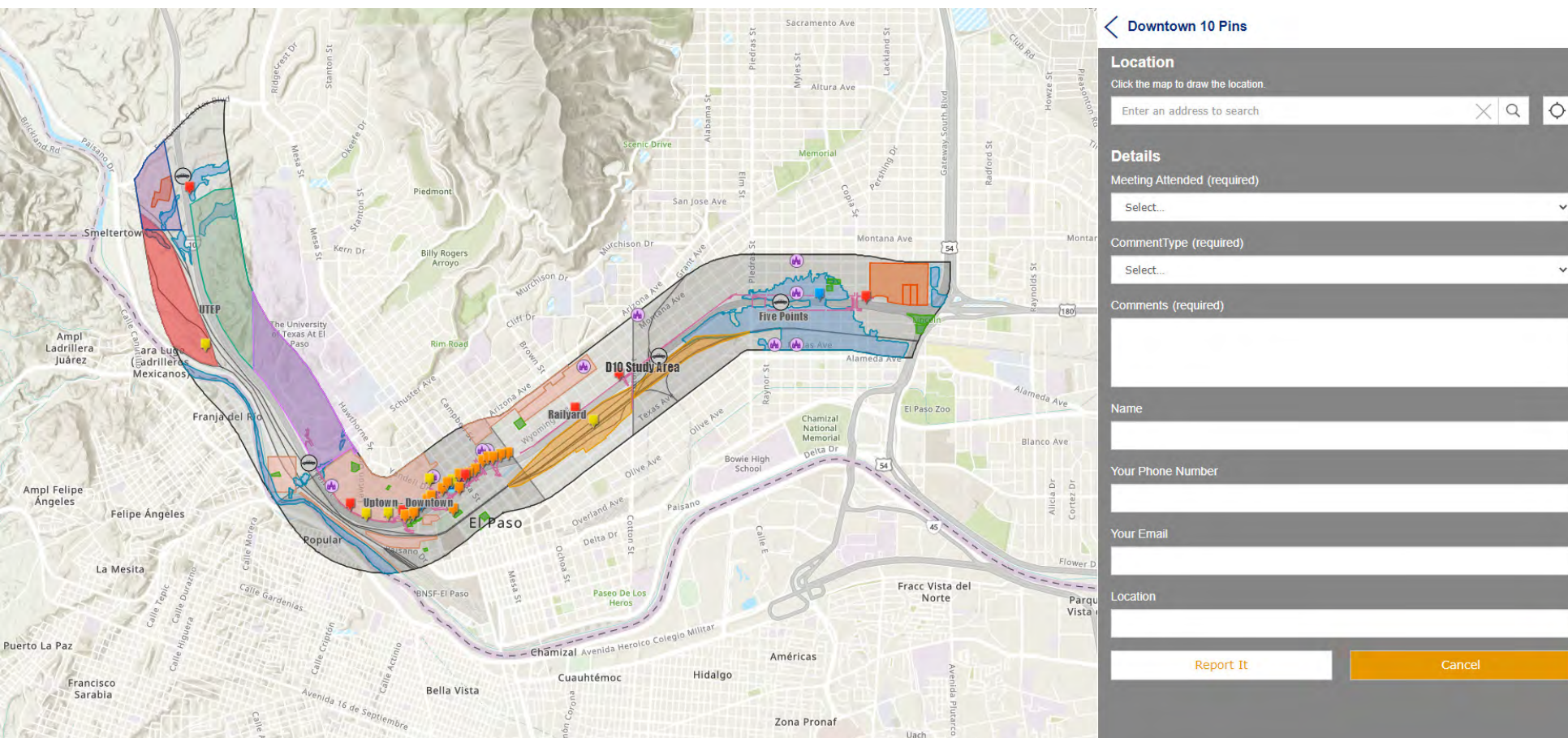
To access the online interactive comment map, click [here](#) and a new browser window will open.

Once there, click “[proceed as guest.](#)”

You will see an interactive map on the left and comments on the right. You can zoom in and click through the map to see locations, streets, and other participant’s comments.

### To leave a comment, please follow these steps:

- 1 Click “submit comment” on the right side in gold.
- 2 You should see a comment form with a prompt to indicate a location for your comment. A location can be provided by clicking on the map at the spot where you would like to leave your comment.
- 3 Once the location field has been populated, please let us know what type (category) of comment you intend to provide.
- 4 After a comment has been categorized, please leave a detailed comment within the comment box.
- 5 If you would like for TxDOT to contact you regarding your comment please fill out your contact information. Any contact information provided will kept private.
- 6 Once your comment is completed, click “report it.” Doing so will send the comment to TxDOT.





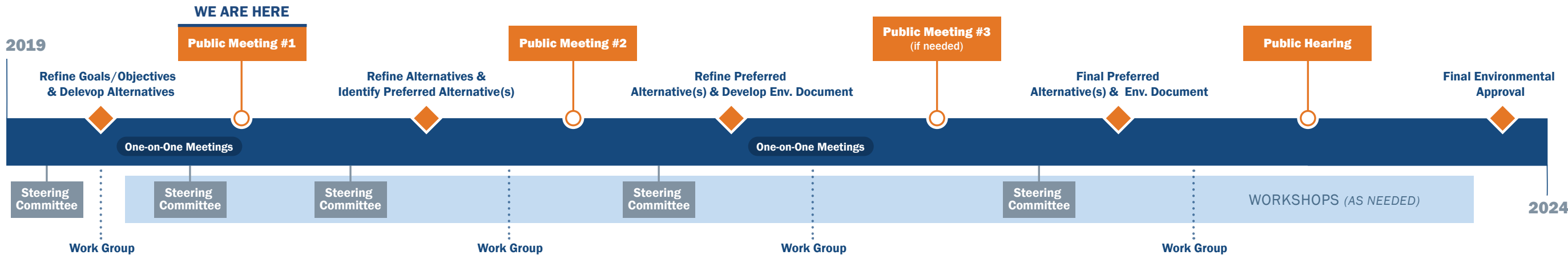
Work on the Downtown 10 project began in 2019 with a series of meetings and workshops with individuals, elected officials, stakeholders, and steering committee members. We began the Downtown 10 project by initiating the corridor traffic analysis and the existing conditions data collection. Goals and objectives were refined from the Reimagine I-10 Corridor Study and preliminary alternatives are being identified.

**Today, we are pleased to have you join us in the first public meeting for Downtown 10 where we look forward to reviewing your comments.**

Over the next few months, we will take your input to refine and identify alternatives and data as well as continue to meet with the community until we convene with another public meeting.

By the year 2024, we plan to present a final preferred alternative and environmental document to the public, and will move forward with design and construction.

## PROJECT TIMELINE – Subject to change







## Options for Commenting:

- Comments may be submitted through the Virtual Public Meeting Site
- Verbal comments may be made by calling (915) 209-0027
- E-mail comments to: [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov)
- Mail comments to: TxDOT El Paso District Office  
Attn: Downtown 10  
13301 Gateway West  
El Paso, TX 79928-5410

**Deadline for Comments:** Wednesday, July 15, 2020

Responses to comments will be available online at [www.TxDOT.gov](http://www.TxDOT.gov) (keyword: “Downtown 10”) and [www.reimaginei10.com/downtown10.html](http://www.reimaginei10.com/downtown10.html) once prepared.

**Hugo Hernandez**  
**Project Manager**  
**TxDOT**

**Brian Swindell, P.E.**  
**Senior Project Manager**  
**HDR**

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**Downtown10@TxDOT.gov**

**915-209-0027**





# DOWNTOWN

From Executive Center Boulevard to State Loop 478 (Copia Street)

CSJ: 2121-02-166

El Paso County, Texas

## Frequently Asked Questions

**Question #1:** Will the design shown in the Reimagine I-10 Corridor Study be constructed through this project?

**Answer:** As the project moves from the Reimagine I-10 Corridor Study to the Downtown 10 Project, alternatives will be evaluated to not only meet the Downtown 10 purpose and need and goals and objectives, but to also respond to public and agency feedback received through the study and current project public outreach processes. The concept was developed during the Reimagine I-10 Corridor Study as a result of input received during public outreach and through technical analyses. Downtown 10 will consider this concept as one of several alternatives that will be analyzed as part of the environmental and schematic development process. **See Station #3 and Station #5**

**Question #2:** Will the project require right-of-way from my property?

**Answer:** The Reimagine I-10 Corridor Study identified a concept that would require additional right-of-way. As this was a concept from the study, it is not the final design. Alternatives are still under development for the Downtown 10 project, and the final design will need to undergo environmental analysis, additional public involvement, and preliminary engineering evaluations before knowing whether or not right-of-way is needed. **See Station #3 and Station #10**

**Question #3:** What is the estimated project cost and what is the funding source?

**Answer:** As the project moves from the Reimagine I-10 Corridor Study to the Downtown 10 Project, alternatives will be evaluated that not only meet the purpose and need and project goals and objectives, but also respond to public and agency feedback. Currently, we are anticipating the construction cost, ONLY (right-of-way or engineering design have not been determined and are not included), for the Downtown 10 project to be approximately \$750.5 million. However, as the Downtown 10 Project develops, this estimate will likely change. Funding will be determined through various sources. We will also work with the El Paso Metropolitan Planning Organization to move forward on this project and others in order to prioritize funding.

**Question #4:** Do traffic projections demonstrate the need for additional capacity on I-10?

**Answer:** Since 1999, there has been traffic growth throughout the Downtown 10 project limits. The Reimagine I-10 Corridor Study identified a correlation between trade and traffic numbers. During times of economic recessions or trade uncertainty, traffic volumes dropped. However, the I-10 corridor has seen traffic growth between 11 and 34 percent within the last 10 years. Regarding congestion, within the Downtown 10 proposed project limits are two of the most congested corridors in El Paso County, per statistics from 2019. The most congested corridor in El Paso is I-10 from SH 20 (Mesa Street) to US 54. The twelfth most congested corridor in El Paso County is I-10 from Border West Expressway to Mesa Street. Together, these two sections of roadway result in more than \$22 million in estimated annual congestion delay costs. **See Station #2 and Station #3**

*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.*



**Question #5:** What is the Purpose and Need for this project? What are the Goals and Objectives?

**Answer:** The Purpose and Need statement explains why TxDOT is proposing the project and provides a basis for the development and evaluation of project alternatives. Each alternative must be analyzed in terms of the extent to which it will or will not satisfy the Purpose and Need of the project. The Need for the project must also include specific facts and/or data supporting each problem or unsatisfactory condition identified in the Need statement. The Need statement for the Downtown 10 project was identified and refined through background research, input from the public, and analyses conducted for the Reimagine I-10 Corridor Study. 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.

Goals and Objectives define the conceptual direction of a project and help develop potential solutions. After conducting preliminary, small meetings with local officials and stakeholders, the project team received feedback requesting that “local connectivity” be added to the Purpose and Need or Goals and Objectives for the project. Therefore, “local connectivity” was added to the Downtown 10 Goals and Objectives, which include the following: local, regional, and national connectivity; the minimization of potential environmental impacts; improvements to multimodal connections and pedestrian and bicycle access; and addressing design improvements. As the team moves forward with the project, the Goals and Objectives may change to address similar comments. **See Station #5**

**Question #6:** Will the project provide a connection between Uptown and Downtown El Paso? Can the project improve both east to west and north to south connections at the same time?

**Answer:** While the purpose of the project is to improve corridor mobility along I-10, the project Goals and Objectives also include improving north-south mobility across I-10. Therefore, based on the Reimagine I-10 Study and comments received to date, the Downtown 10 project will evaluate and consider opportunities to maintain and improve connections from Uptown and Downtown El Paso, including vehicular, bicycle and pedestrian travel. **See Station #5**

**Question #7:** Will a proposed deck plaza be included as part of this project?

**Answer:** Any proposed deck plaza concepts will be developed separately from this project, and by entities other than TxDOT. However, the Downtown 10 project will be developed in such a way as not to predetermine or preclude the future addition of a deck plaza if a separate project is initiated.

**Question #8:** What is the adaptive lane concept and why is it being proposed?

**Answer:** The adaptive lane concept was developed as part of the Reimagine I-10 Study. An adaptive lane is a lane that is intended to accommodate multimodal traffic demands and can be adjusted based on use, including rapid transit and autonomous vehicles. **See Station #2 and Station #3**

**Question #9:** Is TxDOT taking community or important cultural sites into consideration? How will the project affect these sites?

**Answer:** Yes. 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. **See Station #7**

**Question #10:** How can I participate in the preservation of historic resources?

**Answer:** TxDOT will be complying with the National Historic Preservation Act, specifically a part of the act called Section 106. To balance transportation needs and historic preservation, TxDOT will determine Consulting Parties, which are typically individuals or organizations that have a vested interest in historic properties and have specialized input they can share during project development. If you would like to become a Consulting Party on the Downtown 10 project, please go to **Station #8** and leave us a comment or contact us through email or telephone provided in **Station #11**. You can also contact us anytime by going to the project website.

*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.*

**Question #11:** What is the timeline for this project and when is the final alternative expected?

**Answer:** The schematic design and environmental portion of the project is estimated to be completed in late 2023 to early 2024. The timeline for this project includes several opportunities for the public to comment on proposed alternatives will be held between the first Public Meeting (June 25, 2020) and the completion of this process. Please note that the No Build alternative will also be analyzed throughout the process. **See Station #10**

**Question #12:** What is the difference between the Work Group, the Steering Committee, and the other meeting types for the project?

**Answer:** Public engagement strategies for this project include One-on-One meetings, Workshops, Steering Committee meetings, Work Group meetings, Public Meetings, and a formal Public Hearing. We are also initiating the Section 106 Process by adding Consulting Parties as outlined in **Question #10**.

Definitions of individual groups are as follows:

- One-on-one meetings will be held, as needed, throughout the course of the project and will include individual stakeholders, members of the public, neighborhood associations, groups of individuals with common concerns, or elected officials.
- The Steering Committee is comprised of elected officials and representatives from agencies and entities who have localized jurisdiction within the project limits and provide direction in identification of specific project area transportation needs.
- The Work Group includes agency representatives, public officials, and members of the public who can provide insight into the project area.

**Question #13:** How can I comment on the proposed project?

**Answer:** Written comments from the public regarding the proposed project are being requested and may be submitted by mail to the TxDOT El Paso District Office, Attn: Downtown 10, 13301 Gateway West, El Paso, Texas 79928-5410. Electronic comments may also be submitted by email to [Downtown10@txdot.gov](mailto:Downtown10@txdot.gov) or through the Virtual Public Meeting #1 site. Additionally, a verbal comment may be provided by calling (915) 209-0027. **See Station #11**



# DOWNTOWN

Desde el bulevar Executive Center hasta el libramiento 478 (calle Copia)

CSJ: 2121-02-166

Condado de El Paso, Texas

## Preguntas Más Frecuentes

**Pregunta #1:** ¿El diseño que se mostró en el Estudio de Corredor Reimagine I-10 se construirá a través de este proyecto?

**Respuesta:** A medida que el proyecto pase del Estudio de Corredor Reimagine I-10 al proyecto de Downtown 10, se evaluarán alternativas que no solo cumplan con el propósito y necesidad y las metas y objetivos, sino que también respondan a los comentarios del público y las agencias recibidos a través del estudio y los procesos actuales de divulgación pública. El concepto fue desarrollado durante el Estudio de Corredor Reimagine I-10 como resultado de los aportes recibidos durante la divulgación pública y mediante análisis técnicos. Downtown 10 considerara este concepto como una de varias alternativas que se analizaran como parte del proceso de desarrollo ambiental y esquemático. **Ver la Estación #3 y Estación #5.**

**Pregunta #2:** ¿El proyecto requiere derecho de paso de mi propiedad?

**Respuesta:** El Estudio de Corredor Reimagine I-10 identificó un concepto que requeriría un derecho de paso adicional. Como se trata de un concepto del estudio, no es el diseño final. Todavía se están desarrollando alternativas para el proyecto Downtown 10, y el diseño final deberá someterse a un análisis ambiental, eventos de divulgación publica adicional, evaluaciones preliminares de ingeniería antes de saber si se necesita o no el derecho de paso. **Ver Estación # 3 y Estación # 10**

**Pregunta #3:** ¿Cuál es el costo estimado del proyecto y cuál es la fuente de financiamiento?

**Respuesta:** A medida que el proyecto pase del Estudio de Corredor Reimagine I-10 al proyecto Downtown10, se evaluarán alternativas que no solo cumplan con el propósito y la necesidad y las metas y objetivos del proyecto, sino que también respondan a los comentarios del público y de las agencias. Actualmente, anticipamos que el costo de construcción SOLO (el derecho de paso o diseño de ingeniería no se ha determinado y no está incluido) para el proyecto Downtown10 será de aproximadamente \$750.5 millones. Sin embargo, a medida que el proyecto Downtown 10 se desarrolle, este estimado probablemente cambiará. Los fondos se determinarán a través de varias fuentes. También trabajaremos con la Organización de Planificación Metropolitana de El Paso para establecer prioridades de fondos y avanzar en este proyecto y otros.

**Pregunta #4:** ¿Las proyecciones de tráfico demuestran la necesidad de capacidad adicional en la I-10?

**Respuesta:** Desde 1999, ha habido incrementos de tráfico en los límites del proyecto Downtown 10. El Estudio del Corredor Reimagine I-10 identificó una correlación entre el comercio y los números de tráfico. En tiempos de recesiones económicas o incertidumbre comercial, los volúmenes de tráfico cayeron. Sin embargo, el corredor I-10 ha experimentado un crecimiento de tráfico entre 11 y 34 por ciento en los últimos 10 años. Con respecto a la congestión, dentro de los límites del proyecto propuesto para el Downtown 10 se encuentran dos de los corredores más congestionados del condado de El Paso, según las estadísticas de 2019. El corredor más congestionado en El Paso es la I-10 desde la SH 20 (calle Mesa)

*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 FHWA (Administración Federal de Carreteras) y TxDOT.*

hasta la US 54. El duodécimo (o decimosegundo) corredor más congestionado en el condado de El Paso es la I-10 desde Border West Expressway hasta la calle Mesa. Juntas, estas dos secciones de la carretera resultan en más de \$ 22 millones en costos estimados anuales de demora de congestión. **Ver Estación #2 y Estación #3.**

**Pregunta #5:** ¿Cuál es el propósito y la necesidad de este proyecto? ¿Cuáles son las metas y objetivos?

**Respuesta:** La declaración de Propósito y Necesidad explica por qué TxDOT propone el proyecto y proporciona una base para el desarrollo y la evaluación de alternativas del proyecto. Cada alternativa debe analizarse en términos del grado en que pueda satisfacer, o no, el Propósito y la Necesidad del proyecto. La Necesidad del proyecto también debe incluir hechos y/o datos específicos que respalden cada problema o condición insatisfactoria identificada en la declaración de Necesidad. La declaración de Necesidad para el proyecto Downtown 10 fue identificada y refinada a través de una investigación de antecedentes, aportes del público y análisis realizados para el Estudio de Corredor Reimagine I-10. El proyecto es necesario debido a problemas de congestión de tráfico y movilidad, preocupaciones relacionadas con el manejo de incidentes, infraestructura obsoleta, condiciones de pavimento subnormales, e incumplimiento de los estándares de diseño actuales.

Las Metas y los Objetivos definen la dirección conceptual de un proyecto y ayudan a desarrollar posibles soluciones. Después de realizar pequeñas reuniones preliminares con funcionarios locales y partes interesadas, el equipo del proyecto recibió comentarios solicitando que se agregue “conectividad local” al Propósito y Necesidad o Metas y Objetivos del proyecto. Por lo tanto, se agregó “conectividad local” a las 10 Metas y Objetivos de Downtown 10, que incluyen lo siguiente: conectividad local, regional y nacional; la minimización de posibles impactos ambientales; mejoras en las conexiones multimodales y el acceso de peatones y bicicletas; y mejoras de diseño. A medida que el equipo avanza con el proyecto, las Metas y Objetivos pueden cambiar para plantear comentarios similares. **Ver Estación # 5**

**Pregunta #6:** ¿El proyecto proporcionará una conexión entre Zona Alta y Zona Centro de El Paso? ¿Puede el proyecto mejorar las conexiones de este a oeste y de norte a sur al mismo tiempo?

**Respuesta:** Mientras el propósito del proyecto es mejorar la movilidad del corredor a lo largo de la I-10, las Metas y Objetivos del proyecto también incluyen mejorar la movilidad norte-sur a través de la I-10. Por lo tanto, con base en el Estudio Reimagine I-10 y los comentarios recibidos hasta la fecha, el proyecto Downtown 10 evaluará y considerará oportunidades para mantener y mejorar las conexiones desde la Zona Alta y Zona Centro de El Paso, incluyendo los viajes en vehículos, bicicletas y de peatones. **Ver Estación # 5**

**Pregunta #7:** ¿Se incluirá la plataforma para la plaza propuesta como parte de este proyecto?

**Respuesta:** Todos los conceptos de la plataforma para la plaza propuestos se desarrollarán por separado de este proyecto y por entidades distintas a TxDOT. Sin embargo, el proyecto Downtown 10 se desarrollará de tal manera que no se predetermine o impida la futura incorporación de una plataforma para la plaza, si es que se inicia un proyecto separado.

**Pregunta #8:** ¿Cuál es el concepto de carril adaptable y por qué se propone?

**Respuesta:** El concepto de carril adaptable se desarrolló como parte del Estudio Reimagine I-10. Un carril adaptable es un carril destinado a satisfacer las demandas de tráfico multimodal y se puede ajustar según el uso, incluidos el transporte semimasivo y los vehículos autónomos. **Ver Estación # 2 y Estación #3**

**Pregunta #9:** ¿TxDOT está tomando en consideración la comunidad o los sitios culturales importantes?

¿Cómo afectará el proyecto a estos sitios?

**Respuesta:** Si. Como parte del análisis de alternativas de Downtown 10, el proceso ambiental y el proceso de la Sección 106, los posibles impactos a los recursos culturales (incluyendo los sitios históricos y arqueológicos), y los impactos en los recursos comunitarios (por ejemplo, museos) serán evaluados. El potencial del proyecto para impactar estos recursos a través del proceso de la Sección 106 (y otras regulaciones) serán evaluadas a medida que se desarrollen y se valoren las alternativas. **Ver estación #7**

*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 FHWA (Administración Federal de Carreteras) y TxDOT.*

**Pregunta #10:** ¿Cómo puedo participar en la preservación de los recursos históricos?

**Respuesta:** TxDOT cumplirá con la Ley Nacional de Preservación Histórica, específicamente una parte de la ley llamada Sección 106. Para equilibrar las necesidades de transporte y la preservación histórica, TxDOT determinará los Partidos de Asesoría, que generalmente son individuos u organizaciones que tienen intereses en propiedades históricas y aportaciones especializadas que pueden compartir durante el desarrollo del proyecto. Si desea unirse a los Partidos de Asesoría para el proyecto Downtown 10, vaya a la **Estación #8** y déjenos un comentario o contáctenos por correo electrónico o por teléfono provisto en la **Estación #11**. También puede contactarnos en cualquier momento visitando la página web del proyecto.

**Pregunta #11:** ¿Cuál es el cronograma para este proyecto y cuándo se espera la alternativa final?

**Respuesta:** El diseño esquemático y la parte ambiental del proyecto se estima que sea completado a fines de 2023 hasta principios de 2024. El cronograma de este proyecto le brinda al público varias oportunidades para comentar sobre las alternativas entre la primera reunión pública (25 de junio de 2020) y la finalización de este proceso al público. Favor de notar que la alternativa de “No Construcción” será también analizada a lo largo del proceso. **Ver Estación #10**

**Pregunta #12:** ¿Cuál es la diferencia entre el Grupo de Trabajo, el Comité Directivo y los otros tipos de reuniones para el proyecto?

**Respuesta:** Las estrategias de participación pública para este proyecto incluyen reuniones individuales (One-on-One), talleres, reuniones del Comité Directivo, reuniones de Grupos de Trabajo, reuniones Públicas y una Audiencia Pública formal. También estamos iniciando el proceso de la Sección 106 añadiendo los Partidos de Asesoría como se menciona en la **Pregunta #10**.

Las definiciones de grupos individuales son las siguientes:

- Las reuniones individuales se llevarán a cabo, según sea necesario, durante el transcurso del proyecto e incluirán partes interesadas individuales, miembros del público, asociaciones de vecindarios, grupos de personas con inquietudes comunes o funcionarios electos.
- El Comité Directivo está compuesto por funcionarios electos y representantes de agencias y entidades que tienen jurisdicción localizada dentro de los límites del proyecto, y brindan instrucciones para identificar las necesidades específicas de transporte del área del proyecto

El Grupo de trabajo incluye representantes de agencias, funcionarios públicos y miembros del público que pueden proporcionar información sobre el área del proyecto.

**Pregunta #13:** ¿Cómo puedo comentar sobre el proyecto propuesto?

**Respuesta:** Se solicitan comentarios del público por escrito sobre el proyecto propuesto y se pueden enviar por correo a la Oficina de Distrito de TxDOT El Paso, Attn: Downtown 10, 13301 Gateway West, El Paso, Texas 79928-5410. Los comentarios electrónicos también pueden enviarse por correo electrónico a Downtown10@txdot.gov o a través de la Reunión Pública Virtual #1. Además, puede proveer un comentario verbal llamando al (915) 209-0027. **Ver Estación # 11**





**Public Meeting #1**  
**From Thursday, June 25 to July 15, 2020**

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slight shadow on the right side, suggesting it's resting on a surface.

CSJ: 2121-02-166



----- fold along this line for mailing -----

First-Class  
Postage  
Required

TxDOT El Paso District Office  
Attn. Downtown 10  
13301 Gateway West  
El Paso, TX 79928





**Reunión Pública #1**  
**Desde el jueves, 25 de junio hasta el 15 de julio de 2020**

CSJ: 2121-02-166

----- Doble Aquí -----

Coloque  
Estampilla  
Aquí

TxDOT El Paso District Office  
Attn. Downtown 10  
13301 Gateway West  
El Paso, TX 79928





**DOWNTOWN** 

# **CONNECTING PEOPLE AND THE PAST**



**HISTORIC PRESERVATION AT TxDOT**

## TxDOT's Role in Historic Preservation

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



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



TxDOT looks for historic properties that are:

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

### Your Role in Historic Preservation

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

### Get Involved

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

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

# The Section 106 Process



## Step 1: NOTIFY

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

## Step 2: IDENTIFY

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

## Step 3: EVALUATE

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

## Step 4: DECIDE

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





Lincoln School, c. 1915

### Continuing TxDOT's Coordination in the Region

The former Lincoln Park Elementary School opened in 1915, and it has been a rich part of El Paso's history since that time. As TxDOT considered options for building new ramps at the I-10 and US 59 interchange, the community voiced their concerns about the school, which is located under the interchange. Through several work groups and public meetings, TxDOT modified their project plans and avoided demolishing the former school. Design changes also removed truck access to neighborhoods, improving air quality and safety. Thanks to the historic preservation process, TxDOT found an option that served the traveling public and saved one of El Paso's treasured buildings. For more information, visit [www.i10connectelpaso.com](http://www.i10connectelpaso.com).



Lincoln School, present day

### For more information on Section 106 contact:

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

### For more information on Downtown 10 contact:

Hugo Hernandez  
TxDOT El Paso District Project Manager  
(915) 790-4200  
[Downtown10@txdot.gov](mailto:Downtown10@txdot.gov)

### About TxDOT CRM

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

### Follow us on Social Media



# CONECTANDO PERSONAS CON EL PASADO



PRESERVACIÓN HISTÓRICA EN TxDOT

## El Papel de TxDOT en la Preservación Histórica

TxDOT (por sus siglas en inglés) ha iniciado un proyecto en busca de mejoras para la I-10 entre el bulevar Executive Center y libramiento estatal 478 (calle Copia) en El Paso, Texas. Este proyecto, también conocido como Downtown 10, tiene sitios históricos contiguos a la interestatal, y requerimos de su ayuda para preservar esa historia.



El proyecto de Downtown 10 se extiende desde el bulevar Executive Center hasta la calle Copia.



**TxDOT busca propiedades históricas que:**

- Tengan al menos 45 años de antigüedad.
- Y que tengan documentación enlazada a algún evento histórico o persona destacable.
- O Arquitectura o diseño de ingeniería destacable.

### Su Papel en la Preservación Histórica

La participación del público es la base para un gobierno efectivo y nosotros sabemos que los Tejanos valoran lugares que reflejan la historia de su comunidad.

### Participe

- Puede comentar en Downtown 10 durante el proceso de preservación histórica (también conocido como Sección 106 de la Ley Nacional de Preservación Histórica).
- Únase a los “Partidos de Asesoría” que han establecido interés en propiedades históricas y tienen un papel especial.

Su participación en la preservación histórica en TxDOT es guiada por la **Sec. 106 de la Ley Nacional de Preservación Histórica.**

# El Proceso de la Sección 106

## Paso 1: NOTIFICAR

TxDOT le notificará cuando inicie un proyecto, como Downtown 10, que pudiera impactar los recursos históricos. *¿Tiene algún comentario especializado que quiera compartir como “Partido Asesor”?*

## Paso 2: IDENTIFICAR

TxDOT busca sitios que tengan al menos 45 años de antigüedad. *Su papel: cuéntenos que es importante para usted y su comunidad.*

## Paso 3: EVALUAR

Trabaje con TxDOT para determinar si hay sitios o estructuras que cuentan una historia importante sobre la historia de la comunidad. *¿Por qué es importante este lugar? ¿Conoces su historia? ¿Tiene fotos antiguas del lugar?*

## Paso 4: DECIDIR

TxDOT utiliza toda esta información para determinar como equilibrar el progreso con la preservación. *¿Podemos cambiar nuestro proyecto para evitar el sitio histórico? Si no, ¿cómo podemos preservar su historia para futuras generaciones?*





Escuela Lincoln, c. 1915

### **Continuando la coordinación de TxDOT en la región**

La antigua escuela primaria Lincoln Park abrió en 1915, y ha sido una parte abundante en la historia de El Paso desde ese momento. Mientras TxDOT consideraba opciones para construir nuevas rampas en la intersección a desnivel de la I-10 y US 54, la comunidad expresó sus preocupaciones sobre la escuela, que se encuentra debajo de la intersección. A través de varias reuniones públicas y grupos de trabajo, TxDOT modificó los planos del proyecto y evitó demoler la antigua escuela. Los cambios en el diseño también eliminaron el acceso de camiones de carga a los vecindarios, mejorando la calidad del aire y la seguridad. Gracias al proceso de preservación histórica, TxDOT encontró una opción que sirvió al público y salvó uno de los edificios más atesorado de El Paso. Para más información, visite [www.i10connectelpaso.com](http://www.i10connectelpaso.com).



Escuela Lincoln, actual

### **Para más información acerca de Sección 106 contactar a:**

La División de Asuntos Ambientales  
125 E 11th St., Austin, TX 78701  
(512) 416-3001  
[www.TxDOT.gov](http://www.TxDOT.gov), (Frase clave: "Archeology and History")

### **Para más información acerca del proyecto Downtown 10 contactar a:**

Hugo Hernandez  
Gerente de Proyecto de TxDOT Distrito de El Paso  
(915) 790-4243  
[Downtown10@txdot.gov](mailto:Downtown10@txdot.gov)

### **Sobre TxDOT CRM**

Los arqueólogos e historiadores de TxDOT conforman el equipo de Gestión de Recursos Culturales (CRM, por sus siglas en inglés). Tienen la tarea de equilibrar el progreso con la necesidad de preservar sitios que son importantes para la historia y la cultura del estado.

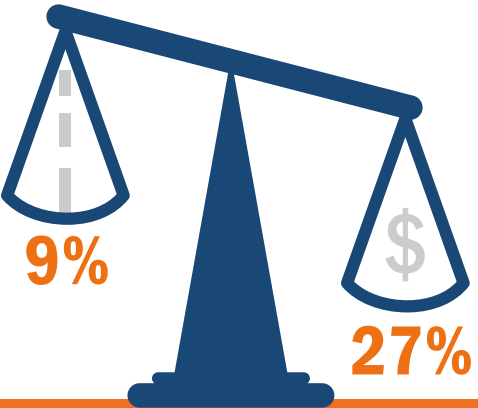
### **Síguenos en las redes sociales**



# RESULTS FROM THE 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 runs 56 miles long. An initial traffic forecast identified that by 2042, as many as 300,000 vehicles are anticipated projected to drive on I-10 daily. This translates to an 80 percent increase in commute travel time during peak-hours, which puts a strain on development and economic vitality. **The result of the Reimagine I-10 Corridor Study was the identification of the need for improvements in the corridor, encompassing safety, mobility and technology opportunities to prepare for the future.**



**I-10 EL PASO DISTRICT**  
 9% OF CENTERLINE MILES  
 27% OF NON-CONTRACTED MAINTENANCE BUDGET



## GET INVOLVED!

- Attend public meetings — in-person or virtually.
- Share project information, email updates, project website and encourage others to participate in public meetings.
- Share your concerns with TxDOT, via the project website and public meetings.
- Visit [www.reimaginei10.com/downtown10](http://www.reimaginei10.com/downtown10) for more information.



EL PASO DISTRICT

# DOWNTOWN 10

## PROJECT OVERVIEW 2020



## PROJECT DEVELOPMENT PROCESS



## PROJECT QUESTIONS?

### PROJECT MANAGERS

Hugo Hernandez, TxDOT     Downtown10@TxDOT.gov  
 Brian Swindell, P.E., HDR



[www.ReimagineI10.com/Downtown10](http://www.ReimagineI10.com/Downtown10)



PROJECT OBJECTIVES AND CONSTRAINTS\*

DOWNTOWN 10

MOVING FORWARD WITH THE DOWNTOWN 10 PROJECT

The proposed Downtown 10 project limits extend from Executive Center Boulevard to Loop 478 (Copia Street), traveling through downtown El Paso. The purpose of the project is to provide long-term transportation solutions for the El Paso region. These solutions will improve mobility and long-term congestion management, reduce and improve incident management, and bring the facility up to current design standards. The proposed improvements include reconstruction of the mainlanes, retaining walls, bridges, ramps, and cross streets to overcome deterioration of pavement and bridges.

PROJECT OBJECTIVES:

- Enhance safety and incident management
- Alleviate growing traffic congestion
- Address pavement conditions, potholes
- Reconstruct aging structures such as bridges
- Make compatible with current and merging technologies
- Provide reliable and predictable travel options
- Increase connectivity citywide, regionally and nationally
- Improve multimodal connections

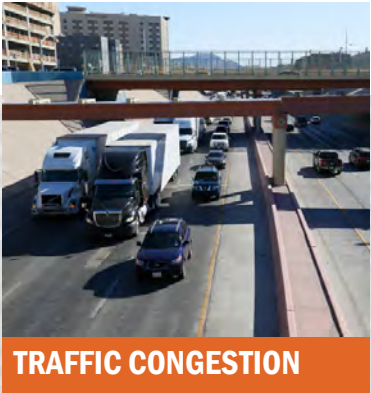
**EXISTING VOLUMES**  
**200,000**  
(Vehicles per day in 2018)

**AVERAGE TRAVEL SPEED**  
**33 MPH**  
(2019 PM Peak)

**AVERAGE INCREASE IN TRAFFIC**  
**34%**  
(since 1999)

**INCREASE IN EXPORT GROWTH SINCE 2010**  
**162%**

**\$41.4B IN IMPORTS**  
**\$29.3B IN EXPORTS** from Mexico in 2017



TRAFFIC CONGESTION



PAVEMENT/BRIDGE CONDITION



INCIDENT MANAGEMENT

PROJECT TIMELINE – Subject to change

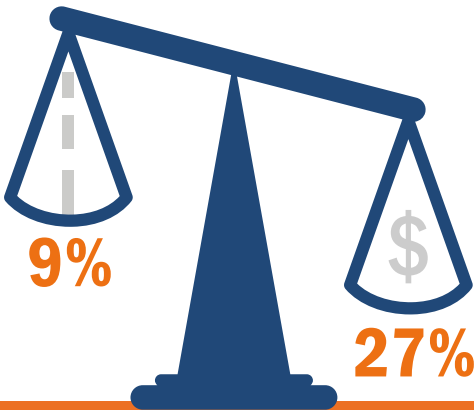




# RESULTADOS DEL ESTUDIO DEL CORREDOR REIMAGINE I-10



En el 2016, TxDOT llevo a cabo un estudio del corredor I-10 desde la línea estatal entre Nuevo México-Texas hasta Tornillo, el cual recorre un total de 56 millas. Un estudio de tráfico inicial identificó que para el 2042, se espera que hasta 300,000 vehículos conducirán en la I-10 diariamente. Esto se traduce en un aumento del 80 por ciento en el tiempo de viaje diario durante las horas pico, lo que pone a prueba el desarrollo y la vitalidad económica. **El resultado del estudio de corredor Reimagine I-10 identificó la necesidad de mejoras en el corredor, que abarca las oportunidades de seguridad, movilidad y tecnología para prepararse para el futuro.**



**I-10 DISTRITO DE EL PASO**  
**9% DE MILLAS DE LÍNEA CENTRAL**  
**27% DEL PRESUPUESTO DE MANTENIMIENTO NO CONTRADO**



## ¡INVOLÚCRESE!

- Asistir a reuniones públicas en persona o virtual.
- Comparta información del proyecto, actualizaciones por correo electrónico, página web del proyecto, fomentar que otros participen en reuniones públicas.
- Comparta sus preocupaciones con TxDOT, vía la página web del proyecto y reuniones públicas.
- Visite [www.reimaginei10.com/downtown10](http://www.reimaginei10.com/downtown10) para más información.



DISTRITO DE EL PASO

# DOWNTOWN 10

## DESCRIPCIÓN DEL PROYECTO 2020



## PROCESO DE DESARROLLO DEL PROYECTO



## ¿PREGUNTAS ACERCA DEL PROYECTO?

GERENTES DEL PROYECTO

Hugo Hernandez, TxDOT    Downtown10@TxDOT.gov  
 Brian Swindell, P.E., HDR



[www.ReimagineI10.com/Downtown10](http://www.ReimagineI10.com/Downtown10)



OBSERVACIONES Y LIMITACIONES DEL PROYECTO\*

DOWNTOWN10

AVANZANDO CON EL PROYECTO DOWNTOWN 10

Los límites del proyecto propuesto Downtown 10 se extienden desde el bulevar Executive Center hasta el libramiento estatal 478 (calle Copia), viajando por la zona céntrica de El Paso. . El propósito de este proyecto es proveer soluciones de transporte para la región de El Paso. Estas soluciones mejoraran movilidad y el manejo de congestión vehicular a largo plazo, reducir y mejorar el manejo de incidentes, y llevar la instalación a los estándares de diseño actual. Las mejoras propuestas incluyen la reconstrucción de carriles principales, muros de contención, puentes, rampas, calles transversales para superar el deterioro del pavimento y los puentes.

OBJETIVOS DEL PROYECTO:

- Mejorar la seguridad y el manejo de incidentes
- Aliviar la congestión vehicular creciente
- Dirigir las condiciones de pavimento, baches
- Reconstruir estructuras antiguas como puentes
- Hacer compatible con la tecnología actual
- Proporcionar opciones de viaje confiables y predecibles
- Aumentar la conectividad en toda la ciudad, regional y nacionalmente
- Mejorar conexiones multimodales

**VOLUMENES EXISTENTES**  
**200,000**  
(Vehículos por día en el 2018)

**VELOCIDAD DE VIAJE PROMEDIO**  
**33 MPH**  
(2019 PM Pico)

**AUMENTO PROMEDIO EN TRAFICO**  
**34%**  
(desde el 1999)

**INCREMENTO EN EXPORTACIONES DESDE EL 2010**  
**162%**

**\$41.4B EN IMPORTACIONES**  
**\$29.3B EN EXPORTACIONES** (desde México en el 2017)



LARGO DEL PROYECTO: 5.6 MI

LIMITES DEL PROYECTO: BLVR. EXECUTIVE CENTER HASTA LIBRAMIENTO ESTATAL 478 (CLL COPIA)

CRONOLOGÍA DEL PROYECTO – Sujeto a cambios



\* Limitaciones Ambientales solo incluyen recursos históricos enlistados o elegibles por el NRHP.



# REIMAGINE I-10 CORRIDOR ECONOMIC IMPACT FACT SHEET



SPRING 2020

## THE “BACKBONE” OF EL PASO

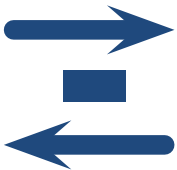
### I-10 IMPACT ON EL PASO



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



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



**800+**  
ADJACENT COMMERCIAL  
PROPERTIES



**11,000**  
CORRIDOR JOBS CREATED

Source: ESRI's Community Analyst  
application & Infogroup

### I-10 IMPACT ON U.S. AND MEXICO



**162%**  
INCREASE IN EXPORT GROWTH  
SINCE 2006



**\$23B**  
GOODS IMPORTED FROM  
MEXICO IN 2016



**4,300**  
PROJECTED DAILY TRUCK  
BORDER CROSSINGS BY 2045



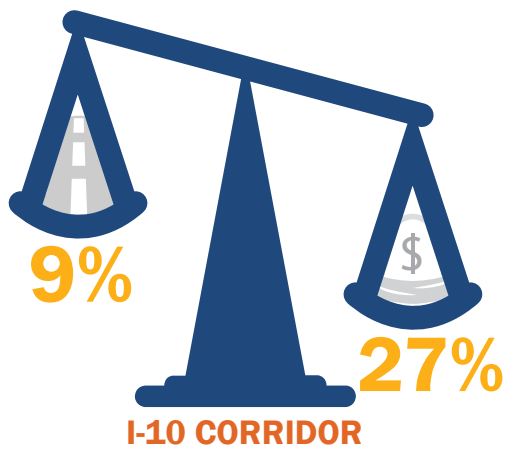
**MAJOR EAST-WEST  
CORRIDOR**  
I-10 IS AN ALL-SEASON CORRIDOR  
MAKING IT IDEAL FOR FREIGHT TRAFFIC

#### QUESTIONS OR COMMENTS:

Hugo Hernandez, TxDOT • [Hugo.Hernandez@txdot.gov](mailto:Hugo.Hernandez@txdot.gov)  
Brian Swindell, P.E., HDR • [Brian.Swindell@HDRinc.com](mailto:Brian.Swindell@HDRinc.com)

[www.txdot.gov/inside-txdot/projects/  
studies/el-paso/reimagine-i10.html](http://www.txdot.gov/inside-txdot/projects/studies/el-paso/reimagine-i10.html)

[www.ReimagineI10.com](http://www.ReimagineI10.com)



**THE I-10 CORRIDOR OCCUPIES 9% OF CENTERLINE MILES - THE TOTAL LENGTH OF A ROAD - WITHIN THE TxDOT EL PASO DISTRICT SUPERVISION. HOWEVER, IN 2019, NEARLY 27% OF NON-CONTRACTED MAINTENANCE BUDGET WAS SPENT ON I-10. THIS DATA HIGHLIGHTS THE NEED FOR AN OVERHAUL.**

## IS THE EL PASO DOWNTOWN AREA BUILT OUT?

**NO.** Underutilized area exists within the downtown. In the event the land use stays the same and there is no additional development, these areas could generate 630 new residents and 2,590 new jobs.

(1) For parcels with commercial zoning, assumes parcels over 1.0 acre in size will develop at 2.0 FAR and smaller parcels will develop with 0.25 FAR. The number of new employees was calculated based on a 175 square feet per employee.

(2) For parcels with residential zoning, assumes parcels over 1.0 acre will develop with a residential density of 50 dwelling units per acre. Smaller parcels assumed lower densities (24 units per acre for sites 0.25 to 1.0 acres, and 16 units per acres for sites under 0.25 acres in size). The number of new residents is based on 2.0 residents per residence.

(3) Land use data provided by El Paso Central Appraisal District.

## WILL THERE BE MORE TRUCKS ON I-10?

The El Paso Region is expected to experience an increase in freight traffic. According to the Texas Freight Mobility Plan (2018), it is estimated that freight tonnage is to increase **66%** or **22,299,307 TONS**.

## WHAT ARE THE CURRENT CONGESTION COSTS?

I-10 road users experienced a combined **2,162,229 HOURS\*** of total delay in 2019 due to congestion. I-10's delay equates to **17%** of the total highway delay in the entire El Paso Region. In dollars, this equates to a congestion cost of **\$48,260,481** in 2019.

Source: Texas A&M Transportation Institute Texas' Most Congested Roadways - 2019

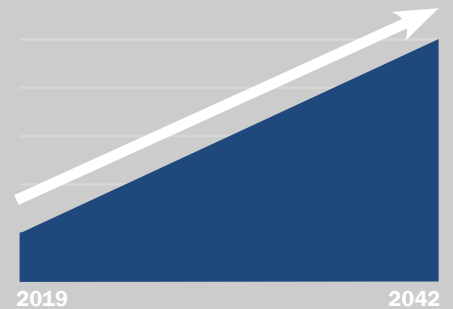
## WHAT ARE THE FUTURE CONGESTION COSTS?

By 2042, it is estimated that I-10 road users will have a combined **14,681,000 HOURS** of delay. This equates to a total congestion costs of **\$250,000,000\*\*** for the year 2042.

\*Delays based on AM and PM peak travel periods.

\*\*Cost based on \$18.16/hour per vehicle. Cost does not include inflation. Delays based on AM and PM peak travel periods.

## WHAT IS THE TOTAL COST OF CONGESTION FOR THE EL PASO REGION?



**\$3.5B**

IN ESTIMATED  
CONGESTION COSTS

### DOWNTOWN SEGMENT 2 PROPOSED PROJECT DETAILS: CSJ: 2121-02-166

**TOP 100:** 69/64 (Truck-Rank)  
**FROM:** Executive Center Blvd  
**TO:** Loop 478 (Copia St)  
**LENGTH:** ~5.6 miles  
**COUNTY:** El Paso  
**PRELIMINARY PROJECT COST:**  
\$950,000,000 (2025 dollars)

### I-10 AIRPORT SEGMENT 3A/B PROPOSED PROJECT DETAILS:

**TOP 100:** 69/64 (Truck-Rank)  
**FROM:** Loop 478 (Copia Street)  
**TO:** Airway Blvd  
**LENGTH:** ~3.6 miles  
**COUNTY:** El Paso  
**PRELIMINARY PROJECT COST:**  
\$1,950,000,000 (2035 dollars)



## QUESTIONS OR COMMENTS:

Hugo Hernandez, TxDOT • Hugo.Hernandez@txdot.gov  
Brian Swindell, P.E., HDR • Brian.Swindell@HDRinc.com

[www.txdot.gov/inside-txdot/projects/studies/el-paso/reimagine-i10.html](http://www.txdot.gov/inside-txdot/projects/studies/el-paso/reimagine-i10.html)

[www.ReimagineI10.com](http://www.ReimagineI10.com)



OVERVIEW\*

The Texas Department of Transportation (TxDOT) is responsible to millions of Texans for planning, building and maintaining the state highway system and certain other public transportation projects. In order to carry out these responsibilities, TxDOT must occasionally obtain land for new or existing facilities.

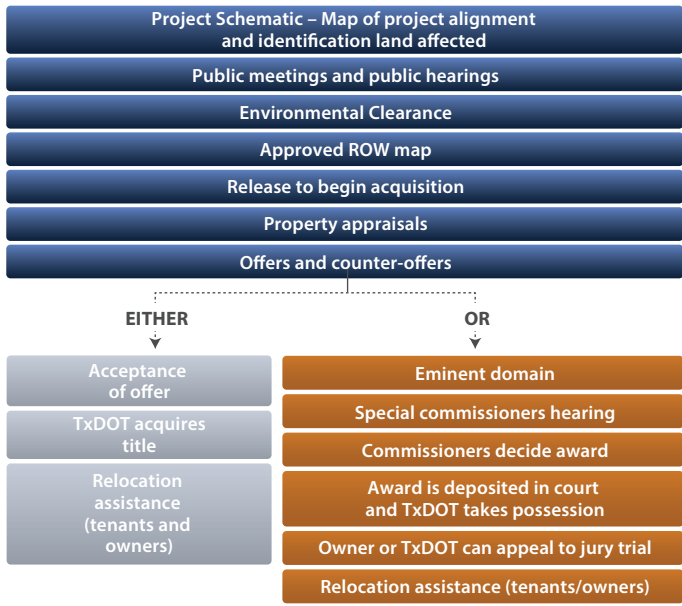
Transportation projects are not developed arbitrarily. They are the result of cooperative efforts with local and regional partners. In addition, a proposed project weighs the needs for safe and efficient transportation with all alternatives. In weighing alternatives, the department uses a systematic approach to evaluate many aspects and potential impacts of a proposed project. Those impacts include: social, economic, adjacent property and environmental, to name a few.

Under state and federal law, TxDOT can acquire only the right of way (ROW) needed for a transportation project. As a transportation project is being developed, the department’s systematic approach extends to informing the public – and potentially affected property owners – about the proposed project. (See Right of Way Process chart)

In many ROW cases, the first time property owners hear that their property is needed is when they are notified of an upcoming public meeting or ultimately a public hearing. But before that, a lot of work has already been completed. A schematic has been drawn detailing the project and the land affected by the proposed alignment.

As a general rule, before TxDOT can acquire any property, the project must obtain environmental clearance. Then, right-of-way maps are developed that detail every parcel known to be affected. Only then

TXDOT’S RIGHT OF WAY PROCESS



SOURCE: Texas Department of Transportation. TxDOT graphic

will TxDOT’s Right of Way Division allow the property acquisition process to begin with letters mailed to every individual property owner. At the same time, appraisers are hired to determine the value of the land and any improvements located on the land and the negotiation process begins.

Property owners are given several booklets outlining their rights, the ROW process and the help provided by the department in relocating tenants and property owners. The booklets “State Purchase of Right of Way,” “Landowner’s Bill of Rights” and “Relocation Assistance” can be found online at: <http://www.txdot.gov/government/processes-procedures/row.html>

EFFECTS ON EXISTING PROPERTY  
Damages to Remaining Property

TxDOT typically acquires the amount of land necessary for transportation purposes, which can lead to portions of property left remaining after construction. It is important to note that highway construction often enhances the value of remaining property. When only a portion of a property is needed, TxDOT can offer an amount for damages if the appraisal process indicates that the remaining property will have a lesser value after the highway is constructed. The amount established for damages, if any, will be stated separately and will also be included in the total offer made by the department.

Retention of Improvements

When TxDOT and a property owner reach an agreement for a voluntary conveyance of the needed right of way, arrangements can be made for property owners to retain a house, building or other fixtures and move them to another location. Removal of such improvements, however, is the owner’s responsibility and should be discussed with a TxDOT authorized representative during negotiations.

Control of Access

TxDOT retains the right to deny the ingress and egress from property adjoining certain state highways to ensure safe and efficient traffic flow. The department, however, may be required to compensate property owners along certain state system roadways if existing direct access on and off of their property is materially impaired. Guidelines for access rights along new roadways are treated differently, since access to a new roadway was not implied before it was built.

RELOCATION ASSISTANCE

TxDOT also provides additional benefits during property acquisition. This assistance in locating another home or business, and financial assistance in the form of moving and related expenses. Such benefits, if any, are in addition to the state’s offer for the property and are handled separately from the purchase of real property. A relocation assistance booklet is available for property owners who must move.

FREQUENTLY ASKED QUESTIONS

(1) Under what circumstances will TxDOT use eminent domain?

TxDOT first attempts to acquire property through voluntary negotiations. If no agreement is reached, the department begins the eminent domain process, in which the state can purchase private property if an owner refuses to sell. Eminent domain is also used in cases to clear ownership and title issues.

(2) What is the general process for ROW acquisition?

The process usually does not begin until after multiple public meetings, presentation of alternative routes and ultimately, environmental clearance for a set project route. Surveys are then ordered, market value appraisals are obtained and offers are made to property owners. Negotiations either produce a purchase agreement or result in eminent domain if no agreement can be reached.

(3) What is an administrative settlement? How does that benefit property owners?

An administrative settlement is essentially the potential for a property owner to make a counter offer to TxDOT’s original offer. It improved the process for most property owners by replacing the “one offer”

negotiation process. Administrative settlements are generally limited to only one such counter offer, and if the offer is not accepted, the eminent domain process will begin.

(4) Why does TxDOT need my land? How much of my land can TxDOT acquire?

TxDOT is authorized to acquire real property interests only if “the acquisition is necessary or convenient” to a state highway purpose. The highway purposes for which real property can be acquired by TxDOT are enumerated in Transportation Code Section 203.052(b). None of these purposes include the purchase of real property for resale. In short, TxDOT can only acquire property necessary or convenient for specific highway purposes, except that an owner’s remaining property may be acquired voluntarily under certain limited circumstances, but only if the landowner requests or agrees to sell the remaining property on mutually agreeable terms.

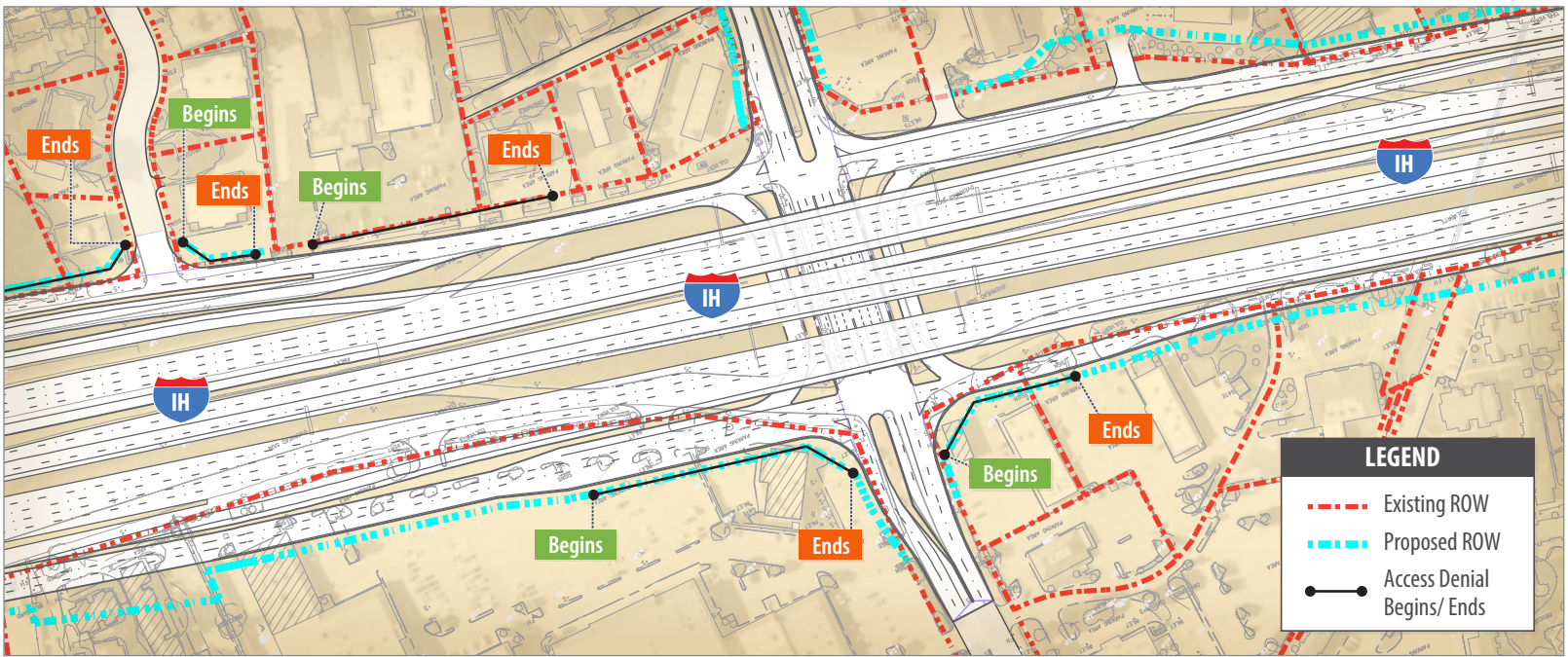
(5) What are some of the steps required for TxDOT to use its eminent domain powers?

Acquisition by eminent domain cannot happen overnight. A final offer is made to a property

owner. If it is not accepted, TxDOT requests the Texas Transportation Commission for the authority to begin eminent domain proceedings. Texas law requires the Commission pass a minute order at a formal Commission meeting that specifically requests the Attorney General’s office to start condemnation. Notification of a condemnation hearing must also be personally delivered to a property owner or the property owner’s agent at least 20 days before the hearing. The hearing either results in a Special Commissioners award acceptable to all parties or, if any party files objections to the award, the process becomes a judicial proceeding, including possible jury trial.

(6) What assistance does TxDOT provide once it acquires my property?

TxDOT also provides additional benefits during property acquisition. This assistance includes locating another home or business, and financial assistance in the form of moving and related expenses. Such benefits, if any, are in addition to the state’s offer for your property and are handled separately from the purchase of real property. A relocation assistance booklet is available for property owners who must move.



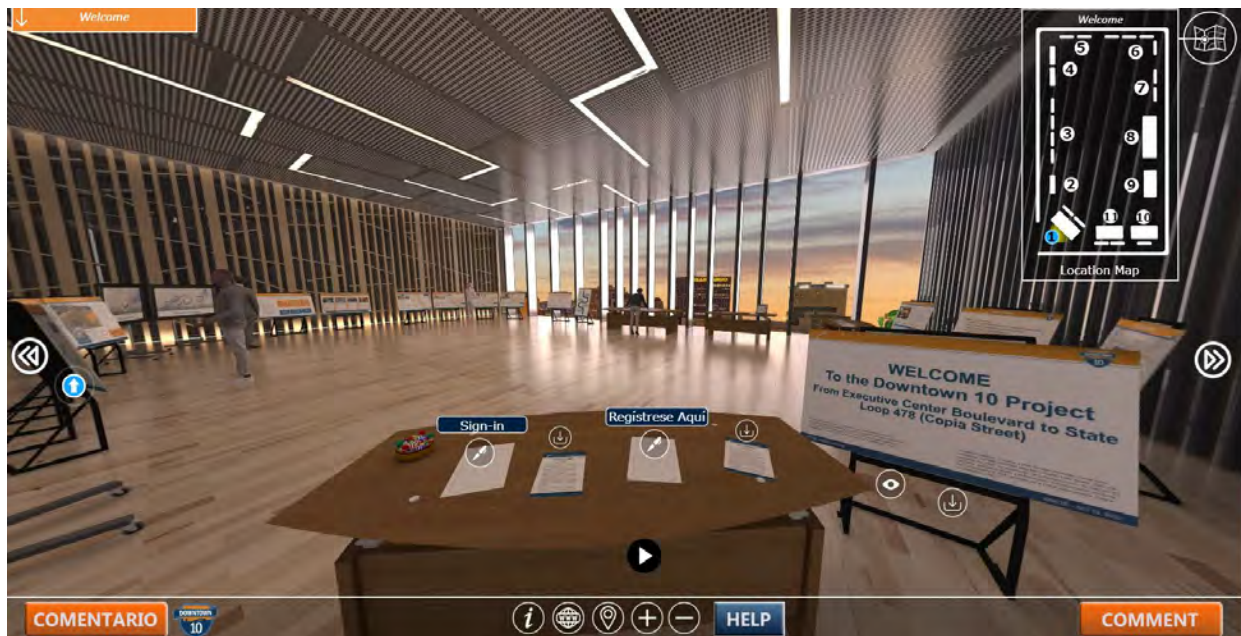
Typical schematic highlighting existing right of way (red line) and proposed right of way line (blue). TxDOT follows state law in seeking to acquire only the property needed for roadway projects. TxDOT also follows established guidelines to control ingress and egress from adjacent properties, also known as control of access.

\* This publication is intended for general information purposes only, and does not constitute legal advice. You must not rely on the information here as an alternative to legal advice from your attorney or other professional legal services.



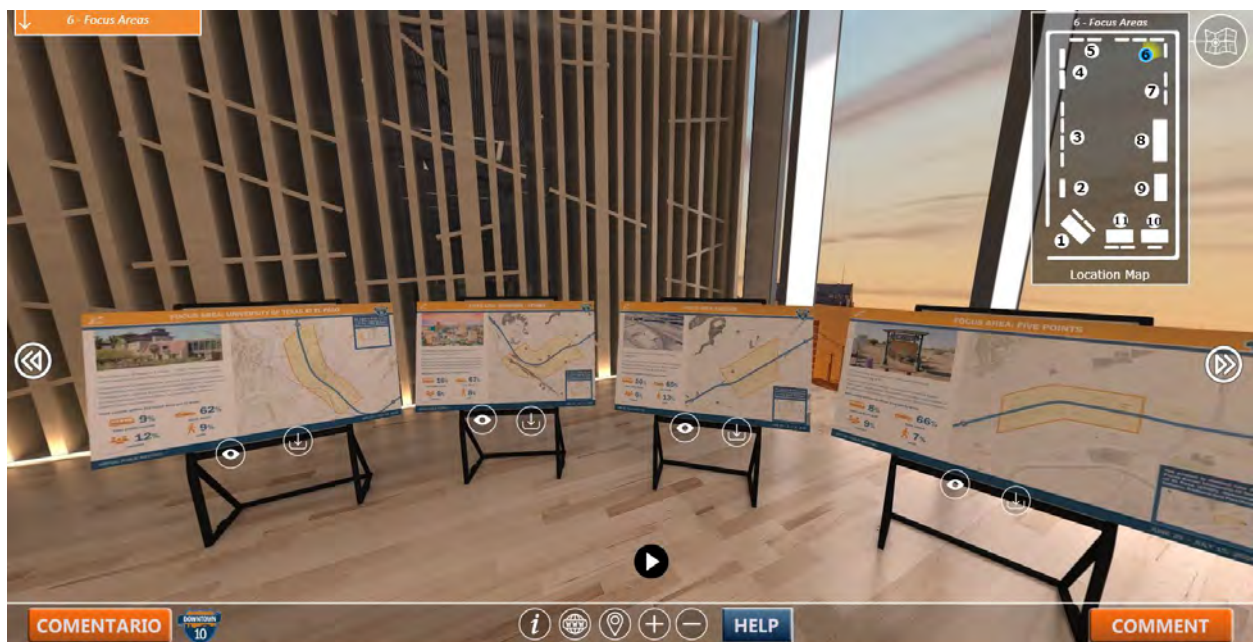
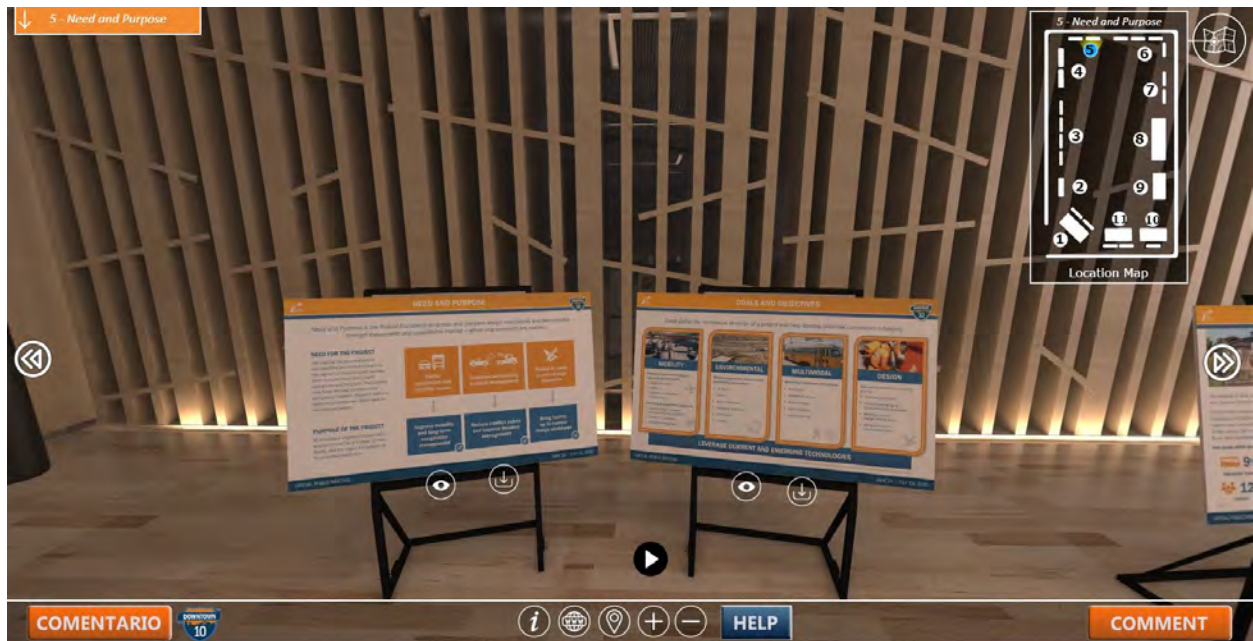
**Attachment G**  
**Virtual Public Meeting Photos**



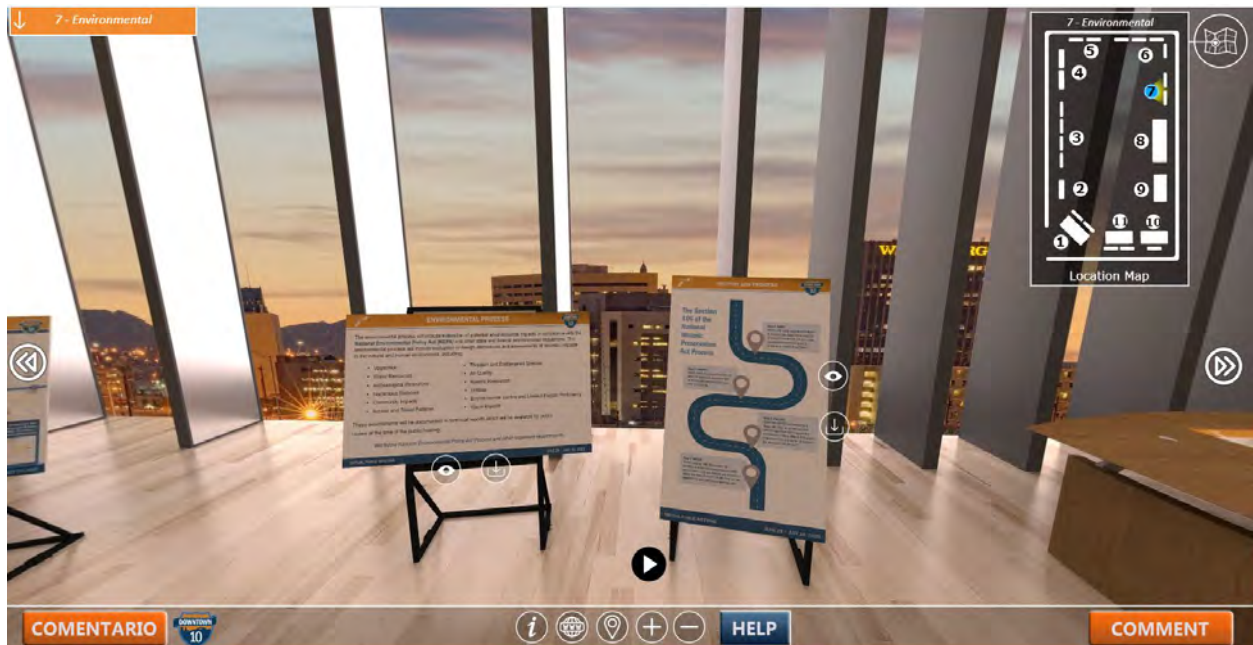




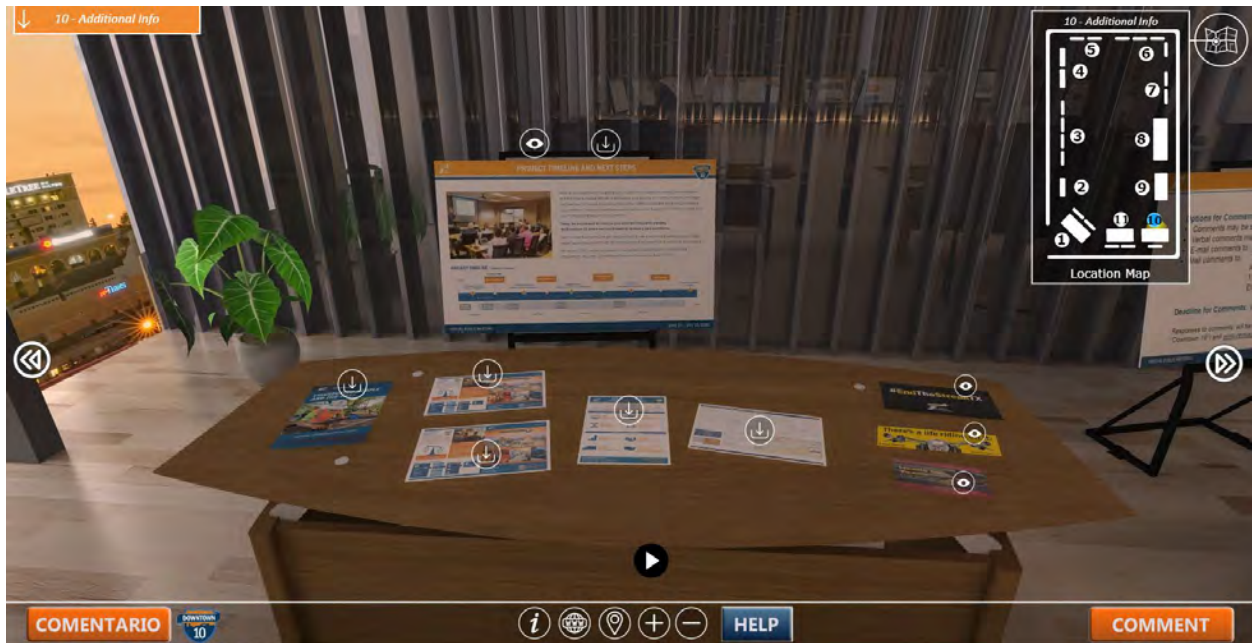


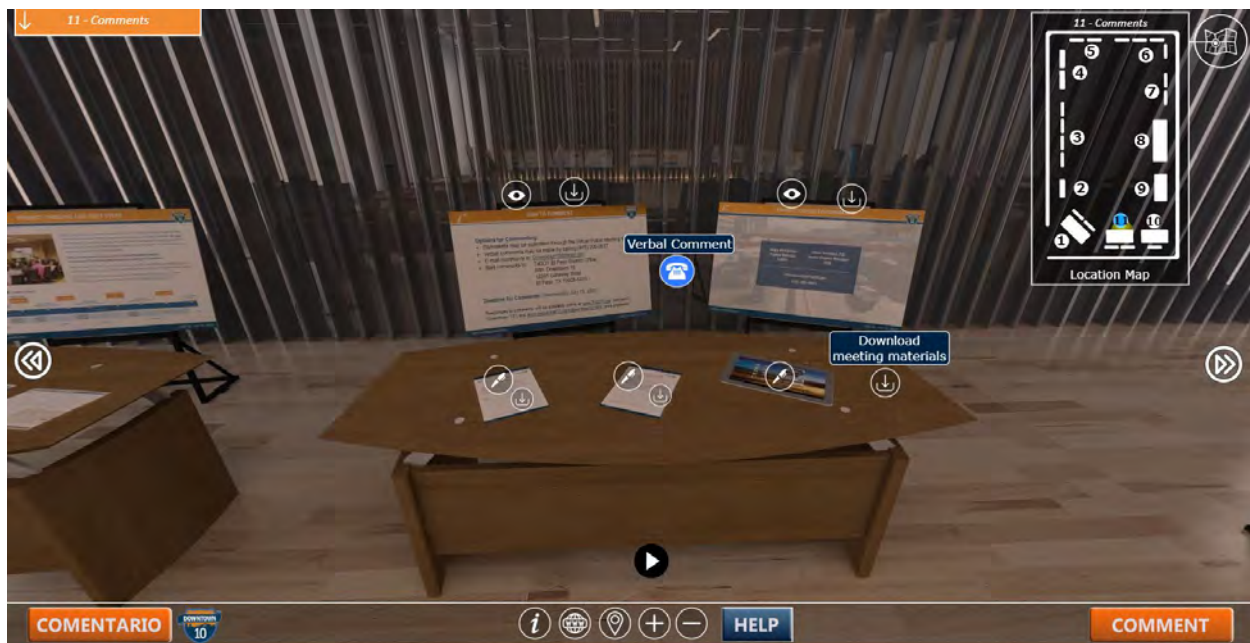












## **Attachment H**

### **Frequently Asked Questions**

## Downtown 10 Public Involvement Series #1- Frequently Asked Questions

FAQ #	Topic	Response
1	Reimagine Study Alternative	Materials presented at the Downtown 10 virtual public meeting did not depict a proposed design or potential right-of-way needs. As we have transitioned from the Reimagine I-10 Corridor Study to the Downtown 10 Project, alternatives will be evaluated to not only meet the Downtown 10 purpose and need and goals and objectives, but to also respond to public and agency feedback received through the study and the current project public outreach processes. The Reimagine I-10 concept will be one of several alternatives that will be analyzed as part of the environmental and schematic development process for the Downtown 10 project.
2	Noise/Air Concerns	<p>As part of compliance with the National Environmental Policy Act (NEPA), TxDOT will evaluate potential traffic noise and air quality impacts to adjacent properties, per TxDOT, FHWA, and EPA guidelines. Based on the findings of a traffic noise analysis conducted for the Downtown 10 recommended alternative(s), noise abatement barriers may be proposed for locations that meet federal and TxDOT criteria in terms of noise reduction, cost, and constructability. As per FHWA/TPWD standard practices, the results of the traffic noise study and the locations and characteristics of any proposed noise barriers would be voted on by impacted property owners before preparing the final design.</p> <p>The Downtown 10 project is intended to improve mobility, safety, and reduce congestion within the project limits, which can reduce vehicle idling and thereby potentially improve air quality. In accordance with air quality regulations, required air quality analyses will be conducted on the identified recommended alternative(s) as part of the NEPA process.</p>
3	Right-of-Way Acquisition	Materials presented at Downtown 10 virtual public meeting did not depict proposed right-of-way or potential displacements. The Reimagine I-10 Corridor Study identified a concept that would require additional right-of-way. As this was a concept from the study, it is not the final design. Alternatives are still under development for the Downtown 10 project, and alternatives will be presented at upcoming public meetings. The recommended preferred alternative(s) design will undergo environmental analysis, additional public involvement, and preliminary engineering evaluations before knowing whether or not right-of-way is needed.
4	Public Transportation/ Multi-Modal	As one of the project goals, multimodal facilities such as adaptive lanes for transit and trucks will be evaluated. Furthermore, bike and pedestrian facilities such as sidewalks and bike lanes will also be evaluated and incorporated into the Downtown 10, where applicable. Potential bicycle routes would be evaluated in coordination with the City of El Paso Bicycle Master Plan, available MPO Bicycle/Multimodal Plan, and TxDOT's Bicycle/Multimodal plan(s) . Additional details will be presented to the public as alternatives are identified and evaluated.

## Downtown 10 Public Involvement Series #1- Frequently Asked Questions

FAQ #	Topic	Response
5	Need and Purpose	<p>The project Need and Purpose explains why TxDOT is proposing the project and provides a basis for the development and evaluation of alternatives. Each alternative must be analyzed in terms of the extent to which it will or will not satisfy the Purpose and Need of the project. The Need for the project must also include specific facts and/or data supporting each problem or unsatisfactory condition identified in the Need statement. The Need statement for the Downtown 10 project was identified and refined through background research, input from the public, and analyses conducted for the Reimagine I-10 Corridor Study. 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> <p>Since 1999, there has been traffic growth throughout the Downtown 10 project limits. The Reimagine I-10 Corridor Study identified a correlation between trade and traffic numbers. During times of economic recessions or trade uncertainty, traffic volumes dropped. However, the I-10 corridor has seen traffic growth between 11 and 34 percent within the last 10 years. Regarding congestion, within the Downtown 10 proposed project limits are two of the most congested corridors in El Paso County, per statistics from 2019. The most congested corridor in El Paso is I-10 from SH 20 (Mesa Street) to US 54. The twelfth most congested corridor in El Paso County is I-10 from Border West Expressway to Mesa Street. Together, these two sections of roadway result in more than \$22 million in estimated annual congestion delay costs.</p> <p>Goals and Objectives define the conceptual direction of a project and help develop potential solutions. After conducting preliminary small meetings with local officials and stakeholders, the project team received feedback requesting that “local connectivity” be added to the Purpose and Need or Goals and Objectives for the project. Therefore, “local connectivity” was added to the Downtown 10 Goals and Objectives, which include the following: local, regional, and national connectivity; the minimization of potential environmental impacts; improvements to multimodal connections and pedestrian and bicycle access; and addressing design improvements. As the team moves forward with the project, the Goals and Objectives may change to address similar comments</p>
6	EJ Populations	<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</p>



## Downtown 10 Public Involvement Series #1- Frequently Asked Questions

FAQ #	Topic	Response
		<p>effects of its programs, policies, and activities on minority populations and low-income populations.”</p> <p>As part of the Downtown 10 alternatives analysis and the environmental process, potential impacts to low-income, minority, and limited English proficiency (LEP) populations will be assessed. In addition, the potential for the project to impact community features, neighborhoods, and community cohesion will also be evaluated. Impacts to these resources will be avoided and minimized to the extent possible.</p>
7	Impacts to Downtown/Uptown	While the purpose of the project is to improve corridor mobility along I-10, the project Goals and Objectives also include improving north-south mobility across I-10. Therefore, based on the Reimagine I-10 Study and comments received to date, the Downtown 10 project will evaluate and consider opportunities to maintain and improve connections from Uptown and Downtown El Paso, including vehicular, bicycle and pedestrian travel.
8	Removing Bridges	It is possible that an alternative could be developed which indicates one or more bridges to be removed. It is understood that any change to the existing network would alter traffic patterns and need to be further evaluated. If proposed, these alternatives would be presented to public to solicit input.
9	“Deck Plaza”	Materials presented at the public meeting did not reflect elements of a possible future deck “plaza”. Any proposed “deck plaza” concepts will be developed separately from this project, and by entities other than TxDOT. However, the Downtown 10 project will be developed in such a way as not to predetermine or preclude the future addition of a “deck plaza” if a separate project is initiated.
10	Safety	TxDOT makes safety one of the primary considerations of roadway design and would comply with design standards to meet current FHWA and TxDOT requirements. The proposed use of safety-conscious design standards could potentially reduce the likelihood of a crash and the severity of crashes that may occur along the roadway.
11	Historic/Cultural	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. As of August 2020, 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 the Texas State Historic Preservation Office (SHPO), the consulting parties will review TxDOT’s efforts to identify and evaluate



## Downtown 10 Public Involvement Series #1- Frequently Asked Questions

FAQ #	Topic	Response
		the proposed project's potential to effect 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: <a href="https://www.reimaginei10.com/downtown10.html">https://www.reimaginei10.com/downtown10.html</a> . 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 <a href="mailto:Downtown10@txdot.gov">Downtown10@txdot.gov</a> .
12	Frontage Roads	As the project progresses, the need for frontage roads will be evaluated amongst other alternatives.
13	Bypass	TxDOT has existing and planned future connections to Loop 375 to relieve I-10. In addition, the El Paso MPO's Traffic Demand Model (Destino 2045) includes all regionally significant projects such as an alternative route known as Northeast Parkway or Borderland Expressway (exits at NM 404, Anthony Gap). However, the majority of truck trips on I-10 in downtown El Paso originate or are destined to locations adjacent to I-10 within the city limits and therefore would not be served effectively by a bypass route.
14	Railroad	TxDOT is actively engaging with all rail roads in order to evaluate the potential transportation improvements and constraints.
15	Managed Lanes	Managed lanes are highway lanes where operational strategies are proactively implemented and managed in response to changing conditions. Managed lanes, including adaptive lane strategies, are an alternative solution being considered to manage congestion in the future.
16	Consolidation of Interchanges	It is possible that an alternative could be developed that involves one or more interchanges or ramps being consolidated. It is understood that any change to the existing network would alter traffic patterns and need to be further evaluated. TxDOT would also further evaluate traffic forecasts. If proposed, these alternatives would be presented to public to solicit input.
17	Event Traffic	As alternatives are developed and refined through the project development, coordination with the City of El Paso would occur to determine if adjustments are needed for special events and/or emergency response route.
18	Use of Retaining Walls	As the project progresses, the need and locations for retaining walls will be evaluated.
19	Flooding	A hydraulics and hydrology analysis would be performed for drainage within the TxDOT right-of-way, as part of the proposed project. As part of the evaluation existing locations of flooding within the State's Right-of-Way will be identified. Recommended drainage improvements would be further evaluated once the preferred alternative is determined, and coordination with local agencies including El Paso Water is ongoing.

## Downtown 10 Public Involvement Series #1- Frequently Asked Questions

FAQ #	Topic	Response
20	Direct Connectors	Alternatives are being developed to improve connectivity in the study area. Engineering evaluations will need to be conducted to know whether or not ramps or direct connectors are feasible and reasonable.
21	Streetcars	As alternatives are developed and refined through the project's development, coordination with the City of El Paso and Sun Metro will occur to discuss accommodations for the streetcar system.
22	Aesthetics	Any potential aesthetic treatments included as part of this project will be evaluated as the recommended alternative is identified and developed. Aesthetic designs will be consistent state standards.
23	Cost	Currently, TxDOT is anticipating the construction cost for the Downtown 10 project to be approximately \$750.5 million (right-of-way or engineering design have not been determined and are not included). However, as the Downtown 10 Project develops, this estimate will likely change. Funding will be determined through various sources. We will also work with the El Paso Metropolitan Planning Organization to move forward on this project and others in order to prioritize funding.
24	Study	<p>Several comments reference a study by 'Transportation for America', that states adding more lanes creates more congestion. Traffic analyses based on the El Paso MPO's Traffic Demand Model indicate that the existing I-10 facility will not meet current and projected demand. This process is in accordance with the FHWA design manual, AASHTO guidance, and TxDOT standards.</p> <p>Therefore, TxDOT is looking for solutions to address this need, including additional roadway capacity. TxDOT's goal is to identify an alternative that addresses regional, local, and multi-modal mobility, and that allows increased traffic volumes to utilize the I-10 corridor in the most effective and efficient manner possible.</p>
25	Impacts to Holocaust Museum and Surrounding Businesses	Alternatives are still under development for the Downtown 10 project, and the final design will need to undergo environmental analysis, additional public involvement, and preliminary engineering evaluations before knowing whether or not right-of-way is needed in this location. These alternatives will be presented at upcoming public meetings, and impacts to adjacent properties will be avoided and minimized to the extent possible. The Downtown 10 team will hold one-on-one meetings with Holocaust Museum and local business representatives to discuss the proposed project.
26	Technology	As one of the project goals, technology, will be considered on a case by case scenario. Opportunities for currently acceptable technologies will be evaluated and potentially incorporated into the alternative. Emerging technologies will also be considered and incorporated if feasible.