Downtown 10 Virtual Public Meeting #2

February 24 to March 16, 2021

Virtual Room Script

Station 1: Sign-in Station

How to Navigate Room:

Jennifer Wright:

Hello, I'm Jennifer Wright Public Information Officer for the Texas Department of Transportation in El Paso, with instructions to help you find your way through the virtual public meeting room.

Para español clic en Español, en estación uno."

This is Station 1, the Sign-in Station. First and foremost, if you are uncomfortable with this format or you have any trouble using this room, please hit the help button below. There is a phone number you can call to get assistance with accessing the room and materials. As you enter the room you will see a table and two boards. Under each board there are two buttons. If you click the button on the left that looks like an eye, it will zoom in to that item so that you can see it better. This will work for any board, handout, or exhibit in the room. Once you are finished reviewing it, just click the "X" in the upper right-hand corner of the window to close it. The next button to the right is a down arrow. If you click this button you can download this item to your personal computer or device. Again, this applies to any exhibit or form in our room. Once you download the item, you can print or save it.

Now let's look at the table. As mentioned before, this is Station 1 – the Sign-in Station. The far-left piece of paper on the table is a virtual sign-in sheet. Please click on the pen button to open the sign in sheet. We encourage all participants to please sign in. The second paper to the right is a handout that provides responses to Frequently Asked Questions, which are common questions and themes we have heard throughout the project to date. Click on the down arrow icon to download the FAQs.

Moving to the very top right corner of your screen you should see a location map of the room. If you don't see a rectangular map, click on the top right map button. The light-yellow shading indicates which station you are in. You can click on the station number at any of the stations to jump to that station. This will follow you as you move around the room. On the very top left corner of the screen is a "Welcome" button with an arrow pointing down. Click this button to provide the different station numbers and what they include. Next, look at the very bottom of the screen. There are several buttons that will help you navigate the room and get more information. The far-left button is the letter "i". This will give similar instructions on how to navigate the room. If you click on the second button, it will take you to the project website where you can find more information about the project. The third button which is a location symbol, will take you to a map of the general project area. The next button is a "plus sign" that enables you to zoom in on the station and the final button is a "minus sign" that enables you to zoom out. As mentioned earlier, we have included a HELP button you can click any time. We have also included a COMMENT Button in the bottom right of each station. Click on this button to leave a comment. Finally, right above this row of buttons is a "play" and/or "pause" button that will enable you to play or pause each station's talking points. You can pause and play as

many times as you like, and you can revisit any station as many times as you like. To go to the next station or revisit the last station, click on the arrow buttons to the right and left edges of the screen.

Now let's get started! There are six additional stations in the room. This is Station 1. If you think of the room like a clock, the stations are oriented clockwise, and Station 1 is at 6 o'clock. Of special interest is our last station, Station 7. Once you have heard all of the talking points and looked at the boards and videos at each station, we would like you to comment on what you have seen.

To go to the next station, look for the flashing blue arrow. Click the arrow on the right side of the screen to go to the next station and click the arrow on the left side of the screen to go to the previous station. Also, you can go up to the map in the upper right-hand corner of the screen and click the any station number. And now Brian Swindell with HDR Engineering will guide you through the following stations.

Station 2: Project Background

Welcome to station 2 which provides background information on the Downtown 10 project. There are three boards and one video in this station.

Click on the first board to the far left for a project overview. The second board from the left provides the purpose and need for the proposed project. The third board reviews the goals and objectives of the project. The tv screen to the far right provides a video summarizing feedback from the public meeting and how TxDOT is incorporating this feedback into the design process. The video can be paused, rewound, and fast forwarded at any time. Once you finish looking at the elements in the room, please proceed to station 3.

(Board S2 B1)

The proposed Downtown 10 project is approximately 5.6 miles long and includes I-10 from Executive Center Blvd. to State Loop 478 /Copia Street. Previous studies that have been conducted in the area are the Reimagine Corridor Study and the Mesa Study. A few statistics about the corridor are:

- In 2018, around 200,000 vehicles per day used the corridor,
- The average peak-hour travel speed in 2019 was 33 mph,
- The average increase in traffic since 1999 is approximately 34 percent, and the increase in export growth has been 163 percent since 2010. Please click the "x" at the top right corner of this window to exit and go to the next board.

(Board S2 B2)

The need for Downtown 10 was identified and refined through the Reimagine I-10 Corridor Study process, which included input from project workgroups and the public. Input from these entities, combined with background research, helped to define a preliminary assessment of the need for the proposed project, which has been identified as traffic congestion and mobility issues, concerns surrounding incident management, and a failure to meet current design standards. As mentioned on the previous slide, traffic volumes along I-10 have grown up to 34% since 1999 and exports to Mexico have grown 162% since 2010. International activities and interstate commerce appear to be key contributors to the growth along I-10. By providing a long-term transportation solution for the

City of El Paso, El Paso County, and the region, the purpose of the proposed project is to improve mobility and long-term congestion management, reduce conflict points and improve incident management, and bring the facility up to current design standards.

Board S2 B3)

Goals define the conceptual direction of a project and help develop potential conceptual solutions. The current goals and objectives for Downtown 10 are focused on 4 main areas. Number 1 is mobility, which includes increasing capacity and Number 2 is Environmental, which includes minimizing the potential impacts to residences, businesses, communities, and natural and human resources. Number 3 is multimodal, which includes increasing walkability, pedestrian and bicycle access, as well as car, transit, and freight mobility. Lastly is design, which includes a meeting current design requirements, all while being mindful of construction costs. Layered over these goals is Technology as we look to make the corridor more compatible with current and emerging technologies such as enhanced driver communication, broadband/5G connectivity and electrification.

(Video)

(Slide 1)

Public Meeting number 1 was held June 25th to July 15, 2020. Over 1,200 people attended the virtual public meeting and over 130 comments were submitted. TxDOT considered all comments while developing new conceptual alternatives. As those alternatives were carried through an assessment of whether they were viable and met the purpose and need of the project, one important consideration was if they addressed public concern. In addition, as viable alternatives are carried forward, several of these primary public concerns will be considered and incorporated into the project design where possible. The comments were categorized into themes that relate to the initial goals and objectives. Some of the comments received included multiple themes, which is why this slide shows counts higher than the total comments received.

(Slide 2)

On the current and following slides, comments relating to each of the individual goals and objectives are shown alongside adjustments or new solutions that were developed as part of the proposed alternatives.

For the theme of mobility, comments from the public meeting contained 158 references to enhancing connectivity and alleviating growing traffic congestion.

(Slide 3)

Comments referenced the goal of minimizing impacts to the human and natural environment 213 times. Although several adjustments were made to the proposed alternatives you will see in this public meeting, additional work will be done in the next phase of the project to continue to address comments. As mentioned in station 1, this project follows the National Environmental Policy Act or NEPA process through each phase the project. As a reminder, the comments were categorized into themes that relate to the initial goals and objectives. Some of the comments received included multiple themes, which is why this board shows counts higher than the total comments received.

(Slide 4)

Comments related to improving multimodal connections led to adjustments for pedestrians, bikes, as well as transit and freight. The alternatives you will see in the next stations include bike and pedestrian connections throughout the project area, with separated bike lanes for connections downtown. As a reminder, the video can be paused, rewound, and fast forwarded at any time.

(Slide 5)

The theme of Design relates to pavement condition, design of new roadways or structures, design requirements, and construction cost and maintenance. The viable alternatives being presented in today's meeting include varying roadway configurations to meet TxDOT design standards while also addressing feedback received.

Station 3: Alternative Analysis Video

Station 3 is an overview of the alternatives analysis process and how concepts were screened down to the three viable alternatives that you will view in station 4. Click on the tv screen to learn about the alternative analysis process.

(Video)

(Slide 1)

The Downtown 10 project began in 2019 with the identification of 18 initial alternatives to be evaluated. The following slides will walk through the evaluation process.

(Slide 2)

The alternatives evaluation process is a key component to compliance with the National Environmental Policy Act or NEPA. Starting with the Reimagine I-10 Corridor Study, through the refinement of conceptual alternatives as part of the Downtown 10 project, the identification of viable alternatives, and eventual selection of the recommended preferred alternative, TxDOT evaluates alternatives at each Tier of the NEPA process using engineering and environmental constraint criteria. These include, mobility, design, multimodal, and environmental considerations, which includes potential right of way impacts.

We are currently at Tier 3 of the NEPA process, evaluating viable alternatives. Please see Station 5 for more information about the detailed environmental studies that will be undertaken once a recommended preferred alternative is identified at Tier 5.

(Slide 3)

Through the first phase of analysis, the 18 initial alternatives were narrowed down to 9 conceptual alternatives. These conceptual alternatives are now being screened down to the 4 recommended viable alternatives for additional public feedback and further study. These viable alternatives also include the No-Build alternative. As mentioned in station 1, this project follows the NEPA process and as part of that process, the No-Build, or do-nothing scenario, must also be analyzed through each phase of the project. Following this public meeting, the viable alternatives will be studied further and additional data collected to screen down to the recommended preferred alternative. Public and

stakeholder feedback is received, reviewed and considered as a part of the screening process in each step.

(Slide 4)

Preliminary evaluation criteria are categorized in relation to the initial goals and objectives of the project. For the Downtown 10 project, each category carries the same weight as the other categories. There are several items in each category to consider when identifying the score for each category.

The project team is studying the alternatives to Determine how well they meet the criteria, relative to other alternatives and the No-Build.

Evaluation criteria related to mobility includes evaluating the level of service for the roadway, or the ability to address forecasted congestion., travel time index that highlights the travel efficiency of an alternative, as well as incident management that reflects the ability to respond to emergencies or accidents in the corridor.

Multimodal evaluation criteria includes how well the design accommodates transportation for those not traveling by car. Pedestrians, cyclists, transit users, and freight traffic are all considered during the evaluation process.

The environmental evaluation criteria includes environmental constraints identified and potential environmental impacts quantified to the extent possible for each alternative. This includes identifying potential impacts to the human and natural environment such as impacts to historic resources, impacts to potential hazardous materials sites, impacts to minority and low-income populations, and impacts to adjacent property owners, among others. To view the environmental constraints map, download the meeting materials at the last station in this public meeting room.

Evaluation criteria related to design includes pavement conditions, updated design requirements, construction complexity and maintenance, as well as the cost related to construction of the new roadway.

(Slide 5)

The 9 conceptual alternatives were evaluated using several measurements for each criteria. All 9 conceptual alternatives were screened to the same level. They were then ranked by their overall score. At this time, the top 3 conceptual alternatives and the No-Build are proposed to move to the next phase of screening. Please feel free to pause the video here to review the evaluation matrix and how each alternative ranked.

(Slide 6)

The No-Build scenario ranked 9th out of the 9 overall alternatives because it scores low in in the mobility, multimodal and design categories. However, the No-Build alternative will be carried forward to the next screening phase as required by NEPA to use as a baseline for evaluating potential environmental impacts.

(Slide 7)

Alternative A is not recommended for further evaluation. Although no additional right-of-way is needed, rehabilitation of the existing roadway does not provide the additional mobility and multimodal enhancements desired for the project. Furthermore, the ongoing maintenance required for this alternative is not desirable.

(Slide 8)

Alternative B consists of reconstructing the roadway as is. It is not recommended for further evaluation due somewhat to its limited ability to address operational and capacity issues with the existing ramping and lane configurations. Furthermore, the alternative does not provide options for a reliable trip and does not provide continuous bike and pedestrian accommodations.

(Slide 9)

Alternative C ranks 6 out of 9 and is not recommended to move forward. This alternative scores low in mobility as it does not address the demand in the corridor. Furthermore, the ongoing maintenance required for this alternative is not desirable.

(Slide 10)

Alternative D ranks 3 out of 9 alternatives and is recommended for further evaluation as it addresses most of the scoring criteria. Additional information for alternative D will be provided at the next stations.

(Slide 11)

Alternative E is not recommended for further evaluation and ranks 7 out of 9 alternatives. This alternative adds a general purpose lane but does not provide enhanced bike and pedestrian connectivity.

(Slide 12)

Alternative F ranks 5 out of 9 and is not recommended for further evaluation. The alternative includes a tunnel under downtown. Although a tunnel may allow for better bike and pedestrian connectivity (at ground level), there are significant cost and long-term maintenance commitments on a tunnel. Furthermore, although not illustrated, Alternative F would require a large amount of right-of-way at each end for the entrance and exit of the tunnel.

(Slide 13)

Alternative G is recommended for further evaluation and ranks 2 out of 9 and generally meets evaluation criteria. There are significant enhancements in multimodal connectivity among other attributes. Additional information for alternative G will be provided at the next station.

(Slide 14)

Alternative H ranks first among the 9 conceptual alternatives as it meets the evaluation criteria better than the other alternatives. Additional information for alternative H will be provided at the next station.

Station 4: Viable Alternatives

Station 4 includes a tv and a table and provides an overview of the recommended viable alternatives. Please click on the TV for an overview of the features of the three viable alternatives. The video can be paused, rewound, and fast forwarded at any time.

On the table are two items. On the left is a handout that provides an overview on how to comment using the interactive comment map. Click on the screen to the right to enter the interactive comment map. In the interactive map you will be able to view each alternative up close and provide comments, ideas, and suggestions on each alternative. *Once in the site, click "Proceed as Guest." You will see an interactive map on the left and a tab for each Alternative. You can click on each alternative to zoom in and click through the map to see locations, streets, and other participants' comments. To leave your own comment please click "Submit Comment" on the right side in gold. Fill out the form, and, once you are done, click "Report It." Feel free to explore the map and comments at your convenience, keep in mind the Open Comment Period ends on March 16, 2021 at midnight. Thank you for your input.*

If you click the arrow button on the right, you can download a pdf of all three viable alternatives. Note the file is quite large and may take some time to download, depending on your internet service.

(VIDEO)

(Slide 1)

As you review these three build alternatives, please note key features that you feel address certain issues along the corridor. While a feature may not show up on one of the alternatives, these features could possibly be utilized for any of the three build alternatives.

(Slide 2)

Alternative D, which ranked third out of the 9 conceptual alternatives identified has been recommended for further evaluation as it scored well in all 4 categories of evaluation criteria.

As Alternative D was further refined, 12 potential displacements were identified, and up to 19.8 acres of right-of-way may be needed, which includes 16.6 acres from the railroad and 3.2 acres of non-railroad right-of-way.

Detailed right-of-way impacts will be further refined through the identification of a recommended preferred alternative.

(Slide 3)

The Downtown improvements west of downtown include

- Utilizing Prospect Street as a pedestrian bridge to allow pedestrians and cyclists to cross safely over I-10.
- Wyoming Ave, which would act as the East bound frontage road, has been shifted towards the freeway to reduce crossing width and create additional space and wider sidewalks along the frontage road. On Yandell Drive, which would act as the west bound frontage road, a traffic lane has been removed to also allow for wider sidewalks.

- Additional bike and pedestrian enhancements include bike and pedestrian facilities on all cross-street bridges including cycle tracks along El Paso Street for enhanced connectivity
- The Streetcar would remain on the Oregon Street Bridge.
- This alternative also avoids property impacts between Yandell and I-10.

(Slide 4)

On the east side of downtown additional improvements to the downtown area on Alternative D include

- Enhanced crossings at intersections and
- Wider sidewalks for safer pedestrian crossings.
- Cycle tracks would be incorporated along Stanton and Campbell Streets and connect into additional City bike connectivity.
- The Streetcar would remain on the Stanton Street bridge.
- On Yandell Drive, which would act as the west bound frontage road, a traffic lane has been removed to allow for additional pedestrian space.
- A shared use path would be incorporated along the west bound frontage roads east of Kansas Street.

(Slide 5)

Key features of Alternative D as you travel outside of the downtown area include

- Utilizing Prospect Street as a pedestrian bridge to allow pedestrians and cyclists to cross safely over I-10.
- An adaptive lane in each direction that can be adjusted as future traffic and transit needs change over time.
- Wide sidewalks along the cross-street bridges for additional pedestrian safety.
- Enhanced crossings at intersections for pedestrian and cyclist safety.

(Slide 6)

As noted on the previous slide, the adaptive lane continues through the entire project area.

- East of downtown, the ramping configuration will be modified,
- And continuous frontage roads have been added.
- The shared use path extends throughout the project for additional pedestrian and bike connectivity.

And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.

(Alternative G)

(Slide 7)

Alternative G, which ranked 2nd out of the 9 conceptual alternatives has been recommended for further evaluation as it scored well in all 4 categories of evaluation criteria. As Alternative G was further refined, 30 potential displacements were identified, and up to 40.7 acres of right-of-way may be needed, which includes 27.9 acres from the railroad and 12.8 acres of non-railroad right-of-way. Detailed right-of-way impacts will be further refined through identification of the recommended preferred alternative.

(Slide 8)

Key improvements of Alternative G on the west side of downtown include

- Bike and pedestrian connections from Prospect Street to Santa Fe Street.
- The Frontage roads have been relocated closer to the I-10 main lanes to create additional space between buildings and frontage roads.
- Sidewalks have been widened and cycle tracks have been added along the frontage roads.
- Intersection crossings have been enhanced to provide additional safety measures for pedestrians and cyclists.
- The Oregon Street Bridge has been designated for streetcar, bus, bikes and pedestrians only.

(Slide 9)

On the east side of downtown, many of the same features as the previous image are shown including

- Enhanced crossings at intersections and
- Wide sidewalks and cycle tracks along the frontage roads.
- Cycle tracks along Stanton Street would be included to connect into the City bicycle network.
- The Stanton Street Bridge has been designed similar to the Oregon Street Bridge for multimodal traffic (except for thru passenger vehicles),
- And the frontage roads have been relocated closer to the I-10 main lanes to create additional space in the corridor.
- In addition, a shared used path for both pedestrians and cyclists along the west bound frontage roads east of Campbell Street has been added.

(Slide 10)

Outside of the downtown area, roadway design components of Alternative G include

- East bound and west bound continuous frontage roads,
- An added adaptive lane and general purpose lane on I-10 in each direction.
- A bike and pedestrian connection to Prospect Street has been added for connectivity into downtown,
- as well as connection to a shared use path that travels along the west bound frontage road.
- Wider sidewalks have been added to the Santa Fe Street bridge
- And an additional enhanced crossings for safer pedestrian and bicycle traffic has been added.

(Slide 11)

As noted on the previous slide, the adaptive lane continues through the entire project area.

- East of downtown, lanes are balanced to a minimum of four lanes each direction,
- Ramping configuration was modified,
- And continuous frontage roads have been added.
- The shared use path extends throughout the project for additional pedestrian and bike connectivity.

And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.

(Alternative H)

(Slide 12)

Alternative H is the final viable alternative being presented for further evaluation in this public meeting for review and input. Alternative H, which ranked first out of the 9 conceptual alternatives identified, has been recommended for further evaluation as it scored the highest overall in each category of evaluation criteria. As Alternative H was further refined, 21 potential displacements were identified, and up to 41.5 acres of right-of-way may be needed, which included 31.5 acres of railroad right-of-way and 10 acres of non-railroad right of way. Detailed right-of-way impacts will be further refined through identification of the recommended preferred alternative.

(Slide 13)

On the west side of downtown, Alternative H features a bike and pedestrian connection from Prospect Street to Santa Fe Street.

- Frontage roads have been relocated closer to the main lanes to create additional pedestrian space along the corridor.
- Wide sidewalks and cycle tracks have been included along the frontage roads.
- At intersections, street crossings have been enhanced to include additional safety measures for pedestrians and cyclists.
- The Oregon Street Bridge has been repurposed to remove cars and be utilized for the streetcar, buses, and bike and pedestrian traffic.

(Slide 14)

On the east side of downtown, similar to the west side,

- Enhanced crossings at intersections are included
- Wide sidewalks and cycle tracks along the frontage road are also included.
- Cycle tracks along Stanton Street help to connect cyclists to the El Paso bike network.
- The Stanton Street bridge would be reserved for non-car modes of travel similar to the Oregon Street bridge.
- The frontage roads have been relocated closer to the main lanes to create space along the frontage roads.

- A shared use path along the west bound frontage road east of Stanton Street would also been included to improve connectivity from areas east of downtown.

(Slide 15)

Outside of the downtown area, Alternative H includes

- Continuous east and west bound frontage roads.
- As part of the main lanes of I-10 an adaptive lane as well as an additional general purpose lane has been added in each direction. Similar to alternatives D and G, an adaptive lane is a lane that can be adjusted as future traffic and transit needs change over time.
- A connection for bikes and pedestrians from Prospect Street to Santa Fe Street has been added,
- As well as a shared use path along the west bound frontage road.
- Wider sidewalks would be designed as part of the Santa Fe Bridge
- And enhanced crossings at intersections would help provide additional safety measures for pedestrians and cyclists.

(Slide 16)

As noted on the previous slide, the adaptive lane continues through the entire project area.

- East of downtown, lanes would be balanced to improve mobility,
- The ramping configuration was also modified,
- A design element called a collector distributor has been included. This is used to minimize traffic on the frontage road and reduce traffic weaving on the mainlanes.
- The shared use path extends throughout the project for additional pedestrian and bike connectivity.

And although it is not shown in these drawings, most, if not all bridges are recommended for reconstruction to updated design standards and most likely all intersections in downtown would require traffic signals.

(Slide 17)

This chart compares right-of-way needs for each of the viable alternatives with the recommended concept from the Reimagine I-10 Corridor Study.

In many areas, right-of-way has been reduced. Right-of-way needs will continue to be analyzed in the next phase of the project for further refinement.

<u>Station 5: Environmental</u>

Welcome to Station 5, which provides two boards on the environmental process. My name is Jasmine Gardner and I am with Blanton & Associates. We are the environmental consultant on this project. I want to emphasize that we are still in the preliminary design and environmental process, and we do NOT have a preferred alternative at this time, therefore we do not know all of the potential environmental impacts we may have. If you click on the board to the left, it explains the Environmental Process and some of the natural and human resources we will be evaluating for

potential impacts. The board on the right provides an explanation on the next steps of the Section 106 process, which relates to historic and archeological resources.

(Environmental Board)

This board provides an overview of the environmental process we are following and will continue to follow as the project moves forward. This process will include an evaluation of potential environmental impacts in compliance with the National Environmental Policy Act or NEPA and other state and federal environmental regulations. When a recommended preferred alternative is identified, we will assess potential impacts to natural vegetation, water resources, archeological resources, hazardous materials, community impacts, access and travel patterns, air quality, traffic noise, historic resources, environmental justice and limited English proficiency populations, and property owners, to name a few. We will document this information in technical reports, which will be available at the time of the public hearing.

In addition, this board depicts a general timeline of the right-of-way identification process, and how that evolves along with the project design and environmental process. The conceptual ROW footprints are refined and minimized to the extent possible throughout the environmental process. An established ROW footprint is defined once a recommended preferred alternative is identified and this is used to conduct detailed environmental analyses. Once a NEPA decision is made on the project, ROW negotiations and purchasing can begin. This can take time and has a process of its own. Additional information on the right-of-way process can be found in at TxDOT.gov or contact the TxDOT District office for assistance.

(Section 106 Board)

This board addresses TxDOT's efforts to consider the historic properties located along I-10 in the Downtown 10 project area. Our work is guided by a federal law called the National Historic Preservation Act, which is intended to preserve historic and archeological sites in the U.S. There is a section in the act, Section 106, which requires any federally-funded or potentially federally-funded project) to balance transportation needs and historic preservation, and we need your participation. In our first round of public outreach, several individuals requested Consulting Party status as part of the Section 106 process. These groups are listed on this board.

We need your help to let us know what is important to you and your community and will continue to provide information about the Section 106 Process at all meetings. Do you know others with specific knowledge of local historic resources we should contact? If so, please provide their information or have them comment in the virtual public meeting.

Once a recommended preferred alternative is identified, TxDOT's team of professional historians will be conducting research and surveys – looking at the project area to see what types and how many buildings or structures there are that might be a significant historic property. At that time, the project team will begin detailed meetings with Consulting Parties.

Station 6: Timeline & Next Steps

Welcome to Station 6, which includes a board that explains the project timeline and next steps. Please click on the board for more information.

(S6B1)

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. TxDOT began the Downtown 10 project by initiating a corridor traffic analysis and existing conditions data collection. Furthermore, the goals and objectives were refined from the Reimagine study and the preliminary alternative development process was initiated. The Downtown 10 Public Meeting #1 was held virtually in June 2020 to receive public input, and we have continued to refine the alternatives with input received from the public and additional stakeholder meetings.

Today, we are pleased to have you join us in the second public meeting for Downtown 10 where we look forward to reviewing your comments. We will take your input to refine the viable alternatives and data as well as continue to meet with community members through steering committee and work group meetings as we work to identify the recommended preferred alternative. By the year 2023, we plan to present a final preferred alternative and the draft environmental document to the public; at which point, TxDOT will move into the next development stage, project design and construction, which will be subject to funding allocation.

Station 7: Additional Information

Welcome to the comment station, which is the final station. TxDOT is committed to the continuing effort to gain public feedback on this project. This station consists of two boards and one table. The board on the left provides additional information on how to submit your comments, including online, mail, email, and verbal comments that can be made by calling (915) 209-0027. All comments must be received or post-marked by March 16, 2021 to be included in the public meeting summary.

The board on the right provides project contact information for myself and Hugo Hernandez, TxDOT Project Manager, in case you have any questions. Finally, the table provides three items. The item on the left is a comment card. You can click on the pen to submit your comment electronically, or you can hit the down arrow to download a comment card that can be submitted by email or mail. In the middle of the table is a link to the TxDOT ROW web page, which provides access to right-of-way information and right-of-way contact information. No new right-of-way is proposed at this time, but we are providing the link for those who would like to understand their rights as landowners. On the far right is a link to download all meeting materials including the schematics. The virtual public meeting and all meeting materials will be live through Tuesday, March 16, 2021. Please feel free to forward this meeting to you neighbors if they did not receive the link. All comments received through March 16th will be compiled and reviewed and responses provided and posted to the TxDOT website and project website. Thank you for your interest in the project.

And now Raul Garcia, TxDOT Director of Transportation Planning and Development, would like to give some closing remarks.