Section of Room	Transcript *Please note – the audio in the virtual scoping meeting room is broken up by station, not by board. You can pause the audio at each station if you wish. The following transcript denotes which portion of the station's audio coincides with its respective project information board.*
Station 1: Welcome *At this station, you may sign in to the virtual room.*	**WELCOME** Hello, I'm Jennifer Wright, TxDOT's Public Information Officer for the Downtown 10 Project with instructions to help you find your way through the virtual public meeting room. Also, Blanca Serrano will be narrating the Spanish-language virtual public meeting room. Para Español, clic "En Español' en Estación uno." This is Station 1, the Sign-in Station. First and foremost, if you are uncomfortable with this format or if you have any trouble using this room, please hit the HELP button below. There is a phone number you can call to get assistance with accessing the room and materials. As you enter the room you will see a table and two boards. Under each board there are two buttons. If you click the button on the left that looks like an eye, it will zoom in to that item so that you can see it better. This will work for any board, handout, or exhibit in the room. Once you are finished reviewing it, just click the "X" in the upper right-hand corner of the window to close it. The next button to the right is a down arrow. If you click this button you can download this item to your personal computer or device. Again, this applies to any exhibit or form in our room. Once you download the item, you can print or save it. Note that the welcome board includes a statement regarding the FHWA/TxDOT Memorandum of Understanding that delegated NEPA compliance to TxDOT. **PURPOSE OF PUBLIC SCOPING MEETING** The purpose of the Scoping Meeting is to provide the public an opportunity to review and comment on the draft Agency Coordination Plan and Schedule, the draft Project Purpose and Need, draft alternatives, and draft methodologies and level of detail for analyzing alternatives. In addition, the scoping meeting will provide an opportunity to give input on any expected environmental impacts, anticipated permits or other authorizations, and any significant issues that will be analyzed in depth in the Environmental Impact Statement, or EIS. In addition, scoping meetings initiate the EIS process under the National Environmental Policy Act or NEPA. **SIGN-IN SHEET** Now let's look at the table. As mentioned before, this is Station 1 – the Sign-in Station. The far-left piece of paper on the table is a virtual sign-in sheet. Please click on the pen button to open the sign in sheet. We encourage all participants to please sign in. **ROOM NAVIGATION** Moving to the very top right corner of your screen you should see a location map of the room. If you don't see a rectangular map, click on the top right map button. The light-yellow shading indicates which station you are in. You can click on the station number at any of the stations to jump to that station. This will follow you as you move around the room. On the very top left corner of the screen is a "Welcome" button with an arrow pointing down. Click this button to provide the different station numbers and what they include. Next, look at the very bottom of the screen. There are several buttons that will help you navigate the room and get more information. The far-left button is the letter "i". This will give similar instructions on how to navigate the room. If you click on the second button, it will take you to the project website where you can find more information about the project. The third button which is a location symbol, will take you to a map of the general project area. The next button is a "plus sign" that enables you to zoom in on the station and the final button is a "minus sign" that enables you to zoom out. As mentioned earlier, we have included a HELP button you can click any time. We have also included a COMMENT Button at the bottom of the screen. Click on this button to leave a comment. Finally, right above this row of buttons is a "play" and/or "pause" button that will enable you to play or pause the narration. You can pause and play as many times as you like, and you can revisit any station as many times as you like. To go to the next station or revisit the last station, click on the arrow buttons to the right and left edges of the screen. Now let's get started! There are six additional stations in the room. This is Station 1. If you think of the room like a clock, the stations are oriented clockwise, and Station 1 is at 6 o'clock. Of special interest is our last station, Station 7. Once you have reviewed all of the information and looked at the boards and videos at each station, we would like you to comment on what you have seen and provide input on the proposed project. To go to the next station, look for the flashing blue arrow, or you can click the arrow on the right side of the screen to go to the next station and click the arrow on the left side of the screen to go to the previous station. Also, you can go up to the map in the upper right-hand corner of the screen and click on any station number.

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Station 2: Project Background	Welcome to station 2 which provides background information on the Downtown 10 project and the EIS Process. There are four boards in this station. **ENVIRONMENTAL IMPACT STATEMENT** Click on the first board to the far left for information on the Environmental Impact Statement. The second board from the left is an overview of the scoping and EIS process. The third board is a project overview. The fourth board provides the purpose and need for the proposed project. Once you finish looking at the boards, please proceed to station 3. Once you finish reviewing a board, click the "x" at the top right corner of the window to exit and go to the next board. NEPA requires federal agencies to assess the environmental effects of their proposed actions and obtain input from the public and agencies prior to making decisions. One of the ways that federal agencies assess these effects are through environmental impact statements, or EIS. An EIS is prepared when it is anticipated that a proposed project could significantly affect the quality of the human and natural environment. Development of the project began in 2019. Since that time, TxDOT has conducted initial project development activities and extensive public involvement. Based on the NEPA process, TxDOT determined that the project will now be classified as an EIS that will evaluate a range of build alternatives and a no-build alternative. **SCOPING & THE ENVIRONMENTAL IMPACT STATEMENT PROCESS** The scoping and EIS process is thorough and collaborative. Scoping is an open process involving the public and federal, state, and local agencies that determine a range of issues, alternatives, and potential environmental impacts considered in the EIS. During this phase of the process, a notice of intent is issued, and the lead agency holds an agency scoping meeting and a public scoping meeting, such as this, to present and gather input on the draft Purpose and Need, Range of Alternatives, Methodology and Level of Detail for Analyzing Alternatives, and draft Agency Coordination Plan. The next phase is the analysis and detailed study phase. This is where the project team will analyze the alternatives for potential impacts. Next, the team will create a draft EIS and hold a public hearing. During this phase the team will identify the preferred alternative or alternatives, further develop the schematic design, and then present that information and the draft EIS at a public hearing. Lastly the team will identify the environmentally preferred alternative, respond to comments on the draft EIS, finalize the EIS and issue a record of decision. **DOWNTOWN 10 PROJECT OVERVIEW** The proposed Downtown 10 project is approximately 5.7 miles long along I-10 from Executive Center Blvd. to State Loop 478 or Copia Street. Previous studies conducted in the area are the Reimagine I-10 Corridor Study and the Mesa Study. A few statistics about the corridor are: • In 2019, approximately 200,000 vehicles per day used the I-10 corridor between downtown and US 54, • The average peak-hour travel speed in 2019 was 33 mph, • The average increase in traffic since 1999 is approximately 34 percent, and • The export growth since 2010 has increased 162 percent. **DRAFT PURPOSE & NEED** The need for the proposed project was identified and refined through the Reimagine I-10 Corridor Study and Downtown 10 initial project development, which included input from meeting with the project steering committees, workgroups, and the public. Participation from these entities, combined with background research, helped to define a preliminary assessment of the need for the proposed project. This has been identified as traffic congestion and mobility issues, concerns surrounding incident management, and a failure to meet current design standards. Since 2010, traffic volumes have generally increased within the corridor, with the exception of a drop in average annual daily traffic in 2020 due to the COVID-19 Pandemic. International activities and interstate commerce are key contributors to the growth along I-10. The purpose of the proposed project within the project limits is to improve mobility and long-term congestion management, reduce potential conflict points and improve incident management, and bring the facility up to current design standards.
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 more about the alternative analysis process. **The following portion of the transcript is related to the alternatives analysis video and is broken up by each slide's transcript.*

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At this station, there is a video you can view detailing the alternatives that were initially analyzed during the beginning of the Downtown 10 project.	(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 NEPA process. Starting with the Reimagine I-10 Corridor Study, through the refinement of conceptual alternatives as part of the Downtown 10 project, the identification of viable alternatives, and eventual selection of the recommended preferred alternative, TxDOT evaluates alternatives at each stage of the NEPA process using engineering and environmental constraints criteria. For the conceptual alternative analysis, criteria included, mobility, design, multimodal, and environmental considerations, which includes potential right of way impacts. Through the first phase of analysis, the 18 initial alternatives were narrowed down to 9 conceptual alternatives. These conceptual alternatives were then screened to three viable build alternatives and the no build alternative for additional public feedback and further study. As mentioned in station 1, this project follows the NEPA process and as part of that process, the No-Build, or do-nothing scenario, will also be analyzed through each phase of the project. Following this public scoping meeting, the viable alternatives, including viable alternatives recommended by agencies and the public, will be studied further and additional data collected to screen to the recommended preferred alternative. Public and stakeholder feedback have and will be received, reviewed, and considered as a part of the screening process in each step. (Slide 3) Preliminary evaluation criteria were categorized in relation to the initial goals and objectives of the project. Each category carries the same weight as the other categories. There are several items in each category to consider when identifying the score for each category. The project team is studying the alternatives to determine how well they meet the criteria, relative to other alternatives and the No-Build. Evaluation criteria related to mobility include evaluating the level of service for the roadway or the ability to address forecasted congestion, travel time index that highlights the travel efficiency of an alternative, as well as incident management that reflects the ability to respond to emergencies or crashes in the corridor. Multimodal evaluation criteria include how well the design accommodates transportation for those not traveling by car. Pedestrians, cyclists, transit users, and freight traffic are all considered during the evaluation process. The environmental evaluation criteria include environmental constraints identified and potential environmental impacts quantified to the extent possible for each alternative. This includes identifying potential impacts to the human and natural environment such as impacts to historic resources, impacts to potential hazardous materials sites, impacts to minority and low-income populations, and impacts to adjacent property owners, among others. Evaluation criteria related to design includes pavement conditions, updated design requirements, construction complexity and maintenance, as well as the cost related to construction of the new roadway. (Slide 4) The 9 conceptual alternatives were evaluated using several measurements for each criterion. All 9 conceptual alternatives were screened to the same level of detail. They were then ranked by their overall score. At this time, the top 3 conceptual alternatives and the No-Build are proposed to move to the next phase of screening. Please feel free to pause the video here to review the evaluation matrix and how each alternative ranked.

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	(Slide 5) The No-Build scenario ranked the lowest out of the 9 overall alternatives because it scores low in in the mobility, multimodal and design categories. However, the No-Build alternative will be carried forward to the next screening phase as required by NEPA to use as a baseline for evaluating potential environmental impacts. (Slide 6) 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 7) Alternative B consists of reconstructing the roadway as is. It is not recommended for further evaluation due to its limited ability to address operational and capacity issues with the existing ramping and lane configurations. Furthermore, the alternative does not provide options for a reliable trip and does not provide continuous bike and pedestrian accommodations. (Slide 8) Alternative C is not recommended to move forward. This alternative scores low in mobility as it does not address the demand in the corridor. Furthermore, the ongoing maintenance required for this alternative is not desirable. (Slide 9) Alternative D is recommended for further evaluation as it addresses most of the scoring criteria. Additional information for alternative D will be provided at the next stations. (Slide 10) Alternative E is not recommended for further evaluation. This alternative adds a general purpose lane but does not provide enhanced bike and pedestrian connectivity. (Slide 11) Alternative F is not recommended for further evaluation. The alternative includes a tunnel under downtown. Although a tunnel may allow for better bike and pedestrian connectivity (at ground level), there are substantial cost and long-term maintenance commitments on a tunnel. Furthermore, Alternative F would require a large amount of right-of-way at each end for the entrance and exit of the tunnel. (Slide 12) Alternative G is recommended for further evaluation. There are significant enhancements in multimodal connectivity among other attributes. Additional information for alternative G will be provided at the next station. (Slide 13) Alternative H ranks first among the 9 conceptual alternatives as, overall, it meets the evaluation criteria better than the other alternatives. Additional information for alternative H will be provided at the next station.
Station 4: Viable Alternatives *At this station, there is a video you can view*	Station 4 includes a tv and a table and provides an overview of the recommended viable alternatives. While these alternatives are being recommended to be further evaluated, TxDOT is open to input on additional viable alternatives. Please click on the TV for an overview of the features of the four viable alternatives. The video can be paused, rewound, and fast forwarded at any time. If you click the arrow button on the right, you can download a pdf of the viable alternatives. Note the file is quite large and may take some time to download, depending on your internet service. **The following portion of the transcript is related to the viable alternatives video and is broken up by each slide's transcript.*

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detailing the recommended viable alternatives – Alternatives D, G, H and I.	(Slide 1) As you review the viable alternatives, please note key features that you feel address certain issues along the corridor. While a feature may not show up on one of the alternatives, these features could possibly be utilized for any of the alternatives. **ALTERNATIVE D** (Slide 2) Alternative D has been recommended for further evaluation as it scored well in all 4 categories of evaluation criteria. As Alternative D was further refined, 12 potential displacements were identified, and up to 19.8 acres of right-of-way may be needed, which includes 16.6 acres from the railroad and 3.2 acres of non-railroad right-of-way. Detailed right-of-way impacts will be further refined through the identification of a recommended preferred alternative. (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 Drive 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 to the City of El Paso bicycle network. • The Streetcar would remain on the Stanton Street bridge. • On Yandell Drive, which would act as the west bound frontage road, a traffic lane has been removed to allow for additional pedestrian space. • A shared use path would be incorporated along the west bound frontage roads east of Kansas Street. (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 cross street bridges for improved pedestrian comfort and safety. • Enhanced crossings at intersections for improved 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 east of downtown for additional pedestrian and bike connectivity.

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	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 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 track along Stanton Street would be included to connect to the City of El Paso bicycle network. • The Stanton Street Bridge has been designed similar to the Oregon Street Bridge for multimodal traffic • And the frontage roads have been relocated closer to the I-10 main lanes to create additional space along the corridor. • In addition, a shared used path for both pedestrians and cyclists along the west bound frontage road east of Campbell Street has been added. (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 enhanced crossings for safer pedestrian and bicycle traffic. (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,

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- 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 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 to 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 improve safety 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,

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- 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)
TxDOT is addressing comments we heard during our public outreach efforts that were provided between Public Meeting #2, held on February 24, 2021, and today. As part of these outreach efforts, TxDOT hosted two interactive Bicycle and Pedestrian Workshops with bicycle and pedestrian stakeholders and advocates in the community. An in-person workshop was held on November 17, 2021, and a virtual workshop was held on February 2, 2022. These workshops helped the project team gain a better understanding of public and stakeholder concerns and allowed the project team to explain the thought process behind design decisions, including tradeoffs and potential impacts. Workshop attendees were able to discuss their suggestions with the project team and made design recommendations for the project team to consider. Six of the frequent comments from public outreach efforts are shown on this slide and the next, as well as what TxDOT is doing to address them. Reminder that you can pause this video at any time. This slide includes comments regarding reducing right of way impacts, reconnecting areas that were impacted by the construction of I-10, and providing hi-quality multi modal solutions.

(Slide 18)
The comments TxDOT is addressing on this slide include the desire to not remove bridges in the downtown area, reducing speeds along Yandell Drive and Wyoming Avenue, as well as removing proposed U-turns in the downtown area in the viable alternatives.

ALTERNATIVE I
(Slide 19)
Alternative I shown here and on the next two slides is an additional viable alternative that incorporates design changes mentioned in the previous two slides. In the Downtown area, the channelized right-turn at Yandell Dr was removed to reduce turning speeds and improve bicycle and pedestrian safety. Raised intersections were added at Santa Fe St to also reduce travel speeds and improve bicycle and pedestrian safety. Raised intersections in other locations are also being considered. The U-turns on the outsides of Downtown were also removed to improve bicycle and pedestrian comfort. These three changes were made to help address concerns related to speeding in the downtown area.

(Slide 20)
East of downtown, a two-way cycle track and wide sidewalk were added along the frontage roads to create bicycle and pedestrian corridors. Dedicated access roads for businesses were provided on the outsides of these bicycle and pedestrian corridors, allowing for improved access management along the frontage roads. The new configuration removes driveways along the frontage roads to address concerns about high-speed vehicles turning across the paths of bicyclists and pedestrians. The new bicycle and pedestrian corridors have fewer conflict points and interruptions and allow for a larger buffer from the frontage roads, which is expected to result in improved bicycle and pedestrian comfort.

(Slide 21)
Immediately west of downtown, a new westbound entrance ramp was added, and the eastbound exit ramp was moved closer to downtown. These changes are expected to reduce traffic volumes on the proposed frontage roads. Enhanced bicycle and pedestrian accommodations were added to the realigned Los Angeles Dr to Franklin Ave connection to offer an additional route between Sunset Heights and Downtown El Paso for bicyclists and pedestrians. And lastly, space surrounding the old Franklin Ave underpass could be repurposed as pedestrian plazas.

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	(Slide 22) This chart compares right-of-way needs and potential displacements for each of the viable alternatives and also provides a comparison to the Reimagine I-10 Corridor Study's Recommended Corridor in order to exemplify the reduction in right-of-way needs and potential impacts since that concept was presented. Right-of-way needs will continue to be analyzed in the next phase of the project for further refinement.
Station 5: Environmental	Welcome to Station 5, which provides two boards on the environmental process. I want to emphasize that we are still in the preliminary design and environmental process, and we do NOT have a preferred alternative at this time, therefore we do not know all of the potential environmental impacts we may have. If you click on the board to the left, it explains the Environmental Process and some of the natural and human resources we will be evaluating for potential impacts. The board on the right provides an explanation on the next steps of the Section 106 process, which relates to historic and archeological resources. **ENVIRONMENTAL PROCESS** This board provides an overview of the environmental process we are following and will continue to follow as the project moves forward. This process will include an evaluation of potential environmental impacts in compliance with the National Environmental Policy Act or NEPA and other state and federal environmental regulations. When a recommended preferred alternative is identified, we will assess potential impacts to resources such as vegetation, water resources, archeological resources, hazardous materials, community impacts, access and travel patterns, air quality, traffic noise, historic resources, environmental justice and limited English proficiency populations, and property owners. We will document this information in technical reports, which will be available at the time of the public hearing. In addition, this board depicts a general timeline of the right-of-way identification process, and how that evolves along with the project design and environmental process. The conceptual ROW footprints have been refined and minimized to the extent possible throughout the environmental process to date. An established ROW footprint will be defined once a recommended preferred alternative is identified and this footprint will be used to conduct detailed environmental analyses. Once a NEPA decision is made on the project, ROW negotiations and acquisition would begin. This can take time and has a process of its own. Additional information on the right-of-way process can be found in Station 7 of this room and TxDOT.gov or you can contact the TxDOT District office for assistance. **SECTION 106 PROCESS: NEXT STEPS** This board addresses TxDOT's efforts to consider the historic properties located along I-10 in the Downtown 10 project area. Our work is guided by a federal law called the National Historic Preservation Act, which is intended to preserve historic and archeological sites in the U.S. There is a section in the act, Section 106, which requires any federally-funded or potentially federally-funded project to balance transportation needs and historic preservation. We would like your participation to conduct this process. In our first round of public outreach, several individuals requested Consulting Party status as part of the Section 106 process. These groups are listed on this board. We would like your help by letting us know what is important to you and your community. We will continue to provide information about the Section 106 Process at all meetings. Do you know others with specific knowledge of local historic resources we should contact? If so, please provide their information or have them comment in the virtual public meeting. Once a preferred alternative or alternatives are identified, TxDOT's team of professional historians will conduct research and surveys – looking at the project area to see what types and how many buildings or structures there are that might be a significant historic property. At that time, the project team will begin detailed meetings with Consulting Parties.
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 to zoom in. **ENVIRONMENTAL IMPACT STATEMENT TIMELINE AND NEXT STEPS*** *(asterisk notes the timeline is subject to change)* Work on the Downtown 10 project began in 2019 with a series of meetings and workshops with individuals, elected officials, local organizations, and steering committee members. The Downtown 10 project began by initiating the corridor traffic analysis and the existing conditions data collection. Goals and objectives were refined from the Reimagine I-10 Corridor Study and viable alternatives were identified. Since that time, based on the NEPA process, TxDOT has determined that the Downtown 10 Project will now be classified and analyzed as an EIS to further evaluate environmental resources

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	that may be impacted by the project. It is anticipated that the EIS process will take two years to perform the necessary evaluations to achieve a ROD by the end of 2024. Construction for the project could start by 2025 if the ROD results in the selection of a build alternative and if funding is available.
Station 7: Additional Information	**HOW TO COMMENT** Welcome to the comment station, which is the final station. TxDOT is committed to the continuing effort to gain public feedback on this project and your input is very valuable. This station consists of two boards and one table. The board on the left provides additional information on how to submit your comments, including clicking on the comment button in this virtual meeting, mailing, emailing, or providing verbal comments that can be made by calling (915) 209-0027. All comments must be received or post-marked by January 11, 2023 to be included in the meeting summary. **PROJECT CONTACT INFORMATION** The board on the right provides project contact information for Hugo Hernandez, the TxDOT Project Manager, and Brian Swindell, the consultant Project Manager, in case you have any questions. Finally, the table provides three items. The item on the left is a comment card. You can click on the pen to submit your comment electronically, or you can hit the down arrow to download a comment card that can be submitted by email or mail. In the middle of the table is a link to the TxDOT right-of-way web page, which provides access to right-of-way information and right-of-way contact information. While the proposed right-of-way has not been finalized at this time, we are providing the link for those who would like to understand the process and your rights as a landowner. On the far right is a link to download all meeting materials including the schematics. The virtual scoping meeting and all meeting materials will be live through Wednesday, January 11, 2023. Please feel free to share this meeting with others if they did not receive the link. All comments received through January 11th will be compiled and reviewed and responses will be posted to the TxDOT website and project website when available. Thank you for your interest in the project.