El Paso Metropolitan Planning Organization

Presentation to ECO El Paso Annual Conference

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RMS 2020

EL PASO REGIONAL MOBILITY STRATEGY

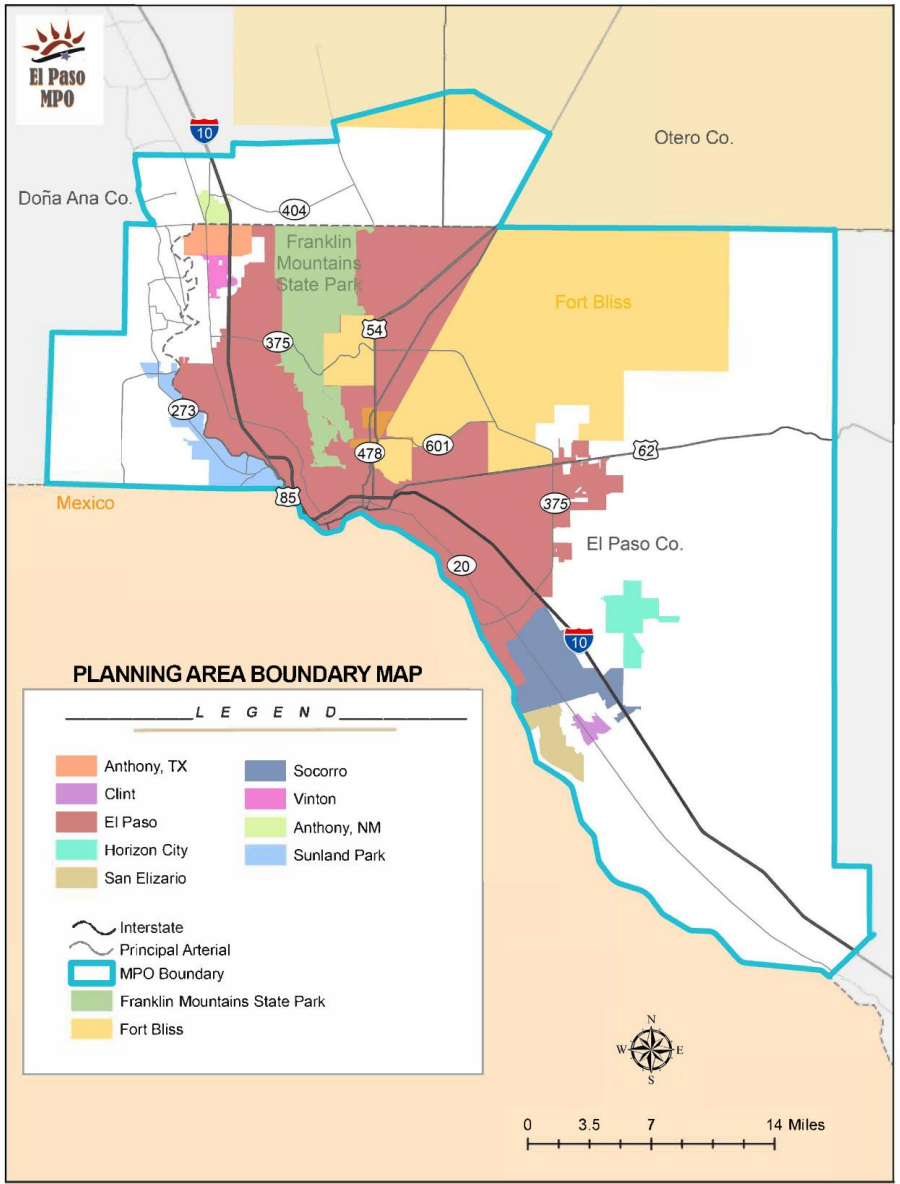
Topics

- What is an MPO
- RMS 2020 Strategic Plan
- Key Projects
- Downtown10
- Q&A

What the heck is an MPO?

- In 1964 Congress said metro transportation planning has to follow 3Cs: *comprehensive, cooperative, continuing*
- MPOs created by federal law in 1973
- Must have an MPO to receive federal funds
- Transportation Policy Board is the MPO
  - Elected/appointed officials of all local governments
  - Ultimate decision-making body
  - El Paso only MPO with full state delegation
- MPOs are the “glue”

El Paso MPO Planning Area



- Any urbanized area of 50,000 or more (per Census) must have an MPO
- El Paso MPO area covers EP County, TX and southern Doña Ana County, NM

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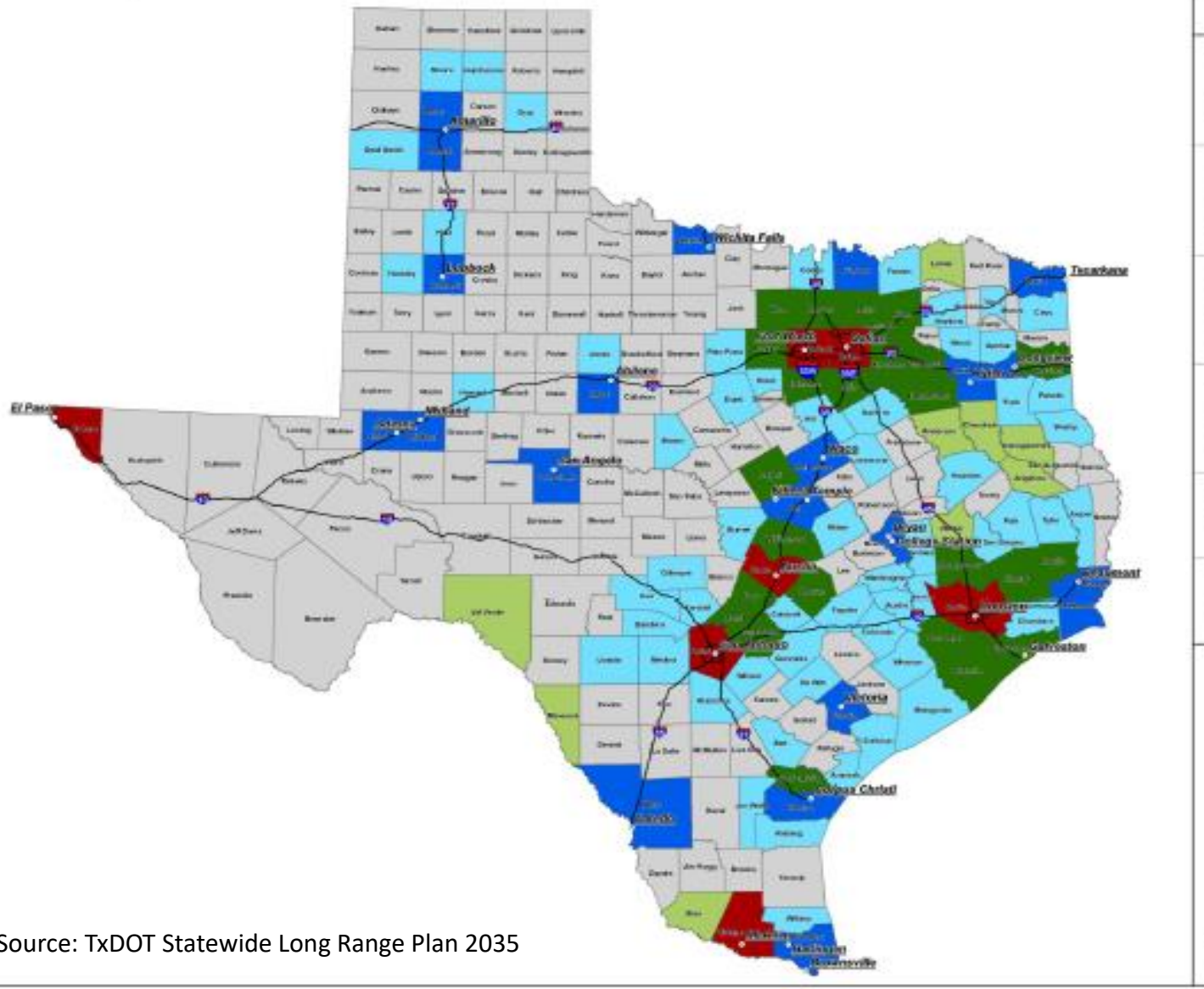
MPO Main Activities

- Planning
  - ***Metropolitan Transportation Plan*** (20+ years into future)
  - Forecast travel patterns and congestion to identify solutions
  - Coordinate with state (TxDOT) and local governments (County, municipalities) and other stakeholders
- Programming of funds
  - ***Transportation Improvement Program*** (years 1 to 4) – "real" money
  - Project selection: evaluation and prioritization
- Public participation and outreach

Why do we need a Strategic Plan?



SLRTP County Types

- Urban-Metro = 2008 population greater than 500,000 and the county is a core Metropolitan Planning Organization (MPO) county (Example: Harris County, containing the city of Houston)
- Large = 2008 population greater than 50,000 but less than 500,000 and the county is a core MPO county (Example: Tom Green County, containing the city of San Angelo)
- Suburban County = 2008 population greater than 50,000 AND; is contained within an MPO boundary or the county borders an MPO core county, AND has out-worker flows **GREATER THAN** 30 percent (Example: Collin County, with multiple cities)
- Medium County = 2008 population greater than 50k AND; is not an MPO County, or it borders a MPO County AND but has worker outflows **LESS THAN** 30% (example Val Verde County)
- Small = 2008 population greater than 20,000 but less than 50,000 (Example: Titus County, containing the town of Mt. Pleasant)
- Rural = 2008 population less than 20,000 (Example: Loving County, Population 65)

SLRTP County Types, Percent of Forecast 2008 Population Total*

*Texas State Data Center, 2008 Population Projections, The One-Half 1990-2008 Migration (0.5)

Source: TxDOT Statewide Long Range Plan 2035

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Why do we need a Strategic Plan?

- Competition for Federal and State funds is brutal
- TxDOT: Emphasis on 5 Metro areas and mega projects
  - San Antonio, Austin, Dallas, Fort Worth, Houston
  - “Clear Lanes” program
  - El Paso left out (we are #6)
- Perception in Austin that El Paso does not have consensus
- Current statewide politics (blue vs. red)
- We have to be smart to be competitive

RMS 2020 Mission Statement

Regional Mobility Strategy 2020 harnesses the potential for strategic transportation projects in a collaborative spirit with multiple agencies together making smart mobility choices for one region, with one voice, for our future.

ONE REGION. ONE VOICE. ONE STRATEGY.

RMS 2020
EL PASO REGIONAL MOBILITY STRATEGY

RMS 2020 Key Features

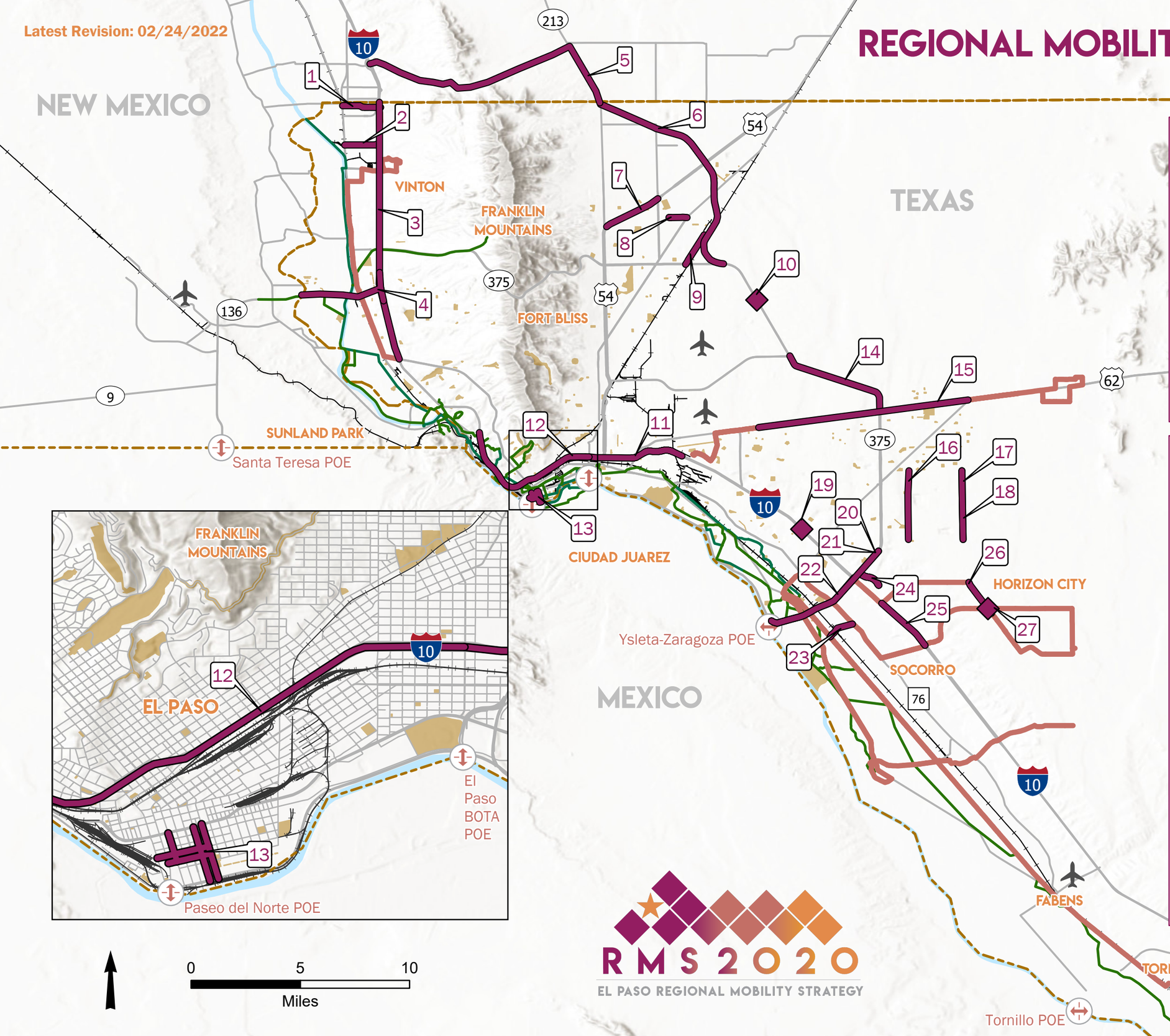
- Multimodal
  - Highways
  - Transit
  - Bike/Pedestrian
  - Freight
- Multijurisdictional
  - MPO region
  - Cross-border impacts
- Funding & Financing
  - Traditional & Innovative
  - Federal, state, local, P3

- Identifies top regional *priorities*
- *Consensus*: Unanimous approval (minus 1) by TPB December 2019
- Accelerated local gov. projects worth *$176M*
- Healthy expansion program for TxDOT-ELP

Latest Revision: 02/24/2022

REGIONAL MOBILITY STRATEGY - RMS 2020

Project Status Packet



- RMS 2020 Projects (Intersections/Overpass)
- RMS 2020 Projects (Roadway Improvements)
- Transit Priority - County of El Paso Transit
- Multimodal Priority - Paso del Norte Trail
- State Line/International Border
- Roadways
- Ports of Entry (POE)
- Railroads
- Airports
- Parks
- Rio Grande River

1 - FM 1905 Reconstruction
2 - Valley Chile Rd Reconstruction (I-10 to SH 20)
3 - I-10 West (Mesa to NMSL) Widening
4 - Artcraft Rd (New Mexico State Line to I-10)
5 - Borderland Expressway (NM)
6 - Borderland Expressway (TX-EP)
7 - US 54 (Kenworthy to McCombs) Mainlanes
8 - Sean Haggerty Ext (Aaron St to Dyer)
9 - Railroad Dr Widening
10 - LP 375 (Purple Heart) at Sgt. Major
11 - I-10 Segment 3A AND 3B (Copia to Airway)
12 - I-10 Segment 2 Ph 1 (Exec. Center to Copia)
13 - Central Business District-4
14 - LP 375 (Purple Heart) US 62 to SP 601 - Loop 1
15 - US 62/180 (Montana) GlobalReach to Zaragoza Ph 2
16 - Tierra de Este Extension
17 - John Hayes (Montwood to Pellicano) Phase 1
18 - John Hayes (Montwood to Pellicano) Phase 2
19 - I-10 at Pendale Overpass
20 - LP 375 (Americas) Bob Hope to Zaragoza
21 - LP 375 (Americas) Bob Hope to Zaragoza
22 - LP 375 (Americas) Frontage Rd and Ramp Reversals
23 - Nuevo Hueco Tanks Extension (FM 76 to SH 20)
24 - Rojas Widening (LP 375 to El Paso City Limit)
25 - I-10 (Eastlake to FM 1281 Horizon)
26 - N. Darrington (Eastlake to Oxbow) reconstruction
27 - Horizon at Darrington Intersection

0 5 10
Miles

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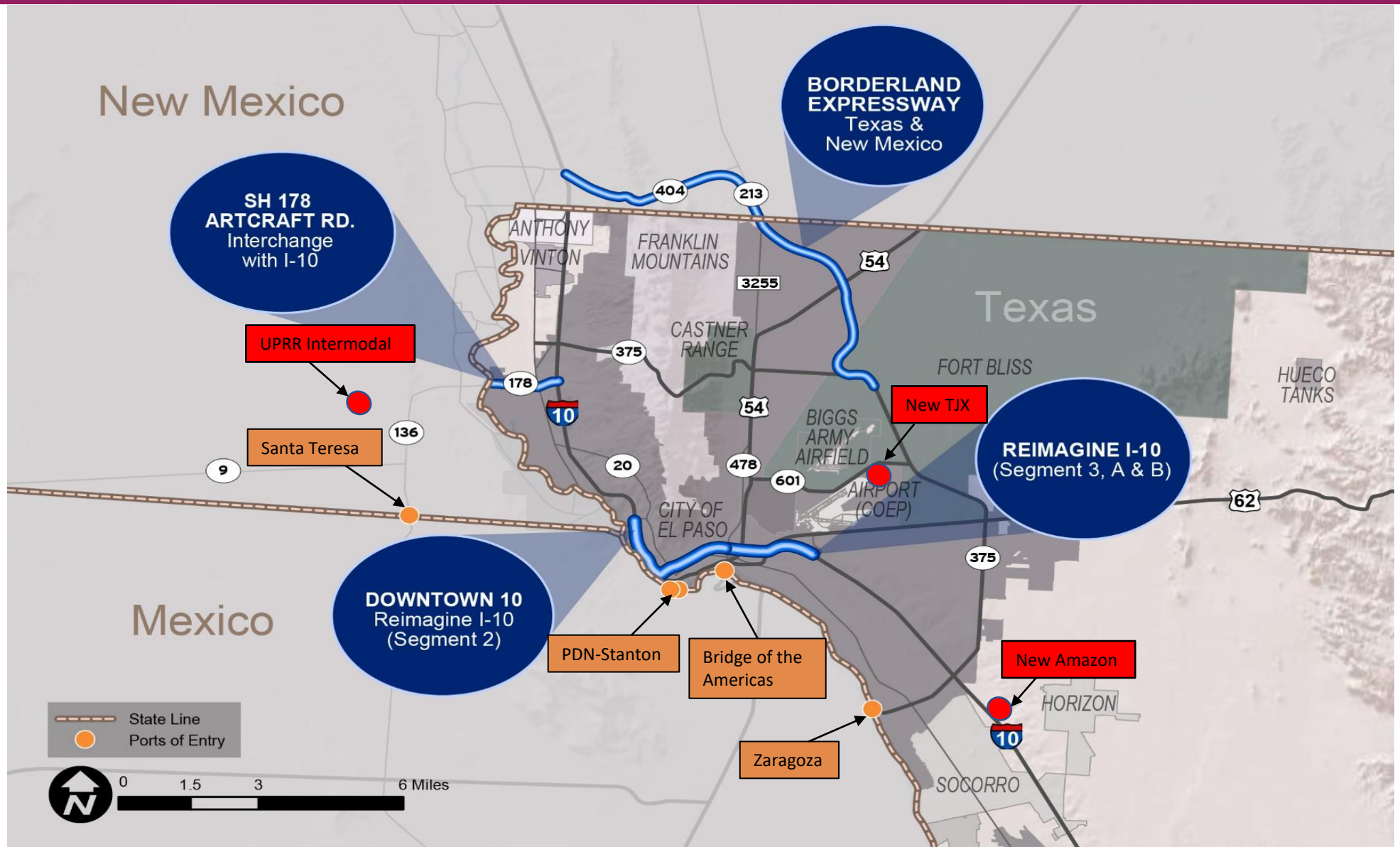
Top 4 Priority Projects



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EL PASO REGIONAL MOBILITY STRATEGY

Next Steps

- Communicate consistent message clearly
  - El Paso has established *priorities and consensus*
  - I-10 in El Paso:
    - I-10 is only all-weather national east-west corridor,
    - Key segment of a corridor of state and national importance,
    - Gateway to Texas for trade from China and Far East
    - High value goods from Ciudad Juarez (key supply chains)
    - Reconstruction and elimination of bottlenecks is critically important
    - Equal importance of I-35 to Texas
- We need your support, *participate*!
  - TxDOT Downtown 10 public engagement activities
  - We need a functional and efficient I-10 for local, statewide and national economic activities

Keystone: Downtown 10 (Segment 2) Concept

Keystone: Downtown 10 Deck Plaza Concept

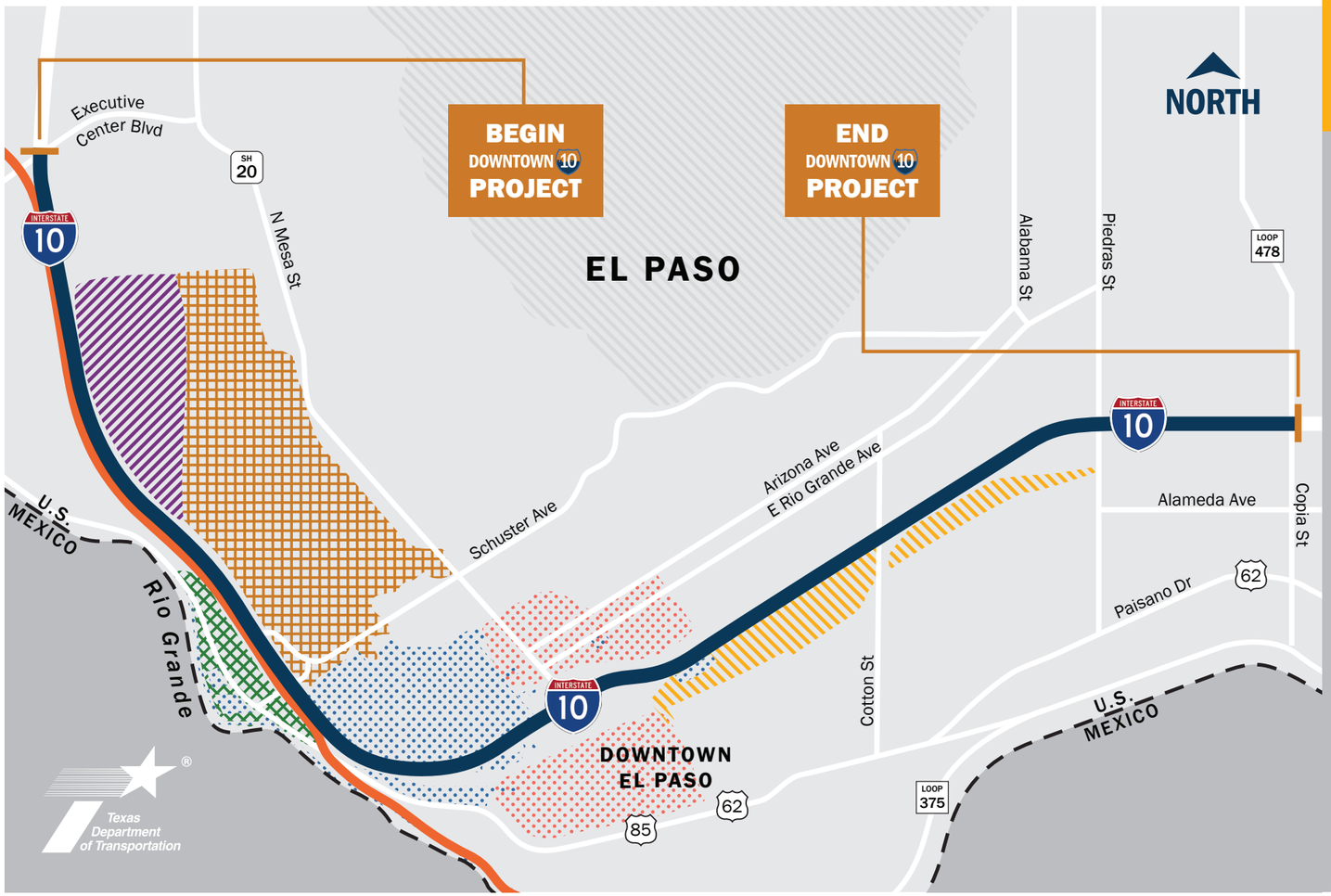
DOWNTOWN 10 STAKEHOLDER UPDATE

DATE: APRIL 2022 | CSJ: 2121-02-166

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 region.

LEGEND

- Border West Expressway
- Project Limits
- Terrain
- UTEP
- Constrained Area
- Railyards
- Franklin Mountains
- Historic Properties Previously Determined Eligible for or Listed in the National Register
- Historic Properties Recently Determined Eligible for the National Register



2016 - 2019

REIMAGINE I-10 PUBLIC OUTREACH

TxDOT conducted extensive public outreach for the Reimagine I-10 Corridor Study, spanning approximately three years from 2016 to 2019. Outreach included:

- ✓ 43 in-person meetings (work groups and one-on-one meetings with stakeholders)
- ✓ Three public meetings
- ✓ Attended or participated in six community events

2019

DOWNTOWN 10 KICKS OFF

2020

PUBLIC OUTREACH: SERIES 1

- ✓ **March 4, 2020:** Steering Committee Meeting #1
- ✓ **May 6, 2020:** Elected Officials Meeting #1
- ✓ **March - June 2020:** Seven one-on-one meetings with elected and local officials, agencies, and interested parties
- ✓ **June 25 - July 15, 2020:** Virtual Public Meeting

2021

PUBLIC OUTREACH: SERIES 2

- ✓ **December 18, 2020:** Steering Committee Meeting #2
- ✓ **July 2020 - March 2021:** Ten one-on-one meetings with elected and local officials, agencies, and interested parties
- ✓ **February 10, 2021:** Workgroup Workshop #2
- ✓ **February 24 - March 16, 2021:** Virtual Public Meeting #2

2022

PUBLIC OUTREACH: SERIES 3

- ✓ **November 16, 2021:** Section 106 Initial Consulting Party Meeting
- ✓ **November 17, 2021:** Bicycle and Pedestrian Committee Workshop #1
- ✓ **February 2, 2022:** Bicycle and Pedestrian Committee Workshop #2

WE ARE HERE

UPCOMING MEETINGS

- ✓ **Spring 2022:** One-on-one meetings (as needed)
- ✓ **Summer 2022:** Anticipated Steering Committee #3
- ✓ **Fall 2022:** Anticipated Public Meeting #3

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

80%
Percentage of Individuals who used an automobile to get to work
Census Tracts in Study Area

6%
Percentage of El Pasoans who take public transportation
2020 American Commuter Survey

$41.4B
Commodities imported from Mexico in 2017
Texas-Mexico Border Transportation Master Plan 2020

$29.3B
Commodities exported to Mexico in 2017
Texas-Mexico Border Transportation Master Plan 2020

DOWNTOWN 10 STAKEHOLDER UPDATE

TxDOT is addressing some of the top comments we heard during our public outreach efforts. See the top six comments below, as well as what TxDOT is doing to address the concerns.

WHAT WE HEARD

Reduce the amount of right-of-way (ROW) impacts and displacements

WHAT TxDOT IS DOING

- Reduced Commercial and Residential ROW impacts through design modifications and increased the use of the UPRR ROW

DOWNTOWN 10 STUDY
Alternative D

12
POTENTIAL DISPLACEMENTS

9 COMMERCIAL 3 RESIDENTIAL

Alternative G

30
POTENTIAL DISPLACEMENTS

28 COMMERCIAL 2 RESIDENTIAL

Alternative H

21
POTENTIAL DISPLACEMENTS

19 COMMERCIAL 2 RESIDENTIAL

REIMAGINE I-10 CORRIDOR STUDY

94
POTENTIAL DISPLACEMENTS*

92 COMMERCIAL 2 RESIDENTIAL

WHAT WE HEARD

Enhance and reconnect impacted areas from the original I-10

WHAT TxDOT IS DOING

Considering some of the following design modifications to enhance connectivity:

- Depressing I-10 west of Downtown.
- Improving connection across I-10 at Franklin.
- Widening bridges in the Downtown area to enhance bicycle and pedestrian connections.
- Provide multi-modal solutions by improving bicycle and pedestrian elements along Yandell, Missouri and Wyoming to improve connections to/from UTEP, Downtown, Sunset Heights and Five Points.

Potential Franklin Bridge I-10 Intersection

WHAT WE HEARD

Provide high quality multi-modal solutions

WHAT TxDOT IS DOING

- Developed a Bicycle and Pedestrian Committee of local agencies and enthusiasts.
- Ongoing coordination with Sun Metro Street Car, Paso Del Norte Foundation, and the City of El Paso.
- Incorporated broad bicycle and pedestrian components and worked to coordinate with the area bicycle plans/ routes. Some considered components include:
  - Shared use paths
  - Wide sidewalks
  - Cycle tracks
  - Pedestrian plazas

Yandell Street Conceptual Layout

WHAT WE HEARD

Do not remove the bridges in the downtown area.

WHAT TxDOT IS DOING

- All downtown bridges will need to be reconstructed due to deterioration and vertical clearance requirements.
- Further studies such as the traffic analysis will need to be finalized to determine the need of all cross street/ bridges.
- Preliminary traffic analysis in the Reimagine I-10 Corridor Study showed improved local street circulation and minimize forecasted congestion in the Uptown and Downtown areas.

Alternative D

Alternative G/H

WHAT WE HEARD

Reduce speeds along Yandell and Wyoming in the Downtown area.

WHAT TxDOT IS DOING

- Developed concepts of potential “traffic calming” elements to design Yandell and Wyoming more like an urban arterial. The proposed alternative is currently showing three continuous lanes between Santa Fe and Campbell.
- Recommending potential solutions like landscaping, on-street parking and signal timing design.
- Working to reduce Downtown speeds to the 30-35 mph range unlike other sections of I-10 with posted speeds at 45-50 mph.

Potential “Traffic Calming” Measures (for illustration purposes only)

WHAT WE HEARD

Remove the Downtown U-turns in the proposed design.

WHAT TxDOT IS DOING

- Improving traffic circulation through intersections downtown for efficient flow of vehicular and pedestrian traffic.
- The overall Downtown strategy will be revisited once the traffic analysis has been finalized.
- The U-turns depicted on the layouts represent very low speed turning connections (10-15 mph) and if U-turns are used, they will be coordinated with the bicycle and pedestrian components to reduce conflict points.

Alternative G/H - Includes Potential Mesa U-Turns

Note: The proposed alternatives and proposed plans for the Downtown 10 project are not final and subject to change pending traffic analysis, environmental studies, and other factors.

Questions & Thank You!

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