



WELCOME

Arterial 1 (1682 Boulevard)
Public Meeting #2 – May 21, 2025
Project CSJ: 0924-06-563



Welcome to the second Public Meeting for the Arterial 1 project, also known as 1682 Boulevard. My name is Elvia Leyva, and I am a part of the consultant team working on this project. I would like to welcome and thank you for participating in this meeting.

Arterial 1 Project Team and Responsibilities



The El Paso Metropolitan Planning Organization (MPO) identified a **need to alleviate congestion and improve east/west connectivity in the project area**



The project is a local government project and is sponsored by the City of Socorro



Because the project is federally funded, TxDOT is providing oversight and guidance on schematic development, ROW purchase, and environmental clearance through NEPA



CEA, a local engineering firm, and their sub (ICF) were hired by the City of Socorro to assist with design engineering and schematics, environmental clearance, and public involvement



The Arterial 1 project team is made up of several entities, each of which plays an important role in the project's development. The El Paso Metropolitan Planning Organization (or MPO) identified the need for the project and continues to provide input on the proposed project and how it fits in with the overall transportation goals for the region. As the project sponsor, the City of Socorro will identify funding for the project, purchase right-of-way, and provide input on the transportation needs of the area. TxDOT provides oversight and guidance on project development, including schematics, ROW purchase, and environmental clearance under the National Environmental Policy Act or NEPA. Finally, CEA will develop the project schematic and CEA's subconsultant, Blanton/ICF, is assisting with public involvement and will prepare the environmental technical reports.

The National Environmental Policy Act (NEPA) Process



- NEPA is a procedural law that requires transparency of decision-making processes. TxDOT has federal NEPA decision-making authority on behalf of FHWA. The NEPA process must be followed for projects with federal funding, permits, or approvals.



NEPA is a procedural law that requires transparency of decision-making processes. TxDOT has federal NEPA decision-making authority on behalf of the Federal Highway Administration (or FHWA). The NEPA process must be followed for projects with federal funding, permits, or approvals, including this project.

Purpose of the Meeting



- Provide the status of the project, including the selection of the preferred alternative
- Provide the opportunity to ask questions to the Project Team
- Receive feedback from the public regarding the preferred alternative as the project schematic is developed

As we continue to follow environmental/NEPA process, the public will have the opportunity to comment on the project throughout its development. The project team will hold a Public Hearing once the environmental document is approved for further processing.



As noted in the slide, the purpose of this meeting is to provide an update regarding the proposed project and give the public the opportunity to ask questions and provide input on the preferred alternative. As we continue to follow environmental/NEPA process, the public will have the opportunity to comment on the project throughout its development. The project team will hold a Public Hearing once the environmental document is approved for further processing.

Need and Purpose of the Project



- The project is needed:
 - To accommodate increased traffic volumes due to increasing populations and development in the project area, and
 - To address congestion and a lack of east/west connectivity in the region.
- The purpose of the project is to improve mobility and connectivity in the region by providing additional east/west connectivity.



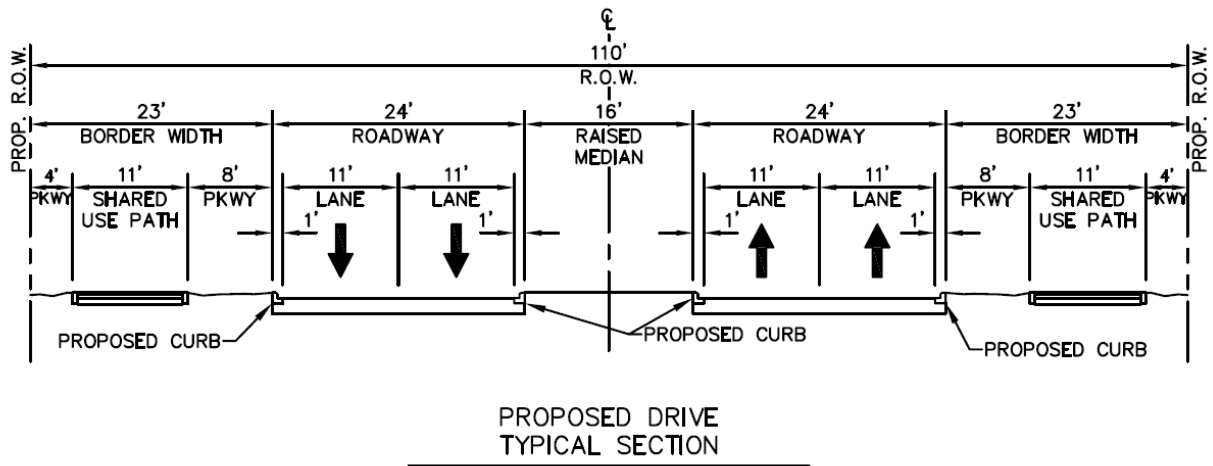
The project is needed to accommodate increased traffic volumes due to increasing populations and development, and to address congestion and a lack of connectivity in the region. The purpose of the project is to provide improved mobility and connectivity in the region by providing an east/west connection.

Public Outreach To-Date



The City of Socorro has conducted multiple meetings with stakeholders and the public to discuss the proposed project, which are shown on this slide. Coordination with stakeholders and the public will be ongoing throughout the process. A Public Hearing will be held once approval for further processing is received for the environmental document.

Conceptual Layout



The conceptual design for the proposed roadway would include two travel lanes in each direction separated by a raised median, dedicated bike lanes, and sidewalks on both sides of the roadway. The design would be similar to Horizon Boulevard a few miles north of the project area. In the following slides, we will review the project's history.

Project History: Preliminary Viable Alternatives

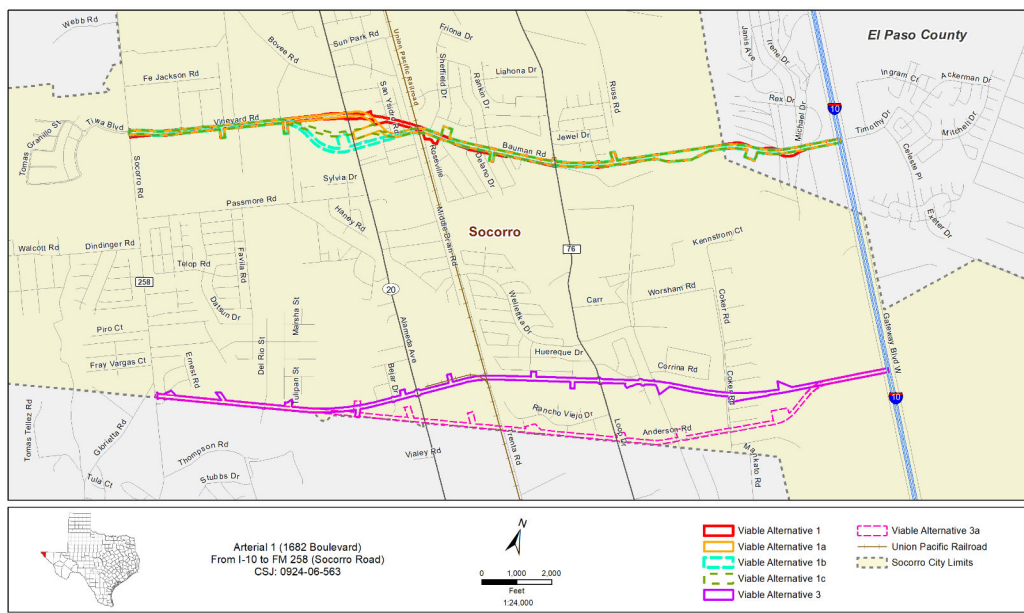


Arterial 1 (1682 Blvd)

May 21, 2025

In 2021, the project team identified three viable alternative routes within the study area, which are shown in this map. These alternatives were presented to the public for comment.

Project History: Revised Viable Alternatives



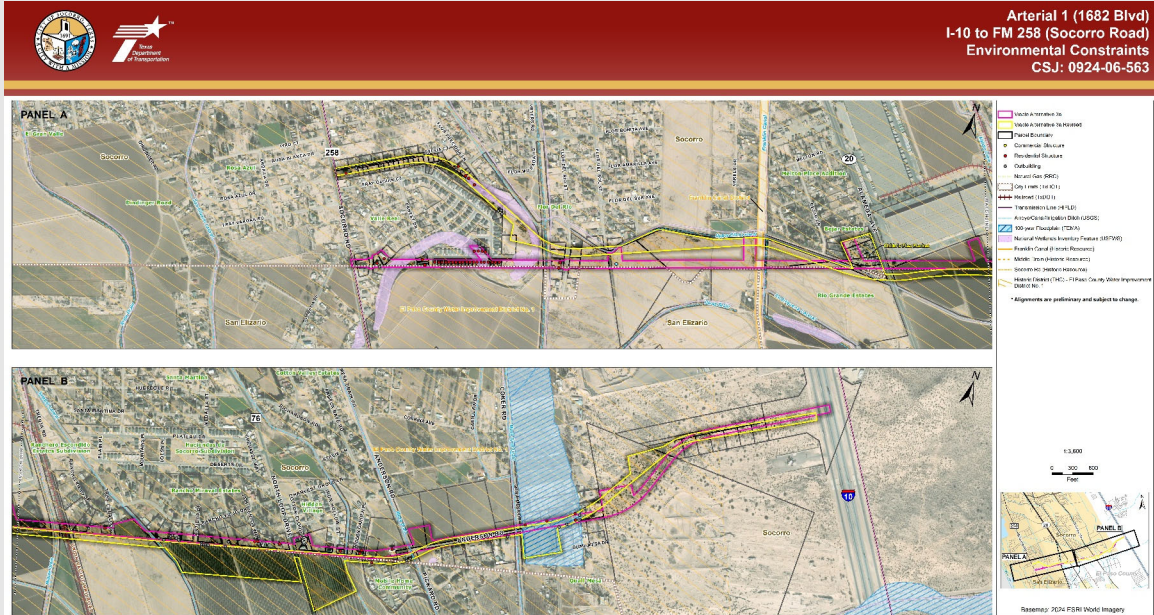
Arterial 1 (1682 Blvd)

May 21, 2025

9

After the project was placed on hold and then re-started in 2023, the project team updated the constraints to reflect current conditions and reassessed the viable alternatives to identify other possible routes or solutions. Four additional viable alternatives were identified based on public input, new development, and updated environmental constraints information, for a total of six viable alternatives. Alternative 2 was removed from consideration as the potential impacts from this route were determined to be “fatally flawed.” These alternatives were presented to adjacent property owners and renters during the workshop held in July 2024.

Environmental Constraints Map



Arterial 1 (1682 Blvd)

May 21, 2025

10

Based on potential environmental impacts and public input received during the Adjacent Property Owner and Renter Workshop, the project team developed Alternative 3a Revised to further reduce impacts. This alternative would make use of unincorporated land just outside the Socorro City limits. Alternatives 3a and 3a Revised were presented to adjacent property owners and renters in March 2025.

This slide shows the known environmental constraints and potential impacts of the two alternatives. A larger copy of this map can be viewed at the in-person meeting or downloaded from the TxDOT or City of Socorro websites.

Environmental and Engineering Constraints Matrix

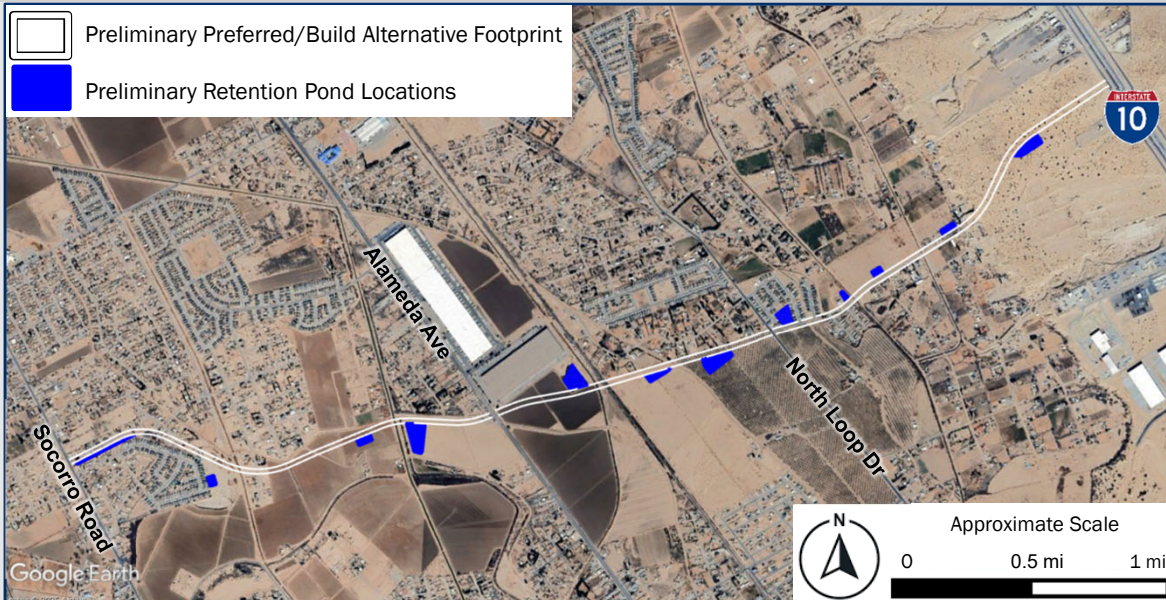


Constraint	No Build*	Viable Alternative 1	Viable Alternative 1a	Viable Alternative 1b	Viable Alternative 1c	Viable Alternative 2**	Viable Alternative 3	Viable Alternative 3a	Viable Alternative 3a Revised
<i>Meets Purpose and Need for the Project</i>	Dark Gray	Green	Green	Green	Green	Dark Gray	Green	Green	Green
<i>Estimated Construction Cost</i>	Dark Gray	Yellow	Yellow	Yellow	Yellow	Dark Gray	Yellow	Yellow	Yellow
<i>Regional Mobility</i>	Dark Gray	Green	Green	Green	Green	Dark Gray	Green	Green	Green
<i>Potential Right-of-way Impacts</i>	Dark Gray	Red	Red	Red	Red	Dark Gray	Red	Red	Red
<i>Human Environment Impacts</i>	Dark Gray	Red	Red	Red	Red	Dark Gray	Red	Red	Red
<i>Potential Impacts to Land Use/Land Cover</i>	Dark Gray	Green	Green	Green	Green	Dark Gray	Green	Green	Green
<i>Natural Environment Impacts</i>	Dark Gray	Green	Green	Green	Green	Dark Gray	Green	Green	Green
<i>Public Input</i>	Dark Gray	Red	Red	Red	Red	Dark Gray	Red	Red	Red
* The No Build Alternative does not meet the purpose of and need for the project; however, it will be used for comparison of the existing condition to the viable alternatives.									
** Viable Alternative 2 was removed from further consideration due to impacts to the Socorro Volunteer Fire Department, as well as school and place of worship parcels.									
Ranking Key	Removed	Best	Mid	Worst					



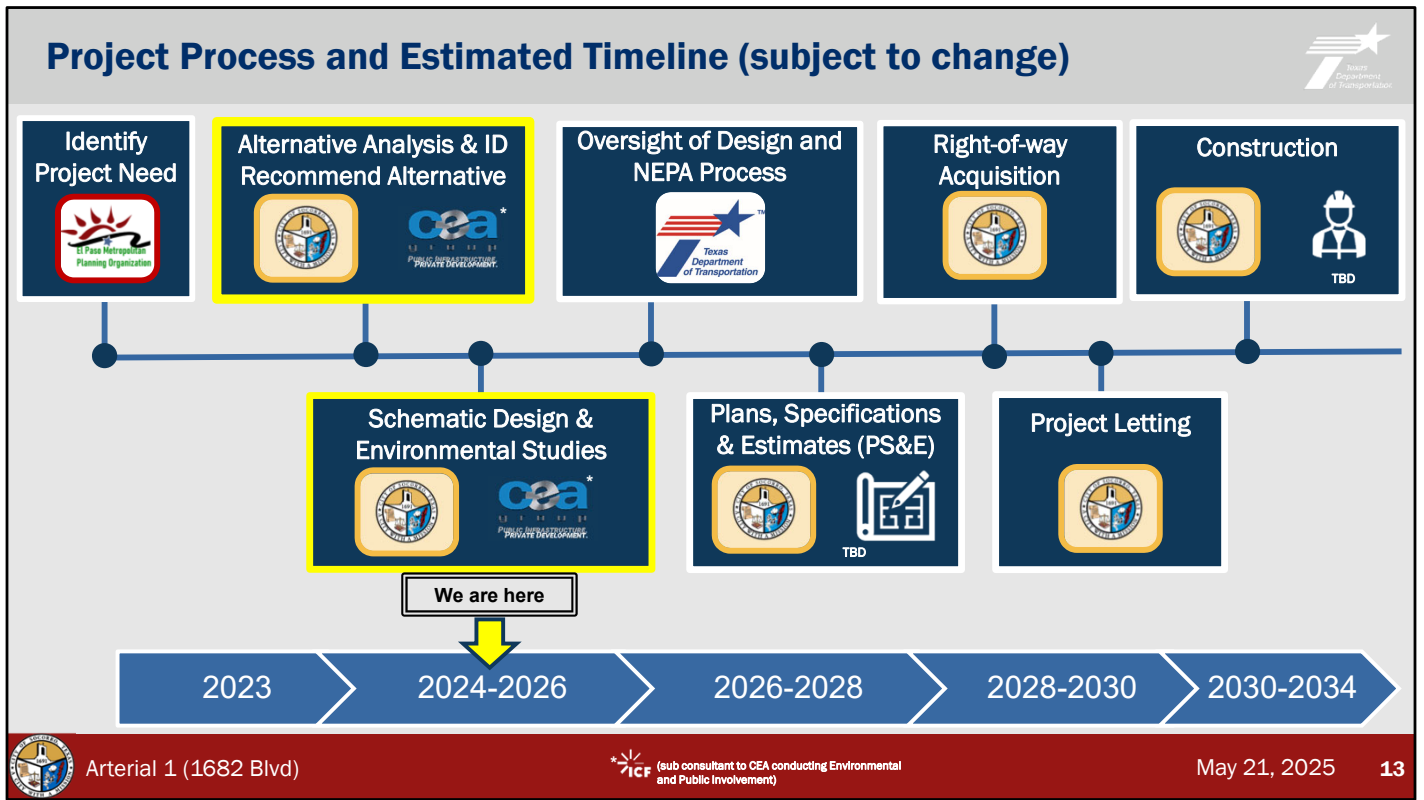
This slide provides a summarized version of the engineering and environmental considerations and constraints that were evaluated to determine the preferred alternative. The matrix compared each alternative based on project objectives and potential constraints such as: if the alternative meets the purpose of and need for the project, engineering constraints such as constructability, bridge length and intersection access points, and environmental constraints such as human and natural resource impacts. Human resource impacts include, but are not limited to, potential impacts to homes, businesses, parcels, farms, and cultural resources. Natural resource impacts may include potential impacts to water resources and habitat for endangered species. In the matrix, the dark gray coloring indicates an alternative that either does not meet the purpose and need (like the No Build Alternative) or had impacts to resources such as schools or the fire department (like Alternative 2). Note that the No Build Alternative was carried forward for comparison of the existing conditions to the viable alternatives, and it will be carried through the NEPA process. The green/yellow/red shading indicates best/average/worst ranking for each constraint. As shown, Alternative 3a Revised had the most amount of green and Alternative 1 had the most amount of red and yellow. Based on detailed evaluation of the constraints and public input, Alternative 3a Revised has been chosen the preferred alternative for further study.

Preferred Alternative



As noted in the previous slide, Alternative 3A Revised was identified as the preferred alternative, which is also known as the Build Alternative. This alternative will be carried forward into schematic development and detailed environmental studies. In addition, the No-Build Alternative will be carried forward through the project development process as a baseline comparison against the Build Alternative.

As the project proceeds through the schematic and environmental process, the design will be refined based on engineering requirements and to reduce impacts where feasible. This slide shows the current proposed footprint of the project. The design is currently at a 30 percent level and is subject to change as the process proceeds.



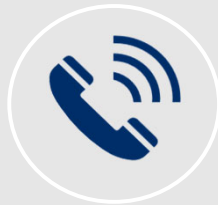
Now that a preferred alternative has been identified, this alternative will be used to prepare the project schematic and to conduct environmental studies. The public will have additional opportunities for input throughout this process, including a Public Hearing once the environmental document is approved for further processing.

Public Comment Process



In-Person

Fill out a comment card and drop it in the **labeled box** at the in-person meeting



Phone

Call and leave a voicemail at **915.201.0811**



E-mail

Email comments to **Arterial1@icf.com**



Mail

Mail comment card to:
ICF
Attn: Arterial 1
5 Lakeway Centre Court, Suite 200
Austin, TX 78734

*While comments are always welcome and will be considered, only comments submitted **before June 5th** will be included in the official meeting summary.*



Your input is important to us. If you have comments regarding any of the documents, exhibits, or content you've seen today, please submit them during the meeting using one of the methods listed on this slide. All comments will be considered; however, for your comment to be included in the official record, it must be submitted on or before June 5th, 2025.

Thank you for your interest in the
Arterial 1 (1682 Blvd) Project



Arterial1@icf.com



Thank you for participating in this meeting. Please don't hesitate to contact us with any questions at any time during the project development process. This concludes the public meeting presentation.