



CAMINO REAL
REGIONAL MOBILITY
AUTHORITY

**REQUEST FOR FINANCIAL ASSISTANCE
FOR A TOLL FACILITY**

I-10 Managed Lanes Project

September 18, 2012

Section I – CRRMA ELIGIBILITY

Requestor Name.

Camino Real Regional Mobility Authority (CRRMA)

Eligibility for Financial Assistance - 43 TAC §27.53(a).

The CRRMA is a regional mobility authority created pursuant to Chapter 370 of the Texas Transportation Code (RMA Act) and 43 Texas Administrative Code Chapter 26 and authorized by Minute Order 110573 of the Texas Transportation Commission approved on June 29, 2006. In accordance with the RMA Act, the CRRMA is authorized by state law to construct or maintain a toll facility and is therefore also eligible to submit a request for financial assistance for toll projects pursuant to 43 Texas Administrative Code Section 27.53(a)(1). Further, the CRRMA is a public entity and is therefore authorized to submit a request for a grant, in accordance with 43 TAC 27.53(a)(2).

In addition, pursuant to 43 TAC 27.53(a)(3), the CRRMA has adopted an Internal Ethics and Compliance Program, as evidenced by the CRRMA transmittal letter informing the Texas Department of Transportation (TxDOT) of such program, which is attached hereto as **EXHIBIT 1**. The CRRMA enforces compliance with said program.

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Submitted By:

~~Camino Real Regional Mobility Authority~~


Name: Scott McLaughlin

Title: Chair

Date: September 18, 2012

Section II – BASIC REQUEST FOR FINANCIAL ASSISTANCE

Overview of the Project - 43 TAC §27.53(b)(1).

The Camino Real Regional Mobility Authority (CRRMA) submits this Request for Financial Assistance (Request) in order to access the funds necessary to procure and complete the preliminary engineering and environmental services necessary for the project known locally as the "I-10 Managed Lanes Project" (referred to herein as the Project). The Project includes the development of two toll express lanes (managed lanes), one in each direction, on Interstate 10 (I-10) from Racetrack Drive to the New Mexico (NM) state line, a distance of approximately 13.6 miles. Attached as **EXHIBIT 2** is an aerial of the proposed Project location. The existing I-10 mainlanes would remain non-tolled. The proposed capacity improvements to the mainlanes (i.e. new managed lanes) will be constructed within the existing right of way. The proposed Project is intended to improve safety and efficiency along I-10 and would be completed in two phases:

- **Phase I:** From Racetrack Drive (just south of the Sunland Park interchange) to Transmountain Road/Woodrow Bean (Loop 375), hereinafter after Transmountain Road; a distance of approximately 7.2 miles; and
- **Phase II:** From Transmountain Road (Loop 375) to the NM state line; a distance of approximately 6.4 miles.

Phase I Overview

The existing I-10 facility from Transmountain Road (Loop 375) to Racetrack Drive varies between a four- and six-lane, divided, limited access facility. The facility consists of four lanes between Transmountain Road (Loop 375) and Mesa Street (SH 20) and six lanes between Mesa Street (SH 20) and Racetrack Drive. Continuous frontage roads are located between Transmountain Road (Loop 375) and Mesa Street (SH 20) and are generally two lanes but expand to three lanes between Thorn Avenue and Redd Road. There are no frontage roads between Mesa Street (SH 20) and Sunland Park Drive. This portion of the existing I-10 facility consists of seven major grade separated interchanges: Transmountain Road (Loop 375), Artcraft Road/SH 178 (Paseo de Norte Road), Redd Road, Thorn Avenue, Resler Drive, Mesa Street (SH 20) and Sunland Park Drive. Reconstruction of the existing ramps at Transmountain Road (Loop 375), Artcraft Road/SH 178 (Paseo de Norte Road), Redd Road, Thorn Avenue, Mesa Street (SH 20), Resler Drive and Sunland Park Drive would be required. Within the project limits there are several bridge structures spanning natural arroyos and drainage areas. There are seven twin mainlane bridge structures between Transmountain Road (Loop 375) and Racetrack Drive

Phase II Overview

Between Transmountain Road (Loop 375) and the NM state line, the existing I-10 facility consists of a four-lane divided rural highway with continuous two-lane frontage roads. Major grade separated interchanges are located at Vinton Road (Westway Boulevard) and FM 1905 (Antonio Street). As part of this project seven of the twelve existing ramps within the corridor are also proposed to be relocated to improve access operations and safety. Nine twin mainlane bridge structures between Transmountain Road (Loop 375) and the NM state line.

Additional Project Information

Based on a schematic design prepared in 2006 by TxDOT consultants as part of the Southern Relief Route Project, access/egress to the managed lanes would be provided at Redd Road and Trade Center Avenue. One mainlane toll gantry would be located between Medano Drive and Redd Road, with a second gantry located between Resler Drive and Sunland Park Drive. However, the referenced schematic has not received a thorough review, either at the El Paso District or Austin level. Electronic tolling, including transponder and video license plate capture, would be utilized to collect tolls on the managed lanes.

2008 Comprehensive Mobility Plan – El Paso's Toll Network

The 2008 Comprehensive Mobility Plan (2008 CMP) is a regionally approved list of priority projects for the region, which includes a number of toll projects collectively referred to locally as the Southern Relief Route. This Project is the westernmost segment of the Southern Relief Route, which is the proposed regional network of toll facilities that is being pursued collectively between TxDOT and the CRRMA. The Southern Relief Route as originally envisioned by the 2008 CMP is more clearly enumerated within **EXHIBIT 3**, and consists of various proposed toll projects that are each in varying degrees of development:

- Americas Managed Lanes (Loop 375 (Americas) at I-10 to Zaragoza Road) – the CRRMA is currently procuring preliminary engineering and environmental services;
- César Chávez Managed Lanes (Zaragoza Road to US54) – TxDOT is in the construction stage with the CRRMA scheduled to initiate tolling in 2013;
- Border Highway West (US54/Downtown to Racetrack Drive) – TxDOT is in the environmental approval stage; and
- I-10 Managed Lanes – Phase I (Racetrack Drive to Loop 375 (Transmountain)) and Phase II (Loop 375 (Transmountain) to NM Stateline) – CRRMA is seeking funds for the preliminary engineering and environmental phase through this Request.

Also identified within the 2008 CMP is a project currently being pursued by TxDOT known locally as the I-10 Collector-Distributor Project (CD Lanes Project). Although a non-toll project, the CD Lanes Project is located at the Project's southern limits and is intended to facilitate movement between the Border Highway West Project's toll lanes and the managed lanes proposed by this Project. The 5.75-mile CD Lanes Project consists of two collector distributor lanes (in both directions) on I-10 from Mesa Street to Executive Center Boulevard; new ramps at the I-10/US 85 and Loop 375 interchange to allow for both toll to toll and non-toll to non-toll movement between the I-10 and US 85/Loop 375 facilities; and ramp improvements and realignments at the Mesa Street, Resler Drive, Sunland Park Drive and Executive Center Boulevard interchanges to provide connectivity to the collector distributor lanes. The CRRMA would work closely with TxDOT to insure the Project operates effectively with the improvements proposed by TxDOT's CD Lanes Project.

Proposed Use of Development Costs Requested

After consultation with TxDOT-El Paso, the CRRMA believes the preliminary cost estimate of the development costs required for the Project is \$2,700,000. Accordingly, through this Request, the CRRMA seeks \$2,700,000 for costs associated with schematic development and environmental approval for the Project. In the event the funds sought by this Request are

awarded, the tasks to be performed by the CRRMA and consultants consist of those services anticipated by the defined term "Development costs" within 43 TAC 27.51(5). Such services include the development of preliminary engineering and environmental services necessary for a project similar in scope and size to this Project, including but not limited to, project data collection and evaluation, development of schematic and environmental documents, right-of-way maps and other necessary planning documents not yet completed, identification of a procurement process, implementation of such procurement process and all related project management, administration and coordination activities. Specifically, the requested financial assistance would be used for expenses related to engineering, environmental, legal, financial, public outreach and related direct and indirect services and costs associated with the development and implementation of the preliminary engineering and environmental phase of the Project.

List of Proposed Funding Sources - 43 TAC §27.53(b)(2).

Through this Request, the CRRMA is seeking funding for the completion of the preliminary engineering and environmental phase of the Project, which is estimated at \$2,700,000. Through the 2008 CMP, the funding source for this Project has been identified as TxDOT Category 2 funds available for El Paso, which are being requested herein.

In the event that the requested financial assistance is not sufficient for the completion of this phase of the Project, additional funding sources shall be sought, significant decreases to scope and other alternatives would be reviewed with TxDOT-El Paso; provided, however, that any such revisions would be implemented in a manner consistent with the original project intent.

Requested Financing Terms - 43 TAC §27.53(b)(3).

The CRRMA seeks the requested financial assistance in the form of a grant. Financing terms are therefore not applicable.

Description of Project Need and Potential Traffic Impact - 43 TAC §27.53(b)(4).

I-10 is the region's principal transportation corridor and carries through traffic, cross-town traffic, commuter traffic and non-business traffic into and through the central business district of the City of El Paso. The region has recently experienced considerable growth as a result of the North American Free Trade Agreement (NAFTA) and the United States Defense Department's Base Re-Alignment and Closure Commission (BRACC) results. That combination has spurred residential as well as industrial growth on both sides of the border and increased international trade traffic to warehouse and distribution facilities in El Paso. This results in additional vehicle traffic increases along I-10 and the arterials that feed I-10. Future population increases related to this ongoing expansion in addition to growing trade will only continue to increase traffic and congestion issues for the entire region. While urban segments of I-10 currently experience considerable congestion, traffic incidents on I-10 create greater congestion on that roadway and also on the arterials that feed into I-10 with few viable alternatives to I-10.

The Project will increase mobility and improve safety and reliability in El Paso and the region by providing another important component of the proposed network of toll road alternatives known

locally as the Southern Relief Route. As noted previously, the Southern Relief Route consists of a number of proposed toll projects that each add capacity to the existing transportation system. This Project adds to the viability of the Southern Relief Route as an alternative to the non-toll mainlanes of I-10. The Project will add capacity from the Loop 375/I-10 interchange at Sunland Park Drive to Loop 375 (Transmountain) and eventually to the New Mexico Stateline. TxDOT-El Paso is currently working towards the dual designation of this segment (I-10 and Loop 375). The enhanced mobility gained from the increased capacity provided by this Project will not only reduce congestion crated by local traffic, but will also serve to further regional economic development as providing another alternative in this important international trade corridor.

CRRMA's Latest Audited Financial Statement - 43 TAC §27.53(b)(5).

A copy of the CRRMA's latest audited financial statement for fiscal year 2011 is attached as **EXHIBIT 4**. The CRRMA has limited cash resources. Operating as a small, streamlined agency with one employee, limited administrative assistance and office space is being provided by the City of El Paso at this time in a cooperative effort to maximize the ability of the CRRMA.

Latest Bond Rating - 43 TAC §27.53(b)(6).

The CRRMA is still a relatively new entity and is not a rated agency. Further, this Request is seeking a grant for which no pledge is necessary.

Preliminary Design Study of Project - 43 TAC §27.53(b)(7).

As noted within the "Overview of the Project" section above, this Project is in the very early stages of development and therefore, no preliminary design study of the Project has been completed. However, the initial route and potential alignments for the Project currently consist of the route collectively identified within **EXHIBIT 2**. The logical termini and independent utility, if applicable, of the proposed alignment are also identified within **EXHIBIT 2**. Although the Project limits were originally envisioned in **EXHIBIT 3** as ending at Loop 375 (Transmountain), TxDOT-El Paso has requested that the CRRMA also evaluate the possibility of extending the northern terminus to the New Mexico Stateline. Accordingly, **EXHIBIT 2** identifies the extended project limits through the use of a Phase II of the Project. Other than as specifically noted within the "Overview of the Project", the CRRMA is not aware of additional revisions or changes to state highway system facilities necessitated by the individual projects.

Description of Toll Collection System's Interoperability - 43 TAC §27.53(b)(8).

The toll collection system that is ultimately incorporated within the Project limits will be fully interoperable with any tolling facilities then in operation in El Paso as well as the statewide tolling system(s) used by TxDOT in order to assure interoperability and ease access for users throughout the State.

Written Approval of the CRRMA Board - 43 TAC §27.53(b)(9).

The CRRMA seeks the requested financial assistance in the form of a grant. Requirements for written approval from the CRRMA Board for submission of this Request are therefore not

applicable. However, **EXHIBIT 5** of this Request includes a CRRMA Board Resolution dated September 14, 2007 authorizing the Chair, in circumstances such as these, to submit a request for financial assistance to TxDOT. Information relative to this Request will also be provided at the next scheduled Board meeting in accordance with the referenced Board Resolution.

Binding Commitment Regarding Consideration of the Environmental Consequences - 43 TAC §27.53(b)(10).

The CRRMA commits to fully consider the environmental consequences of the proposed Project in accordance with all applicable local, state and federal environmental laws, regulations and requirements. The CRRMA also commits that the proposed Project will comply with all applicable local, state and federal environmental laws, regulations and requirements.

Binding Commitment Regarding EPIC - 43 TAC §27.53(b)(11).

The CRRMA commits to implement all Environmental Permits, Issues and Commitments (EPIC), as defined within 43 Texas Administrative Code Section 27.51(6).

Documentary Evidence of Community Involvement - 43 TAC §27.53(b)(12).

As noted, the Project is one of the projects identified within the 2008 CMP. The City of El Paso endorsed the 2008 CMP by motion during an open meeting of City Council and after public discussion on July 22, 2008. The El Paso Metropolitan Planning Organization (MPO) endorsed the 2008 CMP during an open meeting of its Board and after public discussion on July 25, 2008. The Texas Transportation Commission received a report on the 2008 CMP from its participants at a public meeting of its Board on August 28, 2008 and revised the 2007 Statewide Mobility Program through Minute Order No. 111471 to accommodate the projects identified within the 2008 CMP at the same meeting. The CRRMA also endorsed the 2008 CMP during an open meeting of its Board and after public discussion on July 25, 2008. Of note, each act of the respective Boards referenced above was unanimous.

In addition, a Memorandum of Understanding was subsequently entered into by the El Paso MPO's Transportation Policy Board Chair, Mayor of the City of El Paso, TxDOT-El Paso's District Engineer, CRRMA Chair and the Chair of the Mass Transit Department of the City, whereby all these entities committed to meeting their responsibilities as identified within the 2008 CMP, leading to timely implementation of each and every 2008 CMP project. The various board motions, resolutions, minute order and Memorandum of Agreement are attached to this Request as **EXHIBIT 6**.

As evidenced through these referenced public meetings, the 2008 CMP enjoys wide community support. However, due to the very early development stage of this Project, there is limited documentary evidence of such support other than as noted within this section. Therefore, the Project identified within this Request includes a public outreach component, in order to insure that there is extensive public participation as well as significant education efforts in the implementation of this Project. These proposed outreach efforts are in addition to those required by the required environmental and schematic processes.

Section III – SUPPLEMENTAL INFORMATION AND DATA

Financial Feasibility Study – 43 TAC §27.53(c)(1).

The CRRMA believes that the requirements of 43 TAC §27.53(c)(1) are not applicable to this Request, as the funding sources identified for this Project are funds that will not be repaid by the CRRMA. By way of example, analyses of the financing period, cash flows for the financing period and revenues to be used for repayment (all of which are requested by §27.53(c)(1)) do not apply to this Request.

Project Impacts – 43 TAC §27.53(c)(2).

The CRRMA, pursuant to the referenced provision of the Texas Administrative Code, must also provide the following information:

- (A) Is the project consistent with the Statewide Transportation Plan and the Metropolitan Transportation Plan developed by the local MPO?

The Project is not included in the El Paso MPO's current long range plan, referred to as the Mission 2035 Metropolitan Transportation Plan (MTP). However the Project is included in the September 2012 draft of the plan update, referred to as the Horizon 2040 MTP. The Project (Project IDs I047X-MOD, I010x-15A, and I009x-15A) is programmed in Fiscal Years 2023 (Phase I) and 2031 (Phase II) of the MPO's draft Horizon 2040 MTP. The Texas Transportation Commission amended the 2007 Statewide Mobility Program through Minute Order 111471 on August 28, 2008 to incorporate all projects identified within the 2008 CMP, including Phase I of the Project that is the subject of this Request. Phase I of the Project was identified in the 2008 CMP as part of CRRMA's Project 14 referred to as the I-10 Phase III Southern Corridor, which included the addition of 2 toll express lanes from Sunland Park interchange to Loop 375 Transmountain.

- (B) As the project is located in a nonattainment area, how is the project consistent with the Statewide Transportation Improvement Program, the conforming plan and Transportation Improvement Program for the El Paso MPO and the State Implementation Plan?

As the Project(s) is long-term, it is not currently programmed in either the MPO's Transportation Improvement Program (TIP) or the Statewide Transportation Improvement Program (STIP). Once funding is identified, the CRRMA in consultation with TxDOT, will coordinate with the MPO and take the necessary steps to include the Project in the TIP and the STIP. The TIP/STIP planning process will ensure conformance with air quality regulations.

- (C) Provide a preliminary description of any known environmental, social, economic or cultural resource issues, in relation to the individual projects.

The CRRMA is not aware of any environmental, social, economic or cultural resource issues relative to the Project. The CRRMA shall complete the environmental studies necessary to identify and mitigate any such issues as required by the National Environmental Policy Act of 1969.

Section IV – WAIVER OF REQUIRED INFORMATION OR DATA

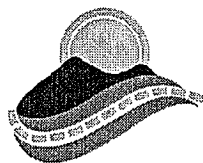
Waiver of Required Information or Data – 43 TAC §27.53(d).

Pursuant to 43 TAC §27.53(d)(1), the CRRMA respectfully requests that the Executive Director waive any requirement for submission of a Financial Feasibility Report (see 43 TAC §27(c)(1)), if applicable, as this Request seeks a grant of funds that will not be repaid by the CRRMA. Most of the requirements of §27(c)(1) seek information relative to the requestor's repayment sources and timelines. Accordingly, as this Request is for a grant of funds, §27.53(c)(1) does not appear to apply.

Similarly, due to the fact that the Project has been developed to date entirely by the TxDOT and its consultants, the CRRMA also respectfully requests a waiver pursuant to 43 TAC §27.53(d)(2), to the extent necessary, for the responses provided to the Supplemental Information and Data Section above. As all documents produced to date for the Project have been produced by or on behalf of the TxDOT, the CRRMA relies upon 43 TAC §27.53(d)(2), in stating that any additional documentation necessary for the acceptance of this Request, is already in the possession of TxDOT.

Finally, in accordance with 43 TAC §27.53(d)(3), the CRRMA respectfully requests a waiver of any requested information or data deemed by TxDOT as not being provided by this Request. In submitting this request, the CRRMA notes that it has developed a number of significant transportation projects in collaboration with TxDOT to date. The CRRMA believes that its past performance in those collaborations provides evidence that the CRRMA will adequately and prudently address the issues and impacts described within this Request.

[EXHIBITS BEGIN ON THE FOLLOWING PAGE]



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REQUEST FOR FINANCIAL ASSISTANCE FOR A TOLL FACILITY

I-10 Managed Lanes Project

EXHIBIT LIST

- Exhibit 1 – CRRMA Transmittal Letter – Ethics Program**
- Exhibit 2 – Project Map**
- Exhibit 3 – 2008 CMP Map**
- Exhibit 4 – CRRMA FY11 Audit**
- Exhibit 5 – CRRMA Board Resolution**
- Exhibit 6 – 2008 CMP Approval Documents**
- Exhibit 7 – Electronic Version of Request (on CD)**

September 18, 2012