DESTINO 2045

EL PASO METROPOLITAN PLANNING ORGANIZATION

METROPOLITAN TRANSPORTATION PLAN

MAY 2018

PREPARED BY:

ALLIANCE TRANSPORTATION GROUP

This document was prepared in cooperation with:

The El Paso Metropolitan Planning Organization Transportation Project Advisory Committee

And

The Texas Department of Transportation

And

The New Mexico Department of Transportation

The document was reviewed and approved by:

The El Paso Metropolitan Planning Organization - Transportation Policy Board

On 5/18/2018

El Paso Metropolitan Planning Organization (EPMPO)

Notice of Non-Discrimination

Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CRF part 21; The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the bases of age in programs or activities receiving Federal financial assistance; and Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;

The El Paso MPO is committed throughout the development of its plans and programs to ensure that no person on the grounds of age, gender, race color or national origin is excluded from participation in, denied the benefits of, or subjected to discrimination under any program receiving federal financial assistance. No plans, programs or policies developed or implemented by the El Paso MPO will have a disproportionately high adverse human health or environmental effect on minority and low-income populations. The El Paso MPO plans continue to work on improving the accessibility of employment to the identified protected populations. Further, many of the current MPO public meetings are held in minority and low-income communities in the region and are located near accessible public transit facilities. Funding is allocated as part of the Unified Planning Work Program for a Title VI Plan to maintain an analytical approach that produces procedures that meet Title VI requirements by ensuring that federally-funded transportation projects adequately consider effects on low-income and minority segments of the population.

Complaints of alleged discrimination and inquiries regarding the MPOs non-discrimination policies may be directed to Christina Stokes, Regional Transportation Manager 211 N Florence, Suite 202 El Paso, TX 79901, (915) 212-7108 or the following email address:

cstokes@elpasompo.org

Disadvantaged Business Enterprises (DBE) in planning projects: 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment business opportunity; and Section 1101 (b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

The El Paso MPO follows the City of El Paso's Disadvantaged Business Enterprise which in turn follows the TXDOT DBE Plan. Funding is allocated as part of the Unified Planning Work Program to maintain an analytical approach that produces procedures that meet Environmental Justice requirements by ensuring that federally-funded transportation projects adequately consider effects on low-income and minority segments of the population.

Americans with Disabilities Act of 1990: The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

It is the policy of the El Paso MPO to ensure that all agency programs and services are accessible to people with disabilities and are in compliance with the applicable regulations as a condition of receiving Federal financial assistance from the Department of Transportation. The El Paso MPO will make reasonable accommodations to a qualified individual with a disability who attends on-site meetings and meeting facilities meet this requirement. Every effort is made to ensure that meeting facilities off-site are ADA accessible. A notice is published in advance of all MPO public meetings that reasonable accommodations will be provided for meeting locations on and off-site with a phone number and contact persons listed to provide assistance if needed. In addition, the El Paso MPO staff is actively involved in various ADA-related initiatives which are being carried out as part of the Unified Planning Work Program including Elderly and Disabled Planning, the Job Access/Reverse Commute Program, and the review of ADA compliance documents developed by the region's transit and paratransit agencies, all of which focus on ensuring that transportation program and services across the region are accessible to those citizens with disabilities.

Restrictions on influencing certain federal activities: CFR 29, Part 20;

It is the policy of the El Paso MPO that no state or federal funds received by the agencies shall be paid to any person for the purpose of influencing the award of a federal contract, grant, or loan or the entering into of a cooperative agreement. NO state or federal funds received by the agencies shall be used directly or indirectly to influence any member of Congress, any member of the State Legislature, or any local elected official to favor or oppose the adoption of any prosed legislation pending before any federal, state, or local legislative body.

Credit/Disclaimer Statement

"The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

Questions or other interest regarding the plan may be directed to:

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INTRODUCTION AND OVERVIEW

1. INTRODUCTION

Metropolitan transportation planning is a cooperative, comprehensive, and continuous ("3-C") process. This process is conducted by the Metropolitan Planning Organization (MPO), in coordination with Texas and New Mexico Departments of Transportation (DOTs), transit operators, numerous stakeholders from throughout the region, and the public to create a vision for the future of the community.

This 3-C process, which is prescribed by federal regulations, is designed to assist the MPO in prioritizing short- and long-term investments in the regional transportation system over the next 26 years through a proactive public participation process that involves all users of the transportation system.

This document is an update to the Metropolitan Transportation Plan (MTP) – also known as Destino 2045 - for the years 2019 -2045. The El Paso Metropolitan Planning Organization (EPMPO) initiated this update in February 2017.

Destino 2045 was developed over a 14-month period, during which time several rounds of public and stakeholder meetings were conducted, technical data was analyzed, existing plans and studies were compiled and reviewed, and potential projects were evaluated according to community goals and performance-based criteria. The resulting product is a comprehensive blueprint for the future of the transportation system that considers all modes and the needs of all users.

The planning area for the Destino 2045 encompasses the entirety of El Paso County, Texas, as well as portions of Doña Ana and Otero Counties in New Mexico. Figure 1-1 shows the boundary of the MPO study area, as well as the location of population centers, major transportation facilities, and major environmental features within the MPO study area.

METROPOLITAN PLANNING ORGANIZATION

With the passage of the Federal Highway Act of 1962, all major cities within the United States were required to adopt an MTP to guide the long-term development of the transportation system. The Act established specific rules and regulations for carrying out the long-range transportation planning process and required the formation of MPOs for any urbanized area (UZA) with a population greater than 50,000. Under federal regulations, MPOs are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process, in cooperation with the state and local governments, to develop the MTP and determine how best to invest federal transportation funding in the region.

LEGISLATIVE AUTHORITY FOR THE MTP

Following passage of the Federal Highway Act of 1962, Congress has passed a series of surface transportation bills that have continued to require MPOs to develop a metropolitan transportation plan to be eligible for federal funding. The most recent surface transportation legislation was the Fixing America's Surface Transportation Act (FAST Act), which was passed in 2015. The Destino 2045 MTP was developed in compliance with this legislation.

EL PASO MPO

The El Paso Metropolitan Planning Organization is the organization designated by the Governor of Texas on August 30, 1988 as being responsible, together with the State, for carrying out the provisions of 23 USC §134, 59 USC §5303 (Metropolitan Transportation Planning) and 23 CFR 450.300 et seq. (Metropolitan Transportation Planning and Programming) and is established pursuant to those same US Codes. The MPO is the forum for cooperative decision making by principal elected officials of general-purpose local governments, in the El Paso Metropolitan Planning Area (MPA).

TRANSPORTATION POLICY BOARD

Elected and appointed officials comprise the Transportation Policy Board (TPB), which is responsible for approving and adopting all the transportation planning activities and programs of the MPO. The TPB was established in 1973 to meet federal requirements. Membership of the TPB is governed by agreement between the affected local governments and the governor of Texas and New Mexico and is reviewed periodically to ensure adequate representation of all parties. Membership consists of 30 voting members, with representatives from the following member agencies as detailed below:

TITLE/REPRESENTATION	CURRENT REPRESENTATION BY
Texas	
Town of Anthony- Mayor	Martin Lerma
City of El Paso, TX- Mayor	Dee Margo
City of El Paso, TX- Dept. of Transportation Director	Ted Marquez
City of El Paso, TX- City Manager	Tommy Gonzalez
City of El Paso, TX- District #1 Representative	Peter Svarzbien
City of El Paso, TX- District #3 Representative	Cassandra Brown
City of El Paso, TX- District #5 Representative	Michiel Noe
City of El Paso, TX- Mass Transit Department Director	Jay Banasiak
Town of Clint, TX- Commission Member	Addam Hernandez
County Commissioner Precinct #3 (El Paso County)	Vincent Perez
County of El Paso-Assistant Public Works Director	Norma Palacios
Horizon City, Texas- Alderman 1	Walter Miller
City of San Elizario, TX- Mayor	Maya Sanchez
City of Socorro, TX Councilman at Large	Rene Rodriguez
Village of Vinton, TX- Mayor	Manuel Leos
Texas State Senator 29th District	Jose Rodriguez
Texas State Representative 75th District	Mary Gonzalez
Texas State Representative 76th District	Cesar Blanco
Texas State Representative 77th District	Lina Ortega
Texas State Representative 78th District	Joe Moody
Texas State Representative 79th District	Joe Pickett
El Paso International Airport- Director of Aviation Development	Monica Lombraña
TxDOT-El Paso District 24- District Engineer	Robert Bielek
New Mexico	
City of Anthony, NM- Mayor	Diana Trujillo
Doña Ana County, NM- Assistant County Manager of Operations	Chuck McMahon
City of Sunland Park- Mayor	Javier Perea
New Mexico State Representative 34th District	Bealquin Gomez
New Mexico State Senator 31st District	Joseph Cervantes
New Mexico DOT District 1- District Engineer	Trent Doolittle

TRANSPORTATION PROJECT ADVISORY COMMITTEE

The Transportation Project Advisory Committee (TPAC) serves in an advisory role to the Transportation Policy Board (TPB) and is responsible for professional and technical review of work programs, policy recommendations, and transportation planning activities. Membership consists of 16 voting members who are local and state technical and professional personnel knowledgeable in the transportation field.

TITLE/REPRESENTATION	CURRENT REPRESENTATION BY
Texas	
Town of Anthony	Martin Lerma
City of El Paso	Omar Moreno
Mass Transit Board	Raul Escobedo
Town of Clint	Addam Hernandez
Horizon City	Michelle Padilla
City of Socorro	Rene Rodriguez
Village of Vinton	Santos Lucero
City of San Elizario	Lorena Carreon
El Paso County	Jose M. Landeros
Texas Department of Transportation (TXDOT)	Marty Boyd
Ysleta Del Sur Pueblo	Evaristo Cruz
University of Texas at El Paso (UTEP)	Greg McNicol
New Mexico	
City of Anthony	Esther Motongo
City of Sunland Park	Hector Rangel
Doña Ana County	Robert Duran
New Mexico Department of Transportation (NMDOT)	Harold Love

EPMPO STAFF

TITLE/POSTION	NAME
Executive Director	Michael Medina
Assistant Director	Roger Williams
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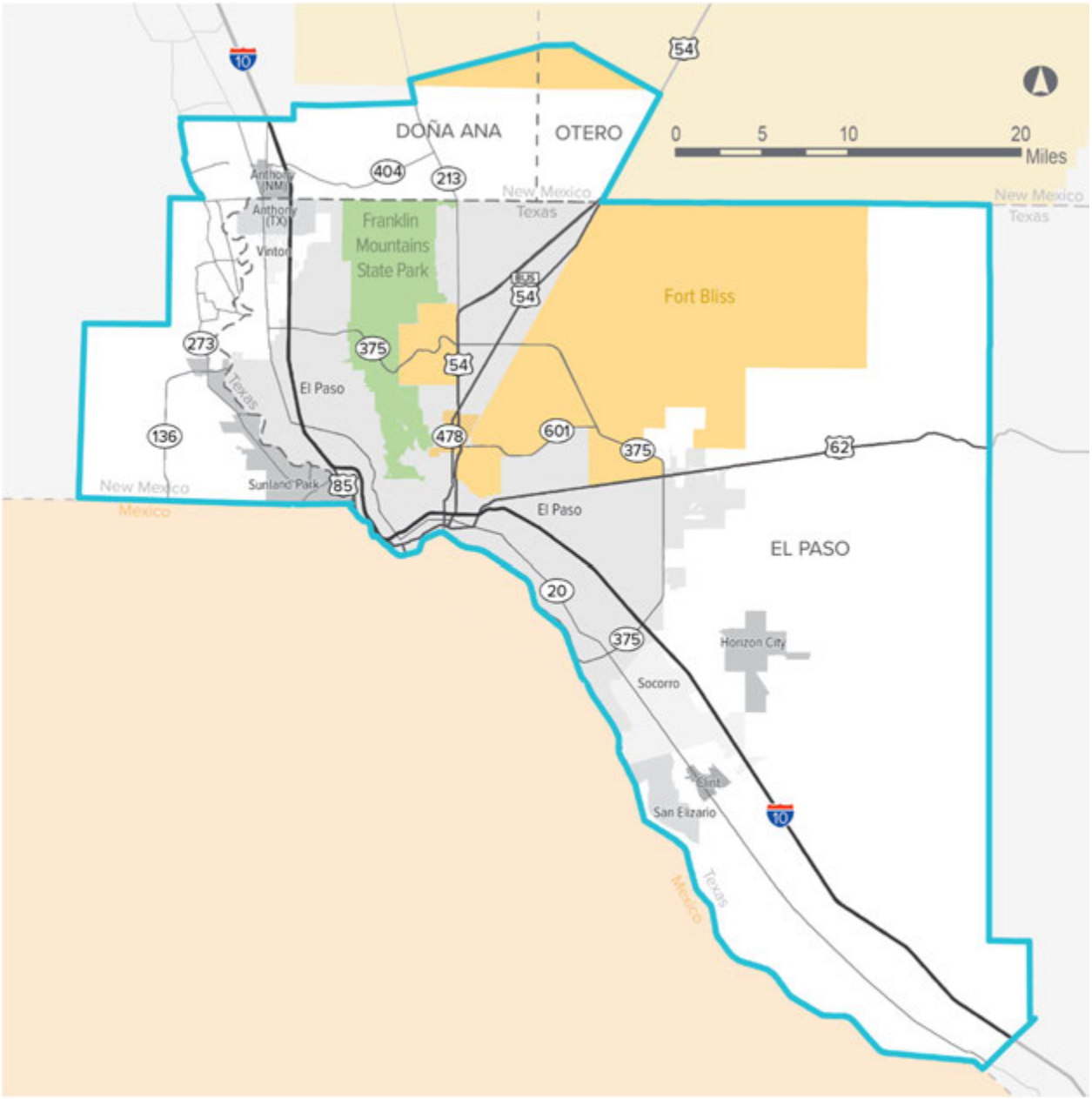
Transportation Research & Development Manager	Salvador Gonzalez-Ayala
Transportation Financial Analyst	Bryan Miskimen
Transportation Planner	Raquel Lopez
Transportation Planner	Sonia Perez
Transportation Planner	Claudia Valles
Transportation Planner	Marketa Vavrova
Regional Transportation Analyst	Gabriela Lopez
Program Administrator	Isela Hooper
Administrative Secretary	Mayela Granados
Administrative Assistant	Marisol Enriquez

FIGURE 1-1: EPMPO PLANNING AREA



MTP PLANNING PROCESS

The planning process used for the creation of the Destino 2045 MTP is prescribed by state and federal regulations, but the vision that drives the process is developed locally. This MTP visioning process, therefore, focused on gathering locally generated plans and information, as well as the knowledge and wisdom of the local community, while following the state and federal guidelines that direct the general planning process. The El Paso MPO is responsible for programming regional transportation projects for implementation using federal transportation funding. The MTP provides a framework for analyzing the current and future regional travel demand and creating a blueprint for addressing the future transportation needs within the El Paso Urbanized Area.

VISIONING PROCESS

The purpose of the MTP is to identify the transportation needs of the community over the next 26 years, establish priorities for funding those improvements, and chart a course for meeting the community's identified transportation needs. Establishing a community vision for the future of the transportation system and related goals to assist in the prioritization of transportation improvements is key to ensuring the plan reflects community values. Input from key stakeholders and members of the public was solicited early and continuously throughout the development of the plan.

The process for updating the El Paso Urbanized Area MTP was initiated by a series of meetings with the public, professional planners and engineers from the MPO and its member agencies, as well as State and local agencies, and other community stakeholders. The purpose of these meetings was to gather data and input on community needs and values, to establish a framework for MTP development. Using this information, the MPO drafted a recommended vision, set of goals, and a list of evaluation criteria to assist in prioritizing transportation improvements for inclusion in the MTP.

NEEDS ASSESSMENT

To develop feasible and beneficial transportation solutions, it is imperative to assess the current state of the transportation system, as well as community growth trends. For the update to the El Paso Urbanized Area MTP, the needs assessment included an inventory of the existing transportation system; a review of local plans; a demographic analysis to determine existing transportation demand based on current population levels; and projections of future population and employment and the associated future travel demand.

TRANSPORTATION STRATEGIES

The next step in the planning process was to identify potential strategies to consider for addressing regional transportation needs.

NO BUILD STRATEGIES

Building new facilities will not address all identified transportation needs. Not only is building new roadways expensive and funding limited, but some identified needs are best addressed by strategies that reduce demand and improve the operational efficiency of the existing transportation system. Therefore, the MTP planning process included consideration of preservation of the existing system through preventative and rehabilitative maintenance; the inclusion of access management strategies; and the incorporation of Travel Demand Management (TDM) and Transportation System Management and Operations (TSMO) strategies. These strategies are often referred to as "no-build" strategies because they do not require the construction of new roadways or the widening of existing roadways.

PROJECT IDENTIFICATION AND SELECTION PROCESS

Once the no-build strategies were considered, potential projects to expand or build new facilities were examined. The following were combined to develop a list of candidate projects for further analysis:

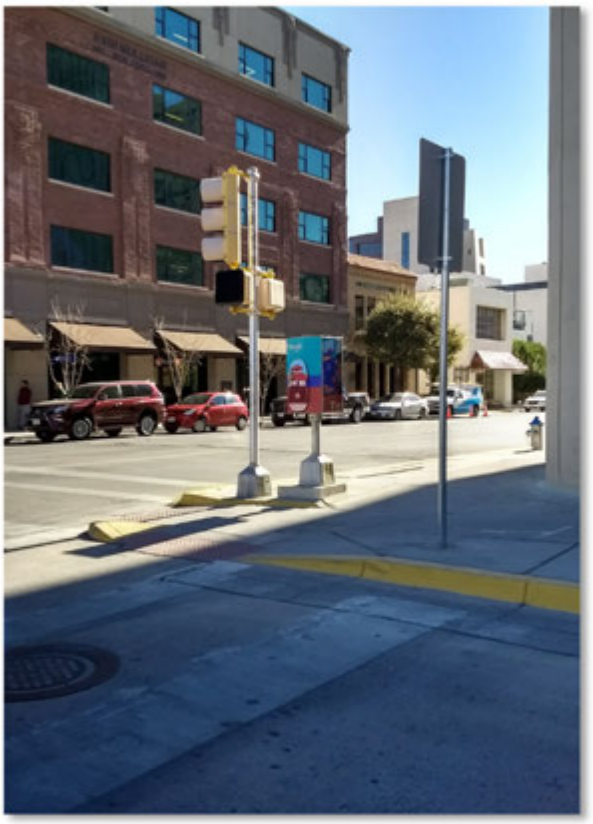
- results of technical reviews,
- available planning studies,
- highway and corridor studies,
- consultation with local traffic engineers, planners, and other stakeholders,
- a call for transportation projects,
- the results of the travel demand model* analysis.

Proposed projects were then coded into the travel demand model and tested to determine what impact they might have on addressing identified congestion and transportation system needs. Non-highway projects were also analyzed to determine what impact they would have on addressing deficiencies, using a combination of existing data, forecasts, and professional judgment.

**A travel demand model is a statistical analysis tool that uses elements such as roadway and transit networks, population, and employment data to calculate the expected demand for transportation facilities.*

Traffic volume, volume-to-capacity, and travel delay information provided by the travel demand model were used in conjunction with the weighted qualitative measures developed through the public visioning process to inform a series of project selection workshops conducted by the TPAC.

The project team presented the ranked evaluation criteria and community goals developed through the visioning process to the TPAC during their project selection process to ensure that community priorities were included in the final list of recommended projects. The Policy Board had the opportunity to observe the project scoring, and either accept or reject the final list of prioritized projects developed by the TPAC.



SYSTEMS LEVEL ANALYSIS

System level analyses examined how the candidate projects impact community issues that are of system and region-wide concern. The study team incorporated this planning approach into the development of the MTP, which allowed for prioritization of transportation investments based on broader community issues in accordance with the community's vision.

AIR QUALITY CONFORMITY ANALYSIS

According to the Environmental Protection Agency (as of Jan 31, 2018), a portion of El Paso County is designated as a National Ambient Air Quality Standards (NAAQS) non-attainment area for particulate matter (PM-10) and limited maintenance area for Carbon Monoxide (CO). This designation requires the MPO to conduct a more thorough air-quality conformity analysis of the proposed projects included in the MTP. This analysis uses outputs from the travel demand model to populate an air quality model that estimates levels of different pollutants at discrete future year benchmarks over the planning horizon of the MTP.

The MTP is a long-range planning document and is reviewed and updated every four years for areas designated as non-attainment. Each iteration provides a chance to reassess conditions and ensure that the plan remains consistent with the desires and needs of the region as it changes over time.

COORDINATION WITH LOCAL PLANS AND PROGRAMS

Ensuring that proposed improvements are consistent with local programs, plans, and their goals and objectives, as well as supporting local values and preserving existing community resources is of vital importance to the MTP development. A review of local programs and plans was therefore conducted to ensure consistency between the metropolitan transportation planning effort and local community initiatives.

Source: El Paso CVB via visitelpaso.org

FINANCIAL ANALYSIS AND CONSTRAINT

Fiscal feasibility is a significant priority in determining the final list of improvements. Not only does Federal Legislation mandate that the MTP be fiscally constrained and only include projects that can reasonably be expected to have adequate funding, but certain projects also require that area communities contribute local matching funds to receive federal funding. The process for establishing both estimated costs and revenues is critical for the creation of a viable MTP.

REVENUE PROJECTION

A revenue projection was developed that identified the anticipated revenue stream for local, State and Federal funds. This revenue stream was factored to account for inflation at the anticipated year-of receipt.

PROJECT COSTS

Cost is defined as the total project cost, which includes: planning elements (e.g. environmental studies and functional studies); engineering costs (e.g. preliminary engineering and design); preconstruction activities (e.g. line and grade studies, right-of-way acquisition and corridor preservation); construction activities; and contingencies. Project costs were calculated based on historical expenditures for similar improvements. The resulting cost estimates also included an inflation factor to account for the anticipated year-of-expenditure.

FISCAL CONSTRAINT ANALYSIS

A fiscal constraint analysis was performed that compared the anticipated year-of-expenditure costs to the anticipated year-of-receipt revenues to determine if sufficient and timely financial resources were likely to exist to fund the proposed program of projects.

SELECTION OF A PROPOSED PACKAGE OF PROJECTS

Based on the cost and revenue projections, the package of fiscally constrained projects anticipated to best accomplish community-defined goals and objectives, was selected by the TPAC and then submitted to the Policy Board for review and approval. The TPB was then able to review these recommendations and make measured and fiscally constrained choices.

ADOPTION PROCESS

The preliminary program of projects was approved by the Policy Board on December 15, 2017. The preliminary transportation recommendations and associated list of proposed projects resulting from the project selection and fiscal constraint analysis, along with the results of the technical analysis and public input, were included in the draft Destino 2045 document.

PUBLIC REVIEW OF THE DRAFT DESTINO 2045

On March 9, 2018, the draft plan was presented to the public and their feedback was solicited throughout the 30-day public review period as outlined in the MPO's adopted Public Participation Plan (PPP).

ADOPTION OF THE FINAL DESTINO 2045

The final MTP, which incorporated comments received during the 30-day public comment period, was presented to the Policy Board for adoption on May 18, 2018. The policy board's approval of the MTP kicked off a 90-day conformity review by FHWA that was completed on June XX, 2018. The approved MTP has an effective date of [Month Date], 2018.

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MTP VISIONS, GOALS, AND OBJECTIVES

2. GUIDING PRINCIPLES

This chapter describes the process by which the vision and goals of the planning process were established. It also describes the process by which the set of performance measures – used to gauge whether the recommended program of transportation projects supports the established vision and goals – was developed. Together the vision, goals, objectives, and performance measures comprise Destino 2045's "Guiding Principles."

The planning process used for the creation of the Destino 2045 is prescribed by state and federal regulations, but the vision that drives the process is developed locally.

This MTP visioning process is therefore focused on gathering locally generated plans and information, as well as the knowledge and wisdom of the local community, while following the state and federal guidelines that direct the general planning process. Development of the MTP requires the collaboration of regional stakeholders, including local, state and federal agencies and governing bodies, public and private transportation providers, the business community, and includes extensive public input. All these stakeholders must work together so that the community's visions and goals coalesce into defined principles that will guide transportation policy and investment decisions within the El Paso Urbanized Area.

The resulting recommendations and proposed improvements will impact all users of the transportation system.

FEDERAL GUIDELINES

In 2015, the FAST Act became the fifth intermodal surface transportation bill passed by Congress since 1991, the previous four being: the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and the Moving Ahead for Progress in the 21st Century (MAP-21).

The FAST Act continues the eight federal planning factors established under ISTEA and expanded under SAFETEA-LU, while adding two additional factors for consideration in the planning process. The following ten factors must be considered during the planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation. *
10. Enhance travel and tourism. *

**New factors introduced by the FAST Act*

The FAST Act also continues the requirement for a continuing, cooperative, and comprehensive (3-C) long range transportation planning process for making transportation decisions in metropolitan areas, while continuing and further defining requirements for state DOTs and MPOs to set performance measures and goals, which were set forward in MAP-21.

2045 DEMOGRAPHIC AND EMPLOYMENT GROWTH

A major component of identifying future transportation needs is understanding future population and employment growth trends for the region. Land use and growth patterns directly impact how people travel. In places where development is spread out and land use is separated, people are likely to take more long-distance trips in a personal vehicle throughout the day. On the other hand, in more dense, mixed-use environments, people can take more short trips and utilize other modes of transportation such as transit and walking. To better assess the transportation needs of the region, Destino 2045 first considered the potential growth trends that will impact both the performance of the transportation system as well as how travelers interact with the system.

Additional factors like household size and median income are major forces behind travel behavior. The 2015 American Community Survey (ACS) data indicates that the El Paso MPO Region's median household income is roughly $36,800 and each household has an average size of 2.92 people. The region's median household income is lower in comparison to those of Texas ($53,207) and New Mexico ($44,963), with concentrations of low-income households along the United States-Mexico border, downtown El Paso, the Mission Valley, and in Dona Ana and Otero Counties just north of the Texas/New Mexico state line.

Since travel along a transportation system relies so heavily on where people live and work, the 2045 El Paso Travel Demand Model (TDM), which is a travel forecasting tool that is explained further in later sections, includes an estimate of population and employment distribution for current and future years.

For this metropolitan transportation plan, the El Paso MPO updated a community-driven demographic forecast that was originally developed for the 2040 Horizon MTP. Figure 2-1 shows population growth in the region between 2012 and 2045 based on estimates produced for the TDM.

Based on the demographic forecast, the region's population is anticipated to grow to nearly 1.4 million people by 2045, or by roughly 57% from 2012. Figure 2-1 shows the largest population increases are expected to occur outside of the current City of El Paso limits, particularly where there is more undeveloped land. Specific areas expected to experience high population growth compared to the rest of the region include the area near Eastlake Boulevard and the area east of Zaragoza Road at US 62. The forecasts also show significant growth in New Mexico west of El Paso County, as well as near Vinton and along Dyer Street at the northern part of El Paso County.

Figure 2-2, which shows percent increase in population between 2012 and 2045, confirms these forecasted growth trends where areas outside of the City of El Paso are expected to experience much higher levels of growth relative to the population already living in those areas.

FIGURE 2-1: POPULATION GROWTH (2012-2045)

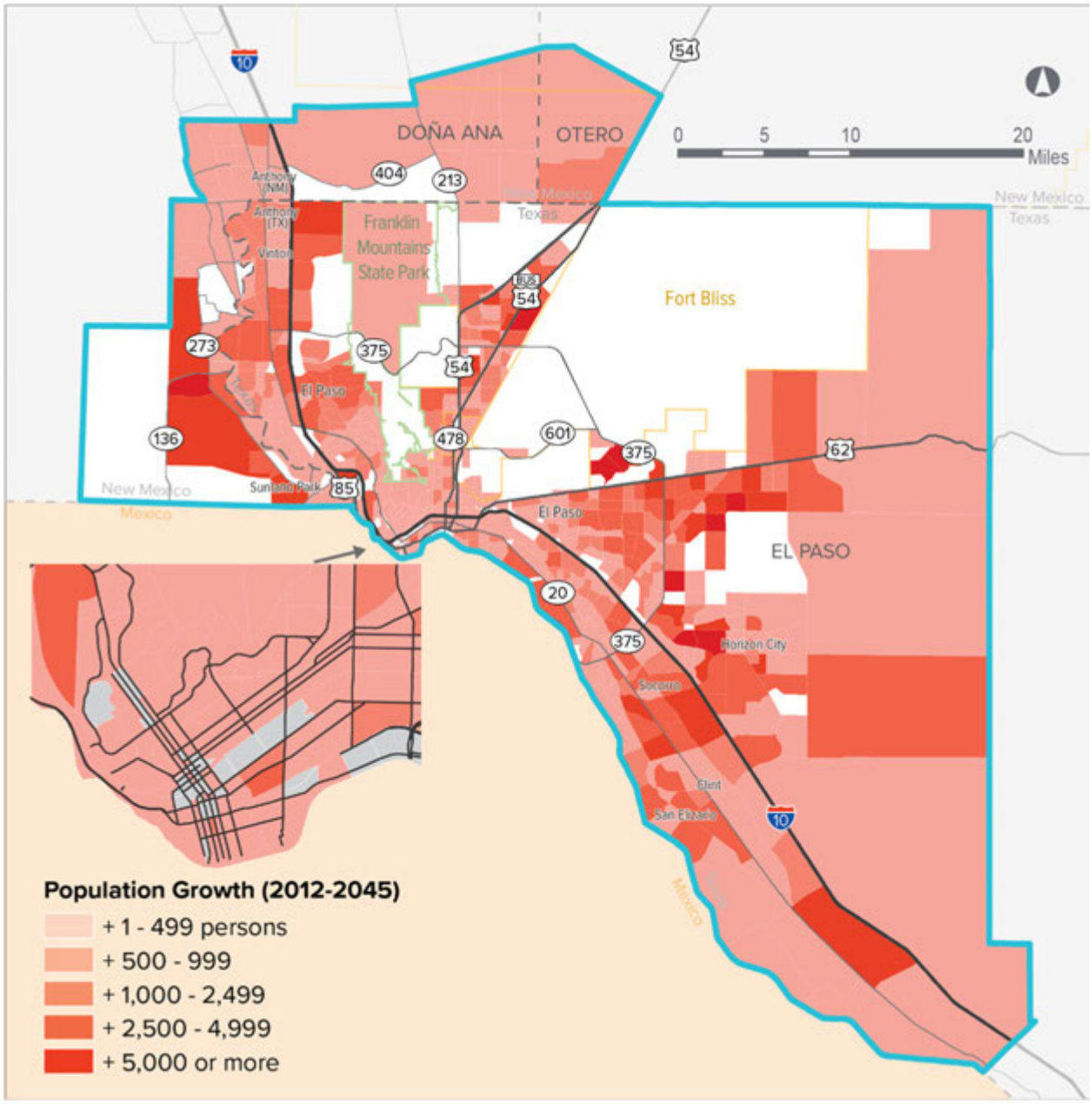
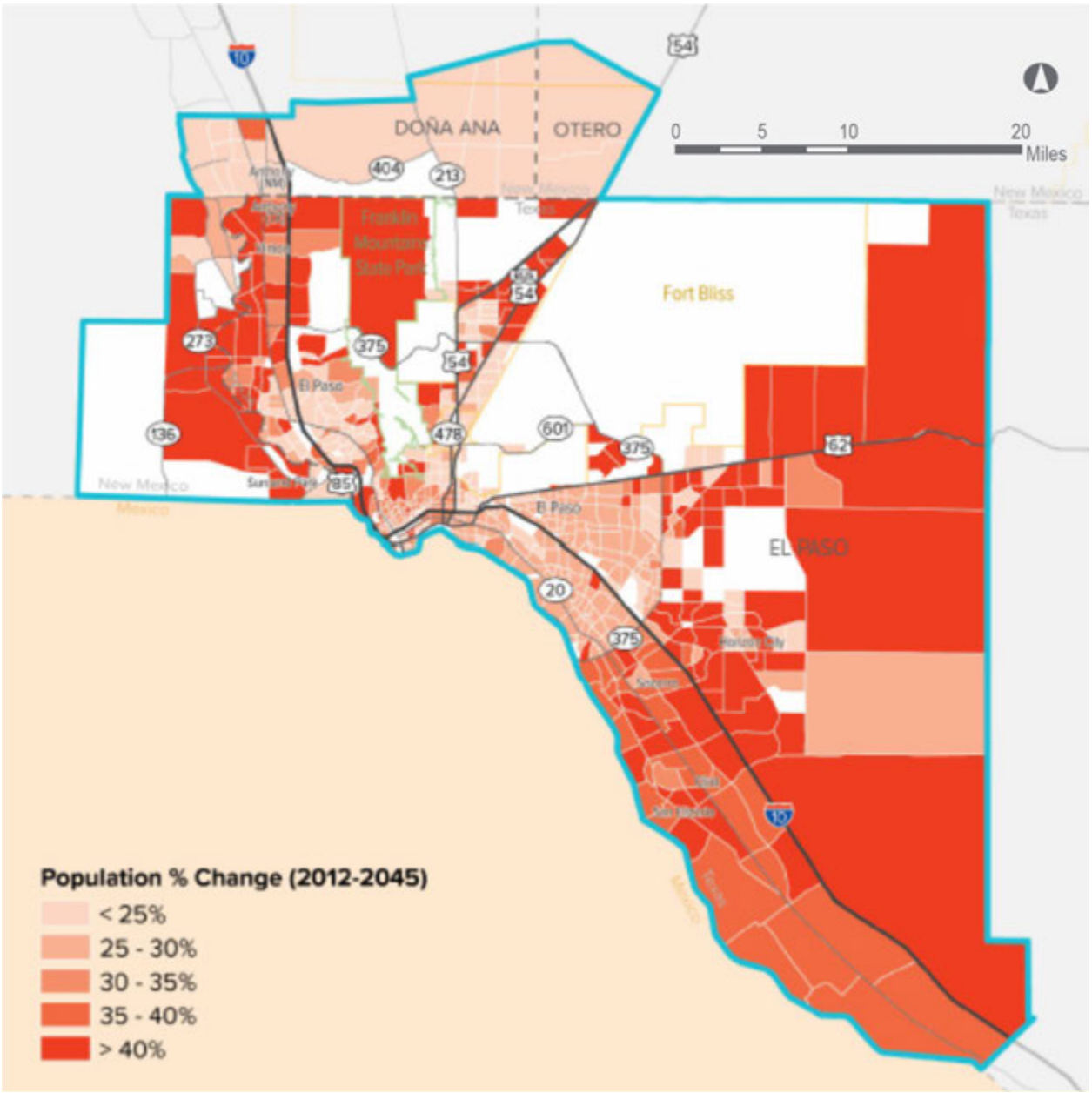


FIGURE 2-2: POPULATION % CHANGE (2012-2045)



High employment growth areas are scattered throughout the region, according to the demographic forecast (Figure 2-3). The largest concentration of employment growth appears east of El Paso International Airport on land formerly belonging to Fort Bliss and near the intersection of Loop 375 East and IH 10. Other areas of expected employment growth include the industrial and logistics development occurring near the Santa Teresa Port of Entry in Doña Ana County, the former smelter lands west of UTEP, and portions of the Upper West Valley along IH 10 and near the new westside hospital. Figure 2-4 combines the top employment and population growth areas, as forecasted by the TDM, to show the areas expected to experience the highest amounts of total growth.

FIGURE 2-3: EMPLOYMENT GROWTH 2012-2045)

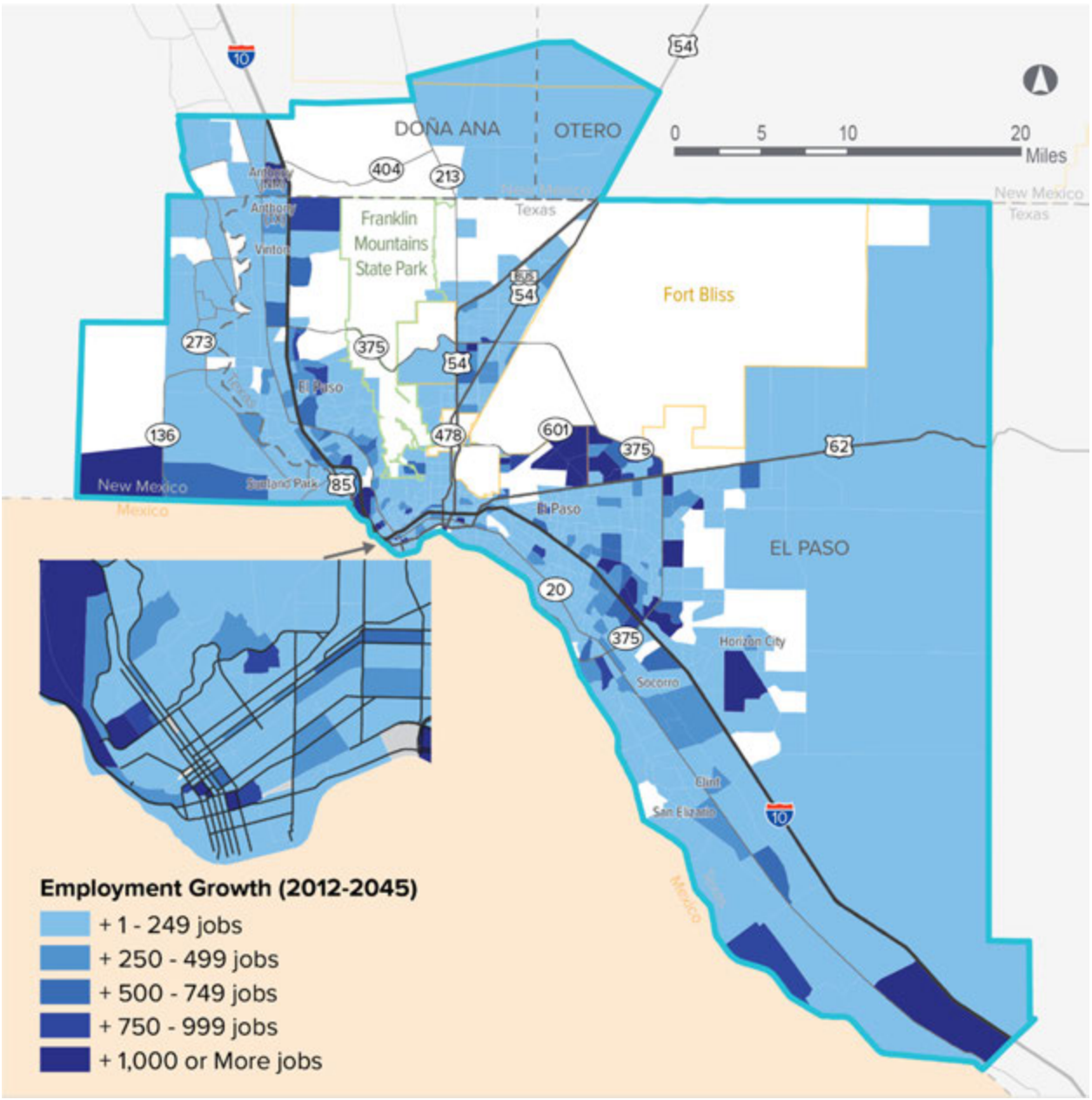
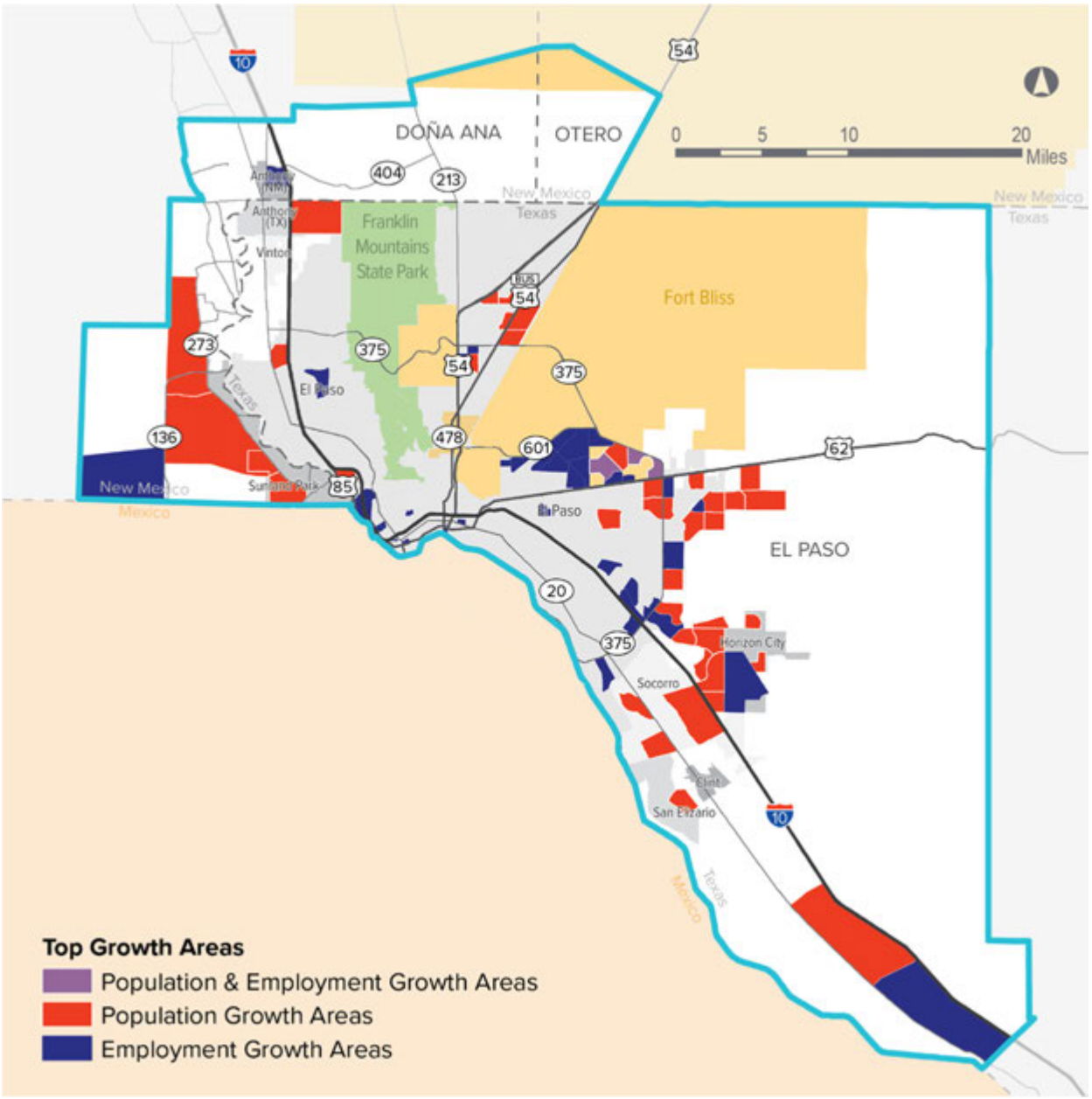


FIGURE 2-4: TOP GROWTH AREAS



ENVIRONMENTAL JUSTICE

In addition to future population and employment growth, environmental justice considerations are also a critical step in addressing a region's transportation needs. Environmental justice considerations aim to minimize negative externalities created by a transportation system and ensure that harmful effects of infrastructure investments are avoided in areas with concentrations of populations that have been disproportionately impacted by past interventions, such as neighborhoods demolished for freeway construction or families living near heavy-polluting industrial development. Introduced to metropolitan scale planning in 1994 by Executive Order 12898 and stemming from Title VI of the Civil Rights Act, the regulation specifically seeks to:

- Avoid or mitigate disproportionately high public health, socioeconomic, and environmental effects on low-income and minority populations;
- Locate and include all potentially impacted communities in the decision-making process;
- Prevent the denial or lack of receipt of benefits from the process by low-income and minority populations.

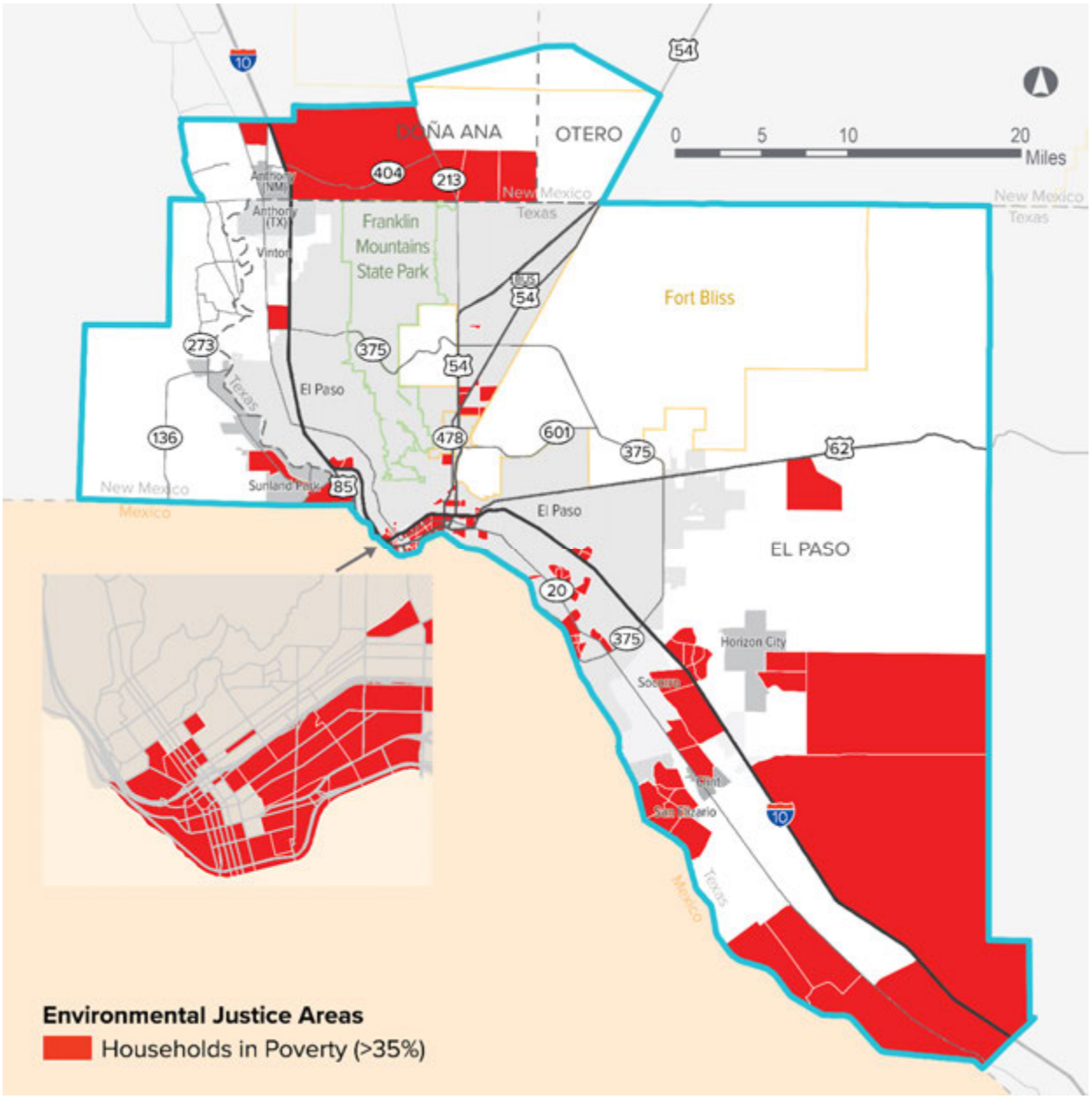
With SAFETEA-LU, MAP-21, and now the FAST Act further outlining these principles, Destino 2045 incorporated environmental justice considerations into the multimodal needs assessment to evaluate and locate environmental justice zones (EJZs) throughout the region. Accordingly, Destino 2045 utilized GIS analysis tools and 2015 American Community Survey (ACS) data detailing households below the poverty line and limited English proficiency (LEP) households. While minority population is an important consideration in any environmental justice analysis, the high concentration of Hispanic population in the El Paso region makes it difficult to consider this population in the analysis, since nearly the entire study area would be designated as an environmental justice area based on minority population criteria. For this reason, minority status was not used as an indicator for EJZs.

Furthermore, the ACS data revealed that areas with high concentrations of households in poverty closely overlapped with areas where there were high concentrations of households with limited English proficiency. Therefore, Destino 2045 identifies households below the poverty line as the primary indicator for determining EJZs.

ACS household poverty status data originates at the census block group level and was aggregated to the region's traffic analysis zones (TAZ) to highlight low-income areas in relation to the El Paso MPO's transportation system. The analysis identifies EJZs as any TAZ where 35% or more of households are considered to be in poverty (i.e. household income is below a certain poverty threshold determined by the ACS). Figure 2-5 shows the location of EJZs within the region. In general, the Mission Valley (e.g. San Elizario and Socorro), the area south of IH 10 near downtown El Paso, and portions of Doña Ana County in the north of the study area show the highest concentrations of EJZs. Analysis of EJZs serves to identify and assess potential impacts created by proposed transportation improvements, ultimately resulting in the development of mitigation strategies for the system. This process also explores the benefits of proposed transportation projects in terms of commute times and improvements specific to EJZs.

Further analysis of how the EJZs are impacted by the Destino 2045 program of projects can be found in Chapter 5.

FIGURE 2-5: ENVIRONMENTAL JUSTICE ZONES



REGIONAL VISIONING PROCESS

To support the development of the Destino 2045 Metropolitan Transportation Plan (MTP), the project team conducted a series of public visioning workshops as a part of the robust public engagement effort associated with this plan. Additionally, to cultivate more public input, the visioning workshop materials were used to develop an online visioning survey, which was posted on the El Paso MPO and Destino 2045 project websites. These workshops and online visioning sessions were designed to:

1) gather information regarding transportation needs in the region;
2) identify deficiencies in the current transportation system;
3) develop a community vision for future growth within the region; and
4) identify appropriate modes and infrastructure for supporting future growth.

During the public visioning workshops and online visioning outreach, participants identified several deficiencies with the existing transportation system, including; congested roadways, connectivity and cooperation throughout the region, mobility and accessibility barriers for older adults and individuals with disabilities, safety and security concerns, and a shortage of bicycle and pedestrian infrastructure. In addition to identifying transportation system deficiencies, participants completed activities to determine the most important focus areas for prioritizing projects in the MTP. These factors included: increasing multimodal options, improving safety and quality of life, connecting modes of travel, and improving access.

The project team conducted a series of six identical public visioning workshops between May 1st, 2017 and May 6th, 2017.

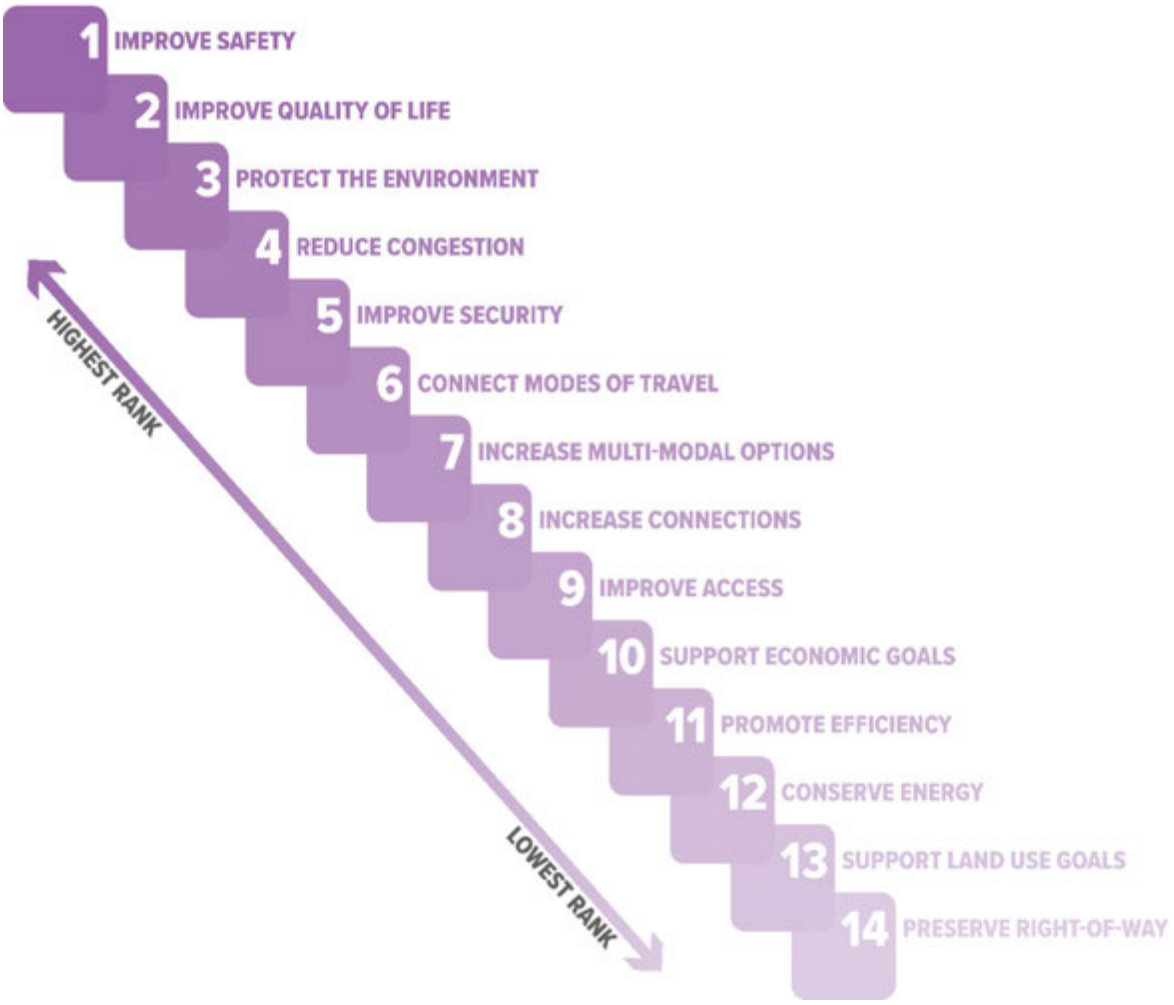
Workshops were held at various locations across the El Paso region to maximize participation by providing individuals with multiple opportunities to engage, and those that were not able to participate in one of the meetings were invited to provide their input through the survey on the Destino 2045 website

VISIONING RESULTS

The public visioning workshop and online activity results were essential to identifying a community vision, and participants provided valuable comments on the current state of the transportation system and identified specific needs and desires for the future transportation system. This public input was utilized by the El Paso MPO during the development of Destino 2045.

For example, participants' ranking of the evaluation criteria for future transportation projects helped the MPO develop performance measures to guide the evaluation of transportation system alternatives in the MTP. The final ranking of evaluation criteria (combining the workshop rankings and online surveys) is shown in Figure 2-7. Also, the identified growth areas and areas of need help ensure limited resources are utilized to provide the most benefit to the region.

FIGURE 2-6: CRITERIA RANKINGS



REGIONAL VISION STATEMENT

Considering the priorities established during the visioning process and honoring the vision and goals laid out in the El Paso MPO's Horizon 2040 MTP, the project team crafted the following vision statement to guide the development of the Destino 2045 MTP:

"Destino 2045 envisions the El Paso Region being served by a reliable multimodal transportation system which equitably enhances accessibility and connectivity within the region and beyond, ensures safety for all transportation system users, preserves the environment, and promotes high quality of life and economic wellbeing."

GOALS AND OBJECTIVES

To meet the mandates of its charter as a metropolitan planning organization (MPO), and because a great deal of the transportation funding that will support the implementation of the Destino 2045 MTP comes from the US Department of Transportation (USDOT), the El Paso MPO must seek to address both local and national transportation needs. The El Paso MPO must address the identified transportation issues of the region both in terms of local needs and the role that the region's transportation facilities play in the national transportation network, including international ports of entry. Therefore, the goals and objectives developed for the Destino 2045 MTP were developed to address identified local priorities while also considering the region's role in the national transportation system.

Goals and objectives provide the framework to guide decision-making about selecting and prioritizing projects that will address identified needs, and which will be included in the Destino 2045 MTP. Goals provide broad statements about what the MTP is trying to achieve, and objectives are specific measurable actions to achieve the stated goal. The Destino 2045 MTP goals and objectives incorporate: public input; goals and objectives identified in previous planning efforts in the region; and the US Department of Transportation's national performance goals. The Destino 2045 MTP states a set of comprehensive goals and objectives that balance local need and national priorities.

The following sections describe these needs and priorities as established through public input and contained in local, state and national policy guidance.

NATIONAL PERFORMANCE GOALS AND PLANNING FACTORS

As mentioned at the beginning of this chapter, in 2015, the fifth intermodal surface transportation bill, Fixing America's Surface Transportation Act (FAST Act), was signed into law, providing long-term funding from the federal government for surface transportation programs. The FAST Act requires that MPOs use performance-based planning processes and consider national performance goals. These national performance goals, which MPOs are required to consider to be eligible for federal funding, are as follows:

- Safety – Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- Infrastructure Condition – Maintain the highway infrastructure asset system in a state of good repair
- Congestion Reduction – Achieve a significant reduction in congestion on the National Highway System
- System Reliability – Improve the efficiency of the surface transportation system
- Freight Movement and Economic Vitality – Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- Environmental Sustainability – Enhance the performance of the transportation system while protecting and enhancing the natural environment
- Reduced Project Delivery Delays - Reduce project costs, promote jobs and the economy, and expedite the movement of people and goods

To help the MPO and the public fully understand what these national performance goals are designed to achieve, the FAST Act provides background information in the form of ten (10) planning factors that identify the primary considerations affecting the interstate and national highway systems that drove the development of the goals.

To ensure that federal funds will be available for improving the regional transportation system, it is important that these federal FAST Act performance goals, as well as the federal planning factors, are considered and incorporated into the development of local goals, objectives and performance measures.

SUMMARY OF GOALS AND OBJECTIVES WITHIN LOCAL PLANNING DOCUMENTS

In addition to reviewing national performance goals and planning factors, the project team reviewed local transportation planning documents prepared by the El Paso MPO and its planning partners to ensure that the goals and objectives of Destino 2045 MTP address and are informed by local priorities and identified needs.

MPO PLANNING DOCUMENT

One of the most important considerations present in both the Horizon 2040 MTP and the current Transportation Improvement Program (TIP) was the adoption of the MAP-21 (the previous national surface transportation act) performance goals as the guiding principles for transportation decision-making. The MPO also established several of its own goals and objectives in its 2013 Congestion Management Process (CMP), including providing mobility choices, mitigating congestion, minimizing air quality impacts, and promoting accessibility to efficient transportation. Some of the specific objectives from the CMP include increasing bicycle and pedestrian facilities, improving bus reliability, continuing investments in Intelligent Transportation System (ITS) technology, reducing travel delays at traffic signals, and creating shared ride programs.

STATEWIDE PLANNING DOCUMENTS

At the state level, TXDOT and NMDOT share many of the same goal-setting sentiments. Safety is a high priority on both agencies' lists of goals, with Texas articulating the need to "improve multimodal transportation safety" and New Mexico seeking to "improve safety for all system users." Asset management is also a high priority for both DOTs, as resource preservation efforts tie into multiple goals and rank highly for the DOTs. Identifying potential funding sources that could then be distributed to many modes of transportation and managing those resources to improve accountability is a good example of these efforts.

Increasing investment in multi-modal forms of transportation is a high priority for both DOTs, with TXDOT officially publishing their Bicycle and Pedestrian Program (2017) in which they present the following goals:

- Promote an enhanced and safe bicycle and pedestrian system
- Address congestion by including consideration of bicycle and pedestrian accommodations in project scoping
- Connect Texas communities with usable bicycle and pedestrian networks
- Develop a comprehensive and integrated bicycle and pedestrian program

NMDOT included coordinating transportation improvements alongside land use planning, stating that "Cooperative planning by land use and transportation agencies represents one of the most powerful and effective tools that a state can use to address its mobility needs in a mutually beneficial manner." NMDOT also lists "better access to public transit, shorter travel distances for cyclists and pedestrians, improved sustainability throughout the community, and less travel time for automobile users" as major benefits to this type of planning coordination.

LOCAL PLANNING DOCUMENTS

Local entities throughout the region focus their goals on responding to their jurisdictional context. In their 2031 VISION strategic plan, El Paso County sets goals for improving the quality of life in the region through a strong economy, vibrant community, and an effective government that is financially sound. The plan points to transportation as a way to foster a vibrant community. Specifically, the plan lists fixed transit route modifications and a regional transit feasibility study as high priority action items. Doña Ana County's 2040 Comprehensive Plan envisions a future in which local character is preserved by supporting existing communities through investments in walking paths and parks, as well as providing more transportation choices by developing "safe, reliable, and affordable transportation choices to decrease household transportation costs, improve air quality, reduce greenhouse gas emissions, and promote public health."

Local agencies also expressed the importance of coordinated transportation and land use planning in their planning documents. For example, Plan El Paso, the City of El Paso's Comprehensive Plan, lists downtown revitalization as its top goal, with the addition that this includes "development linked with good transportation choices." In addition, the City of El Paso's objectives included adding new land uses, as well as actively working to develop homes and workplaces in closer proximity to one another. The El Paso Comprehensive Plan also states that: to improve mobility, the city must "Grow Up, Not Out." In this context, this means stopping urban sprawl with denser development around the core of the city and expanding the transit network - where every transfer center is an opportunity for redevelopment. The City of El Paso Sustainability Plan shares many of these sentiments, advocating for "an integrated, regional approach to transportation." While the El Paso MPO cannot statutorily regulate land use within the region, it can include goals to coordinate land use and transportation decision-making to facilities accessibility and improve transportation options.

Active transportation consistently appeared as a priority in numerous agencies' plans. The City of El Paso has written a Bicycle Master Plan in which they promote cycling as a viable and safe everyday activity. Numerous related goals are delineated within the document including: being awarded the designation of Silver-level Bicycle Friendly Community by the League of American Bicyclists; coordinating land use and policy planning to promote cycling infrastructure; supporting programs that educate or increase awareness about cycling as a viable form of transportation; and encouraging the consideration of bicycling at every level of civic government in their jurisdiction. This Bicycle Master Plan works in tandem with the City of El Paso's Great Streets and Corridor Plan, which aims to match the character of the streetscape to the character of the surrounding land use; form a well-connected network of complete streets that is conducive to all forms of transportation (e.g. driving, walking, biking, transit); and capitalize on opportunities to invest in transit service as well as investments in walking and bicycling infrastructure. This goal-setting within the Great Streets and Corridor Plan closely follows the TXDOT state-level Bicycle and Pedestrian Program.

GOALS AND OBJECTIVES RECOMMENDATION

Based on review of previous planning efforts within the region, consideration of the Federal planning factors and national performance goals, and listening to community input through the visioning workshops; the project team recommended the following goals for the Destino 2045 MTP:

Through establishing and achieving these goals, the MPO will get closer to realizing the vision set forth in Destino 2045 MTP and will improve transportation in the region. To achieve these goals, the project team developed objectives that describe specific, measurable actions that decision-makers should work towards when balancing transportation investments throughout the region. Table 2-1 lists several recommended objectives related to each overall goal.

TABLE 2-1: GOALS AND OBJECTIVES

GOAL	OBJECTIVES
Safety	Reduce the number of fatalities and serious injuries related to traffic incidents
	Reduce the number of crashes at high-speed intersections with an abnormal number of incidents
	Reduce the number of conflict points between vehicles and active transportation users – e.g., pedestrians and cyclists
Maintenance & Operations	Decrease the percentage of facilities and assets not in a state of good repair
	Increase the number of Intelligent Transportation System (ITS) technology assets
	Reduce delay at traffic signals
Mobility	Reduce delay on major thoroughfares
	Reduce travel time to key destinations
	Improve response time and clearance capabilities for first responders and emergency personnel
Accessibility & Travel Choices	Increase the number of jobs and key destinations that are accessible by all transportation modes
	Ensure that transportation system improvements provide equitable benefits to the region
	Expand access to and improve reliability of transit services, particularly for underserved areas and areas with high transit need
	Fill major connectivity gaps in the sidewalk, bike lane, and trail networks that support regional travel
	Encourage infill development and transit-supportive land use
	Expand multi-modal access at regional Ports of Entry
Sustainability	Increase the attractiveness of transportation options other than single-occupancy vehicles
	Reduce emissions produced by vehicles
	Achieve maintenance designation from EPA for criteria pollutants
	Increase percentage of transportation assets that use alternative energy sources
Economic Vitality	Improve accessibility to key tourist destinations
	Reduce delay on designated freight corridors and roads connecting to intermodal or freight facilities
	Increase access to major employment centers
	Improve operational efficiency at regional Ports of Entry
Quality of Life	Prioritize projects that demonstrate progress towards one or more Destino 2045 MTP goals and/or objectives

PERFORMANCE MEASURES

The goals, objectives, plans and programs contained in Destino 2045 MTP must be 'outcome based'. The success of the program must be measured in terms of what the program achieves, and Destino 2045 MTP must make provision for and provide tools for measuring that achievement.

The Destino 2045 MTP performance measures described in this section are quantifiable indicators of whether the policies and proposed program of projects in the Destino 2045 MTP help the region achieve the desired outcomes articulated in the adopted goals and objectives. This approach provides decision makers with the ability to objectively set policies and prioritize projects based on the project's anticipated outcomes and whether those outcomes truly address the region's transportation challenges by achieving the local, state and national goals and objectives.

The use of an outcome-based process using objective measures in the planning process also allows the MPO to track transportation system performance as the Destino 2045 MTP is implemented by tracking project performance after projects are constructed. This tracking of project performance will help the MPO determine whether the project's actual, real-world performance matches the results expected during the planning process. This approach also allows the El Paso MPO to meet its federal mandate for a process of continuous improvement of both the transportation system and the planning process itself.

The planning-level performance measures recommended for Destino 2045 MTP (Table 2-2) combine performance measures developed in collaboration with local stakeholders based on the adopted goals and objectives with performance measures required by the USDOT through federal regulations. In general, these performance measures fall into two broad categories. The first category includes those measures (such as mobility and accessibility) that can be modeled (using the MPO travel demand model of the regional transportation system) and quantified at the project level to evaluate the specific performance outcomes of individual projects or packages of projects. The second category includes measures (such as environmental sustainability) whose outcomes are more appropriately measured at the regional transportation system level (and which cannot be discretely modeled by the El Paso travel demand model).

TABLE 2-2: GOALS AND METRICS

GOALS	PLAN PERFORMANCE MEASURES	EXISTING SYSTEM PERFORMANCE MEASURES
Safety	Number of projects that include safety enhancements located near crash hotspots	Crashes per Vehicle Mile Traveled (regional)
		Total crashes resulting in fatality or incapacitating injury
		Total crashes involving cyclists and pedestrians
Maintenance & Operations	Number of projects that repair or replace deficient bridges or pavements	Number of deficient bridges
		Lane miles of deficient pavement
Mobility	Speed Index (actual travel speed versus non-congested travel speed	*
	Annual hours of delay	
	Commute times from Environmental Justice zones	
Accessibility & Travel Choice	Percent of jobs, key destinations, and population within ½ mile of high-quality, rapid transit	*
	Percent non-SOV (single occupancy vehicle) trips	
	Average trip costs	
Sustainability	Estimated emissions	*
	Total Vehicle Miles Traveled (VMT) & VMT per capita (regional)	
Economic Vitality	Annual hours of delay along major freight corridors	Average wait times by mode at POEs
	Number of projects that improve operations or multimodal access at current or future POEs	
Quality of Life	There is no specific performance measure for this goal. The indicator for this goal is a summary of performance on each goal for each alternative relative to the other alternatives.	

**Same as Plan Performance Measures*

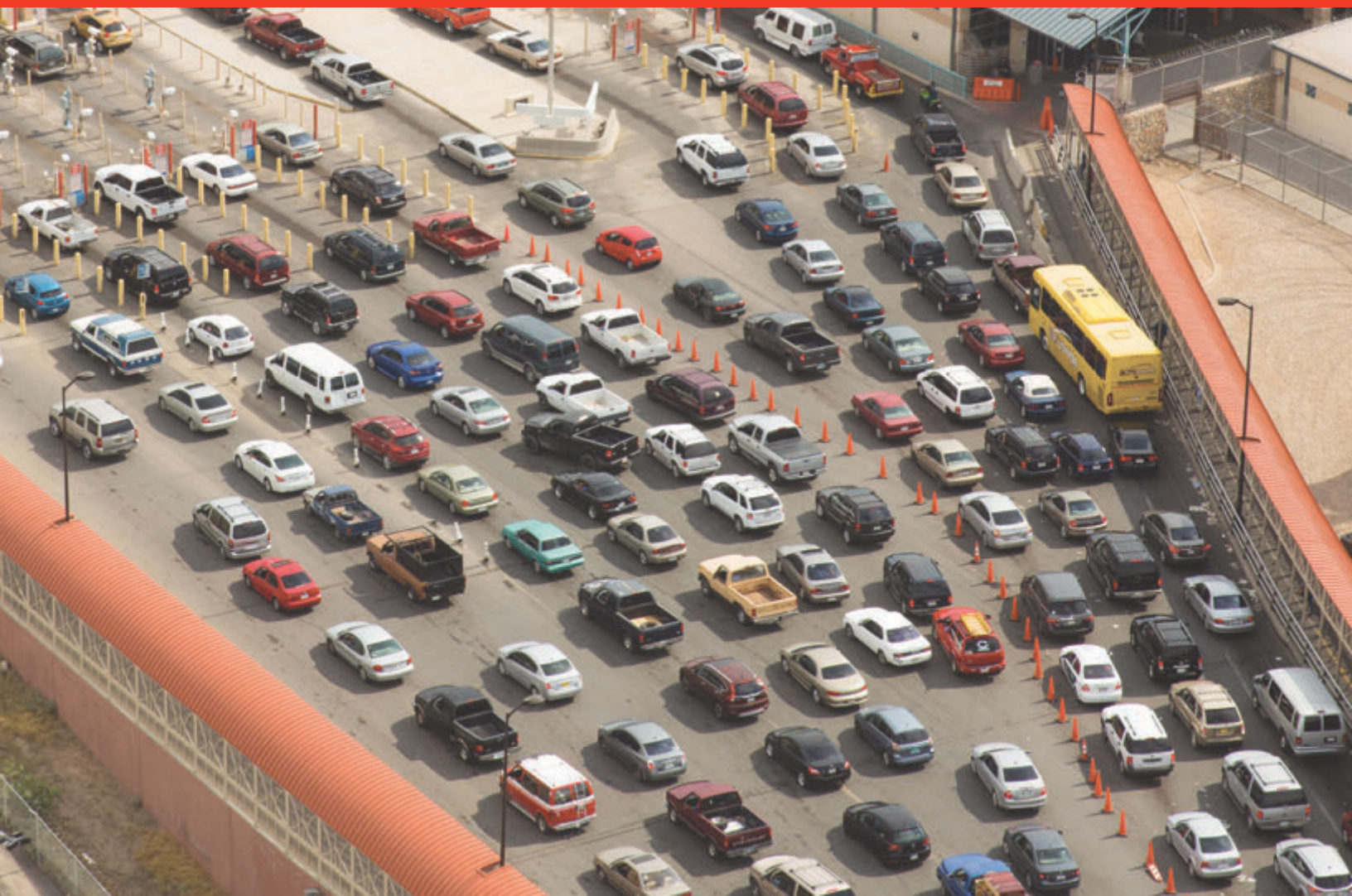
These goals and performance measures are designed to function in support of State and National goals and performance measures, which are:

TABLE 2-3:NATIONAL GOALS AND METRICS

NATIONAL GOAL	MEASURE(S)
Safety	5-Year Rolling Crash Rates Total, Fatality, Serious Injury
Infrastructure Condition	Pavement Condition Bridges & Pavement On-system & Off-system (NHS)
Congestion Reduction	Peak Hour Excessive Delay Per Capita % Non-SOV Travel
System Reliability	% Person Miles Traveled on Network that are reliable
Freight Movement & Economic Vitality	Truck Travel Time Reliability Index (TTTRI)
*Environmental Sustainability	% Change in CO2 Emissions on NHS Compared to Calendar year 2017

3

REGIONAL TRANSPORTATION NEEDS



3. REGIONAL TRANSPORTATION NEEDS

The study team performed a multimodal needs assessment for Destino 2045 to ensure that the investments recommended by the plan address the needs of the region. The needs that drive the recommendations were analyzed for existing conditions (typically 2015) and, where possible, for the conditions that are likely to exist in 2045 if no new public investment in transportation is made beyond projects that are already under construction or about to be released for construction bids. Consistent with the vision statement, goals, and objectives of Destino 2045, needs were considered for transportation in the following categories:

- Roadway
- Safety
- Transit
- Active Transportation (Pedestrian and Bicycle Travel)
- Ports of Entry
- Freight
- Maintenance & Operations
- Interregional Passenger Travel

METHODOLOGY AND DATA SOURCES

A major component of identifying future transportation needs is understanding future population and employment growth trends for the region. It is important to reiterate that land use and growth patterns directly impact how people travel. In places where development is spread out and land use is separated, people are likely to take more long-distance trips in a personal vehicle throughout the day. On the other hand, in more dense, mixed-use environments, people can take short trips and utilize other modes of transportation such as transit and walking. These considerations of the potential growth trends have direct impact on both the performance of the transportation system as well as how travelers interact with the system.

The study team performed an evaluation of the existing transportation system performance using a variety of information on existing conditions and historic trends. This included information on the location and characteristics of regional population and employment as well as other significant land uses that either generate or attract trips. Information on existing travel patterns (by mode) was assembled from a combination of observations of roadway volumes and speed, transit boardings and alightings, and other specialized counts, but was also supplemented where necessary with output from the Destino 2045 Travel Demand Model (TDM). Information on the characteristics of existing transportation facilities and services was derived from available inventories and databases for the modes analyzed. The evaluation of the future (2045) condition with only existing and programmed transportation improvements primarily relied on the Destino 2045 Travel Demand Model for the 2045 forecast year, though not all performance measures in the seven goal areas could be estimated using model data. The analysis of needs for the existing condition and for 2045 was supplemented where necessary and/or appropriate with public or stakeholder input derived from outreach events or surveys of potential transportation system users.

Table 3-1 summarizes the results of the analysis for the existing and 2045 performance measures. Note that some measures could only be calculated for the existing conditions depending on the TDM's calculation ability.

TABLE 3-1: SUMMARY OF SYSTEM PERFORMANCE - CURRENT AND 2045 NO-BUILD

GOALS	EXISTING SYSTEM PERFORMANCE MEASURES	CURRENT	2045 NO BUILD	CHANGE	% CHANGE
Safety	Crashes Per 100 Million Vehicle Miles Traveled	489	-	-	-
	Total Crashes Resulting in Fatality or Incapacitating Injury	59	-	-	-
	Total Crashes Involving Cyclists and Pedestrians	322	-	-	-
Maintenance & Operations	Number of Deficient Bridges	6	-	-	-
	Lane Miles of Deficient Pavement	86	-	-	-
Mobility	Travel Time Index (Actual Travel Time Divided by Non-Congested Travel Time)	1.14	1.21	+ 0.07	+ 6%
	Annual Hours of Delay (millions)	14.74M	31.3M	+ 16.5M	+ 112%
	Commute Times from Environmental Justice Zones (Minutes)	20.17	22.67	+ 2.5	+ 12%
Accessibility & Travel Choice	Percent of Population Within 1/2 Mile of High Quality Transit	4.0%	14.8%	-	+ 11%
	Percent of Employment Within 1/2 Mile of High Quality Transit	14.0%	31.0%	-	+ 17%
	Percent Non-Single Occupant Vehicle Travel (Commute Trips)	10.1%	11.3%	-	+ 12%
	Average Trip Costs (Dollars Per Trip)	$2.14	$2.21	+ $0.07	+ 3%
Sustainability	Estimated Max Daily Co Emissions (Tons/Day)	8.16	2.12	- 5.76	- 73%
	Estimated Max Daily Pm10 Emissions (Tons/Day)	8.39	9.63	+ 1.50	+ 15%
	Daily Vehicle Miles Traveled (VMT)	16.0M	22.8M	+ 7.2M	+ 43%
	Daily VMT Per Capita (Regional)	18.3	16.6	- 1.18	- 9%
Economic Vitality	Annual Hours of Delay Along Major Freight Corridors	6.7M	23.5M	+ 16.8M	+ 249%
	Average Commercial Vehicle Wait Time at POEs (Minutes)	45	-	-	-

ROADWAY

The roadway network is the backbone of the region's transportation system. While Destino 2045 strives to establish a multi-modal transportation system, the roadway network is still a focal point as it supports most of travel in the region on a day-to-day basis. An efficient roadway system can provide better mobility, which leads to better accessibility to goods and services and improved quality of life.

The roadway evaluation primarily employs the Destino 2045 El Paso TDM, which was developed for the El Paso MPO region as a part of this MTP update process. For the needs assessment, the TDM was executed for 2012 and 2045, providing a base year to compare to conditions assuming growth continues as expected but no further transportation improvements are made.

REGIONAL TRENDS

Destino 2045 uses the following performance measures to analyze and project travel trends for the region:

- Vehicle Miles Traveled (VMT) - roadway miles traveled by all vehicles on the system for a specified time period
- Vehicle Hours of Delay - additional hours spent in traffic due to congestion on the roadway network
- Volume Capacity (V/C) Ratio - ratio of traffic flow to maximum allowable traffic flow on a road segment
- Speed Index - ratio of peak hour speed and free-flow speed for a given roadway segment

All four measures utilized TDM outputs to anticipate change through 2045. Congestion measures (V/C and Speed Index) were ranked from 1 (minimal) to 5 (extreme) to display current and future congestion levels within the regional system and were combined to create a "Congestion Index" score for each link in the network.

Figure 3-1 shows estimated average daily VMT growth between 1990 and 2045. Total daily VMT is estimated to reach roughly 23 million miles by 2045, with arterial network daily VMT surpassing freeway daily VMT by roughly 2-million miles. On a per capita basis, however, daily VMT per person is not expected to change much between 2014 and 2045.

FIGURE 3-1: ESTIMATED AVERAGE DAILY VMT GROWTH 1990-2045

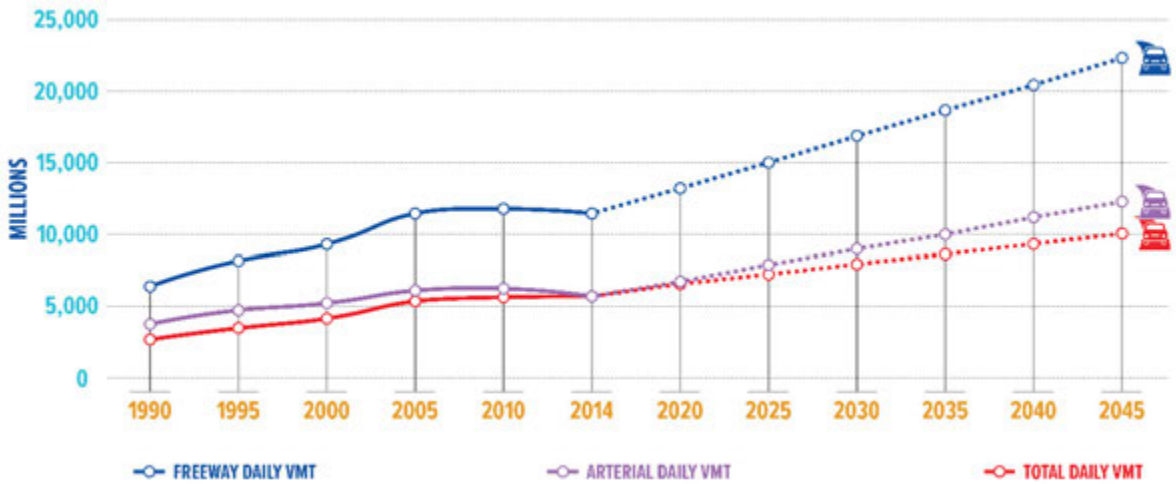


FIGURE 3-2: FORCASTED INCREASE IN DELAY 1990-2045

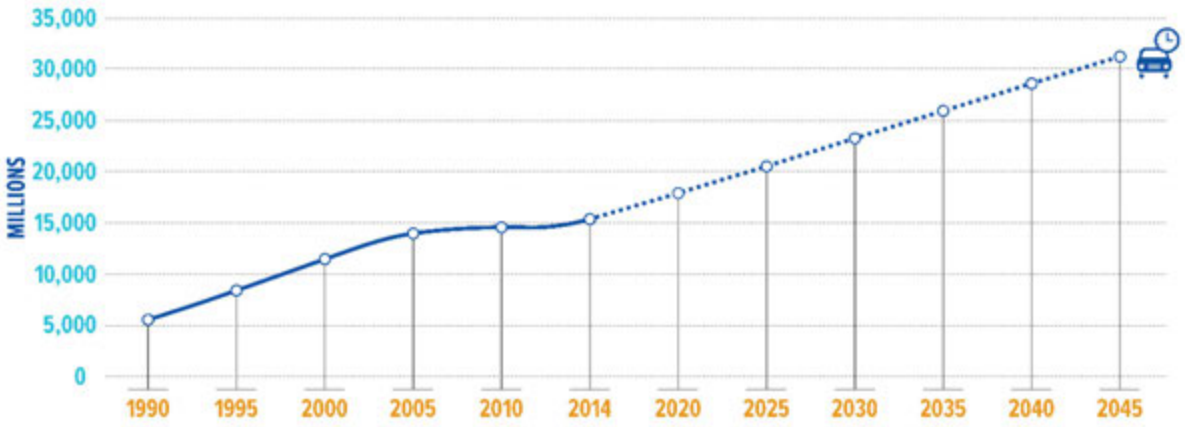


Figure 3-2 above reflects the forecasted increase in delay by 2045, highlighting that congestion is anticipated to be much worse by the horizon year 2045. In fact, the forecast estimates that travelers in the region will experience over 31 million annual vehicle hours of delay by 2045—a 115% increase from 2014.

CONGESTION TRENDS

The 2012 roadway network shows congestion primarily occurring on major highways and regional connectors (Figure 3-3). IH 10 displays medium to heavy congestion along most of the network from Socorro to Vinton. Loop 375 shows medium to heavy congestion along the United States-Mexico border and in portions cutting through Fort Bliss. Other noteworthy roadways displaying medium to heavy congestion are also displayed in Figure 3-3.

2045 TDM outputs show anticipated roadway performance if no additional transportation improvements were made beyond the existing and committed network. In general, these outputs indicate a significant increase in the amount of moderate to severe congestion throughout the network.

In general, forecasted increases in congestion along the network are particularly prevalent along major highways but also in the Mission Valley region near Socorro and in Central-East El Paso (just south of US 62 and West of Loop 375). The most notable changes in level of congestion in 2045 occur along the IH 10 corridor and Loop 375. Figure 3-4 shows the congestion index calculated from the El Paso TDM using the existing and committed network and 2045 demographics, as well as high population and employment growth areas.

CONGESTION HOTSPOTS

The segments along the roadway network with the highest amount of delay, highest peak period V/C ratio, most VMT, and lowest speed index in 2045 were identified as potential congestion hotspots. This list was further refined through feedback gathered at the public visioning workshops and corresponding online survey. Figure 3-5 shows anticipated 2045 congestion hotspots.

FIGURE 3-3: CONGESTION INDEX 2012

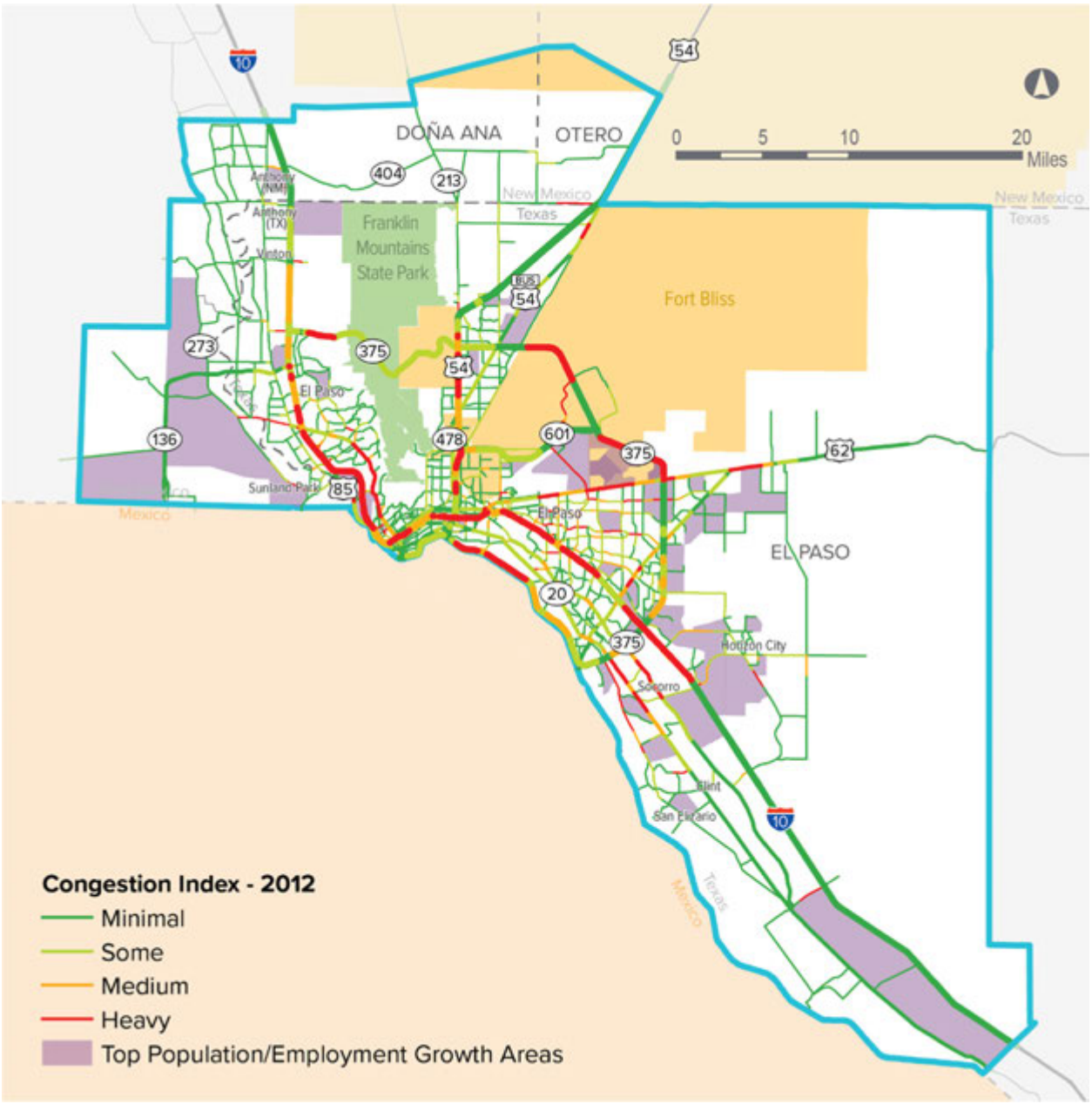


FIGURE 3-4: CONGESTION INDEX 2045

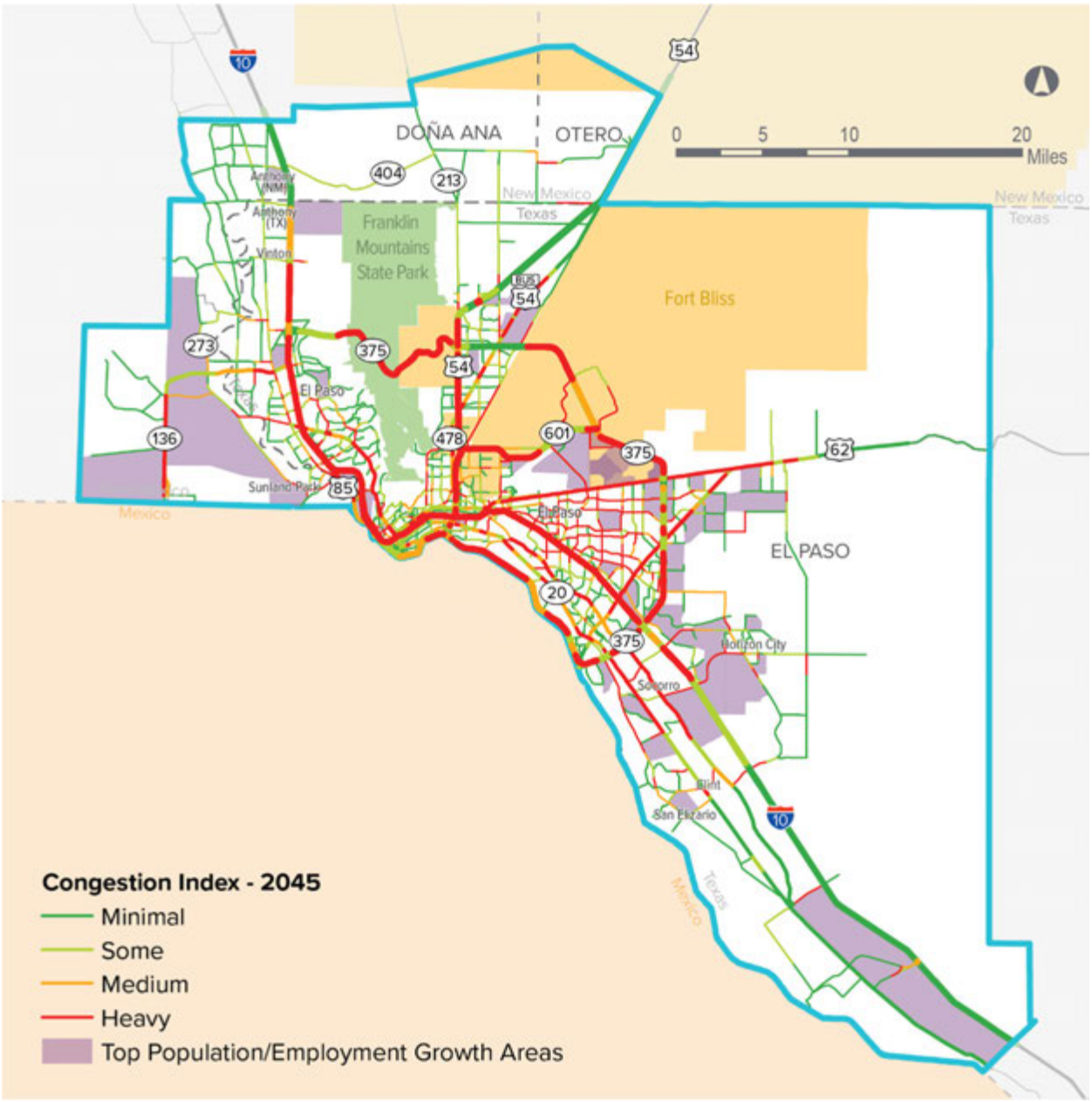
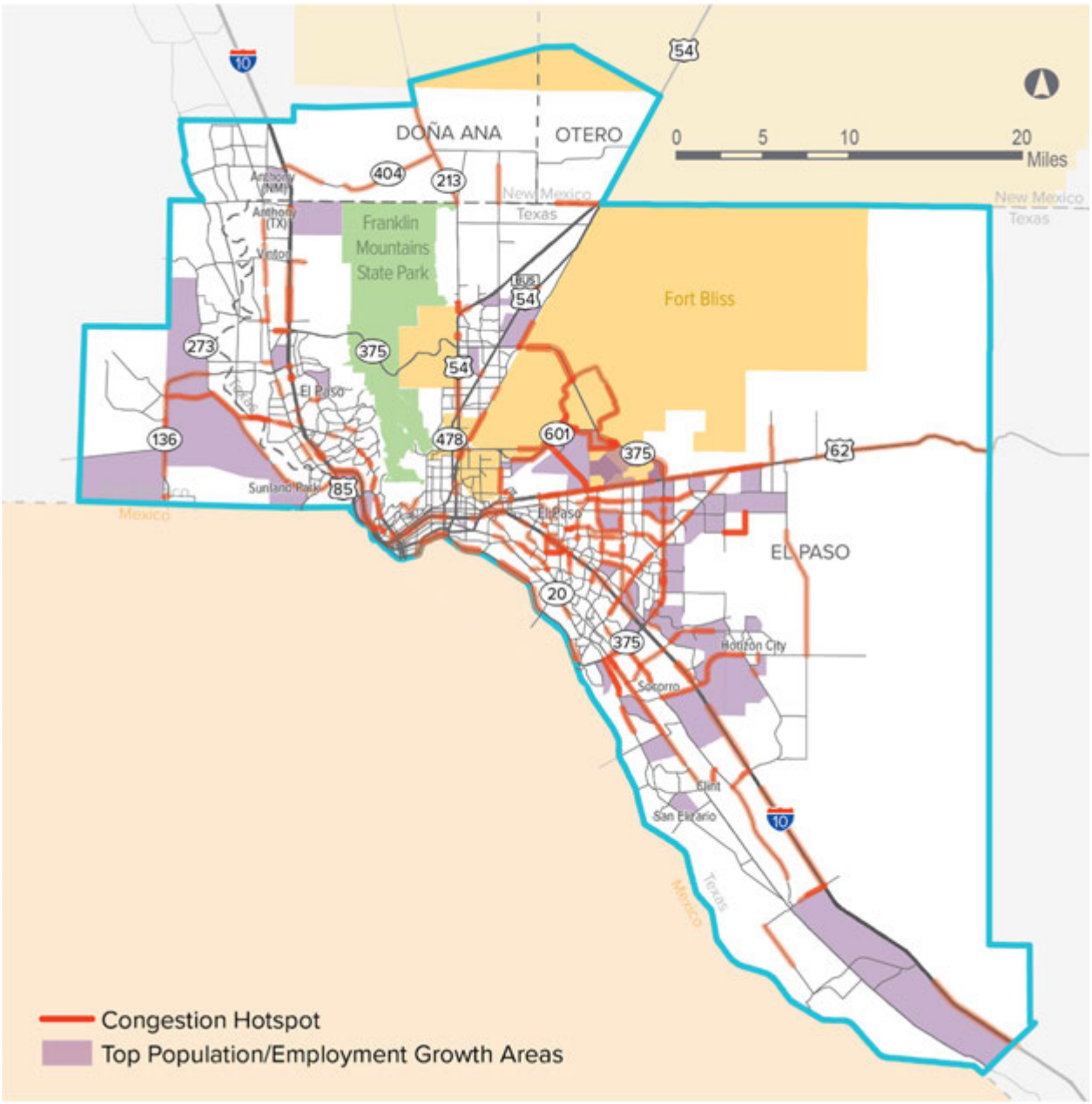


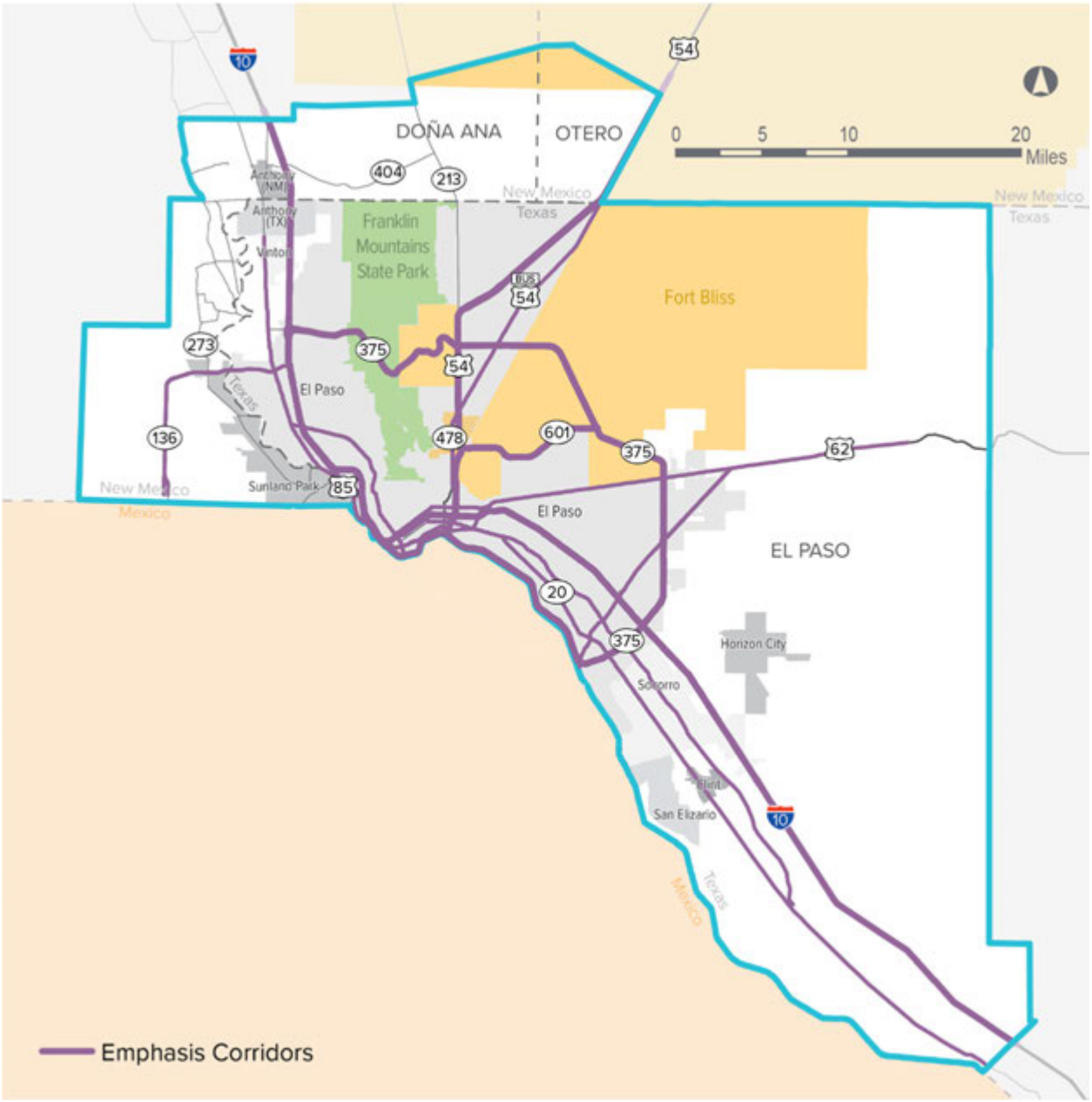
FIGURE 3-5: CONGESTION HOTSPOTS 2045



EMPHASIS CORRIDORS

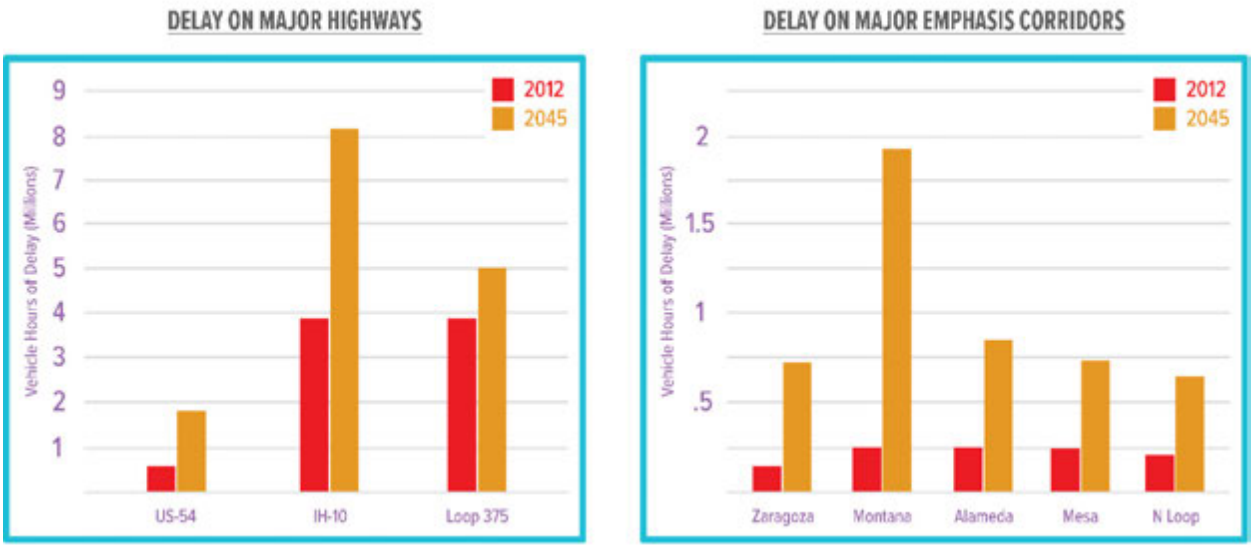
Much of the growth in the El Paso region has followed the paths of the major transportation corridors that connect the region to the rest of the world. These "emphasis corridors" carry the clear majority of the region's automobile travelers, freight traffic, and transit users and form the backbone of the region's multimodal transportation system. Some of these roads are major regional connectors (Montana Ave.) and others provide access to the region's ports of entry (Zaragoza Rd. and Pete Domenici Memorial Highway). The emphasis corridors are mapped in Figure 3-6.

FIGURE 3-6: EMPHASIS CORRIDORS



In addition to analyzing regional trends, the roadway needs assessment also considered each emphasis corridor individually. Figure 3-7 compares expected change in vehicle delay on the emphasis corridors between 2012 and 2045 if no further transportation investments are made.

FIGURE 3-7: DELAY ON MAJOR EMPHASIS CORRIDORS (2012-2045)



SAFETY

Safety is one of the top priorities members of the public identified for the transportation system through the Destino 2045 visioning workshops. The safety analysis for Destino 2045 primarily consists of technical analysis focused on vehicular crash characteristics and trends over the latest five-year period for which data was available (2011 to 2015).

The primary takeaways from the Destino 2045 safety analysis for the El Paso MPO region include:

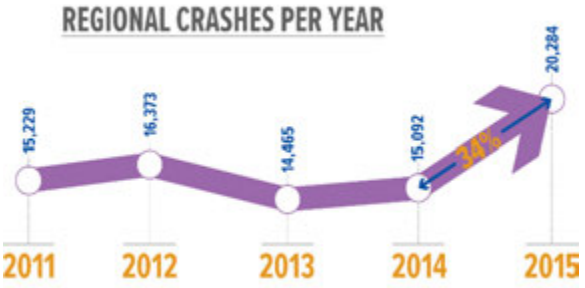
- Crash trends between 2011 and 2015 indicate a fluctuating rise in total number of crashes, with a sharp increase in 2015.
- Most crashes in the region result in no injury or a non-incapacitating injury. However, when compared to the rest of the state, crashes occurring in the MPO study area are more likely to result in fatality.
- The region experiences nearly three times as many reported crashes involving pedestrians than crashes involving cyclists.
- IH 10 appears the most frequently on hotspot lists with high crash concentrations for both intersections and roadway segments.

Few MPOs – including the El Paso MPO – possess the technical tools necessary to predict crashes along the transportation system in 2045, so the safety needs assessment does not include an assumption of where crashes are more likely to occur on the future transportation network. However, the analysis of observed crash hotspots and overall safety trends will help the MPO prioritize projects in Destino 2045 that include safety enhancements and are located near high-crash locations. This information will also help the MPO's planning partners identify factors that contribute to crash prevalence and severity (including speed, lack of pedestrian and bicycle facilities, and geometric design issues) that can be used to inform future planning efforts and project identification not included within the scope of the Destino 2045 MTP.

REGIONAL CRASH TRENDS

Between 2011 and 2015, a total of 81,443 crashes occurred in the Destino 2045 study area. The biggest increase in crashes occurred most recently in 2015. In fact, the region experienced a 34% increase in crashes between 2014 and 2015, pushing the annual crash total over 20,000. Figure 3-8 shows the annual number of crashes in the regions between 2011 and 2015.

FIGURE 3-8: REGIONAL CRASH TRENDS 2011-2015



The crash rate is an important metric as it represents the amount of crashes relative to how much travel is occurring in the region. When considering roadway usage (i.e. VMT), crash rate trends over the period remain similar—minor fluctuations between 2011 and 2014 and a more significant increase in 2015. Since there is relatively little change in VMT between years, the trends reveal that crashes do not necessarily correlate directly with the amount of travel (i.e. VMT), which also speaks to the unpredictability of crashes from year to year.

CRASHES BY SEVERITY

Destino 2045 classifies crashes into four crash result categories: no injury, non-incapacitating injury, incapacitating (serious) injury, and fatality. Crash data shows that nearly 28% of crashes in the region result in injury, and about 1 out of every 237 crashes results in a fatality.

Though the region experienced the highest total number of crashes in 2015 (20,284) compared to the other four years in the period, this year also had the highest number of crashes resulting in no injury (15,125) and the lowest number of crashes resulting in fatality (59). However, comparing the likelihood of a crash-related fatality between the MPO region and the state of Texas for 2015, the estimated number of fatalities per 100 million VMT is 1.52 and 1.39 comparatively, indicating that crashes in the region typically have more severe consequences compared to the rest of the State.

A total of 1,536 crashes during the five-year period involved pedestrians or cyclists, which is 1.89% of the total number of crashes for the region. Table 3-2 shows the total and percentage of crashes involving pedestrians or cyclists. Looking at crash severity, 5% of crashes involving a pedestrian or cyclist resulted in a fatality, while less than 0.5% of crashes involving vehicles resulted in fatalities, which underscores the disproportionate safety threats facing cyclists and pedestrians on the transportation system. Figure 3-9 shows the location of crashes involving cyclists and pedestrians throughout the region between 2011 and 2015.

TABLE 3-2: REGIONAL CRASHES INVOLVING PEDESTRIANS OR BICYCLISTS; 2011-2015

CRASH TYPE	CRASHES	PERCENT OF TOTAL 5-YEAR CRASHES
Involving Pedestrians	1,142	1.40%
Involving Cyclists	394	0.48%
Involving either pedestrians or cyclists	1,536	1.89%
All Crashes	81,443	100%

CRASH HOTSPOTS

Destino 2045 identified crash hotspots within the region through spatial analysis of intersections and roadway segments that experience the highest number of crashes. All crash types have been considered in this analysis. Figure 3-10 shows crash hotspots identified through geolocation of the collected crash data.

FIGURE 3-9: REGIONAL CRASHES INVOLVING CYCLISTS AND PEDESTRIANS; 2011-2015

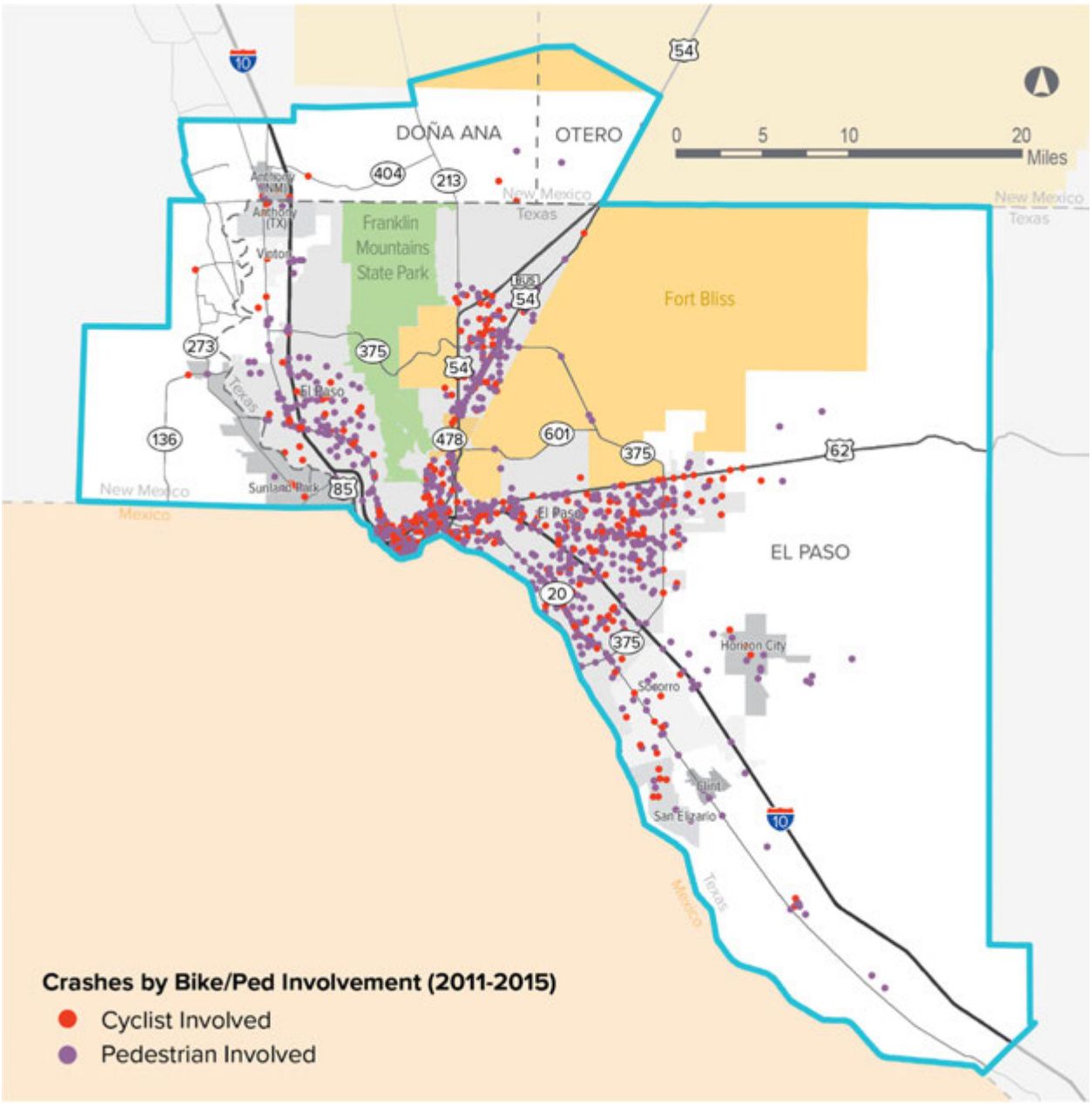
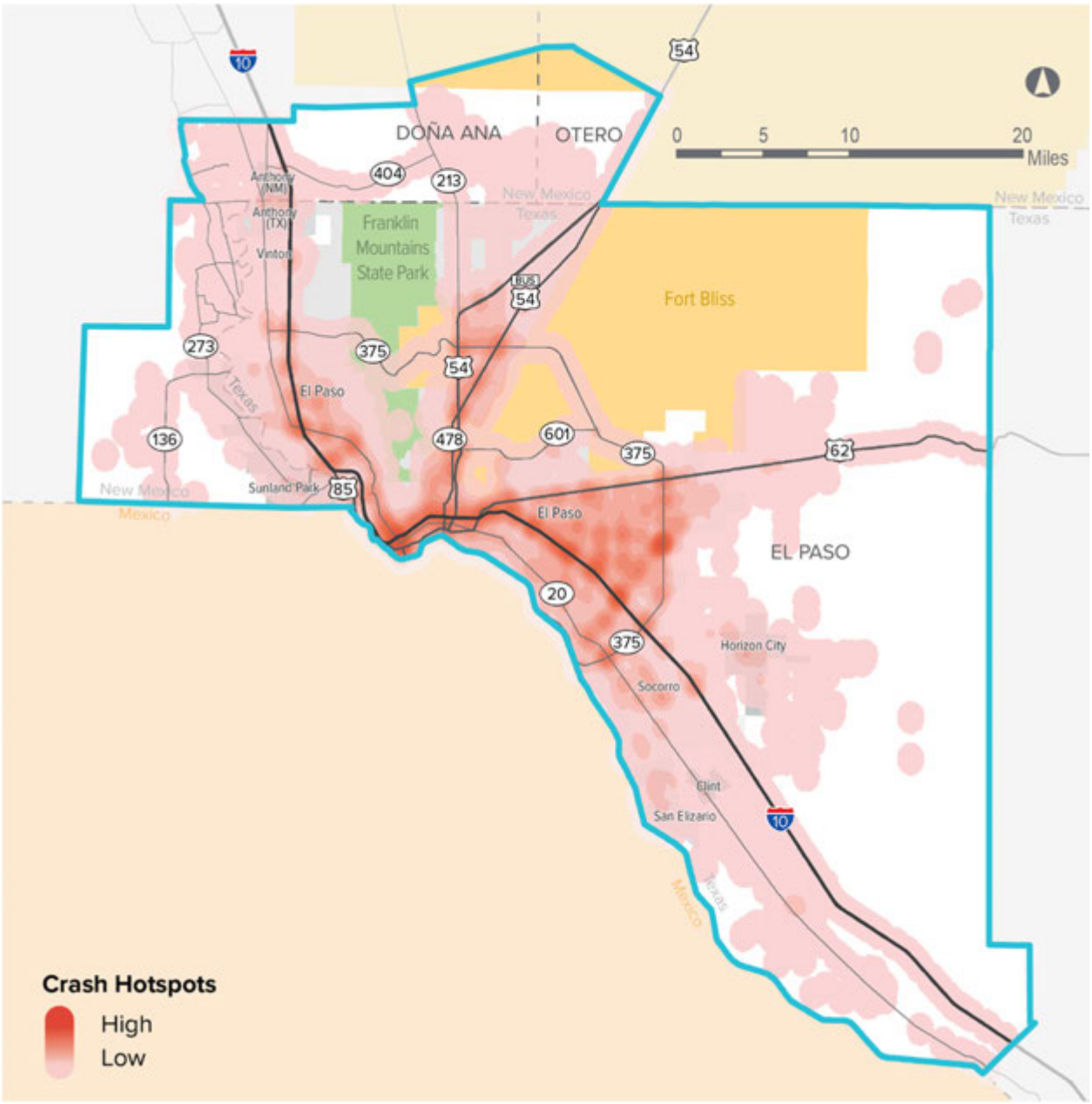


FIGURE 3-10: REGIONAL CRASH HOTSPOTS; 2011-2015



Destino 2045 employed the TDM network and intersection points along the network to conduct proximity analysis that associated intersection crashes to the nearest intersection. Table 3-3 shows the intersections that experienced the most crashes between 2011 and 2015. Seven of the top ten intersections with the highest total crashes are located along IH 10/Gateway Boulevard. Two of the top ten intersections are located on Loop 375, and one is located on US 54/Patriot Freeway. The intersection of IH 10/Gateway Blvd. W. at Sumac Dr. topped the list with the highest total number of crashes (196) between 2011 and 2015.

TABLE 3-3: TOP TEN CRASH INTERSECTIONS; 2011-2015

INTERSECTION	CRASH COUNT	RANK
IH 10/Gateway Blvd. W. at Sumac Dr.	196	1
IH 10/Gateway Blvd. W. at George Dieter Dr.	179	2
IH 10/Gateway Blvd. W. at McRae Blvd.	139	3
IH 10/Gateway Blvd. E. at Hawkins Blvd.	134	4
Loop 375/Woodrow Bean Transmountain Dr. W. at Dyer St.	130	5
Loop 375/Joe Battle Blvd. S. at Rojas Dr.	129	6
US 54/Patriot Frwy./Gateway Blvd. S. at Sean Haggerty Dr.	126	7
IH 10/Gateway Blvd. W. at Lee Trevino Dr.	116	8
IH 10/Gateway Blvd. W. at Geronimo Dr.	112	9
IH 10/Gateway Blvd. W. at N. Yarbrough Dr.	103	10

TRANSIT

The following section presents an analysis of the existing transit system, the transit needs of the community, and opportunities for improvement so that the El Paso MPO and its planning partners can prioritize investments in public transportation. The analysis includes an inventory of existing and planned services, an analysis of population and employment coverage of the existing and planned system, and an identification of gaps in service based on potential transit need and key destinations in the region. Ongoing public and stakeholder engagement regarding public transportation needs, supported by Geographic Information System (GIS) mapping, informed the public transportation analysis.

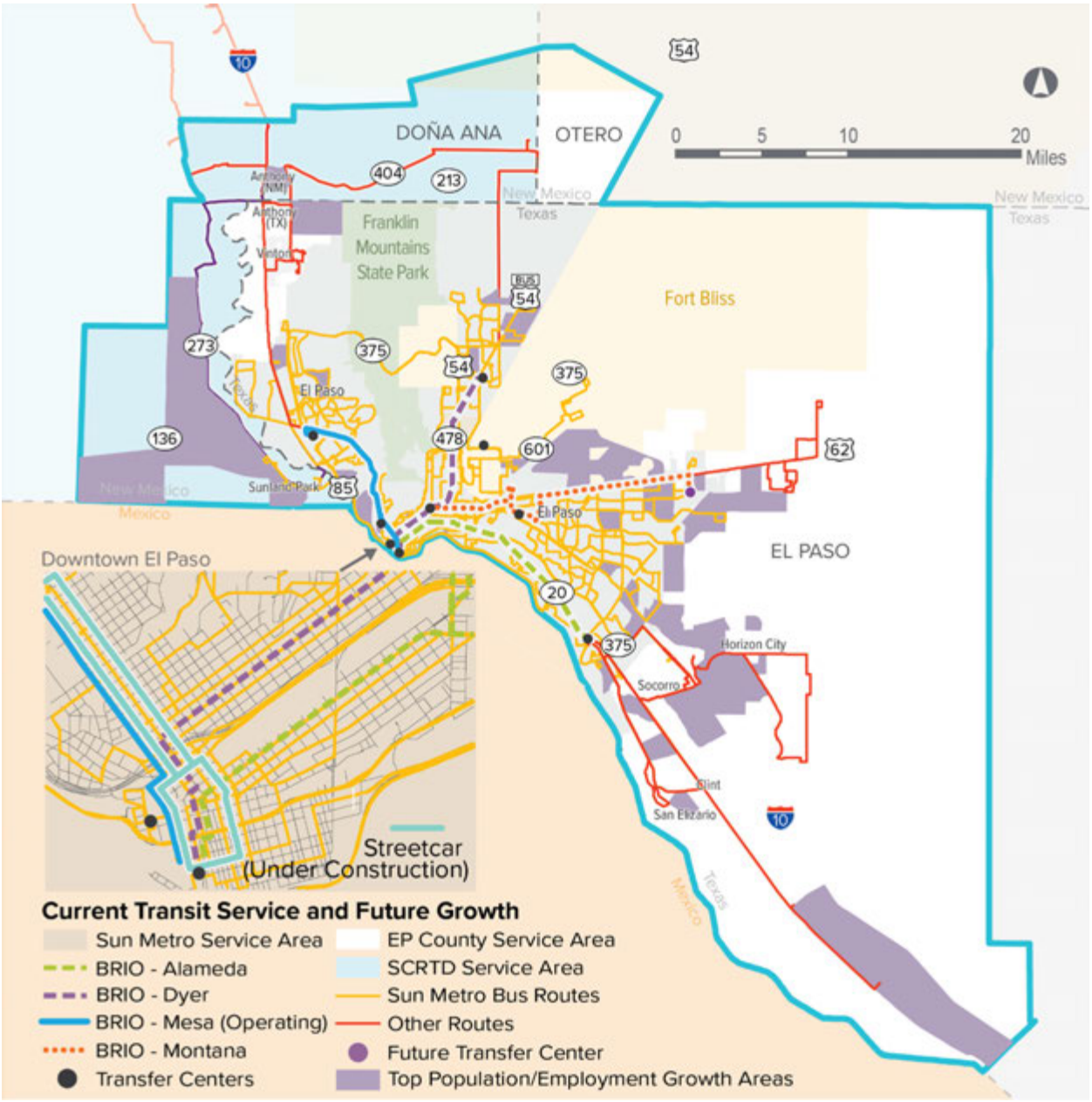
EXISTING TRANSIT SERVICE

Developing an understanding of the existing transit system and the various providers within the region helps identify the strengths of the system and how to build on them, as well as where gaps or duplication in service occur. El Paso County Transit, South Central Regional Transit District (SCRTD) and Sun Metro all provide transit services in the study region. Figure 3-11 shows current and planned transit routes in the El Paso area, as well as the service area boundaries of the various transit providers that operate throughout the region.

SUN METRO TRANSIT

Sun Metro serves more than 14 million passengers a year through a combination of 166 buses running on 64 fixed-routes and 65 LIFT vehicles. Within this service, Sun Metro also provides Bus Rapid Transit (BRT) in the Brio and LIFT, a paratransit service for ADA paratransit eligible clients which provides origin-to-destination service. Current planning efforts aim to implement a total of four Brio corridors and a streetcar system which will enhance downtown transportation connectivity.

FIGURE 3-11: CURRENT AND PLANNED TRANSIT SERVICES



EL PASO COUNTY TRANSIT

El Paso County Transit operates six rural transit routes that have listed stop locations but can also be boarded at any safe location along the route by flagging the bus.

FIGURE 3-12: EL PASO COUNTY RURAL TRANSIT ROUTES

ROUTE ID	ROUTE NAME	LIMITS
Route 10	Anthony/Canutillo	Westside Terminal-Franklin/Doniphan
Route 20	Montana Vista	Eastside Terminal-Deerfield/Greg
Route 30	Horizon	Alameda/Zaragoza-Kentwood/Agua Clara
Route 40	Fabens/Tornillo	Alameda/Zaragoza-O.T. Smith Wenchos
Route 50	Mission Trail	Mission Valley Terminal-San Elizario Presidio
Route 84	EPCC Mission del Paso	Alameda/Zaragoza-Socorro/San Antonio

SOUTH CENTRAL REGIONAL TRANSIT DISTRICT (SCRTD)

The SCRTD was created in 2006 and provides transportation between rural areas, small unincorporated communities, and municipalities throughout its service area. The SCRTD primarily operates in Doña Ana County with limited service in Sierra County and connections to Otero and El Paso Counties. Service connects with Sun Metro service via the Purple Line at the Westside Transfer Center.

TRANSIT GAP ANALYSIS

To understand how well the existing and planned transit system serves the El Paso region, Destino 2045 uses a GIS-based, data-driven analysis that compares existing transit supply to one measure of potential transit demand to identify service gaps throughout the region. This analysis can assist the MPO and its planning partners in identifying projects or future studies for inclusion in the MTP.

FIGURE 3-13: SCRTD PURPLE ROUTE

TRANSIT DEMAND

Demand for transit is primarily driven by concentrations of people and jobs throughout the region. Destino 2045 explored where concentrations of those choosing transit for commute trips are currently distributed as well as areas where additional population and employment growth is expected to be concentrated in 2045 to gain an understanding of where transit demand is currently highest and where additional services may be needed in the future.

For purposes of the gap analysis, transit demand was defined by the amount of transit dependent population (TDP) of an area, a calculation incorporating census block group data of those too old, young, or disabled to drive a personal automobile. Figure 3-14 maps the resulting TDP concentration by both the density and percentage of transit dependent population at the block group level of the El Paso MPO Region, displaying areas within the region with high transit demand.

FIGURE 3-14: POTENTIAL TRANSIT DEMAND (TRANSIT DEPENDENT POPULATION)

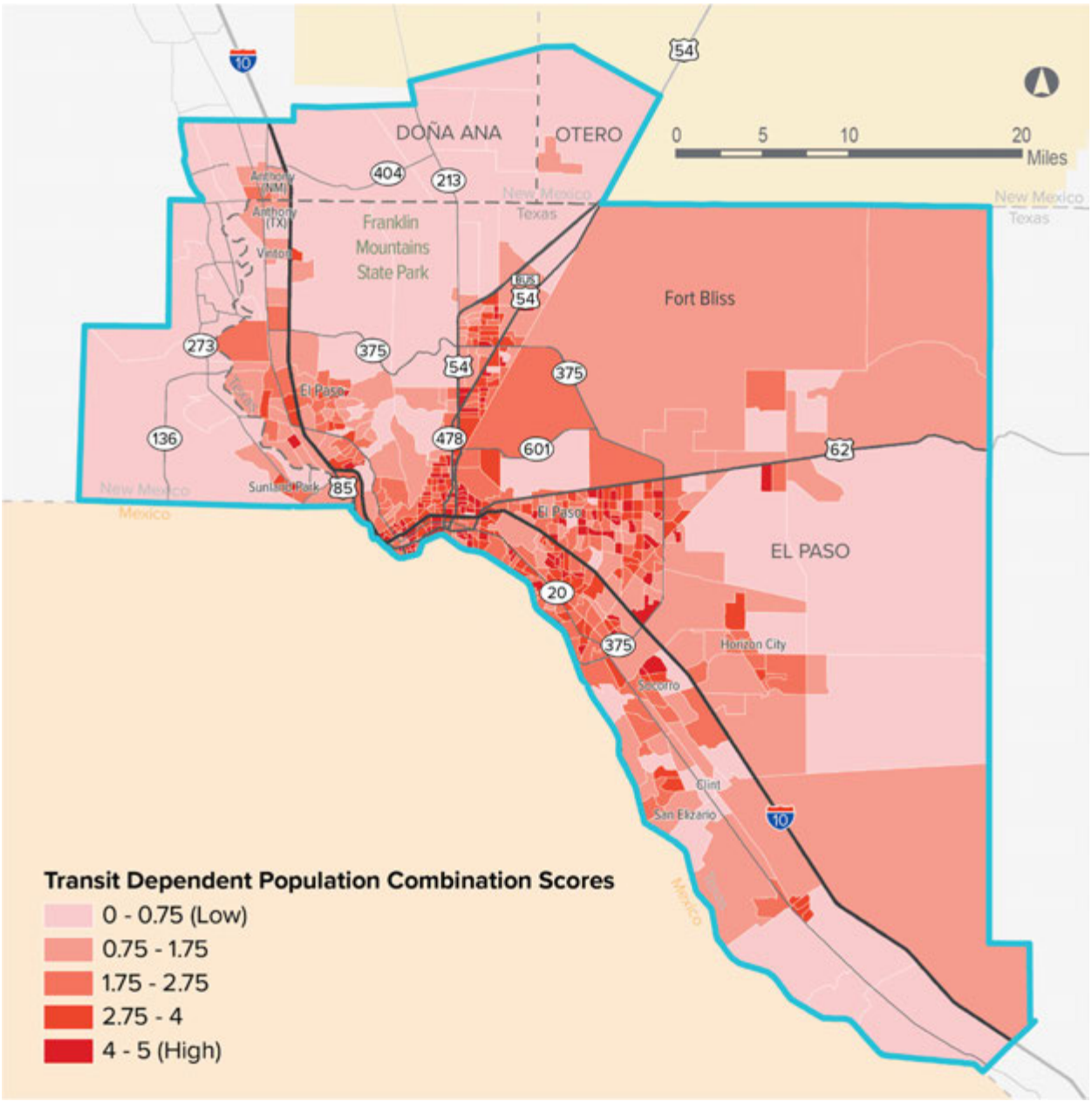
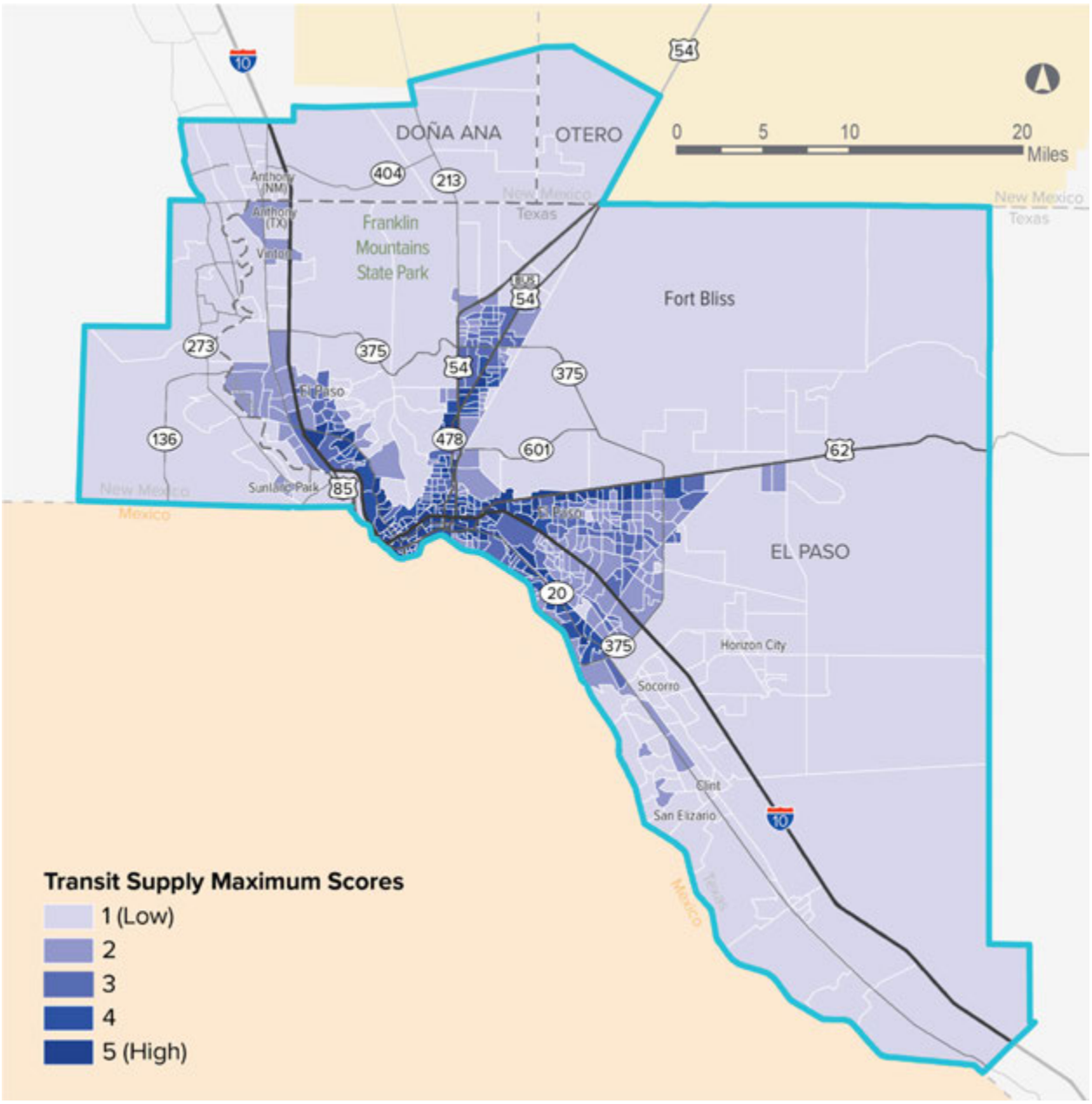


FIGURE 3-15: FIXED ROUTE TRANSIT SUPPLY MAX SCORES



TRANSIT SUPPLY

Transit supply is quantified by measuring various characteristics of the region's transit system. This includes characteristics such as frequency or how often the bus comes, hours and days of operation, and type of service such as local, commuter or Brio. Routes/services with higher quality, more overall transit service, and higher quality performance were accordingly given higher supply scores. Scores range from 1 (lowest) to 5 (highest).

Once the supply and demand analyses were complete and a comparable 1-5 score generated for both supply and demand, the "transit gap" was measured by subtracting the future network supply score from the existing demand score. This analysis highlights the areas where there is likely high demand for transit currently, but existing or planned transit service is lacking. This analysis can help influence the types of transit projects considered in the future.

El Paso has unique geographic characteristics that limit where development can and cannot occur. Current service does a fairly good job reaching riders in terms of geographic coverage, however, there are still gaps in the service area where people who might benefit from transit do not have easy access to transit or high-quality service. Figure 3-16 on the following page details the existing network's transit gaps. Table 3-4 further breaks down transit demand by attributing TDP population to transit coverage by route score. The analysis further reveals areas that could benefit from comprehensive service evaluation and realignment to better match areas ideal for transit. High priority gaps identified through stakeholder and public outreach as part of the Destino 2045 visioning process – and corroborated through this analysis – include Sunland Park, Central East El Paso, portions of the lower Mission Valley, and Tornillo.

TABLE 3-4: TRANSIT DEPENDENT POPULATION

ROUTE SCORE	TRANSIT DEPENDENT POPULATION COVERAGE	PERCENT OF TOTAL REGIONAL TDP COVERED BY SCORE
0	106,002	37%
1	493	0%
2	85,840	31%
3	69,488	25%
4	4,460	2%
5	10,116	4%
Total	276,399	100%

TRANSIT SYSTEM PERFORMANCE MEASURE

Proximity to high-quality transit is one of the primary multimodal performance measures included in Destino 2045. Table 3-5 shows the breakdown of population and employment served by future high-quality transit services. These estimates provide the baseline performance for transit access that can be used to compare alternative programs of projects to be included in the final recommendations of Destino 2045.

TABLE 3-5: POPULATION AND EMPLOYMENT IN FUTURE HIGH-QUALITY TRANSIT NETWORK

	POPULATION (2045)	EMPLOYMENT (2045)
Total Within Region	1,369,000	467,000
Total Served by any Transit	753,000	365,000
Percent Served by Any Transit	55%	78%
Total Within 1/2 Mile of High Quality Transit	202,000	145,000
Percent of Region Within ½ Mile of High Quality Transit	15%	31%

FIGURE 3-16: EXISTING + COMMITTED NETWORK TRANSIT GAP ANALYSIS

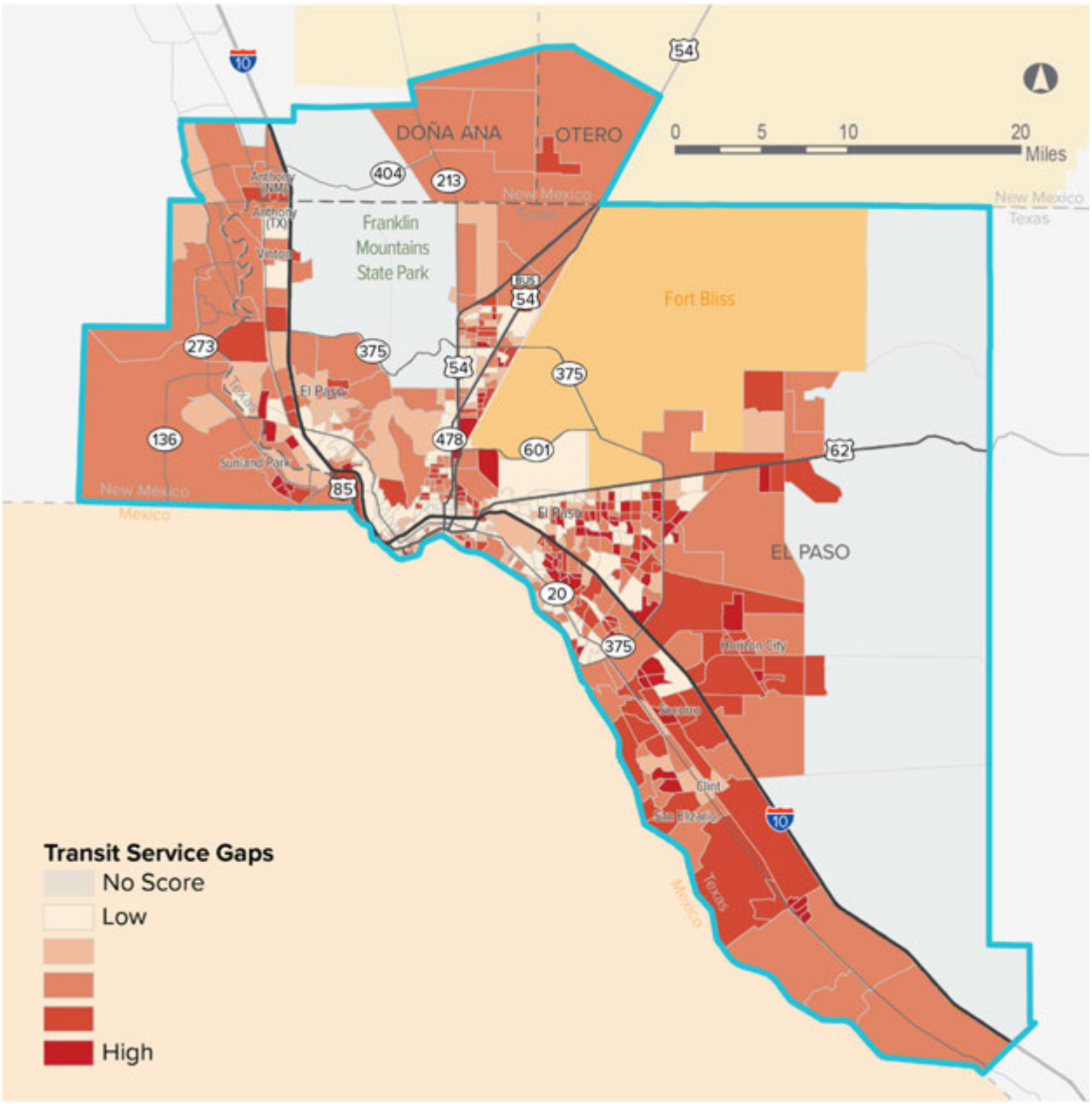
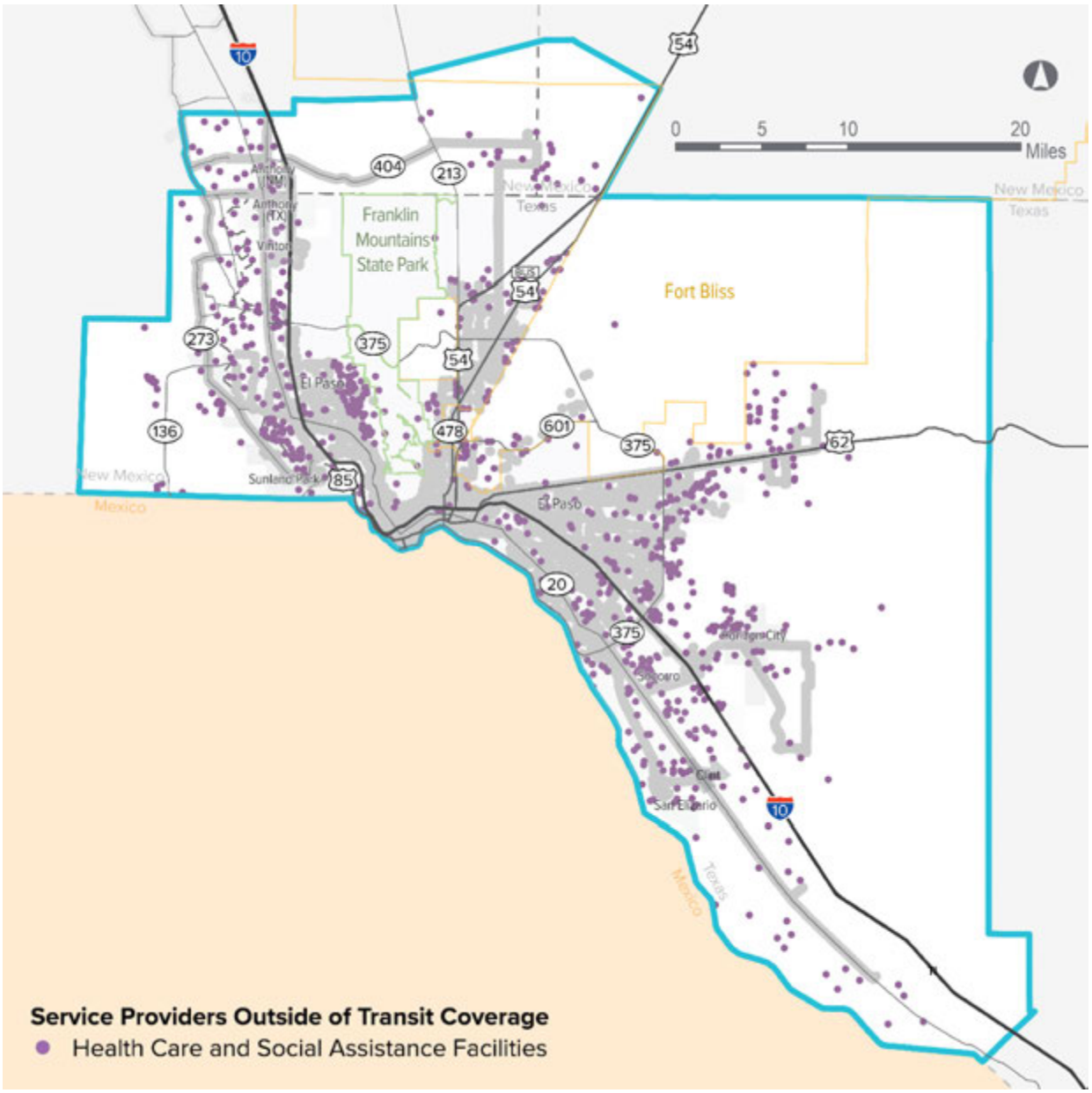


FIGURE 3-17: SERVICE PROVIDER DESTINATIONS



COORDINATED HUMAN SERVICES TRANSPORTATION GAPS

In addition to analyzing the fixed-route transit system, Destino 2045 also considered the needs of those that rely on Human Service Transportation providers throughout the region, which can (but doesn't necessarily) include the transit dependent population that reside within the Sun Metro service area. This section combines information gathered from The Far West Texas / El Paso Regional Human Services – Public Transportation Coordination Plan (HSPTCP) with feedback gathered through the Destino 2045 public visioning meetings and stakeholder outreach meetings.

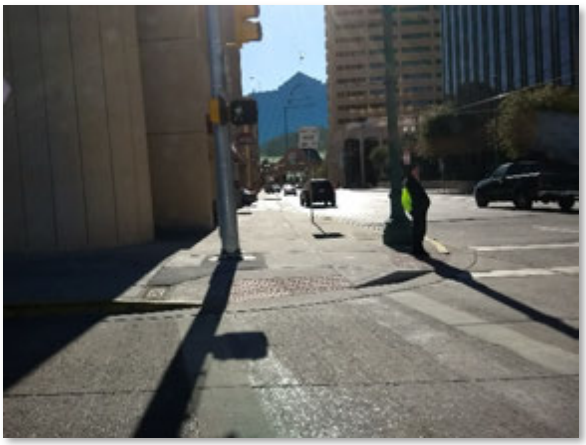
A geospatial analysis was conducted to measure if, and to what extent, rural transit and Sun Metro's transit served health care and social assistance destinations. Figure 3-17 shows the healthcare and social services providers that are located outside of the transit system coverage area.

ACTIVE TRANSPORTATION

The active transportation network primarily consists of sidewalks and bicycle infrastructure – such as bike lanes or paths – and helps to facilitate the use of non-single-occupancy vehicle (SOV) modes of transportation. Encouraging walking and cycling can help to create healthy communities as well as a stronger, more effective transit network and address the "first/last mile problem" by providing better connections between transit stops and trip origins and destinations. This section explores the existing conditions of the El Paso region's active transportation network through a comprehensive analysis of walkability and cycling accessibility. The section also identifies walking and bicycling infrastructure gaps in the region. The results of this analysis identify areas where improvements to the active transportation network can be most effective.

PEDESTRIAN ACCESSIBILITY ANALYSIS

A geospatial analysis was performed to measure the availability of pedestrian infrastructure and other walkability indicators within the El Paso MPO study area. Data on sidewalks, intersection density, parks, schools, and other walking destinations (restaurants, bars, pharmacies, grocery stores, etc.) were collected, measured, and aggregated to come up with an overall walkability score that describes the "supply" of pedestrian infrastructure throughout the region.



The individual walkability criteria were combined to produce a walkability score at the Traffic Analysis Zone (TAZ) level ranging from 1 (poor walkability) to 5 (high walkability), as shown in (Figure 3-18).

The study team used the Destino 2045 TDM to identify Traffic Analysis Zones with high concentrations of walk trips and pinpoint areas of likely walk demand. Gaps were identified by comparing low walk score TAZs to high walk demand TAZs, showing areas not adequately served by pedestrian infrastructure (Figure 3-19). These areas should be prioritized when planning for future pedestrian infrastructure projects.

BICYCLE ACCESSIBILITY ANALYSIS

The bicycle analysis was conducted in a manner similar to the walkability analysis. First, a bicycle network was created to measure the coverage of bicycle infrastructure throughout the region. The bicycle network consists of residential roads, bike lanes, roads with shoulders, and shared-use paths. A geospatial analysis was done to measure the availability of bicycle infrastructure and other indicators of bicycle accessibility throughout the MPO. Like the walkability analysis, a ratio of residential roads to the total roadway network was created. Some of the same indicators that were used in the walkability analysis – such as intersection density, parks, schools, and destinations – were also used in the bicycle analysis.

Once all factors were measured and scored, the scores were summed together to create a master bicycle accessibility score. A score of 1 illustrates low bicycle accessibility, while a score of 5 illustrates high bicycle accessibility (Figure 3-20).

The study team used the Destino 2045 TDM to identify Traffic Analysis Zones with high concentrations of bike trips and pinpoint areas of likely bike demand. Gaps were identified by comparing low bike score TAZs to high bike demand TAZs, showing areas not adequately served by bicycle infrastructure (Figure 3-21). These areas should be prioritized when planning for future bicycle infrastructure projects.

FIGURE 3-18: WALKABILITY SCORES

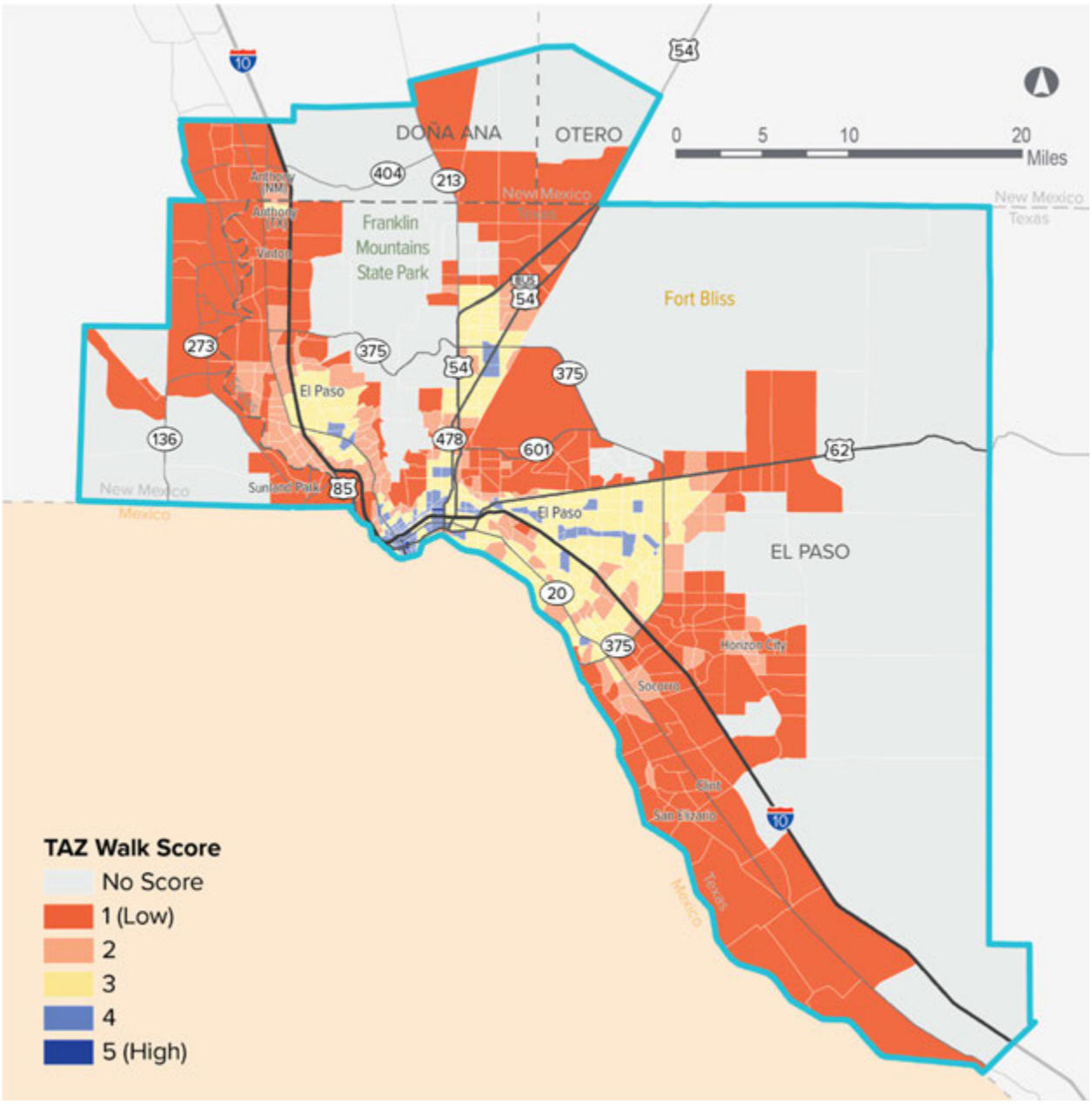


FIGURE 3-19: PEDESTRIAN GAPS

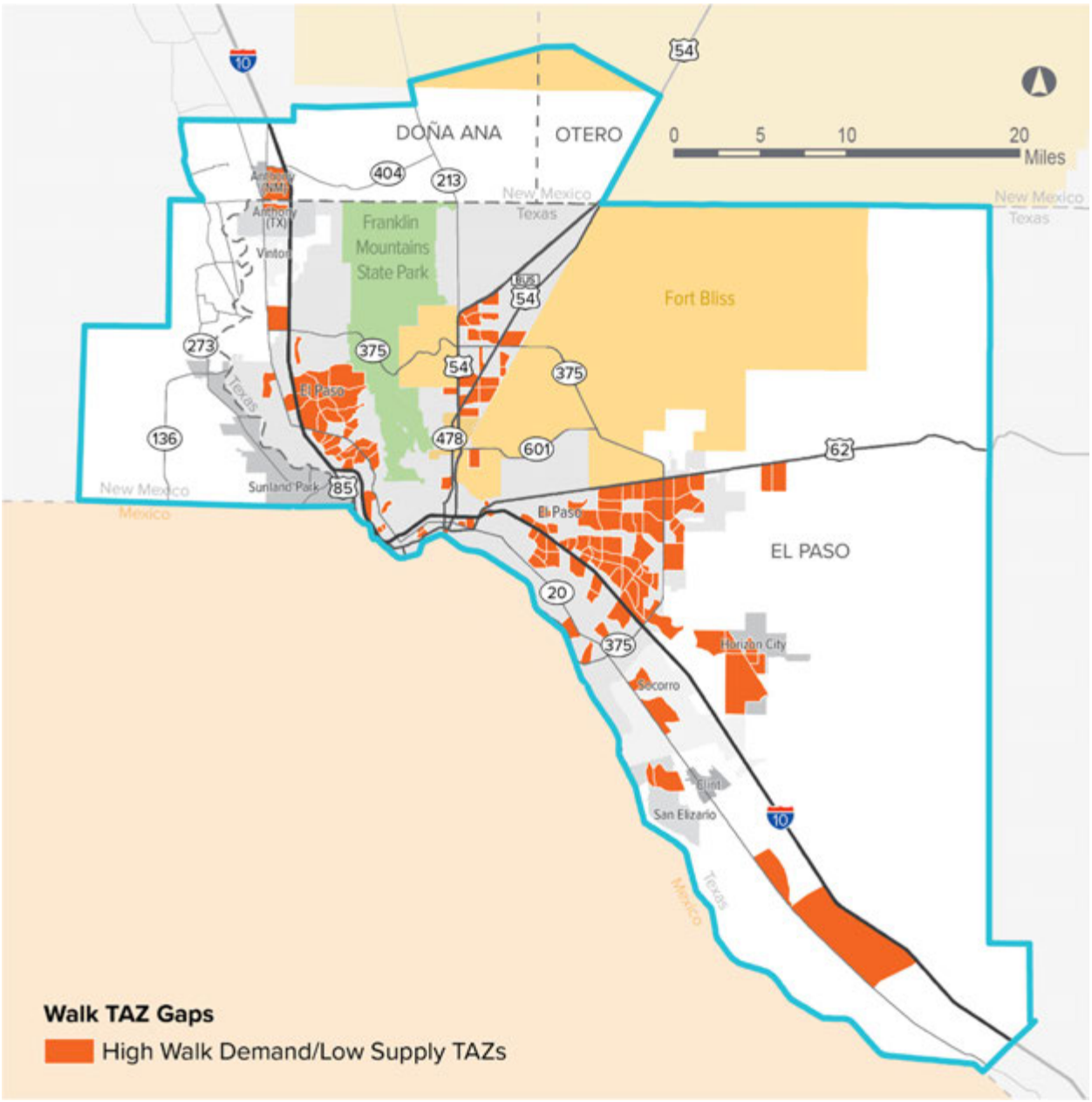


FIGURE 3-20: BICYCLE ACCESSIBILITY SCORES

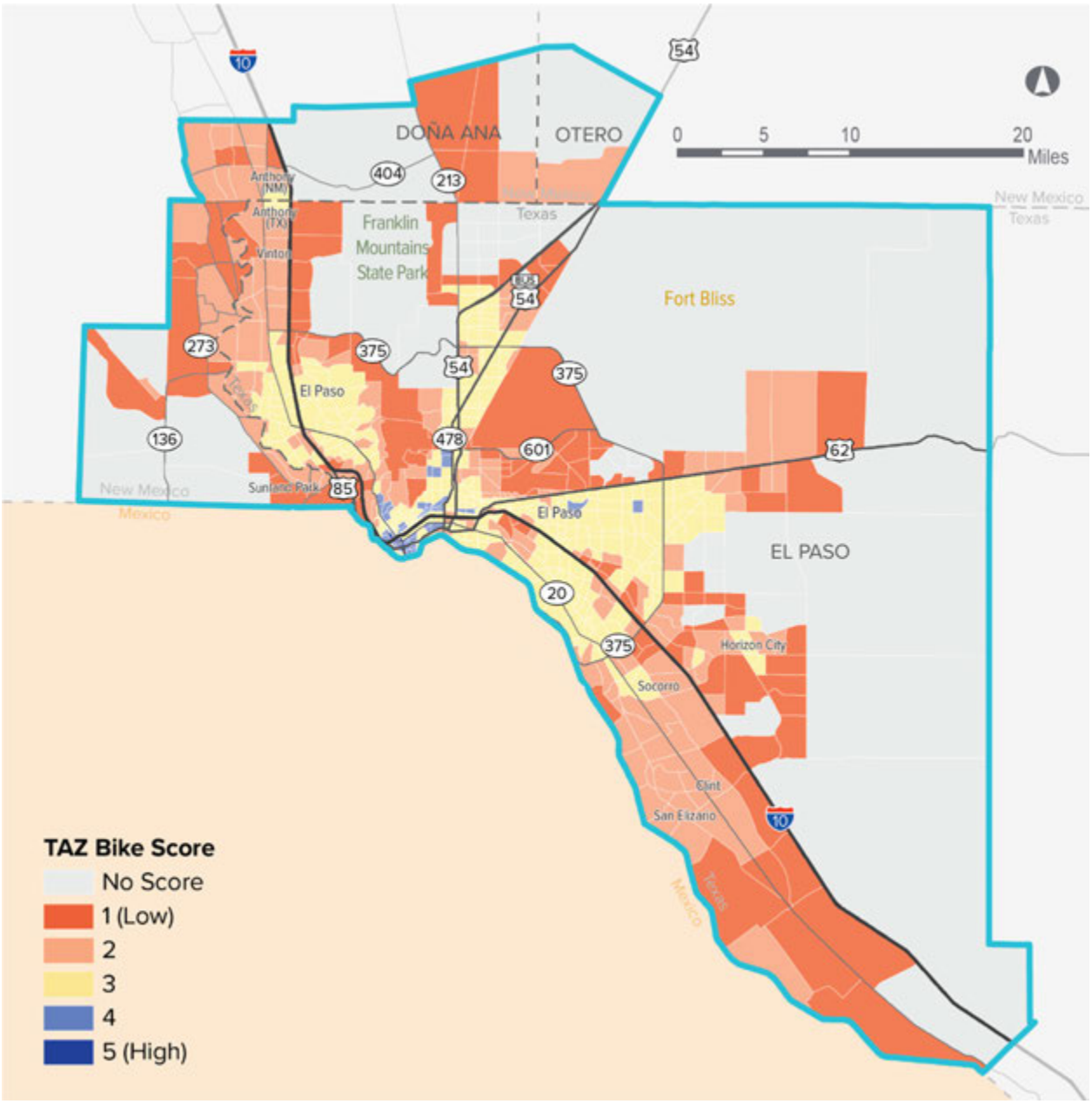
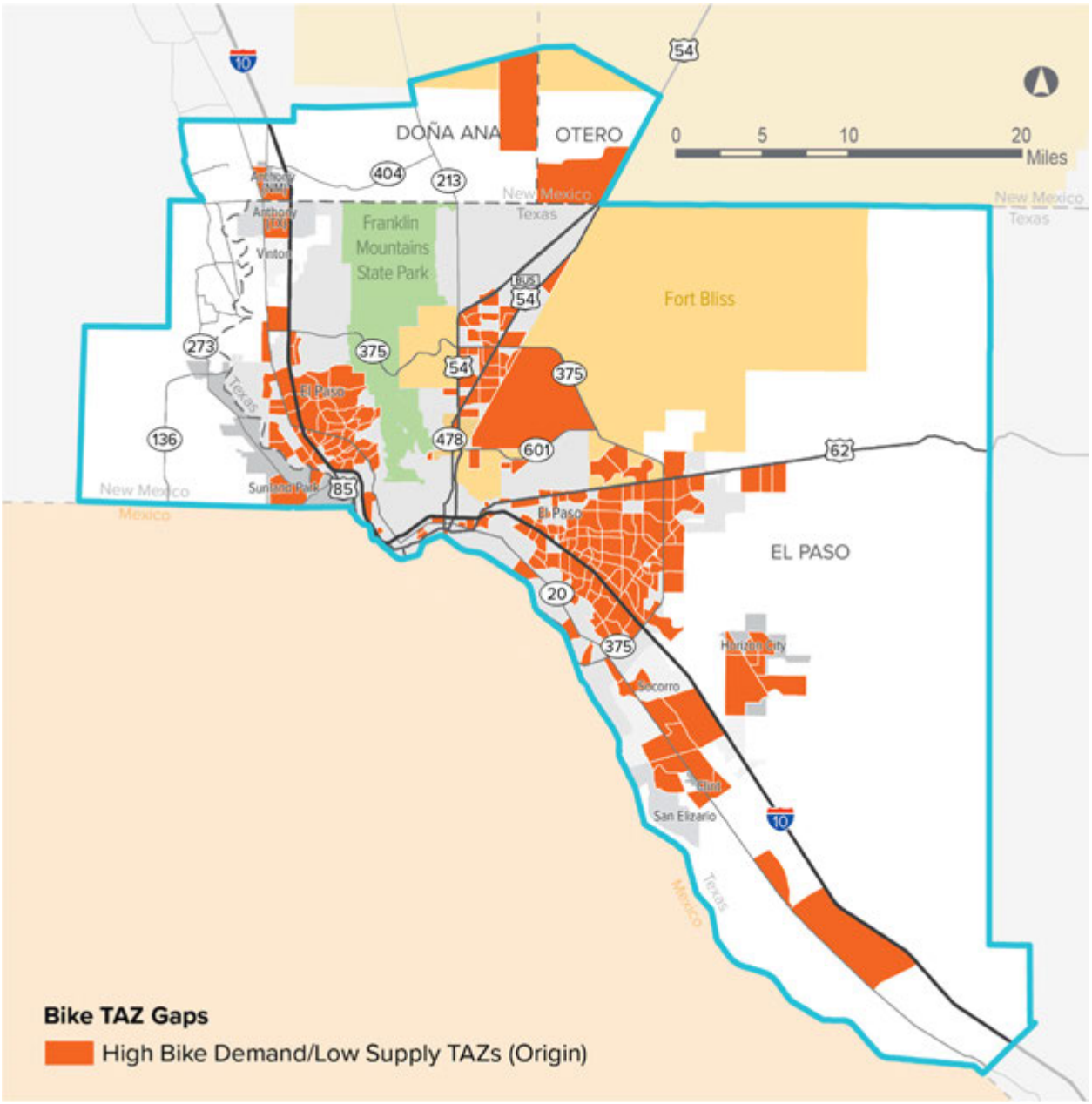


FIGURE 3-21: BICYCLE GAPS



PORTS OF ENTRY

The El Paso MPO region is one of the most significant border crossing regions in the United States. Known as the world's largest international border facility, traffic and freight flow between the Texas/New Mexico-Mexico border impacts economies at local, regional, and national scales.

Accordingly, Destino 2045 explored the performance of the region's ports of entry (POEs) and the economic implications of congestion and delays at these facilities. The region contains six POEs, listed in Table 3-6 and shown in Figure 3-22.

PORT OF ENTRY CROSSING TRENDS

Data compiled from the Bureau of Transportation Statistics, U.S. Customs and Border Protection, and the City of El Paso provides POE traffic information by mode. This information provides a general overview of how much and what type of traffic is experienced at each of the POEs. Figures 3-23, 3-24, and 3-25 show traffic at the POEs by type of traffic: passenger, commercial, or pedestrian.

The Bridge of the Americas (BOTA) POE experiences the most traffic overall, with roughly 8.5 million passenger vehicle crossings in 2016. However, in recent years, the Zaragoza POE has surpassed the BOTA POE in terms of commercial traffic and the Paso Del Norte POE has surpassed the BOTA POE in pedestrian traffic. Some of the largest increases in traffic at the POEs, from 2009 to 2016, include a 184% increase in pedestrian traffic at the Santa Teresa POE and a 98% increase in commercial traffic at the Santa Teresa POE.

WAIT TIMES

While increased trade activity at the region's POEs is typically a positive indicator for economic vitality, it also means that congestion and wait times at these facilities are likely to increase if no operational improvements are made. If delays at the region's POEs become too long, economic development facilitated by the POEs may stagnate due to decreased competitiveness in moving goods. It is crucial for the region's economic vitality that these POE facilities operate as efficiently as possible.

TABLE 3-6: EL PASO MPO REGION PORTS OF ENTRY INFORMATION

POE NAME	MODES	MAX # OF LANES	CONNECTIONS
Santa Teresa	Passenger/Commercial Vehicle; Pedestrian	Passenger: 3 Commercial: 4 Pedestrian: 2	Pete Domenici Memorial Hwy to IH 10
Paso Del Norte (PDN, Santa Fe)	Passenger Vehicle (into the United States only); Pedestrian	Passenger: 12 Pedestrian: 14	El Paso St. to W. Paisano Dr. & IH 10
Stanton Street	Passenger Vehicle; Pedestrian	Passenger: 3 (to Mexico) Passenger: 1 DCL (into US) Pedestrian: 2	Stanton St. to W. Paisano Dr. & IH 10
Bridge of the Americas (BOTA)	Passenger/Commercial Vehicle, Pedestrian	Passenger: 14 Commercial: 6 Pedestrian: 4	IH 110 to US 62 and IH 10
Ysleta-Zaragoza (Zaragoza)	Passenger/Commercial Vehicle, Pedestrian	Passenger: 5 (1 DCL) Commercial: 4 (1 FAST)	Zaragoza Rd. to Loop 375
Tornillo	Passenger Vehicle, Pedestrian	Passenger: 4 Pedestrian: 2	Tornillo Guadalupe Rd. to FM 3380 to IH 10

FIGURE 3-22: EL PASO AREA PORT OF ENTRY LOCATIONS

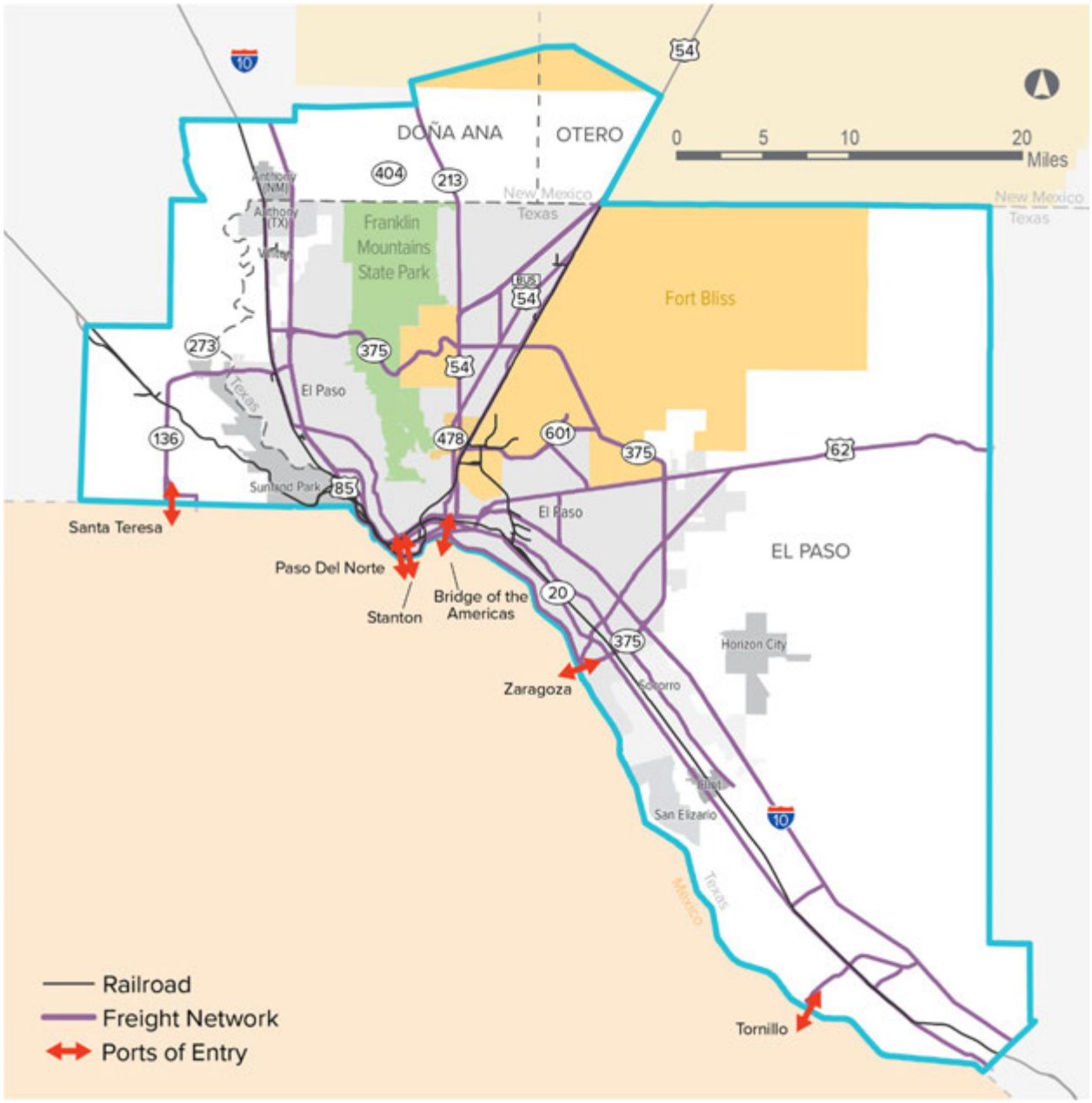


Table 3-7 provides average commercial vehicle wait times (calculated using TTI's Border Crossing Information System) at two of the major POEs in the region, Zaragoza and BOTA, between 2013 and 2016. Over the four-year period, the wait times at the Zaragoza and BOTA POEs increased by 8% and 40% respectively. If this trend continues, the movement of goods throughout the region will be hindered, potentially resulting in additional transportation costs and negative effects on the local economy.

TABLE 3-7: POE AVERAGE COMMERCIAL VEHICLE WAIT TIMES (MINUTES); 2013-2016

YEAR	ZARAGOZA	BOTA
2013	36	35
2014	42	45
2015	45	57
2016	39	49

Passenger vehicle and pedestrian wait times are also important to consider when evaluating the performance of POEs, as the POEs provide access across the United States-Mexico border which can lead to additional opportunities for those living and working in the El Paso MPO region. Although the BCIS does not provide detailed data for these wait times, review of historical wait time estimates show that passenger vehicles could expect to wait anywhere from 10 minutes to an hour at some of the region's POEs. On the other hand, pedestrian wait times were shown to typically not exceed more than a few minutes. Air quality is another important consideration when discussing wait times. As vehicles sit idle in traffic waiting to cross the border, they are releasing emissions. The longer vehicles must wait at the POEs, more emissions are being released into the atmosphere.

FIGURE 3-23: PORT OF ENTRY PASSENGER VEHICLE TRAFFIC (2009-2016)

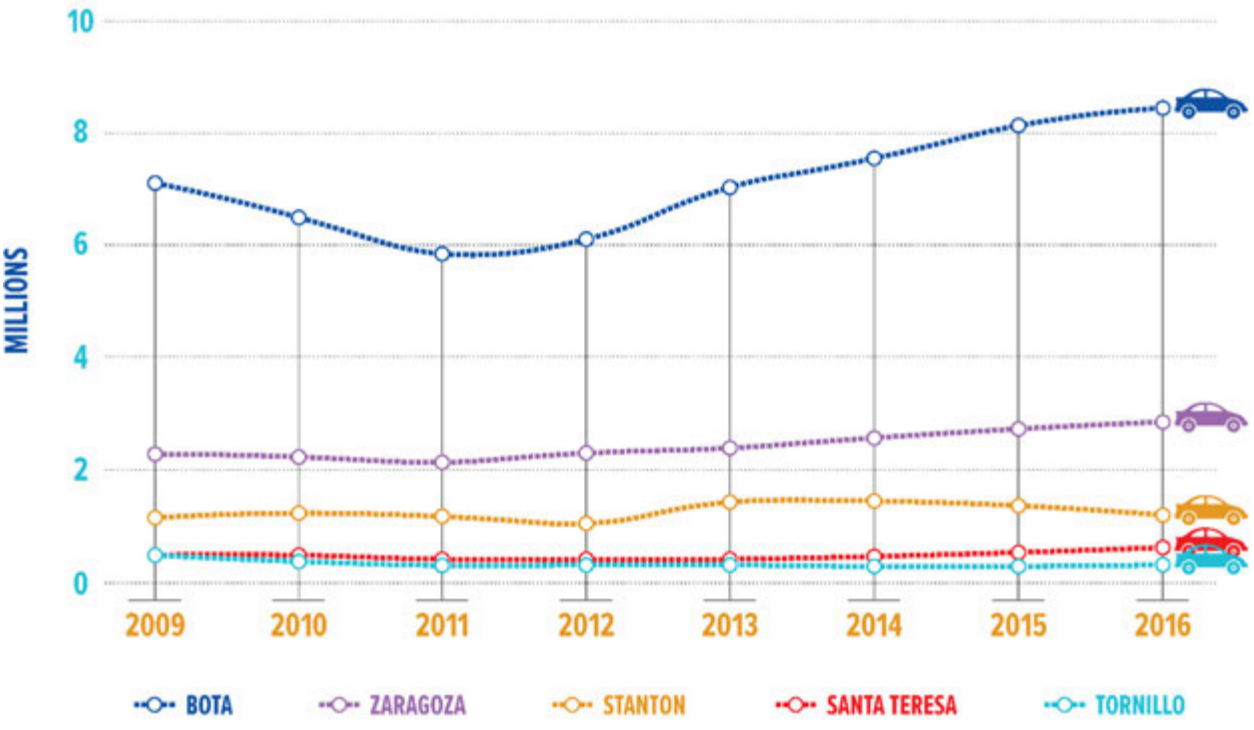


FIGURE 3-24: PORT OF ENTRY COMMERCIAL VEHICLE TRAFFIC (2009-2016)

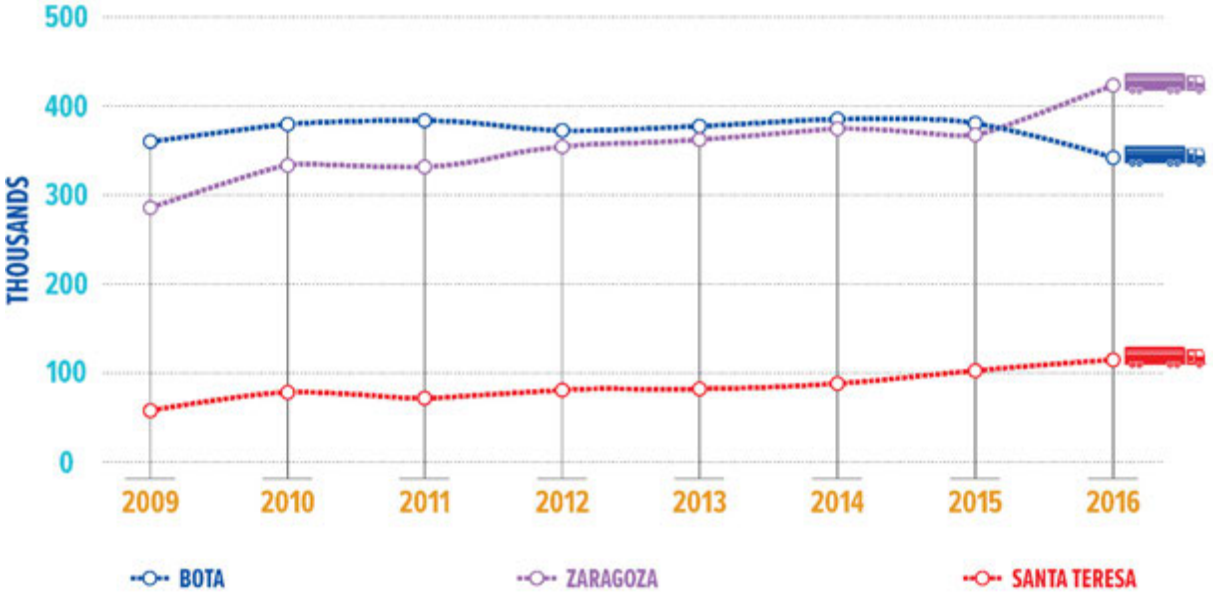


FIGURE 3-25: PORT OF ENTRY PEDESTRIAN TRAFFIC (2009-2016)

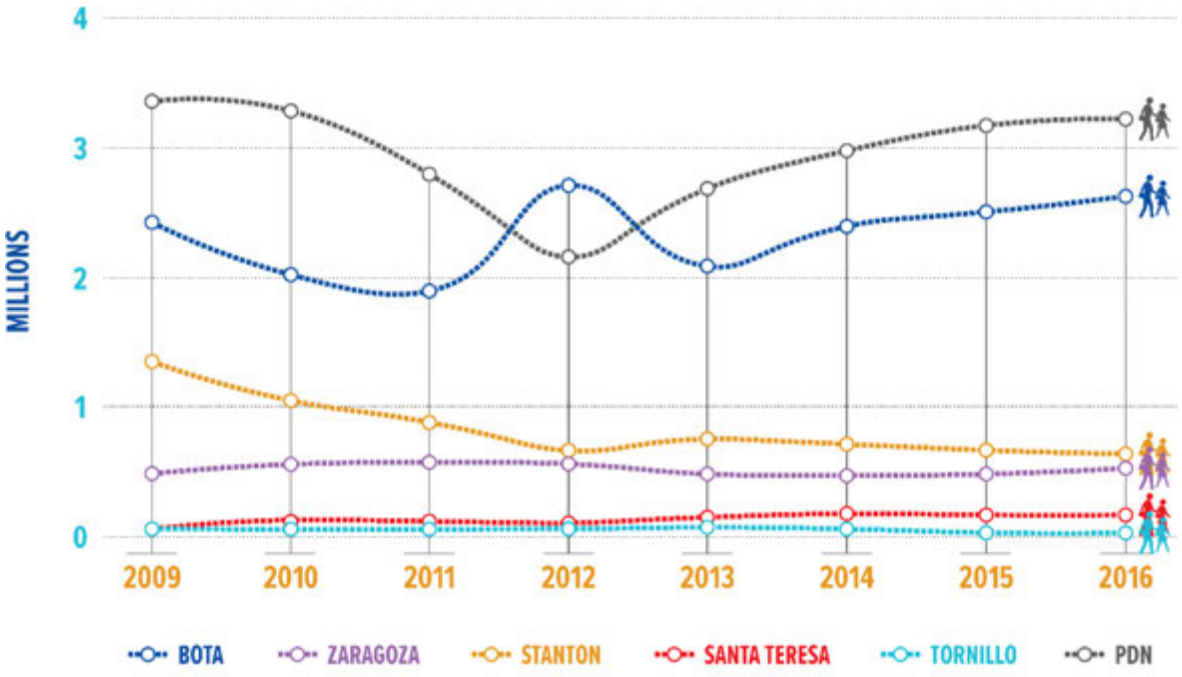


FIGURE 3-26: PORT OF ENTRY COMMERCIAL VEHICLE WAIT TIMES

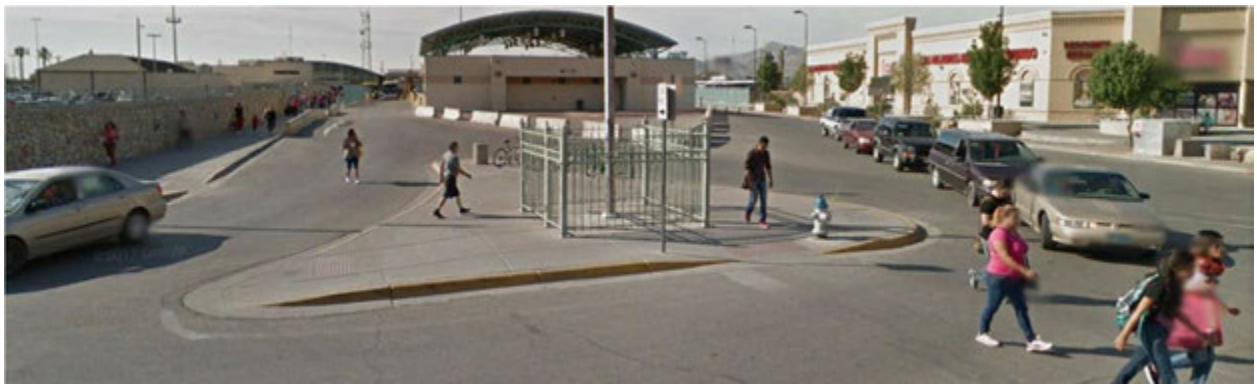
PORT OF ENTRY MULTIMODAL ACCESSIBILITY

While traffic to/from the POEs is typically impacted by the wait times for processing at border crossings, the roadways providing access to the POEs are equally as important to consider. For the POEs to operate more efficiently, congestion and delay along the roadways feeding traffic to these facilities must be minimized. Congestion hotspots that may impact access to the Ports of Entry include Pete Dominici Memorial Highway, Interstate 10, and Loop 375 (Border Highway).

For pedestrians crossing the United States-Mexico border at the region's POEs, transit and bike/ped infrastructure provide accessibility to the rest of the El Paso region. In turn, this provides increased opportunities for those without a vehicle. For transit, the PDN and Stanton Street POEs, which are located in downtown El Paso, provide easy access to a variety of high quality transit options (e.g. Downtown Santa Fe Transfer Center). Transit access at the BOTA and Zaragoza POEs is limited, as there are few bus stops nearby and pedestrians are required to cross major highways/interstates to access transit facilities. The transit stops near these two POEs also have few or inadequate amenities (Figure 3-27 and 3-28).

FIGURE 3-27: BOTA TRANSIT STOP AND ZARAGOZA TRANSIT STOP

FIGURE 3-28BIKE/PED CONDITIONS AT PDN POE EL PASO ST. ENTRY



The PDN and Stanton Street POEs provide more pedestrian-friendly infrastructure by virtue of being located in a downtown urban environment. Most of the infrastructure includes sidewalks, pedestrian islands, and non-signalized crosswalks; however, there is minimal bike infrastructure (outside of basic bike racks) and signage warning drivers of pedestrians crossing. Figure 3-29 above shows a street level view of the PDN POE El Paso Street entrance/exit. Current infrastructure at this entry point does little to prevent conflict points between vehicles and pedestrians or optimize how vehicle and pedestrian traffic interact with each other. Other entrances/exits to the PDN and Stanton Street POEs have higher quality bike/ped infrastructure, but there is still room for improvement.

The biggest issue for the BOTA POE is that the POE access point for pedestrians and bicyclists is surrounded on two sides (to the north and east) by major highways (US 62 and US 54), which eliminates accessibility to destinations close by. The Zaragoza POE provides basic pedestrian infrastructure (e.g. signalized crosswalks and sidewalks) and no bike infrastructure. However, there are virtually no destinations nearby that would be considered within walking distance. The lack of nearby destinations and review of aerial photography suggest that many of those who cross the border at this location utilize transit or are picked up by someone in a personal vehicle (Figure 3-29). Figure 3-30 shows one of the intersections transit riders must cross to access the bus stop at the Zaragoza POE. Though there is a signalized crosswalk, it does not include the high-speed turn lane onto Zaragoza Road and does not appear to be ADA accessible. The sidewalk also ends before reaching the crossing.

FIGURE 3-29: BIKE/PED CONDITIONS AT ZARAGOZA POE ENTRY

FIGURE 3-30: BIKE/PED CONDITIONS AT ZARAGOZA ST. POE BUS STOP

FREIGHT

Transportation systems not only move people throughout a region, but they also support the movement of goods in the form of freight, which is a vital component of the region's economy and quality of life. For a freight system to perform well, delays along the transportation system should be minimized and traffic should be predictable. To understand how freight movement might be impacted by traffic delays, Destino 2045 analyzes congestion along a locally-defined freight roadway network. Airports, railroads, and intermodal facilities are also considered in the analysis, as all play a major role in freight movement in and out of the region.

Source: Wikimedia commons

The El Paso MPO Region is one of the most active land port regions in the United States and serves as a critical transfer point for goods crossing the United States-Mexico border. Accordingly, addressing current and future freight transportation issues is crucial to the region's economic success. Specific issues revealed in this freight analysis include congestion and delays along IH 10, Loop 375, Global Reach Dr., Montana Ave., and Sergeant Major Blvd. Forecasts reveal that congestion is expected to become a major issue along freight corridors near EPIA and the southwestern portion of Fort Bliss, which are major freight terminals that also include intermodal transfer facilities. For the freight system to improve and continue to support regional economic vitality, it is crucial that projects selected as a part of Destino 2045 address these identified freight issues, as well as others highlighted in this analysis.

FREIGHT CONGESTION ANALYSIS

Figure 3-32 displays the Destino 2045 freight network symbolized by the amount of daily forecasted freight traffic for the 2045 forecast year. Major highway facilities such as IH 10, US 54, and Loop 375 are forecasted to experience the most substantial freight traffic in 2045. Major arterials/emphasis corridors also experience notable levels of freight traffic. Figure 3-33 shows the peak period congestion index for the 2045 freight network. Compared to areas with high industrial/manufacturing employment growth for the region, the figure displays increase in congestion generally correlate with large increases in employment.

When comparing the freight network congestion index from 2012 to 2045, congestion is anticipated to become significantly worse throughout the entire freight roadway network by 2045, assuming no improvements are made to the roadway system beyond existing and committed projects. In fact, delay along the freight network is forecasted to increase by 16.4 million vehicle hours between 2012 and 2045. In the forecast year, virtually the entire length of IH 10—the primary freight corridor in the region—from Socorro to Vinton is expected to experience heavy congestion during peak periods. Figure 3-31 shows top freight congestion segments in 2045.

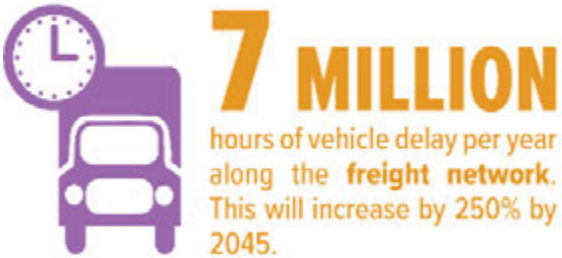


FIGURE 3-31: TOP FREIGHT CONGESTION SEGMENTS; 2045

1 SERGEANT MAJOR BLVD
from Global Reach Drive to Anzio Way

2 LOOP 375
from Liberty Expressway to Montana Avenue

3 GLOBAL REACH DR
from Liberty Expressway to Montana Avenue

4 MONTANA AVE
from Hawkins Boulevard to Lee Trevino Drive

5 LOOP 375
from Railroad Drive to Sergeant Major Boulevard

FIGURE 3-32: EL PASO MPO REGION FREIGHT NETWORK TRUCK FLOWS; 2045

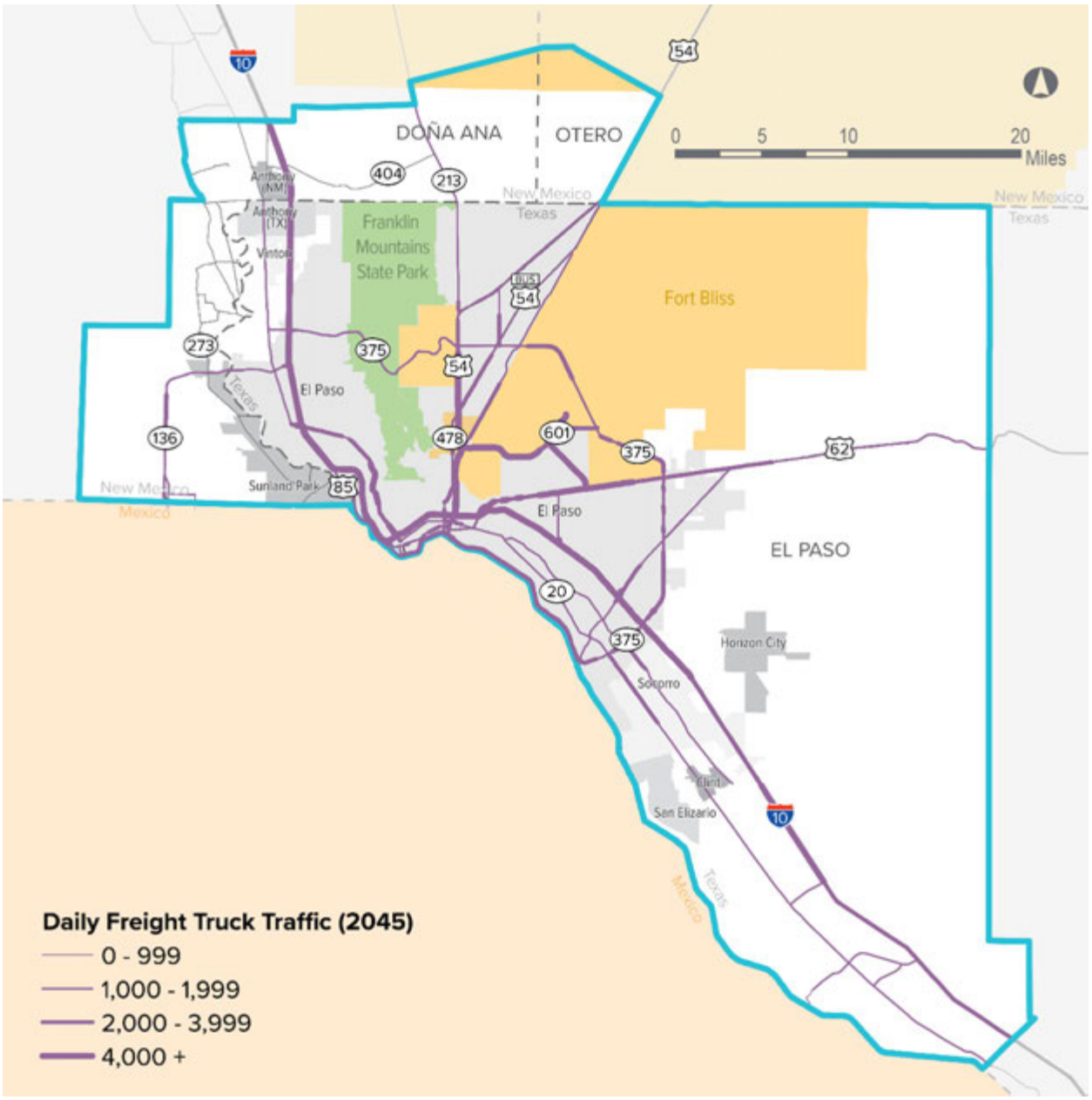
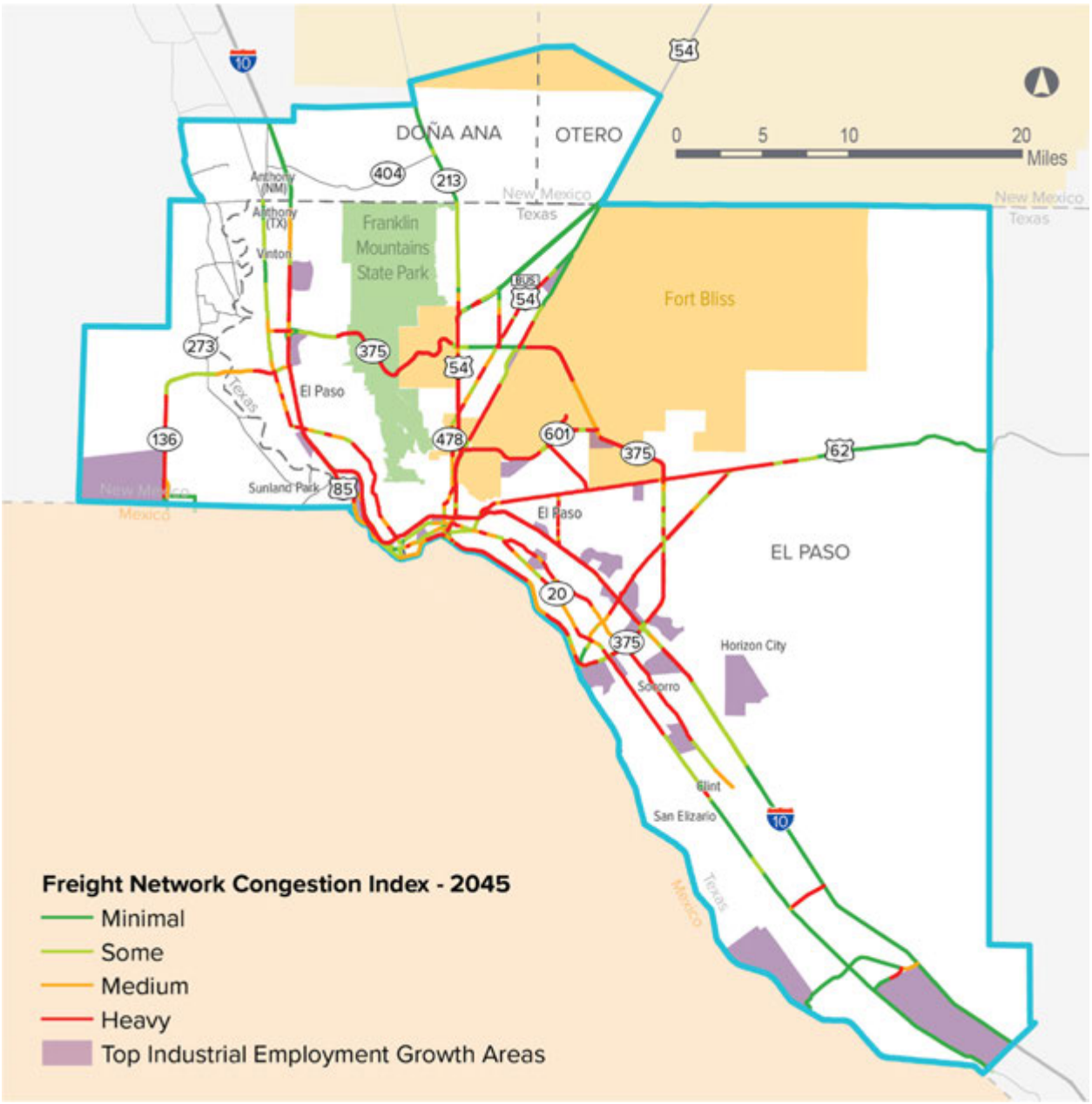


FIGURE 3-33: FREIGHT NETWORK CONGESTION INDEX, 2045



OPERATIONS AND MAINTENANCE

Destino 2045 also considers the needs of maintaining current infrastructure in addition to building new infrastructure. The operations & maintenance analysis provides an assessment of El Paso MPO region's roadway pavement conditions, deficient bridges, and transit assets.

PAVEMENT CONDITIONS

For roadway pavement conditions analysis (Figure 3-35), condition scores, where 1 is the worst and 100 is the best, represent the overall condition of pavement on a given road segment, in terms of both ride quality and pavement distress. Overall, the region's roadway network is shown to be in relatively good condition, as the majority of the roadways in the study area have "good" or "very good" condition scores (i.e. light or dark green. Many of the segments identified as being deficient or in poor condition are major roadways that typically experience large amounts of traffic and are located where emphasis corridors intersect major highways (e.g. Loop 375 and IH 10).

BRIDGE CONDITION

A structurally deficient bridge is defined as a bridge that has structural defects which require rehabilitation and/or monitoring, and which may require speed or weight limits. Figure 3-36 shows the locations of the six deficient bridges in the El Paso MPO region.

FIGURE 3-34: ROADWAYS BY CONDITION SCORE; TXDOT PMIS; 2016 TXDOT STATEWIDE PLANNING MAP

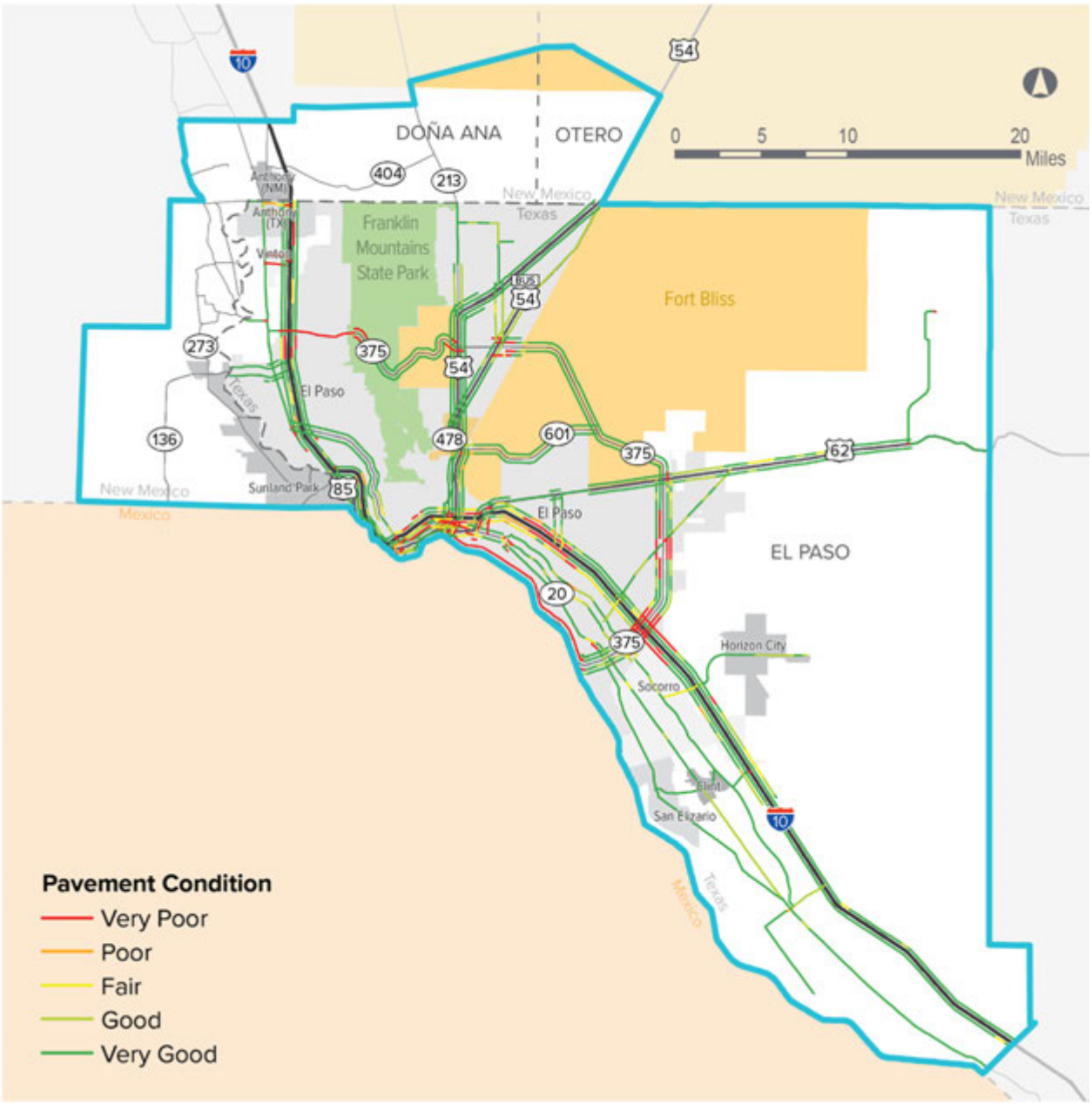
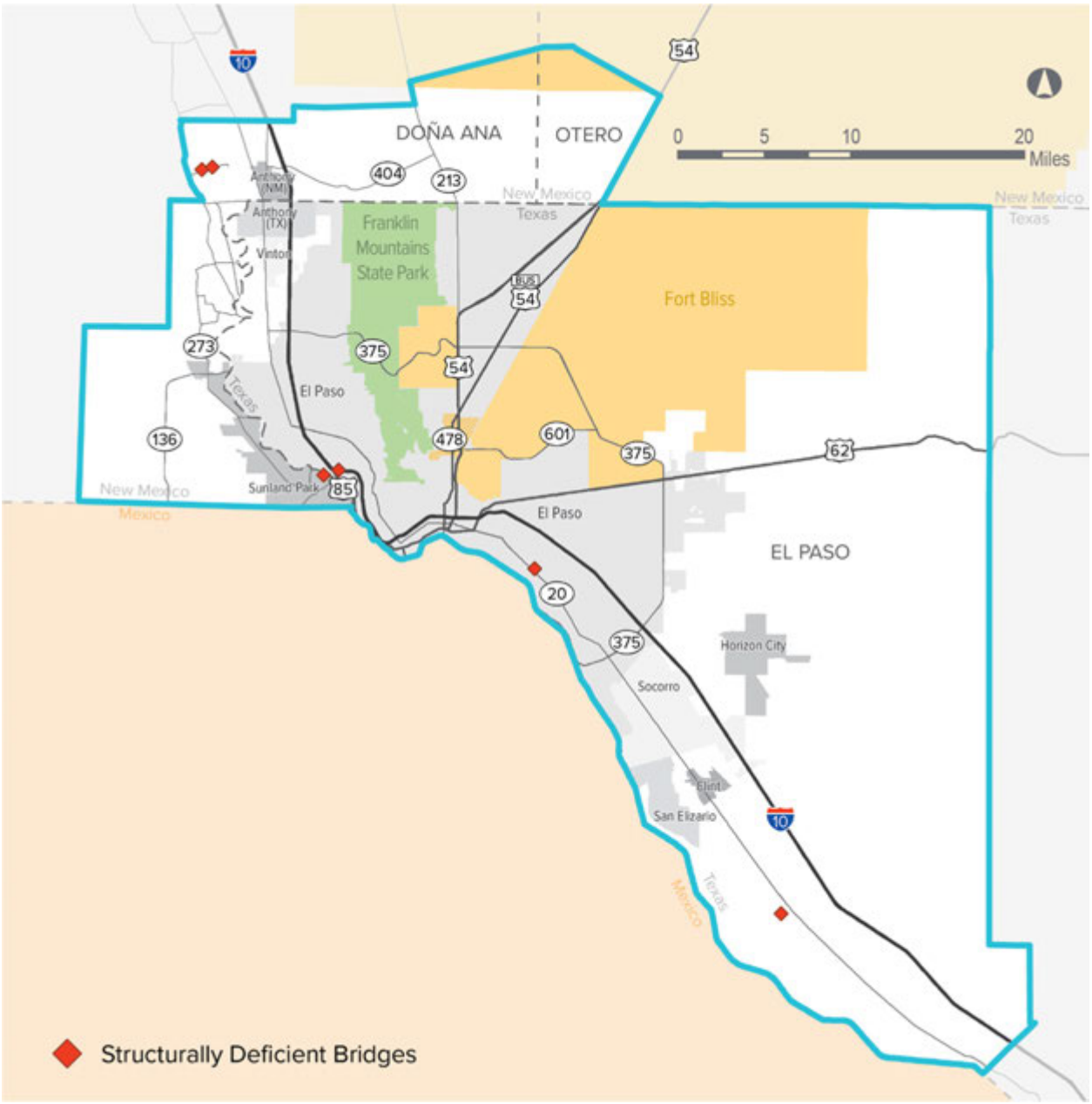


FIGURE 3-35: NBI STRUCTURALLY DEFICIENT BRIDGES (2016)



SUN METRO ASSET MANAGEMENT

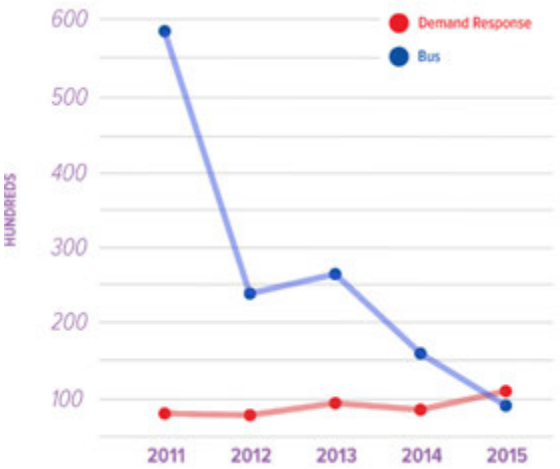
Transit Asset Management (TAM) is a system that monitors/manages public transportation assets through evaluation of the conditions of transit assets. Sun Metro's 2015 fleet vehicle asset inventory reveals that all fleet vehicles (292) were in use and ADA accessible. Only 16% of the vehicles in the entire Sun Metro fleet have an average usage greater than 80% of their lifetime mileage. In other words, the Sun Metro fleet is in relatively good condition in terms of how many more miles the fleet vehicles are expected to last. Looking at the age of the fleet vehicles compared to their useful life benchmark (Table 3-8), it appears that the average Sun Metro bus still has several years of useful life. However, some of the smaller vehicles (e.g. vans) may be approaching their useful life if new purchases have not been made in the past couple of years.

TABLE 3-8: ACTIVE BUSES BY AGE GROUPING (YEARS); 2010-2014

YEAR	2014	2013	2012	2011	2010
5 OR LESS	64	163	159	128	120
6 TO 11	145	80	57	64	65
12 TO 15	0	0	0	0	0
16 TO 20	13	13	13	38	39
21 TO 25	25	25	25	0	0
MORE THAN 25	0	0	0	0	0
TOTAL	285	281	254	230	224
AVG. AGE OF FLEET	7.9	6.7	7.3	7.4	6.7

Performance failure is another component of assessing transit asset conditions, which provides an understanding of the quality of assets and how well they are maintained. Figure 3-36 shows performance failure counts for bus and demand response vehicles from 2011 to 2015 from NTD. Major failures are defined as serious mechanical failures that prohibit any vehicle usage, and all other problems are categorized as other failures. In all categories vehicle failures have dropped significantly by about 85% within the five-year timeframe. While bus failures have decreased, demand response vehicle failures have increased over the same period. This is mostly due to a large increase in the number of "other failures". Major failures over the period decreased by about 8% for demand response vehicles over the five-year period.

FIGURE 3-36: BUS & DEMAND RESPONSE VEHICLE FAILURES; 2011-2015



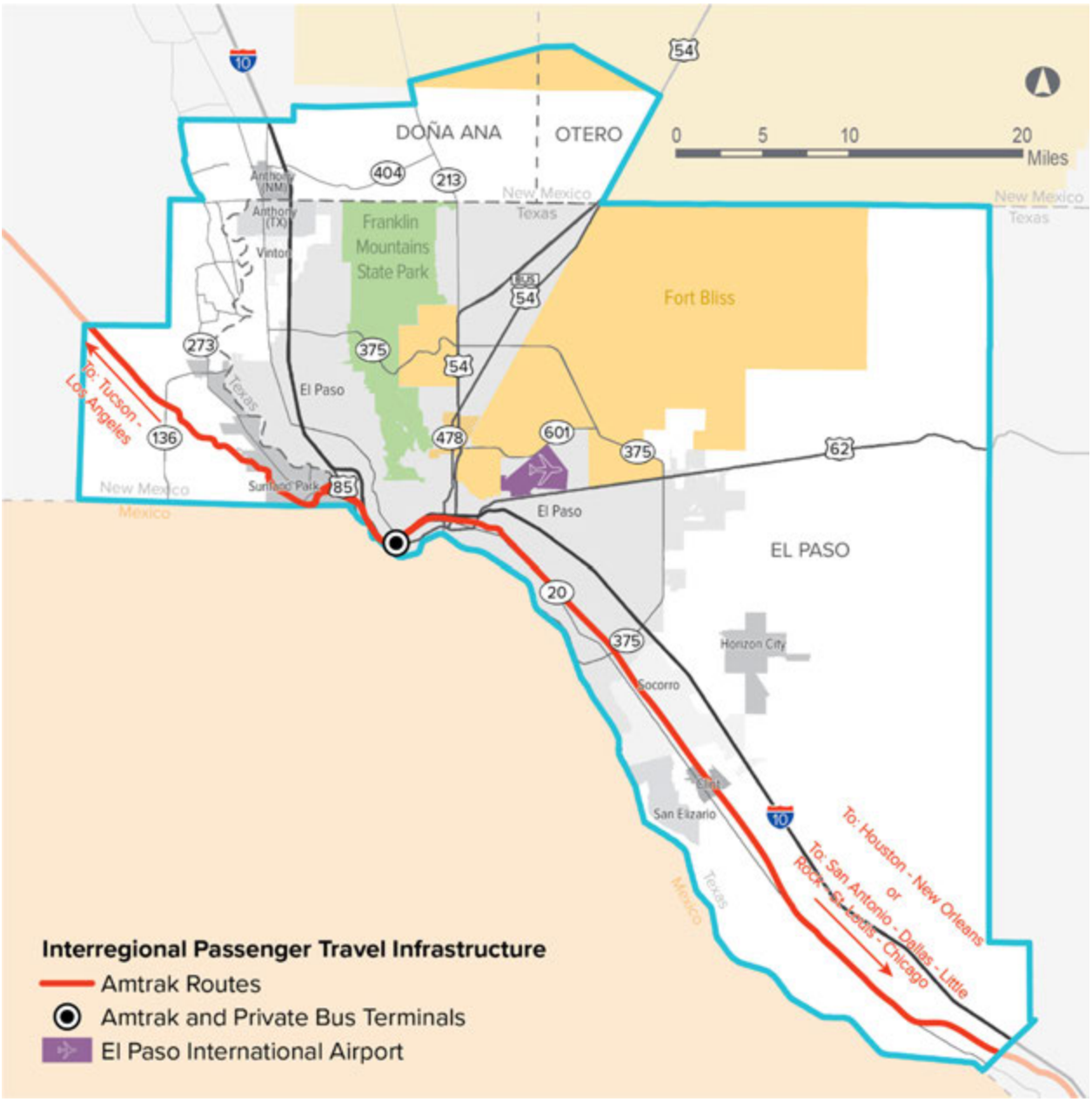
INTERREGIONAL PASSENGER TRAVEL

While the primary focus of Destino 2045 concerns travel within the El Paso region, it is also important to understand how the existing transportation system interfaces with the larger State and National transportation context. Interregional passenger travel usually consists of fixed passenger rail, commercial airways/airports, and long-distance charter bus services (e.g. Greyhound). The following analysis provides an overview of each type of service provided in the region and assesses current ridership trends.

EL PASO INTERNATIONAL AIRPORT

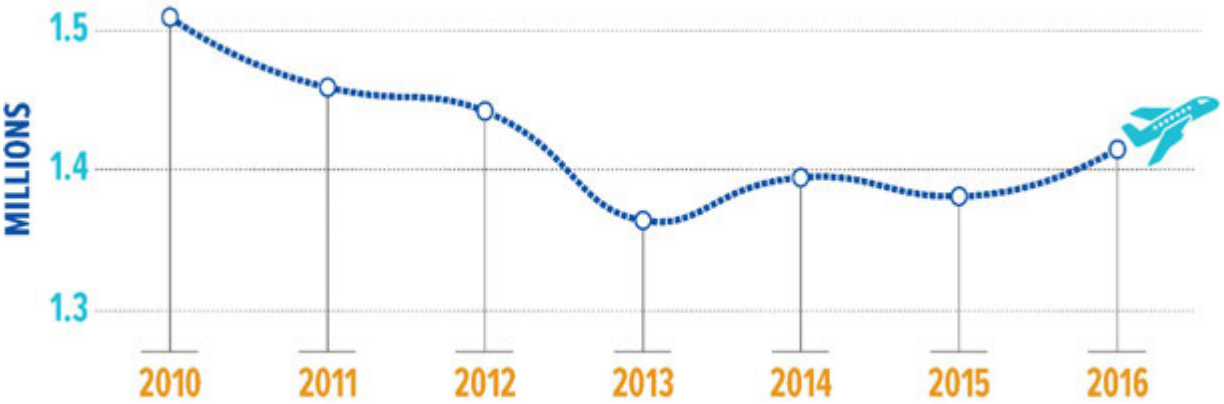
The El Paso MPO region contains six airports; however, the El Paso International Airport (EPIA) is the focus of the analysis as it is the only airport with significant commercial service. EPIA offers commercial, air cargo, and general aviation services to the region and averages roughly 7,700 passengers a day. The facility offers 45 daily flights with non-stop service to ten different destinations within the United States.

FIGURE 3-37: EL PASO MPO INTERREGIONAL PASSENGER TRANSPORTATION



The airport is located east of downtown less than two miles from IH 10 and US 54, making EPIA highly accessible to those living within and outside of the city. Currently the airport is served by ground transportation in the form of automobiles (parking, drop-off, and rental cars) as well as two local bus routes. Given its central location, future connectivity with the region's passenger transportation network should remain central to airport planning as the region grows. Figure 3-38 reveals a significant decrease in passenger enplanements from 2010 to 2016. EPIA has experienced a decrease of roughly 100,000 enplanements, which is decrease of 6%, over this timespan. There were 1.4 million enplanements at EPIA in 2016.

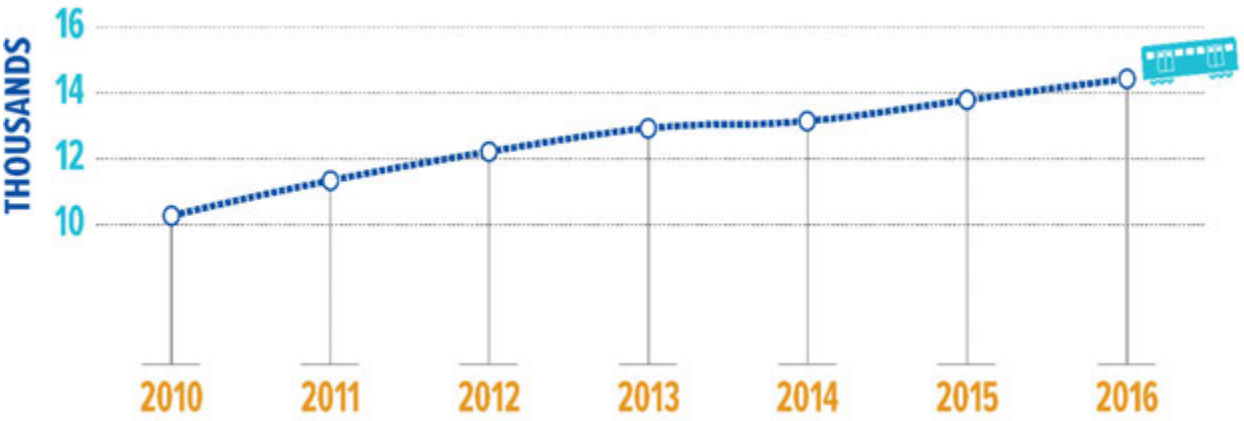
FIGURE 3-38 EL PASO INTL AIRPORT ENPLANEMENTS; 2010-2016



AMTRAK

El Paso's Amtrak station is centrally located and serves two passenger train routes: the Sunset Limited (connecting California to Louisiana) and the Texas Eagle (connecting California to Illinois). These two trains operate three times a week. The Amtrak terminal is located in downtown El Paso, as shown in Figure 3-39. This provides Amtrak passengers with excellent multimodal connectivity to the rest of the region upon arrival in El Paso, with several local bus lines, bike share stations, and the future El Paso Streetcar all within walking distance of the terminal.

FIGURE 3-39: EL PASO STATION AMTRAK RIDERSHIP



INTERREGIONAL BUS SERVICE

The El Paso MPO region is also served by several private transportation services offering interregional travel. These services include private charter bus companies such as Greyhound, Tornado Bus Co., and El Paso-Los Angeles Limousine Express. A number of private bus terminals are located in downtown El Paso near the Amtrak terminal and the Paso Del Norte port of entry (POE). The El Paso Greyhound service provides regional coverage with routes connecting to Southern California, Central Colorado, and throughout Texas. Tornado Bus Company provides services throughout the southeast and mid-west and offers limited coverage to the northeast. Service more frequently extends to Texas, Florida, Georgia, Mississippi, North Carolina, and South Carolina. Limousine Express offers around 20 daily schedule bus trips to California, New Mexico, Colorado, Arizona, and Mexico.

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4

TRANSPORTATION STRATEGIES

4. TRANSPORTATION STRATEGIES

Adding roadway capacity to the transportation system cannot address all mobility needs in the region. While funding is always the primary constraint, some needs are best met through the adoption of "no-build" strategies. Therefore, the MTP planning process included the consideration of no-build strategies such as travel demand management, transportation system management and operations, in addition to facility construction projects.

This chapter provides a description of the process used to develop a fiscally unconstrained plan for meeting the transportation needs of the community. Given the limited availability of funding to meet all the needs identified in the Needs Assessment (Chapter 3), both "build" and "no-build" strategies to address unmet needs are considered in the unconstrained plan. Applying fiscal constraints to the process and creating a financially constrained plan are described in Chapter 6.

NO BUILD STRATEGIES TO ADDRESS UNMET NEEDS

Building new roads and adding capacity to existing roadways is not only expensive, but often takes years to go through the planning, environmental, design, and construction phases. Given the limited availability of funding for transportation projects and rising congestion levels, state, regional, and local agencies are increasingly relying on travel demand management (TDM), transportation system management and operations (TSM&O), and "Complete Streets" strategies to improve the performance of existing roadways. These strategies do not require the construction of new roadways or additional lanes of capacity, and therefore are often referred to as "no-build" strategies.

The following sections provide recommendations for incorporating best practices in TDM, TSM&O, complete streets, and other no-build strategies into the transportation planning process.

While the El Paso MPO is not directly responsible for implementing transportation projects, it works closely with local member jurisdictions to explore and evaluate the appropriateness of these strategies for reducing congestion and improving the performance of the existing transportation system.

TRAVEL DEMAND MANAGEMENT

Travel demand management (TDM) strategies seek to reduce congestion on existing roadways by reducing the overall number of cars using roads or by redistributing cars away from congested areas and peak periods of travel. Encouraging the use of alternative modes of transportation (such as transit, biking, or walking) and increasing the number of travelers in each vehicle are the primary ways in which TDM strategies reduce single-occupant vehicle demand on existing roadways. Simply put, travel demand can be managed by providing travelers with a wide range of choices for reaching their destination.

With limited funding available to address congestion through new roadway capacity, TDM is a cost-effective means to improve use of the transportation system. TDM strategies are designed to accomplish the following:

- Improve mobility and accessibility by expanding and enhancing the range and quality of available travel choices;
- Reduce congestion and improve system reliability by decreasing the number of vehicles using the roadway system and by redistributing demand away from peak periods and existing bottlenecks;
- Increase safety by addressing congestion, which is generally related to higher occurrences of traffic incidents; and
- Improve air quality by reducing the number of vehicle miles traveled, thereby saving energy, and decreasing the number of short trips that are largely responsible for the proportion of emissions generated from cold starts.

EL PASO REGION TRAVEL DEMAND MANAGEMENT STRATEGIES

Through the federally mandated Congestion Management Process, the EPMPO has been helping coordinate the programing of federal funds through the Fiscal Years 2015 - 2018 Transportation Improvement Program (TIP). This coordination includes several projects that are TDM strategies or include TDM strategies. These projects are:

- West El Paso Traffic Mitigation Circulator Service
- Metropia Synergy Solution
- El Paso County Regional Transit Feasibility Study
- Darrington Rd. Widening with Bicycle Facilities
- Greg/Edgemere Ext. with Bike Lane (PE and ROW Phase 1)

BEST PRACTICES

STRATEGIES TO INCREASE VEHICLE OCCUPANCY

Carpool, vanpool, and school-pool programs encourage travelers with common destinations, particularly employment and school destinations, to share vehicles. These can be based on informal arrangements between individuals or formally arranged through ride-matching services. Available research indicates that improving awareness, trust, and willingness to ride with strangers, as well as flexibility in scheduling, may help to increase carpool use. Incentives are another effective tool for encouraging ride-sharing.

Ride-Sharing Resources

Resources that may help to increase the use of carpooling, vanpooling, and school-pooling include "Frequently Asked Questions" (FAQs) that address the benefits of carpooling, tips for finding other carpoolers, advice on how to organize pick-ups and drop-offs, carpooling etiquette, and safety concerns, among others.

Additionally, some entities have used websites to facilitate matching of individuals with other carpoolers by either hosting their own free ride-matching service using programs like AlterNet Rides, or publicizing ride-matching applications available to the public, such as the Carma carpooling smartphone app.

Encourage Employers to Incentivize Ride-Sharing

The MPO can play a valuable role in working with area employers and schools to develop employer-based incentives to encourage ride-sharing, such as tax incentives and preferential parking. A variety of employer-based incentives for carpooling are discussed in greater detail later in this section.

Transportation Management Organizations (TMOs)

Transportation Management Organizations (TMOs) are non-profit organizations voluntarily created by a group of businesses – often with local government support – to coordinate transportation services in a defined area (typically a commercial district, medical center, or industrial park). Because they tend to serve a small geographic area and constituency, these groups can be very responsive to members' needs. TMOs provide a variety of TDM services that encourage more efficient use of transportation and parking resources, particularly through commute trip reduction strategies and ridesharing.

EMPLOYER-BASED TOOLS AND INCENTIVES

The commute to and from work is a significant contributor to traffic congestion along area roadways, particularly during peak travel times. TDM strategies that focus on employer-based tools and incentives can be an effective way to reduce travel by single occupant vehicles by coordinating ride-sharing among

employees, encouraging the use of alternative modes for work trips, shifting work trips from peak hours, and reducing work travel times and the number of overall trips.

Employer-based TDM strategies fall into four separate categories:

- Encouraging employees to travel by alternative modes;
- Shifting trips from peak periods of travel and reducing the total number of trips;
- Providing route information to divert commuters from congested routes; and
- Using location-specific solutions - such as locating in developments with a mix of employment, residential, and service uses - to shorten the work commute and reduce the need for midday trips.

Regional transportation planning entities can actively work with area employers to reduce congestion by expanding the transportation options available to their employees. This type of information can be provided on a website or delivered through a "speaker series" for educating area employers regarding options available and their benefits to employers, employees, and the community as a whole.

PARKING MANAGEMENT AND INCENTIVES

Parking management strategies and incentives encourage the use of alternative modes and can be implemented by both local jurisdictions and employers. These strategies typically rely on dis-incentivizing travel by single occupant vehicle by passing along more of the cost of parking to employees and/or limiting the availability of parking. Improved management of parking facilities can result in potential savings to communities and reduce parking requirements by 20 to 40 percent compared with conventional planning requirements. Examples of parking management strategies available include the following* (Litman, 2016)[1]

- Provide shared parking that serves multiple users or destinations, which is most efficient when the destinations have varied peak periods of activity.
- Implement parking regulations that control who, when, and how long vehicles may park at a particular location.
- Develop more accurate and flexible standards that take into account factors such as residential density, employment density, land use mix, transit accessibility, and income, among other factors, to establish parking requirements for a particular development or area.
- Reduce residential street width requirements to encourage the development of neighborhoods with narrower streets and less parking to encourage the use of alternative modes.
- Provide remote parking and shuttle service to encourage the use of off-site parking facilities that are often shared facilities, served by special shuttle buses or free transit service.
- Limit on-street parking of large vehicles (e.g., vehicles over 22 feet long or trailers) to ease traffic flow and discourage use of public parking for storage of commercial vehicles.
- Prohibit on-street parking on certain routes at certain times (such as on arterials during rush hour) to increase the number of traffic lanes and peak capacity.

Litman. 2016. "Parking Management: Strategies, Evaluation and Planning". Victoria Transportation Policy Institute. Available: http://www.vtpi.org/park_man.pdf [11]

STRATEGIES TO INCREASE TRAVEL BY TRANSIT, BICYCLE, OR WALKING

In order to reduce the number of trips by private automobile, strategies to increase travel by transit, bicycle, or walking generally focus on the following objectives:

- Expand the service area of the transit system and connect infrastructure, which can reach more people and connect them to a greater number of destinations within the region;
- Improve the quality of the service, which increases the convenience, comfort, ease of access, and affordability of the mode and makes people more willing to choose it; and
- Educate the public on the availability of the various non-auto transportation options and services and provide resources to help travelers navigate the region.

The following sections detail mode-specific strategies that could be considered for implementation in the Greater El Paso Region.

TRANSIT STRATEGIES

While traveling by car offers the ease and convenience of being able to "come and go as one pleases," traveling by transit – particularly by bus – generally requires longer travel time and less flexibility in reaching one's destination. Improving the quality of transit services involves strategies that shorten the overall travel times, increase traveler's comfort both while waiting for the bus and when on-board, and provide added flexibility with travel time and destinations. While certain aspects of travel by bus will always be less convenient than travel by car, there are several improvements that can be made to significantly improve the quality of the experience.

Transit can also provide a less expensive means of travel compared to personal automobiles. National statistics have shown that commuters that switch from driving to transit for their daily commute can save more than $9,000 annually. However, providing new routes or increased levels of transit service must always be balanced against funding availability.

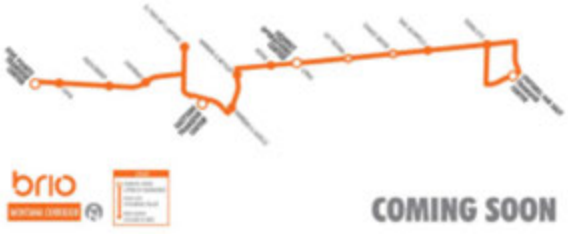
SUN METRO TRANSIT

Sun Metro serves more than 14 million passengers a year through a combination of 166 buses running on 64 fixed-routes, including the Brio Bus Rapid Transit (BRT) service. Sun Metro also operates 65 smaller vehicles for the LIFT service, which provides origin-to-destination transportation for ADA-eligible clients within the service area. Current planning efforts aim to implement a total of four additional Brio corridors and a streetcar system which will enhance downtown transportation connectivity.

The Brio Rapid Transit System (RTS) is a service that offers similar benefits to light rail transit, such as improved speed and reliability, but at a much lower implementation cost. This system's use of traffic signal prioritization lengthens green light durations for the bus, which allows for faster movement through the corridor, decreasing rider commute times.

Other efforts to implement transit strategies involve expanding and improving the Brio network to serve the Alameda and Dyer Corridors, as well as expanding service to the Montana Corridor.

FIGURE 4-1: MONTANA-BRIO BRT



System-wide bus network redesign and integrating rapid transit service routes with existing routes by adjusting route transfers to accommodate, or feed into the BRT corridors can have a tremendous impact on the service provided by the overall transit system. A similar system-wide redesign was recently developed for the Houston Metro area. This redesign increased the number of high frequency rapid bus routes with extended service hours to complement an expanded light rail and less-frequent local bus network. This initiative stemmed from Houston Metro's 2011 Metropolitan Long-Range Plan and resulted in a complete reimagining of the entire system. The change resulted in a 4% increase in bus ridership between 2015 and 2016.

EL PASO COUNTY TRANSIT

Regional interconnectivity can also be supplemented by transit strategies. El Paso County Transit operates six rural transit routes that have listed stop locations but can also be boarded at any safe location along the route by flagging the bus. The El Paso MPO recently completed a comprehensive study for regional transit outside of the City of El Paso that recommended several improvements to enhancing transit service outside of Sun Metro's service area.

SOUTH CENTRAL REGIONAL TRANSIT

The South Central Regional Transit District (SCRTD) provides transportation between rural areas, small unincorporated communities, and municipalities throughout its service area. The SCRTD primarily operates in Doña Ana County, NM with limited service in Sierra County and connections to Otero and El Paso Counties. Service connects with Sun Metro service via the Purple Line at the Westside Transfer Center.

REGIONAL INTEGRATION

Fare system integration and consolidation of fare collection methods across platforms at the regional level could improve service and accessibility, as well as reduce some operating costs for providers through central services. Real time travel information, integrating traffic API's and developing GTFS on consolidated app platforms could also provide users with information on travel time and supplement user routing choices.

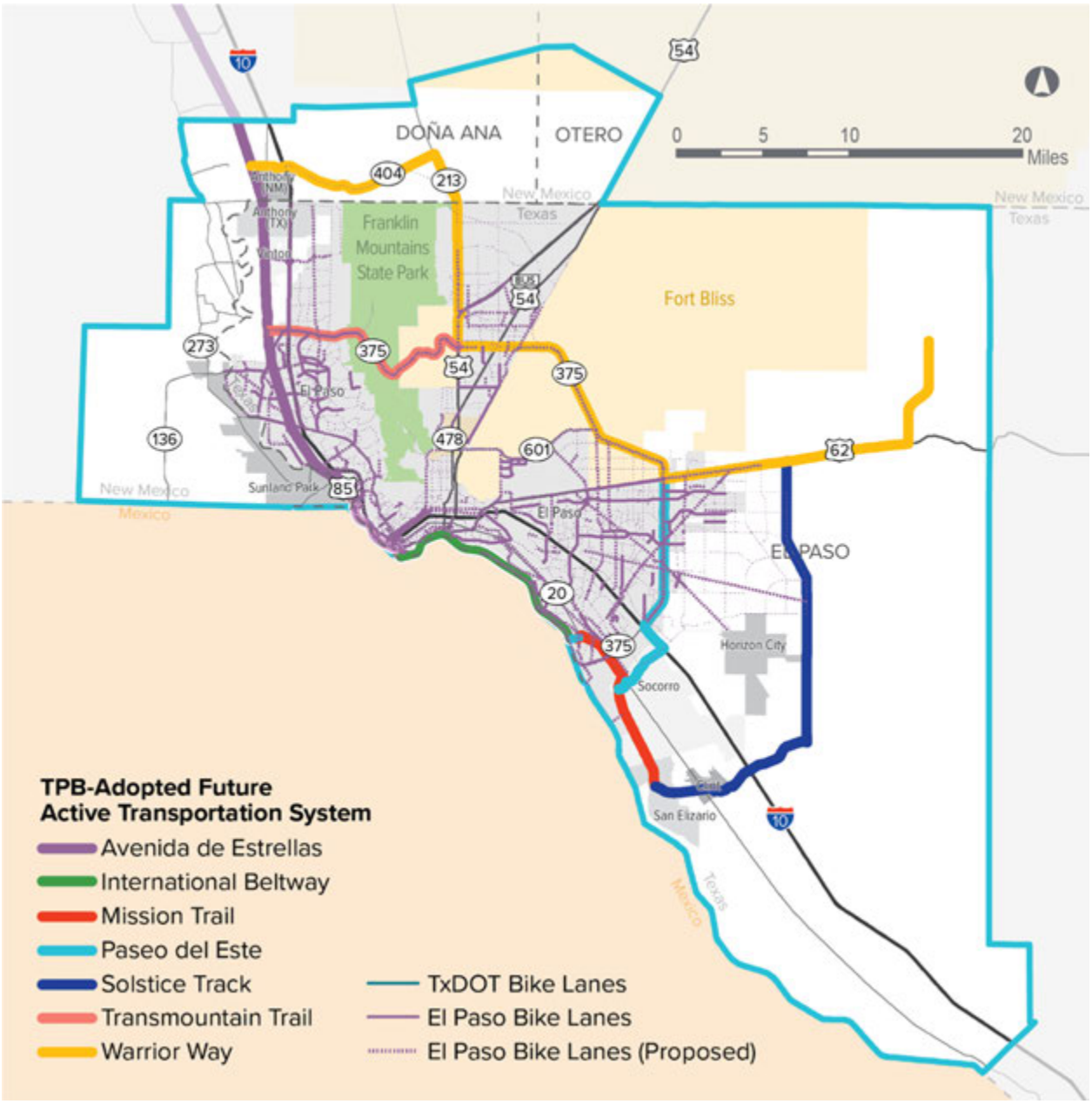
ACTIVE TRANSPORTATION STRATEGIES

A large portion of visioning workshop contributors voiced their concerns for revamping the region's active transportation infrastructure, beginning with improved bicycling and pedestrian facilities. Active transportation investments also benefit transit ridership by enhancing accessibility of existing or future transit stops.

The El Paso MPO Transportation Policy Board (TPB) passed a resolution on July 22, 2016 formally adopting the Active Transportation System. The Active Transportation System identifies regionally significant biking and walking infrastructure, both existing and planned. The identified segments are shown in Figure 4-2. The system also encompasses the El Paso Bike Share Program and any future expansion including a potential International Bike Share Project.

The Active Transportation System was formally adopted by the TPB with the recognition that the system will promote greater accessibility, mobility, tourism, access to historical and cultural assets, bicycle and pedestrian friendly retail development, greater economic opportunities, land use development and redevelopment, human health and greater quality of life within the region, including the Mesilla Valley MPO as well as the Instituto Municipal de Investigacion y Planeacion ("IMIP").

FIGURE 4-2: TPB- ADOPTED FUTURE ACTIVE TRANSPORTATION SYSTEM



BICYCLE STRATEGIES

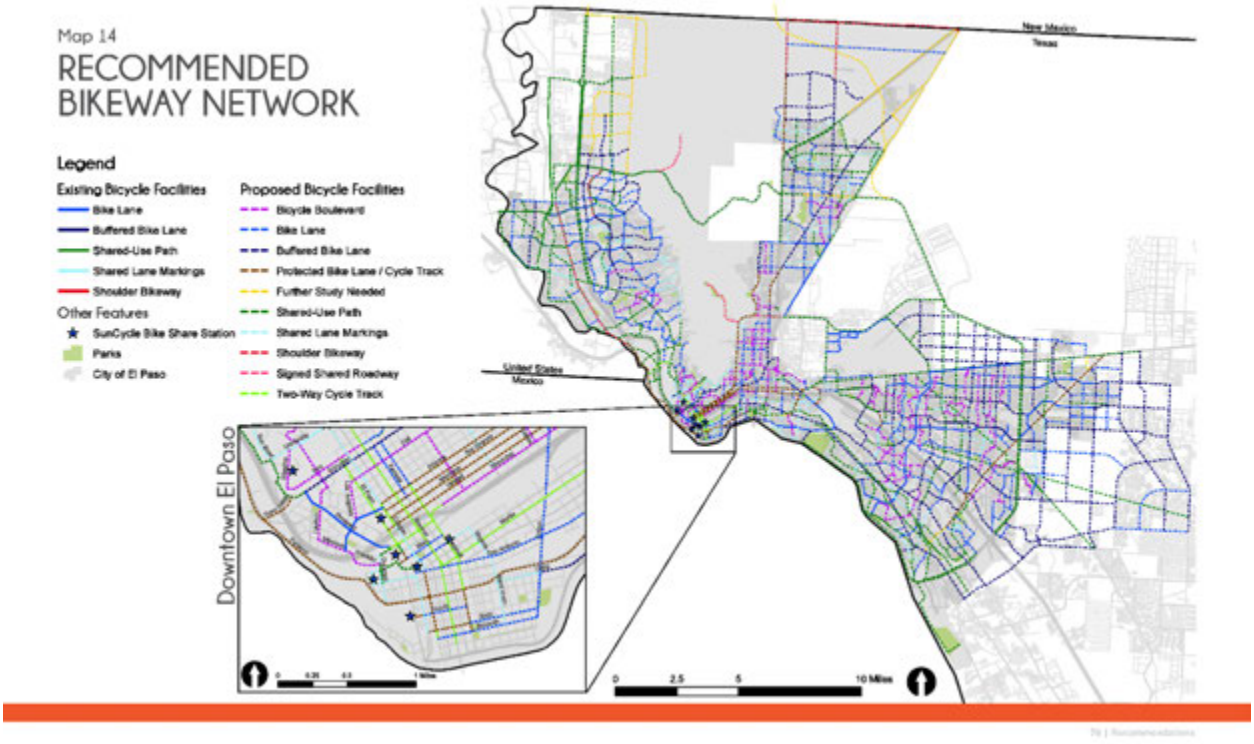
One of the primary concerns for cyclists (and those who may be considering biking as a form of basic, every-day transportation) is safety. Additional considerations include integration with other modes, continuity of the bicycle facility network, availability of bicycle parking or storage, and availability of other amenities such as on-site showers.

The 2016 El Paso Bike Plan seeks to implement many of these strategies within the City of El Paso. The plan's recommended bikeway network is shown in Figure 4-3.

Many of these trails are incorporated into the region-wide Active Transportation Network and are augmented by facilities extending beyond El Paso County throughout the greater El Paso region.

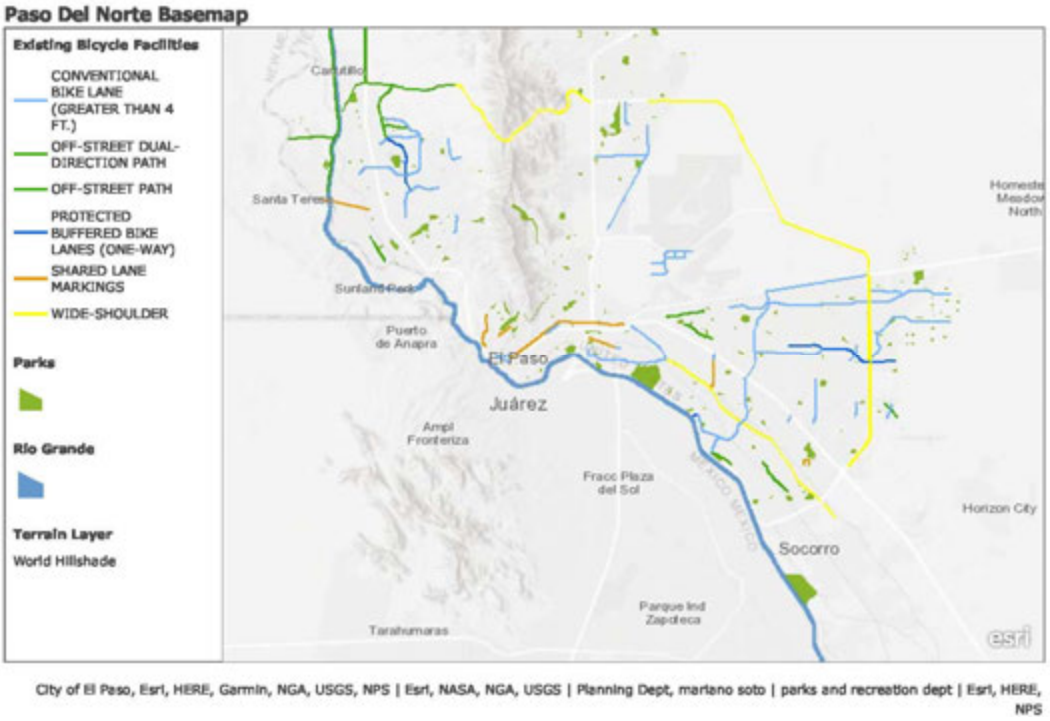
The Paseo del Norte Health Foundation is currently promoting an initiative to connect more trails across the region. The heart of the Paseo del Norte Cross-County trail initiative relies on mapping potential trail routes, as well as addressing health indicators using data from the Healthy Paso del Norte website and the CDC's 500 Cities Project. Some of the work PDN Foundation's work can be seen in Figures 4-4 and 4-5.

FIGURE 4-3: EL PASO BIKE PLAN RECOMMENDED BIKEWAY NETWORK



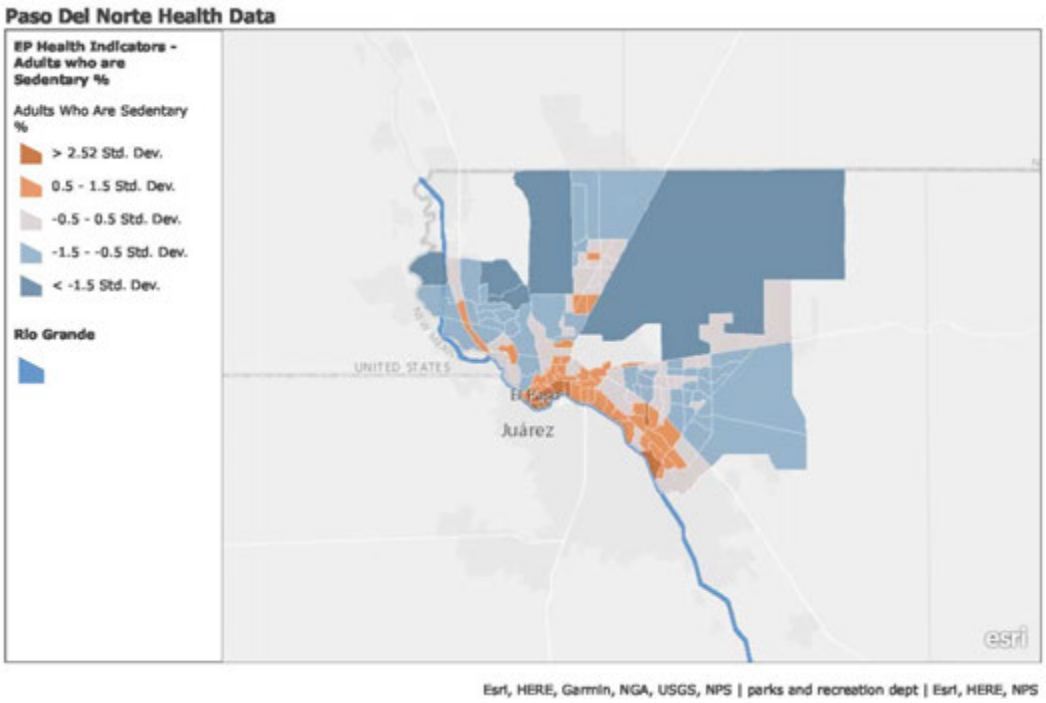
Source: elpasotexas.gov

FIGURE 4-4: PASEO DEL NORTE ONLINE GIS MAPPING INITIATIVE



Source: pdnhf.org

FIGURE 4-5: PASEO DEL NORTE HEALTH DATA



Source: pdnhf.org

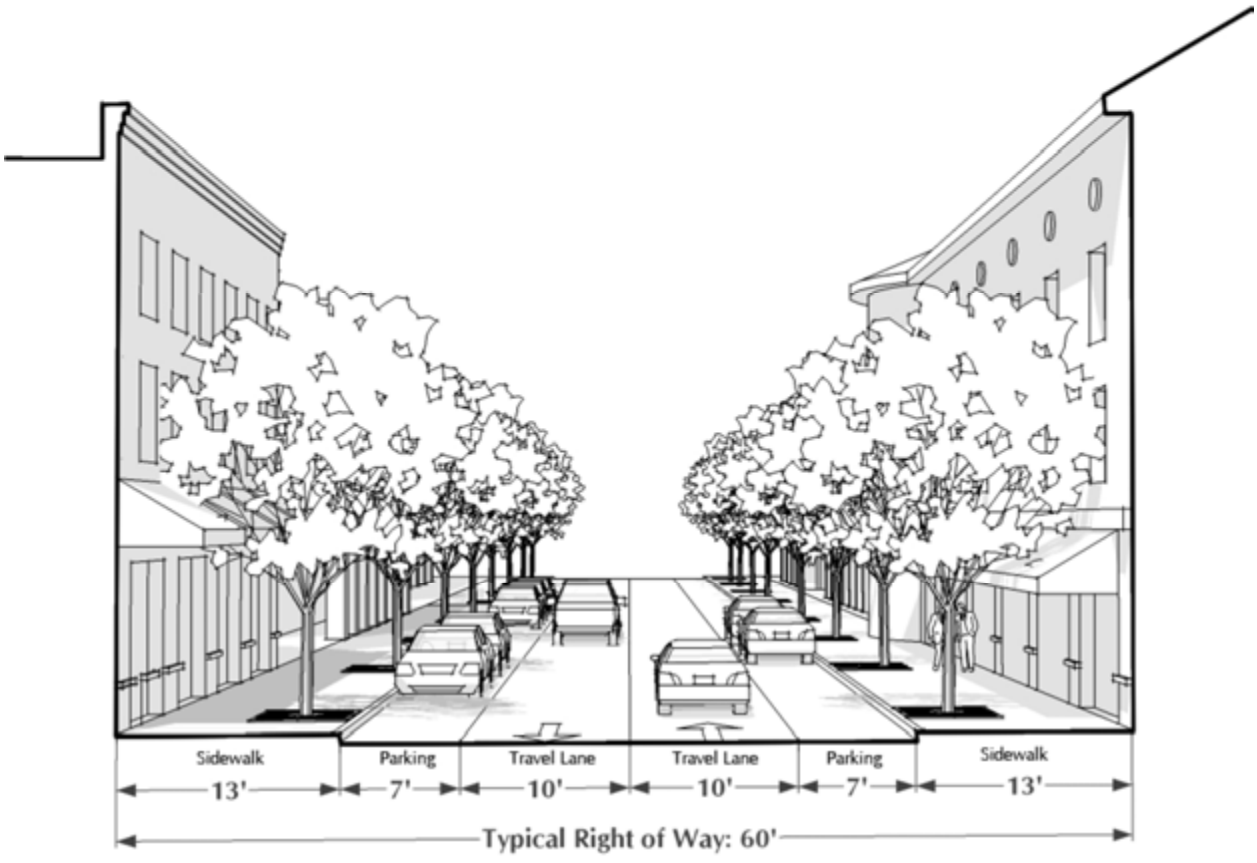
PEDESTRIAN STRATEGIES

Improving the quality of the pedestrian experience involves addressing both real and perceived safety concerns and upgrading pedestrian facilities to make sure they are contiguous and comfortable. Additionally, promoting development at a more "human scale" encourages pedestrian activity by improving perceptions of safety and creating a visually interesting environment at street level. Examples of enhanced pedestrian strategies include:

- Provide buffers between sidewalks and automobile traffic;
- Enhance the visibility of crosswalks;
- Provide midblock pedestrian crossings; and
- Improve comfort of the walking public through street level amenities.

Plan El Paso, the City of El Paso Texas' Comprehensive plan which was adopted March 6, 2012, provides design guidelines on a wide number of topics, including context appropriate pedestrian strategies for street and neighborhood development. Figure 4-6 below shows a typical suggested cross section for a primary street in an urban setting with 60 ft. right of way.

FIGURE 4-6: PLAN EL PASO TYPICAL ROAD CROSS SECTION FOR PRIMARY ROAD, 60FT ROW



Source: City of El Paso via elpasotexas.gov

LAND USE CONSIDERATIONS

Typical development patterns have generally encouraged a separation of land uses. Additionally, there has been an overall trend toward less dense development, particularly in the planning and design of suburban neighborhoods. These land use factors significantly impact travel, requiring more trips to be made by automobile due to the increased distances between origins and destinations. The EPMPO can work with local planning partners to encourage land use policies that facilitate the use of alternative modes of transportation and reduce the number of automobile trips.

SMART GROWTH

Smart growth generally refers to the protection and preservation of valuable natural and cultural resources through encouragement of more compact development patterns that optimize use of existing transportation infrastructure. Smart growth development is characterized by higher population and employment densities and a mix of land uses, which increases the viability of public transportation, walking, and biking as transportation modes. Since smart growth principles encourage redevelopment and infill development of existing areas, investment in the transportation system is focused on the maintenance and operation of existing roadway infrastructure and providing safe opportunities to travel by bike or foot, rather than on building costly new roadways in previously undeveloped areas.

Source: Wikimedia Commons

It is important to note that smart growth does not mean building dense high-rise structures or pitting transit or any other modes against highways. Instead, smart growth is about tailoring choices for individual settings. For example, in a suburban or rural community, smart growth may mean building smaller detached homes on smaller lots within walking distance of schools and other amenities. Smart growth encourages the development of a balanced intermodal transportation system that allows for the efficient and economical movement of people and goods. In some areas that may mean more transit, in other areas it may entail roadway improvements.

Source: Piazza Escondida, via FaceBook

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS

Transportation System Management and Operations (TSM&O) strategies seek to improve the performance of existing roadways through increased efficiency and throughput of people on current infrastructure. TSM&O strategies not only rely on traffic engineering solutions (such as signal synchronization and access management) to optimize the existing system but also rely on resource utilization, infrastructure, personnel, and data management strategies to extend the useful life of the existing transportation system and improve its reliability.

The following section provides a brief outline of the TSM&O strategies implemented in the El Paso region and lists additional strategies for consideration that can improve the performance of the existing transportation system.

EL PASO REGION TSM&O

TxDOT manages and operates the El Paso Intelligent Transportation System (ITS) website, which is a part of the ITS implemented by TxDOT in the El Paso area. The website provides up to date information on lane closures, incidents, congestion, and travel times. This portion of the El Paso ITS also allows access to area wide traffic cameras and information from the US Customs and Border Protection on border wait times for freight, passenger, and pedestrian traffic. The City of El Paso operates a Streets and Maintenance department which in turn operates a Transportation Management Division. The Transportation Management Division provides traffic engineering, traffic control and signal management services and includes the oversight of the Traffic Management Center for the city. The City's Transportation Management Center Computerized Signal System includes the signal timing and coordination for approximately 650 traffic signals, and includes remote operations from the Management Center for 600 of these signals with the ability to expand the system for all signals within the city

The El Paso Intelligent Transportation System also helps augment TSM&O coordination efforts between:

- Texas Department of Transportation
- Texas Department of Public Safety
- City of El Paso
- El Paso Police Department
- El Paso Fire Department
- El Paso Electric
- Sun Metro
- Border Crossing Information System

TSM&O activities in the El Paso area also include programmed maintenance and maintained traffic operations through local, state, and federal funds, as well as Traffic Incident Management and Traffic Data Collection. Many of the best practices highlighted below can be seen implemented through EPMPO-programmed projects as well as ongoing efforts from TxDOT, and the local municipalities and authorities.

BEST PRACTICES

In addition to the TSM&O strategies implemented in the region, other strategies employed successfully in other cities serve as best practices for optimizing the performance of the existing transportation systems to reduce congestion and improve safety.

MAINTENANCE

Infrastructure maintenance is a critical aspect of transportation system management and operations. Most infrastructure management agencies prefer to schedule routine repairs and inspections instead of embarking on ad-hoc patching and repairing. Schedule management for inspection and street repairs will enable city and county personnel to efficiently use limited resources. A calendar for repairs and reviews will also provide valuable information to concerned citizens. Regularly scheduled roadway resurfacing is necessary to provide uniform improvements to the existing roadways and to extend their useful life. Older roads, especially those built according to discontinued standards, should be reviewed with an eye towards upgrading deficient sections to modern criteria.

ELECTRONIC INFRASTRUCTURE

Transportation infrastructure is no longer limited to concrete pavement and asphalt. Recent improvements in operations and data collection methods have led to digital controls and integrated computer networks that require maintenance and management. Older technologies are being systematically replaced with newer options.

For example, in-pavement magnetic loops are being phased out, while video detection and automatic detection devices for pedestrians and bicycles are gaining popularity. Advances in camera technology such as Gridsmart allow traffic engineers to monitor intersection conditions more efficiently than ever before. Traditional incandescent bulbs for signal heads have been replaced with more efficient light emitting diodes (LEDs). These new technologies offer increased durability and lower overall maintenance costs.

TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS

Roadway users encounter traffic control signage and intersection signals on nearly every route they travel. While the primary function of intersection traffic control is to improve safety at intersections, it is also often a significant source of delay. Improper signage and poor signal timing results in unnecessarily long queues and impacts the reliability of the transportation system. Improving signage, signal timing, and equipment is a cost-effective way to facilitate traffic flow along a corridor. The MPO can work with its planning partners to identify corridors which would benefit from traffic signal improvements and to prioritize projects.

TRAFFIC SIGNAL OPTIMIZATION

The timing and phasing of signalized intersections should be reviewed periodically, especially in areas of rapid development or increased commercial activity. Most intersections should be reviewed for appropriate timing and phasing every six months, while more heavily traveled intersections could be reviewed more frequently. Whenever possible, the signal heads and controls should be uniform to facilitate ease of coordination and servicing of hardware. In locations of due east or due west travel, back plates and directional signal heads may be advantageous. In locations with significant wind and severe weather concerns, mast arm and pole dimensions should be designed appropriately. Traffic signals can also be coordinated along a corridor or throughout an entire system. As traffic volumes increase, signal coordination can be used to optimize high priority traffic corridors and increase the throughput of critical thoroughfares.

Adaptive signal control, which adjusts the timing of traffic lights based on real-time travel conditions, can also provide significant relief to congested corridors and cut costs associated with traffic signal timing data collection and computation.

SIGNAL PRE-EMPTION

On busy roads with highly used transit routes, transit signal priority or pre-emption can improve the operations of the transit system. Transit signal priority refers to technology that reduces dwell time for transit vehicles at signalized intersections, typically by holding green lights longer or shortening the duration of the red-light cycle. The same kinds of technology can also be employed for emergency vehicles. Equipping all intersections to accommodate signal prioritization can facilitate the deployment of such systems commensurate with demand.

ACCESS MANAGEMENT

Access management refers to the regulation of the number of access points between a development and the adjacent roadway network. Most discussions of access management involve the placement and number of driveway curb cuts, although the application can also include the location, size, and function of interior service roads. Many access management solutions involve installation of roadway medians where feasible to limit turning movements and improve traffic flow and safety.

TARGETED TRAFFIC ENFORCEMENT

Consistent and reliable enforcement of traffic laws helps address public concerns about traffic issues. In areas with complaints about speeding and reckless or inconsiderate driving, responsive law enforcement staff can do much towards gaining the public's trust and compliance. Focused speed studies (using radar trailers and traffic counters) can be employed to discourage speeding on residential streets.

TRAFFIC CALMING

Because there are many instances where the number of aggressive drivers is greater than human resources can address, many cities and counties have implemented various "self-enforcing" speed and volume control devices. Most of these measures are referred to as "traffic calming." These physical devices can assist law enforcement in influencing driver behavior. Traffic calming is often controversial and can be challenging to discuss.

Most traffic calming measures are applied to residential streets, though certain measures can be applied to higher volume roadways as well. Broadly defined, the goals of traffic calming measures are:

- To slow down the average vehicle speeds for a particular roadway;
- To address excessive volumes for a particular roadway; and
- To remind drivers of or reinforce the residential nature of specific roadways.

Traffic calming measures are designed to slow down or impact all vehicles. In practice, this can lead to reduced access and response times for emergency and law enforcement personnel. Careful consideration must be given to any proposed traffic calming device, especially if the roadway under review provides critical access for emergency personnel. Representatives of fire, police, and emergency services departments should be involved in the review of proposed traffic calming devices. The EPMPO can work with its planning partners and emergency response agencies to identify locations suitable for traffic calming implementation.

HIGH OCCUPANCY VEHICLE LANES

High Occupancy Vehicle (HOV) lanes are dedicated for use by vehicles with more than one occupant and thereby serve to increase the total number of people that move through a congested corridor. HOV lanes offer substantial travel time savings and reliable, predictable travel times. HOV lanes move significantly more people during congested periods, even if the number of vehicles that use the lane is lower than on adjoining general-purpose lanes. In general, carpoolers, vanpoolers, and bus patrons are the primary beneficiaries of HOV lanes. In coordination with its planning partners, EPMPO can identify corridors that would benefit from the implementation of HOV lanes.

TRAFFIC INCIDENT MANAGEMENT

Traffic Incident Management (TIM) consists of a planned and coordinated process to detect, respond to, and quickly clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM strategies reduce the duration and impacts of traffic incidents and improve the safety of motorists, crash victims, and emergency responders. Traffic incident management involves coordination among a number of public and private sector partners, including:

- Law enforcement
- Emergency Management and preparedness
- Fire and rescue
- EMS
- Towing and recovery
- Transportation departments
- Hazardous materials contractors
- Public safety communications
- Traffic information media

TRAFFIC DATA COLLECTION

As transportation technology grows increasingly sophisticated, obtaining the amount of data required by new traffic optimization interfaces presents significant challenges to cash-strapped public agencies. Automated traffic data collection creates an opportunity for transportation management agencies to receive a continuous supply of traffic data at a low cost. Because automated traffic data collection gathers data in real-time, it facilitates many of the demand-responsive TSM&O strategies discussed earlier in this chapter (such as traffic signal optimization). New types of traffic data collection, such as Bluetooth and Wi-Fi detectors, are particularly appealing due to their lower operational and maintenance costs compared to in-road loop detectors. These types of detectors have the added benefit of being able to gather traveler information beyond the traditional scope of the private vehicle to include bicycle and pedestrian roadway users.

LEVERAGING EMERGING TECHNOLOGIES

In addition to the implementation of some the Intelligent Transportation Systems (ITS) mentioned above, the emergence of new technologies and the adoption of policies and legislation will provide future decision makers with a whole new tool kit of strategies to implement.

Connected & Autonomous Vehicles

Connected and autonomous vehicles (AV) can be integrated into existing ITS architecture, and while autonomous technology holds many promises for mobility, improved traffic operations, and safety, it should be noted that there are potential unknown and known drawbacks to this technology as well. While higher capacity automated public transportation could drastically reduce both emissions and congestion on the roads, as well as reduce the required right of way to accommodate current trends in single occupant vehicles, advances in this field can also require drastic shifts in land use and policy development. And through making these major shifts in land use and policy development might require greater upfront costs, the benefits for environmental justice and social equity could far outweigh the implementation costs. Other tremendous benefits to the implementation of AV could be drastic reductions in fatalities and severe injury due to less flawed drivers on the road. Questions of liability and vehicle ownership in this new paradigm are yet to be resolved, though vehicle manufacturers, software developers, insurance companies, and entrepreneurial companies are all vying for dominance in this emerging field.

Source: Gnangarra via Wikimedia commons

This technology also holds benefits to freight and economic growth. Where freight drivers are currently limited by exhaustion as well as congestion in urban areas, improved travel distances and improved traffic operations could have very real and positive impacts on the economic vitality of rural and urbanized area, as well as the integration of these regions into commercial megaregions.

Source: Steve Jurvetson via Wikimedia commons

Real time data collection could have immediate and long-term benefits for growth and operations planning, while third party data collection companies might face new challenges in securing and utilizing the influx of data.

The National Association of City Transportation Officials (NACTO) provides some advice and guidance in their "Blueprint for Autonomous Urbanism," found at nacto.org/blueprint, and the Society of Automotive Engineers (SAE) and the National Highway Traffic Safety Administration (NHTSA) are working to provide guidance for safety and programming levels of automation.

The EPMPO staff can help the development and deployment of these technologies throughout the region by beginning discussions on policy and land use, as well as staying abreast of developments in autonomous vehicle technology.

Smart Phone Applications

Rideshare applications for smart phones are already influencing how people are choosing to commute. Uber recently unveiled (Feb 2018) their new "Express Pool" service in the Washington D.C. Metro Area. This new service utilizes traffic analytics and routing software to reduce backtracking and rerouting to pick up multiple passengers, as is the case with their "UberPool" service. In exchange for significant discounts and more direct routing, riders are picked up within two blocks of their origins, and dropped off within two blocks of their destinations, which means more walking.

Smart phones are also already being used to improve transit service and user experience with route information apps, as well as instant payment and rider subscription services. The EPMPO can continue to work with its planning partners to enhance the functionality of smartphone transit applications to further encourage travelers to use transit.

Source: Santeri Viinamäki via Wikimedia commons

COMPLETE STREETS

The concept of "Complete Streets" is rooted in the idea that roads should be built with all users in mind, not just the private automobile. While Complete Streets principles include many TDM and TSM&O strategies, the concept focuses less on improving traffic conditions and more on the livability of places. Complete Streets strategies address the needs of all users of the transportation system, including the young and the old, the disabled, and users of transit or non-motorized forms of transportation. They yield a wide range of benefits such as improved safety, equity and access, economic development, air quality, health, and livability. While policies adopted by local governments represent most Complete Streets policies adopted nationwide, MPOs can be integral partners in promoting and implementing Complete Streets strategies.

SAFETY AND SECURITY

The FAST Act requires that the transportation planning process address both the safety and security of the transportation system for motorized and non-motorized users. Federal guidelines define safety as "freedom from unintentional harm," and define security as "freedom from intentional harm." Strategies to address safety and security will at times differ significantly from one another and require coordination between different agencies but will more often overlap and involve members of the same agencies. Therefore, Destino 2045 considers safety and security both simultaneously and individually.

The EPMPO is responsible for addressing safety and security through the programming of transportation improvements. The MPO's role in implementing specific safety and security measures may be limited, but its role in coordinating regional transportation needs between the various local, state, and federal transportation agencies is vital to creating successful safety and security policies. By integrating the safety and security goals and objectives of regional stakeholders into the transportation planning process, the MPO can ensure that its plans and studies are consistent with and help support safety and security planning in the El Paso Region.

The following sections discuss the various agencies involved in safety and security planning in the El Paso Region and present local, regional, and state plans and programs that are currently in place.

SAFETY

"Safety" in the transportation planning context typically refers to the mitigation of traffic crashes, transit accidents, and other unintentional events resulting in fatalities, injuries, or loss of property on the transportation network. The FAST Act identifies a national goal for safety to significantly reduce fatalities and injuries on all public roadways. The U.S. Department of Transportation (USDOT) published a related Notice of Proposed Rulemaking (NPRM) in March 2014 proposing that safety targets and progress towards their achievement be measured as 5-year rolling averages for fatalities and serious injuries, as well as their respective rates for every 100 million vehicle miles traveled (VMT). The final rule was published March 15, 2016, with an effective date of April 14, 2016.

Safety planning, reducing the number of crashes, and decreasing the amount of fatalities and injuries on the transportation network involves several different projects and programs, ranging from improving the operational efficiency of the transportation network to influence driver behavior. TXDOT, NMDOT, and EPMPO play the lead roles in transportation safety planning, but several non-traditional stakeholders should be included in the transportation safety planning process, including:

- State agencies responsible for safety data collection and management (TXDOT and NMDOT, Texas State Police – Highway Safety Office);
- Regional and local transportation agencies;
- First responders, fire and rescue, and EMS;
- State and local law enforcement;
- Transit agencies;
- Motor vehicle departments;
- Federal agencies; and
- The non-governmental highway safety community (e.g. AAA).

REVIEW OF AGENCIES AND PROGRAMS

Texas Strategic Highway Safety Plan (SHSP)

Adopted in 2016, the Texas SHSP's mission is "Texans will work together on the road to zero traffic fatalities and serious injuries." The SHSP also adopts a "Towards Zero Deaths" (TZD) vision consistent with the TZD National Strategy sponsored by the Federal Highway Administration (FHWA), National Highway Traffic Safety Administration (NHTSA), American Association of State Highway and Transportation Officials (AASHTO), and the Governors Highway Safety Association (GHSA).

The plan identifies safety concerns and classifies them into seven key emphasis areas. The plan describes the trends in fatalities within each emphasis area, defines a specific target for 2022, and suggests strategies that should be undertaken to achieve the performance targets that are tailored to the unique circumstances of crashes within each emphasis area.

The strategies recommended in the SHSP should provide the basis for countermeasures that the MPO considers addressing crash types and locations, as well as driving behaviors, that are responsible for the greatest number of crashes in the El Paso region – particularly those resulting in serious injuries or fatalities. A discussion of crash types, contributing factors, and hotspot locations is in Chapter 3.

New Mexico Strategic Highway Safety Plan (SHSP)

The 2016 New Mexico SHSP identifies actions and strategies to be undertaken over a five-year period to reduce traffic deaths and incapacitating injuries on the states surface transportation system, with the vision statement "Safe Mobility for Everyone." Using the "4E" approach of engaging stakeholders and participants from Engineering, Enforcement, Emergency response, and Education, the NM SHSP is intended to "coordinate traffic safety programs across the state, identify priorities and strategies, and provide a common measure and approach in traffic safety efforts for all roadway users."

The plan identifies ten high priority emphasis areas and ten priority emphasis areas based on the number and severity of crashes in New Mexico and stakeholder input for data from 2007 to 2012.

The strategies recommended in both the Texas and New Mexico SHSPs should provide the basis for countermeasures that the MPO considers addressing crash types and locations, as well as driving behaviors, that are responsible for the greatest number of crashes in the El Paso region – particularly those resulting in serious injuries or fatalities. A discussion of crash types and hotspot locations is in Chapter 3.

Highway Safety Improvement Program (HSIP)

The HSIP is a Federal-aid funding program administered by state DOTs. Its goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The program must be consistent with the Texas and New Mexico SHSPs, and report annually on the following:

- HSIP program structure;
- Progress towards implanting HSIP-funded projects;
- Progress made in achieving safety performance targets; and
- Assessment of the effectiveness of implemented improvements.

TXDOT and NMDOT select projects for implementation through HSIP following a data-driven approach that identifies safety problems in a systemic manner, identifies countermeasures to address them, and prioritizes projects based on the goals and objectives outlined in the SHSP.

Horizon 2040 MTP

The Horizon 2040 Metropolitan Transportation Plan, El Paso's previous MTP, identified Safety as a top priority. The plan included a goal to "Increase efforts to reduce crash rates and improve safety on the system." It also established a performance measure that quantifies the number of accidents (e.g., fatalities or injuries) on state highways on the CMP Network.

RECOMMENDATIONS

Under the FAST Act, states and MPOs are required to adopt a performance- and outcome-based approach to transportation planning that relies heavily on existing and projected data to evaluate the effectiveness of strategies in addressing goals and objectives, including those related to safety. The crash analysis provided in Chapter 3 provides a basis for the safety planning element and the following recommendations will help the MPO comply with final safety performance management requirements

- Identify measurable safety goals and objectives;
- Transition to a more data-driven, strategic approach to safety planning;
- Collaborate with key safety stakeholders;
- Coordinate closely with the State in the development, evaluation, and reporting of performance targets that support the statewide safety goals and objectives, as well as regional and local safety goals; and
- Provide training opportunities for MPO staff to increase their knowledge related to transportation safety planning.

SECURITY

Planning for transportation security seeks to mitigate or avoid harm to the transportation network inflicted either intentionally by people (such as terrorist acts or criminal activities), or circumstantially through natural disasters such as hurricanes, earthquakes, or other weather events. Security planning is carried out by multiple levels of government and involves all four phases of emergency management: preparedness, response, recovery, and mitigation.

In support of state, regional, and local security goals and objectives, the primary role of the MPO is to facilitate coordination between agencies responsible for transportation security, including law enforcement, emergency response, transit agencies, and homeland security departments.

REVIEW OF AGENCIES AND PROGRAMS

Texas Department of Emergency Management

The state emergency management program is coordinated by the Texas Division of Emergency Management (TDEM). This program is intended to ensure the state and its local governments respond to and recover from emergencies and disasters. The program also implements plans and programs to help prevent or lessen the impact of emergencies and disasters, as well as programs to increase public awareness about threats and hazards.

The TDEM also coordinates emergency planning and administers disaster recovery, hazard mitigation, and homeland security grant programs in the State of Texas.

Source: U.S. Customs and Border Protection [Public domain], via Wikimedia Commons

Updated in 2015, the Texas Emergency Management Plan describes how the State will mitigate the effects of, prepare for, respond to, and recover from hazards to public health and safety, including natural disasters, technological accidents, homeland security threats, and other emergency situations. The plan designates the Texas Department of Public Safety (DPS) as the primary State agency responsible for coordinating all transportation related emergency management activities, and designates TxDOT as a support agency for transportation related emergency management activities which include:

- Clearing routes and temporarily restoring public facilities;
- Assisting with damage assessment of transportation infrastructure;
- Assisting state and local government entities in determining the most viable transportation networks to, from, and within disaster areas; and
- Providing assistance to other state and local government agencies in the transport of urgent supplies to impacted areas.

The plan also identifies key agencies and organizations that will support DPS's emergency management responsibilities and outlines each entity's role in or resource contribution to transportation-related emergency management activities.

New Mexico Department of Homeland Security and Emergency Management (DHSEM New Mexico)

The State of New Mexico All-Hazard Emergency Operations Plan (EOP) establishes the New Mexico Emergency Operations System. This system organizes the state's response to emergencies and disasters while providing for the safety and welfare of its citizens. The plan assigns functional emergency management responsibilities to state departments, agencies, boards, and commissions.

The EOP identifies the State Department of Transportation as the primary State agency responsible for coordinating all transportation related emergency management activities (ESF#1), with support from the General Services Department, the Environment Department, Department of Military Affairs, Department of Public Safety; State Police Division, Motor Transportation Division.

Responsibilities for transportation related emergency management activities include:

- Monitor and report status of and damage to the transportation system and infrastructure as a result of an incident.
- Identify temporary alternative transportation solutions that can be implemented by other agencies when systems or infrastructure are damaged, unavailable, or overwhelmed.
- Coordinate the restoration and recovery of the transportation systems and infrastructure.
- Coordinate the support, prevention, preparedness, response, recovery, and mitigation activities among transportation stakeholders within the authorities and resource limitations of ESF #1 agencies.

The plan also identifies key agencies and organizations that will support DHSEM's emergency management responsibilities and outlines each entity's role in or resource contribution to transportation-related emergency management activities.

FEMA Hazard Mitigation Plans

The purpose of FEMA's Hazard Mitigation Grant Program (HMGP) is to "help communities implement hazard mitigation measures following a Presidential major disaster declaration." All counties in the greater El Paso Metropolitan Planning Area have completed a FEMA-approved Hazard Mitigation Plan, and although Otero County's plan is currently expired, they are in the process of working on a new plan, as noted on the DHSEM New Mexico website.

Texas & New Mexico Continuity of Operations Plans (COOP)

Continuity of Operations Plans focus state energy and resources on plans that minimize the impact of natural and man-made disasters on state operations. Texas DPS and the New Mexico DHSEM provide technical assistance to local agencies or organizations wishing to establish a COOP.

RECOMMENDATIONS

The following recommendations, shown in no particular order, are designed to strengthen transportation security planning in the greater El Paso region and should be coupled with elements of the final rules as published by the FHWA and disseminated by TXDOT and NMDOT:

- Create a local definition of security;
- Continue to assess the most significant threats, high-potential targets, and least hardened infrastructure elements within the El Paso region;
- Work with federal, state, regional, and local jurisdictions and transportation providers to develop evacuation plans for the "transportation disadvantaged;"
- When eligible, establish a FEMA-approved Hazard Mitigation Plan for Otero County;
- Collaborate with security and emergency response professionals and organizations on an ongoing basis; and
- Provide training opportunities for MPO staff to increase their knowledge related to transportation security planning

NO-BUILD RECOMMENDATIONS

The following no-build recommendations are listed in no particular order:

- Encourage continued coordination of the metropolitan transportation planning process with the development of local transportation and comprehensive plans to promote the inclusion of facilities and systems related to transit, biking, and walking.
- Encourage transportation planning partners to consider cost-effective, no-build strategies, such as TDM, TSM&O, and Complete Streets design prior to investing in roadway capacity improvements.
- Work with large area employers to explore and implement employer-based TDM tools and incentives.
- Consider giving funding preference to projects that incorporate TDM and TSM&O strategies, reflect Complete Streets design principles, or set regional multi-modal transportation goals and objectives through a robust public involvement process.

BUILD STRATEGIES TO ADDRESS UNMET NEEDS

This section builds upon the work completed as part of the needs analyses discussed in Chapter 3, to identify deficiencies in the El Paso region's transportation network. This section outlines the steps taken to address or mitigate the deficiencies identified by developing an unconstrained list of possible improvements to the transportation network, and then developing a project prioritization process and ranking those improvements according to community values.

PROJECT IDENTIFICATION

Once the no-build strategies were considered, potential projects to expand or build new facilities were examined. The results of technical reviews, available planning studies, highway and corridor studies, consultation with local traffic engineers, planners, and other stakeholders, and a call for transportation projects were all combined to develop a list of candidate projects for further consideration.

PROJECT SELECTION

The Transportation Project Advisory Committee (TPAC) incorporated the federal planning factors and feedback received during the visioning process to help determine regional priorities and develop the final project list.

PLANNING FACTORS AND PROJECT EVALUATION CRITERIA

As discussed in Chapter 2, the FAST Act requires the transportation planning process for metropolitan areas to consider strategies and projects that address ten planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation

system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

Based on these planning factors, a set of project evaluation criteria was developed to ensure each aspect of the factors was taken into consideration in assessing the merits of the proposed projects. The criteria are:

IMPROVE SAFETY

Safety means protecting against unintentional harm and relates to both motorized and non-motorized modes of travel.

IMPROVE SECURITY

Security means protecting against intentional harm and relates to both motorized and non-motorized modes of travel.

PROTECT THE ENVIRONMENT

Protecting the environment means safeguarding the natural and built characteristics of a community. Important environmental protection issues are maintenance of clean air and flood protection.

PROMOTE EFFICIENCY

Efficiency means improving system management, preserving the existing transportation system, and reducing the cost to provide services or infrastructure.

SUPPORT ECONOMIC DEVELOPMENT GOALS

Economic development is the sustained effort to improve the wealth and standard of living of a community. Economic development goals are framed by the economic development plans of the local jurisdictions and can be impacted by many factors, one of which is the transportation system. Some of these goals include enabling global competitiveness, productivity and efficiency.

REDUCE CONGESTION

Congestion means a roadway system is operating at speeds slower than that for which it was designed. Congestion levels can be measured quantitatively, but the tolerance for congestion is defined locally. For example, individuals living in El Paso may find levels of congestion that are far below what is experienced regularly by the citizens of Los Angeles as unacceptable. Therefore, congestion is evaluated both quantitatively and qualitatively based on input from the public.

IMPROVE ACCESS

Improving access involves controlling and managing the ingress and egress points to a transportation facility by balancing the number of access points and traffic efficiency on a transportation facility, rather than merely increasing the number of access points.

CONNECT MODES OF TRAVEL

Connecting modes of travel means ensuring that people and goods can transition easily from one travel mode to another.

CONSERVE ENERGY

Conserving energy means using fewer natural resources while using the transportation system.

SUPPORT LAND USE GOALS

Land use encompasses the human activities undertaken to modify the natural environment. Land

use goals of the community are defined by the planning ordinances and land use plans of the local jurisdictions, as well as through the public visioning process.

INCREASE STREET CONNECTIONS

Street connectivity is the ease by which people and goods can move to their desired destinations. Connectivity relates not only to travel within the community, but also to external destinations - regional, national, and international.

IMPROVE QUALITY OF LIFE

Quality of life is the personal satisfaction or general sense of well-being an individual or society experiences. The transportation system can have both positive and negative impacts on a region's quality of life. Examples of ways that the transportation system can have a negative impact on the quality of life in a community are: addition of access points to a neighborhood that encourages through traffic and endangers children at play, widening of roadways to improve port access that also encourages truck traffic carrying hazardous materials through residential neighborhoods, an increase in noise or pollution from added lanes, lack of aesthetic amenities along roadways, or lack of restrictions on the movement of heavy trucks through historic neighborhoods causing destructive vibrations in historic structures.

INCREASE MULTI-MODAL OPTIONS

Increasing multi-modal options means constructing or developing alternative travel modes for people and goods that do not currently exist in the community, thereby allowing individuals to select the most convenient mode of travel given their destination and/or purpose of their trip. Strategies for increasing multi-modal options can include: expanding public transportation into previously unserved areas, expanding the hours of operation for a transit system, increasing the number of streets with sidewalks, increasing intermodal freight transfer facilities, increasing park and ride facilities, or increasing in the number of sidewalks that meet ADA accessibility requirements.

PRESERVE RIGHTS-OF-WAY

Preserving rights-of-way means acquiring land prior to development in anticipation of future transportation infrastructure expansion. When streets and highways are expanded, either through the addition of miles or the widening of existing roadways, land must be purchased. The more developed the area, the more expensive it is to acquire the land.

VISIONING WORKSHOP FEEDBACK

During the visioning process the public was asked to rank the criteria based on their personal preferences. The results were combined to assign a final ranking of the evaluation criteria based on community values. The following table presents the final criteria ranking developed from the visioning process.

TABLE 4-1: RANKINGS OF EVALUATION CRITERIA

INDIVIDUAL SCORING CRITERIA	RANK
Improve Safety	1
Improve Quality of Life	2
Reduce Congestion	3
Protect Environment	4
Improve Security	5
Increase Connections	6
Improve Access	7
Connect Modes of Travel	8
Increase Multi-modal Options	9
Promote Efficiency	10
Support Economic Goals	11
Conserve Energy	12
Support Land Use Goals	13
Preserve ROW	14

TRANSPORTATION PROJECT ADVISORY COMMITTEE PROJECT SELECTION

The TPAC used the MPO's approved Project Selection Process as needed to assess the community benefits of proposed transportation projects while considering the federal metropolitan planning factors and the community-driven goals and objectives established during the visioning phase. The process combines technical judgement about the project's ability to meet national performance and local congestion management goals with sponsor-provided information about the purpose and need for the project, project readiness, and funding availability. The process resulted in a prioritized list of short-, mid-, and long-term transportation improvements. The TPAC voted to recommend the draft list for Policy Board approval on December 6, 2017.

TRANSPORTATION POLICY BOARD PROJECT LIST ADOPTION

Once the TPAC completed their project selection process, the draft list of prioritized projects was sent to the Policy Board, which approved the draft list for public review and feedback at their December 15, 2017 meeting. The final list of projects was presented to the TPAC following the final round of public involvement on May 7, 2018 and recommended for approval by the TPB. The TPB approved the final project list upon adoption of the Destino 2045 MTP, Destino 2019-2022 TIP, and Transportation Conformity Report on May 18, 2018.

The final list of prioritized projects is presented in Chapter 8 of this document. Chapter 8 displays the project list by staging period:

- Implementation Stage (2019-2022)
- Short-Term Stage (2023-2028)
- Medium-Term Stage (2029-2040)
- Long-Term Stage (2041-2045)

Chapter 8 also provides corresponding maps to identify projects in each stage of the plan. For detailed project information see the official EPMPO project list in Appendix C.

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5

SYSTEMS-LEVEL ANALYSIS

5. SYSTEMS LEVEL ANALYSIS

Metropolitan transportation planning is not solely concerned with the best way to move people and goods. In addition to mobility concerns, the planning process also examines the interaction of proposed transportation improvements with the natural and human environment. For the purposes of the metropolitan transportation plan, potential impacts on environmental resources and quality of life in the region are evaluated at a system-wide level.

A more detailed analysis of the specific impacts associated with a project is typically performed later in the project development process to fulfill requirements under the National Environmental Protection Act (NEPA).

The primary goal of the systems-level analysis is to evaluate whether the proposed program of unconstrained potential transportation improvements may negatively impact the environment or result in disparate impacts to certain populations. It is intended to serve as a guide for implementing agencies and elected officials as projects progress through the development process.

While it is not always possible to avoid negative impacts to environmentally sensitive areas, the goal of the environmental mitigation analysis is to balance the need for transportation improvements with environmental protection and quality of life considerations and, where possible, to increase access to natural and cultural resources in the region. Mitigation activities should be considered during all phases of project planning, design, construction, and maintenance.

In addition to environmental and cultural resources, the systems-level analysis addresses environmental justice considerations to ensure both the benefits and the burdens of the transportation system are distributed equitably across the region. The term environmental justice first emerged in the metropolitan transportation planning discussion in 1994 with the issuance of Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The executive order was based upon Title VI of the Civil Rights Act and is meant to ensure that minority and low-income populations are not adversely affected by federal actions.

Identifying potential impacts on the environment, as well as low-income and minority populations, involves a three-step process that includes:

- Defining and developing an inventory of environmental resources/minority and low-income populations;
- Identifying and assessing the potential impacts of proposed transportation improvements on these resources; and
- Addressing possible mitigation activities system-wide.

ENVIRONMENTAL MITIGATION ANALYSIS

The El Paso Metropolitan Planning Area is located in the far western corner of Texas, and encompasses the entirety of El Paso County Texas, as well as portions or Doña Ana, and Otero Counties in New Mexico. The City of El Paso stands on the Rio Grande across the US-Mexico border from Ciudad Juárez.

The El Paso region has a transitional climate between cold and hot desert climates, usually with not much humidity and winters that are cool and dry. El Paso experiences rainfall on average of 9.7 inches per year, which can occur during severe thunderstorms, sometimes strong enough to produce flash flooding. The City of El Paso is home to Franklin Mountains State Park. The El Paso region sits atop the Hueco Bolson aquifer, which stretches north into New Mexico and southwest under the Rio Bravo in to Mexico. The location of the region's environmental and cultural resources, including rivers and streams, wetlands, floodplains, parks, open space, recreational areas, and historic sites, were first inventoried as part of the environmental analysis.

The data and information used to conduct the analysis included flood plain maps from the Federal Emergency Management Agency (FEMA), wetlands maps from the U.S. Fish and Wildlife Service, historic sites from the National Register of Historic Places, and state and federal wildlife and environmental protection resources. These inventoried resources are shown in Figures 5-1 through 5-3.

FIGURE 5-1: PARKS AND CULTURAL RESOURCES

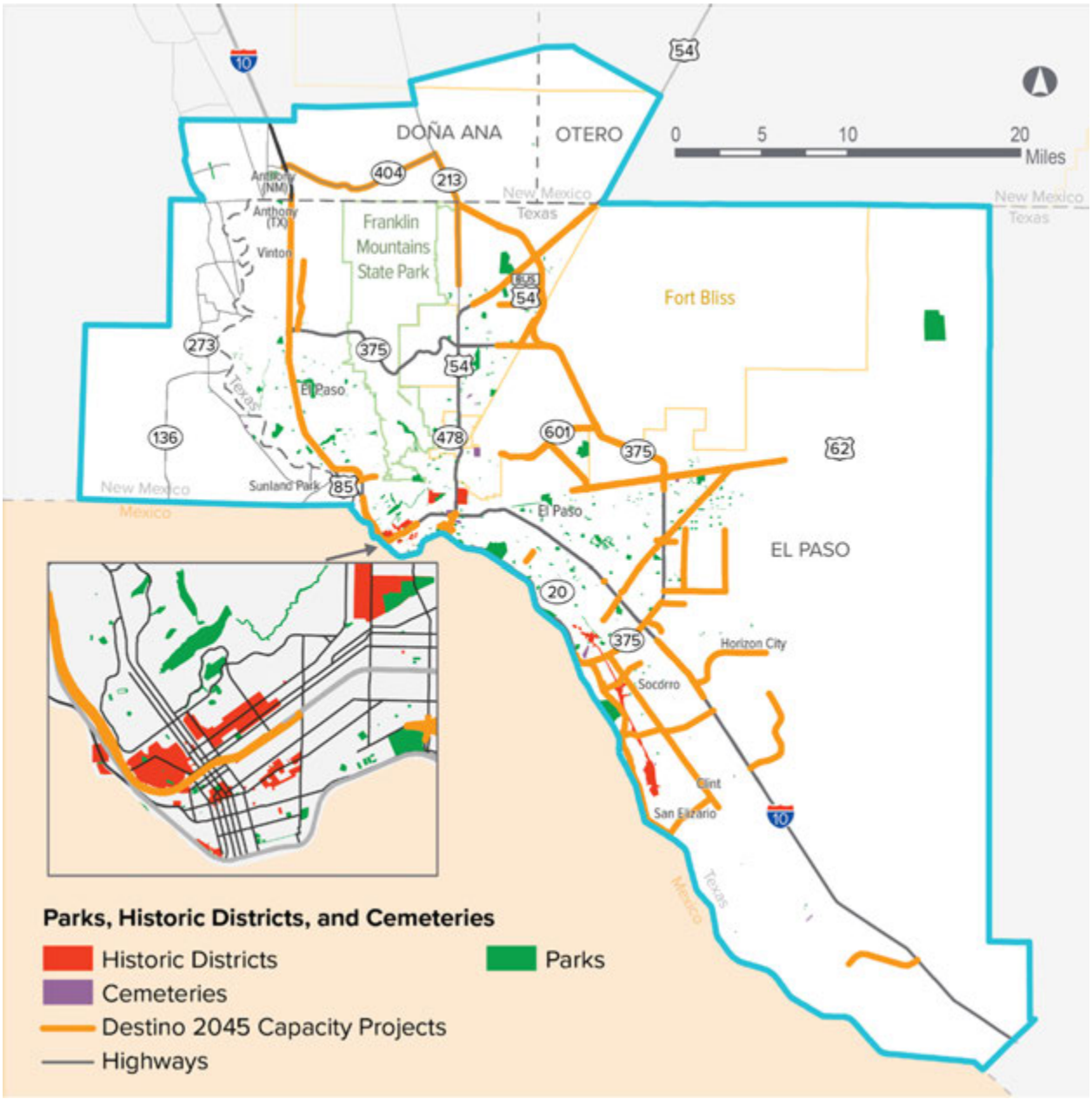


FIGURE 5-2: ENVIRONMENTAL POINTS OF INTEREST

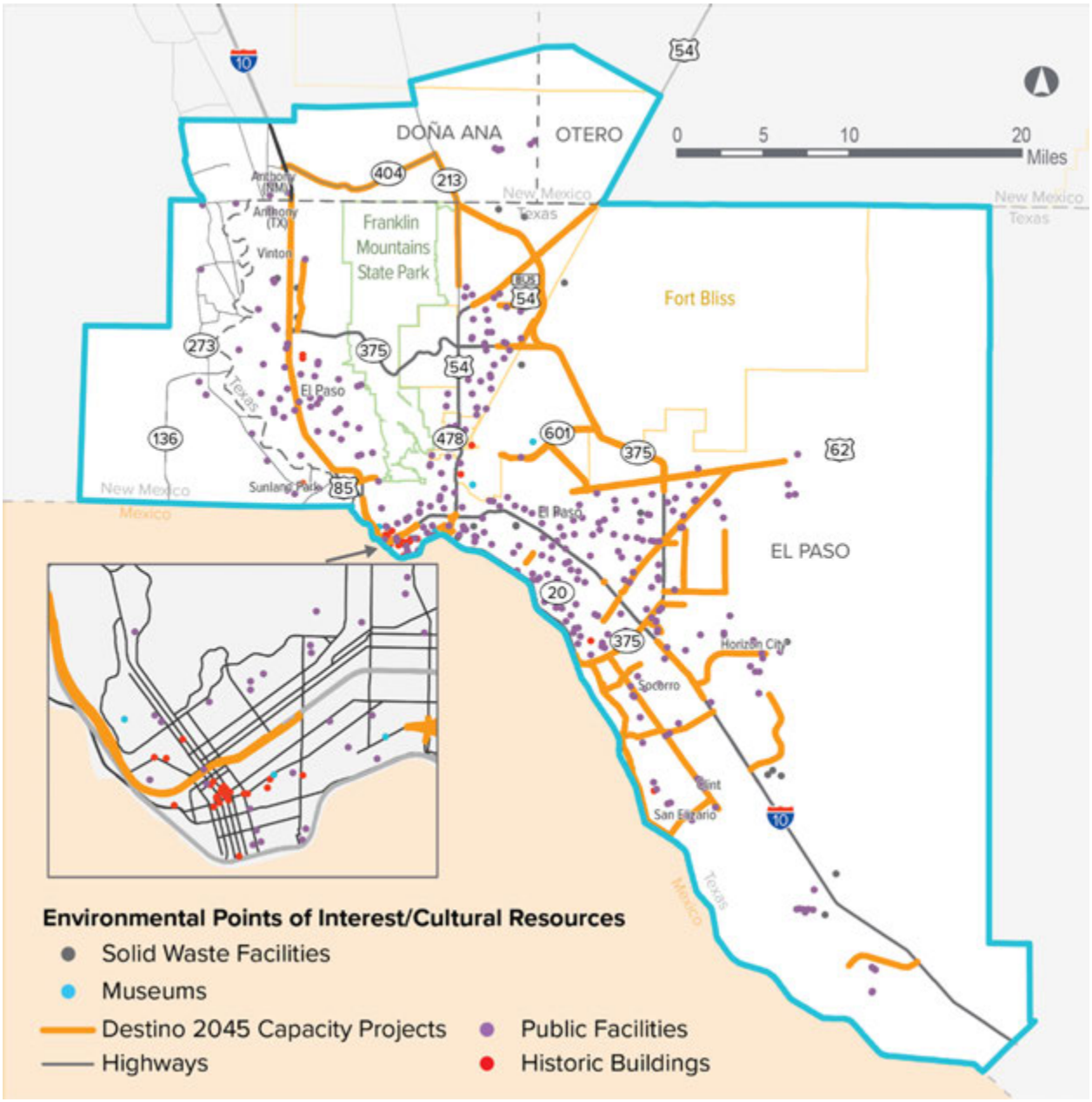
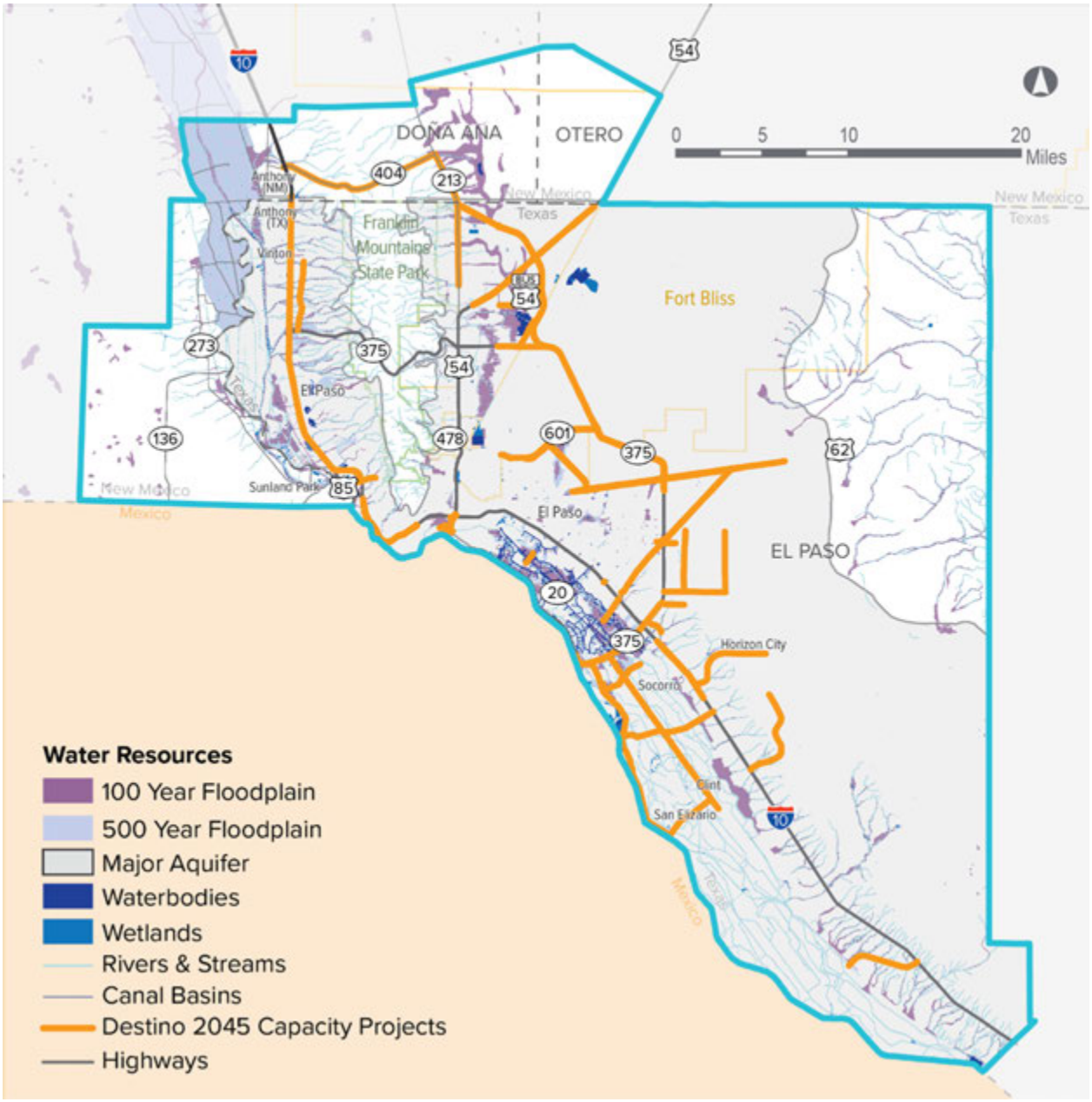


FIGURE 5-3: WATER RESOURCES



In order to determine how projects identified in this plan might affect these resources, an FHWA-endorsed GIS methodology originally developed by the Southeast Michigan Council of Governments was employed. The analysis assembles projects into types, and then buffer zones are generated and mapped for each type of project. For the sake of system level analysis, only capacity projects were considered to have potential impacts on mapped data. Table 5-1 presents the number of proposed projects for each type included in Destino 2045 MTP. Some projects, such as overlays, were excluded from this analysis; therefore the total number of projects explored in this section does not reflect the total number of projects in the Destino 2045 MTP.

TABLE 5-1: PROJECT TYPES

PROJECT TYPE	TOTAL NUMBER OF PROPOSED PROJECTS
New/Expanded Roadway	56
Public Transit	14
Active Transportation (Bike/Ped)	13

Buffer sizes were determined based on the type of environmental resource being examined, meaning smaller "areas of influence" were computed depending on the environmental resource. Some resources, such as recreation areas and historic sites, may only be impacted by projects in close physical proximity, while others (such as water resources) may still be impacted by a project some distance away. Table 5-2 summarizes the buffer sizes assigned to each resource being examined. Once buffer sizes were determined, buffers and environmental resources were mapped to identify areas of overlap, as these are areas where an impact is possible. Figure 5-4 provides an example of the buffer analysis, showing proposed projects as well as areas of possible project impacts.

TABLE 5-2: ENVIRONMENTAL RESOURCE BUFFER SIZES

ENVIRONMENTAL RESOURCE	CAPACITY/EXPANSION
Floodways	.25 miles
Wetlands and Other Waters	.25 miles
Cemeteries	250 feet
Historic Sites	250 feet

FIGURE 5-4: EXAMPLE BUFFER ANALYSIS

Source: Wikimedia commons

Tables 5-3, and 5-4 quantify the number of possible impacts to the inventoried resources for capacity projects. The risk to a major aquifer, wetlands, and floodplains is the greatest with 52, 40, and 35 projects, respectively, potentially impacting those resources. The list of proposed potential improvements presents few concerns regarding cemeteries or historic resources with only one project within close proximity of a historic site and eleven potentially impacting government offices/points of interest, while fifteen projects are located within close proximity to a park. Table 5-5 lists the historic sites and districts and parks that may be impacted by the proposed transportation improvements.

TABLE 5-3: NUMBER OF POSSIBLE IMPACTS TO INVENTORIED WATER RESOURCES

WATER RESOURCE	NEW/ EXPANDED ROADWAY (56 PROJECTS)
Canal Basin	4
Flood Hazard Structure/levees	6
Area Water	2
Flood Hazard Areas	35
Major Aquifer	52
Wetlands	40
Water Bodies	6
Rivers/ Streams	32*

**Many areas classified as rivers and streams are also classified as wetlands and may have produced duplicate results.*

TABLE 5-4: NUMBER OF POSSIBLE IMPACTS TO PARKS AND CULTURAL RESOURCES

PARK/CULTURAL RESOURCE	NEW/ EXPANDED ROADWAY (56 PROJECTS)
Parks	7
Office of Stormwater Management (OSM) Parks	8**
Point of Interest	11
Solid Waste Facility	1
Landmarks	6
Historic Sites	1
Cemeteries	3
Historic Districts	4

***Some parks are also classified as OSM parks and may have produced duplicate results*

TABLE 5-5: RESOURCE SPECIFIC IMPACTS OF SPECIFIC PROJECTS

PROPOSED PROJECT	RESOURCE
I-10 Widening at Downtown	Old Fort Bliss
	Old San Francisco District
	Sunset Heights District
	Independent District
	Grace Chope Park
Loop 375 (Americas/Joe Battle) Widening	Mission Trail Historic District
Eastlake/Old Hueco Tanks Extension	Mission Trail Historic District
Arterial 1 (1682 Blvd.)	Neighborhood Baseball Pitch
I-10 Connect	Chamizal National Memorial
	Lincoln Park
Tierra Este (Arterial 1)	Frank "Francis" T. Hourigan Park
	Mesquite Trails Park #6
Pellicano Dr. Widening/Build	West Texas Estates Park
FM 659 (Zaragoza Rd) Widening, Segment 3	Blackie Chesher Park
Hawkins Blvd Overpass	Stiles Park
Borderland Expressway	Northern Lights (South Park)
	Northern Lights (North Park)
	Mesquite Hills Park #5

The systems-level analysis of potential environmental impacts is intended to function as a resource for agencies and elected officials that will ultimately implement any of the potential projects. Detailed, project-level analysis is required in order to definitively identify adverse impacts from specific projects. The buffer analysis is a useful method for narrowing the focus of such studies, but it should be noted that proximity or overlap of a project buffer and environmental resource alone does not mean an impact is present (nor does the lack of an overlap indicate that an impact won't occur).

POTENTIAL MITIGATION ACTIVITIES

Federal regulations require the metropolitan planning process to include "a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan." FHWA recommends an ordered approach to mitigation known as "sequencing" that involves understanding the affected environment and assessing transportation effects through project development. This ordered approach involves:

- Avoiding the impact altogether;
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; or
- Compensating for the impact by replacing or providing substitute resources.

Recognizing that the type and the level of mitigation activities will vary depending on the scope of the project, the project team proposes a toolbox of mitigation measures and general areas where these activities can be implemented.

These measures, listed in Table 5-6, are intended to be regional in scope and may not necessarily address potential project-level impacts. As proposed projects progress through the project development process, mitigation should be an integral part of alternatives development and the analysis process from the start in order to maximize effectiveness.

TABLE 5-6: POTENTIAL MITIGATION ACTIVITIES

RESOURCE	MITIGATION MEASURES
Wetlands or water resources	Avoidance, minimization, compensation
	→ Preservation
	→ Creation
	→ Restoration
	→ In-lieu fees
	→ Riparian buffers
	→ Design exceptions and variances
	Environmental compliance monitoring
Forested and other natural areas	Avoidance, minimization
	Replacement property for open space easements to be of equal fair market value and of equivalent usefulness
	Design exceptions and variances
	Environmental compliance monitoring
Agricultural areas	Avoidance, minimization
	Design exceptions and variances
	Environmental compliance monitoring
Endangered and threatened species	Avoidance, minimization
	Time-of-year restrictions
	Construction sequencing
	Design exceptions and variances
	Species research/fact sheets
	Memoranda of Agreements for species management
	Environmental compliance monitoring
Ambient air quality	Transportation control measures
	Transportation emission reduction measures
Cultural resources	Avoidance, minimization
	Landscaping for historic properties
	Preservation in place or excavation for archeological sites
	Design exceptions and variances
	Environmental compliance monitoring
Parks and recreation areas	Avoidance, minimization, mitigation
	Design exceptions and variances
	Environmental compliance monitoring

AIR QUALITY

Improving regional air quality and maintaining compliance with federal air quality standards is a fundamental consideration in the metropolitan transportation planning process. The construction of new transportation infrastructure increases the capacity for vehicles on regional roadways, which has the potential to increase traffic-related air pollutants in the MPO study area.

In 1963, in response to increasing air pollution, the U.S. Congress passed the original Clean Air Act which established a federal program for researching techniques to monitor and control air pollution. The Clean Air Act of 1970 increased federal enforcement authority and authorized the development of national ambient air quality standards to limit common and widespread pollutants. These standards, known as the National Ambient Air Quality Standards (NAAQS), define the allowable concentration of pollution in the air for six "criteria" pollutants, including carbon monoxide, lead, nitrogen dioxide, particulate matter, ozone, and sulfur dioxide.

The Clean Air Act identifies two types of national ambient air quality standards:

- Primary standards provide public health protection, including protecting the health of "sensitive" populations such as asthmatics, children, and the elderly.
- Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

Source: tceq.texas.gov

The existing standards for each of the six criteria pollutants are listed in Table 5-7. The units of measure for the standards are parts per million (ppm) by volume, parts per billion (ppb) by volume, and micrograms per cubic meter of air (µg/m3). The existing standard for Ozone was established by a 2008 Final Rule. In November 2014, the EPA proposed to revise the primary and secondary standards to somewhere within the range of 0.065 and 0.070 ppm. After the proposed rule was published in December 2014, the EPA accepted written comments on the proposed rule until March 17, 2015. The EPA issued its final rule strengthening the ozone standards to 0.070 ppm on October 1, 2015.

EPA has delayed issuing guidance on conformity requirements for transportation planning in relation to the 2015 Ozone rule. Until then, the Destino 2045 MTP is only required to maintain compliance with the 2008 standard definition.

TABLE 5-7: EXISTING STANDARDS FOR CRITERIA POLLUTANTS

POLLUTANT		PRIMARY/ SECONDARY	AVERAGING TIME	LEVEL	FORM
Carbon Monoxide (CO)		Primary	8-hour	9 ppm	Not to be exceeded more than once per year
			1-hour	35 ppm	
Lead		Primary and Secondary	Rolling 3-month average	0.15 µg/m3	Not to be exceeded
Nitrogen Dioxide (NOX)		Primary	1-hour	100 ppb	98th percentile, averaged over 3 years
		Primary and Secondary	Annual	53 ppb	Annual mean
Ozone		Primary and Secondary	8-hour	0.075 ppm	Annual fourth-highest maximum daily 8-hour concentration, averaged over 3 years
Particle Pollution	PM2.5	Primary	Annual	12 µg/m3	Annual mean, averaged over 3 years
		Secondary	Annual	15 µg/m3	Annual mean, averaged over 3 years
	PM10	Primary and Secondary	24-hour	35 µg/m3	98th percentile, averaged over 3 years
		Primary and Secondary	24-hour	150 µg/m3	Not to be exceeded more than once per year, averaged over 3 years
Sulfur Dioxide		Primary	1-hour	75 ppb	9th percentile of daily 1-hour maximum, averaged over 3 years
		Secondary	3-hour	0.5 ppm	Not to be exceeded more than once per year

Regions are designated by the EPA as either in attainment or nonattainment for NAAQS. Attainment means the concentration of each pollutant does not exceed NAAQS. Non-attainment means the concentration of at least one pollutant exceeds the maximum defined threshold. If an area is designated as non-attainment, the State must develop and submit a State Implementation Plan (SIP). The SIP addresses each pollutant that exceeds NAAQS and establishes an overall regional plan to reduce air pollution emission levels, designed to return the area to, and maintain, attainment status. Once a nonattainment area meets the standards, EPA will designate the area to attainment as a "maintenance area." Maintenance areas are required to have a Maintenance Plan in place to ensure continued attainment of the respective air quality standard. The Clean Air Act defines specific timetables to attain air quality standards and requires non-attainment areas to demonstrate reasonable progress in reducing air pollutants until the area achieves attainment.

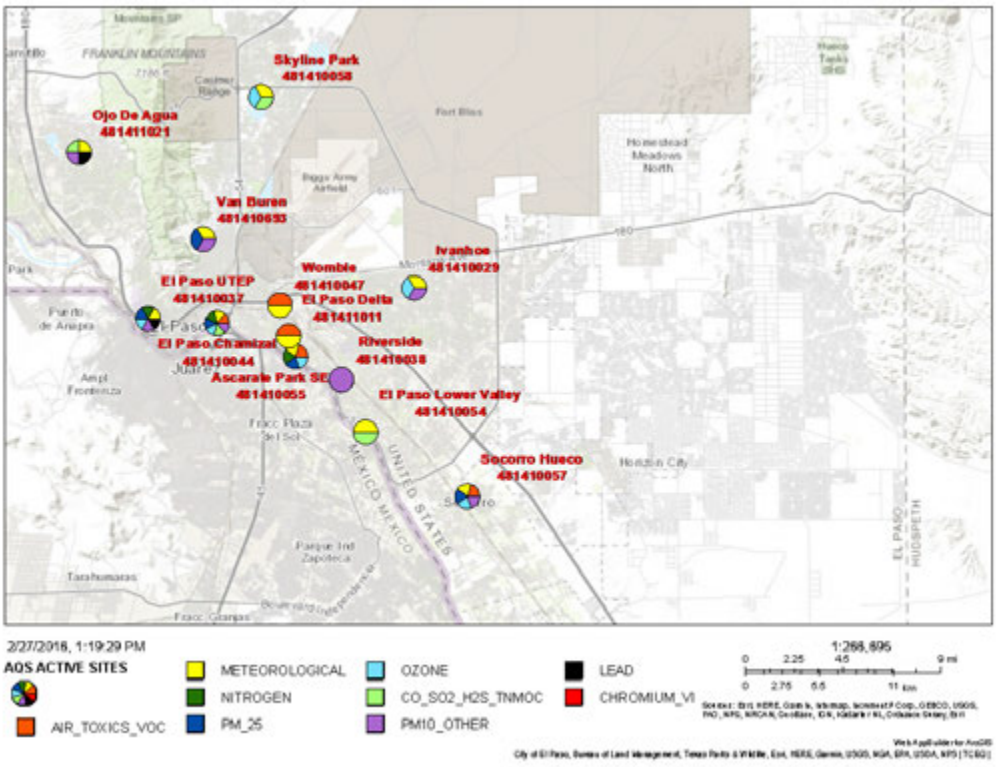
AIR QUALITY IN THE EPMPO AREA

There are twelve air quality monitoring sites in the El Paso region that form part of Texas' monitoring network. The Ojo De Agua site monitors CO, PM10 using the sequential Federal Reference Method (FRM), TSP (Lead) and wind. The Skyline Park location monitors Ozone, SO2, temperature, and wind. The Van Buren Site monitors PM10 using FRM, PM2.5 using a continuous tapered element oscillating microbalance (TEOM), relative humidity, temperature, and wind. The El Paso UTEP site monitors CO, Dew Point, NOX, Ozone, PM10 (TEOM), PM2.5 (FRM), PM2.5 (TEOM), TSP (lead), UV radiation, solar radiation, precipitation, relative humidity, temperature, and wind.

The El Paso Chamizal site operates an automated gas chromatograph. Gas chromatography (GC) is a common type of chromatography used in analytical chemistry for separating and analyzing compounds that can be vaporized without decomposition. Typical uses of GC include testing the purity of a particular substance, or separating the different components of a mixture (the relative amounts of such components can also be determined). This site monitors CO (high sensitivity), dew point, NOX, NOY (high sensitivity), Ozone, PM Coarse, PM2.5 (FRM), PM2.5 (speciation) SO2 (high sensitivity), relative humidity, solar radiation, temperature, and wind. The Womble site operates a single canister and monitors temperature and wind.

The El Paso Delta site similarly monitors temperature and wind but operates an Automated Gas Chromatograph. The Ascarate Park SE site monitors barometric pressure, Carbonyl, Dew Point, NOX, Ozone, PM2.5(TEOM), relative humidity, solare radiation, temperature, visibility, and wind. The Ivanhoe site monitors Ozone, PM10 (FRM), relative humidity, temperature, and wind. The Riverside Site monitors PM10 (FRM). The El Paso Lower Valley site monitors H2S, temperature, and wind. The Socorro Hueco site monitors Ozone, PM10 (FRM), PM10 (TEOM), PM2.5 (TEOM), SVOC, temperature, and wind. The locations of all El Paso air monitoring sites overseen by the Texas Commission on Environmental Quality (TCEQ) are shown in Figure 5-5.

FIGURE 5-5: TEXAS AIR QUALITY MONITORING SITES



TRANSPORTATION CONFORMITY ANALYSIS

The cities of El Paso and Anthony, NM have been designated as moderate non-attainment areas for Particulate Matter, 10 microns or less (PM10) since 1991, although there is no emissions budget established for Anthony. A small portion of the City of El Paso has been operating under an EPA-approved 10-year maintenance plan for Carbon Monoxide (CO) since 2008. The limited maintenance plan covering CO for the next 10 years was approved by the EPA in September 2017.

The Transportation Conformity Analysis performed for the Destino 2045 MTP demonstrates that the projected emissions of CO and PM 10 conform to the Motor Vehicle Emissions Budget (MVEB) enacted by TCEQ and approved by the EPA.

Conformity for CO must be demonstrated for 2020, as this is the last year of the maintenance plan. This transportation conformity analysis was obtained by projecting vehicle miles and hours traveled from the Travel Demand Model, calculating emissions of these vehicles using the MOtor Vehicle Emission Simulator (MOVES2014a) (released December 2015 and updated November 2016) and AP-42 section 13.2.1 models (EPA, January 2011), and comparing the results to the MVEB for El Paso County.

It should be noted that the CO maintenance plan budget covers a portion of the City of El Paso and although the PM10 nonattainment area is the City of El Paso, the PM10 budget includes all of El Paso County.

The TDM has a validated 2012 base year with forecast network years of 2020, 2030, 2040 and 2045. The forecast years incorporate projects proposed in the MTP and TIP. The model outputs were sent to the Texas A&M Transportation Institute (TTI) for emissions analysis.

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TABLE 5-8: MOTOR VEHICLE EMISSIONS BUDGETS FOR EL PASO CO MAINTENANCE AND PM10 NON-ATTAINMENT AREAS

	CO[3]	PM10
Classification	Attainment/ Maintenance	Moderate Non- Attainment
MVEB tons/day	29.66[1]	12.10[2]

[1] Approval and Promulgation of Implementation Plans; Texas; El Paso County Carbon Monoxide Redesignation to Attainment, and Approval of Maintenance Plan https://www.gpo.gov/fdsys/pkg/FR-2008-08-04/pdf/E8-17700.pdf

[2] Transportation Conformity: Motor Vehicle Emissions Budgets (MVEB) (Appendix A: El Paso PM-10 page 4)

[3] For the purpose of this conformity determination per guidance from the consultative partners, demonstration for CO has to be performed for year 2020, as this is the last year of the maintenance plan.

TABLE 5-9: EL PASO CONFORMITY ANALYSIS SUMMARY (EMISSIONS EXPRESSED IN TONS PER DAY)

POLLUTANT	BUDGET	2020[6]	2030	2040	2045
CO[1]	29.66[4]	5.08	-----	-----	-----
PM10[2]	12.1[5]	6.36/ 6.90	6.80/ 7.34	7.41/ 7.98	7.68/ 8.28

[1] The CO Analysis is only for zones in the maintenance areas. The MVEB of 29.66 tons per day (tpd) applies to the network years 2020, 2030 and 2040. Emissions estimates indicate winter weekday figures.

[2] PM10 emissions include summer/winter figures. The PM10 budget is based on the 1994 PM10 Mobile Emissions Inventory.

[4] Approval and Promulgation of Implementation Plans; Texas; El Paso County Carbon Monoxide Re-designation to Attainment, and Approval of Maintenance Plan (https://www.gpo.gov/fdsys/pkg/FR-2008-08-04/pdf/E8-17700.pdf)

[5] Transportation Conformity: Motor Vehicle Emissions Budgets (MVEB) (Appendix A: El Paso PM-10)

[6] For the purpose of this conformity determination per guidance from the consultative partners, demonstration for CO has to be performed for year 2020, as this is the last year of the maintenance plan.

ENVIRONMENTAL JUSTICE ANALYSIS

Environmental Justice (EJ) is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, educational level, or income with respect to the development, implementation, and enforcement of environmental laws. Environmental Justice seeks to ensure that minority and low-income communities have access to public information for human health, environmental planning, regulations, and enforcement. It ensures that no population, especially the elderly and children, are forced to shoulder a disproportionate burden of the negative human health and environmental impacts of pollution or other environmental hazards. Title VI of the Civil Rights Act (42 US Code 2000 and Executive Order 12898) requires an environmental justice review, which entails a thorough evaluation of project effects to persons belonging to low-income populations and minority groups.

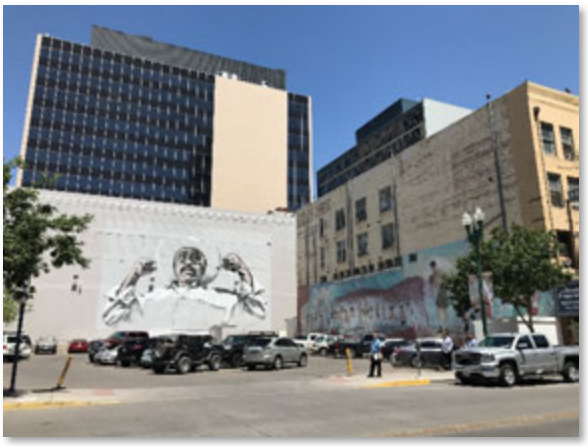
Using the guidance contained in the metropolitan planning regulations, the study team incorporated environmental justice considerations into the development of the Destino 2045 MTP through the following steps:

ENVIRONMENTAL JUSTICE AND THE MTP

1. The study team identified and mapped the locations of minority and low-income populations and performed a GIS-based analysis of the proximity of proposed transportation improvements to environmental justice communities;
2. Using the MPO's adopted public participation plan as a guide, the study team designed and implemented an early and meaningful public participation program that provided an opportunity for the public to be partners in the planning process;
3. In the development of the Destino 2045 MTP, at least one public involvement meeting per round was held in an area defined by the 2010 census as being of low to moderate income or having a predominantly minority population;
4. The study team ensured that public transportation providers, upon which the environmental justice community is most dependent, were strong partners in the planning process; and
5. The study team focused on developing a multimodal transportation system that served diverse travel markets and supported the trip purposes of various transportation consumers, including the identified environmental justice population.

Identifying potential impacts on environmental justice communities involves a three-step process like the one used for the environmental mitigation analysis:

- Define and develop an inventory of minority and low-income populations;
- Identify and assess the potential impacts of proposed transportation improvements on these communities; and
- Address possible mitigation activities at a system-wide level



The project team identified the locations of minority and low-income environmental justice population concentrations using appropriate U.S. Census data. ACS household poverty status data originates at the census block group level and was aggregated to the region's traffic analysis zones (TAZ) to highlight low-income areas in relation to the El Paso MPO's transportation system. The analysis identifies EJZs as any TAZ where 35% or more of households are considered to be in poverty (i.e. household income is below a certain poverty threshold determined by the ACS).

2015 American Community Survey (ACS) data displays the El Paso MPO Region's median household income to be roughly $36,800 and contains an average household size of 2.92. The region's median household income is lower in comparison to those of Texas ($53,207) and New Mexico ($44,963), with concentrations of low-income households along the United States-Mexico border, downtown El Paso, the Mission Valley, and in Dona Ana and Otero Counties just north of the Texas state line. Figure 5-6 (next page) shows the location of minority and low-income populations in the El Paso Metropolitan Planning region in relation to Destino 2045 capacity expansion transportation projects.

As stated earlier, project-scale studies should be conducted in the planning and environmental phases of each project to determine actual impacts to these communities. Table 5-10 summarizes the number of capacity projects that may impact identified environmental justice areas.

TABLE 5-10: NUMBER OF POSSIBLE IMPACTS TO EJ ZONES

	EJ ZONES
New/ Expanded Roadway (56 projects)	18

Just under 33 percent of capacity expansion projects may impact identified environmental justice areas.

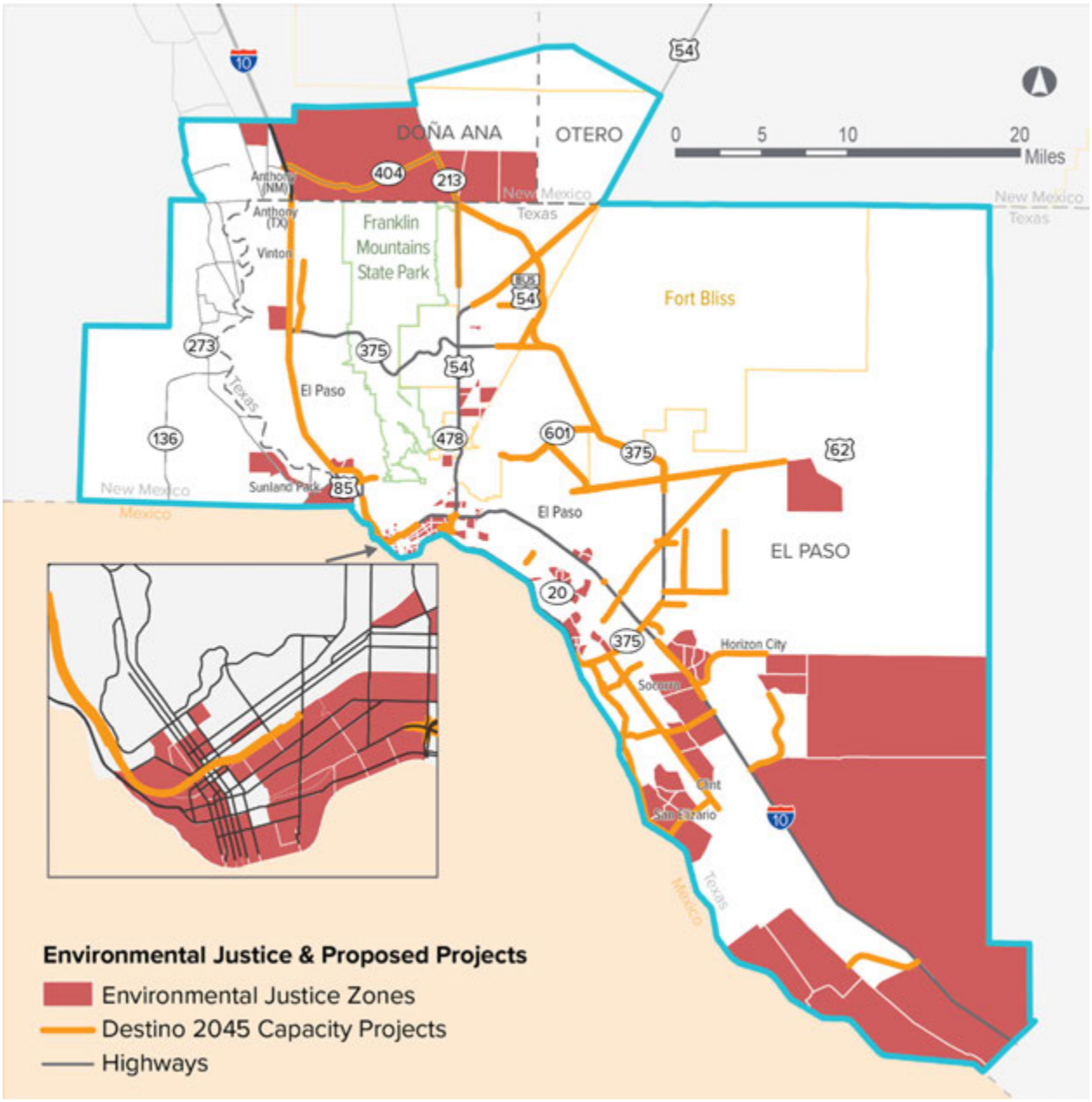
Like the environmental mitigation analysis, a more detailed, project-level analysis will need to be performed to better understand the likely impacts of transportation improvements on environmental justice populations. The proximity of projects to environmental justice populations may have both positive and negative impacts. For example, it is assumed that the mobility, access, and safety benefits of most projects accrue most strongly to those areas in close proximity to the project. Therefore, if the project objectives are consistent with the travel market needs of adjacent communities, the project is viewed as having a positive impact.

On the other hand, the physical impacts of project construction and footprint also have the greatest negative impacts on adjacent communities. Large infrastructure projects whose objectives are not consistent with community needs represent potential negative impacts. Examples include the construction of a new railway line that may create safety and noise pollution concerns, the construction of a new roadway that divides an existing community or creates barriers to other resources and/or activities, or improvements that may increase freight traffic or the movement of hazardous materials through low-income areas.

The key consideration in determining unintended consequences or disparate impacts to environmental justice populations is how the project objectives match the community's transportation needs.

The EPMPO is committed to working with project sponsors to mitigate negative impacts on environmental justice communities using measures such as impact avoidance or minimization and context sensitive solutions (appropriate functional and/or aesthetic design features).

FIGURE 5-6: ENVIRONMENTAL JUSTICE AND PROPOSED PROJECTS



SYTEM LEVEL PERFORMANCE EVALUATION

As described in Chapters 2 and 3, the El Paso MPO has adopted a series of performance measures that allow the MPO to quantify the potential impacts that the Destino 2045 plan will have towards achieving the region's mobility and quality of life goals. The final evaluation performed as part of the systems level evaluation of the proposed projects compared the performance measures calculated for the 2012-2015 Base Year and 2045 "No Build" Scenarios to the performance of the 2045 "Build" Scenario. In general, the Build Scenario improves on almost every performance measure when compared to the No-Build scenario, although there is a moderate increase in the total and per-capita VMT (and subsequently a modest increase in the estimated average trip cost).

The results of the scenario analysis comparisons for performance measures is shown in Table 5-11. Table 5-12 shows the performance of the build scenario in addressing Safety, Operations & Maintenance, and Ports of Entry.

TABLE 5-11: SCENARIO PERFORMANCE MEASURE COMPARISON

	2012-2015 BASE	2045 NO-BUILD	2045 BUILD	NO-BUILD VS. BASE	BUILD VS. BASE	BUILD VS. NO-BUILD
Travel Time Index	1.14	1.21	1.17	+ 6%	+ 2%	- 3.31%
Annual hours of delay (million hours)	14.74	31.3	28.3	+ 112%	+ 92%	- 9.58%
Average peak-period commuter minutes in EJ zones	20.17	22.67	21.59	+ 12%	+ 7%	- 4.76%
% of population within 1/2 mile of high-quality rapid transit	4.0%	14.8%	16.0%	+ 11%	+ 12%	+ 1.23%
% of jobs within 1/2 mile of high-quality rapid transit	14.0%	31.0%	31.0%	+ 17%	+ 17%	+ 0.00%
% of non-SOV trips	10.1%	11.3%	11.4%	+ 12%	+ 13%	+ 0.10%
Average trip costs	$2.14	$2.21	$2.25	+ 3%	+ 5%	+ 1.81%
Max daily CO emissions in delimited area [Ton/day]	8.16	2.12	2.22	- 73%	- 72%	+4.96%
Max daily PM10 emissions [Ton/day]	8.39	9.63	8.28	+ 15%	- 1%	- 13.97%
Daily VMT Total (million miles)	16.0	22.8	25.7	+ 43%	+ 60%	+ 12.41%
Daily VMT per capita	18.3	16.6	18.7	- 9%	+ 2%	+ 12.47%

TABLE 5-12: QUALITATIVE SYSTEM PERFORMANCE MEASURES

GOAL CATEGORY	ELEMENT ADDRESSED	NUMBER OF PROJECTS
Safety	High Crash Intersections	5
	High Crash Roadway Segments	9
	Crash Modification Factors	35
Ports of Entry	Border Crossing Improvements	8
Operations & Maintenance	Very Poor Pavement Condition	10
	Poor Pavement Condition	3
	Fair Pavement Condition	11
	Deficient Bridges	4

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6

FINANCIAL ANALYSIS AND FISCAL CONSTRAINT

6. FINANCIAL ANALYSIS AND FISCAL CONSTRAINT

According to federal regulations, transportation improvement projects included in a metropolitan transportation plan (MTP) must fall within the financial capabilities of the community. The final project list included in the MTP must therefore be fiscally constrained – i.e., the funding available for projects must be greater than or equal to the anticipated cost of the projects.

This chapter includes a list of funding sources and dollar amounts anticipated to be available to fund projects included in the El Paso Destino 2045 MTP. It also outlines the process by which funding levels were forecast to determine the amount of funds available.

Because federal regulations stipulate that the financial forecast consider the change in value of the dollar over time due to inflation, funding and costs discussed in this chapter were estimated in year-of-receipt and year-of-expenditure dollars, respectively.

ESTIMATING FUNDING

This section summarizes the process used to forecast roadway and transit funding over the 27-year period in the Destino 2045 MTP.

ROADWAY FUNDING SOURCES

The following programs were considered when calculating the total amount of roadway funding available for the 2045 MTP. The funding estimated to be available for projects in the EPMPO area through the lifespan of the 2018 Unified Transportation Program (2019-2027) is listed for each category as summarized in Table 6-2. These estimates were used to form the base-year funding assumptions that were extrapolated to complete the funding forecast for the duration of the MTP.

The following section describes the state and federal funding sources available for roadway projects, as well as several local programs that can be used to fund local roadway projects.

POTENTIAL FEDERAL FUNDING SOURCES

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

Most activities that were previously funded under the SAFETEA-LU National Highway System (NHS) program are now eligible under the National Highway Performance Program (NHPP) established through MAP-21, the purpose of which is to:

- Provide support for the condition and performance of the National Highway System;
- Provide support for the construction of new facilities on the NHS; and
- Ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP provides funding for construction and maintenance projects located on the newly expanded National Highway System (NHS), which includes the entire Interstate system and all other highways classified as principal arterials. MAP-21 eliminated the programs with dedicated funding for repair by consolidating the Interstate Maintenance and Highway Bridge Repair programs and shifting these funds to the new NHPP. NHPP provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.

SURFACE TRANSPORTATION PROGRAM (STP)

The STP is a block grant funding program with subcategories for states and urban areas. STP funding may be used for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities.

These funds can be used for any road, including an NHS roadway, that is not functionally classified as a local road or rural minor collector. The state portion can be used on roads within (or outside) an urbanized area, while the urban portion can only be used on roads within an urbanized area. The funding ratio is 80/20 (federal/local).

Subcategories of the STP funds are:

- STP greater than 200,000 population (STP>200K)
- STP less than 200,000 population (STP<200K)
- STP less than 5,000 population (STP <5K)
- STP Flexible (STP-FLEX)
- STP Off-System Bridge (STP Bridge)
- STP Hazard Elimination (STP-HAZ)
- STP Enhancement (STP-ENH)

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The purpose of the Highway Safety Improvement Program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands.

HSIP requires that the State develop, implement, and update a Strategic Highway Safety Plan (SHSP); produce a program of projects or strategies to reduce identified safety problems; and evaluate the SHSP on a regular basis. The SHSP is a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders. As a part of the plan, states are required to have a safety data system to perform problem identification and countermeasure analysis on all public roads; adopt strategic and performance-based goals; advance data collection, analysis, and integration capabilities; determine priorities for the correction of identified safety problems; and establish evaluation procedures.

The FAST Act continues MAP-21 authorization of a lump sum for this program, and it is the responsibility of the State to divide up these funds according to the State's priorities. For a project to be eligible under the HSIP program, the project must be consistent with the State's SHSP and correct or improve a hazardous road location or feature or address a highway safety problem. Workforce development, training, and education activities are also eligible uses of HSIP funds.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The FAST Act continues the MAP-21 Transportation Alternatives Program (TAP) to provide funding for a variety of alternative transportation projects that were previously eligible activities under separately funded programs. Unless a State opts out, it must use a specified portion of its TAP funds for recreational trails projects. Eligible activities include:

- Transportation alternatives
- Recreational Trails Program (RTP)
- Safe Routes to Schools (SRTS) program
- Planning, designing, or constructing roadways within the right of way of former Interstate routes or other divided highways

States and MPOs (for urbanized areas with more than 200,000 people) conduct a competitive application process for use of the sub-allocated funds. Other than the recreational trails set-aside, States are given broad flexibility to use these funds.

Source: news.utep.edu

CONGESTION MITIGATION AND AIR QUALITY (CMAQ)

Urban areas that do not meet ambient air quality standards are designated as non-attainment areas by the U.S. Environmental Protection Agency (USEPA). CMAQ funds are apportioned to those urban areas for use on projects that contribute to the reduction of mobile source air pollution through reducing vehicle miles traveled, fuel consumption, or other identifiable factors. Both roadway and transit projects are eligible for CMAQ funds. Starting in FY 2013, all CMAQ projects were required to provide a 20% local match, with the exception of carpool and vanpool projects, which will remain 100% federal. Because the EPMPO Study Area is currently a non-attainment area, some projects in the Destino 2045 MTP are eligible for CMAQ funds.

BRIDGE REPLACEMENT AND REHABILITATION PROGRAM (FBR)

These funds can be used to replace or repair any bridge on a public road. The federal/state funding ratio is 80/20.

POTENTIAL STATE FUNDING SOURCES

State transportation funding comes from several sources of revenue. Traditionally this funding is used to match federal sources and to fund the operations of state Departments of Transportation. The primary funding source for the Texas state program comes from motor fuels taxes allocations, motor vehicle registration fees, severance taxes allocations, and many other revenue sources and fees, including voter-approved constitutional amendments Proposition 1 and Proposition 7, which redirect funding from the general fund to be spent on transportation projects. The primary funding source for the New Mexico state program is the state road fund; which is supported by the state gasoline tax, a special fuels tax on diesel, a weight-distance tax on commercial trucking, vehicle registration fees, and other minor fees.

Categories 1- 9 of the Texas UTP are federal and state programmatic funding categories; while categories 10, 11, and 12 are strategic and discretionary funding categories. The 2018 UTP provides the following definitions and criteria for each funding category:

CATEGORY 1: PREVENTIVE MAINTENANCE AND REHABILITATION

Preventive maintenance and rehabilitation on the existing state highway system, including minor roadway modifications to improve operations and safety; and the installation, rehabilitation, replacement, and maintenance of pavement, bridges, traffic control devices, traffic management systems, and ancillary traffic devices.

Projects are selected by districts. The Texas Transportation Commission allocates funds through a formula allocation program.

CATEGORY 2: METROPOLITAN AND URBAN AREA CORRIDOR PROJECTS

Mobility and added capacity projects along a corridor that improve transportation facilities to decrease travel time and the level or duration of traffic congestion, and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.

Projects are selected by MPOs in consultation with TxDOT. The Texas Transportation Commission allocates funds through a formula allocation program.

CATEGORY 3: NON-TRADITIONALLY FUNDED TRANSPORTATION PROJECTS

Transportation-related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Texas Mobility Fund, pass-through toll financing, unique federal funding, regional toll revenue, and local participation funding.

Projects are determined by legislation, Texas Transportation Commission approved Minute Order, and local government commitments.

CATEGORY 4: STATEWIDE CONNECTIVITY CORRIDOR PROJECTS

Mobility and added capacity projects on major state highway system corridors that provide statewide connectivity between urban areas and corridors, to create a highway connectivity network composed of the Texas Highway Trunk System, National Highway System, and connections from those two systems to major ports of entry on international borders and Texas water ports.

Corridors are selected by the Texas Transportation Commission based on engineering analyses of three corridor types; mobility, connectivity, and strategic. Funds are allocated by the Commission to TxDOT districts. Districts select projects along approved corridors in consultation with MPO's, the Transportation Planning and Programming Division (TPP), and TxDOT Administration using a performance- based evaluation.

CATEGORY 5: CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT

Congestion mitigation and air quality improvement projects address attainment of a national ambient air quality standard in non-attainment areas of the state.

Projects are selected by MPOs in consultation with TxDOT. The Texas Transportation Commission allocates funds distributed by population and weighted by air quality severity to non-attainment areas. Non-attainment areas are designated by the U.S. Environmental Protection Agency (EPA).

CATEGORY 6: STRUCTURES REPLACEMENT AND REHABILITATION

Replacement and rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; construction of grade separations at existing highway and railroad grade crossings; and rehabilitation of deficient railroad underpasses on the state highway system.

Projects are selected by the Bridge Division (BRG) based on a listing of eligible bridges prioritized first by deficiency categorization (structurally deficient followed by functionally obsolete) and then by sufficiency ratings. Railroad grade separation projects are selected based on a cost-benefit index rating. Projects in the BMIP are selected statewide based on identified bridge maintenance/improvement needs to aid in ensuring the management and safety of the state's bridge assets. The Texas Transportation Commission allocates funds through the Statewide Allocation Program.

CATEGORY 7: METROPOLITAN MOBILITY AND REHABILITATION

Projects that address transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area.

Projects are selected by MPOs operating in transportation management areas, in consultation with TxDOT. The Texas Transportation Commission allocates funds through a federal program, distributed to MPOs with an urbanized area population of 200,000 or greater (transportation management areas [TMAs]).

CATEGORY 8: SAFETY

Safety-related projects both on and off the state highway system including the federal Highway Safety Improvement Program, Railway-Highway Crossing Program, Safety Bond Program, and High Risk Rural Roads Program.

Projects are selected statewide by federally mandated safety indices and a prioritized listing. Projects selected in the Systemic Widening Program are evaluated by roadway safety features for preventable severe crash types using total risk factor weights. The Texas Transportation Commission allocates funds through the Statewide Allocation Program.

CATEGORY 9: TRANSPORTATION ALTERNATIVES PROGRAM

Transportation-related activities as described in the Transportation Alternatives Set-Aside Program, such as on- and off-road pedestrian and bicycle facilities, and infrastructure projects for improving access to public transportation.

For urbanized areas with populations over 200,000, the MPO selects Transportation Alternatives Set-Aside Program (TA Set-Aside) projects through a competitive process in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (i.e., areas with populations below 200,000) are administered by TxDOT through a competitive process to be managed by the Public Transportation Division (PTN). TAP project eligibility is determined by TxDOT and FHWA. TxDOT staff makes recommendations to the Texas Transportation Commission for TAP allocation to areas less than 200,000 population. The Texas Transportation Commission, by written order, selects projects for funding under a TxDOT-administered TAP call for projects. Statewide TAP Flex projects are selected by the Texas Transportation Commission.

CATEGORY 10: SUPPLEMENTAL TRANSPORTATION PROJECTS

Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs.

Coordinated Border Infrastructure Program (CBI), Congressional High Priority Projects, and Federal Lands Access Program (FLAP)

CBI projects are selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Members of the PDC include a representative from FHWA, a representative from TxDOT, and a member from a political subdivision of the state. Projects selected under FLAP are managed by TPP.

Supplemental Transportation Projects

The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with districts. The TxDOT Rail Division in coordination with districts selects Railroad Grade Crossing Re-planking and Railroad Signal Maintenance projects. Landscape Incentive Awards are distributed to 10 locations based on the results of the Keep Texas Beautiful Awards Program and managed by the TxDOT Design Division. Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division. Curb Ramp Program projects are selected based on conditions of curb ramps or the location of intersections without ramps and are managed by the Design Division.

CATEGORY 11: DISTRICT DISCRETIONARY

Projects eligible for federal or state funding selected at the district engineer's discretion. Projects are selected by districts. The Texas Transportation Commission allocates funds through a formula allocation program. A minimum $2.5 million allocation goes to each district per legislative mandate. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well energy sector initiatives.

CATEGORY 12: STRATEGIC PRIORITY

Projects with specific importance to the state; including those that generally promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, and maintain the ability to respond to both manmade and natural emergencies. The Texas Transportation Commission selects projects.

POTENTIAL LOCAL FUNDING SOURCES

Any costs not covered by federal and state programs are typically the responsibility of the local governmental jurisdictions. Local funding can come from a variety of sources including property taxes, sales taxes, user fees, special assessments, and impact fees. Local funding is also critical to maintain eligibility for several federal and state funding sources due to the usual requirements for a "local match" – which is typically around 20% of total project costs for federal funding sources.

PROPERTY TAXES

Property taxation has historically been the primary source of funding for local governments in the United States. Property taxes account for more than 80 percent of all local tax revenues. Property is not subject to federal government taxation but is taxed at a high rate within the state of Texas given the lack of state and local-option income taxes.

GENERAL SALES TAXES

The general sales and use tax is also an important funding source for local governments. The most commonly known form of the general sales tax is the retail sales tax. The retail sales tax is imposed on a wide range of commodities, and the rate is usually a uniform percentage of the selling price.

USER FEES

User fees are fees collected from those who use a service or facility. The fees are collected to pay for the cost of a facility, finance the cost of operations, and/or generate revenue for other uses. User fees are commonly charged for public parks, water and sewer services, transit systems, and solid waste facilities. The theory behind the user fee is that those who directly benefit from these public services pay for the costs.

SPECIAL ASSESSMENTS

Special assessment is a method of generating funds for public improvements, whereby the cost of a public improvement is collected from those who directly benefit from the improvement. In many instances, new streets are financed by special assessment. The owners of property located adjacent to the new streets are assessed a portion of the cost of the new streets based on the amount of frontage they own along the new streets.

IMPACT FEES

Development impact fees have been generally well received in other states and municipalities in the United States. New developments create increased traffic volumes on the streets around them, and development impact fees are a way of attempting to place a portion of the burden of funding improvements on developers who are creating or adding to the need for improvements. There are currently no municipalities in the El Paso region that assess a transportation-specific impact fee.

BOND ISSUES

Property tax and sales tax funds can be used on a pay-as-you-go basis, or the revenues from them can be used to pay off general obligation or revenue bonds. These bonds are issued by local governments upon approval of the voting public.

MAINTENANCE AND OPERATIONS

The maintenance and operation of the transportation system was considered in the development of the Destino 2045 and its staged improvement program. Typically, maintenance costs are applicable to the system as a whole. Where possible, maintenance projects are identified individually. However, it is not possible to develop project-specific maintenance schedules beyond the near term. The maintenance costs identified in this plan are the responsibility of various governmental jurisdictions.

The balancing act of meeting identified transportation improvement needs and maintaining the present transportation system will continue as the system ages. Recommendations in this plan are conservative, because they factor in the impact of maintenance costs in the determination of available funding.

A variety of federal and state funds are used to implement the statewide overlay, maintenance, and operations program.

ROADWAY FUNDING FORECAST

To determine the fiscal feasibility of implementing a program of projects in the MTP, an analysis of programmed funding was conducted. The EPMPO coordinated with TXDOT and NMDOT to determine projected funding and acceptable inflation rates for projects within their respective states. This resulted in compounded annual inflation rates of 4.0% in Texas, and 1.5% in New Mexico.

The first ten years of the Destino 2045, FY 2019-2028, are fiscally constrained by funding category with funds accounted for through the Texas 2018 Unified Transportation Program (UTP) for years 2019-2027 of the Destino 2045 MTP and New Mexico state funding program projections as coordinated with NMDOT.

The Destino 2045 fiscally constrained MTP is further broken up into subsequent bands of time, using the same state funding projections for 2029-2030, followed by the outer years of the plan from 2031-2040 and 2041-2045, which were fiscally constrained by banding together multiple years that are associated with the EPMPO's travel demand model networks.

Some of the UTP funding categories are not used for specific projects but are a demonstration of programs, such as Category 1-Preventative Maintenance and Rehabilitation, Category 6-Structure Replacement and Rehabilitation, and Category 8-Safety Projects of the UTP. Local contributions (which are beyond required local match to federal funds) are captured under Category 3 for projects in the Texas portion of the EPMPO study area.

Unless otherwise noted, most of these funding categories continue throughout the Destino 2045 MTP, but no additional growth rate (other than the inflation rate) beyond 2027 was applied.

Though there are a number of funding categories administered throughout the MPO planning area, the EPMPO directly administers three specific federal funding categories:

- Congestion Mitigation and Air Quality (CMAQ),
- Surface Transportation Program for metropolitan mobility projects (STP-MM)
- Transportation Alternative Program (TAP)

Texas CMAQ and STP-MM funds for years 2019-2027 of the Destino 2045 MTP are shown to grow at a 1.1% rate according to the 2018 UTP. This growth is in line with the historical average, and this growth rate is assumed to continue throughout the remaining years of the Destino 2045 MTP with total Texas CMAQ funding of $347M, and total STP-MM revenue of $614M

New Mexico CMAQ and STP-Large Urban revenue expectations were coordinated with NMDOT, and at the direction of NMDOT there was no growth rate applied to these programs in the Destino 2045 MTP, with a total NM CMAQ funding of $38M and total STP-Large Urban funding of $22M.

The total amount estimated to be available in the El Paso region through the Texas TAP program is $38M. NMDOT provides TAP funds as they become available for planning and programming purposes.

TxDOT introduced additional funding assumptions in the Destino2045 MTP for non-programmatic funding categories:

- $217M Clear Lanes Initiative for the US 62/180 Montana Expressway and Frontage Roads Phase II, in 2028
- $438M bonding revenue for Borderland Expressway (AKA Northeast Parkway) in 2029
- $180M of El Paso-District allocation of Rider 11B Border Funding between 2023-2031
- $669M of Category 2 (Transportation Management Area Corridors) from 2028-2045
- $50M of Toll Revenue generated from the Border West Expressway
- $900M combined between Proposition 1 and Proposition 7 throughout the plan between 2023 and 2045

ROADWAY FUNDING OVERVIEW

The coordinated effort with both TxDOT and NMDOT to project funding, annual forecast amounts, appropriate growth rates to relevant funding categories, and appropriate inflation rates resulted in the following levels (Table 6-1) of roadway funding estimated to be available for each stage of the plan.

Table 6-2 displays the total funding estimated to be available by source over the 27-year period of the MTP. Federal funding administered by the EPMPO in the Destino 2045 is in line with historical trends and no reduction of these funds are expected in the future.

TABLE 6-1: TOTAL ROADWAY FUNDING BY STAGE

STAGE	AMOUNT
2019-2022 (Implementation)	$646,683,580
2023-2028 (Short-Term)	$1,250,490,231
2029-2040 (Medium-Term)	$2,396,236,542
2041-2045 (Long-Term)	$727,062,578
TOTAL	$5,020,472,931

TABLE 6-2: 2019-2045 TOTAL MTP FUNDING BY CATEGORY

FUNDING BY CATEGORIES	2019-2045 TOTAL
TEXAS HIGHWAY FUNDING CATEGORIES	
1 - Preventive Maintenance & Rehabilitation	$641,600,000
2 - Metropolitan Area (TMA) Corridor Projects	$966,810,000
3 - Local Contribution	$12,132,557
4 - Statewide Urban Connectivity Corridor Projects	$138,394,620
5 – CMAQ	$347,049,137
6 - Structures Replacement & Rehabilitation	$51,300,000
7 - STP – MM	$613,701,551
8 - Safety Projects	$18,092,537
9 - Transportation Alternatives-Set Aside	$38,463,306
9 – Transportation Enhancements Program (TXDOT)	$2,465,000
11 - District Discretionary	$106,120,000
11 – B	$180,000,000
12 - Strategic Priority	$63,930,000
Bonding CRRMA for Borderland Expressway	$437,589,794
Clear Lanes Initiative	$217,068,737
10 - CBI Program	$8,000,000
10 – Earmark	$4,655,874
Prop 1/ Prop 7	$900,000,000
3 - Toll Revenue Bonding	$50,000,000
3 - State PE Funds	$113,509,365
3 - Local ROW Funds	$7,863,264
3 - State ROW Funds	$2,536,121
Total TX Highway Funding	$4,921,282,364
NEW MEXICO FUNDING CATEGORIES	
STPL (Surface Transportation Program - Large Urban)	$21,851,750
STPF (Surface Transportation Program - Flex)	$3,000,000
TAPL (Transportation Alternatives Program - Large Urban)	$54,018
CMAQ (CMAQ -Mandatory)	$38,493,645
NHPP - National Highway Performance Program	$16,600,000
NHPP-F - National Highway Performance Program Freight	$12,800,000
SBSI (Border) - Borderland Expressway	$6,380,000
Dona Ana County	$11,154
Total NM Roadway Funding	$99,190,567
TOTAL MTP ESTIMATED ROADWAY FUNDING	$5,020,472,931

TRANSIT FUNDING SOURCES

Transit providers in the study area are funded through a combination of federal, state, and local sources. Aside from local funding, the Federal Transit Administration (FTA) administers the primary funding programs utilized by transit providers in the study area. Of these programs, the Section 5307 Urbanized Area Formula program is the largest source of funding. Other FTA funding programs are more limited in nature.

FEDERAL FUNDING SOURCES

SECTION 5307 URBANIZED AREA FORMULA PROGRAM

Section 5307, the Urbanized Area Formula program (49 U.S.C. 5307) makes federal funding available to urbanized areas for transit capital and operating assistance and for transit-related planning activities. Funding for the formula program is determined based on the level of transit service provision, population, and other factors.

SECTION 5311 (FORMULA GRANTS FOR RURAL AREAS)

This formula-based program (49 U.S.C. 5311) provides states and tribal governments with funding for administration, capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. There are set-asides within this program for the Intercity Bus Program, the Rural Transit Assistance Program (RTAP), Public Transportation on Indian Reservations, and the Appalachian Development Public Transportation Program.

SECTION 5310 (ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES)

The Enhanced Mobility program provides formula funding to assist in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The purpose of this program is to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and paratransit services.

Funds from the 5310 program can be used for both capital improvements and operating expenses. However, at least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. The remaining 45% of program funds may be used for:

- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA)
- Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit
- Alternatives to public transportation that assist seniors and individuals with disabilities

Funds are apportioned for urbanized and rural areas based on the number of seniors and individuals with disabilities. The federal share for capital projects (including acquisition of public transportation services) is 80%; the federal share for operating assistance is 50%.

SECTION 5339 (BUS AND BUS FACILITIES)

This formula-based program (49 U.S.C. 5339) provides capital funding to states and designated recipients to replace, rehabilitate, and purchase buses, vans, and related equipment, and to construct bus-related facilities.

OTHER FTA FORMULA AND DISCRETIONARY GRANTS

There are several other FTA grant programs with funding available. Most of these grant programs are focused on fixed guideway systems or on temporary assistance.

Section 5309 (Capital Investment Grants)

The Capital Investment Grant (CIG) Section 5309 program is a discretionary grant program for funding major transit capital investments. This includes:

- heavy rail,
- commuter rail,
- light rail,
- streetcars, and
- bus rapid transit.

By law, projects seeking CIG funding must complete a series of steps over several years to be eligible for funding. New Starts and Core Capacity projects, are required by law to complete the Project Development and Engineering phases in advance of receipt of a construction grant agreement. Small Starts projects are required by law to complete the Project Development phase in advance of receipt of a construction grant agreement. By law FTA rates projects at various points in the process, evaluating project justification and local financial commitment according to statutory criteria. FTA provides policy guidance on the CIG process and the evaluation criteria on their website.

FLEXIBLE FEDERAL FUNDING SOURCES

Funding from the National Highway Performance Program (NHPP), the Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternatives Program (TAP) can be "flexed" to transit projects, with certain eligibility restrictions depending on the funding source.

TRANSIT FUNDING FORECAST

From 2019-2021 approximately $20M of CMAQ funds are programmed to be transferred from FHWA to FTA for Sun Metro to operate its BRIO and streetcar projects. Sun Metro will continue to receive traditional FTA 5307 formula funds for programs such as capital maintenance, planning and ADA Paratransit for over $508M, and for Transit Enhancement projects covered by FTA 5339 funds for nearly $100M, which includes approximately $51M for buses and bus facilities. The FTA 5307 and 5339 funds are expected to grow at a modest rate of just over 1% in the through 2045.

Three Sun Metro projects are programmed with the expectation of receiving FTA 5309 Very Small Starts funding. Historically, Sun Metro has received Very Small Starts funding when leveraged by local funding. Federal transit funding is programmed for the Streetcar Phase II in FY 2023, the Juarez & El Paso International Pedestrian Crossing in FY 2024, and the Transit Center for intercity and international transit in FY 2026, all of which assume funding split between 50% Certificates of Obligation and 50% FTA 5309 Very Small Starts funding.

TRANSIT FUNDING OVERVIEW

Table 6-3 shows the total transit funding forecast for the for the various stages of the Destino 2045 MTP. Table 6-4 breaks down forecast transit funding by source. Including local matching funds, the total amount of transit funding estimated to be available for the duration of the MTP is approximately $945M.

TABLE 6-3: 2045 TRANSIT FUNDING FORECAST (ALL-SOURCES)

STAGE	AMOUNT
2019-2022 (Implementation)	$82,914,692
2023-2028 (Short-Term)	$457,588,388
2029-2040 (Medium-Term)	$276,530,522
2041-2045 (Long-Term)	$126,826,649
TOTAL	$943,860,251

TABLE 6-4: 2019-2045 TRANSIT FUNDING BY SOURCE

FUNDING BY CATEGORIES	2019-2045 TOTAL
TRANSIT FUNDING CATEGORIES	
Large Urban Cities (Section 5307)	
1. Capital Maintenance	$416,708,832
2. JARC	$2,800,000
3. Security Equipment	$6,311,615
4. Planning	$31,633,537
5. ADA Para Transit	$51,409,537
SUBTOTAL	*$508,863,521*
Seniors and People with Disabilities (Section 5310)	$2,600,000
SUBTOTAL	*$2,600,000*
Seniors and People with Disabilities (Section 5310) *Administrative*	$58,384
Bus and Bus facilities (Section 5339)	$50,759,249
Curb Cuts/ADA Imp. (to include accessibility sidewalk enhancements) (Section 5339)	$13,250,000
Support Vehicles/Bus Rehab (Section 5339)	$16,629,624
Computer Hardware/ Software (Section 5339)	$5,271,134
Transit Enhancements (to include shelters) (Section 5339)	$14,000,000
Small Starts Funding (5309)	$166,214,169
Certificates of Obligation	$166,214,169
FACILITIES AND EQUIPMENT FUNDS - SUBTOTAL	*$432,397,000*
Total Transit Funding	$943,860,251

ESTIMATING COSTS

Federal regulations define "total project cost" for the purpose of estimating fiscal constraint in the MTP to include:

- Planning elements (e.g. environmental studies and functional studies);
- Engineering costs (e.g. preliminary engineering and design);
- Preconstruction activities (e.g. ROW acquisition);
- Construction activities; and
- Contingencies.

The following assumptions helped guide the development of cost estimates for the proposed projects in the MTP as well as the maintenance and operation of the existing transportation system.

1. Because federal regulations do not require that the cost of maintenance and operations activities be computed for individual projects, the funding needed for maintenance and operation of the transportation infrastructure was estimated on a system-wide level.
2. Whenever a detailed engineering estimate for a particular project was not available, generalized planning-level cost figures were used to assess the cost of each of the project's elements. These generalized cost figures were based on estimates provided by TxDOT, NMDOT, and other available resources.
3. In the absence of detailed, local inflation information for construction related activities, an inflation rate of 4.0% for Texas portions of projects and 1.5% for New Mexico portions of projects was used for project cost estimation based on TxDOT and NMDOT guidance.
4. Project costs are estimated to include construction costs as well as right-of-way acquisition and engineering costs in consultation with project sponsors.

Both typical improvement costs and local knowledge of other project costs were used to develop cost estimates for the projects considered for the MTP. In keeping with federal regulations, cost estimates were computed in year-of-expenditure (YOE) dollars using the inflation factors outlined above in accordance with FHWA, TxDOT, and NMDOT guidance. Table 6-6 displays the aggregate total estimated project costs for each period addressed by the MTP. Each period also includes programmatic cost estimates for general system maintenance and operation. The complete list of projects considered for inclusion in the MTP, along with estimated YOE costs, can be found in Chapter 8.

TABLE 6-5: 2045 COST FORECAST (ALL PROJECTS)

STAGE	ROADWAY (000)	TRANSIT (000)	TOTAL (000)
2019-2022 (Implement-ation)	$631,072	$82,914	$713,986
2023-2028 (Short-Term)	$758,682	$457,588	$1,216,270
2029-2040 (Medium-Term)	$2,440,298	$276,531	$2,716,829
2041-2045 (Long-Term)	$612,059	$126,827	$738,886
TOTAL	$4,442,111	$943,860	$5,385,971

CONSTRAINING THE PLAN

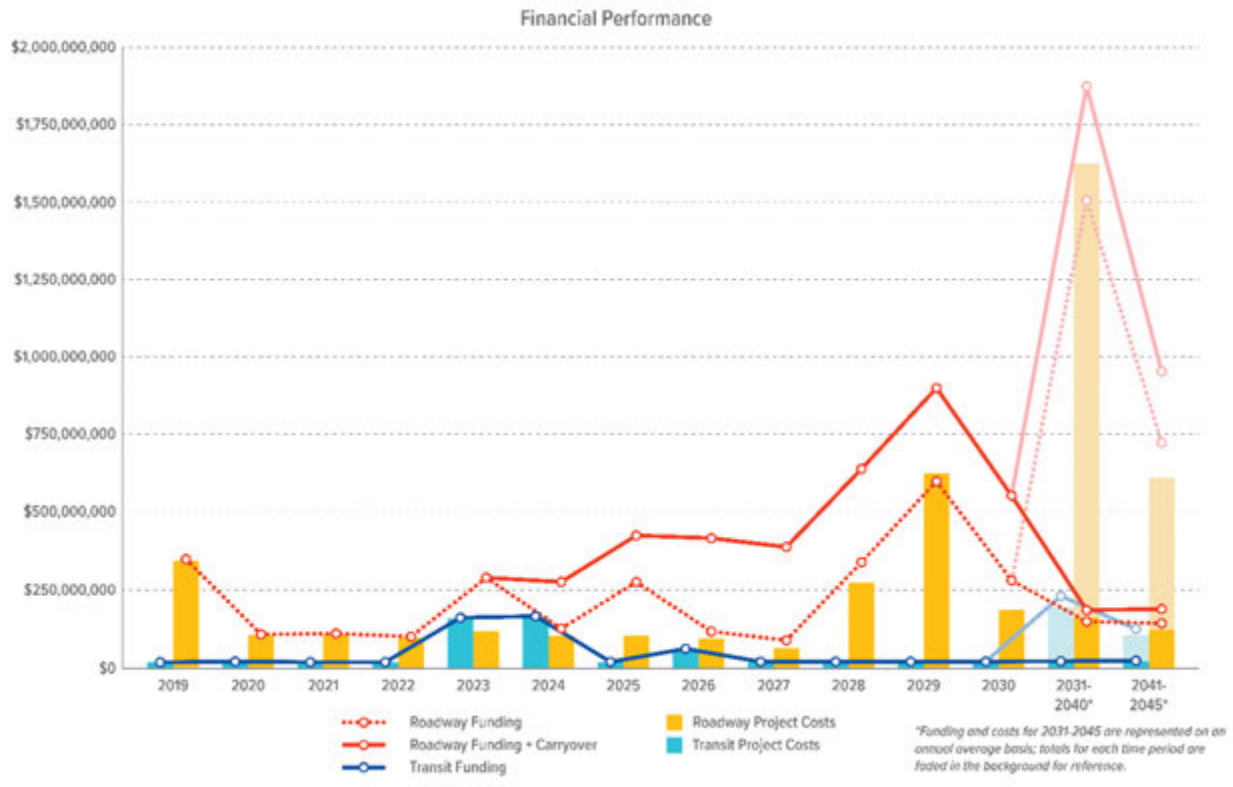
The anticipated total program funding for both highway and transit is expected to be roughly $5.96 billion over the 27-year planning horizon of the MTP. Total program costs are estimated to be about $5.39 billion in YOE dollars. Because the total program funding is expected to be greater than program costs – for each year of the plan through 2028, each stage of the plan from 2029-2045, and for the 27-year period overall – the Destino 2045 Metropolitan Transportation Plan is fiscally constrained. In accordance with TxDOT's UTP process, the first ten years of the plan (2019-2028) are also fiscally constrained by funding category.

Figure 6-1 shows the financial performance of the plan for each year between 2019 and 2030, and then average annual estimates between 2031-2040 and 2041-2045. Table 6-6 shows the fiscal summary for the 2019-2045 MTP.

TABLE 6-6: 2019-2045 MTP FISCAL SUMMARY

	FUNDING (000)	COST (000)
Roadway	$5,020,473	$4,442,111
Transit	$943,860	$943,860
TOTAL	$5,964,333	$5,385,971

FIGURE 6-1: FINANCIAL PERFORMANCE OF THE DESTINO 2045 MTP; FUNDING VS COSTS



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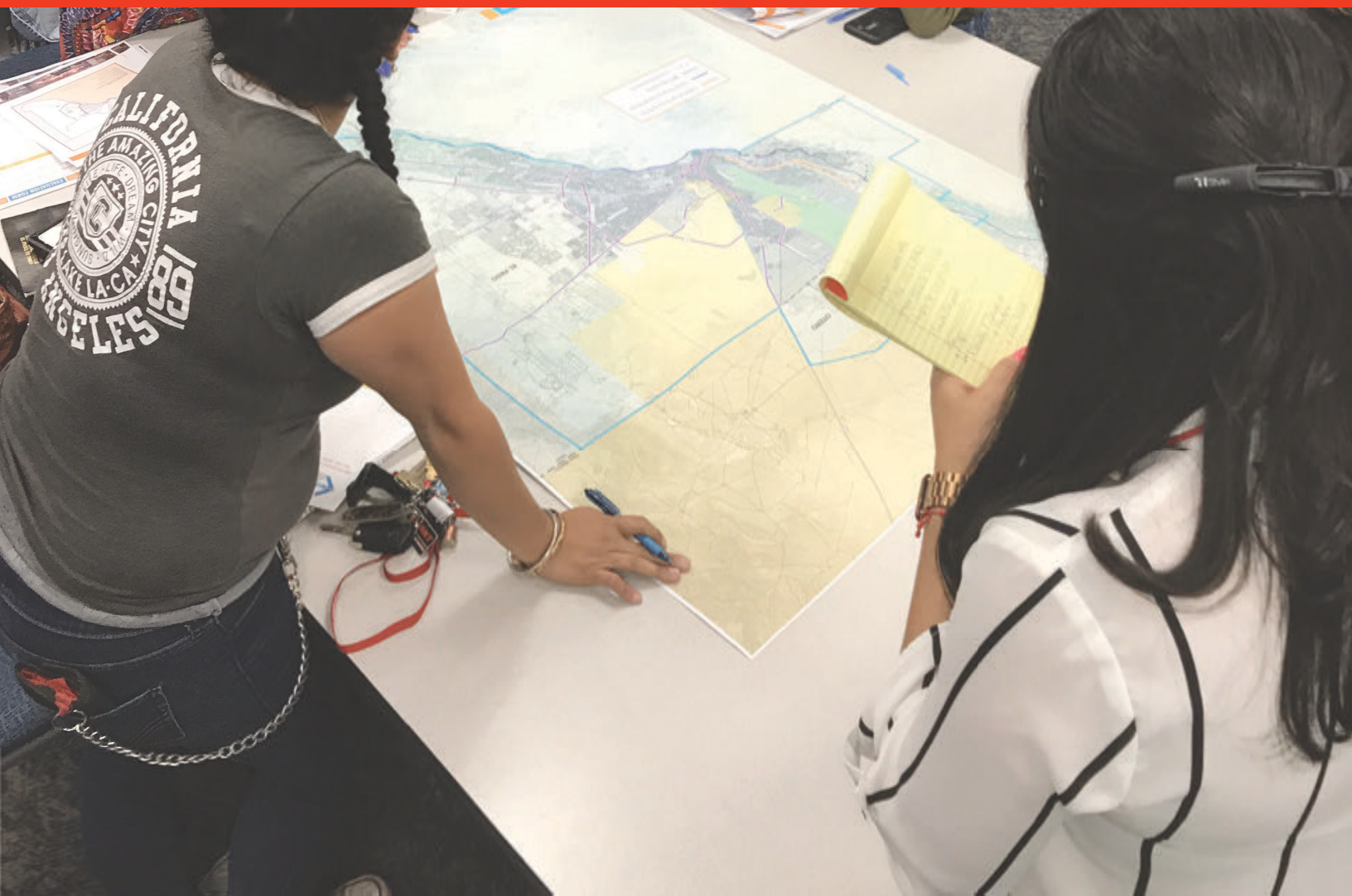
PUBLIC INVOLVEMENT SUMMARY



7. PUBLIC INVOLVEMENT SUMMARY

Public involvement is the heart and backbone of a well-developed Metropolitan Transportation Plan. The process for engaging public participation might vary by region, but the collaborative nature of public involvement remains essential and valuable to the planning process.

EL PASO MPO PUBLIC PARTICIPATION PROGRAM

The EPMPO maintains and enacts a Public Participation Program (PPP), which serves as a program guide for the public participation process of the EPMPO by providing policies and principles that guide communication and coordination with residents, neighborhood associations, private and public agencies, transportation providers, and a wide array of interested parties and members of the public.

The primary principles of the EPMPO PPP are:

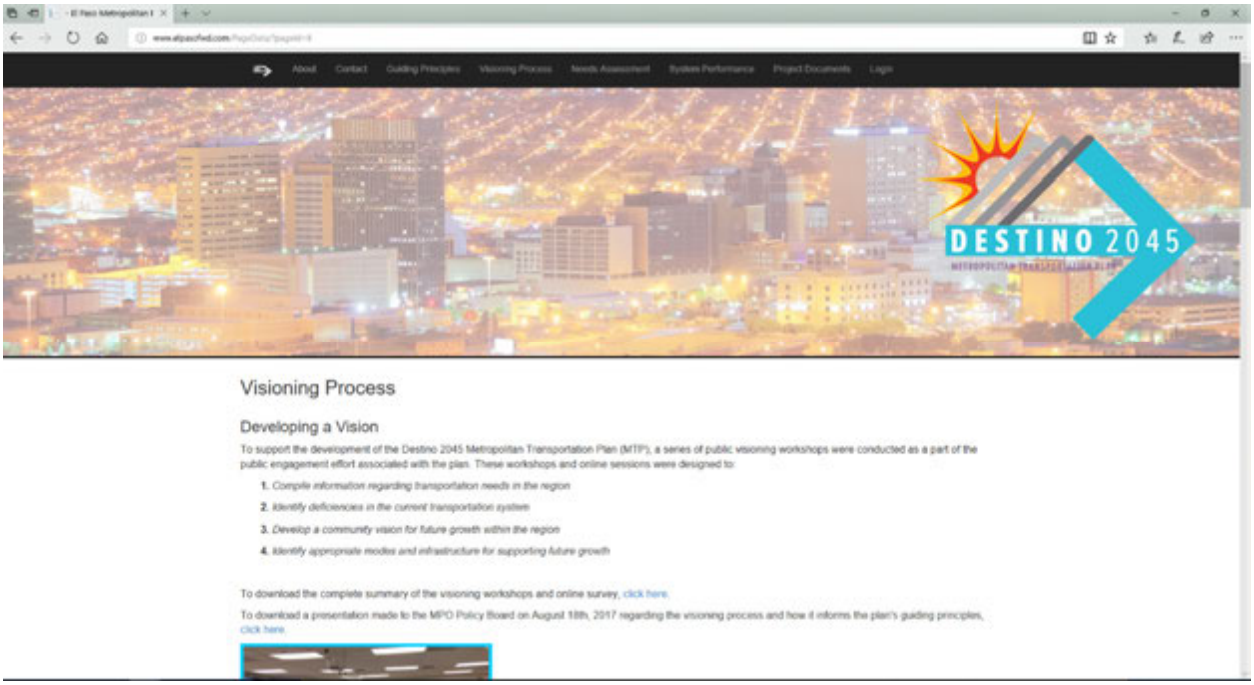
- Equal access is an essential part of the public involvement process.
- No major public policy decision is reached, or large project implemented without significantly affecting someone.
- Professionals do not have a monopoly on good solutions.
- Whether a project or policy decision is sensible and beneficial or not, it must be arrived at properly to be acceptable.
- People are much more willing to live with a decision that affects different interests unequally if the decision-making process is open, objective, and considers all viewpoints.
- If project or policy staff doesn't provide all relevant information necessary for an informed decision, the public will rely on, and trust, others.
- Interacting with an official representative of an organization or group is no substitute for interacting directly with that organization or group.
- Effective public notification and participation takes time and effort, and can be expensive, yet is essential to sound decision-making.

The PPP addresses Title VI as well as Environmental Justice concerns, and emphasizes the need to "consult, coordinate, consider, and cooperate." The PPP outlines communicating and disseminating for Limited English Proficiency (LEP) communities as well as defining appropriate timeframes for public notice and methods for disseminating information.

PUBLIC INVOLVEMENT AND THE MTP

To support the development of the Destino 2045 Metropolitan Transportation Plan (MTP), Alliance Transportation Group, Inc. (Alliance), on behalf of the El Paso Metropolitan Planning Organization (MPO), developed a website to augment the implementation of public engagement as well as conducted a series of public visioning workshops as a part of the robust public engagement effort associated with this plan. The website, www.elpsofwd.com, provided a feedback platform for community members who were not able to attend the public meetings as well as a digital staging ground for disseminating important contact information and documents produced throughout plan development, including the guiding principles, visioning process results, needs assessment results, and project maps.

FIGURE 7-1: WWW.ELPASOFWD.COM SCREENSHOT



VISIONING WORKSHOPS

To support the development of the Destino 2045 Metropolitan Transportation Plan (MTP), the project team conducted a series of public visioning workshops as a part of the robust public engagement effort associated with this plan. During the public visioning workshops and online visioning sessions, participants identified several deficiencies with the existing transportation system, including; congested roadways, connectivity and cooperation throughout the region, mobility and accessibility barriers for older adults and individuals with disabilities, safety and security concerns, and a shortage of bicycle and pedestrian infrastructure. In addition to identifying transportation system deficiencies, participants completed activities to determine the most important focus areas for prioritizing projects in the MTP. These factors included: increasing multimodal options, improving safety and quality of life, connecting modes of travel, and improving access.

Alliance conducted the series of six identical public visioning workshops between May 1st, 2017 and May 6th, 2017.

TABLE 7-1: VISIONING WORKSHOPS

DATE	LOCATION	ADDRESS
May 1st, 2017	Northeast RCC	9600 Dyer St, El Paso TX
May 2nd, 2017	Westside RCC	4801 Osborne Dr, El Paso TX
May 3rd, 2017	Sunland Park Library	1000 McNutt Rd, Sunland Park NM
May 4th, 2017	Pebble Hills RCC	10780 Pebble Hills Blvd, El Paso TX
May 6th, 2017	El Paso Museum of Art	One Arts Festival Plaza, El Paso TX
May 6th 2017	EPCC Mission del Paso	13247 Alameda Ave, Clint TX

These workshops were held at various locations across the El Paso region to maximize participation by providing individuals with multiple opportunities to engage, and those that were not able to participate in one of the meetings were invited to provide their input through the survey on the Destino 2045 website.

These workshops and online visioning sessions were designed to:

1) gather information regarding transportation needs in the region;
2) identify deficiencies in the current transportation system;
3) develop a community vision for future growth within the region; and
4) identify appropriate modes and infrastructure for supporting future growth.

EXERCISE 1: STAKEHOLDERS PRESENT

During the first exercise, visioning participants were asked to self-identify the stakeholder groups to which they belong. This information was requested to gauge stakeholder representation during the visioning activities and identify stakeholder groups that were under represented, so additional targeted outreach could be done on subsequent public engagement activities. Many important stakeholder groups in the region were represented and tabulated from the 43 workbooks that were returned at the completion of the public visioning workshops.

Though stakeholder representation was extensive during the visioning activities, certain groups were found to be underrepresented. Special attention was subsequently placed on outreach efforts targeted toward engaging representatives from these stakeholder groups.

TABLE 7-2: STAKEHOLDER GROUP REPRESENTATION

STAKEHOLDER GROUP	NUMBER OF RESPONDENTS IDENTIFIED
Private Auto/SUV/Pickup User	37
Pedestrian Facility (Sidewalks, Hike & Bike Trail, Tec) User	37
Airport User	37
Member of Community Group (Such as Neighborhood Association, Civic Club, Etc.)	26
Bicycle User	21
Public transit user of Sun Metro	19
Responsible for transportation of children	12
Member of environmental protection organization	8
Member of historic or cultural preservation organization	8
Member of A Population Traditionally Underserved by The Transportation System	8
Business Owner	6
Representative of an agency that is responsible for transportation safety	6
Intercity bus or rail user	5
Planning Organization Member	5
Public transit user of El Paso County Transit	4
Transit for the elderly and disabled user	4

Though stakeholder representation was extensive during the visioning activities, the groups shown below in Table 7-3 were underrepresented. Special attention was subsequently paid to outreach efforts targeted toward engaging representatives from these stakeholder groups, particularly freight/shipping companies and environmental groups.

TABLE 7-3: STAKEHOLDER GROUP UNDER-REPRESENTATION

STAKEHOLDER GROUP	NUMBER OF RESPONDENTS IDENTIFIED
Representative of an agency that supports ride-sharing	2
Representative of an agency that is responsible for energy	2
Representative of an agency that regulates public parking	1
Representative of an agency that is responsible for natural resources	1
Representative of an agency that is responsible for environmental protection	1
Representative of an agency that is responsible for historic preservation	1
Airport operator	0
Private transportation provider (e.g. taxis, buses, etc.)	0
Tribal Official	0
Freight handler or freight company owner	0

EXERCISE 2: CURRENT STATE OF THE TRANSPORTATION SYSTEM

The second exercise asked participants to provide their thoughts on the current transportation system. Participants provided a variety of responses, which were summarized and grouped in to the following categories:

ROADWAYS

During group discussions, participants identified several key issues regarding the existing roadway network. Participants raised the issue that all road users are affected by the reduction of emergency lanes/shoulders, which they believe has led to increased congestion. The Mesa, Sunland Park, and Doniphan corridor areas were highlighted as areas in which increased traffic was observed. The anticipation of expanding Loop 375 raised concerns of contributing to El Paso's congestion.

Many participants spoke on the increasing amounts of traffic downtown, resulting in the reduced usability of Chamizal Park. Participants were also vocal against arbitrarily improving highways whilst not investing in other modes of transportation, citing other cities' failures in reducing traffic congestion by adding highway lanes and not developing transit services. Furthermore, discussion was raised on the topic of decreased amounts of funding being available through the gas tax, and how El Paso needs to keep this in mind when considering infrastructure expansion.

SAFETY

Safety was a top concern for many of the participants during the visioning workshops. Some participants identified Alabama and Scenic Drive as potential dangerous areas for both motorists and pedestrians. One elderly resident vocalized that she would be more open to using transit if there were safer crosswalks near the bus stops, as well as general pedestrian amenities that better connected the aging population to transit nodes. Many were also concerned with excessive speeds used by motorists throughout the region, citing it as a factor that discouraged them from trips on foot, alongside other factors such as narrow sidewalks and poor lighting in some areas. There were also overarching concerns regarding the safety of cycling infrastructure.

REGIONAL MOBILITY

Many visioning workshop participants vocalized their concern for a lack of connectivity between the major areas in the region, citing both connectivity between Las Cruces and EL Paso or just within the confines of metro El Paso. Many noted a form of rapid transit connecting Las Cruces and El Paso would serve the region well, as they work or live in-between the two cities, and as it stands owning a vehicle is the only viable form of transportation available to them. Other comments focused on creating better connections within El Paso, specifically through connections between the northern parts of the city and Downtown/UTEP. Furthermore, many residents noted a desire for better communication and coordination between the Las Cruces and El Paso MPO's, citing some agencies in the region being "too territorial".

PUBLIC TRANSPORTATION

Improved public transportation and transit was a widely-discussed topic during the visioning segments. Many noted the current state of transit in El Paso to be "sluggish", citing low frequency service that was unreliable, especially for commuters who need to travel during off-peak periods for work. Some participants described bus fares as being too expensive and a potential barrier for entry into utilizing transit. One participant noted that land use needs to support the effectiveness of proper transit planning, i.e. surrounding bus stops with places people want to visit (retail, grocery, schools, public services, dining, etc.). There was also a need for higher frequency routes connecting important locations, such as linking west El Paso with Downtown / UTEP. Residents also noted they want transit technology to add to their experiences, with smartphone apps that allow the user to see real time bus arrival and departure information. There was also indication that people would rather create connections on bicycle and foot and ditch their vehicles, with many calling for infrastructure that links active transportation to transit.

ACTIVE TRANSPORTATION

A large portion of visioning workshop contributors voiced their concerns for revamping the region's active transportation infrastructure, beginning with improved bicycling and pedestrian facilities. There was concern that the region may not be able to meet the demand of cyclists hoping for a more active form of transportation if there are not improvements to the infrastructure. Many cited the older areas of El Paso lacking proper sidewalks or bike lanes, especially in the Northeast. Furthermore, many noted the existing bike facilities are isolated from one another. Other residents raised safety concerns, citing bike lanes with too much interference in them or being dissuaded from using bicycle lanes with their children. Many also hope for better bicycle and pedestrian facility connections to transit, which they believe could lead to healthier lifestyles for the community and reduced emissions from motor vehicles.

EXERCISE 3: RANKING AND SCORING CRITERIA

Exercise 3 asked participants to rank criteria based on each criterion's importance to the region. At the workshops, participants did this activity both in groups and individually, while web participants completed only an individual exercise. This exercise illustrates the transportation values of participants, and the results of this exercise will help EPMPO develop performance measures for the MTP and provide context for prioritizing potential MTP projects.

EVALUATION CRITERIA

Workshop moderators developed the following criteria to assist in the evaluation of transportation programs and projects to be included in the final MTP and provided participants explanations of the criteria to assist in the ranking process. Refer to Chapter 4 for a complete description of the evaluation criteria.

PRIORITIZING THE EVALUATION CRITERIA

To determine how the criteria listed above should be used to inform MTP performance measures, workshop and web participants were asked to weight the criteria. Workshop participants did this exercise as a group and individually, while web participants completed an individual exercise. Workshop participants were each given 24 dots to place on their group's board displaying each evaluation criterion. Participants could allocate their allotment of dots to any criterion as they saw appropriate, with each dot acting as a "vote" of importance for the criterion to which it was allocated, as shown in Figure 7-2.

FIGURE 7-2: CRITERIA RANKING BOARD

For the individual exercise, participants were asked to rate the importance of each criterion on a scale from 1 to 5 with 1 meaning unimportant and 5 meaning extremely important.

FIGURE 7-3: PARTICIPANT RESPONSE SHEET

The responses from the group and individual scoring exercises at the public visioning workshops were combined to create preliminary evaluation criteria ranking. The final evaluation criteria ranking also incorporated feedback gathered from the online survey and helps provide a clear picture of community priorities regarding the future of the regional transportation system.

EXERCISES 4 & 5: GROWTH TRENDS & ENVISIONING THE FUTURE TRANSPORTATION SYSTEM

The final exercise for workshop participants was a facilitator-led group discussion regarding the same questions as those provided to the online participants, but workshop participants were asked to identify the location of growth areas and transportation needs on large maps located at each table. Figure 7-4 shows an example map used at one of the visioning workshops.

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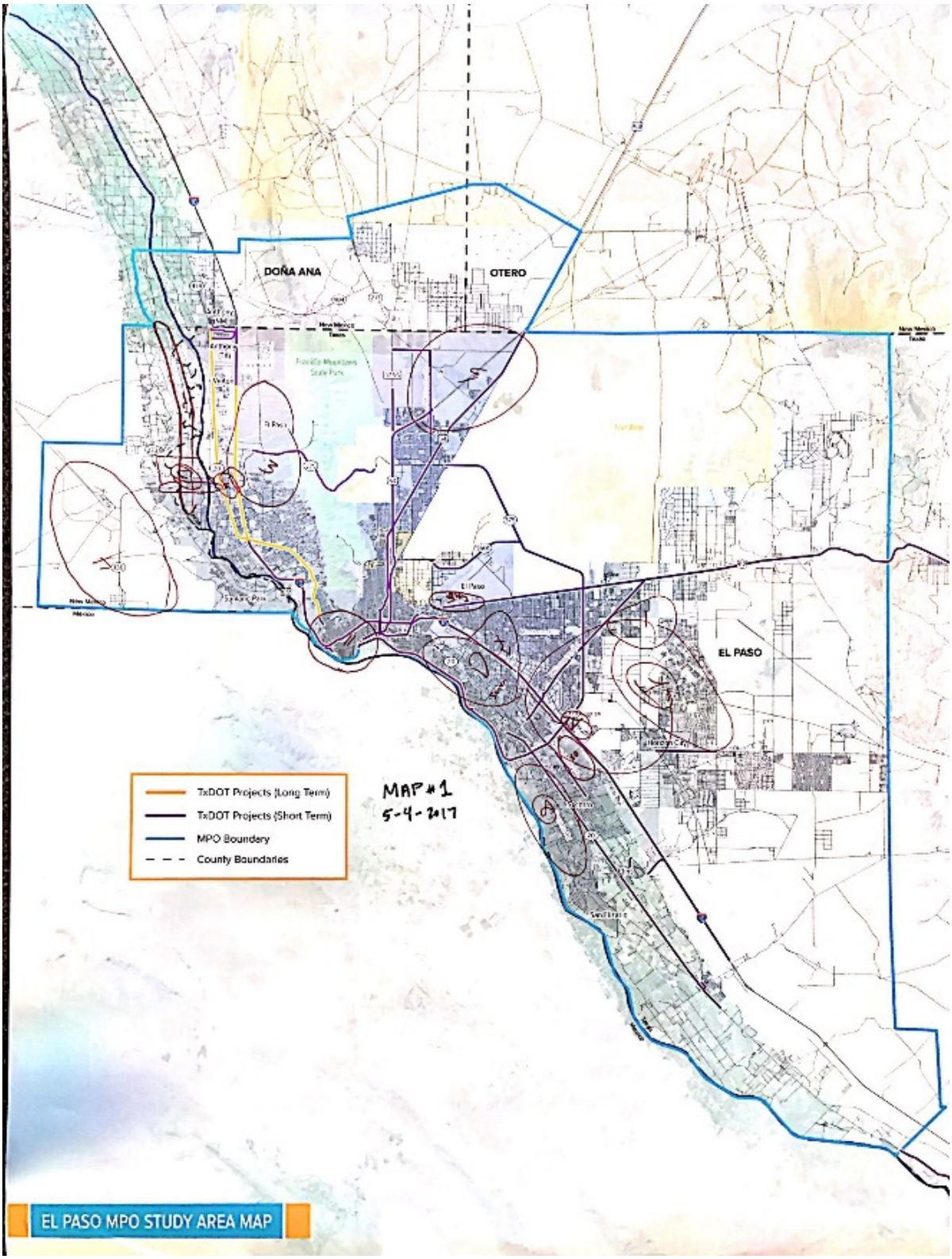
FIGURE 7-4: EXAMPLE WORKSHOP MAP



VISIONING SUMMARY

The public visioning workshop and online activity results were essential to identifying a community vision to support, participants provided valuable comments on the current state of the transportation system and identified specific needs and desires for the future transportation system. This public input has been utilized by the El Paso MPO during the development of Destino 2045.

For example, participants' ranking of the evaluation criteria for future transportation projects helps the MPO develop performance measures to guide the evaluation of transportation system alternatives in the MTP. The final ranking of evaluation criteria (combining the workshop rankings and online surveys) is shown in Figure 7-5. Also, the identified growth areas and areas of need will help ensure limited resources are utilized to provide the most benefit to the region.

FIGURE 7-5: CRITERIA RANKINGS

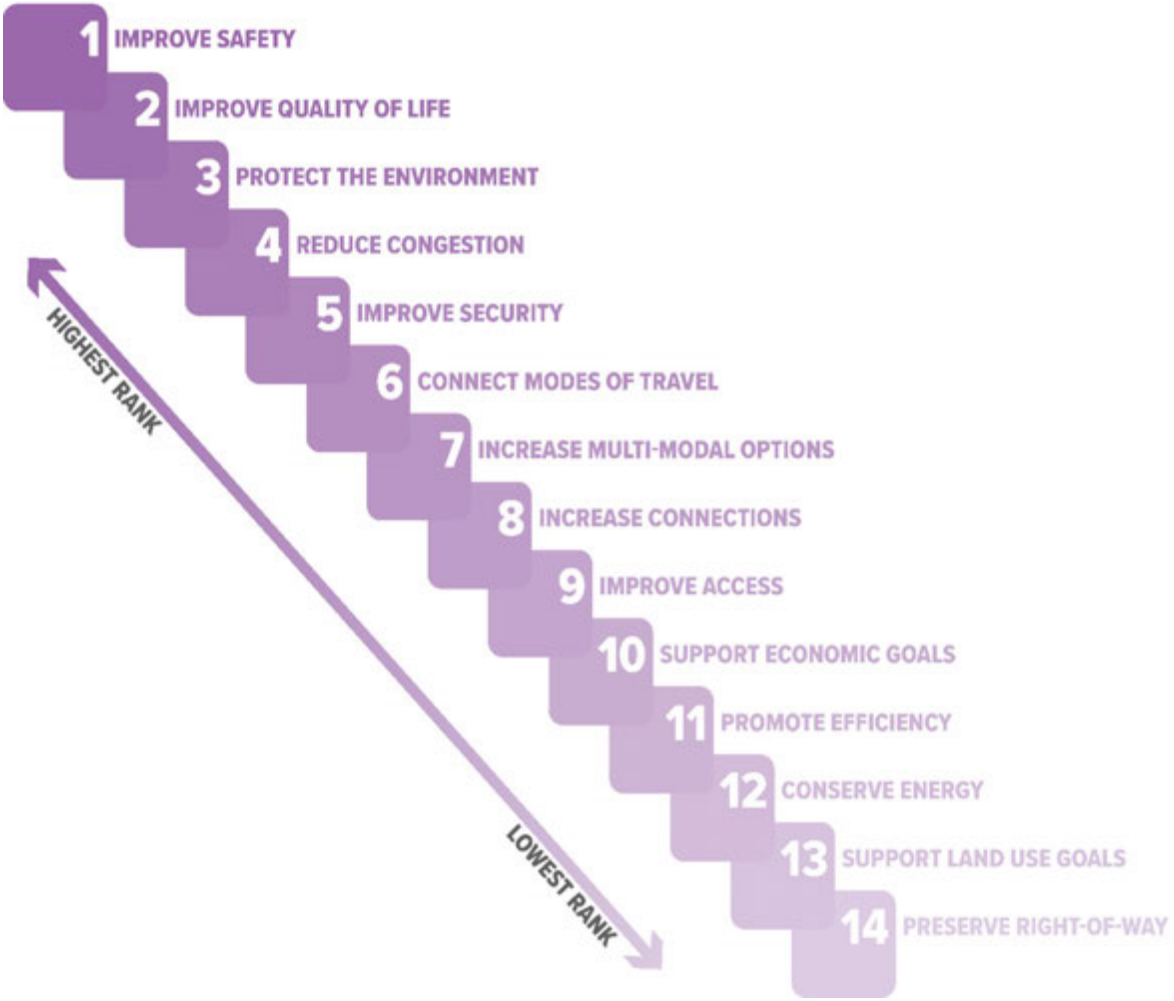


TABLE 7-4: STAKEHOLDER INTERVIEWS CONDUCTED

AGENCY AND BUSINESS STAKEHOLDER GROUPS	EP MTP - AGENCY AND BUSINESS STAKEHOLDER GROUPS	INTERVIEW DATE - MEETING NOTES
Agency(s) responsible for Environmental Protection	City of El Paso Environmental Services Department	Friday, May 5th at 2 PM
Agency(s) responsible for Land Use Management	City of El Paso, Capital Improvement Dept. (CID)	Thursday, May 4th at 11 AM
	Horizon City Planning Director	Thursday, May 4th at 11 AM
	Fort Bliss (former TPAC member)	Wednesday, August 9th at 10:00 AM - Phone Call
Agency(s) responsible for Natural Resources	El Paso Water Utilities	Tuesday January 30th at 10 AM
	City of El Paso Resiliency Office	Thursday, May 4th at 2 PM
Agency(s) responsible for Transportation Safety	City of El Paso Fire Dept. & El Paso City/County Office of Emergency Management	Thursday, May 4th at 2 PM
Agency(s) that provides Traffic Control	City of El Paso Bicycle Program Coordinator	Wednesday, May 10th- email
	City of El Paso Streets and Maintenance Dept.	Thursday, May 4th at 9AM
	Ysleta ISD, Chief Operations Officer	Visioning Workshop - Thursday, May 4th 5:30-7:30
Agency(s) that regulates Public Parking	UTEP (TPAC, Chair)	Friday, May 5th at 11 AM
Business Groups and Associations	Greater El Paso Chamber of Commerce	Thursday, July 27th at 9 AM
	Greater El Paso Chamber of Commerce	Tuesday, January 30th at 1 PM
	Visit El Paso	Tuesday, January 30th at 2:30 PM
	El Paso Hispanic Chamber of Commerce	Thursday, August 10th at 10:30 AM - Phone Call
City or County Elected Officials	Village of Vinton, Mayor	Friday, May 5th at 11 AM
	El Paso County, County Judge	Thursday, May 4th at 2 PM
	City of Socorro, Interim Mayor & At Large Representative	Monday, May 8th at 1:30 PM- Phone Call
	Texas State Senator	Friday, May 5th at 9 AM - email
	Texas State Rep District 76	Tuesday, May 2nd at 2 PM
Community Groups (such as neighborhood association, civic club, etc.)	Sunset Heights Neighborhood Association	Monday, May 8th- email
	Paso Del Norte Health Foundation	Thursday, May 4th at 9 AM
	VeloPaso Bicycle-Pedestrian Coalition	Friday, May 5th at 2 PM
	Bicycle Advocate	Via email
Law Enforcement Agencies	El Paso Police Dept.	Tuesday, May 2nd at 1 PM
	El Paso County DA Office	Thursday, May 4th at 2 PM
Planning Organizations	Camino Real Regional Mobility Authority	Tuesday, August 15th at 10:30 AM
Transit Operators – includes 5307, 5310, and 5311 Recipients	West Texas/El Paso Regional Transportation Coordination Committee (WTEP)	Thursday, August 10th @ 1:30 PM
	Sun Metro	Friday, May 5th at 9 AM
	El Paso County Transit	Friday, May 5th at 11 AM
	South Central Regional Transit District	Thursday, May 4th at 9 AM

STAKEHOLDER ENGAGEMENT

Targeted stakeholder outreach was also implemented via interviews and/ or through email. Feedback from these stakeholder interviews was incorporated into the development of the regional visioning process, and to identify additional transportation or coordination needs beyond those identified in the Needs Assessment. Table 7-4 displays the stakeholder interviews that were conducted for Destino 2045. These interviews allowed the team to learn more about how Destino 2045 could address critical issues facing all users of the transportation system. The following sections describe the key takeaways gathered through the stakeholder meetings. More details on the stakeholder interviews can be found in the Technical Supplement.

ROADWAYS

Stakeholders expressed several issues with roadways related to connectivity and road conditions. Connectivity with I-10 was mentioned by many stakeholders as a major issue in El Paso. Lack of connectivity causes drivers to use neighborhood streets to connect to major arterials. During construction and accidents there are few options for alternative routes which has a major impact on traffic congestion. Additionally, poor road conditions were also communicated as an area for concern. I-10 was noted to be in need of repair in many places.

BICYCLE AND PEDESTRIAN

Bicycle and pedestrian interaction with other modes of transportation were an expressed concern by stakeholders. Generally, lack of connectivity and poor infrastructure were noted as the major cause of other issues for bicyclists and pedestrians.

Bicycle lanes on main streets do not have dedicated lanes and come to abrupt stops creating a lack of connectivity throughout the city. Bicycle lane markings are nonexistent or have minimal visibility. Additionally, roadways lacking shoulders create an increased risk for collisions with bicycles and vehicles. There is also a lack a bicycle racks which discourages using bicycles as a mode of transportation.

Stakeholders also expressed concerns with walkability due to lack of infrastructure for pedestrians. Sidewalks lack connectivity and often end abruptly and do not begin again for several miles. Curb cuts are made for driveways but are often not attached to sidewalks making them inaccessible. Crosswalks also lack accessibility due to short crossing times or do not exist for long distances. Stakeholders also mentioned a lack of buffers and narrow sidewalks that could create hazards for pedestrians. Pedestrians often share sidewalks with bicyclists due to lack of infrastructure on roadways which also increases the risk of an accident.

PUBLIC TRANSPORTATION

Stakeholders identified public transportation as a major area for growth in the city. Concerns mentioned included lack of infrastructure and lack of coordination with the county, university and medical transportation systems.

Stakeholders articulated lack of infrastructure as a barrier for users in the City of El Paso. There is very limited access to public transportation for portions of the city that are newly developed because of the long distances between developments outside the downtown area. “Fixed” route buses operate request stop services with no specific stops or signage to indicate routes. Many bus stops also exist in places where there is no sidewalks or bus shelters making them inaccessible for many users. Lack of connectivity with bus stops and bicycle/pedestrian paths also exacerbate the lack of accessibility.

Stakeholders also stated several coordination difficulties that affect public transportation. Long commutes are caused by a lack of coordination with Sun Metro and County bus services. Users often must take more than one bus to reach their destination. Additionally, when transferring between Sun Metro and County bus services, users must pay separately for each service.

Existing routes were created more the 10 years ago and do not accommodate the growth the city has experienced in that time. Stakeholders expressed a need to better coordinate between University of Texas, El Paso and medical service transportation systems to identify overlaps and gaps in service throughout the city. Stakeholders also expressed a need for night and weekend services to increase safety and accommodate a larger portion of the population.

Currently, paratransit services are operated primarily by Project Amistad. Paratransit does not service all parts of the city and has limited demand-response service.

SAFETY

Stakeholders generally noted three areas of concern for safety predominantly related to infrastructure Construction zones, pedestrian safety and emergency services were highlighted as improvement areas.

Stakeholders mentioned that construction zones create safety hazards. Debris and dust affect visibility for drivers. Currently, information about closures and alternative routes is not communicated effectively causing extreme congestion and increased hazards. Stakeholders mentioned that when this happens, drivers often choose neighborhood streets as alternatives for their commute increasing the risk of an accident. Many roadways lack shoulders for broken down vehicles also creating a safety hazard.

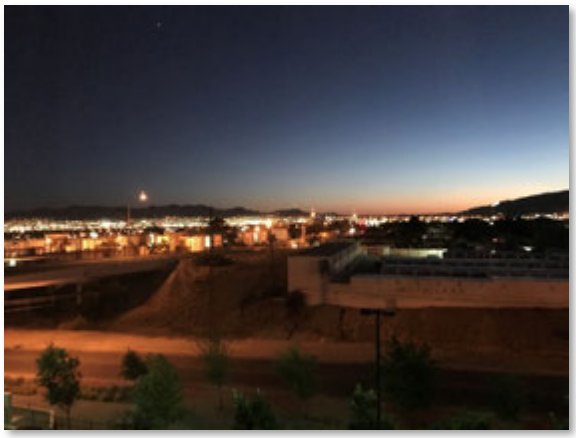
Pedestrian safety was also raised as a concern by stakeholders. There is high number of pedestrian fatalities due in part to the issues mentioned in the pedestrian section which cause people to often walk near to or on the road. School zones were also mentioned as a dangerous place for pedestrians.

Stakeholders mentioned that there has been a decrease in the percentage of students walking to school due to safety concerns from parents.

Stakeholders also mentioned safety concerns with emergency services and lack of connectivity. City of Paso currently lacks a central emergency system. A need for an emergency lane on I-10 was also mentioned. Stakeholders also mentioned a need for evacuation plans for emergencies, specifically major floods.

DWI accidents were also mentioned as an area of concern in which stakeholders expressed a need for alternative transportation modes, particularly around bar and nighttime activities to increase safety throughout the city.

Additionally, poor lighting was mentioned by stakeholders as a safety issue throughout the city.



FUNDING

Stakeholders expressed that the reason for a lack of current improvements is due to lack of funding. Different routes throughout the city are funded by TxDOT grants while others are funded through CMAQ funding. Several stakeholders expressed the need for CMAQ funding to be developed for multiple years rather than yearly. This has created slow progress of projects due to the risk of losing funding before a project is complete.

COORDINATION

Stakeholders generally expressed the need for coordination with El Paso county. City and county projects are not coordinated causing overlap in efforts to make improvements. The city does not have a master plan showing all modes of transportation usage which causes some projects to get lost affecting coordination with other entities. It is also difficult to incorporate a significant part of the population's needs into coordination efforts due to language barriers.

ENVIRONMENT

Poor drainage and dust were the two most mentioned environmental problems. The environment of city naturally creates dust and the city currently has no mitigation plan for improvement. Poor drainage also increases closures on roads and sidewalks which increases hazards and congestion.

IMPACTS OF FUTURE GROWTH

Stakeholders mentioned an array of needs that will arise as a result of future growth. Most notably mentioned were: Parking

- Accurate population data
- Wi-Fi on public transportation
- Development of real-time bus schedules
- Reducing pressure on secondary roads
- Coordination with El Paso County
- Improvements with traffic flow across Bridge of the Americas (BOTA) Port of Entry (POE)

DESTINO 2045 MTP STATUS CHECK

Upon completing several important phases of plan development – including definition of goals & objectives, the Needs Assessment, and developing the draft Program of Projects – the study team conducted a series of public meetings to provide opportunities for the public to learn more about the Destino 2045 process and provide feedback on the work completed to date. These meetings were held as open houses in conjunction with ongoing outreach efforts by the MPO related to the PPP and the Section 5310/5311 Call for Projects from 1/29/2018 to 2/1/2018 throughout the El Paso area. Table 7-5 shows the meeting dates and locations included in this round of public outreach.

Open house materials and a survey in both English and Spanish were also provided on the project website, www.elpasofwd.com.

TABLE 7-5: STATUS CHECK PUBLIC MEETINGS

DATE AND TIME	LOCATION	ADDRESS
January 29 5:30PM-7:30PM	Northeast Regional Command Center (RCC)	9600 Dyer, El Paso, TX 79924
January 30 5:30PM-7:30PM	EPCC Mission del Paso	10700 Gateway East, El Paso, TX 79927
January 31 5:30PM-7:30PM	Westside RCC	4801 Osborne, El Paso, TX 79922
February 1 4:00PM-6:00PM	EPMPO Boardroom,	211 N. Florence, Suite 103, El Paso, TX 79901

DRAFT PLAN & ADOPTION

The 30-day public comment period for the Draft Destino 2045 MTP began March 9th and ended April 9th. Further open houses were conducted March 12, 2018 through March 21, 2018 as part of the public involvement process defined in the EPMPO PPP, as well as to give the public invited stakeholders a chance to view the draft plan and make comment before final adoption. The MPO held a series of open houses to present the Draft MTP document, Draft FY2019-2022 Transportation Improvement Program (TIP), and Transportation Conformity Report simultaneously. Table 7-6 outlines the meeting dates and locations of the final round of public outreach:

The online survey opened during the Status Check outreach effort remained open throughout the 30-day public comment period from March 9 through April 9 to supplement the feedback received at the open houses.

A number of comments were received during this period. A full summary of public comments and responses from the MPO can be found in Appendix A.

The El Paso Metropolitan Planning Organization Transportation Policy Board, having reviewed the draft Destino 2045 MTP, and having incorporated and considered public comments given during the public comment period, adopted the Destino 2045 MTP as the MTP for the El Paso Metropolitan Planning Area on May 18, 2018.

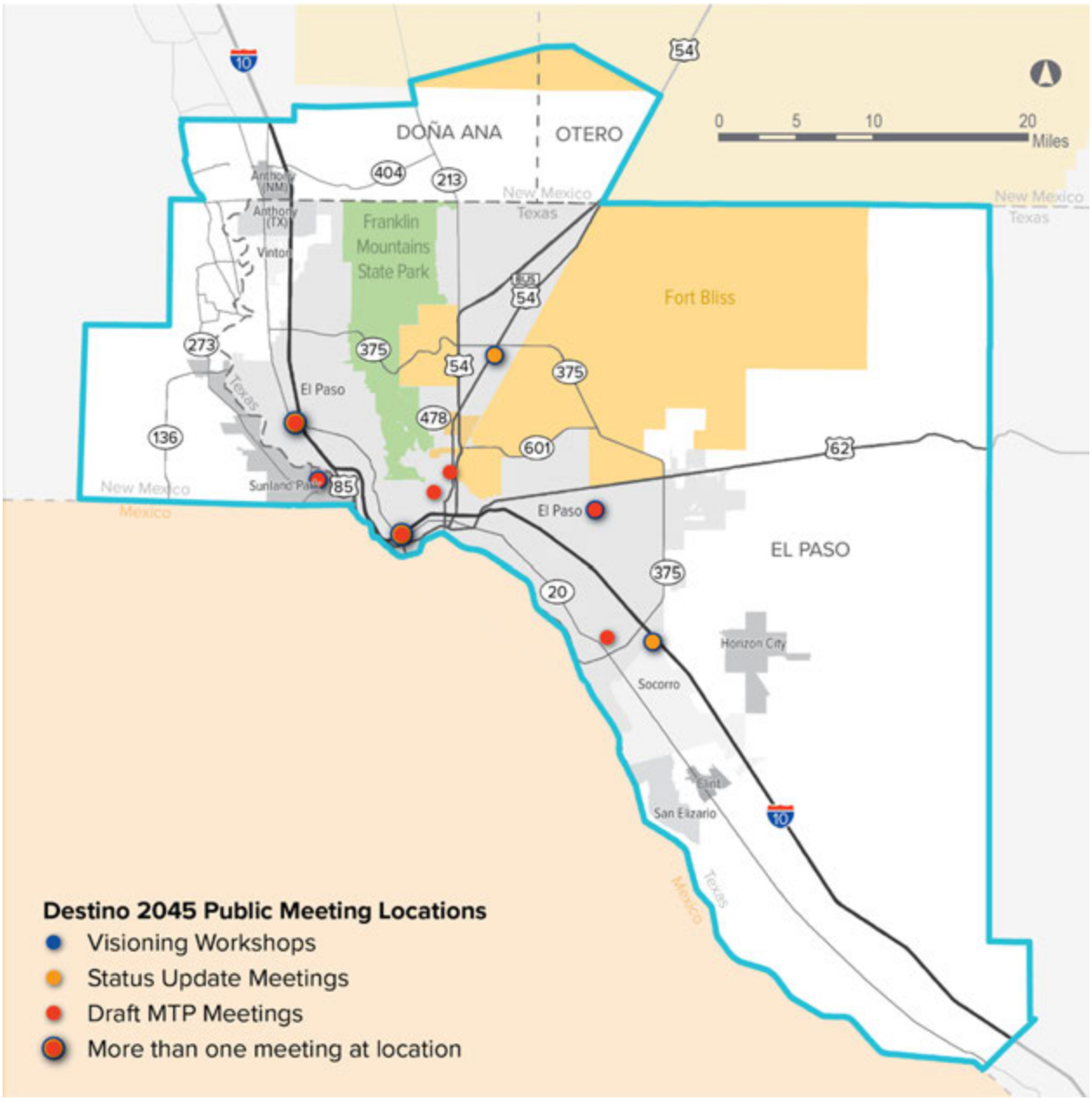
Public meetings throughout the lifespan of the Destino 2045 MTP process were distributed throughout the region, with careful attention paid to locations accessible to environmental justice communities as well as to persons with mobility concerns. The distribution of the meetings can be seen in Figure 7-6

TABLE 7-6: DRAFT PLAN REVIEW PUBLIC MEETING LOCATIONS

DATE AND TIME	LOCATION	ADDRESS
Monday, March 12 4PM-6PM	Sergio Troncoso Library	9321 Alameda Ave., El Paso, TX 79907
Tuesday, March 13 5PM-6:30PM	Sunland Park Council Chamber	1000 McNutt Rd., Sunland Park, NM 88063
Wednesday, March 14 5:30PM-7PM	Westside RCC Conference Room	4801 Osborne Dr., El Paso, TX 79922
Thursday, March 15 4PM-6PM	El Paso MPO Board Room (Suite 100)	211 N. Florence, El Paso, TX 79901
Monday, March 19 4:30PM-6PM	Memorial Park Library	3200 Copper Ave., El Paso, TX 79930
Tuesday, March 20 5:30PM-7:30PM*	El Paso MPO Board Room (Suite 100)	211 N. Florence, El Paso, TX 79901
Wednesday, March 21 5:30PM-7PM	Pebble Hills RCC (Suite A)	10780 Pebble Hills, El Paso, TX 79935
Monday, March 26 5:30PM-7PM	Project Amistad Headquarters	3201 Dyer St, El Paso, TX 79930

**The meeting on Tuesday March 20 was originally scheduled to take place at the Northeast Regional Command Center. Due to construction, the meeting was moved the El Paso MPO Boardroom and a subsequent meeting in Northeast El Paso was held the following Monday (March 26) at Project Amistad's main offices.*

FIGURE 7-6: DESTINO 2045 PUBLIC MEETING LOCATIONS



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8

STAGED IMPROVEMENT PLAN

8. STAGED IMPROVEMENT PLAN

This chapter provides tables and maps that describe and illustrate the package of projects included in the Destino 2045 MTP. The fiscally constrained projects have been grouped into four periods/stages:

- 2019-2022 (Implementation)
- 2023-2028 (Short-Term)
- 2029-2040 (Medium-Term)
- 2041-2045 (Long-Term)

Year of expenditure (YOE) costs are shown for each project, accounting for inflation as discussed in Chapter 6. For the official EPMPO project listing see Appendix C

Projects within the MTP have been grouped into the following program categories:

NEW/EXPANDED ROADWAY

Includes projects that add additional capacity on a roadway, either through the addition of more lanes of traffic or through operational improvements that increase the effective capacity of a roadway (e.g. intersection improvements).

PUBLIC TRANSIT

Includes projects for both the maintenance and expansion of transit services and programs as well as projects funded through FHWA to FTA transfer and CMAQ congestion mitigation and air quality/mitigation projects.

ACTIVE TRANSPORTATION (BIKE/PED)

Includes projects that repair and build sidewalks, paved asphalt bike lanes, buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected bicycle lanes. Projects also can include ADA wheelchair ramps, drive-pads, and crosswalks, as well as associated signage, wayfinding, striping, and intersection treatments landscaping, furnishings and illumination, and often provide connectivity to fix route and rapid transit.

CROSS BORDER TRAVEL

Includes projects to design and construct infrastructure to better facilitate the safe, secure, and efficient movement of people and goods across the US/Mexico border as well as planning and PE specifications and construction crossing services to provide the most efficient and productive methodology to move pedestrians through downtown bridges and connect to transit service. Projects also include Regional Cross-Border Travel Information, provided to Local Travelers, Commercial Vehicles, Fleet Managers, Manufacturers, Maquiladoras, and Others.

OPERATIONS AND MAINTENANCE

Includes projects that maintain the transportation system in a state of good repair, including roadway resurfacing, overlays, and bridge replacements, as well as the implementation of the Regional ITS Architecture.

MPO ID Legend:

- A: Minor Arterial
- B: Bridge
- C: Border Crossings
- BP: Bus Purchase
- E: Enhancement
- F: Freeway/Expressway
- I: Interstates
- L: Landscape
- M: Miscellaneous
- P: Principal Arterial
- R: Rehabilitation
- S: Signals
- T: Transit

TABLE 8-1: DESTINO 2045 MTP IMPLEMENTATION STAGE PROJECTS (2019-2022)

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Paso Del Norte (PDN) POE Roundabout	Design and construct a roundabout; 1 lane as per FHWA NCHRP Report 672	El Paso St. at 6th Ave.	Cross-Border Travel	$1,489,645	2019	COEP	C035X	25
Chamizal Neighborhood Pedestrian Enhancements Phase I	Construction of sidewalks, ADA pedestrian ramps and crosswalks for transit connectivity	Various Locations	Active Transportation (Bike/Ped)	$1,013,700	2019	COEP	E302X-1	29
Tornillo - SUP	Construction of Shared Use Pedestrian & Bicycle Facility Along OT Smith Rd.	On O.T. Smith RD/SH 20 (Alameda Ave) to IH-10	Active Transportation (Bike/Ped)	$2,491,023	2019	EP County	E502X	128
Lisa Drive Connectivity Project (LDCP)	Combined multi-purpose path and storm-water management facility	Lisa Drive at McCombs Rd., project located North and parallel to Lisa Dr. to Lisa Drive at Lisa Retention Pond, project located North and parallel to Lisa Dr.	Active Transportation (Bike/Ped)	$65,172	2019	Dona Ana County	E602B	127
Loop 375 (Purple Heart) Widening and Construction of Frontage Roads	Widen 4 to 6 lanes & construct 2 lane frontage roads in each direction	Spur 601 to US 62/180 (Montana Ave)	New/ Expanded Roadway	$54,711,295	2019	TXDOT	F057X-CAP	38
US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase I	Build Frontage Road, Convert Existing 3LN EB ML to 3LN EB FR. Construct6LN Expwy EB/WB & Aux lanes, grade separations. Incidental work to Zaragoza Dr.	On US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase I at Global Reach Dr. to FM 659 (Zaragoza)	New/ Expanded Roadway	$166,700,133	2019	TXDOT	F407A-CAP	45
I-10 Connect	US 54 / IH 10 / IH 110 / Loop 375 Interchange Improvements	Loop 375 (Cesar Chavez Border Highway) to Yandell Drive	Operations/ Maintenance	$96,504,864	2019	TXDOT	I034X-MOD	50
Bicycle Connectivity Infrastructure Improvements Phase I	Construct bike facilities citywide	Various Locations	Active Transportation (Bike/Ped)	$1,500,260	2019	COEP	M087A	58
4th Street Roadway Improvements	Sidewalk, paved asphalt bike lanes, and ADA wheelchair ramps and drive-pads	Approximately 140 Linear feet (0.03 mi) south of Livesay Street to NM 404 (Ohara Road)	Active Transportation (Bike/Ped)	$2,256,165	2019	Anthony, NM	M638X-B	82

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
University Avenue Pedestrian and Bike Enhancement - Phase III	Complete the pedestrian and bike enhancements with reconstructed and widened sidewalks, bike lanes, landscape parkways and street lanes and completes the connection of an improved continuous pedestrian and bicycle enhancement along University Avenue corridor between Stanton Street to the UTEP campus.	1,035 feet in a southwesterly direction on University AVE from the referenced City Monument at Kansas ST and University AVE to a point southwesterly 450 feet long University AVE	Active Transportation (Bike/Ped)	$1,482,914	2019	UTEP	E108X-3	130
NM 404 Phase C/D and Phase II FY2019 Funding	Phase C/D and Phase II; NM 404 projects to include: NM 404/I-10 Bridge Replacement, Super 2 project, and 4 lane projects	I-10/NM 404 Intersection to NM 404/NM 213 Intersection	New/ Expanded Roadway	$980,000	2019	NMDOT	M644X	129
John Hayes (Darrington/Berryville) PE Phase	Build 6- Lane divided with bike lanes	Pellicano to Montwood	New/ Expanded Roadway	$2,555,280	2019	EP County	P004X-PE	65
Intersection Operational Improvements at Montana Ave./Airport Rd./Mescalero Dr.	Intersection Operational Improvements at Montana Ave./Airport Rd./Mescalero Dr.	Geronimo Drive to Sioux Drive	Operations/ Maintenance	$502,914	2019	TXDOT	P333X	70
Pellicano Dr. Widening/Build	Widening/Build from 2 to 6-Lanes Divided, with 5' bike lane and 5' multi-purpose path and landscaping	Joe Battle (Loop 375) to Berryville St	New/ Expanded Roadway	$20,700,000	2019	EP County	P410X-15A	73
Montana RTS Pedestrian Enhancements	Design and construction of pedestrian enhancements along the Montana RTS route to include installation of sidewalks and landscaping.	5 Points Transfer Center on Montana and Piedras to Far East Transfer Center at Edgemere and RC POE	Public Transit	$3,241,465	2020	COEP	T069X	104
Chamizal Neighborhood Pedestrian Enhancements Phase II	Construction of sidewalks, ADA pedestrian ramps and crosswalks for transit connectivity	Various Locations	Active Transportation (Bike/Ped)	$972,830	2020	COEP	E302X-2	30
Loop 375 (Americas/Joe Battle) Widening	Widen from 4 To 6 lanes divided from Bob Hope to Zaragoza Rd.	Bob Hope Dr. to Zaragoza Rd.	New/ Expanded Roadway	$34,500,000	2020	TXDOT	F056X-CAP	37

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Bluetooth Detectors and Radar Vehicle Sensing Devices (RVSDs) on US 54	Installation of Bluetooth Detectors and Radar Vehicle Sensing Devices (RVSDs) along US 54 for data gathering to display travel time messages on US 54 dynamic message signs (DMS).	Loop 375 (Transmountain) to FM 2529 (McCombs)	Operations/ Maintenance	$730,000	2020	TXDOT	F201X	43
Bicycle Connectivity Infrastructure Improvements Phase II	Construct bike facilities citywide	Various Locations	Active Transportation (Bike/Ped)	$1,800,412	2020	COEP	M087B	59
Intersection Operational Improvements at Montana Ave/Paisano Dr.	Intersection Operational Improvements at Montana Ave./Paisano Dr.	At Montana Ave to	Operations/ Maintenance	$595,056	2020	TXDOT	P334X	71
Loop 375 At Spur 601 Direct Connect NB/WB and EB/SB	Construct Northbound to Westbound and Eastbound to Southbound Direct connectors	Spur 601 Liberty Expwy At Loop 375 (Purple Heart)	New/ Expanded Roadway	$23,931,284	2020	TXDOT	P448X-CAP	78
Central Business District Phase 4 (CBD 4)	Reconstruction or Resurfacing of City's Downtown Streets.	Central Business District; Various	Operations/ Maintenance	$12,016,000	2020	COEP	R307D	91
NM 404/I-10 Bridge Replacement	Bridge Replacement at NM 404/ I-10 Interchange	At I-10 & NM 404 Interchange	Operations/ Maintenance	$9,500,000	2021	NMDOT	B607X	22
IH 10 Widening	Widen from 4 to 6 Lanes Divided	0.25 Mi. E. of FM1905 (TX/NM State line) to SH 20 (Mesa St.)	New/ Expanded Roadway	$63,379,447	2021	TXDOT	I405X-CAP	54
Bicycle Infrastructure Citywide	Construct bicycle facilities downtown to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected bicycle lanes, including signage, wayfinding, striping, and intersection treatments.	Various Locations	Active Transportation (Bike/Ped)	$6,830,453	2021	COEP	M090X	61

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Stanton Two-Way Cycle Track Roadway Improvements	Project includes installation of two-way cycle track facilities.	San Antonio Avenue to Rio Grande Avenue	Active Transportation (Bike/Ped)	$597,282	2022	COEP	E303X	31
IH 10 Widening	Widen from 6 to 8 Lanes Divided	SH 20 (Mesa St.) to IH 10/US 85/Sunland Park Interchange	New/ Expanded Roadway	$63,688,554	2022	TXDOT	I406X-CAP	55
Downtown Bicycle Improvements Phase I	Construct bike facilities downtown	Various Locations	Active Transportation (Bike/Ped)	$4,272,273	2022	COEP	M089A	60
Traffic Management Center Upgrade Phase 1	Upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide (Design Phase).	City of El Paso city limits.	Operations/ Maintenance	$5,360,329	2022	COEP	S301D	92
Preventive Maintenance & Rehabilitation TxDOT (On State)	For Major Reconstruction Also Includes Signs, Striping, Pavement Markings, And Signals	Texas State Highway System	Operations/ Maintenance	$86,590,000	2019-2022	TXDOT	R008X	N/A
Bridge Replacement/ Rehabilitation	Replace or Rehabilitate Bridges	El Paso County- On and Off State System	Operations/ Maintenance	$7,600,000	2019-2022	TXDOT	B001X	N/A
Safety Projects	Safety Lighting, Signals, Intersections, Etc.	Area-wide	Operations/ Maintenance	$2,680,376	2019-2022	TXDOT	M028X	N/A

FIGURE 8-1: DESTINO 2045 MTP IMPLEMENTATION STAGE PROJECTS (2019-2022)

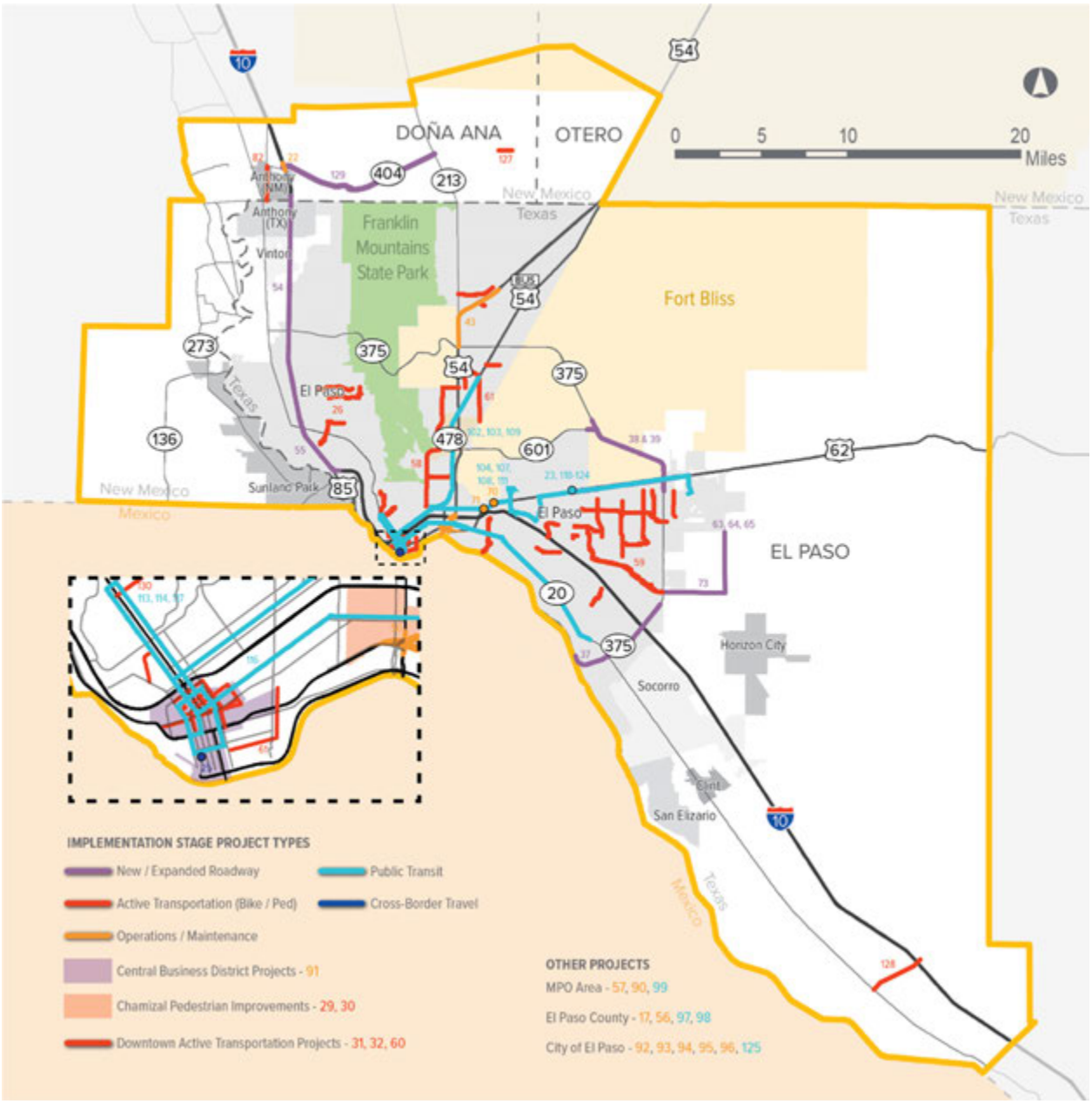

TABLE 8-2: DESTINO 2045 MTP SHORT-TERM STAGE PROJECTS (2023-2028)

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Rojas Dr. Widening	Reconstruction and widening from 4 to 6 lanes	LP 375 to Approximately 0.63 mi NW of Eastlake Blvd (At El Paso city limits)	New/ Expanded Roadway	$8,842,254	2023	COEP	A429X -CAP	9
US 54 (Patriot Freeway) Main-lanes	Build 4 lane divided Hwy and grade separations	Kenworthy St to FM 2529 (McCombs St.)	New/ Expanded Roadway	$44,675,695	2023	TXDOT	F001B -15A	35
John Hayes (Darrington/ Berryville) (Construction Phase I)	Build 2- Lane divided with bike lanes	Pellicano to Montwood	New/ Expanded Roadway	$11,425,831	2023	EP County	P004X -CAP-1	63
Montwood Drive Widening	Addition of one lane in each direction to increase capacity from 4 to 6 lanes and a bike facility within existing right of way. Project includes road rehabilitation and ADA compliant pedestrian ramps.	Firehouse Drive to Sun Fire Boulevard	New/ Expanded Roadway	$2,591,897	2023	COEP	P443X -CAP	77
NM 404 Super 2	Add passing lanes at various locations along NM 404 corridor	I-10 to Nm 213 Intersection	New/ Expanded Roadway	$16,500,000	2023	NMDOT	P619X -CAP	89
Traffic Management Center Upgrade Phase 2	The project includes the upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide. The first phase is the design phase. Phases 2 - 5 are the implementation and construction of the design.	City of El Paso city limits.	Operations/ Maintenance	$5,000,000	2023	COEP	S301E	93
Tom Mays/ Northwestern Ext (PE Phase)	Build 2- Lane divided with bike lanes	Westway Blvd to Transmountain (Loop 375)	New/ Expanded Roadway	$2,240,000	2024	EP County	A135X -PE	4
Sean Haggerty Dr Extension (PE Phase)	Construct new bridge	Nathan Bay Dr. to Dyer St	New/ Expanded Roadway	$1,172,818	2024	COEP	B201X -PE	19
IH 10 at Pendale Rd Overpass	Construct interchange including 4 lane (2 in each direction) overpass at IH 10	IH 10 at Pendale Rd	New/ Expanded Roadway	$13,157,363	2024	TXDOT	I006X-15A	49
SS 601 Widening	Widen from 4 to 6 lanes	Airport Road to SL 375 (Purple Heart Highway)	New/ Expanded Roadway	$18,621,570	2024	TXDOT	P402X -05A	72
FM 659 (Zaragoza Rd/George Dieter Dr) Segment 2	Widen from 4 to 6 Lanes including roadway and operational improvements on existing 6 lane segment	IH 10 to SL 375 (Joe Battle Blvd)	New/ Expanded Roadway	$40,637,146	2024	TXDOT	P428X -CAP-2	74

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Traffic Management Center Upgrade Phase 3	The project includes the upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide. The first phase is the design phase. Phases 2 - 5 are the implementation and construction of the design.	City of El Paso city limits.	Operations/ Maintenance	$5,000,000	2024	COEP	S301F	94
SL 375 Widening	Widen from 4 to 6 lanes divided	SS 601 to BU 54 (Dyer St.)	New/ Expanded Roadway	$38,000,143	2025	TXDOT	F053B -CAP	36
US 62 (Montana) Expressway PH4	Widen 4-lane undivided to 6-lane divided and construct overpass	FM 659 (Zaragoza Road) to Desert Meadows	New/ Expanded Roadway	$24,336,650	2025	TXDOT	F407D -CAP	48
FM 659 (Zaragoza Rd) Widening, Segment 3	Widen from 4 lanes to 6 lanes including operational improvements	IH 10 to FM 76 (North Loop Dr.)	New/Expanded Roadway	$7,102,225	2025	TXDOT	P530X -MOD	84
Traffic Management Center Upgrade Phase 4	The project includes the upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide. The first phase is the design phase. Phases 2 - 5 are the implementation and construction of the design.	City of El Paso city limits.	Operations/ Maintenance	$5,000,000	2025	COEP	S301G	95
Border Highway West Hike and Bike Trail	Project includes installation of an 11-foot asphalt pavement hike and bike trail with irrigated landscaping	Racetrack (2) interchange to Executive Center (2) interchange	Active Transportation (Bike/Ped)	$2,170,423	2026	COEP	E112X	28
Playa Drain Hike and Bike Trail (Liberty-Whittier)	Pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and Illumination.	Liberty St. to Whittier Dr.	Active Transportation (Bike/Ped)	$3,794,578	2026	COEP	E501X -1	33
Global Reach Dr. Reconstruction and Addition of Frontage Roads	Reconstruction of existing Main-lanes (6 lanes, 3 in each direction), construct 4 lane frontage roads (2 in each direction), and single lane direct connectors at SS 601 NB to WB and EB to SB.	(ON GLOBAL REACH DR) US 62/180 MONTANA AVE to SS 601	New/ Expanded Roadway	$61,442,345	2026	TXDOT	F405X -CAP	44

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Traffic Management Center Upgrade Phase 5	The project includes the upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide. The first phase is the design phase. Phases 2 - 5 are the implementation and construction of the design.	City of El Paso city limits.	Operations/ Maintenance	$6,294,000	2026	COEP	S301H	96
South Darrington Road Repaving	Removal and Replacement of Asphalt	Oxbow Drive to Alberton Avenue	Operations/ Maintenance	$5,269,265	2027	Horizon	A431X	10
Westwind Bicycle Improvements	Striping, pedestrian, signal and signage improvements to incorporate bicycle facilities.	Redd Rd to Thunderbird Dr.	Active Transportation (Bike/Ped)	$2,698,203	2027	COEP	E110X	26
Downtown Bicycle Improvements Phase II	Construct bicycle facilities downtown to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected lanes. The project will include associated signage, wayfinding, striping, and intersection treatments.	Myrtle from Campbell; Oregon from Missouri; Stanton from San Antonio; Franklin from Los Angeles to Myrtle to Virginia; Oregon to Paisano; Stanton to Paisano; Franklin to Durango	Active Transportation (Bike/Ped)	$2,097,244	2027	COEP	E304X	32
Playa Drain Hike and Bike Trail (Yarbrough to Midway)	Pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and Illumination.	Yarbrough Dr. to Midway Dr.	Active Transportation (Bike/Ped)	$5,704,300	2027	COEP	E501X -2	34
John Hayes (Darrington/ Berryville) (Construction Phase II)	Widen/restripe from 2 to 6 lanes divided with bike lanes	Pellicano to Montwood	New/ Expanded Roadway	$17,318,858	2027	EP County	P004X -CAP-2	64
Sean Haggerty Dr. Extension (Construction Phase)	Construct 4 lane bridge	Nathan Bay Dr. to Dyer St	New/ Expanded Roadway	$21,836,200	2028	COEP	B201X -CAP	18
Border Traveler and Cargo ITS	Regional Cross-Border Travel Information to Local Travelers, Commercial Vehicles, Fleet Managers, Manufacturers, Maquiladoras, and Others.	Zaragoza POE	Cross-Border Travel	$2,102,323	2028	COEP	C032X	24

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Sunland Park Hike and Bike Trail	Construction of an asphalt pedestrian and bicycle facility with associated signage, landscaping and irrigation, furnishings, and illumination.	Chermont Dr. to Mesa St.	Active Transportation (Bike/Ped)	$3,520,103	2028	COEP	E111X	27
Border Hwy East (BHE), PH 1	Build 4 lanes divided hwy including single lane direct connectors at SL 375 (WB-WB and EB-EB direction coming in/out of BHE).	SL 375 (AMERICAS AVE) to Old Hueco Tanks Extension	New/ Expanded Roadway	$215,000,000	2028	TXDOT	F059X -CAP-1	40
US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II	Construct 6 lane (expressway) MLs EB/WB with auxiliary lanes and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). Build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. Reconstruct 6 lane WB/EB ML from Global Reach Dr. to Lee Trevino Dr. to include auxiliary lanes and grade separation at intersection. Reconstruct existing EB FR from Global Reach Dr. to Tierra Este Rd in concrete (no added capacity). Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd). Project scope may be further phased depending on funding availability.	Global Reach Dr. to Zaragoza Rd. (FM 659)	New/ Expanded Roadway	$262,618,737	2028	TXDOT	F407B -CAP	46
Video Surveillance and Count Stations Phase II	The project includes installation or integration of new count stations, dynamic message signs, hardware and software, conduit, fiber optic cable and the communication systems into the City of El Paso's Traffic Management Center (TMC) and TXDOT's Trans-Vista.	Multiple roadway intersections within the community as described in the project description.	Operations/ Maintenance	$4,096,273	2028	COEP	M025 B	56

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Preventive Maintenance & Rehabilitation TxDOT (On State)	For Major Reconstruction. Also Includes Signs, Striping, Pavement Markings, And Signals	Texas State Highway System	Operations/ Maintenance	$1,5024,0000	2023-2028	TXDOT	R008X	N/A
Bridge Replacement/ Rehabilitation	Replace or Rehabilitate Bridges	El Paso County- On and Off State System	Operations/ Maintenance	$11,400,000	2023-2028	TXDOT	B001X	N/A
Safety Projects	Safety Lighting, Signals, Intersections, Etc.	Area-wide	Operations/ Maintenance	$4,020,564	2023-2028	TXDOT	M028 X	N/A

FIGURE 8-2: DESTINO 2045 MTP SHORT-TERM STAGE PROJECTS (2023-2028)

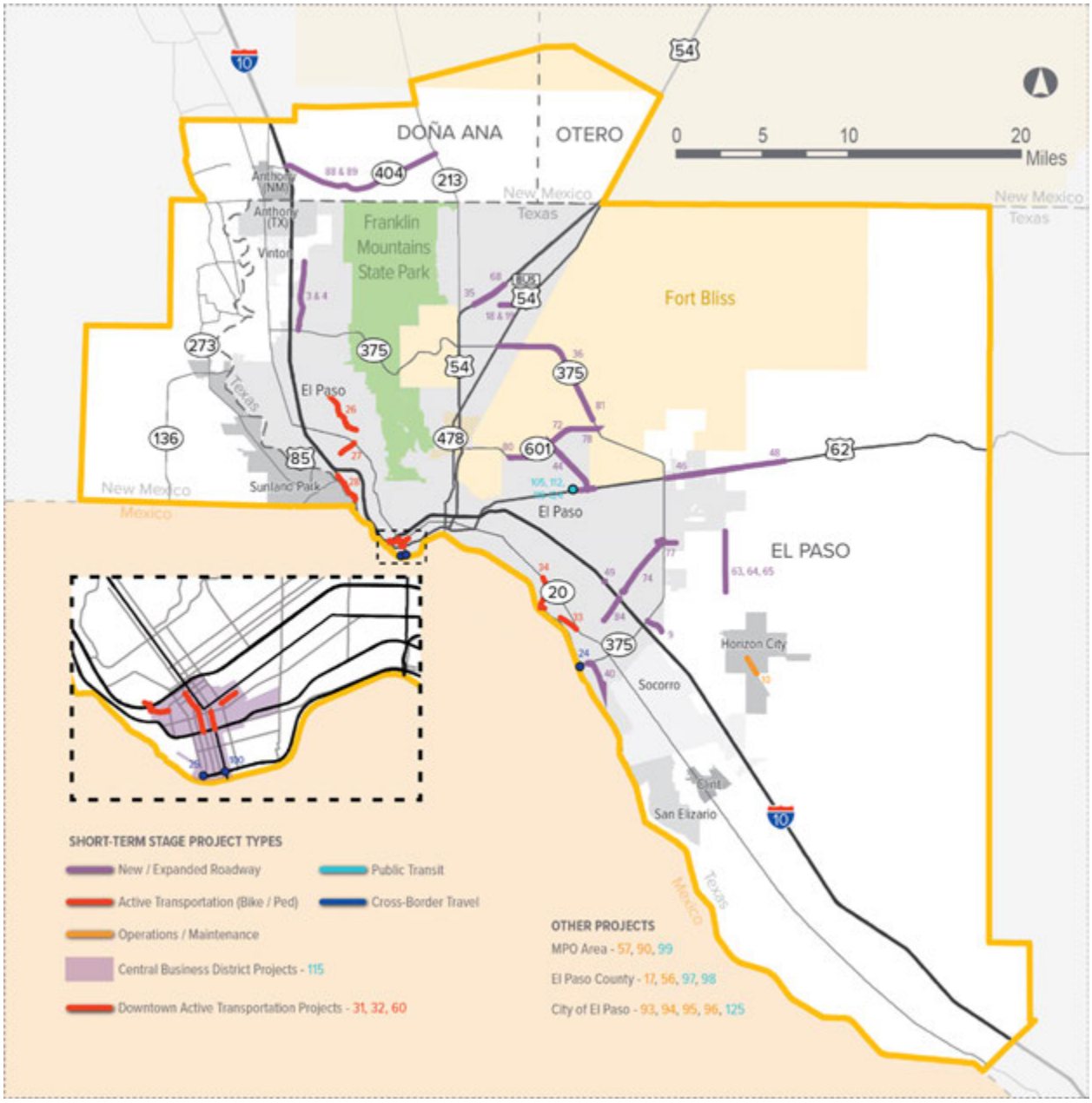

TABLE 8-3: DESTINO 2045 MTP MEDIUM-TERM STAGE PROJECTS (2029-2040)

PROJECT NAME	PROJECT DESCRIPTION	LIMITS	PROJECT TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Mesa Park Dr.	Build 4-Lane Divided	I-10 to Mesa	New/ Expanded Roadway	$6,595,690	2029	COEP	A126X -CAP	1
Tom Mays/ Northwestern Ext. (Construction)	Build 2- Lane divided with bike lanes	Westway Blvd to Transmountain (Loop 375)	New/ Expanded Roadway	$16,586,694	2029	EP County & COEP	A135X -CAP	3
Mesa Park Extension	Build 4 Lane Undivided Road Extension	IH-10 to SH 20 (Doniphan Dr.)	New/ Expanded Roadway	$12,402,015	2029	TXDOT	A136X -CAP	5
Arterial 1 (1682 Blvd.)	Build 4 lane divided	Future Border Highway East (BHE) to IH-10	New/ Expanded Roadway	$26,735,765	2029	Socorro/ EP County	A433X -CAP	12
IH 10 Frontage Roads	Build Frontage Road Extension (2 lane in each direction)	Sunland Park Dr to Mesa Park St	New/ Expanded Roadway	$19,347,142	2029	TXDOT	I061X-CAP	51
Borderland Expressway	Build 4 lanes and overpasses	On SL 375 east of railroad drive overpass to FM 3255 Martin L King Jr Blvd. at the TX/NM state line	New/ Expanded Roadway	$459,031,694	2029	TXDOT	P201B -CAP	66
Railroad Dr Widening and Reconstruction	Addition of one lane in each direction from approximately 900 ft NE of Purple Heart Highway to approximately1,000 ft SW of Shrub Oak to increase capacity from two to four lanes. Project includes road rehabilitation and reconstruction of existing road from Purple Heart Highway to Shrub Oak Drive.	Purple Heart Highway to Shrub Oak Drive	New/ Expanded Roadway	$21,399,096	2029	COEP	P219X -CAP	69
FM 659 (Zaragoza Road) Widening	Widen 4 Lane To 6 Lanes Divided, to include transitional work from LP 375 to Sunfire	Loop 375 to US 62/180 (Montana)	New/ Expanded Roadway	$24,555,995	2029	TXDOT	P428X -MOD	75
NM 404/ NM 213 Widening Project	Widen NM 404 from I-10 to NM 213 and NM 213 from NM 404 to TX state line from 2 lanes to 4 lanes	NM 404: I-10; NM 213: NM 404 Intersection to NM 404: NM 213 Intersection; NM 213: TX state line	New/ Expanded Roadway	$12,800,000	2029	NMDOT	P618X -CAP	88
FM 1905 Reconstruction	Reconstruction of roadway	SH 20 (S Main St) to I-10	Operations/ Maintenance	$4,712,560	2030	Anthony	A134X	2
Valley Chile Rd Reconstruction	Reconstruction of roadway to include sidewalks, drainage, lighting and illumination, landscaping, and irrigation	SH 20 (Doniphan Dr) to IH -10	Operations/ Maintenance	$8,260,691	2030	Vinton/ EP County	A137X	6
UTEP Transportation Improvements: Glory Road Segment 1 of 3 Projects	Reconstruction and alignment of Glory Road, a functional classified Major Collector, from Oregon Street to Sun Bowl Drive, both being minor arterials. The project addresses pedestrian safety and provides improved access to Sun Metro's Transit Facility.	Oregon Street to Sun Bowl Drive	Operations/ Maintenance	$4,361,836	2030	UTEP	A307X -B	7
N. Darrington Reconstruction	Reconstruction of an existing 4-lane roadway	Eastlake Boulevard to Oxbow Drive	New/ Expanded Roadway	$21,609,684	2030	Horizon	A432X	11

PROJECT NAME	PROJECT DESCRIPTION	LIMITS	PROJECT TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Bob Hope Ext.	Build 6- Lane divided with bike lanes	Loop 375 to Mission Ridge Blvd (Arterial 1)	New/ Expanded Roadway	$16,723,874	2030	County EP	A434X -CAP	13
Montana Ave. Overpass at Railroad	Construct overpass at railroad on Montana Ave.	Cotton Rd to Palm St	New/ Expanded Roadway	$32,226,380	2030	TXDOT	B300X	20
Missouri Railroad Overpass	Construct Missouri railroad overpass	(On Missouri) N. Lee St to N. Walnut St	New/ Expanded Roadway	$45,116,932	2030	TXDOT	B301X	21
IH 10 WIDENING	Widen from 4 to 6 lanes	Eastlake Blvd to FM 1281 (Horizon Blvd)	New/ Expanded Roadway	$26,142,831	2030	TXDOT	I062X-CAP	52
Old Hueco Tanks Extension	Build 4 lane roadway	FM 76 North Loop Dr to SL 375 Border Hwy East - BHE	New/ Expanded Roadway	$30,808,082	2031	TXDOT	A527X -CAP	15
SH 20 Alameda Widening	Widen from 4 to 6 lanes divided	SL 375 (Americas Ave) to FM 1110 Clint Rd	New/ Expanded Roadway	$85,502,401	2031	TXDOT	A528X -CAP	16
Border Hwy East (BHE), Ph 2	Build 4 lanes Divided Hwy	Old Hueco Tanks Extension to Future FM 1110 Clint Extension	New/ Expanded Roadway	$113,987,672	2031	TXDOT	F059X -CAP-2	41
SL 375 EB US 62 Paisano Ramp Improvements	Operational ramp improvements (Ramp will provide a connection on the existing EB SL 375 to EB US 62 via US 54 exit)	SL 375 EB (Cesar Chavez Border HWY) to US 62 (Paisano Dr.)	Operations/ Maintenance	$22,712,974	2031	TXDOT	F060X	42
US 62/180 (Montana Ave.) Direct Connectors at Global Reach Dr. and LP 375 and Improvements Phase III	Construction of single lane Direct Connector ramps at US 62/180 and Global Reach Dr. (SB-EB and WB-NB) and at US 62/180 and Loop 375 (EB-SB, NB-WB, SB-EB, WB-NB) for operational improvements at the intersections. Work to include advanced signing, striping and incidental work to FM 659 (Zaragoza Rd.)	Global Reach Dr. to Zaragoza Rd. (FM 659)	New/ Expanded Roadway	$143,529,591	2031	TXDOT	F407C	47
IH-10 Widening at Downtown	Add 1 lane each direction including operational improvements and new frontage roads (2 lanes each direction, EB and WB from Executive Blvd. To Asarco haul bridge and EB from Campbell St. to Dallas St.)	Executive Center to Dallas St	New/ Expanded Roadway	$635,785,008	2031	TXDOT	I063X-CAP	53
FM 3255 (Martin Luther King Jr Blvd.) Widening	Widen from 2 lanes to 4 lanes divided including rehab on existing 4 lane segment.	TX/NM state line to Loma Real Ave	New/ Expanded Roadway	$29,044,410	2031	TXDOT	P206B -15A	67
Hawkins Boulevard Rehabilitation	Project consists of reconstruction of existing road and intersection improvements to include replacement of existing traffic signals, new signage, lighting, ADA ramps, irrigation and landscape.	Interstate HW 10 to North Loop	Operations/ Maintenance	$54,425,714	2031	COEP	P531X	85
FM 1110 Clint Rd Build	Build 4 lane divided	SL 375 Border Highway East to SH 20 (Alameda Ave)	New/ Expanded Roadway	$56,511,155	2031	TXDOT	P533X -CAP	86

PROJECT NAME	PROJECT DESCRIPTION	LIMITS	PROJECT TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
FM 1281 (Horizon Blvd) Widening	Widen from 4 to 6 lanes divided	IH 10 to ANTWERP	New/ Expanded Roadway	$34,918,259	2032	TXDOT	P431X -MOD	76
State Spur 601 Frontage Road and Operational Improvements	Build EB Frontage Road from Global Reach to SL 375, and Operational Improvements from Airport Rd. To SL 375.	Airport Road to SL 375 (Purple Heart)	New/ Expanded Roadway	$14,036,609	2033	TXDOT	P464X -CAP	80
SS 601 at SL 375 Direct Connector	SS 601 at SL 375 EB to NB direct connector	SS 601 to SL 375 (Purple Heart Memorial Highway)	New/ Expanded Roadway	$20,375,010	2034	TXDOT	P465X -CAP-1	81
Loop 375 Purple Heart Widening of Frontage Roads	Widen Frontage Roads from 2 lanes to 3 lanes in each direction	Spur 601 to US 62/180 (Montana Ave)	New/ Expanded Roadway	$15,207,548	2035	TXDOT	F058X -CAP	39
Tierra Este (Arterial 1)	Build 6- Lane divided with bike lanes	Pellicano to Cozy Cove	New /Expanded Roadway	$43,658,154	2037	County EP	P002X -CAP	62
Preventive Maintenance & Rehabilitation TxDOT (On State)	For Major Reconstruction Also Includes Signs, Striping, Pavement Markings, And Signals	Texas State Highway System	Operations/ Maintenance	$285,720,000	2029-2040	TXDOT	R008X	N/A
Bridge Replacement/ Rehabilitation	Replace or Rehabilitate Bridges	El Paso County- On and Off State System	Operations/ Maintenance	$22,800,000	2029-2040	TXDOT	B001X	N/A
Safety Projects	Safety Lighting, Signals, Intersections, Etc.	Area-wide	Operations/ Maintenance	$8,041,128	2029-2040	TXDOT	M028 X	N/A

FIGURE 8-3: DESTINO 2045 MTP MEDIUM-TERM STAGE PROJECTS (2029-2040)

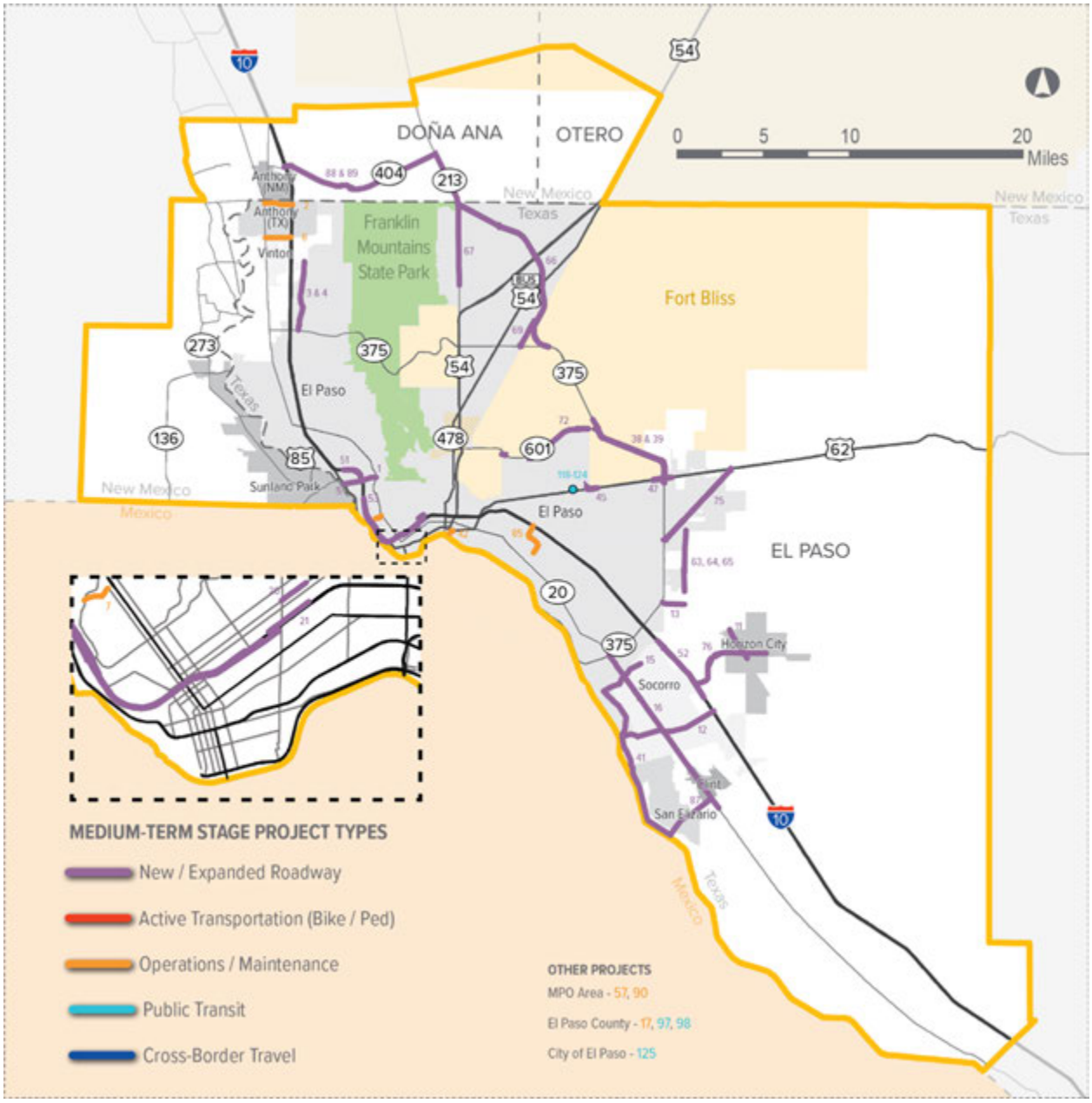

TABLE 8-4: DESTINO 2045 MTP LONG-TERM STAGE PROJECTS (2041-2045)

PROJECT NAME	PROJECT DESCRIPTION	LIMITS	PROJECT TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Darrington Widening	Widen from 2-lane to 4-Lane divided	LTV Rd to IH-10	New/ Expanded Roadway	$77,995,081	2041	EP County	A407X -25A	8
US 54 (Patriot FWY) MAINLANES	Build 4 lane divided HWY and grade separations	FM 2529 (McCombs St) to State Line Rd	New/ Expanded Roadway	$278,166,841	2041	TXDOT	P218X -CAP	68
Hawkins Blvd Overpass	Street improvements to include roadway elements and a 4-lane overpass.	North Loop to Alameda	New/ Expanded Roadway	$57,325,006	2041	COEP	P533X	86
FM 3380 Aguilera Intl Hwy Widening, Phase 3	Widen from 2-lane undivided to 4 lane divided	SH 20 (Alameda Ave) to IH-10	New/ Expanded Roadway	$44,124,924	2044	TXDOT	A522D -CAP	14
Preventive Maintenance & Rehabilitation TxDOT (On State)	For Major Reconstruction Also Includes Signs, Striping, Pavement Markings, And Signals	Texas State Highway System	Operations/ Maintenance	$119,050,000	2041-2045	TXDOT	R008X	N/A
Bridge Replacement/ Rehabilitation	Replace or Rehabilitate Bridges	El Paso County- On and Off State System	Operations/ Maintenance	$9,500,000	2041-2045	TXDOT	B001X	N/A
Safety Projects	Safety Lighting, Signals, Intersections, Etc.	Area-wide	Operations/ Maintenance	$3,350,470	2041-2045	TXDOT	M028 X	N/A

FIGURE 8-4: DESTINO 2045 MTP LONG-TERM STAGE PROJECTS (2041-2045)

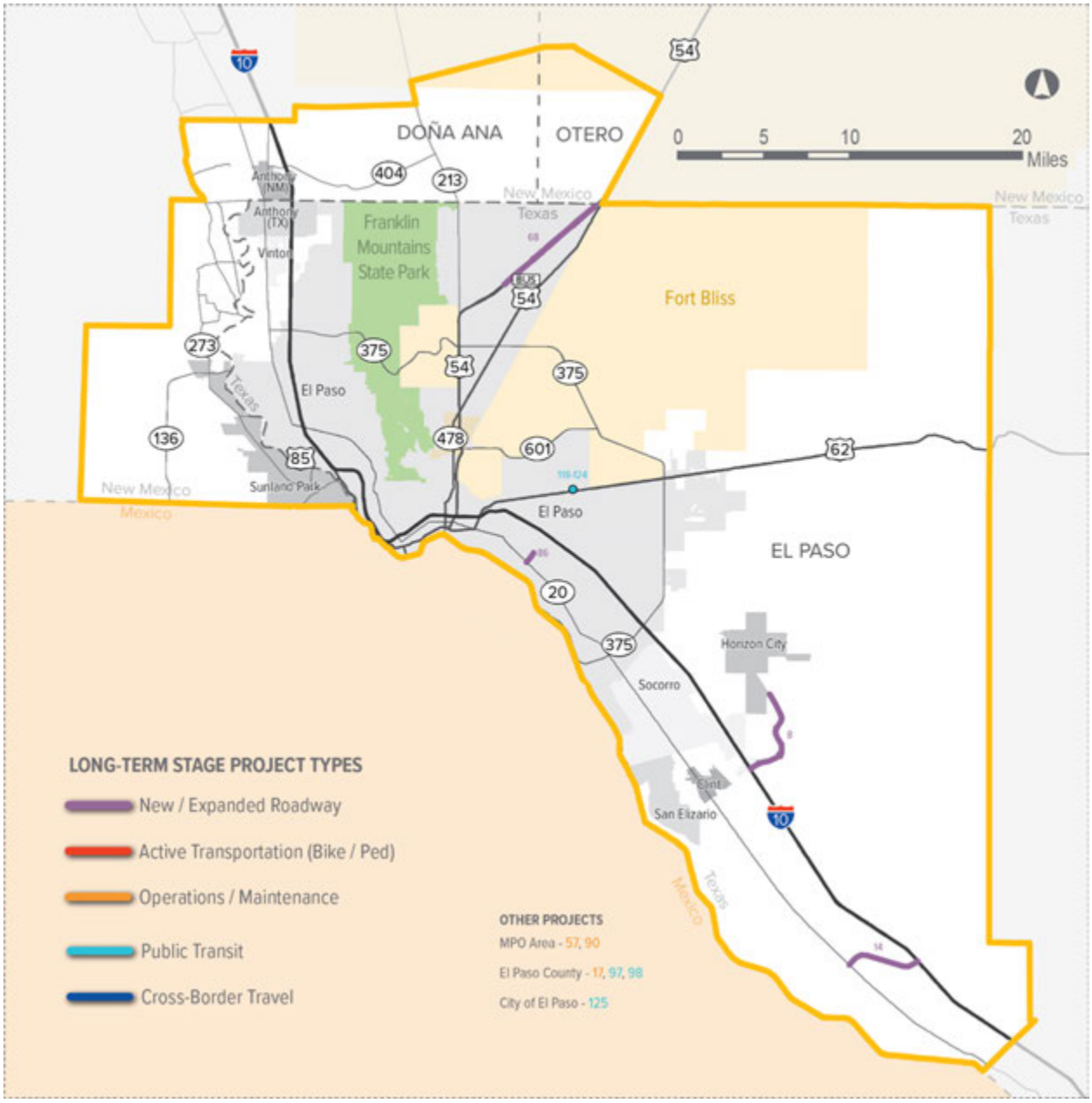

TABLE 8-5: DESTINO 2045 IMPLEMENTATION STAGE TRANSIT PROJECTS (2019-2022)

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Procurement of 3 Buses	Procurement of three buses in anticipation of increased frequency and ridership demand for services around the Montecillo Development and the MCA-TTU-UMC areas.	Santa Fe Downtown terminal (2 buses) MCA-TTU-UMC areas (1 bus) to Sunland Par-Shadow Mountain (2 buses) Flower Streets (1 bus)	Public Transit	$1,800,000	2019	Sun Metro	BP006	23
FTA 5310 EPMPO Program Administration FFY 2017 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for EPMPO Program Administration FFY 2017 Funds for use in FY 2019.	N/A	Public Transit	$58,384	2019	EPMPO	T011-14	98
Alameda RTS Operating Assistance YR1 - 2019	1st Year of Alameda BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth to Mission Valley Terminal - Alameda and Zaragoza	Public Transit	$1,000,000	2019	Sun Metro	T064X	101
Dyer RTS Operating Assistance YR1 - 2019	1st Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth to Northgate Terminal - Dyer at Wren	Public Transit	$1,000,000	2019	Sun Metro	T065X	102
El Paso Streetcar System 1st Year Operating Assistance	Operating Assistance for first year of new transit service intended to reduce congestion and CO emissions.	Father Rahm to Glory Road	Public Transit	$1,000,000	2019	Sun Metro	T108X-1	113
Dyer RTS Operating Assistance Year 2 - 2020	2nd Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and 4th to Northgate Terminal - Dyer at Wren	Public Transit	$1,000,000	2020	Sun Metro	T065X-2	102
Alameda RTS Operating Assistance YR 2 - 2020	2nd Year of Alameda BRT-RTS operations.	Downtown Terminal - Santa Fe and 4th to Mission Valley Terminal - Alameda and Zaragoza	Public Transit	$1,000,000	2020	Sun Metro	T091X-2	106
Montana RTS 1st year service operating assistance	1st year of Montana BRT-RTS operations.	Five Points Terminal - 2830 Montana to Far East Terminal - R.C. Poe - Edgemere	Public Transit	$1,300,000	2020	Sun Metro	T093X	108
El Paso Streetcar System 2nd Year Operating Assistance	Operating Assistance for 2nd year of new transit service intended to reduce congestion and CO emissions.	Father Rahm to Glory Road	Public Transit	$1,000,000	2020	Sun Metro	T108X-2	114
Montana RTS 2nd year Operating Assistance	2nd year of Montana RTS operations	Downtown terminal - Santa Fe to Far East Terminal - RC Poe & Edgemere	Public Transit	$2,288,542	2021	Sun Metro	T092X	107
Dyer RTS 3rd year Operating Assistance	3rd year of Dyer RTS operations	Downtown terminal - Santa Fe to Northeast Terminal - Dyer @ Diana	Public Transit	$1,538,029	2021	Sun Metro	T095X	109
Alameda RTS 3rd year Operating Assistance	3rd year of Alameda RTS operations	Downtown terminal - Santa Fe to Mission Valley Terminal - Alameda @ Zaragoza	Public Transit	$2,288,542	2021	Sun Metro	T096X	110

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
El Paso Streetcar 3rd year Operating Assistance	3rd year of Streetcar operations	Father Rahm - Downtown Terminal to Glory Road	Public Transit	$2,117,901	2021	Sun Metro	T108X -3	114
Montana RTS 3rd year Operating Assistance	3rd year of Montana RTS operations	Downtown terminal - Santa Fe to Far East Terminal - RC Poe & Edgemere	Public Transit	$2,411,283	2022	Sun Metro	T097X	111
Seniors and People with Disabilities (5310) - *includes administrative.*	Transportation for the elderly and disabled provided by a local nonprofit organization and New Freedom Program	County of El Paso	Public Transit	$2,658,384	ALL-5310	TXDOT-Transit	T011	98
JARC (5307)	Job Access Reverse Commute		Public Transit	$400,000	Odd Yrs. 5307	Sun Metro	T2A	N/A
Planning (5307)	Short Range Planning		Public Transit	$4,519,077	ALL-5307	Sun Metro	T3A	N/A
Capital Maintenance (5307)	Capital Maintenance		Public Transit	$59,529,833	ALL-5307	Sun Metro	T3C	N/A
Security Equipment (5307)	Security Equipment		Public Transit	$901,659	ALL-5307	Sun Metro	T3E	N/A
ADA Paratransit Service (5307)	Provide ADA Para Transit Service	N/A	Public Transit	$7,344,220	ALL-5307	Sun Metro	T3H	N/A
Other Capital Program Items (5339)	Computers Hardware & Software		Public Transit	$753,019	ALL-5339	Sun Metro	T3B	N/A
Curb Cuts / ADA Improvements (5339)	Curb Cuts / ADA Improvements		Public Transit	$1,892,857	Even Yrs-5339	Sun Metro	T3D	N/A
Support Vehicles/Bus Rehab (5339)	Support Vehicles/Bus Rehab		Public Transit	$2,375,661	ALL-5339	Sun Metro	T3F	N/A
Transit Enhancements (5339)	Enhancements for Buses/ Transit Facilities	El Paso (Sun Metro)	Public Transit	$2,000,000	Odd Yrs.-5339	Sun Metro	T3G	N/A
FTA 5339 Formula Funding	For the purchase of buses and facility enhancements including equipment such as ADP hardware/software and security related needs. Also, ticket vending machines and sales related software. Capitalized maintenance incl. rebuilds and bus shelters and amenities.	Citywide	Public Transit	$7,251,321	ALL-5339	Sun Metro	T3I	N/A

TABLE 8-6: DESTINO 2045 SHORT-TERM STAGE TRANSIT PROJECTS (2023-2028)

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
Park and Ride Far West	Create a Park and Ride site in Far West El Paso in the area of I-10 and Transmountain + Buses (2)	Loop 375 Westside to Desert Boulevard	Public Transit	$5,280,176	2023	Sun Metro	T106	112
Design and Construction for Streetcar Phase II - Service to MCA	Design & Construction planning, specifications & construction for extending streetcar route to MCA, Texas Tech, Foster School area.	Downtown Terminal - Santa Fe to Alameda at Colfax	Public Transit	$142,794,572	2023	Sun Metro-Transit	T305-CAP-2	116
Design & Construction for Juarez & El Paso International Pedestrian Crossing	Planning and PE specifications and construction of an International crossing service to provide most efficient and productive methodology to move pedestrians through downtown bridges and connect to transit service.	Stanton POE to Santa Fe POE	Cross-Border Travel	$147,477,954	2024	Sun Metro	T013B-2	100
Far East Connector	Zaragoza, Alameda, Montana Connection (Bus and Roadway Improvements); build park and ride lot @ Zaragoza @ Pellicano or Vista Del Sol for connectivity to R.C. Poe terminal and Loop 375 plus provide express service to terminals and Zaragoza POE.	Montana to Zaragoza POE	Public Transit	$7,907,592	2025	Sun Metro	T081X	105
Design and Construction for Transit Center for Intercity and International Transit	Design and Construction for a site for all local private and public transit services.	Downtown Area to Downtown Area	Public Transit	$42,155,812	2026	Sun Metro-Transit	T304	115
JARC (5307)	Job Access Reverse Commute		Public Transit	$600,000	Odd Yrs. 5307	Sun Metro	T2A	N/A
Planning (5307)	Short Range Planning		Public Transit	$6,778,615	ALL-5307	Sun Metro	T3A	N/A
Capital Maintenance (5307)	Capital Maintenance		Public Transit	$89,294,750	ALL-5307	Sun Metro	T3C	N/A
Security Equipment (5307)	Security Equipment		Public Transit	$1,352,489	ALL-5307	Sun Metro	T3E	N/A
ADA Paratransit Service (5307)	Provide ADA Para Transit Service	N/A	Public Transit	$11,016,329	ALL-5307	Sun Metro	T3H	N/A
Other Capital Program Items (5339)	Computers Hardware & Software		Public Transit	$1,129,529	ALL-5339	Sun Metro	T3B	N/A
Curb Cuts / ADA Improvements (5339)	Curb Cuts / ADA Improvements		Public Transit	$2,839,286	Even Yrs-5339	Sun Metro	T3D	N/A
Support Vehicles/Bus Rehab (5339)	Support Vehicles/Bus Rehab		Public Transit	$3,563,491	ALL-5339	Sun Metro	T3F	N/A
Transit Enhancements (5339)	Enhancements for Buses/ Transit Facilities	El Paso (Sun Metro)	Public Transit	$3,000,000	Odd Yrs.-5339	Sun Metro	T3G	N/A

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
FTA 5339 Formula Funding	For the purchase of buses and facility enhancements including equipment such as ADP hardware/software and security related needs. Also, ticket vending machines and sales related software. Capitalized maintenance incl. rebuilds and bus shelters and amenities.	Citywide	Public Transit	$10,876,982	ALL-5339	Sun Metro	T3I	N/A

TABLE 8-7: DESTINO 2045 MEDIUM-TERM STAGE TRANSIT PROJECTS (2029-2040)

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
JARC (5307)	Job Access Reverse Commute		Public Transit	$1,200,000	Odd Yrs. 5307	Sun Metro	T2A	N/A
Planning (5307)	Short Range Planning		Public Transit	$13,557,230	ALL-5307	Sun Metro	T3A	N/A
Capital Maintenance (5307)	Capital Maintenance		Public Transit	$178,589,499	ALL-5307	Sun Metro	T3C	N/A
Security Equipment (5307)	Security Equipment		Public Transit	$2,704,978	ALL-5307	Sun Metro	T3E	N/A
ADA Paratransit Service (5307)	Provide ADA Para Transit Service	N/A	Public Transit	$22,032,659	ALL-5307	Sun Metro	T3H	N/A
Other Capital Program Items (5339)	Computers Hardware & Software		Public Transit	$2,259,057	ALL-5339	Sun Metro	T3B	N/A
Curb Cuts / Ada Improvements (5339)	Curb Cuts / Ada Improvements		Public Transit	$5,678,571	Even Yrs-5339	Sun Metro	T3D	N/A
Support Vehicles/Bus Rehab (5339)	Support Vehicles/Bus Rehab		Public Transit	$7,126,982	ALL-5339	Sun Metro	T3F	N/A
Transit Enhancements (5339)	Enhancements for Buses/ Transit Facilities	El Paso (Sun Metro)	Public Transit	$6,000,000	Odd Yrs.-5339	Sun Metro	T3G	N/A
FTA 5339 Formula Funding	For the purchase of buses and facility enhancements including equipment such as ADP hardware/software and security related needs. Also, ticket vending machines and sales related software. Capitalized maintenance incl. rebuilds and bus shelters and amenities.	Citywide	Public Transit	$21,753,964	ALL-5339	Sun Metro	T3I	N/A

TABLE 8-8: DESTINO 2045 LONG-TERM STAGE TRANSIT PROJECTS (2041-2045)

PROJECT	DESCRIPTION	LIMITS	TYPE	TOTAL PROJECT COST	YEAR	SPONSOR	MTP ID	MAP ID
JARC (5307)	Job Access Reverse Commute		Public Transit	$600,000	Odd Yrs. 5307	Sun Metro	T2A	N/A
Planning (5307)	Short Range Planning		Public Transit	$5,648,846	ALL-5307	Sun Metro	T3A	N/A
Capital Maintenance (5307)	Capital Maintenance		Public Transit	$74,412,291	ALL-5307	Sun Metro	T3C	N/A
Security Equipment (5307)	Security Equipment		Public Transit	$1,127,074	ALL-5307	Sun Metro	T3E	N/A
ADA Paratransit Service (5307)	Provide ADA Para Transit Service	N/A	Public Transit	$9,180,274	ALL-5307	Sun Metro	T3H	N/A
Other Capital Program Items (5339)	Computers Hardware & Software		Public Transit	$941,274	ALL-5339	Sun Metro	T3B	N/A
Curb Cuts / ADA Improvements (5339)	Curb Cuts / ADA Improvements		Public Transit	$1,892,857	Even Yrs-5339	Sun Metro	T3D	N/A
Support Vehicles/Bus Rehab (5339)	Support Vehicles/Bus Rehab		Public Transit	$2,969,576	ALL-5339	Sun Metro	T3F	N/A
Transit Enhancements (5339)	Enhancements for Buses/ Transit Facilities	El Paso (Sun Metro)	Public Transit	$3,000,000	Odd Yrs.-5339	Sun Metro	T3G	N/A
FTA 5339 Formula Funding	For the purchase of buses and facility enhancements including equipment such as ADP hardware/software and security related needs. Also, ticket vending machines and sales related software. Capitalized maintenance incl. rebuilds and bus shelters and amenities.	Citywide	Public Transit	$9,064,152	ALL-5339	Sun Metro	T3I	N/A

A

PUBLIC COMMENTS

APPENDIX A: 30-DAY PUBLIC COMMENT RECORD

The 30-day public comment period for the Draft Destino 2045 MTP began March 9th and ended April 9th. Further open houses were conducted March 12, 2018 through March 26, 2018 as part of the public involvement process defined in the EPMPO PPP, as well as to give the public invited stakeholders a chance to view the draft plan and make comment before final adoption. The full Public Involvement Process, outreach methods and materials used, and a compendium of comments is fully detailed in the Public Involvement Memorandum, along with responses from the El Paso MPO. This appendix is a record of comments received during the 30-day public comment period for the Draft Destino 2045 MTP.

DATE	COMMENT	MPO RESPONSE
Mar 22 2018	Dear Chairman Moody & Mr. Medina, I hope this letter finds you well. As you are aware of, there is limited funding for all the transportation projects in the El Paso region. Based on the finite revenue sources available, it is my request that the FM 1110 Project be removed from the Destino 2045 Metropolitan Transportation Plan as soon as possible. I respectfully request this course of action be taken in order to best serve the immediate needs of El Paso County, and of the region as a whole. The Transportation Policy Board has higher priority projects for El Paso County and for the greater metropolitan area. I realize that the FM 1110 project was reviewed and approved by members of the board; however, from a regional perspective, this project doesn't merit the level of funding or allocation of resources that it currently possesses. For example, the funding allotted for this project would be better spent on a route(s) that alleviate current congestion concerns for residents of the San Elizario-Clint area. Based on the concerns listed above, I believe removing the FM 1110 project from the Destino 2045 Plan is the most sound course of action. Thank you for your thoughtful consideration of this matter. I look forward to continuing to work with my fellow board members to effectively address the transportation needs of El Pasoans, and I encourage you to contact my office should you have any questions or concerns. Sinceramente, Mary E. Gonzalez Texas Representative House District 75	This matter will be addressed at the Transportation Policy Board meeting on May 18, 2018 during the agenda item for approval of the Destino 2045 MTP, Destino 2019-2022 TIP and Destino Transportation Conformity Report.
Mar-26-2018	Good Evening and thanks for the public involvement meeting 3210 Dyer at Project Amistad. Logan Sunrise Neighborhood is concerned about connectivity, pedestrian & bike paths. Our area desperately needs more pedestrian consideration with a bridge (pedestrian) for Titanic over Dyer St. Please contact us when the opportunity to improve our area arises. We will stay in contact. Looking forward to communicating more Closely. Warmest regards.	All comments are provided to the El Paso MPO Transportation Policy Board for their consideration. The El Paso MPO will include the Logan Sunrise Neighborhood in our mailing lists for future correspondence.

DATE	COMMENT	MPO RESPONSE
Mar-27-2018	Need to consolidate all the bus companies into one intermodal station similar to an airport. Also need to provide more direct connection to the airport	All comments are provided to the El Paso MPO Transportation Policy Board for their consideration.
April-9-2018	Planning should prioritize alternative transportation options beyond bike lanes in streets. Conjoined lanes are not safe and will not be used.	Safety is the highest priority in all projects. All comments are provided to the El Paso MPO Transportation Policy Board for their consideration.
April-9-2018	1. The Mesilla Valley MPO notes the lack of reference in Destino 2045 to a potential passenger rail connection between El Paso and Las Cruces. This connection is identified as a priority in the City of Las Cruces Strategic Plan 2017-2022 for the year 2022: http://www.las-cruces.org/~/media/lcpublicwebdev2/site%20documents/article%20documents/strategic_plan-english.ashx?la=en. An El Paso-Las Cruces passenger rail connection was studied by the South Central Regional Transit District in the South Central Regional Transit District Passenger Rail Feasibility Study done in 2017. The Mesilla Valley MPO would like to see reference to an El Paso-Las Cruces passenger rail connection in Destino 2045. 2. Additionally, the Mesilla Valley MPO included the Rio Grande bike path in our most recent Metropolitan Transportation Plan update. We have included it in our plan to support the work being done by the Rio Grande Trail Commission (http://www.emnrd.state.nm.us/admin/rgtcabout.html) established by NM Legislature House Bill 563. The proposed trail could connect our regions and provide a positive economic development impact. We encourage the El Paso MPO to look into extending that trail in the New Mexico portion of the El Paso MPO and into Texas.	1. All comments are provided to the El Paso MPO Transportation Policy Board for their consideration. This type of project would most certainly be a project of regional significance, however the timeframe for such a project will need to be included in the MTP and, more importantly, respective TIP. Furthermore, including a fixed-guideway rail project in the MTP would require running the travel demand model to determine the impact of the project on regional VMT and air quality. The EPMPO is not aware of federal, state, or local funds for project for a potential passenger rail connection between both cities. 2. All comments are provided to the El Paso MPO Transportation Policy Board for their consideration. The Transportation Policy Board approved a resolution creating the Active Transportation System on July 22, 2016 which includes seven segments to connect Las Cruces, NM, El Paso, TX, and Cd. Juarez, CH. A future Rio Grande bike path may be a part of the Avenida de Estrellas segment.

B

FINANCIAL SUMMARY

EL PASO MPO

Destino 2045 Metropolitan Transportation Plan (MTP)

2019 - 2045 Financial Summary

Monday, May 07, 2018

Revenue by Categories	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031-2040	2041-2045	TOTAL
TEXAS HIGHWAY FUNDING CATEGORIES															
1 - Preventive Maintenance & Rehabilitation	$ 20,540,000	$ 21,270,000	$ 22,000,000	$ 22,780,000	$ 23,580,000	$ 24,400,000	$ 25,250,000	$ 26,140,000	$ 27,060,000	$ 23,810,000	$ 23,810,000	$ 23,810,000	$ 238,100,000	$ 119,050,000	$ 641,600,000
2 - Metropolitan Area (TMA) Corridor Projects	$ 43,110,000	$ 35,100,000	$ 36,980,000	$ 36,560,000	$ 38,530,000	$ 38,750,000	$ 38,880,000	$ 29,570,000	$ -	$ 37,185,000	$ 37,185,000	$ 37,185,000	$ 371,850,000	$ 185,925,000	$ 966,810,000
3 - Lcl Contribution	$ 1,706,932	$ 149,307	$ 3,673,578	$ 1,194,630	$ 1,330,024	$ 2,750,000	$ 937,592	$ 294,000	$ 96,494	$ -	$ -	$ -	$ -	$ -	$ 12,132,557
4 - Statewide Urban Connectivity Corridor Projects	$ 126,120,000	$ 12,274,620	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 138,394,620
5 - CMAQ	$ 10,980,000	$ 11,240,000	$ 11,390,000	$ 11,540,000	$ 11,690,000	$ 11,830,000	$ 11,970,000	$ 12,100,000	$ 12,220,000	$ 12,342,200	$ 12,465,622	$ 12,590,278	$ 133,039,388	$ 71,651,649	$ 347,049,137
6 - Structures Replacement & Rehabilitation	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 19,000,000	$ 9,500,000	$ 51,300,000
7 - STP - MM	$ 19,080,000	$ 19,900,000	$ 20,150,000	$ 20,430,000	$ 20,680,000	$ 20,940,000	$ 21,180,000	$ 21,410,000	$ 21,620,000	$ 21,836,200	$ 22,054,562	$ 22,275,108	$ 235,377,379	$ 126,768,302	$ 613,701,551
8 - Safety Projects	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 6,700,940	$ 3,350,470	$ 18,092,537
9 - Transportation Enhancements Program (TXDOT)	$ 2,465,500	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,465,500
9 - Transportation Alternatives-Set Aside	$ 2,063,306	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 14,000,000	$ 7,000,000	$ 38,463,306
11 - District Discretionary	$ 13,560,000	$ 3,560,000	$ 3,560,000	$ 3,560,000	$ 3,560,000	$ 3,560,000	$ 3,560,000	$ 3,560,000	$ 3,560,000	$ 3,560,000	$ 3,560,000	$ 3,560,000	$ 35,600,000	$ 17,800,000	$ 106,120,000
11 - B	$ -	$ -	$ -	$ -	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ 20,000,000	$ -	$ 180,000,000
12 - Strategic Priority	$ 63,930,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 63,930,000
Bonding CRRMA for Borderland Expressway	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 437,589,794	$ -	$ -	$ -	$ 437,589,794
Clear Lanes Initiative	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 217,068,737	$ -	$ -	$ -	$ -	$ 217,068,737
10 - CBI Program	$ 8,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,000,000
10 - Earmark	$ 4,655,874	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,655,874
Prop 1/ Prop 7	$ -	$ -	$ -	$ -	$ 150,000,000	$ -	$ 150,000,000	$ -	$ -	$ -	$ -	$ 150,000,000	$ 300,000,000	$ 150,000,000	$ 900,000,000
3 - Toll Revenue Bonding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 50,000,000	$ -	$ 50,000,000
3 - State PE Funds	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 25,248,959	$ 6,082,692	$ 60,879,421	$ 21,298,293	$ 113,509,365
3 - Local ROW Funds	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,546,176	$ 2,731,073	$ 3,586,015	$ 7,863,264
3 - State ROW Funds	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,536,121	$ -	$ 1,000,000	$ -	$ 2,536,121
Total TX Highway Revenues	**$ 318,781,706**	**$ 107,464,021**	**$ 101,723,672**	**$ 100,034,724**	**$ 273,340,118**	**$ 126,200,094**	**$ 275,747,686**	**$ 117,044,094**	**$ 88,526,588**	**$ 339,772,231**	**$ 587,420,153**	**$ 281,019,348**	**$ 1,488,278,201**	**$ 715,929,728**	**$ 4,921,282,364**
Construction Cost	$ 313,759,592	$ 105,927,141	$ 100,052,481	$ 98,531,262	$ 101,380,252	$ 103,552,912	$ 104,227,686	$ 95,299,095	$ 62,717,963	$ 275,003,730	$ 580,632,288	$ 173,307,989	$ 1,507,726,340	$ 564,718,237	$ 4,032,193,681
Total 2019-2027 non-carry over	$ 5,022,114	$ 1,536,880	$ 1,671,191	$ 1,503,462	$ 21,959,866	$ 22,647,182	$ 21,520,000	$ 21,744,999	$ 25,808,625	$ 64,768,501	$ -	$ -	$ 22,647,182	$ 21,520,000	$ 188,182,820
FHWA to FTA Transfers	$ 4,800,000	$ 4,300,000	$ 8,233,014	$ 2,411,283	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 19,744,297
	Construction cost INCLUDES FHWA to FTA Transfers														
State & Local PE Cost	$ 19,612,040	$ 2,775,391	$ 3,279,585	$ 8,736,346	$ 3,119,797	$ 7,658,897	$ 5,939,018	$ 7,390,977	$ 1,538,511	$ 7,803,972	$ 32,114,510	$ 11,929,451	$ 114,974,269	$ 43,755,098	$ 270,627,864
	2019-2028 Construction cost INCLUDES Local and State PE.														
State & Local ROW Cost	$ 47,726,000	$ -	$ -	$ -	$ 345,432	$ -	$ 517,319	$ -	$ -	$ 38,200,000	$ 1,536,121	$ 1,546,176	$ 3,731,073	$ 3,586,015	$ 97,188,136
	2019-2028 Construction cost INCLUDES Local and State ROW.														
Total Project Cost (Construction, PE, & ROW)	**$ 313,759,592**	**$ 105,927,141**	**$ 100,052,481**	**$ 98,531,262**	**$ 101,380,252**	**$ 103,552,912**	**$ 104,227,686**	**$ 95,299,095**	**$ 62,717,963**	**$ 275,003,730**	**$ 614,282,919**	**$ 186,783,617**	**$ 1,626,431,683**	**$ 612,059,350**	**$ 4,400,009,681**
Total Balance (includes carry-over)	**$ 5,022,114**	**$ 1,536,880**	**$ 1,671,191**	**$ 1,503,462**	**$ 171,959,866**	**$ 172,647,182**	**$ 321,520,000**	**$ 321,744,999**	**$ 325,808,625**	**$ 364,768,501**	**$ 273,137,234**	**$ 367,372,965**	**$ 229,219,484**	**$ 333,089,862**	**$ 521,272,682**

TRANSIT FUNDING CATEGORIES															
Large Urban Cities (5307)															
1. Capital Maintenance	$ 13,828,379	$ 13,966,663	$ 13,906,330	$ 14,045,393	$ 13,985,847	$ 14,326,301	$ 14,269,564	$ 14,612,827	$ 14,558,955	$ 14,905,083	$ 14,854,134	$ 15,203,185	$ 159,409,156	$ 84,837,016	$ 416,708,832
2. JARC	$ 200,000	$ -	$ 200,000	$ -	$ 200,000	$ -	$ 200,000	$ -	$ 200,000	$ -	$ 200,000	$ -	$ 1,000,000	$ 600,000	$ 2,800,000
3. Security Equipment	$ 171,271	$ 172,983	$ 174,700	$ 179,068	$ 183,544	$ 188,133	$ 192,836	$ 197,657	$ 202,598	$ 207,663	$ 212,855	$ 218,176	$ 2,505,421	$ 1,504,710	$ 6,311,615
4. Planning	$ 1,020,000	$ 1,030,200	$ 1,040,502	$ 1,050,907	$ 1,061,416	$ 1,072,030	$ 1,082,751	$ 1,093,578	$ 1,104,514	$ 1,115,559	$ 1,126,715	$ 1,137,982	$ 12,024,865	$ 6,672,519	$ 31,633,537
5. ADA Para Transit	$ 1,657,663	$ 1,674,239	$ 1,690,982	$ 1,707,891	$ 1,724,970	$ 1,742,220	$ 1,759,642	$ 1,777,239	$ 1,795,011	$ 1,812,961	$ 1,831,091	$ 1,849,402	$ 19,542,321	$ 10,843,907	$ 51,409,537
SUBTOTAL	$ 16,877,313	$ 16,844,085	$ 17,012,513	$ 16,983,259	$ 17,155,777	$ 17,328,684	$ 17,504,793	$ 17,681,300	$ 17,861,078	$ 18,041,267	$ 18,224,794	$ 18,408,745	$ 194,481,762	$ 104,458,152	$ 508,863,521
Seniors and People with Disabilities (5310)	$ 650,000	$ 650,000	$ 650,000	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,600,000
SUBTOTAL	$ 650,000	$ 650,000	$ 650,000	$ 650,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,600,000
Seniors and People with Disabilities (5310)-Administrative	$ 58,384	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 58,384
5339 - Bus and Bus facilities	$ 1,461,880	$ 1,476,499	$ 1,400,000	$ 1,435,000	$ 1,470,875	$ 1,507,647	$ 1,545,338	$ 1,583,971	$ 1,623,571	$ 1,664,160	$ 1,705,764	$ 1,748,408	$ 20,077,786	$ 12,058,349	$ 50,759,249
5339 - Curb Cuts/ADA Imp. (to include accessibility sidewalk enhancements)	$ 250,000	$ 1,000,000	$ -	$ 1,000,000	$ -	$ 1,000,000	$ -	$ 1,000,000	$ -	$ 1,000,000	$ -	$ 1,000,000	$ 5,000,000	$ 2,000,000	$ 13,250,000
5339 - Support Vehicles/Bus Rehab	$ 202,411	$ 519,415	$ 536,609	$ 553,900	$ 559,439	$ 565,033	$ 570,684	$ 576,391	$ 582,154	$ 587,976	$ 593,856	$ 599,794	$ 6,337,928	$ 3,844,035	$ 16,629,624
5339 - Computer Hardware/ Software	$ 247,972	$ 250,452	$ 100,000	$ 105,000	$ 110,250	$ 115,763	$ 121,551	$ 127,628	$ 134,010	$ 140,710	$ 147,746	$ 155,133	$ 2,048,806	$ 1,466,114	$ 5,271,134
5339 - Transit Enhancements (to include shelters)	$ -	$ 1,000,000	$ 1,000,000	$ -	$ 1,000,000	$ -	$ 1,000,000	$ -	$ 1,000,000	$ -	$ 1,000,000	$ -	$ 5,000,000	$ 3,000,000	$ 14,000,000
Very Small Starts Revenue (5309)	$ -	$ -	$ -	$ -	$ 71,397,286	$ 73,738,977	$ -	$ 21,077,906	$ -	$ -	$ -	$ -	$ -	$ -	$ 166,214,169
Certificates of Obligation	$ -	$ -	$ -	$ -	$ 71,397,286	$ 73,738,977	$ -	$ 21,077,906	$ -	$ -	$ -	$ -	$ -	$ -	$ 166,214,169
FACILITIES AND EQUIPMENT FUNDS - SUBTOTAL	$ 2,220,647	$ 4,246,366	$ 3,036,609	$ 3,093,900	$ 145,935,136	$ 150,666,397	$ 3,237,572	$ 45,443,803	$ 3,339,735	$ 3,392,846	$ 3,447,365	$ 3,503,335	$ -	$ -	$ 432,396,729
TRANSIT Revenues - TOTAL	**$ 19,747,960**	**$ 21,740,451**	**$ 20,699,122**	**$ 20,727,159**	**$ 163,090,913**	**$ 167,995,081**	**$ 20,742,365**	**$ 63,125,103**	**$ 21,200,813**	**$ 21,434,113**	**$ 21,672,160**	**$ 21,912,080**	**$ 232,946,282**	**$ 126,826,649**	**$ 943,860,251**
CONSTRUCTION (projects) Cost	$ 58,384	$ -	$ -	$ -	$ 142,794,572	$ 147,477,954	$ -	$ 305,591,646	$ -	$ -	$ -	$ -	$ -	$ -	$ 305,650,030
Construction Operations, Prog. 5307, Prog. 5308(T079X), Prog. 5309(T073X), Prog. 5310, Prog. 5311, Prog. 5316, Prog. 5317, Prog 5339 (T3I) Cost	$ 19,689,576	$ 21,740,451	$ 20,699,122	$ 20,727,159	$ 20,296,341	$ 20,517,127	$ 20,742,365	$ 20,969,291	$ 21,200,813	$ 21,434,113	$ 21,672,160	$ 21,912,080	$ 232,946,282	$ 126,826,649	$ 611,373,528
	2019-2028 Construction cost INCLUDES PE and ROW.														
PE COST	$ -	$ -	$ -	$ -	$ 6,670,099	$ 6,457,926	$ -	$ 14,973,991	$ -	$ -	$ -	$ -	$ -	$ -	$ 14,973,991
ROW COST	$ -	$ -	$ -	$ -	$ -	$ 9,225,609	$ -	$ 11,862,702	$ -	$ -	$ -	$ -	$ -	$ -	$ 11,862,702
	2019-2028 Construction cost INCLUDES ROW.														
Total PROJECT COSTS	**$ 19,747,960**	**$ 21,740,451**	**$ 20,699,122**	**$ 20,727,159**	**$ 163,090,913**	**$ 167,995,081**	**$ 20,742,365**	**$ 63,125,103**	**$ 21,200,813**	**$ 21,434,113**	**$ 21,672,160**	**$ 21,912,080**	**$ 232,946,282**	**$ 126,826,649**	**$ 943,860,251**
Total TRANSIT Balance with Carry Over	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

EL PASO MPO

Destino 2045 Metropolitan Transportation Plan (MTP)

2019 - 2045 Financial Summary

Monday, May 07, 2018

Revenue by Categories	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031-2040	2041-2045	TOTAL
NEW MEXICO FUNDING CATEGORIES															
STPL (Surface Transportation Program - Large Urban)	$ 812,000	$ 801,590	$ 1,000,000	$ 801,590	$ 801,590	$ 801,590	$ 801,590	$ 801,590	$ 801,590	$ 801,590	$ 801,590	$ 801,590	$ 8,015,900	$ 4,007,950	$ 21,851,750
STPF (Surface Transportation Program - Flex)	$ -	$ -	$ 3,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,000,000
TAPL (Transportation Alternatives Program - Large Urban)	$ 54,018	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 54,018
CMAQ (CMAQ -Mandatory)	$ 1,444,165	$ 1,424,980	$ 1,424,980	$ 1,424,980	$ 1,424,980	$ 1,424,980	$ 1,424,980	$ 1,424,980	$ 1,424,980	$ 1,424,980	$ 1,424,980	$ 1,424,980	$ 14,249,800	$ 7,124,900	$ 38,493,645
NHPP - National Highway Perfomance Program	$ -	$ -	$ 2,800,000	$ -	$ 13,800,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 16,600,000
NHPP-F - National Highway Perfomance Program Freight	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 12,800,000	$ -	$ -	$ -	$ 12,800,000
SBSI (Border)(Borderland Expressway)	$ 980,000	$ -	$ 2,700,000	$ -	$ 2,700,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,380,000
Dona Ana County	$ 11,154	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 11,154
Total NM Roadway Revenues	**$ 3,301,337**	**$ 2,226,570**	**$ 10,924,980**	**$ 2,226,570**	**$ 18,726,570**	**$ 2,226,570**	**$ 2,226,570**	**$ 2,226,570**	**$ 2,226,570**	**$ 2,226,570**	**$ 15,026,570**	**$ 2,226,570**	**$ 22,265,700**	**$ 11,132,850**	**$ 99,190,567**
Total CONSTRUCTION Cost	$ 3,301,337	$ -	$ 9,500,000	$ -	$ 16,500,000	$ -	$ -	$ -	$ -	$ -	$ 12,800,000	$ -	$ -	$ -	$ 42,101,337
	2019-2028 Construction Cost INCLUDES PE Cost														
PE Cost	$ 980,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 980,000
	2019-2028 Construction Cost INCLUDES ROW Cost														
Total Project Costs	**$ 3,301,337**	**$ -**	**$ 9,500,000**	**$ -**	**$ 16,500,000**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 12,800,000**	**$ -**	**$ -**	**$ -**	**$ 42,101,337**
Total NM Balance with Carry Over	**$ -**	**$ 2,226,570**	**$ 3,651,550**	**$ 5,878,120**	**$ 8,104,690**	**$ 10,331,260**	**$ 12,557,830**	**$ 14,784,400**	**$ 17,010,970**	**$ 19,237,540**	**$ 21,464,110**	**$ 23,690,680**	**$ 45,956,380**	**$ -**	**$ 57,089,230**
TOTAL Horizon 2045 MTP FINANCIALS															
TOTAL MTP REVENUE	**$ 341,831,002**	**$ 131,431,042**	**$ 133,347,774**	**$ 122,988,453**	**$ 455,157,601**	**$ 296,421,744**	**$ 298,716,621**	**$ 182,395,767**	**$ 111,953,971**	**$ 363,432,914**	**$ 624,118,882**	**$ 305,157,998**	**$ 1,743,490,183**	**$ 853,889,228**	**$ 5,964,333,182**
TOTAL 2019-2028 TIP NON-Carry Over Revenue	**$ 5,022,114**	**$ 1,536,880**	**$ 1,671,191**	**$ 1,503,462**	**$ 21,959,866**	**$ 22,647,182**	**$ 21,520,000**	**$ 21,744,999**	**$ 25,808,625**	**$ 64,768,501**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 188,182,820**
	Total MTP Revenue INCLUDES 2019-2028 TIP Non-Carry over Category Revenues														
TOTAL MTP Construction Cost	$ 268,490,848	$ 124,892,201	$ 126,972,018	$ 110,522,075	$ 270,835,837	$ 248,205,560	$ 118,513,714	$ 137,324,554	$ 82,380,265	$ 250,433,871	$ 615,104,448	$ 195,220,069	$ 1,740,672,622	$ 691,544,886	$ 4,981,112,967
TOTAL MTP PE Cost	$ 20,592,040	$ 2,775,391	$ 3,279,585	$ 8,736,346	$ 9,789,897	$ 14,116,823	$ 5,939,018	$ 9,236,942	$ 1,538,511	$ 7,803,972	$ 32,114,510	$ 11,929,451	$ 114,974,269	$ 43,755,098	$ 286,581,855
TOTAL MTP ROW Cost	$ 47,726,000	$ -	$ -	$ -	$ 345,432	$ 9,225,609	$ 517,319	$ 11,862,702	$ -	$ 38,200,000	$ 1,536,121	$ 1,546,176	$ 3,731,073	$ 3,586,015	$ 118,276,448
TOTAL PROJECT COST (HWY, TRANSIT, NM)	**$ 336,808,888**	**$ 127,667,592**	**$ 130,251,603**	**$ 119,258,421**	**$ 280,971,165**	**$ 271,547,992**	**$ 124,970,051**	**$ 158,424,198**	**$ 83,918,776**	**$ 296,437,843**	**$ 648,755,079**	**$ 208,695,697**	**$ 1,859,377,965**	**$ 738,885,999**	**$ 5,385,971,269**
TOTAL MTP Balance (includes carry over)	**$ 5,022,114**	**$ 3,763,450**	**$ 5,322,741**	**$ 7,381,582**	**$ 180,064,556**	**$ 182,978,442**	**$ 334,077,830**	**$ 336,529,399**	**$ 342,819,595**	**$ 384,006,041**	**$ 294,601,344**	**$ 391,063,645**	**$ 275,175,864**	**$ 390,179,092**	**$ 578,361,912**

Revenue Available

Category		Carryover (Yes/No)	Growth Rate	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1-PM&REHAB	1 - Preventive Maintenance & Rehabilitation	NO		$ 20,540,000	$ 21,270,000	$ 22,000,000	$ 22,780,000	$ 23,580,000	$ 24,400,000	$ 25,250,000	$ 26,140,000	$ 27,060,000	$ 23,810,000
2	2 - Metropolitan Area (TMA) Corridor Projects	NO		$ -	$ 227,336	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 37,185,000
3 - LCL	3 - Lcl Contribution	NO		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	4 - Statewide Urban Connectivity Corridor Projects	NO		$ 2,112	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
5	5 - CMAQ	NO	1.01%	$ 907,181	$ 573,067	$ 111	$ 93,462	$ (0)	$ -	$ 0	$ 134,999	$ -	$ 2,623,501
6	6 - Structures Replacement & Rehabilitation	NO		$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000
7	7 - STP - MM	NO	1.01%	$ -	$ -	$ -	$ 10,000	$ 559,866	$ 347,182	$ 120,000	$ 210,000	$ 848,625	$ -
8	8 - Safety Projects	NO		$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094
9	9 - Transportation Enhancements Program (TXDOT)	NO		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
9 - FLEX (TAP)	9 - Transportation Alternatives-Set Aside	NO		$ 552,821	$ 576,477	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000	$ 1,400,000
11	11 - District Discretionary	NO		$ 3,560,000	$ 160,000	$ 271,080	$ -	$ -	$ 900,000	$ -	$ -	$ 3,560,000	$ 3,560,000
12	12 - Strategic Priority	NO		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
12 - CMAQ	12 - Strategic Priority CMAQ	NO		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
12 - STP	12 - Strategic Priority STP	NO		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
10 - CBI	10 - CBI Program	YES		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
10 - ERMK	10 - Earmark	YES		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
3 - VRF	3 - County EP Vehicle Registration Fee (VRF)	YES		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
3 - STATE PE	3 - State PE Funds	YES		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
3 - LCL ROW	3 - Local ROW Funds	YES		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
3 - STATE ROW	3 - State ROW Funds	YES		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -

C

DETAILED PROJECT LIST

Destino 2045 MTP Project List
TX Highway and Roadway (FHWA and Local funds)

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2019-2045 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
2551-01-901	A134X	FM 1905 RECONSTRUCTION	RECONSTRUCTION OF ROADWAY	SH 20 (S MAIN ST)	I-10	2030	$2,710,107	$4,512,527	$200,033	$0	$4,712,560	Anthony	2030
0924-06-539	C035X	Paso Del Norte (PDN) POE Roundabout	Design and construct a roundabout to accommodate 1 lane and parameters as described in the FHWA NCHRP Report 672, to include but not limited to concrete and asphalt roadway intersection, signage, markings and striping.	El Paso St. at 6th Ave.		2020	$1,297,000	$1,297,000	$192,645	$0	$1,489,645	COEP	2019
0924-06-548	E302X-1	Chamizal Neighborhood Pedestrian Enhancements Phase I	Construction of sidewalks, ADA pedestrian ramps and crosswalks. The purpose of the project is to provide connectivity to fix bus stop routes and rapid transit stops within neighborhood.	S. Luna St. from Alameda Ave; Pera Ave. from S. Luna St.; S. Grama St. from Alameda Ave.; E. San Antonio St. from S. Raynor St.; Findlay Ave from S. Piedras St.; S. Cebada St. from Findlay Ave.; S. Piedras St. from Findlay Ave.; E. Paisano Dr. from S. Piedras St.	S. Luna St. to Pera Ave; Pera Ave. to S. Copia St.; S. Grama St. to Pera St.; E. San Antonio St. to S. Copia St.; Findlay Ave to S. Cebada St.; S. Cebada St. to E. San Antonio St.; S. Piedras St. to Cypress Ave.; E. Paisano Dr to S. San Marcial St.	2020	$736,678	$736,678	$277,022	$0	$1,013,700	COEP	2019
0924-06-542	M087A	Bicycle Connectivity Infrastructure Improvements Phase I	Construct bike facilities citywide to include: buffered bike lanes, conventional bike lanes, bike blvds, shared lane markings, and protected bike lanes.	Alabama from Atlas; Viscount from Montwood; Resler from Belvidere; High Ridge from Resler; Robinson from Oregon; Fort from Alabama; Los Angeles from Yandell	Alabama to Arizona; Viscount to Interstate Highway 10; Resler to Enid; High Ridge to Franklin Hills; Robinson to Virginia; Fort to Dyer; Los Angeles to Oregon	2020	$1,259,914	$1,259,914	$240,345	$0	$1,500,260	COEP	2019
0924-06-190	R307D	Central Business District Phase 4 (CBD 4)	Reconstruction Or Resurfacing Of City's Downtown Streets. Streets Include Oregon, Mesa, Campbell & Kansas From Paisano To Border Highway And Sixth From Campbell To El Paso. Also Includes Conversion Of Kansas And Campbell From One-Way To Two-Way.	Central Business District; Various		2020	$10,213,600	$10,213,600	$1,802,400	$0	$12,016,000	COEP	2020
0374-02-544	T069X	Montana RTS Pedestrian Enhancements	Design and construction of pedestrian enhancements along the Montana RTS route to include installation of sidewalks and landscaping.	5 POINTS TRANSFER CENTER on Montana and Piedras	Far East Transfer Center at Edgemere and RC POE	2020	$2,813,772	$2,813,772	$427,693	$0	$3,241,465	COEP	2020
0924-06-549	E302X-2	Chamizal Neighborhood Pedestrian Enhancements Phase II	Construction of sidewalks, ADA pedestrian ramps and crosswalks. The purpose of the project is to provide connectivity to fix route and rapid transit.	N. Eucalyptus St. from Magoffin Ave.; Palm St. from Texas Ave.; Myrtle Ave. from Willow St.; Poplar St. from Myrtle Ave.; Pera Ave. from S. Raynor St.; S. Raynor St. from Pera Ave.; Rivera Ave. from S. San Marcial St.; S. Estrella St. from Pera Ave.	N. Eucalyptus St. to Olive Ave.; Palm St. to S. Piedras St.; Myrtle Ave. to Poplar St.; Poplar St. to Basset Ave.; Pera Ave. to S. San Marcial St.; S. Raynor St. to Rivera Ave.; Rivera Ave. to S. Estrella St.; S. Estrella St. to Rivera Ave.	2020	$716,107	$716,107	$256,723	$0	$972,830	COEP	2020
0924-06-543	M087B	Bicycle Connectivity Infrastructure Improvements Phase II	Construct bicycle facilities citywide to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected bicycle lanes.	Lomaland from Trawood; Pellicano from George Dieter; Trawood from Springwood; Tierra Este from RC Poe; Pendale from Yermoland	Lomaland to Pellicano; Pellicano to Lomaland; Trawood to Yarbrough; Tierra Este to Pebble Hills; Pendale to North Loop	2020	$1,566,820	$1,566,820	$233,592	$0	$1,800,412	COEP	2020
0924-06-577	M090X	Bicycle Infrastructure Citywide	Construct bicycle facilities downtown to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected bicycle lanes. The project will include associated signage, wayfinding, striping, and intersection treatments.	High Ridge from Resler; Escondido from Resler; Ojo de Agua from Westwind; Via Descanso from Ojo de Agua; Via Serena from Via Descanso; Marcus Uribe from Martin Luther King Jr; Sean Haggerty from US 54; Will Ruth from Dyer; Diana from US 54; Stahala from Diana; Hondo Pass from US 54; Magentic from Hondo Pass; Stanton from Cliff; Robinson from Oregon; Cotton from San Antonio; Sixth from Cotton; Val Verde from Paisano; Fonseca from Loop 375; Clark from Delta; Montwood from Viscount; Montwood from Zanzibar; Lomaland from Montwood; Phoenix from Hawkins; Alameda from Loop 375; Pellicano from George Dieter; Peter Cooper from Pellicano; George Dieter from Vista Del Sol; Bob Mitchell from George Dieter; Saul Kleinfeld from Turner; Nolan Richardson from Turner; Pebble Hills from Yarbrough; Lee Trevino from Edgemere	High Ridge to Franklin Hills; Escondido to Westwind; Ojo de Agua to Via Descanso; Via Descanso to Via Serena; Via Serena to High Ridge; Marcus Uribe to Benny Emler; Sean Haggerty to Rushing; Will Ruth to McCombs; Diana to Railroad; Stahala to Hondo Pass; Hondo Pass to Magnetic; Magnetic to Atlas; Stanton to Brentwood; Robinson to Piedmont; Cotton to Sixth; Sixth to Campbell; Fonseca to Delta; Clark to Trowbridge; Montwood to McRae; Montwood to Lee Trevino; Lomaland to Trawood; Phoenix to Giles; Pellicano to Loop 375; Peter Cooper to Ben Proctor; George Dieter to Edgemere; Bob Mitchell to Saul Kleinfeld; Saul Kleinfeld to Bob Mitchell; Nolan Richardson to Pebble Hills; Pebble Hills to Lisa Sherr; Lee Trevino to Trawood	2030	$5,565,968	$6,511,395	$319,058	$0	$6,830,453	COEP	2021
0924-06-570	M089A	Downtown Bicycle Improvements Phase I	Construct bicycle facilities downtown to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected bicycle lanes. The project will include associated signage, wayfinding, striping, and intersection treatments.	Campbell from Missouri; El Paso from Franklin; El Paso from Sheldon; Main from Santa Fe; Main from Oregon; Mills from Sheldon; Missouri from Santa Fe; Myrtle from Stanton; San Antonio from Anthony; Sheldon from Santa Fe; Virginia to Mills; Magoffin from San Antonio	Campbell to Paisano; El Paso to Main; El Paso to Paisano; Main to El Paso; Main to Campbell; Mills to Virginia; Missouri to Campbell; Myrtle to Campbell; San Antonio to Virginia; Sheldon to El Paso; Virginia to San Antonio; Magoffin to Virginia	2030	$3,347,471	$4,072,710	$199,563	$0	$4,272,273	COEP	2022
0924-06-571	E303X	Stanton Two-Way Cycle Track Roadway Improvements	Project includes installation of two-way cycle track facilities.	San Antonio Avenue	Rio Grande Avenue	2030	$467,991	$569,383	$27,900	$0	$597,283	COEP	2022
0924-06-566	S301D	Traffic Management Center Upgrade Phase 1	The project includes the upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide. The first phase is the design phase. Phases 2 - 5 are the implementation and construction of the design.	City of El Paso city limits.	City of El Paso city limits.	2030	$0	$0	$5,360,329	$0	$5,360,329	COEP	2022
	A429X-CAP	Rojas Dr Widening	Reconstruction and widening from 4 to 6 lanes	LP 375	Approximately 0.63 mi NW of Eastlake Blvd (At El Paso city limits)	2030	$6,661,737	$8,429,223	$413,032	$0	$8,842,254	COEP	2023
	P443X-CAP	Montwood Drive Widening	Addition of one lane in each direction to increase capacity from 4 to 6 lanes and a bike facility within existing right of way. Project includes road rehabilitation and ADA compliant pedestrian ramps.	Firehouse Drive	Sun Fire Boulevard	2030	$1,952,730	$2,470,826	$121,070	$0	$2,591,897	COEP	2023
0924-06-566	S301E	Traffic Management Center Upgrade Phase 2	The project includes the upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide. The first phase is the design phase. Phases 2 - 5 are the implementation and construction of the design.	City of El Paso city limits.	City of El Paso city limits.	2030	$3,951,573	$5,000,000	$0	$0	$5,000,000	COEP	2023
	B201X-PE	Sean Haggerty Dr Extension (PE Phase)	Construct new bridge	Nathan Bay Dr	Dyer St	2030	$0	$0	$1,172,818	$0	$1,172,818	COEP	2024
0924-06-567	S301F	Traffic Management Center Upgrade Phase 3	The project includes the upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide. The first phase is the design phase. Phases 2 - 5 are the implementation and construction of the design.	City of El Paso city limits.	City of El Paso city limits.	2030	$3,799,589	$5,000,000	$0	$0	$5,000,000	COEP	2024
0924-06-568	S301G	Traffic Management Center Upgrade Phase 4	The project includes the upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide. The first phase is the design phase. Phases 2 - 5 are the implementation and construction of the design.	City of El Paso city limits.	City of El Paso city limits.	2030	$3,653,451	$5,000,000	$0	$0	$5,000,000	COEP	2025
0924-06-569	S301H	Traffic Management Center Upgrade Phase 5	The project includes the upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide. The first phase is the design phase. Phases 2 - 5 are the implementation and construction of the design.	City of El Paso city limits.	City of El Paso city limits.	2030	$4,422,081	$6,294,000	$0	$0	$6,294,000	COEP	2026

Destino 2045 MTP Project List
TX Highway and Roadway (FHWA and Local funds)

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2019-2045 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
	E501X-1	Playa Drain Hike and Bike Trail (Liberty-Whittier)	Pedestrian and bicycle facilities with signage, sidewalks, landscaping , furnishings and Illumination.	Liberty St.	Whittier Dr.	2030	$2,541,487	$3,617,328	$177,249	$0	$3,794,578	COEP	2026
	E112X	Border Highway West Hike and Bike Trail	Project includes installation of an 11-foot asphalt pavement hike and bike trail with irrigated landscaping	Racetrack (2) interchange	Executive Center (2) interchange	2030	$1,453,680	$2,069,040	$101,383	$0	$2,170,423	COEP	2026
	E501X-2	Playa Drain Hike and Bike Trail (Yarbrough to Midway)	Pedestrian and bicycle facilities with signage, sidewalks, landscaping , furnishings and Illumination.	Yarbrough Dr	Midway Dr	2030	$3,673,613	$5,437,845	$266,454	$0	$5,704,300	COEP	2027
	E304X	Downtown Bicycle Improvements Phase II	Construct bicycle facilities downtown to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected lanes. The project will include associated signage, wayfinding, striping, and intersection treatments.	Myrtle from Campbell; Oregon from Missouri; Stanton from San Antonio; Franklin from Los Angeles	Myrtle to Virginia; Oregon to Paisano; Stanton to Paisano; Franklin to Durango	2030	$1,350,641	$1,999,279	$97,965	$0	$2,097,244	COEP	2027
	E110X	Westwind Bicycle Improvements	Striping, pedestrian, signal and signage improvements to incorporate bicycle facilities.	Redd Rd	Thunderbird Dr.	2030	$1,737,664	$2,572,167	$126,036	$0	$2,698,203	COEP	2027
	B201X-CAP	Sean Haggerty Dr Extension (Construction Phase)	Construct 4 lane bridge	Nathan Bay Dr	Dyer St	2030	$14,184,379	$21,836,200	$0	$0	$21,836,200	COEP	2028
	E111X	Sunland Park Hike and Bike Trail	Construction of an asphalt pedestrian and bicycle facility with associated signage, landscaping and irrigation, furnishings, and illumination.	Chermont Dr.	Mesa St.	2030	$2,179,782	$3,355,675	$164,428	$0	$3,520,103	COEP	2028
0924-06-484	C032X	Border Traveler and Cargo ITS	Regional Cross-Border Travel Information to Local Travelers, Commercial Vehicles, Fleet Managers, Manufacturers, Maquiladoras, and Others.	Zaragoza POE	Zaragoza POE	2030	$1,301,839	$2,004,121	$98,202	$0	$2,102,323	COEP	2028
	M025B	Video Surveillance and Count Stations Phase II	The project includes installation or integration of new count stations, dynamic message signs, hardware and software, conduit, fiber optic cable and the communication systems into the City of El Paso's Traffic Management Center (TMC) and TXDOT's Trans-Vista. The proposed locations include: Resler & Helen of Troy, Doniphan & Sunland Park, Diana & Railroad, Airport & Airway, Resler & High Ridge, Mesa & Executive Center, Montana & Copia, Airway & Boeing, Resler & Redd Rd., Paisano & Santa Fe, Montana & Reynolds, Edgemere & Airway Redd Rd. & Thorn, Hondo Pass & Dyer, Montana & Trowbridge, Airway & Viscount, Redd Rd. & Doniphan, Hondo Pass & Railroad, Alameda & Piedras, Hawkins & Edgemere, Hawkins & Viscount, Hawkins & Market, Hawkins & Phoenix, Lee Trevino & Yermoland, Lee Trevino & Castner, George Dieter & Trawood, George Dieter & Rojas, Redd & Derrickson, Redd Rd (60 Ft west of Southwestern) Yarbrough (30 Ft. SW of North Loop) Resler & Plaza Taurina, Viscount (100 Ft. east of Golden Key), Viscount & Grover.	Multiple roadway intersections within the community as described in the project description.	Multiple roadway intersections within the community as described in the project description.	2030	$2,536,569	$3,904,931	$191,342	$0	$4,096,273	COEP	2028
	A126X-CAP	Mesa Park Dr	Build 4-Lane Divided	I-10	Mesa	2030	$3,927,215	$6,287,598	$308,092	$0	$6,595,690	COEP	2029
	P219X-CAP	Railroad Dr. Widening and Reconstruction	Addition of one lane in each direction from approximately 900 ft NE of Purple Heart Highway to approximately1,000 ft SW of Shrub Oak to increase capacity from two to four lanes. Project includes road rehabilitation and reconstruction of existing road from Purple Heart Highway to Shrub Oak Drive.	Purple Heart Highway	Shrub Oak Drive	2030	$12,741,480	$20,399,519	$999,576	$0	$21,399,096	COEP	2029
	P531X	Hawkins Boulevard Rehabilitation	Project consists of reconstruction of existing road and intersection improvements to include replacement of existing traffic signals, new signage, lighting, ADA ramps, irrigation and landscape.	Interstate HW 10	North Loop	2040	$29,961,386	$51,883,426	$2,542,288	$0	$54,425,714	COEP	2031
	P533X	Hawkins Blvd Overpass	Street improvements to include roadway elements and a 4 lane overpass.	North Loop	Alameda	2045	$19,985,448	$51,228,781	$2,510,210	$3,586,015	$57,325,006	COEP	2041
0924-06-534	P410X-15A	Pellicano Dr Widening/Build	Widening/Build from 2 to 6-Lanes Divided, with 5' bike lane and 5' multi-purpose path and landscaping	Joe Battle (Loop 375)	Berryville St	2020	$18,000,000	$18,000,000	$2,700,000	$0	$20,700,000	County EP	2019
0924-06-564	P004X-PE	John Hayes (Darrington/Berryville) PE Phase	Build 6- Lane divided with bike lanes	Pellicano	Montwood	2020	$0	$0	$2,555,280	$0	$2,555,280	County EP	2019
0924-06-560	E502X	Tornillo - SUP	CONSTRUCTION OF SHARED USE PEDESTRIAN AND BICYCLE FACILITY A LONG OT SMITH ROAD	On O.T. Smith RD/SH 20 (Alameda Ave)	IH-10	2020	$2,394,547	$2,394,547	$96,476	$0	$2,491,023	County EP	2019
0924-06-564	P004X-CAP-1	John Hayes (Darrington/Berryville)(Construction Phase I)	Build 2- Lane divided with bike lanes	Pellicano	Montwood	2030	$9,030,000	$11,425,831	$0	$0	$11,425,831	County EP	2023
	A135X-PE	Tom Mays/Northwestern Ext.(PE Phase)	Build 2- Lane divided with bike lanes	Westway Blvd	Transmountain (Loop 375)	2030	$0	$0	$2,240,000	$0	$2,240,000	County EP	2024
0924-06-565	P004X-CAP-2	John Hayes (Darrington/Berryville)(Construction Phase II)	Widen/restripe from 2 to 6 lane divided with bike lanes	Pellicano	Montwood	2030	$11,700,000	$17,318,858	$0	$0	$17,318,858	County EP	2027
	A434X-CAP	Bob Hope Ext.	Build 6- Lane divided with bike lanes	Loop 375	Mission Ridge Blvd (Arterial 1)	2030	$8,975,804	$14,945,374	$732,323	$1,046,176	$16,723,874	County EP	2030
	P002X-CAP	Tierra Este (Arterial 1)	Build 6- Lane divided with bike lanes	Pellicano	Cozy Cove	2040	$17,806,087	$39,015,330	$1,911,751	$2,731,073	$43,658,154	County EP	2037
	A407X-25A	Darrington Widening	Widen from 2-lane to 4-Lane divided	LTV Rd	IH-10	2045	$29,006,250	$74,351,841	$3,643,240	$0	$77,995,081	County EP	2041
	A135X-CAP	Tom Mays/Northwestern Ext.(Construction)	Build 2- Lane divided with bike lanes	Westway Blvd	Transmountain (Loop 375)	2030	$10,360,000	$16,586,694	$0	$0	$16,586,694	County EP & COEP	2029
	A431X	South Darrington Road Repaving	Removal and Replacement of Asphalt	Oxbow Drive	Alberton Avenue	2030	$2,851,697	$4,221,209	$1,048,056	$0	$5,269,265	Horizon	2027
	A432X	N. Darrington Reconstruction	Reconstruction of an existing 4-lane roadway	Eastlake Boulevard	Oxbow Drive	2030	$10,275,633	$17,109,684	$4,000,000	$500,000	$21,609,684	Horizon	2030
	A433X-CAP	Arterial 1 (1682 Blvd.)	Build 4 lane divided	Future Border Highway East (BHE)	IH-10	2030	$13,227,643	$21,177,883	$5,557,882	$0	$26,735,765	Socorro/County EP	2029
	T081X	Far East Connector	Zaragoza, Alameda, Montana Connection (Bus and Roadway Improvements); build park and ride lot @ Zaragoza @ Pellicano or Vista Del Sol for connectivity to R.C. Poe terminal and Loop 375 plus provide express service to terminals and Zaragoza POE.	Montana	Zaragoza POE	2030	$5,400,000	$7,390,273	$0	$517,319	$7,907,592	Sun Metro	2025
	T106	Park and Ride Far West	Create a Park and Ride site in Far West El Paso in the area of I-10 and Transmountain + Buses (2)	Loop 375 Westside	Desert Boulevard	2030	$3,900,000	$4,934,744	$0	$345,432	$5,280,176	Sun Metro	2023

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2552-02-028	F057X-CAP	Loop 375 (Purple Heart) Widening and Construction of Frontage Roads	Widen 4 to 6 lanes on mainlanes and construct 2 lane frontage roads in each direction	Spur 601	US 62/180 (Montana Ave)	2020	$44,663,725	$44,663,725	$2,421,570	$7,626,000	$54,711,295	TXDOT	2019
0167-01-113	I034X-MOD	I-10 Connect	US 54 / IH 10 / IH 110 / Loop 375 Interchange Improvements (for example improvements to existing ramps and adding auxiliary lanes)	Loop 375 (Cesar Chavez Border Highway)	Yandell Drive	2020	$90,416,143	$90,416,143	$4,588,721	$1,500,000	$96,504,864	TXDOT	2019
0374-02-107	P333X	Intersection Operational Improvements at Montana Ave./Airport Rd./Mescalero Dr.	Intersection Operational Improvements at Montana Ave./Airport Rd./Mescalero Dr.	Geronimo Drive	Sioux Drive	2020	$487,319	$487,319	$15,595	$0	$502,914	TXDOT	2019
0374-02-097	F407A-CAP	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase I	BuildWB3LN Frontage Road(FR)Global ReachDr(GR)toTierra EsteRd(TE). AncillaryWorkGR to TE to ConvertExisting3LN EB ML to 3LN EB FR.Construct6LN Exwy EB/WB MLsW/AuxiliaryLNs&GradeSeparationsAtIntersectionsLeeTrevinoDr to TE. Incidental work to Zaragoza Dr.	On US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase I at Global Reach Dr.	FM 659 (Zaragoza)	2020	$121,733,894	$121,733,894	$6,366,239	$38,600,000	$166,700,133	TXDOT	2019
1046-03-005	P448X-CAP	LP 375 At Spur 601 Direct Connectors NB/WB and EB/SB	Construct Northbound to Westbound and Eastbound to Southbound Direct connectors	Spur 601 Liberty Expy At Loop 375 (Purple Heart)		2020	$23,931,284	$23,931,284	$0	$0	$23,931,284	TXDOT	2020
0002-12-026	P334X	Intersection Operational Improvements at Montana Ave./Paisano Dr.	Intersection Operational Improvements at Montana Ave./Paisano Dr.	At Montana Ave		2020	$576,605	$576,605	$18,451	$0	$595,056	TXDOT	2020
0167-01-115	F201X	Bluetooth Detectors and Radar Vehicle Sensing Devices (RVSDs) on US 54	Installation of Bluetooth Detectors and Radar Vehicle Sensing Devices (RVSDs) along US 54 for data gathering to display travel time messages on US 54 dynamic message signs (DMS).	Loop 375 (Transmountain)	FM 2529 (McCombs)	2020	$693,468	$693,468	$36,532	$0	$730,000	TXDOT	2020
2552-03-049	F056X-CAP	Loop 375 (Americas/Joe Battle) Widening	Widen from 4 To 6 lanes divided from Bob Hope to Zaragoza Rd.	Bob Hope Dr.	Zaragoza Rd.	2030	$34,500,000	$34,500,000	$0	$0	$34,500,000	TXDOT	2020
2121-01-094	I405X-CAP	IH 10 WIDENING	WIDEN FROM 4 TO 6 LANES DIVIDED	0.25 MI EAST OF FM 1905 (TX/NM STATELINE)	SH 20 (MESA ST)	2030	$51,646,346	$60,418,920	$2,960,527	$0	$63,379,447	TXDOT	2021
2121-02-160	I406X-CAP	IH 10 WIDENING	WIDEN FROM 6 TO 8 LANES DIVIDED	SH 20 (MESA ST)	IH 10/US 85/SUNLAND PARK INTERCHANGE	2030	$49,759,467	$60,540,000	$3,148,554	$0	$63,688,554	TXDOT	2022
0167-01-091	F001B-15A	US 54 (PATRIOT FWY) MAINLANES	Build 4 lane divided Hwy and grade separations	KENWORTHY ST	FM 2529 (MCCOMBS ST)	2030	$33,264,338	$42,090,000	$2,585,695	$0	$44,675,695	TXDOT	2023
1046-03-004	P402X-05A	SS 601 WIDENING	WIDEN FROM 4 TO 6 LANES	AIRPORT ROAD	SL 375 (PURPLE HEART HIGHWAY)	2030	$13,055,388	$17,180,000	$1,441,570	$0	$18,621,570	TXDOT	2024
1046-01-020	P428X-CAP-2	FM 659 (Zaragoza Rd/George Dieter Dr.), Segment 2	Widen from 4 to 6 Lanes including roadway and operational improvements on existing 6 lane segment	IH 10	SL 375 (JOE BATTLE BLVD)	2030	$29,446,815	$38,750,000	$1,887,146	$0	$40,637,146	TXDOT	2024
2121-03-146	I006X-15A	IH 10 AT PENDALE RD OVERPASS	CONSTRUCT INTERCHANGE INCLUDING 4 LANE (2 IN EACH DIRECTION) OVERPASS AT IH 10	IH 10 AT PENDALE RD		2030	$9,301,394	$12,240,000	$917,363	$0	$13,157,363	TXDOT	2024
1046-01-022	P530X-MOD	FM 659 (ZARAGOZA RD) WIDENING, SEGMENT 3	WIDEN FROM 4 LANE TO 6 LANE INCLUDING OPERATIONAL IMPROVEMENTS	IH 10	FM 76 (NORTH LOOP DR)	2030	$4,986,961	$6,825,000	$277,225	$0	$7,102,225	TXDOT	2025
0374-02-102	F407D-CAP	US 62 (MONTANA) EXPWY PH4	WIDEN 4-LANE UNDIVIDED TO 6-LANE DIVIDED AND CONSTRUCT OVERPASS	FM 659 (ZARAGOZA ROAD)	DESERT MEADOWS	2030	$15,388,336	$21,060,000	$3,276,650	$0	$24,336,650	TXDOT	2025
2552-02-029	F053B-CAP	SL 375 WIDENING	WIDEN FROM 4 TO 6 LANES DIVIDED	SS 601	BU 54 (DYER ST)	2030	$26,023,532	$35,615,000	$2,385,143	$0	$38,000,143	TXDOT	2025
0924-06-532	F405X-CAP	GLOBAL REACH DR RECONSTRUCTION AND ADDITION OF FRONTAGE ROADS	Reconstruction of existing mainlanes (6 lanes, 3 in each direction), construct 4 lane frontage roads (2 in each direction), and single lane direct connectors at SS 601 NB to WB and EB to SB.	(ON GLOBAL REACH DR) US 62/180 MONTANA AVE	SS 601	2030	$38,171,537	$54,330,000	$7,112,345	$0	$61,442,345	TXDOT	2026
0374-02-100	F407B-CAP	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II	Construct 6 lane (expressway) MLs EB/WB with auxiliary lanes and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). Build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. Reconstruct 6 lane WB/EB ML from Global Reach Dr. to Lee Trevino Dr. to include auxiliary lanes and grade separation at intersection. Reconstruct existing EB FR from Global Reach Dr. to Tierra Este Rd in concrete (no added capacity). Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd). Project scope may be further phased depending on funding availability.	Global Reach Dr.	Zaragoza Rd. (FM 659)	2030	$158,610,000	$217,068,737	$7,350,000	$38,200,000	$262,618,737	TXDOT	2028
0924-06-917	F059X-CAP-1	BORDER HWY EAST (BHE), PH 1	BUILD 4 LANES DIVIDED HWY INCLUDING single lane Direct connectors at SL 375 (WB-WB and EB-EB direction coming in/out of BHE).	SL 375 (AMERICAS AVE)	OLD HUECO TANKS EXTENSION	2030	$139,659,900	$215,000,000	$0	$0	$215,000,000	TXDOT	2028
1046-01-021	P428X-MOD	FM 659 (Zaragoza Road) Widening	Widen 4 Lane To 6 Lanes Divided, to include transitional work from LP 375 to Sunfire	Loop 375	US 62/180 (Montana)	2030	$14,254,786	$21,944,589	$1,075,285	$1,536,121	$24,555,995	TXDOT	2029
0924-06-136	P201B-CAP	Borderland Expressway	BUILD 4 LANES AND OVERPASSES	ON SL 375 EAST OF RAILROAD DRIVE OVERPASS	FM 3255 MARTIN L KING JR BLVD. AT THE TX/NM STATE LINE	2030	$273,317,294	$437,589,794	$21,441,900	$0	$459,031,694	TXDOT	2029
2121-02-903	I061X-CAP	IH 10 FRONTAGE ROADS	BUILD FRONTAGE ROAD EXTENSION (2 lane in each direction)	SUNLAND PARK DR	MESA PARK ST	2030	$11,519,702	$18,443,415	$903,727	$0	$19,347,142	TXDOT	2029
0924-06-916	A136X-CAP	MESA PARK EXTENSION	BUILD 4 LANE UNDIVIDED ROAD EXTENSION	IH-10	SH 20 (DONIPHAN DR.)	2030	$7,384,425	$11,822,702	$579,312	$0	$12,402,015	TXDOT	2029
2121-04-905	I062X-CAP	IH 10 WIDENING	WIDEN FROM 4 TO 6 LANES	EASTLAKE BLVD	FM 1281 (HORIZON BLVD)	2030	$14,967,308	$24,921,669	$1,221,162	$0	$26,142,831	TXDOT	2030
0924-06-924	B300X	MONTANA AVE. OVERPASS AT RAILROAD	CONSTRUCT OVERPASS AT RAILROAD ON MONTANA AVE.	COTTON RD	PALM ST	2030	$18,450,265	$30,721,048	$1,505,331	$0	$32,226,380	TXDOT	2030
0924-06-925	B301X	MISSOURI RAILROAD OVERPASS	CONSTRUCT MISSOURI RAILROAD OVERPASS	(On Missouri) N. Lee St	N. Walnut St	2030	$25,830,372	$43,009,468	$2,107,464	$0	$45,116,932	TXDOT	2030
0374-02-903	F407C	US 62/180 (Montana Ave.) Direct Connectors at Global Reach Dr. and LP 375 and Improvements Phase III	Construction of single lane Direct Connector ramps at US 62/180 and Global Reach Dr. (SB-EB and WB-NB) and at US 62/180 and Loop 375 (EB-SB, NB-WB, SB-EB, WB-NB) for operational improvements at the intersections. Work to include advanced signing, striping and incidental work to FM 659 (Zaragoza Rd.)	Global Reach Dr.	Zaragoza Rd. (FM 659)	2040	$89,879,000	$138,364,591	$4,165,000	$1,000,000	$143,529,591	TXDOT	2031
0924-06-918	F059X-CAP-2	BORDER HWY EAST (BHE), PH 2	BUILD 4 LANES DIVIDED HWY	OLD HUECO TANKS EXTENSION	FUTURE FM 1110 CLINT EXTENSION	2040	$65,825,040	$113,987,672	$0	$0	$113,987,672	TXDOT	2031
1281-01-901	P533X-CAP	FM 1110 CLINT RD BUILD	BUILD 4 LANE DIVIDED	SL 375 BORDER HIGHWAY EAST	SH 20 (ALAMEDA AVE)	2040	$31,109,422	$53,871,454	$2,639,701	$0	$56,511,155	TXDOT	2031

Destino 2045 MTP Project List
TX Highway and Roadway (FHWA and Local funds)

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2019-2045 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
0924-06-921	A527X-CAP	Old Hueco Tanks Extension	Build 4 lane roadway	FM 76 North Loop Dr	SL 375 BORDER HWY EAST - BHE	2040	$16,959,866	$29,369,001	$1,439,081	$0	$30,808,082	TXDOT	2031
2121-02-902	I063X-CAP	I-10 WIDENING AT DOWNTOWN	ADD 1 LANE EACH DIRECTION INCLUDING OPERATIONAL IMPROVEMENTS AND NEW FRONTAGE ROADS (2 LANES EACH DIRECTION, EB AND WB FROM EXECUTIVE BLVD. TO ASARCO HAUL BRIDGE AND EB FROM CAMPBELL ST. TO DALLAS ST.)	EXECUTIVE CENTER	DALLAS ST	2040	$350,000,000	$606,086,757	$29,698,251	$0	$635,785,008	TXDOT	2031
2552-04-904	F060X	SL 375 EB US 62 PAISANO RAMP IMPROVEMENTS	OPERATIONAL RAMP IMPROVEMENTS (Ramp will provide a connection on the existing EB SL 375 to EB US 62 via US 54 exit)	SL 375 EB (CESAR CHAVEZ BORDER HWY)	US 62 (PAISANO DR)	2040	$12,503,505	$21,652,025	$1,060,949	$0	$22,712,974	TXDOT	2031
0665-01-901	P206B-15A	FM 3255 (MARTIN LUTHER KING JR BLVD.) WIDENING	WIDEN FROM 2 LANES TO 4 LANES DIVIDED INCLUDING REHAB ON EXISTING 4 LANE SEGMENT.	TX/NM STATELINE	LOMA REAL AVE	2040	$15,988,964	$27,687,712	$1,356,698	$0	$29,044,410	TXDOT	2031
0002-02-902	A528X-CAP	SH 20 ALAMEDA WIDENING	WIDEN FROM 4 TO 6 LANES DIVIDED	SL 375 (AMERICAS AVE)	FM 1110 CLINT RD	2040	$47,069,119	$81,508,485	$3,993,916	$0	$85,502,401	TXDOT	2031
3451-01-901	P431X-MOD	FM 1281 (HORIZON BLVD) WIDENING	Widen from 4 to 6 lanes divided	IH 10	ANTWERP	2040	$18,483,193	$33,287,187	$1,631,072	$0	$34,918,259	TXDOT	2032
1046-03-904	P464X-CAP	STATE SPUR 601 FRONTAGE ROAD AND OPERATIONAL IMPROVEMENTS	BUILD EB FRONTAGE ROAD FROM GLOBAL REACH TO SL 375, AND OPERATIONAL IMPROVEMENTS FROM AIRPORT RD. TO SL 375.	AIRPORT ROAD	SL 375 (PURPLE HEART)	2040	$7,144,195	$13,380,943	$655,666	$0	$14,036,609	TXDOT	2033
1046-03-906	P465X-CAP-1	SS 601 AT SL 375 DIRECT CONNECTOR	SS 601 AT SL 375 EB TO NB DIRECT CONNECTOR	SS 601	SL 375 (PURPLE HEART MEMORIAL HIGHWAY)	2040	$9,971,387	$19,423,270	$951,740	$0	$20,375,010	TXDOT	2034
2552-02-904	F058X-CAP	Loop 375 Purple Heart Widening of Frontage Roads	Widen Frontage Roads from 2 lanes to 3 lanes in each direction	Spur 601	US 62/180 (Montana Ave)	2040	$8,000,000	$14,407,548	$800,000	$0	$15,207,548	TXDOT	2035
0167-01-901	P218X-CAP	US 54 (PATRIOT FWY) MAINLANES	BUILD 4 LANE DIVIDED HWY AND GRADE SEPARATIONS.	FM 2529 (MCCOMBS ST)	STATE LINE RD	2045	$103,449,817	$265,173,347	$12,993,494	$0	$278,166,841	TXDOT	2041
0924-06-915	A522D-CAP	FM 3380 AGUILERA INTL HWY WIDENING, PHASE 3	WIDEN FROM 2 LANE UNDIVIDED TO 4 LANE DIVIDED	SH 20 (ALAMEDA AVE)	IH-10	2045	$14,588,422	$42,063,798	$2,061,126	$0	$44,124,924	TXDOT	2044
0924-06-064	E108X-3	University Avenue Pedestrian and Bike Enhancement - Phase III	This project is located on The University of Texas at El Paso(UTEP) campus along University Avenue between Oregon Street and campus. This phase will complete the pedestrian and bike enhancements with reconstructed and widened sidewalks, bike lanes, landscape parkways and street lanes and completes the connection of an improved continuous pedestrian and bicycle enhancement along University Avenue corridor between Stanton Street to the UTEP campus.	Starting at a distance of 1,035 feet in a southwesterly direction on University AVE from the referenced City Monument at Kansas ST and University AVE	To a point southwesterly 450 feet long University AVE	2020	$1,324,767	$1,324,767	$158,147	$0	$1,482,914	UTEP	2019
	A307X-B	UTEP Transportation Improvements: Glory Road Segment 1 of 3 Projects	Reconstruction and alignment of Glory Road, a functional classified Major Collector, from Oregon Street to Sun Bowl Drive, both being minor arterials. The project addresses pedestrian safety and provides inproved access to Sun Metro's Transit Facility.	Oregon Street	Sun Bowl Drive	2030	$2,497,241	$4,158,090	$203,746	$0	$4,361,836	UTEP	2030
	A137X	VALLEY CHILE RD RECONSTRUCTION	RECONSTRUCTION OF ROADWAY TO INCLUDE SIDEWALKS, DRAINAGE, LIGHTING AND ILLUMINATION, LANDCSAPING, AND IRRIGATION	SH 20 (DONIPHAN DR)	IH -10	2030	$4,534,355	$7,550,034	$710,657	$0	$8,260,691	Vinton/County EP	2030

Fhwa Funding Transfers To Fta 5307 Funding (Projects Listed Below Are Informational Only, Funding Allocations Are Accounted In Fhwa Highway And Roadway Project List And Financials)

0924-06-550	T064X	Alameda RTS Operating Assistance YR1 - 2019	1st Year of Alameda BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth	Mission Valley Terminal - Alameda and Zaragoza	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2019
0924-06-537	T065X	Dyer RTS Operating Assistance YR1 - 2019	1st Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth	Northgate Terminal - Dyer at Wren	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2019
0924-06-552	T108X-1	El Paso Streetcar System 1st Year Operating Assistance	Operating Assistance for first year of new transit service intended to reduce congestion and CO emissions.	Father Rahm	Glory Road	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2019
0924-06-538	BP006	Procurement of 3 Buses	Sun Metro seeks to procure three buses in anticipation of increased frequency and ridership demand for services around the Montecillo Development and the MCA-TTU-UMC areas.	Santa Fe Downtown terminal (2 buses) MCA-TTU-UMC areas (1 bus)	Sunland Par-Shadow Mountain (2 buses) Flower Streets (1 bus)	2020	$1,800,000	$1,800,000	$0	$0	$1,800,000	Sun Metro-Transit	2019
0924-06-553	T108X-2	El Paso Streetcar System 2nd Year Operating Assistance	Operating Assistance for 2nd year of new transit service intended to reduce congestion and CO emissions.	Father Rahm	Glory Road	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2020
0924-06-541	T093X	Montana RTS 1st year service operating assistance	1st year of Montana BRT-RTS operations.	Five Points Terminal - 2830 Montana	Far East Terminal - R.C. Poe - Edgemere	2020	$1,300,000	$1,300,000	$0	$0	$1,300,000	Sun Metro-Transit	2020
0924-06-551	T091X-2	Alameda RTS Operating Assistance YR 2 - 2020	2nd Year of Alameda BRT-RTS operations.	Downtown Terminal - Santa Fe and 4th	Mission Valley Terminal - Alameda and Zaragoza	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2020
0924-06-540	T065X-2	Dyer RTS Operating Assistance Year 2 - 2020	2nd Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and 4th	Northgate Terminal - Dyer at Wren	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2020
0924-06-576	T108X-3	El Paso Streetcar 3rd year Operating Assistance	3rd year of Streetcar operations	Father Rahm - Downtown Terminal	Glory Road	2030	$1,810,391	$2,117,901	$0	$0	$2,117,901	Sun Metro	2021
0924-06-574	T092X	Montana RTS 2nd year Operating Assistance	2nd year of Montana RTS operations	Downtown terminal - Santa Fe	Far East Terminal - RC Poe & Edgemere	2030	$1,956,255	$2,288,542	$0	$0	$2,288,542	Sun Metro	2021
0924-06-573	T095X	Dyer RTS 3rd year Operating Assistance	3rd year of Dyer RTS operations	Downtown terminal - Santa Fe	Northeast Terminal - Dyer @ Diana	2030	$1,314,714	$1,538,029	$0	$0	$1,538,029	Sun Metro	2021
0924-06-572	T096X	Alameda RTS 3rd year Operating Assistance	3rd year of Alameda RTS operations	Downtown terminal - Santa Fe	Mission Valley Terminal - Alameda @ Zaragoza	2030	$1,956,255	$2,288,542	$0	$0	$2,288,542	Sun Metro	2021
0924-06-575	T097X	Montana RTS 3rd year Operating Assistance	3rd year of Montana RTS operations	Downtown terminal - Santa Fe	Far East Terminal - RC Poe & Edgemere	2030	$1,981,899	$2,411,283	$0	$0	$2,411,283	Sun Metro	2022

Plan-Wide Projects Or "All" Years Projects (Yoe Equals The Approximate Cost Per Year Of Each Project)

	B001X	Bridge Replacement/ Rehabilitation	Replace Or Rehabilitate Bridges	El Paso County- On And Off State System		ALL	$53,200,000	$1,900,000	$93,100	$0	$1,993,100	TXDOT	STRUCTS-ALL
	R008X	Preventive Maintenance & Rehabilitation Txdot (On State)	For Major Reconstruction But Also Includes Signs, Striping, Pavement Markings, And Signals	Texas State Highway System		ALL	$641,600,000	$22,914,286	$1,122,800	$0	$24,037,086	TXDOT	PM&R-ALL
	M028B	Safety Projects	Safety Lighting, Signals, Intersections, Etc.	Eputs Area		ALL	$18,762,631	$670,094	$32,835	$0	$702,929	TXDOT	SAFE-ALL

Destino 2045 MTP Project List
TX Transit (FTA and Local funds)

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2017-2045 Cost	Est. Construction Cost / YOE Cost (Includes Inflation)	Est. PE Cost (Includes Inflation)	Est. ROW Cost (Includes Inflation)	Total Project Cost/YOE (Includes Inflation)	Sponsor	YOE (FY)
	T011-14	FTA 5310 EPMPO Program Administration FFY 2017 Funds	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilites Program for EPMPO Program Administration FFY 2017 Funds for use in FY 2019.	N/A		2020	$58,384	$58,384	$0	$0	$58,384	EPMPO	2019
	T013B-2	Design & Construction for Juarez & El Paso International Pedestrian crossing.	Planning and PE specifications and construction of an International crossing service to provide most efficient and productive methodology to move pedestrians through downtown bridges and connect to transit service.	Stanton POE	Santa Fe POE	2030	$104,159,043	$131,794,418	$6,457,926	$9,225,609	$147,477,954	SUN METRO-TRANSIT	2024
	T304	Design and Construction for Transit Center for Intercity and International Transit	Design and Construction for a site for all local private and public transit services.	Downtown Area	Downtown Area	2030	$27,527,113	$37,672,755	$1,845,965	$2,637,093	$42,155,812	SUN METRO-TRANSIT	2026
	T305-CAP-2	Design and Construction for Streetcar Phase II - Service to MCA	Design & Construction planning, specifications & construction for extending streetcar route to MCA, Texas Tech, Foster School area.	Downtown Terminal - Santa Fe	Alameda at Colfax	2030	$111,884,394	$136,124,473	$6,670,099	$0	$142,794,572	SUN METRO-TRANSIT	2023
Plan-Wide Projects Or "All" Years Project													
	T3H (FORMER T021X)	ADA Paratransit Service (5307)	Provide ADA Para Transit Service	N/A		ALL	$51,409,537	$1,836,055	$0	$0	$1,836,055	SUN METRO-TRANSIT	ALL-5307
	T2A	JARC (5307)	Job Access Reverse Commute			ALL	$2,800,000	$200,000	$0	$0	$200,000	SUN METRO-TRANSIT	Odd yrs.-5307
	T3C	Capital Maintenance (5307)	Capital Maintenance			ALL	$416,708,832	$14,882,458	$0	$0	$14,882,458	SUN METRO-TRANSIT	ALL-5307
	T3F	Support Vehicles/Bus Rehab (5339)	Support Vehicles/Bus Rehab			ALL	$16,629,624	$593,915	$0	$0	$593,915	SUN METRO-TRANSIT	ALL-5339
	T3D	Curb Cuts / Ada Improvements (5339)	Curb Cuts / Ada Improvements			ALL	$13,250,000	$946,429	$0	$0	$946,429	SUN METRO-TRANSIT	Even Yrs.-5339
	T011	Seniors and People with Disabilities (5310)	Transportation for the elderly and disabled provided by a local nonprofit organization	County Of El Paso		ALL	$2,600,000	$650,000	$0	$0	$650,000	TXDOT-TRANSIT	ALL-5310
	T3I	FTA 5339 Formula Funding for Buses and Bus Facilities	For the purchase of buses and facility enhancements including equipment such as ADP hardware/software and security related needs. Also, ticket vending machines and sales related software. Capitalized maintenance incl. rebuilds and bus shelters and amenities.	Citywide		ALL	$50,759,249	$1,812,830	$0	$0	$1,812,830	SUN METRO-TRANSIT	ALL-5339
	T3B	Other Capital Program Items (5339)	Computers Hardware & Software			ALL	$5,271,134	$188,255	$0	$0	$188,255	SUN METRO-TRANSIT	ALL-5339
	T3A	Planning (5307)	Short Range Planning			ALL	$31,633,537	$1,129,769	$0	$0	$1,129,769	SUN METRO-TRANSIT	ALL-5307
	T3E	Security Equipment (5307)	Security Equipment			ALL	$6,311,615	$225,415	$0	$0	$225,415	SUN METRO-TRANSIT	ALL-5307
	T3G (FORMER T007)	Transit Enhancements (5339)	Enhancements For Buses/ Transit Facilities	El Paso (Sun Metro)		ALL	$14,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	Odd Yrs.-5339
FHWA Funding Transfers To FTA 5307 Funding (Projects Listed Below Are Informational Only, Funding Allocations Are Accounted In Fhwa Highway And Roadway Project List And Financials)													
0924-06-550	T064X	Alameda RTS Operating Assistance YR1 - 2019	1st Year of Alameda BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth	Mission Valley Terminal - Alameda and Zaragoza	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2019
0924-06-537	T065X	Dyer RTS Operating Assistance YR1 - 2019	1st Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and Fourth	Northgate Terminal - Dyer at Wren	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2019
0924-06-552	T108X-1	El Paso Streetcar System 1st Year Operating Assistance	Operating Assistance for first year of new transit service intended to reduce congestion and CO emissions.	Father Rahm	Glory Road	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2019
0924-06-538	BP006	Procurement of 3 Buses	Sun Metro seeks to procure three buses in anticipation of increased frequency and ridership demand for services around the Montecillo Development and the MCA-TTU-UMC areas.	Santa Fe Downtown terminal (2 buses) MCA-TTU-UMC areas (1 bus)	Sunland Par-Shadow Mountain (2 buses) Flower Streets (1 bus)	2020	$1,800,000	$1,800,000	$0	$0	$1,800,000	Sun Metro-Transit	2019
0924-06-553	T108X-2	El Paso Streetcar System 2nd Year Operating Assistance	Operating Assistance for 2nd year of new transit service intended to reduce congestion and CO emissions.	Father Rahm	Glory Road	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2020
0924-06-541	T093X	Montana RTS 1st year service operating assistance	1st year of Montana BRT-RTS operations.	Five Points Terminal - 2830 Montana	Far East Terminal - R.C. Poe - Edgemere	2020	$1,300,000	$1,300,000	$0	$0	$1,300,000	Sun Metro-Transit	2020
0924-06-551	T091X-2	Alameda RTS Operating Assistance YR 2 - 2020	2nd Year of Alameda BRT-RTS operations.	Downtown Terminal - Santa Fe and 4th	Mission Valley Terminal - Alameda and Zaragoza	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2020
0924-06-540	T065X-2	Dyer RTS Operating Assistance Year 2 - 2020	2nd Year of Dyer BRT-RTS operations.	Downtown Terminal - Santa Fe and 4th	Northgate Terminal - Dyer at Wren	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	Sun Metro-Transit	2020
0924-06-576	T108X-3	El Paso Streetcar 3rd year Operating Assistance	3rd year of Streetcar operations	Father Rahm - Downtown Terminal	Glory Road	2030	$1,810,391	$2,117,901	$0	$0	$2,117,901	Sun Metro	2021
0924-06-574	T092X	Montana RTS 2nd year Operating Assistance	2nd year of Montana RTS operations	Downtown terminal - Santa Fe	Far East Terminal - RC Poe & Edgemere	2030	$1,956,255	$2,288,542	$0	$0	$2,288,542	Sun Metro	2021
0924-06-573	T095X	Dyer RTS 3rd year Operating Assistance	3rd year of Dyer RTS operations	Downtown terminal - Santa Fe	Northeast Terminal - Dyer @ Diana	2030	$1,314,714	$1,538,029	$0	$0	$1,538,029	Sun Metro	2021
0924-06-572	T096X	Alameda RTS 3rd year Operating Assistance	3rd year of Alameda RTS operations	Downtown terminal - Santa Fe	Mission Valley Terminal - Alameda @ Zaragoza	2030	$1,956,255	$2,288,542	$0	$0	$2,288,542	Sun Metro	2021
0924-06-575	T097X	Montana RTS 3rd year Operating Assistance	3rd year of Montana RTS operations	Downtown terminal - Santa Fe	Far East Terminal - RC Poe & Edgemere	2030	$1,981,899	$2,411,283	$0	$0	$2,411,283	Sun Metro	2022
											$375,696,146		

Destino 2045 MTP Project List
New Mexico Highway and Roadway Projects (NM funds)

CN	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2013-2040 Cost	Est. Construction Cost / YOE Cost (Includes Inflation)	Est. PE Cost (Includes Inflation)	Est. ROW Cost (Includes Inflation)	Total Project Cost/YOE (Includes Inflation)	Sponsor	YOE (FY)
E100221	M638X-B	4th Street Roadway Improvements	Sidewalk, paved asphalt bike lanes, and ADA wheelchair ramps and drivepads	Approximately 140 Linear feet (0.03 mi) south of Livesay Street	NM 404 (Ohara Road)	2020	$2,256,165	$2,256,165	$0	$0	$2,256,165	Anthony, NM	2019
E100290	E602B	Lisa Drive Connectivity Project (LDCP)	Combined multi-purpose path and stormwater management facility	Lisa Drive at McCombs Rd., project located North and parallel to Lisa Dr.	Lisa Drive at Lisa Retention Pond, project located North and parallel to Lisa Dr.	2020	$65,172	$65,172	$0	$0	$65,172	Dona Ana County	2019
E100200	M644X	NM 404 Phase C/D and Phase II FY2019 Funding	Phase C/D (environmental and preliminary design) and Phase II (final design) for the NM 404 projects to include: NM 404/I-10 Bridge Replacement, Super 2 project, and 4 lane project	I-10/NM 404 Intersection	NM 404/NM 213 Intersection	2020	$0	$0	$980,000	$0	$980,000	NMDOT	2019
E100202	B607X	NM 404/I-10 Bridge Replacement	Bridge Replacement at NM 404/ I-10 Interchange	At I-10 & NM 404 Interchange		2030	$8,950,750	$9,500,000	$0	$0	$9,500,000	NMDOT	2021
E100203	P618X-CAP	NM 404/ NM 213 Widening Project	Widen NM 404 from I-10 to NM 213 and NM 213 from NM 404 to TX state line from 2 lanes to 4 lanes	NM 404: I-10; NM 213: NM 404 Intersection	NM 404: NM 213 Intersection; NM 213: TX state line	2030	$10,705,759	$12,800,000	$0	$0	$12,800,000	NMDOT	2029
E100201	P619X-CAP	NM 404 Super 2	Add passing lanes at various locations along NM 404 corridor	I-10	Nm 213 Intersection	2030	$15,089,946	$16,500,000	$0	$0	$16,500,000	NMOT	2023


WELLS FARGO