HORIZON 2040
METROPOLITAN TRANSPORTATION PLAN

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EL PASO METROPOLITAN PLANNING ORGANIZATION

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Table of Contents

Appendices

The Horizon 2040 Metropolitan Transportation Plan (MTP) encompasses 260 plus projects all aimed at providing a range of travel opportunities to the public. Projects cover the geographies of El Paso County Texas and sections of Dona Ana and Otero Counties New Mexico. These projects include new roadways, improvements to existing roadways, new transit service, safety, illumination, and intersection improvements, pedestrian and bicycle enhancements, and international ports-of-entry efficiencies. The transportation investments identified in Appendix A total nearly $9.3 million. These transportation investment or project list are considered of regional significance. The 2040 Horizon MTP also has a corresponding short-range plan, Horizon 2013-2016 Transportation Improvement Program (TIP), that covers the first four years of the 28 year long range plan.

PROJECT TYPE	TOTAL PROJECT COST	
ADDED CAPACITY	$	2,923,711,394
BIKE	$	4,602,600
BIKE & PEDESTRIAN	$	21,289,233
BORDER CROSSING OPERATIONS	$	119,240,309
BUS ACQUISITIONS	$	9,282,429
DESIGN	$	2,800,000
ENHANCEMENTS	$	18,516,530
ITS	$	52,659,224
MAINT./REHAB.	$	111,210,514
PEDESTRIAN	$	18,129,798
PLAN	$	894,566
ROADWAY OPERATIONS	$	428,466,362
ROW	$	31,531,917
SAFETY	$	1,250,000
STUDY	$	1,516,653
TRANSIT OPERATIONS	$	445,514,854
TRANSIT PROGRAMS	$	7,052,892
ALL-BUS ACQUISITIONS	$	57,110,725
ALL-ENHANCEMENTS	$	10,145,420
ALL-IMPROVEMENTS	$	31,050,412
ALL-MAINT./REHAB.	$	2,270,791,878
ALL-MANAGEMENT	$	12,132,806
ALL-PLAN	$	35,508,969
ALL-ROADWAY OPERATIONS	$	273,920,877
ALL-SAFETY	$	24,762,631
ALL-STUDY	$	30,798,559
ALL-TRANSIT OPERATIONS	$	2,359,367,346
ALL-TRANSIT PROGRAMS	$	45,146,421
Total	**$9,348,405,320**	

The 2040 MTP also incorporates a new demographic profile and travel demand model. The demographic profile is based on the 2010 census and covers a period up to the year 2040. The profile is a forecast of population for the years of 2020, 2030, and 2040. Like the population forecast, the travel demand model also bands projects by these same years and also includes a 2007 base year and a 2010 "extant" year. The travel model has a 10-year life and analyses, amendments, or updates can be made prior to December 31, 2017. For transportation conformity purposes, this MTP and its respective model were tested against carbon monoxide (CO) and particulate matter of 10 microns or less (PM10) budgets using the MOBILE6 Vehicle Emission Modeling Software. Any future amendments or updates will be subject to utilize the MOtor Vehicle Emission Simulator (MOVES) platform. The table below demonstrates emission estimates for winter weekday CO and summer (blue values) and winter (orange values) weekday PM10 in tons per day.

It should be noted that the following projects were included in the Horizon 2040 MTP during public involvement for the Horizon documents, but they were not included in the travel demand model. The 2020 network was amended to account for frontage roads on Montana Ave. (US 62/180) between Global Reach Dr. and Loop 375 (Joe Battle), and the 2030 network was amended to account for frontage roads on IH-10 between Loop 375 (Trans Mountain) and Mesa St. (SH 20). This changed the emissions output for the 2020, 2030, and 2040 networks. The table below reflects the emissions after addressing these modeling issues. Through coordination between the El Paso MPO and the Federal Highway Administration (FHWA), it was determined that the difference in these emissions and the emissions that were previously presented during public involvement is insignificant and there would be no need for additional public involvement.

	SIP budget tpd	**2010**	**2020**	**2030**	**2040**
CO[1]	***29.66***	**20.1**	**16.99**	**17.48**	**19.80**
PM10[2]	***12.1***	**3.63**	**4.29**	**5.02**	**5.81**
		3.74	**4.42**	**5.17**	**5.99**

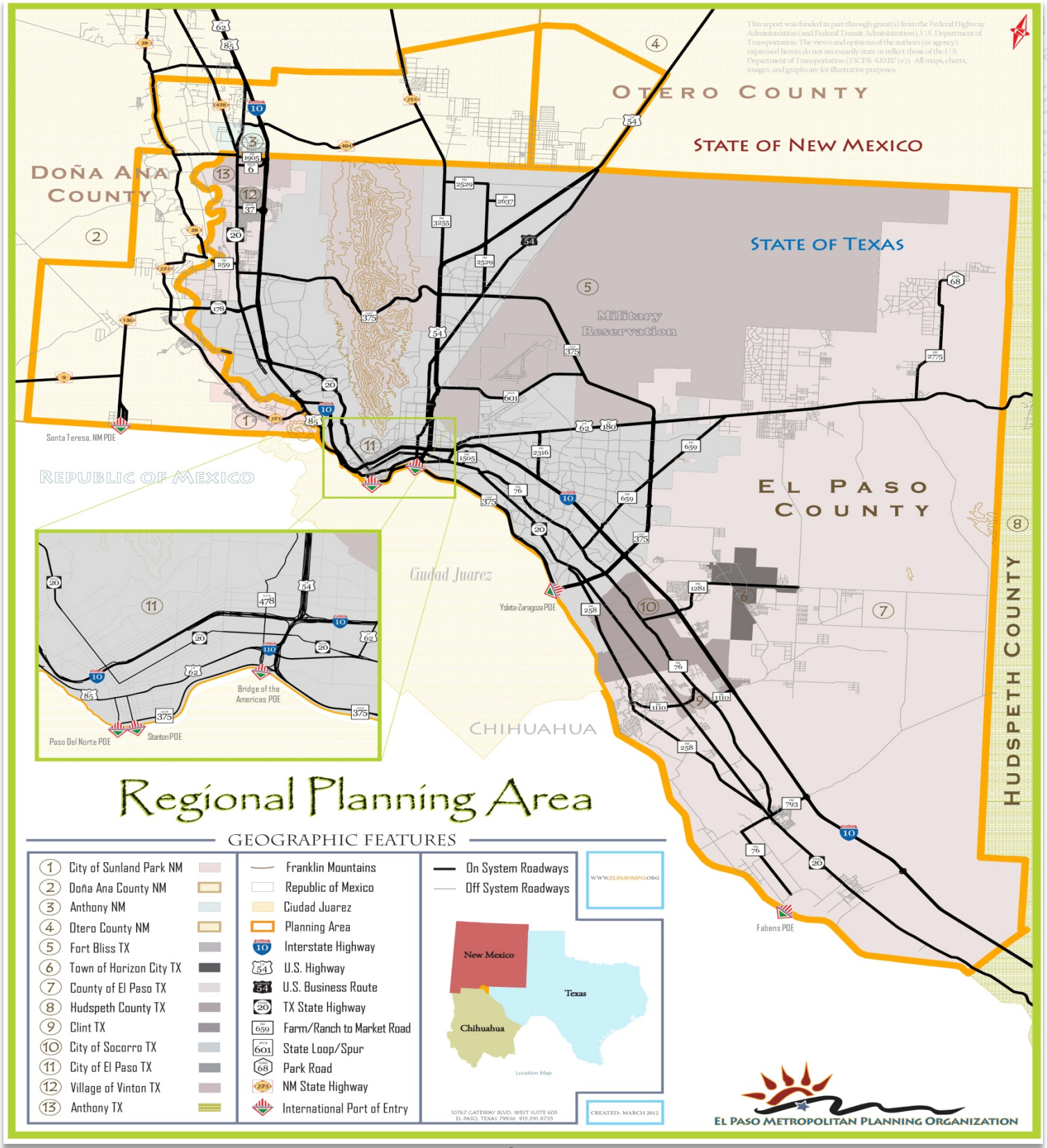
Source: Texas Department of Transportation

[1]The CO Analysis is only for zones in nonattainment areas.

[2]The PM10 emmissions include entire El Paso County.

[3]The 29.66 tons per day CO MVEB is utilized for the 2020 and later analysis years. For the 2010 analysis year an emissions estimate (23.56 tons per day) was calculated by interpolating between the 2002 base year emissions inventory estimate of 29.66 tons per day and the 2020 (last year of the maintenance plan) emissions inventory estimate of 15.94 tons per day.

El Paso MPO Study Area Boundary



Federal Requirements

All urbanized areas in the United States, with a population of more than 50,000, must have a designated metropolitan planning organization (MPO) to facilitate the federally-required multimodal transportation planning process. This process is carried out in coordination with the statewide transportation planning process. All MPOs must develop a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP). The MTP must be consistent with the latest federal transportation law P.L. 112-141, which is currently the Moving Ahead for Progress in the 21st Century (MAP-21) signed by President Obama in 2012. MAP-21 builds on and refines many of the highway, transit, bike, and pedestrian programs and policies established in 1991. Under MAP-21, performance management will transform Federal highway programs and provide a means to more efficient investment of Federal transportation funds by focusing on national transportation goals, increasing the accountability and transparency of the Federal highway programs, and improving transportation investment decision-making through performance-based planning and programming. The El Paso MPO's (EPMPO) planning process is consistent with the planning process requirements and the Horizon 2040 MTP includes all federally required elements for the transportation plans.

In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selections. Public involvement remains a hallmark of the planning process.

Requirements for a long-range plan and a short-term transportation improvement plan (TIP) continue, with the long-range plan to incorporate performance plans required by the Act for specific programs. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements.

MAP-21 establishes seven national performance goals for Federal highway programs:

1. **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
4. **System reliability**—To improve the efficiency of the surface transportation system.
5. **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental sustainability**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced project delivery delays**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The MAP-21 planning rules call for consideration of eight planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people for 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.

MTP Development Process and Public Participation

Over the course of two years, the EPMPO staff and its stakeholders have been coordinating for the development of the 2040 Horizon MTP. Various stakeholders are involved in the development of all of the EPMPO planning and programming documents and the process for this development is outlined in the EPMPO 2012 Public Participation Plan (PPP). This planning process is the responsibility of the EPMPO and its staff and it includes updating any of its planning and programming documents or reports. Under the direction of the Transportation Policy Board, EPMPO staff conducts its daily work and activities for the development of its planning and programming documents, collecting data and conducting analysis, and providing the opportunities for public involvement during the process.

The El Paso MPO is a collaborative structure of committees and organizations creating partnerships to address the region's complex transportation needs. Key players in this organizational structure are all involved in the transportation planning and programming process and are guided by the Transportation Policy Board (TPB). This Board is established by federal regulations and is composed of twenty-eight (28) members. Twenty-two (22) of the members are elected public officials from the local, state, and federal governments that have authority for project implementation, in accordance to Bylaws and Procedures for the El Paso MPO TPB. Members of the TPB are responsible for giving the MPO overall transportation policy guidance in the transportation planning and programming process. Committees that assist the TPB in the processes are as follows:

- Executive Committee (EC)
- Suburban Mobility Committee (SMC)
- Congestion Management Process Committee (CMPC)
- Transportation Finance Committee (TFC)
- Transportation Project Advisory Committee (TPAC)
    - *Metropolitan Transportation Plan (MTP) Workgroup*
    - *Job Access Reverse Commute (JARC) / New Freedom (NF) Ad-Hoc Review Committee*

Additional Ad hoc committees of the membership of the Policy Board may be established and appointed by the Chairperson to assist the Policy Board in the performance of its function. Special Committees or Task Forces may be established and appointed by the Transportation Policy Board to undertake special assignments. These committees may consist of TPB members, public officials, residents, and other individuals the TPB deems appropriate. Standing committees may have separate bylaws, which must be approved by the TPB (EPMPO Bylaws, Section VIII, rev 05/03/2013). Descriptions of the various committees and their responsibilities can be seen on the TPB Bylaws and Procedures (rev. 5/03/13) at http://www.elpasompo.org/announcements/AdoptedBylaws2010.pdf.

For the ultimate benefit of the El Paso/Southern New Mexico region, the El Paso MPO works with governments, residents, private-sector interests, and with transportation providers to develop comprehensive transportation plans that address the transportation needs and management of the transportation infrastructure in the MPO Study Area. The MPO is federally required to develop four key documents that serve as the "backbone" to area transportation planning. Among these are the metropolitan transportation plan (MTP), the transportation improvement program (TIP), and the transportation conformity report (TCR), and all of these must go through the stakeholder planning process described in the EPMPO PPP document.

Development of the 2040 Horizon MTP commenced with technical meetings regarding the development of the travel demand model (TDM) for the 2040 Horizon network years in the fall of 2011 (1st meeting on October 05, 2011). These meetings also included demographic make-up of the networks and other forecasting data necessary for the development of the TDM. The course of these meetings ran through 2012 to the fall of 2012, with teleconferences at random intervals. Details on these meetings will be elaborated on in the Travel Demand Management section. Additionally, EPMPO staff released a Call for Projects for the 2040 Horizon at the September 9, 2011 TPB meeting and participating agencies provided EPMPO staff their list of prioritized projects for submittal into the Horizon MTP and TIP documents. Project list reviews were also announced during the development, twice for the Horizon MTP and TIP and were available for all stakeholders and the general public to review for comments. Details for these reviews will be listed in the next section; Public Participation.

Various MTP Workgroup meetings were held regarding the project selection for the 2040 Horizon MTP. The MTP Workgroup consists of various stakeholders that are willing to dedicate efforts to coordinating a concise project list that illustrates the efforts of the area stakeholders to provide projects that fill the transportation needs of the region. Additionally, they provide a list that keeps the MTP and TIP fiscally constrained with funding available for emergency situations and/or unexpected overrides.

Following the primary Call for Projects, staff released several invitation announcements to a series of charettes taking place in six locations around the region as listed in *Table 1*. These charettes worked as a workshop for the residents and all stakeholders to not only find out what the EPMPO was all about but also was a venue for these groups to participate in providing the region's mobility needs. It provided a means to assist the EPMPO staff to assess the direction the new 2040 Horizon MTP should take in regards to filling those needs and concerns.

Table 1: Charette Workshop Locations

LOCATION	PLANNING AREA	MEETING DATE	ADDRESS
Horizon - Oz Glaze Senior Center	Clint/San Elizario	Thursday, October 20, 2011	13969 Veny Webb Street, Horizon City, TX 79928
El Paso MPO Offices	Ysleta	Thursday, October 27, 2011	10767 Gateway Blvd. West, Suite 605 El Paso, TX 79935
Chaparral Community Center	Northeast El Paso	Monday, November 07, 2011	568 E. Lisa, Chaparral, NM 88081
Village of Vinton City Hall	Canutillo/Anthony	Saturday, November 12, 2011	436 Vinton Rd. Vinton, TX 79821
Esperanza Acosta Regional Branch Library	Socorro	Tuesday, November 15, 2011	12480 Pebble Hills Blvd. El Paso, TX 79938
Westside RCC	West El Paso/Sunland Park, NM	Thursday, November 17, 2011	4801 Osborne Drive El Paso, TX 79922

During the development of the MTP, the final development of the Congestion Management Process (CMP) document was also underway and during public reviews of the Horizon project lists, the CMP was also introduced and public review was allowed. This provided a unique review of the transportation planning process and the management of congestion and its relation to the MTP and TIP for the public.

For the final phase of the MTP, a draft of all three documents (MTP, TIP, and the TCR) was made available for public review and comment on September 4, 2013. The final draft of these documents was adopted by the TPB on October 4, 2013. Copies of the adopted documents were then provided for review by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 24, 2013 for a conformity determination. During the review by FHWA/FTA there was a TPB amendment on January 10, 2014 to deprogram $43.2M of Coordinated Border Infrastructure (CBI) funds, due to lack of federal obligation authority. This affected 14 projects in FY 2014-2016. Nine moved to FY 2019, and five were programmed in FY 2014 with Congestion Mitigation and Air Quality (CMAQ) funds. One $5.5M CBI project moved from FY 2015 to 2014. This amendment went through 30 days of public review. This did not affect conformity. After the conformity determination by FHWA/FTA, EPMPO staff began to implement the Horizon 2040 MTP.

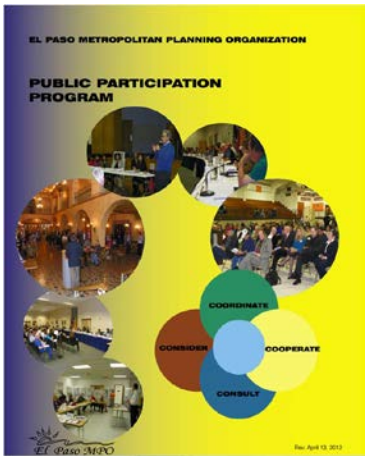
Public Participation

Public participation for the 2040 Horizon MTP commenced with the announcements regarding the EPMPO open house charettes developed for the MTP in the fall of 2011. All public participation processes were conducted with the EPMPO's PPP procedures found at http://www.elpasompo.org/PPP/2012PPPFinal.pdf on pages 32 - 37. Strategies highlighted by these procedures are intended to provide meaningful public input into the various planning and programming documents. Public events were publicized by local broadcast and print media. Additionally, e-mail announcements were delivered to the EPMPO E-mail/E-news mailing list and all notices were provided to all members of EPMPO's Board and supporting committees.

The goal of the Public Participation Program (PPP) is to include residents, community and neighborhood groups and associations, non-profit groups, business sector groups, transportation providers, federal, state, and local government agencies, and many others to participate in a proactive, predictable planning effort that provides full access to making key transportation decisions early and during the process. In addition, the EPMPO conducts an interactive planning and data exchange process with its neighbors in Ciudad Juárez, Chihuahua, Mexico. Accomplishing the task of planning for transportation needs in the present day, five, ten and even twenty years from now, requires the MPO to coordinate and collaborate with many types of public and private groups to provide mobility to housing, schools, jobs, recreation, and freight movement. Involving the public in the planning process helps reduce the time and cost of creating short and long-range plans and projects while providing a forum for public input and collaboration with planning agencies. This allows the public the opportunity to voice their ideas, concerns, issues, and opinions and to help guide decision-makers in determining the transportation system of the future. Public involvement processes must be appropriate, accessible, transparent, accountable, meaningful and inclusive of the region's diverse population and its needs.

Transportation Day at UTEP

The goal of the Public Participation Program (PPP) is to include residents, community and neighborhood groups and associations, non-profit groups, business sector groups, transportation providers, federal, state, and local government agencies, and many others to participate in a proactive, predictable planning effort that provides full access to making key transportation decisions early and during the process. In addition, the EPMPO conducts an interactive planning and data exchange process with its neighbors in Ciudad Juárez, Chihuahua, Mexico. Accomplishing the task of planning for transportation needs in the present day, five, ten and even twenty years from now, requires the EPMPO to coordinate and collaborate with many types of public and private groups to provide mobility to housing, schools, jobs, recreation, and freight movement. Involving the public in the planning process helps reduce the time and cost of creating short and long-range plans and projects while providing a forum for public input and collaboration with planning agencies. This allows the public the opportunity to voice their ideas, concerns, issues, and opinions and to help guide decision-makers in determining the transportation system of the future.



On September 9, 2011, EPMPO staff released its first Call for Projects to regional stakeholders for the 2040 Horizon MTP. These announcements were released through the EPMPO website, various e-mail literatures and an electronic mass-delivery of the Call. Public meetings regarding the first Call for Projects were made in conjunction with the public charettes announced for the 2040 Horizon MTP starting in October 2011. *Table 1* illustrates the charettes that had taken place with location and time information. These charettes provided attendees with all the information needed to be able to express their needs and concerns, maps for indicating locations of issues or comments concerning transportation infrastructure, and comment cards for further comments. Photos of the maps and comments were recorded for staff use for the development of the MTP. By the January 6, 2012 TPB meeting, a preliminary list of projects was ready for adoption by the Board.

At the June 1, 2012 TPB meeting, the Board was asked to approve amendments to the Horizon 2040 Project List to address inconsistencies between the list and other planning and programming documents. The agenda item also allowed for the commencement of public review of the list and this process followed the prescribed EPMPO PPP process. In August 2012, the amended Mission documents and the Horizon Project List were set out for public review following the EPMPO PPP public process. *Table 2* has a list of the meetings that were scheduled. At the September 7, 2012 TPB meeting a report was given to the Board regarding the public involvement for the project list.

Table 2: Public Review Meetings for Amended Mission Documents

LOCATION	PLANNING AREA	MEETING DATE	ADDRESS
Dorris Van Doren Regional Branch Library	West El Paso/Sunland Park, NM	Aug 15, 2012 4pm	551 Redd Road, El Paso, TX 79912
Anthony Water & Sewer Sanitation District, Anthony, NM	Canutillo/Anthony	Aug. 16, 2012 5pm	1155 North Fourth Street, Anthony, NM 88021
Irving Schwartz Branch Library	Socorro	Aug 18, 2012 10am	1865 Dean Martin, El Paso, TX 79936
Judge Edward S. Marquez Branch Library	Ysleta	Aug 20, 2012 3:45pm	610 N. Yarbrough, El Paso, TX 79907
Holy Trinity Catholic Church	Northeast El Paso	Aug 21, 2012 5pm	10000 Pheasant Rd,, El Paso, TX 79924
El Paso MPO Offices	Ysleta	Aug 22, 2012 9am	10767 Gateway Blvd. West. Suite 605, El Paso, TX
Memorial Park Library	Central El Paso	Aug 27, 2012 3:45pm	3200 Copper, El Paso, TX 79930
Horizon - Oz Glaze Senior Center	Clint/San Elizario	Aug 28, 2013 6pm	13969 Veny Webb Street, Horizon City, TX 79928

In November 2012, there were amendments made on the Mission planning and programming documents that required an amended TCR and, as a result, public meetings were scheduled. Within these meetings, the 2040 Horizon project list was also available for public review. *Table 3 below* has a list of these public meetings.

Table 3: Public Review Meetings

LOCATION	PLANNING AREA	MEETING DATE	ADDRESS
Horizon - Oz Glaze Senior Center	Clint/San Elizario	Nov. 7, 2012 1pm	13969 Veny Webb Street, Horizon City, TX 79928
Esperanza Acosta Regional Branch Library	Socorro	Nov. 7, 2012 5pm	12480 Pebble Hills Blvd., El Paso, TX 79938
Memorial Park Library	Central El Paso	Nov. 12, 2012 3:45pm	3200 Copper, El Paso, TX
Richard Burges Library	Northeast El Paso	Nov. 13, 2012 1pm	9600 Dyer St., El Paso, TX 79924
Women's Intercultural Center	Canutillo/Anthony	Nov. 13, 2012 4pm	303 Lincoln Street, Anthony, NM 88021
El Paso MPO Offices	Ysleta	Nov. 14, 2012 9am	10767 Gateway Blvd. West, Suite 605, El Paso, TX 79935
Dorris Van Doren Regional Branch Library	West El Paso/Sunland Park, NM	Nov. 14, 2012 4:30pm	551 Redd Road, El Paso, TX 79912

Providing ample public involvement with the preparation and development of the 2040 Horizon documents was essential. Since the EPMPO 2013 CMP document was directly related to the selection of the projects within the 2040 Horizon MTP, during the public involvement of the CMP document, the project list was also made available for review. During the public review meetings for the 2013 CMP, reference was made to the Horizon project list and the process involved in the development of the EPMPO planning and programming documents. EPMPO staff believed that exposing the project list during these meetings allowed for the public to understand its relation with the other EPMPO documents and its relevance with the various processes within the planning phases. *Table 4 below* illustrates the public meetings that were held for the 2013 CMP.

Table 4: Public Review Meetings for the 2013 CMP

LOCATION	PLANNING AREA	MEETING DATE	ADDRESS
Socorro High School Library	Socorro	3/25/2013 4:00pm	10150 Alameda Ave., El Paso, TX
Sunland Park City Council Chambers	West El Paso/Sunland Park, NM	3/26/2013 5:00pm	1000 McNutt Rd., Sunland Park, NM
EPMPO Transportation Project Advisory Committee Meeting, EPMPO offices	Ysleta	03/27/2013 9:00am	10767 Gateway Blvd. West, Suite 605, El Paso, TX
EPMPO Transportation Policy Board Meeting, EPMPO offices	Ysleta	04/05/2013 9:00am	10767 Gateway Blvd. West, Suite 605, El Paso, TX
Town of Horizon City Council Meeting, Horizon Town Hall	Clint/San Elizario	04/09/2013 6:30pm	14999 Darrington Rd., Horizon City, TX 79927
City of El Paso Representative Emma Acosta's Community Meeting, The Lunch Box	Central El Paso	04/10/2013 6:00pm	3623 Buckner, El Paso, TX 79925
Village of Vinton City Council Meeting, Council Chambers	Canutillo/Anthony	04/16/2013 6:00pm	436 Vinton Rd, Vinton, TX 79821
City of El Paso Representative Steve Ortega's Community Meeting, Taza's Café	Ysleta	4/22/2013 5:00pm	7858 San Jose Rd., El Paso, TX 79915
EPMPO Transportation Policy Board Meeting, EPMPO offices	Ysleta	05/03/2013 9:00am	10767 Gateway Blvd. West, Suite 605, El Paso, TX

During the month of September 2013, the final rounds of public participation for the 2040 Horizon documents was conducted and it provided the public the opportunity to submit input about the set of action items and projects that were included in the final draft document of the MTP and TIP and the conclusions of the TCR. *Table 5* provides a list of the final round of public meetings before the adoption of the Horizon documents. Comments for all phases of public participation for the 2040 Horizon MTP and its complimenting documents will become available in the Appendices when collected.

Table 5: Public Review Meetings for the 2040 Horizon MTP

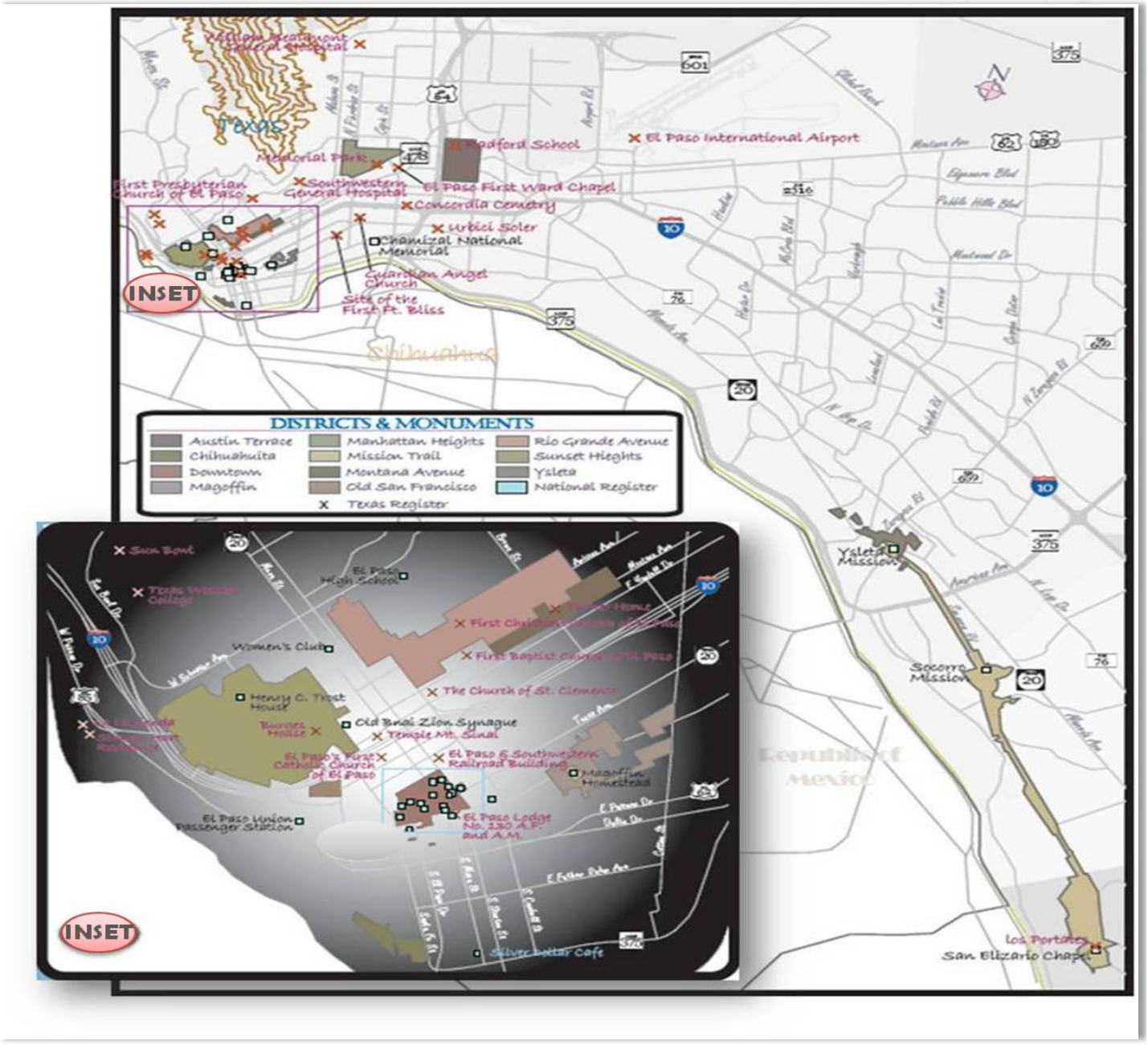
LOCATION	PLANNING AREA	MEETING DATE	ADDRESS
Horizon - Oz Glaze Senior Center	Clint/San Elizario	09/09/2013; 5-7pm	13969 Veny Webb Street, Town of Horizon City, TX 79928
Socorro High School Library	Socorro	09/10/2013; 4-6pm	10150 Alameda Ave., El Paso, TX
Pavo Real Recreation Center	Ysleta	09/17/2013; 4-6pm	9301 Alameda Avenue, El Paso, TX
El Paso Main Public Library	Central El Paso	09/21/2013; 10am-12pm	501 North Oregon, El Paso, TX 79901
Chaparral Community Group	Northeast El Paso	9/24/2013; 12 noon	Colquitt Ranch House, Chaparral, NM
Sunland Park Council Chambers	Sunland Park, NM	9/24/2013; 6-8pm	1000 McNutt Rd., City of Sunland Park, NM
Vinton City Hall	Canutillo/Anthony	9/25/2013; 4-6pm	436 Vinton Rd., Village of Vinton, TX

Environmental Considerations And Mitigation

Environmental Linkages

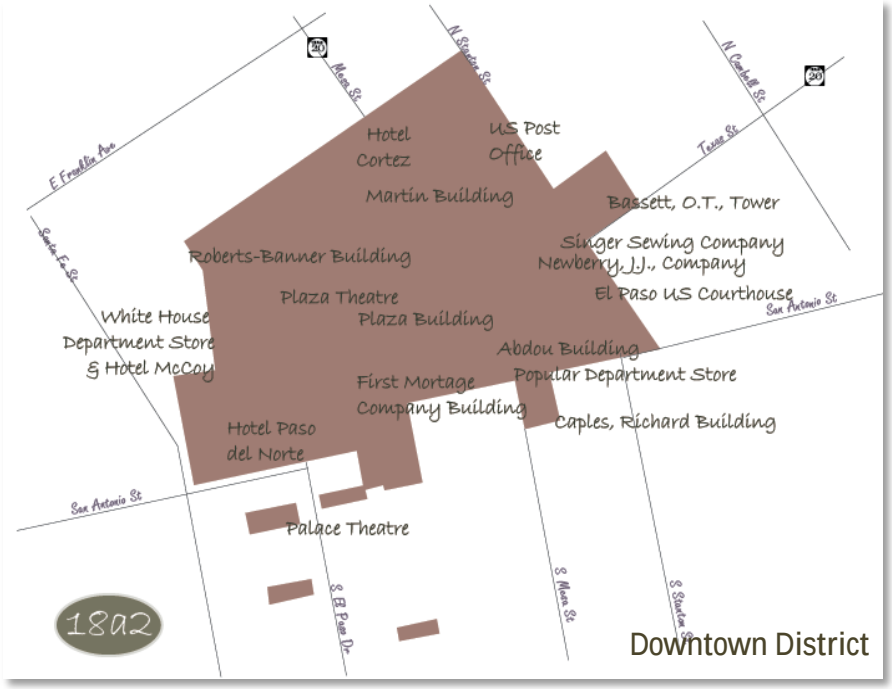
In the planning and programming of projects, the EPMPO, for the purpose of its environmental mitigation process, implements the 3-C process with all stakeholders and agencies involved in the planning process and those who would have an impact by the plan or project. All collaborating and cooperation involves all stakeholders and agencies impacted by the proposed planning and/or plans, including those within the El Paso/Las Cruces, NM/Ciudad Juarez, Mexico, metroplex.

Historic Features



Historic Preservation Planning

In 1598, Juan de Oñate led the first expedition from Southern Mexico to what is now Santa Fe, New Mexico. By the 1600's, thousands of colonists from Mexico and Spain were traveling North via El Camino Real. As a result, Mexican and Spanish influence is felt along many towns that were once small settlements along the Rio Grande. El Camino Real was the only road from Mexico into New Mexico and the Southwest for over 300 years. During the Civil War, this frontier trading center was a staging area for Gen. Henry H. Sibley's invasion of the New Mexico Territory and home to Fort Bliss, the Confederacy's southwestern regional headquarters. By the mid-1880s, with the arrival of the railroad, utilization of the Camino Real decreased. What took weeks to travel on foot or horse, took only hours via railroad. However, in the early 1900s, for a short period of time, El Camino Real was reestablished as a passage to the north, when it served as the first automobile highway from El Paso to Santa Fe. Interstate highways I-10 and I-25, from El Paso to Santa Fe, are the successors of the former El Camino Real. These highways follow the route of the historic trail, except for a 90-mile shortcut where Interstate 25 avoids the Jornada del Muerto, and instead follows the water abundant Rio Grande River.

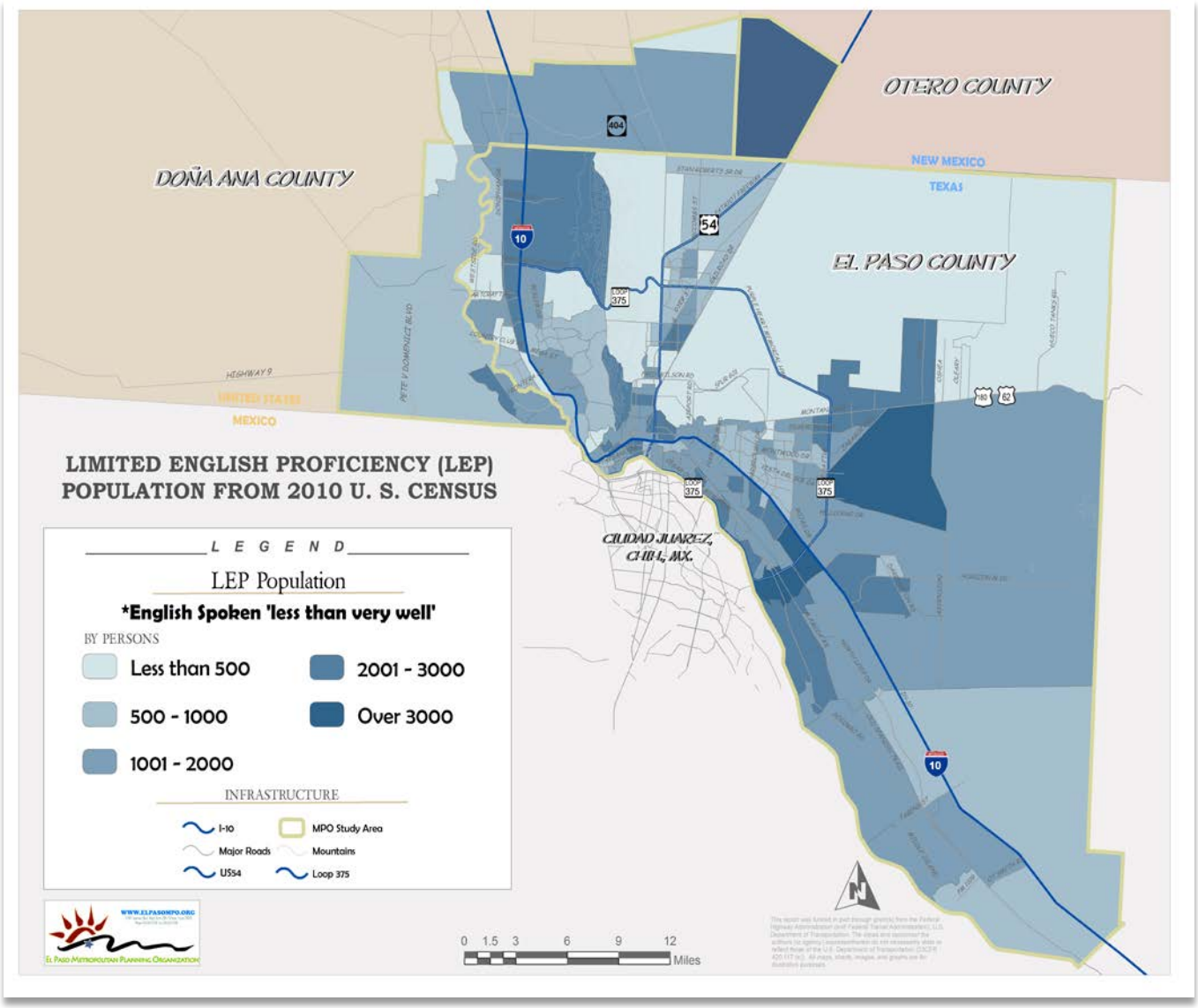


Historic preservation encompasses a broad range of activities related to preservation and conservation of the built environment by physical and intellectual methods. The generally accepted notion of historic preservation is the repair and maintenance of old buildings, but such undertakings are only a part of historic preservation's scope. Restoring or rehabilitating historic buildings, whether for residential or commercial use, strengthens neighborhoods, districts, and the local economy. Furthermore, from an economic standpoint, historic preservation creates new local jobs, spurs private and public investment, increases property values, and enhances neighborhood and community pride.

Title VI and Environmental Justice

Title VI of the Civil Rights Act of 1964 defines "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin.

On February 11, 1994, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations.



There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations that address mobility and added capacity projects.

The EPMPO serves as the primary forum where State DOTs, transit providers, local agencies, and the public develop local transportation plans and programs that address the Study Area's needs. To certify compliance with Title VI and address Environmental Justice the EPMPO has committed to:

- Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
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- Evaluate and – where necessary – improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

Demographic Profile

To prepare the 2011 socioeconomic data update for the El Paso MPO, Alliance Transportation Group was contracted. The complete technical memorandum provides a summary of the assumptions and methodology used to prepare the 2011 socioeconomic data. An excerpt from the technical memorandum is presented in the next section.

The revised forecasts were prepared as a synthesis of public outreach, qualitative data gathering, and the analysis of quantitative data. The Forward (FWD) El Paso Delphi Method was a consensus building process that relied upon the wisdom and expertise of community leaders to identify patterns in the growth and development of the community. Specifically, the purpose of the FWD El Paso was to gather information from knowledgeable area leaders to obtain verification of the reasonableness of the MPO study area's control totals, to obtain a thorough understanding of high and low growth areas, and to identify areas with high and low growth potential. From this information, FWD El Paso assisted with developing short and long range population and employment forecasts that will be used in the MPO's regional transportation plans.

Past and Existing Population and Employment

Population

Population counts from the 2010 U.S. Census show that the counties of the MPO study area have grown substantially since the 2000 U.S. Census (see *Table 6*). The U.S. Census Bureau's 2010 population count for El Paso County was 800,647 residents. This growth represents an increase of 121,025 residents or a compounded annual growth rate (CAGR) of 1.65 percent, since 2000. The City of El Paso grew to 649,121 residents in 2010 and at a slightly slower CAGR since 2000. The Texas State Data Center's 2007 population estimate for El Paso County was 747,477 residents, which if accurate, would show that most of the population growth in El Paso County occurred during the later part of the decade. This trend would be compatible with the population growth that occurred as result of Fort Bliss' expansion. The rate of population growth in Doña Ana County between 2000 and 2010 was even greater than El Paso County at a CAGR of 1.82 percent. The total population during the 2010 U.S. Census was 209,233 persons or an increase of 34,551 residents. Otero County, on the other hand experience very modest population growth between 2000 and 2010. The total number of new residents added during this period was 1,498 persons or a CAGR of 0.24 percent. Population estimates for 2007, produced by the New Mexico Bureau of Business and Economic Research (NM BBER), were 205,247 residents for Doña Ana County and 66,906 residents for Otero County. Given that the NM BBER's 2007 population estimates were higher than the 2010 U.S. Census population count for Otero County and near the 2010 population count for Doña Ana County, their 2007 population estimates appear to have been too aggressive.

Table 6: Population Estimates for Counties in the El Paso MPO Study Area

	El Paso County	Doña Ana County	Otero County	City of El Paso
April 1, 2000 Census Count	679,622	174,682	62,299	563,662
TxSDC/NM BBER Estimate – Jul. 1, 2007	747,477	205,247	66,906	609,007
April 1, 2010 Census Count	800,647	209,233	63,797	649,121
Difference 2000 Census - 2007 TxSDC/NM BBER	67,855	30,565	4,607	45,345
Annual Change 2000 Census – 2007 TxSDC/NM BBER	9,359	4,216	635	6,254
Compounded Annual Growth Rate	1.32%	2.25%	0.99%	1.07%
Difference U.S. Census 2000-2009	53,170	3,986	-3,109	40,114
Annual Change U.S. Census 2000-2009	19,335	1,449	-1,131	14,587
Compounded Annual Growth Rate	2.53%	0.70%	-1.72%	2.35%
Difference U.S. Census 2000-2010	121,025	34,551	1,498	85,459
Annual Change U.S. Census 2000-2010	12,103	3,455	150	8,546
Compounded Annual Growth Rate	1.65%	1.82%	0.24%	1.42%

Note: All growth rates are calculated based upon the specific date of the figures. For example, the period between the April 1, 2000 Census and the July 1, 2007 U.S. Census estimate is 7.25 years rather than 7.0 years.

Source: Texas State Data Center, 2009 and 2010, New Mexico Bureau of Business and Economic Research (NM BBER) 2010, and U.S. Census Bureau, 2010.

Employment

Examining employment change by industry reveals that certain sectors have played an important role in the region's economic growth during the past seven years. *Table 7* provides data showing total employment change in each employment sector between 2005 and 2010, as well as between 2007 and 2010 (the current economic downturn). The data in *Table 7* shows that more than 13,600 jobs were created in the El Paso, TX MSA between 2005 and 2010. However, *Table 7* also shows that the region only created 4,700 jobs in the period between 2007 and 2010.

While job growth occurred in most of the El Paso, TX MSA's employment sectors between 2005 and 2010, the education and health services sector led the region with almost 6,400 new jobs, which essentially occurred between 2007 and 2010. Employment in the education component grew steadily because the region's rapid population growth required the construction of new elementary and secondary schools. Public administration was also another major growth sector, adding almost 2,700 jobs between 2005 and 2010 with almost 1,900 jobs between 2007 and 2010. The professional and business services sector added 4,500 jobs between 2005 and 2010, although only 1,000 jobs were gained between 2007 and 2010. Another local employment growth sector has been the hospitality and leisure industry, which increased by almost 2,800 jobs between 2005 and 2010 (including more than 1,700 jobs since 2007).

Unlike most other regions in the nation, El Paso's construction sector has grown (albeit modestly) between 2007 and 2010 with 650 new jobs. Total employment growth between 2005 and 2010 in this sector was 3,200 jobs. It is likely, however, that El Paso's fortunes will begin to mirror the rest of the nation, as major construction projects at Fort Bliss reach completion and as the pace of new soldiers begin stationed at Fort Bliss slows and eventually ends in 2012. The construction of the new Beaumont Army Medical Center should provide a cushion to the job loss, but it is likely that overall employment in the construction sector will decline in the near term and that its recovery will follow national trends.

The data in *Table 7* also show that employment in the manufacturing sector experienced the steepest decline in the El Paso, TX MSA between 2005 and 2010, with more than 6,300 jobs lost. In addition to reduced demand from the national recession and a significant decline in maquiladora manufacturing. Job losses were also the result of some local manufacturing following a global trend and shifting to offshore locations. The trade, transportation, and utilities sector added fewer than 300 jobs between 2005 and 2010, but more than 3,000 jobs were lost between 2007, and 2010, as manufacturing activity in maquiladoras declined in response to the weak U.S. economy. The retail industry accounted for the majority of the employment in this sector (about 59 percent) and actually grew by almost 1,000 jobs between 2005 and 2010 (although it also declined by 770 jobs between 2007 and 2010). Other industries in the El Paso MPO have lost jobs, but the overall impacts on total employment have been modest.

Table 7: QCEW Employment Change in the El Paso, TX MSA by Sector – 2005-2010

	Change 2005-2010		Change 2007-2010	
Employment Sector	**Employment**	**CAGR**	**Employment**	**CAGR**
Education and Health Services	6,376	1.75%	6,622	3.05%
Public Administration	2,685	3.50%	1,883	3.99%
Leisure and Hospitality	2,805	2.04%	1,678	1.99%
Professional and Business Services	4,576	3.18%	990	1.07%
Construction	3,220	4.63%	657	1.42%
Financial Activities	107	0.18%	250	0.71%
Natural Resources and Mining	-53	-1.02%	-39	-1.25%
Unclassified	-182	-14.94%	-79	-13.38%
Information	436	1.74%	-106	-0.66%
Other Services	-278	-0.84%	-271	-1.35%
Trade, Transportation, and Utilities	266	0.09%	-3,008	-1.65%
Manufacturing	-6,326	-6.26%	-3,873	-6.76%
TOTAL	13,632	1.03%	4,704	0.58%

Source: Texas Workforce Commission, 2011.

Socioeconomic Projections

The EPMPO's population is projected to reach one million by 2030 and 1.2 million by 2040. This growth will require an additional 143,000 homes. In addition, the EPMPO is expected to gain nearly 138,000 new jobs, expanding its job base by 47 percent. The forecast shows that job growth is projected to occur at the same rate as population growth. While the forecast may anticipate reasonably strong growth for the El Paso MPO study area through the year 2040, it also accounts for more conservative population growth during the earlier forecast years. Growth occurs at a faster rate, later in the forecast horizon, as the current economic malaise diminishes. (See *Figure 1* and *Table 8* below)

Figure 1: EPMPO Projected Population and Employment Growth

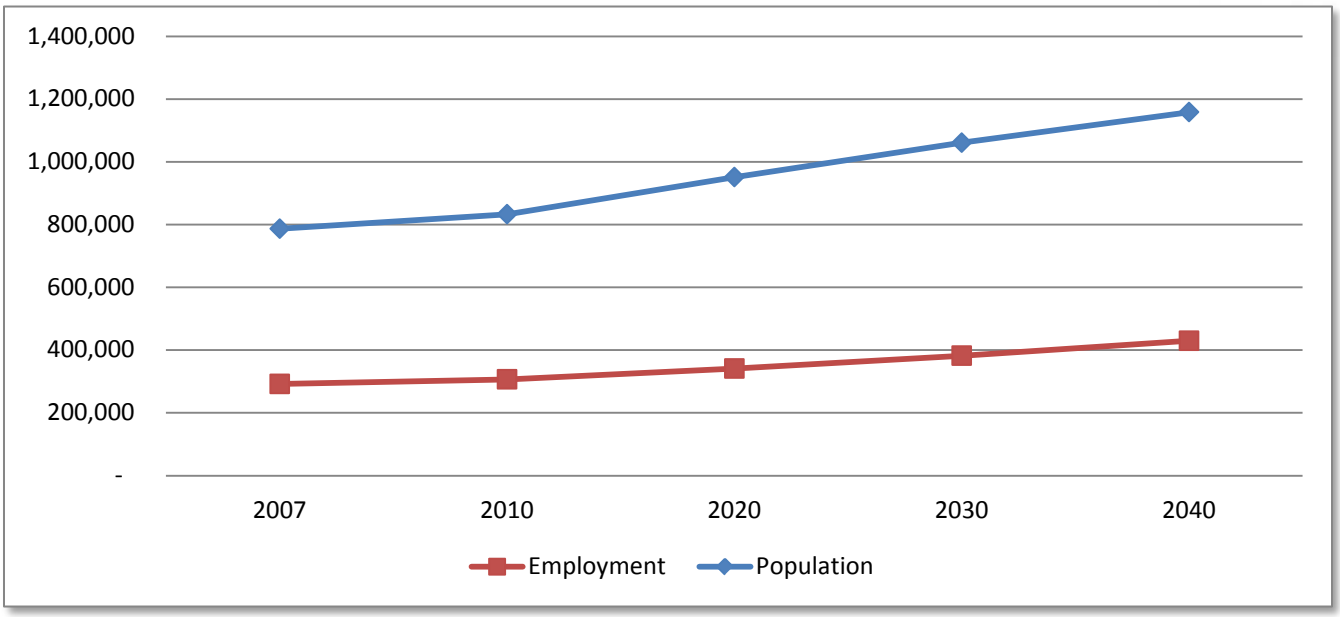


Table 8: Population, Housing and Employment, Current, and Projected

	2007	2010	2020	2030	2040
Population	786,560	832,836	951,072	1,060,674	1,158,195
Housing	256,198	270,326	314,789	358,115	399,153
Employment	291,878	306,656	340,998	382,021	429,455

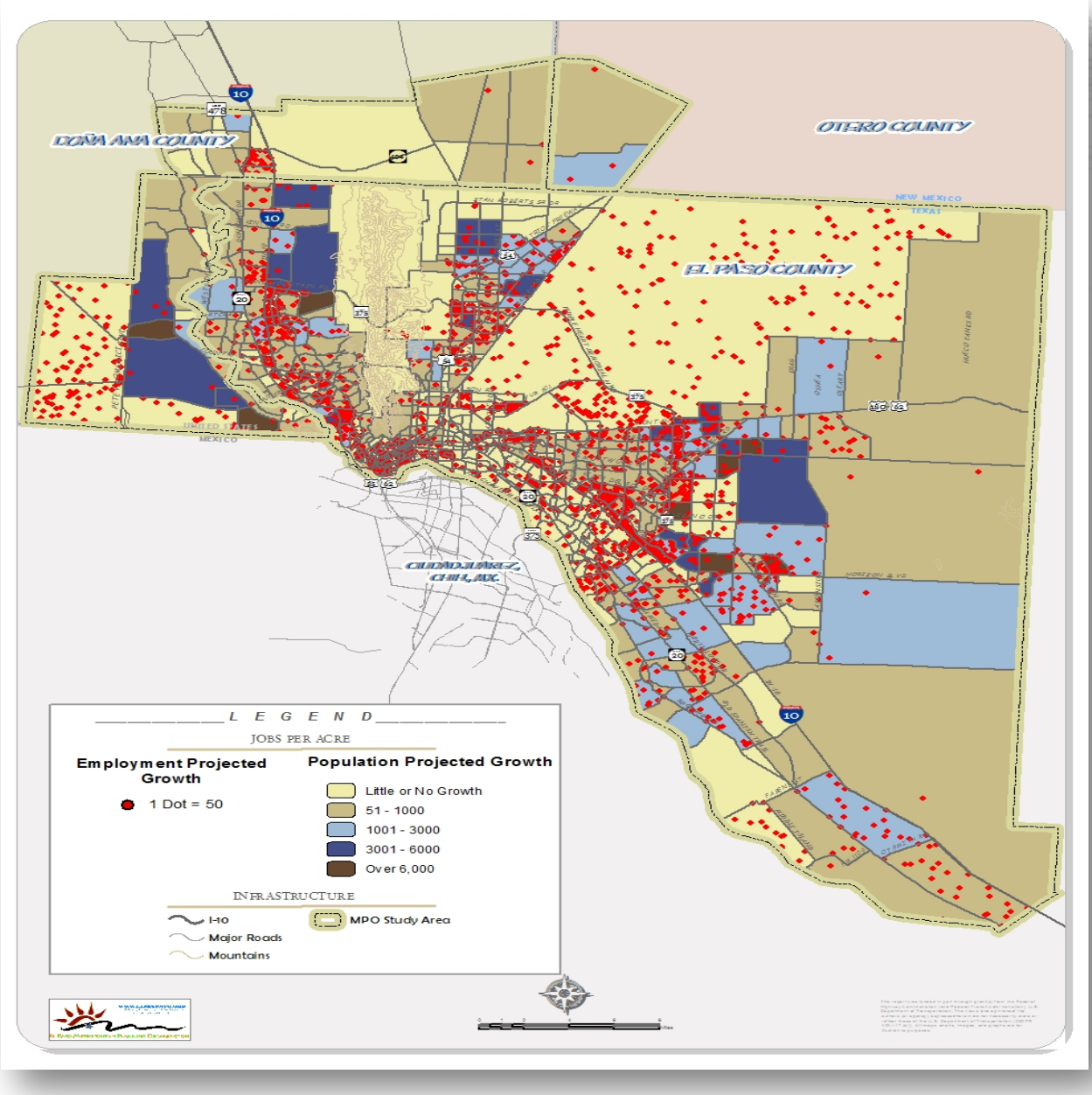
Existing and future influences on growth in the El Paso region were identified during the 2011 demographic update. The redevelopment of Central El Paso is among these. Over the past few years there has been a considerable push by the El Paso City Council to spur redevelopment in the central city. While downtown El Paso already has many elements of New Urbanism, along with a great deal of aesthetic appeal, it also has a considerable degree of building vacancy and underutilization of urban land. In addition to the downtown region, the City of El Paso is pursuing New Urbanism ideas in several other areas of central El Paso. Oregon Boulevard from downtown to the University of Texas at El Paso campus, as well as several large parcels of land near central El Paso are areas that could be developed into new commercial and residential areas, although some of these sites offer their own challenges. The Aldea mixed use (commercial/residential) site is planned for a parcel of land between IH-10 and Mesa Boulevard and north of Executive Center. In general, El Paso's developer community is skeptical, although not entirely dismissive, that New Urbanism strategies in the urban core will lead El Pasoans to make new lifestyle choices. On the other hand, as the price of commuting rises over the long-term and as new amenities in the downtown area are slowly added, it would be reasonable to assume that more residents will consider living in or near the central city.

Another identified influence in the El Paso area is the cross-border trade. Although the manufacturing sector in the United States and Mexico suffered significantly due to the economic downturn between 2008 and 2009. At the time of the demographic update (mid-2011), border trade volumes were improving and this was having a positive effect on the local economy. The 24,000 acre Santa Teresa Industrial Park and master planned community, which is located in southern Doña Ana County along the New Mexico-Mexico border, is in a strong position to become a major growth area for the region by exploiting these trends. An additional prospect for the region is the new Tornillo border crossing in Texas that will replace the existing Fabens-Caseta crossing with a six-lane facility in 2013. It is expected that the new bridge crossing will spur the construction of new warehousing and other industrial facilities near Interstate 10 in the Lower Valley (or Mission Valley) area of El Paso County.

Fort Bliss has grown to become the U.S. Army's second largest installation, playing a major role in training and the deployment of troops from U.S. wars and military exercises around the globe. With the addition of civilian employment, Fort Bliss' total workforce has grown from approximately 22,000 soldiers and employees in 2007 to approximately 41,000 in 2011. One significant upcoming development will be the replacement of the William Beaumont Army Medical Center. Construction began in August 2011 and the facility is expected to open in 2016.

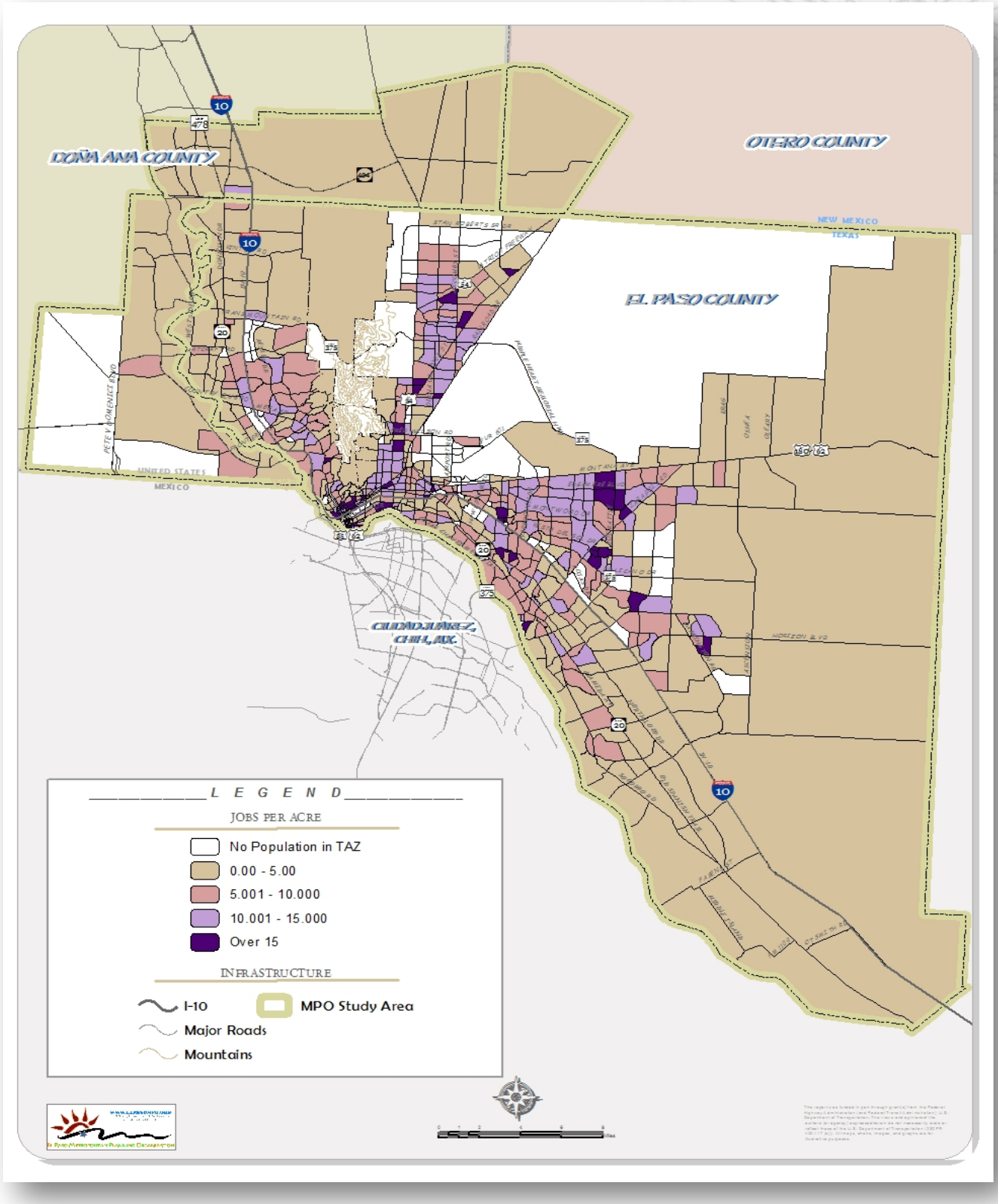
Population and employment forecasts are illustrated by the following three maps. *Map 1* shows where jobs and housing growth are projected to occur and *Map 2* and *Map 3* show projected future population and employment densities, respectively. It is observed that population increase is mostly located outward from the urban core of the EPMPO, primarily in the Northeast, Northwest and far East-Horizon area. However, job concentrations will remain primarily within urban employment centers and corridors. This means people will be required to travel further to places of employment.

Map 1: Population and Employment Growth Projections, 2007-2040

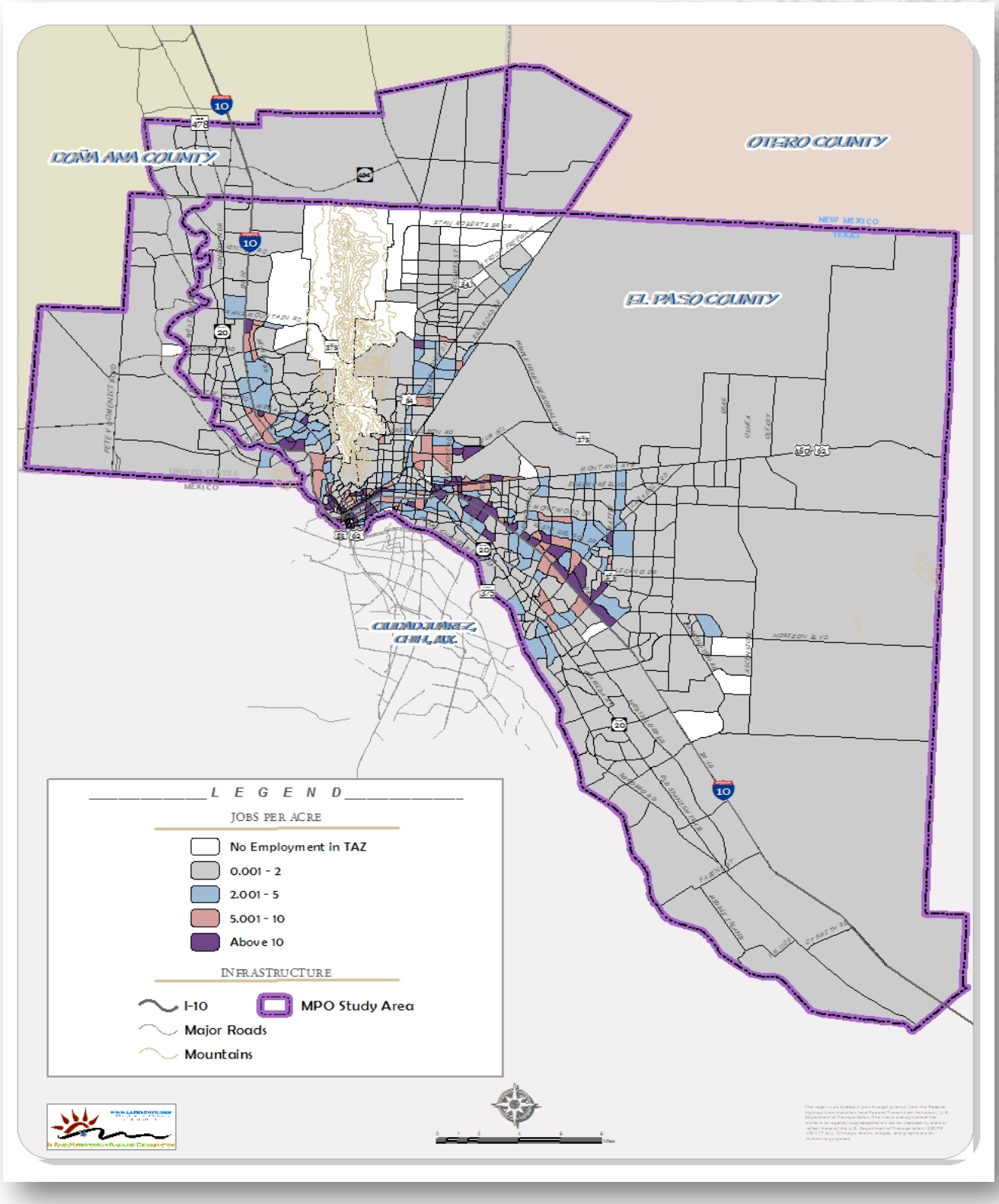


Until very recently, the El Paso MSA avoided the severe downturn that has affected the national economy. However, the region has likely entered into a period of modest economic growth with higher than average unemployment that will probably exist for the next 12 to 36 months. This is because the economic stimulus which helped the region move through the recession relatively unscathed, namely the expansion of Fort Bliss, is coming to an end. The region's longer-term economic growth trends will be tied to military activity and the competitiveness of the U.S.-Mexico border region in global manufacturing. From the current perspective and until the next update of the MPO's socioeconomic data, both of these industries appear to have a stable outlook over the near and medium-term.

Map 2: Population Density, 2040



Map 3: Employment Density, 2040



Network Conditions

Past and Current Travel

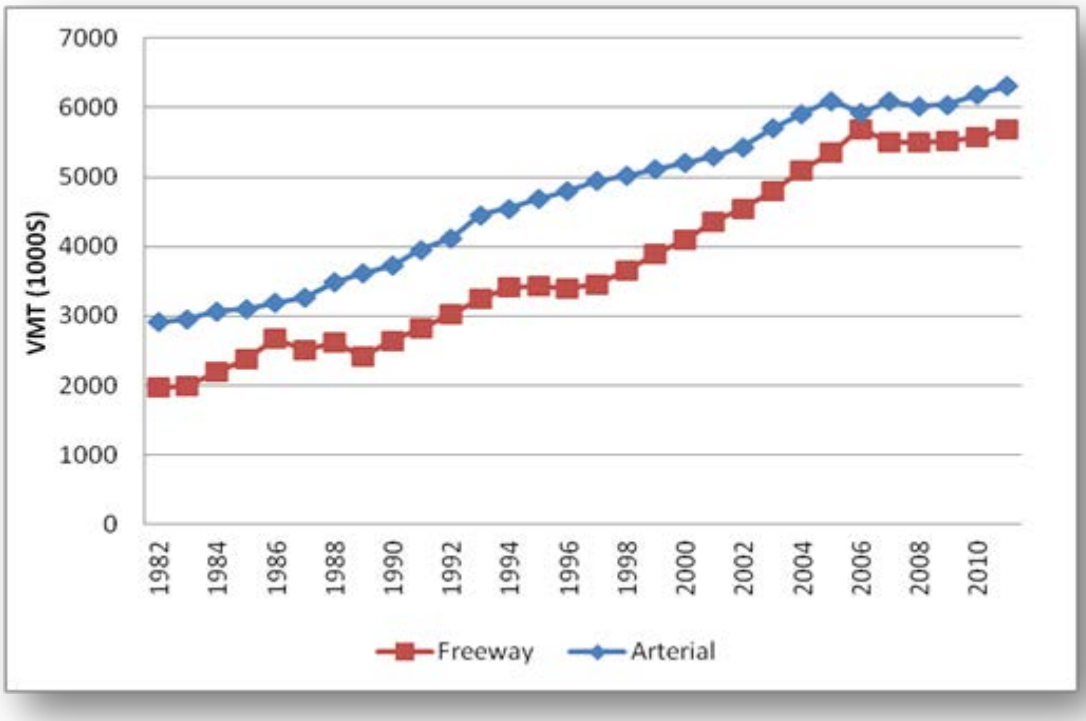
VMT in the El Paso Area

Historic data trends from the annual Urban Mobility Report (UMR), published by the Texas A&M Transportation Institute (TTI) provide a picture of what current and future roadway conditions in the EPMPO area will look like.

The 2012 Urban Mobility Report provides information on the congestion levels in large and small urban areas in urban America. The 2012 Urban Mobility Report is the 3rd prepared in partnership with INRIX, a leading private sector provider of travel time information for travelers and shippers. The data 2012 Urban Mobility report are hundreds of speed data points on almost every mile of major road in urban America for almost every 15-minute period of the average day (1).

A key performance measure reported in the UMR is vehicle miles traveled, which reflects the amount of vehicle travel on the roadway network. *Figure 2* shows the historical trend in daily vehicle miles traveled in the EPMPO from 1982 to present. During most of the 30-year period, EPMPO has seen a steady grow in VMT for both Freeways and Arterial Streets.

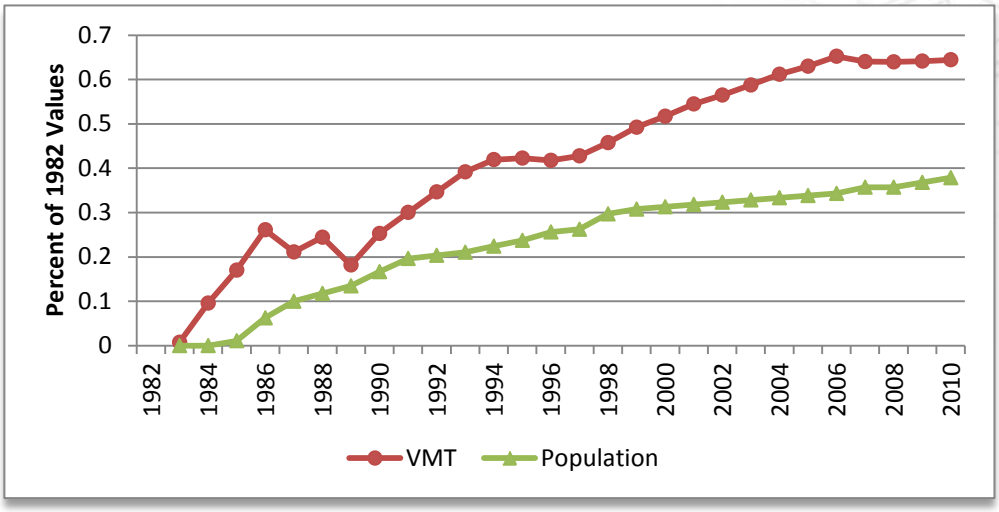
Figure 2: Daily Vehicle-Miles Traveled (1000s) in the EPMPO Area, 1982-2011



Source: TTI's 2012 Urban Mobility Report Powered by INRIX Traffic Data

Figure 3 illustrates changes in VMT and population in the EPMPO Area between 1982 and 2011. Data shows that over the past 30 years the VMT has outpaced population despite interim peaks and valleys in the early years.

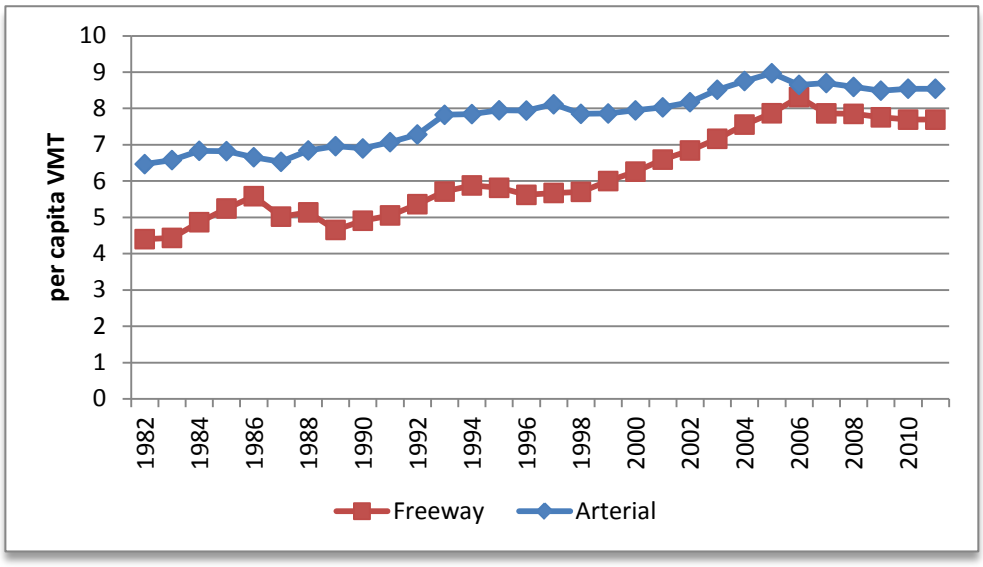
Figure 3: Population vs. VMT in El Paso MPO area



Source: TTI's 2012 Urban Mobility Report Powered by INRIX Traffic Data

Another way to look at VMT trends is to calculate per capita VMT; that is VMT divided by the population. This measure is the average vehicle miles people travel. Although population has been increasing, per capita VMT has been stable since 2007 in both Freeway and Arterial streets. The constant values mean individuals are starting to drive less after a noticeable increase between 1998 thru 2007. Changes in driver behavior are not yet considerable enough to decrease VMT but at least to prevent it from increasing as was the pattern in previous years.

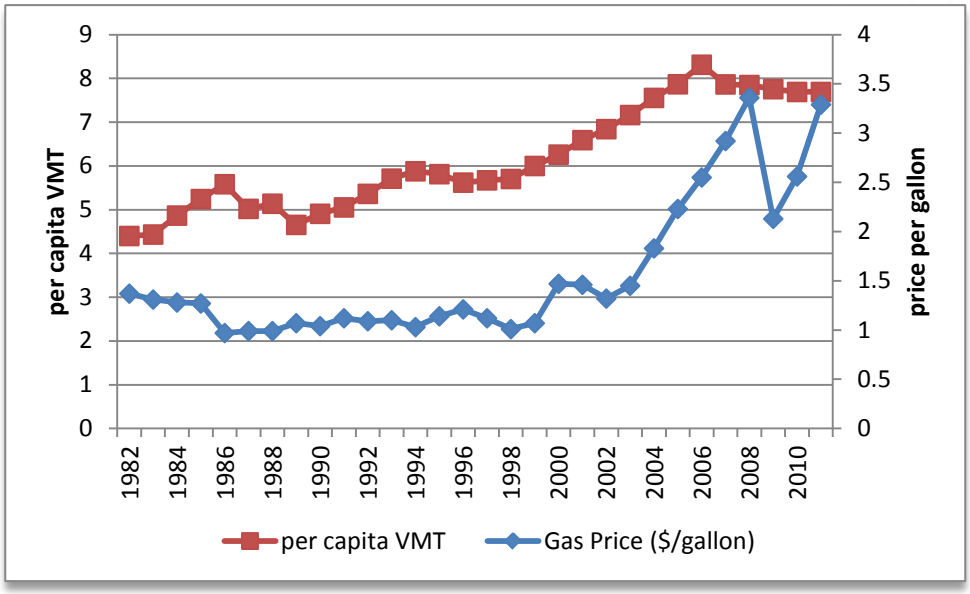
Figure 4: Per capita Annual VMT 1998-2012



Source: TTI's 2012 Urban Mobility Report Powered by INRIX Traffic Data

It appears that gas price is beginning to influence El Paso motorists to take fewer trips, carpooling and using more public transportation. However, stronger efforts to provide multimodal options for travelers are needed to encourage higher changes in driver behavior. The gas price vs. VMT graph in *Figure 5* shows that gas prices and per capita VMT raised beginning in 2002. There was a significant dip observed in 2009 for the gas price followed by a continuous rise. Per capita VMT decreased in 2007 and has been decreasing at a very low rate since.

Figure 5: Gas Price vs. per capita VMT in freeways along El Paso MPO area.



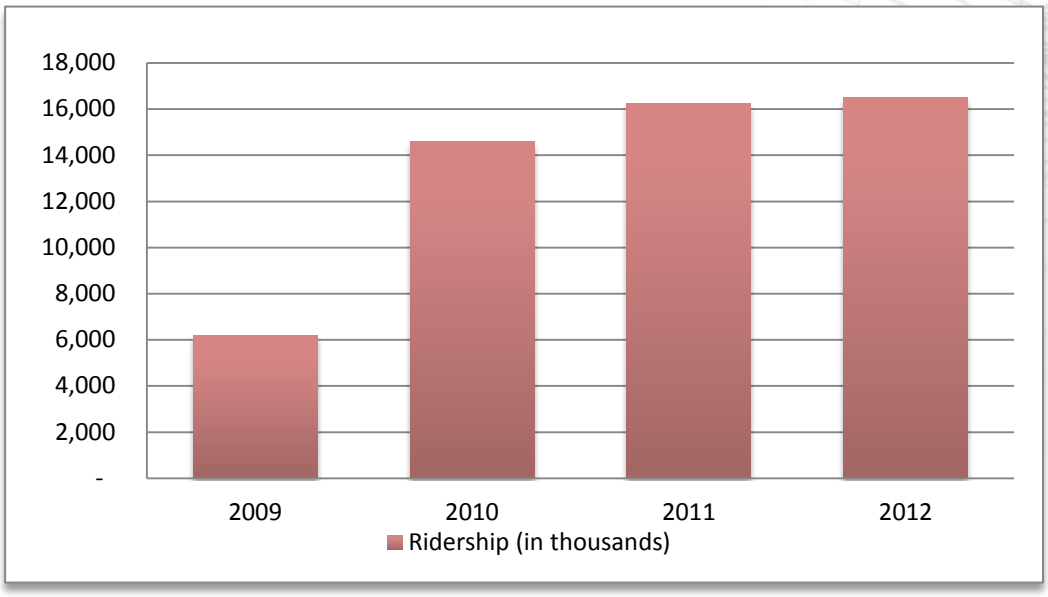
Source: TTI's 2012 Urban Mobility Report Powered by INRIX Traffic Data

Transit Performance Indicators

Public transportation in the city of El Paso is operated by Sun Metro. Today, Sun Metro operates 166 Fixed Route Vehicles, 65 LIFT Route Vehicles, and serves more than 15 million passengers a year, while the paratransit LIFT vehicles provide about 200,000 disabled passenger trips. Sun Metro's new vision is to make transit a more accessible, attractive, and viable travel option and to make El Paso the least car dependent city in the nation.

Sun Metro's 2012 performance indicators year to day (YTD) report (*Table 9*) provides several performance categories that are measured monthly and compared to projected goals. A key performance indicator is ridership; that is the number of customers boarding a system of public transportation. *Figure 6* shows that total ridership per year for fixed routes in El Paso experienced an increase since 2010. According to the American Public Transportation Association (APTA), Sun Metro ridership has increased by 8.15 percent during the first quarter of 2010. Sun Metro has been working on improving on-time performance and providing amenities to make public transportation more attractive and accessible.

Figure 6: Sun Metro ridership



Source: Sun Metro Planning Department

Sun Metro is transitioning from "hub and spoke" to a node system. In order to achieve this, its capital improvement plan included the construction of four mass transit terminals throughout the city.

- The $9 million Glory Road Transfer Center and Parking Garage has 436 parking spaces in seven levels, bus stop bays, waiting areas, offices, public restrooms, retail space and landscape areas.
- The $3 million Mission Valley Transfer Center project includes 3,300 sq. ft. terminal buildings with restrooms, offices and snack bar area, bus stop bays, and public parking areas.
- The $4 million Downtown Transfer Center project has 6,000 sq. ft. terminal buildings, offices, restrooms, a restaurant, retail space, 17 bus stops, landscape areas, public art components, and a public parking lot.
- The $2 million Westside Transfer Center consists of 3,500 sq. ft. buildings including waiting areas, concessionaire space, offices, restrooms, 7 bus bays, and a 175 space parking lot.

Projects were funded with ARRA funds and included the installation of security cameras, Wi-Fi, and fiber optic connections (Source: ECM International.INC., construction manager for the transit terminals).

Table 9: Transit Performance Indicators YTD June 19, 2013

May 2013	Sun Metro LIFT - City vs. MV Performance				
Paratransit	City Performance 2012		MV Performance		
Ridership	May 2012	Nov 2011 - May 2012 YTD	May 2013	Nov 2012 - May 2013 YTD	Goal FY 2013
Total	19,662	134,474	22,459	149,489	220,440
Passengers per Hour	1.80	1.87	1.76	1.61	2.0
Safety					
Collisions per 100,000 Miles	0.9	1.4	1.3	2.5	1.3
Worker's Comp Claims per 100 Employees	2.0	1.8	0.7	0.5	1.0
Maintenance					
Preventative Maintenance	99.0%	98.0%	100.0%	100.0%	100.0%
Revenue Miles Between Road Calls	48,921	65,941	25,687	32,806	35,000
Customer Satisfaction					
On-Time	82.0%	84.0%	88.8%	87.0%	95.0%
Missed Service	0.03%	0.03%	0.06%	0.11%	0.04%
Detailed Bus Cleanings per Month*	155	977	75	537	1,078
Customer Complaints per 10,000 Passengers	7.2	12.74	11.13	18.43	10.00

* MV Contractual bus deep cleanings is 1/bus/month AND thorough daily cleaning. The City was doing it twice a month.

May-13	Sun Metro- El Paso Texas						
Fixed Route	FY 2012		FY 2013		Actual	Goal	Projected
Ridership	Month	YTD	Month	YTD	FY 2012	FY 2013	FY13 Goal
Total (in thousands)	1,378	12,299	1,472	12,452	16,402	17,222	16,735
Passengers per Hour	29.1	28.9	30.5	29.1	28.8	29.1	29.1
Farebox Recovery Ratio	20.62%	22.31%	17.95%	23.63%	22.60%	22.60%	23.50%
Affordability							
Cost per Trip	$2.69	$2.49	$2.91	$2.28	$2.46	$2.88	$2.40
Comparing fares- Full Fare	$1.50	$1.50	$1.50	$1.50	$1.50	$1.50	$1.50
Safety							
Collisions per 100,000 Miles	1.0	2.0	1.2	2.0	2.0	2.0	1.9
Worker's Comp Claims per 100 Employees	1.3	1.3	1.4	1.2	1.3	1.3	1.2
Maintenance							
Preventative Maintenance	100.0%	99.1%	95.0%	97.4%	99.2%	99.0%	98.0%
Road Calls	54	475	22	228	637	637	304
Customer Satisfaction							
On-Time	98.0%	97.1%	97.0%	97.6%	97.3%	97.0%	98.0%
Missed Service	0.03%	0.09%	0.02%	0.02%	0.07%	0.04%	0.02%
Detailed Bus Cleanings per Month	332	3,024	332	2,984	4,020	4,020	3,979
Customer Complaints per 100,000 Passengers	9	10	9	7	9	9	7
Shelters / Bus Stops	304 / 2,884	304 / 2,884	375 / 2,858	375 / 2,858	306/2,884	400/2,884	375/2,884

Source: Sun Metro Planning Department

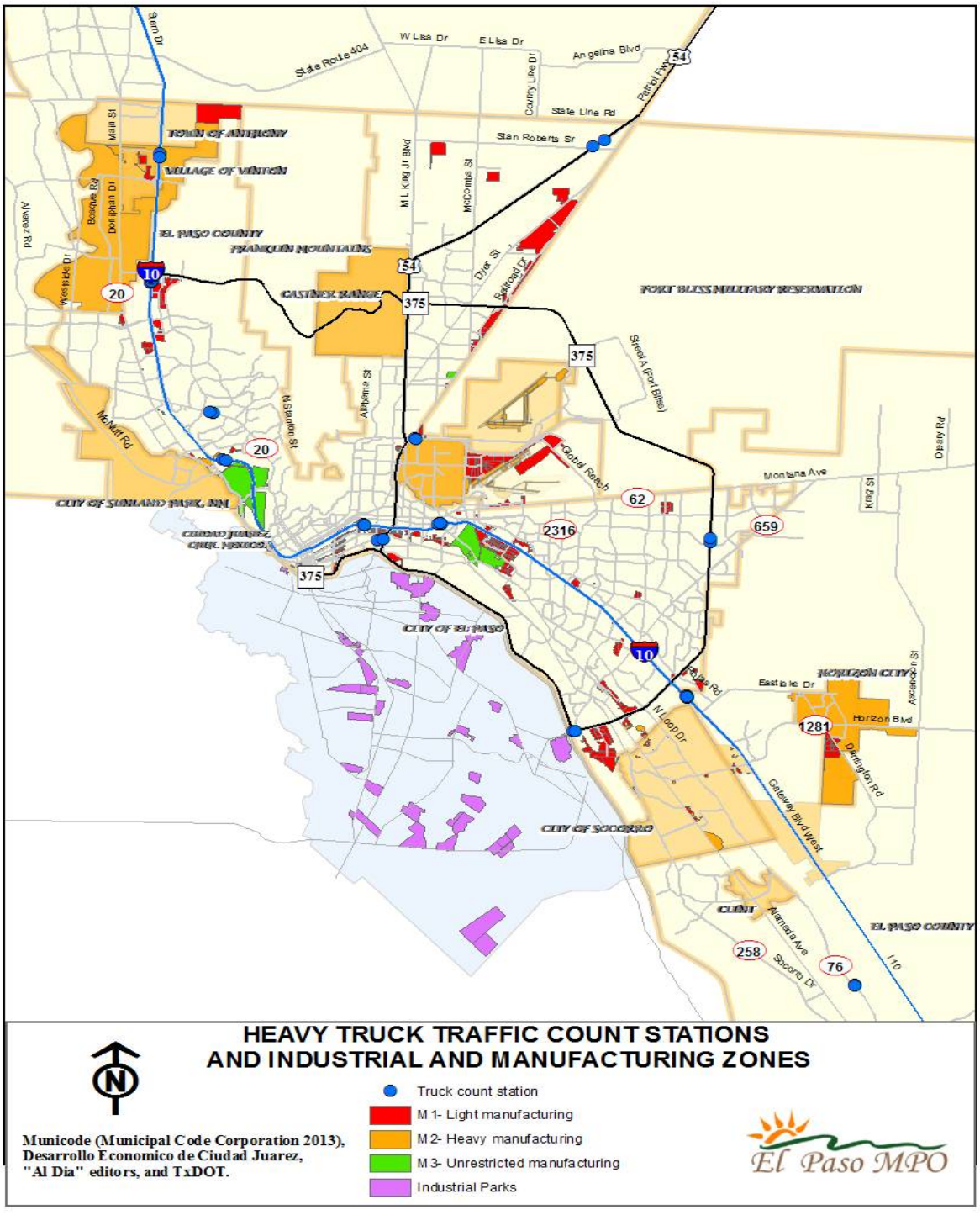
Freight Movement

Freight travel patterns were studied by the University of Texas at El Paso (UTEP) during the development of a research report conducted for El Paso MPO in May 2013. Recent information regarding freight activities and centers of distribution in the El Paso-Juarez border region are reported in this document. *(Warehouse Location and Freight Attraction in the Greater El Paso Region, May 2013).* The objective of the research was to identify potential locations surrounding the greater El Paso-Juarez region that can provide greater accessibility and mobility for increasing freight flows and that are economically feasible.

In order to visualize the location of industrial and manufacturing zones in El Paso and Juarez, *Map 4 shows* the three different zone classifications in El Paso and the industrial parks in Juarez. The first zone called Light Manufacturing District is for light industries related to manufacturing facilities, distribution, and warehousing. This type of district, denoted as M1, is intended to preserve a light industry nature regarding conditions such as noise, smoke, or vibrations. The second zone is named Heavy Manufacturing District is denoted as M2. This zone describes the industrial regions where more conflict regarding hazardous conditions is found. The third zone called Unrestricted Manufacturing District, denoted as M3, has the same characteristics as the Heavy Manufacturing District.

Most of the districts located in El Paso region are classified as Light Manufacturing Districts, or M1. The map also shows how M1 districts are concentrated mainly around the El Paso International Airport, Railroad Drive located on the city's northeast region, and on Desert Boulevard/Artcraft Road located on the far west side of the city. Two additional clusters are located at south of I-10 Freeway at Hawkins Boulevard, and Loop 375 north of Yslete-Zaragoza POE. As it can be seen in the map, M2 classified as Heavy Manufacturing District, is not very popular in El Paso region. The Unrestricted Manufacturing District (M3), is shown to be concentrated close to the POEs, mainly near Paso del Norte Bridge and BOTA. It was noticed that M3 is concentrated along railroads, which suggest that the main transportation mode for freight coming out of this district is trains.

Map 4: Heavy Truck Traffic Count Sites and Industrial and Manufacturing Zones in El Paso-Juarez Area



Traffic count information is collected from TxDOT on a yearly basis along state highways. Count stations are also identified in *Map 4.* Count information is used to identify the major freight corridors in El Paso. From *Figures 7 and 8* below, it is observed that Zaragoza Road at the Port-of-Entry carries the highest percent of truck traffic among the arterial facilities that are studied and Interstate Highway 10 near the Village of Vinton carries a 37% of truck traffic as vehicles exit the El Paso region.

Figure 7: Percent Trucks on Arterial Facilities

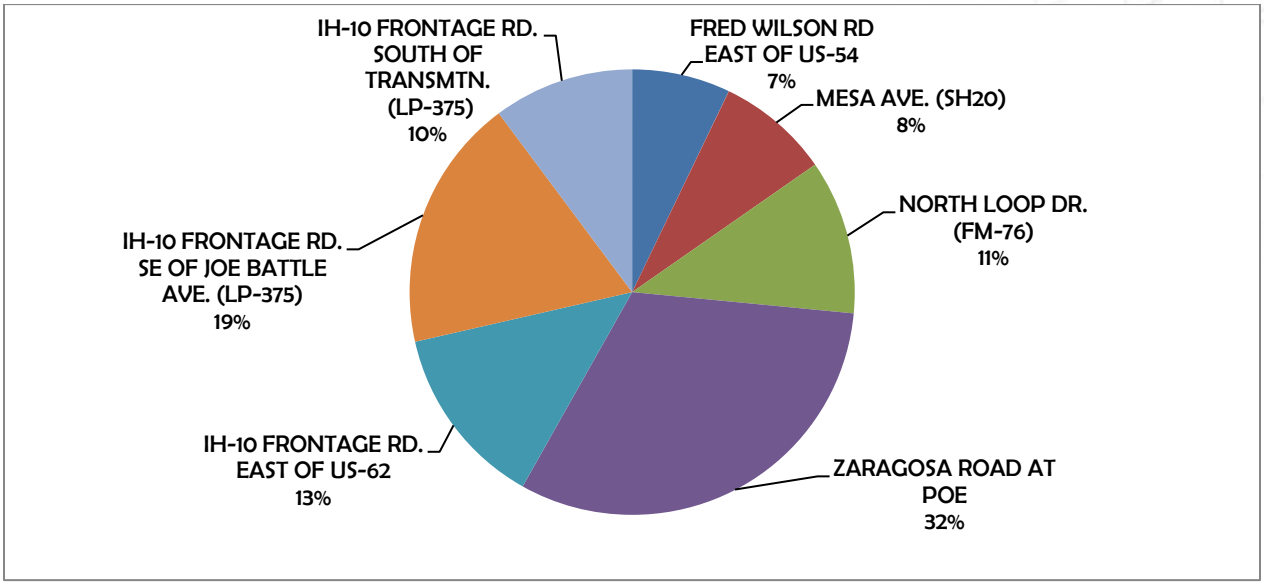
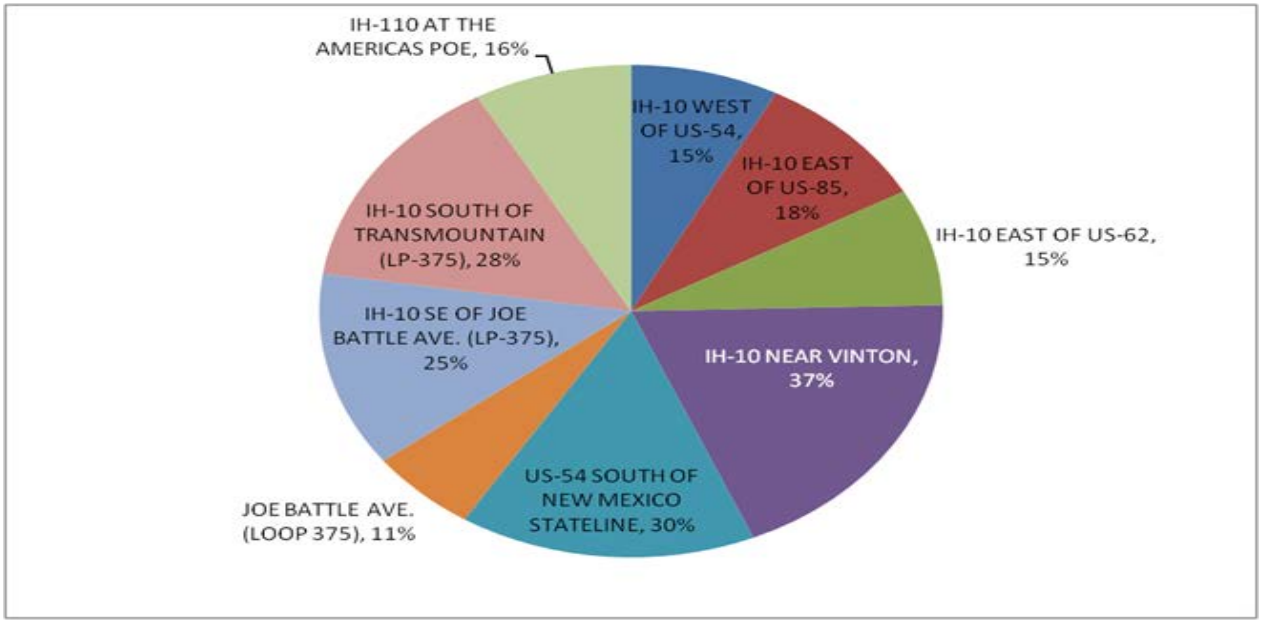


Figure 8: Percent Trucks on Freeway Facilities



Truck Crossings at the Ports-of-Entry

Mexico has big trade agreements all over the world, especially with U.S. Ciudad Juarez, which is one of the largest industrialized cities in Mexico due to its low cost. U.S. companies send raw materials to the maquiladoras in Juarez. The maquiladoras are responsible for manufacturing and/or assembling products to ship back to the U.S. as finished products. Maquiladoras are arranged in different categories such as automotive, electrical, electronics, plastics/metals, medical devices, services, office products and packing material. Some maquiladoras are located in Industrial parks.

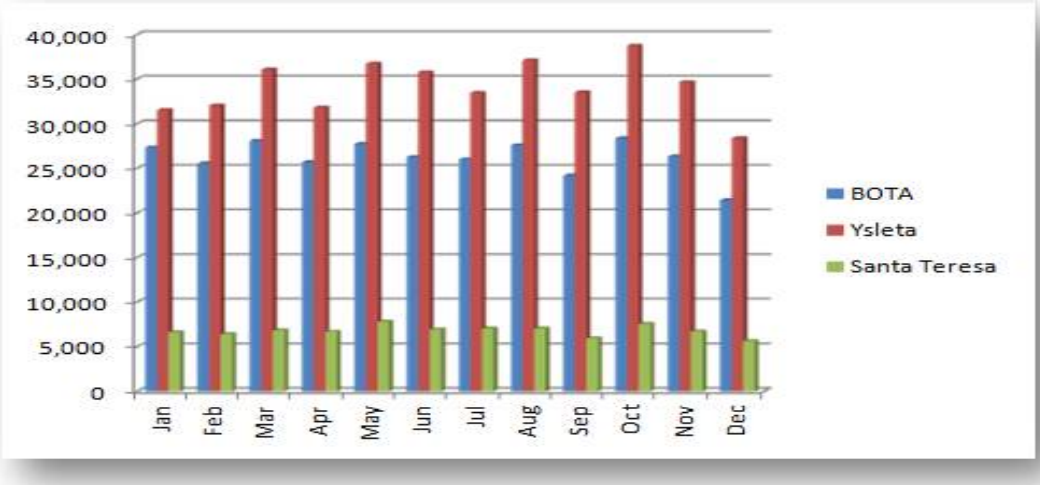
Table 10 and *Figure 8* show the northbound crossings for commercial vehicles in the three ports-of-entry (POEs) that served commercial traffic in 2012. It can be observed that Ysleta-Zaragoza Bridge was preferred among trucking companies during this year. The highest number of crossings occurred in the month of October. The Bridge of the Americas (BOTA) was the second busiest POE. This POE has no access fee, but the limited operational hours and farther location may influence the demand at BOTA. Santa Teresa POE has relatively lesser northbound traffic, almost five times less than Ysleta-Zaragoza POE. The remote access from industrial parks may discourage local users to take advantage of this POE.

Table 10: Northbound Truck Crossing 2012

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
BOTA	27,349	25,562	28,090	25,701	27,745	26,280	26,024	27,602	24,199	28,392	26,332	21,454
Ysleta-Zaragoza	31,554	32,044	36,094	31,814	36,744	35,780	33,459	37,131	33,527	38,741	34,655	28,387
Santa Teresa	6,628	6,436	6,832	6,693	7,818	6,949	7,046	7,048	5,969	7,550	6,728	5,642

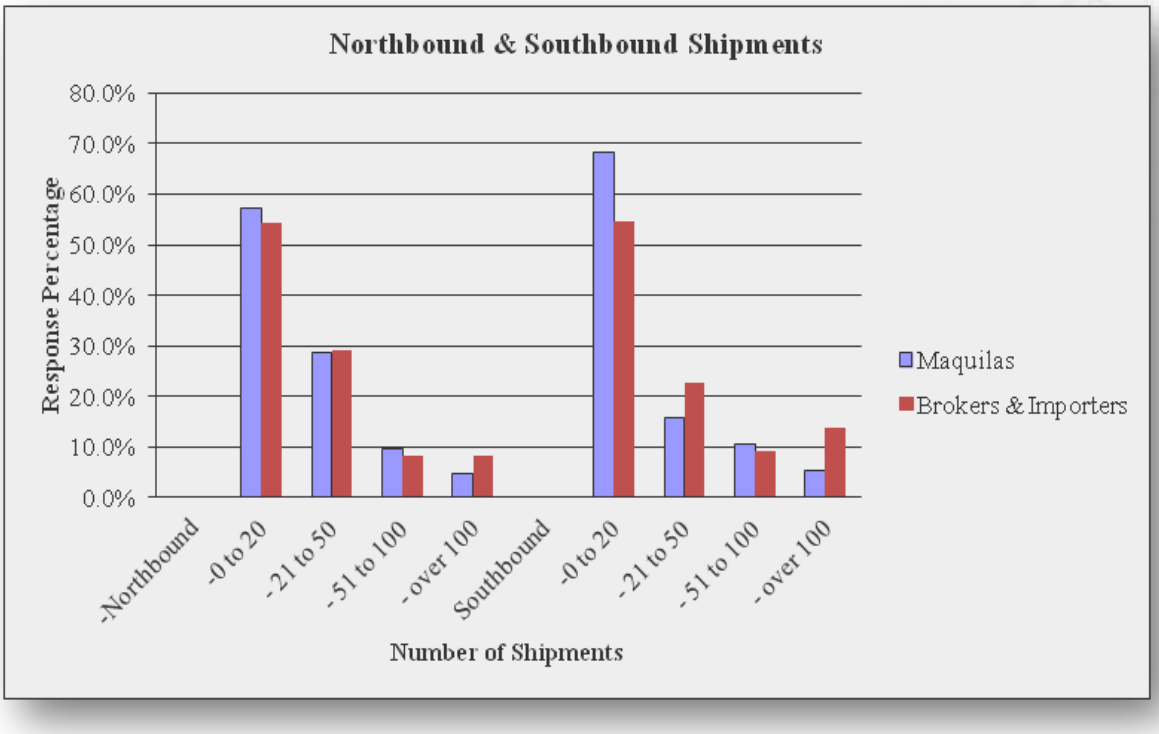
Note: Volume is in number of trucks/month
Source: City of El Paso 2013

Figure 8: Monthly Northbound Truck Crossings



Important findings about the current broker and maquiladora operations are presented in *figures 10* and *11*. *Figure 9* shows the distribution of companies that have different number of shipments, in the northbound and southbound directions, respectively. Each shipment may be approximated as a one one-way trip. Although the majority of the companies surveyed have less than 20 shipments per day; there are a few companies with over 100 shipments per day.

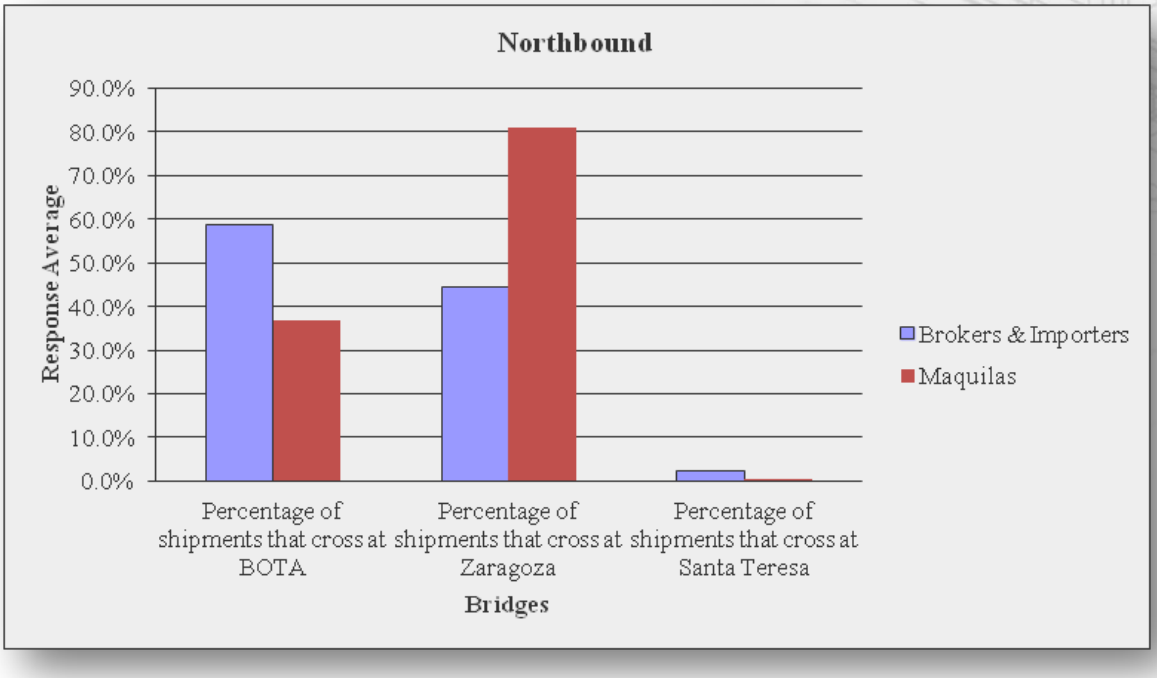
Figure 9: Northbound and Southbound Shipments Crossing on a Daily Basis



Source: (Caviness-Tantimonaco and Hernandez 2013)

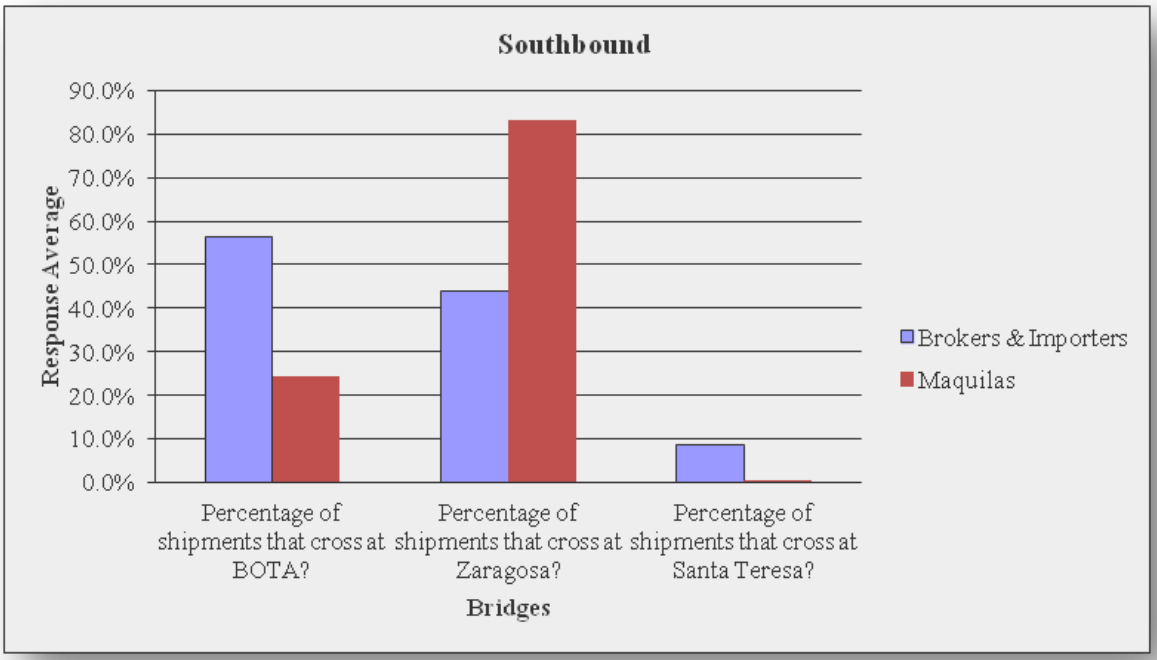
Figures 10 and 11 show the distributions of trips among the three POEs that serve commercial traffic. One noticeable trend is that the majority of the brokers and importers prefer to use BOTA POE while majority of the maquiladoras prefer to use Ysleta-Zaragoza POE.

Figure 10: Daily Northbound Shipments Distributed per Bridge



Source: (Caviness-Tantimonaco and Hernandez 2013)

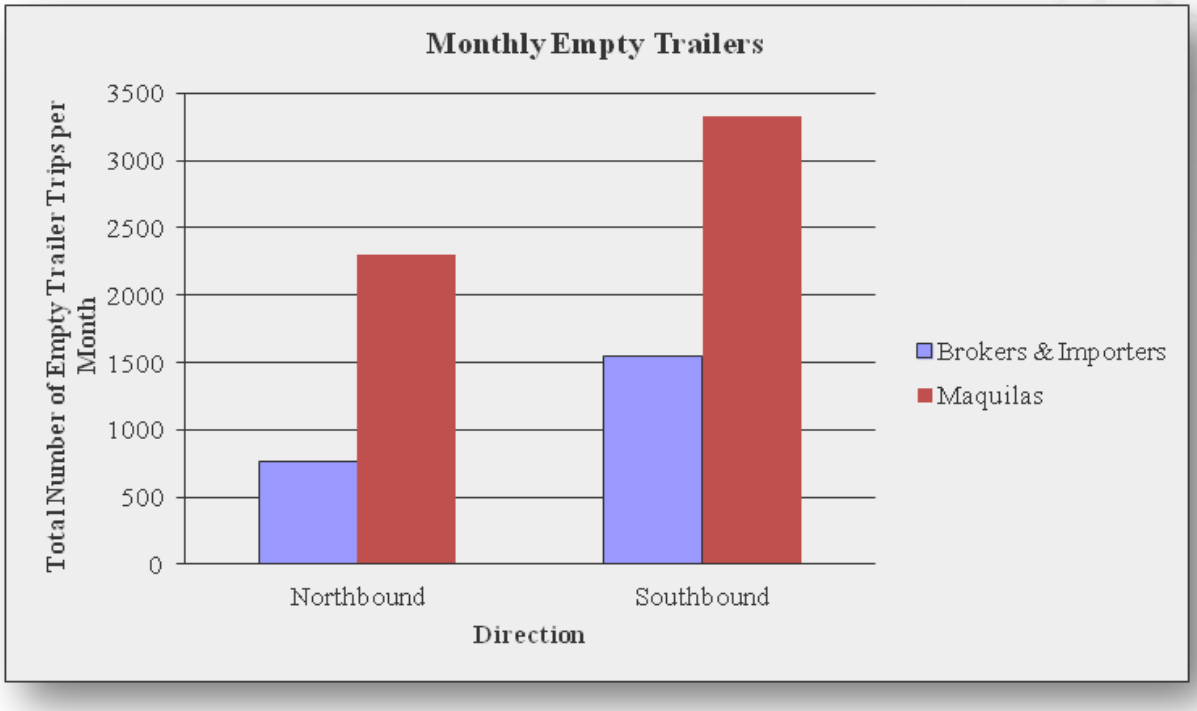
Figure 11: Daily Southbound Shipments Distributed per Bridge



Source: (Caviness-Tantimonaco and Hernandez 2013)

About half of the trailers crossing northbound at the BOTA POE are empty. One suggestion to reduce the number of empty trailer is to set up "empty trailer pools" at strategic locations in Juarez. Shippers could request trailers from the pools as needed. *Figure 12* displays, the total number of empty trailers that are moved across the three POEs by all the respondents. The movements of such empty trailers add to the queue and waiting time of real shipments at POEs.

Figure 12: Empty trailers shipped monthly



Source: (Caviness-Tantimonaco and Hernandez 2013)

Based on the information documented in the research report the following challenges and constraints for freight transportation in El Paso-Juarez region were identified:

- **Delivery Constraints:** The actual border crossing inspection infrastructure in the El Paso-Juarez region is not serving the demand and this results in long waiting times. Time spent in border crossings directly affect the cost of production of sub-assembled and final products manufactured in Ciudad Juarez. The delays increase the operating costs of the maquiladoras. Ultimately, this becomes a challenge for the region's economy.

- **Congestion:** The lack of planned road network infrastructure for freight causes a lengthy movement of goods in Ciudad Juarez. The congestion generated in principal arterials delays freight movement. Industrial parks require better access to deliver raw material and assembled products.

- **Pollution:** In order to overcome delivery constraints, trucking industries must rely on newer vehicle models with higher carrying capacities, better fuel efficiency and mechanical performance. Getting newer tractors and cargo units not only allows a more efficient movement of goods, but also, reduces pollution generated by old cargo trucks. At the same time, long vehicle queues accelerate the emission of greenhouse gases to the atmosphere. Shortening inspection times is a challenge that can benefit the environment.

- **Safety:** Due to the violence in the region many manufacturing companies were closed. The lack of employees is the biggest limitation when maquiladoras try to open more shifts to satisfy their demand.

Network Expansion and Performance

To address the increasing transportation demands in El Paso region, locations where roadway expansion will be needed to serve areas of new growth and address existing and projected capacity deficiencies have been identified by EPMPO using its transportation demand model. Modeling scenarios were generated using future year roadway networks with future year socioeconomic data (SED) to assess how the roadway network will perform in 2040. The roadway scenarios modeled include build and no-build scenarios. The build scenario includes projects programmed in the MTP and therefore represents how the network would perform with planned improvements. While the no-build scenario does not include any transportation projects programmed after 2010 and therefore shows what would happen to the network without any future year investments. Such model-based analysis allows for better understanding of future transportation needs and is an important consideration in determining which projects should be funded.

Network Expansion

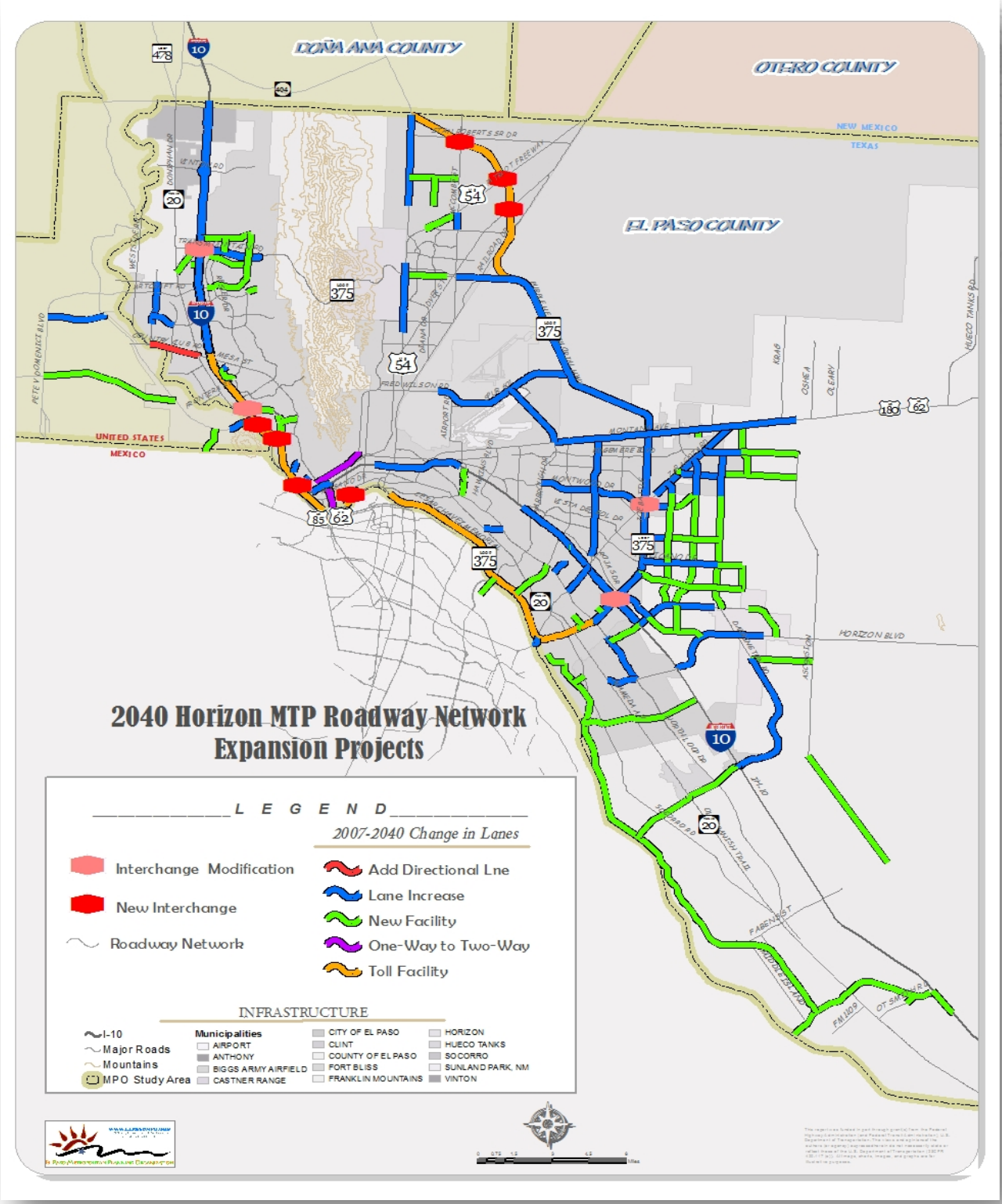
An effective measure of the extent of the roadway network for any given analysis year, as well as growth between years, is the number of total "lane miles" for the region (see *Table 11*). This table also includes anticipated population growth. New roadway expansion projects including new facilities and the expansion of existing facilities programmed for the 2040 MTP are depicted in *Map 5*.

Table 11: Roadway Network lane Miles in the MTP

Year	2007	2010	2040	Percent increase (2010-2040)
Network Lane Miles	3567.38	3663.19	4602.83	26%
Population*	786,560	832,836.00	1,158,195.00	39%

*Excluding group quarters

Map 5: Roadway Network Expansion Projects Included in the 2040 MTP



When compared to the geographic distribution of socioeconomic growth projections, it is clear that roadway projects programmed in the 2040 MTP are generally planned for areas where growth is expected and network expansion needs are greatest. Notable projects include:

- A significant number of east/west capacity enhancement/widening and network connectivity projects including:
    - The connection of Loop 375 (Border Highway West-express toll lanes) between Cesar Chavez Memorial Highway and Interstate 10 at Sunland Park Dr./ Doniphan Dr. new interchange
    - The connection of Loop 375 (SPUR 276) from north of Borderland to west of Interstate 10
    - Collector distributor lanes from Mesa Dr. to Sunland Park Dr.
    - Interstate 10 widening from Sumac Dr. to Eastlake Dr.
    - Interchange improvements at Loop 375 and Interstate 10
    - Loop 375 (Joe Battle Blvd) widening from Interstate 10 to Montana Ave.

- Major facility expansion projects include:
    - New express toll lanes at Americas from Zaragoza Blvd. to Interstate 10
    - New express toll lanes at Interstate 10 from Sunland Park interchange to Loop 375 (Transmountain Rd)
    - New Northeast Parkway facility (express toll lanes)

- Several roadway expansion projects and capacity enhancement/widening in the Far East growth area including:
    - Widening of Eastlake Dr. from Interstate 10 to Darrington Rd.
    - Extension of Pebble Hills Blvd. from John Hayes to Ascencion St.
    - Extension of Montwood Dr. from Tierra Este Rd. to rich Beam Blvd.
    - Extension of Vista del Sol Dr. from Tierra Este Rd. To John Hayes St.
    - Extension of Bob Hope Dr. from Joe Battle Blvd. to Horizon Mesa Blvd.
    - Extension of Rojas Rd. from Eastlake Dr. to Horizon Blvd.
    - Extension of Rich Beam Blvd. from Montwood Dr. to Easltake Dr.

Build and No Build Scenarios

The EPMPO maintains a regional travel demand model which forecasts growth and travel demand using a planned transportation network and anticipated socioeconomic information. For the 2040 MTP, model scenarios of the roadway network were developed to represent the base year 2007, the interim years 2010-2030, and the planning horizon year of 2040.

24 hr roadway segment volume-to-capacity (V/C) ratios for the entire modeling network are shown in *Map 6* and *7*. This measure represents the amount of traffic volume on a segment relative to the available capacity. The 2040 planning horizon *no-build* conditions are shown in *Map 6* which depicts what the transportation system would look like in 2040 if no additional roadway projects were implemented after the 2010 "committed" transportation network.

The 2040 *no-build* volume-to-capacity map show that travel conditions experience "severe congestion" primarily along portions of the interstate mainline and interchanges. At arterial corridors we observe "severe congestion" primarily on the Far East of El Paso west of Loop 375.

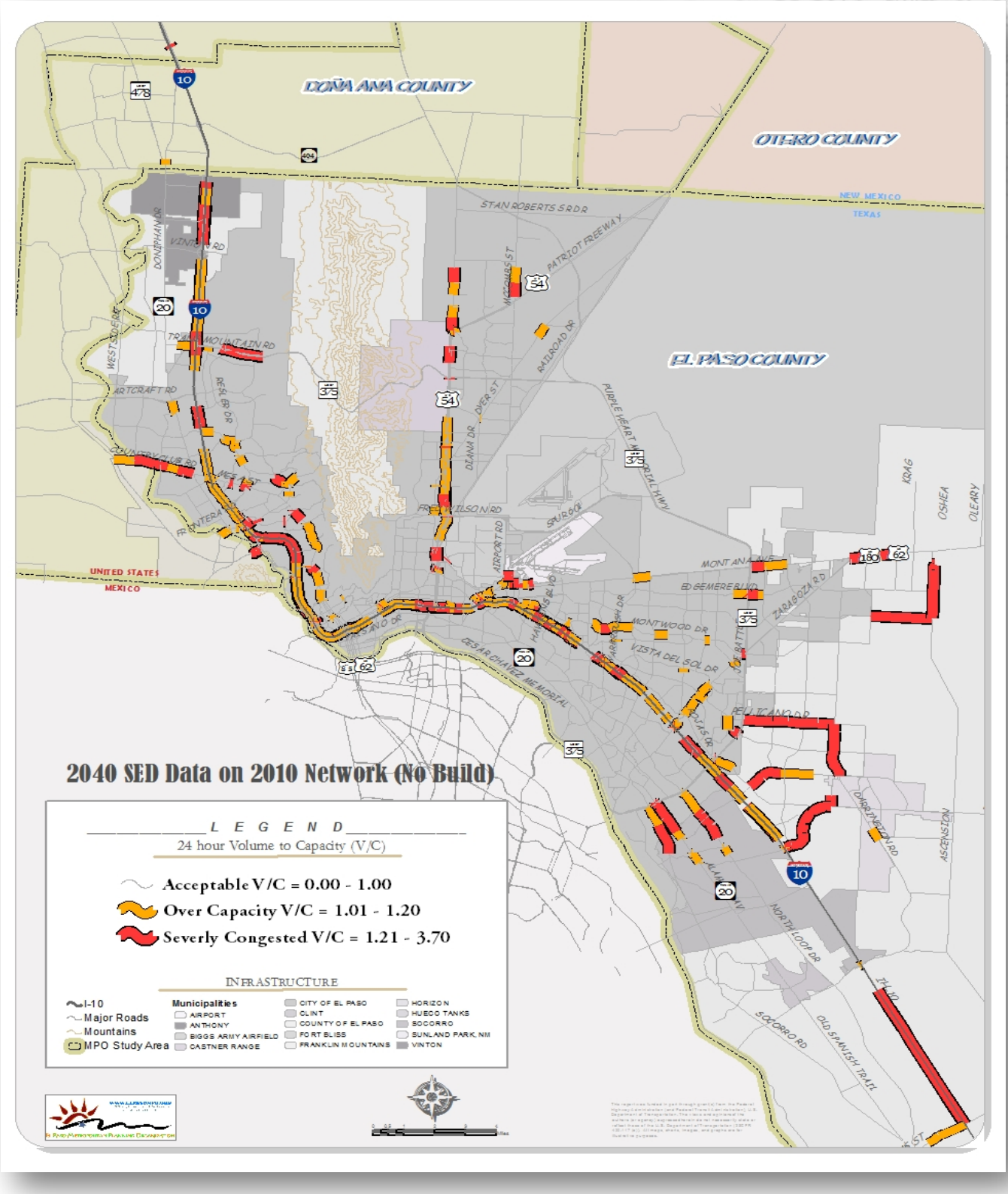
The build scenario *(Map 7)* depicts how the roadway network would perform with the addition of programmed projects. Similar patterns of congestion seen in the *no-build* scenario are exhibited, but in smaller magnitude. A build and *no-build* scenario comparison for the year 2040 is provided below. Conditions for future years are compared against existing conditions in the 2010 interim year.

Roadway Performance Differences for 2010 and 2040 (Build and No-build) Modeling Scenarios

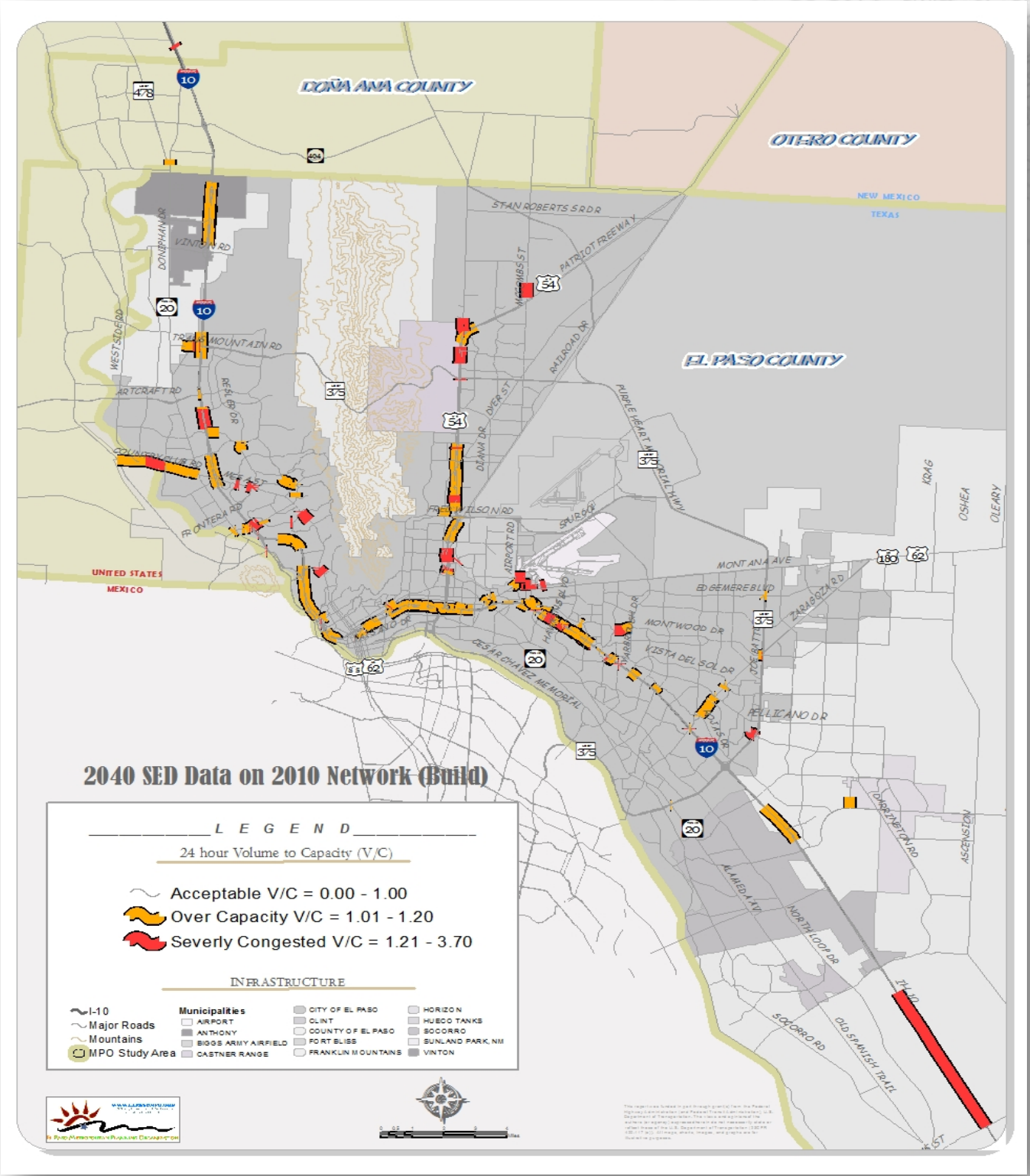
24hr Performance Indicators	2010	2040 No-build	2040 Build	Percent Difference (2040 Build to 2040 No-build)
Vehicle Hours of Travel (VHT)	520,406.80	1,325,186.14	971,561.02	-27%
Vehicle Miles Traveled (VMT)	16,605,447.52	26,895,069.36	26,3384,178.27	-2%

The 2040 build scenario does demonstrate meaningful improvements to the roadway network as vehicle hours of travel are significantly lower in the 2040 build scenario compared to the 2040 *no-build* conditions. However, despite the additional roadway infrastructure and improved roadway capacity, anticipated levels of congestion along portions of the interstate and patriot freeway (US 54) exceed what is considered acceptable by the traveling public, reinforcing the need to explore multi-modal options and other strategies.

Map 6: 2040 No-Build Scenario 24-Hour Volume to Capacity



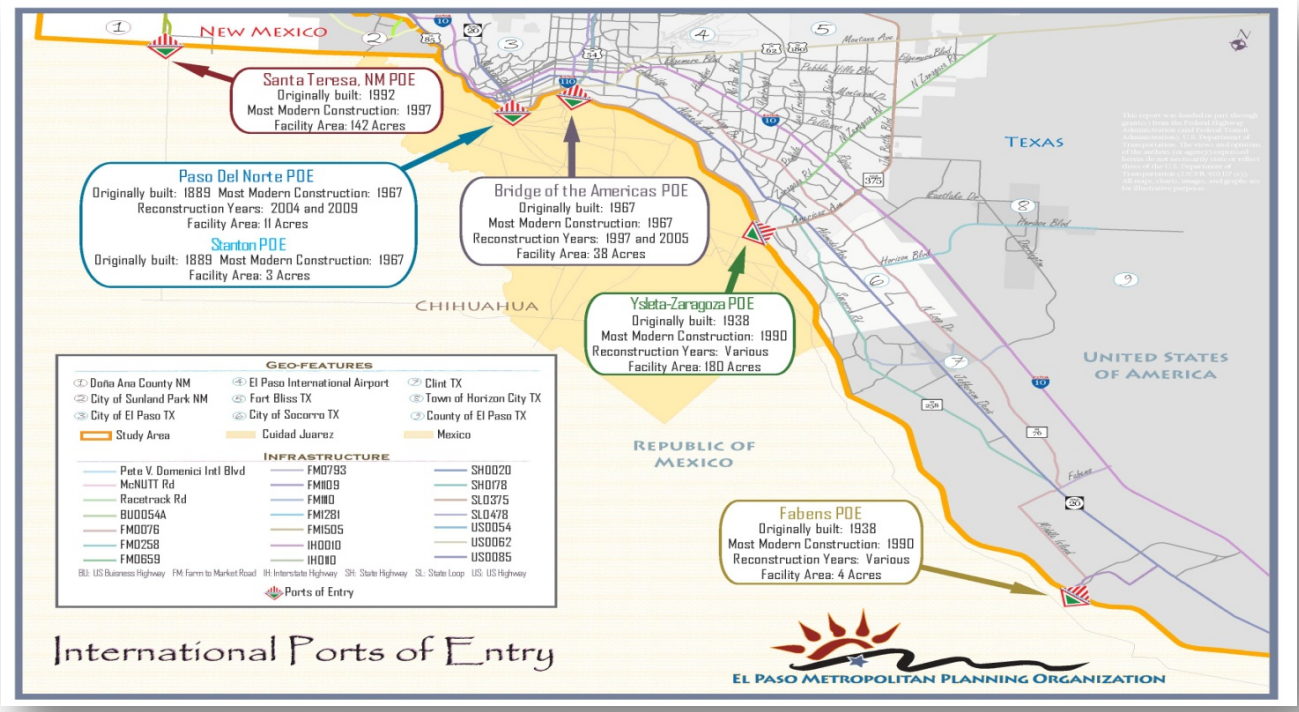
Map 7: 2040 Build Scenario 24-Hour Volume to Capacity



Border Planning

The El Paso/Dona Ana/Juárez international ports-of-entry (POEs) represent a system of land connections of regional significance. On one hand this system provides critical links between maquiladora factories, primarily located in Ciudad Juárez, and distribution centers and consumer markets located in metropolitan area of El Paso, Texas, New Mexico, and beyond. Over $70 billion in U.S.-Mexico trade crossed through the region's POEs in 2012, representing about a fifth of the total trade between the U.S. and Mexico[1]. In addition to facilitating trade, the network of area POEs also provides access to schools and businesses and contributes to a shared regional culture and lifestyle. In 2012, nearly 30,000 passenger cars and over 17,000 pedestrians used these crossings each day. Overall, border-dependent businesses and travelers contributed over $1 billion to the regional economy and supported nearly 700,000 jobs on both sides of the border[2]. Clearly, this POE system is a key contributor to the overall health and competitiveness of El Paso, Dona Ana, and Juarez, linking the two border communities, fostering international trade, and creating and supporting high paying, attractive jobs for the region's residents.

However, this vital system is being stressed by continued growth in traffic, trade, and pedestrian volumes, driven by the growing populations and economies of Texas and New Mexico, in general, and the El Paso/Dona Ana/Juarez region, in particular. Vehicular and pedestrian volumes are expected to grow significantly between now and 2040.



[1] U. S. Customs and Border Protection

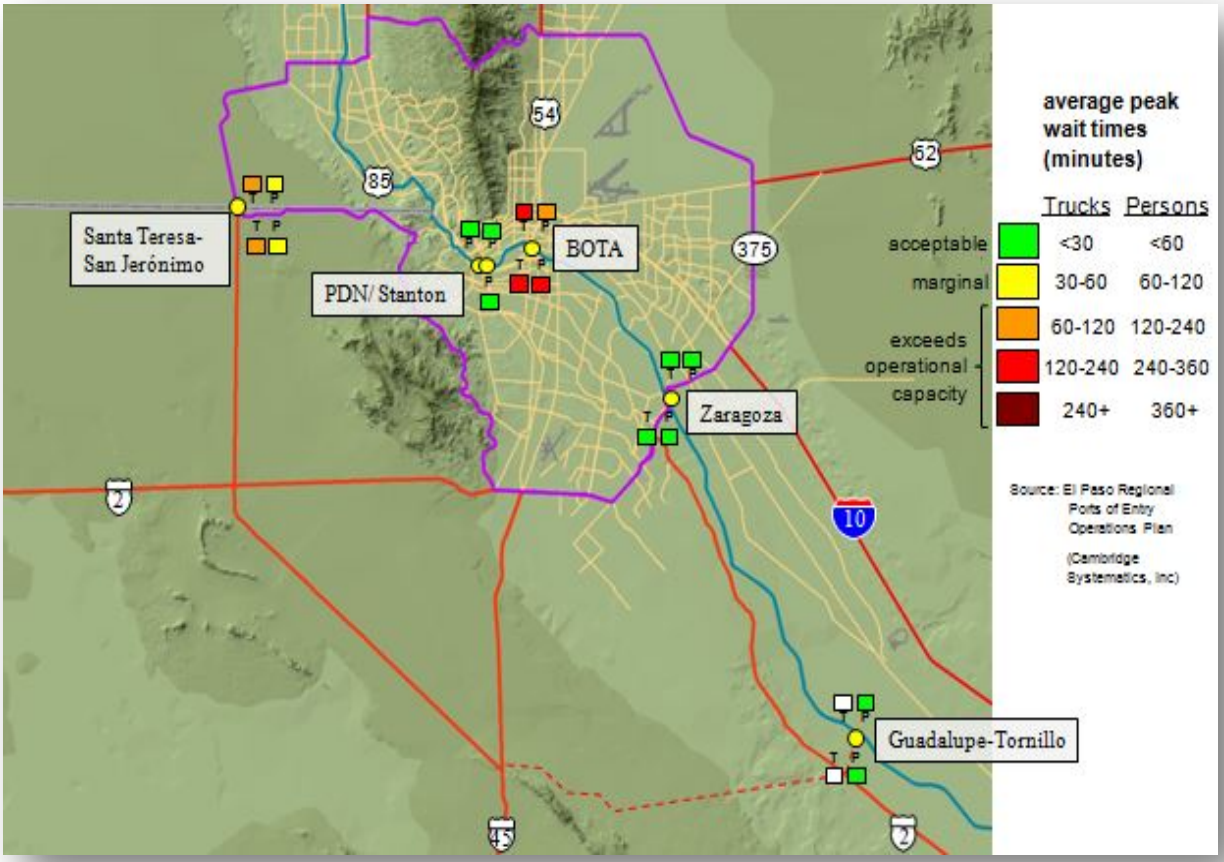
[2] "*El Paso POE Operations Plan*", Cambridge Systematics. Analysis based on REMI simulation.

Current Wait Times at Area POEs

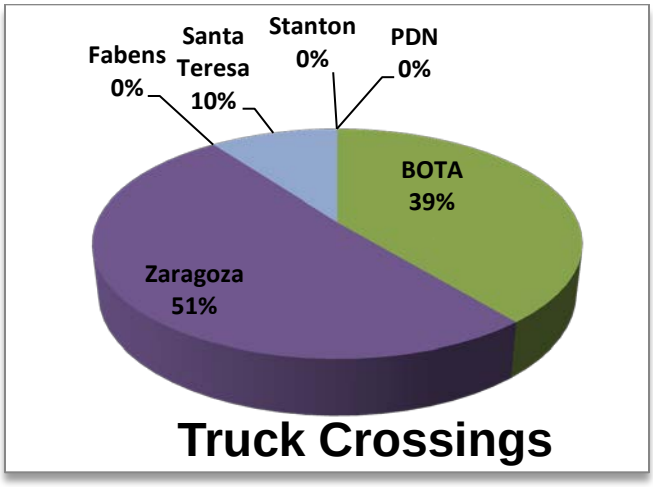
In an attempt to provide a measure of level-of-service, Cambridge Systematics/TxDOT's study "El Paso POE Operations Plans" developed the following categories of peak crossing wait times (in minutes):

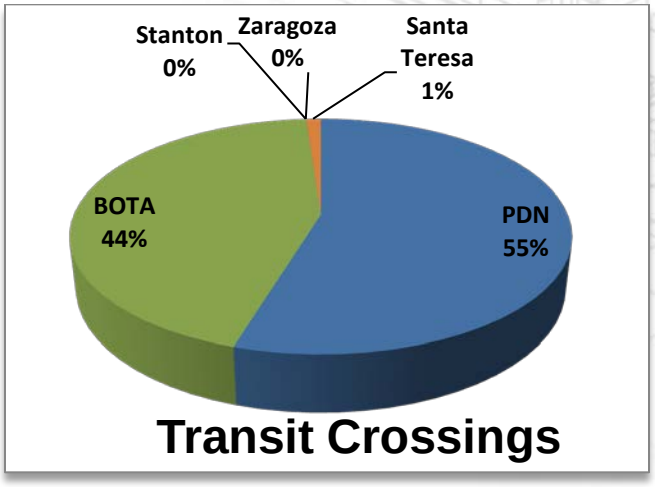
	Trucks	Persons
acceptable	<30	<60
marginal	30-60	60-120
exceeds operational capacity	60-120	120-240
	120-240	240-360
	240+	360+

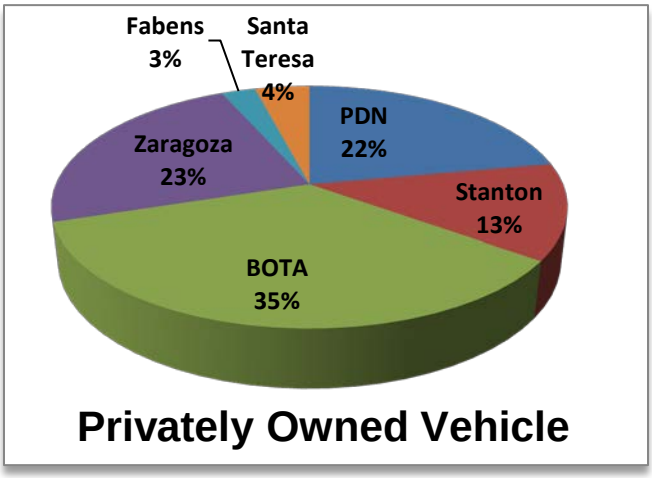
Wait times are already significant at a couple of the region's POEs, showing operations at or beyond capacity, as defined by Cambridge Systematics' study; this is shown schematically in the following map, with colors added to the categories for improved interpretation:

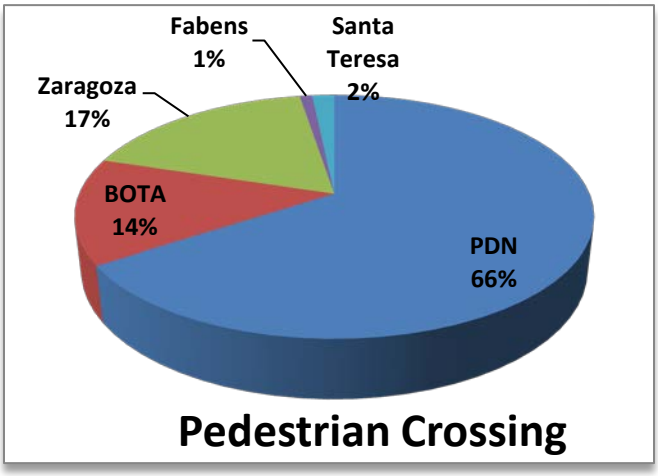


Border Crossings for 2012





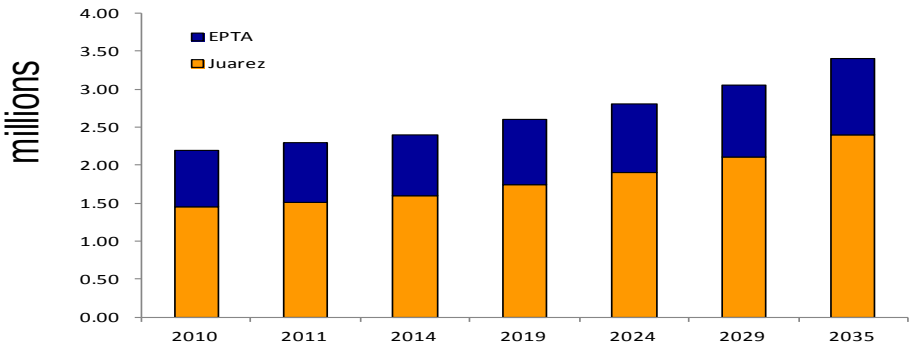




Source: U.S. Customs Service and Border Protection

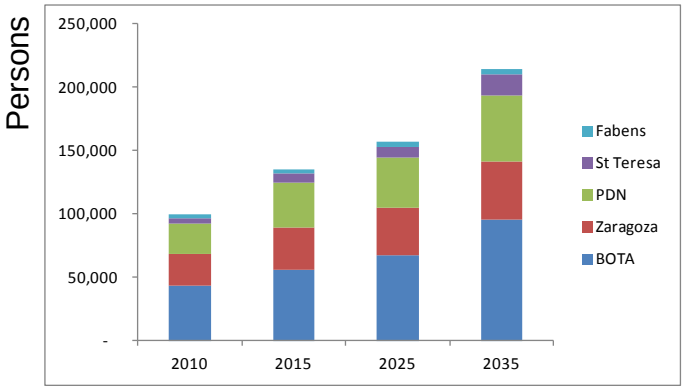
Expected Growth and POEs

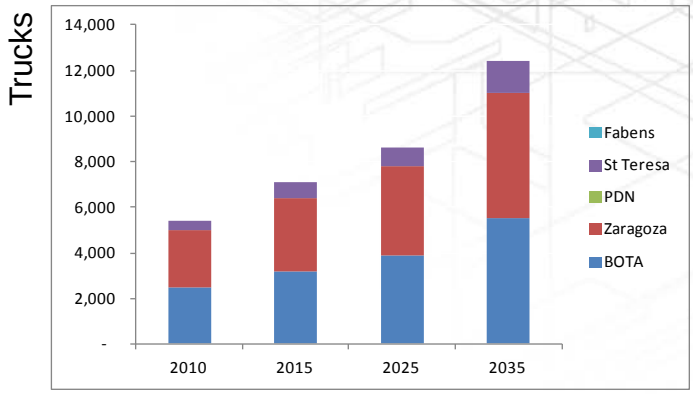
Population in the El Paso/Dona Ana/Juarez border area is expected to almost double by 2040.



Source: UTEP, Borderplex Long-Term Economic Trends to 2029,
April 2010 with Cambridge Systematics extrapolation from 2029-2035

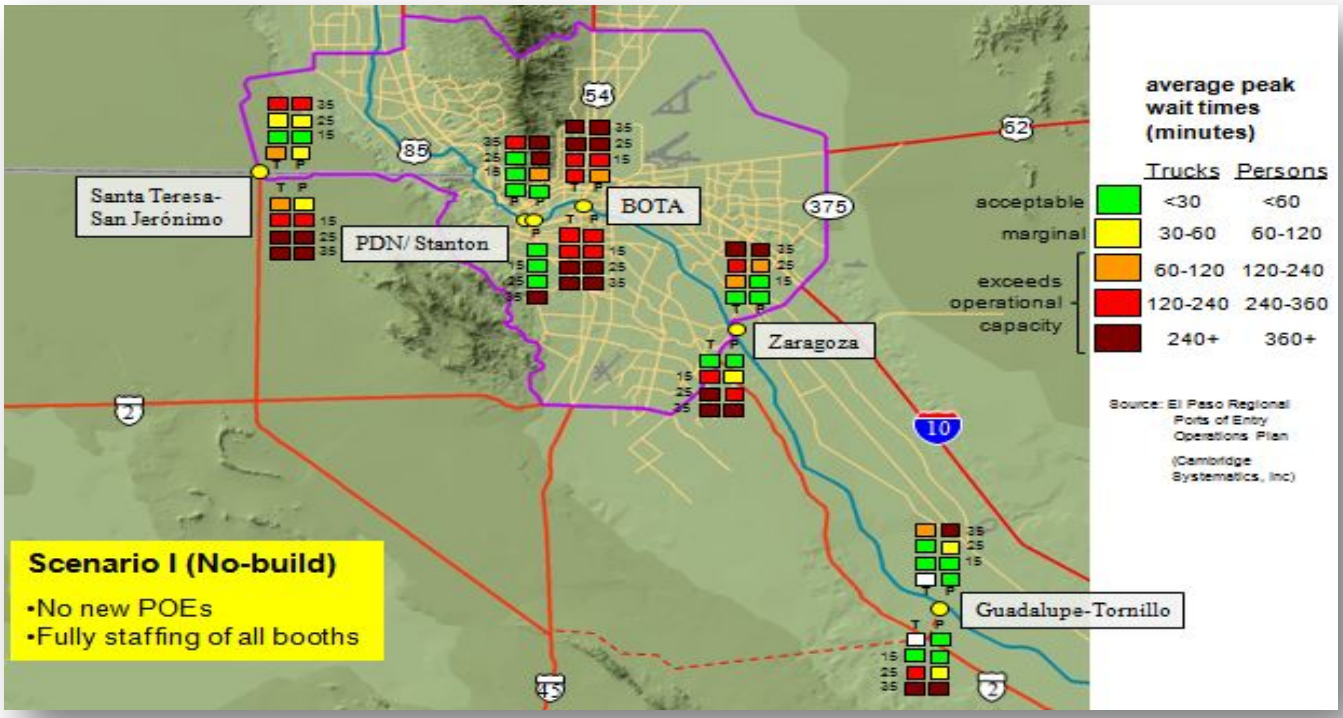
Such growth in population is expected to double the number of international crossings through the region's POEs in the next 25 years, by people (as pedestrians only, bus users, or private vehicle occupants) and trucks.





Source: Cambridge Systematics based on 2010 U. S. Customs and Border Protection counts and UTEP Border Region Modeling Project demographic data and cross-border growth forecasts

The Cambridge Systematics' study evaluated such growth in crossing flows on each of the existing POEs in the region. The no-build of new POEs, even if staffing and operations are optimized (scenario I), will yield considerable wait times at existing POEs (in most POEs as soon as 2015), as shown in the map below:



Impact on regional Economy

Not addressing wait times at area POEs will affect the regional economy.

The El Paso/Dona Ana/Juarez economies are tightly linked and long and unpredictable border wait times will adversely impact the overall economic health of the region. If left unchecked through 2040, forecasted congestion and wait times at the border are expected to contract the economy by $54 billion (21.8 percent), and cause a net job loss of about 850,000 (17.4 percent)[3]. The loss of business competitiveness due to cross-border freight wait times, will likely result in either relocation of businesses in the region or a potential cut-back in goods production.

While cross-border wait times associated with commuter trips is shown to have marginal impact on the regional economy today, it is expected to adversely affect El Paso's economy in the future. By 2035, work-related wait times are expected to cause a 2.6 percent loss in El Paso's economic activity, compared to 0.5 percent and 0.2 percent in Juárez/Chihuahua and Dona Ana County, respectively.

Efficient Transborder Mobility from Efficient System of POEs

Due to the extent of the border line and the geographical size of the twin border communities, a system of POEs working as a network can effectively provide improved transborder mobility; this includes improving the operation of current POEs as well as adding new ones.

In this regard, proposed new POEs include the following:

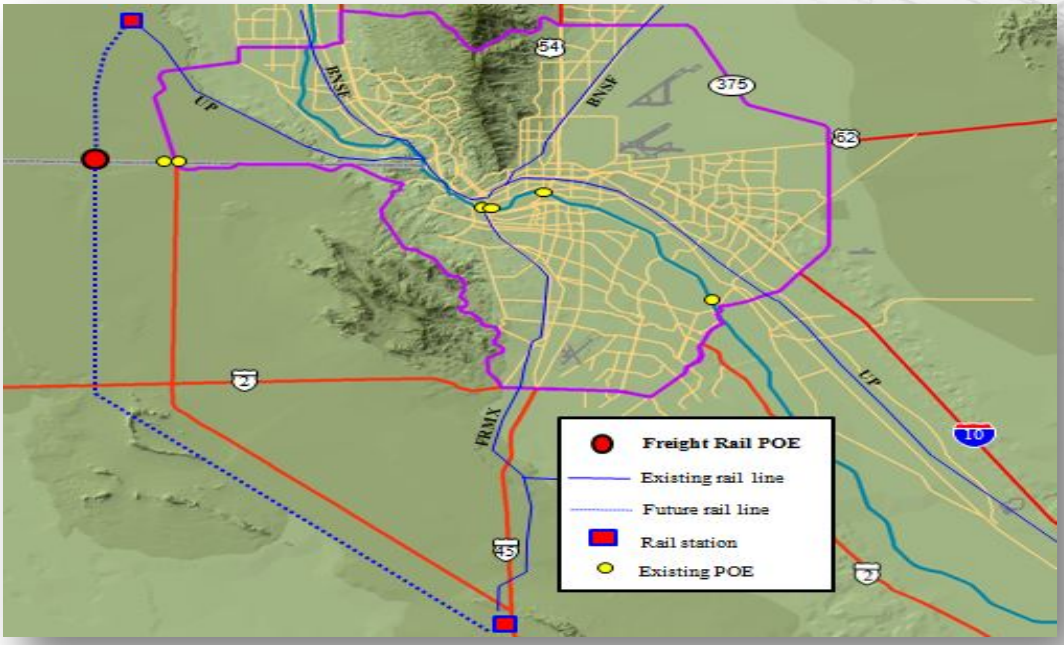
- Green POEs: LTR, BRT, pedestrian, bicycle modes (motor vehicles only as DCL/ non-commercial)
- Freight Shuttle POEs: elevated structure moving containers only
- Freight Rail POE at Santa Teresa / San Jerónimo POE

[3] "*El Paso POE Operations Plan*", Cambridge Systematics. Analysis based on REMI simulation. These economic impacts are based on an unconstrained demand forecast through 2035.

Proposed Green POE is the Camino Real Tierra Adentro (CRTA)

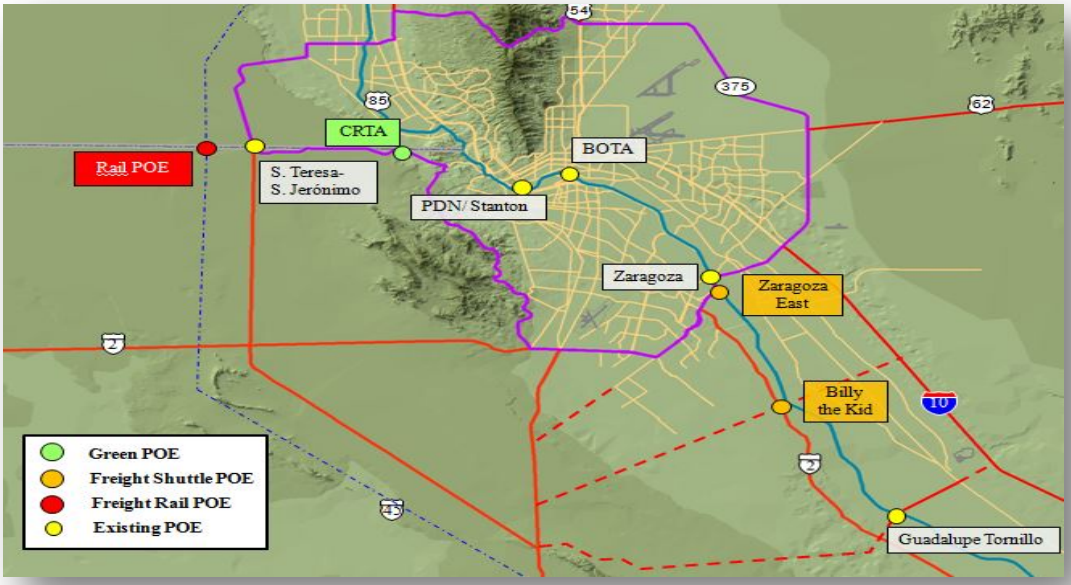
Proposed Freight Shuttle POEs are the Zaragoza East and Billy the Kid

Proposed Freight Rail POE would be at Santa Teresa San Jerónimo.

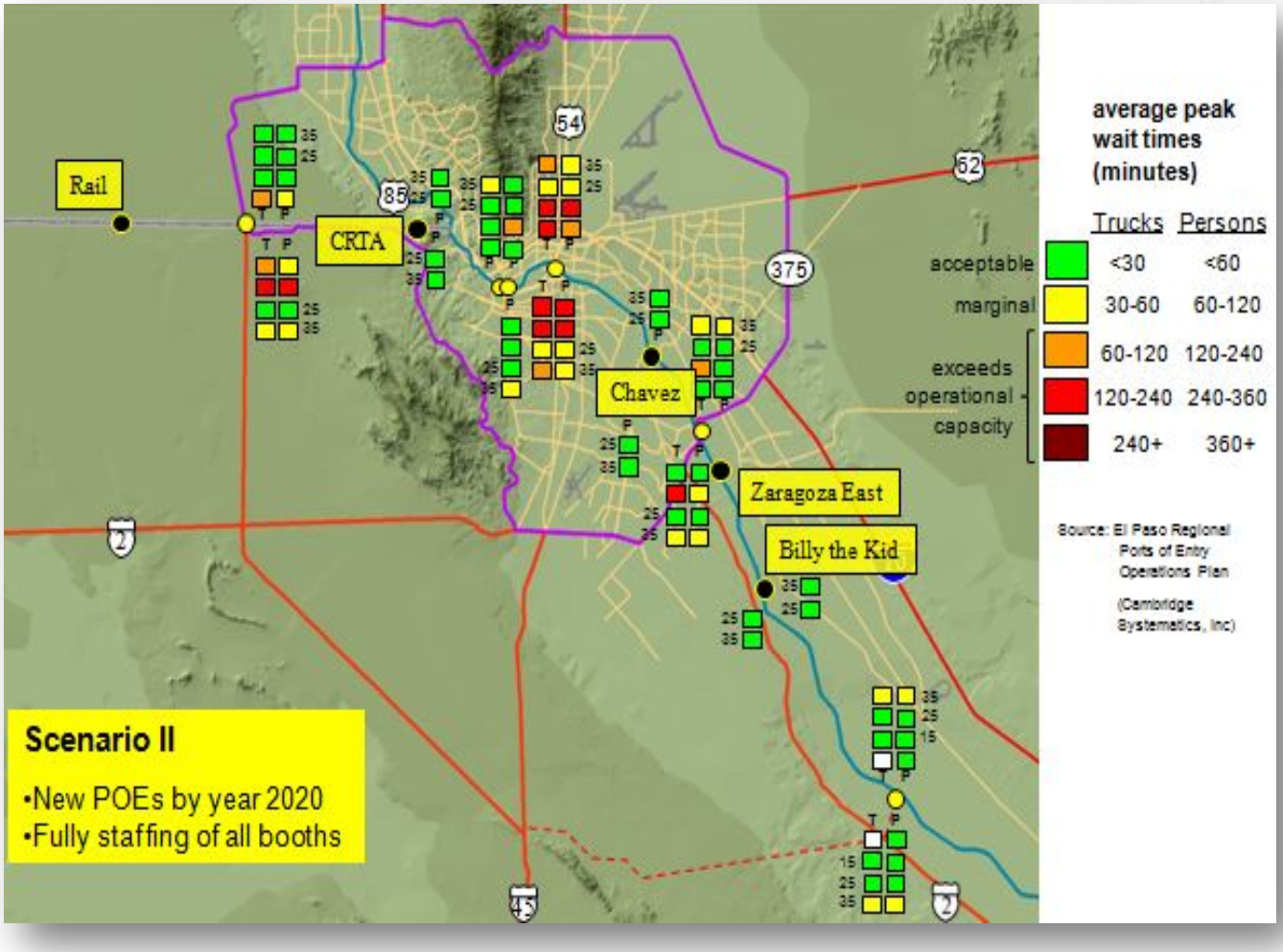


Finally, in addition to the new POEs, operational improvements to existing POEs would include High Security Lanes for access into the BOTA, and Zaragoza POEs.

The map below shows the location of new and existing POEs, working as a network:



A next step will be to estimate demand on the improved network of POEs, giving unlimited capacity to the new POEs. In theory, the effect should extend to existing POEs, re-distributing part of their flows to the new POEs, and equilibrating benefits region-wide. In theory, construction of new POEs could reduce wait times to acceptable levels even on existing POEs, beyond 2035.



Public Transportation Services

Accessibility and Public Demand

Moving forward on its goals to eliminate waste, generate efficiencies, and further reduce air pollution through improved coordination of public health and human service transportation, the Far West Texas/El Paso Regional Coordinated Transportation Stakeholders Committee (WTEP) has begun development of their draft FY 2014 regional health and human transportation services work plan after their successful FY 2013 campaign. EPMPO staff actively participates in WTEP, which was formed under the direction of the Texas Department of Transportation, as required by the Texas Transportation Code, Chapter 461 – Statewide Coordination of Public Transportation.

Demand-responsive paratransit is characterized by flexible routing and scheduling of small and medium sized vehicles providing a shared ride experience to users between pick-up and drop-off locations according to those passengers' needs. The Americans with Disabilities Act requires transit providers to provide complimentary demand-responsive paratransit services to individuals with disabilities. In the El Paso region, there are various providers of these services and Sun Metro, Project Amistad, and Sun City Cab Co. are just three of those providers. A list of providers can be sought at the WTEP website at http://www.gobusgo.org/agency.html.

Transportation needs of special demographics are a regional concern and limitations caused by age or disability often complicate the process of securing transportation for a portion of that demographic. Moreover, those who are low-income individuals or families who lack financial resources and are seeking employment or training opportunities find limited transportation options available. Those seeking transportation for second or third shifts and/or weekend employment are also limited. With an estimated growth of 952,632 in 2020 to 1,062,392 by 2030, the EPMPO Study Area finds itself at a defining moment in human services transportation where the demand is increasing but available funding for services is flat lined or decreasing. Additionally, the economic downturn and sequestration has placed additional burdens on these services. More assistance is being requested by those individuals and families as they struggle to maintain their jobs and medical care.

WTEP is required to have the work plan adopted by September 2013 and contributing members and agencies around the six county areas are assisting the committee to accomplish many of the deeds to reach that goal. Area and regional workshops and meetings have helped to update inventories and include other agencies that were not aware of the committee's efforts.

Elderly Population

With the advancement of medical treatment to various populations, people are beginning to see the effects of these advancements in the longevity of the human population and the growth of those who are elderly as people are starting to live longer lives. Although the older adults of the future will be healthier, better educated, and more financially secure than their peers of a few years ago. Many will experience physical, financial, emotional and mental barriers in using various modes of transport. Older adults living alone may have disabilities that prevent them from driving. They may also lack the availability of close-by family members to provide assistance and/or have limited financial means which can lead them to face more difficult and life-threatening transportation challenges.

People with Disabilities

Disabilities may be defined both within the context of the person's level of ability, as well as by society's ability to accommodate their needs. Disabilities include physical limitations, cognitive impairments, and visual impairments. The human services transportation solutions identified for people with disabilities often benefit all people by making transportation more accessible for everyone.

Low Income Population

Income affects access to a variety of resources, including transportation. Low-income populations are more likely to utilize transit services. Federal grants like 5310 were developed specifically to address these needs. As with people who have disabilities, it is more cost effective to offer low income populations access to transportation so they may maintain their self-sufficiency instead of using state sponsored health care and financial assistance.

Resources for Transportation Disadvantaged Populations

WTEP Vamonos Dos Regional Transportation Coordination Plan

WTEP's Vamonos Dos plan's vision statement holds that all persons of the six-county Far West Texas region will have access to customer-centered, dependable, convenient and safe transportation services and choices. Stakeholders in the committee, which include representatives of the public and private sectors, promote this vision by proactively facilitating the planning and coordination between transportation providers, health and human service agencies and advocacy organizations in the six-county region to maximize mobility and the efficiency and effectiveness of public transportation resources. While the committee coordinates efforts within the six-county region, the El Paso urbanized area has the highest concentration of users within that six-county region. WTEP and EPMPO staffs have coordinated planning strategies and efforts to implement these strategies successfully so as to be a best-practices example for the state and other national programs.

Goals for the plan include the following:

- Maintain an inclusive and sustainable planning process that seeks and values public participation, communicates its goals and activities to the public, and honors its Regional Plan and Priorities.
- Fill unacceptable gaps in service, especially for transit dependent populations, through the continuous identification and assessment of changing mobility needs, expansion of financial support, increased efficiency, redeployment of redundant resources and services innovation.
- Provide technical assistance and training to transit providers and encourage linkages between providers and with organizations serving transit dependent populations to create a customer-centered and seamless public transportation system.
- Build and maintain universal marketing and information programs that communicate the availability of public transportation services and educate the public about their most efficient use.
- Work to eliminate physical, financial, regulatory and operational barriers to the delivery of seamless regional transportation.
- Review efforts made by transportation providers to implement coordination strategies and measure the efficiency and quality of transportation services for the continuous improvement of coordinated regional transportation planning.

Far West Texas/El Paso Regional Action Plans

Every fiscal year, WTEP is required to submit an application for funding to administer the regional coordination program that is led by El Paso County's Transit Department. The County also hires staff to compliment the work done through the committee who provides the work to develop and produce a regional transportation plan and the complimenting yearly work plans. For FY 14, TxDOT has tentatively agreed to award El Paso County $25,000 in §5304 planning funds of the $86,107 request made by WTEP. However, they also asked the County to immediately submit a combined New Freedom/Rural Transportation Assistance Program (RTAP) request for the balance of our projects with the exception of the County-Wide Transit System project. An estimate of $39,566 in RTAP funds was offered in response to that supplemental application, rejecting the Funding Forum project. In total, TxDOT has offered $64,566, leaving a difference of $21,541 of the original application. WTEP and El Paso County will need to find an additional $21K to keep the project whole and dedicated staff on full time.

Some of the objectives demonstrated in the FY 2014 work plan are as follows:

- Prepare plan to guide §5310 priorities and project selection
- Conduct forum for TxDOT & MPO funding opportunities
- Develop plan to reassign Demand – Response (D-R) Trips that exceed a wait time standard
- Prepare report documenting issues, benefits, and process to create a countywide transit system for El Paso
- Conduct survey and analysis to determine if sufficient ridership exists to support rural counties commuter service options

During FY 2013, the EPMPO and WTEP followed the Texas legislative movement regarding the state medical transportation program. Both House Bill (HB) 1145 and Senate Bill (SB) 8 were passed and were sent to the Governor for signing into law. Both bills would require the Health and Human Services Commission (HHSC) to provide nonemergency transportation services under the Medicaid medical transportation program through a Regional Managed Transportation Delivery Model (RMTDM) using a capitated (flat-fee) rate system, assume financial responsibility under a full-risk model, operate a call center, and use fixed routes when appropriate and available. The managed transportation organizations (MTOs) in the model could be rural or urban transit districts, public transportation providers, local private transportation providers, regional contracted brokers, or other HHSC-approved entities.

Various stakeholders within the region have addressed the bills and both the WTEP and the EPMPO have favored a law that would keep the system similar to what is presently being administered. Years of planning and coordination have gone into the one-click, one-call center system that is currently being implemented in the El Paso region.

On July 25th, 2013 the EPMPO hosted a public forum for the HHSC to get feedback on non-emergency medical transportation services provided through MTOs. HB 1145 and SB 8 take effect September 1, 2013. The bill would require the HHSC executive commissioner to establish the data analysis unit following this date. It would also require the RMTDM to be effective by September 1, 2014.

Efforts have been made regarding the seamless transfer of public transit between El Paso County Transit and Sun Metro services. WTEP staff has developed a matrix to compare both County transit and Sun Metro routes to ascertain a strategy on providing a more efficient transfer system from a County route to a Sun Metro route and vice versa. This project attempted to examine transfer logistics, fare policies and other issues associated with passenger transfers between El Paso County Transit and Sun Metro. The goal is improving the passenger experience for riders using both systems to reach their destination. All five County Transit routes were analyzed including schedules/timetables, shared terminals, terminal pull-in locations, and fares. These efforts will help create a more efficient transfer from each system to help reduce wait times, increase ridership, and provide more opportunities for the demographic for mobility.

TxDOT issued a series of program concepts regarding its implementation of various MAP-21 transit changes. It noted that the former JARC program ended with its resources awarded directly to §5307 and §5311 programs and the New Freedom program becoming part of the §5310 program. Regarding §5319, regional transportation coordination committees will play an expanded role by screening and selecting local programs to be forwarded to TxDOT for entry into a statewide competition. The last awards the EPMPO designated were awarded in November of 2012 by the TPB. Again, the awardees were a partnership of several transportation providers to efficiently disburse the funds in a broader manner and provide optimum transportation services and facilities utilizing the funds more effectively.

Throughout FY 2013, UTEP and El Paso County have conducted an analysis of transportation and health services for dialysis patients in the El Paso region. The main purpose of this study was to better understand dialysis related transportation issues and to investigate ways that transportation could be improved for patients currently undergoing hemodialysis in El Paso, Presidio, Pecos, Hudspeth, Culberson, Reeves, Jeff Davis, and Brewster Counties. Additionally, the study examines issues related to transportation and adequate treatment of dialysis patients. Expected to be released in August 2013, the study is set to provide findings regarding the obstacles in the transportation provided for these patients, the problems associated with it, potential strategies to help mitigate those problems and listing some patient recommendations for improvement. The full report will be made available on the gobusgo.org website.

FTA 5310 Program Management

In November of 2012, TxDOT announced that it would no longer be administering the FTA 5310 Urbanized Area Funding programs in the state as per the Moving Ahead for Progress in the 21st Century (MAP-21) regulation. Under MAP-21 the 5310 program no longer provided a single apportionment to the State; however, it provided apportionments specifically for large urbanized areas, small urbanized areas, rural areas, and it required new designations in large urbanized areas. TxDOT would still be administering the funds for small urbanized and rural areas of the state, but it was the responsibility of the metropolitan planning organizations, to designate a direct recipient for these funds, who would be administering the program for that urbanized area. After consulting with local officials and publicly and privately owned operators of public transportation through the WTEP, the EPMPO designated itself as the direct recipient for 5310 urbanized area funds. The EPMPO is responsible for administering the program; including, ensuring that all sub-recipients comply with Federal requirements, notifying eligible local entities of funding availability, developing a project selection process, determining project eligibility and developing recipient program requirements.

During the beginning of FY 2013, TxDOT ran a request for projects for the preliminary apportionment of FY 2013 5310 funds for District 24. Through its Elderly Advisory Committee the amount awarded was $281,374, to three different transportation providers. Project Amistad of El Paso (PA) was awarded $151,374, the City of Socorro's Nutrition Center was awarded $58,000, and West Texas Opportunities (WTO) was awarded $72,000. However, the total funds were later allocated to the El Paso urbanized area when MAP-21 regulations and guidance were in effect. WTO's funds were replaced into the final apportionment released in May 2013. *Table 12* displays the lineation of the funds that will be awarded to PA and the City of Socorro and what it covers. FTA's total 5310 allocation to the El Paso urbanized area in May 2013 was $596,870, of which $209,374 total has already been awarded. EPMPO will be utilizing 10% of total amount for administrative purposes and another request for projects will be released for the remaining total. EPMPO staff is developing the program management document and the project selection process for the 5310 program and is expected to release an RFP in early Fall 2013.

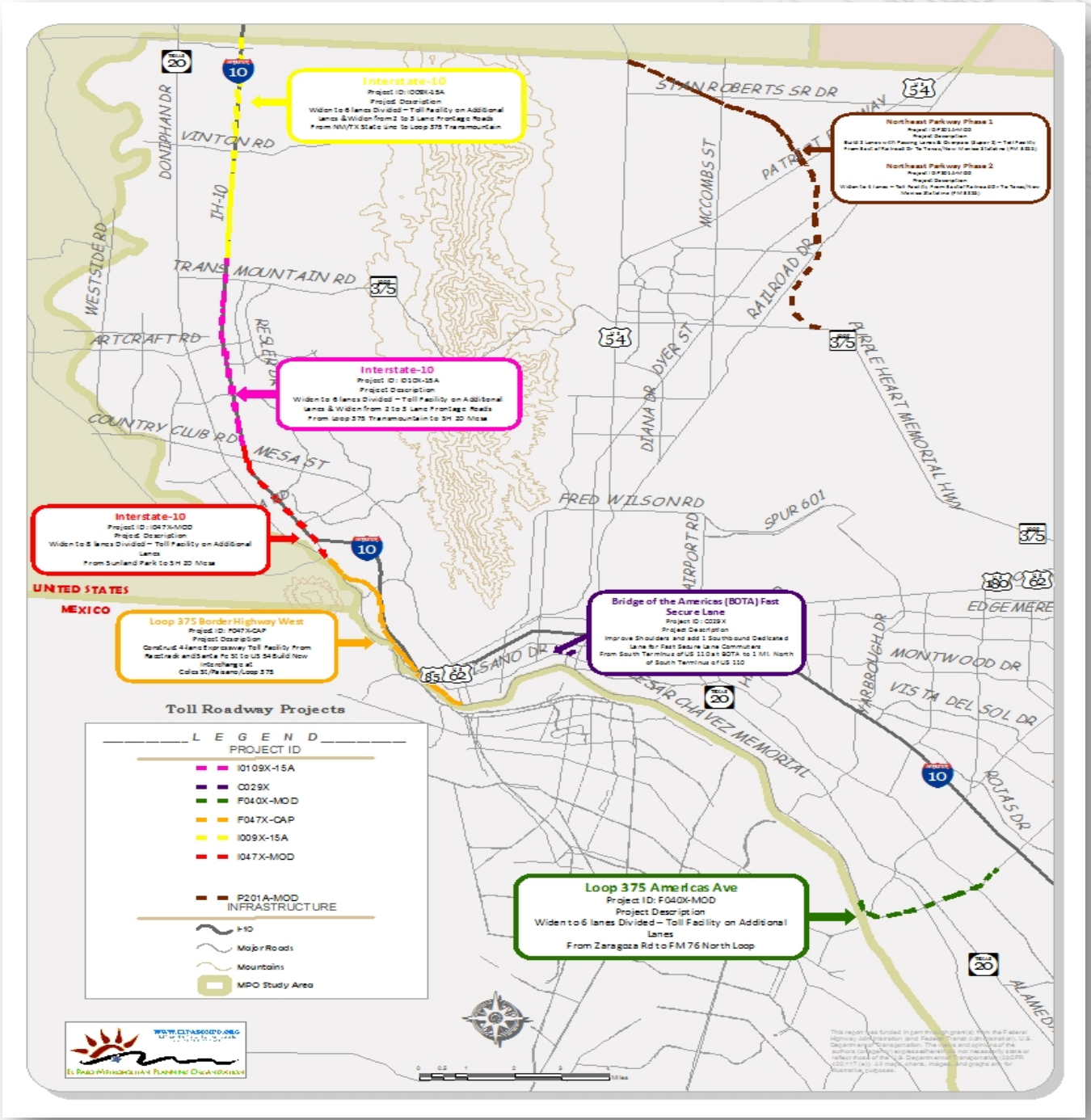
Table 12: Lineation of Funds

SECTION 5310 PROGRAM OF PROJECTS		PROJECT DESCRIPTION	# UNIT	TOTAL AMOUNT	FEDERAL SHARE	LOCAL SHARE	TDC AMT
LULAC PROJECT AMISTAD D/B/A PROJECT AMISTAD	PUBLIC NON-PROFIT						
		Computer Equipment	1	$9,984	$9,984		$1,697
		Preventive Maintenance	1	$37,500	$30,000	$7,500	
		Type 3 Vehicle (GAS)	1	$111,390	$111,390		$18,936
Total			3	$158,874	$151,374	$7,500	$20,634
CITY OF SOCORRO NUTRITION CENTER	PUBLIC NON-PROFIT						
		Type 2 Vehicle (ULSD)	1	$58,000	$58,000		$9,860
		Purchase of Service	-		$0		$0
		Preventive Maintenance	-	$0	$0	$0	
Total			1	$58,000	$58,000	$0	$9,860

Southern New Mexico Disadvantaged Population Planning Initiatives

Southern New Mexico's health and human services planning group is the Coordinated Mobility Action Plan Steering Committee (CMAP). CMAP will develop a regional plan for all of Doña Ana County, which includes the Communities of Santa Teresa, Berino, and Chaparral, and the cities of Anthony and Sunland Park, NM. CMAP has accumulated a strong membership in its steering committee of regional service professionals and already the group is directing their efforts in collecting data for their goals and objectives within the region. EPMPO staff coordinates and assists the group in its development and will be coordinating with them and the Mesilla Valley MPO to provide services to the entire region.

Regional Toll Analysis



The goal in this Environmental Justice (EJ) Analysis is to avoid inequitable and disproportionate impacts on low-income groups when implementing the planned infrastructure for 2040 for El Paso. The test is to determine whether there are travel time differences for people of various income levels that could be attributed to decreased levels of roadway accessibility and overall mobility.

One way to reach this equal impact and/or improvement for all income groups within the area of study - once all projects for 2040 are implemented - is to utilize the Travel Demand Model to establish a measure of effectiveness (MOE) in order to make quantitative comparisons between EJ zones and non-EJ zones. This MOE applies a robust quantitative approach that utilizes travel time as a performance measure, and begins by identifying EJ zones. The objective is to ensure that populations within EJ zones are not unduly burdened by greater travel times when choosing between toll and non-toll roads.

The Horizon 2040 MTP acknowledges the importance of mobility and accessibility for the Study Area. In the Travel Demand Model, various household income groups exist within the 836 Traffic Analysis Zones (TAZs). Traffic Analysis Zones are geographic areas used in transportation forecasting that summarize socioeconomic and land use characteristics. First it was necessary to establish the EJ zones in year 2040 using the Household Poverty Guidelines (See *Table 13*).

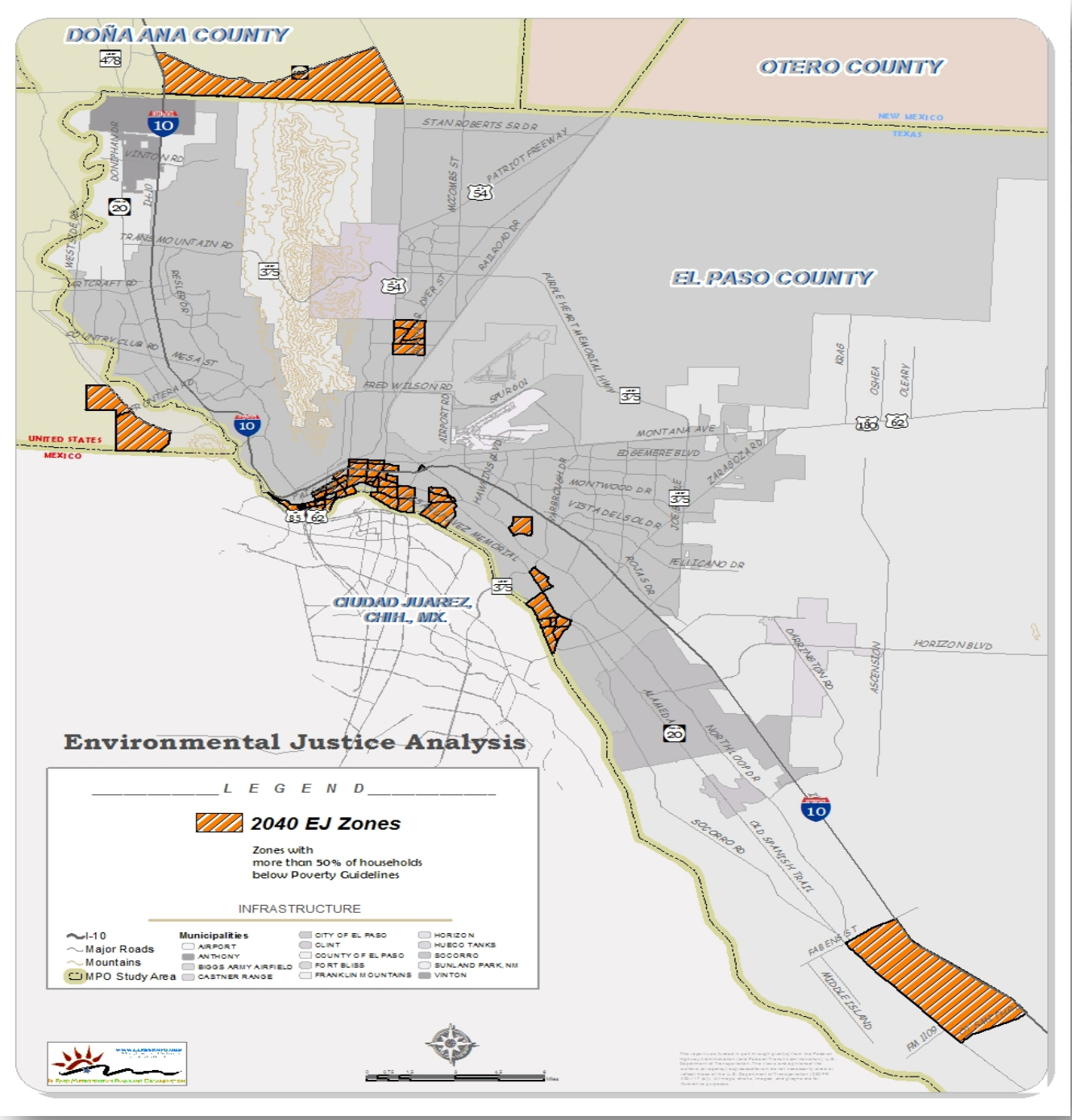
Table 13: 2011 Household Poverty Guidelines

Persons in Household	Household Income*
1	$10,890
2	14,710
3	18,530
4	22,350
5	26,170
6	29,990
7	33,810
8	37,630

Note: For each additional person, add 3,820
*These amounts are for the 48 contiguous states and D.C.
Source: Federal Register, Vol. 76, No. 13, January 20, 2011, pp.3637-3638

EJ zones were identified as TAZs with more than 50% of households below poverty guidelines. For 2040 there were 65 EJ zones identified with a concentration in the historical center of the city and mission valley. A few outlying EJ zones in Sunland Park, northeast El Paso, and far southeast El Paso County were also identified (See *Map 8*).

Map 8: Environmental Justice Zones



The purpose of the analysis was to determine whether toll projects proposed in the Horizon 2040 MTP would collectively result in disproportionate negative impacts to EJ zones. This analysis shows no disproportionate effects when measuring average travel times (See *Table 14*).

Table 14: 2040 Average Travel Times

Production Zones	Trip Segmentation	Percentage of Daily Trips	Avg Travel Time [minutes] No-Build Scenario	Avg Travel Time [minutes] Build Scenario
EJ Zones	Trips that can save time using a new toll facility	.1%	13.9	13.2
	Trips that can't save time using a new toll facility	.8%	3.3	3.3
Non-EJ Zones	Trips that can save time using a new toll facility	8.3%	15.9	15.5
	Trips that can't save time using a new toll facility	90.8%	10.3	10.3

No-Build Alternative

The No-Build Alternative represents the option in which the proposed toll projects are not implemented. Both Americas Avenue and Cesar Chavez Memorial Highway (State Loop 375) would remain in their existing four lane configuration. Forecast demand for 2040 was introduced into this alternative to examine the performance of the travel model. No federal, state, or local funds would be expended on planning or construction. This alternative would save nearly $670,000,000 (total project cost). The unused funding could then be used for other projects in the development of the MTP and TIP. The No-Build Alternative, however, would not improve mobility or decrease congestion on Loop 375, not meeting the direction of the Transportation Policy Board, spirit of the 2013 Comprehensive Mobility Plan and the forecast 2040 transportation demand. Under a no-build scenario, EJ zone produced trips are slightly better off at 13.9 minutes average travel time compared with non-EJ zones at 15.9 minutes.

Build Alternative

This alternative encompasses all four toll projects with additional roadway capacity in 2040. The four projects would provide additional roadway capacity. Under a no-build scenario EJ zone produced trips are slightly better off at 13.9 minutes compared with non-EJ zones at 15.9 minutes. While both are better off in the build scenario where EJ zone produced trips that can save time using a new toll facility at 13.2 minutes and non-EJ zones are at 15.5 minutes.

Recommended Alternative

Based on the alternatives analysis, the Build option is the preferred alternative because in addition to meeting the need and purpose of the project, it offers additional advantages over the No Build Alternative. These advantages include: providing users with an option to utilize express toll main lanes; paying for operation and maintenance. The Build Alternative would also meet the need and purpose of the project of improving mobility and decreasing congestion. Finally, under the preferred alternative, EJ zones are not negatively impacted compared to non-EJ zones.

Multimodal Systems

Multimodal transportation is characterized by the use of two or more modes of transportation to move people and/or goods. The main focus of multimodalism is to encourage the use of non-automotive transportation methods. The benefits of multimodal transportation include, improvements in congestion management for growing cities much like El Paso, public health improvements, affordable access to employment and/or recreational facilities, and environmentally friendly transportation. Multimodal transportation is largely dependent upon the connections between different modes of transportation.

Bicycle Infrastructure

Bicycle oriented planning is a critical component of multimodal transportation and can be used to create opportunities for air quality improvements. Bicycle infrastructure improvements are one avenue of promoting multimodal commuting and health oriented alternatives in transportation. The existing bike lanes throughout the City of El Paso are illustrated on the El Paso Department of Transportation "Bike Lanes" map located at the following address: http://gis.elpasotexas.gov/bikelanes/index.html.

Currently, the Horizon 2040 Transportation Improvement Program (TIP) is programmed and awaiting Federal approval for the following:

- $2 Million Dollars for Non-State System infrastructure improvements in 2014
- $602,600 Dollars for State System Infrastructure in 2016
- $100,000 Dollars for bicycle education, outreach, and plan development of the bicycle infrastructure improvements in 2014, 2015, and 2016

The total amount of Bicycle Infrastructure Improvements programmed in the 2013-2016 TIP and awaiting Federal approval is $2,902,600 Million Dollars.

Connectivity, Expense, and Convenience

In addition to bicycle infrastructure improvements, a multimodal study will be developed to capture the elements of connectivity, convenience, expense, way finding, safety, transportation technology, land-use, multimodal project prioritization, and travel behavior. The main focus of the study is to analyze existing multimodal conditions, provide research on multimodal opportunities, research non-motorized behavior unique to the El Paso area, and address multimodal opportunities for the future. The study is intended to promote alternative methods of travel that are safe, convenient, environmentally friendly, and healthy.

The use of technology is also a critical component to be discussed in the multimodal study as it relates to the improvement of connectivity between different means of transportation and identifying infrastructure improvement opportunities. Cost benefit analyses will also be provided for any projects proposed in the study. The study will include an emphasis on commuters and there will be opportunities for public input/comments on the document.

Education and Encouragement

Key factors in multimodal transportation include public education and encouragement programs to promote safe commuting. Commuter safety is, in part, a function of community awareness on safe practices, pedestrian and bicyclist visibility, and convenient access to transit terminals, bicycle infrastructure, and pedestrian walkways. The multimodal study will include safety best practices and will be the foundation for any future projects that may be developed as a result of the study.

Bus Rapid Transit

Another aspect in multimodalism is Bus Rapid Transit (BRT). The initiatives for Bus Rapid Transit service in El Paso began in 2009 with City Council and Sun Metro's decision to look into transportation enhancements. BRT is generally characterized by shorter commuting times and more frequent pick up times. BRT vehicles offer improved speed, reliability, high capacity occupancy, improved fare collection mechanisms, and controlled traffic signals specifically intended to promote travel efficiency. Sun Metro is the developing agency for the BRT plans in El Paso. According to Sun Metro, the BRT system in El Paso is anticipated to include uniquely branded 60 foot buses in mixed traffic with pick up frequency of ten to fifteen minutes. It is also designed to have less frequent stops, branded and landscaped stations with improved pedestrian amenities, and signal prioritization.

There are four main locations proposed for the BRT in El Paso (See *Map 9*). The first and second locations are the Mesa and Alameda corridors which are scheduled to be operational by late 2013 or early 2014. The third location, being the Dyer corridor, is scheduled to be operational by 2015. The fourth and last location is the Montana corridor, scheduled to be operational by 2016.

Park and Ride

Park and Ride is a transportation option that allows commuters to park their vehicles and ride the Sun Metro bus to another destination. Park and Ride options can lead to a reduction in congestion, reduction of vehicle miles traveled (VMT) leading to a reduction of vehicular emissions, and increased mobility options for commuters (*Systematic Approach to Evaluate Potential Park and Ride Facilities* by Kelvin Cheu, et.al).

The *Systematic Approach to Evaluate Potential Park and Ride Facilities* research report contains the results for a study conducted in October 2012 by the UTEP Center for Transportation Infrastructure Systems. The study included a feasibility evaluation on the development of a potential park and ride facility to be located on Joe Battle Blvd. and Montwood Dr., in El Paso. The main objectives of the study also included a review of relevant literature on park and ride facilities, discussion on the advantages and disadvantages of park and ride planning, analysis of the current reliability of the El Paso transit service, analysis of parking lot usage at suggested potential park and ride locations, development of a discrete choice model that estimates usage of park and ride facilities, and an estimation of infrastructure improvement costs for a park and ride facility. Lastly, the conclusions of the study were grouped to form guidelines for future analysis of potential park and ride facilities.

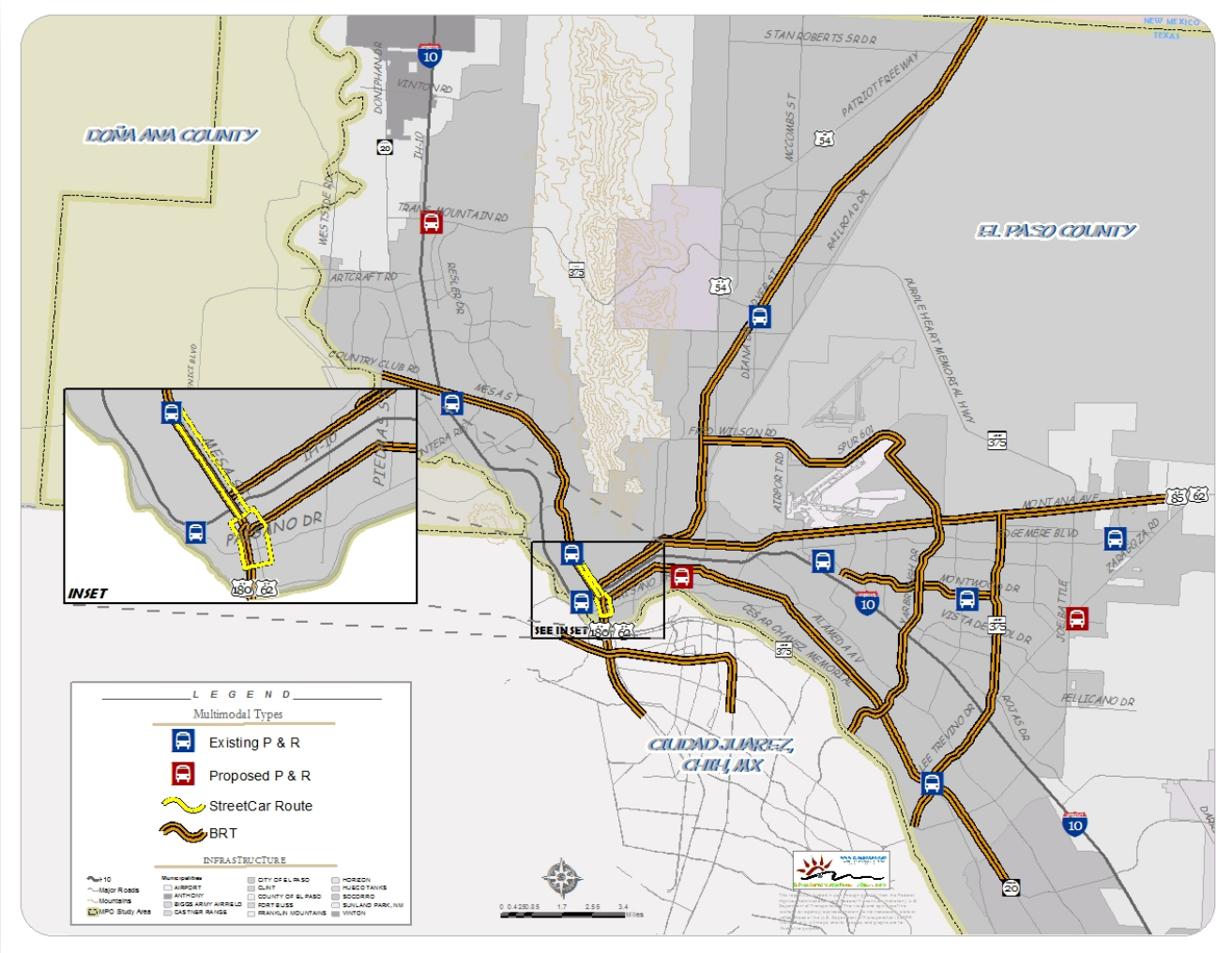
The analysis presented by the study showed estimates of park and ride ridership in the range of 46 passengers, in 2010, to 87 passengers in 2035. The cost of infrastructure improvements was estimated to be approximately $51,000 dollars. Based on the number of estimated passengers, potential revenue was estimated to range from $2,208 - $4,146 dollars. The projected economic boost for nearby stores was estimated to range from $463.06 - $874.06 dollars per day.

Park and Ride services in El Paso are provided by Sun Metro. There are currently eight park and ride facilities in El Paso (See *Map 9*). Six of the eight facilities offer free parking and are located at transit terminals and/or transfer centers. The locations for the facilities include the Union Plaza Transit Terminal (Downtown El Paso), Northgate Terminal (Northeast), Al Jefferson Westside Transfer Center, Glory Road Transfer Center (Westside), Eastside Transit Terminal, RC Poe Park and Ride (Eastside), Vista Hills Park and Ride (Eastside), and the Nestor A. Valencia Mission Valley Transfer Center. According to the 2040 Horizon Metropolitan Transportation Plan (MTP) Project List, there are three proposed park and ride facilities in El Paso. Two of the three locations include Far East El Paso at Montwood near Loop 375/Zaragoza and West El Paso at I-10 and Transmountain Rd. The third location is the Bridge of the Americas Port of Entry (POE) which will be used to promote the use of mass-transit for cross-border travel and improve air quality.

Streetcar Project

The COEP and TxDOT are proposing a streetcar project as an alternative means of transport in the Downtown area of El Paso. The main goals of the project are to enhance mobility, promote economic development as well as new urbanism, and preserve the historical aspects of downtown El Paso. The route will be located along a two-mile double tracked corridor originating in the downtown shopping district and extending out to the University of Texas at El Paso and the Cincinnati Entertainment District (See *Map 9*). The tracks for the streetcar are anticipated to be located within existing traffic lanes along the right lane. The streetcar stops are proposed along two to three block intervals. The streetcars formerly used in El Paso will be rehabilitated for use in this project. The streetcars will be approximately 45 feet long and 8.5 feet wide with two entrances.

Map 9: Multimodal System



Bi-State/Bi-City Commute

Multimodalism is also greatly dependent upon intercity connectivity in cities like El Paso, Texas; Anthony, Texas; and Las Cruces New Mexico. The New Mexico Department of Transportation (NMDOT) created and operates two main bus routes between these cities. Both routes are available in the morning and afternoon Monday through Friday. The first route is the Gold Route. It circulates between El Paso, Texas; Anthony, Texas; and Las Cruces, New Mexico. In FY 2012, the average ridership was approximately 4,162 passengers per month and approximately 198 passengers per day. The second route is the Silver Route. It circulates from Las Cruces to the White Sands Missile Range near Alamogordo, New Mexico. The Gold and Silver Route charts below show the trends in ridership from FY 2012-2013. Overall, there was an increase in number of service days and ridership from FY 2012 to FY 2013 (See *Figure 14 and 15*).

Figure 14: Gold and Silver Routes Ridership for FY 2012

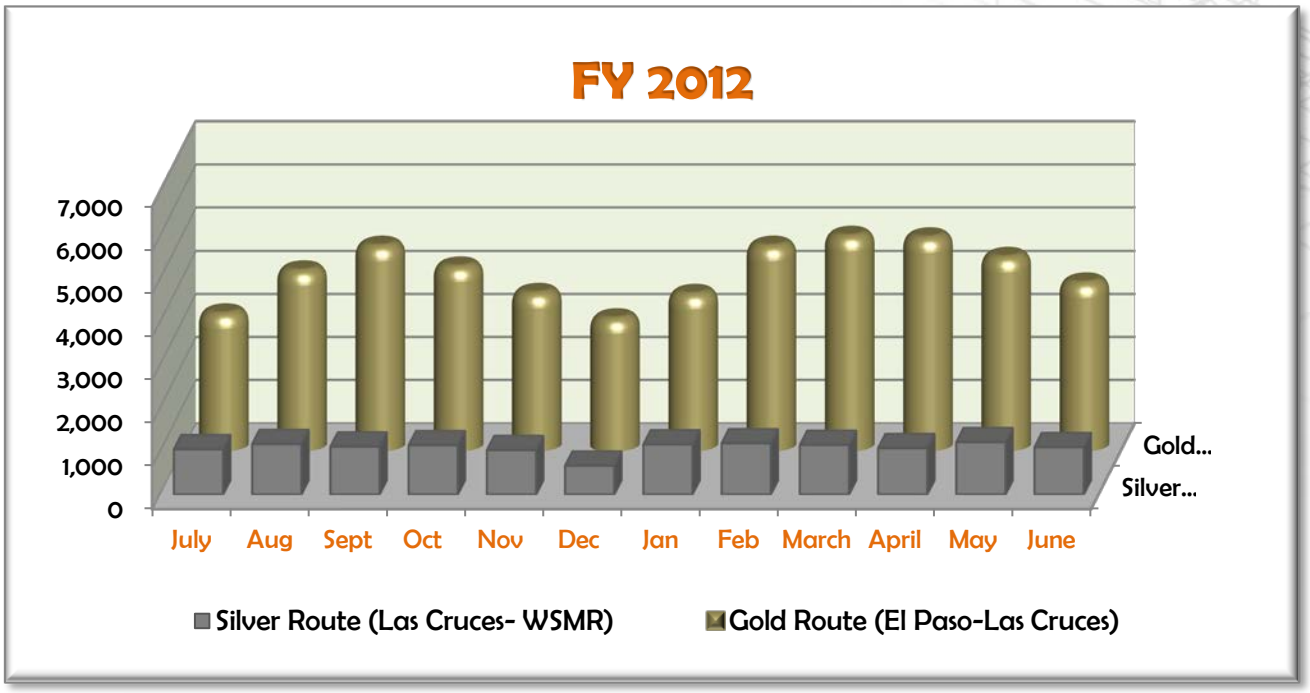
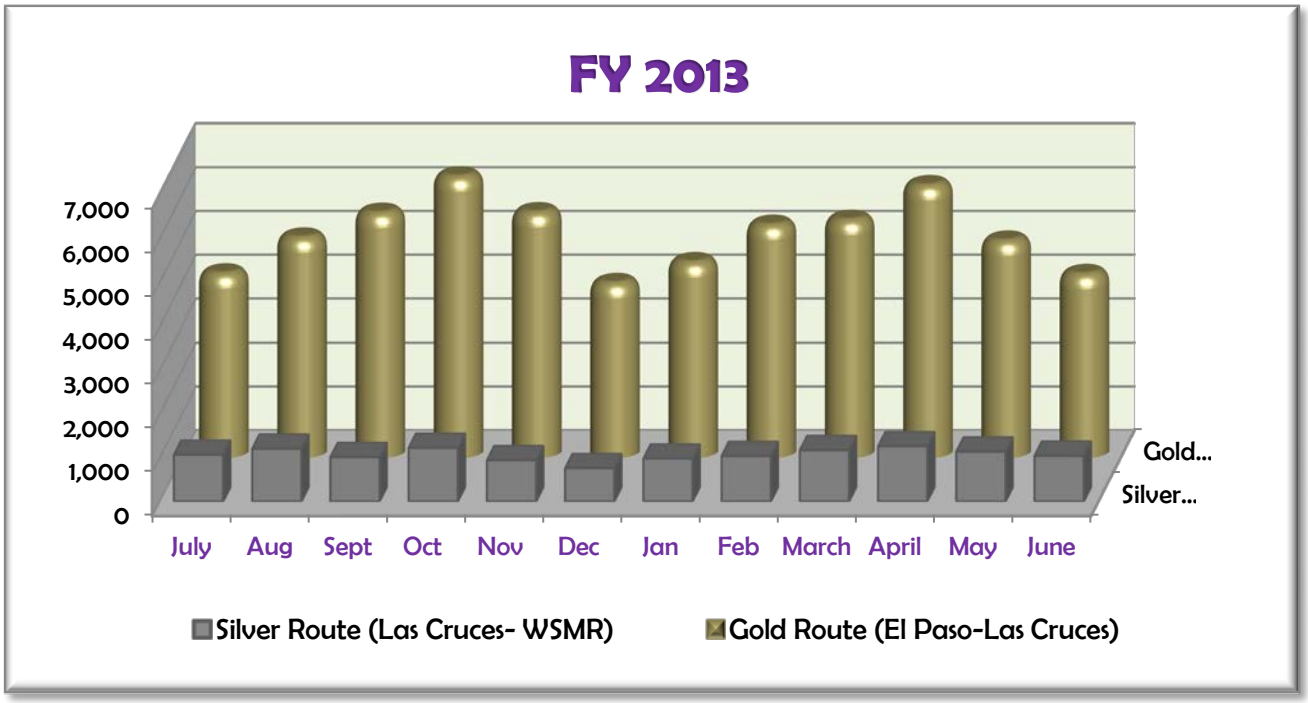
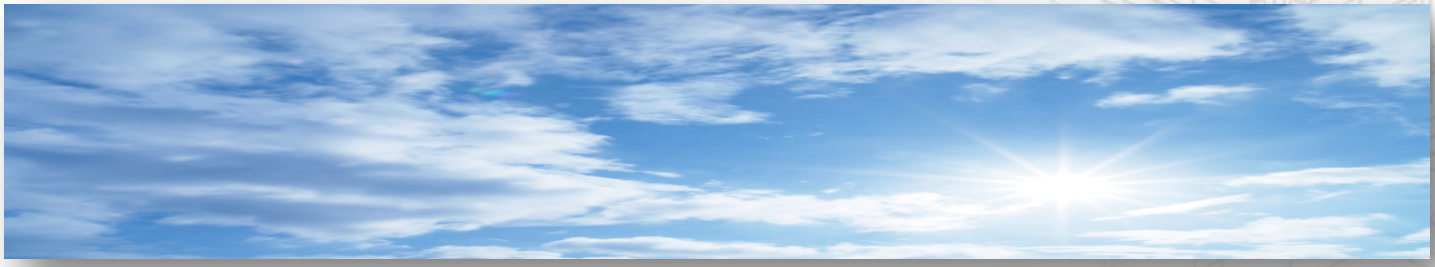


Figure 15: Gold and Silver Routes Ridership for FY 2013



Source: New Mexico Department of Transportation – Rail and Transit

Air Quality



Rider 8

The Clean Air Act is the overarching law that defines the national responsibility to protect and improve air quality in the United States. The Environmental Protection Agency (EPA) is the lead agency in these matters and as a result of the Clean Air Act, the National Ambient Air Quality Standards (NAAQS) were established for six criteria pollutants. These criteria pollutants were identified to be harmful to public health and the environment and include, Carbon Monoxide (CO), Lead (Pb), Nitrogen Dioxide (NO2), Ozone (O3), Particle Pollution (PM10 and PM2.5), and Sulfur Dioxide (SO2).

Among the six criteria pollutants, El Paso was determined to be non-attainment (not within the standard limits) of PM10 and is currently on a maintenance plan for CO. The current Ozone standard is 75 parts per billion by volume (PPB). The Ozone standard will be revised in upcoming years and is anticipated to fall between the ranges of 60-70 PPB. Although El Paso is currently in attainment of the Ozone standard, it is considered near-nonattainment because it is uncertain if El Paso will remain in attainment for Ozone should the standard be lowered.

Rider 8 is a Texas based program for near non-attainment areas. It was appropriated by Texas Legislature and is managed by the Texas Commission on Environmental Quality (TCEQ). El Paso is currently eligible for Rider 8 funding. Since inception of the program in El Paso, photochemical and conceptual models for Ozone have been developed to better understand the formation of Ozone in El Paso. A stakeholder group was formed to identify possible emissions reductions strategies as related to Ozone. Bicycle planning efforts are one of the selected control strategies. Additional work has included MPO attendance at public outreach events to promote community awareness on Ozone issues and different methods that can be done to reduce emissions such as, fueling up on gasoline after dusk and reducing idling time by parking and entering businesses. Rider 8 efforts in El Paso have also included the development, by the Texas A&M Transportation Research Institute (TTI), of an interactive web based tool used to estimate emissions by activity type. The emissions estimator is located at the following web address: http://cleanairforelpaso.org/

Any strategies, such as the bike share program, may be evaluated in terms of possible emissions reductions. In the event El Paso should be listed as non-attainment for Ozone, the TCEQ will develop a State Implementation Plan (SIP) designed to help El Paso reach attainment of the standard. The SIP has specific requirements for each designated non-attainment area. The ultimate goal of a SIP is to demonstrate that a region is making efforts to be in attainment of a standard and will be in attainment after a specified time frame. Emissions that are quantified from activities or projects may be submitted for SIP credits to further demonstrate the work being done to improve air quality.

PM_{10} Emission Data

Year	Season	VMT	PM_{10} Emissions (tons/day)
MVEB	--	--	12.1
2010	Summer	15,787,118	3.63
	Winter	15,770,536	3.74
2020	Summer	19,489,731	4.32
	Winter	19,469,302	4.45
2030	Summer	22,680,734	5.06
	Winter	22,656,954	5.21
2040	Summer	20,559,661	5.86
	Winter	26,222,863	6.04

Winter Season CO Emission Data[1]

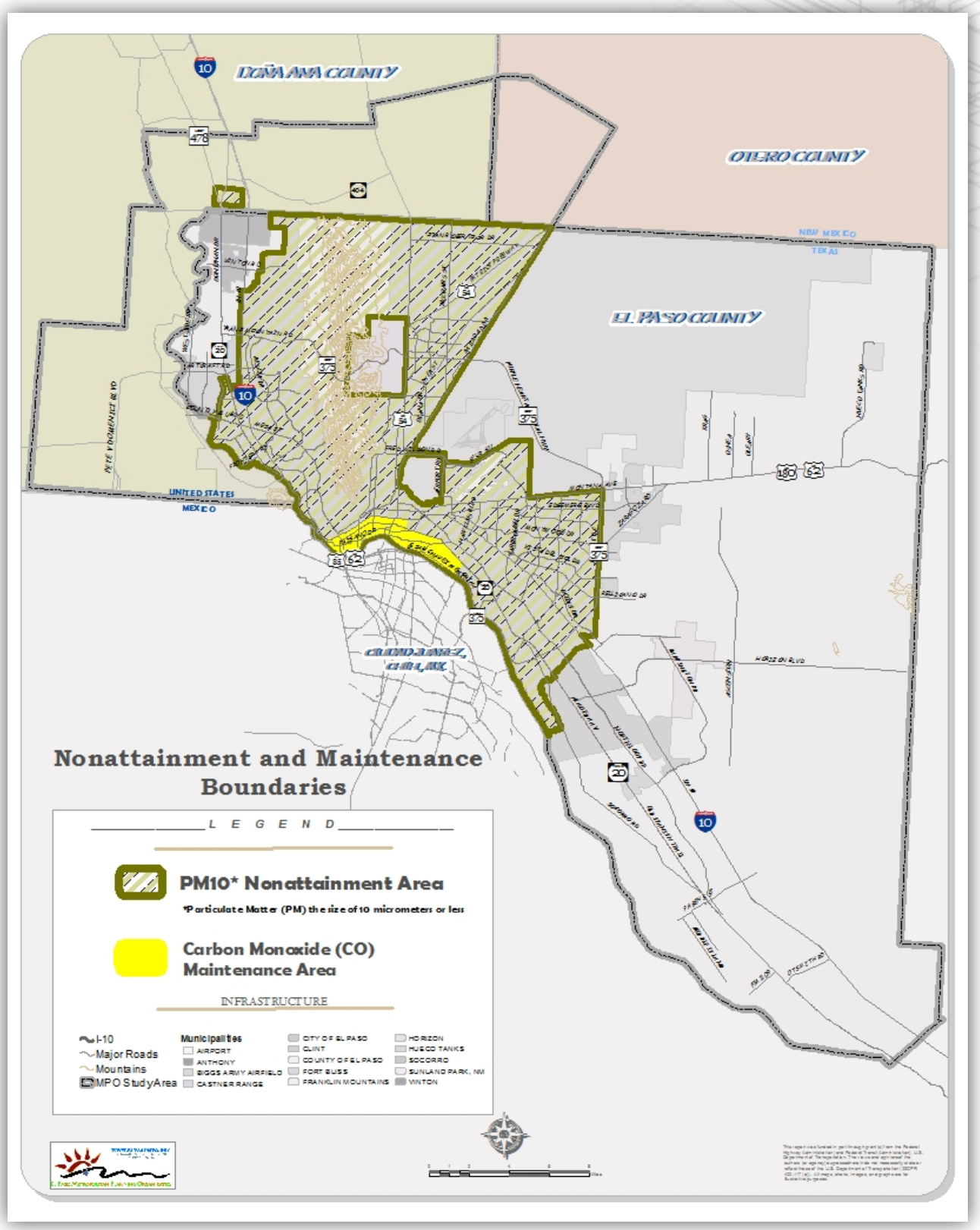
YEAR	*Total Vehicle Miles of Travel (Including Intra-zonal)*	CO Emissions in Tons per Day
MVEB	-	29.66
2010	1,313,559	20.10[2]
2020	1,457,664	17.02
2030	1,630,358	17.49
2040	1,869,330	19.84

Sources: Networks and Traffic Assignments, TxDOT. VMT, Emission Factors, and Emission Estimates, TTI.

[1] All values are average winter weekday estimates. The VMT and VHT listed are used to calculate the average speed. The CO estimates are for the network zones comprising the CO nonattainment area only. The PM_{10} estimates (including both direct vehicle emissions and re-suspended paved road surface dust, estimated with MOBILE6.2.03 and AP-42 SECTION 13.2.1 models, respectively) and the activity estimates are for El Paso County. El Paso CO nonattainment area zones: 1-36, 38-40, 55, 60, 64, 65, 68, 71, 78, 105-127, 128, 129,184-192, 194-196, 242-244, 294, 296, 297, 604, 606, 609, 662, and 673-675.

[2] The 29.66 tons per day CO MVEB is utilized for the 2020 and later analysis years. For the 2010 analysis year an emissions estimate (23.56 tons per day) was calculated by interpolating between the 2002 base year emissions inventory estimate of 29.66 tons per day and the 2020 (last year of the maintenance plan) emissions inventory estimate of 15.94 tons per day.

PM10 and CO Boundaries



Federal regulations require that all Transportation Management Areas (TMAs), such as EPMPO, incorporate an "objectives-driven performance-based" Congestion Management Process (CMP) into the regional transportation planning process. The CMP is intended to address congestion based on a cooperatively developed and implemented region-wide strategy that provides for the safe and effective management and operation of its multimodal transportation system. Strategies and projects are to be reflected in the MPO's long-range MTP and TIP. Strategies that manage travel demand, reduce Single Occupant Vehicle (SOV) travel, and improve transportation system management and operations are all to be considered, as well as those that address bicycling and walking.

The Congestion Management Process was recently updated and approved by the board in May 2013. The regional goals and objectives for congestion management identified in the CMP are:

1. Provide a transportation system that serves the public with mobility choices including pedestrians and bicycles
    a. Increase and improve bicycling options and facilities in the region
    b. Increase and improve pedestrian facilities in the region
    c. Increase and improve transit system and facilities
    d. Improve the reliability and efficiency of buses
    e. Continue Intelligent Transportation System (ITS) improvements in the region
2. Identify and mitigate congestion on the transportation system
    a. Identify, diagnose, and address highway bottlenecks and travel delays
    b. Reduce travel delays on major arterial roads for all alternative modes
    c. Reduce travel delays at traffic signals
    d. Increase and improve the regional incident management program
    e. Enhance border crossing road operations to improve facilitation of truck traffic
    f. Increase efforts to reduce crash rates and improve safety on the system
    g. Enhance partnerships between regional transportation system providers
3. Minimize air quality impacts of congestion
    a. Create and enhance shared ride programs in the region (e.g., carpools, vanpools)
    b. Promote transit options to citizens in the region
    c. Promote travel demand management programs in the region
4. Promote accessibility to an efficient transportation system for all citizens
    a. Improve connectivity between all modes in the system
    b. Improve border crossing activities for all users of the system (pedestrian, automobile, trucks)

The goals and objectives provide the MPO a "lens" through which it can evaluate the potential of each transportation project in the region for congestion management. The CMP (http://www.elpasompo.org/CMP/2013CMPFinalDraft.pdf) becomes a foundational planning document from which the MTP and TIP can begin to be constructed.

Data Collection and Data Management Plan

Data collection is the back bone of the CMP. Data has to be collected on a recurring basis and results presented for congestion analysis. Since 2007, the EPMPO has attempted to conduct a data collection plan to provide performance indicators and help determine current congestion levels in the El Paso MPO Study Area. This data collection effort is intended to help identify changes over time and assist in the monitoring and evaluation process. The plan includes data gathering (only on congested segments), collecting traffic counts and speed data, as well as support for the regional travel demand model. The data collection monitoring reported by the MPO covers a time frame of 24 hours for traffic counts and travel time data at peak hours (7:00 AM to 9:00 AM; 11:00 AM to 1:00 PM; 4:00 PM to 6:00 PM). The EPMPO intended to collect data every two and a half years.

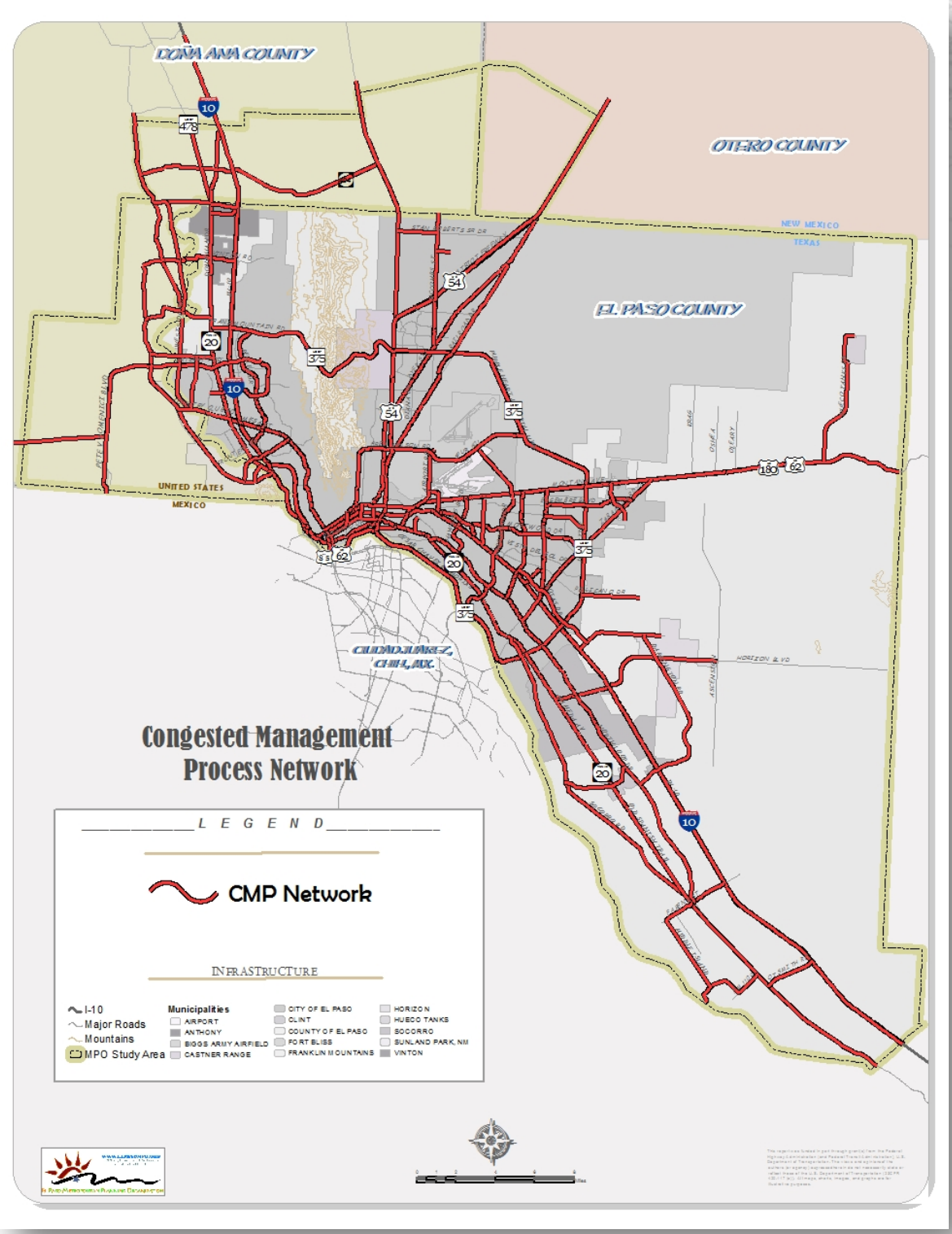
The most common types of data used by EPMPO are:

- Average Daily Traffic (ADT)
- Number of Lanes
- AM and PM Peak Hour Volumes by Direction
- Vehicle Classification Counts
- Travel Time statistics

In addition, the MPO intends to implement a robust system of collection based on regional cooperation with stakeholders and state and local agencies. Regional Data sources have been identified to acquire the necessary data to analyze congestion based on each of the identified performance measures. The EPMPO recognizes the importance of this data and will seek the required fund and resources to perform improved transportation system analysis and monitoring.

The data will be collected on a requiring basis for the roadways that comprise the CMP network. The CMP network (See *Map 10*) includes all roadways currently functionally classified as principal arterials and above under the federal functional classification system, several state roads and few other major roads consider of regional importance that did not fall under the principal arterial category such as Eastlake Blvd. and Darrington Rd. in the county area. It should be noted that the CMP network may be subject to change as conditions change in the EPMPO area.

Map 10: CMP Network



Identification and Evaluation of Congestion Management Strategies

With population in the EPMPO area expected to surpass 1.1 million by 2040, significant travel demand will be placed on the transportation infrastructure. This presents an opportunity for the region to evaluate system management and operational strategies that increase the efficiency of the existing transportation system and enhance options for travelers in the region.

The detail strategy evaluation process is identified in the updated CMP document. Strategies can be deployed as stand-along projects, at a system wide level or included as part of other capacity improvements and infrastructure projects to complement their effectiveness. The strategies planned in the EPMPO as part of the 2040 MTP are:

Travel Demand Management Strategies

Travel demand management (TDM) strategies promote nonautomotive travel modes, land use management, any project that provides travelers with more options and reduces the number of vehicles or trips during congested periods. These include strategies that substitute communication for travel or encourage regional cooperation to change development patterns and/or reduce sprawl. Other examples include programs that encourage transit use and ridesharing, such as marketing/outreach for transit and TDM services, also pedestrian and bicycle improvements.

Traffic Operations Strategies

These strategies focus on improving efficiency of the system, focusing on operation of the existing network of roads. Many of these operations-based strategies are supported by the use of enhanced technologies and ITS. Examples at the arterial level include: optimizing the timing of traffic signals, restricting turns at key intersections, geometric improvements to roads and intersections, converting streets to one-way operations, transit signal priority, and access management policies.

Public Transportation Strategies

These are projects that improve transit operations, improve access to transit, and expand transit service and help reduce the number of vehicles on the road by making transit more attractive or accessible. These strategies may be closely linked to strategies in the previous two categories (demand management and traffic operations). As with traffic operations, transit operations are often enhanced by ITS.

Roadway Capacity Strategies

This category of strategies addresses adding more base capacity to the road network, such as adding additional lanes and building new highways, as well as redesigning specific bottlenecks (such as interchanges and intersections) to increase their capacity. Given the expense and possible adverse environmental impacts of new single-occupant vehicle capacity, management and operations strategies should be given due consideration before additional capacity is considered.

Performance Measures

To further enhance strategy and project evaluation, new performance measures were developed by the subcommittee and MPO staff for each objective of the CMP. Great effort was made to lay the groundwork for performance measures that are specific, measurable, agreed upon by local agencies, realistic, and time-specific. The performance measures have also been developed based on the need for operational characteristics that are easily understood by the public and that provide consistency with existing MPO goals and objectives and national practice. They are listed below with their objective.

OBJECTIVE	PERFORMANCE MEASURE
1a) Increase and improve bicycling options and facilities in the region	Length of bike lanes per corridor mile (system)
	Number of buses with bike racks
	Number of transit facilities with bike parking facilities
1b) Increase and improve pedestrian facilities in the region	Length of sidewalks per corridor mile (system)
1c) Increase and improve transit system and facilities	System/Route Accessibility and expansion
	Construction of multimodal facilities
1d) Improve the reliability and efficiency of buses	Schedule adherence
1e) Continue Intelligent Transportation System (ITS) improvements in the region	Number of miles of highway and major arterial CMP network with traffic detectors, CCTV, and DMS coverage
2a) Identify, diagnose, and address highway bottlenecks and travel delays	V/C ratios and delays per link of Highway on CMP Network
2b) Reduce travel delays on major arterial roads for all alternative modes	V/C ratios and delays per link of major arterial roads on CMP Network
2c) Reduce travel delays at traffic signals	Intersection Level of Service at Peak-hour
2d)Increase and improve the regional incident management program	Number of incidents on state highways, incident response time, incident resolution time
2e) Enhance border crossing road operations to improve facilitation of truck traffic	Average truck border crossing time
2f) Increase efforts to reduce crash rates and improve safety on the system	Number of accidents (e.g., fatalities or injuries) on state highways on the CMP Network (on street network if data vailable from Police Departments)
2g) Enhance partnerships between regional transportation system providers	Regional incident management program participation
3a) Create and enhance shared ride programs in the region (e.g., carpools, vanpools)	Number of vehicles in vanpool/carpool programs
	Number of riders on vanpool/carpool program
3b) Promote transit options to citizens in the region	System/Route Accessibility–marketing programs developed and implemented
3c) Promote travel demand management programs in the region	Number of large employers in the region with official alternative work schedules (e.g., City of El Paso, UTEP)
4a) Improve connectivity between all modes in the system	Number of park and ride lots
	Number of transfer centers
4b) Improve border crossing activities for all users of the system (pedestrian, automobile, trucks)	Border wait times
	Number of pedestrians crossing the border

A critical step to integrate the CMP with the MTP, TIP, and local Capital Improvement Programs is setting targets for each of the congestion performance measures with the qualities previously described. Specifically, realistic metrics for performance measures are very important for implementation and monitoring of the CMP. Performance measure targets do not, in themselves, establish priorities to guide investment in the regional transportation system. The EPMPO MTP and TIP development process will accomplish priority setting in terms of how congestion relief fits with safety, system preservation, and other model improvement needs in the El Paso area. The CMP performance measure targets guide choices within the congestion management area.

The lack of comprehensive, system-wide data for many of the measures precluded setting for the targets. EPMPO staff will work with the TPB to develop and implement a more robust data collection program for the MPO in order to refine and recommend targets to the performance measures. These measures will be refined as additional data becomes available.

MAP-21 requires development of federal requirements for specific planning performance measure targets which are supposed to reflect local conditions and goals. Regardless, targets can be adjusted over time, usually linked to updates of the MTP and CMP. In general, performance targets should relate directly to the priority assigned to congestion mitigation by mode and strategy.

Citizens and stakeholders will expect to see progress on the performance measure targets. Therefore, the MPO must commit to investing in the strategies and projects linked to achieving improved transportation system performance.

Safety Strategies in Transportation Infrastructure

Vehicular Infrastructure and Programs

Texas Strategic Highway Safety Performance Plan – FY 2012

In 2006, the Texas Department of Transportation (TxDOT) produced the first Strategic Highway Safety Plan (SHSP). It established statewide goals, objectives, and key emphasis areas in consultation with Federal, State, local, and private sector safety stakeholders. In satisfying federal requirements, it also served as an initial attempt to identify key safety needs and guide investment decisions intended to lead to significant reductions in highway fatalities and severe injuries on all public roads.

The 2006 SHSP provides a detailed description of the analysis of crash data, stakeholder survey, and workshop of safety professionals used to guide TxDOT in identifying special highway safety emphasis areas. Further, it describes crash reduction goals and objectives related to those issues and countermeasures that might be used to achieve them. This document led the effort in the update for FY 2012.

Target goals set for 2010 were set at 1.40 fatalities and 41.2 severe injures per 100 million vehicular miles traveled (VMT). These were met and exceeded and objectives for 2015 were identified and set for each safety issue defined in the progress report. Safety issues are grouped into four Emphasis Areas: Crash Type and Location, System Users, User Behavior, and System Administration. Although the Statewide Goal is given as a fatality and severe injury rate per 100 MVMT, the objective for most Emphasis Areas is stated in terms of reductions in fatal (K), incapacitating (A), and non-incapacitating (B), or KAB crashes. Since countermeasures are geared toward reducing crashes and crash severity, it is assumed that their success, correspondingly, reduced the numbers of fatalities and injuries. Thus, reductions in crashes and crash severity in an Emphasis Area are reflected in achievement of the Statewide Goal.

Reflecting the safety concerns within the EPMPO region, the TxDOT SHSP delivers potential goals towards the planning process regarded during the EPMPO project selection process. What makes for compatibility is the mandatory criteria in TxDOT transportation projects to clearly evaluate any safety details in any project (i.e. guard rails, pedestrian crosswalks, lighting, etc) that uses federal or state funding. With the exception of special funding category projects like Safe Routes to School and Category 8 projects, most highway projects already have built-in safety criteria that may directly become safety solutions to a project. Other projects like preventing Drinking and Driving campaigns and other public awareness and user behavior campaigns use special funding and are not campaigns that are directly funded through EPMPO funds, except through special request. However, these campaigns may directly influence in lowering the number of accidents in connection with those specific causes.

Most safety projects funded through the EPMPO are smaller projects that are generally classified in the transportation improvement program (TIP) as general maintenance projects and are pooled into one funded project that covers the entire region through an entire year. This process is further explained in the TIP and financial section of the Horizon MTP. Most of these projects involve items like railroad crossing improvements, intersection lighting improvements, and do not constitute a large scale safety project but are instead considered safety enhancements. Special projects like the addition or improvements for ITS Architecture or dynamic message signs may also be considered safety projects and would constitute a large scale project.

New Mexico Highway Safety and Performance Plan

The Traffic Safety Division of the New Mexico Department of Transportation (NMDOT) has primary responsibility for managing programs designed to reduce traffic-related deaths and injuries. The Traffic Safety Division (TSD) partners with the National Highway Traffic Safety Administration (NHTSA) to develop and fund statewide and community-level projects that will have the greatest impact on saving lives and reducing injuries due to traffic crashes.

New Mexico's FY12 HSPP goal is to reduce the number of traffic-related accidents, fatalities, and serious injuries in New Mexico. A major focus of New Mexico's Highway Safety and Performance Plan is to reduce impaired driving crashes, fatalities, and injuries. The Traffic Safety Division has adopted the theory of general deterrence as applied to enforcement programs designed to influence drinking and driving behavior.

Almost twice as many New Mexicans died in traffic accidents in rural areas than in urban areas (65% - rural; 35% - urban). In rural areas, drivers are slightly less likely to use safety belts, and they drive at higher speeds than in urban settings. Crashes involving overturned vehicles and fatal collisions with pedestrians are more common in rural areas.

Through the review of New Mexico's traffic safety issues and the setting of the FY12 HSPP Performance
Measures, TSD is proposing to continue funding projects in the following program areas:

- Planning and Administration
- Alcohol/ Impaired Driving
- Occupant Protection
- Pedestrian and Bicycle Safety
- Police Traffic Services
- Traffic Records
- Motorcycle Safety
- Marketing and Media
- Driver Education and Safety

Strategies involved with the HSPP indirectly relate to highway projects or programs in regards to safety elements. Some strategies involve traffic management planning strategies for traffic incidents and the safety of all modes of traffic surrounding and incident and identifying, evaluating, prioritizing, and mitigating problem intersections and some of these could be generalized into various projects that are pooled together into maintenance projects for the entire region and per fiscal year. Other modes like bicycle, pedestrian, and equestrian modes are being incorporated by identifying, prioritizing, funding, and constructing these modal facilities or elements to enhance community character and safety, as well as providing routine maintenance. In rural areas their emphasis will be in planning to provide safe multimodal transportation options. Additionally, another strategy that is also listed as a theme in MAP-21 guidance provides for funding to be used for the collection of data to help plan and prioritize projects that will enhance safety in transportation infrastructure and transportation programs. Moreover, these plans are covering the federal guidance on studying high-risk rural roads and developing best practices for these roadways.

Providing the basis for an improved traffic safety planning process for the future, the TX Strategic Highway Safety Plan and NM Highway Safety and Performance Plan serve as guides for EPMPO regional and local stakeholders interested in traffic safety to continue to participate in the planning process and that future plans consider and incorporate regional and local safety interests. It is through the data and information collected in the documents that such groups will use to develop detailed plans that will identify safety issues, countermeasures, and implementation plans for their respective areas. Moreover, it is hoped that future state DOT efforts will be able to draw heavily upon these plans.

Financial Planning for Horizon 2013-2016 TIP

The Horizon 2013-2016 Transportation Improvement Program (TIP) covers a program horizon of four fiscally constrained years. The Horizon 2013-2016 TIP is consistent with the Horizon 2040 MTP and contains regionally significant projects to be funded with federal and non-federal funds. Inclusion of a project in the TIP reflects a consensus of priority needs among residents living in the MPO study area, locally and state-elected officials, local transportation agency representatives, and representatives of the Texas Department of Transportation (TXDOT) and the New Mexico Department of Transportation (NMDOT). The TIP is, in effect, a listing of transportation priority needs that will be implemented that contain total estimated costs and implementation dates. The TIP may be amended as transportation needs and/or funding levels change. The TIP is available online at http://www.elpasompo.org/tip/.

The Horizon 2013-2016 TIP is fiscally constrained for transit projects and highway projects in the New Mexico and Texas portion of the MPO study area. Traditional federal funding categories that trickle down through TXDOT into the TIP are fiscally constrained and are based on revenue forecasts in TXDOT's associated Unified Transportation Plan (UTP). The UTP reflects the projects and programs that may be delivered from available forecasted funding in Texas over a 10-year period. Close coordination is ongoing with NMDOT on available funds to be used in New Mexico. Transit projects are funded with FTA funds and local funds. Most of the transit funding is for Sun Metro projects, the mass transit provider in the region. There are also non-traditional funds, such as state funded Proposition 12-Version 1 (V1), and Version 2 (V2) funds, 425 plan funds, Texas Mobility funds, Proposition 14 funds, and toll revenues in Texas.

Meetings of the Transportation Project Advisory Committee (TPAC), which recommends projects for approval, and the Transportation Policy Board (TPB), which approves projects in the TIP were used as open forum for the MPO public involvement process. The required 30-day public involvement period was met for the Horizon 2013-2016 TIP. These meeting were advertised in local newspapers.

Financial Planning for Horizon 2040 MTP

The Horizon 2040 MTP is a 28 year plan, with revenue streams to cover project costs and programs that begin with fiscal year (FY) 2013 and cover a planning horizon to the year 2040, with $9.4B of multimodal projects. Projects on the Texas highway project list include added capacity, management, roadway improvements, enhancements, maintenance and rehabilitation, safety, and other types of projects at a cost of $5.7B. Transit investments come to $3.6B, (of which operations for Sun Metro, the city of El Paso's mass transit provider totals $2.4B), to cover maintenance, equipment, and transit facilities. Sun Metro has the majority of transit investments, but there is also County and health and human service transit programs included in the plan. New Mexico projects include added capacity, roadway improvements, maintenance, and rehabilitation projects, which total approximately $81.3M. Following is a summary of the financial assumptions used for financial constraint of the Horizon 2040 MTP. Also, refer to the financial summary table in this chapter for a complete breakdown of available revenues.

With few exceptions, the region used four percent compounded inflation on projects outside the corresponding TIP years (2017-2040) for projects within the Texas portion of the El Paso MPO planning area. The City of El Paso grew its Capital Improvement Program (CIP) at five percent and the Town of Horizon City also put a five percent growth rate on their current revenues throughout the plan. In New Mexico, a two and a half percent compounded inflation rate was applied to projects outside the years of their corresponding Statewide Transportation Improvement Program (STIP), 2018-2040, and none of the revenues were projected to grow on New Mexico funding programs, as was requested by the New Mexico Department of Transportation (NMDOT). Projects within the corresponding TIP years of the Horizon 2040 MTP were based on the estimated costs for the projects from 2013 to 2016 and no additional inflation factor was applied, as these estimates were already based on the year of implementation. The corresponding Horizon TIP covers the years 2013-2016, as this was consistent with the Texas 2013-2016 STIP at the time that the Horizon 2040 MTP was adopted by the TPB on October 4, 2013. The Horizon 2040 MTP includes total project cost, comprised of construction costs, Right-of-Way (ROW) costs, and preliminary engineering costs. The first ten years of the plan are fiscally constrained by year, after the first ten years a banding of revenues and costs method was applied from 2023-2030, and 2031-2040.

Financial revenues for this plan are primarily from TXDOT's 2014 Unified Transportation Program (UTP), which cover years 2014-2023. It is important to note that FY 2014 revenues in the Horizon 2040 MTP include unobligated FY 2013 funding rolled into the FY 2014 in the 2014 UTP. The 2040 Horizon MTP also includes financial assumptions from FY 2013 in the 2013 UTP, because the Horizon 2013-2016 TIP is included in the Texas 2013-2016 STIP. The UTP reflects the projects and programs that may be delivered from traditional (Federal Highway Administration and State of Texas) and non-traditional funding over a ten-year period. In some cases projections or forecasts were used to develop estimated revenues through the year 2040 in the plan. Through coordination with the Texas A&M Transportation Institute (TTI), TXDOT-Finance, and TXDOT-El Paso district, projections in the traditional funding resources (Categories 1-12) in the state of Texas were made.

For Category 1 (Preventive Maintenance and Rehabilitation) the 2014 UTP assumptions were only through FY 2017 so the same assumption from 2017 was used throughout the remainder of the plan. For Category 2 (Metropolitan Transportation Management Areas) TXDOT-El Paso through coordination with TXDOT-Finance, and trade fair efforts with other TXDOT districts secured $271M in 2010, which has been reduced to $201,624,607 by previous lettings. There are some carryover and under run amounts in the Horizon 2040 MTP that are slightly different than the 2014 UTP that were provided by TXDOT-El Paso. See non-traditional Category 3 below, and Category 4 does not apply to our urbanized area. For Category 5 (Congestion Mitigation and Air Quality-CMAQ) we applied the assumptions in the 2014 UTP in years 2014-2023 with minor modifications for carryover and under runs. It was then applied the same conservative growth rate that was used in the Transportation Revenue Estimator and Needs Determination System (TRENDS) model of one and one-tenth percent out to the year 2040. For Category 6 (Structure Replacement and Rehabilitation) since the 2014 UTP provided statewide totals rather than specific numbers for El Paso, EPMPO projected, in coordination with TXDOT-El Paso, flat-line revenue assumptions without growth throughout the outer years of the plan. There is an associated generic project in the project list that takes up these revenues. The Structure Replacement and Rehabilitation funds are competitive at the state level. The Carolina St. Railroad Overpass project has received funding for the reconstruction of this bridge, using this funding category in FY 2015, at a cost of $5,600,000. For Category 7 (Surface Transportation Program-Metro Mobility or STP-MM) we applied the assumptions in the 2014 UTP in years 2014-2023 with minor modifications for carryover and under runs,, and then applied the same conservative growth rate that was used in the TRENDS model of one and one-tenth percent out to the year 2040. For Category 8 (Safety) since the 2014 UTP provided statewide totals rather than specific numbers for El Paso, EPMPO projected, in coordination with TXDOT-El Paso, flat-line revenue assumptions without growth throughout the outer years of the plan. There is an associated generic project in the project list that takes up these revenues. These safety funds are competitive at the state level.

For Category 9 (Transportation Enhancement Program/Transportation Alternative Program) funds are programmed for the final call for Transportation Enhancement program projects in the years 2014-2015. A new program that replaces the old enhancement program, the Transportation Alternatives Program (TAP) funds are assumed from the 2014 UTP from FY 2014 through FY 2023. The new TAP program will also be used to fund the Safe Routes to School program. Category 10 (Miscellaneous) is divided into several programs, but very little revenue was projected for El Paso in the Horizon 2040 MTP, with the exception of Coordinated Border Infrastructure (CBI), and legislative earmarks (see below), one in FY 2013 in the amount of $2,918,003 for operational improvements on Paseo Del Norte from IH-10 to North Resler Dr. in northwest El Paso and another in the amount of $4,655,875 for the reconstruction of an IH-10 eastbound exit ramp in central El Paso. The CBI program is supported by Texas Transportation Commission (TTC) Minute Order 110481 in the amount of 22,721,488, and Minute Order in the amount of $40,651,200, all programmed in projects between FY 2014 and 2016. The CBI program is available to border regions in the United States, including El Paso.

CBI funds may be used for projects that improve and facilitate/expedite cross border motor vehicle and cargo movements. Projects must be border related and improve the safety of, facilitate and /or expedite cross border traffic movements. For Category 11 (District Discretionary) we used the same numbers as in the 2014 UTP throughout FY 2023 and then EPMPO assumed the same flat-line projection from that point throughout the life of the plan. For Category 12 (Strategic Priority) at the discretion of the TTC a one-time allocation for an Alameda (SH 20) rehabilitation project at the cost of $9.2M shows up in year 2015 in the 2013 UTP, and is also included in the Horizon 2040 MTP.

The EPMPO worked with TXDOT-Administration on the reconciliation of the CMAQ and STP-MM programs from 2004-2010. TXDOT-Administration had indicated that the EPMPO, and other MPOs in the state, had over programmed these two funding categories in these past years, and that FY 2013 and 2014 funds would be deducted from our available balances to pay for the over programming. But through our coordination with TXDOT-Administration it was determined that this would not be the case. Instead TXDOT-Finance provided Category 12 funds to cover the CMAQ and STP-MM funds in FY 2013 and 2014. These funds are referenced in the plan as Cat 12-CMAQ and Cat 12-STP; although, the federal funding program to support these funds is STP-Flex.

Category 3 is used for the grouping of the non-traditional categories in Texas, such as state funded Proposition 12-version 1 (V1), and version 2 (V2), 425 plan funds, Texas Mobility Funds, Proposition 14 funds, and local contributions to specific projects. Any of these funding sources used were accounted for in the TIP years (2013-2016). No projections on these funds were made outside the TIP years in the Horizon 2040 MTP. The biggest contribution from the non-traditional funding is $800M of Texas Mobility Funds for the Border Highway West toll facility from Racetrack Dr. in west El Paso to connect with the Cesar Chavez (Border Highway) at US 54.

Aside from the previously mentioned non-traditional funds, there are toll revenues, approximately $161M, in the Horizon 2040 MTP. These are revenues that are expected to be generated from over $1.2B of toll projects (includes inflation). These projects include toll lanes on IH-10 between the Texas/New Mexico state line in northwest El Paso and Sunland Park Dr., the Border Highway West toll facility from Racetrack Dr. in west El Paso to connect with the Cesar Chavez (Border Highway) at US 54, Loop, 375 (Americas Ave.) toll lanes from the Zaragoza POE to IH-10, and a completely tolled facility, the Northeast Parkway, that will connect to Loop 375 (Purple Heart) east of Railroad Dr. and extends to FM 3255 (Martin Luther King) at the Texas/New Mexico state line in Northeast El Paso. TXDOT-El Paso determined that these toll projects along with the nearly completed toll elements of the Loop 375 (Cesar Chavez) from IH-110/US 54 to the Zaragoza POE are expected to produce $298.6M of toll bond revenue in the Horizon 2040 MTP that could be used for other transportation projects, tolled and non-tolled.

The City of El Paso also made revenue contributions from their toll collections at the international POEs in the plan for a total of $78.5M to assist with border crossing and related projects in El Paso. The City of Socorro made a local contribution in the amount of $1.2M to study the feasibility of a new POE in Socorro, TX.

The city of El Paso has implemented Transportation Reinvestment Zones (TRZ), which allow property tax dollars within the specific zones to be preserved for transportation investments. Legislation in Texas to allow TRZs to be implemented by local governments prompted the city of El Paso to setup TRZs, which has previously secured $70M in revenue. Projects within the City of El Paso that have benefited from TRZs are direct connectors at Loop 375 (Americas) and IH-10, Transmountain Rd. (Woodrow Bean) widening in northeast El Paso, and interchange improvements at Loop 375 (Joe Battle) and FM 659 (Zaragoza Rd.). Starting in FY 2017 the city of El Paso made another TRZ contribution of $90M to the Horizon 2040 MTP for future transportation projects.

The EPMPO requested TTI to evaluate screening, assessment, and implementation guidance for TRZ multi-jurisdictional efforts enacted by House Bill 563, which passed in 2011 and introduced significant changes in law governing TRZs. The TTI study looked at the County of El Paso, the Town of Horizon City, TX, and the City of Socorro, TX, to determine TRZ alignment, boundaries, and to estimate TRZ revenue potential. The study determined optimistic, mean, and conservative estimates. In the development of the Horizon 2040 MTP the MPO used the conservative (lowest) estimate of 2012 property value growth rates and the pace of development trends for a total of $76.5M starting in FY 2017.

Operations revenue cover maintenance and rehabilitation type projects in the Horizon 2040 MTP. These funds are dollar for dollar for project costs and revenues from TXDOT's Routine Maintenance and Traffic Budget programs, the City of El Paso's Operations Program, and the County of El Paso's Road and Bridge funds.

Federal Transit Administration (FTA) funds are being leveraged with traditional Federal Highway Administration (FHWA) funds and local funds in the Horizon 2040 MTP. Sun Metro was able to leverage $13.6M of FTA-5309 (Very Small Starts) funds for the Mesa St. (SH 20) Rapid Transit System (RTS), in 2013, with $6.1M of Category 2, $2M of Category 5 (for design), and $5.4M of local contribution, totaling $27.1M, for this on-state roadway transit project. This project let in FY 2013. The same approach is being used for two other on-state transit roadway projects, the Dyer St. (US 54) RTS project, to let late in FY 2015, and the Montana St. (US 62/180) RTS project, in FY 2017. The Dyer RTS project is expected to leverage $15.2M of Very Small Starts funds due to the expectation of $9.2M of Category 2, and $11.1M of local contribution, totaling $35.5M. The Montana RTS project is expected to leverage $24.5M of Very Small Starts funds due to the expectation of $9.7M of Category 2, and $8.6M of local contribution, totaling $42.8M (in today's dollars). The Alameda (SH 20) RTS project, also on an on-state roadway, is funded with local funding at a cost of $37.8M and is expected to let in early FY 2015.

Sun Metro has projected an additional $126M in FTA Very Small Starts and Small Starts funds for major transit projects between FY 2020 and 2022 to include the downtown El Paso Oregon Streetcar project in FY 2020. The Oregon Streetcar cost with inflation in the year 2020 is $118.4M. Half of the funding for this project is currently programmed with local funds. The project would run downtown along Kansas, Father Rahm, Santa Fe and Franklin streets then all the way up Oregon St. to the Glory Road transfer center near UTEP and back down Stanton St. to downtown, totaling approximately 5 miles. About $90 million is expected to come from TXDOT to accelerate this project, which would replace other previously mentioned funding.

It is anticipated that Sun Metro will continue to receive traditional FTA 5307 formula funds for capital maintenance, enhancements, planning, etc. and has calculated $721M throughout the life of the plan, which includes a five percent growth factor outside the TIP years (2017-2040). Through projections of sales tax, fare box, parking garage, and alternative fuel credit revenues, Sun Metro is able to sustain their operations through the year 2040, and provide local match to federally funded transit projects. The total of these revenues come to $2.4B throughout the life of the plan.

NMDOT forecasted their STP-Large Urban funds out to the year 2040 using no growth rate for a total of $22.9M. The same approach was taken for CMAQ-Mandatory funds for a total of $41.3M. NMDOT projects in the Horizon 2040 MTP include a feasibility study for NM 136 (Pete Dominici Hwy.) on how to accommodate future heavy truck in 2014, drainage improvements along NM 460 in 2014, a grade separation at NM 136/NM 273 in 2031, the widening of portions of McNutt Rd. between Racetrack Dr. and the Courchesne Bridge in 2020, and the Extension of NM 9 (Columbus Rd.) from NM 136 to NM 273 (McNutt) in 2023.

Sunland Park, NM requested the following two projects. Sunland Park, NM committed to a local contribution of approximately $21.3M to fund the Sunland Park Dr. Extension from NM 273 (McNutt Rd.) to the proposed new Sunland Park Commuter POE, in 2018. Sunland Park, NM confirmed that approximately $11.9 M contribution from the Sunland Park Casino is available to assist Sunland Park, NM with funding the Sunland Park Commuter POE, in 2018.

The EPMPO and transportation providers in the region continue to move forward with transportation projects and investments by means of traditional and non-traditional funding mechanisms. Revenues from many of the traditional resources have been reduced, but the region has made great strides to continue providing for a sustainable transportation system in the EPMPO study area.

EL PASO MPO

Horizon 2040 Metropolitan Transportation Plan (MTP)

2013 - 2040 Financial Summary

Revenue by Categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023-2030	2031-2040	TOTAL
TEXAS HIGHWAY FUNDING CATEGORIES													
1 - Preventive Maintenance & Rehabilitation	$ 22,480,000	$ 24,420,000	$ 21,380,000	$ 23,850,000	$ 25,790,000	$ 25,790,000	$ 25,790,000	$ 25,790,000	$ 25,790,000	$ 25,790,000	$ 206,320,000	$ 257,900,000	$ 711,090,000
2 - Metropolitan Area (TMA) Corridor Projects (Including CRRMA Bond Rev.)	$ 17,770,000	$ 38,096,650	$ 91,170,000	$ 5,000,000	$ 2,700,000	$ 45,250,000	$ 24,734,607	$ -	$ -	$ -	$ -	$ -	$ 224,721,257
3 - Proposition 12 v1	$ 4,134,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,134,000
3 - Proposition 12 v2 (MPO)	$ 11,789,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 11,789,000
3 - Proposition 12 v2 (TXDOT)	$ 27,315,529	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 27,315,529
3 - Proposition 14	$ 82,982,870	$ 5,330,130	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 88,313,000
3 - Lcl Contribution	$ -	$ 4,930,534	$ 23,284,800	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 28,215,334
5 - CMAQ	$ 76,435	$ 13,511,162	$ 7,650,000	$ 7,790,000	$ 7,870,000	$ 7,970,000	$ 8,080,000	$ 8,190,000	$ 8,300,000	$ 8,390,000	$ 70,013,916	$ 95,730,701	$ 243,572,214
6 - Structures Replacement & Rehabilitation	$ 1,900,000	$ 1,900,000	$ 7,500,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 1,900,000	$ 15,200,000	$ 19,000,000	$ 58,800,000
7 - STP - MM	$ 10,012,491	$ 37,602,277	$ 12,160,000	$ 12,380,000	$ 12,510,000	$ 12,680,000	$ 12,850,000	$ 13,020,000	$ 13,200,000	$ 13,340,000	$ 111,276,556	$ 152,149,504	$ 413,180,828
8 - Safety Projects	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 670,094	$ 5,360,752	$ 6,700,940	$ 18,762,631
9 - Transportation Enhancements Program (MPO)	$ 1,407,489	$ 1,581,608	$ 240,645	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,229,742
9 - Transportation Enhancements Program (TXDOT)	$ -	$ 17,672,541	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 17,672,541
9 - Transportation Alternatives Program (TAP)	$ -	$ 2,800,000	$ 1,120,000	$ 1,140,000	$ 1,150,000	$ 1,160,000	$ 1,180,000	$ 1,190,000	$ 1,210,000	$ 1,220,000	$ 1,230,000	$ -	$ 13,400,000
10 - State Park Road Fund Program	$ 333,850	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 333,850
10 - Keep Texas Beautiful	$ 265,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 265,000
11 - District Discretionary	$ -	$ 150,000	$ 310,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 2,500,000	$ 20,000,000	$ 25,000,000	$ 62,960,000
12 - Strategic Priority	$ -	$ -	$ 9,156,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 9,156,000
12 - Strategic Priority Plan 425	$ 7,687,050	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,687,050
12 - Strategic Priority CMAQ	$ 2,208,341	$ 8,334,077	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,542,418
12 - Strategic Priority STP	$ -	$ 968,915	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 968,915
3 - City of El Paso/UPRR (RR Xing Imp. M074X)	$ -	$ -	$ -	$ -	$ -	$ 2,042,152	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,042,152
Strategy 102 Budget	$ 2,808,947	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,808,947
3 - City of El Paso Public Private Partnership (Freight Shuttle Project)	$ -	$ -	$ -	$ -	$ -	$ 100,373,864	$ -	$ -	$ -	$ -	$ -	$ -	$ 100,373,864
10 - CBI Program	$ -	$ 22,721,448	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 22,721,448
10 - Earmark	$ 2,918,003	$ 4,655,875	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 7,573,878
3 - Texas Mobility Funds (TMF)	$ -	$ -	$ 800,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 800,000,000
3 - City of El Paso Transportation Reinvestment Zones	$ -	$ -	$ -	$ -	$ 90,004,581	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 90,004,581
3 - County EP, Horizon, & Socorro Potential TRZ	$ -	$ -	$ -	$ -	$ 76,500,000	$ -	$ -	$ -	$ 21,596,166	$ -	$ -	$ -	$ 98,096,166
3 - Toll Revenue Bonding	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 21,400,000	$ 44,900,000	$ -	$ 51,000,000	$ 43,300,000	$ 160,600,000
3 - City of El Paso (CIP)	$ 19,679,625	$ 20,663,606	$ 21,696,787	$ 22,781,626	$ 25,000,000	$ 26,250,000	$ 27,562,500	$ 28,940,625	$ 30,387,656	$ 31,907,039	$ 395,711,928	$ 842,778,948	$ 1,493,360,340
3 - Proposed POE funds	$ -	$ -	$ -	$ -	$ 5,031,445	$ -	$ 28,466,236	$ -	$ -	$ -	$ 45,023,588	$ -	$ 78,521,269
3 - City of El Paso (OPs)	$ 20,892,857	$ 20,892,857	$ 20,892,857	$ 20,892,857	$ 20,892,857	$ 20,892,857	$ 20,892,857	$ 20,892,857	$ 20,892,857	$ 20,892,857	$ 167,142,857	$ 208,928,571	$ 585,000,000
TXDOT Routine Maintenance	$ 8,319,500	$ 8,319,500	$ 8,319,500	$ 8,319,500	$ 8,319,500	$ 8,319,500	$ 8,319,500	$ 8,319,500	$ 8,319,500	$ 8,319,500	$ 66,556,000	$ 83,195,000	$ 232,946,000
TXDOT Traffic Budget	$ 11,982,837	$ 11,982,837	$ 11,982,837	$ 11,982,837	$ 11,982,837	$ 11,982,837	$ 11,982,837	$ 11,982,837	$ 11,982,837	$ 11,982,837	$ 95,862,696	$ 119,828,370	$ 335,519,436
3 - County of El Paso (Bridge and Road Fee) (Resurfacing and Maintenance)	$ 2,275,000	$ 2,275,000	$ 2,275,000	$ 2,275,000	$ 2,275,000	$ 2,275,000	$ 2,275,000	$ 2,275,000	$ 2,275,000	$ 2,275,000	$ 18,200,000	$ 22,750,000	$ 63,700,000
3 - City of Socorro	$ -	$ -	$ -	$ 5,550,000	$ -	$ 1,216,653	$ -	$ -	$ -	$ -	$ -	$ -	$ 6,766,653
3 - Town of Horizon City	$ 174,600	$ 183,330	$ 192,497	$ 202,121	$ 212,227	$ 222,839	$ 233,981	$ 245,680	$ 257,964	$ 270,862	$ 2,715,814	$ 5,285,177	$ 10,197,091
3 - EL Paso Water Utilities Public Service Board	$ -	$ -	$ -	$ -	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 1,500,000	$ 12,000,000	$ 15,000,000	$ 36,000,000
3 - Lcl Fort Bliss	$ -	$ -	$ -	$ -	$ 14,973,240	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 14,973,240
3 - State PE Funds	$ -	$ -	$ -	$ -	$ 5,282,011	$ 1,891,351	$ 1,891,351	$ 5,070,556	$ 5,579,645	$ 3,286,197	$ 36,389,439	$ 48,970,152	$ 108,360,702
3 - Local ROW Funds	$ -	$ -	$ -	$ -	$ 216,561	$ 4,368,962	$ 216,370	$ 47,500	$ 683,053	$ 47,500	$ 33,375,270	$ 23,183,648	$ 62,138,864
3 - State ROW Funds	$ -	$ -	$ -	$ -	$ 1,228,351	$ -	$ -	$ 3,109,330	$ 2,873,995	$ -	$ 14,308,821	$ 18,605,616	$ 40,126,113
Total TX Highway Revenues	**$ 260,083,518**	**$ 249,662,441**	**$ 1,040,001,016**	**$ 127,234,035**	**$ 318,508,704**	**$ 279,256,110**	**$ 181,045,333**	**$ 157,043,979**	**$ 204,818,767**	**$ 134,291,886**	**$ 1,367,687,638**	**$ 1,988,306,625**	**$ 6,307,940,053**
Construction Cost	$ 240,229,293	$ 183,831,640	$ 990,011,733	$ 95,014,990	$ 224,115,847	$ 236,798,932	$ 293,892,354	$ 146,636,884	$ 184,648,716	$ 115,833,681	$ 1,301,416,820	$ 1,520,175,554	$ 5,328,608,867
Total 2013-2016 non-carry over	$ 1,900,000	$ 46,883,865	$ 30,000,000	$ 11,135,298	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 89,919,163
FHWA to FTA Transfers	$ 7,179,000	$ 4,569,925	$ 2,000,000	$ 2,540,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 16,288,925
	Construction cost INCLUDES FHWA to FTA Transfers												
State & Local PE Cost	$ 6,302,255	$ 6,758,055	$ 52,585,276	$ 1,570,969	$ 7,161,669	$ 4,969,369	$ 5,601,712	$ 5,478,941	$ 7,267,744	$ 4,101,447	$ 35,031,932	$ 41,117,097	$ 177,946,465
	2013-2016 Construction cost INCLUDES Local and State PE.												
State & Local ROW Cost	$ 4,856,447	$ 667,500	$ 130,691,500	$ 565,575	$ 1,444,912	$ 4,368,962	$ 216,370	$ 3,156,830	$ 3,557,048	$ 47,500	$ 47,351,592	$ 41,361,763	$ 238,285,999
	2013-2016 Construction cost INCLUDES Local and State ROW.												
Total Project Cost (Construction, PE, & ROW)	**$ 240,229,293**	**$ 183,831,640**	**$ 990,011,733**	**$ 95,014,990**	**$ 232,722,429**	**$ 246,137,263**	**$ 299,710,436**	**$ 155,272,654**	**$ 195,473,508**	**$ 119,982,627**	**$ 1,383,800,343**	**$ 1,602,654,414**	**$ 5,744,841,331**
Total Balance (includes carry-over)	**$ 19,854,225**	**$ 83,785,026**	**$ 86,890,444**	**$ 89,109,490**	**$ 163,760,467**	**$ 196,879,314**	**$ 78,214,211**	**$ 79,985,536**	**$ 89,330,795**	**$ 103,640,053**	**$ 87,527,348**	**$ 473,179,559**	**$ 563,098,722**

EL PASO MPO

Horizon 2040 Metropolitan Transportation Plan (MTP)

2013 - 2040 Financial Summary

Revenue by Categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023-2030	2031-2040	TOTAL
TRANSIT FUNDING CATEGORIES													
Large Urban Cities (5307)													
1. Capital Maintenance	$ 11,901,447	$ 11,901,447	$ 11,901,447	$ 11,901,447	$ 12,496,519	$ 13,121,345	$ 13,777,413	$ 14,466,283	$ 15,189,597	$ 15,949,077	$ 159,914,449	$ 311,205,406	$ 603,725,878
3. Curb Cuts/ADA Imp.	$ 500,000	$ 500,000	$ 500,000	$ 500,000	$ 525,000	$ 551,250	$ 578,813	$ 607,753	$ 638,141	$ 670,048	$ 6,718,278	$ 13,074,268	$ 25,363,549
4. Security Equipment	$ 112,107	$ 112,107	$ 112,107	$ 112,107	$ 117,712	$ 123,598	$ 129,778	$ 136,267	$ 143,080	$ 150,234	$ 1,506,332	$ 2,931,434	$ 5,686,863
6. Planning	$ 700,000	$ 700,000	$ 700,000	$ 700,000	$ 735,000	$ 771,750	$ 810,338	$ 850,854	$ 893,397	$ 938,067	$ 9,405,589	$ 18,303,975	$ 35,508,969
7. Computer Hardware/ Software	$ 239,178	$ 239,178	$ 239,178	$ 239,178	$ 251,137	$ 263,694	$ 276,878	$ 290,722	$ 305,258	$ 320,521	$ 3,213,728	$ 6,254,154	$ 12,132,806
8. Transit Enhancements	$ 200,000	$ 200,000	$ 200,000	$ 200,000	$ 210,000	$ 220,500	$ 231,525	$ 243,101	$ 255,256	$ 268,019	$ 2,687,311	$ 5,229,707	$ 10,145,420
10. ADA Para Transit	$ 560,530	$ 560,530	$ 560,530	$ 560,530	$ 588,557	$ 617,984	$ 648,884	$ 681,328	$ 715,394	$ 751,164	$ 7,531,592	$ 14,657,038	$ 28,434,061
SUBTOTAL	$ 14,213,262	$ 14,213,262	$ 14,213,262	$ 14,213,262	$ 14,923,925	$ 15,670,121	$ 16,453,627	$ 17,276,309	$ 18,140,124	$ 19,047,130	$ 190,977,279	$ 371,655,982	$ 720,997,546
Transportation for Elderly Person and Persons with Disabilities Program and New Freedom Program (5310)	$ 596,870	$ 596,870	$ 596,870	$ 596,870	$ 596,870	$ 596,870	$ 596,870	$ 596,870	$ 596,870	$ 596,870	$ 4,774,960	$ 5,968,700	$ 16,712,360
Rural Transit Assistance Program (5311(b)(3)) (PTN)	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 300,000	$ 2,400,000	$ 3,000,000	$ 8,400,000
SUBTOTAL	$ 896,870	$ 896,870	$ 896,870	$ 896,870	$ 896,870	$ 896,870	$ 896,870	$ 896,870	$ 896,870	$ 896,870	$ 7,174,960	$ 8,968,700	$ 25,112,360
ESTIMATED LOCAL FUNDING TOTAL (SM)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
1. Sales Tax	$ 37,399,426	$ 38,147,415	$ 38,910,363	$ 39,688,571	$ 40,482,342	$ 41,291,989	$ 42,117,829	$ 42,960,185	$ 43,819,389	$ 44,695,777	$ 391,294,917	$ 584,885,813	$ 1,385,694,016
2. Other (Parking Garages & Other)	$ 1,560,145	$ 1,560,145	$ 1,560,145	$ 1,560,145	$ 1,560,145	$ 1,560,145	$ 1,560,145	$ 1,560,145	$ 1,560,145	$ 1,560,145	$ 12,481,160	$ 15,601,450	$ 43,684,060
3. Fares	$ 9,854,755	$ 12,116,788	$ 14,114,612	$ 15,948,155	$ 16,267,118	$ 16,592,460	$ 16,924,310	$ 17,262,796	$ 17,608,052	$ 17,960,213	$ 157,234,990	$ 235,026,091	$ 546,910,340
4. Alternative Fuel Credit	$ 2,797,952	$ 4,831,145	$ 6,426,735	$ 8,677,655	$ 9,111,538	$ 9,567,115	$ 10,045,470	$ 10,547,744	$ 11,075,131	$ 11,628,888	$ 116,597,790	$ 226,907,967	$ 428,215,130
LOCAL FUNDING FOR OPERATIONS Net of Local Match - SUBTOTAL	$ 46,694,560	$ 54,079,980	$ 57,202,591	$ 64,970,526	$ 62,515,143	$ 63,451,763	$ 70,647,754	$ 58,732,696	$ 66,115,404	$ 71,863,307	$ 677,608,857	$ 1,062,421,322	$ 2,356,303,900
Job Access and Reverse Commute Program (5307)	$ 1,557,429	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,557,429
2013 TIGER Discretionary Grant Program	$ -	$ 10,302,054	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 10,302,054
New Freedom Program (5310)	$ 500,579	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 500,579
Clean Fuels Grant Program (5308)	$ 2,725,246	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2,725,246
Bus and Bus facilities (5339)	$ 1,739,669	$ 1,739,669	$ 1,739,669	$ 1,739,669	$ 1,739,669	$ 1,739,669	$ 1,739,669	$ 1,739,669	$ 1,739,669	$ 1,739,669	$ 13,917,352	$ 17,396,690	$ 48,710,732
Very Small Starts Revenue (5309)	$ 13,550,000	$ -	$ 15,237,058	$ -	$ 24,530,000	$ -	$ -	$ -	$ 39,736,563	$ 19,908,574	$ -	$ -	$ 112,962,195
Small Starts Revenue (5309)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 59,216,930	$ -	$ -	$ -	$ -	$ 59,216,930
VTCLI Grant - Veteran's Transportation Community and Livability Initiative Grant Funds	$ 31,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 31,000
Certificates of Obligation and Other Local Funds	$ 9,045,089	$ 6,775,669	$ 48,689,276	$ -	$ 20,256,586	$ 21,111,721	$ -	$ 59,216,930	$ 39,736,563	$ 19,908,574	$ -	$ -	$ 224,740,408
PE FUNDS	$ -	$ -	$ -	$ -	$ -	$ 986,153	$ -	$ 5,186,112	$ 3,712,281	$ 1,743,557	$ -	$ -	$ 11,628,103
ROW Funds	$ -	$ -	$ 222,274	$ -	$ -	$ -	$ -	$ 7,408,731	$ -	$ 2,490,796	$ -	$ -	$ 10,121,801
Operations Budget for Projects	$ 702,625	$ 2,575,513	$ -	$ 904,000	$ -	$ -	$ -	$ 1,754,788	$ -	$ -	$ -	$ -	$ 5,936,926
FACILITIES AND EQUIPMENT FUNDS - SUBTOTAL	$ 30,305,405	$ 21,392,905	$ 65,888,277	$ 2,643,669	$ 46,526,255	$ 23,837,543	$ 1,739,669	$ 134,523,160	$ 84,925,076	$ 45,791,170	$ 13,917,352	$ 17,396,690	$ 488,887,171
TRANSIT Revenues - TOTAL	**$ 92,110,097**	**$ 90,583,017**	**$ 138,201,000**	**$ 82,724,327**	**$ 124,862,193**	**$ 103,856,297**	**$ 89,737,920**	**$ 211,429,035**	**$ 170,077,475**	**$ 137,598,477**	**$ 889,678,447**	**$ 1,460,442,694**	**$ 3,591,300,977**
CONSTRUCTION (projects) Cost	$ 28,565,736	$ 19,653,236	$ 64,148,608	$ 4,520,000	$ 44,778,586	$ 21,950,548	$ -	$ 107,812,914	$ 75,760,845	$ 35,582,795	$ -	$ -	$ 399,575,670
Construction Operations, Prog. 5307, Prog. 5308(T079X), Prog. 5309(T073X), Prog. 5310, Prog. 5311, Prog. 5316, and Prog. 5317 Cost	$ 61,804,692	$ 69,190,112	$ 72,312,723	$ 80,080,658	$ 78,335,938	$ 80,018,754	$ 87,998,251	$ 76,905,875	$ 85,152,398	$ 91,807,308	$ 875,761,095	$ 1,443,046,004	$ 3,102,413,806
2013-2016 Construction cost INCLUDES PE.													
PE COST	$ -	$ 1,765,324	$ -	$ 65,000	$ -	$ 986,153	$ -	$ 5,186,112	$ 3,712,281	$ 1,743,557	$ -	$ -	$ 13,458,427
ROW COST	$ 145,000	$ -	$ 222,274	$ 1,000,000	$ -	$ -	$ -	$ 7,408,731	$ -	$ 2,490,796	$ -	$ -	$ 11,266,801
2013-2016 Construction cost INCLUDES ROW.													
Total PROJECT COSTS	**$ 90,370,428**	**$ 88,843,348**	**$ 136,461,331**	**$ 84,600,658**	**$ 123,114,524**	**$ 102,955,454**	**$ 87,998,251**	**$ 197,313,632**	**$ 164,625,524**	**$ 131,624,456**	**$ 875,761,095**	**$ 1,443,046,004**	**$ 3,526,714,704**
Total TRANSIT Balance with Carry Over	**$ 1,739,669**	**$ 3,479,338**	**$ 5,219,007**	**$ 3,342,676**	**$ 5,090,345**	**$ 5,991,187**	**$ 7,730,856**	**$ 21,846,259**	**$ 27,298,210**	**$ 33,272,231**	**$ 47,189,583**	**$ 64,586,273**	**$ 64,586,273**

EL PASO MPO

Horizon 2040 Metropolitan Transportation Plan (MTP)

2013 - 2040 Financial Summary

Revenue by Categories	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023-2030	2031-2040	TOTAL
NEW MEXICO FUNDING CATEGORIES													
STP Funds-TPU (Large Urban)	$ 1,275,000	$ 800,630	$ 800,630	$ 800,630	$ 800,630	$ 800,630	$ 800,630	$ 800,630	$ 800,630	$ 800,630	$ 6,405,040	$ 8,006,300	$ 22,892,010
STP-TPA (Flexible)	$ 800,000	$ 2,660,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,460,000
CBIP (Coordinated Border Infrastructure Program)	$ 4,500,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 4,500,000
CMAQ (CMAQ -Mandatory)	$ 1,998,503	$ 1,456,812	$ 1,456,812	$ 1,456,812	$ 1,456,812	$ 1,456,812	$ 1,456,812	$ 1,456,812	$ 1,456,812	$ 1,456,812	$ 11,654,496	$ 14,568,120	$ 41,332,427
City of Sunland Park, N.M.	$ -	$ -	$ -	$ -	$ -	$ 34,000,000	$ -	$ -	$ -	$ -	$ -	$ -	$ 34,000,000
State Severance Tax	$ 20,000	$ 470,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 490,000
Total NM Roadway Revenues	**$ 8,593,503**	**$ 5,387,442**	**$ 2,257,442**	**$ 2,257,442**	**$ 2,257,442**	**$ 36,257,442**	**$ 2,257,442**	**$ 2,257,442**	**$ 2,257,442**	**$ 2,257,442**	**$ 18,059,536**	**$ 22,574,420**	**$ 106,674,437**
Total CONSTRUCTION Cost	$ 8,593,503	$ 3,130,000	$ -	$ -	$ -	$ 21,836,179	$ -	$ 4,517,006	$ -	$ -	$ 12,800,845	$ 14,036,928	$ 64,914,461
	2013-2015 Construction Cost INCLUDES PE Cost												
PE Cost	$ 20,000	$ 650,000	$ -	$ -	$ -	$ 1,052,210	$ -	$ 451,701	$ -	$ -	$ 1,280,085	$ 1,403,693	$ 4,857,688
	2013-2015 Construction Cost INCLUDES ROW Cost												
ROW Cost	$ 820,000	$ -	$ -	$ -	$ -	$ 10,000,000	$ -	$ 316,190	$ -	$ -	$ 896,059	$ 982,585	$ 13,014,835
Total Project Costs	**$ 8,593,503**	**$ 3,130,000**	**$ -**	**$ -**	**$ -**	**$ 32,888,388**	**$ -**	**$ 5,284,897**	**$ -**	**$ -**	**$ 14,976,989**	**$ 16,423,206**	**$ 81,296,983**
Total NM Balance with Carry Over	**$ -**	**$ 2,257,442**	**$ 4,514,884**	**$ 6,772,326**	**$ 9,029,768**	**$ 12,398,822**	**$ 14,656,264**	**$ 11,628,809**	**$ 13,886,251**	**$ 16,143,693**	**$ 19,226,240**	**$ 25,377,454**	**$ 25,377,454**

TOTAL Horizon 2040 MTP FINANCIALS													
TOTAL MTP REVENUE	**$ 360,787,118**	**$ 345,632,900**	**$ 1,180,459,458**	**$ 212,215,804**	**$ 445,628,339**	**$ 419,369,848**	**$ 273,040,695**	**$ 370,730,455**	**$ 377,153,684**	**$ 274,147,805**	**$ 2,275,425,621**	**$ 3,471,323,739**	**$ 10,005,915,467**
TOTAL 2013-2016 TIP NON-Carry Over Revenue	**$ 1,900,000**	**$ 46,883,865**	**$ 30,000,000**	**$ 11,135,298**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 89,919,163**
	Total MTP Revenue INCLUDES 2013-2016 TIP Non-Carry over Category Revenues												
TOTAL MTP Construction Cost	$ 327,049,522	$ 265,964,109	$ 942,974,013	$ 176,414,104	$ 347,230,371	$ 360,604,412	$ 381,890,605	$ 335,872,678	$ 345,561,959	$ 243,223,784	$ 2,189,978,760	$ 2,977,258,487	$ 8,894,022,804
TOTAL MTP PE Cost	$ 6,322,255	$ 9,173,379	$ 52,585,276	$ 1,635,969	$ 7,161,669	$ 7,007,731	$ 5,601,712	$ 11,116,753	$ 10,980,025	$ 5,845,004	$ 36,312,016	$ 42,520,790	$ 196,262,580
TOTAL MTP ROW Cost	$ 5,821,447	$ 667,500	$ 130,913,774	$ 1,565,575	$ 1,444,912	$ 14,368,962	$ 216,370	$ 10,881,751	$ 3,557,048	$ 2,538,296	$ 48,247,651	$ 42,344,348	$ 262,567,635
TOTAL PROJECT COST (HWY, TRANSIT, NM)	**$ 339,193,224**	**$ 275,804,988**	**$ 1,126,473,064**	**$ 179,615,648**	**$ 355,836,953**	**$ 381,981,105**	**$ 387,708,687**	**$ 357,871,183**	**$ 360,099,032**	**$ 251,607,083**	**$ 2,274,538,427**	**$ 3,062,123,625**	**$ 9,352,853,018**
TOTAL MTP Balance (includes carry over)	**$ 21,593,894**	**$ 89,521,806**	**$ 96,624,335**	**$ 99,224,492**	**$ 177,880,580**	**$ 215,269,323**	**$ 100,601,332**	**$ 113,460,604**	**$ 130,515,255**	**$ 153,055,977**	**$ 153,943,171**	**$ 563,143,286**	**$ 653,062,449**

Appendix A

Horizon 2040 MTP Project List
TX Highway and Roadway (FHWA and Local funds)

City Area	Project Element	CSJ	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 (Includes Inflation)	Sponsor	YOE (FY)
CENTRAL	EXEMPT		P310X-05A	AIRPORT RD	RECONSTRUCT ROADWAY	MONTANA AVE. (US 62/180)	AIRWAY BLVD.	2020	$1,906,578	$2,412,429	$118,209	$168,870	$2,699,509	COEP	2019
CENTRAL	CAPACITY CHANGES		A306X-MOD	AIRWAY EXTENSION	BUILD 2-LANE UNDIVIDED	GATEWAY BLVD EAST	MARKET STREET	2030	$6,634,180	$9,079,334	$444,887	$635,553	$10,159,774	COEP	2021
EAST	CAPACITY CHANGES		A415X-MOD	ALBERTON AVE. EXTENSION	BUILD 4-LANE DIVIDED	DARRINGTON RD.	ASCENSION	2030	$4,003,813	$5,926,621	$290,404	$414,863	$6,631,889	COUNTY EP	2023
REGIONAL	CMAQ	0167-01-108	M054X	ALTERNATE ROUTES (ON-SYSTEM) PHASE 2	ALTERNATE ROUTES (ON-SYSTEM) PHASE 2	LOOP 375 (CESAR CHAVEZ BORDER HWY)	FM 2529 (MCCOMBS)	2020	$1,788,726	$1,788,726	$87,648	$0	$1,876,374	TXDOT	2014
CENTRAL	EXEMPT		M305X	BATAAN BRIDGES	BRIDGE RECONSTRUCTION IN THE VICINITY: SANTA FE, EL PASO, CAMPBELL, OREGON, STANTON, KANSAS, AND MESA STREETS	DOWNTOWN EL PASO		2030	$5,595,000	$8,281,967	$405,816	$0	$8,687,783	COEP	2023
MISSION VALLEY	CAPACITY CHANGES		A507X-15A	BELEN RD (SOCORRO)	BUILD 2 LANES UNDIVIDED	BORDER HWY EAST	FM 258 (SOCORRO RD)	2030	$1,522,879	$2,254,233	$110,457	$157,796	$2,522,487	SOCORRO	2023
MISSION VALLEY	CAPACITY CHANGES		A502X-15A	BETEL RD	BUILD 4-LANES UNDIVIDED	IVEY RD	AMERICAS AVE (LOOP 375)	2020	$1,500,000	$1,824,979	$89,424	$1,000,000	$2,914,403	COEP	2018
REGIONAL	EXEMPT	0924-06-472	M080X	BICYCLE INFRASTRUCTURE CITYWIDE	DEVELOPMENT OF STANDARD BIKE LANES, BUFFERED AND PROTECTED LANES, AND OTHER BICYCLE FACILITIES AND INFRASTRUCTURE.	CITYWIDE		2020	$1,700,000	$1,700,000	$300,000	$0	$2,000,000	COEP	2014
REGIONAL	EXEMPT	0924-06-462	M081A	BICYCLE PLAN & PROGRAM 2014	CREATION OF A BICYCLE PLAN, EDUCATION AND OUTREACH, INTERNAL STAFF TRAINING AND EDUCATION, AND PROGRAM IMPLEMENTATION THROUGH THE CONSTRUCTION OF BICYCLE FACILITIES AND INFRASTRUCTURE	CITYWIDE		2020	$100,000	$100,000	$0	$0	$100,000	COEP	2014
REGIONAL	CMAQ	0924-06-461	M081B	BICYCLE PLAN & PROGRAM 2015	CREATION OF A BICYCLE PLAN, EDUCATION AND OUTREACH, INTERNAL STAFF TRAINING AND EDUCATION, AND PROGRAM IMPLEMENTATION THROUGH THE CONSTRUCTION OF BICYCLE FACILITIES AND INFRASTRUCTURE	CITYWIDE		2020	$100,000	$100,000	$0	$0	$100,000	COEP	2015
REGIONAL	CMAQ	0924-06-460	M081C	BICYCLE PLAN & PROGRAM 2016	CREATION OF A BICYCLE PLAN, EDUCATION AND OUTREACH, INTERNAL STAFF TRAINING AND EDUCATION, AND PROGRAM IMPLEMENTATION THROUGH THE CONSTRUCTION OF BICYCLE FACILITIES AND INFRASTRUCTURE	CITYWIDE		2020	$100,000	$100,000	$0	$0	$100,000	COEP	2016
REGIONAL	EXEMPT	0924-06-451	M078A	BIKE SHARE PROGRAM PHASE 1	BIKE SHARE PROGRAM WITH 8 BIKE STATIONS AND 80 BIKES, APPROX.	ENCOMPASSES DOWNTOWN EL PASO AND THE UTEP CAMPUS		2020	$720,000	$720,000	$0	$0	$720,000	MPO/CRRMA	2014
MISSION VALLEY	CAPACITY CHANGES		A520X-MOD	BILLY THE KID	BUILD 4-LANE UNDIVIDED	TERMINUS (APROX. 1mi SE OF ZARAGOZA)	LOOP 375	2030	$5,595,000	$9,316,086	$456,488	$652,126	$10,424,701	COEP	2026
REGIONAL	EXEMPT	0924-06-459	C030X	BLUETOOTH WAIT SYSTEMS AT PASO DEL NORTE POE	A BLUETOOTH SYSTEM TO MEASURE, RELAY AND ARCHIVE WAIT TIMES AND CROSSING TIMES OF BOTH US AND MEXICO BOUND PEDESTRIANS AND POV'S	AT PASO DEL NORTE (PDN) BRIDGE POE		2020	$102,000	$102,000	$18,000	$0	$120,000	COEP	2014
REGIONAL	EXEMPT	0924-06-458	C031X	BLUETOOTH WAIT SYSTEMS AT STANTON POE	A BLUETOOTH SYSTEM TO MEASURE, RELAY AND ARCHIVE WAIT TIMES AND CROSSING TIMES OF BOTH US AND MEXICO BOUND PEDESTRIANS AND POV'S	AT STANTON BRIDGE POE		2020	$102,000	$102,000	$18,000	$0	$120,000	COEP	2014
REGIONAL	EXEMPT	0924-06-484	C032X	BORDER TRAVELER AND CARGO ITS (FORMER M068X)	REGIONAL CROSS-BORDER TRAVEL INFORMATION TO LOCAL TRAVELERS, COMMERCIAL VEHICLES, FLEET MANAGERS, MANUFACTURERS, MAQUILADORAS AND OTHERS.	POEs (WITHIN CITY OF EL PASO)		2020	$758,778	$960,096	$133,902	$0	$1,093,998	COEP	2019
REGIONAL	CAPACITY CHANGES	0924-06-483	C029X	BRIDGE OF THE AMERICAS (BOTA) FAST SECURE LANE	IMPROVE SHOULDERS AND ADD 1 SOUTHBOUND DEDICATED LANE FOR FAST SECURE LANE (FSL) COMMUTERS	SOUTH TERMINUS OF US 110 AT BRIDGE OF THE AMERICAS (BOTA)	1 MI NORTH OF SOUTH TERMINUS OF US 110	2020	$850,000	$1,075,521	$150,000	$0	$1,225,521	COEP	2019
MISSION VALLEY	CMAQ	0924-06-473	B503X	CADWALLADER DR. PEDESTRIAN BRIDGE AT RR XING	DESIGN AND CONSTRUCTION FOR A PEDESTRIAN BRIDGE ON CADWALLADER STREET OVER RAILROAD CROSSING	SH 20 ALAMEDA AVE	FM 76 NORTH LOOP DR.	2020	$850,000	$850,000	$150,000	$0	$1,000,000	COEP	2016
MISSION VALLEY	EXEMPT	0924-06-154	A513C	CAROLINA AVE RR OVERPASS	RECONSTRUCT OVERPASS (2 LANE UNDIVIDED)	AT UNION PACIFIC/ SOUTHERN PACIFIC RAILROAD		2020	$4,760,000	$4,760,000	$840,000	$0	$5,600,000	COEP	2015
MISSION VALLEY	CAPACITY CHANGES		A513D-MOD	CAROLINA AVE RR OVERPASS WIDENING	WIDEN OVERPASS TO 4 LANES	AT UNION PACIFIC/ SOUTHERN PACIFIC RAILROAD		2030	$5,000,000	$7,401,221	$362,660	$518,085	$8,281,967	COEP	2023
MISSION VALLEY	CAPACITY CHANGES		A513B-MOD	CAROLINA AVE WIDENING	WIDEN AND REALIGN FROM 2 LANE TO 4 LANE DIVIDED	FM 76 (NORTH LOOP DR)	300 FT. S. OF SH 20 (ALAMEDA AVE)	2030	$9,324,601	$13,802,687	$676,332	$966,188	$15,445,206	COEP	2023
CENTRAL	OTHER	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	$10,416,000	$10,416,000	$1,600,000	$0	$12,016,000	COEP	2014
MISSION VALLEY	EXEMPT	0924-06-453	E500X	CITY OF SOCORRO PEDESTRIAN SAFETY PROGRAM	PEDESTRIAN SAFETY INITIATIVE (PSI) TO PROVIDE EDUCATION AND OUTREACH MATERIAL TO EMPOWER RESIDENTS IN THE CITY TO SAFELY WALK AND BICYCLE WITHIN THE ADOPTED SAFE ROUTES TO SCHOOL WITHIN THE CITY.	ELEMENTARY SCHOOLS: ROJAS, ESCONTRIAS, HILLEY, HUECO, AND SERNA	MIDDLE SCHOOLS: SALVADOR SANCHEZ, SOCORRO AND SERNA.	2020	$92,000	$92,000	$0	$0	$92,000	SOCORRO	2014
REGIONAL	OTHER	0924-06-489	C037X	COMMERCIAL TOLL FACILITY ZARAGOZA POE	COMMERCIAL TOLL COLLECTION FACILITY TO USE DYNAMIC TOLLING AND A CARGO HOLD AREA	AT ZARAGOZA POE		2020	$4,250,000	$5,377,606	$750,000	$0	$6,127,606	COEP	2019
CENTRAL	EXEMPT		M306X	CONVERTING ARIZONA FROM ONE WAY TO TWO WAY ROADWAY	RECONSTRUCT TO 2-LANE DIVIDED	OREGON	ALABAMA	2030	$1,650,000	$2,442,403	$119,678	$0	$2,562,081	COEP	2023
CENTRAL	EXEMPT		M307X	CONVERTING GRANT/RIO GRANDE FROM ONE WAY TO TWO WAY ROADWAY	RECONSTRUCT TO 2-LANE DIVIDED	OREGON	PIEDRAS	2030	$1,650,000	$2,442,403	$119,678	$0	$2,562,081	COEP	2023
WEST	EXEMPT	0924-06-417	P131A-MOD	COUNTRY CLUB RD.	RECONSTRUCTION AND WIDENING OF COUNTRY CLUB ROAD TO A 3 LANE ROADWAY WITH A CONTINUOUS LEFT TURN LANE, BIKE LANES/PATH, SIDEWALKS, AND BUS STOPS FROM DONIPHAN TO RIVER RUN. ROADWAY IMPROVEMENTS CONSIST OF A NEW 3 LANE ROADWAY WITH VARYING SECTIONS.	RIVER RUN ST.	SH 20 DONIPHAN DR	2020	$11,500,000	$11,500,000	$0	$0	$11,500,000	COEP	2013
WEST	CMAQ	0924-06-479	P133X	COUNTRY CLUB RD. ROUNDABOUT AT MONTOYA	DESIGN AND CONSTRUCT ROUNDABOUT TO ACCOMMODATE 1 LANES 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	AT MONTOYA DR		2020	$765,000	$765,000	$135,000	$0	$900,000	COEP	2015
REGIONAL	OTHER	0924-06-481	C036X	CUSTOMS & BORDER PROTECTION (CBP) COMMERCIAL ENTRANCE/EXIT AT ZARAGOZA POE	DESIGN AND IMPLEMENT A NEW COMMERCIAL ENTRANCE AND EXIT TO THE CBP COMPOUND AT THE ZARAGOZA POE CONNECTED TO THE NEW ACCESS ROAD THROUGH PAN AMERICAN AND WINN RD	AT ZARAGOZA BRIDGE PORT OF ENTRY (POE)		2020	$2,000,000	$2,530,638	$0	$0	$2,530,638	COEP	2019
EAST	CAPACITY CHANGES	0924-06-457	A418X-MOD	DARRINGTON RD WIDENING	WIDENING TO 4-LANE DIVIDED INCLUDING BIKE FACILITIES	ALBERTON AVE	200 FT SOUTH OF LTV RD	2020	$6,380,170	$6,380,170	$903,857	$518,075	$7,802,102	HORIZON	2016
EAST	CAPACITY CHANGES		A407X-25A	DARRINGTON RD. WIDENING	WIDEN TO 4-LANES DIVIDED	LTV ROAD	IH-10	2030	$10,009,533	$14,816,554	$726,011	$1,037,159	$16,579,724	COUNTY EP	2023
CENTRAL	EXEMPT	0924-06-478	B301A	DELTA DR. OVERPASS AT RR XING PHASE 1 OF 3 FOR PE	PHASE 1 OF 3 - DESIGN OF AN OVERPASS ON DELTA STREET AT RAILROAD CROSSING	COTTON ST.	PIEDRAS ST.	2020	$1,500,000	$0	$1,500,000	$0	$1,500,000	COEP	2014
CENTRAL	CMAQ	0924-06-478	B301B	DELTA DR. OVERPASS AT RR XING PHASE 2 OF 3 FOR CONSTRUCTION	PHASE 2 OF 3 - CONSTRUCTION OF AN OVERPASS ON DELTA STREET AT RAILROAD CROSSING	COTTON ST.	PIEDRAS ST.	2020	$1,632,800	$1,632,800	$0	$0	$1,632,800	COEP	2015
CENTRAL	CMAQ	0924-06-478	B301C	DELTA DR. OVERPASS AT RR XING PHASE 3 OF 3 FOR CONSTRUCTION	PHASE 3 OF 3 - CONSTRUCTION OF AN OVERPASS ON DELTA STREET AT RAILROAD CROSSING	COTTON ST.	PIEDRAS ST.	2020	$2,480,000	$2,480,000	$0	$0	$2,480,000	COEP	2016
WEST	EXEMPT	2121-01-088	A129X	DESERT BLVD REHAB & OPERATIONAL IMPROVEMENTS TO FRONTAGE ROADS	REHAB ROADWAY & OPERATIONAL IMPROVEMENTS	WESTWAY BLVD	LOOP 375 TRANSMOUNTAIN	2020	$3,316,374	$3,316,374	$550,000	$0	$3,866,374	TXDOT	2014
REGIONAL	EXEMPT	0167-02-050	T017C	DYER CORRIDOR RTS	DESIGN & CONSTRUCTION RTS/ITS/SIGNAL PRIORITIZATION/DIAMOND STRIPED LANES (COVER IN TRANSIT & HWY PROJECT LISTS. USING $9.168M FHWA CAT2 FUNDS, $15,237,058 FTA 5309, $10,889,276M LCL FUNDS, & ROW USING LCL FUNDS $222,724, FOR TOTAL OF $35.51M)	ON SANTA FE ST. AT FOURTH ST.	DYER ST. AT DIANA DR.	2020	$6,112,000	$6,112,000	$3,056,000	$0	$9,168,000	SUN METRO-TRANSIT	2015
EAST	CAPACITY CHANGES	0924-06-436	P439X-MOD	EASTLAKE BLVD.	WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED	I-10	APPROX. 0.25 M W. OF DARRINGTON RD.	2020	$24,956,000	$24,956,000	$5,300,000	$1,544,000	$31,800,000	COUNTY EP	2015
REGIONAL	OTHER	0924-06-480	C038X	EXPRESS TOLL LANES AT TORNILLO POE	DESIGN AND CONSTRUCTION OF EXPRESS TOLL LANES WITH ELECTRONIC TOLL COLLECTION EQUIPMENT	AT TORNILLO-GUADALUPE POE		2020	$3,500,000	$4,428,617	$875,000	$0	$5,303,617	COUNTY EP	2019
REGIONAL	EXEMPT	0924-06-344	C020X	FEASIBILITY STUDY FOR SOCORRO POE	CONDUCT A FEASIBILITY STUDY FOR SOCORRO PORT OF ENTRY	N/A		2020	$1,000,000	$1,216,653	$0	$0	$1,216,653	SOCORRO	2018

Horizon 2040 MTP Project List
TX Highway and Roadway (FHWA and Local funds)

City Area	Project Element	CSJ	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 (Includes Inflation)	Sponsor	YOE (FY)
MISSION VALLEY	CAPACITY CHANGES		P520A-15A	FM 1110 - CLINT CONNECTION RD.	BUILD 2-LANES FROM BORDER HIGHWAY EXTENSION TO RIVERSIDE RD. AND UPGRADE/REHABILITATE THE EXISTISTING HERRING RD. FROM RIVERSIDE RD TO ALAMEDA AVE. (SH 20)	BORDER HWY EXTENSION	ALAMEDA AVE (SH 20)	2030	$9,106,048	$14,579,076	$714,375	$1,020,535	$16,313,986	CLINT	2025
MISSION VALLEY	CAPACITY CHANGES		P520B-15A	FM 1110 - CLINT CONNECTION RD.	BUILD 2-LANES FROM ALAMEDA AVE. (SH 20) TO NORTH LOOP DR. (FM 76) AND UPGRADE/REHABILITATE THE EXISTING CLINT CUTOFF RD. FROM NORTHLOOP DR. (FM 76) TO IH-10	ALAMEDA AVE (SH 20)	IH-10	2030	$12,406,498	$19,863,203	$973,297	$1,390,424	$22,226,924	CLINT	2025
EAST	CAPACITY CHANGES	1281-02-005	P456X-CAP	FM 1110 AT I-10 INTERCHANGE WIDENING IMPROVEMENTS	WIDENING FM 1110 BRIDGE FROM 2 TO 4-LANES UNDIVIDED INCLUDING OPERATIONAL IMPROVEMENTS	I-10 AT FM 1110		2020	$3,000,000	$3,509,576	$171,969	$0	$3,681,545	TXDOT	2017
EAST	CAPACITY CHANGES		P431X-MOD	FM 1281 (HORIZON BLVD.) WIDENING	WIDEN TO 6 LANES DIVIDED	I-10	ANTWERP	2040	$4,454,621	$9,024,244	$442,188	$631,697	$10,098,129	TXDOT	2031
EAST	EXEMPT	0924-06-406	E400X	FM 1281 HORIZON BLVD. WALK/BIKE PATH	INSTALL APPROXIMATELY 3 MI OF PATHWAY TO ACCOMMODATE BIKES AND PEDESTRIANS.	ASHFORD ST	RIFTON ST	2020	$1,407,489	$1,407,489	$0	$0	$1,407,489	HORIZON	2013
MISSION VALLEY	OTHER	8056-24-003	A506X-ROW	FM 1281 HORIZON BLVD/ BUFORD RD. ROW	ROW FOR WIDEN TO 4 LANES DIVIDED WITH STRIPED MEDIAN.	FM 76 NORTH LOOP	SH 20 ALAMEDA	2020	$2,808,947	$0	$0	$2,808,947	$2,808,947	TXDOT	2013
MISSION VALLEY	CAPACITY CHANGES	8056-24-001	A506X-05A	FM 1281 HORIZON BLVD/ BUFORD RD. WIDENING	WIDEN TO 4 LANES DIVIDED WITH STRIPED MEDIAN.	FM 76 NORTH LOOP	SH 20 ALAMEDA	2020	$4,267,460	$4,267,460	$324,745	$0	$4,592,205	TXDOT	2013
NE	CAPACITY CHANGES		P206B-15A	FM 3255 (MARTIN LUTHER KING) WIDENING	WIDEN TO 4 LANES DIVIDED	NM STATE LINE	LOMA REAL AVE.	2030	$4,770,400	$7,061,357	$0	$0	$7,061,357	TXDOT	2023
MISSION VALLEY	CAPACITY CHANGES	0924-06-311	A522C-MOD	FM 3380 - MANUEL F. AGUILERA HWY PHASE II	BUILD 2-LANES UNDIVIDED INCLUDING OVERPASS AT SH 20/UPRR	0.35 MI S OF SH 20 (ALAMEDA AVE.)	I-10	2020	$17,233,091	$17,233,091	$0	$0	$17,233,091	COUNTY EP	2014
EAST	CAPACITY CHANGES		A522D-CAP	FM 3380 - MANUEL F. AGUILERA HWY WIDENING PHASE III	WIDENING FROM 2 LANE UNDIVIDED TO 4 LANE DIVIDED. INCLUDING OVERPASS WIDENING AT SH 20 (ALAMEDA AVE.)/UP RAILROAD	0.35 MI S OF SH 20 (ALAMEDA AVE.)	I-10	2030	$15,043,000	$20,587,384	$1,008,782	$0	$21,596,166	COUNTY EP	2021
EAST	OTHER	1046-01-024	M405X	FM 659 - FIBER INTERCONNECT FOR ZARAGOZA ROAD	FM 659 - FIBER INTERCONNECT FOR ZARAGOZA ROAD	ON FM 659 (ZARAGOZA RD)		2020	$726,500	$726,500	$73,500	$0	$800,000	COEP	2014
MISSION VALLEY	CAPACITY CHANGES		P530X-MOD	FM 659 (ZARAGOZA RD.) WIDENING	WIDEN TO 6-LANES DIVIDED	I-10	NORTH LOOP DR.	2040	$4,543,713	$9,204,729	$451,032	$644,331	$10,300,092	TXDOT	2031
EAST	CAPACITY CHANGES	1046-01-021	P428X-MOD	FM 659 (ZARAGOZA ROAD) WIDENING	WIDEN 4 LANE TO 6 LANES DIVIDED	SUN FIRE	US 62/180 (MONTANA)	2020	$14,254,786	$18,758,327	$919,158	$1,313,083	$20,990,567	TXDOT	2020
MISSION VALLEY	OTHER		P515-ROW	FM 659 ZARAGOZA RD OVERPASS-ROW	ROW ACQUISITION	SUNLAND ST.	NORTH MELLON	2030	$12,879,999	$0	$0	$19,065,544	$19,065,544	COEP	2023
MISSION VALLEY	EXEMPT	0924-06-188	P515B	FM 659 ZARAGOZA RD RR OVERPASS	GRADE SEPARATED OVERPASS	AT UNION PACIFIC RAILROAD		2030	$10,266,918	$17,095,173	$837,663	$0	$17,932,837	COEP	2026
MISSION VALLEY	EXEMPT		P518X	FM 793 (FABENS ST)	UPGRADE 2-LANE STREET	K AVE	I-10	2040	$1,588,257	$3,217,518	$157,658	$0	$3,375,176	TXDOT	2031
WEST	EXEMPT	2552-01-054	F045X	FRANKLIN MTN. STATE PARK ENTRANCE IMPROVEMENTS	DEVELOP ADESIGN AND CONSTRUCT A NEW ENTRANCE FOR THE FRANKLIN MTN STATE PARK (LOOP 375 TRANSMOUNTAIN WEST) AND LOOP 375	RESLER	0.479 MI. E. OF FRANKLIN MTN STATE PARK ENTRANCE	2020	$7,182,078	$9,451,125	$351,922	$0	$9,803,047	TXDOT	2020
REGIONAL	EXEMPT		M069X	GEOMETRIC IMPROVEMENTS CITY OF EL PASO	GEOMETRIC IMPROVEMENTS MAY INCLUDE CONSTRUCTION OF CURB AND GUTTER, LEFT/RIGHT TURN BAYS, SIGNALIZATION, ROUNDABOUTS, PEDESTRIAN/BICYCLE AMENITIES, TRAFFIC CONTROL DEVICES.	CITYWIDE		2020	$1,000,000	$1,169,859	$0	$0	$1,169,859	COEP	2017
REGIONAL	EXEMPT		M070X	GEOMETRIC IMPROVEMENTS CITY OF EL PASO	GEOMETRIC IMPROVEMENTS MAY INCLUDE CONSTRUCTION OF CURB AND GUTTER, LEFT/RIGHT TURN BAYS, SIGNALIZATION, ROUNDABOUTS, PEDESTRIAN/BICYCLE AMENITIES, TRAFFIC CONTROL DEVICES.	CITYWIDE		2030	$1,000,000	$1,368,569	$0	$0	$1,368,569	COEP	2021
REGIONAL	EXEMPT		M071X	GEOMETRIC IMPROVEMENTS CITY OF EL PASO	GEOMETRIC IMPROVEMENTS MAY INCLUDE CONSTRUCTION OF CURB AND GUTTER, LEFT/RIGHT TURN BAYS, SIGNALIZATION, ROUNDABOUTS, PEDESTRIAN/BICYCLE AMENITIES, TRAFFIC CONTROL DEVICES.	CITYWIDE		2040	$1,000,000	$2,025,817	$0	$0	$2,025,817	COEP	2031
EAST	CAPACITY CHANGES		M404B-15A	GEORGE DIETER	RESTRIPE TO 6 LANES	ROJAS	MONTANA AVE (US 62/180)	2020	$360,000	$473,735	$23,213	$0	$496,948	COEP	2020
REGIONAL	EXEMPT	0924-06-477	M082X	GREAT STREETS AND CORRIDOR PLAN	CREATE A DOCUMENT TO EMPHASIZE A MECHANISM TO IMPROVE RIGHT-OF-WAYS INTO HIGH-QUALITY PUBLIC SPACES INTENDED TO SERVE ALL MODES OF TRANSPORTATION, INCLUDING WALKABILITY, BICYCLING, AND MASS TRANSIT.	CITYWIDE		2020	$50,000	$50,000	$0	$0	$50,000	COEP	2014
EAST	CAPACITY CHANGES		P450X-CAP	GREG DR./EDGEMERE EXTENSION	BUILD 6-LANE DIVIDED	RENE DR.	VISTA DEL ESTE RD.	2020	$8,000,000	$9,733,223	$476,928	$681,326	$10,891,477	COUNTY EP	2018
EAST	CAPACITY CHANGES		P451X-CAP	GREG DR./EDGEMERE EXTENSION WIDENING	STRIPE FROM 4 TO 6-LANE DIVIDED WITHIN EXISTING ROW	ZARAGOZA	RENE DR.	2020	$273,000	$332,146	$16,275	$0	$348,421	COEP	2018
MISSION VALLEY	EXEMPT		P531X	HAWKINS BLVD	REHABILITATION AND INTERSECTION IMPROVEMENTS WITH RIGHT TURN LANES	NORTH LOOP DR. (FM 76)	IH-10	2030	$6,622,765	$11,027,391	$540,342	$0	$11,567,733	COEP	2026
MISSION VALLEY	EXEMPT		P533X	HAWKINS BLVD. OVERPASS DESIGN/CONTRUCTION	STREET IMPROVEMENTS TO INCLUDE DESIGN AND CONSTRUCTION OF ROADWAY ELEMENTS AND OVERPASS.	NORTH LOOP	ALAMEDA	2040	$16,785,000	$34,003,330	$1,666,163	$2,380,233	$38,049,727	COEP	2031
MISSION VALLEY	OTHER		P506X-ROW	HAWKINS BLVD. ROW	ROW ACQUISITION	I-10	NORTH LOOP (FM 76)	2040	$4,767,177	$0	$0	$9,657,426	$9,657,426	COEP	2031
REGIONAL	EXEMPT	0924-06-377	M050X	HIGHWAY ADVISORY RADIO SYSTEM	HIGHWAY ADVISORY RADIO SYSTEM ON I-10 FM 1905 (ANTHONY) TO RM793, US 54 LOOP 375 BORDER HWY TO US-54 STATE LINE, & LOOP 375 US 62/180 (MONTANA) INTERCHANGE	CITYWIDE		2020	$317,433	$317,433	$23,356	$0	$340,789	TXDOT	2013
REGIONAL	EXEMPT		E004	I-10 AESTHETICS	AESTHETIC IMPROVEMENTS ALONG I-10	CITYWIDE		2020	$17,100,000	$20,004,581	$0	$0	$20,004,581	COEP	2017
REGIONAL	EXEMPT	2121-03-153	E003C	I-10 AT AIRWAY AESTHETICS	AESTHETICS AT AIRWAY INTERSECTION TO INCLUDE FENCING, LANDSCAPING AND TREATMENTS ON STRUCTURES	GERONIMO	HAWKINS	2020	$9,765,000	$9,765,000	$200,000	$0	$9,965,000	CRRMA	2013
REGIONAL	EXEMPT	2121-04-093	I007F	I-10 AT LOOP 375 (AMERICAS AVE) DIRECT CONNECTOR NB TO EB AND SB TO EB	INTERCHANGE IMPROVEMENTS INCLUDE CONSTRUCTION OF TWO (2) REMAINDER DIRECT CONNECTOR NB TO EB AND SB TO EB	I-10 AT LOOP 375 (AMERICAS)		2020	$22,000,000	$27,837,018	$1,000,000	$0	$28,837,018	TXDOT	2019
REGIONAL	EXEMPT	2121-04-091	I007E-2	I-10 AT LOOP 375 (AMERICAS AVE) DIRECT CONNECTOR: EB TO SB	INTERCHANGE IMPROVEMENTS INCLUDE CONSTRUCTION OF REMAINING DIRECT CONNECTORS EB TO SB	I-10 AT LOOP 375 (AMERICAS)		2020	$6,079,188	$6,079,188	$0	$0	$6,079,188	TXDOT	2013
REGIONAL	EXEMPT	2121-04-089	I007E-1	I-10 AT LOOP 375 (AMERICAS AVE) DIRECT CONNECTOR: WB TO SB	INTERCHANGE IMPROVEMENTS INCLUDE CONSTRUCTION OF REMAINING DIRECT CONNECTORS WB TO SB	I-10 AT LOOP 375 (AMERICAS)		2020	$18,362,784	$18,362,784	$0	$0	$18,362,784	TXDOT	2013
REGIONAL	EXEMPT	2121-02-138	M064X	I-10 AT US 54 MAINTENANCE AND AESTHETICS	MAINTENANCE AND AESTHETICS	COPIA ST	CHELSEA ST	2020	$7,980,000	$7,980,000	$0	$0	$7,980,000	TXDOT	2013
REGIONAL	CAPACITY CHANGES	2121-02-137	I011X-05A	I-10 COLLECTOR DISTRIBUTOR LANES (CD LANES)	2-COLLECTOR DISTRIBUTOR LANES IN EACH DIRECTION FROM 1.7 MILES NORTH OF EXECUTIVE CENTER BLVD. TO MESA ST. AND CONSTRUCT DIRECT CONNECTORS @ US 85/NM 273, AND INTERCHANGE IMPROVEMENTS AT MESA ST. AND EXECUTIVE CENTER BLVD.	SH 20 (MESA ST.)	EXECUTIVE CENTER BLVD.	2020	$125,000,000	$158,164,877	$0	$0	$158,164,877	TXDOT	2019
REGIONAL	EXEMPT	2121-03-131	I034X-MOD	I-10 EASTBOUND EXIT RAMP	RECONSTRUCT EXIT RAMP, EASTBOUND	HAMMETT ST.	US 54	2020	$4,355,875	$4,355,875	$300,000	$0	$4,655,875	TXDOT	2014
REGIONAL	CAPACITY CHANGES		I403X-CAP	I-10 FRONTAGE ROADS WIDENING	ON I-10 WIDEN EASTBOUND AND WESTBOUND FRONTAGE ROADS FROM 2 TO 3 LANES	LOOP 375 JOE BATTLE	EASTLAKE BLVD.	2020	$1,000,000	$1,169,859	$57,323	$0	$1,227,182	TXDOT	2017
REGIONAL	EXEMPT	2121-03-146	I006X-15A	I-10 OVERPASS AT PENDALE	CONSTRUCT OVERPASS (4-LANE)	PENDALE RD. SOUTH OF I-10	PENDALE RD. NORTH OF I-10	2040	$32,000,000	$64,826,128	$3,176,480	$4,537,829	$72,540,438	TXDOT	2031
REGIONAL	EXEMPT	2121-03-154	I060X	I-10 RAMPS IMPROVEMENTS WB (THE FOUNTAINS) FROM AIRWAY TO VISCOUNT	WB RAMPS IMPROVEMENTS ON I-10	AIRWAY	VISCOUNT	2020	$7,000,000	$7,000,000	$1,000,000	$0	$8,000,000	TXDOT	2015
EAST	EXEMPT	2121-04-092	I058X	I-10 WESTBOUND BRAIDED RAMPS INTERCHANGE IMPROVEMENTS	I-10 AT LOOP 375 INTERCHANGE IMPROVEMENTS WESTBOUND BRAIDED RAMP	I-10 AT LOOP 375	FM 656 ZARAGOZA ALONG I-10	2020	$7,822,143	$7,822,143	$0	$0	$7,822,143	TXDOT	2013

Horizon 2040 MTP Project List
TX Highway and Roadway (FHWA and Local funds)

City Area	Project Element	CSJ	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 (Includes Inflation)	Sponsor	YOE (FY)
REGIONAL	CAPACITY CHANGES	2121-04-087	I055B-MOD	I-10 WIDENING	ADD 1 LANE EACH DIRECTION MAIN LANES AND WIDEN WESTBOUND AND EASTBOUND FRONTAGE ROADS FROM 2 TO 3 LANES AND UPGRADING TO URBAN DESIGN THAT ELIMINATES LOW WATER CROSSINGS.	FM 659 (ZARAGOZA)	LOOP 375 (AMERICAS)	2020	$17,471,857	$17,471,857	$0	$0	$17,471,857	TXDOT	2013
REGIONAL	CAPACITY CHANGES	2121-03-151	I055A-MOD	I-10 WIDENING	ADD 1 LANE EACH DIRECTION BETWEEN MCRAE TO FM 659 (ZARAGOZA RD.) - OPERATIONAL IMPROVEMENTS (STRIPING AND SHOULDERS). SCOPE INCLUDES TRANSITION WORK ONLY BETWEEN MCRAE AND VISCOUNT OT MATCH LANES AND NO CAPACITY IS ADDED.	VISCOUNT BLVD	FM 659 (ZARAGOZA)	2020	$15,000,000	$15,000,000	$0	$0	$15,000,000	TXDOT	2014
REGIONAL	CAPACITY CHANGES		I402X-CAP	I-10 WIDENING	UPGRADE TO 8 LANE SECTION	FM 659 ZARAGOZA RD	EASTLAKE BLVD.	2020	$15,000,000	$17,547,878	$859,846	$0	$18,407,724	TXDOT	2017
REGIONAL	CAPACITY CHANGES	2121-02-147	I059X-CAP	I-10 WIDENING	ADD 1 LANE EACH DIRECTION (STRIPING AND SHOULDERS)	RAYNOR ST. (at on/off ramp 22)	AIRWAY BLVD.	2020	$5,000,000	$5,849,293	$0	$0	$5,849,293	TXDOT	2017
REGIONAL	CAPACITY CHANGES	2121-02-917	I053X-MOD	I-10 WIDENING	ADD 1 LANE EACH DIRECTION (STRIPING AND SHOULDERS)	DOWNTOWN EXIT RAMP (MM 19)	DOWNTOWN ENTRANCE RAMP (MM 20)	2030	$1,012,255	$1,385,341	$0	$0	$1,385,341	TXDOT	2021
REGIONAL	CAPACITY CHANGES	2121-02-119	I047X-MOD	I-10 WIDENING TOLL LANES	WIDEN TO 8-LANES (ADDITIONAL LANES - TOLL LANES)	I-10 / US 85 / SUNLAND PARK INTERCHANGE	MESA ST (SH 20)	2030	$45,000,000	$66,610,993	$3,263,939	$0	$69,874,931	TXDOT	2023
REGIONAL	CAPACITY CHANGES	2121-01-062	I010X-15A	I-10 WIDENING TOLL LANES	WIDEN TO 6-LANES DIVIDED (ADDITIONAL LANES - TOLL LANES) & WIDEN FROM 2 TO 3 LANE FRONTAGE ROADS	LOOP 375 TRANSMOUNTAIN	SH 20 MESA	2030	$74,000,000	$109,538,077	$5,367,366	$0	$114,905,443	TXDOT	2023
REGIONAL	CAPACITY CHANGES	2121-01-066	I009X-15A	I-10 WIDENING TOLL LANES	WIDEN TO 6-LANES DIVIDED (ADDITIONAL LANES - TOLL LANES) & WIDEN FROM 2 TO 3 LANE FRONTAGE ROADS	NM/TX STATE LINE	LOOP 375 TRANSMOUNTAIN	2040	$60,000,000	$121,548,991	$5,955,901	$0	$127,504,891	TXDOT	2031
REGIONAL	EXEMPT		I404X	I-10/LOOP 375 AMERICAS INTERCHANGE CLOVERLEAFS	CLOVERLEAF EXPANSION	AT I-10/LOOP 375 INTERCHANGE		2020	$500,000	$657,966	$32,240	$0	$690,206	TXDOT	2020
WEST	EXEMPT	0924-06-432	A128X	I-10/PASEO DEL NORTE INTERCHANGE OPERATIONAL IMPROVEMENTS	INTERCHANGE OPERATIONAL IMPROVEMENTS TO INCLUDE: RIGHT TURN LANES, CONTINOUS ILLUMINATION, INTERSECTION IMPROVEMENTS, SIGNAL WORK, AND LANDSCAPING.	I-10	NORTH RESLER DR.	2020	$2,781,700	$2,781,700	$136,303	$0	$2,918,003	COEP	2013
CENTRAL	EXEMPT	2121-02-151	E301X	I-10/US 54 RENOVATION PHASE 2	ENHANCEMENT PROJECT, AESTHETIC DEVELOPMENT PHASE 2: LANDSCAPING ITEMS-LOOSE AGGREGATE, GABIONS, VEGETATION, AND IRRIGATION AESTHETIC WALL PEDESTRIAN RAIL	LOOP 478 COPIA ST	CHELSEA ST	2020	$8,593,530	$8,593,530	$0	$0	$8,593,530	TXDOT	2014
EAST	EXEMPT	0924-06-437	M077X	INTERSECTION IMPROVEMENTS (remaiding 8 of 15 intersection improvements)	RECONSTRUCT 8 INTERSECTIONS INCLUDING LEFT TURN LANES AND ADDING RIGHT TURN LANES. MESA/RESLER; VISCOUNT/HAWKINS; MESA/SUNLAND PARK; SAUL KLEINFELD/MONTWOOD; SAUL KLEINFELD/PEBBLE HILLS; VISCOUNT/MONTWOOD; AIRPORT/FOUNDERS; AIRPORT/CASSIDY	CITYWIDE		2020	$1,500,000	$1,500,000	$0	$0	$1,500,000	COEP	2014
WEST	CAPACITY CHANGES	0924-06-269	A123X	ISELA RUBALCABA DRIVE	BUILD 4-LANE DIVIDED	SPUR 16	EXISTING ISELA RUBALCABA DR (EPCC)	2020	$2,421,354	$2,421,354	$118,646	$0	$2,540,000	COEP	2014
REGIONAL	EXEMPT		M072X	ITS MESSAGE BOARDS	ITS MESSAGE BOARD FOR POE TRAFFIC	POEs		2030	$2,310,000	$3,419,364	$0	$0	$3,419,364	COEP	2023
EAST	CAPACITY CHANGES		A422X-CAP	JOHN HAYES ST./BERRYVILLE RD. WIDENING	STRIPE FROM 4 TO 6-LANE DIVIDED WITHIN EXISTING ROW	MONTWOOD DR	EDGEMERE BLVD.	2020	$345,800	$420,719	$0	$0	$420,719	COEP	2018
MISSION VALLEY	CAPACITY CHANGES		A521X-MOD	LEE TREVINO DR EXTENSION	BUILD 4- LANES DIVIDED	NORTH LOOP (FM 76)	BORDER HWY (LOOP 375)	2030	$17,159,199	$28,571,328	$1,399,995	$1,999,993	$31,971,316	COEP	2026
REGIONAL	EXEMPT	0924-06-438	C028X	LIGHT RAIL STUDY AT PDN POE	STUDY FOR TOLL FIXED RAIL SYSTEM THAT TRANSPORTS PRE-CLEARED INTERNATIONAL COMMUTERS IN A SECURE CAPSULE IN BETWEEN DOWNTOWN EL PASO AND DOWNTOWN CIUDAD JUAREZ.	PDN POE		2020	$300,000	$0	$300,000	$0	$300,000	COEP	2014
REGIONAL	CAPACITY CHANGES	2552-03-049	F040X-MOD	LOOP 375 (AMERICAS AVE.) TOLL LANES	WIDEN TO 6 LANES DIVIDED (ADDITIONAL LANES - TOLLED)	FM 659 ZARAGOZA RD	FM 76 NORTH LOOP DR.	2020	$33,300,000	$33,300,000	$0	$0	$33,300,000	TXDOT	2015
REGIONAL	CMAQ	2552-02-030	F048X	LOOP 375 (AMERICAS) RAMPS & FRONTAGE ROADS RECONFIGURATION	RAMP RECONFIGURATION AND FRONTAGE ROAD EXTENSION WITH GRADE SEPARATION AT RAIL ROAD CROSSING	FM 76 NORTH LOOP DR	ZARAGOZA POE	2020	$9,383,520	$11,873,146	$0	$0	$11,873,146	TXDOT	2019
EAST	CAPACITY CHANGES	?	F403X-CAP	LOOP 375 (AMERICAS/JOE BATTLE)	WIDEN FROM 4 TO 6 LANES DIVIDED	FM 76 NORTH LOOP DR.	BOB HOPE	2020	$3,000,000	$3,000,000	$0	$0	$3,000,000	TXDOT	2015
REGIONAL	CAPACITY CHANGES		F032X-MOD	LOOP 375 (JOE BATTLE BLVD.) WIDENING	WIDEN TO 6 LANES	BOB HOPE	US 62/180 (MONTANA)	2020	$14,000,000	$16,378,020	$0	$0	$16,378,020	TXDOT	2017
REGIONAL	EXEMPT	2552-02-027	F052X	LOOP 375 (PURPLE HEART) OPERATIONAL IMPROVEMENTS	AUXILIARY LANES TO INCLUDE INTERSECTION IMPROVEMENTS AT SPUR 601	IRON MEDICS INTERCHANGE	SPUR 601	2020	$2,091,953	$2,091,953	$102,506	$0	$2,194,459	TXDOT	2014
REGIONAL	EXEMPT	2552-03-049	F040X-PE	LOOP 375 AMERICAS AVE/JOE BATTLE TOLL LANES PE PHASE	WIDEN TO 6 LANES DIVIDED (ADDITIONAL LANES - TOLLED) PE DESIGN	FM 659 ZARAGOZA RD AT ZARAGOZA POE	PELLICANO DR	2020	$1,300,000	$0	$1,300,000	$0	$1,300,000	TXDOT	2013
MISSION VALLEY	CAPACITY CHANGES	0924-06-090	P505E-MOD	LOOP 375 BORDER HIGHWAY EAST	BUILD 2-LANE DIVIDED	LOOP 375 (AMERICAS AVE)	HERRING RD. EXTENSION	2030	$23,832,221	$35,277,509	$1,728,598	$2,469,426	$39,475,532	COUNTY EP	2023
MISSION VALLEY	CAPACITY CHANGES		P505D-MOD	LOOP 375 BORDER HIGHWAY EAST	BUILD 2-LANES DIVIDED	HERRING RD. EXTENSION	TORNILLO-GUADALUPE PORT OF ENTRY	2040	$45,650,000	$92,478,524	$4,531,448	$6,473,497	$103,483,468	COUNTY EP	2031
REGIONAL	CAPACITY CHANGES	2552-04-027	F047X-CAP	LOOP 375 BORDER HIGHWAY WEST - TOLL LANES	CONSTRUCT 4-LANE EXPRESSWAY - TOLL LANES (BETWEEN RACETRACK AND SANTA FE ST.) BUILD NEW INTERCHANGE AT COLES ST./PAISANO/LOOP 375	RACETRACK DR.	US 54	2020	$630,646,000	$630,646,000	$40,254,000	$129,100,000	$800,000,000	TXDOT	2015
REGIONAL	CAPACITY CHANGES		F402X-CAP	LOOP 375 FRONTAGE ROADS WIDENING	UPGRADE/REHABILITATE LOOP 375 FRONTAGE ROADS FROM FM 76 (NORTH LOOP) TO IH-10 AND WIDEN LOOP 375 FRONTAGE ROADS FROM IH-10 TO BOB HOPE DR.	FM 76 NORTH LOOP	BOB HOPE	2020	$1,000,000	$1,315,932	$64,481	$0	$1,380,412	TXDOT	2020
REGIONAL	EXEMPT		F044X	LOOP 375 INTERCHANGE AT SERGEANT MAJOR BLVD.	INTERCHANGE LOOP 375 AT SERGEANT MAJOR BLVD.	N/A	N/A	2020	$12,201,324	$14,273,823	$699,417	$0	$14,973,240	FORT BLISS	2017
REGIONAL	CAPACITY CHANGES	2552-02-028	F053A-CAP	LOOP 375 PURPLE HEART WIDENING	WIDENING 4 TO 6 LANES	US 62/180MONTANA	SPUR 601	2020	$25,000,000	$29,246,464	$1,433,077	$0	$30,679,541	TXDOT	2017
REGIONAL	CAPACITY CHANGES	2552-02-029	F053B-CAP	LOOP 375 PURPLE HEART WIDENING	WIDENING 4 TO 6 LANES	SPUR 601	DYER AVE	2030	$15,000,000	$20,528,536	$1,005,898	$0	$21,534,434	TXDOT	2021
NE	EXEMPT	0167-02-055	E200X	LOOP 478 DYER ST PEDESTRIAN IMPROVEMENTS	CONSTRUCTION OF SIDEWALKS AND CURB ALONG LP 478 DYER ST	0.260 FT N OF KEMP ST	ELLERTHORPE AVE	2020	$296,683	$296,683	$0	$0	$296,683	TXDOT	2014
NE	CAPACITY CHANGES		P217X-CAP	MCCOMBS RESTRIPE WIDENING	RESTRIPE FROM 4 TO 6 LANES DIVIDED	US 54	SEAN HAGGERTY	2020	$150,000	$175,479	$8,598	$0	$184,077	TXDOT	2017
REGIONAL	EXEMPT	0001-02-054	T015C	MESA CORRIDOR RTS	DESIGN AND CONSTRUCTION FOR RAPID TRANSIT SYSTEM (RTS) (THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS. USING $2M FHWA CAT5 FUNDS, $6.13M FHWA CAT2 (FTA TRANSFER $2,686,629 IN 12/2012), $13.55M FTA 5309, AND $5.420M LCL FUNDS FOR TOTAL OF $27.1M)	ON SANTA FE ST. AT FOURTH AVE. TO FRANKLIN AVE. TO OREGON ST., TO GLORY RD., TO MESA ST. TO REMCON CIRCLE		2020	$3,443,371	$3,443,371	$0	$0	$3,443,371	SUN METRO-TRANSIT	2013
REGIONAL	EXEMPT	0001-02-057	T067X	MESA RTS PEDESTRIAN ENHANCEMENTS	PEDESTRIAN ENHANCEMENTS INCLUDING INSTALLATION OF SIDEWALKS AND LANDSCAPING.	GLORY ROAD TRANSFER CENTER	AL JEFFERSON WESTSIDE TRANSFER CENTER	2020	$1,031,000	$1,031,000	$125,000	$0	$1,156,000	COEP	2014
REGIONAL	EXEMPT	0374-02-089	T017D	MONTANA CORRIDOR RTS	DESIGN AND CONSTRUCTION FOR RTS/ITS/SIGNAL PRIORITIZATION/DIAMOND STRIPED LANES. (THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS. USING $33.088 FTA 5309/LCL FUNDS AND $9.702 FHWA CAT2 FUNDS FOR TOTAL OF $42.79M)	ON SANTA FE ST. AT FOURTH AVE.	RICH BEEM	2020	$7,905,920	$9,248,808	$453,192	$0	$9,702,000	SUN METRO-TRANSIT	2017

Horizon 2040 MTP Project List
TX Highway and Roadway (FHWA and Local funds)

City Area	Project Element	CSJ	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 (Includes Inflation)	Sponsor	YOE (FY)
REGIONAL	CMAQ	0374-02-096	T069X	MONTANA RTS PEDESTRIAN ENHANCEMENTS	PEDESTRIAN ENHANCEMENTS INCLUDING INSTALLATION OF SIDEWALKS, LANDSCAPING, STREET FURNITURE, AND SIGNAGE.	5 POINTS TRANSFER CENTER	RICH BEEM	2020	$528,122	$528,122	$25,878	$0	$554,000	COEP	2015
EAST	CAPACITY CHANGES		P443X-CAP	MONTWOOD DR. CONVERSION	STRIPE FROM 4 TO 6-LANE DIVIDED WITHIN EXISTING ROW	YARBROUGH DR	TIERRA ESTE/ARTERIAL 1	2030	$952,380	$1,524,791	$74,715	$0	$1,599,506	COEP	2025
REGIONAL	OTHER	0924-06-452	M079X	MULTIMODAL PLAN	MULTIMODAL PLAN IDENTIFYING EXISTING INFRASTRUCTURE AND THE NEEDS OF PEDESTRIAN, BICYCLING, AND TRANSIT TRANSPORTATION	N/A	N/A	2020	$500,000	$500,000	$0	$0	$500,000	TTI	2014
NE	CAPACITY CHANGES	0924-06-136	P201A-MOD	NORTHEAST PARKWAY PHASE 1 TOLL LANES	BUILD 2-LANES WITH PASSING LANES AND OVERPASSES (SUPER 2) - TOLL LANES	ON LOOP 375 EAST OF RAILROAD DRIVE OVERPASS	FM 3255 MARTIN L. KING AT THE TX/NM STATE LINE	2030	$138,093,244	$204,411,735	$10,016,175	$14,308,821	$228,736,732	TXDOT	2023
REGIONAL	CAPACITY CHANGES		P201B-CAP	NORTHEAST PARKWAY WIDENING PHASE 2 (4 TOLL LANES)	WIDEN TO 4 LANES (TOLL LANES)	ON LOOP 375 EAST OF RAILROAD DRIVE OVERPASS	FM 3255 MARTIN L. KING AT THE TX/NM STATE LINE	2040	$80,000,000	$162,065,321	$7,941,201	$0	$170,006,522	TXDOT	2031
MISSION VALLEY	CAPACITY CHANGES	0924-06-111	P509X-05A	OLD HUECO TANKS RD (SOCORRO)	BUILD 4 LANES DIVIDED TO EXTEND EASTLAKE BLVD TO FM 76 INLCUDING BIKE LANES	I-10 (GATEWAY EAST) / EASTLAKE BLVD	FM 76 (NORTH LOOP DR.)	2020	$9,532,888	$9,532,888	$467,112	$0	$10,000,000	SOCORRO	2016
REGIONAL	OTHER	0924-06-474	C034X	PASO DEL NORTE (PDN) POE READY LANE	DEDICATE ONE BRIDGE LANE, FROM THE MEXICAN TOLL PLAZA TO CBP PRIMARY INSPECTION AREA, AS A READY LANE	AT PASO DEL NORTE (PDN) BRIDGE POE		2020	$85,000	$85,000	$15,000	$0	$100,000	COEP	2014
REGIONAL	EXEMPT	0924-06-476	C035X	PASO DEL NORTE (PDN) POE ROUNDABOUT AT EL PASO ST. AND 6TH ST.	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.	6TH AVE	2020	$731,000	$731,000	$129,000	$0	$860,000	COEP	2014
EAST	CAPACITY CHANGES		A421X-CAP	PEBBLE HILLS BLVD. WIDENING	STRIPE FROM 4 TO 6-LANE DIVIDED WITHIN EXISTING ROW	ZARAGOZA RD	JOHN HAYES ST.	2020	$300,300	$365,361	$0	$0	$365,361	COEP	2018
EAST	CAPACITY CHANGES		P410X-15A	PELLICANO DR WIDENING/BUILD	WIDENING/BUILD TO 6-LANES DIVIDED	JOE BATTLE (LOOP 375)	BERRYVILLE ST	2020	$10,000,000	$12,166,529	$596,160	$0	$12,762,689	COUNTY EP	2018
EAST	EXEMPT		M407X	PENDALE RD. (SOUTH OF I-10)	RECONSTRUCT 4-LANE DIVIDED	CASTNER DR	GATEWAY EAST BLVD.	2030	$3,000,000	$4,105,707	$201,180	$0	$4,306,887	COEP	2021
EAST	CAPACITY CHANGES		A424X-CAP	PENDALE RD. WIDENING	WIDEN TO 4-LANE UNDIVIDED	FM 76 - NORTH LOOP DR	CASTNER DR	2020	$300,000	$364,996	$17,885	$0	$382,881	COEP	2018
REGIONAL	EXEMPT	0924-06-475	M074X	RAILROAD CROSSING IMPROVEMENTS - QUIET ZONES	QUIET ZONES (MEDICAL CENTER AND FIVE POINTS) INCLUDES CONSTRUCTION OR RECONSTRUCTION OF RAILROAD CROSSINGS TO INCLUDE GATES, APPROACHES, SIGNALS, PEDESTRIAN CROSSINGS. ENHANCE THE SAFETY ELEMENT.	CITYWIDE	CITYWIDE	2020	$2,000,000	$2,000,000	$0	$0	$2,000,000	COEP	2014
WEST	CAPACITY CHANGES		A124X-MOD	REDD RD. EXTENSION	BUILD 2-LANE DIVIDED	UPPER VALLEY RD	GOMEZ RD AT MONTOYA	2020	$31,000,000	$37,716,240	$1,848,096	$2,640,137	$42,204,473	COEP	2018
REGIONAL	CMAQ	0924-06-491	M083X	REGIONAL BIKE IMPROVEMENTS (ON-STATE)	REGIONAL BIKE IMPROVEMENTS (ON-STATE)	REGIONAL		2020	$552,600	$552,600	$50,000	$0	$602,600	TXDOT	2016
REGIONAL	EXEMPT	0924-06-428	M067X	RESURFACE EXISTING ROADS, PARKING LOTS AND RV CAMPSITE PULL OUTS	RESURFACE EXISTING ROADS, PARKING LOTS AND RV CAMPSITE PULL OUTS	WITHIN THE HUECO TANKS STATE PARK		2020	$318,255	$318,255	$15,595	$0	$333,850	TXDOT	2013
EAST	CAPACITY CHANGES		P446X-CAP	RICH BEEM WIDENING	STRIPE FROM 4 TO 6-LANE DIVIDED WITHIN EXISTING ROW	ZARAGOZA RD	MONTWOOD DR. EXTENSION	2020	$282,100	$343,218	$0	$0	$343,218	COEP	2018
EAST	CAPACITY CHANGES		P447X-CAP	ROJAS DR WIDENING	STRIPE FROM 4 TO 6-LANE DIVIDED WITHIN EXISTING ROW	LOOP 375 (JOE BATTLE)	EL PASO CITY LIMITS/APPROX. 0.63 M NW OF EASTLAKE BLVD.	2020	$182,000	$212,914	$10,433	$0	$223,347	COEP	2017
EAST	CAPACITY CHANGES		P440X-MOD	ROJAS DR WIDENING	WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED	EL PASO CITY LIMITS/APPROX. 0.63 M NW OF EASTLAKE BLVD.	EASTLAKE BLVD.	2020	$2,064,482	$2,415,152	$118,342	$169,061	$2,702,555	COUNTY EP	2017
CENTRAL	EXEMPT	0924-06-455	E300X	SANTA FE ST PEDESTRIAN ENHANCEMENTS	THE DEVELOPMENT OF PEDESTRIAN ORIENTED CORRIDOR ALONG SANTA FE STREET EXTENDING FORM PAISANO DRIVE TO MISSOURI AVENUE	MISSOURI AVE	SAN ANTONIO AVE	2020	$313,936	$313,936	$0	$0	$313,936	COEP	2014
REGIONAL	EXEMPT	0924-06-482	M084X	SCHOOL ZONE SAFETY (19 LOCATIONS)	INSTALLING NEW SCHOOL FLASHER AND/OR UPGRADING EXISTING FLASHERS CITYWIDE. ALSO INCLUDES SIGNAGE, STRIPING AND ADA RAMPS			2020	$1,250,000	$1,250,000	$0	$0	$1,250,000	COEP	2014
REGIONAL	OTHER	3592-01-006	M061X	SH 178 (ARTCRAFT) INTELLIGENT TRANSPORTATION SYSTEM EXPANSION	INSTALL FIBER OPTIC CABLE, CLOSED CIRCUIT TELEVISION CAMERAS DYNAMIC MESSAGE SIGNS, LANE CONTROL SIGNALS AND VEHICLE DETECTION.	NEW MEXICO STATE LINE	I-10	2020	$1,013,944	$1,013,944	$88,566	$0	$1,102,510	TXDOT	2013
MISSION VALLEY	EXEMPT		P532X	SH 20 (ALAMEDA AVE)	CORRIDOR IMPROVEMENTS	GLENWOOD	PADRES	2040	$22,273,104	$45,121,222	$2,210,940	$3,158,486	$50,490,647	TXDOT	2031
MISSION VALLEY	EXEMPT	0002-01-055	P519C-15A	SH 20 (ALAMEDA AVE.)	INTERSECTION IMPROVEMENTS AND REHABILITATION	PADRES ST.	AMERICAS AVE (LOOP 375)	2020	$8,728,313	$8,728,313	$427,687	$0	$9,156,000	TXDOT	2015
MISSION VALLEY	EXEMPT	0002-02-050	A506B-05A	SH 20 ALAMEDA AVE. (RECONSTRUCT)	RECONSTRUCT INTERSECTION AT HORIZON BLVD/BUFORD RD. - SOCORRO	0.7 SOUTH OF HORIZON BLVD	0.6 NORTH OF HORIZON BLVD	2020	$1,906,578	$1,906,578	$93,422	$0	$2,000,000	TXDOT	2013
CENTRAL	EXEMPT	0002-01-090	P313E-2	SH 20 ALAMEDA AVE./PAISANO DR. INTERSECTION IMPROVEMENTS	INTERSECTION IMPROVEMENTS AND REHABILITATION PHASE 2	600 FT EAST OF CONCEPCION ST	EAST OF PAISANO (GLENWOOD)	2020	$9,668,581	$9,668,581	$450,725	$0	$10,119,306	TXDOT	2013
WEST	CMAQ	0001-01-058	P132X	SH 20 DONIPHAN DR. TRAFFIC OPERATION IMPROVEMENTS	SH 20 DONIPHAN DR. TRAFFIC OPERATION IMPROVEMENTS	NM STATE LINE	SH 20 MESA AT COUNTRY CLUB RD	2020	$1,599,703	$1,599,703	$177,745	$0	$1,777,448	TXDOT	2014
REGIONAL	EXEMPT	0924-06-471	M085X	SMARTREK MOBILE AND SMARTREK SYNERGY ACTIVATION	ACTIVATE/CUSTOMIZE SMARTREK MOBILE & SMARTREK SYNERGY, THE NO-CONSTRUCTION INTELLIGENT TRANSPORTATION SYSTEM THAT WILL TRANSFORM THE DRIVER EXPERIENCE BY REWARDING DRIVERS FOR HELPING REDUCE CONGESTION AND EMISSIONS WITHIN THEIR CITIES	REGIONAL		2020	$1,319,990	$1,319,990	$618,010	$0	$1,938,000	EPMPO-CRRMA	2014
EAST	EXEMPT	1046-03-005	P448X-CAP	SPUR 601 DIRECT CONNECT (NORTHBOUND TO WESTBOUND)	DIRECT CONNECT ON SPUR 601 AT LOOP 375 (NORTHBOUND TO WESTBOUND)	SPUR 601 LIBERTY EXPY AT LOOP 375 JOE BATTLE		2020	$13,500,000	$13,500,000	$1,500,000	$0	$15,000,000	TXDOT	2015
EAST	CMAQ	1046-03-006	F406X	SPUR 601 EASTBOUND AND LOOP 375 SOUTHBOUND INTERSECTION IMPROVEMENTS	DESIGN AND CONSTRUCT SPUR 601 EASTBOUND TO LOOP 375 SOUTHBOUND RIGHT TURN LANES BY ADDING ADDITIONAL RIGHT TURN LANE.	AT LOOP 375 AND SPUR 601		2020	$920,000	$920,000	$80,000	$0	$1,000,000	TXDOT	2014
EAST	CAPACITY CHANGES		P402X-05A	SPUR 601 WIDENING	WIDEN TO 6-LANES EXPRESSWAY	AIRPORT RD	LOOP 375 (PURPLE HEART MEMORIAL HWY)	2030	$10,000,000	$13,685,691	$670,599	$0	$14,356,289	TXDOT	2021
EAST	EXEMPT		P449X-CAP	SPUR 601/LOOP 375 INTERCHANGE IMPROVEMENTS	INTERCHANGE IMPROVEMENTS	AT LOOP 375		2040	$30,000,000	$60,774,495	$2,977,950	$0	$63,752,446	TXDOT	2031
MISSION VALLEY	CAPACITY CHANGES	3628-01-001	A523X-MOD	STATE SPUR 1966 (FORMER SCHUSTER EXTENSION AND REALIGNMENT)	CONSTRUCTION 4-LANE DIVIDED ARTERIAL WITH ROUNDABOUT CONNECTION TO SCHUSTER AVE.	US 85 PAISANO DR	SCHUSTER AVE.	2020	$43,950,898	$43,950,898	$3,450,000	$2,000,000	$49,400,898	TXDOT	2013
CENTRAL	CAPACITY CHANGES	0924-06-440	A308X-MOD	SUN BOWL DR. WIDENING	WIDENING FROM 2 TO 4-LANES UNDIVIDED	500 FT. SOUTH OF DAWSON DR.	1,400 FT. NORTH OF GLORY ROAD	2020	$4,810,421	$4,810,421	$0	$0	$4,810,421	UTEP	2013
REGIONAL	EXEMPT	0924-06-433	M075X	TEENS IN THE DRIVER SEAT PROGRAM	PEER TO PEER PUBLIC OUTREACH PROGRAM FOR TEENS THAT FOCUSES ON TRAFFIC SAFETY AND MAJOR RISKS FOR THIS AGE GROUP. GEARED TOWARD HIGH SCHOOL AND JUNIOR HIGH/MIDDLE SCHOOL STUDENTS.	WITHIN THE EL PASO MPO REGION		2020	$44,566	$44,566	$0	$0	$44,566	TTI	2014
EAST	CAPACITY CHANGES		P455X-CAP	TIERRA ESTE RD WIDEINING	STRIPE FROM 4 TO 6-LANE DIVIDED WITHIN EXISTING ROW	ZARAGOZA RD	COZY COVE	2020	$91,000	$110,715	$0	$0	$110,715	COEP	2018
MISSION VALLEY	CAPACITY CHANGES		P512X-15A	TIWA BLVD (SOCORRO)	BUILD 2-LANES	BORDER HWY EXTENSION EAST	FM 258 (SOCORRO RD)	2030	$1,522,879	$2,535,705	$124,250	$177,499	$2,837,454	SOCORRO	2026
MISSION VALLEY	CAPACITY CHANGES		P517A-15A	TIWA BLVD (SOCORRO)	BUILD 2-LANES	FM 258 (SOCORRO RD)	ALAMEDA (SH 20)	2030	$8,484,271	$14,126,935	$692,220	$988,885	$15,808,040	SOCORRO	2026
MISSION VALLEY	CAPACITY CHANGES		P517B-15A	TIWA BLVD (SOCORRO)	BUILD 4-LANE. THIS PROJECT WOULD BE A CONTINUATION OF THE TIWA BOULEVARD FROM ALAMEDA AVE. (SH 20) TO CREATE AN ADDITIONAL CONNECTION TO GATEWAY BLVD. EAST (IH-10).	SH 20 (ALAMEDA AVE.)	I-10 (GATEWAY EAST)	2040	$29,600,000	$59,964,169	$2,938,244	$4,197,492	$67,099,905	SOCORRO	2031
REGIONAL	EXEMPT	0924-06-463	C039X	TOLLING EQUIPMENT AT TORNILLO POE	DESIGN AND INSTALLATION OF TOLLING EQUIPMENT FOR MANNED TOLL BOOTHS	AT TORNILLO-GUADALUPE POE		2020	$1,200,000	$1,518,383	$0	$0	$1,518,383	COUNTY EP	2019
REGIONAL	EXEMPT	0924-06-434	M076X	TORNILLO ISD BUS PURCHASE (2-PROPANE BUSES)	2-PROPANE SCHOOL BUSES FOR TORNILLO ISD	TORNILLO ISD		2020	$198,800	$198,800	$0	$0	$198,800	TORNILLO ISD	2013
CENTRAL	EXEMPT	0924-06-437	S301E	TRAFFIC MANAGEMENT CENTER UPGRADE	COMMUNICATION UPGRADE HARDWARE-SOFTWARE SUPPORT TO ITS / RETIME SIGNALS (DESIGN)	N/A		2030	$159,750	$236,469	$0	$0	$236,469	COEP	2023
CENTRAL	EXEMPT	0924-06-437	S301F	TRAFFIC MANAGEMENT CENTER UPGRADE	COMMUNICATION UPGRADE HARDWARE-SOFTWARE SUPPORT TO ITS / RETIME SIGNALS (PURCHASE OF SOFTWARE AND HARDWARE)	N/A		2030	$10,650,000	$15,764,602	$0	$0	$15,764,602	COEP	2023

Horizon 2040 MTP Project List
TX Highway and Roadway (FHWA and Local funds)

City Area	Project Element	CSJ	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 (Includes Inflation)	Sponsor	YOE (FY)
CENTRAL	EXEMPT		S301C	TRAFFIC MANAGEMENT CENTER UPGRADE	COMMUNICATION UPGRADE HARDWARE-SOFTWARE SUPPORT TO ITS / RETIME SIGNALS	N/A		2030	$194,360	$364,033	$0	$0	$364,033	COEP	2029
CENTRAL	EXEMPT		S301D	TRAFFIC MANAGEMENT CENTER UPGRADE	COMMUNICATION UPGRADE HARDWARE-SOFTWARE SUPPORT TO ITS / RETIME SIGNALS (PURCHASE OF SOFTWARE AND HARDWARE)	N/A		2030	$12,957,353	$24,268,880	$0	$0	$24,268,880	COEP	2029
WEST	CMAQ		E100X	UNIVERSITY CENTENNIAL PEDESTRIAN/BIKE TRAIL - PHASE 1	CONSTRUCTION OF A PEDESTRIAN/BIKE SYSTEM FROM THE SUN METRO GLORY ROAD TRANSIT CENTER FOLLOWING FLOW PATH 23 UNTIL IT REACHES RIM ROAD. FROM RIM ROAD THE TRAIL TURNS EAST TO HAWTHORNE STREET AND FROM HAWTHORNE STREET IT PROCEEDS SOUTH TO YANDELL DRIVE.	EXISTING BIKE LANE LOCATED IN SUNSET HEIGHTS, HAWTHORNE AND YANDELL DR.	SUN METRO GLORY ROAD TRANSIT CENTER	2020	$2,812,808	$3,290,588	$180,000	$0	$3,470,588	UTEP	2017
WEST	EXEMPT		E101X	UNIVERSITY CENTENNIAL PEDESTRIAN/BIKE TRAIL - PHASE 2	CONSTRUCTION OF A PEDESTRIAN/BIKE SYSTEM FROM THE SUN METRO GLORY ROAD TRANSIT CENTER FOLLOWING FLOW PATH 23 UNTIL IT REACHES RIM ROAD. FROM RIM ROAD THE TRAIL TURNS EAST TO HAWTHORNE STREET AND FROM HAWTHORNE STREET IT PROCEEDS SOUTH TO YANDELL DRIVE.	EXISTING BIKE LANE LOCATED IN SUNSET HEIGHTS, HAWTHORNE AND YANDELL DR.	SUN METRO GLORY ROAD TRANSIT CENTER	2030	$7,891,200	$11,231,638	$632,000	$0	$11,863,638	UTEP	2022
REGIONAL	CAPACITY CHANGES	0167-01-095	F039X-MOD	US 54 (PATRIOT FREEWAY) WIDENING	WIDEN TO 6-LANES	DIANA	LOOP 375	2020	$14,050,000	$18,488,841	$905,953	$0	$19,394,795	TXDOT	2020
REGIONAL	CAPACITY CHANGES	0167-01-098	F002B-15A	US 54 (PATRIOT FREEWAY) WIDENING	WIDEN TO 6-LANES	HONDO PASS	DIANA	2020	$19,500,000	$25,660,670	$1,257,373	$1,796,247	$28,714,289	TXDOT	2020
REGIONAL	CAPACITY CHANGES	0167-01-091	F001B-15A	US 54 (PATRIOT FREEWAY)	CONSTRUCTION OF 4 MAINLANES & GRADE SEPARATIONS	KENWORTHY	FM 2529 (MCCOMBS)	2040	$32,932,206	$66,714,606	$3,269,016	$4,670,022	$74,653,644	TXDOT	2031
REGIONAL	EXEMPT	0167-01-107	M051X	US 54 DYNAMIC MESSAGE SYSTEM BOARDS INSTALLATION PROJECT	DYNAMIC MESSAGE SYSTEM BOARDS INSTALLATION PROJECT - US 54	ON US 54		2020	$549,685	$549,685	$70,067	$0	$619,752	TXDOT	2013
EAST	EXEMPT		P446X	US 62/180 (MONTANA AVE)	IMPROVEMENTS INCLUDING GRADE SEPARATION	AT GLOBAL REACH/YARBROUGH		2030	$20,000,000	$28,466,236	$1,394,846	$0	$29,861,082	TXDOT	2022
EAST	CAPACITY CHANGES		P445X-CAP	US 62/180 (MONTANA AVE)	UPGRADE TO 6-LANE EXPRESSWAY W/ UNDERPASS @ LOOP 375	1.55 MILES EAST OF LOOP 375	1.4 MILES WEST OF LOOP 375	2030	$36,000,000	$53,288,794	$2,611,151	$0	$55,899,945	TXDOT	2023
EAST	CAPACITY CHANGES		F404A-CAP	US 62/180 (MONTANA AVE) EXPRESSWAY	UPGRADE TO EXPRESSWAY AND WIDEN FROM 6 TO 8 LANES	GLOBAL REACH DR.	LOOP 375 (JOE BATTLE)	2030	$30,000,000	$41,057,072	$2,011,797	$2,873,995	$45,942,863	TXDOT	2021
EAST	CAPACITY CHANGES		F404B-CAP	US 62/180 (MONTANA AVE) EXPRESSWAY	UPGRADE TO EXPRESSWAY AND WIDEN FROM 4 TO 8 LANES AND BUILD 2 LANE FRONTAGE ROADS	LOOP 375 (JOE BATTLE)	FM 659 ZARAGOZA RD.	2040	$20,000,000	$40,516,330	$1,985,300	$2,836,143	$45,337,774	TXDOT	2031
EAST	CAPACITY CHANGES		F404C-CAP	US 62/180 (MONTANA AVE) EXPRESSWAY	UPGRADE TO EXPRESSWAY AND WIDEN FROM 4 TO 8 LANES AND BUILD 2 LANE FRONTAGE ROADS	FM 659 ZARAGOZA RD.	DESERT MEADOWS	2040	$15,000,000	$30,387,248	$1,488,975	$2,127,107	$34,003,330	TXDOT	2031
EAST	CAPACITY CHANGES		P457X-CAP	US 62/180 (MONTANA AVE) FRONTAGE ROADS	BUILD 2 LANE FRONTAGE ROADS	GLOBAL REACH DR.	LOOP 375 (JOE BATTLE)	2020	$15,000,000	$17,547,878	$859,846	$1,228,351	$19,636,076	TXDOT	2017
EAST	CAPACITY CHANGES	0374-02-094	P444X-CAP	US 62/180 (MONTANA AVE) WIDENING	WIDEN 4 TO 6 LANES WITH TRANSITIONAL WORK (WIDENING ONLY FROM YARBROUGH/GLOBAL REACH TO LOOP 375 JOE BATTLE)	0.633 MI. W. OF YARBROUGH/GLOBAL REACH	0.473 MI. E. OF LOOP 375 (JOE BATTLE)	2020	$5,022,797	$5,022,797	$149,476	$0	$5,172,273	TXDOT	2013
WEST	EXEMPT		A127X	UTEP TRANSPORTATION IMPROVEMENTS: GLORY ROAD SEGMENT 1 OF 3 PROJECTS	RECONSTRUCT THE OREGON STREET TO SUN BOWL DRIVE SEGMENT OF GLORY ROAD AND AN EXTENSION OF RANDOLPH ROAD FROM THE REAILIGNED GLORY ROAD TO SUN BOWL DRIVE.	OREGON STREET	SUN BOWL DRIVE	2020	$3,025,000	$3,538,822	$150,000	$0	$3,688,822	UTEP	2017
WEST	EXEMPT		E102X	UTEP TRANSPORTATION IMPROVEMENTS: SUN BOWL NORTH PROJECT SEGMENT 3 OF 3	THE PROJECT SCOPE INCLUDES: CONSTRUCTING SIDEWALKS, CROSSWALKS, A MEDIAN WITH LEFT TURN LANES, A BICYCLE LANE, LIGHTING, BUS STOPS, LANDSCAPING, FURNISHINGS, AND SIGNAGE.	MESA STREET AT THE NORTH	300 YARDS NORTH OF THE INTERSECTION WITH GLORY ROAD	2030	$3,025,000	$4,305,518	$150,000	$0	$4,455,518	UTEP	2022
WEST	EXEMPT	0924-06-490	E104X	UTEP WALKABLE PEDESTRIAN ENHANCEMENTS (UTEP CAMPUS TRANFORMATION)	CONSTRUCT PEDESTRIAN WALKWAYS, BIKE PATHS AND GREEN SPACES TO IMPROVE CIRCULATION, INCREASES SAFETY, AND ADDRESS ADA / TX ACCESSIBILITY STANDARDS ISSUES WITH CONNECTION TO THE ADJOINING RESIDENTIAL, BUSINESS NEIGHBORHOODS AND BUS TRANSIT STATION	UTEP CAMPUS CORE-CENTENNIAL PLAZA AND ASSOCIATED ADJACENT AREAS (UPPER ARROYO, OLD MAIN, AND EAST CAMPUS ENTRY)		2020	$14,568,534	$14,568,534	$0	$0	$14,568,534	UTEP	2014
REGIONAL	EXEMPT		T084X	VANPOOL PROGRAM	VANPOOL PROGRAM	REGIONAL		2030	$745,885	$1,020,795	$0	$0	$1,020,795	COUNTY EP-TRANSIT	2021
REGIONAL	EXEMPT	0924-06-376	T054X	VANPOOL PROGRAM FY2013	VANPOOL PROGRAM	REGIONAL		2020	$549,000	$549,000	$0	$0	$549,000	COUNTY EP-TRANSIT	2013
REGIONAL	CMAQ	0924-06-487	T076X	VANPOOL PROGRAM FY2014	VANPOOL PROGRAM	REGIONAL		2020	$600,000	$600,000	$0	$0	$600,000	COUNTY EP-TRANSIT	2014
REGIONAL	CMAQ	0924-06-486	T077X	VANPOOL PROGRAM FY2015	VANPOOL PROGRAM	REGIONAL		2020	$600,000	$600,000	$0	$0	$600,000	COUNTY EP-TRANSIT	2015
REGIONAL	CMAQ	0924-06-485	T078X	VANPOOL PROGRAM FY2016	VANPOOL PROGRAM	REGIONAL		2020	$600,000	$600,000	$0	$0	$600,000	COUNTY EP-TRANSIT	2016
REGIONAL	EXEMPT	0924-06-379	M025B	VIDEO SURVEILLANCE AND COUNT STATIONS PHASE 2	VIDEO SURVEILLANCE AND COUNT STATIONS PHASE 2	CITYWIDE		2020	$1,632,800	$1,910,145	$0	$0	$1,910,145	COEP	2017
WEST	EXEMPT	0924-06-454	E103X	WILDCAT DR COMMUNITY LIGHTING AND SIDEWALK IMPROVEMENTS	CONSTRUCTION OF SIX FT SIDEWALK AND PEDESTRIAN ILLUMINATION ALONG SPUR 6 WILDCAT DR	DONIPHAN DR	DESERT MIST	2020	$240,645	$240,645	$0	$0	$240,645	ANTHONY	2015
MISSION VALLEY	CMAQ	0924-06-488	T506X	YSLETA, SOCORRO, SAN ELIZARIO CIRCULATOR	PURCHASE OF 3 NINETEEN PASSENGER TYPE III BUSES ($75,000 EACH - TOTAL $225,000) AND OPERATING FUNDS FOR 3 YEARS ($1,105,200) FOR A CIRCULATOR BUS ROUTE CONNECTING YSLETA, SOCORRO, SAN ELIZARIO AND ALL UNINCORPORATED AREAS IN BETWEEN.	YSLETA, SOCORRO, SAN ELIZARIO		2020	$1,330,200	$1,330,200	$0	$0	$1,330,200	COUNTY EP-TRANSIT	2014
MISSION VALLEY	CMAQ	0924-06-435	T070X	ZARAGOZA INTERNATIONAL BRIDGE PARK-N-RIDE	PROJECT DESIGNED TO PROMOTE THE USE OF MASS-TRANSIT WITH TRANSIT STATION, TAXI STAND AT THE ZARAGOZA BORDER SAFETY INSPECTION FACILITY (BSIF) STATION FOR CROSS-BORDER TRAVEL TO IMPROVE AIR QUALITY	AT ZARAGOZA POE		2020	$953,289	$953,289	$46,711	$0	$1,000,000	COEP	2015
MISSION VALLEY	OTHER		C033X	ZARAGOZA POE FREIGHT SHUTTLE SYSTEM (FSS) (FORMER X501)	THE FSS IS AN INNOVATIVE TECHNOLOGY, THE SYSTEM IS AN AUTOMATED, ZERO-EMISSION, LOWER-COST AND HIGHER-PERFORMING OPTION FOR SHIPPERS THAT ARE INCREASINGLY CONSTRAINED BY THE GROWING CONGESTION IN MANY CRITICAL FREIGHT CORRIDORS. THE SYSTEM WILL INCREASE THE SECURITY OF THE BORDER WHILE FACILITATIONG INTERNATIONAL TRADE, IMPROVING AIR QUALITY AND PROMOTING REGIONAL ECONOMIC DEVELOPMENT.	ZARAGOZA POE		2020	$82,500,000	$100,373,864	$0	$0	$100,373,864	COEP	2018
REGIONAL	OTHER	0924-06-469	C040X	ZARAGOZA POE PASSENGER AND READY LANE	RECONFIGURE LANES BY REDUCING THE SIDEWALKS WIDTH ON EACH SIDE OF THE BRIDGE FROM 10 FT TO 5 FT WIDTHS TO INCREASE THE NUMBER OF LANES FROM 5 (1 SENTRY, 2 NB AND 2 SB) TO 6 (1 SENTRY, 1 DEDICATED READY LANE, 2 NB AND 2 SB). ALSO INCLUDES SIGNAGE	AT ZARAGOZA POE		2020	$255,000	$255,000	$45,000	$0	$300,000	COEP	2014
REGIONAL	OTHER		C027X	ZARAGOZA POE TOLL COLLECTION FACILITY	CONSTRUCT A STATE OF THE ART TOLL COLLECTION FACILITY. THE STATE OF THE ART FACILITY WILL USE DYNAMIC TOLLING TO INCREASE TRAFFIC EFFICIENCY	ZARAGOZA POE		2020	$4,100,000	$4,796,420	$235,025	$0	$5,031,445	COEP	2017
MISSION VALLEY	CAPACITY CHANGES	0924-06-418	A524X-CAP	ZARAGOZA POE, PAN AMERICAN DR. & WINN RD. BUILD/IMPROVEMENTS PHASE 1	BUILD/RECONSTRUCT 2 LANE DIVIDED ROAD FOR INTERNATIONAL TRUCK TRAFFIC CROSSING AT THE ZARAGOZA PORT OF ENTRY TO LOOP 375 TO INCLUDE SIGNAGE AND LIGHTING	ZARAGOZA POE CAMPUS	PAN AMERICAN DR. AT LOOP 375 (AMERICAS AVE.)	2020	$4,268,357	$4,268,357	$600,000	$620,000	$5,488,357	COEP	2014
MISSION VALLEY	CAPACITY CHANGES	0924-06-470	A524B-CAP	ZARAGOZA POE, PAN AMERICAN DR. & WINN RD. BUILD/IMPROVEMENTS PHASE 2	WIDEN FROM 2 TO 4 LANE DIVIDED FOR INTERNATIONAL TRUCK TRAFFIC CROSSING AT THE ZARAGOZA PORT OF ENTRY TO LOOP 375 TO INCLUDE LANDSCAPING, MEDIAN, SIDEWALK AND PARKWAY IMPROVEMENTS (4 LANE RD AT COMPLETION OF BOTH PHASES)	ZARAGOZA POE CAMPUS	PAN AMERICAN DR. AT LOOP 375 (AMERICAS AVE.)	2020	$4,650,000	$5,883,733	$650,000	$0	$6,533,733	COEP	2019
REGIONAL	CAPACITY CHANGES		C023X	ZARAGOZA RD POE WIDENING	WIDENING ZARAGOZA RD POE MAIN LANES (6 ADDITIONAL LANES - 2 REGULAR LANES IN EACH DIRECTION AND A FAST LANE IN EACH DIRECTION)	N/A		2030	$19,065,777	$30,524,923	$1,495,721	$2,136,745	$34,157,389	COEP	2025
Location for new POEs to be determined by the presidential permit process.															

FHWA Transfers to FTA Projects (Projects listed below are informational only, fundings allocations are accounted in FHWA Highway and Roadway Project List and Financials)

Horizon 2040 MTP Project List
TX Highway and Roadway (FHWA and Local funds)

City Area	Project Element	CSJ	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 (Includes Inflation)	Sponsor	YOE (FY)
REGIONAL	CMAQ	0924-06-422	T064X	ALAMEDA RTS OPERATION	START-UP RTS OPERATING ASSISTANCE	N/A		2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	2015
REGIONAL	CMAQ	0924-06-465	T083X	BUS PURCHASE IN EXCHANGE FOR SERVICE	BUS PURCHASE IN EXCHANGE FOR SERVICE BY SUN METRO	MISSION VALLEY TRANSFER CENTER	TRANSIT LOOP SERVING EL PASO COMMUNITY COLLEGE MISSION DEL PASO CAMPUS, CLINT, SAN ELIZARIO & SOCORRO.	2020	$540,000	$540,000	$0	$0	$540,000	COUNTY EP-TRANSIT	2015
REGIONAL	CMAQ	0924-06-468	T085X	DOWNTOWN TRANSIT CIRCULATOR ROUTE - PURCHASE OF VANS AND OPERATIONS	THROUGH THIS PARTNERSHIP, THE DOWNTOWN MANAGEMENT DISTRICT WITH SUN METRO PROVIDE A BRANDED CUT-AWAY (SMALL SHUTTLE LIKE THE AIRPORT SHUTTLES) SERVICE IN A FOCUSED AREA OF DOWNTOWN	SUN METRO DOWNTOWN TRANSFER CENTER	GLORY ROAD AND DOWNTOWN EL PASO	2020	$800,000	$800,000	$0	$0	$800,000	SUN METRO-TRANSIT	2014
REGIONAL	CMAQ	0924-06-443	T065X	DYER RTS OPERATION	START-UP RTS OPERATING ASSISTANCE	N/A		2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	2016
REGIONAL	CMAQ	0924-06-467	T086X	EPCC TRANSIT CONNECTIONS - WITHIN CITY OF EL PASO CAMPUSES	ROUTE PROVIDES EXPRESS SERVICE FROM EL PASO COMMUNITY COLLEGE'S TRANSMOUNTAIN TO THE VALLE VERDE CAMPUSES, WITH STOPS AT THE NORTHEAST, EASTSIDE AND MISSION VALLEY CENTERS.	EPCC CAMPUSES: TRANSMOUNTAIN AND VALLE VERDE	TRANSFER CENTERS: NORTHEAST, EASTSIDE, AND MISSION VALLEY	2020	$1,429,925	$1,429,925	$0	$0	$1,429,925	SUN METRO-TRANSIT	2014
REGIONAL	EXEMPT	0924-06-378	T056X	FORTY FOOT BUS PURCHASE 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	FORTY FOOT BUS PURCHASE 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	$500,000	$500,000	$0	$0	$500,000	SUN METRO-TRANSIT	2013
REGIONAL	EXEMPT	0924-06-381	T059X	FORTY FOOT BUS PURCHASE 5	FORTY FOOT BUS PURCHASE 5	CITYWIDE		2020	$540,000	$540,000	$0	$0	$540,000	SUN METRO-TRANSIT	2014
REGIONAL	CMAQ	0924-06-466	T087X	FORTY FT. BUS PURCHASE	PURCHASE OF 40' BUS TO REDUCE CONGESTION AND IMPROVE AIR QUALITY; TO BE USED FOR PARK AND RIDE AND/OR EXPRESS SERVICES.	CITY LIMITS	CITY LIMITS	2020	$540,000	$540,000	$0	$0	$540,000	SUN METRO-TRANSIT	2016
REGIONAL	EXEMPT	0001-02-054	T015C-2	MESA CORRIDOR RTS	DESIGN AND CONSTRUCTION FOR RAPID TRANSIT SYSTEM (RTS) (THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS. USING $2M FHWA CAT5 FUNDS, $6.13M FHWA CAT2 (FTA TRANSFER $2,686,629 IN 12/2012), $13.55M FTA 5309, AND $5.420M LCL FUNDS FOR TOTAL OF $27.1M)	ON SANTA FE ST. AT FOURTH AVE. TO FRANKLIN AVE. TO OREGON ST., TO GLORY RD., TO MESA ST. TO REMCON CIRCLE		2020	$2,686,629	$2,686,629	$0	$0	$2,686,629	SUN METRO-TRANSIT	2013
REGIONAL	CMAQ	0924-06-444	T066X	MESA RTS OPERATION	START-UP RTS OPERATING ASSISTANCE	N/A	N/A	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	2015
REGIONAL	CMAQ	0924-06-445	T068X	MONTANA RTS OPERATION	START-UP OPERATING ASSISTANCE	N/A		2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	2016
REGIONAL	OTHER	0924-06-456	T088A	SUN METRO PARK AND RIDE ROUTES (2 BUS PURCHASES) (4 ROUTES)	PARK AND RIDE ROUTES: RC POE EXPRESS TO DOWNTOWN TC. WTC EXPRESS TO EASTSIDE (CV) CENTER (280 PARKING SPACES). MISSION VALLEY CENTER EXPRESS FROM ZARAGOZA BRIDGE TO DTC THRU MV. NE EXPRESS TO EASTSIDE (CV AND FOUNTAINS).	CITY LIMITS	CITY LIMITS	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	2014
REGIONAL	CMAQ	0924-06-464	T088B	SUN METRO PARK AND RIDE ROUTES (OPERATIONS) (4 ROUTES)	PARK AND RIDE ROUTES OPERATING ASSISTANCE: RC POE EXPRESS TO DOWNTOWN TC. WTC EXPRESS TO EASTSIDE (CV) CENTER (280 PARKING SPACES). MISSION VALLEY CENTER EXPRESS FROM ZARAGOZA BRIDGE TO DTC THRU MV. NE EXPRESS TO EASTSIDE (CV AND FOUNTAINS).	N/A		2020	$800,000	$800,000	$0	$0	$800,000	SUN METRO-TRANSIT	2014
Location for new POEs to be determined by the presidential permit process.															
Plan-wide Projects or "All" Years Projects (YOE equals the approximate cost per year of each project)															
REGIONAL	EXEMPT		M065X	ARTERIAL LIGHTING	ARTERIAL LIGHTING TO INCLUDE DESIGN AND CONSTRUCTION. CONTINUOUS LIGHTING WILL ENHANCE SAFETY.	CITYWIDE	CITYWIDE	ALL	$3,000,000	$107,143	$5,250	$7,500	$119,893	COEP	EP-ALL
REGIONAL	EXEMPT		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
REGIONAL	EXEMPT		M016C	FREEWAY MANAGEMENT SYSTEM MAINTENANCE	MAINTAIN FREEWAY MANAGEMENT SYSTEM	I-10/ US 54/ LOOP 375		ALL	$28,000,000	$1,000,000	$0	$0	$1,000,000	TXDOT	TXTRAFFIC-ALL
REGIONAL	EXEMPT		M021X	INSTALL PROTECTIVE RR CROSSING DEVICES	INSTALL 10 RAILROAD X-ING DEVICES PER YEAR	CITY STREETS, COUNTY ROADS, STATE HIGHWAYS		ALL	$7,000,000	$250,000	$0	$0	$250,000	TXDOT	TXTRAFFIC-ALL
REGIONAL	EXEMPT		M073X	MEDIAN LANDSCAPING	DESIGN, REMOVAL AND REPLACEMENT OF EXISTING ROADWAY STRUCTURES, CONSTRUCTION OF ADA ACCESSIBLE FACILITIES, ILLUMINATION, RELOCATION AND UPDATING OF UTILITIES, SIDEWALKS, PARKWAY TREATMENTS.	CITYWIDE	CITYWIDE	ALL	$13,000,000	$464,286	$22,750	$32,500	$519,536	COEP	EP-ALL
REGIONAL	EXEMPT		R008X	PREVENTIVE MAINTANANCE & REHABILITATION TXDOT (ON STATE)	FOR MAJOR RECONSTRUCTION BUT ALSO INCLUDES SIGNS, STRIPING, PAVEMENT MARKINGS, AND SIGNALS	TEXAS STATE HIGHWAY SYSTEM		ALL	$711,090,000	$25,396,071	$1,244,408	$0	$26,640,479	TXDOT	PM&R-ALL
REGIONAL	EXEMPT		R023X	REHABILITATION CITY OF EL PASO	REHABILITATION PROJECTS	CITY OF EL PASO- OFF STATE SYSTEM		ALL	$480,000,000	$17,142,857	$0	$0	$17,142,857	COEP	EP-ALL
REGIONAL	EXEMPT		M020X	REPLACE RR PLANKING	REPLACE RR X-INGS WITH RUBBER/CONCRETE PLANKING	CITY STREETS, COUNTY ROADS, STATE HIGHWAYS		ALL	$2,800,000	$100,000	$0	$0	$100,000	TXDOT	TXTRAFFIC-ALL
REGIONAL	EXEMPT		M038X	ROADWAY FEASIBILITY STUDIES (ON STATE)	CONDUCT FEASIBILITY STUDIES FOR ON STATE SYSTEM ROADS	N/A		ALL	$30,798,559	$1,099,949	$53,897	$0	$1,153,846	TXDOT	TXTRAFFIC-ALL
REGIONAL	EXEMPT		R016X	ROUTINE MAINTENANCE TXDOT	POTHOLE REPAIR, CRACK-SEALING, MOWING, ROADSIDE MAINT.	TEXAS STATE HIGHWAY SYSTEM		ALL	$232,946,000	$8,319,500	$0	$0	$8,319,500	TXDOT	RM-ALL
REGIONAL	EXEMPT		M036X	RR OVERPASSES (ON STATE)	CONSTRUCT ON STATE SYSTEM RR OVERPASSES	N/A		ALL	$266,920,877	$9,532,888	$467,112	$0	$10,000,000	TXDOT	TXTRAFFIC-ALL
REGIONAL	EXEMPT		M066X	SAFETY LIGHTING	INTERSECTION/CURB LIGHTING TO INCLUDE DESIGN AND CONSTRUCTION	CITYWIDE	CITYWIDE	ALL	$3,000,000	$107,143	$5,250	$7,500	$119,893	COEP	EP-ALL
REGIONAL	EXEMPT		M028B	SAFETY PROJECTS	SAFETY LIGHTING, SIGNALS, INTERSECTIONS, ETC.	EPUTS AREA		ALL	$18,762,631	$670,094	$32,835	$0	$702,929	TXDOT	SAFE-ALL
REGIONAL	EXEMPT		M030B	SIGN REPLACEMENT PROGRAM	REPLACE REGULATORY AND STREET NAME SIGNS	CITY OF EL PASO		ALL	$3,000,000	$107,143	$0	$0	$107,143	COEP	EP-ALL
REGIONAL	EXEMPT		R022X	STREET RESURFACING - CITY OF EL PASO	REHABILITATION PROJECTS	CITY OF EL PSO- OFF STATE SYSTEM		ALL	$83,000,000	$2,964,286	$0	$0	$2,964,286	COEP	EP-ALL
REGIONAL	EXEMPT		R017X	STREET RESURFACING AND MAINTENANCE - EL PASO COUNTY	STREET RESURFACING AND MAINTENANCE - EL PASO COUNTY	EL PASO COUNTY OFF STATE SYSTEM		ALL	$63,700,000	$2,275,000	$0	$0	$2,275,000	COUNTY EP	COUNTY-ALL
Location for new POEs to be determined by the presidential permit process.															

Horizon 2040 MTP Project List
TX Transit (FTA and Local funds)

City Area	Project Element	CSJ	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 (Includes Inflation)	Sponsor	YOE (FY)
REGIONAL	EXEMPT		T015A-2	ALAMEDA CORRIDOR RTS	RAPID TRANSIT SYSTEM (RTS) SYSTEM INCLUDING BUSES (CONSTRUCTION)	DOWNTOWN	MISSION VALLEY TRANSFER CENTER	2020	$37,800,000	$37,800,000	$0	$0	$37,800,000	SUN METRO-TRANSIT	2015
REGIONAL	EXEMPT		T041X-3	BUS SHELTERS	BUS SHELTERS CITYWIDE	CITYWIDE		2020	$2,000,000	$2,000,000	$0	$0	$2,000,000	SUN METRO-TRANSIT	2013
REGIONAL	EXEMPT		T041X-4	BUS SHELTERS	BUS SHELTERS CITYWIDE	CITYWIDE		2020	$2,000,000	$2,000,000	$0	$0	$2,000,000	SUN METRO-TRANSIT	2014
REGIONAL	EXEMPT	0167-02-902	T017C	DYER CORRIDOR RTS	DESIGN AND CONSTRUCTION BRT/ITS/SIGNAL PRIORITIZATION / DIAMOND STRIPED LANES **(THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS. USING $9.168M FHWA CAT2 FUNDS, $15,237,058 FTA 5309 AND $10,889,276M LCL FUNDS, ROW USING LCL FUNDS $222,724, FOR TOTAL OF $35.51M)**	ON SANTA FE ST. AT FOURTH ST.	DYER ST. AT DIANA DR.	2020	$26,126,334	$26,126,334	$0	$222,274	$26,348,608	SUN METRO-TRANSIT	2015
REGIONAL	EXEMPT		T011	ELDERLY AND DISABLED TRANSPORTATION PROGRAM AND NEW FREEDOM PROGRAM	TRANSP. FOR ELDERLY /DISABLE PROVIDE BY LCL NONPROFIT ORG AND NEW FREEDOM PROGRAM	COUNTY OF EL PASO		2020	$567,210	$567,210	$0	$0	$567,210	TXDOT-TRANSIT	2013
REGIONAL	EXEMPT		T081X	FAR EAST CONNECTOR	ZARAGOZA, ALAMEDA, MONTANA CONNECTION (BUS AND ROADWAY IMPROVEMENTS) WITH FTA FUNDS	MONTANA	ZARAGOZA POE	2030	$25,000,000	$35,582,795	$1,743,557	$2,490,796	$39,817,148	SUN METRO-TRANSIT	2022
EAST	EXEMPT		T402B	FAR EASTSIDE TRANSFER CENTER	PE, ROW, AND CONSTRUCT TRANSIT TERMINAL	EDGEMERE BLVD AND RC POE RD		2020	$3,455,000	$3,455,000	$65,000	$1,000,000	$4,520,000	SUN METRO-TRANSIT	2016
REGIONAL	OTHER		T013B-2	INTERNATIONAL MASS TRANSIT (BRT/LRT) JUAREZ & EL PASO	INTERNATIONAL MASS TRANSIT (BRT/LRT) JUAREZ & EL PASO (FTA FUNDS)	EL PASO	JUAREZ USING PDN/STANTON ST. POE	2030	$55,357,707	$75,760,845	$3,712,281	$0	$79,473,126	SUN METRO-TRANSIT	2021
REGIONAL	EXEMPT		T010	JOB ACCESS AND REVERSE COMMUTE (JARC) 2013	WELFARE TO WORK, ACCESS TO JOBS (YEARLY ASSUMPTION TO BE PROGRAM)	CITY OF EL PASO (EMPOWERMENT ZONE PRIORITY)		2020	$2,733,345	$2,733,345	$0	$0	$2,733,345	SUN METRO-TRANSIT	2013
REGIONAL	EXEMPT	0001-02-054	T015C	MESA CORRIDOR RTS	DESIGN AND CONSTRUCTION FOR RAPID TRANSIT SYSTEM (RTS) (THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS. USING $2M FHWA CAT5 FUNDS, $6.13M FHWA CAT2 (FTA TRANSFER $2,686,629 IN 12/2012), $13.55M FTA 5309, AND $5.420M LCL FUNDS FOR TOTAL OF $27.1M)	ON SANTA FE ST. AT FOURTH AVE. TO FRANKLIN AVE. TO OREGON ST., TO GLORY RD., TO MESA ST. TO REMCON CIRCLE		2020	$18,825,000	$18,825,000	$0	$145,000	$18,970,000	SUN METRO-TRANSIT	2013
REGIONAL	EXEMPT		T017D	MONTANA CORRIDOR RTS	DESIGN AND CONSTRUCTION FOR RTS/ITS/SIGNAL PRIORITIZATION/DIAMOND STRIPED LANES. **(THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS. USING $24.53M FTA 5309, $8.558M LCL FUNDS AND $9.702M FHWA CAT2 FUNDS FOR TOTAL OF $42.79M)**	ON SANTA FE ST. AT FOURTH AVE.	RICH BEEM	2020	$28,276,923	$33,080,000	$0	$0	$33,080,000	SUN METRO-TRANSIT	2017
REGIONAL	EXEMPT		T022X	NEW FREEDOM 2013	PROVIDE PUBLIC TRANSPORTATION SERVICES BEYOND THOSE REQUIRED BY ADA (YEARLY ASSUMPTION TO BE PROGRAM)	N/A		2020	$949,752	$949,752	$0	$0	$949,752	SUN METRO-TRANSIT	2013
NE	EXEMPT		T203B	NORTHEAST TRANSIT TERMINAL	CONSTRUCT/EXPAND NORTHEAST TRANSIT TERMINAL	DYER ST AT DIANA DR (FORMER NORTHGATE MALL LOCATION)		2020	$15,887,912	$15,887,912	$1,765,324	$0	$17,653,236	SUN METRO-TRANSIT	2014
CENTRAL	CAPACITY CHANGES	0924-06-446	T305-CAP	OREGON STREET CAR PROJECT	DESIGN AND CONSTRUCT ROADWAY AND PEDESTRIAN ELEMENTS REQUIRED TO INTEGRATE STREET CAR PROJECT TO INCLUDE PURCHASE OF STREETCARS; ROUTES CONSISTS OF 2 LOOPS DESCRIBED IN LIMITS	LOOP1: NORTH ON SANTA FE, EAST ON FRANKLIN, SOUTH ON KANSAS, AND WEST ON FATHER RAHM RETURNING TO SANTA FE	LOOP2: NORTH ON SANTA FE, EAST ON FRANKLIN, NORTH ON STANTON, WEST ON BALTIMORE, SOUTH ON OREGON, EAST ON FRANKLIN, SOUTH ON KANSAS AND WEST ON FATHER RAHM RETURNING TO SANTA FE	2020	$80,428,954	$105,839,017	$5,186,112	$7,408,731	$118,433,860	SUN METRO-TRANSIT	2020
REGIONAL	EXEMPT		T061X	PARATRANSIT VAN REPLACEMENT	PARATRANSIT VAN REPLACEMENT	CITYWIDE		2020	$1,807,229	$1,807,229	$0	$0	$1,807,229	SUN METRO-TRANSIT	2013
REGIONAL	EXEMPT		T083X	PARATRANSIT VEHICLE REPLACEMENT	PARATRANSIT VEHICLE REPLACEMENT	CITYWIDE		2020	$1,476,200	$1,476,200	$0	$0	$1,476,200	SUN METRO-TRANSIT	2013
REGIONAL	EXEMPT		T071X	PARK AND RIDE / TRANSIT STATION BRIDGE OF THE AMERICAS (BOTA)	PROJECT DESIGNED TO PROMOTE THE USE OF MASS-TRANSIT WITH TAXI STAND DIRECTLY NORTH OF PAISANO OVERPASS FOR CROSS-BORDER TRAVEL TO IMPROVE AIR QUALITY	BRIDGE OF AMERICAS POE		2020	$1,500,000	$1,973,898	$0	$0	$1,973,898	SUN METRO-TRANSIT	2020
WEST	EXEMPT		T106	PARK AND RIDE FAR WEST	CONSTRUCT PARK AND RIDE LOT	I-10 & TRANSMTN		2020	$1,500,000	$1,824,979	$0	$0	$1,824,979	SUN METRO-TRANSIT	2018
REGIONAL	EXEMPT		T082X-2	PUBLIC OUTREACH FOR THE EL PASO REGIONAL TRANSPORTATION ONE-CALL/ONE-CLICK	PUBLIC OUTREACH FOR ONE-CALL/ONE-CLICK OR SINGLE ENTITY THAT CAN PROVIDE INFORMATION ABOUT ALL THE PUBLIC TRANSPORTATION SERVICES AVAILABLE IN THE REGION TO INCLUDE VETERAN COMMUNITY	CITYWIDE		2020	$62,000	$62,000	$0	$0	$62,000	SUN METRO-TRANSIT	2013
WEST	EXEMPT		T107	SUN METRO MAINTENANCE FACILITY	CONSTRUCTION OF FUEL AND MAINTENANCE FACILITY (TO BE BUILT IN WEST EL PASO) TO COINCIDE LOGISTICALLY DUE TO NEW MONTANA FACILITY	WESTSIDE		2020	$10,000,000	$11,698,586	$0	$0	$11,698,586	SUN METRO-TRANSIT	2017
REGIONAL	EXEMPT		T304	TRANSIT CENTER FOR INTERCITY AND INTERNATIONAL TRANFER CENTER	BUILD/REHAB. SITE FOR INTERNATIONAL TERMINAL FOR ALL PRIVATE BUS HAULERS AND SUN METRO	AT UNION DEPOT		2020	$16,541,750	$20,125,568	$986,153	$0	$21,111,721	SUN METRO-TRANSIT	2018
		Location for new POEs to be determined by the presidential permit process.													
Plan-wide Projects or "All" Years Projects (YOE equals the approximate cost per year of each project)															
CENTRAL	EXEMPT		T3H (FORMER T021X)	ADA PARATRANSIT SERVICE (5307)	PROVIDE ADA PARA TRANSIT SERVICE	N/A		ALL	$28,434,061	$1,015,502	$0	$0	$1,015,502	SUN METRO-TRANSIT	ALL-5307
CENTRAL	EXEMPT		T3C	CAPITAL MAINTENANCE (5307)	CAPITAL MAINTENANCE			ALL	$603,725,878	$21,561,639	$0	$0	$21,561,639	SUN METRO-TRANSIT	ALL-5307
CENTRAL	EXEMPT		T3D	CURB CUTS / ADA IMPROVEMENTS (5307)	CURB CUTS / ADA IMPROVEMENTS			ALL	$25,363,549	$905,841	$0	$0	$905,841	SUN METRO-TRANSIT	ALL-5307
REGIONAL	EXEMPT		T011	ELDERLY AND DISABLED TRANSPORTATION PROGRAM AND NEW FREEDOM PROGRAM	TRANSP. FOR ELDERLY /DISABLE PROVIDE BY LCL NONPROFIT ORG AND NEW FREEDOM PROGRAM	COUNTY OF EL PASO		ALL	$16,712,360	$596,870	$0	$0	$596,870	TXDOT-TRANSIT	ALL
REGIONAL	EXEMPT		T005	EP COUNTY RURAL TRANSIT	BUS PURCHASE AND OPERATIONS 2010-2035	EL PASO COUNTY	EL PASO COUNTY OUTSIDE SUN METRO SERVICE AREA	ALL	$8,400,000	$300,000	$0	$0	$300,000	COUNTY EP-TRANSIT	ALL
CENTRAL	EXEMPT		T3B	OTHER CAPITAL PROGRAM ITEMS (5307)	COMPUTERS HARDWARE & SOFTWARE			ALL	$12,132,806	$433,315	$0	$0	$433,315	SUN METRO-TRANSIT	ALL-5307
CENTRAL	EXEMPT		T3A	PLANNING (5307)	SHORT RANGE PLANNING			ALL	$35,508,969	$1,268,177	$0	$0	$1,268,177	SUN METRO-TRANSIT	ALL-5307
CENTRAL	EXEMPT		T3E	SECURITY EQUIPMENT (5307)	SECURITY EQUIPMENT			ALL	$5,686,863	$203,102	$0	$0	$203,102	SUN METRO-TRANSIT	ALL-5307
REGIONAL	EXEMPT		T004	SUN METRO OPERATIONS	OPERATION AND ADMINISTRATION	EL PASO		ALL	$2,356,303,900	$84,153,711	$0	$0	$84,153,711	SUN METRO-TRANSIT	ALL
CENTRAL	EXEMPT		T3G (FORMER T007)	TRANSIT ENHANCEMENTS (5307)	ENHANCEMENTS FOR BUSES/ TRANSIT FACILITIES	EL PASO (SUN METRO)		ALL	$10,145,420	$362,336	$0	$0	$362,336	SUN METRO-TRANSIT	ALL-5307
		Location for new POEs to be determined by the presidential permit process.													
FHWA Transfers to FTA Projects (Projects listed below are informational only, fundings allocations are accounted in FHWA Highway and Roadway Project List and Financials)															
REGIONAL	CMAQ	0924-06-422	T064X	ALAMEDA RTS OPERATION	START-UP RTS OPERATING ASSISTANCE	N/A		2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	2015
REGIONAL	CMAQ	0924-06-465	T083X	BUS PURCHASE IN EXCHANGE FOR SERVICE	BUS PURCHASE IN EXCHANGE FOR SERVICE BY SUN METRO	MISSION VALLEY TRANSFER CENTER	UNITY COLLEGE MISSION DEL PASO CA	2020	$540,000	$540,000	$0	$0	$540,000	COUNTY EP-TRANSIT	2015
REGIONAL	CMAQ	0924-06-468	T085X	DOWNTOWN TRANSIT CIRCULATOR ROUTE - PURCHASE OF VANS AND OPERATIONS	THROUGH THIS PARTNERSHIP, THE DOWNTOWN MANAGEMENT DISTRICT WITH SUN METRO PROVIDE A BRANDED CUT-AWAY (SMALL SHUTTLE LIKE THE AIRPORT SHUTTLES) SERVICE IN A FOCUSED AREA OF DOWNTOWN	SUN METRO DOWNTOWN TRANSFER CENTER	LORY ROAD AND DOWNTOWN EL PAS	2020	$800,000	$800,000	$0	$0	$800,000	SUN METRO-TRANSIT	2014
REGIONAL	CMAQ	0924-06-443	T065X	DYER RTS OPERATION	START-UP RTS OPERATING ASSISTANCE	N/A		2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	2016
REGIONAL	CMAQ	0924-06-467	T086X	EPCC TRANSIT CONNECTIONS - WITHIN CITY OF EL PASO CAMPUSES	ROUTE PROVIDES EXPRESS SERVICE FROM EL PASO COMMUNITY COLLEGE'S TRANSMOUNTAIN TO THE VALLE VERDE CAMPUSES, WITH STOPS AT THE NORTHEAST, EASTSIDE AND MISSION VALLEY CENTERS.	EPCC CAMPUSES: TRANSMOUNTAIN AND VALLE VERDE	NTERS: NORTHEAST, EASTSIDE, AND MI	2020	$1,429,925	$1,429,925	$0	$0	$1,429,925	SUN METRO-TRANSIT	2014
REGIONAL	EXEMPT	0924-06-378	T056X	FORTY FOOT BUS PURCHASE 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	FORTY FOOT BUS PURCHASE 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	$500,000	$500,000	$0	$0	$500,000	SUN METRO-TRANSIT	2013
REGIONAL	EXEMPT	0924-06-381	T059X	FORTY FOOT BUS PURCHASE 5	FORTY FOOT BUS PURCHASE 5	CITYWIDE		2020	$540,000	$540,000	$0	$0	$540,000	SUN METRO-TRANSIT	2014
REGIONAL	CMAQ	0924-06-466	T087X	FORTY FT. BUS PURCHASE	PURCHASE OF 40' BUS TO REDUCE CONGESTION AND IMPROVE AIR QUALITY; TO BE USED FOR PARK AND RIDE AND/OR EXPRESS SERVICES.	CITY LIMITS	CITY LIMITS	2020	$540,000	$540,000	$0	$0	$540,000	SUN METRO-TRANSIT	2016
REGIONAL	EXEMPT	0001-02-054	T015C-2	MESA CORRIDOR RTS	DESIGN AND CONSTRUCTION FOR RAPID TRANSIT SYSTEM (RTS) (THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS. USING $2M FHWA CAT5 FUNDS, $6.13M FHWA CAT2 (FTA TRANSFER $2,686,629 IN 12/2012), $13.55M FTA 5309, AND $5.420M LCL FUNDS FOR TOTAL OF $27.1M)	ON SANTA FE ST. AT FOURTH AVE. TO FRANKLIN AVE. TO OREGON ST., TO GLORY RD., TO MESA ST. TO REMCON CIRCLE		2020	$2,686,629	$2,686,629	$0	$0	$2,686,629	SUN METRO-TRANSIT	2013

Horizon 2040 MTP Project List
TX Transit (FTA and Local funds)

City Area	Project Element	CSJ	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 (Includes Inflation)	Sponsor	YOE (FY)
REGIONAL	CMAQ	0924-06-444	T066X	MESA RTS OPERATION	START-UP RTS OPERATING ASSISTANCE	N/A	N/A	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	2015
REGIONAL	CMAQ	0924-06-445	T068X	MONTANA RTS OPERATION	START-UP OPERATING ASSISTANCE	N/A		2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	2016
REGIONAL	OTHER	0924-06-456	T088A	SUN METRO PARK AND RIDE ROUTES (2 BUS PURCHASES) (4 ROUTES)	PARK AND RIDE ROUTES: RC POE EXPRESS TO DOWNTOWN TC. WTC EXPRESS TO EASTSIDE (CV) CENTER (280 PARKING SPACES). MISSION VALLEY CENTER EXPRESS FROM ZARAGOZA BRIDGE TO DTC THRU MV. NE EXPRESS TO EASTSIDE (CV AND FOUNTAINS).	CITY LIMITS	CITY LIMITS	2020	$1,000,000	$1,000,000	$0	$0	$1,000,000	SUN METRO-TRANSIT	2014
REGIONAL	CMAQ	0924-06-464	T088B	SUN METRO PARK AND RIDE ROUTES (OPERATIONS) (4 ROUTES)	PARK AND RIDE ROUTES OPERATING ASSISTANCE: RC POE EXPRESS TO DOWNTOWN TC. WTC EXPRESS TO EASTSIDE (CV) CENTER (280 PARKING SPACES). MISSION VALLEY CENTER EXPRESS FROM ZARAGOZA BRIDGE TO DTC THRU MV. NE EXPRESS TO EASTSIDE (CV AND FOUNTAINS).	N/A	0	2020	$800,000	$800,000	$0	$0	$800,000	SUN METRO-TRANSIT	2014
		Location for new POEs to be determined by the presidential permit process.													

Horizon 2040 MTP Project List
New Mexico Highway and Roadway Projects (NM funds)

City Area	Project Element	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 (Includes Inflation)	Sponsor	YOE (FY)
NM	EXEMPT		T609X	BUS PURCHASE FOR SERVICE SUNLAND PARK NM	BUS PURCHASE FOR SUN METRO SO BUS SERVICE CAN BE PROVIDED BY SUN METRO TO SUNLAND PARK NM	CITY OF SUNLAND PARK		2020	$550,000	$550,000	$0	$0	$550,000	SUNLAND PARK	2013
NM	EXEMPT		M629X	INTERSECTION IMPROVEMENTS	GRADE SEPARATION AT NM 136/NM 273	AT NM 136/NM 273		2040	$9,000,000	$14,036,928	$1,403,693	$982,585	$16,423,206	NMDOT	2031
NM	EXEMPT	E100030	M630X	NM 136 (PETE DOMINICI HIGHWAY) PAVEMENT PRESERVATION AND DESIGN/CONSTRUCTION OF MULTIUSE PATH	PAVEMENT PRESERVATION AND DESIGN/CONSTRUCTION OF MULTIUSE PATH ON NM 136 (PETE DOMINICI HIGHWAY); AND INCLUDING DRAINAGE AND EROSION CONTROL ON VARIOUS LOCATIONS OF EXISTING MULTIUSE PATH ALONG NM 273 (MCNUTT ROAD) FROM MILEPOST 7.5 TO MILEPOST 8.4	NEW MEXICO/TEXAS BORDER (MILEPOST 9.1); AND NM 273 (MCNUTT) MP 7.5	SANTA TERESA PORT OF ENTRY; AND NM 273 (MCNUTT) MP 8.4	2020	$5,928,503	$5,928,503	$0	$20,000	$5,948,503	NMDOT	2013
NM	OTHER	E100080	P614A	NM 136 PETE DOMINICI HWY -ROADWAY IMPROVEMENT FEASIBILITY STUDY	STUDY TO DETERMINE THE MOST FEASIBLE APPROACH TO ACOOMODATE HEAVY TRUCK TRAFFIC	SANTA TERESA POE	NM 273 MCNUTT RD	2020	$650,000	$0	$650,000	$0	$650,000	NMDOT	2014
NM	CAPACITY CHANGES		P613X-CAP	NM 273 MCNUTT RD CENTER LANE ADDITION	ADDITION OF CENTER TURN LANE ON MCNUTT RD (NM 273) AND WIDEN FROM 2 LANES TO 4 WHERE IT'S NOT 4 LANES NOW.	RACETRACK DR	CORISHAIN BRIDGE	2020	$3,800,000	$4,517,006	$451,701	$316,190	$5,284,897	NMDOT	2020
NM	EXEMPT	E100060	M631B	NM 460 (ANTHONY DR.) DRAINAGE IMPROVEMENTS IN ANTHONY - CONSTRUCTION PHASE	DRAINAGE AND ADA IMPROVEMENTS ALONG NM 460 (ANTHONY DR.)	INTERSECTION OF NM 460 (ANTHONY DR.) & LANDERS ST.	ROUNDABOUT AT NM 460/NM 478	2020	$2,480,000	$2,480,000	$0	$0	$2,480,000	NMDOT	2014
NM	EXEMPT	E100060	M631A	NM 460 (ANTHONY DR.) DRAINAGE IMPROVEMENTS IN ANTHONY - PE AND ROW PHASE	DRAINAGE AND ADA IMPROVEMENTS ALONG NM 460 (ANTHONY DR.)	INTERSECTION OF NM 460 (ANTHONY DR.) & LANDERS ST.	ROUNDABOUT AT NM 460/NM 478	2020	$820,000	$0	$20,000	$800,000	$820,000	NMDOT	2013
NM	CAPACITY CHANGES		A603X-CAP	NM 9 EXTENSION	EXTEND NM 9 FROM NM 136 TO NM 273	NM 136 PETE DOMINICI HWY	NM 273 MCNUTT RD	2030	$10,000,000	$12,800,845	$1,280,085	$896,059	$14,976,989	NMDOT	2023
NM	CAPACITY CHANGES		P610X-MOD	SUNLAND PARK DR. EXTENSION	CONSTRUCT 4-LANE DIVIDED PRINCIPAL ARTERIAL WITH GRADE SEPARATED OVERPASS AT RAILROAD TRACKS	NM 273 MCNUTT RD	PROPOSED SUNLAND PARK PORT OF ENTRY (POE)	2020	$10,000,000	$11,314,082	$0	$10,000,000	$21,314,082	SUNLAND PARK	2018
NM	EXEMPT	E100050	M626X	SUNLAND PARK DR. PAVEMENT PRESERVATION	PAVEMENT PRESERVATION	FUTURITY RD.	NM 273 MCNUTT RD	2020	$1,275,000	$1,275,000	$0	$0	$1,275,000	NMDOT	2013
NM	CAPACITY CHANGES		M619X	SUNLAND PARK POE FACILITY	CONSTRUCT SUNLAND PARK POE FACILITY	N/A		2020	$9,300,000	$10,522,096	$1,052,210	$0	$11,574,306	SUNLAND PARK	2018
		Location for new POEs to be determined by the presidential permit process.													

YOE-Year of Expenditure, FY-Fiscal Year, FC-Functional Classitfication, CSJ-Control Section Number, 2008 CMP-2008 Comprehensive Mobility Plan, ROW-Right-Of-Way, NE-Northeast
Date Printed 4/17/2014

Horizon 2040 MTP Project List
Developer Projects

City Area	Project Element	CSJ	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 (Includes Inflation)	Sponsor
NM	CAPACITY CHANGES	N/A	A601X-MOD	AIRPORT ROAD	WIDEN TO 4-LANE DIVIDED	MCNUTT RD. (NM 273)	DOMENICI HWY (NM 136)	2020	$11,695,041	$14,228,806	$697,211	$996,016	$15,922,033	DEVELOPER
CENTRAL	CAPACITY CHANGES	N/A	P326X-MOD	AIRWAY BLVD.	BUILD 4-LANE DIVIDED	MARKET ST.	NORTH LOOP (NEAR DELTA DR.)	2030	$11,500,000	$19,148,345	$938,269	$1,340,384	$21,426,998	DEVELOPER
REGIONAL	CAPACITY CHANGES	N/A	P001X-CAP	ARTERIAL 1	BUILD 6-LANE DIVIDED WITH BRIDGE	EASTLAKE	PELLICANO DR EXTENSION	2020	$5,000,000	$6,083,265	$298,080	$425,829	$6,807,173	DEVELOPER
REGIONAL	CAPACITY CHANGES	N/A	P002X-CAP	ARTERIAL 1/TIERRA ESTE	BUILD 6-LANE DIVIDED	PELLICANO DR. EXTENSION	COZY COVE ST.	2020	$10,000,000	$12,166,529	$596,160	$851,657	$13,614,346	DEVELOPER
EAST	CAPACITY CHANGES	N/A	P424A-25A	ARTERIAL E-1 or TIERRA DORADA DR.	BUILD 2-LANE DIVIDED	MONTANA AVE (US 62/180)	TIERRA LEONA DR.	2020	$3,918,000	$3,918,000	$191,982	$274,260	$4,384,242	DEVELOPER
EAST	CAPACITY CHANGES	N/A	D001X-MOD	ARTERIAL E-2 (PEYTON RD)	BUILD 4-LANES UNDIVIDED	Eastlake Blvd	Mark Twain Ave	2030	$3,445,802	$4,904,451	$240,318	$343,312	$5,488,081	DEVELOPER
WEST	CAPACITY CHANGES	N/A	A104X-25A	ARTERIAL W-19	BUILD 6-LANES DIVIDED WITH BIKE LANES	DESERT N (I-10)	PASEO DEL NORTE	2030	$12,542,965	$17,852,550	$874,775	$1,249,679	$19,977,004	DEVELOPER
EAST	CAPACITY CHANGES	N/A	D002X-MOD	ASCENSION ST. EXTENSION	BUILD 4-LANES UNDIVIDED	LAS COLONIAS RD	SAN FELIPE	2030	$20,000,000	$28,466,236	$1,394,846	$1,992,637	$31,853,718	DEVELOPER
EAST	CAPACITY CHANGES	N/A	P454X-CAP	BOB HOPE DR. EXTENSION	BUILD 6-LANE DIVIDED	LOOP 375	HORIZON MESA BLVD	2020	$20,000,000	$24,333,058	$1,192,320	$1,703,314	$27,228,692	DEVELOPER
WEST	CAPACITY CHANGES	N/A	A114X-05A	DESERT PASS	BUILD 4-LANE DIVIDED	GEM	RESLER	2020	$4,000,000	$4,000,000	$196,000	$280,000	$4,476,000	DEVELOPER
WEST	CAPACITY CHANGES	N/A	A125X-CAP	DESERT PASS	RESTRIPING 2 TO 4-LANE UNDIVIDED	GEM	DESERT TRAIL DR.	2020	$29,120	$29,120	$1,427	$0	$30,547	DEVELOPER
EAST	CAPACITY CHANGES	N/A	P438X-MOD	EASTLAKE DR.	BUILD 4-LANE DIVIDED	DESERT MIST DR.	HORIZON BLVD	2020	$8,900,000	$10,828,211	$530,582	$757,975	$12,116,768	DEVELOPER
EAST	CAPACITY CHANGES	N/A	F405X-CAP	GLOBAL REACH EXPRESSWAY	UPGRADE TO EXPRESSWAY AND BUILD 2 LANE FRONTAGE ROADS AND INTERCHANGES	US 62/180 (MONTANA AVE)	SPUR 601	2020	$20,000,000	$23,397,171	$0	$0	$23,397,171	DEVELOPER
REGIONAL	CAPACITY CHANGES	N/A	P003X-CAP	GREG DR./EDGEMERE EXTENSION	BUILD 6-LANE DIVIDED WITH BIKE LANES	VISTA DEL ESTE RD.	ASCENSION ST	2020	$8,000,000	$9,358,868	$458,585	$655,121	$10,472,574	DEVELOPER
WEST	CAPACITY CHANGES	N/A	A107B-15A	HELEN OF TROY DR	BUILD 4-LANES UNDIVIDED	REDD RD	1/2 MI. E. OF REDD RD	2020	$2,352,030	$2,976,068	$145,827	$208,325	$3,330,220	DEVELOPER
EAST	CAPACITY CHANGES	N/A	P453X-CAP	HORIZON MESA BLVD	BUILD 6-LANE DIVIDED	PASEO DEL ESTE	PELLICANO DR	2030	$3,000,000	$6,077,450	$297,795	$425,421	$6,800,666	DEVELOPER
EAST	CAPACITY CHANGES	N/A	I401X-CAP	I-10 EASTBOUND FRONTAGE ROAD AT O.T. SMITH	EASTBOUND 2-LANE FRONTAGE RD. AT O.T. SMITH INCLUDING ENTRY RAMP TO IH-10	I-10/O.T. SMITH INTERCHANGE	1.2 MI. EAST OF O.T. SMITH/I-10	2020	$4,700,000	$4,700,000	$300,000	$0	$5,000,000	DEVELOPER
REGIONAL	CAPACITY CHANGES	N/A	P004X-CAP	JOHN HAYES/BERRYVILLE EXTENSION	BUILD 6-LANE DIVIDED WITH BIKE LANES	EASTLAKE	MONTWOOD	2020	$24,000,000	$29,199,670	$1,430,784	$2,043,977	$32,674,430	DEVELOPER
EAST	CAPACITY CHANGES	N/A	F401X-CAP	LOOP 375 (PURPLE HEART) FRONTAGE ROADS	BUILD 2-LANE FRONTAGE RDS	MONTANA	SPUR 601	2020	$10,000,000	$11,698,586	$573,231	$818,901	$13,090,717	DEVELOPER
WEST	CAPACITY CHANGES	N/A	A126X-CAP	MESA PARK DR	BUILD 4-LANE DIVIDED	I-10	MESA	2020	$3,000,000	$3,509,576	$171,969	$245,670	$3,927,215	DEVELOPER
EAST	CAPACITY CHANGES	N/A	A425X-CAP	MONTWOOD DR EXTENSION	BUILD 4-LANE DIVIDED	TIERRA ESTE/ARTERIAL 1	RICH BEEM	2030	$3,000,000	$6,077,450	$297,795	$425,421	$6,800,666	DEVELOPER
NE	CAPACITY CHANGES	N/A	A218X-MOD	PAINTED DUNES	BUILD 4-LANES UNDIVIDED	MARTIN LUTHER KING	MCCOMBS	2020	$4,250,000	$5,377,606	$263,503	$376,432	$6,017,541	DEVELOPER
WEST	CAPACITY CHANGES	N/A	P106D-25A	PASEO DEL NORTE DR	BUILD 4-LANES DIVIDED	LOOP 375 (TRANSMOUNTAIN)	ARTERIAL W-19	2030	$5,846,297	$8,321,104	$407,734	$582,477	$9,311,315	DEVELOPER
WEST	CAPACITY CHANGES	N/A	P103E-MOD	PASEO DEL NORTE DR (SH 178)	CONSTRUCT 4-LANE DIVIDED ROADWAY	RESLER	TRANSMOUNTAIN (LOOP 375)	2020	$18,500,000	$22,508,079	$1,102,896	$1,575,566	$25,186,540	DEVELOPER
REGIONAL	CAPACITY CHANGES	N/A	P010X-CAP	PEBBLE HILLS BLVD. EXTENSION	BUILD 6-LANE DIVIDED WITH BIKE LANES	ASCENCION	JOHN HAYES	2020	$15,000,000	$18,249,794	$894,240	$1,277,486	$20,421,519	DEVELOPER
EAST	CAPACITY CHANGES	N/A	P452X-CAP	PEBBLE HILLS EXTENSION	BUILD 6-LANE DIVIDED WITH BIKE LANES	ZARAGOZA	TIERRA MINA	2020	$800,000	$800,000	$39,200	$56,000	$895,200	DEVELOPER
REGIONAL	CAPACITY CHANGES	N/A	P009X-CAP	PELLICANO DR. EXTENSION	BUILD 6-LANE DIVIDED WITH BIKE LANES	BERRYVILLE ST.	HORIZON MESA BLVD	2020	$2,000,000	$2,433,306	$119,232	$170,331	$2,722,869	DEVELOPER
WEST	CAPACITY CHANGES	N/A	A105X-15A	RANCHO NORTE DR (HOOVER EXT.)	BUILD 4-LANES UNDIVIDED	NORTHWESTERN	PASEO DEL NORTE	2020	$2,461,788	$3,114,947	$152,632	$218,046	$3,485,626	DEVELOPER
EAST	CAPACITY CHANGES	N/A	D011X-MOD	RENE DR. EXTENSION	BUILD 4-LANES DIVIDED	MONTANA	PEBBLE HILLS	2020	$7,905,484	$9,618,230	$471,293	$673,276	$10,762,799	DEVELOPER
WEST	CAPACITY CHANGES	N/A	P112X-25A	RESLER DR	BUILD 4-LANES DIVIDED	LOOP 375 (TRANSMT)	ARTERIAL W-19	2030	$2,763,704	$3,933,613	$192,747	$275,353	$4,401,712	DEVELOPER
REGIONAL	CAPACITY CHANGES	N/A	P005X-CAP	RICH BEEM EXTENSION	BUILD 6-LANE DIVIDED WITH BIKE LANES	EASTLAKE	MONTWOOD	2020	$24,000,000	$29,199,670	$1,430,784	$2,043,977	$32,674,430	DEVELOPER
REGIONAL	CAPACITY CHANGES	N/A	P006X-CAP	ROJAS DR. EXTENSION	BUILD 6-LANE DIVIDED WITH BIKE LANES	HORIZON BLVD.	EASTLAKE BLVD.	2020	$13,800,000	$16,789,810	$822,701	$1,175,287	$18,787,797	DEVELOPER
NE	CAPACITY CHANGES	N/A	P213X-MOD	SEAN HAGGERTY DR.	BUILD 4-LANES UNDIVIDED	LOMA REAL DR.	PAINTED DUNES ST.	2020	$6,236,530	$8,206,848	$402,136	$574,479	$9,183,463	DEVELOPER
WEST	CAPACITY CHANGES	N/A	A110X-15A	UPPER VALLEY RD	WIDEN TO 2-LANES DIVIDED	ROMER RAY	BORDERLAND	2020	$9,402,064	$10,999,085	$538,955	$769,936	$12,307,976	DEVELOPER
REGIONAL	CAPACITY CHANGES	N/A	P007X-CAP	VISTA DEL SOL DR. EXTENSION	WIDEN FROM 2 TO 6-LANE DIVIDED	LOOP 375 (JOE BATTLE)	TIERRA ESTE/ARTERIAL 1	2020	$3,000,000	$3,649,959	$178,848	$255,497	$4,084,304	DEVELOPER

YOE-Year of Expenditure, FY-Fiscal Year, FC-Functional Classification, CSJ-Control Section Number, 2008 CMP-2008 Comprehensive Mobility Plan, ROW-Right-Of-Way, NE-Northeast
Date Printed 4/17/2014

Horizon 2040 MTP Project List
Developer Projects

City Area	Project Element	CSJ	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 (Includes Inflation)	Sponsor
REGIONAL	CAPACITY CHANGES	N/A	P008X-CAP	VISTA DEL SOL DR. EXTENSION	BUILD 6-LANE DIVIDED WITH BRIDGE	TIERRA ESTE/ARTERIAL 1	BERRYVILLE ST/JOHN HAYES	2020	$15,000,000	$18,249,794	$894,240	$1,277,486	$20,421,519	DEVELOPER
							TOTALS		**$320,048,825**	**$404,405,251**	**$18,739,096**	**$26,339,527**	**$449,483,874**	

YOE-Year of Expenditure, FY-Fiscal Year, FC-Functional Classification, CSJ-Control Section Number, 2008 CMP-2008 Comprehensive Mobility Plan, ROW-Right-Of-Way, NE-Northeast
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Appendix B

PUBLIC COMMENTS AND RESPONSES FROM PUBLIC INVOLVEMENT FOR 2040 HORIZON PLANNING DOCUMENTS

1. COMMENT - (Oz Glaze) Very Informative, but what we really need is buses. Need for transit is high with low income individuals and to control traffic congestion on Horizon Blvd., Eastlake, and I-10.

RESPONSE: As a result of the rapidly growing population and changing demographics in the far eastern portion of El Paso county, the EPMPO has realized the concern with the need for increased public transportation services in east El Paso, Town of Horizon City, City of Socorro, Town of Clint and the communities of San Elizario and Fabens. EPMPO staff have been coordinating with Sun Metro and El Paso County on strategies to relieve these needs and mitigate traffic congestion from these areas by planning more Park & Rides, Transit Centers, Express Routes, and locating funding to help provide additional fixed routes to these areas. The Transportation Policy Board (TPB) has authorized the EPMPO staff to develop a Multi-Modal Plan that will evaluate and develop startegies to assist in the need for greater public transportation and alternative forms of transportation within the entire region. During the development of the plan, stakeholders in Horizon City will be notified and included in the process. Results and findings will be transmitted to

2. COMMENT - (Pavo Real) Bicycle Route suggestion: Complete effective east-west alternative vehicle (bicycle) route through El Paso, TX - Las Cruces, NM. North Loop/FM 76: from terminus in Fabens, TX, west to Junction (Trowbridge/Delta); Delta to Paisano/US 85 to Racetrack Dr. exit to Doniphan Dr./TX 20/NM 478 into Las Cruces, NM; OR from Junction to Trowbridge to Yandell to Kansas to Paisano; from Fabens, FM 258 to Main St. (San Elizario)to Glorietta Road to Socorro Rd to Schutz to Independence to Yarbrough to North Loop.

RESPONSE: With an increase in popularity of the bicycle as a form of transportation to commute, EPMPO staff have been coordinating with regional stakeholders to plan for appropriate bike route and multi-modal connectivity for all users. Coordination efforts are continuing regionally to help provide safer routes along these east-west faciliities. The Transportation Policy Board (TPB) has authorized the EPMPO staff to develop a Multi-Modal Plan that will evaluate and develop startegies to assist in the need for greater public transportation and alternative forms of transportation within the entire region. It is anticipated that upon completion of the Multi-Modal Plan that it will be incorporated into the next MTP.

3. COMMENT - (EP Main Library) A board or sub-committee should be established to advise over infrastructure. More budget as well as a partnership with the different cycling organizations should be implemented to educate the community about "sharing the road". Bus stations should have bullet points with basic safety measures for pedestrians/cyclists.....a bicycle/pedestrian advisory committee should be considered to consider the impact of transportation projects and modifications/improvements to reflect user input.

RESPONSE: With the development of a multi-modal plan and program, the EPMPO will be reviewing efforts to inform the public and regional stakeholders on the opportunities to afford better bicycle safety education. This would include the various opportunities to provide wayfinding efforts at multi-modal connection points. Additionally, during the development of the multi-modal plan, the EPMPO will request the TPB to form an adhoc committee that will assist in the development of the plan and provide direction for safety and educational elements within it. Recommendations from

4. COMMENT - (EP Main Library) reprogram entrance to Tom Mays Park to make the entrance both efficient and safe (leaving it deprogrammed is sure to lead to wait times and accidents)

RESPONSE: The TxDOT project that includes the entrance to Tom Mays Park has been planned for the 2020 Network of the Horizon 2040 Metropolitan Transportation Plan and is estimated to cost $9,803,047 for the entire project.

5. COMMENT - (EP Main Library) Please work to improve and connect the current bicycle infrastructure and program additional bicycle projects to make cycling a viable form of transportation alternative. As we continue to add capacity for cars, alternative and multi-modal transportation becomes increasingly important to achieving air quality attainment. Very concerned that the City of El Paso is not giving pedestrians and cyclists the proper

RESPONSE: With an increase in popularity of the bicycle as a form of transportation to commute, EPMPO staff have been coordinating with regional stakeholders to plan for appropriate bike route and multi-modal connectivity for all users. Coordination efforts are continuing regionally to help provide routes that are connecvted throughout the region. Many are being developed piggy-backing on resurfacing projects on proposed bicycling routes while some others are awaiting funding opportunities. $2,000,000 has been set aside in fiscal year 2014 for developments of city-wide bicycle infrastructure, another $500,000 for the development of a multi-modal plan, $100,000 is set aside for bicycle planning and programming in years 2014-2016, and another $602,600 for regional bicycle infrastructure improvements on Texas state infrasyructure in 2016. This totals approximately $4,302,600 on bicycle planning and infrastructure in the 2013-2016 Horizon TIP. moreover, the development of the multi-modal plan should prove to assist in
6. COMMENT - (EP Main Library) Road access to neighborhood behind Missouri is closed from Santa Fe because of baseball stadium. Traffic direction problems. Please build an access road to Prospect Rd. so it would be safe and to the Scottish Rite Temple parking lot access.
RESPONSE: EPMPO staff will forward this concern to the City of El Paso's Department of Transportation so that they may review this situation.
7. COMMENT - (EP Main Library) Has the MPO reached out to other entities and developed relationships like with EPCC and other institutions.
RESPONSE: EPMPO staff coordinates with regional stakeholders that include the University of Texas-El Paso (UTEP), El Paso County Community College (EPCC), Doña Ana County Community College (DACC) and the surrounding public schools districts. EPMPO staff continously coordinate with these entities regarding any planning developments and public meeting opportunities within their campuses.
8. COMMENT - (Chaparral) Ocotillo Institute for Social Justice: Our organization works with communities in Doña Ana County in assisting in organizing quality of life issues. Rural communities interested in increasing access to public transportation and increased opportunities of transport to El Paso and Las Cruces. Chaparral is especially in need of public transit. How can we help in these efforts? Areas like Anthony, Chaparral and rural areas are in need
RESPONSE: Coordinating with Doña Ana County and the City of Anthony, NM would be necessary while keeping coordination efforts with the EPMPO and Sun Metro for the urbanized area would be valuable as well. For rural services in Doña Ana (outside of the urbanized area) contact would be primarily with the South Central Rural Transit District, Doña Ana County, and Ben Archer Health Center Transportation. Additionally, the EPMPO can discuss any possible grant and funding opportunities for transportation and quality of life initiatives regarding transportation projects.
9. COMMENT - (Chaparral) Communities in Anthony and Chaparral are interested in the development of Complete Streets in their communities and to expand transit opportunities and coordination with the Mesilla Valley MPO. How can the MPOs help encourage these types of developments in these areas. Communities want to know how to work with the MPOs to accomplish these goals.
RESPONSE: Communities that are within the MPO region should coordinate with their city or county representatives in regards to developing ordinances or guidelines to promote developpment initiatives live Complete Streets. The EPMPO continuously provides webinar trainings on these topics, when made available. Those sponsoring agencies interested in funding these initiatives would then contact the MPO to help coordinate the process to include any such projects into the planning and programming documents and to seek fedral and state funding for the endeavor. Additionally, stakeholder
10. COMMENT - (Chaparral) Thank you for voting to keep the Bicycle Share program in the plans. Looking forward to helping it be successful.
RESPONSE: N/A