

**Transportation Policy Board**

**Oscar Leeser, Chair**

Mayor, City of El Paso

**César Blanco Vice-Chair**

Texas State Senator

**Chris Canales**

City of El Paso Representative

**Ramon Cano**

Mayor, Town of Clint

**Miguel Chacon**

Mayor, City of San Elizario, TX

**Joseph Cervantes**

New Mexico State Senator

**Rudy Cruz Jr.**

City of Socorro Representative

**Chavarria, Aaron, P.E.**

District Engineer, NMDOT

**Mary E. Gonzalez**

Texas State Representative

**Cassandra Hernandez**

City of El Paso Representative

**Yvette Hernandez, P.E.**

City Engineer, City of El Paso

**Iliana Holguin**

Commissioner, El Paso County

**Dionne Mack**

City Manager, City of El Paso

**Willie Madrid**

New Mexico State Representative

**Walter Miller**

Alderman, Horizon City

**Joe Moody**

Texas State Representative

**Eddie Morales**

Texas State Representative

**Mo Moabed**

Roads & Engineering Dept. Director,  
Doña Ana County

**Diana Murillo**

Mayor, City of Anthony, NM

**Tony Nevarez**

Director of Aviation,  
El Paso International Airport

**Claudia Ordaz**

Texas State Representative

**Lina Ortega**

Texas State Representative

**Norma Palacios**

Public Works Assistant Director,

**Javier Perea**

Mayor, City of Sunland Park, NM

**Rachel Quintana**

Mayor, Village of Vinton

**Isabel Salcido**

City of El Paso Representative

**Ricardo Samaniego**

County Judge, El Paso County

**Ellen Smyth**

Chief Transit and Fields Operation  
Officer, City of El Paso

**Tomas Trevino, P.E.**

District Engineer, TxDOT

**Anthony Turner**

Mayor, Town of Anthony

Eduardo Calvo, AICP  
Executive Director

May 14, 2025

Mr. Tomas Trevino  
District Engineer  
TxDOT-El Paso District  
13301 Gateway Blvd. West  
El Paso, TX 79928-5410

**Amendment to the Amended RMS 2050 MTP, RMS 2025-2028 TIP for inclusion in the and the 2025-2028 STIP through the May 2025 Quarterly Revision**

Dear Mr. Trevino:

Enclosed are the TIP pages for inclusion into the 2025-2028 Statewide Transportation Improvement Program (STIP), Amended RMS 2050 Metropolitan Transportation Plan (MTP), and the RMS 2025-2028 Transportation Improvement Program (TIP). The Transportation Policy Board (TPB) approved the amendment at their January 24, 2024 and April 25, 2025 meetings.

**Highway Projects:**

1. Amend the *Delake St. Construction* (CSJ: 0924-06-691 / MPO ID: A442X) project to revise the project description for clarity and change the fiscal year from FY 2025 to FY 2027.
2. Program the *Downtown International Ports ITS Design and Regional Integration* (MPO ID: I300X) project using \$2,000,000 in Category 10 USDOT SMART Program funds in FY 2025.
3. To program the *Downtown 10 from Executive Center to SL 478 (Copia St.) PE and ROW* (CSJ: 2121-02-166 / MPO ID: I063X-PE) project into the RMS 2025-2028 TIP using \$88,000,000 of Statewide PE (SWPE) funds and \$95,000,000 of Statewide ROW (SWROW) funds for a total funded amount of \$183,000,000 in fiscal year (FY) 2025; and to amend the project in the Amended RMS 2050 MTP to change the fiscal year from 2029 to 2025, the project title, MPO ID, and project description and project phases.

4. To program the *Downtown 10, Phase 1 from SS 1966 to 0.5MI East of Campbell St.* (CSJ: 2121-02-186 / MPO ID: MPO ID: I063X-CAP-1) project using \$166,585,062 of Category 2 Metropolitan Area (TMA) Corridor Project funds, \$76,685,870 of Category 4 of Statewide Urban Connectivity Corridor Project funds, \$3,900,000 of Category 7 STP – MM funds, \$2,829,068 of Category 11 District Discretionary funds, and \$250,000,000 of Category 12 Strategic Priority funds for a total funded amount of \$500,000,000 in FY 2028.

Please refer to project amendment history within TIP pages for previous amendment information.

Conformity networks are coded and modeled correctly, consistent with the revised report. This revision is consistent with air quality conformity determination.

If you have any questions or concerns, please feel free to contact me at 915-212-0258.

Sincerely,



Eduardo Calvo, AICP  
Executive Director

Enclosures

cc: Raul Ortega, TxDOT-El Paso  
Marty Boyd, TxDOT-El Paso  
Art Estrada, TxDOT-El Paso

EL PASO MPO  
2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM  
EL PASO DISTRICT PROJECTS  
FY 2027 (SEPT - AUG)

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	0924-06-691	CS	C,R	Horizon City	Horizon	\$5,497,781
<b>TIP PROJECT NAME: Delake Street Construction</b>					REVISION DATE:	5/2025	
LIMITS FROM:	Darrington Road				<b>MPO PROJECT ID:</b>	<b>A442X</b>	
LIMITS TO:	Rodman Street				MTP REFERENCE:	A442X	
TIP DESCRIPTION:	Construction of a 2-ln road w enhanced ped facilities, bike lns, lighting to provide access to Horizon City Transit Oriented Town Center. Dilley St will still be constructed parallel w/ Horizon TRZ funds. Both open to public by 2032.				FUNDING CATEGORY:	CAT 7 STP-MM	
REMARKS:	PE being completed with Horizon City TOD Design project (MPO Project Number: M408X) programmed in 2023-2026 S/TIP in FY 2024 with 3LC funds.						

PROJECT HISTORY:  
Amend Amended RMS 2050 MTP, 25-28 TIP, and 25-28 STIP to change the project description and FY from FY 2025 to FY 2027

Total Project Cost Information:			Authorized Funding by Category/Share							
Preliminary Engineering:	\$1,749,998	Cost of Approved Phases:	Cat 7	STP-MM	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$119,539				\$4,398,225	\$0	\$0	\$1,099,556	\$0	\$5,497,781
Construction:	\$3,219,292		Fund by Share	\$4,398,225	\$0	\$0	\$1,099,556	\$0	\$5,497,781	
Construction Engineering:	\$1,512,821									
Contingencies:	\$646,128									
Indirects:	\$0		\$5,497,780							
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$7,247,778									

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2025	03/2022	Program to the RMS 2050 MTP and the RMS 23-26 TIP in FY 2025
02/2023	2025	01/2023	Amend to remove \$6,184,474 of CAT 3 TIRZ and add \$6,193,514 of CAT 7 STP MM funds
02/2024	2025	12/2023	Amend the RMS 2050 MTP, 23-26 TIP, and 23-26 STIP to change project name, description, and reduce CAT 7 STP MM funds in FY 2025
07/2024	2025	04/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025
5/2025	2025	01/2025	Amend Amended RMS 2050 MTP, 25-28 TIP, and 25-28 STIP to change the project description and FY from FY 2025 to FY 2027
'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date			

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP		VARIOUS	C	El Paso	COEP	\$2,000,000
TIP PROJECT NAME: Downtown International Ports ITS Design and Regional Integration					REVISION DATE:	5/2025	
LIMITS FROM:	N/A				MPO PROJECT ID:	I300X	
LIMITS TO:	N/A				MTP REFERENCE:	I300X	
TIP DESCRIPTION:	Design and update intelligent, sensor-based infrastructure (ITS) for the Paso del Norte and Stanton International Ports				FUNDING CATEGORY:	Category 10 - USDOT SMART FY24	
REMARKS:	Category 10 - USDOT SMART FY24. Does not require match funding						

Total Project Cost Information:		Authorized Funding by Category/Share								
Preliminary Engineering:	\$0	Cost of Approved Phases:	Cat 10	US DOT SMART Grant	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0				\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Construction:	\$2,000,000									
Construction Engineering:	\$0									
Contingencies:	\$0		\$2,000,000	Fund by Share	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$2,000,000									

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
5/2025	2025	01/2025	Program into Amended RMS 2050 MTP, RMS 25-28 TIP and 25-28 STIP in FY 2025
'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date			

EL PASO MPO  
2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM  
EL PASO DISTRICT PROJECTS  
FY 2025 (SEPT - AUG)

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	2121-02-166	IH 10	E,R	EL Paso	TX DOT	\$183,000,000
<b>TIP PROJECT NAME: DOWNTOWN 10 from EXECUTIVE CENTER to SL 478 (COPIA ST.) PE and ROW</b>					REVISION DATE:	5/2025	
LIMITS FROM:	EXECUTIVE CENTER				MPO PROJECT ID:	I063X-PE	
LIMITS TO:	SL 478 (COPIA ST)				MTP REFERENCE:	I063X-PE	
TIP DESCRIPTION:	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.				FUNDING CATEGORY:	SWROW and SWPE	
REMARKS:	Serves as PE and ROW project for CSJ 2121-02-186 Downtown 10, Phase 1; CSJ 2121-02-184 Downtown 10, Phase 2; CSJ 2121-02-185 Downtown 10, Phase 3.						

PROJECT HISTORY:  
Program project in RMS 2025-2028 TIP and 2025-2028 STIP and amend the Amended RMS 2050 MTP to change the MPO ID, project title, project description, project phases and to change the FY from FY 2029 to FY 2025.

Total Project Cost Information:			Authorized Funding by Category/Share							
Preliminary Engineering:	\$88,000,000	Cost of Approved Phases:	Cat	SWR SWRO OW W	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$95,000,000				\$0	\$95,000,000	\$0	\$0	\$0	\$95,000,000
Construction:	\$0		Cat	SBPE SWPE	\$0	\$88,000,000	\$0	\$0	\$0	\$88,000,000
Construction Engineering:	\$0				\$0	\$88,000,000	\$0	\$0	\$0	\$88,000,000
Contingencies:	\$0		\$183,000,000	Fund by Share		\$0	\$183,000,000	\$0	\$0	\$0
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$183,000,000									

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
5/2025	2025	04/2025	Program project in RMS 2025-2028 TIP and 2025-2028 STIP and amend the Amended RMS 2050 MTP to change the MPO ID, project title, project description, project phases and to change the FY from FY 2029 to FY 2025.
'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date			

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	2121-02-186	IH 10	C	El Paso	TXDOT	\$500,000,000
TIP PROJECT NAME: Downtown 10, Phase 1 from SS 1966 to 0.5MI East of Campbell St.					REVISION DATE:	5/2025	
LIMITS FROM:	SS 1966				MPO PROJECT ID:	I063X-CAP-1	
LIMITS TO:	0.5 MI EAST OF CAMPBELL ST				MTP REFERENCE:	I063X-CAP-1	
TIP DESCRIPTION:	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.				FUNDING CATEGORY:	CAT 2 - TMA, CAT 4, CAT 7 - STP, CAT 11, CAT 12	
REMARKS:	PE and ROW for this project is programmed on CSJ 2121-02-166 DOWNTOWN 10, PE and ROW						

PROJECT HISTORY:  
Program into Amended RMS 2050 MTP, RMS 2025-2028 TIP and 2025-2028 STIP in FY 2028

Total Project Cost Information:			Authorized Funding by Category/Share							
				Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share	
		Cost of Approved Phases:  \$500,000,000	Cat 2M	Metropoli tan Area (TMA) Corridor Projects	\$133,268,050	\$33,317,012	\$0	\$0	\$0	\$166,585,062
			Cat 4	Statewid e Urban Connecti vity Corridor	\$61,348,696	\$15,337,174	\$0	\$0	\$0	\$76,685,870
Preliminary Engineering:	\$0		Cat 7	STP - MM	\$3,120,000	\$780,000	\$0	\$0	\$0	\$3,900,000
Right Of Way:	\$0		Cat 11	District Discretio nary	\$2,263,254	\$565,814	\$0	\$0	\$0	\$2,829,068
Construction:	\$500,000,000		Cat 12	Strategic Priority	\$200,000,000	\$50,000,000	\$0	\$0	\$0	\$250,000,000
Construction Engineering:	\$0		Fund by Share			\$400,000,000	\$100,000,000	\$0	\$0	\$0
Contingencies:	\$0									
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$500,000,000									

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
5/2025	2028	04/2025	Program into Amended RMS 2050 MTP, RMS 2025-2028 TIP and 2025-2028 STIP in FY 2028
'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date			

Amended RMS 2050 MTP Project List  
TX Highway and Roadway (FHWA and Local funds)

Conformity Date: Pending. Revised:

Number and Text	Text	Text	Text	Text	Text	Number	Currency	Formula	Formula or Currency	Formula or Currency	Formula	Text	Number or text
CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost with Inflation (Includes CE, Contingencies, and Change Orders)	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
0924-06-620	S502X	ITS Infra. @Zaragoza/BOTA POE (ON-SYS)	The Design, Construction, and Installation of Intelligent Transportation Systems (ITS) at the Bridge of the Americas (BOTA) and Zaragoza Ports of Entry.	At Bridge of the Americas, 1 mile north, south, east, and west of I-10 at US 54 interchange	At Zaragoza Port of Entry, along I-10, 1 mile east and west of Loop 375 interchange, along Loop375 from Padres Drive to 1 mile north of I-10 interchange.	N/A	\$14,000,000	\$14,000,000	\$0	\$0	\$14,000,000	COEP	2022
0924-06-566	S301D	Traffic Management Center Upgrade Phase 1	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	N/A	\$0	\$0	\$5,360,329	\$0	\$5,360,329	COEP	2024
0924-06-664	M309X	I-10 Deck Plaza Planning Study	This project will develop study for a Deck Plaza over I-10 in the downtown area. The proposed deck would add about 12 acres, including amenities such as green space, public gathering space, and entertainment venues.	Prospect Street	Campbell Street	N/A	\$1,260,000	\$1,260,000	\$0	\$0	\$1,260,000	COEP	2022
	A437A	George Perry Extension Ph 1	Build 4-Lane Divided road. 0.6 miles of George Perry Extension + 0.4 miles of Constitution from George Perry Extension to Spur 601.	Walter Jones Blvd; George Perry Extension	Constitution (proposed); Constitution (existing)	2032	\$14,843,304	\$14,843,304	\$1,081,921	\$0	\$15,925,225	COEP	2023
0924-06-619	S501X	ITS Infra. @Zaragoza/BOTA POE (OFF-SYS)	The Design, Construction, and Installation of Intelligent Transportation Systems (ITS) at the Bridge of the Americas (BOTA) and Zaragoza Ports of Entry.	At Bridge of the Americas, 1 mile north, south, east, and west of I-10 at US 54 interchange	At Zaragoza Port of Entry, along I-10, 1 mile east and west of Loop 375 interchange, along Loop375 from Padres Drive to 1 mile north of I-10 interchange.	N/A	\$18,000,000	\$18,000,000	\$0	\$0	\$18,000,000	COEP	2024
0924-06-611	B201X-CAP	Sean Haggerty Dr Extension	Construct new 4-Lane bridge with pedestrian and bike facilities from Nathan Bay Dr to Dyer St.	Nathan Bay Dr	Dyer St	2027	\$25,435,019	\$25,435,019	\$1,410,000	\$25,000	\$26,870,019	COEP	2024
0924-06-566	S301E	Traffic Management Center Upgrade Phase 2	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	N/A	\$3,669,976	\$3,669,976	\$0	\$0	\$3,669,976	COEP	2025
0924-06-609	E112X	Border Highway West Shared Use Path	Project includes installation of an 11-foot asphalt pavement hike and bike trail with irrigated landscaping	Racetrack (2) interchange	Executive Center (2) interchange	N/A	\$1,526,560	\$1,526,560	\$343,264	\$0	\$1,869,824	COEP	2024
0924-06-570	M089A	Downtown Bicycle Improvements Phase I	Construct bike facilities dwntwn: bfrrd bike lns, convntnl bike lns, bike bvlds, shrd ln mrknngs, & protected bike lns. Includes road diets (from 4/3 lanes to 2), signage, wayfndng, stripng, & intersection treatments.	Campbell from Missouri; Main from Oregon; Mills from Sheldon; Missouri from Santa Fe; San Antonio from Anthony; Sheldon from Santa Fe; Virginia from Mills; St. Vrain from San Antonio; Overland from St. Vrain; Santa Fe from San Antonio	Campbell to Paisano; Main to Campbell; Mills to Virginia; Missouri to Campbell; San Antonio to Virginia; Sheldon to El Paso; Virginia to San Antonio; St. Vrain to Paisano; Overland to El Paso; Santa Fe to Missouri	2027	\$2,143,722	\$2,143,722	\$428,357	\$0	\$2,572,079	COEP	2025
0924-06-567	S301F	Traffic Management Center Upgrade Phase 3	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	N/A	\$5,000,000	\$5,000,000	\$0	\$0	\$5,000,000	COEP	2025
0924-06-677	E408X	Ysleta POE Pedestrian Safety Improvements	Design and construction of pedestrian safety improvements; pedestrian drop-off/pick-up zones, shade canopies, improved crosswalks, pedestrian illumination, signs, signals, traffic calming, streetlights, landscaping, seating, screening walls, CCTVs, bus stop, and wayfinding	At Ysleta POE	At Ysleta POE	N/A	\$12,500,000	\$12,500,000	\$2,500,000	\$0	\$15,000,000	COEP	2025
0924-06-665	R401XPE	PE Phase Buffalo Soldier Street Improvements	Project includes complete 2 lane roadway reconstruction, parkway improvements, sidewalks, bicycle facilities, street illumination, landscaping and irrigation, and striping.	Edgemere Blvd	Montana Ave	N/A	\$7,016,566	\$7,016,566	\$1,317,612	\$0	\$8,441,816	COEP	2025
0924-06-730	E111XPE	PE Phase Sunland Park Shared Use Path	Construction of a shared use path with associated signage, landscaping and irrigation, furnishings, and illumination.	Cadiz St.	Mesa St.	N/A	\$3,341,000	\$3,341,000	\$1,799,000	\$0	\$5,190,000	COEP	2025
	M311X	PDN and Stanton International Bridges Development Study	Study to improve safety, mobility, and equity at the U.S.-Mexico border & Segundo Barrio neighborhood. Scope includes data analysis, planning, and design work to secure implementation funds.	Cesar Chavez Border HWY	I-10 / N. Piedras St	2027	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	COEP	2025
	M093X	Safe Routes to School Program	Safe Streets & Roads for All Grant funds to create a plan to launch a Safe Routes to School Program. Planning study to identify strategies to promote walking and biking to school through education, enforcement, and infrastructure	City wide	City wide	2027	\$1,200,000	\$1,200,000	\$0	\$0	\$1,200,000	COEP	2025
	M094X	Vision Zero Education and Encouragement Campaign	Educational outreach campaign to address unsafe driver behavior in El Paso through media, programs, and community partnerships. The campaign will target behaviors contributing to the city crash profile.	City wide	City wide	2027	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	COEP	2025
	I071X	Intersections Safety Improvement Program	Intersection improvements focused on locations of high frequency of killed or seriously injured (KSI) crashes as identified in Vision Zero. Safe Streets and Roads for All Grant.	City wide	City wide	2027	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	COEP	2025

Amended RMS 2050 MTP Project List  
TX Highway and Roadway (FHWA and Local funds)

Conformity Date: Pending. Revised:

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost with Inflation (Includes CE, Contingencies, and Change Orders)	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
	E503X	N Yarbrough Corridor Improvements	Construction of safety improvements to address fatal crashes, bicycle, and pedestrian safety concerns, and outdated design on N Yarborough Dr.	I-10	Alameda	2027	\$5,980,298	\$5,980,298	\$0	\$0	\$5,980,298	COEP	2025
	E007X	Quick Build Demonstration	Quick build demonstration projects for various street segments along the Bicycle and Pedestrian High Injury Network identified in the Vision Zero Action Plan. Projects include road diets and curb extensions.	City wide	City wide	2027	\$2,995,930	\$2,995,930	\$0	\$0	\$2,995,930	COEP	2025
	M095X	El Paso County Mobility Plan	County wide equitable mobility plan that will address transportation challenges and inform future design and project implementation.	County wide	County wide	2027	\$900,000	\$900,000	\$0	\$0	\$900,000	COEP	2025
	E006X	Charging and Fueling Infrastructure	Project is to install a total of 74 EV charging ports at publicly accessible locations, including multi-family dwellings, retail businesses, and community centers.	County wide	County wide	2027	\$18,750,000	\$18,750,000	\$0	\$0	\$18,750,000	COEP	2025
	1300X	Downtown International Ports ITS Design and Regional Integration	Design and update intelligent, sensor-based infrastructure (ITS) for the Paso del Norte and Stanton International Ports	N/A	N/A	2027	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	COEP	2025
0924-06-568	S301G	Traffic Management Center Upgrade Phase 4	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	N/A	\$5,180,000	\$5,180,000	\$0	\$0	\$5,180,000	COEP	2026
0924-06-665	R401X	Buffalo Soldier Street Improvements	Project includes complete 2 lane roadway reconstruction, parkway improvements, sidewalks, bicycle facilities, street illumination, landscaping and irrigation, and striping.	Edgemere Blvd	Montana Ave	N/A	\$7,016,566	\$7,016,566	\$1,317,612	\$0	\$8,441,816	COEP	2027
0924-06-666	R501X	Carolina Street Improvements	Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, street illumination, and striping on Carolina Dr from Stiles Dr to North Loop Dr.	Stiles Dr	North Loop Dr	N/A	\$6,252,552	\$8,227,932	\$1,211,922	\$0	\$9,535,726	COEP	2030
0924-06-625	P219X-CAP-PE	PE Phase Railroad Dr. Widening and Reconstruction	Add 1 lane ea direction fr Purple Heart Hwy to Shrub Oak to increase capacity fr 2 to 4 lanes. Include road rehab & reconstruction of existing road, sidewalk, shared use path, illumination, landscaping & irrigation.	Purple Heart Highway	Shrub Oak Drive	2032	\$19,421,336	\$19,421,336	\$3,500,000	\$0	\$22,921,338	COEP	2024
0924-06-625	P219X-CAP	Railroad Dr. Widening and Reconstruction	Add 1 lane ea direction fr Purple Heart Hwy to Shrub Oak to increase capacity fr 2 to 4 lanes. Include road rehab & reconstruction of existing road, sidewalk, shared use path, illumination, landscaping & irrigation.	Purple Heart Highway	Shrub Oak Drive	2032	\$19,421,338	\$19,421,338	\$3,500,000	\$0	\$22,921,338	COEP	2026
0924-06-569	S301H	Traffic Management Center Upgrade Phase 5	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	N/A	\$6,294,000	\$6,294,000	\$0	\$0	\$6,294,000	COEP	2026
0924-06-728	E501X-2PE	PE Phase Playa Drain Hike and Bike Trail (Yarbrough to Midway)	Pedestrian and bicycle facilities with signage, sidewalks, landscaping , furnishings and illumination.	Yarbrough Dr	Midway Dr	N/A	\$4,107,096	\$4,107,096	\$1,597,204	\$0	\$5,704,300	COEP	2026
0924-06-729	R201XPE	PE Phase Sun Valley Street Improvements Gateway Blvd North to Kenworthy	Roadway reconstruction of existing roadway, road diet reduction from 4 lanes to 2 lanes, buffered bike lane, street illumination, landscaping and irrigation, and striping on Sun Valley Dr from Gateway Blvd North to Kenworthy St.	Gateway Blvd North	Kenworthy St.	2032	\$4,945,984	'\$4,945,984	\$1,000,652	\$0	\$6,022,519	COEP	2026
0924-06-577	M090X	Bicycle Infrastructure Citywide	Construct bicycle facilities citywide to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected bicycle lanes. The project will include, associated signage, wayfinding, striping, and intersection treatments	High Ridge from Resler; Ojo de Agua from Westwind; Sean Haggerty to US 54 (Patriot Freeway); Montwood from Yarbrough; Lomaland from Montwood; Pellicano from George Dieter; Peter Cooper from Pellicano; George Dieter from Vista del Sol; Pebble Hills from George Dieter	High Ridge to Franklin Hills; Ojo de Agua to Via Descanso: ; ; Montwood to Lee Trevino; Lomaland to Trawood; Pellicano to Loop 375; Peter Cooper to Missy Yvette Dr.; George Dieter to Montwood; Pebble Hills to Lisa Scherr	2027	\$4,795,780	\$5,834,800	\$814,643	\$0	\$6,649,443	COEP	2027
0924-06-728	E501X-2	Playa Drain Hike and Bike Trail (Yarbrough to Midway)	Pedestrian and bicycle facilities with signage, sidewalks, landscaping , furnishings and illumination.	Yarbrough Dr	Midway Dr	N/A	\$4,107,096	\$4,107,096	\$1,597,204	\$0	\$5,704,300	COEP	2027
0924-06-729	R201X	Sun Valley Street Improvements Gateway Blvd North to Kenworthy	Roadway reconstruction of existing roadway, road diet reduction from 4 lanes to 2 lanes, buffered bike lane, street illumination, landscaping and irrigation, and striping on Sun Valley Dr from Gateway Blvd North to Kenworthy St.	Gateway Blvd North	Kenworthy St.	2032	\$5,021,867	\$5,021,867	\$1,000,652	\$0	\$6,022,519	COEP	2027
0924-06-730	E111X	Sunland Park Shared Use Path	Construction of a shared use path with associated signage, landscaping and irrigation, furnishings, and illumination.	Cadiz St.	Mesa St.	N/A	\$3,341,000	\$3,341,000	\$1,799,000	\$0	\$5,190,000	COEP	2027
0924-06-733	C032XPE	PE Phase Border Traveler ITS	Regional Cross-Border Travel Information to Local Travelers, Fleet Managers, Manufacturers, Maquiladoras, and Others.	Stanton POE and Paso del Norte POE.	Stanton POE and Paso del Norte POE.	N/A	\$2,076,049	\$2,076,049	\$525,582	\$0	\$2,627,910	COEP	2027
0924-06-733	C032X	Border Traveler ITS	Regional Cross-Border Travel Information to Local Travelers, Fleet Managers, Manufacturers, Maquiladoras, and Others.	Stanton POE and Paso del Norte POE.	Stanton POE and Paso del Norte POE.	N/A	\$2,076,049	\$2,076,049	\$525,582	\$0	\$2,627,910	COEP	2028



CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost with Inflation (Includes CE, Contingencies, and Change Orders)	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
0924-06-732	M025BP	PE Phase Video Surveillance and Count Stations Phase II	Project includes installation or integration of new count stations, dynamic message signs, hardware and software, conduit, fiber optic cable and the communication systems into the COEP TMC and TxDOT TransVista.	Citywide	Citywide	N/A	\$3,904,931	\$3,904,931	\$191,342	\$0	\$4,096,273	COEP	2027
0924-06-732	M025B	Video Surveillance and Count Stations Phase II	The project includes installation or integration of new count stations, dynamic message signs, hardware and software, conduit, fiber optic cable and the communication systems into the City of El Paso's Traffic Management Center (TMC) and TxDOT's Trans-Vista. The proposed locations include: Resler & Helen of Troy, Doniphan & Sunland Park, Diana & Railroad, Airport & Airway, Resler & High Ridge, Mesa & Executive Center, Montana & Copia, Airway & Boeing, Resler & Redd Rd., Paisano & Santa Fe, Montana & Reynolds, Edgemere & Airway Redd Rd. & Thorn, Hondo Pass & Dyer, Montana & Trowbridge, Airway & Viscount, Redd Rd. & Doniphan, Hondo Pass & Railroad, Alameda & Piedras, Hawkins & Edgemere, Hawkins & Viscount, Hawkins & Market, Hawkins & Phoenix, Lee Trevino & Yermoland, Lee Trevino & Castner, George Dieter & Trawood, George Dieter & Rojas, Redd & Derrickson, Redd Rd (60 Ft west of Southwestern ) Yarbrough (30 Ft. SW of North Loop) Resler & Plaza Taurina, Viscount ( 100 Ft. east of Golden Key), Viscount & Grover.	Multiple roadway intersections within the community as described in the project description.	Multiple roadway intersections within the community as described in the project description.	N/A	\$3,904,931	\$3,904,931	\$191,342	\$0	\$4,096,273	COEP	2028
	R402X	Saul Kleinfeld Street Improvements	Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, landscaping and irrigation, and striping on Saul Kleinfeld Dr from Montwood Dr to Pebble Hills Blvd.	Montwood Dr	Pebble Hills Blvd	N/A	\$13,751,108	\$18,095,520	\$886,680	\$0	\$18,982,200	COEP	2029
	A126X-CAP	Montecillo Extension (I-10 to Montecillo Blvd) Construction	Build 4-Lane Divided. This is for the construction phase only.	I-10	Montecillo Blvd	2032	\$29,763,340	\$40,733,186	\$4,235,207	\$10,000	\$44,978,393	COEP	2030
	A437B	George Perry Extension Ph 2	Build 4-Lane Divided.	Proposed Constitution Ave (from George Perry Extension Ph 1)	Existing Iron Dust-Off	2032	\$18,572,593	\$25,417,876	\$3,290,020	\$0	\$28,993,309	COEP	2030
	E304X	Downtown Bicycle Improvements Phase II	Construct bicycle facilities downtown to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected lanes. The project will include associated signage, wayfinding, striping, and intersection treatments.	Myrtle from Campbell; Oregon from Missouri; Stanton from San Antonio; Franklin from Los Angeles	Myrtle to Virginia; Oregon to Paisano; Stanton to Paisano; Franklin to Durango	2040	\$1,350,641	\$2,079,251	\$101,883	\$0	\$2,181,134	COEP	2033
	R402X	Edgemere Street Improvements	Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, street illumination, landscaping and irrigation, and striping on Edgemere Blvd from McRae Blvd to Yarbrough Dr.	McRae Blvd	Yarbrough Dr	N/A	\$8,707,098	\$13,404,178	\$656,805	\$0	\$14,060,983	COEP	2033
0924-06-532	F405X-CAP	GLOBAL REACH DR RECONSTRUCTION AND ADDITION OF FRONTAGE ROADS	Reconstruction of existing mainlanes (6 lanes, 3 in each direction), construct 4 lane frontage roads (2 in each direction), and single lane direct connectors at SS 601 NB to WB and EB to SB.	(ON GLOBAL REACH DR) US 62/180 MONTANA AVE	SS 601	2040	\$20,076,509	\$30,906,863	\$1,514,436	\$0	\$32,421,300	COEP	2033
0924-06-599	B300X	MONTANA AVE. OVERPASS AT RAILROAD	CONSTRUCT OVERPASS AT RAILROAD ON MONTANA AVE. Addition of one lane in each direction to increase capacity from 4 to 6 lanes and a bike facility within existing right of way. Project includes road rehabilitation and ADA compliant pedestrian ramps.	COTTON RD	PALM ST	N/A	\$17,058,308	\$26,260,481	\$1,286,764	\$0	\$27,547,245	COEP	2033
	P443X-CAP	Montwood Drive Widening	Pedestrian and bicycle facilities with signage, sidewalks, landscaping , furnishings and illumination.	Firehouse Drive	Sun Fire Boulevard	2040	\$9,433,310	\$14,522,147	\$711,585	\$0	\$15,233,733	COEP	2033
	E501X-1	Playa Drain Hike and Bike Trail (Liberty-Whittier)	Project includes installation of two-way cycle track facilities. Project will include road diet reduction from 3 lanes to 2 lanes.	Liberty St.	Whittier Dr.	N/A	\$870,000	\$1,339,325	\$65,627	\$0	\$1,404,952	COEP	2033
0924-06-571	E303X	Stanton Two-Way Cycle Track Roadway Improvements	Project includes complete roadway reconstruction, sidewalk improvements, shared use path, street illumination, landscaping and irrigation, and striping on Sunland Park Dr.	San Antonio Avenue	Rio Grande Avenue	2040	\$597,282	\$919,488	\$45,055	\$0	\$964,543	COEP	2033
	R100X	Sunland Park Street Improvements	Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, street illumination, landscaping and irrigation, and striping on Trowbridge Dr and Trowbridge Ave from Marlow Rd to Gateway Blvd East	Mesa St	Cadiz St	N/A	\$9,408,808	\$14,484,428	\$709,737	\$0	\$15,194,165	COEP	2033
	R403X	Trowbridge Dr I-10 to Marlow Street Improvements	Striping, pedestrian, signal and signage improvements to incorporate bicycle facilities.	Marlow Rd	Gateway Blvd East	N/A	\$8,531,333	\$13,133,595	\$643,546	\$0	\$13,777,141	COEP	2033
	E110X	Westwind Bicycle Improvements	Construction of a new bridge over the Railroad	Redd Rd	Thunderbird Dr.	2040	\$1,737,664	\$2,675,054	\$131,078	\$0	\$2,806,132	COEP	2033
	B504X	Zaragoza Rd. RR Overpass	Establish Transit Service to provide a more efficient, single, seamless, transit system in El Paso County, Horizon City, Vinton, Anthony, San Elizario, Clint, and Socorro.	Rabe Ct.	Sunland Rd	N/A	\$16,845,252	\$25,932,492	\$1,270,692	\$0	\$27,203,184	COEP	2033
0924-06-612	T001-2	Regional Transit Start-up assistance for FY22	Build 2-lane roadway (1 lane in each direction with raised median). Existing SB section from Montwood to 0.5 miles south will remain as 2-lanes.	County wide	County wide	N/A	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	County EP	2022
0924-06-564	P004X-CAP-1	John Hayes (Darrington/Berryville)(Construction Phase 1)		Pellicano Dr.	Montwood	2027	\$18,000,000	\$18,000,000	\$0	\$0	\$18,000,000	County EP	2023

Amended RMS 2050 MTP Project List  
TX Highway and Roadway (FHWA and Local funds)

Conformity Date: Pending. Revised:

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost with Inflation (Includes CE, Contingencies, and Change Orders)	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
0924-06-613	T001-3	Regional Transit Start-up assistance for FY23	Establish Transit Service to provide a more efficient, single, seamless, transit system in El Paso County, Horizon City, Vinton, Anthony, San Elizario, Clint, and Socorro.	County wide	County wide	N/A	\$4,105,354	\$4,105,354	\$0	\$0	\$4,105,354	County EP	2024
0924-06-565	P004X-CAP-2	John Hayes (Darrington/Berryville)(Construction Phase 2)	Widen from 1-lane to 3-lanes in each direction with shared use path. Existing SB section from Montwood to 0.5 miles south will be restriped as 3-lanes	Pellicano Dr.	Montwood	2027	\$21,000,000	\$21,000,000	\$0	\$0	\$21,000,000	County EP	2025
0924-06-621	P002X-CAP	Tierra Este (Arterial 1)	Build a 4-lane roadway (2-lanes each direction) from Cozy Cove Ave. to Montwood Dr., and 6-lane roadway (3-lanes in each direction) from Montwood Dr. to Pellicano Dr. with bike lanes.	Cozy Cove Ave.	Pellicano Dr.	2032	\$34,000,000	\$34,000,000	\$0	\$9,000,000	\$43,000,000	County EP	2028
0924-06-637	A434X-CAP-1	Bob Hope Ext. Phase I	Build 6- Lane divided with bike lanes	Loop 375	Mission Ridge Blvd (Arterial 1)	2032	\$7,417,904	\$9,761,455	\$0	\$0	\$9,761,455	County EP	2029
	A438X	Montwood Ext.	Build 6-Lane divided with bike lanes	Sheyra St.	Rich Beam	2032	\$14,488,636	\$19,828,699	\$0	\$0	\$19,828,699	County EP	2030
	A439A	Ascension Widening Phase 1	Build/Widening of a 2-lane road to a 4-Lane divided with bike lanes	Horizon Blvd	Pellicano Dr.	2040	\$17,051,499	\$26,250,000	\$0	\$0	\$26,250,000	County EP	2033
0924-06-637	A434X-CAP-2	Bob Hope Ext. Phase II	Build 4- Lane divided with bike lanes	Peyton	Berryville/Darrington	2040	\$7,527,407	\$11,588,097	\$0	\$0	\$11,588,097	County EP	2033
1281-01-017	P520B-2-15A	FM1110 New Location (SH20 to FM76)	CONSTRUCT A NEW 4 LANE DIVIDED ARTERIAL	SH 20 (ALAMEDA AVE)	FM 76 (NORTH LOOP)	2040	\$19,162,637	\$29,500,000	\$1,445,500	\$0	\$30,945,500	County EP	2033
1281-02-007	P520B-1-15A	FM1110 Widening (FM76 to IH10)	CONSTRUCT AND UPGRADE TO 4 LANE DIVIDED ARTERIAL	FM 76 (NORTH LOOP)	I-10	2040	\$5,500,000	\$8,466,997	\$414,883	\$0	\$8,881,880	County EP	2033
	A440X	Peyton Rd. Widening/Reconstruction	Widening road from 2-lane to 4-Lane with bike lanes	Mark Twain Ave.	Horizon Blvd.	2040	\$12,073,864	\$18,587,159	\$0	\$0	\$18,587,159	County EP	2033
	A436X	Vista del Sol Ext.	Build 4-Lane divided with bike lanes	Cherrington St.	Horizon Mesa Dr.	2040	\$10,718,085	\$16,500,000	\$808,500	\$0	\$17,308,500	County EP	2033
	A138X	Westway Blvd. Widening/Reconstruction	Widen from 2-lanes to 3-lanes in each direction from Desert Blvd. to De Alva Dr. and from 1-lane to 3-lanes each direction from De alva Dr. to Tom Mays Dr. divided roadway with bike lanes.	Desert Blvd	Tom Mays Dr.	2040	\$5,965,909	\$9,184,243	\$0	\$0	\$9,184,243	County EP	2033
	A439B	Ascension Widening Phase 2	Build/Widening of a 2-lane road to a 4-Lane divided with bike lanes	Pellicano Dr.	Greg St	2050	\$21,803,886	\$45,937,500	\$0	\$0	\$45,937,500	County EP	2041
	A407X-25A	Darrington Widening	Widen from 2-lane to 4-Lane divided	LTV Rd	IH-10	2050	\$29,006,250	\$61,111,794	\$0	\$0	\$61,111,794	County EP	2041
	A139X	Los Mochis Ext.	Build 4-Lane divided with bike lanes	I-10	Northwestern Dr.	2050	\$2,491,873	\$5,250,000	\$257,250	\$0	\$5,507,250	County EP	2041
0924-06-638	A135X-CAP	Tom Mays/Northwestern Ext.(Construction)	Build 2- Lane divided with bike lanes	Westway Blvd	Transmountain (Loop 375)	2040	\$10,360,000	\$15,948,744	\$0	\$0	\$15,948,744	County EP & COEP	2033
	M308X	Downtown Deck Plaza	To construct a a Deck Plaza over the sunken I-10 in the downtown area. The proposed deck would add about twelve acres, including amenities such as green space, public gathering space, and entertainment venues.	Prospect Street	Campbell Street	N/A	\$148,462,392	\$167,000,000	\$1,800,000	\$0	\$168,800,000	Downtown Deck Plaza Foundation	2025
0924-06-738	C407X	International Border Crossings System-wide Improvements Analysis	The study will analyze current conditions on all crossings within the EPMPO region as a system and identify operational and infrastructure improvements to each individual crossing.	El Paso MPO study area	El Paso MPO study area	N/A	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	EPMPO	2025
0924-06-587	A432X	N. Darrington Reconstruction	Reconstruction of an existing 4-lane roadway	Eastlake Boulevard	Oxbow Drive	N/A	\$20,450,000	\$20,450,000	\$2,471,000	\$1,250,000	\$24,171,000	Horizon	2023
	M408X	Horizon City TOD Design	Includes the design of two complete streets, Dilley Road and Delake Street and the design of the TOD Transit Plaza, to include amenities and utilities.	Darrington Road	Rodman Street	N/A	\$0	\$0	\$1,750,000	\$0	\$1,750,000	Horizon	2024
0924-06-691	A442X	Delake Street Construction	Construction of a 2-In road w enhanced ped facilities, bike lns, lighting to provide access to Horizon City Transit Oriented Town Center. Dilley St will still be constructed parallel w/ Horizon TRZ funds. Both open to public by 2032.	Darrington Road	Rodman Street	2032	\$5,378,241	\$6,543,453	\$1,749,999	\$119,539	\$8,412,991	Horizon	2027
0924-06-743	T410X	Horizon City Transit Plaza	Development of Transit Plaza with parking within the Horizon Country Club Estates Subdivision(s)	Bordered by Darrington Road (west) and Rodman Street (east)	Bordered by Horizon Boulevard (south)	N/A	\$3,516,225	\$3,516,225	\$0	\$283,775	\$3,800,000	Horizon	2025
0924-06-745	T411X	Horizon City - Socorro Bus Circulator	A transit route that provides service to and from the City of Socorro, Horizon City, and the Mission Del Paso EPPC Campus. This is being proposed as a three year pilot program; the cost presented is for the three year total.	Horizon City, TX (stop at future TOD site at Horizon Blvd. and Darrington Road)	Socorro, TX (stops near Nuevo Hueco Tanks Road and North Loop Drive and at EPPC Mission Del Paso Campus)	2032	\$923,784	\$923,784	\$0	\$0	\$923,784	Horizon	2026
0924-06-744	T412X	Horizon City to UTEP Express Route	A transit route that provides service to UTEP from Horizon City at peak hours. This is a pilot program that will begin with two morning routes and two afternoon routes. This is being proposed as a three year pilot program; the cost presented is for the three year total.	Horizon City, TX	Glory Road Transit Station	2032	\$611,000	\$611,000	\$0	\$0	\$611,000	Horizon	2028
	A441X	Alberton Avenue/Antwerp Road Construction	Construction and Reconstruction of Alberton Avenue and Antwerp Road to include pedestrian and bicycle facilities and illumination.	FM 1281 (HORIZON BLVD)	Darrington Road	2050	\$5,656,570	\$11,917,540	\$583,959	\$834,228	\$13,335,727	Horizon	2041
	R404X	N. Kenazo Avenue Reconstruction	Reconstruction of existing 4-lane roadway to include pedestrian and bicycle facilities and illumination.	Eastlake Boulevard	FM 1281 (HORIZON BLVD)	N/A	\$6,377,711	\$13,436,875	\$658,407	\$940,581	\$15,035,863	Horizon	2041

Amended RMS 2050 MTP Project List  
TX Highway and Roadway (FHWA and Local funds)

Conformity Date: Pending. Revised:

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost with Inflation (Includes CE, Contingencies, and Change Orders)	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
	A431X	South Darrington Road Repaving	Repaving of South Darrington Road from Oxbow Drive to Alberton Avenue	Oxbow Drive	Alberton Avenue	N/A	\$4,262,391	\$8,980,215	\$440,031	\$628,615	\$10,048,861	Horizon	2041
0002-14-050	M508X	Transportation Needs Assessment for the City of San Elizario	Study will evaluate condition of existing transportation network and identify future multimodal, transit, and roadway improvements. Study will also incorporate the city's historical assets.	City limits of San Elizario	City limits of San Elizario	N/A	\$400,000	\$400,000	\$0	\$0	\$400,000	San Elizario	2024
0924-06-563	A433-CAP-PE2	Arterial 1 (1682 Blvd) (PE – Final Design)	Build 4-lane divided	Future Border Highway East	IH-10	2032	\$0	\$0	\$6,221,707	\$0	\$6,221,707	Socorro	2024
0924-06-607	A527X-CAP-1	Nuevo Hueco Tanks Extension (FM 76 to SH20) - Construction	Build 4 lane roadway and shared-use path	FM 76 North Loop Dr	SH 20 - Alameda Avenue	2032	\$15,357,837	\$19,961,510	\$3,500,000	\$1,500,000	\$24,961,510	Socorro	2026
0924-06-734	M506X	4-D Tigua Spur of Paso del Norte Trail	A 12-foot shared-use path for bicyclists and pedestrian along the Franklin Feeder canal (4-B Socorro Spur of PDN Trail)	Alameda Avenue/Franklin Feeder Canal	Socorro Rd./Franklin Feeder Canal	N/A	\$1,300,597	\$1,645,670	\$80,638	\$0	\$1,726,308	Socorro	2028
	M507X	Segment of 4-B Socorro Spur of Paso del Norte Trail	A 12-foot shared-use path for bicyclists and pedestrian along the Socorro Lateral segment of 4-B Socorro Spur of PDN Trail	Alameda Avenue/Place Road	Socorro Rd./Holguin Rd.	N/A	\$992,122	\$1,305,565	\$63,973	\$0	\$1,369,538	Socorro	2029
0924-06-563	A433X-CAP-1	Arterial 1 East (1682 Blvd.)	Construction of new roadway with 4 lanes divided, bike lane and shared use path	FM258 (Socorro Rd.)	IH-10	2032	\$13,500,000	\$18,475,682	\$0	\$0	\$18,475,682	Socorro	2030
	A433X-CAP-2	Arterial 1 West (1682 Blvd.)	Construction of new roadway with 4 lanes divided, bike lane and shared use path	Future Border Highway East (BHE)	FM258 Socorro Rd.)	2040	\$5,500,000	\$8,466,997	\$0	\$0	\$8,466,997	Socorro	2033
0924-06-607	A527X-CAP-2	Nuevo Hueco Tanks Extension-Phase II	Build a 4-lane roadway and shared-use path	SH 20 - Alameda Avenue	Border Highway East (BHE)	2040	\$10,000,000	\$15,394,541	\$0	\$0	\$15,394,541	Socorro	2033
	A529X	Rio Vista Road Widening	Widen Rio Vista Road from 1-lane to 2-lanes in each direction with shared-use path	FM 76 - North Loop Drive	Buford Road	2040	\$18,651,889	\$28,713,726	\$1,406,973	\$108,000	\$30,228,699	Socorro	2033
	T081X	Far East Connector	Zaragoza, Alameda, Montana Connection (Bus and Roadway Improvements); build park and ride lot @ Zaragoza @ Pellicano or Vista Del Sol for connectivity to R.C. Poe terminal and Loop 375 plus provide express service to terminals and Zaragoza POE.	Montana	Zaragoza POE	2032	\$7,907,591	\$10,405,850	\$0	\$0	\$10,405,850	Sun Metro	2029
0924-06-610	T106	Park and Ride Far West	Create a Park and Ride site in Far West El Paso in the area of I-10 and Transmountain	Loop 375 Westside	Desert Boulevard	2040	\$3,011,562	\$5,014,472	\$0	\$268,614	\$5,283,086	Sun Metro	2033
0924-06-652	M091X	ELP Safety Service Patrol-HERO	HIGHWAY EMERGENCY RESPONSE OPERATIONS (HERO) EXPAND FROM 4 TO 6 LANES; RAMP RECONFIGURATIONS; RECONSTRUCT EXISTING FRONTAGE ROADS AND OPERATIONAL IMPROVEMENTS	Countywide	Along I-10, US 54, & LP 375	N/A	\$2,461,146	\$2,461,146	\$0	\$0	\$2,461,146	TXDOT	2022
2121-01-094	I405X-CAP	IH 10 WIDENING (FM 1905 to SH 20)	Widen 4 to 6 lanes on mainlanes and construct 2 lane frontage roads in each direction	0.22 MILES WEST OF FM 1905 (ANTONIO ST)	SH 20 (MESA ST)	2027	\$170,058,472	\$170,058,472	\$3,591,774	\$0	\$173,650,246	TXDOT	2022
2552-02-028	F057X-CAP	Loop 375 (Purple Heart) Widening and Construction of Frontage Roads		Spur 601	US 62/180 (Montana Ave)	2027	\$54,663,725	\$54,663,725	\$2,421,570	\$7,626,000	\$64,711,295	TXDOT	2022
3451-01-040	A435X	Horizon at Darrington Intersection Imp.	Intersection & Operational Imprv. The operational improvements consist of left and right turn lanes, directional islands and medians, and traffic signal improvements	Horizon at Darrington Intersection		N/A	\$6,757,524	\$6,757,524	\$1,095,379	\$0	\$7,852,903	TXDOT	2023
0665-02-004	P201B-CAP2	Borderland Expressway, Phase 2: FM3255 to Railroad Dr. PE/ROW Phase	Construct New Divided 4 Lane Facility (2-lanes each direction) with additional auxiliary lane in each direction from Dyer to US 54	FM3255	Railroad Dr.	2032	\$0	\$0	\$7,161,289	\$18,009,491	\$25,170,780	TXDOT	2023
0665-02-005	P201B-CAP3	Borderland Expressway, Phase 3: BU54 (Dyer St.) to SL 375 PE/ROW Phase	Construct New Divided 4 Lane Facility from Railroad to SL 375 and Transitionary work from BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	SL 375	2032	\$0	\$0	\$8,100,000	\$9,912,178	\$18,012,178	TXDOT	2023
0924-06-681	M091X-2	ELP Safety Service Patrol-HERO FY2023	Highway Emergency Response Operations (HERO) FY2023	Countywide	AlongI10,US54,LP375,\$S601,SH178&US62/180	N/A	\$2,500,000	\$2,500,000	\$0	\$0	\$2,500,000	TXDOT	2023
0924-06-682	M091X-3	ELP Safety Service Patrol-HERO FY2024	Highway Emergency Response Operations (HERO) FY2024	Countywide	AlongI10,US54,LP375,\$S601,SH178&US62/180	N/A	\$2,500,000	\$2,500,000	\$0	\$0	\$2,500,000	TXDOT	2024
2121-01-104	I405X-CAP-2	IH 10 WIDENING (NMSL   SPUR 37)	EXPAND FROM 4 TO 6 LANES AND OPERATIONAL IMPROVEMENTS from 0.22 MI W OF FM 1905 (ANTONIO ST) to SPUR 37; INCIDENTALS TO INCLUDE LANDSCAPE IMPROVEMENTS from 0.22 MI W OF FM 1905 (ANTONIO ST) to Interchange Improvements to include Grade Separation(s), U Turns and Two, 2-lane DC's (WB IH-10 to WB SH 178 and EB SH 178 to EB IH-10) and Two, 1-lane DC's (EB IH-10 to WB SH 178 and EB SH 178 to WB IH-10).	0.22 MI W OF FM 1905 (ANTONIO ST)	SH 20 (MESA ST)	2027	\$115,579,241	\$115,579,241	\$2,324,219	\$0	\$117,903,460	TXDOT	2024
3592-01-009	P136X	SH 178 OPERATIONAL IMPROVEMENTS		NM/TX STATELINE	IH 10	2032	\$231,471,447	\$231,471,447	\$9,481,500	\$20,000,000	\$260,952,947	TXDOT	2024
0665-02-002	P201B-CAP	Spur 320 PH I (BU 54 to Railroad Dr)	SS 320 Borderland Expressway Phase I Construct 2-lane Frontage Roads in each direction and Intersections between BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	Railroad Dr.	2027	\$23,959,299	\$23,959,299	\$2,500,000	\$2,520,000	\$28,979,299	TXDOT	2023
0665-02-004	P201B-CAP2	Borderland Expressway, Phase 2: FM3255 to Railroad Dr.	Construct New Divided 4 Lane Facility (2-lanes each direction) with additional auxiliary lane in each direction from Dyer to US 54	FM3255	Railroad Dr.	2027	\$146,984,220	\$146,984,220	\$7,161,289	\$26,487,247	\$180,632,756	TXDOT	2025
	M091X-4	ELP Safety Service Patrol-HERO FY2025	Highway Emergency Response Operations (HERO) FY2025	Countywide	AlongI10,US54,LP375,\$S601,SH178&US62/180	N/A	\$3,000,000	\$3,000,000	\$0	\$0	\$3,000,000	TXDOT	2025

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost with Inflation (Includes CE, Contingencies, and Change Orders)	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
2121-02-167	I061X-CAP-1	I-10 FR Ext PH I (Executive to Sunland Park)	Construct 2-lane Westbound Frontage Road, Frontage Road Improvements.	EXECUTIVE CENTER BLVD	SUNLAND PARK DR	2027	\$30,777,552	\$30,777,552	\$787,500	\$2,000,000	\$33,565,052	TXDOT	2026
0374-02-100	F407B-CAP-PE	Phase US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II PE and ROW	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II-Construct 6 lane expy and build 2 lane FRs from Tierra Este Road. to Zaragoza Rd. Reconst. 6 lane main lanes from Global Reach to Lee Trevino. Reconstruct. FR Global Reach to Tierra Este.	Global Reach Dr.	Zaragoza Rd. (FM 659)	2027	\$131,607,167	\$131,583,776	\$4,655,813	\$31,607,167	\$167,846,756	TXDOT	2025
0924-06-735	M091X-5	ELP Safety Service Patrol-HERO FY2026	Highway Emergency Response Operations (HERO) FY2026	Countywide	AlongI10,US54,LP375,SS601,SH178&US62/180	2027	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	TXDOT	2026
0924-06-736	M091X-6	ELP Safety Service Patrol-HERO FY 2027	Highway Emergency Response Operations (HERO) FY2027	Countywide	AlongI10,US54,LP375,SS601,SH178&US62/180	2032	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	TXDOT	2027
0924-06-737	M091X-7	ELP Safety Service Patrol-HERO FY2028	Highway Emergency Response Operations (HERO) FY2028	Countywide	AlongI10,US54,LP375,SS601,SH178&US62/181	2032	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	TXDOT	2028
2121-03-146	I006X-15A	IH 10 Interchange at Pendale (Lee Trevino to FM659)	CONSTRUCT INTERCHANGE	Lee Trevino	East of FM 659 (Zaragoza Rd)	2032	\$14,952,919	\$19,677,021	\$964,174	\$0	\$20,641,195	TXDOT	2029
0167-01-122	F001B-15A	US54 (PATRIOT FWY) MAINLANES (KENWORTHY TO FM2529) AND RAMP RECONFIGURATION	BUILD 4 LANE (2-LANES EACH DIRECTION) DIVIDED HWY AND GRADE SEPARATIONS AND RAMP RECONFIGURATION. EXISTING 3- LANE ARTERIALS WILL BECOME THE FRONTAGE ROADS WITH CONNECTING RAMPS	KENWORTHY ST	FM 2529 (MCCOMBS ST)	2027	\$69,213,093	\$69,213,093	\$1,919,285	\$0	\$71,132,378	TXDOT	2026
0374-02-100	F407B-CAP	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II	Construct 6 lane (expressway) MLs EB/WB with auxiliary lanes and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). Build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. Reconstruct 6 lane WB/EB ML from Global Reach Dr. to Lee Trevino Dr. to include auxiliary lanes and grade separation at intersection. Reconstruct existing EB FR from Global Reach Dr. to Tierra Este Rd in concrete (no added capacity). Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd). Project scope may be further phased depending on funding availability.	Global Reach Dr.	Zaragoza Rd. (FM 659)	2032	\$131,583,776	\$131,583,776	\$4,655,813	\$31,607,167	\$167,846,756	TXDOT	2029
2121-02-186	I063X-CAP-1	Downtown 10, Phase 1 from SS 1966 to 0.5MI East of Campbell St.	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	SS 1966	0.5 MI EAST OF CAMPBELL ST	2032	\$500,000,000	\$500,000,000	\$0	\$0	\$500,000,000	TXDOT	2028
2121-02-166	I063X-PE	DOWNTOWN 10 from EXECUTIVE CENTER to SL 478 (COPIA ST.) PE and ROW	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	EXECUTIVE CENTER	SL 478 (COPIA ST)	2032	\$0	\$0	\$88,000,000	\$95,000,000	\$183,000,000	TXDOT	2025
0665-02-005	P201B-CAP3	Borderland Expressway, Phase 3: BU54 (Dyer St.) to SL 375	Borderland Expressway Phase III Construct New Divided 4 Lane Facility from Railroad to SL 375 and Transitional work from BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	SL 375	2032	\$100,726,547	\$132,549,264	\$0	\$0	\$132,549,264	TXDOT	2029
0002-12-026	P334X	Intersection Operational Improvements at Montana Ave./Paisano Dr.	INTERSECTION OPERATIONAL IMPROVEMENTS: SIGNALIZED INTERSECTION IMPROVEMENTS BETWEEN SB PAISANO DR. AND EB MONTANA AVE. INTO A T-INTERSECTION BETWEEN EB MONTANA AVE. AND BOTH DIRECTIONS OF PAISANO DR	At Montana Ave		2032	\$576,605	\$820,689	\$18,451	\$0	\$839,140	TXDOT	2029
2121-02-184	I063X-CAP-2	Downtown 10, Phase 2 from Executive Center Blvd. to SS 1966	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	EXECUTIVE CENTER BLVD	FM 1966	2032	\$296,500,000	\$296,500,000	\$0	\$0	\$296,500,000	TXDOT	2029
2121-02-185	I063X-CAP-3	Downtown 10, Phase 3 from 0.5MI East of Campbell St. to SL 478 (Copia St.)	WIDEN FROM 3/5 TO 4/6 LANES EACH DIRECTION, ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	0.5 MI EAST OF CAMPBELL ST	SL 478 (COPIA ST)	2032	\$447,400,000	\$447,400,000	\$0	\$0	\$447,400,000	TXDOT	2029
1046-01-021	P428X-MOD	FM659 Widening (LP375 to US62/180)	WIDEN FROM 4 LANE TO 6 LANE AND INTERSECTION IMPROVEMENTS	SL 375 (JOE BATTLE)	US 62/180 (Montana)	2032	\$30,772,951	\$43,799,505	\$2,146,176	\$3,188,604	\$49,134,284	TXDOT	2031
2121-02-168	I064X-CAP	I-10 SEG3A (Copia to Paisano)	ADD 1 LANE EACH DIRECTION, FRONTAGE ROAD IMPROVEMENTS, RAMP IMPROVEMENTS, INTERSECTION IMPROVEMENTS, AND BIKE/PED AMENITIES.	SL 478 (COPIA ST)	US 62 (PAISANO DR)	2040	\$259,395,023	\$301,000,000	\$18,090,800	\$0	\$319,090,800	TXDOT	2031

Amended RMS 2050 MTP Project List  
TX Highway and Roadway (FHWA and Local funds)

Conformity Date: Pending. Revised:

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost with Inflation (Includes CE, Contingencies, and Change Orders)	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
3451-01-037	P466X-CAP	Widen to 6 lane divided FM 1281 (I-10 to Ascension)	RECONSTRUCT HORIZON BLVD NORTH OF I-10 TO FROM 2-LANES TO 3-LANES IN EACH DIRECTION WITH A 14' RAISED MEDIAN, DIRECTIONAL MEDIAN OPENINGS, AND BUS PULLOUTS	I-10	Ascension	2040	\$22,030,340	\$31,356,043	\$1,536,446	\$0	\$32,892,489	TXDOT	2031
0924-06-591	F059X-CAP-1	BORDER HWY EAST (BHE), PH 1	BUILD 4 LANES DIVIDED HWY INCLUDING 2-lane Direct connectors at SL 375 (WB-WB and EB-EB direction coming in/out of BHE) and connection to Pan American at Winn Road	SL 375 (AMERICAS AVE)	NUEVO HUECO TANKS EXTENSION	2040	\$107,443,681	\$165,404,610	\$0	\$0	\$165,404,610	TXDOT	2033
0665-01-012	P206B-15A	FM 3255 (MARTIN LUTHER KING JR BLVD.) WIDENING	WIDEN FROM 2 LANES TO 4 LANES DIVIDED INCLUDING REHAB ON EXISTING 4 LANE SEGMENT.	TX/NM STATELINE	LOMA REAL AVE	2040	\$13,667,435	\$21,040,387	\$1,030,979	\$0	\$22,071,366	TXDOT	2033
2121-02-177	I061X-CAP-2	I-10 FR Ext PH II (Sunland Park to Executive)	Construct 2-lane Eastbound Frontage Road, Frontage Road Improvements, and Ramp Improvements	SUNLAND PARK DR	EXECUTIVE CENTER BLVD	2040	\$18,639,383	\$28,694,474	\$1,406,029	\$0	\$30,100,503	TXDOT	2033
2121-03-159	I065X-CAP	I-10 SEG3B (Paisano to Airway)	ADD 1 LANE EACH DIRECTION FROM 4 LANES TO 5 LANES, FRONTAGE ROAD IMPROVEMENTS, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED AMENITIES.	US 62 (PAISANO DR)	AIRWAY BLVD	2040	\$147,720,849	\$227,409,461	\$11,143,064	\$0	\$238,552,524	TXDOT	2033
2121-01-097	I102X	IH10 Rehab (FM1905 to SS37) PH4	REHAB AND OPERATIONAL IMPROVEMENTS - EASTBOUND FRONTAGE ROAD (PHASE IV)	FM 1905 (ANTONIO STREET)	STATE SPUR 37 (WESTWAY BLVD)	N/A	\$5,742,296	\$8,840,000	\$433,160	\$0	\$9,273,160	TXDOT	2033
2121-04-113	I066X-CAP	IH10 Widening (FM1281 to FM1110)	IH 10 WIDENING FROM 2 TO 3 LANES IN EACH DIRECTION. INCLUDES WIDENING OF ARTERIAL 1/ 1682 BLVD. BETWEEN EB/WB FRONTAGE ROADS FROM 1 TO 2 LANES IN EACH DIRECTION	FM 1281 (HORIZON BLVD)	FM 1110 (CLINT)	2040	\$60,000,000	\$92,367,243	\$4,525,995	\$0	\$96,893,238	TXDOT	2033
0924-06-590	A136X-CAP	Mesa Park Dr (I-10 to Doniphan)	BUILD 4 LANE UNDIVIDED ROAD EXTENSION	IH-10	SH 20 (DONIPHAN DR.)	2040	\$9,343,654	\$14,384,126	\$704,822	\$0	\$15,088,948	TXDOT	2033
0167-01-129	P218X-CAP	US 54 (PATRIOT FWY) MAINLANES	BUILD 4 LANE DIVIDED (2-LANES EACH DIRECTION) HWY AND GRADE SEPARATIONS. REALIGN FRONTAGE ROAD.	FM 2529 (MCCOMBS ST)	STATE LINE RD	2040	\$150,000,000	\$230,918,108	\$11,314,987	\$0	\$242,233,096	TXDOT	2033
0924-06-592	F059X-CAP-2	BORDER HWY EAST (BHE), PH 2	BUILD 4 LANES DIVIDED HWY	NUEVO HUECO TANKS EXTENSION	ARTERIAL 1	2050	\$25,000,000	\$52,671,229	\$0	\$0	\$52,671,229	TXDOT	2041
2121-04-117	I407X	I-10 Reconstruction (EASTLAKE BLVD to FM 1281 (HORIZON BLVD))	MAINLANES RECONST, RAMP IMPROVEMENTS, EASTLAKE AND HORIZON INTERCHANGE RECONST.	EASTLAKE BLVD	FM 1281 (HORIZON BLVD)	N/A	\$66,924,582	\$141,000,000	\$6,909,000	\$0	\$147,909,000	TXDOT	2041
2121-01-102	I067X-CAP	I-10 SEG1G (THORN TO EXECUTIVE)	ADD 1 LANE TO INCREASE FROM 3/4 LANES TO 4/5 LANES IN EACH DIRECTION, RAMP/FLYOVER IMPROVEMENTS	THORN AVE	EXECUTIVE CENTER BLVD	2050	\$28,122,564	\$59,250,001	\$2,903,250	\$0	\$62,153,251	TXDOT	2041
2121-03-162	I068X-CAP	I-10 SEG3C(AIRWAY TO YARBROUGH)	ADD 1 LANE TO INCREASE FROM 4 LANES TO 5 LANES EACH DIRECTION, ADD BIKE/PED AMENITIES	AIRWAY BLVD	YARBROUGH DR	2050	\$196,287,118	\$413,547,353	\$20,263,820	\$0	\$433,811,173	TXDOT	2041
2121-03-163	I069X-CAP	I-10 SEG3D1 (YARBROUGH TO FM659)	ADD 1 LANE TO INCREASE FROM 4 LANES TO 5 LANES EACH DIRECTION, ADD BIKE/PED AMENITIES	YARBROUGH DR	FM 659 (ZARAGOZA)	2050	\$152,667,758	\$321,647,941	\$15,760,749	\$0	\$337,408,690	TXDOT	2041
2121-04-119	I070X-CAP	I-10 SEG3D2 (FM659 TO EASTLAKE)	ADD 1 LANE TO INCREASE FROM 3/4 LANES TO 4/5 LANES EACH DIRECTION, ADD BIKE/PED AMENITIES.	FM 659 (ZARAGOZA)	EASTLAKE	2050	\$152,667,758	\$321,647,941	\$15,760,749	\$0	\$337,408,690	TXDOT	2041
0374-02-116	F407C	US62/180 (Global-FM659) Op Imp & DCs	Construction of single lane Direct Connector ramps at US 62/180 and Global Reach Dr. (SB-EB and WB-NB) and at US 62/180 and Loop 375 (EB-SB, NB-WB, SB-EB, WB-NB) for operational improvements at the intersections. Work to include advanced signing, striping and incidental work to FM 659 (Zaragoza Rd.)	Global Reach Dr.	Zaragoza Rd. (FM 659)	2050	\$46,229,762	\$97,399,136	\$4,772,558	\$0	\$102,171,694	TXDOT	2041
	A307X-B	UTEP Transportation Improvements of Glory Road	Geometry design and intersection improvements to Glory Road to improve vehicular flow without adding roadway capacity	Oregon Street	Sun Bowl Drive	N/A	\$3,630,000	\$5,373,287	\$263,291	\$0	\$5,636,578	UTEP	2032
0924-06-606	A137X	VALLEY CHILE RD RECONSTRUCTION	RECONSTRUCTION OF ROADWAY TO INCLUDE SIDEWALKS, DRAINAGE, LIGHTING AND ILLUMINATION, LANDCSAPING, AND IRRIGATION	SH 20 (DONIPHAN DR)	IH -10	N/A	\$10,200,000	\$10,200,000	\$1,000,000	\$1,000,000	\$12,200,000	Vinton	2024

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

0924-06-574	T092X	Montana RTS 1st year Operating Assistance	1st year of Montana RTS operations	Five Points Terminal - 2830 Montana	Far East Terminal - RC Poe & Edgemere	N/A	\$1,917,592	\$1,917,592	\$0	\$0	\$1,917,592	Sun Metro-Transit	2023
0924-06-575	T097X	Montana RTS 2nd year Operating Assistance	2nd year of Montana RTS operations	Five Points Terminal - 2830 Montana	Far East Terminal - RC Poe & Edgemere	N/A	\$1,300,000	\$1,300,000	\$0	\$0	\$1,300,000	Sun Metro-Transit	2024
0924-06-541	T093X	Montana RTS 3rd year Operating assistance	3rd year of Montana BRT-RTS operations.	Five Points Terminal - 2830 Montana	Far East Terminal - R.C. Poe - Edgemere	N/A	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	Sun Metro-Transit	2024

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

	R008X	Preventive Maintenance & Rehabilitation Txdot (On State)	For Major Reconstruction But Also Includes Signs, Striping, Pavement Markings, And Signals	Texas State Highway System		N/A	\$1,703,759,013	#VALUE!	#VALUE!	\$0	#VALUE!	TXDOT	PM&R-ALL
	M028B	Safety Projects	Safety Lighting, Signals, Intersections, Etc.	Eputs Area		N/A	\$19,432,726	#VALUE!	#VALUE!	\$0	#VALUE!	TXDOT	SAFE-ALL
	B001X	Bridge Replacement/ Rehabilitation	Replace Or Rehabilitate Bridges	El Paso County- On And Off State System		N/A	\$55,100,000	#VALUE!	#VALUE!	\$0	#VALUE!	TXDOT	STRUCTS-ALL

TASA Grouped Projects (Informational - Not included in the MTP/TIP)



CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost with Inflation (Includes CE, Contingencies, and Change Orders)	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
0924-06-604	E503X	Passmore Road Shared-Use Path	A 8-10 foot shared-use path along Passmore Road for bicyclists and pedestrians.	Franklin Canal at Passmore Road	Upper Clint Lateral at Passmore Road	N/A	\$1,048,110	\$1,048,110	\$98,710	\$0	\$1,146,820	Socorro	2022
0924-06-616	E504X	Tornillo South Sidewalks/SUP	Design and Construction of new sidewalks 5 ft wide, new 12 ft wide Shared Use Path (SUP), driveways, striping, crosswalks and 28 ADA Ramps along different streets at Tornillo, TX.	Cobb Ave, Florinda Dr., Linda Dr., Florella Dr., 2nd St. and 3rd. St.	Various County streets/roadways	N/A	\$1,146,095	\$1,146,095	\$286,524	\$0	\$1,432,619	County EP	2022
0924-06-617	E505X	Tornillo North Sidewalks/SUP	Design and Construction of new sidewalks 5 ft wide, driveways, striping, crosswalks and 24 ADA Ramps. along different streets at Tornillo, TX.	Drake St, Los Coyotes Dr. and Oil Mills Rd.	Various County Streets/roadways	N/A	\$1,063,485	\$1,063,485	\$265,871	\$0	\$1,329,356	County EP	2022
0924-06-618	E506X	Ysleta Middle School SRTS	Installation of school zone flashers along Independence Drive, ADA ramps at multiple locations, and school zone signs will be upgraded to meet MUTCD standards at Ysleta Middle School. Bicycle lanes at Elvin Way between Alameda and Victor Lane, and hike & bike trail among Playa Lateral between Elvin and Jesuit Dr.	Elvin Way from Alameda; Independence Dr from Elvin; Playa Lateral from Elvin Way	Elvin Way to Victor; Independence Dr to Jesuit Dr; Playa Lateral to Jesuit Dr.	N/A	\$750,000	\$750,000	\$249,953	\$0	\$999,953	COEP	2022
0924-06-640	E305X	PDN Trail - Magoffin Shared Use Path	Project consists of a shared use path along Magoffin Ave.	San Antonio Ave.	Cotton St.	N/A	\$1,112,761	\$1,112,761	\$427,741	\$0	\$1,540,502	COEP	2024
0924-06-648	E507X	Fabens Sidewalk	Design and Construction of new sidewalks 5 ft wide, driveways, striping, crosswalks and 61 ADA Ramps along various streets at Fabens, TX.	G Ave (0.53 mi), Walker Ave (0.42 mi), Aspen Hills St. (0.44mi), 5th St.(0.84) and Mike Maros St. (0.49 mi)	Various County Streets/roadways	N/A	\$1,620,593	\$1,620,593	\$424,992	\$0	\$2,045,585	County EP	2023
0924-06-639	E405X	Playa Drain Shared Use Path (Padilla to Zaragoza) 2024	The project consists of a shared use path with shade trees, vegetation and other amenities.	Padilla Dr.	Zaragoza Rd.	N/A	\$1,695,265	\$1,695,265	\$621,775	\$0	\$2,317,040	COEP	2024
0924-06-667	E508X	Alamo Alto Segment PDN Trail – Phase 1 (Fabens)	Design and Construction of new 12 ft wide Shared Use Path (SUP), Crosswalks, ADA ramps, Pedestrian Bridge, Pavement Marking, Street Signs, and Illumination.	Intersection at Alameda Ave. (SH 20) and 3rd St.	Intersection at Alameda Ave. (SH 20) and 8th St.	N/A	\$2,479,310	\$2,479,310	\$320,005	\$0	\$2,799,315	County EP	2024
0924-06-669	E509X	Alamo Alto Segment PDN Trail – Phase 2 (Tornillo)	Design and Construction of new 12 ft wide Shared Use Path (SUP), Crosswalks, ADA ramps, Pedestrian Bridge, Pavement Marking, Street Signs, and Illumination.	Intersection at EPWID1 Channel and and FM3380	Intersection at EPWID1 Channel and Shaffer Rd.	N/A	\$2,512,214	\$2,512,214	\$338,299	\$0	\$2,850,513	County EP	2025
0924-06-695	M092X-1	Bike Share Fleet Enhancement Project PH 1	These funds will support the purchase of electric bikes and additional batteries to augment the bike share program. Users ride e-bikes at a higher rate and longer duration than traditional bikes which allows users to ride to further destinations and connect more of the City.	El Paso MPO Region within El Paso County	El Paso MPO Region within El Paso County	N/A	\$124,996	\$124,996	\$0	\$0	\$124,996	CRRMA	2024
0924-06-696	M092X-2	Bike Share Fleet Enhancement Project PH 2	These funds will support the purchase of electric bikes and additional batteries to augment the bike share program. Users ride e-bikes at a higher rate and longer duration than traditional bikes which allows users to ride to further destinations and connect more of the City.	El Paso MPO Region within El Paso County	El Paso MPO Region within El Paso County	N/A	\$124,996	\$124,996	\$0	\$0	\$124,996	CRRMA	2025
0924-06-697	M108X-1	Rodman Street Shared Use Path - Design	The project includes the design of a new 11-foot shared-use path. Given existing conditions, the project includes preparation of the path width, concrete header curb, paving of the path, driveway construction at existing driveways, signage, solar power lighting and minimal landscaping.	FM 1281 (Horizon Boulevard)	Veny Webb Street	N/A	\$0	\$0	\$206,020	\$0	\$206,020	Horizon	2024
0924-06-697	M108X-2	Rodman Street Shared Use Path - Construction	The project includes the design of a new 11-foot shared-use path. Given existing conditions, the project includes preparation of the path width, concrete header curb, paving of the path, driveway construction at existing driveways, signage, solar power lighting and minimal landscaping.	FM 1281 (Horizon Boulevard)	Veny Webb Street	N/A	\$686,323	\$686,323	\$58,420	\$0	\$744,743	Horizon	2025
2201-01-011	M310B	McRae (FM2316) Shared Use Path Album to Montana Ph II	Project is a shared use path with landscaping and bollard lighting and pedestrian improvements to intersections including ADA ramps and striping.	Album Ave	Montana Ave	N/A	\$1,617,554	\$1,617,554	\$545,302	\$0	\$2,162,856	COEP	2025
2201-01-012	M310A	McRae (FM2316) Shared Use Path Montwood to Album Ph I	Design and construction of Share Use Path (SUP) 12-ft wide along SH-20 totaling 4.82 miles. Project includes ADA ramps, pavement marking, singage, corsswalks, pedestrian bridges and illumination.	Montwood Dr	Album Ave.	N/A	\$2,021,190	\$2,021,190	\$660,128	\$0	\$2,681,318	COEP	2025
0924-06-731	E510X	TA23 Alamo Alto Segment of the PDN Trail (Alameda SUP - Phase III)	Design and construction of a 12-foot Shared Use Path (SUP) 1.97 miles along Greg Rd. & Krag St. and 5-foot-wide sidewalk 1.04 along Santiesteban Ln. and Krag St. totaling 3.02 miles of pedestrian improvements.	Grace St	Farm RD 1109	N/A	\$8,781,741	\$8,781,741	\$1,335,178	\$0	\$10,116,919	County EP	2026
0924-06-727	E511X	TA23 Homestead Meadows SUP	Construct buffered bike lanes on 3 corridors. Project includes wayfinding signage, enhanced crosswalk markings, shared use path at roundabout.	Mutiple Streets : Krag St., Greg Rd. and Santiesteban Ln.	Vista Del Este / Ascension St.	N/A	\$4,748,948	\$4,748,948	\$689,223	\$0	\$5,438,171	County EP	2026
0924-06-726	M409X	TA23 Connected Bike Lanes	This project proposes the construction of approximately 7 miles of the PDN Trail in Socorro, TX, to include shared-use paths, signal upgrades and sidewalk improvements, illumination, pedestrian crossings, signage, and pavement markings.	Pebble Hills Blvd from George Dieter; Montwood Dr from Yarbrough; Lomaland Dr from Montwood Dr	Pebble Hills Blvd to Lisa Scherr; Montwood Dr to Lee Trevino; Lomaland Dr to Trawood	N/A	\$1,644,670	\$1,644,670	\$214,586	\$0	\$1,859,256	COEP	2026
0002-14-048	M512X	TA23 Paso del Norte Trail - Socorro Active Transportation Network		Socorro Road / Winn Road	Socorro Road / Glorietta Road	N/A	\$13,440,021	\$13,440,021	\$2,734,484	\$0	\$16,174,505	Socorro	2026

# Amendment History by CSJ

Following is a list of amendments made since the adoption of the Amended RMS 2050 MTP. Current cycle amendments shown in black. Previous cycle amendments shown in grey. This iteration of this list was prepared for *the Texas May 2025 Revision*.

## Texas Highway:

1. **0924-06-568 (MPO ID: S301G)** Amend the *Traffic Management Center Phase 4* project to reduce Category 3 match funds from \$1,036,000 to \$0, and add \$1,036,000 of Category 5 CMAQ match funds, for an unchanged total project funding amount of \$5,180,000 in FY 2026. *2025 February Revision*
2. **0924-06-570 (MPO ID: M089A)** Amend the *Downtown Bicycle Improvements Phase I* project to change the project description to include the number of traffic lanes, and to decrease the indirect cost from \$28,440 to \$0 and add \$28,440 of contingencies costs, for an overall unchanged total project cost of \$2,572,079 in FY 2025. *2025 February Revision*
3. **0924-06-625 (MPO ID: P219X-CA)** Administratively Amend the *Railroad Drive Widening and Reconstruction* project to decrease Category 7 STP funds from \$17,305,338 to \$15,205,338 and increase Category 10 CRP funds from \$0 to \$2,100,000, for a total project funding amount of \$19,421,338 in FY 2026. *2025 February Revision*
4. **0924-06-691 (MPO ID: A442X)** Amend the *Delake St. Construction* project to revise the project description for clarity [adds information about Dilley being constructed with local funds and the project being consistent with how it was modeled] and change the fiscal year from FY 2025 to FY 2027. *2025 May Revision*
5. **0924-06-738 (MPO: ID C047X)** Program the *International Border Crossings System-wide Improvements Analysis* project into the RMS 2025 – 2028 TIP and 2025-2028 STIP using \$2,000,000 of CAT 7 STP MM funds in fiscal year (FY) FY 2025 and amend the RMS 2050 MTP and Amended RMS 2050 MTP to change the fiscal year (FY) from FY 2024 to FY 2025. *2025 February Revision*
6. **0167-01-122 (MPO ID: F001B-15A)** Administratively amend the *US54 (PAT FWY) MAINLANES AND RAMP CONFIG* (FY 2026) project to remove \$2,000,000 from CAT 2 Metropolitan Area (TMA) Corridor Projects, program funds, reducing this funding from \$51,213,093 to \$49,213,093, and to reduce the construction cost by \$2,000,000 from \$71,213,093 to \$69,213,093 for a revised total project cost of \$71,132,377 in fiscal year (FY) 2026. *2025 March Administrative Amendment*
7. **2121-02-166 (MPO ID: I063X-PE)** To program the *Downtown I0 from Executive Center to SL 478 (Copia St.) PE and ROW* project into the RMS 2025-2028 TIP using \$88,000,000 of Statewide PE (SWPE) funds and \$95,000,000 of Statewide ROW (SWROW) funds for a total funded amount of \$183,000,000 in fiscal year (FY) 2025; and to amend the project in

the RMS 2050 MTP and the Amended RMS 2050 MTP to change the fiscal year from 2029 to 2025, the project title [adds “PE and ROW” to title], MPO ID [replaces suffix “-CAP” with “-PE”], and project description [changes description from PE/ROW and construction to PE/ROW only, with construction occurring later in projects 2121-02-184, 2121-02-185, and 2121-02-186] and project phases [removes construction]. *2025 May Revision*

8. **2121-02-167 (MPO ID: I061X-CAP-1)** Administratively amend *I-10 FR Ext PHI (Executive to Sunland Park)* project to change the federal share of CAT 2 Metropolitan Area (TMA) Corridor Projects federal share from 80% to 0%, and increase the state share from 20% to 100%, for an unrevised total project cost of \$33,565,052 and change the fiscal year from FY 2025 to FY 2026. *2025 March Administrative Amendment*
9. **2121-02-184 (MPO ID: I063X-CAP-2)** Program the *Downtown 10, Phase 2 from Executive Center Blvd. to SS 1966* project [second of three construction segments for Downtown 10 Executive to Copia] into the Amended RMS 2050 using \$296,500,000 of Discretionary funds in FY 2029. *2025 May MTP only*
10. **2121-02-185 (MPO ID: I063X-CAP-3)** Program the *Downtown 10, Phase 3 from 0.5MI East of Campbell St. to SL 478 (Copia St.)* project [third of three construction segments for Downtown 10 Executive to Copia] using \$447,400,000 of Discretionary funds in FY 2029. *2025 May MTP only*
11. **2121-02-186 (MPO ID: I063X-CAP-1)** To program the *Downtown 10, Phase 1 from SS 1966 to 0.5MI East of Campbell St.* project [first of three construction segments for Downtown 10 Executive to Copia] into the RMS 2025-2028 TIP, RMS 2050 MTP, and Amended RMS 2050 MTP using \$166,585,062 of Category 2 Metropolitan Area (TMA) Corridor Project funds, \$76,685,870 of Category 4 of Statewide Urban Connectivity Corridor Project funds, \$3,900,000 of Category 7 STP – MM funds, \$2,829,068 of Category 11 District Discretionary funds, and \$250,000,000 of Category 12 Strategic Priority funds for a total funded amount of \$500,000,000 in FY 2028. *2025 May Revision*
12. **(MPO ID: I300X)** Program the *Downtown International Ports ITS Design and Regional Integration* project using \$2,000,000 in Category 10 USDOT SMART Program funds in FY 2025. *2025 May Revision*



**District/MPO:** ELP - El Paso      **STIP Window:** 2025 - 2028      **STIP Revision:** 5/1/2025

[illegible]

\* "Cat 3 TDC" is excluded from the total calculation.



**El Paso Metropolitan Planning Organization**

**PUBLIC INVOLVEMENT FOR PROJECTS INCLUDED IN THE MAY 2025 STIP REVISION FOR  
INCLUSION IN THE 2025-2028 STIP**

The amendments submitted for the May 2025 STIP Revision include the following projects.

**Highway Projects:**

1. Delake St. Construction
2. Downtown International Ports ITS Design and Regional Integration
3. Downtown 10 Executive Center to SL478 Cobia – PE and ROW
4. Downtown 10, Phase 1 from SS 1966 to 0.5MI East of Campbell St.

These projects were included in the 7-Day public comment period completed for the January 2025 and April 2025 Transportation Policy Board (TPB) meetings. The 7-day public comment periods were posted to the EPMPO website as a banner alert and news post on the main page. The alert and news posts provided the announcements below. These announcements include information of the amendment to the MPO's documents, and the backup documentation provided at the Transportation Project Advisory Committee meetings.

No comments were received for the project during the 7-day comment periods.

**EPMPO WEBSITE ANNOUNCEMENTS**

7 Day Public Comment for January 24, 2024, TPB meeting website announcement

[7 Day Public Comment for January 24, 2024, TPB meeting website announcement](#)

7 Day Public Comment for April 25, 2025, TPB meeting website announcement

[7 Day Public Comment for April 25, 2025, TPB meeting website announcement](#)

# APPENDIX: PERFORMANCE BASED PLANNING & PROGRAMMING



This page intentionally left blank



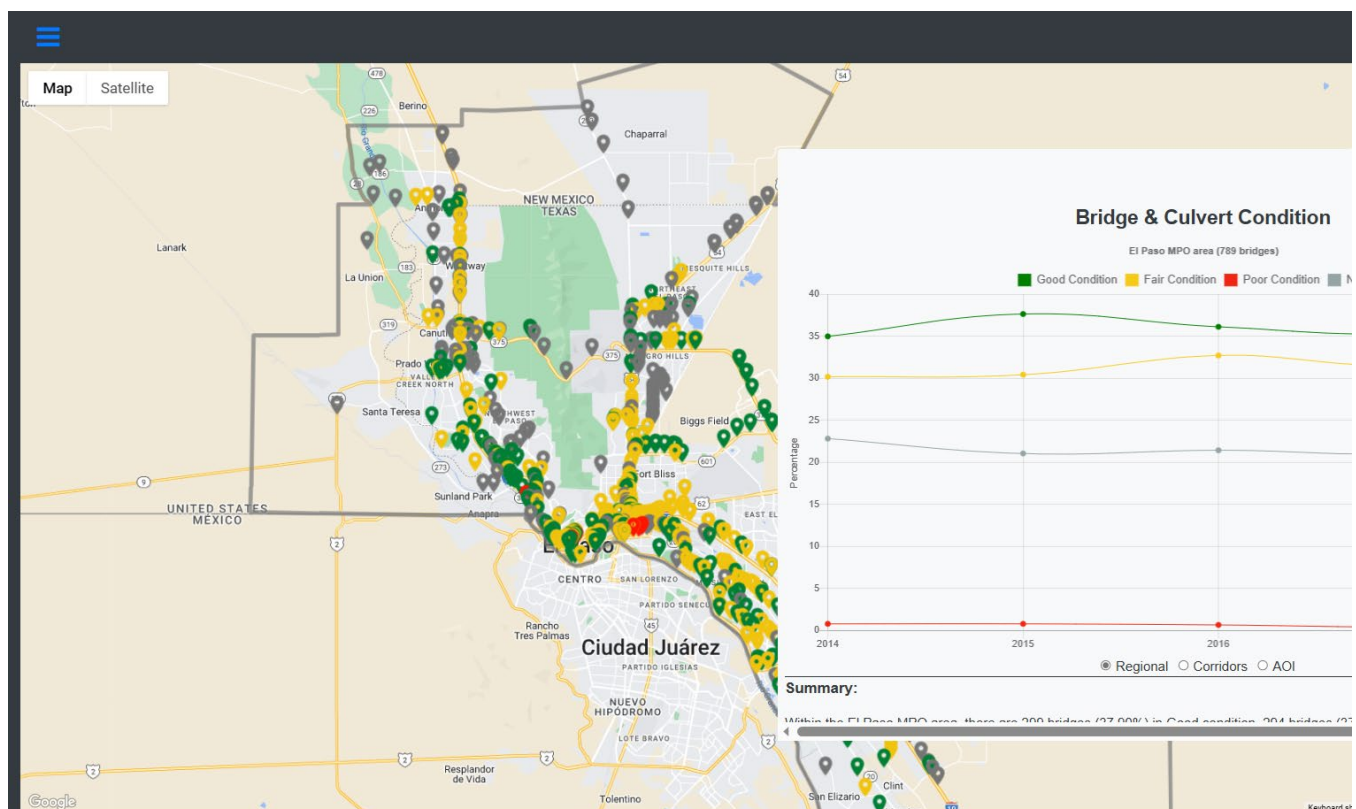
## PERFORMANCE MEASURES

Measuring and tracking the performance of the region's transportation system is a fundamental component of the RMS 2050 MTP and the performance-based planning process. Performance measurement allows planners to assess the current state of the system to develop recommendations for improvements, evaluate the effectiveness of recently implemented improvements, and forecast the effectiveness of planned improvements. The EPMPPO monitors two kinds of performance as part of its performance-based planning efforts: Observed Performance and Forecasted or Modeled Performance.

**Observed Performance:** Performance is measured based on information from various sources (national, state, local) and reported via a web-based application tool developed for geospatial visualization of performance of the transportation network. This webtool can be found at <https://www.elpasompo.org/Links> through the "EPMPPO Performance Measures Tool" link.

The objectives of the Web Tool are:

- To track transportation performance over time
- To support identification of gaps in infrastructure across transportation modes
- To provide performance-based information for planning and programming decisions and
- To be a resource for local planning partners and general public.



The Multimodal Web Tool shows performance of transportation networks in the El Paso region captured by multimodal performance measures that were identified from Destino 2045 Metropolitan Transportation Plan (2018), Congestion Management Process (2013), and FHWA National Performance Measures (2017), and based on available local, state, and national data.

**Forecasted or Modeled Performance:** Using EPMPO's TDM, planners can forecast the performance of the region's transportation system, considering both planned system improvements and forecasted demographics. Performance-based planning using these measures was initiated with the development of the previous MTP (Destino 2045 MTP), and additional measures have been incorporated as part of the development of the RMS 2050 TDM and the reporting output summary has been improved.

A System Level Performance Evaluation is presented in Chapter 5 of the RMS 2050 MTP. Based on the adopted series of performance measures, the system level evaluation of the proposed projects compared the performance measures calculated for the 2017 Base Year and 2050 "No Build" Scenarios to the performance of the 2050 "Build" Scenario.

In general, the Build Scenario improves on almost every performance measure when compared to the No-Build scenario, although there is a moderate increase in the total and per-capita VMT (and subsequently a modest increase in the estimated average trip cost).

The complete results of the scenario analysis and performance measure comparison table are presented in page 5-21 of the RMS 2050 MTP.

## **NATIONAL PERFORMANCE REQUIREMENTS**

Federal legislation passed in 2012 introduced a new requirement to incorporate a performancebased approach into the transportation planning process. The federal transportation bill Moving Ahead for Progress in 21st Century Act (MAP-21) required state Departments of Transportation, MPOs, and transit authorities to set coordinated targets, report on a required set of performance measures, and prioritize projects using a coordinated performance-based planning process. These performance requirements were continued and bolstered by the Fixing America's Surface Transportation (FAST) Act, which was signed into law in 2015.

The federal performance measures fall into three main categories—safety, maintenance, and performance. Safety measures track highway and transit deaths and injuries and include transit incidents like fires or crashes. Maintenance measures look at the age of transit fleets and the condition of roads and bridges. System performance measures look at highway congestion and reliability, freight movement, and environmental sustainability, including air quality.

**TABLE 1: FEDERAL PERFORMANCE MEASURE CATEGORIES**

<b>Safety</b>	Highway Safety
	Transit Safety (Public Transportation Agency Safety Plan)
<b>Maintenance</b>	Highway Pavement and Bridge Conditions
	Transit Asset Management (TAM)
<b>System Performance</b>	National Highway System (NHS) Congestion
	Freight
	Congestion Management and Air Quality (CMAQ) Program

Federal performance measure final rules establish deadlines for target setting and reporting for each of the required performance measures. For the measures identified in each final rule, MPOs are required to adopt targets and baseline performance measures, and to report progress toward achieving the targets in Regional Performance adopted two years after the effective date of the final rule. The five performance measures' final rules currently effective were established at different times, and therefore have different target-setting and implementation deadlines, as seen in Table 2 below. At the adoption date of RMS 2050 MTP, all five performance measure rules are effective, and the adoption of official targets is required and must be reported

**TABLE 2: SUMMARY OF IMPLEMENTATION TIMELINES**

FINAL RULE	FINAL RULE EFFECTIVE DATE	TARGET SETTING DEADLINE			REQUIRED TO BE INCLUDED IN MTP BY	REPORTING PERIOD	REPORTING SCHEDULE
		STATE DOT	TRANSIT PROVIDER	MPO			
PM 1: Safety	4/14/2016	8/31/2017	-	2/16/2018	5/27/2018	Annually	Annually
PM 2: Infrastructure	5/20/2017	5/20/2018	-	11/16/2018	5/20/2019	2-and 4-year performance period	Biannually (2018, 2020, etc.)
PM 3: System Performance							
Transit Asset Management (TAM)	10/1/2016	10/1/2017	-	12/27/2017	10/1/2018	Complete updated TAM Plan by Oct 2022	
Public Transportation Agency Safety Plan (PTSAP)	7/19/2018	-	07/20/2020 (extended to 12/31/2020)	1/20/2021	7/20/2021	Updated and certified by transit agency annually	

## REQUIRED PERFORMANCE MEASURES AND TARGETS

A summary of the required National Performance Measures aligned with the seven National Goals is presented below in Table 3. The EPMPO has adopted targets set by the states (TxDOT and NMDOT) for all National Performance Measures. This section summarizes the adopted targets for each of the measures and provides a performance target assessment. Certain performance measures may be updated on an annual basis.

**TABLE 3: NATIONAL GOALS AND METRICS**

NATIONAL GOAL	NATIONAL PERFORMANCE MEASURE(S)	
Safety	- Fatalities (# and rate)	
	- Serious injuries (# and rate)	
	- Number of non-motorized fatalities and serious injuries	
Infrastructure Condition	- % of Interstate pavements in Good & Poor condition	<i>National Highway System = NHS</i>
	- % of non-Interstate NHS pavements in Good & Poor condition	
	- % of NHS bridges classified as in Good & Poor condition	
Congestion Reduction	- Annual hours of PHED per capita	<i>Peak Hour Excessive Delay = PHED</i>
	- % Non-SOV Travel	
System Reliability	- % of PMT on the Interstate that are reliable	<i>Passenger Miles Traveled = PMT</i>
	- % of PMT on non-Interstate that are reliable	
Freight Movement & Economic Vitality	- TTTR Index on the Interstate System	<i>Truck Travel Time Reliability Index = TTTRI</i>
Environmental Sustainability	- % Change in CO2 Emissions on NHS Compared to Calendar year 2017	
Reduced project delivery delays	- No national measures in current legislation	



## SAFETY (PM1)

State Targets adopted by the EPMPO Transportation Policy Board for previous fiscal years up to the most recently adopted targets in FY 2024 are presented in the tables below for Texas and New Mexico respectively (Table 4 and Table 5).

**TABLE 4: SAFETY – TEXAS STATE TARGETS BY CALENDAR YEAR**

PM1: SAFETY	2020	2021	2022	2023	2024
Number of fatalities	3,840	3,687	3,563	3,682	3,046
Rate of fatalities	1.406	1.33	1.27	1.38	1.14
Number of serious injuries	17,394	17,151	16,677	17,062	17,062
Rate of serious injuries	6.286	6.06	5.76	6.39	6.39
Number of non-motorized fatalities and serious injuries	2,285	2,346.4	2,367	2,357	2,357

**TABLE 5: SAFETY – NEW MEXICO STATE TARGETS BY CALENDAR YEAR**

PM1: SAFETY	2020	2021	2022	2023	2024
Number of fatalities	401.9	411.6	421.9	446.6	450.0
Rate of fatalities	1.429	1.486	1.645	1.695	1.689
Number of serious injuries	1,074.2	1,030.5	1,030.5	995.4	1,018.6
Rate of serious injuries	3.820	3.722	3.842	3.801	3.800
Number of non-motorized fatalities and serious injuries	204.0	200.0	190.6	199.4	200.0

On January 19, 2024, the Transportation Policy Board approved a resolution to support the updated 4-year target (previously adopted January 20, 2023), for both Texas Department of Transportation (TxDOT) and the New Mexico Department of Transportation (NMDOT).

By agreeing to support the states' HSIP targets, the EPMPO agrees to:

- Work with the states and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.
- Coordinate with the states and include the safety performance measures and the states' HSIP targets for those measures in the long-range regional transportation plan (RTP).
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other state safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP.
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the RTP, linking investment priorities in the TIP to those safety targets.

## ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2023 – FY 2026; SAFETY PROJECTS

Several projects programmed in the RMS 2050 MTP and the 2023-2026 TIP have been identified to have a safety element as part of the project selection criteria which includes a section based on safety and thus help work towards the safety targets. These projects include:

- Border Highway West Shared Use Path between Racetrack and Executive Center. The project includes installation of an 11-foot asphalt pavement hike and bike trail with irrigated landscaping.
- Buffalo Soldier Street Improvements from Edgemere Blvd to Montana Ave. The project includes complete roadway reconstruction, parkway improvements, sidewalks, bicycle facilities, street illumination, landscaping and irrigation and striping.
- Carolina Street Improvements from Stiles Dr to North Loop Dr. The project includes complete roadway reconstruction, parkway improvements, bicycle facilities, street illumination and striping on Carolina Dr. from Stiles Dr. to North Loop Dr.
- Dilley Road and Delake Street Construction. The project includes construction of two roadways, each with two lanes, enhanced pedestrian facilities, bike lanes and illumination to provide access to the Horizon City Transit Oriented Town Center.
- Downtown Bicycle Improvements. Construct bike facilities downtown to include: buffered bike lanes, conventional bike lanes, bike boulevards, shared lane markings, & protected bike lanes. The project will include road diets, associated signage, wayfinding, striping, & intersection treatments.
- Dyer Pedestrian Sidewalk Improvements from Gateway Boulevard North to Hercules Ave. Project includes sidewalk improvements to pedestrian connectivity and accessibility on Dyer St from Gateway to Hercules Ave. Improves access to BRIO stations at Dyer and Hercules.
- Horizon at Darrington Intersection Improvements. The Project includes intersection & operational improvements consisting of left and right turn lanes, directional islands and medians as well as traffic signal improvements.
- Interstate Highway 10 Frontage Road Extension from Executive Blvd. to Sunland Park Dr. The project includes construction of 2-lane westbound frontage road and frontage road improvements.
- Operational Improvements at SH 178 interchange. The project includes interchange improvements to include grade separation(s), rebuild I-10 overpass, U-turns, 4 direct connectors (DC).
- US 62/180 (Montana Ave.) Expressway & Frontage Roads. Project will construct 6-lane expressway and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). In addition, the project will build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. and will include auxiliary lanes and grade separation at intersection. Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd).
- Valley Chile Rd. Reconstruction from Doniphan Dr. to IH-10. The project includes the reconstruction of roadway with sidewalks, drainage, lighting and illumination, landscaping, and irrigation.
- Ysleta POE Pedestrians Safety Improvements. The project includes the design and construction of pedestrian safety improvements; pedestrian drop-off/pick-up zones, shade canopies, improved

crosswalks, pedestrian illumination, signs, signals, traffic calming, streetlights, landscaping, seating, screening walls, CCTVs, bus stop, and wayfinding.

- NM 273/Airport Rd. Intersection lighting. The project will install luminaries at intersection NM 273/Airport Road.
- NM 213 widening from NM 404 to TX State Line. The project will widen NM 213 from 2 to 4 lanes.

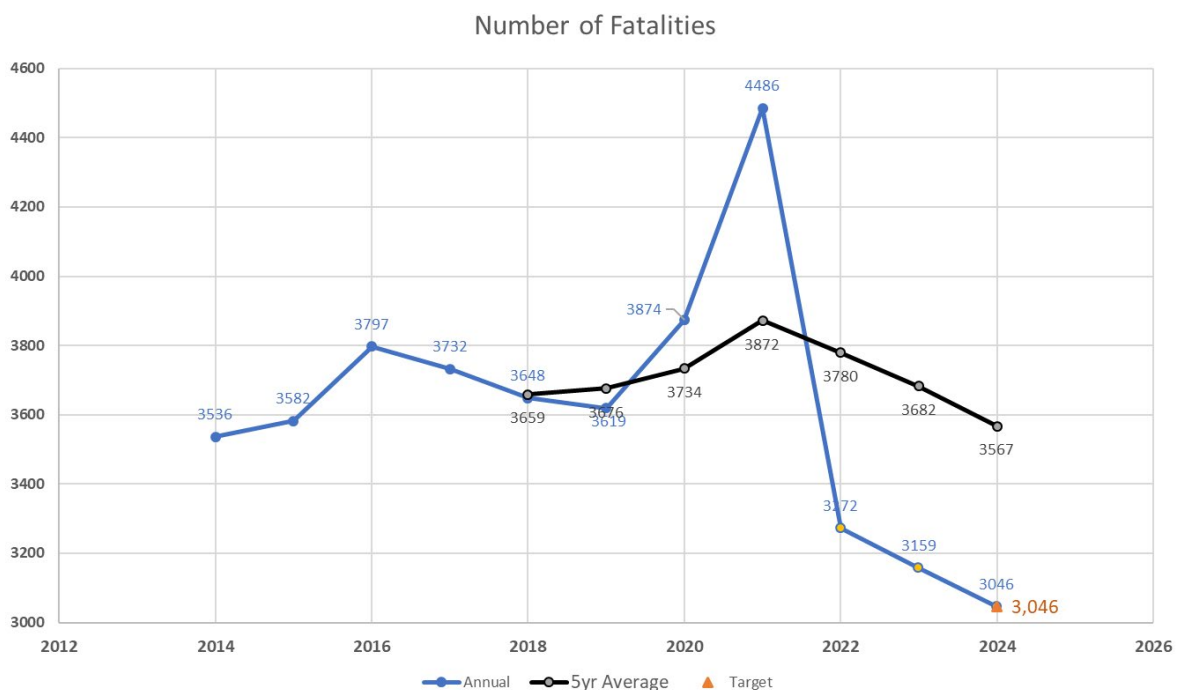
## SUMMARY OF STATE SAFETY (PM1) PERFORMANCE MEASURES AND TARGETS FOR TXDOT AND NMDOT

The following provides a summary of the Highway Safety Improvement Program's (HSIP) safety performance measures and State safety performance targets. State DOTs and MPOs are expected to establish and report Safety performance measure targets annually. The safety performance targets should be data-driven, realistic, and attainable, and should align with the performance management framework and legislative intent.

### TxDOT (PM1) TRENDS AND TARGETS

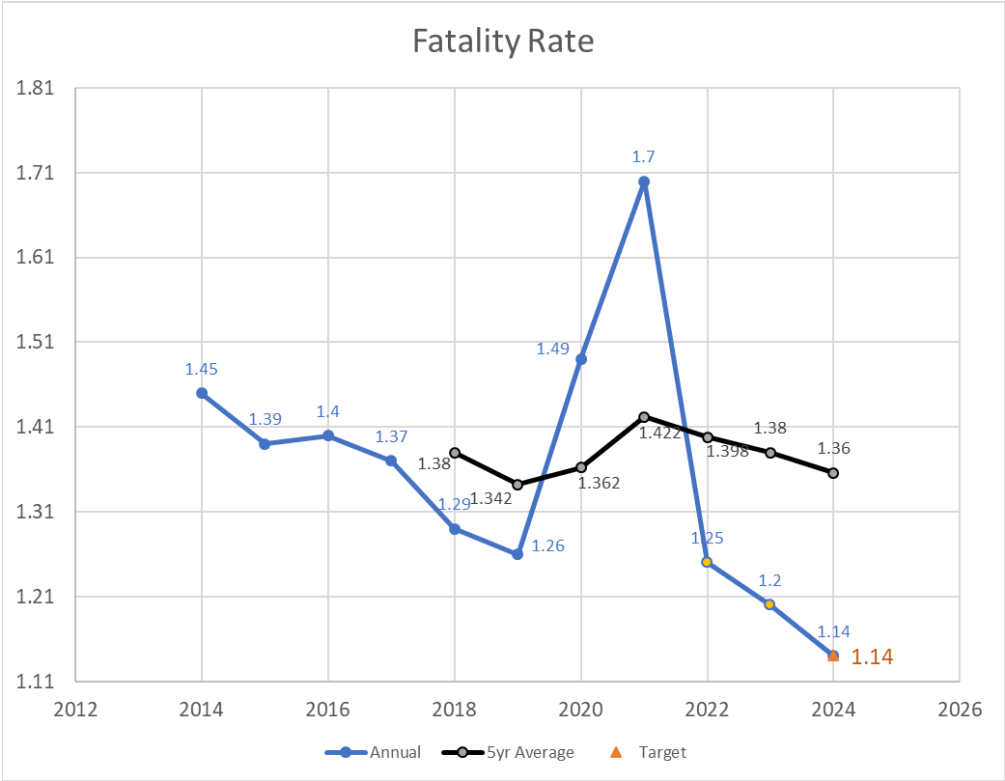
TxDOT has set more aggressive fatality and fatality rate reduction targets for 2020 and beyond, in response to the Texas Transportation Commission's adoption of the goal of reaching zero fatalities on Texas roads by the year 2050. To decrease the expected rise of fatalities to no more than five-year average of 3,567 fatalities in 2024. TxDOT adopted the calendar year target for 2024 as 3,046 fatalities.

**FIGURE 1: NUMBER OF FATALITIES IN TEXAS**



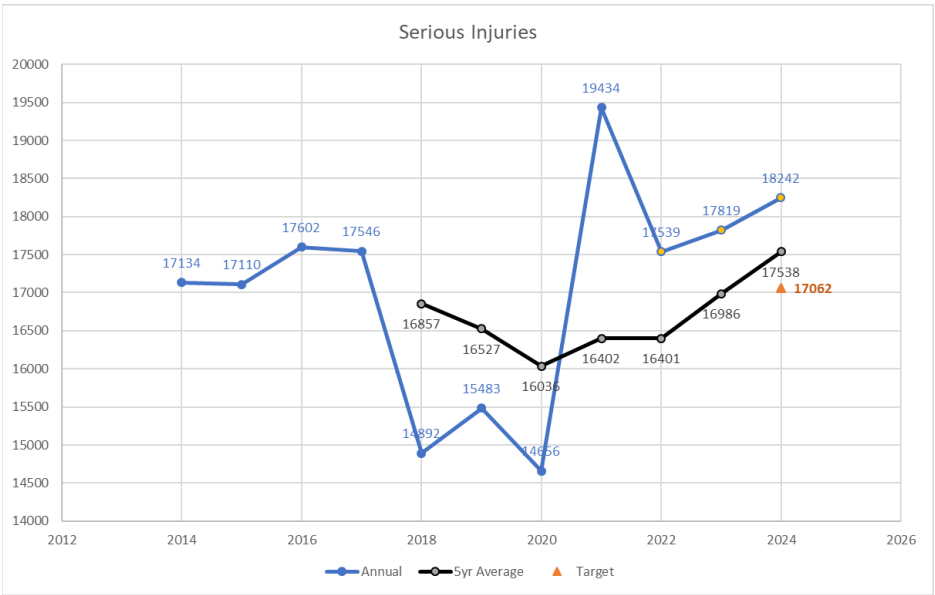
To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.36 fatalities per 100 MVMT in 2024. TxDOT’s adopted calendar year target for 2024 would be 1.14 fatalities per 100 MVMT.

**FIGURE 2: FATALITY RATE (PER 100 MILLION VMT) IN TEXAS**



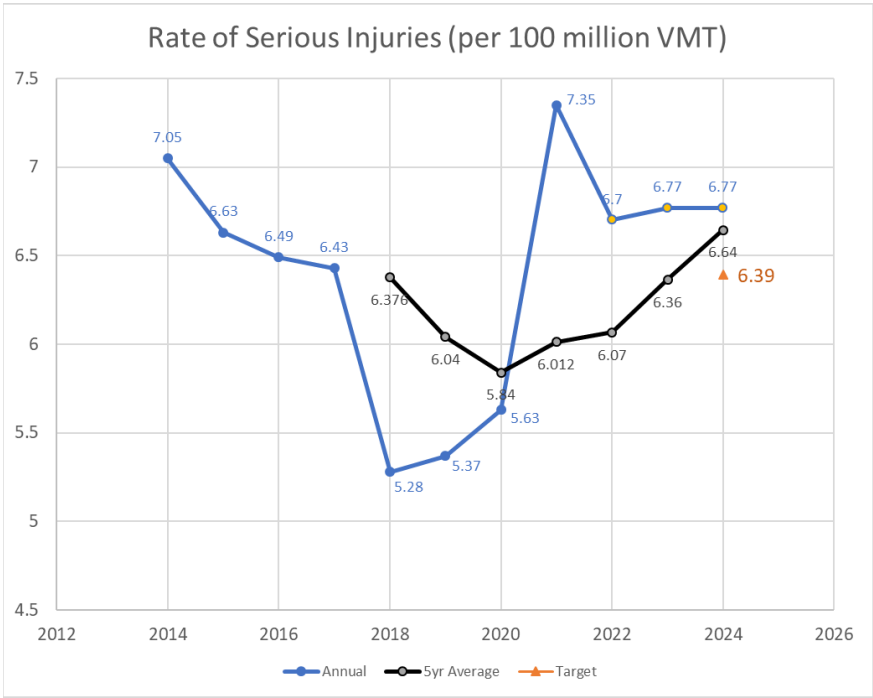
To decrease the expected rise of serious injuries to not more than a five-year average of 17,062 fatalities in 2024. The calendar year target for 2024 would be 18,242 serious injuries. The 2024 Target expressed as 5-year avg. remains 17,062.

FIGURE 3: NUMBER OF SERIOUS INJURIES IN TEXAS



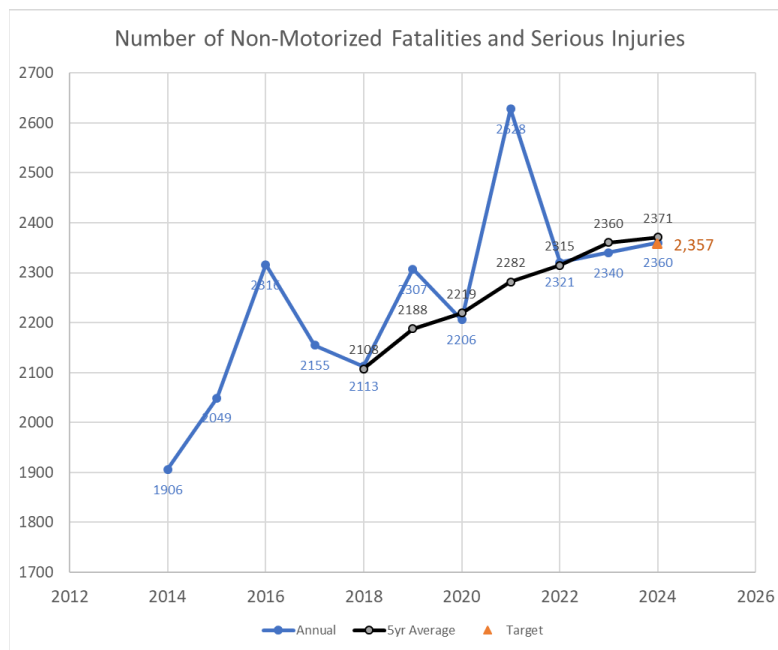
The calendar year target for Rate of serious injuries for 2024 would be 6.77 serious injures per 100 MVMT. The five-year average increases to 6.64 but based on the BIL requirements the targets are to remain the same or decrease from the previous years. The 2024 Target expressed as 5-year avg. remains 6.39.

FIGURE 4: RATE OF SERIOUS INJURIES (per 100 million VMT) IN TEXAS



To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five-year average of 2,357 fatalities and serious injuries in 2024. The five-year average increase to 2,371 but based on the BIL requirements the targets are to remain the same or decrease from the previous years. The 2024 Target expressed as 5-year avg. remains 2,357.

**FIGURE 5: NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES IN TEXAS**



**TABLE 6: TEXAS - SAFETY PERFORMANCE TARGET ASSESSMENT**

Performance Measure	Desired Trend	Original Targets 2018-2022	Baseline <sup>1</sup> 2018-2022	New Targets 2023	New Targets 2024
Number of Fatalities	↓	3,734	3950.2	3,682	3,046
Fatality Rate (per 100 million VMT)	↓	1.27	1.438	1.38	1.14
Number of Serious Injuries	↓	16,677	16,441	17,062	17,062
Rate of Serious Injuries (per 100 million VMT)	↓	5.76	5.968	6.39	6.39
Number of Non-Motorized Fatalities and Serious Injuries	↓	2,367	2,365.6	2,357	2,357

<sup>1</sup>Baseline is the actual 5y Average.

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met.

## NMDOT (PM1) TRENDS AND TARGETS

In setting the 2024 safety targets, NMDOT's method will now hold steady or show declining targets for fatalities and serious injuries for the three-year period.

**FIGURE 6: NUMBER OF FATALITIES IN NEW MEXICO**

### NMDOT PM 1 (Safety) 2024 Targets

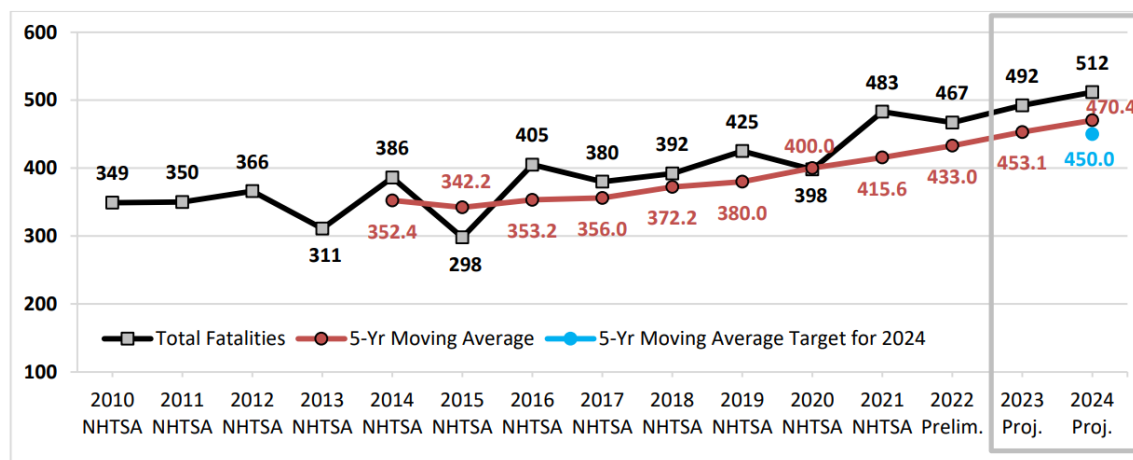


Figure 1 Total Fatalities

**NMDOT 2024 Target for Total Fatalities: 450.0**

**FIGURE 7: FATALITY RATE (PER 100 MILLION VMT) IN NEW MEXICO**

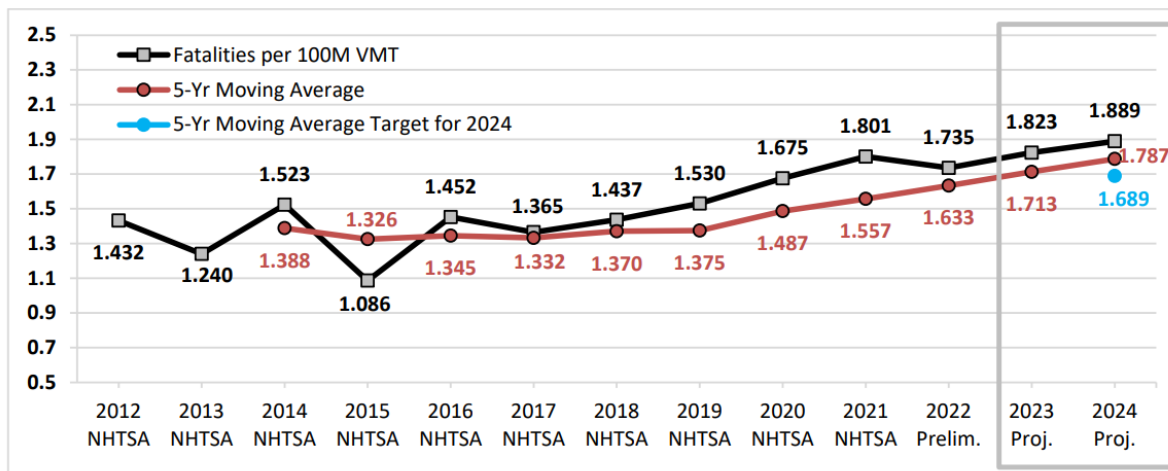


Figure 3 Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)

**NMDOT 2024 Target for Rate of Fatalities: 1.689**

**FIGURE 8: NUMBER OF SERIOUS INJURIES IN NEW MEXICO**

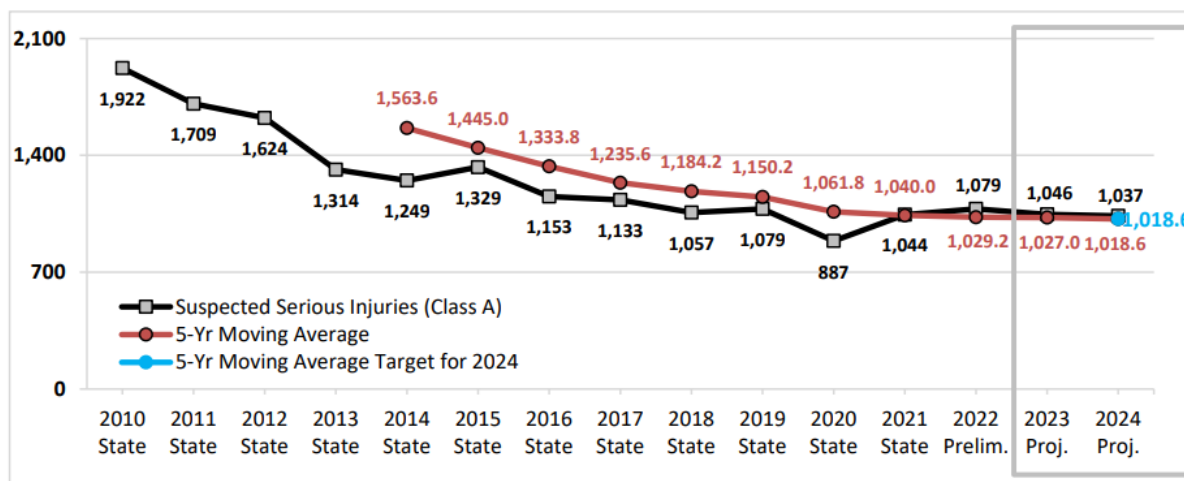


Figure 2 Total Serious Injuries

**NMDOT 2024 Target for Serious Injuries: 1,018.6**

**FIGURE 9: RATE OF SERIOUS INJURIES (per 100 million VMT) IN NEW MEXICO**

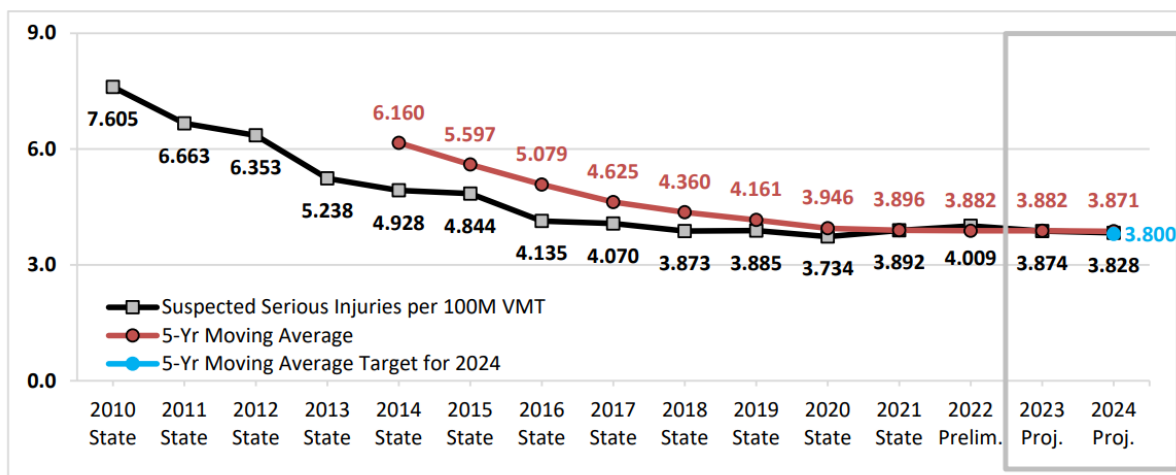


Figure 4 Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)

**NMDOT 2024 Target for Rate of Serious Injuries: 3.800**



**TABLE 7: NEW MEXICO- SAFETY PERFORMANCE TARGET ASSESSMENT**

Performance Measure	Desired Trend	Original Targets 2018-2022	Baseline <sup>2</sup> 2018-2022	New Targets 2023	New Targets 2024
Number of Fatalities	↓	421.9	430.6	446.6	450.0
Fatality Rate (per 100 million VMT)	↓	1.645	1.626	1.695	1.689
Number of Serious Injuries	↓	1,030.5	983.9	995.4	1,018.6
Rate of Serious Injuries (per 100 million VMT)	↓	3.842	3.716	3.801	3.800
Number of Non-Motorized Fatalities and Serious Injuries	↓	196.6	200.1	199.4	200.0

<sup>2</sup>Projected value obtained from NMDOT Performance Measure (PM) Target Report- PM1 2023 Safety Targets.

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met

## INFRASTRUCTURE CONDITION (PM2)

Texas state targets for Infrastructure Condition adopted by the EPMPPO Transportation Policy Board are presented in the Table 8. 2-year and 4-year targets for FY 2024 and FY 2026 were adopted on May 19, 2023.

**TABLE 8: INFRASTRUCTURE CONDITION – TEXAS STATE TARGETS**

PM2: INFRASTRUCTURE CONDITION	Baseline	2-Yr Target	4-Yr Target
	2022	2024	2026
Percent of Pavements of the Interstate System in Good Condition	64.5%	63.9%	63.6%
Percent of Pavements of the Interstate System in Poor Condition	0.1%	0.2%	0.2%
Percent of Pavements of the Non-Interstate NHS in Good Condition	51.7%	45.5%	46.0%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	1.3%	1.5%	1.5%
Percent of NHS Bridges Classified as in Good Condition	49.2%	48.5%	47.6%
Percent of NHS Bridges Classified as in Poor Condition	1.1%	1.5%	1.5%

The New Mexico state 2-year and 4-year targets for FY 2023 and FY 2025 were adopted by the Transportation Policy Board on May 19, 2023. (Table 9).

**TABLE 9: INFRASTRUCTURE CONDITION – NEW MEXICO STATE TARGETS**

PM2: INFRASTRUCTURE CONDITION	Baseline	2-Yr Target	4-Yr Target
	2021	2023	2025
Percent of Pavements of the Interstate System in Good Condition	54.0%	42.7%	37%
Percent of Pavements of the Interstate System in Poor Condition	1.7%	3.2%	3.8%
Percent of Pavements of the Non-Interstate NHS in Good Condition	36.7%	40.6%	37.4%
Percent of Pavements of the Non-Interstate NHS in Poor Condition	2.6%	3.2%	3.9%
Percent of NHS Bridges Classified as in Good Condition	36.2%	30.8%	32.9%
Percent of NHS Bridges Classified as in Poor Condition	2.4%	4.1%	5.5%

By agreeing to support the PM2 states' targets the El Paso MPO agrees to:

- Work with the states and relevant stakeholders to address areas of concern for pavement and bridge condition within the metropolitan planning area.
- Coordinate with the states and include the infrastructure condition targets for those measures in the long-range regional transportation plan (MTP).
- Integrate into the metropolitan transportation planning process, the infrastructure goals, objectives, performance measures and targets described in other state transportation plans and processes.
- Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving pavement and bridge condition targets in the MTP, linking investment priorities in the TIP to those infrastructure condition targets.

### **ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2023 – FY 2026; INFRASTRUCTURE CONDITION PROJECTS**

Several projects programmed in the RMS 2050 MTP and the 2023-2026 TIP have been identified to have an infrastructure condition element as part of the project selection criteria and thus help work towards maintaining the highway infrastructure asset system in a state of good repair. These projects include:

- Horizon at Darrington Intersection Improvements. The Project includes intersection & operational improvements consisting of left and right turn lanes, directional islands and medians as well as traffic signal improvements.
- US 62/180 (Montana Ave.) Expressway & Frontage Roads. Project will construct 6-lane expressway and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). In addition, the project will build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. and will include auxiliary lanes and grade separation at intersection. Work includes drainage,

advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd).

- NM 213 widening from NM 404 to TX State Line. The project will widen NM 213 from 2 to 4 lanes.

## SUMMARY OF STATE INFRASTRUCTURE CONDITION PERFORMANCE MEASURES AND TARGETS FOR TXDOT AND NMDOT

The information below summarizes the Highway Infrastructure performance measures, which include four pavement condition measures and two bridge condition measures. Per 23 CFR 490, State Departments of Transportation (DOTs) are required to establish 2- and 4-year targets for these measures. The targets should represent the anticipated condition/performance at the mid-point and end of the 4-year performance period.

State DOTs establish targets at the beginning of each 4-year performance period, and report on progress every two years. When establishing targets, State DOTs have the flexibility to use the methodology they deem most appropriate. FHWA encourages States to review data sets and trends and consider factors that may affect targets. Performance targets should be data-driven, realistic, and attainable and should align with the performance management framework and legislative intent.

### TxDOT (PM2) TRENDS AND TARGETS

Interstate pavements are evaluated based on International Roughness Index (IRI) and pavement surface distress (Rutting, Faulting and Cracking Percent).

For Non-Interstate NHS system pavements there was a transition provision due to the existing pavement data collection cycles. For the first performance period DOTs had the option to set the target based on IRI only or IRI and other surface distresses. Moving forward, TxDOT will be using all distress measures as required by FHWA. However, for the first performance period, TxDOT set the targets using the IRI measure only.

**TABLE 10: SUMMARY OF PAVEMENT MEASURES TRENDS IN TEXAS**

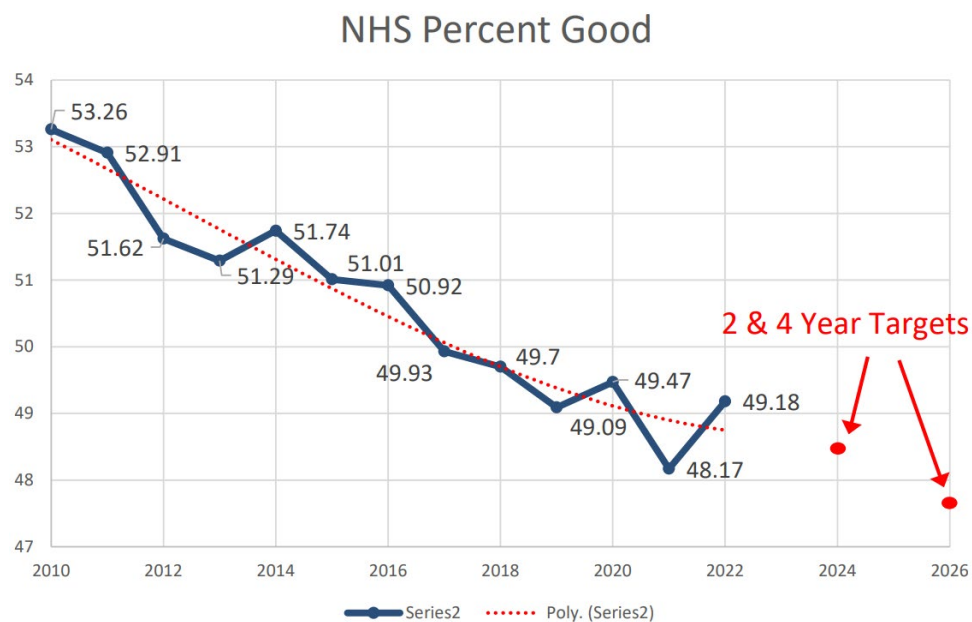
Highway	Performance Measure	2019	2020	2021	2022
IH	Good	65.7%	66.6%	65.8%	64.5%
	Poor	0.2%	0.1%	0.1%	0.1%
Non-IH (NHS)	Good (IRI* Only)		55.2%	54.5%	57.8%
	Good	46.8%	49.2%	48.5%	51.7%
	Poor (IRI* Only)		13.5%	13.7%	11.6%
	Poor	1.2%	1.4%	1.3%	1.3%

For the percent of NHS Bridges classified as in good condition, TxDOT acknowledges the fact that the percent of bridges continue to be on a downward trend and that trend is expected to continue in the short term. TxDOT has renewed its efforts in pursuing more maintenance activities (preservation and

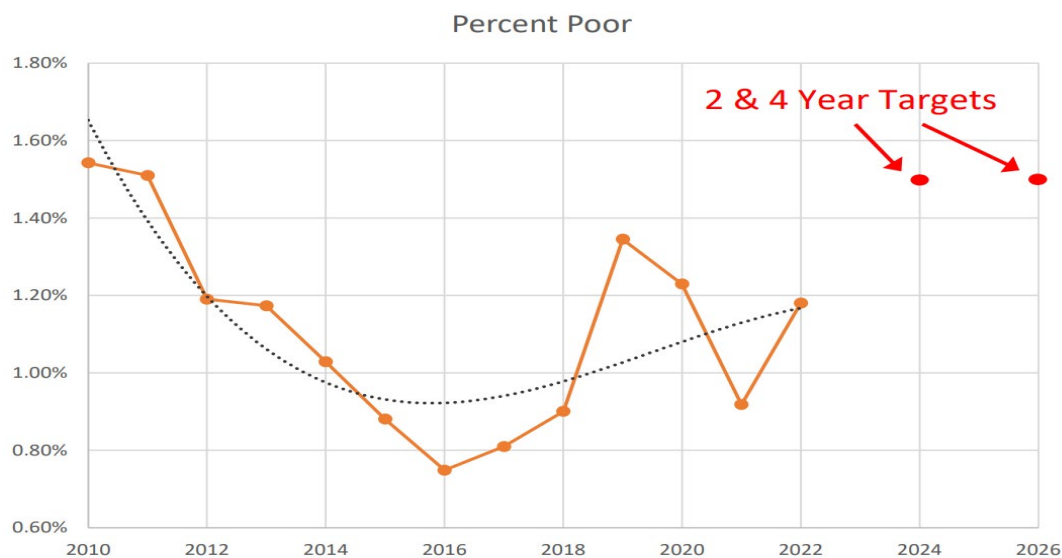
rehabilitation) for bridges and tracking those activities, but the results of those efforts may not be seen in the data for a few years.

For the percent of NHS Bridges classified as in poor condition, TxDOT has a few large deck area bridges that are in fair condition and close to turning to poor condition. A consequence of having such low percent of poor bridges turning poor can have a noticeable impact on the percent poor.

**FIGURE 10: PERCENT OF NHS BRIDGES CLASSIFIED AS IN GOOD CONDITION IN TEXAS**



**FIGURE 11: PERCENT OF NHS BRIDGES CLASSIFIED AS IN POOR CONDITION IN TEXAS**



**TABLE 11: TEXAS- 2022 INFRASTRUCTURE PERFORMANCE TARGET ASSESSMENT**

Performance Measure	Desired Trend	Original Targets (Revised 2021)		Baseline (2022)	New Targets Forecast/Trend	
		2020	2022		2024	2026
Percent of IH Pavements in Good Condition	↑	--	66.5%	64.5%	63.9%	63.6%
Percent of IH Pavements in Poor Condition	↓	--	0.2%	0.1%	0.2%	0.2%
Percent of Non-IH (NHS) Pavements in Good Condition (IRI Only)	↑	52%	54.1%	57.8%		
Percent of Non-IH (NHS) Pavements in Good Condition	↑	--	--	51.7%	45.5%	46%
Percent of Non-IH (NHS) Pavements in Poor Condition (IRI Only)	↓	14.3%	14.2%	11.6%		
Percent of Non-IH (NHS) Pavements in Poor Condition	↓	--	--	1.3%	1.5%	1.5%
NHS Bridges – Good	↑	50.60%	50.40%	49.2%	48.5%	47.6%
NHS Bridges – Poor	↓	0.80%	1.50%	1.1%	1.5%	1.5%

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met

### NMDOT (PM2) TRENDS AND TARGETS

NMDOT established the targets based on anticipated future revenue for the next ten years. All distresses and IRI were used for the first performance period as well as the second performance period targets. The future condition is based on data collected during calendar years 2016-2021 and predicting condition for calendar years 2022 through 2031. Tables 12 and 13 show the collected data for years 2018-2021.

**TABLE 12: SUMMARY OF PAVEMENT MEASURES TRENDS IN NEW MEXICO**

Highway	Performance Measure	2018	2019	2020	2021
IH	Good	70.8	55	56.4	54
	Poor	0.3	0.9	1.2	1.7
Non-IH (NHS)	Good	--	35.8	38.9	36.7
	Poor	--	2.5	2.5	2.6

**TABLE 13: SUMMARY OF BRIDGE MEASURES TRENDS IN NEW MEXICO**

Performance Measure	2018	2019	2020	2021
NHS Bridges - Good	38%	37.6%	36.8%	36.2%
NHS Bridges - Poor	3.1%	3.1%	2.9%	2.4%

**TABLE 14: NEW MEXICO - 2022 INFRASTRUCTURE PERFORMANCE TARGET ASSESSMENT**

Performance Measure	Desired Trend	Original Targets (4yr Revised 2020)		Baseline (2021)	New Targets Forecast/Trend	
		2019	2021		2023	2025
Percent of IH Pavements in Good Condition	↑	--	55.0%	54.0%	42.7%	37%
Percent of IH Pavements in Poor Condition	↓	--	5.00%	1.7%	3.2%	3.8%
Percent of Non-IH (NHS) Pavements in Good Condition	↑	35.6%	34.20%	36.7%	40.6%	37.4%
Percent of Non-IH (NHS) Pavements in Poor Condition	↓	9%	12.00%	2.6%	3.2%	3.9%
NHS Bridges – Good	↑	36%	30%	36.2%	30.8%	32.9%
NHS Bridges – Poor	↓	3.3%	3.3%	2.4%	4.1%	5.5%

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met

### SYSTEM RELIABILITY MEASURES (PM3)

Texas state targets for system performance and freight adopted by the EPMPO Transportation Policy Board are presented in the Table 15. 2-year and 4-year targets for FY 2024 and FY 2026 were adopted on May 19, 2023.

**TABLE 15: SYSTEM RELIABILITY – TEXAS STATE TARGETS**

PM3: SYSTEM RELIABILITY	Original Target	Baseline	2-Yr Target	4-Yr Target
	(Revised 2021)	2021	2024	2026
Interstate Reliability	70%	84.6%	70%	70%
Non-Interstate Reliability	70%	90.3%	70%	70%
Truck Travel Time Reliability	1.76	1.39	1.55	1.55

The New Mexico state 2-year and 4-year targets for FY 2023 and FY 2025 were adopted by the Transportation Policy Board on May 19, 2023. (Table 16).

**TABLE 16: SYSTEM RELIABILITY – NEW MEXICO STATE TARGETS**

PM3: SYSTEM RELIABILITY	Original Target	Baseline	2-Yr Target	4-Yr Target
	(Revised 2021)	2021	2023	2025
Interstate Reliability	95.1%	98.5%	95.1%	95.1%
Non-Interstate Reliability	90.4%	97.5%	94.1%	94.1%
Truck Travel Time Reliability	1.15	1.23	1.30	1.30

By agreeing to support the System Performance & Freight (PM3) states' targets the El Paso MPO agrees to:

Continue implementation of policies and programs aimed at maximizing the existing system capacity, reducing demand through implementation of travel demand management strategies, and strategically adding new interstate capacity.

### **ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2023 – FY 2026; SYSTEM PERFORMANCE & FREIGHT PROJECTS**

Several projects programmed in the RMS 2050 MTP and the 2023-2026 TIP have been identified to have a system performance/freight element as part of the project selection criteria and thus work towards improving the efficiency of the surface transportation system to meeting the targets. These projects include:

- Horizon at Darrington Intersection Improvements. The Project includes intersection & operational improvements consisting of left and right turn lanes, directional islands and medians as well as traffic signal improvements.
- Interstate Highway 10 Frontage Road Extension from Executive Blvd. to Sunland Park Dr. The project includes construction of 2-lane westbound frontage road and frontage road improvements.
- ITS Infrastructure @ Zaragoza and Bridge of the Americas (BOTA) Port of Entry (POE) The project includes the design, construction, and installation of intelligent transportation systems (ITS) at the Bridge of the Americas (BOTA) and Zaragoza Ports of Entry.



- Railroad Dr. Widening and Reconstruction. Addition of one lane in each direction from Purple Heart Highway to Shrub Oak to increase capacity from two to four lanes. The project includes road rehabilitation and reconstruction of existing road from Purple Heart Highway to Shrub Oak Drive.
- Operational Improvements at SH 178 interchange. The project includes interchange improvements to include grade separation(s), rebuild I-10 overpass, U-turns, 4 direct connectors (DC).
- Spur 320 Borderland Expressway Phase I. Construct 2-lane Frontage Roads in each direction and Intersections between BU54 (Dyer) to Railroad Drive.
- Traffic Management Center Upgrade Phase 2-5. The project includes the upgrade of the City of El Paso (COEP) Traffic Management Center and Traffic Signal controller equipment citywide. Phase 1 is the design phase. Phase 2-5 are implementation and construction phases.
- US 62/180 (Montana Ave.) Expressway & Frontage Roads. Project will construct 6-lane expressway and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). In addition, the project will build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. and will include auxiliary lanes and grade separation at intersection. Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd).

## **SUMMARY OF STATE SYSTEM RELIABILITY MEASURES AND TARGETS FOR TXDOT AND NMDOT**

The information below summarizes the Transportation Performance Management (TPM) System Reliability performance measures, which includes two highway reliability measures and one truck travel time reliability measure. Per 23 CFR 490, State DOTs are required to establish 2- and 4-year targets for these measures.

The targets should represent the anticipated condition/performance at the mid-point and end of the 4-year performance period. State DOTs establish targets at the beginning of each 4-year performance period, and report on progress every two years. When establishing targets, State DOTs have the flexibility to use the methodology they deem most appropriate. FHWA encourages States to review data sets and trends and consider factors that may affect targets. Performance targets should be data-driven, realistic, and attainable, and should align with the performance management framework and legislative intent.

## **TxDOT (PM3) TRENDS AND TARGETS**

For the system performance and freight (PM3) targets for TxDOT, the data showed fluctuations that cannot be accounted for with other similar data. As such, consistency, trends, or new norms cannot be established after the analysis. It is anticipated that the COVID-19 pandemic had a great impact on the ability to see a trend, and the traffic “bounce-back” (i.e., new normal) from the pandemic is unknown, so a conservative approach was applied.



FIGURE 12: INTERSTATE RELIABILITY IN TEXAS

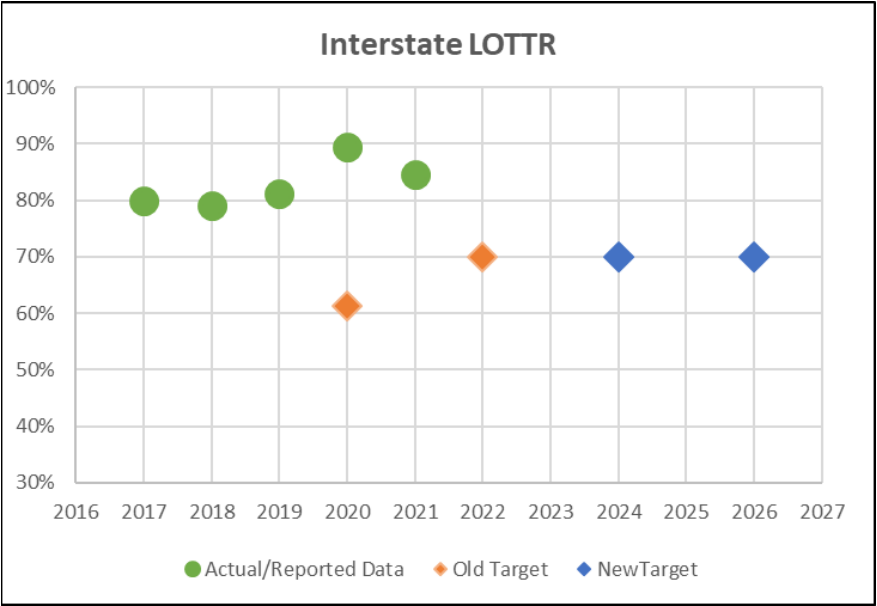
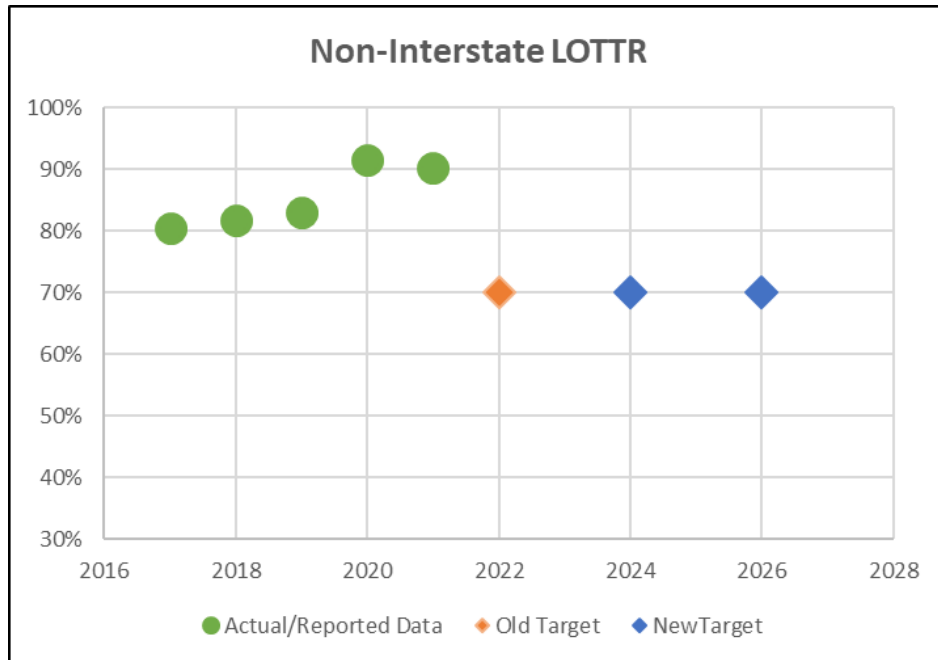
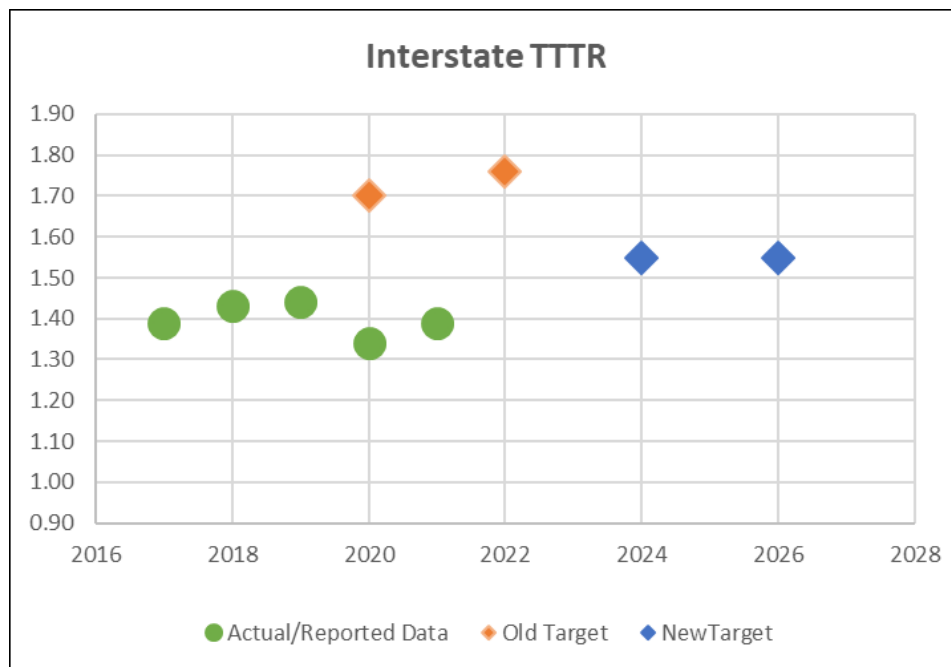


FIGURE 13: NON-INTERSTATE RELIABILITY IN TEXAS



**FIGURE 14: TRUCK TRAVEL TIME RELIABILITY IN TEXAS**



**TABLE 17: TEXAS – SYSTEM RELIABILITY TARGET ASSESSMENT**

Performance Measure	Desired Trend	Original Targets (Revised 2021)		Baseline <sup>1</sup> (2021)	New Targets Forecast/Trend	
		2019	2022		2024	2026
Interstate Reliability	↑	61.20%	70%	84.6%	70%	70%
Non-Interstate Reliability	↑	--	70%	90.3%	70%	70%
Truck Travel Time Reliability	↓	1.7	1.76	1.39	1.55	1.55

<sup>1</sup>Baseline is the actual 5y Average.

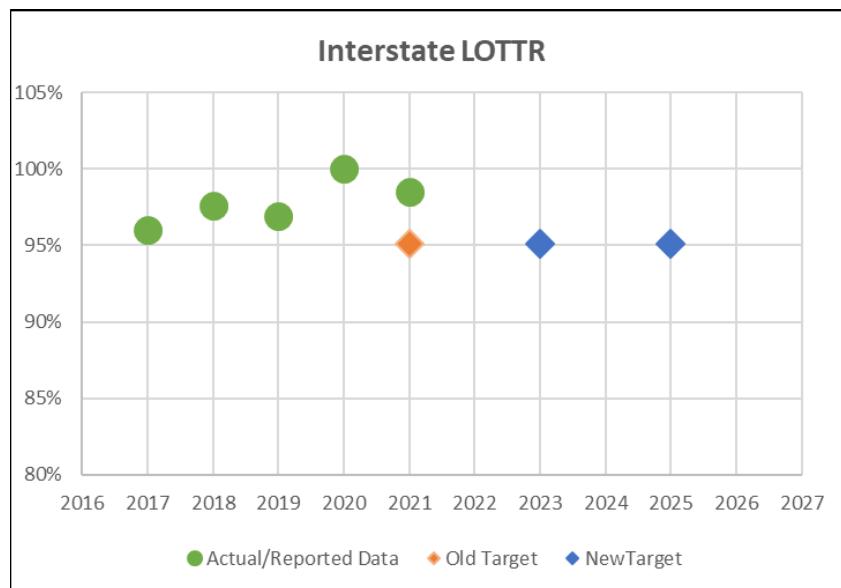
Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met.

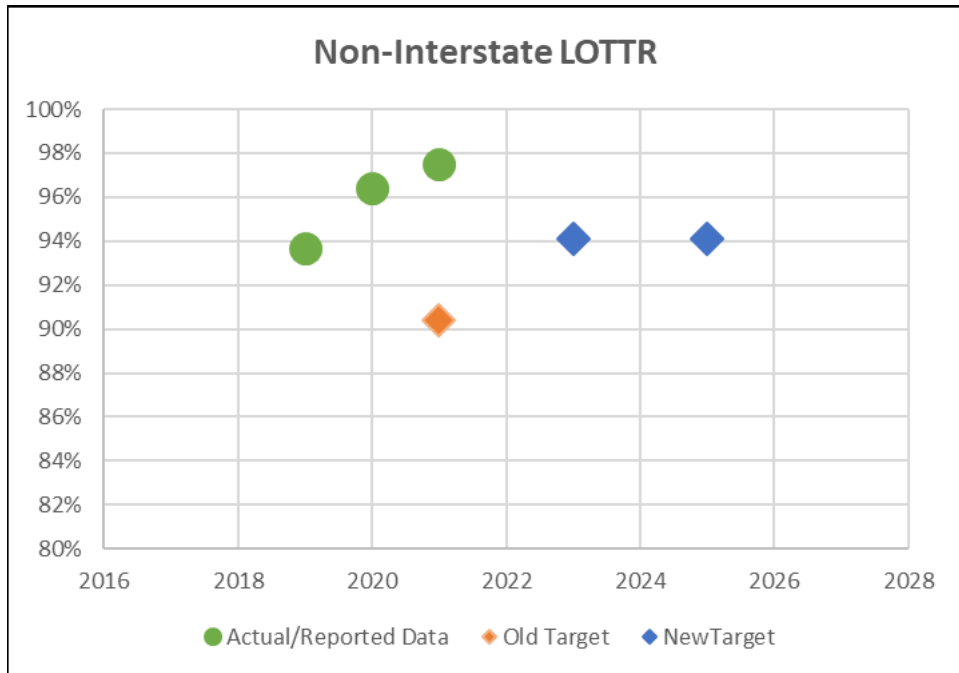
### NMDOT (PM3) TRENDS AND TARGETS

For NMDOT, Interstate Reliability targets, the reliable actual performance assisted in NMDOT's decision to retain the prior target of 95.1% for both the 2- and 4-year targets. For Non-Interstate Reliability targets, the target is 1% less than the Interstate targets. NMDOT believes this represents an acceptable level of reliability and investment in reliability.

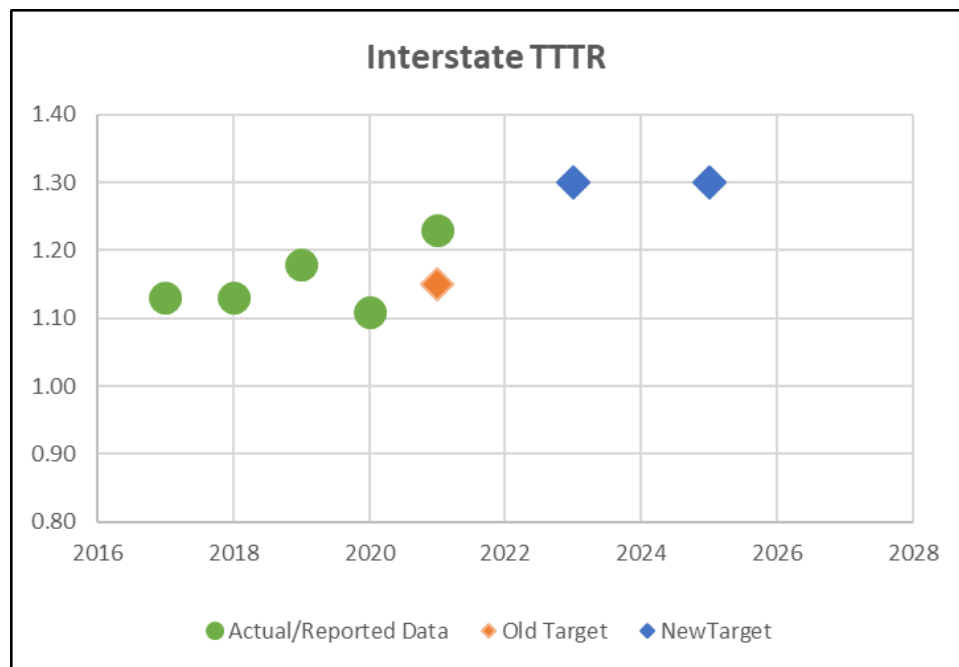
**FIGURE 15: INTERSTATE RELIABILITY IN NEW MEXICO**



**FIGURE 16: NON-INTERSTATE RELIABILITY IN NEW MEXICO**



**FIGURE 17: TRUCK TRAVEL TIME RELIABILITY IN NEW MEXICO**



**TABLE 18: NEW MEXICO – SYSTEM RELIABILITY TARGET ASSESSMENT**

Performance Measure	Desired Trend	Original Targets (Revised 2021)	Baseline <sup>1</sup> (2021)	New Targets Forecast/Trend	
				2023	2025
Interstate Reliability	↑	95.1%	98.5%	95.1%	95.1%
Non-Interstate Reliability	↑	90.4%	97.5%	94.1%	94.1%
Truck Travel Time Reliability	↓	1.15	1.23	1.30	1.30

<sup>1</sup>Baseline is the actual 5y Average.

Baseline numbers colored in red means the target was not met.

Baseline numbers colored in green means the target was met.

### TRAFFIC CONGESTION & ON-ROAD MOBILE SOURCE EMISSIONS REDUCTION (CMAQ) PERFORMANCE MEASURES (PM3)

Nonattainment MPOs are required to establish targets and report progress for the performance measures related to the Congestion Mitigation and Air Quality (CMAQ) program as established in 23 CFR Part 490 (§ 490.707 and § 490.807) for on-road mobile source emissions. As of the effective date for pollutant target setting, the EPMPO was the only Carbon Monoxide (CO) and Particulate matter-10 (PM-10) nonattainment area in Texas and the only PM-10 and Ozone (NOx, VOC) nonattainment area in New Mexico. Methodologies and Emission Targets for these measures have been mutually agreed upon by EPMPO, TxDOT-Transportation Planning and Programming Division and NMDOT-Planning Division.

The effectiveness of the Congestion Mitigation and Air Quality Improvement Program is gauged by the following measures:

- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-SOV travel
- Total Emissions Reduction: Ozone (NOx, VOC)
- Total Emissions Reduction: Particulate Matter less than or equal to 10 microns (PM-10)
- Total Emissions Reduction: Carbon Monoxide (CO)

Unlike the other measures, the CMAQ traffic congestion measures initially only applied to urbanized areas of more than one million population, in all or part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. For the second performance period, the population threshold for the congestion measure dropped to 200,000. Therefore, this is the first time the EPMPO

is required to establish emission targets for the two traffic congestion measures. The second performance period for the two traffic congestion measures (PHED and Non-Single Occupancy Vehicle Travel, or SOV) began on January 1, 2022, and runs through December 31, 2025. (23 CFR 490.105 (e)(4)).

Traffic congestion and on-road mobile source emission reduction targets adopted by the EPMPO Transportation Policy Board on August 19, 2022 are presented below. The traffic congestion targets are presented in Tables 19 and On-Road Mobile Source Emission Targets are presented in Tables 20 and 21.

Given that there is currently no penalty associated with a failure to achieve PHED targets, and that EPMPO can adjust them at the mid-performance report (with the benefit of two more years of data), EPMPO is recommending the 4-8 p.m. peak period and therefore setting a target of no more than nine hours of peak hour excessive delay for the 2-year target, and then hours for the 4-year target as suggested by the analysis developed by the Texas A & M Transportation Institute (TTI).

For Non-SOV, the MPO is using the American Community Survey (ACS) to establish targets. Looking at the estimates provided by TTI, EPMPO proposes to set both the 2-year and 4-year targets at 20%. Using these targets, the goal for this performance period will be to maintain current mode shares. These targets can be adjusted when additional data is available at the mid-performance period report in two years.

**TABLE 19: TRAFFIC CONGESTION TARGETS – EL PASO, TX-NM URBANIZED AREA**

PM3: TRAFFIC CONGESTION	2022 Baseline Score	2-Yr Target	4-Yr Target
	(2021 Actual)	2023	2025
Annual Hours of Peak Hour Excessive Delay (PHED)	8.4	9	10
Percent of Non-Single Occupancy Vehicle (Non-SOV)	20.2%	20%	20%

### **SUMMARY OF STATE ON-ROAD MOBILE SOURCE EMISSIONS REDUCTION MEASURES AND TARGETS FOR TXDOT AND NMDOT**

The information below summarizes the Transportation Performance Management (TPM) On-Road Mobile Source Emissions Reductions performance measures.

The first performance period for the on-road mobile source emissions measure has been completed and was from October 1, 2017 through September 30, 2021. This second performance period is from October 1, 2021, and continues through September 30, 2025. The list of urban areas in the United States as defined by the United States Census Bureau, ordered according to their 2020 census populations ranks El Paso TX-NM as 23rd, with a population of 841,286. For this performance period



the EPMPO is not subject to 2-year targets or the requirement of a CMAQ Performance Plan its minimum population threshold of population of greater than 1 million.

Due to the applicability tables being released before the Ozone determination for El Paso County, EPMPO does not need to report Ozone emissions (VOC, NOX) for Texas for the Second Performance Period, only for the New Mexico which applies exclusively to Sunland Park, NM. For Texas, the Ozone emissions and targets will be reported for the Full Performance Period due Oct 1, 2026.

In order to establish the EPMPO emissions targets for the Texas portion of the MPO, EPMPO and Texas DOT established a methodology that compares CMAQ project emissions from the FHWA User Profile and Access Control System (UPACS) and the EPMPO Transportation Improvement Program (TIP) over the past 4-years to develop targets for the future 4-year CMAQ program.

**TABLE 20: CMAQ – TEXAS STATE TARGETS**

PM3: <b>TRAFFIC CONGESTION</b>	Baseline	2-Yr Target	4-Yr Target
	2021	2023	2025
Total Emissions Reduction: PM-10 (KG/DAY)	5.42	4.54	8.90
Total Emissions Reduction: CO (KG/DAY)	216.50	175.75	367.10

New Mexico is included in the list of 42 State DOTs required to establish targets and report performance for On-road Mobile Source Emissions (Total Emissions Reduction measure for Criteria Pollutants). The measure is limited to nonattainment or maintenance areas, which in New Mexico applies exclusively to the Sunland Park, Anthony and Southern Doña Ana County area, which is within the El Paso MPO (EPMPO) planning area. Specifically, this area is in non-attainment for PM 10 and Ozone. For the Ozone non-attainment designation, EPMPO and NMDOT are required to establish targets and monitor performance for the two precursor pollutants – Nitrogen Oxide (NOx) and Volatile Organic Compounds (VOC).

The EPMPO coordinates with NMDOT on programming New Mexico CMAQ funds allocated to the EPMPO. It was, therefore, mutually agreed upon by NMDOT and the EPMPO to develop 4-year targets for applicable criteria pollutants – in this case PM 10, NOx and VOC- for the state of New Mexico by developing a benefit ratio analysis using the ratio of benefits reported in 2018 to those reported in 2021 for the Texas and New Mexico EPMPO portion and applying the ESTABLISHED emission targets for Texas (second performance period) to estimate future emissions targets in the New Mexico portion of the EPMPO planning area.

By using the Texas methodology as a base, EPMPO and NMDOT are making assumptions that the future (2 years and 4 years) NM CMAQ project (s) quantifiable emissions will be the same in NM as in TX based on type of projects, methodology used to quantify projects, data, assumptions, etc. This is not likely to be the case, but this methodology gives the EPMPO and NMDOT reasonable projections in order to set targets for this reporting period.

These targets and this methodology may be examined and additional data gathered at the mid-point of the performance period. At the time the 4-year target may be adjusted if more reliable data is available (23CFR Part 490 Subparts A, E, F, G & H). These quantifiable targets are reflective of the anticipated cumulative emission reductions for the EPMPO to be reported in the CMAQ Public Access System as required in 23 CFR 490.105 for establishing targets for MPOs.

**TABLE 21: CMAQ – NEW MEXICO STATE TARGETS**

PM3: <b>TRAFFIC CONGESTION</b>	Baseline	2-Yr Target	4-Yr Target
	2022	2023	2025
Total Emissions Reduction: PM-10 (KG/DAY)	0.0071	0.0021	0.0041
Total Emissions Reduction: VOC (KG/DAY)	0.064	0.0108	0.0218
Total Emissions Reduction: NOX (KG/DAY)	0.120	0.0032	0.0060

### **ANALYSIS OF TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2023-2026; TRAFFIC CONGESTION & CMAQ PROJECTS**

Several projects programmed in the RMS 2050 MTP and the 2023-2026 TIP have been identified as part of the project selection criteria to enhance the performance of the transportation system while protecting and enhancing the natural environment and thus work towards meeting the CMAQ targets. These projects include:

- Border Highway West Shared Use Path between Racetrack and Executive Center. The project includes installation of an 11-foot asphalt pavement hike and bike trail with irrigated landscaping.
- Downtown Bicycle Improvements. Construct bike facilities downtown to include: buffered bike lanes, conventional bike lanes, bike boulevards, shared lane markings, & protected bike lanes. The project will include road diets, associated signage, wayfinding, striping, & intersection treatments.
- Dyer Pedestrian Sidewalk Improvements from Gateway Boulevard North to Hercules Ave. Project includes sidewalk improvements to pedestrian connectivity and accessibility on Dyer St from Gateway to Hercules Ave. Improves access to BRIO stations at Dyer and Hercules.
- ITS Infrastructure @ Zaragoza and Bridge of the Americas (BOTA) Port of Entry (POE) The project includes the design, construction and installation of intelligent transportation systems (ITS) at the Bridge of the Americas (BOTA) and Zaragoza Ports of Entry.
- Montana RTS Operating Assistance The projects includes the operations for Montana RTS.

- **Regional Transit Start-Up Assistance** The project will establish Transit Service to provide a more efficient, single, seamless, transit system in El Paso County, Horizon City, Vinton, Anthony, San Elizario, Clint, and Socorro.
- **Traffic Management Center Upgrade Phase 2-5** The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Phase-1 is the design phase. Phase-2 to Phase-5 are implementation and construction phases.
- **Ysleta POE Pedestrian Safety Improvements** The project will design and construct pedestrian safety improvements; pedestrian drop-off/pick-up zones, shade canopies, improved crosswalks, pedestrian illumination, signs, signals, traffic calming, streetlights, landscaping, seating, screening walls, CCTVs, bus stop, and wayfinding.

## TRANSIT ASSET MANAGEMENT (TAM)

On September 21, 2018 the Transportation Policy Board approved two new MPO Planning Memorandums of Understanding (MOU), one for Texas and one for New Mexico. The MOUs outline the roles and responsibilities of the states, the MPO, and the mass transit provider, Sun Metro, in carrying out the metropolitan transportation planning process and associated performance measures. Based on the federal performance measure final rule on Transit Asset Management (TAM) issued in July 2016, MPOs are required to coordinate with transit providers to set performance targets and integrate individual transit providers' performance targets and TAM plans into planning documents.

Initial targets were adopted in September 2018 in cooperation with local and state partners. In February 2023, The El Paso MPO Transportation Project Advisory Committee (TPAC) reviewed the existing plans and recommended that the El Paso MPO Transportation Policy Board (TPB) adopt an updated mixture of targets from TxDOT and Sun Metro for the El Paso MPO. These new targets include track segment performance, to reflect the opening of the El Paso Streetcar. Sun Metro may have agency-level targets that differ from the El Paso MPO adopted targets. These agency-level targets may better meet their needs in planning for state of good repair for Sun Metro. EPMPO will continue to coordinate with Sun Metro to report, track, and adjust the targets over time to meet the El Paso MPO targets.

**TABLE 22: EL PASO TRANSIT ASSET MANAGEMENT 4 YEAR TARGETS**

TRANSIT ASSET MANAGEMENT	2023 TARGET
% revenue vehicles at or exceeding useful life benchmark	<15%
% service vehicles (non-revenue) at or exceeding useful life benchmark	<15%
% facilities rated below 3 on condition scale (TERM)	<15%
% track segments with performance restrictions	>95%

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. Sun Metro's TAM plan was developed to meet that requirement. Sun Metro continuously seeks grants through the regional MPO in order to supplement the competitive and formula funding grants available from the FTA. Primarily Sun Metro applies for FHWA Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funding through the MPO. Funding from these grants are crucial to the agency's State of Good Repair (SGR) program and the resulting Transit Asset Management Plan (TAM). CMAQ funds provide for new and replacement bus funding, to include vehicles needed for new and extended services. Funding also allows for new or enhancements of terminals and stops to include accessibility and passenger amenities if associated with new or extended services. STP provides similar funding but without the new or extended service requirements. This grant funding not only permits Sun Metro to provide efficient and dependable service but supplements funding from other sources necessary to maintain State of Good Repair standards. In FY2019 CMAQ, the federal funding portion obtained through the regional MPO, will total approximately \$5.5M for operating assistance (Dyer and Alameda BRT's and Streetcar services) plus replacement funding for three buses. As of October 2018, Sun Metro had been awarded approximately \$7.1M of funds for new revenue vehicles that were unspent or pending, including grants obtained through the CMAQ program and other grant programs.

### **PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)**

On September 18, 2020 the El Paso MPO adopted the mass transit provider Sun Metro's PTASP. Sun Metro developed their PTASP in compliance with the requirements on 49 CFR 673.11(a) (1-6). The performance measures adopted in this PTASP for fix route, streetcar and paratransit per every 100,000 miles are for:

- Fatalities
- Injuries
- Safety Events
  - Accidents
  - Incidents
  - Occurrences
- System Reliability

**TABLE 23: PERFORMANCE MEASURES ADOPTED IN THE PTASP**

PERFORMANCE MEASURES-FIXED ROUTE PER EVERY 100,000 MILES	FISCAL YEAR			
	2019	2020	2021	2022
Fatalities	0	0	0	0
Injuries	50	45	40	35

Safety Events	Accidents	178	50	45	45
	Incidents	-	78	70	65
	Occurrences	-	50	45	45
System Reliability (Mean Distance Between Failures)		82,864 miles	90,000 miles	95,000 miles	100,000 miles

PERFORMANCE MEASURES-STREETCAR PER EVERY 100,000 MILES		FISCAL YEAR			
		2019	2020	2021	2022
Injuries		9	7	6	5
Safety Events	Accidents	2	1	1	0
	Incidents	9	7	6	5
	Occurrences	9	7	6	5
System Reliability (Mean Distance Between Failures)		2,879 hrs.	2,900 hrs.	2,950 hrs.	3,000 hrs.

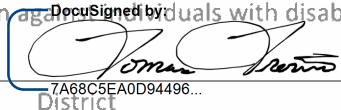
PERFORMANCE MEASURES-PARATRANSIT PER EVERY 100,000 MILES		FISCAL YEAR			
		2019	2020	2021	2022
Injuries		8	8	6	5
Safety Events	Accidents	20	17	15	12
	Incidents	25	22	19	15
	Occurrences	32	25	23	20
System Reliability (Mean Distance Between Failures)		87,019 miles	88,000 miles	90,000 miles	91,000 miles



### MPO SELF-CERTIFICATION

In accordance with 23 CFR Part 450.336 and 450.220 of the Fixing America's Surface Transportation Act (FAST Act), the Texas Department of Transportation, and the El Paso Metropolitan Planning Organization for the El Paso urbanized area(s) hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended ( 42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93
3. Title VI of the Civil Rights Act of 1964, as amended ( 42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act ( Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 ( 42 U.S.C. 12101et seq.) and 49 CFR parts 27, 37, and 38 ;
8. The Older Americans Act, as amended ( 42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 ( 29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
 7A68C5EA0D94496...  
 District

Texas Department of Transportation

Tomas Trevino, P.E.

District Engineer

4/29/2024

Date

  
 Metropolitan Planning Organization  
 Policy Board Chairperson

Oscar Leeser

Chairperson

4/29/2024

Date





## MPO SELF-CERTIFICATION FOR NON-ATTAINMENT AREAS CERTIFICATION STATEMENT

The following information provides a summary of policies, procedures, and planning activities of the El Paso Metropolitan Planning Organization (MPO) and its Transportation Policy Board set forth to meet the requirements of federal transportation and air quality planning regulations in carrying out the FY 2022 and FY 2023 Unified Planning Work Program for Regional Transportation Planning and biennial development of the Transportation Improvement Program.

**Metropolitan Planning:** 23 U.S.C. 134, 49 U.S.C 5303, and implementing regulations;

The EPMPO's planning process is based on using state-of-the-art procedures, encompassing accurate data and methodologies, applied in a professional and unbiased manner. This planning process is carried out through an open approach that includes all local, state and federal transportation and air quality related agencies and organizations, local elected officials, and the public in the decision-making process. The continued focus of the MPO planning process is on the use of innovative techniques, as well as facilitating communication and partnerships as key mechanisms for improving mobility and air quality.

This process is carried out through the implementation of the Unified Planning Work Program through Performance Based Planning and the development of a financial and fiscally constrained long-range multi-modal transportation plan for the region; the biennial development of the Transportation Improvement Program; the development and adoption of the Metropolitan Transportation Plan every four years; the ongoing implementation of the region's Congestion Management Process focusing on the Travel Demand Management (TDM), Transportation Systems Management (TSM), and Intelligent Transportation System (ITS) technology; working closely with transportation providers throughout the region to conduct major investment and corridor feasibility studies which serve to evaluate, refine, and select transportation options for implementation; and ensuring that policies, programs, and projects when implemented will result in improved air quality for the region through the air quality conformity process.

**Statewide Planning:** U.S.C. Title 23, Sec. 135, U.S.C. Title 49, Ch. 53, Secs 5307-5311 and 5323(I); and 23 CFR Part 450.220

EPMPO works closely with TXDOT-El Paso District Office, the TXDOT Transportation Planning and Programming Division, and the Texas Transportation Commission to support the planning, funding, and implementation of transportation improvements. Whenever called upon, planning assistance is provided to assist TXDOT in meeting Statewide Planning requirements. The MPO and the State share financial information to carry out the financial constraint requirements of the planning process.



**Clean Air Act: Air Pollution Prevention and Control:** In non-attainment and maintenance area, section 174 and 176 © and (d) of the Clean Air Act, as amended (42, U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

It is the policy of the EPMPO and its Transportation Policy Board that the continuing, cooperative, and comprehensive transportation planning process carried out by the MPO shall be done in coordination with the transportation-air quality planning process carried out by the State of Texas. Furthermore, it is the policy of the EPMPO and its Transportation Policy Board to not adopt a Metropolitan Transportation Plan or a Transportation Improvement Program until each plan or program has been demonstrated to be in conformity with the State Implementation Plan for Air Quality, including the air quality conformity requirements as set forth in the Clean Air Act Amendments of 1990. Resources are allocated biennially as part of the Unified Planning Work Program to ensure the coordination of the EPMPO transportation and air quality planning activities, and support determination of the air quality conformity process of the Metropolitan Transportation Plan and the Transportation Improvement Program. The EPMPO is an active partner with state and federal agencies as a member of the Air Quality Conformity Consultation Process.

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

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

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

The EPMPO follows the City of El Paso's Disadvantaged Business Enterprise which in turn follows the TXDOT DBE Plan. Funding is allocated as part of the Unified Planning Work Program to maintain an analytical approach



that produces procedures that meet Environmental Justice requirements by ensuring that federally-funded transportation projects adequately consider effects on low-income and minority segments of the population.

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

It is the policy of the EPMPO to ensure that all agency programs and services are accessible to people with disabilities and are in compliance with the applicable regulations as a condition of receiving Federal financial assistance from the Department of Transportation. The EPMPO will make reasonable accommodations to a qualified individual with a disability who attends on-site meetings, and meeting facilities meet this requirement. Every effort is made to ensure that meeting facilities off-site are ADA accessible. A notice is published in advance of all MPO public meetings that reasonable accommodations will be provided for meeting locations on and off-site with a phone number and contact persons listed to provide assistance if needed. As direct recipients of FTA Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities Program) funding, the EPMPO staff is actively involved in various ADA-related initiatives which are being carried out by the sub-recipients, and the review of ADA compliance documents developed by the region's transit and paratransit agencies, all of which focus on ensuring that transportation programs and services across the region are accessible to those citizens with disabilities.

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

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