# **DESTINO 2021-2024** TRANSPORTATION IMPROVEMENT PROGRAM





El Paso Metropolitan Planning Organization

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## DESTINO 2021-2024 Transportation Improvement Program (TIP)



## **El Paso Metropolitan Planning Organization**

211 N. Florence, Room 202

El Paso, Texas 79901

Phone: (915) 212-0258 Fax: (915) 212-0257

www.elpasompo.org

Public Comment/Involvement period

March 29<sup>th</sup> – April 28<sup>th</sup> October 16th - 23th November 6th - 13th January 15th - 22nd 2021

#### Virtual public meeting

April 8<sup>th</sup>, 2020

## **Participating Agencies**

City of Anthony, NM City of El Paso, TX City of San Elizario, TX City of Socorro, TX City of Socorro, TX City of Sunland Park, NM County of El Paso, TX Dona Ana County, NM Otero County, NM Town of Anthony, TX Town of Anthony, TX Town of Clint, TX Town of Horizon City, TX Village of Vinton, TX New Mexico Department of Transportation, District 1 New Mexico Department of Transportation, District 2 Texas Department of Transportation, El Paso District 24

Prepared by:

El Paso Metropolitan Planning Organization

Approved by:

Transportation Policy Board (TPB), May 22, October 23, November 13, 2020 & Jan 22, 2021

Submitted to:

FHWA and FTA

Prepared in cooperation with the Texas Department of Transportation, the New Mexico Department of Transportation, the U.S. Department of Transportation, the Federal Highway Administration and the Federal Transit Administration.

### 1. Metropolitan Planning Organization

Federal regulations require the creation and management of a Metropolitan Planning Organization (MPO) for every urban area having a population of more than 50,000. Federal regulations require that the TIP shall cover a period of not less than four years, and be updated at least every four years. The El Paso MPO, which was designated by the City of El Paso, Texas, in 1988, produces a fiscally constrained TIP covering a period of four years.

The El Paso's Transportation Policy Board (TPB) is responsible for transportation planning and programming for the El Paso MPO. The TPB directs MPO staff through the Executive Director of the MPO. The MPO office is located at 211 N. Florence, Room 202, El Paso, Texas. The MPO's planning area is El Paso County, Texas, southern Dona Ana County, New Mexico, and a small portion of Otero County, New Mexico. The MPO coordinates urban area-wide multi-modal transportation plans, which involve the study of present transportation regional patterns in relation to current and projected development.

The MPO is responsible for the preparation of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other documents as required by federal regulations. The MTP and the TIP accommodate future traffic by improving transportation facilities and programs, expanding transit services, and planning new highways and arterials.

## 2. Role of the Transportation Policy Board

The Transportation Policy Board (TPB) was established for the purpose of setting transportation policy to ensure that regional transportation projects and studies are developed in accordance with federal and state laws, rules and regulations. The TPB is composed of elected public officials from local governments, membership from the Texas Department of Transportation (TXDOT), the New Mexico Department of Transportation (NMDOT), Texas and New Mexico State Senators and Representatives, the City of El Paso's mass transit provider, and Sun Metro. See section six for the structure of the Transportation Project Advisory Committee (TPAC), which makes recommendations to the TPB for approval of project selection, and technical issues for planning and programming transportation projects in the region.

### 3. Purpose of the Transportation Improvement Program

The TIP is a short-range program of transportation improvements for the MPO's planning area, and is required by federal law. The TIP is prepared and coordinated by MPO staff with participating agencies that implement transportation projects and programs in accordance with regulations issued by the United States Department of Transportation.

Before adoption by the TPB, the draft TIP is reviewed by the implementing agencies, and is presented for public involvement for at least 30 days. Local officials, the Texas Department of Transportation, the New Mexico Department of Transportation, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) use the adopted TIP as a guide in budgeting funds for regional transportation improvements.

The Destino 2021-2024 TIP is consistent with the El Paso MPO's Destino 2045 Metropolitan Transportation Plan (MTP). The El Paso MPO's Destino documents were produced through a Comprehensive, Cooperative, and Continuing transportation planning process carried on by the MPO in consultation with TXDOT, NMDOT, and the public transit operator(s) in the region. The TIP contains all projects to be funded with federal transportation funds, as well as all regionally significant transportation projects funded with non-federal funds.

The inclusion of a project in the TIP reflects a consensus of priority needs among the citizens living in the MPO study area, locally-elected officials, local transportation agency representatives, transit providers, and representatives of TXDOT and the NMDOT. The TIP is, in effect, a listing of transportation priorities, estimated costs and recommended implementation dates. The TIP may be amended as transportation needs and/or funding levels change.

## 4. Definition of Area

The City of El Paso, as an urban area having a population of over 200,000, is classified as a Transportation Management Area (TMA). The TMA designation applies to the overall metropolitan planning area, which includes the following primary participants:

- City of El Paso
- City of San Elizario
- City of Socorro, TX
- El Paso County
- Mass Transit Provider Sun Metro
- Town of Anthony, TX
- Town of Clint, TX
- Town of Horizon City, TX
- TXDOT-El Paso District
- Village of Vinton, TX
- City of Anthony, NM
- City of Sunland Park, NM
- Dona Ana County, NM
- NMDOT-District 1
- NMDOT-District 2
- Otero County, NM

## 5. Public Participation Plan

The intent of the Public Participation Plan (PPP) for the El Paso Metropolitan Planning Organization (MPO) is to include residents living in the MPO's Study Area, community groups, private and public agencies, and transportation providers in an effort that is proactive and that provides complete information, timely public notice, and full public access to key decisions made through the MPO. The PPP supports early and continuing involvement of the public in developing transportation plans and programs. All documents have, as a minimum, 30 days of continuing public review and comment periods. Concerns of a wide variety of involved parties are integrated into the PPP and the plan encourages and

provides for the greatest level of education on transportation issues. Opportunities for residents to contribute ideas and voice opinions early and often, both during and after the preparation of draft plans and programs is provided by the PPP.

Every effort is made to accommodate traditionally under-served audiences, including low-income and minority households, and persons with disabilities. A concerted effort is made to hold public meetings, public hearings, and open houses at locations that comply with the Americans with Disabilities Act (ADA) requirements, as well as locations in the vicinity of scheduled bus routes.

In compliance with Environmental Justice requirements, the MPO will respond to the needs of lowincome and minority populations by choosing meeting locations, times and formats that are appropriate, accessible and reassuring to affected populations. All accommodations for the visual and/or hearing impaired and Spanish-speaking individuals are provided upon request prior to all public meetings. All public meeting announcements are announced on the MPO website and are published in various local periodicals and announced on regional radio stations.

The PPP applies to the MTP, TIP and may be utilized—with appropriate modifications—for any other MPO document requiring public involvement, including the Public Participation Plan itself, which requires 45 days of public review. Specific Public Participation Plan measures are described in:

- The Metropolitan Transportation Plan (MTP)
- The Transportation Improvement Program (TIP)
- Amendments to Adopted Documents

For a complete copy of the MPO's Public Participation Plan, please contact the MPO at (915) 212-0258 or log on the MPO's web page at <u>www.elpasompo.org</u>.

### 6. Project Selection Process

The TPAC has sixteen (16) voting members. The TPAC makes recommendations to the TPB on issues related to the MTP, TIP, UPWP, transportation studies, and project selection criteria. The TPAC reviews and makes recommendations to the TPB on projects for inclusion in the MPO's MTP and TIP. The TPAC has regularly scheduled monthly meetings, but holds special meetings as necessary. The TPAC members are selected by their agency. Nine (9) voting members of the TPAC (50% plus 1) constitutes a quorum.

Voting Members:	
City of El Paso	1 member
Texas Department of Transportation	1 member
El Paso County (designated by Commissioner's Court)	1 member
Town of Horizon City	1 member
Village of Vinton	1 member
Town of Anthony, TX	1 member

Table 1. The Transportation Project Advisory Committee's membership as of 01/28/2020:

City of Anthony, NM	1 member
City of Socorro	1 member
City of Sunland Park, NM	1 member
City of San Elizario	1 member
Ysleta Del Sur Pueblo	1 member
Sun Metro	1 member
Town of Clint	1 member
New Mexico Department of Transportation (NMDOT)	1 member
Doña Ana County, New Mexico	1 member
University of Texas at El Paso	1 member

The El Paso MPO's Transportation Policy Board (TPB) approved a two-tier project selection process that includes requirements for both the MAP-21 National Goals and the Congestion Management Process strategies. MAP-21 requires MPOs to establish and use a performance-based approach to transportation decision making and development of transportation plans. The planning process established a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas as defined in the MAP-21 Act. A methodology is necessary to reduce project deliverable delays and improve regional planning by the Project Selection Process (PSP). The Fixing America's Surface Transportation Act (FAST Act) maintains current program structures and funding shares between highways and transit, continues efforts of MAP-21, and includes streamlining the approval process for new transportation projects.

The phases of the project selection process begin with Phase 1 Call for projects and Phase 2 Need and Purpose. PSP Tier 1 (MTP) Phase 2.1 MAP-21 National Goals establishes national performance goals for the Federal-aid highway program in seven areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays. PSP Tier 1 (MTP) Phase 2.2 MPO Congestion Management Process Strategies identified travel demand management strategies, traffic operation strategies, public transportation strategies, road capacity strategies and non-CMP strategies. PSP Tier 2 (TIP) Phase 2.3 through 2.3H evaluates a project based on information provided by the sponsoring agency for project financing and project readiness. Phase 3 is the development of a draft Project List, Phase 4 is the TPAC Recommendation, Phase 5 is Public Involvement and Phase 6 is TPB action.

### 7. Performance Measures

Performance measures are quantifiable indicators of progress towards achieving the goals and objectives set forth in the Destino 2045 MTP. The United States Department of Transportation has enumerated several performance measures that the El Paso MPO will report progress towards to demonstrate compliance with MAP-21 and the FAST Act. The measures set forth by the USDOT can be considered "tracking" measures, as they rely primarily on observed data to identify trends. To help the MPO position itself to be successful at reporting progress towards the targets it will adopt through the Texas and New Mexico DOTs on the federal tracking measures. The Destino 2045 and the Destino 2021-2024 TIP proposes the use of several planning-level performance measures that the

MPO can estimate or forecast using its existing modeling tools. These measures provide a proxy for the relative performance of different mixes of potential TIP projects – i.e. "alternatives" – and to help the MPO select the best program of projects to help its meet the goals set forth by the community through the visioning process as well as the targets it will set under federal law.

The planning-level performance measures recommended for the Destino 2045 (Table 2) can be roughly categorized within the goals of the plan, although several of these measures indicate progress towards multiple goals. Additionally, some indicators (such as crash rates) that are useful for identifying deficiencies on the existing system are not easily adaptable to forecasting tools. For these goals, the Destino 2045 recommends performance measures that describe the overall program of projects' ability to introduce safety improvements at crash hotspots, replace deficient infrastructure, and address access and/or operational concerns at Ports of Entry.

GOALS	ALTERNATIVES EVALUATION PERFORMANCE MEASURES				
Safety	Number of projects that include safety enhancements located near crash hotspots				
Maintenance & Operations	Number of projects that repair or replace deficient bridges or pavements				
Mobility	Speed Index Annual hours of delay				
Accessibility & Travel Choice	Percentage of jobs, key destinations, and population within ½ mile of high-quality, rapid transit Commute times from Environmental Justice zones Percentage non-SOV trips Average trip costs Number of projects that improve operations or multimodal access at current or future POEs				
Sustainability	Estimated emissions Total VMT & VMT per capita				
Economic Vitality	Annual hours of delay along major freight corridors Percentage of jobs accessible within 30 minutes (by any mode)				
Quality of Life	There is no specific performance measure for this goal. The indicator for this goal is a summary of performance on each goal alternative relative to the other alternatives.				

Table 2. Performance Measures

### 8. Most Used TIP funding Sources

Table 3. The 12 Traditional federal funding sources used in Texas

CATEGORY	DESCRIPTION
1-Preventive Maintenance and Rehabilitation.	Preventive maintenance and rehabilitation of the existing State Highway System. The rehabilitation funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, rehabilitation of signs, pavement markings, striping, etc. The Transportation Planning and Programming Division may approve the use of rehabilitation
	Programming Division may approve the use of rehabilitation

	funds for the construction of interchanges and HOV lanes on the Interstate Highway System. Rehabilitation funds may not be used for the construction of new SOV lanes.			
2 – Metropolitan Area (TMA) Corridor Metro Projects	Mobility and added capacity projects on major state highway system corridors, which serve the mobility needs of the Metropolitan Areas (TMA) MPOs.			
3 -Non-Traditional Funding	This funding category will place all the non-traditional funding categories in Texas into Category 3.			
4 – Statewide Connectivity Corridor Projects	Mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors, serving mobility needs throughout the state.			
5 – CMAQ	Addresses attainment of national ambient air quality standard in the non-attainment areas (currently Dallas-Fort Worth, Houston, San Antonio and El Paso). Funds cannot be used to add capacity for single occupancy vehicles.			
6 – Consolidated Structure Rehabilitation	Replacement or rehabilitation of eligible bridges on and off the state highway system (functionally obsolete or structurally deficient). Replacement of existing highway-railroad grade crossings, and the rehabilitation or replacement of deficient railroad underpasses on the state highway system. Specific locations evaluated by cost- benefits derived index (benefits such as improved traffic flow, accident/fatality reduction).			
7 – STP Metro-Mobility	Transportation needs within metropolitan area boundaries with populations of 200,000 or greater. Projects selected by Metropolitan Planning Organizations (MPOs).			
8 – STP Safety – Federal Hazard Elimination Programs	Safety related projects – on and off state highway system. Projects are evaluated using three years of accident data, and ranked by Safety Improvement index.			
8 – STP Safety – Federal Railway Highway Safety Program	Installation of automatic railroad warning devices at hazardous railroad crossing on and off state highway system, selected from statewide inventory list which is prioritized by index (# of trains per day, train speed, ADT, type of existing warning device, train- involved accidents within prior five years, etc).			
9 – Enhancements	Projects above and beyond what normally is expected for transportation enhancements – twelve general activities as outlined since TEA-21. Projects recommended by local government entities, reviewed and recommended by committee, selected by Texas Transportation Commission.			
9– Transportation Alternatives Set-Aside (TASA)	Transportation-related activities as described in the Transportation Alternatives Set-Aside Program, such as on and off-road pedestrian and bicycle facilities, and infrastructure projects for improving access to public transportation.			
10 – Miscellaneous – State Park Roads 1992	Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. subject to Memorandum of			

	Agreement between TXDOT and TPWD. Locations selected and prioritized by TPWD.		
10 - Miscellaneous-Railroad Grade Crossing Replanking Program 1992	Replacement of rough railroad crossing surfaces on the state highway system (approximately 140 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad and drainage) and cost per vehicle using the crossing.		
10 - Miscellaneous-Railroad Signal Maintenance Program 1992	Contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.		
10 - Miscellaneous- Construction Landscape Programs 1992	New landscape development projects such as typical Right of Way landscape development, rest area/picnic area landscape development, erosion control and environmental mitigation activities on the state highway system.		
10 - Miscellaneous- (Federal) 1992	Federal programs such as Forest Highways, Indian Reservation Highways, Federal Lands Highways, and Ferry Boat Discretionary.		
11 – District Discretionary	Miscellaneous projects on the state highway system selected at the district's discretion. A portion of these funds may be used off the state highway system.		
12 – Strategic Priority	Commission selected projects, which promote economic development, provide system continually with adjoining states and Mexico or address other strategic needs as determined by the commission.		
Proposition 1	Allocates money from the rainy day fund to State Highway Fund for construction, maintenance and rehabilitation.		
Proposition 7	Supplies funding to the State Highway Fund from sales and use tax and state motor vehicle tax to build, maintain and restore non- tolled public roads.		
FTA Section 5307	Mass Transit apportionment to urbanized areas based on population and operating performance.		
FTA Section 5309	Funding for major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.		
FTA Section 5339	Mass Transit discretionary funds for capital projects only.		
FTA Section 5310	Provides federal funds to private nonprofit entities for the transportation of elderly and/or disabled persons.		
FTA Section 5311	Rural Transit Program		

## 9. Air Quality

The El Paso Metropolitan Planning Organization (MPO) requested the Texas Commission on Environmental Quality (TCEQ) to petition EPA for a re-designation of the Carbon Monoxide (CO) non-attainment area to attainment status, and EPA proposed approval of the re-designation request, and a maintenance plan on August 4, 2008. The proposal was a direct final, effective on October 3, 2008. The maintenance State Implementation Plan (SIP) for CO for the El Paso MPO was operating under a motor vehicle emission budget of 29.66 tons/day. The carbon monoxide (CO) limited maintenance plan was approved on September 8, 2017 (effective October 10, 2017).

For Particulate Matter 10 (PM-10) the SIP has a motor vehicle emissions budget of 12.05 tons/ day. Texas Administrative Code 30 TAC §111.147(1)(E) was developed in an effort to help develop a maintenance status for PM-10. These efforts include the pavement of new alleyways, unpaved alleyways not being used for residential garbage and recycling collection, and use of reclaimed asphalt pavement as an alternate means to pave the road. Texas Administrative Code 30 TAC §111.147(2) was developed to change the frequency of street sweeping in an effort that the City of El Paso can achieve the goal of street sweeping. In New Mexico, Doña Ana County implemented an erosion control regulations ordinance No 194-2000 to enhance the containment of PM-10 and reduction of negative health effects caused by the creation of fugitive dust. In addition, both the Texas and New Mexico developed a Natural Events Action Plan (NEAP). The NEAP provides analysis and documentation of the exceedances as attributable to uncontrollable natural events due to unusually high winds. In addition, the NEAP is designed to protect public health, educate the public about high wind events, mitigate health impacts on the community during future events, and identify and implement Best Available Control Measures (BACM) for man-made sources of windblown dust.

The MPO boundary had been expanded into a portion of Otero County and additional portions of Doña Ana County, New Mexico, a marginal PM-10 non-attainment area in Anthony, NM is within the area covered by the MTP and TIP. The New Mexico Department of Transportation (NMDOT) and their consultants may prepare a qualitative analysis of roadway projects that fall within the non-attainment area. A small portion of Dona Ana County (Sunland Park), NM was designated non-attainment under 2015 Ozone NAAQS on June 4, 2018 (Effective August 3, 2018) (83 FR 25776). The NMED is currently developing a nonattainment State Implementation Plan (SIP) for the Sunland Park area to meet the requirements of the 2015 O3 NAAQS. In general, a nonattainment SIP for a marginal area must include an emissions inventory, adoption of Reasonably Available Control Technologies (RACT), nonattainment permitting programs, and an emissions offsetting program. The emission inventories SIP will not include a Motor Vehicle Emissions Budget and must be submitted to EPA no later than August 3, 2020. The remainder of the nonattainment SIP elements must be submitted to EPA by August 3, 2021.

Before the TIP is given final approval by the Federal Highway Administration (FHWA), it must be approved for air quality conformity. The MPO prepares an Air Quality Transportation Conformity Statement for the TIP, and comments are received through the public involvement process. The conformity statement is forwarded to the Texas Department of Transportation (TXDOT) and New Mexico Department of Transportation (NMDOT), TCEQ and other state and federal agencies for review through the State Consultative Procedures.

The statement is sent to the Texas and New Mexico FHWA State Division office for review and final approval. The FHWA consults with the Federal Transit Administration (FTA), and the statement is forwarded to the EPA. The FHWA takes into account any comments received by the general public, TCEQ, FTA or the EPA concerning the advisability of constructing certain projects, and grants approval based on federal guidelines. A similar process is followed with New Mexico state agencies such as the New Mexico Environmental Department (NMED), and the New Mexico FHWA State Division office.

The Destino 2021-2024 TIP is part of the Destino 2045 MTP. Transportation Conformity for the Destino 2021-2024 TIP will be determined as part of the conforming Destino 2045 MTP. The conformity statement is evaluated according to the amount of carbon monoxide (CO),

particulate matter (PM-10), volatile organic components (VOCs) and oxides of nitrogen (NO<sub>x</sub>) emissions that are projected from the existing transportation network along with proposed projects. Changes in conformity rules contain several important differences from previous conformity determinations. Budget tests are made for PM10 and CO, and the no-greater-than-baseline year interim emission test for Ozone.

MOVES 2014a, an emissions modeling tool to help determine the amount of emissions produced by vehicles, was be used for the Destino 2045 MTP and Destino 2021-2024 TIP. The Texas Transportation Institute (TTI) is under a TXDOT contract to run the MOVES model for El Paso.

Projects marked "Exempt" may proceed towards implementation even in the absence of a conforming transportation plan and TIP. The EPA listed certain categories of projects as being exempt from conformity requirements in the Federal Register.

El Paso County, and southern Dona Ana County, New Mexico, and a small portion of Otero County, New Mexico are included on the same traffic model for the purpose of conformity determination. Separate figures are calculated for each area for vehicle miles traveled (VMT) and emissions. The El Paso County conformity determination reports CO, and PM-10 emissions where they must conform to the motor vehicle emissions budget tests. Southern Doña Ana County (including Sunland Park, Santa Teresa, La Union and the Gadsden High School area) does not currently have any emission budget tests. No tests are run for the Anthony, New Mexico PM-10 non-attainment area, since only a qualitative analysis is required.

Once the Destino 2021-2024 TIP receives final approval by the Transportation Policy Board, this TIP is included in NM & TX Statewide Transportation Plans (STIP's), and the document will be available for distribution upon request.

### **10. Grouped Documentation**

Under 23 CFR 450.324(i) projects proposed for FHWA and/or FTA funding that are not considered by the State and MPO to be of appropriate scale for individual identification in a given program year **may be grouped by function, geographic area, and work type** by using applicable classifications under 23 CFR 771.117(c) and (d). In non-attainment and maintenance areas, these classifications must be consistent with the exempt project classifications contained in the U.S. EPA transportation conformity requirements (40 CFR Part 51).

The El Paso MPO is participating by grouping some projects in the Transportation Improvement Program (TIP) that are covered in the Texas Statewide Transportation Improvement Program (STIP). The Texas STIP can be located at <a href="http://www.txdot.gov/government/programs/stips.html">http://www.txdot.gov/government/programs/stips.html</a> and the New Mexico STIP at <a href="https://www.dot.state.nm.us/content/nmdot/en/POD\_Pubs.html">https://www.txdot.gov/government/programs/stips.html</a> and the New Mexico STIP at <a href="https://www.dot.state.nm.us/content/nmdot/en/POD\_Pubs.html">https://www.dot.state.nm.us/content/nmdot/en/POD\_Pubs.html</a>. Financial accountability for these projects are the responsibility of the STIP, therefore, are not accounted for in the Financial Summary for the El Paso MPO totals. These projects are "exempt" from conformity requirements. These projects do not need policy approval by the TPB for the purpose of revisions. See the following grouped project categories, and the "Definition of Grouped Projects."

DDODOGDO	Table 4. Grouped Projects Categories					
PROPOSED CSJ (TXDOT)	GROUPED PROJECT CATEGORY	DEFINITION				
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do no involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.				
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.				
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation. [See Note 3].				
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.				
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.				
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.				
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.				
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.				
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g., enforcement, tools and education programs).				
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.				
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional				

#### Table 4. Grouped Projects Categories

		land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventive maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles of for minor expansions of the fleet [See Note 4].				
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Padding Trails and related facilities; Recreational Trails related education and safety programs.				

Note 1: Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction)

Note 2: Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped

Note 3: Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual

Note 4: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan

Note 5: Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the revised grouped project category definitions may be grouped. RTP or TA projects that are not consistent with the revised grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.

#### 11. Americans with Disabilities Act (ADA)

During the planning process, every effort is made to accommodate the traditionally under-served public, including low-income and minority households and persons with disabilities. Concerted efforts are made to hold all public meetings, public hearings, and open houses at accessible locations that comply with Americans with Disabilities Act (ADA) requirements, as well as locations in the vicinity of scheduled bus routes. Additionally, TIP projects must comply with ADA requirements for accessibility.

PROJECT CODE	DEFINITION	EXPLANATION
CSJ	Control Section Job Number	TXDOT-assigned number for projects entered into the Unified Transportation Plan (UTP)
CN	Control Number	NMDOT-number assigned for projects in New Mexico State Transportation Improvement Program (STIP)
PROJ ID	Project Identification	Code assigned by the MPO for local tracking/identification; used to relate projects to the Metropolitan Transportation Plan

Table 5

12. MPO Glossary – Project Section

F. CLASS	Federal Functional Classification	Federal classification of streets and highways into functional operating characteristics. Categories: Interstate Other Urban Freeways and Expressways Other Principal Arterials			
FED PROG	Federal Funding Category	PM&R: Preventive Maintenance and Rehabilitation Metro ACP: Metropolitan Area (TMA) Corridor Projects Urban ACP: Urban Area (Non-TMA) Corridor Projects State CCP: Statewide Connectivity Corridor Projects CMAQ: Congestion Mitigation and Air Quality Improvement			
		CSREHAB: Consolidated Structure Rehabilitation STP-MM: Surface Transportation Program - Metro-Mobility SAFE: Safety Projects ENHAN: Enhancement Projects MISC: Miscellaneous Dist Discret: District Discretionary STRATEGIC: Strategic Priority FTA: Federal Transit Administration STP-L: New Mexico, Surface Transportation Program Large Urban STP-FLEX: New Mexico, Surface Transportation Program- Flexible STP-TPS: New Mexico, Surface Transportation Program-Safety BOR/COR: Borders and Corridors			
PHASE	Project Phase for Federal Funding	T - Transfers C – Construction E - Preliminary Engineering R - Right of Way Acquisition			

## Texas Highway Projects FHWA & Other Funds<sup>1</sup>

<sup>1</sup>Congestion Mitigation and Air Quality (CMAQ) Analyses can be found in Appendix A provided upon request and/or attached into the electronic version of this document.



FY 2021 (SEPT - AUG) El Paso Metropolitan Planning Organization							
DISTRICT C	OUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	0924-06-577	CS	C,E	El Paso	COEP	\$5,610,423
TIP PROJECT NAME	: Bicycle li	nfrastructure Citywide			REVISION D	ATE: 07/2020	
LIMITS FROM:	Citywide	Please see TIP History	for complete street name	es)	MPO PROJE	CT ID: M090X	
LIMITS TO:	Citywide	Please see TIP History	for complete street name	es)	MTP REFER	ENCE: M090X	
TIP DESCRIPTION:	s,Conven ctWillInclu	tionalBikeLanes,BikeBL deAssociatedSignage,W		gs,&ProtectedBikeLar ectionTreatments.	redBikeLane FUNDING CA nes.TheProje VOC (Kg/Day) NOX (Kg/Day	): 0.878 CO (Kg/Day): 28.05	3

Total Project Cost	Information:			_ P	Program into D20		4 TIP and <u>21-24 ST</u> Funding by Cate		xempt	
Preliminary Engineering:					Federal Share	State Share		Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0	Cost of	Cat 5	CMAQ	\$4,488,338	\$0	\$0	\$1,122,085	\$0	\$5,610,423
Construction: Construction Engineering:	\$4,795,780 \$0	Approved Phases:	Fu	nd by Share	\$4,488,338	\$0	\$0	\$1,122,085	\$0	\$5,610,423
Contingencies:	\$0	\$5,610,423								
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$5,610,423									

#### PROJECT AMENDMENT HISTORY

I ROJECT AMENDMEN			
STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2018	2021	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021. From: High Ridge from Resler; Escondido from Resler; Ojo de Agua from Westwind; Via Descanso from Ojo de Agua; Via Serena from Via Descanso; Marcus Uribe from Martin Luther King Jr; Sean Haggerty from US 54; Will Ruth from Dyer; Diana from US 54; Stahala from Diana; Hondo Pass from US 54; Magentic from Hondo Pass; Stanton from Cliff; Robinson from Oregon; Cotton from San Antonio; Sixth from Cotton; Val Verde from Paisano; Fonseca from Loop 375; Clark from Delta; Montwood from Viscount; Montwood; Phoenix from Hawkins; Alameda from Loop 375; Pellicano from George Dieter; Peter Cooper from Pellicano; George Dieter from Vista Del Sol; Bob Mitchell from George Dieter; Saul Kleinfeld from Turner; Nolan Richardson from Turner; Pebble Hills from Yarbrough; Lee Trevino from Edgemere
			To:High Ridge to Franklin Hills; Escondido to Westwind; Ojo de Agua to Via Descanso; Via Descanso to Via Serena; Via Serena to High Ridge; Marcus Uribe to Benny Emler; Sean Haggerty to Rushing; Will Ruth to McCombs; Diana to Railroad; Stahala to Hondo Pass; Hondo Pass to Magnetic; Magnetic to Atlas; Stanton to Brentwood; Robinson to Piedmont; Cotton to Sixth; Sixth to Campbell; Fonseca to Delta; Clark to Trowbridge; Montwood to McRae; Montwood to Lee Trevino; Lomaland to Trawood; Phoenix to Giles; Pellicano to Loop 375; Peter Cooper to Ben Proctor; George Dieter to Edgemere; Bob Mitchell to Saul Kleinfeld; Saul Kleinfeld to Bob Mitchell; Nolan Richardson to Pebble Hills; Pebble Hills to Lisa Sherr; Lee Trevino to Trawood
11/2019	2021	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to reduce CAT 5 CMAQ from \$6,830,453 to \$5,610,423, update the Limits and Project Description in FY 2021-Exempt From: High Ridge from Resler; Ojo de Agua from Westwind; Will Ruth from Dyer; Stahala from Diana; 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 To: High Ridge to Franklin Hills; Ojo de Agua to Via Descanso: Will Ruth to McCombs; Stahala to Hondo Pass; Montwood to Lee Trevino; Lomaland to Trawood; Pellicano to Loop 375; Peter Cooper to Ben Proctor; George Dieter to Montwood; Pebble Hills to Lisa Scherr
07/2020	2021	05/2020	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt From:From: High Ridge from Resler; Ojo de Agua from Westwind; Will Ruth from Dyer; Stahala from Diana; 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 To: High Ridge to Franklin Hills; Ojo de Agua to Via Descanso: Will Ruth to McCombs; Stahala to Hondo Pass; Montwood to Lee Trevino; Lomaland to Trawood; Pellicano to Loop 375; Peter Cooper to Ben Proctor; George Dieter to Montwood; Pebble Hills to Lisa Scherr
11/2020	2021	11/2020	Amend the D2045 MTP, D21-24 TIP and 21-24 STIP to updates limits-Exempt From: 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 To: 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
'STIP Rev Date(s)' al	so refer	s to TIP Administrati	ve Amendment (Local Revision) Date

	ARY 13, 20	21			EL PASO MPO				111	TIP PAGE: 2
11:50:55 AM			202		RANSPORTATION IN PASO DISTRICT PR		PROGRAM		And Mataganetican B	enning Organization
					FY 2021 (SEPT - A	-		Ci (		
		CSJ	•		PHASE			PROJECT SPON		YOE COST
TX DIST. 24	EP	0924-06-562		VARIOUS	C,E	El Paso		COEP	:	\$12,016,000
			•	(BD 4)			EVISION DATE:	07/2020		
LIMITS FROM: LIMITS TO:		usiness District				M	PO PROJECT ID TP REFERENCE	: R307D		
TIP DESCRIPTION:	Kansas&0 mFatherR	CampbellConve	ertsTo2wayFror	n8thToPaisano.K	ellKansas6thFatherRa ansasIncludesLnRedu romPaisanoto8th.Bike	from3to2Fro	JNDING CATEGO	DRY: CAT 7 STF	° MM	
REMARKS:		into D2045 MTF	P, D21-24 TIP :	and 21-24 STIP in	FY 2021-Exempt Pro	ject will				
				[	PROJECT HISTO	<del>.</del>				
* Note partial Prelimin	nary Engine	ering was pa d	for in fiscal year	a 2018			IP, 19-22 STIP to	move from FY 20	020 to FY 2021 E	kempt
Total Project C	ost Inform	ation:		-	l	Authorized	Funding by Cate	gory/Share		
Preliminary Engineerin	ng: \$3,680	0,785			Federal Share	State Share	<b>Regional Share</b>	Local Share	Lcl Contribution	n Total Share
Right Of Way:	\$0		Cost of	Cat 7 STP	MM \$9,612,800	\$0	\$0	\$2,403,200	\$0	\$12,016,000
Construction:	\$10,2 <sup>-</sup>	13,600	Approved Phases:	Fund by S	hare \$9,612,800	\$0	\$0	\$2,403,200	\$0	\$12,016,000
Construction Engineer	ring: \$0			, <b>,</b> .						<i>••=,•••,•••</i>
Contingencies:	\$0		\$12,016,000							
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Orde										
Total Project Cost:	\$13,89	94,385								
PROJECT AMENDME	ENT HISTO	RY								
STIP Rev Date(s)										
(-)	FY(S) P	Note/Amend Da	ate Note/Ame	ndment						
(-)	FY(S) M	Note/Amend D	Amend to	deprog from FY 2	014 Cat7 in H13-16 T or PE part 1 see R307			15-18 TIP (simult	aneous submittal);	includes PE part
	FY(S) M	Note/Amend D 10/2005	Amend to 2 & constr When Dev	deprog from FY 2 ruction phase 1 (fo veloping The 2006		D-PĖ in FY 2014 ērry Q Noted Th	4) at Project Needs	To Move (non Mo	odeled) In The 200	
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		10/2005	Amend to 2 & constr When Dev Therefore	deprog from FY 2 ruction phase 1 (fo veloping The 2006 The Project Will I	or PE part 1 see R307 6-2010 Amended Tip 1	D-PE in FY 2014 erry Q Noted Th 2015 Network S	4) aat Project Needs So An Amendmen	To Move (non Mo t To 2030 Was M	odeled) In The 200 Necessary.	
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	2007 2010 2012 2014	10/2005 08/2007 03/2009 05/2012 08/2012	Amend to 2 & constr When Dev Therefore No Exact Moved To Moved W/	deprog from FY 2 ruction phase 1 (fo veloping The 2006 The Project Will I Date, But Project ' Fy 2012 In Tb Tip / Develop Of Missi	or PE part 1 see R307 S-2010 Amended Tip 1 Need To Move To The Was Amended Into Fy 0 2008-2013 on 2035 Mtp, 2011-20	D-PÉ in FY 2014 erry Q Noted Th 2015 Network S 2010 In 2008-20	4) nat Project Needs So An Amendmen 011 Stip/2008-207	To Move (non Mo t To 2030 Was M 13 Tip (transbord	odeled) In The 200 Necessary. er Mtp)	
	2007 2010 2012 2014 2014	10/2005 08/2007 03/2009 05/2012 08/2012 11/2012	Amend to 2 & constr When Dev Therefore No Exact Moved To Moved W/ Stayed In	deprog from FY 2 ruction phase 1 (fo veloping The 2006 The Project Will I Date, But Project ' P Fy 2012 In Tb Tip / Develop Of Missi Fy2014 With Dev	or PE part 1 see R307 3-2010 Amended Tip T Need To Move To The Was Amended Into Fy 0 2008-2013 on 2035 Mtp, 2011-20 elop Of M13-16 Tip	D-PÉ in FY 2014 Ferry Q Noted Th 2015 Network S 2010 In 2008-20 14 Tip Into Fy 20	4) nat Project Needs So An Amendmen 011 Stip/2008-207 014. Cmaq=\$1,533	To Move (non M t To 2030 Was f 13 Tip (transbord 2,398 And Stp-m	odeled) In The 200 Necessary. er Mtp) m=\$9,983,602	5 Net To Fy 2009
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02/2016	2007 2010 2012 2014 2014 2014	10/2005 08/2007 03/2009 05/2012 08/2012 11/2012 10/2013	Amend to 2 & constr When Dev Therefore No Exact Moved To Moved W/ Stayed In Increased Stp Amend To Part 2 & C 2016 Tip 0	deprog from FY 2 ruction phase 1 (for veloping The 2006 The Project Will I Date, But Project ' Py 2012 In Tb Tip / Develop Of Missi Fy2014 With Dev Cost By \$500,000 Deprog From Fy Construction Phas Clean Up And Fy 3	or PE part 1 see R307 3-2010 Amended Tip 1 Need To Move To The Was Amended Into Fy 0 2008-2013 on 2035 Mtp, 2011-20 elop Of M13-16 Tip 0 From M2013-2016 Tr 2014 Cat7 In H13-16 e 1 (for Pe Part 1 See	D-PÉ in FY 2014 erry Q Noted Th 2015 Network S 2010 In 2008-20 14 Tip Into Fy 20 0 H2013-2016 Ti Tip & Prog In Fy R307d-pe In Fy II	<ul> <li>4)</li> <li>at Project Needs</li> <li>So An Amendmen</li> <li>011 Stip/2008-201</li> <li>014. Cmaq=\$1,532</li> <l< td=""><td>To Move (non Mi t To 2030 Was f 13 Tip (transbord 2,398 And Stp-m 4, And Removed H15-18 Tip (sim bep Not Ready To</td><td>odeled) In The 200 Necessary. er Mtp) m=\$9,983,602 d Cmaq Funding, O ultaneous Submitta</td><td>5 Net To Fy 2009 nly Using Cat7 I); Includes Pe</td></l<></ul>	To Move (non Mi t To 2030 Was f 13 Tip (transbord 2,398 And Stp-m 4, And Removed H15-18 Tip (sim bep Not Ready To	odeled) In The 200 Necessary. er Mtp) m=\$9,983,602 d Cmaq Funding, O ultaneous Submitta	5 Net To Fy 2009 nly Using Cat7 I); Includes Pe
02/2016	2007 2010 2012 2014 2014 2014 2014 2018	10/2005 08/2007 03/2009 05/2012 08/2012 11/2012 10/2013 03/2014	Amend to 2 & constr When Dev Therefore No Exact Moved To Moved W/ Stayed In Increased Stp Amend To 2016 Tip 0 Amend to	deprog from FY 2 ruction phase 1 (for veloping The 2006 The Project Will I Date, But Project ' Py 2012 In Tb Tip / Develop Of Missi Fy2014 With Dev Cost By \$500,000 Deprog From Fy Construction Phas Clean Up And Fy : deprogram from F	or PE part 1 see R307 S-2010 Amended Tip T Need To Move To The Was Amended Into Fy 0 2008-2013 on 2035 Mtp, 2011-20 elop Of M13-16 Tip 0 From M2013-2016 To 2014 Cat7 In H13-16 e 1 (for Pe Part 1 See 2017-2018 Project Ca FY 2018 in the H2040	D-PÉ in FY 2014 Ferry Q Noted Th 2015 Network S 2010 In 2008-20 14 Tip Into Fy 20 D H2013-2016 Ti Tip & Prog In Fy R307d-pe In Fy II MTP, H15-18 TIF	4) nat Project Needs So An Amendmen 011 Stip/2008-20 014. Cmaq=\$1,53 ip In Same Fy 201 / 2018 W/ Cat7 In 2014); Due To Co P, 2015-2018 STI	To Move (non M t To 2030 Was I 13 Tip (transbord 2,398 And Stp-m 4, And Removed H15-18 Tip (sim pep Not Ready To P	odeled) In The 200 Necessary. er Mtp) m=\$9,983,602 d Cmaq Funding, O ultaneous Submitta o Let In Fy 2014; D	5 Net To Fy 2009 nly Using Cat7 l); Includes Pe uring Fy 2014-
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02/2016 05/2016 07/2016 2/2018 07/2018	2007 2010 2012 2014 2014 2014 2018 2018 2018 2018 2018 2014 2020 2020 2020	10/2005         08/2007         03/2009         05/2012         08/2012         11/2012         10/2013         03/2014         03/2016         03/2016         03/2018         02/2018         02/2018	Amend to 2 & constr When Dev Therefore No Exact Moved W/ Stayed In Increased Stp Amend To Part 2 & C 2016 Tip 0 Amend to EXEMPT Administra Program I Cost of Ap	deprog from FY 2 ruction phase 1 (for veloping The 2006 The Project Will I Date, But Project ' Py 2012 In Tb Tip / Develop Of Missi Fy2014 With Dev Cost By \$500,000 Deprog From Fy Construction Phas Clean Up And Fy 3 deprogram from F cost by \$500K; R program into H20 atively amend H20 D2045 MTP, D19- pproved Phases: F	or PE part 1 see R307 3-2010 Amended Tip 1 Need To Move To The Was Amended Into Fy 0-2008-2013 on 2035 Mtp, 2011-20 elop Of M13-16 Tip 0 From M2013-2016 Tr 2014 Cat7 In H13-16 e 1 (for Pe Part 1 See 2017-2018 Project Ca FY 2018 in the H2040 emoved CMAQ funds, 40 MTP, H17-20 TIP, 40 MTP, H17-20 TIP, 19-2 STIP, 19-22 STIP, in PE \$1,802,400 plus Co	D-PÉ in FY 2014 Ferry Q Noted Th 2015 Network S 2010 In 2008-20 14 Tip Into Fy 20 D H2013-2016 Ti Tip & Prog In Fy R307d-pe In Fy II MTP, H15-18 TIF using STP funds 17-20 STIP in F <sup>5</sup> 17-20 STIP to cf FY 2020. Inst \$10,213,600	<ul> <li>4)</li> <li>at Project Needs So An Amendmen</li> <li>011 Stip/2008-207</li> <li>014. Cmaq=\$1,533</li> <li>ap In Same Fy 201</li> <li>2018 W/ Cat7 In 2014); Due To Cat7</li> <li>P, 2015-2018 STI s only w/ new MTF Y 2020.</li> <li>mange CSJ from 0</li> <li>0 =\$12,016,000</li> </ul>	To Move (non Mit To 2030 Was Mit To 20300 Was	odeled) In The 200 Necessary. er Mtp) m=\$9,983,602 d Cmaq Funding, O ultaneous Submitta o Let In Fy 2014; D 040 MTP/ Horizon 2 024-06-562. EXEM	5 Net To Fy 2009 nly Using Cat7 I); Includes Pe uring Fy 2014- 2013-2016 TIP)
02/2016 05/2016 07/2016 2/2018 07/2018 11/2019	2007 2010 2012 2014 2014 2014 2014 2018 2018 2018 2018 2014 2020 2020 2020	10/2005         08/2007         03/2009         05/2012         08/2012         11/2012         10/2013         03/2014         02/2016         03/2016         02/2018         02/2018         10/2013	Amend to 2 & constr When Dev Therefore No Exact Moved To Moved W/ Stayed In Stayed In Stayed In Increased Stp Amend To Part 2 & C 2016 Tip 0 Amend to EXEMPT Administra Cost of Ap	deprog from FY 2 ruction phase 1 (for veloping The 2006 The Project Will I Date, But Project ' Py 2012 In Tb Tip / Develop Of Missi Fy2014 With Dev Cost By \$500,000 Deprog From Fy Construction Phas Clean Up And Fy : deprogram from F cost by \$500K; R program into H200 atively amend H200 D2045 MTP, D19- poproved Phases: F e D2045 MTP, D1	or PE part 1 see R307 3-2010 Amended Tip 1 Need To Move To The Was Amended Into Fy 0-2008-2013 on 2035 Mtp, 2011-20 elop Of M13-16 Tip 0 From M2013-2016 Tr 2014 Cat7 In H13-16 e 1 (for Pe Part 1 See 2017-2018 Project Ca FY 2018 in the H2040 emoved CMAQ funds, 40 MTP, H17-20 TIP, 40 MTP, H17-20 TIP, 22 TIP, 19-22 STIP, in PE \$1,802,400 plus Co 9-23 TIP, 19-22 STIP	D-PÉ in FY 2014 Ferry Q Noted Th 2015 Network S 2010 In 2008-20 14 Tip Into Fy 20 0 H2013-2016 Ti Tip & Prog In Fy R307d-pe In Fy II MTP, H15-18 TIF using STP funds 17-20 STIP in F <sup>N</sup> 17-20 STIP to ch FY 2020. Inst \$10,213,600 to update the pro	<ul> <li>4)</li> <li>at Project Needs So An Amendmen</li> <li>011 Stip/2008-201</li> <li>014. Cmaq=\$1,533</li> <li>ap In Same Fy 201</li> <li>(2018 W/ Cat7 In 2014); Due To Cat</li> <li>P, 2015-2018 STI s only w/ new MTF Y 2020.</li> <li>anage CSJ from 0</li> <li>0 =\$12,016,000</li> <li>opject description to</li> </ul>	To Move (non Mit To 2030 Was M	odeled) In The 200 Necessary. er Mtp) m=\$9,983,602 d Cmaq Funding, O ultaneous Submitta o Let In Fy 2014; D 040 MTP/ Horizon 2 024-06-562. EXEM	5 Net To Fy 2009 nly Using Cat7 l); Includes Pe uring Fy 2014- 013-2016 TIP)
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					FY	2021 (SEPT - A	-				
DISTRICT C TX DIST. 24	EP	CSJ 2551-01-01	1	HWY FM 1905		C PHASE	CIT Antho		PROJECT SPOI TXDOT		<u>OE COST</u> 3,500,000
TIP PROJECT NAME						C		-		φ.	5,500,000
			n Roadway (S	6H20 (0 H10)				REVISION DATE:	07/2020		
LIMITS FROM:		MAIN ST)						MPO PROJECT ID:			
LIMITS TO:	I-10		D 1 (01)	00 L U 40 D				MTP REFERENCE:			
TIP DESCRIPTION: REMARKS:		into D2045 MTI		,		tion of Roadway 2021	I	FUNDING CATEGC	IRT: CAT / STE	S-1/11/1	
*Project Sponsor payi	ing for PE a	nd/or ROW Cos	sts, if any.			ROJECT HISTO mend the D2045		TIP, 19-22 STIP to p	program in 2021		
Total Project C	Cost Inform	ation:					Authorize	d Funding by Cate	gory/Share		
Preliminary Engineerin	ng: \$500,	000				Federal Share	State Share	<b>Regional Share</b>	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	Cat 7	STP-MM	\$2,800,000	\$700,000	\$0	\$0	\$0	\$3,500,000
Construction:	\$3,50	0.000	Approved		-	. , ,	. ,				. , ,
Construction Enginee	. ,	-,	Phases:	Funai	by Share	<b>⊅∠,</b> 000,000	<b>₽/UU,UUU</b>	ቅሀ	ΦŪ	ΦU	ຈວ,ວບບ,ບບບ
Contingencies:	\$0		\$3,500,000								
Indirects:	\$0										
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Potential Change Ord	ler: \$0										
Total Project Cost:	\$4,00	0.000									
							STIP in FY 20	21			
'STIP Rev Date(s) TX DIST. 24 <b>TIP PROJECT NAME</b> LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	EP E: Playa Dra Whittier I Elvin Way Playa Dra used path	<b>0924-06-60</b> ain Shared Use Dr. y	2 ed Path (Whitt d Path (Whittie ees, vegetation	ment (Local R CS tier to Elvin) 2 er to Elvin) 202 , and other an	2021 1: The pronenties	C,E	El Pa I		E404X		2,063,990
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TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerii Right Of Way: Construction: Construction Enginee Contingencies: Indirects: Bond Financing: Potential Change Ord Total Project Cost:	EP E Playa Dra Whittier I Elvin Way Playa Dra used path Program Cost Inform ng: \$310, \$0 \$1,75 rring: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	0924-06-603 ain Shared User Dr. y ain Shared User h with shade tre into D2045 MT ation: 436 33,554	2 ed Path (Whittie es, vegetation P, D21-24 TIP Cost of Approved Phases:	ment (Local R CS tier to Elvin) 2 or to Elvin) 202 , and other and and 21-24 ST Cat 9TAP	2021 11: The pro- nenities FIP in FY : PI An TASA	C,E C,E Diject consists of a 2021Exempt ROJECT HISTO mend the D2045 Federal Share \$1,651,192	El Pa a shared	so REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO TIP, 19-22 STIP to p d Funding by Catego Regional Share \$0	07/2020 E404X E404X DRY: Cat 9, Cat program in FY 20 gory/Share Local Share \$412,798	3 )21-Exempt Lcl Contribution \$0	Total Share \$2,063,990
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction: Construction Engineering Construction Engineering Construction Engineering Construction Engineering Contingencies: Indirects: Bond Financing: Potential Change Ord Total Project Cost: PROJECT AMENDM	EP Er Playa Dra Whittier E Elvin Way Playa Dra used path Program Cost Inform ng: \$310, \$0 \$1,75 vring: \$0 \$0 \$0 \$0 \$0 er: \$0 <b>ENT HISTO</b>	0924-06-603 ain Shared Used Dr. y ain Shared Used h with shade tre into D2045 MT ation: 436 33,554 33,990 DRY	2 ed Path (Whitti ees, vegetation 'P, D21-24 TIP Cost of Approved Phases: \$2,063,990	ment (Local R CS tier to Elvin) 2 er to Elvin) 202 , and other am and 21-24 ST Cat 9TAP Fund t	2021 11: The pro- nenities FIP in FY : PI Ar TASA	C,E C,E Diject consists of a 2021Exempt ROJECT HISTO mend the D2045 Federal Share \$1,651,192	El Pa a shared	so REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO TIP, 19-22 STIP to p d Funding by Catego Regional Share \$0	07/2020 E404X E404X DRY: Cat 9, Cat program in FY 20 gory/Share Local Share \$412,798	3 )21-Exempt Lcl Contribution \$0	<b>Total Share</b> \$2,063,990
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction Enginee Contingencies: Indirects: Bond Financing: Potential Change Ord Total Project Cost: PROJECT AMENDM STIP Rev Date(s)	EP EP E Playa Dra Elvin Wa Playa Dra used path Program Cost Inform ng: \$310, \$0 \$1,75 sring: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	0924-06-603 ain Shared Used Dr. y ain Shared Used h with shade tre into D2045 MT A36 3,554 3,554 3,990 DRY Note/Amend D	2 ed Path (Whitti ees, vegetation 'P, D21-24 TIP Cost of Approved Phases: \$2,063,990	ment (Local R CS tier to Elvin) 202 , and other and and 21-24 ST Cat 9TAP Fund t	2021 In The pro- nenities I'IP in FY : PI A TASA TASA	C,E C,E Diject consists of a 2021Exempt ROJECT HISTO mend the D2045 Federal Share \$1,651,192 \$1,651,192	El Pa a shared	so REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO TIP, 19-22 STIP to p d Funding by Categ Regional Share \$0 \$0	07/2020 E404X E404X DRY: Cat 9, Cat program in FY 20 gory/Share Local Share \$412,798	3 )21-Exempt Lcl Contribution \$0	<b>Total Share</b> \$2,063,990
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction: Construction Engineering Construction Engineering Construction Engineering Construction Engineering Contingencies: Indirects: Bond Financing: Potential Change Ord Total Project Cost: PROJECT AMENDM	EP Er Playa Dra Whittier E Elvin Way Playa Dra used path Program Cost Inform ng: \$310, \$0 \$1,75 vring: \$0 \$0 \$0 \$0 \$0 er: \$0 <b>ENT HISTO</b>	0924-06-603 ain Shared Used Dr. y ain Shared Used h with shade tre into D2045 MT ation: 436 33,554 33,990 DRY	2 ed Path (Whitti ees, vegetation 'P, D21-24 TIP Cost of Approved Phases: \$2,063,990	ment (Local R CS tier to Elvin) 202 , and other and and 21-24 ST Cat 9TAP Fund t	2021 In The pro- nenities I'IP in FY : PI A TASA TASA	C,E C,E Diject consists of a 2021Exempt ROJECT HISTO mend the D2045 Federal Share \$1,651,192	El Pa a shared	so REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO TIP, 19-22 STIP to p d Funding by Categ Regional Share \$0 \$0	07/2020 E404X E404X DRY: Cat 9, Cat program in FY 20 gory/Share Local Share \$412,798	3 )21-Exempt Lcl Contribution \$0	<b>Total Share</b> \$2,063,990
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction Enginee Contingencies: Indirects: Bond Financing: Potential Change Ord Total Project Cost: PROJECT AMENDM STIP Rev Date(s)	EP EP E Playa Dra Elvin Wa Playa Dra used path Program Cost Inform ng: \$310, \$0 \$1,75 sring: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	0924-06-603 ain Shared Used Dr. y ain Shared Used h with shade tre into D2045 MT A36 3,554 3,554 3,990 DRY Note/Amend D	2 ed Path (Whittie ees, vegetation 'P, D21-24 TIP Cost of Approved Phases: \$2,063,990	ment (Local R CS tier to Elvin) 202 , and other and 2 and 21-24 ST Cat 9TAP Fund t Fund t	2021 (1: The pro- nenities (IP in FY : PI Ar TASA by Share	C,E C,E Diject consists of a 2021Exempt ROJECT HISTO mend the D2045 Federal Share \$1,651,192 \$1,651,192	EI Pa a shared RY: MTP, D19-23 Authorize State Share \$0 \$0	so REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO TIP, 19-22 STIP to p d Funding by Categ Regional Share \$0 \$0 \$0	07/2020 E404X E404X DRY: Cat 9, Cat program in FY 20 gory/Share Local Share \$412,798	3 )21-Exempt Lcl Contribution \$0	<b>Total Share</b> \$2,063,990



				FY 2021 (SEPT - A	JG)	El Paso Metropolit	an Planning Urganization
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	0924-06-615	N/A	Т	El Paso	County EP	\$894,646
TIP PROJECT NA	ME: Regional	Transit Start-up assis	stance for FY21		REVI	SION DATE: 07/2020	
LIMITS FROM:	County V	/ide			MPO	PROJECT ID: T001-1	
LIMITS TO:	County V	/ide			MTP	REFERENCE: T001-1	
TIP DESCRIPTION	I: Regional	Transit Start-up assista	ance for FY21: Establish T	ransit Service to prov	ide a more FUNE	DING CATEGORY: CAT 5	
	efficient, San Eliza and Socc	rio, Clint,	t system in El Paso Count	ty, Horizon City, Vinto	, ,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	(Kg/Day): 2.784 CO (Kg/Day): 44.015 (Kg/Day): 2.182 PM 10 (Kg/Day): 1.041	

REMARKS: Program into the D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021 - Exempt

*Note project is phased fr	Note project is phased from FY 2021 - 2023						9-23 TIP and 19-22	STIP in FY 2021	I - Exempt		
Total Project Cost	Information:				Authorized Funding by Category/Share						
Preliminary Engineering:	\$0				Federal Share	State Share	<b>Regional Share</b>	Local Share	Lcl Contribution	Total Share	
Right Of Way:	\$0	Cost of	Cat 5	CMAQ	\$715,717	\$0	\$0	\$178,929	\$0	\$894,646	
Construction:	\$4,139,859	Approved Phases:	Fi	und by Share	\$715,717	\$0	\$0	\$178,929	\$0	\$894,646	
Construction Engineering:	\$0	1 110303.		and by Onlard	φητο, η τη	ψŪ	ψŪ	¢110,020	ΨŬ	<b>400</b> 4,040	
Contingencies:	\$0	\$894,646									
Indirects:	\$0	_									
Bond Financing:	\$0										
Potential Change Order:	\$0										
Total Project Cost:	\$4,139,859	-									

#### PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment				
05/2020	2021	04/2020	Program into the D2045 MT	P, D19-23 TIP and 19	-22 STIP in FY 2021 - Exempt		
07/2020	2021	05/2020	Program into the D2045 MT	P, D21-24 TIP and 21	-24 STIP in FY 2021 - Exempt		
'STIP Rev Date(s)	' also refe	rs to TIP Administra	tive Amendment (Local Revisi	on) Date			
TX DIST. 24	EP	0924-06-605	CS	C,E	El Paso	CoEP	\$9,788,645
TIP PROJECT NAME	: Rojas D	r Widening			REVISION DATE:	07/2020	
LIMITS FROM:	LP 375				MPO PROJECT ID:	A429X-CAP	
LIMITS TO:	Bill Burr	nett			MTP REFERENCE:	A429X-CAP	
TIP DESCRIPTION:	Rojas D	r Widening: Recons	struction and widening from 4	to 6 lanes	FUNDING CATEGOR	Y: CAT 7 STP-MM, CA	AT 10 CBI, CAT 3 LC
REMARKS:	Program	n into the D2045 M	TP, D21-24 TIP, and 21-24 ST	IP in FY 2021			

Total Project Cost	Information:					Authorized	d Funding by Categ	jory/Share		
Preliminary Engineering:	\$410,000				Federal Share	State Share	<b>Regional Share</b>	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0	Cost of	Cat 7	STP-MM	\$2,200,000	\$0	\$0	\$550,000	\$0	\$2,750,000
Construction:	\$9,378,645	Approved	Cat 10	CBI	\$5,302,916	\$0	\$0	\$1,325,729	\$0	\$6,628,645
Construction Engineering: \$0 Pha		Phases:	Cat 3LC		\$0	\$0	\$0	\$0		\$410,000
Contingencies:	\$0	\$9,788,645	Cal SLC	Contribut		φU	<b>Ф</b> О	<b>Ф</b> О	\$410,000	φ410,000
Indirects:	\$0			ion						
Bond Financing:	\$0		Fun	d by Share	\$7,502,916	\$0	\$0	\$1,875,729	\$410,000	\$9,788,645
Potential Change Order:	\$0			-						
Total Project Cost:	\$9,788,645									

r				
	STIP Rev Date(s)	FY(s)	Note/Amend Dat	e Note/Amendment
	05/2020	2021	01/2020	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to program in FY 2021
	07/2020	2021	05/2020	Program into the D2045 MTP, D21-24 TIP, and 21-24 STIP in FY 2021
	'STIP Rev Date(s)'	also refe	ers to TIP Administr	ative Amendment (Local Revision) Date

WEDNESDAY, JA	NUARY 13, 20	)21				EL PASO MPC	)			NA.	TIP PAGE: 5
11:50:58 AM			20	021-2024 ST		PORTATION IN		T PROGRAM	-	9-	
						DISTRICT PF			FLI	aso Metropolitan Plan	ining Regarization
					FY 2	2021 (SEPT - A					
DISTRICT TX DIST, 24	EP	CSJ	-	HWY SL 375		PHASE	CIT El Pa		PROJECT SPOI TXDOT		OE COST
TIP PROJECT NA		2552-02-03	-	SL 375		С		REVISION DATE:	07/2020	Þ:	5,000,000
LIMITS FROM:		of SGT Major						MPO PROJECT ID		חר	
LIMITS TO:		of SGT Major						MTP REFERENCE			
TIP DESCRIPTIO		,	SCT Major): C			EMENTS FOR		FUNDING CATEGO		50	
TIF DESCRIPTIO	INTERS		SERGEANT M			75 NORTHBOU		T UNDING CATEGO	JRT. CATZ		
REMARKS:	Program	into D2045 M	TP, D21-24 TI	<sup>o</sup> and 21-24	STIP in FY 2	021					
*Project Sponsor p	paying for PE a	nd/or ROW Co	osts, if any.		Am		MTP, D19-23	TIP, 19-22 STIP to r \$5,000,000 of Cate		TY 2020 to FY 2021, i	emoving
Total Proje	ct Cost Inform	ation:					Authorize	d Funding by Cate	gory/Share		
Preliminary Engine	eering: \$500	000			I	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	Cat 2M	TMA	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Construction:	\$5,00	0,000	Approved Phases:	Fur	d by Share	\$4,000,000	\$1,000,000	\$0	\$0	\$0	\$5,000,000
Construction Engir	neering: \$0			I		.,,,	., ,				
Contingencies:	\$0		\$5,000,000								
Indirects:	\$0										
Bond Financing:	\$0										
Potential Change	Order: \$0										
<b>Total Project Cos</b>	t: \$5,50	0,000									
PROJECT AMEN STIP Rev Date		)RY Note/Amend [	Date Note/Am	endment							
11/2019	2020	10/2019			TP D10-23 T	TIP, 19-22 STIP	to program in	EV 2020			
02/2020	2020	01/2020			,	,	10	ce CAT 7 from \$5,00	00 000 to \$4 850	000 in EV 2020	
					,	,		. ,	, . ,	·	
05/2020	2021	04/2020		ne D2045 M 00 of Categ		IP, 19-22 STIP	to reprogram f	rom FY 2020 to FY 2	2021, removing §	4,850,000 of Catego	ry 7 adding
07/2020	2021	05/2020	Program	into the D2	045 MTP, D2	21-24 TIP, 21-24	4 STIP in FY 2	021			
			strative Amend								



				FY 2022 (SEPT - Al			El Paso Metropolita	n Planning Organization
DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PRO	JECT SPONSOR	YOE COST
TX DIST. 24	EP	0924-06-570	CS	C,E	El Paso		COEP	\$2,572,079
TIP PROJECT NAM	ME: Downtow	vn Bicycle Improveme	nts Phase I		REVIS	ION DATE:	07/2020	
LIMITS FROM:	Various (	Please see TIP history f	or complete street names)		MPO P	ROJECT ID:	M089A	
LIMITS TO:	Various (	Please see TIP history f	or complete street names)		MTP R	EFERENCE:	M089A	
TIP DESCRIPTION	kel anes	ConventionalBikel anes	asel:ConstructBikeFacilities ,BikeBLVD's,SharedLaneM ssociatedSignage,Wayfind	Markings & Protected	Bikel anes T VOC (K	a/Dav/)· 0 203	CAT 5 CMAQ CO (Kg/Day): 3.778 PM 10 (Kg/Day): 0.196	
REMARKS:	Program	into D2045 MTP, D21-	24 TIP and 21-24 STIP in F	FY 2022-Exempt				

				A	ROJECT HISTO mend the D2045 nd update the Lin	MTP, D19-23		educe CAT 5 CM	IAQ from \$4,272,273	to \$2,572,079		
Total Project Cost	Information:			Authorized Funding by Category/Share								
Preliminary Engineering:	\$428,357				Federal Share	State Share	<b>Regional Share</b>	Local Share	Lcl Contribution	Total Share		
Right Of Way:	\$0	Cost of	Cat 5	CMAQ	\$2,057,663	\$0	\$0	\$514,416	\$0	\$2,572,079		
Construction:	\$2,143,722	Approved	-	und hy Chara	e \$2,057,663	¢0	¢0	\$514,416	\$0	¢2 572 070		
Construction Engineering	: \$0	Phases:	; F1	und by Share	\$2,057,003	\$0	\$0	\$514,416	φU	\$2,572,079		
Contingencies:	\$0	\$2,572,079										
Indirects:	\$0											
Bond Financing:	\$0											
Potential Change Order:	\$0											
Total Project Cost:	\$2,572,079											

#### PRO JECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment				
07/2018	2022	05/2018	Fe; Myrtle from Stanton; Sa To: Campbell to Paisano; El	; El Paso from Sheldo n Antonio from Antho Paso to Main; El Pas	ı FY 2022. on; Main from Santa Fe; Main from Oi ny; Sheldon from Santa Fe; Virginia t o to Paisano; Main to El Paso; Main t ginia; Sheldon to El Paso; Virginia to	to Mills; Magoffin from to Campbell; Mills to Vi	San Antonio rginia; Missouri to
11/2019	2022	10/2019	2022-Exempt From: Campbell from Misso Stanton; San Antonio from A To: Campbell to Paisano; El	uri; El Paso from She Anthony; Sheldon fror Paso to Overland; M	to reduce CAT 5 CMAQ from \$4,272 don; Main from Oregon; Mills from SI n Santa Fe; Virginia to Mills; Magoffii ain to Campbell; Mills to Virginia; Mis o San Antonio; Magoffin to Virginia	heldon; Missouri from S n from San Antonio	Santa Fe; Myrtle from
07/2020	2022	05/2020	Main from Oregon; Mills from Fe; Virginia to Mills; Magoffi To: Campbell to Paisano; El	m Sheldon; Missouri f n from San Antonio Paso to Overland; M	STIP in FY 2022-Exempt From: Ca rom Santa Fe; Myrtle from Stanton; ain to Campbell; Mills to Virginia; Mis San Antonio; Magoffin to Virginia	San Antonio from Anth	ony; Sheldon from San
'STIP Rev Date(s)'	also refe	rs to TIP Administra	tive Amendment (Local Revis	ion) Date			
TX DIST. 24	EP	3451-01-040	FM 1281	С	Horizon	TXDOT	\$6,000,000
PROJECT NAME:	Horizon	at Darrington Inte	rsection Imp.		REVISION DATE:	07/2020	

TIP PROJECT NAME	: Horizon at Darrington Intersection Imp.	REVISION DATE:	07/2020
LIMITS FROM:	Horizon at Darrington Intersection	MPO PROJECT ID:	A435X
LIMITS TO:		MTP REFERENCE:	A435X
TIP DESCRIPTION:	Horizon at Darrington Intersection Imp.: Intersection & Operational Imprv	FUNDING CATEGORY:	CAT 2
REMARKS:	Program into the D2045 MTP, D21-24 TIP, and 21-24 STIP in FY 2022		

#### \*Project Sponsor paying for PE and/or ROW Costs, if any.

*Project Sponsor paying f	Project Sponsor paying for PE and/or ROW Costs, if any.				PROJECT HISTORY: Program into the D2045 MTP, D19-23 TIP, and 19-22 STIP in FY 2022								
Total Project Cost	Information:					Authorize	d Funding by Categ	gory/Share					
Preliminary Engineering:	\$360,000				Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share			
Right Of Way:	\$0	Cost of	Cat 2M	TMA	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000			
Construction:	\$6,000,000	Approved			¢4 000 000	¢4 000 000	¢0.	¢0	¢0.	¢0.000.000			
Construction Engineering:	\$0	Phases:	Fur	d by Share	\$4,800,000	\$1,200,000	\$0	\$0	\$0	\$6,000,000			
Contingencies:	\$0	\$6,000,000											
Indirects:	\$0												
Bond Financing:	\$0												
Potential Change Order:	\$0												
Total Project Cost:	\$6,360,000	_											

STIP Rev Date(s)	FY(S)	Note/Amend Date	Note/Amendment
05/2020	2022	04/2020	Program into the D2045 MTP, D19-23 TIP, and 19-22 STIP in FY 2022
7/2020	2022	05/2020	Program into the D2045 MTP, D21-24 TIP, and 21-24 STIP in FY 2022
'STIP Rev Date(s)'	also refe	rs to TIP Administra	tive Amendment (Local Revision) Date

WEDNESDAY, JANU	ARY 13, 2	021	00	04 0004 07		EL PASO MPO				11	TIP PAGE: 2
4:45:13 PM			20	21-2024 ST		ISPORTATION II SO DISTRICT PI		IPROGRAM		a	~
						Y 2022 (SEPT - A			EI P	aso Metropolitan Pla	nning Organization
DISTRICT C	OUNTY	CSJ		HWY		PHASE	СІТ	Y F	ROJECT SPON	ISOR Y	OE COST
TX DIST. 24	EP	2121-01-0	94	IH 10		С	El Pa	aso	TXDOT	\$1	70,058,472
TIP PROJECT NAME	: IH 10 W	IDENING (Ant	onio St to Mes	a St)				REVISION DATE:	07/2020		
LIMITS FROM:	0.22 MIL	ES WEST OF	FM 1905 (ANT)	ONIO STRE	ET)			MPO PROJECT ID:	1405X-CAI	2	
LIMITS TO:		MESA ST)						MTP REFERENCE:	1405X-CAI		
TIP DESCRIPTION:			EN FROM 4 TO					FUNDING CATEGO	RY: CAT 2 TMA	A, CAT 4U	
REMARKS:	Amend t	the D2045, D2	1-24 TIP, 21-24	STIP to mo	ove from F	2021 to FY 2022	2				
*Project Sponsor payi	na for PE a	and/or ROW C	osts. if anv.		F	PROJECT HISTO	RY:				
	5		, <u>,</u>			Program in <u>to</u> t <u>he</u>	D2045, D21-2	<u>4</u> TIP, 21-24 STIP in	FY <u>2</u> 021.		
Total Project C		nation:						ed Funding by Cate			
Preliminary Engineerin	•	91,774				Federal Share		•	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	Cat 2M	TMA	\$127,574,778	\$31,893,694	\$0	\$0	\$0	\$159,468,472
Construction:		0,058,472	Approved Phases:	Cat 4	Urban	\$8,472,000	\$2,118,000	\$0	\$0	\$0	\$10,590,000
Construction Engineer	•				Connect	i					
Contingencies:	\$131	,943	\$170,058,472		vity	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$0			-						· · ·	
Bond Financing: Potential Change Orde	\$0	E2 E01		Fun	nd by Share	e \$136,046,778	\$34,011,694	\$0	\$0	\$0	\$170,058,472
Total Project Cost:	. ,	52,501 .386.655									
PROJECT AMENDMI											
STIP Rev Date(s)	. ,		Date Note/Am								
07/2018	2021	05/2018	Program	D2045 MTF	P, D19-22 1	TIP, 19-22 STIP, i	n FY 2021.				
02/2019	2021	11/2018	Amend th	ne D2045 M	ITP, D 19-2	2 TIP, and 19-22	STIP to add \$8	37,951,432 to CAT 2			
02/2020	2021	01/2020		nend the D2 iscretionary			19-22 STIP to	remove \$20,150,000	) of CAT 7 STP-N	MM and \$3,288,920	of CAT 11
02/2020	2021	02/2020	Admin ar	nend the D2	2045 MTP,	D 19-23 TIP, and	19-22 STIP to	add \$34,498,120 of	CAT 2M and \$10	,590,000 of CAT 4U	in FY 2021.
07/2020	2021	05/2020	Program	into the D2	2045, D21-2	24 TIP, 21-24 STI	P in FY 2021				
11/2020	2022	11/2020	Amend th	ne D2045, I	D21-24 TIF	, 21-24 STIP to n	nove from FY 2	2021 to FY 2022			
'STIP Rev Date(s)	' also refer	rs to TIP Admin	istrative Amend	ment (Loca	Revision)	Date					
TX DIST. 24	EP	2121-04-1		IH 10	,	С	El Pa	aso	TXDOT	\$	17,000,000
TIP PROJECT NAME	: IH 10 W	IDENING (Eas	tlake to FM 128	;1)				REVISION DATE:	07/2020	Ť	,,
		KE BLVD		,				MPO PROJECT ID:	1062X-CAI	2	
LIMITS FROM:									10001/01/	2	
LIMITS FROM: LIMITS TO:	FM 1281	I (HORIZON BI	_VD)					MTP REFERENCE:	1062X-CA		
			₋VD) tlake to FM 128	1): WIDEN	FROM 4 TO	O 6 LANES		FUNDING CATEGO			L.

\*Project Sponsor paying for PE and/or ROW Costs, if any.

					Pi	rogram in <u>to</u> _D20	945 MTP, D21- <u>2</u>	24 TIP a <u>n</u> d <u>21</u> -2 <u>4</u> ST	'IP <u>in</u> FY 2021				
Total Project Co	st Information:		Authorized Funding by Category/Share										
Preliminary Engineerin	g: \$1,033,543		Ì			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share		
Right Of Way:	\$0	Cost of	Cat	2M	CAT 2	\$5,600,000	\$1,400,000	\$0	\$0	\$0	\$7,000,000		
Construction:	\$17,000,000	Approved			TMA								
Construction Engineerir	ng: \$906,986	Phases:	Cat	11	Rider 11	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000		
Contingencies:	\$37,967	\$17,000,000			В								
Indirects:	\$0		1	Fun	d by Share	\$13,600,000	\$3,400,000	\$0	\$0	\$0	\$17,000,000		
Bond Financing:	\$0												
Potential Change Order	: \$993,466												
Total Project Cost:	\$19,971,962												

PROJECT HISTORY:

#### PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	e Note/Amendment
05/2020	2021	04/2020	Program into D2045 MTP, D19-23 TIP and 19-22 STIP in FY 2021
07/2020	2021	05/2020	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021
11/2020	2022	11/2020	Amend the D2045 MTP, D21-24 TIP and 21-24 STIP to move from FY 2021 to FY 2022
'STIP Rev Date(s)'	also refe	ers to TIP Administra	ative Amendment (Local Revision) Date

WEDNESDAY, JANU	JARY 13, 202	21				EL PASO MPC	)			111	TIP PAGE:
4:45:15 PM			202	21-2024 ST		SPORTATION IN O DISTRICT PF		PROGRAM	3	a	-
					FY	2022 (SEPT - A	UG)		ELF	aso Metropolitan Plan	ning Urganizatio
	COUNTY	CSJ		HWY		PHASE	CITY		PROJECT SPON		DE COST
TX DIST. 24	EP	0924-06-56		CS		С	El Pa		County EP	\$1	1,965,758
TIP PROJECT NAME	-	•	n/Berryville)(C	onstructio	n Phase 1)			REVISION DATE:	07/2020		
LIMITS FROM:	Pellicano [							MPO PROJECT ID			
LIMITS TO:	Montwood							MTP REFERENCE			
TIP DESCRIPTION:	with bike la	anes			,	d 6-lane divided	roadway I	FUNDING CATEGO	DRY: CAT 7 STF	P-MM, CAT 3 LC	
REMARKS: *Note project is phase	0		5 MTP, D21-24 d second phase	,	,	2022					
*Project Sponsor pay	ing for PE an	nd/or ROW Co	osts, if any.		ĺ						
Total Project (								d Funding by Cate			
Preliminary Engineeri	-	280		Í		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	Cat 7	STP-MM	\$8,096,606	\$0	\$0	\$2,024,152	\$0	\$10,120,758
Construction:	\$29,96	5,758	Approved Phases:	Cat 3LC	Local	\$0	\$0	\$0	\$0	\$1,845,000	\$1,845,000
Construction Enginee	ering: \$0		Phases:		Contribut						
Contingencies:	\$0		\$11,965,758		ion						
Indirects:	\$0			Fun	d by Share	\$8,096,606	\$0	\$0	\$2,024,152	\$1,845,000	\$11,965,758
Bond Financing:	\$0										
Potential Change Ord	ler: \$0										
Total Project Cost:	\$32,52	1,038									
PROJECT AMENDM		RY		•••••••••••••••••••••••••••••••••••••••							
STIP Rev Date(s)			Date Note/Ame	ndment							
07/2020	2022	05/2020						000			
			0		,	21-24 TIP, 21-24	4 STIP, IN FY 20	022			
'STIP Rev Date(s	,	to TIP Admini	strative Amend	ment (Loca	l Revision) D	ate					
TX DIST. 24	EP										
		2552-02-02	28	LP 375		С	El Pa	so	TXDOT	\$5	4,663,725
TIP PROJECT NAME					ction of From	С		so REVISION DATE:	TXDOT 07/2020	\$5	4,663,725
TIP PROJECT NAME LIMITS FROM:					ction of Fror	С	F		07/2020		4,663,725
	E: Loop 375 Spur 601		t) Widening an		ction of Fror	С	F	REVISION DATE:	07/2020 : <b>F057X-CA</b>	۱P	4,663,725
LIMITS FROM:	E: Loop 375 Spur 601 US 62/180	<b>(Purple Hear</b> ) (Montana Av	t) Widening an	d Construe		C ntage Roads	F T T	REVISION DATE: MPO PROJECT ID	07/2020 <b>: F057X-CA</b> : F057X-CA	<b>P</b>	4,663,725
LIMITS FROM: LIMITS TO:	E: Loop 375 Spur 601 US 62/180 Loop 375	( <b>Purple Hear</b> ) (Montana Av (Purple Heart	t) Widening an	d Constructi	on of Fronta	C n <b>tage Roads</b> ge Roads: Wide	F T T	REVISION DATE: MPO PROJECT ID MTP REFERENCE	07/2020 <b>: F057X-CA</b> : F057X-CA	<b>P</b>	4,663,725
LIMITS FROM: LIMITS TO:	E: Loop 375 Spur 601 US 62/180 Loop 375 on mainlar	(Purple Hear ) (Montana Av (Purple Heart nes and const	t) Widening an /e.) ) Widening and truct 2 lane fron	d Constructi Constructi tage roads	on of Frontag	C n <b>tage Roads</b> ge Roads: Wide	ן ז n 4 to 6 lanes F	REVISION DATE: MPO PROJECT ID MTP REFERENCE	07/2020 <b>: F057X-CA</b> : F057X-CA	<b>P</b>	4,663,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION:	E: Loop 375 Spur 601 US 62/180 Loop 375 on mainlar	(Purple Hear ) (Montana Av (Purple Heart nes and const	t) Widening an /e.) ) Widening and truct 2 lane fron	d Constructi Constructi tage roads	on of Frontag	C ntage Roads ge Roads: Wide ction.	ן ו n 4 to 6 lanes F	REVISION DATE: MPO PROJECT ID MTP REFERENCE	07/2020 <b>: F057X-CA</b> : F057X-CA	<b>P</b>	4,663,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the	(Purple Hear ) (Montana Av (Purple Heart nes and const e D2045 MTF	t) Widening an (e.) () Widening and truct 2 lane fron P, D21-24 TIP a	d Constructi Constructi tage roads	on of Frontag in each direc TIP to move	C ntage Roads ge Roads: Wide ction. from FY 2021 to	ן ד n 4 to 6 lanes F ס FY 2022	REVISION DATE: MPO PROJECT ID MTP REFERENCE	07/2020 <b>: F057X-CA</b> : F057X-CA	<b>P</b>	4,663,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION:	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the	(Purple Hear ) (Montana Av (Purple Heart nes and const e D2045 MTF	t) Widening an (e.) () Widening and truct 2 lane fron P, D21-24 TIP a	d Constructi Constructi tage roads	on of Frontag in each direg TIP to move PF	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO	FY 2022 RY:	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO	07/2020 : F057X-CA : F057X-CA DRY: CAT 2, CAT	<b>P</b>	4,663,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co	t) Widening an (e.) () Widening and truct 2 lane fron P, D21-24 TIP a	d Constructi Constructi tage roads	on of Frontag in each direg TIP to move PF	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO	FY 2022 RY: 45 MTP, D21- <u>2</u>	REVISION DATE: <b>MPO PROJECT ID</b> MTP REFERENCE FUNDING CATEGO ANDING CATEGO A	07/2020 : <b>F057X-CA</b> : F057X-CA DRY: CAT 2, CAT TIP <u>in</u> FY 2021	<b>P</b>	4,663,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project (	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ring for PE an	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation:	t) Widening an (e.) () Widening and truct 2 lane fron P, D21-24 TIP a	d Constructi Constructi tage roads	on of Frontag in each direg TIP to move PF	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram in <u>to</u> D20	FY 2022 RY: 45 MTP, D21- <u>2</u> Authorized	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO A TIP and <u>21-24</u> S <sup>-1</sup> d Funding by Catego	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CAT TIP <u>in</u> FY 2021 gory/Share	<b>\₽</b> \₽ 「 4(3c)	
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project O Preliminary Engineer	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ring for PE an Cost Informa ring: \$2,421	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570	t) Widening an (e.) () Widening and truct 2 lane fron P, D21-24 TIP an osts, if any.	d Constructi tage roads nd 21-24 S	on of Fronta, in each dired TIP to move PF Pr	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram in <u>to</u> D20 Federal Share	n 4 to 6 lanes F p FY 2022 RY: 45 MTP, D21- <u>2</u> Authorized State Share	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO A TIP and 21-24 S d Funding by Catego Regional Share	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CAT CAT 2, CAT TIP <u>in</u> FY 2021 gory/Share Local Share	NP NP (4(3c) Lcl Contribution	Total Share
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project O Preliminary Engineer Right Of Way:	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an Cost Informa ring: \$2,421 \$7,626	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000	t) Widening an (e.) () Widening and truct 2 lane fron P, D21-24 TIP a	d Constructi tage roads nd 21-24 S	on of Fronta in each direc TIP to move PF Pr 2M	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram into D20 Federal Share \$29,819,200	FY 2022 RY: 45 MTP, D21- <u>2</u> Authorized State Share \$7,454,800	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO A TIP and 21-24 S d Funding by Cate Regional Share \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CAT DRY: CAT 2, CAT TIP <u>in</u> FY 2021 gory/Share Local Share \$0	NP NP ↑4(3c) Lcl Contribution \$0	<b>Total Share</b> \$37,274,000
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project O Preliminary Engineer Right Of Way: Construction:	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an Cost Informa ring: \$2,421 \$7,626 \$54,663	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000 3,725	t) Widening an (e.) () Widening and truct 2 lane fron P, D21-24 TIP an osts, if any.	d Constructi tage roads nd 21-24 S	on of Fronta, in each dired TIP to move PF Pr	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram in <u>to</u> D20 Federal Share	n 4 to 6 lanes F p FY 2022 RY: 45 MTP, D21- <u>2</u> Authorized State Share	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO A TIP and 21-24 S d Funding by Catego Regional Share	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CAT CAT 2, CAT TIP <u>in</u> FY 2021 gory/Share Local Share	NP NP (4(3c) Lcl Contribution	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project O Preliminary Engineer Right Of Way: Construction: Construction Engineer	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> ring: \$2,421 \$7,626 \$54,66 ering: \$2,125	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051	t) Widening an (e.) ) Widening and truct 2 lane fron P, D21-24 TIP an osts, if any. Cost of Approved Phases:	d Constructi tage roads nd 21-24 S Cat 2M Cat 4	on of Fronta in each dired TIP to move PF Pr 2M 4U	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram into D20 Federal Share \$29,819,200	RY: 45 MTP, D21- <u>2</u> <b>Authorized</b> \$7,454,800 \$3,477,945	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO A TIP and 21-24 S d Funding by Cate Regional Share \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CAT DRY: CAT 2, CAT TIP <u>in</u> FY 2021 gory/Share Local Share \$0	NP NP ↑4(3c) Lcl Contribution \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project C Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies:	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> ring: \$2,421 \$7,626 \$54,66: ering: \$2,125 \$88,95	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051	t) Widening an (re.) (r) Widening and truct 2 lane fron (r), D21-24 TIP an (r), D21-24 TI	d Constructi tage roads nd 21-24 S Cat 2M Cat 4	on of Fronta in each dired TIP to move PF Pr 2M 4U	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram into D20 Federal Share \$29,819,200 \$13,911,780	RY: 45 MTP, D21- <u>2</u> <b>Authorized</b> \$7,454,800 \$3,477,945	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 S d Funding by Cate Regional Share \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA DRY: CAT 2, CA TIP <u>in</u> FY 2021 gory/Share Local Share \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project O Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies: Indirects:	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> ring: \$2,421 \$7,626 \$54,66: ering: \$2,125 \$88,95 \$0	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051	t) Widening an (e.) ) Widening and truct 2 lane fron P, D21-24 TIP an osts, if any. Cost of Approved Phases:	d Constructi tage roads nd 21-24 S Cat 2M Cat 4	on of Fronta in each dired TIP to move PF Pr 2M 4U	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram into D20 Federal Share \$29,819,200 \$13,911,780	RY: 45 MTP, D21- <u>2</u> <b>Authorized</b> \$7,454,800 \$3,477,945	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 S d Funding by Cate Regional Share \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA DRY: CAT 2, CA TIP <u>in</u> FY 2021 gory/Share Local Share \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project C Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing:	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> ring: \$2,421 \$7,626 \$54,66 ering: \$2,125 \$88,95 \$0 \$0	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051 ;5	t) Widening an (e.) ) Widening and truct 2 lane fron P, D21-24 TIP an osts, if any. Cost of Approved Phases:	d Constructi tage roads nd 21-24 S Cat 2M Cat 4	on of Fronta in each dired TIP to move PF Pr 2M 4U	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram into D20 Federal Share \$29,819,200 \$13,911,780	RY: 45 MTP, D21- <u>2</u> <b>Authorized</b> \$7,454,800 \$3,477,945	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 S d Funding by Cate Regional Share \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA DRY: CAT 2, CA TIP <u>in</u> FY 2021 gory/Share Local Share \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project O Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orce	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> ring: \$2,421 \$7,626 \$54,66 ering: \$2,125 \$88,95 \$0 \$0	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051 ;5	t) Widening an (e.) ) Widening and truct 2 lane fron P, D21-24 TIP an osts, if any. Cost of Approved Phases:	d Constructi tage roads nd 21-24 S Cat 2M Cat 4	on of Fronta in each dired TIP to move PF Pr 2M 4U	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram into D20 Federal Share \$29,819,200 \$13,911,780	RY: 45 MTP, D21- <u>2</u> <b>Authorized</b> \$7,454,800 \$3,477,945	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 S d Funding by Cate Regional Share \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA DRY: CAT 2, CA TIP <u>in</u> FY 2021 gory/Share Local Share \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project C Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing:	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> ring: \$2,421 \$7,626 \$54,66 ering: \$2,125 \$88,95 \$0 \$0	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051 55 7,672	t) Widening an (e.) ) Widening and truct 2 lane fron P, D21-24 TIP an osts, if any. Cost of Approved Phases:	d Constructi tage roads nd 21-24 S Cat 2M Cat 4	on of Fronta in each dired TIP to move PF Pr 2M 4U	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram into D20 Federal Share \$29,819,200 \$13,911,780	RY: 45 MTP, D21- <u>2</u> <b>Authorized</b> \$7,454,800 \$3,477,945	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 S d Funding by Cate Regional Share \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA DRY: CAT 2, CA TIP <u>in</u> FY 2021 gory/Share Local Share \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project O Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orce	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> ring: \$2,421 \$7,626 \$54,66: ering: \$2,125 \$88,95 \$0 \$0 der:: \$2,327	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051 55 7,672	t) Widening an (e.) ) Widening and truct 2 lane fron P, D21-24 TIP an osts, if any. Cost of Approved Phases:	d Constructi tage roads nd 21-24 S Cat 2M Cat 4	on of Fronta in each dired TIP to move PF Pr 2M 4U	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTO ogram into D20 Federal Share \$29,819,200 \$13,911,780	RY: 45 MTP, D21- <u>2</u> <b>Authorized</b> \$7,454,800 \$3,477,945	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and <u>21-24</u> S d Funding by Cate Regional Share \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA DRY: CAT 2, CA TIP <u>in</u> FY 2021 gory/Share Local Share \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project C Preliminary Enginee Right Of Way: Construction: Construction Enginee Contingencies: Indirects: Bond Financing: Potential Change Orc	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> ring: \$2,421 \$7,626 \$54,66: ering: \$2,125 \$88,95 \$0 \$0 der:: \$2,327	(Purple Hear ) (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051 55 7,672	t) Widening an ve.) Widening and truct 2 lane fron D, D21-24 TIP an osts, if any. Cost of Approved Phases: \$54,663,725	d Constructi tage roads nd 21-24 S Cat 2M Cat 4 Fur	on of Frontag in each dired TIP to move PF Pr 2M 4U 4U d by Share	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTOI ogram into D20 Federal Share \$29,819,200 \$13,911,780 \$43,730,980	RY: 45 MTP, D21- <u>2</u> Authorized \$7,454,800 \$3,477,945 <b>\$10,932,745</b>	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and <u>21-24</u> S d Funding by Cate Regional Share \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA TIP <u>in</u> FY 2021 gory/Share Local Share \$0 \$0 \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project C Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orc Total Project Cost:	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> \$7,626 \$54,66; sring: \$2,125 \$88,95 \$0 \$0 \$0 der: \$2,327 <b>\$69,25</b>	(Purple Hear ) (Montana Av (Purple Heart nes and consi a D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051 55 ,672 2,973	t) Widening an (e.) Widening and truct 2 lane fron P, D21-24 TIP an osts, if any. Cost of Approved Phases: \$54,663,725 Amend to	d Constructi tage roads nd 21-24 S Cat 2M Cat 4 Fur	on of Frontag in each dired TIP to move PF Pr 2M 4U ad by Share	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTOI ogram into D20 Federal Share \$29,819,200 \$13,911,780 \$43,730,980	RY: 45 MTP, D21-2 8 Authorized 8 7,454,800 8 3,477,945 8 10,932,745	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 ST d Funding by Cate Regional Share \$0 \$0 \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA TIP <u>in</u> FY 2021 gory/Share Local Share \$0 \$0 \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay <b>Total Project (</b> Preliminary Enginee Right Of Way: Construction: Construction Enginee Contingencies: Indirects: Bond Financing: Potential Change Orc <b>Total Project Cost</b> :	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an Cost Informa ring: \$2,421 \$7,626 \$54,66 \$54,66 \$54,66 \$54,66 \$0 \$0 \$0 \$0 \$0 \$0 \$2,125 \$88,95 \$0 \$0 \$0 \$0 \$2,125 \$88,95 \$0 \$0 \$0 \$0 \$0 \$2,125 \$1 \$2,125 \$1 \$2,125 \$1 \$2,125 \$1 \$2,125 \$1 \$2,125 \$1 \$2,125 \$1 \$2,125 \$1 \$2,125 \$1 \$2,125 \$1 \$2,125 \$1 \$2,125 \$1 \$1 \$2,125 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1	(Purple Hear 0 (Montana Av (Purple Heart nes and const a D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051 55 7,672 32,973 04/2017	t) Widening an ve.) ) Widening and truct 2 lane fron P, D21-24 TIP and posts, if any. Cost of Approved Phases: \$54,663,725 Amend to Program I	Constructi tage roads and 21-24 S Cat 2M Cat 4 Fur program ir D2045 MTF	on of Fronta in each direc TIP to move PF Pr 2M 4U 4U ad by Share	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTOI ogram into D20 Federal Share \$29,819,200 \$13,911,780 \$43,730,980 H2040 MTP, H	RY: 45 MTP, D21-2 5 Authorized 5 State Share \$7,454,800 \$3,477,945 \$10,932,745 \$10,932,745	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 ST d Funding by Catego Regional Share \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA TIP <u>in</u> FY 2021 gory/Share Local Share \$0 \$0 \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,729
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay <b>Total Project O</b> Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orc <b>Total Project Cost:</b> 05/2017 07/2018	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> ring: \$2,421 \$7,626 \$54,66: ering: \$2,125 \$88,95 \$0 \$0 der: \$2,327 \$69,25 2019 2019	(Purple Hear 0 (Montana Av (Purple Heart nes and consi e D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051 55 7,672 2,973 04/2017 05/2018	t) Widening an ve.) ) Widening and truct 2 lane fron P, D21-24 TIP an osts, if any. Cost of Approved Phases: \$54,663,725 Amend to Program I Administr	d Constructi tage roads nd 21-24 S Cat 2M Cat 2M Cat 4 Fur program ir D2045 MTF ative Amen	on of Fronta in each dired TIP to move PF Pr 2M 4U 4U 4U 4U 40 5 Share	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTOI ogram into D20 Federal Share \$29,819,200 \$13,911,780 \$43,730,980 H2040 MTP, H P, 19-22 STIP, ir d \$10,000,800 o	FY 2022 RY: 45 MTP, D21- <u>2</u> Authorized State Share \$7,454,800 \$3,477,945 <b>\$10,932,745</b> <b>\$10,932,745</b>	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 ST d Funding by Catego Regional Share \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA TIP <u>in</u> FY 2021 gory/Share Local Share \$0 \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project O Preliminary Engineer Right Of Way: Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orc Total Project Cost: 05/2017 07/2018 05/2019 08/2019	E: Loop 375 ( Spur 601 US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> ring: \$2,421 \$7,626 \$54,66: pring: \$2,125 \$88,95 \$0 \$0 \$0 \$0 der: \$2,327 \$69,25 2019 2019 2019 2019 2020	(Purple Hear 0) (Montana Av (Purple Heart nes and consi a D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,000 3,725 ,0051 ;55 ,051 ;57 ,051 ;57 ,051 ;57 ,051 ;55 ,051 ;55 ,051 ;55 ,051 ;55 ,051 ;55 ,051 ;57 ,021 ;57 ,021 ;57 ,021 ;57 ,021 ;57 ,021 ;57 ,021 ;57 ,021 ;57 ,021 ;57 ,021 ;57 ,021 ;57 ;57 ;021 ;57 ;57 ;57 ;57 ;57 ;57 ;57 ;57	t) Widening an re.) ) Widening and truct 2 lane fron P, D21-24 TIP at osts, if any. Cost of Approved Phases: \$54,663,725 Amend to Program I Administr Amend th	d Constructi tage roads and 21-24 S Cat 2M Cat 2 Fur program ir D2045 MTF ative Amen e D2045 M	on of Frontag in each dired TIP to move PF 2M 4U 4U 4U 4D 4D 4D 4D 4D 4D 4D 4D 4D 4D 4D 4D 4D	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTOI ogram into D20 Federal Share \$29,819,200 \$13,911,780 \$43,730,980 H2040 MTP, H P, 19-22 STIP, ir d \$10,000,800 o TIP, 19-22 STIP	RY: 45 MTP, D21- <u>2</u> Authorized State Share \$7,454,800 \$3,477,945 <b>\$10,932,745</b> 17-20 TIP, 17-2 D FY 2019. f Cat 2M in FY 2 to move from F	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 S d Funding by Cate Regional Share \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA DRY: CAT 2, CA <b>TIP</b> <u>in</u> FY 2021 <b>gory/Share</b> <b>Local Share</b> <b>SO</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$</b> <b>\$</b> <b>\$</b> <b>\$</b> <b>\$</b> <b>\$</b> <b>\$</b> <b>\$</b>	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project C Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orc Total Project Cost: 05/2017 07/2018 05/2019 08/2019 05/2020	E: Loop 375 ( Spur 601) US 62/180 Loop 375 ( on mainlar Amend the ing for PE an <b>Cost Informa</b> \$7,626 \$54,66 \$54,66 aring: \$2,125 \$88,95 \$0 \$0 der: \$2,327 <b>\$69,25</b> 2019 2019 2019 2020 2021	(Purple Hear 0 (Montana Av (Purple Heart nes and const a D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051 55 7,672 2,973 04/2017 05/2018 04/2019 06/2019 04/2020	t) Widening an re.) Widening and truct 2 lane fron P, D21-24 TIP and osts, if any. Cost of Approved Phases: \$54,663,725 Amend to Program I Amend th Amend th	d Constructi tage roads nd 21-24 S Cat 2M Cat 4 Fur program ir D2045 MTF ative Amen e D2045 M	on of Frontag in each dired TIP to move PF 2M 4U 4U 4U 4U 4D 4d by Share to amended P, D19-22 TIR dment to add TP, D19-22 T	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTOD ogram into D20 Federal Share \$29,819,200 \$13,911,780 \$43,730,980 H2040 MTP, H P, 19-22 STIP, ir d \$10,000,800 o TIP, 19-22 STIP TIP, 19-22 STIP	RY: 45 MTP, D21-2 8 Authorized 5 TA 45 MTP, D21-2 8 State Share \$7,454,800 \$3,477,945 \$10,932,745 \$10,932,745 17-20 TIP, 17-2 17 FY 2019. f Cat 2M in FY 2 to move from F	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 ST d Funding by Cate Regional Share \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	07/2020 <b>F057X-CA</b> F057X-CA DRY: CAT 2, CA DRY: CAT 2, CA <b>TIP</b> <u>in</u> FY 2021 <b>gory/Share</b> <b>Local Share</b> <b>SO</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$0</b> <b>\$</b> <b>\$</b> <b>\$</b> <b>\$</b> <b>\$</b> <b>\$</b> <b>\$</b> <b>\$</b>	Lcl Contribution \$0 \$0	
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay Total Project O Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orc Total Project Cost: Total Project Cost: 05/2017 07/2018 05/2019 08/2019 08/2019	E: Loop 375 ( Spur 601) US 62/180 Loop 375 ( on mainlar Amend the ing for PE an Cost Informa ring: \$2,421 \$7,626 \$54,66: \$54,66: \$54,66: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$2,125 \$88,95 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	(Purple Hear 0 (Montana Av (Purple Heart nes and const a D2045 MTF d/or ROW Co ation: ,570 ,000 3,725 ,051 55 7,672 52,973 04/2017 05/2018 04/2019 04/2020 05/2020	t) Widening an re.) Widening and truct 2 lane fron P, D21-24 TIP an osts, if any. Cost of Approved Phases: \$54,663,725 Amend to Program I Amend th Amend th Program i	d Constructi tage roads nd 21-24 S Cat 2M Cat 2M Cat 4 Fur program ir D2045 MTF ative Amen e D2045 M into D2045	on of Frontag in each dired TIP to move PF 2M 4U ad by Share to amended P, D19-22 TIR dment to add TP, D19-22 TIR dment to add TP, D19-22 S	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTOI ogram into D20 Federal Share \$29,819,200 \$13,911,780 \$43,730,980 H2040 MTP, H P, 19-22 STIP, ir d \$10,000,800 o TIP, 19-22 STIP IP, 19-22 STIP 24 TIP and 21-24	In 4 to 6 lanes F P FY 2022 RY: 45 MTP, D21-2 Authorized \$7,454,800 \$3,477,945 \$10,932,745 \$10,932,745 17-20 TIP, 17-2 n FY 2019. f Cat 2M in FY 20 to move from F to move from F 4 STIP in FY 20	REVISION DATE: MPO PROJECT ID MTP REFERENCE UNDING CATEGO 4 TIP and 21-24 ST d Funding by Catego Regional Share \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	07/2020 : F057X-CA : F057X-CA DRY: CAT 2, CA DRY: CAT 2, CA TIP in FY 2021 gory/Share Local Share \$0 \$0 \$0 \$0 \$0 \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: *Project Sponsor pay <b>Total Project (</b> Preliminary Engineer Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orc <b>Total Project Cost:</b> 05/2017 07/2018 05/2019 08/2019 05/2020	E: Loop 375 ( Spur 601) US 62/180 Loop 375 ( on mainlar Amend the amend the 2,125 \$88,95 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$2,327 \$69,25 2019 2019 2019 2019 2020 2021 2021 2021	(Purple Hear 0 (Montana Av (Purple Hear nes and consi e D2045 MTF d/or ROW Cod ation: ,570 ,000 3,725 ,051 55 7,672 32,973 04/2017 05/2018 04/2019 06/2019 04/2020 05/2020 11/2020	t) Widening an re.) ) Widening and truct 2 lane fron P, D21-24 TIP at asts, if any. Cost of Approved Phases: \$54,663,725 Amend to Program I Amend th Program i Amend th Program i	d Constructi tage roads and 21-24 S Cat 2M Cat 2M Cat 4 Fur program ir D2045 MTF ative Amen e D2045 M e D2045 M	on of Frontag in each dired TIP to move PF Pr 2M 4U ad by Share to amended P, D19-22 TII dment to add TP, D19-22 TII dment to add	C ntage Roads ge Roads: Wide ction. from FY 2021 to ROJECT HISTOL ogram into D20 Federal Share \$29,819,200 \$13,911,780 \$43,730,980 H2040 MTP, H P, 19-22 STIP, ir d \$10,000,800 o TIP, 19-22 STIP TIP, 19-22 STIP	In 4 to 6 lanes F P FY 2022 RY: 45 MTP, D21-2 Authorized \$7,454,800 \$3,477,945 \$10,932,745 \$10,932,745 17-20 TIP, 17-2 n FY 2019. f Cat 2M in FY 20 to move from F to move from F 4 STIP in FY 20	REVISION DATE: MPO PROJECT ID MTP REFERENCE FUNDING CATEGO 4 TIP and 21-24 ST d Funding by Cate Regional Share \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	07/2020 : F057X-CA : F057X-CA DRY: CAT 2, CA DRY: CAT 2, CA TIP in FY 2021 gory/Share Local Share \$0 \$0 \$0 \$0 \$0 \$0 \$0	Lcl Contribution \$0 \$0	<b>Total Share</b> \$37,274,000 \$17,389,725

WEDNESDAY, JANU 4:45:17 PM	JARY 13, 202	21	20.	21-2024		ANSPOR		) MPROVEMEN <sup>-</sup> ROJECTS	T PROGRAM		2	TIP PAGE: 4
						FY 2022	(SEPT - A	UG)		Ell	aso Metropolitan Plan	nning Urganization
	COUNTY	CSJ		HW		PH/	-	CIT		PROJECT SPON		OE COST
TX DIST. 24	EP	0924-06-5		CS		C,E	,R	Horiz		Horizon	\$1	3,091,758
TIP PROJECT NAME	-		ruction						REVISION DATE:	07/2020		
LIMITS FROM:	Eastlake E								MPO PROJECT IE			
LIMITS TO:	Oxbow Dr				· · ··				MTP REFERENCE			
TIP DESCRIPTION: REMARKS:			uction: Reconstr TP, D21-24 TIP		•		adway		FUNDING CATEG	ORY: CAL7 ST	-MM, CAT 3 LC	
<b>Total Project (</b> Preliminary Engineer						Fede	ral Share		ed Funding by Cate Regional Share		Lcl Contribution	Total Share
Right Of Way:	\$500,0		Cost of	Cat 7	STP-M		496,607	\$0	\$0	\$2,124,151	\$0	\$10,620,758
Construction:	\$8,308		Approved			,	,					
Construction Enginee	. ,	,	Phases:	Cat 1	0 State	Funded	\$0	\$2,471,000	\$0	\$0	\$0	\$2,471,000
Contingencies:	\$1,065		\$13,091,758									
Indirects:	\$0		,,_									
Bond Financing:	\$0										••	
Potential Change Ord	ler: \$0				Fund by Sha	are \$8,	496,607	\$2,471,000	\$0	\$2,124,151	\$0	\$13,091,758
Total Project Cost:	\$13,09	1,758		<b>.</b>								
02/2020	2022	01/2020	Amond th	- D204		00 TID 40		to make from		0		
									FY 2030 to FY 202	Ζ.		
07/2020 'STIP Rev Date(s	2022	05/2020 to TIP Admini	0				and 21-2	4 STIP in FY 20	022.			
TX DIST. 24	EP	0924-06-6		CS		C,	F	Soco	orro	Socorro		\$756,780
TIP PROJECT NAME				00		0,	-		REVISION DATE:	07/2020	•	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
LIMITS FROM:		anal at Pass							MPO PROJECT IE			
LIMITS TO:			assmore Road						MTP REFERENCE			
TIP DESCRIPTION:	Passmore		d-Use Path: A 12	2-foot s	hared-use pa	th along F	Passmore		FUNDING CATEG		SA	
REMARKS:	-	•	TP, D21-24 TIP	and 21	-24 STIP in F	Y 2022-E	xempt					
						PROJEC	T HISTO	RY:				
		······				Amend t	he D2045		TIP, 19-22 STIP to		22. Exempt	
Total Project C						<b>-</b>			d Funding by Cate	• •		<b>T</b> ( ) <b>O</b>
Preliminary Engineeri	•	)	Cost of	•	0.47.0		al Share	State Share	-		Lcl Contribution	Total Share
Right Of Way: Construction:	\$0 \$658.0	70	Approved	Cat 9	CAT 9 LEX TASA	20	605,424	\$0	\$0	\$151,356	\$0	\$756,780
Construction Enginee	1 / -	110	Phases:	i						A . E . A E A	••	A750 700
Contingencies:	\$0 \$0		\$756,780		Fund by Sha	ire \$	605,424	\$0	\$0	\$151,356	\$0	\$756,780
Indirects:	\$0 \$0		ψ1 00,100									
Bond Financing:	\$0 \$0											
Potential Change Ord												
Total Project Cost:	\$756,7	/80										
PROJECT AMENDM	IENT HISTO	RY										
STIP Rev Date(s)			Date Note/Ame									
	<b>FY(s) N</b> 2022	lote/Amend I 12/2019				23 TIP, 19	-22 STIP	to program in l	FY 2022. Exempt			
STIP Rev Date(s)	2022 2022	12/2019 05/2020	Amend th Program i	e D204 into D2	5 MTP, D19-: 045 MTP, D2	21-24 TIP		to program in l 4 STIP in FY 20				

	ARY 13, 2	021				EL PASO MPC	)		1	111	TIP PAGE:
4:45:18 PM			20	21-2024 ST		NSPORTATION IN		T PROGRAM		2	-
						ASO DISTRICT PF			FL F	aso Metropolitan Plan	ninn Denanizatio
				10407	F	Y 2022 (SEPT - A	-				
DISTRICT C TX DIST, 24	OUNTY EP	CSJ 0924-06-61	10	<u>HWY</u> N/A		PHASE	El Pa		PROJECT SPON County EP		<u>OE COST</u> 1,000,000
						I				Ŷ	1,000,000
TIP PROJECT NAME	-		up assistance					REVISION DATE:	07/2020		
LIMITS FROM:	County V							MPO PROJECT ID:	T001-2		
LIMITS TO:	County V			-				MTP REFERENCE:	T001-2		
TIP DESCRIPTION:	•	I Transit Start-u	•					FUNDING CATEGO			
REMARKS:	Program	D2045 MTP, E	D21-24 TIP and	21-24 STIF	P in FY 20	22 - Exempt		VOC (Kg/Day): 2.784 NOX (Kg/Day): 2.18		ay): 44.015 J/Day): 1.041	
*Note project is phase						PROJECT HISTO Program into the D		19-23 TIP and 19-22	STIP in FY 2022	2 - Exempt	
Total Project C	ost Inforn	nation:					Authorize	d Funding by Categ			
Preliminary Engineerin	ng: \$0					Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	Cat 5	CMAQ	\$800,000	\$0	\$0	\$200,000	\$0	\$1,000,000
Construction:	\$4,13	39,859	Approved								
Construction Engineer			Phases:	Full	u ny Silar	e	φU	φU	<b>⊅∠∪</b> 0,000	φU	ຈາ,ບບບ,ບບບ
Contingencies:	\$0		\$1,000,000								
Indirects:	\$0										
Bond Financing:	\$0										
Potential Change Orde											
Total Project Cost:		39,859									
STIP Rev Date(s) 5/2020 07/2020	<b>FY(s)</b> 2022 2022	Note/Amend D 04/2020			945 MTP, I	D19-23 TIP and 19	9-22 STIP in F	1 2022 - Exempt			
		05/2020	Program	D2045 MTF	P, D21-24	TIP and 21-24 ST	IP in FY 2022	•			
'STIP Rev Date(s)			•				IP in FY 2022	•			
'STIP Rev Date(s) TX DIST. 24			strative Amend				IP in FY 2022	- Exempt	County EP	\$	1,329,356
TX DIST. 24	also refer	s to TIP Adminis 0924-06-61	strative Amend	ment (Local		) Date		- Exempt	County EP 07/2020	\$	1,329,356
TX DIST. 24 TIP PROJECT NAME	also refer EP <b>: Tornillo</b>	s to TIP Adminis 0924-06-61	strative Amend 17 ks/SUP	ment (Local CS		) Date	El Pa	- Exempt	07/2020	\$	1,329,356
TX DIST. 24 TIP PROJECT NAME LIMITS FROM:	' also refer EP : <b>Tornillo</b> Drake Si	s to TIP Adminis 0924-06-61 North Sidewal	strative Amend I <b>7</b> <b>ks/SUP</b> Dr. and Oil Mills	ment (Local CS		) Date	El Pa	- Exempt aso REVISION DATE:	07/2020	\$	1,329,356
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO:	' also refer EP : <b>Tornillo</b> Drake St Various Tornillo I	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/r North Sidewalks	strative Amend I7 ks/SUP Dr. and Oil Mills roadways s/SUP: Design	ment (Local CS s Rd. and Constru	Revision) uction of r	) Date	El Pa	Exempt aso REVISION DATE: MPO PROJECT ID:	07/2020 <b>E505X</b> E505X		1,329,356
. ,	' also refer EP : <b>Tornillo</b> Drake St Various Tornillo I	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/r North Sidewalks	strative Amend I7 ks/SUP Dr. and Oil Mills roadways s/SUP: Design	ment (Local CS s Rd. and Constru	Revision) uction of r	) Date C,E new sidewalks 5 ft	El Pa	Exempt aso REVISION DATE: MPO PROJECT ID: MTP REFERENCE:	07/2020 <b>E505X</b> E505X		1,329,356
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION:	' also refer EP : Tornillo Drake Si Various Tornillo I driveway TX. Program	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/i North Sidewalks /s, striping, cros	strative Amend <b>17</b> <b>ks/SUP</b> Dr. and Oil Mills roadways s/SUP: Design sswalks and 24 5 MTP, D21-24	ment (Local CS Rd. and Constru ADA Ramp	Revision) uction of r s. along d	) Date C,E new sidewalks 5 ft	El Pa wide, Fornillo,	Exempt aso REVISION DATE: MPO PROJECT ID: MTP REFERENCE:	07/2020 <b>E505X</b> E505X		1,329,356
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION:	' also refer EP : Tornillo Drake Si Various Tornillo I driveway TX. Program	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/n North Sidewalks ys, striping, cros	strative Amend <b>17</b> <b>ks/SUP</b> Dr. and Oil Mills roadways s/SUP: Design sswalks and 24 5 MTP, D21-24	ment (Local CS Rd. and Constru ADA Ramp	Revision) uction of r s. along d -24 STIP-	Date C,E c,E ifferent streets at T EXEMPT. Tornillo PROJECT HISTO Program into the E	El Pa Vide, Fornillo, North RY: D2045 MTP, D <sup>2</sup>	Exempt aso REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22	07/2020 E505X E505X RY: CAT 9 TA		
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	also refer EP : Tornillo Drake Si Various Tornillo I driveway TX. Program Sidewall	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes I/ County Streets// North Sidewalks ys, striping, cros h into the D2048 ks and Inkind =	strative Amend <b>17</b> <b>ks/SUP</b> Dr. and Oil Mills roadways s/SUP: Design sswalks and 24 5 MTP, D21-24	ment (Local CS Rd. and Constru ADA Ramp	Revision) uction of r s. along d -24 STIP-	Date C,E new sidewalks 5 ft ifferent streets at T EXEMPT. Tornillo PROJECT HISTO	El Pa vide, Fornillo, North RY: 22045 MTP, D' 2045 MTP, D'	Exempt aso REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 IO 115662	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT.	SA (TXDOT)	
TX DIST. 24 <b>TIP PROJECT NAME</b> LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: <b>Total Project C</b>	also refer EP : Tornillo Drake Si Various Tornillo I driveway TX. Program Sidewall	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes I County Streets/i North Sidewalks ys, striping, cros h into the D2048 ks and Inkind =	strative Amend <b>17</b> <b>ks/SUP</b> Dr. and Oil Mills roadways s/SUP: Design sswalks and 24 5 MTP, D21-24	ment (Local CS Rd. and Constru ADA Ramp	Revision) uction of r s. along d -24 STIP-	Date C,E C,E ifferent streets at T EXEMPT. Tornillo PROJECT HISTO Program into the E Commission appro	El Pa wide, Fornillo, North RY: 22045 MTP, D 2045 MTP, D 2045 MTP, D 2045 MTP, D	Exempt REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 10 115662 <b>d Funding by Catego</b>	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT. Jory/Share	SA (TXDOT) 2019 TA/SRTS state	-selected;
TX DIST. 24 <b>TIP PROJECT NAME</b> LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: <b>Total Project C</b> Preliminary Engineerir	also refer EP : Tornillo Drake S Various Tornillo I driveway TX. Program Sidewall	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes I County Streets/i North Sidewalks ys, striping, cros h into the D2048 ks and Inkind =	strative Amend <b>17</b> <b>ks/SUP</b> Dr. and Oil Mills roadways s/SUP: Design sswalks and 24 5 MTP, D21-24 \$237,385	ment (Local CS s Rd. and Constru ADA Ramp t TIP and 21	Revision) uction of r s. along d -24 STIP-	Date C,E C,E ew sidewalks 5 ft ifferent streets at T EXEMPT. Tornillo PROJECT HISTO Program into the E Commission appro	El Pa wide, Fornillo, North RY: 22045 MTP, D' 2045 MTP, D' 2045 MTP, D' State Share	Exempt REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 10 115662 <b>ID Funding by Catego</b> <b>Regional Share</b>	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT. Jory/Share Local Share	SA (TXDOT) 2019 TA/SRTS state Lcl Contribution	selected; Total Share
TX DIST. 24 <b>FIP PROJECT NAME</b> IMITS FROM: IMITS TO: FIP DESCRIPTION: REMARKS: <b>Total Project C</b> Preliminary Engineerir Right Of Way:	also refer EP : Tornillo Drake S Various Tornillo driveway TX. Program Sidewall ost Inform g: \$265, \$0	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/i North Sidewalks /s, striping, cros h into the D2045 ks and Inkind = nation: 871	strative Amend 7 ks/SUP Dr. and Oil Mills roadways s/SUP: Design swalks and 24 5 MTP, D21-24 \$237,385 Cost of	ment (Local CS Rd. and Constru ADA Ramp	Revision) uction of r s. along d -24 STIP-	Date C,E C,E ew sidewalks 5 ft ifferent streets at T EXEMPT. Tornillo PROJECT HISTO Program into the D Commission appro Federal Share \$1,063,485	El Pa wide, Fornillo, North RY: 22045 MTP, D 2045 MTP, D 2045 MTP, D 2045 MTP, D	Exempt REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 10 115662 <b>d Funding by Catego</b>	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT. Jory/Share	SA (TXDOT) 2019 TA/SRTS state	selected; Total Share
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TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerir Right Of Way: Construction: Construction Engineer	also refer EP : Tornillo Drake S Various Tornillo driveway TX. Program Sidewall ost Inform og: \$265, \$0 \$1,06 ing: \$0	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/i North Sidewalks /s, striping, cros h into the D2045 ks and Inkind = nation: 871	strative Amend <b>i7</b> <b>ks/SUP</b> Dr. and Oil Mills roadways s/SUP: Design swalks and 24 5 MTP, D21-24 \$237,385 Cost of Approved µnases:	ment (Local CS s Rd. and Constru ADA Ramp TIP and 21 TIP and 21	Revision) uction of r s. along d -24 STIP-	Date C,E C,E ew sidewalks 5 ft ifferent streets at T EXEMPT. Tornillo PROJECT HISTO Program into the D Commission appro Federal Share \$1,063,485 F)	El Pa wide, Fornillo, North RY: 22045 MTP, D' 2045 MTP, D' 2045 MTP, D' State Share	Exempt REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 10 115662 <b>ID Funding by Catego</b> <b>Regional Share</b>	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT. Jory/Share Local Share	SA (TXDOT) 2019 TA/SRTS state Lcl Contribution	selected; Total Share \$1,329,356
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TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerir Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orde	also refer EP : Tornillo Drake Si Various Tornillo driveway TX. Program Sidewall ost Inform ng: \$265, \$0 \$1,00 ing: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/i North Sidewalks ys, striping, cros a into the D2045 ks and Inkind = nation: 871 33,485	strative Amend <b>i7</b> <b>ks/SUP</b> Dr. and Oil Mills roadways s/SUP: Design swalks and 24 5 MTP, D21-24 \$237,385 Cost of Approved µnases:	ment (Local CS s Rd. and Constru ADA Ramp TIP and 21 TIP and 21	Revision) uction of r s. along d -24 STIP- 2 TASA (TXDOT	Date C,E C,E ew sidewalks 5 ft ifferent streets at T EXEMPT. Tornillo PROJECT HISTO Program into the D Commission appro Federal Share \$1,063,485 F)	El Pa wide, Fornillo, North RY: 22045 MTP, D' 2045 MTP, D' 2045 MTP, D' State Share \$0	Exempt REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 10 115662 <b>d Funding by Categore</b> <b>Regional Share</b> \$0	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT. Jory/Share Local Share \$265,871	SA (TXDOT) 2019 TA/SRTS state Lcl Contribution \$0	selected; Total Share \$1,329,356
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	also refer EP : Tornillo Drake Si Various Tornillo driveway TX. Program Sidewall ost Inform ng: \$265, \$0 \$1,00 ing: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/i North Sidewalks /s, striping, cros h into the D2045 ks and Inkind = nation: 871	strative Amend <b>i7</b> <b>ks/SUP</b> Dr. and Oil Mills roadways s/SUP: Design swalks and 24 5 MTP, D21-24 \$237,385 Cost of Approved µnases:	ment (Local CS s Rd. and Constru ADA Ramp TIP and 21 TIP and 21	Revision) uction of r s. along d -24 STIP- 2 TASA (TXDOT	Date C,E C,E ew sidewalks 5 ft ifferent streets at T EXEMPT. Tornillo PROJECT HISTO Program into the D Commission appro Federal Share \$1,063,485 F)	El Pa wide, Fornillo, North RY: 22045 MTP, D' 2045 MTP, D' 2045 MTP, D' State Share \$0	Exempt REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 10 115662 <b>d Funding by Categore</b> <b>Regional Share</b> \$0	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT. Jory/Share Local Share \$265,871	SA (TXDOT) 2019 TA/SRTS state Lcl Contribution \$0	-selected;
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerir Right Of Way: Construction: Construction Engineer Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orde Total Project Cost: PROJECT AMENDMI	* also refer EP : <b>Tornillo</b> Drake St Various Tornillo driveway TX. Program Sidewall <b>ost Inform</b> g: \$265, \$0 \$1,00 ing: \$0 \$0 \$0 \$0 \$0 \$0 \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$\$\$</b> \$0 <b>\$\$\$\$\$\$\$\$\$\$\$\$\$</b>	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/n North Sidewalks ys, striping, cros n into the D2045 ks and Inkind = nation: 871 33,485 29,356 DRY	strative Amend 17 ks/SUP Dr. and Oil Mills roadways s/SUP: Design swalks and 24 5 MTP, D21-24 \$237,385 Cost of Approved mases: \$1,329,356	ment (Local CS and Constru- ADA Ramp TIP and 21	Revision) uction of r s. along d -24 STIP- 2 TASA (TXDOT	Date C,E C,E ew sidewalks 5 ft ifferent streets at T EXEMPT. Tornillo PROJECT HISTO Program into the D Commission appro Federal Share \$1,063,485 F)	El Pa wide, Fornillo, North RY: 22045 MTP, D' 2045 MTP, D' 2045 MTP, D' State Share \$0	Exempt REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 10 115662 <b>d Funding by Categore</b> <b>Regional Share</b> \$0	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT. Jory/Share Local Share \$265,871	SA (TXDOT) 2019 TA/SRTS state Lcl Contribution \$0	selected; Total Share \$1,329,356
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: REMARKS: Preliminary Engineerir Right Of Way: Construction: Construction Engineer Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Order Total Project Cost: PROJECT AMENDMI STIP Rev Date(s)	* also refer EP : <b>Tornillo</b> Drake St Various Tornillo driveway TX. Program Sidewall <b>ost Inform</b> g: \$265, \$0 \$1,00 ing: \$0 \$0 \$0 \$0 \$0 \$0 \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$\$\$</b> \$0 <b>\$\$\$\$\$\$\$\$\$\$\$\$\$</b>	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/n North Sidewalks ys, striping, cros n into the D2045 ks and Inkind = nation: 871 33,485 29,356	strative Amend 17 ks/SUP Dr. and Oil Mills roadways s/SUP: Design swalks and 24 5 MTP, D21-24 \$237,385 Cost of Approved mases: \$1,329,356	ment (Local CS and Constru- ADA Ramp TIP and 21	Revision) uction of r s. along d -24 STIP- 2 TASA (TXDOT	Date C,E C,E ew sidewalks 5 ft ifferent streets at T EXEMPT. Tornillo PROJECT HISTO Program into the D Commission appro Federal Share \$1,063,485 F)	El Pa wide, Fornillo, North RY: 22045 MTP, D' 2045 MTP, D' 2045 MTP, D' State Share \$0	Exempt REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 10 115662 <b>d Funding by Categore</b> <b>Regional Share</b> \$0	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT. Jory/Share Local Share \$265,871	SA (TXDOT) 2019 TA/SRTS state Lcl Contribution \$0	selected; Total Share \$1,329,356
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerir Right Of Way: Construction: Construction Engineer Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Orde Total Project Cost: PROJECT AMENDMI	* also refer EP : <b>Tornillo</b> Drake St Various Tornillo driveway TX. Program Sidewall <b>ost Inform</b> g: \$265, \$0 \$1,00 ing: \$0 \$0 \$0 \$0 \$0 \$0 \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$</b> \$0 <b>\$\$\$</b> \$0 <b>\$\$\$\$\$\$\$\$\$\$\$\$\$</b>	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/n North Sidewalks ys, striping, cros n into the D2045 ks and Inkind = nation: 871 33,485 29,356 DRY	strative Amend 7 ks/SUP Dr. and Oil Mills roadways s/SUP: Design sswalks and 24 5 MTP, D21-24 \$237,385 Cost of Approved Pnases: \$1,329,356 Date Note/Ame	endment (Local CS Rd. and Constru ADA Ramp TIP and 21 Fund Fund	Revision) Lection of r s. along d -24 STIP- TASA (TXDO1 d by Shar	C,E C,E ew sidewalks 5 ft ifferent streets at T EXEMPT. Tornillo PROJECT HISTO Program into the E Commission appro <b>Federal Share</b> \$1,063,485 F) <b>re</b> \$1,063,485	El Pa wide, Fornillo, North RY: D2045 MTP, D' Dved 1/30/20 N Authorize State Share \$0 \$0	Exempt aso REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 10 115662 d Funding by Catego Regional Share \$0 \$0	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT. jory/Share Local Share \$265,871 \$265,871	SA (TXDOT) 2019 TA/SRTS state Lcl Contribution \$0	e-selected; Total Share \$1,329,356 \$1,329,356
TX DIST. 24 TIP PROJECT NAME LIMITS FROM: LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	* also refer EP : Tornillo Drake Si Various Tornillo driveway TX. Program Sidewall ost Inform g: \$265, \$0 \$1,00 (ing: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	s to TIP Adminis 0924-06-61 North Sidewall t, Los Coyotes E County Streets/i North Sidewalks ys, striping, cros i into the D2048 ks and Inkind = nation: 871 33,485 29,356 DRY Note/Amend E	strative Amend 7 ks/SUP Dr. and Oil Mills roadways s/SUP: Design sswalks and 24 5 MTP, D21-24 \$237,385 Cost of Approved mases: \$1,329,356 Date Note/Ame Program 115662	endment (Local CS Rd. and Constru ADA Ramp TIP and 21 Fund Fund endment into the D20	Revision) Lection of r s. along d -24 STIP- TASA (TXDOT d by Shar 45 MTP, I	Date C,E C,E C,E C,E C,E Commission approximation Commission approximation Commission approximation Federal Share \$1,063,485 C) Commission approximation Federal Share \$1,063,485 C) Commission approximation Commission approximation Federal Share \$1,063,485 C) Commission approximation Commission approximation Commission Commission approximation Commission Commission appr	EI Pa wide, fornillo, North RY: D2045 MTP, D' Dyved 1/30/20 M Authorize State Share \$0 \$0	Exempt aso REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO 19-23 TIP and 19-22 10 115662 d Funding by Catego Regional Share \$0 \$0	07/2020 E505X E505X RY: CAT 9 TA STIP-EXEMPT. Jory/Share Local Share \$265,871 \$265,871	SA (TXDOT) 2019 TA/SRTS state Lcl Contribution \$0 \$0 Commission approv	e-selected; Total Share \$1,329,356 \$1,329,356

				FY 2022 (SEPT - A		E	Paso Metropolitan Plan	ning Organization
DISTRICT C	OUNTY CSJ		HWY	PHASE	CITY	PROJECT SPO	NSOR Y	OE COST
TX DIST. 24	EP 0924-06-	616	CS	C,E	El Paso	County El	¢ \$	1,432,619
TIP PROJECT NAME:	Tornillo South Sidew	alks/SUP			REVISIO	N DATE: 07/2020		
LIMITS FROM:	Cobb Ave, Florinda Dr	., Linda Dr., Flor	ella Dr., 2nd St.	and 3rd. St.	MPO PRO	DJECT ID: E504X		
LIMITS TO:	Various County streets	s/roadways			MTP REF	ERENCE: E504X		
TIP DESCRIPTION:		ath (SUP), drivev		on of new sidewalks 5 ft w rosswalks and 28 ADA R		GCATEGORY: CAT 9 TA	SA (TXDOT)	
REMARKS:	Program into the D204 Sidewalk/SUP and Ink		TIP and 21-24	STIP-EXEMPT. Tornillo	South			
						and 21-24 STIP-EXEMP	T. 2019 TA/SRTS stat	e-selected;
Total Project Co Preliminary Engineerin	ost Information: lg: \$286,524			Federal Share	Authorized Funding State Share Region	g by Category/Share al Share Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0	Cost of	Cat 9TAP TA	ASA \$1,146,095	\$0	\$0 \$286,524	\$0	\$1,432,619
Construction:	\$1,146,095	Approved	(Т	XDOT)				
Construction Engineer	ing: \$0	Phases:	Fund by	Share \$1,146,095	\$0	\$0 \$286,524	\$0	\$1,432,619
Contingencies:	\$0	\$1,432,619	1					
Indirects:	\$0							
Bond Financing:	\$0							
Potential Change Orde	er: \$0							
Total Project Cost:	\$1,432,619							
PROJECT AMENDME	ENT HISTORY							
STIP Rev Date(s)	FY(s) Note/Amend	d Date Note/Am	endment					
05/2020	2022 04/2020	0 Program MO 1156		MTP, D21-24 TIP and 2	1-24 STIP-EXEMPT. 20	19 TA/SRTS state-selecte	ed; Commission appro	ved 1/30/20
07/2020	2022 05/2020	0 Program	into the D2045	MTP, D21-24 TIP and 2	1-24 STIP-EXEMPT. To	rnillo South Sidewalk/SU	P and Inkind = \$255,82	25
'STIP Rev Date(s)'	also refers to TIP Admi	nistrative Amend	ment (Local Rev	vision) Date				
TX DIST. 24	EP 0924-06-	566	N/A	E	El Paso	COEP	\$:	3,421,422
TIP PROJECT NAME:	: Traffic Management	Center Upgrade	Phase 1		REVISION	N DATE: 07/2020		
LIMITS FROM:	City of El Paso city lim	its.			MPO PRO	DJECT ID: S301D		
LIMITS TO:	City of El Paso city lim	its.			MTP REF	ERENCE: S301D		
TIP DESCRIPTION:	controller equipment c	ity wide. P1 is the	e design phase.		affic Signal FUNDING VOC (Kg/l	CATEGORY: CAT 5 CM Day): 3.5 CO (Kg/I	/IAQ Day): 68.03	
REMARKS:	design&construction.P Program into D2045 N			struction of the design P in FY 2022Exempt	NOX (Kg/	Day): 8.91 PM 10 (K	(g/Day): 10.15	

Total Project Cost:	\$24,981,382										
Potential Change Order:	\$0										
Bond Financing:	\$0										
Indirects:	\$319,404										
Contingencies:	\$0	\$3,421,422									
Construction Engineering	\$2,129,397		I		···· <b>,</b> ·····				••••,-••		<b>.</b>
Construction:	\$17,172,252	Approved Phases:		Fu	nd by Share	\$2,737,138	\$0	\$0	\$684,284	\$0	\$3,421,422
Right Of Way:	\$0	Cost of	Cat	5	CMAQ	\$2,737,138	\$0	\$0	\$684,284	\$0	\$3,421,422
Preliminary Engineering:	\$5,360,329					Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Total Project Cost	Information:						Authorize	d Funding by Categ	jory/Share		
*Note project is phased f	rom FY 2022 - 2026					mend the D2045 FY 2022	MTP, D19-23	TIP, 19-22 STIP to r	educe CAT 5 CN	IAQ from \$5,360,329	to \$3,660,329
					1.	ROJECT HISTO					

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2022.
02/2020	2022	01/2020	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to reduce CAT 5 CMAQ from \$5,360,329 to \$3,660,329 in FY 2022
07/2020	2022	05/2020	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2022Exempt

'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date

TIP PAGE: 6

Aetropolitan Planning Organization

WEDNESDAY, JAN	UARY 13, 20	)21			EL PASO MPO			1	14	TIP PAGE: 7
4:45:20 PM			20	021-2024 STATE TRANS		-		-		
					O DISTRICT PF			EL T	aso Metropolitan Pla	anina Reconstruction
					2022 (SEPT - A					
	COUNTY	CSJ	_	HWY	PHASE	CIT		ROJECT SPON		OE COST
TX DIST. 24	EP	0924-06-61	-	CS	C,E	El Pa		COEP		\$999,953
TIP PROJECT NAM							REVISION DATE:	07/2020		
LIMITS FROM:			· ·	ce Dr from Elvin; Playa L			MPO PROJECT ID:	E506X		
LIMITS TO: TIP DESCRIPTIO		, j	•	to Jesuit Dr; Playa Later OfSchoolZoneFlashersA			MTP REFERENCE:	E506X		
	Ramps@ YMS.Bike ralBetwe	)MultipleLocatio eLanes@ElvinV enElvin&Jesuitl	ns&SchoolZoi VayBetweenA Dr	neSignsWillBeUpgraded lameda&VictorLane&Hik	FoMeetMUTCD e&BikeTrailAmo	Standards@				
REMARKS:				TIP and 21-24 STIP-EX approved 1/30/20 MO 1						
				· ·	OJECT HISTO		9-23 TIP and 19-22	STIP		
Total Project Preliminary Engineer					Federal Share		d Funding by Categ Regional Share	ory/Share Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	Cat 9TAP SRTS	\$999,953	\$0	\$0	\$0	\$0	\$999,953
Construction:	\$750,	,000	Approved	(TXDOT)						
Construction Engine	ering: \$0		Phases:	Fund by Share	\$999,953	\$0	\$0	\$0	\$0	\$999,953
Contingencies:	\$0		\$999,953							
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Or	rder: \$0									
Total Project Cost:	\$999,	,953								
PROJECT AMEND	MENT HISTO	DRY								
STIP Rev Date(s	s) FY(s)	Note/Amend D	ate Note/Am	endment						
5/2020	2022	04/2020	Program	into the D2045 MTP, D1	9-23 TIP and 19	-22 STIP				
07/2020	2022	05/2020	Program MO 1156	into the D2045 MTP, D2 662	21-24 TIP and 2	1-24 STIP-EXE	EMPT. 2019 TA/SRT	S state-selected	l; Commission appro	oved 1/30/20
				Iment (Local Revision) D						

					EL PAS	O DISTRICT PI 2023 (SEPT - A	ROJECTS	NTP	ROGRAM	EIF	aso Metropolitan	Planning Organizati
	OUNTY	CSJ		HWY		PHASE	C	ITY	PR	OJECT SPON	ISOR	YOE COST
TX DIST. 24	EP	0924-06-61		N/A		Т	EU	Paso		County EP		\$2,245,213
TIP PROJECT NAME:	-		up assistance	for FY23					VISION DATE:	07/2020 <b>T001-3</b>		
LIMITS FROM: LIMITS TO:	County Wid County Wid								PO PROJECT ID: P REFERENCE:	T001-3		
TIP DESCRIPTION:	-		p assistance fo	r FY23					NDING CATEGOR			
REMARKS:	•		D21-24 TIP and		<sup>o</sup> in FY 2023	3			C (Kg/Day): 2.784		ay): 44.015	
Note project is phase	d from FY 20	021 - 2023							X (Kg/Day): 2.182		/Day): 1.041	
Total Project Co	ost Informa	tion:					Authori	zed F	unding by Catego	ry/Share		
Preliminary Engineerin	-					Federal Share			•	Local Share	Lcl Contributio	on Total Share
Right Of Way:	\$0		Cost of	Cat 5	CMAQ	\$1,796,170	\$	0	\$0	\$449,043	\$	0 \$2,245,213
Construction:	\$4,139,	859	Approved Phases:	Fun	d by Share	\$1,796,170	\$	0	\$0	\$449,043	\$	0 \$2,245,213
Construction Engineeri												
Contingencies: ndirects:	\$0 \$0		\$2,245,213									
Bond Financing:	\$0 \$0											
Potential Change Orde												
otal Project Cost:	\$4,139,	859										
				·····								
ROJECT AMENDME												
STIP Rev Date(s)	. /		ate Note/Am									
07/2020	2023	05/2020	Program	D2045 MTI	P, D21-24 T	IP and 21-24 ST	IP in FY 202	3				
'STIP Rev Date(s)'	also refers t	o TIP Admini	strative Amend	ment (Local	Revision) D	Date						
TX DIST. 24	EP	0924-06-61		CS		C,E	EH	Paso		COEP		\$22,451,630
IP PROJECT NAME:	: Sean Hagg	gerty Dr Exte	nsion					RE	VISION DATE:	07/2020		
IMITS FROM:	Nathan Ba	y Dr							O PROJECT ID:	B201X-CA		
MITS TO:	Dyer St								P REFERENCE:	B201X-CA		
IP DESCRIPTION:			sion: Construc ay Dr to Dyer S		e bridge with	n pedestrian and	bike	FU	NDING CATEGOR	7: CAT 7, CA	T 3 LC	
EMARKS:			rp, D21-24 TIF		STIP in FY	2023						
Total Project Co	ost Informa	tion:					Authori	zed F	unding by Catego	ry/Share		
reliminary Engineerin	ng: \$1,170,0	000				Federal Share				Local Share	Lcl Contributio	on Total Share
ight Of Way:	\$0		Cost of	Cat 7	STP-MM	\$16,833,304	\$	0	\$0	\$4,208,326	\$	0 \$21,041,63
onstruction:	\$17,641	,369	Approved	Cat 3LC	Local	\$0	\$	0	\$0	\$0	\$1,410,00	0 \$1,410,00
onstruction Engineeri	ing: \$3,360,	711	Phases:		Contribut		•				• • • • • • •	- , , .,
ontingencies:	\$0		\$22,451,630		ion							
ndirects:	\$279,58	50		Fun	d by Share	\$16,833,304	\$	0	\$0	\$4,208,326	\$1,410,00	0 \$22,451,63
Bond Financing:	\$0											
	er: \$0											
Potential Change Orde	\$22,45	1,630					—					·······
otal Project Cost:	\$22,45											
otal Project Cost:	\$22,45 ENT HISTOR	RY	Date Note/Am	endment								
otal Project Cost: ROJECT AMENDME	\$22,45 ENT HISTOR	RY			MTP, D21-	24 TIP and 21-2	4 STIP in FY	2023	1			-
otal Project Cost: ROJECT AMENDME STIP Rev Date(s)	\$22,457 ENT HISTOR FY(s) No 2023	ote/Amend E 05/2020	Program	into D2045			4 STIP in FY	2023	i			
otal Project Cost: PROJECT AMENDME STIP Rev Date(s) 07/2020	\$22,457 ENT HISTOR FY(s) No 2023	ote/Amend E 05/2020	Program strative Amend	into D2045				2023 Paso		TXDOT		\$193,500,000
otal Project Cost: ROJECT AMENDME STIP Rev Date(s) 07/2020 'STIP Rev Date(s)' TX DIST. 24	\$22,457 ENT HISTOR FY(s) No 2023 also refers t EP	RY ote/Amend E 05/2020 o TIP Adminis 3592-01-00	Program strative Amend	into D2045 ment (Local SH 178		Date		Paso	SVISION DATE:	TXDOT 07/2020		\$193,500,000
otal Project Cost: ROJECT AMENDME STIP Rev Date(s) 07/2020 'STIP Rev Date(s)' TX DIST. 24 IP PROJECT NAME:	\$22,457 ENT HISTOR FY(s) No 2023 also refers t EP	NY ote/Amend E 05/2020 o TIP Adminis 3592-01-00 PERATIONAL	Program strative Amend	into D2045 ment (Local SH 178		Date		Paso RE				\$193,500,000
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C=Construction, E=Engineering, R=Right-Of-Way (ROW), T=Transfer, YOE=Year Of Expenditure, CSJ:Control Section Job

WEDNESDAY, JANU	JARY 13, 20	021				EL PASO MPO		164	TIP PAGE: 2		
4:48:55 PM			20	)21-2024 S		SPORTATION I		ENT PROGRAM	-	0-	
						SO DISTRICT PR			FL	Paso Metropolitan Plan	ning Reganization
					FY	2023 (SEPT - A	,			-	
DISTRICT O TX DIST, 24	EP	CSJ 0924-06-56	c	HWY VARIOU	e	C.E		CITY Paso	PROJECT SPOI COEP		<u>OE COST</u> 5,494,704
			-		-	- ,	EI			\$	5,494,704
		-		Phase 2	Design and	Construction		REVISION DAT			
LIMITS FROM:	,	Paso city limits						MPO PROJECT			
LIMITS TO:	,	Paso city limits						MTP REFEREN			
TIP DESCRIPTION:						upgrade of the C			GORY: CAT 5 CM		
						the design phase on&construction		VOC (Kg/Day):		ay): 340.135	
REMARKS:	design.	both designado			mplementatio	Sindconstruction		NOX (Kg/Day): 4	14.538 PM 10 (K	g/Day): 50.758	
	0	into D2045 MT	TP, D21-24 TIF	P and 21-2	4 STIP in FY	2023			*Note proj	ect is phased from Fነ	2022 - 2026
Total Project (	Cost Inform	nation:				-	Author	ized Funding by C	ategory/Share		
Preliminary Engineeri	ing: \$5,36	60,329				Federal Share	State Sha	re Regional Sha	re Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	Cat 5	CAT 5	\$4,395,763	9	SO \$	0 \$1,098,941	\$0	\$5,494,704
Construction:	\$17,1	172,252	Approved		CMAQ						
Construction Enginee	ering: \$2,12	9,397	Phases:	Fu	nd by Share	\$4,395,763	9	50 \$	0 \$1,098,941	\$0	\$5,494,704
Contingencies:	\$0		\$5,494,704								
Indirects:	\$319	,404									
Bond Financing:	\$0										
Potential Change Ord	der: \$0										
Total Project Cost:	\$24,9	981,382									
PROJECT AMENDM	IENT HISTO	ORY									
STIP Rev Date(s)	) FY(s)	Note/Amend D	ate Note/Am	endment							
07/2020	2023	05/2020	Program	into D204	5 MTP, D21-	24 TIP and 21-2	4 STIP in FY	2023			

'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date

ARY 13, 20	21	00	04 0004		EL PASO MPC			1	11	TIP PAGE:
		20	21-2024				PROGRAM		n	-
								EI F	aso Metropolitan Plan	ning Organizatio
	CS.I		HWY		•		Y P			DE COST
EP		09	CS		C,E			COEP		,869,824
: Border Hi	ahwav West	Hike and Bike	Trail				REVISION DATE:	07/2020		
							MPO PROJECT ID:	E112X		
	. ,	•					MTP REFERENCE:	E112X		
					allation of an 11	-				
•		•			2024				.,	
Cost Inform	ation:		1			Authorize	d Funding by Categ	gory/Share		
ng: \$467,4	156		1		Federal Share			Local Share	Lcl Contribution	Total Share
\$0		Cost of	Cat 5	CMAQ	\$1,495,859	\$0	\$0	\$373,965	\$0	\$1,869,82
\$1,093	3,847	Approved		-						
ring: \$280,4	174	Phases:	. r	und by Share	<b>\$1,490,009</b>	φU	φU	\$373,900	ΨŪ	<b>₹1,009,0</b> 2
\$0		\$1,869,824								
\$28,04	17									
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E: Nuevo Hu Tanks to FM 76 No SH 20 - A Nuevo Hu "Nuevo" H into D204 ed, PE was in ing for PE ar Cost Informa ng: \$3,5000 \$1,500 \$1,500 \$1,500 \$0 \$0 \$0 \$0 \$0 \$0 \$0 <b>ENT HISTO</b>	eco Tanks E "Nuevo" Huo rth Loop Dr lameda Aven eco Tanks Ex lueco Tanks) 55 MTP, D21- h FY 2020, Co dd/or ROW Co ation: 0,000 0,000 0,000 0,000 RY	Extension-Phase eco Tanks) ue tension-Phase : Build 4 lane ro 24 TIP and 21-2 onstruction phas osts, if any. Cost of Approved Phases: \$20,000,000	l (Street l adway ar 24 STIP in ses in FY Cat 3L Cat 7 F	name updated nd shared-use n FY 2024 2024 and FY2 Contribut ion (TRZ) STP-MM und by Share	from "Old" Huec path Program 031 Federal Share \$0 \$4,000,000	lueco o Tanks to Authorize State Share \$0 \$0	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO d Funding by Catego Regional Share \$0 \$0	07/2020 A527X-C/ A527X-C/ RY: CAT 7, CA pory/Share Local Share \$0 \$1,000,000	AP-1 AP-1 AT 3 LC LCI Contribution \$15,000,000 \$0	<b>Total Share</b> \$15,000,000 \$5,000,000
E: Nuevo Hu Tanks to FM 76 No SH 20 - A Nuevo Hu "Nuevo" H into D204 ed, PE was in ing for PE ar Cost Informa ng: \$3,5000 \$1,500 \$1,500 \$1,500 \$0 \$0 \$0 \$0 \$0 \$0 <b>\$0</b> ENT HISTO	eco Tanks E "Nuevo" Huo rth Loop Dr lameda Aven eco Tanks Ex lueco Tanks) 55 MTP, D21- h FY 2020, Co dd/or ROW Co ation: 0,000 0,000 0,000 0,000 RY	Extension-Phase eco Tanks) ue (tension-Phase : Build 4 lane ro 24 TIP and 21-2 onstruction phase osts, if any. Cost of Approved Phases: \$20,000,000	l (Street i adway ar 24 STIP in cat 3L Cat 3L Cat 7 F	name updated nd shared-use n FY 2024 2024 and FY2 Contribut ion (TRZ) STP-MM und by Share	from "Old" Huec path Program 031 Federal Share \$0 \$4,000,000	lueco o Tanks to Authorize State Share \$0 \$0 \$0	REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO d Funding by Catego Regional Share \$0 \$0 \$0 \$0	07/2020 A527X-C/ A527X-C/ RY: CAT 7, CA pory/Share Local Share \$0 \$1,000,000	AP-1 AP-1 AT 3 LC LCI Contribution \$15,000,000 \$0	<b>Total Share</b> \$15,000,000 \$5,000,000
	E: Border Hi Racetrack Executive Border Hig pavement Program i Cost Informan ng: \$467,4 \$0 \$1,093 ring: \$280,4 \$0 \$28,04 \$0 er: \$0 ENT HISTO FY(s) M 2024	EP         0924-06-6           Border Highway West         Racetrack (2) interchar           Executive Center (2) int         Border Highway West H           Border Highway West H         pavement hike and bike           Program into         D2045 M           Cost Information:         ng:           \$467,456         \$0           \$1,093,847         *           ring:         \$280,474           \$0         \$28,047           \$0         \$1,869,824           ENT HISTORY         FY(s)           FY(s)         Note/Amend           2024         05/2020	CSJ         EP       0924-06-609         Esorder Highway West Hike and Bike         Racetrack (2) interchange         Executive Center (2) interchange         Border Highway West Hike and Bike Tr         pavement hike and bike trail with irrigat         Program into       D2045 MTP, D21-24 TIP         Cost Information:         ng:       \$467,456         \$0       Cost of         \$1,093,847       Phases:         \$1,093,847       \$1,869,824         ENT HISTORY       FY(s) Note/Amend Date Note/Amend         2024       05/2020       Program         y also refers to TIP Administrative Amend       State State	COUNTYCSJHWYEP0924-06-609CSEB order Highway West Hike and Bike TrailRacetrack (2) interchangeExecutive Center (2) interchangeBorder Highway West Hike and Bike Trail: ProjeBorder Highway West Hike and Bike Trail: ProjeBorder Highway West Hike and Bike Trail: Projepavement hike and bike trail with irrigated landseProgram into D2045 MTP, D21-24 TIP and 21-3Cost Information:ng:\$467,456\$0Cost of\$1,093,847ring:\$280,474\$0\$1,869,824er:\$0\$1,869,824ENT HISTORYFY(s) Note/Amend Date Note/Amendment202405/2020Program into D20	ELPAS         SOUNTY       CSJ       HWY         EP       0924-06-609       CS         EBorder Highway West Hike and Bike Trail       Racetrack (2) interchange       Executive Center (2) interchange         Border Highway West Hike and Bike Trail: Project includes inst pavement hike and bike trail with irrigated landscaping.       Project includes inst pavement hike and bike trail with irrigated landscaping.         Program into       D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2         Cost Information:       Cost of         gs       \$467,456         \$0       Cost of         \$1,093,847       Approved         ring:       \$280,474         \$0       \$1,869,824         ENT HISTORY       FY(s) Note/Amend Date Note/Amendment         2024       05/2020       Program into	EL PASO DISTRICT PF FY 2024 (SEPT - A         COUNTY       CSJ       HWY       PHASE         EP       0924-06-609       CS       C,E         EBorder Highway West Hike and Bike Trail       Racetrack (2) interchange       Executive Center (2) interchange         Border Highway West Hike and Bike Trail: Project includes installation of an 11- pavement hike and bike trail with irrigated landscaping.       Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024         Cost Information:       Federal Share         ng:       \$467,456       Federal Share         \$0       Cost of Phases:       Funu by Snare       \$1,495,859         \$1,093,847       Approved Phases:       Funu by Snare       \$1,493,009         \$0       \$1,869,824       \$1,869,824       \$1,495,859         \$0       \$1,869,824       \$1,869,824       \$1,493,009         FY(s)       Note/Amend Date Note/Amendment       \$1,200       \$1,200	EL PASO DISTRICT PROJECTS FY 2024 (SEPT - AUG)         COUNTY       CSJ       HWY       PHASE       CIT         EP       0924-06-609       CS       C,E       EI Pa         ES Border Highway West Hike and Bike Trail       Racetrack (2) interchange       Executive Center (2) interchange       Executive Center (2) interchange         Border Highway West Hike and Bike Trail:       Project includes installation of an 11-foot asphalt pavement hike and bike trail with irrigated landscaping.       Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024         Cost Information:       Authorize       Federal Share       State Share         \$0       \$1,093,847       Approved       Phases:       Fund by Share       \$1,495,859       \$0         \$0       \$1,869,824       \$28,047       \$1,869,824       \$1,495,059       \$0         \$0       \$1,869,824       \$1,869,824       \$1,495,059       \$0         \$1,869,824       \$1,869,824       \$1,495,059       \$0         FY(s)       Note/Amend Date       Note/Amendment       2024       05/2020       Program into       D2045 MTP, D21-24 TIP and 21-24 STIP in FY 20	FY 2024 (SEPT - AUG)COUNTYCSHWYPHASECITYPEP0924-06-609CSC,EEl PasoE: Border Highway West Hike and Bike TrailRacetrack (2) interchangeREVISION DATE:Racetrack (2) interchangeMTP REFERENCE:Executive Center (2) interchangeMTP REFERENCE:Border Highway West Hike and Bike Trail: Project includes installation of an 11-foot asphaltFUNDING CATEGOpavement hike and bike trail with irrigated landscaping.FUNDING CATEGOProgram intoD2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024NOX (Kg/Day): 0.22*NOX (Kg/Day): 0.164Cost of Phases:Cat 5 CMAQ\$1,495,859\$0\$0\$1,093,847Phases:Federal ShareRegional Share\$0\$1,093,847Phases:Funito by Share\$1,495,009\$0\$1,093,847\$1,869,824\$1,495,859\$0\$0\$1,869,824\$28,047\$1,869,824\$1,495,009\$0\$1,869,824\$28,047\$0\$0\$1,495,009\$0\$1,869,824\$24\$1,869,824\$1,495,009\$0\$0FY(s) Note/Amend Date Note/Amendment202405/2020Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024	EL PASO DISTRICT PROJECTS FY 2024 (SEPT - AUG)         COUNTY       CSJ       HWY       PHASE       CITY       PROJECT SPON         EP       0924-06-609       CS       C,E       El Paso       COEP         Border Highway West Hike and Bike Trail       Racetrack (2) interchange       MPO PROJECT ID:       E112X         Border Highway West Hike and Bike Trail: Project includes installation of an 11-foot asphalt       FUNDING CATEGORY: CAT 5       PUNDING CATEGORY: CAT 5         Border Highway West Hike and Bike Trail: Project includes installation of an 11-foot asphalt       FUNDING CATEGORY: CAT 5       VOC (Kg/Day): 0.221       CO (Kg/D)         Program into       D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024       NOX (Kg/Day): 0.164       PM 10 (Kg         Cost Information:       Cost of       Cat 5       CMAQ       \$1,495,859       \$0       \$373,965         \$10,93,847       Approved       Phases:       runu by smare       \$1,495,659       \$0       \$373,965         \$0       S373,965       \$1,869,824       \$1,495,659       \$0       \$373,965       \$1,495,659       \$0       \$373,965         \$0       S373,965       \$1,869,824       \$1,495,659       \$0       \$0       \$373,965       \$1,495,659       \$0       \$0       \$373,965         \$10 <td>EL PASO DISTRICT PROJECTS       IPPOJECTS PROJECT SPONSOR       Y 2024 (SEPT - AUG)     CITY     PROJECT SPONSOR     YY       EP     0924-06-609     CS     C.E     EIPaso     COEP     \$1       Border Highway West Hike and Bike Trail     Racetrack (2) Interchange     ReVISION DATE:     07/2020     07/2020       Racetrack (2) Interchange     MPO PROJECT ID:     E112X     E112X     E112X       Border Highway West Hike and Bike Trail: Project includes installation of an 11-foot asplat     FUNDING CATEGORY:     CAT 5     VOC (Kg/Day): 0.221     CO (Kg/Day): 2.964       Program into     D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024     NOX (Kg/Day): 0.164     PM 10 (Kg/Day): 2.964       So     Cost of     Approved     \$1.495,859     \$0     \$0     \$373,965     \$0       \$1.093,847     Approved     Fund up smare     \$1,495,859     \$0     \$0     \$373,965     \$0       \$28,047     \$1.869,824     \$1.495,859     \$0     \$0     \$373,965     \$0       \$1.869,824     \$1.869,824     \$1.495,859     \$0     \$0     \$373,965     \$0       \$1.869,824     \$1.869,824     \$1.495,859     \$0     \$0     \$373,965     \$0       \$1.869,824     \$1.869,824     \$1.495,859     \$0     \$0     <td< td=""></td<></td>	EL PASO DISTRICT PROJECTS       IPPOJECTS PROJECT SPONSOR       Y 2024 (SEPT - AUG)     CITY     PROJECT SPONSOR     YY       EP     0924-06-609     CS     C.E     EIPaso     COEP     \$1       Border Highway West Hike and Bike Trail     Racetrack (2) Interchange     ReVISION DATE:     07/2020     07/2020       Racetrack (2) Interchange     MPO PROJECT ID:     E112X     E112X     E112X       Border Highway West Hike and Bike Trail: Project includes installation of an 11-foot asplat     FUNDING CATEGORY:     CAT 5     VOC (Kg/Day): 0.221     CO (Kg/Day): 2.964       Program into     D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024     NOX (Kg/Day): 0.164     PM 10 (Kg/Day): 2.964       So     Cost of     Approved     \$1.495,859     \$0     \$0     \$373,965     \$0       \$1.093,847     Approved     Fund up smare     \$1,495,859     \$0     \$0     \$373,965     \$0       \$28,047     \$1.869,824     \$1.495,859     \$0     \$0     \$373,965     \$0       \$1.869,824     \$1.869,824     \$1.495,859     \$0     \$0     \$373,965     \$0       \$1.869,824     \$1.869,824     \$1.495,859     \$0     \$0     \$373,965     \$0       \$1.869,824     \$1.869,824     \$1.495,859     \$0     \$0 <td< td=""></td<>

WEDNESDAY, JAN	IUARY 13, 202	21	20	21 202	A STATE TOAN	EL PASO MPC SPORTATION IN				11	TIP PAGE: 2
4:51:44 PM			20	21-2024	EL PAS	SO DISTRICT PF	OJECTS		FLE	aso Metropolitan Plan	ninn Denanization
DISTRICT	COUNTY	CSJ		нw		2024 (SEPT - A PHASE	UG) CIT	v r	ROJECT SPON		OE COST
TX DIST, 24	EP	0924-06-56	67	VA		C	El Pa		COEP		4,771,259
TIP PROJECT NAM	IE: Traffic Ma					on		REVISION DATE:	07/2020	Ŧ	-,,
LIMITS FROM:		Paso city limits						MPO PROJECT ID:	S301F		
LIMITS TO:		Paso city limits						MTP REFERENCE:	S301F		
TIP DESCRIPTION:				t includ	es the upgrade	of the City of EI F		FUNDING CATEGO		CAT 5	
	TMC&Trat	ffic Signal con	troller equipme	nt city w	ride. P1 is the de	esign phase. P2 i ruction of the des	ncludes	VOC (Kg/Day): 17.5 NOX (Kg/Day): 44.5	1 CO (Kg/Da	ay): 340.135 //Day): 50.758	
REMARKS: *Note project is phase			TP, D21-24 TIF	and 21	-24 STIP in FY	2024		NOX (Rg/Day). 44.5		/Day). 50.756	
*Project Sponsor alr	readv received	l PE monies ir	Phases 1 & 2								
	Cost Informa			1			Authorize	d Funding by Categ	orv/Share		
Preliminary Engine				Ì		Federal Share	State Share		Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	Cat 3	LC Local	\$0	\$0	\$0	\$0	\$2,750,000	\$2,750,000
Construction:	\$17,17	2,252	Approved	out o	Contribut		ψŬ	ψŬ	ψŪ	<i>\\\\\\\\\\\\\</i>	<i>\\\\\\\\\\\\\</i>
Construction Engine	eering: \$2,129	,397	Phases:		ion						
Contingencies:	\$0		\$4,771,259	Cat 5	CMAQ	\$1,617,007	\$0	\$0	\$404,252	\$0	\$2,021,259
Indirects:	\$319,4	04	.,,,		Fund by Share	\$1,617,007	\$0	\$0	\$404,252	\$2,750,000	\$4,771,259
Bond Financing:	\$0			i.							
Potential Change Or	rder: \$0										
Total Project Cost:	\$24,98	1 382									
'STIP Rev Date( TX DIST, 24	(s)' also refers EP	to TIP Admini 0924-06-60	strative Amend		ocal Revision) [	24 TIP and 21-24 Date C	Vinte		Vinton	¢.	7,000,000
TIP PROJECT NAM						0		REVISION DATE:	07/2020	Ψ	7,000,000
LIMITS FROM:		ONIPHAN DR						MPO PROJECT ID:			
LIMITS TO:	IH -10		)					MTP REFERENCE:	A137X		
TIP DESCRIPTION:	: VALLEY ( INCLUDE	SIDEWALKS				ON OF ROADW NATION, LANDO	ΑΥ ΤΟ	FUNDING CATEGO			
REMARKS:	AND IRRI Program i		TP, D21-24 TIF	and 21	-24 STIP in FY	2024					
*Project Sponsor pa	lying for PE an	ıd/or ROW Co	sts, if anv.								
	t Cost Inform		, . <b>.</b> .		i		Authorize	d Funding by Cate	gory/Share		
Preliminary Enginee						Federal Share	State Share		Local Share	Lcl Contribution	Total Share
Right Of Way:	\$500,0		Cost of	Cat 7	STP-MM	\$5,600,000	\$0	\$0	\$1,400,000	\$0	\$7,000,000
Construction:	\$7,000	0,000	Approved		Fund by Share	\$5,600,000	\$0	\$0	\$1,400,000	\$0	\$7,000,000
Construction Engine	ering: \$0		Phases:	1	and by onale	\$5,000,000	φU	φυ	\$1,400,000	φU	\$7,000,000
Contingencies:	\$0		\$7,000,000								
Indirects:	\$0										
Bond Financing:	\$0										
Bond Financing: Potential Change Or											
•	rder: \$0	0,000									

'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date

## FHWA to FTA Funds Transfer Projects<sup>2</sup>

<sup>2</sup>Congestion Mitigation and Air Quality (CMAQ) Analyses can be found in Appendix A provided upon request and/or attached into the electronic version of this document.

	RY 25, 202	0				EL PASO MPC				164	TIP PAGE: 1
2:54:23 PM			20	21-2024 ST		SPORTATION IN		[ PROGRAM		5-	
						SO DISTRICT PF			FL	Paso Metropolitan Pla	nninn Denanization
					FY	2021 (SEPT - A	-				
DISTRICT C TX DIST, 24	EP	CSJ	70	HWY N/A		T T	El Pa		ROJECT SPO		OE COST
		0924-06-5				I			Sun Metro		52,288,542
TIP PROJECT NAME		-		sistance				REVISION DATE:	07/2020		
LIMITS FROM:		/n terminal - Sa						MPO PROJECT ID:	T096X		
LIMITS TO:			- Alameda @ Z	•	6.41			MTP REFERENCE:	T096X		
TIP DESCRIPTION:						eda RTS operati		FUNDING CATEGO		,	
REMARKS:	Program	Into D2045 M	TP, D21-24 TF	and 21-24	STIPINEY	2021 Exempt		VOC (Kg/Day): 3.842		ay): 81.523	
								NOX (Kg/Day): 6.18	3 PM 10 (K	g/Day): 1.948	
						ROJECT HISTOR		P, 19-22 STIP, in FY	2021		
Total Project C	oct Inform	ation		1	FI	Ografii D2045 M	·	d Funding by Categ			
Preliminary Engineeri		lation.				Fodoral Sharo		Regional Share	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	0.15	0140			•			
Construction:	-	8,542	Approved	Cat 5	CMAQ	\$911,887	\$0	\$0	\$227,972	\$0	\$1,139,859
Construction Enginee		0,042	Phases:	Cat 3LC	Local Contribu	\$0	\$0	\$0	\$0	\$1,148,683	\$1,148,683
Contingencies:	\$0 \$0		\$2,288,542		tion						
Indirects:	\$0 \$0		<i>\$2,200,3</i> 42	Fun	d by Share	\$911,887	\$0	\$0	\$227,972	\$1,148,683	\$2,288,542
Bond Financing:	\$0 \$0			, i un	a by onaro	<i><b>v</b></i> <b>vri</b> , <b>vvi</b>	<b>Q</b> U	ŶŬ	<b>4221</b> ,01 <b>2</b>	\$1,140,000	\$2,200,042
Potential Change Ord											
Total Project Cost:		8,542									
PROJECT AMENDM											
STIP Rev Date(s)	FY(s)	Note/Amend	Date Note/Am	endment							
07/2018	2021	05/2018	Program	D2045 MTI	P, D19-22 T	IP, 19-22 STIP, ii	n FY 2021.				
07/2020	2021	05/2020	Program	into D2045	5 MTP, D21-	24 TIP and 21-24	4 STIP in FY 2	021 Exempt			
'STIP Rev Date(s)	)' also refer	s to TIP Admin	istrative Amend	ment (Loca	Revision)	Date		•			
TX DIST. 24	, EP	0924-06-5			,						
TIP PROJECT NAME	<u> </u>		73	N/A		т	FLPa	50	Sun Metro		1 538 029
				N/A		Т	El Pa		Sun Metro		51,538,029
	-	S 3rd year Op	erating Assista			Т		REVISION DATE:	07/2020		61,538,029
LIMITS FROM:	Downtow	S 3rd year Op n terminal - Sa	erating Assista anta Fe			Т		REVISION DATE: MPO PROJECT ID:	07/2020 <b>T095X</b>		51,538,029
LIMITS FROM: LIMITS TO:	Downtow Northeas	<b>S 3rd year Op</b> yn terminal - Sa st Terminal - Dy	erating Assista anta Fe /er @ Diana	ince	of Dver RT			REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE:	07/2020 <b>T095X</b> T095X		51,538,029
LIMITS FROM: LIMITS TO: TIP DESCRIPTION:	Downtow Northeas Dyer RTS	<b>S 3rd year Op</b> yn terminal - S st Terminal - Dy S 3rd year Ope	erating Assista anta Fe ver @ Diana arating Assistand	nce ce: 3rd year		S operations		REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO	07/2020 <b>T095X</b> T095X RY: CAT 5 CM	IAQ, CAT 3 LC	51,538,029
LIMITS FROM: LIMITS TO:	Downtow Northeas Dyer RTS	<b>S 3rd year Op</b> yn terminal - S st Terminal - Dy S 3rd year Ope	erating Assista anta Fe /er @ Diana	nce ce: 3rd year		S operations		REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D	1AQ, CAT 3 LC 9ay): 68.691	51,538,029
LIMITS FROM: LIMITS TO: TIP DESCRIPTION:	Downtow Northeas Dyer RTS	<b>S 3rd year Op</b> yn terminal - S st Terminal - Dy S 3rd year Ope	erating Assista anta Fe ver @ Diana arating Assistand	nce ce: 3rd year	STIP in FY	S operations 2021-Exempt		REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D	IAQ, CAT 3 LC	51,538,029
LIMITS FROM: LIMITS TO: TIP DESCRIPTION:	Downtow Northeas Dyer RTS	<b>S 3rd year Op</b> yn terminal - S st Terminal - Dy S 3rd year Ope	erating Assista anta Fe ver @ Diana arating Assistand	nce ce: 3rd year	STIP in FY	S operations 2021-Exempt ROJECT HISTOI	RY:	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (Kg	1AQ, CAT 3 LC 9ay): 68.691	51,538,029
LIMITS FROM: LIMITS TO: TIP DESCRIPTION:	Downtow Northeas Dyer RTS Program	S 3rd year Opr yn terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M	erating Assista anta Fe ver @ Diana arating Assistand	nce ce: 3rd year	STIP in FY	S operations 2021-Exempt ROJECT HISTOI	RY: TP, D19-22 TI	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (Kg 2021.	1AQ, CAT 3 LC 9ay): 68.691	51,538,029
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS:	Downtow Northeas Dyer RTS Program	S 3rd year Opr yn terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M	erating Assista anta Fe ver @ Diana arating Assistand	nce ce: 3rd year	STIP in FY	S operations 2021-Exempt ROJECT HISTOI	RY: TP, D19-22 TII Authorize	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY <b>d Funding by Categ</b>	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (Kg 2021.	1AQ, CAT 3 LC 9ay): 68.691	51,538,029
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C	Downtow Northeas Dyer RTS Program	S 3rd year Opr yn terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M	erating Assista anta Fe ver @ Diana arating Assistand	nce ce: 3rd year	STIP in FY	S operations 2021-Exempt ROJECT HISTOI ogram D2045 M Federal Share	RY: TP, D19-22 TI Authorize State Share	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY <b>d Funding by Categ</b>	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (Kg 2021. ory/Share Local Share	IAQ, CAT 3 LC Day): 68.691 g/Day): 1.55	
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin	Downtow Northeas Dyer RTS Program Cost Inform ng: \$0 \$0	S 3rd year Opr yn terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M	erating Assista anta Fe yer @ Diana rating Assistan TP, D21-24 TIF Cost of Approved	ce: 3rd year and 21-24	STIP in FY	S operations 2021-Exempt ROJECT HISTOI ogram D2045 M Federal Share \$911,887	RY: TP, D19-22 TII Authorize State Share \$0	REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (Kg/D 2021. ory/Share Local Share \$227,972	IAQ, CAT 3 LC Iay): 68.691 g/Day): 1.55 Lcl Contribution \$0	<b>Total Share</b> \$1,139,859
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way:	Downtow Northeas Dyer RTS Program Cost Inform ng: \$0 \$0 \$0 \$1,53	S 3rd year Op In terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M nation:	erating Assista anta Fe yer @ Diana rating Assistand TP, D21-24 TIF	nce ce: 3rd year and 21-24	STIP in FY	S operations 2021-Exempt ROJECT HISTOI ogram D2045 M Federal Share	RY: TP, D19-22 TI Authorize State Share	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (Kg 2021. ory/Share Local Share	IAQ, CAT 3 LC Pay): 68.691 g/Day): 1.55 Lcl Contribution	Total Share
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction:	Downtow Northeas Dyer RTS Program Cost Inform ng: \$0 \$0 \$0 \$1,53	S 3rd year Op In terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M nation:	erating Assista anta Fe yer @ Diana rating Assistand TP, D21-24 TIF Cost of Approved Phases:	ce: 3rd year and 21-24	STIP in FY PI Pr CMAQ Local	S operations 2021-Exempt ROJECT HISTOI ogram D2045 M Federal Share \$911,887	RY: TP, D19-22 TII Authorize State Share \$0	REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (Kg/D 2021. ory/Share Local Share \$227,972	IAQ, CAT 3 LC Iay): 68.691 g/Day): 1.55 Lcl Contribution \$0	Total Share \$1,139,859
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction: Construction Enginee	Downtow Northeas Dyer RTS Program cost Inform ng: \$0 \$0 \$1,53 ering: \$0	S 3rd year Op In terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M nation:	erating Assista anta Fe yer @ Diana rating Assistan TP, D21-24 TIF Cost of Approved	ce: 3rd year and 21-24 Cat 5 Cat 3LC	STIP in FY	S operations 2021-Exempt ROJECT HISTOI ogram D2045 M Federal Share \$911,887	RY: TP, D19-22 TII Authorize State Share \$0	REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (Kg/D 2021. ory/Share Local Share \$227,972	IAQ, CAT 3 LC Iay): 68.691 g/Day): 1.55 Lcl Contribution \$0	Total Share \$1,139,859
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction: Construction Enginee Contingencies:	Downtow Northeas Dyer RTS Program cost Inform ng: \$0 \$0 \$1,53 string: \$0 \$0	S 3rd year Op In terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M nation:	erating Assista anta Fe yer @ Diana rating Assistand TP, D21-24 TIF Cost of Approved Phases:	ce: 3rd year and 21-24 Cat 5 Cat 3LC	STIP in FY Pr CMAQ Local Contribu tion	S operations 2021-Exempt ROJECT HISTOI rogram D2045 M Federal Share \$911,887 \$0	RY: TP, D19-22 TII Authorize State Share \$0 \$0	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0 \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (K 2021. ory/Share Local Share \$227,972 \$0	IAQ, CAT 3 LC Day): 68.691 g/Day): 1.55 Lcl Contribution \$0 \$398,170	<b>Total Share</b> \$1,139,859 \$398,170
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction: Construction Enginee Contingencies: Indirects:	Downtow Northeas Dyer RTS Program 20 50 50 50 50 50 50 50 50 50 50 50 50	S 3rd year Op In terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M nation:	erating Assista anta Fe yer @ Diana rating Assistand TP, D21-24 TIF Cost of Approved Phases:	ce: 3rd year and 21-24 Cat 5 Cat 3LC	STIP in FY Pr CMAQ Local Contribu tion	S operations 2021-Exempt ROJECT HISTOI rogram D2045 M Federal Share \$911,887 \$0	RY: TP, D19-22 TII Authorize State Share \$0 \$0	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0 \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (K 2021. ory/Share Local Share \$227,972 \$0	IAQ, CAT 3 LC Day): 68.691 g/Day): 1.55 Lcl Contribution \$0 \$398,170	<b>Total Share</b> \$1,139,859 \$398,170
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction: Construction Enginee Contingencies: Indirects: Bond Financing:	Downtow Northeas Dyer RTS Program Sost Inform ng: \$0 \$0 \$1,53 ering: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	S 3rd year Op In terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M nation:	erating Assista anta Fe yer @ Diana rating Assistand TP, D21-24 TIF Cost of Approved Phases:	ce: 3rd year and 21-24 Cat 5 Cat 3LC	STIP in FY Pr CMAQ Local Contribu tion	S operations 2021-Exempt ROJECT HISTOI rogram D2045 M Federal Share \$911,887 \$0	RY: TP, D19-22 TII Authorize State Share \$0 \$0	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0 \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (K 2021. ory/Share Local Share \$227,972 \$0	IAQ, CAT 3 LC Day): 68.691 g/Day): 1.55 Lcl Contribution \$0 \$398,170	<b>Total Share</b> \$1,139,859 \$398,170
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction: Construction Enginee Contingencies: Indirects: Bond Financing: Potential Change Ord Total Project Cost:	Downtow Northeas Dyer RT3 Program s0 \$0 \$1,53 ering: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	S 3rd year Op In terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M nation: 88,029 88,029	erating Assista anta Fe yer @ Diana rating Assistand TP, D21-24 TIF Cost of Approved Phases:	ce: 3rd year and 21-24 Cat 5 Cat 3LC	STIP in FY Pr CMAQ Local Contribu tion	S operations 2021-Exempt ROJECT HISTOI rogram D2045 M Federal Share \$911,887 \$0	RY: TP, D19-22 TII Authorize State Share \$0 \$0	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0 \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (K 2021. ory/Share Local Share \$227,972 \$0	IAQ, CAT 3 LC Day): 68.691 g/Day): 1.55 Lcl Contribution \$0 \$398,170	<b>Total Share</b> \$1,139,859 \$398,170
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineerin Right Of Way: Construction: Construction Enginee Contingencies: Indirects: Bond Financing: Potential Change Ord Total Project Cost: PROJECT AMENDM	Downtow Northeas Dyer RTS Program 90 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S 3rd year Op In terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M nation: 88,029 88,029 DRY	erating Assista anta Fe yer @ Diana rating Assistand TP, D21-24 TIF Cost of Approved Phases: \$1,538,029	Cat 5 Cat 3LC	STIP in FY Pr CMAQ Local Contribu tion	S operations 2021-Exempt ROJECT HISTOI rogram D2045 M Federal Share \$911,887 \$0	RY: TP, D19-22 TII Authorize State Share \$0 \$0	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0 \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (K 2021. ory/Share Local Share \$227,972 \$0	IAQ, CAT 3 LC Day): 68.691 g/Day): 1.55 Lcl Contribution \$0 \$398,170	<b>Total Share</b> \$1,139,859 \$398,170
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineeria Right Of Way: Construction: Construction Enginee Contingencies: Indirects: Bond Financing: Potential Change Ord Total Project Cost: PROJECT AMENDMI STIP Rev Date(s)	Downtow Northeas Dyer RTS Program 9 50 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	S 3rd year Op In terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M nation: 88,029 B8,029 DRY Note/Amend	erating Assista anta Fe /er @ Diana rating Assistand TP, D21-24 TIF Cost of Approved Phases: \$1,538,029	Cat 5 Cat 3LC Fun	STIP in FY Pr CMAQ Local Contribu tion d by Share	S operations 2021-Exempt ROJECT HISTOI ogram D2045 M Federal Share \$911,887 \$0 \$911,887	RY: TP, D19-22 TII Authorize State Share \$0 \$0 \$0	REVISION DATE: <b>MPO PROJECT ID:</b> MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0 \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (K 2021. ory/Share Local Share \$227,972 \$0	IAQ, CAT 3 LC Day): 68.691 g/Day): 1.55 Lcl Contribution \$0 \$398,170	<b>Total Share</b> \$1,139,859 \$398,170
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineeria Right Of Way: Construction: Construction Engineer Contingencies: Indirects: Bond Financing: Potential Change Ord Total Project Cost: PROJECT AMENDM STIP Rev Date(s) 07/2018	Downtow Northeas Dyer RTS Program 2005 Inform ng: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	S 3rd year Op In terminal - Si st Terminal - Dy S 3rd year Ope into D2045 M nation: 88,029 DRY Note/Amend 05/2018	erating Assista anta Fe /er @ Diana rating Assistand TP, D21-24 TIF Cost of Approved Phases: \$1,538,029 Date Note/Amo Program	Cat 5 Cat 3LC Fun 20045 MT	CMAQ CMAQ Local Contribu tion d by Share	S operations 2021-Exempt ROJECT HISTOI ogram D2045 M Federal Share \$911,887 \$0 <b>\$911,887</b>	RY: TP, D19-22 TII Authorize State Share \$0 \$0 <b>\$0</b>	REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0 \$0 \$0 \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (K 2021. ory/Share Local Share \$227,972 \$0	IAQ, CAT 3 LC Day): 68.691 g/Day): 1.55 Lcl Contribution \$0 \$398,170	<b>Total Share</b> \$1,139,859 \$398,170
LIMITS FROM: LIMITS TO: TIP DESCRIPTION: REMARKS: Total Project C Preliminary Engineeria Right Of Way: Construction: Construction Enginee Contingencies: Indirects: Bond Financing: Potential Change Ord Total Project Cost: PROJECT AMENDMI STIP Rev Date(s)	Downtow Northeas Dyer RTS Program 2005 Inform ng: \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$	S 3rd year Op           In terminal - Si           st Terminal - Dy           S 3rd year Ope           into D2045 M           mation:           88,029           DRY           Note/Amend           05/2018           05/2020	erating Assista anta Fe /er @ Diana rating Assistand TP, D21-24 TIF Cost of Approved Phases: \$1,538,029 Date Note/Ama Program	Cat 5 Cat 3LC Cat 3LC Fun D2045 MTT into D2045	CMAQ CMAQ Local Contribu tion d by Share	S operations 2021-Exempt ROJECT HISTOI ogram D2045 M Federal Share \$911,887 \$0 <b>\$911,887</b> P, 19-22 STIP, ir 24 TIP and 21-2-	RY: TP, D19-22 TII Authorize State Share \$0 \$0 <b>\$0</b>	REVISION DATE: MPO PROJECT ID: MTP REFERENCE: FUNDING CATEGO VOC (Kg/Day): 3.38 NOX (Kg/Day): 5.17 P, 19-22 STIP, in FY d Funding by Categ Regional Share \$0 \$0 \$0 \$0	07/2020 <b>T095X</b> T095X RY: CAT 5 CM CO (Kg/D PM 10 (K 2021. ory/Share Local Share \$227,972 \$0	IAQ, CAT 3 LC Day): 68.691 g/Day): 1.55 Lcl Contribution \$0 \$398,170	<b>Total Share</b> \$1,139,859 \$398,170

TUESDAY, FEBRU 3:07:38 PM	IARY 25, 202	20	20	21-2024 S <sup>-</sup>	EL PA	EL PASO MPO NSPORTATION II SO DISTRICT PI Y 2022 (SEPT - A	MPROVEMEN ROJECTS	E	Paso Metropolitan Pla	TIP PAGE: 2	
DISTRICT	COUNTY	CSJ		HWY		PHASE	, СІТ	Y I	PROJECT SPO	NSOR Y	OE COST
TX DIST. 24	EP	0924-06-57	4	N/A		Т	El Pa		Sun Metro		1,917,592
TIP PROJECT NAM	ME: Montan	a RTS 1st year (	Operating Ass	istance				REVISION DATE:	07/2020		
LIMITS FROM:	Downto	wn terminal - Sar	nta Fe					MPO PROJECT ID:	: T092X		
LIMITS TO:	Far Eas	t Terminal - RC F	Poe & Edgeme	re				MTP REFERENCE:	: T092X		
TIP DESCRIPTION	I: Montana	a RTS 1st year C	perating Assis	tance: 1st y	ear of Mon	tana RTS operati	ons	FUNDING CATEGO	ORY: CAT 5 CM	AQ	
REMARKS:	Program	n D2045 MTP, D	21-24 TIP, 21	-24 STIP, ir	ו FY 2022.	Exempt		VOC (Kg/Day): 5.37	1 CO (Kg/D	ay): 110.234	
								NOX (Kg/Day): 8.31	3 PM 10 (K	g/Day): 2.522	
Total Droite of	• Coot Inf				A		MTP, D19-23 erating Assitan	ce to Montana 1st Y	ear Operating A	me and description f ssitanceExempt	rom Montana
Total Project Preliminary Enginee		nation:			I	Endoral Sharo		d Funding by Categ Regional Share		Lcl Contribution	Total Share
Right Of Way:	\$0 \$0		Cost of	Cat 5	CMAQ	\$1,534,074	State Share	so solution share	\$383,518	\$0	\$1,917,592
Construction:		17.592	Approved	Cat 5	CINAQ	. , ,			. ,	• •	. , ,
Construction Engine	1 /-	11,002	Phases:	_		\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$0		\$1,917,592	Fun	d by Share	e \$1,534,074	\$0	\$0	\$383,518	\$0	\$1,917,592
Indirects:	\$0										
Bond Financing:	\$0										
Potential Change C	Order: \$0										
<b>Total Project Cost</b>	t: \$1,9	17,592									
PROJECT AMEND STIP Rev Date(			Date Note/Am	endment							
07/2018	2021	05/2018	Program	D2045 MT	P, D19-22	TIP, 19-22 STIP, i	n FY 2021.				
11/2019	2021	10/2019				3 TIP, 19-22 STIF Operating Assita		ect name and descri	iption from Mont	ana RTS 2nd Year O	perating
05/2020	2022	04/2020	Program	D2045 M1	TP, D19-23	TIP, 19-22 STIP,	in FY 2022. E>	empt			
07/2020	2022	05/2020	Program	D2045 M1	P, D21-24	TIP, 21-24 STIP,	in FY 2022. Ex	empt			
'STIP Rev Date	e(s)' also refe	ers to TIP Admini	strative Ameno	lment (Loca	al Revision)	Date					

TUESDAY, FEBRU 3:19:12 PM	JARY 25, 202	0	202	21-2024 ST	EL PA	EL PASO MPO ISPORTATION II SO DISTRICT PF Y 2023 (SEPT - A	MPROVEMEN ROJECTS	T PROGRAM	E	Paso Metropolitan Pla	TIP PAGE: 3
DISTRICT	COUNTY	CSJ		HWY		PHASE	, CIT	Y I	PROJECT SPO	NSOR Y	OE COST
TX DIST. 24	EP	0924-06-575		N/A		Т	El Pa	iso	Sun Metro	\$	1,300,000
TIP PROJECT NA	ME: Montana	RTS 2nd year Ope	erating Ass	sistance				REVISION DATE:	07/2020		
LIMITS FROM:	Downtov	/n terminal - Santa F	e					MPO PROJECT ID:	: T097X		
LIMITS TO:	Far East	Terminal - RC Poe	& Edgemei	е				MTP REFERENCE:	T097X		
TIP DESCRIPTION	N: Montana	RTS 2nd year Oper	ating Assis	tance: 2nd	year of Mo	ntana RTS opera	tions	FUNDING CATEGO	DRY: CAT 5 CM	AQ, CAT 3 LC	
REMARKS:	Program	D2045 MTP, D21-2	24 TIP, 21-	24 STIP, ir	FY 2023.	Exempt		VOC (Kg/Day): 5.19	1 CO (Kg/D	ay): 108.402	
								NOX (Kg/Day): 7.71	9 PM 10 (Kg	g/Day): 2.588	
Tatal Daria	4.0 4   - 6			1	Ă		MTP, D19-23 erating Assitance	ce to Montana 2nd Y	ear Operating A	me and description f ssitanceExempt	rom Montana
l otal Projec Preliminary Engine	ct Cost Inform ering: \$0	hation:				Federal Share		d Funding by Categ Regional Share		Lel Contribution	Total Share
Right Of Way:	sening. \$0 \$0		ostof	Cat 5	CMAQ	\$1,040,000	State Share	Regional Share	Local Share \$260,000	Lcl Contribution \$0	\$1,300,000
Construction:	\$0		proved	Cal D	CIVIAQ				\$200,000	φυ	φ1,300,000
Construction Engin	. ,		hases:			\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$0		,300,000	Fun	d by Share	\$1,040,000	\$0	\$0	\$260,000	\$0	\$1,300,000
Indirects:	\$0	٦¢ ا	,300,000								
Bond Financing:	\$0										
Potential Change (											
Total Project Cos		00,000									
	. ,-										
PROJECT AMENI											
STIP Rev Date	., .,	Note/Amend Date									
07/2018	2022	05/2018	Program	D2045 MT	P, D19-22 1	ГІР, 19-22 STIP, і	n FY 2022.				
11/2019	2022	10/2019				3 TIP, 19-22 STIP r Operating Assita		ect name and descri	ption from Monta	ana RTS 3rd Year O	perating
5/2020	2023	04/2020	Amend D	2045 MTP	, D19-23 TI	P, 19-22 STIP to	reprogram fror	n FY 2022 to FY 202	23 - Exempt		
7/2020	2023	05/2020	Program	D2045 MT	P, D21-24	TIP, 21-24 STIP,	in FY 2024. Ex	empt			
'STIP Rev Date	e(s)' also refer	s to TIP Administrat	ive Amend	ment (Loca	I Revision)	Date					

MONDAY, MAY 4, 202 1:51:44 PM	0		20	)21-2024		EL PASO MPO	MPROVEMEN	NT PROGRAM		***	TIP PAGE:
						ASO DISTRICT P			F	Paso Metropolitan P	anning Depanizatio
						FY 2024 (SEPT - /	-	-		-	
TX DIST. 24	DUNTY EP	CSJ 0924-06-54	44	HW		PHASE	El P	TY	PROJECT SPC Sun Metro		YOE COST \$4,423,490
TIP PROJECT NAME:						I	LIF	REVISION DATE		5	<b>4,423,490</b>
		-		ung as	sistance			MPO PROJECT			
LIMITS FROM: LIMITS TO:			2830 Montana 2. Poe - Edgem	oro				MTP REFERENCE			
TIP DESCRIPTION:		TS 3rd year s	•		tance: 3rd yea	ar of Montana BRT	-RTS	FUNDING CATE	GORY: CAT 5 CM		
REMARKS:			MTP, D21-24 T	IP 21-2	4 STIP in FY	2023		VOC (Kg/Day): 5 NOX (Kg/Day): 2		Day): 100.325	
			, , , , , , , , , , , , , , , , , , , ,	,		2020		NOA (Ny/Day). 2	.929 Fivi 10 (r	(g/Day): 1.629	
							MTP, D19-23 erating Assitar	,		ame and description Assitance and depro	
Total Project Co	ost Informat	ion <sup>.</sup>		1		2020 and moto a		ed Funding by Ca	tegory/Share		
Preliminary Engineerin						Federal Share				Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	Cat 5	CMAQ	\$1,600,000	\$0	\$0			\$2,000,000
Construction:	\$4,423,4	490	Approved	Cat 3			\$0 \$0	\$0 \$0	. ,		
Construction Engineer			Phases:	Cat SI	C Local Contrib	\$0 u	<b>Ф</b> О	<b>Ф</b> О	φυ	\$2,423,490	\$2,423,490
Contingencies:	\$0		\$4,423,490		tion	-					
Indirects:	\$0		.,,,	i	Fund by Shar	e \$1,600,000	\$0	\$0	\$400,000	\$2,423,490	\$4,423,490
Bond Financing:	\$0			·	-						
Potential Change Orde	er: \$0										
Total Project Cost:	\$4,423,4	490									
02/2017 07/2018	2020 2020	10/201€ 05/2018	Program	D2045	MTP, D19-22	TIP, 17-20 STIP to TIP, 19-22 STIP,	in FY 2020.				
11/2019	2029	10/2019	Assitanc	e to Mo	ntana 3rd Yea	ar Operating Assita	ance and chan	ge from FY 2020 to		tana RTS 1st Year C	perating
7/2020	2023	05/2020	-			D21-24 TIP, 21-24	STIP, in FY 2	023			
'STIP Rev Date(s)'	also refers to	o TIP Admini	istrative Ameno	dment (L	ocal Revision	ı) Date					
TX DIST. 24	EP	0924-06-61	10	N/A	A Contraction of the second se	Т	EIP		Sun Metro	C	\$3,280,176
TIP PROJECT NAME:	Park and R	lide Far Wes	st					REVISION DATE			
LIMITS FROM:	Loop 375 V							MPO PROJECT			
LIMITS TO:	Desert Bou							MTP REFERENC			
TIP DESCRIPTION:			t: Create a Par	k and Ri	ide site in Far	West El Paso in th	ne area of I-	FUNDING CATE			
REMARKS:		nsmountain		) and 01		V 2024 Evenant		VOC (Kg/Day): 1	( 0	Day): 18.715	
REMARKS.	Program in	10 D2045 IVI	TP, D21-24 TF	and 21	-24 5119 10 F	Y 2024-Exempt		NOX (Kg/Day): 0	.535 PM 10 (P	(g/Day): 0.632	
				-1							
Total Project Co Preliminary Engineerin		tion:				Fodoral Sharo		ed Funding by Ca Regional Shar		Lcl Contribution	Total Share
Right Of Way:	\$0		Cost of	Cat 5	CMAQ	\$2,624,141	State Share \$0	\$0			\$3,280,176
Construction:	\$3,280,7	176	Approved				ψυ	ψυ	φ050,055	ψυ	
Construction Engineer		170	Phases:	F	Fund by Shar	e \$2,624,141	\$0	\$0	\$656,035	\$0	\$3,280,176
Contingencies:	\$0		\$3,280,176								
Indirects:	\$0 \$0		<i>40,200,170</i>								
Bond Financing:	\$0										
Potential Change Orde											
Total Project Cost:	\$3,280,	176									
	ψ3,200,										
PROJECT AMENDME											

'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date

# **New Mexico Highway / Transit Projects<sup>3</sup>**

<sup>3</sup> NM 2020-2023 STIP

#### EL PASO MPO 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM EL PASO TX NMDOT DISTRICT 1 PROJECTS



			EL PASO	IX NIVIDUT DISTRICT	I PROJECTS		CL TL Materia	Et all Bloom to Bloom to stand
				Fed FY 2021 (Oct - Se	ot)		ci Paso Metropi	olitan Planning Organization
DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PRO	JECT SPONSOR	YOE COST
NM DIST. 1	DA	E100202	IH 10	С	Anthony		NMDOT	\$19,091,351
TIP PROJECT NAM	IE: NM 404/I-	10 Bridge Replaceme	ent		REVISION E	DATE:	07/2020	
LIMITS FROM:	At I-10 &	NM 404 Interchange			MPO PROJ	ECT ID:	B607X	
LIMITS TO:					MTP REFER	RENCE:	B607X	
TIP DESCRIPTION:	Bridge Re	placement at NM 404/	I-10 Interchange		FUNDING C	ATEGORY:	State Legislative Funds	s, SBSI Border, NHPP,
REMARKS:	Admin an	end Destino 2045 MT	P and Destino 2019-2023	TIP to add \$1 of Coordin	nated		CMAQ, STP-L, STP-F	, STLE, CBIP
			unds (CBIP), add \$10,750			y): 0.0339	CO (Kg/Day): 0.168	
	(SBSI) fui	nds, add \$3,014,079 o	f State Legislative Funds,	and reduce National High	hway NOX (Kg/Da	y): 0.0097	PM 10 (Kg/Day): 0.007	71

Performance Program (NHPP) funds to \$1,597,932 for a total funding of \$19,901,351 in Fiscal Year (FY) 2021.

PROJECT HISTORY:

Amend D2045 MTP, D19-23 TIP, 20-23 STIP to reduce NHPP funds from \$3,954,923 to \$3,531,412, increase SBSI funds by \$292,603 and add \$127,908 of CBIP funds for a total funding of \$18,000,000 in FY 2021.

Total Project Cost	Information:		1			Authorized	Funding by Catego	ory/Share		
-					Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
			<b>Cat</b> NM State Funds	State Legisl ative Funds	\$0	\$9,100,000	\$0	\$0	\$0	\$9,100,000
			Cat Other	SBSI Borde r	\$2,580,091	\$439,679	\$0	\$0	\$0	\$3,019,770
			Cat NM NHPP	NHPP	\$1,365,273	\$232,659	\$0	\$0	\$0	\$1,597,932
			<b>Cat</b> NM CMAQ	NM CMA Q Mand atory	\$2,643,753	\$450,527	\$0	\$0	\$0	\$3,094,280
			Cat NM STPL	NM STP Large Urban	\$858,376	\$146,278	\$0	\$0	\$0	\$1,004,654
Preliminary Engineering:	\$0		Cat NM STPF	NM	\$774,078	\$131,912	\$0	\$0	\$0	\$905,990
Right Of Way:	\$0	Cost of		STP Flex						
Construction: Construction Engineering:	\$18,971,351 \$120,000	Approved Phases:	Cat NM STLE	NM STPL-	\$205,753	\$35,063	\$0	\$0	\$0	\$240,816
Contingencies:	\$0	\$19,091,351	1	Exem						
Indirects:	\$0			pt						
Bond Financing:	\$0		Cat Other	CBIP	\$102,327	\$25,582	\$0	\$0	\$0	\$127,909
Potential Change Order:	\$0		Fund b	y Share	\$8,529,651	\$10,561,700	\$0	\$0	\$0	\$19,091,351
Total Project Cost:	\$19,091,351									

#### AMENDMENT HISTORY

#### History STIP Rev Date History FY History Date History Note/Amendment

07/2018	2021	05/2018	Program D2045 MTP, D19-22 TIP, 18-21 STIP, in FY 2021.
08/2019	2021	07/2019	Amend D2045 MTP, D19-23 TIP, 20-23 STIP to add \$9,181,923 of State legislative funds, add \$3,301,661 to the already existing \$2,800,000 of NHPP for a total of \$6,101,661, add \$16,416 to the already existing \$2,700,000 of SBSI for a total of \$2,716,416, and remove \$3,000,000 of STP-Flex for a total funding of \$18,000,000 in FY 2021.
02/2020	2021	02/2020	Admin Amend D2045 MTP, D19-23 TIP and 20-23 STIP to reduce Contruction cost from \$18,000,000 to \$17,880,000 and increase Construction Engineering by \$120,000 for a Total project cost of \$18,000,000.
03/2020	2021	03/2020	Amend D2045 MTP, D19-23 TIP, 20-23 STIP to add \$3,094,280 of CAT 5 CMAQ, reduce State Legislative funds from \$9,181,923 to \$6,085,921, reduce NHPP funds from \$6,101,661 to \$3,951,923, add \$1,004,654 of STP-Large Urban, \$240,816 of STP-Large Urban Exempt and \$905,990 of STP-F for a total funding of \$18,000,000 in FY 2021.
07/2020	2021	05/2020	Program in to D2045 MTP, D21-24, TIP, 20-23 STIP, in FY 2021
06/2020	2021	05/2020	Amend Destino 2045 MTP and Destino 2019-2023 TIPto reduce National Highway Performance Program (NHPP) funds from \$3,951,923 to \$3,531,412, increase Border State Infrastructure (SBSI) funds by \$292,603 and add \$127,908 of Coordinated Border Infrastructure Program (CBIP) funds for a total funding of \$18,000,000 in Fiscal Year (FY) 2021.
07/2020	2021	07/2020	Admin amend Destino 2045 MTP and Destino 2019-2023 TIP to add \$1 of Coordinated Border Infrastructure Program funds (CBIP), add \$10,750 of Border State Infrastructure (SBSI) funds, add \$3,014,079 of State Legislative Funds, and reduce National Highway Performance Program (NHPP) funds to \$1,597,932 for a total funding of \$19,901,351 in Fiscal Year (FY) 2021.

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#### EL PASO MPO 2021-2024 TRANSP EL PASO TX

EL PASO MPC		114	TIP PAGE: 2
PORTATION IMPR	OVEMENT PROGRAM	-	
X NMDOT DISTRIC	CT 1 PROJECTS	CI Door Materia	Diana Diana ina Diana ina tina
ed FY 2021 (Oct - \$	Sept)	ci Paso Metropo	litan Planning Organization
PHASE	CITY	PROJECT SPONSOR	YOE COST
_		0 1 10 1	A400 500

				Fed FY 2021 (Oct - 9	Sept)	El Paso Metropo	ulitan Planning Urganization
DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100360		E	Sunland Park	Sunland Park	\$109,500
TIP PROJECT NAI	ME: Rio Gran	de Trail Phase I			REVISION DATE:	12/2020	
LIMITS FROM:	Racetrack	Drive			MPO PROJECT I	D: M644A	
LIMITS TO:	1,450-ft w	est of Sunland Park D	rive		MTP REFERENC	E: M644A	
TIP DESCRIPTION	I: 12-ft wide	paved multi-purpose l	evee trail (PE Phase)		FUNDING CATEO	GORY: TAP, 3 LC	
REMARKS:			P, 20-23 STIP to program Is and \$66,881 Category 3				

Total Project Co	ost Information:					Authorized	Funding by Categ	ory/Share		
Preliminary Engineering	g: \$109,500				Federal Share	State Share	<b>Regional Share</b>	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0	Cost of	Cat 9TAP	TAP	\$36,414	\$0	\$0	\$6,205	\$0	\$42,619
Construction:	\$476,972	Approved	Cat 3LC	Local	\$0	\$0	\$0	\$0	\$66,881	\$66,881
Construction Engineerin	ng: \$10,000	Phases:		Contri		• •			,	1 ,
Contingencies:	\$73,045	\$109,500		bution						
Indirects:	\$0		Fund	by Share	\$36,414	\$0	\$0	\$6,205	\$66,881	\$109,500
Bond Financing:	\$0									
Potential Change Order	r: \$0									
Total Project Cost:	\$669,517									

#### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment

12/2020 2021 11/2020

Amend D2045 MTP, D 19-23 TIP, 20-23 STIP to program using \$42,619 Transportation Alternatives Program (TAP) funds and \$66,881 Category 3 Local Contribution funds in FY 2021

#### EL PASO MPO 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM EL PASO TX NMDOT DISTRICT 1 PROJECTS



				Fed FY 2022 (Oct - Sept)		El Paso Metropo	olitan Planning Urganization
DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY F	ROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100350		С	Other	NMDOT	\$800,000
TIP PROJECT NAM	IE: Booth Ro	ad Widening-Operat	ional Improvements		REVISION DATE:	12/2020	
LIMITS FROM:	End of ro	ute (MP 0)			MPO PROJECT ID:	M643X	
LIMITS TO:	Intersecti	on with Binational Way	/ (MP 0.136)		MTP REFERENCE:	M643X	
TIP DESCRIPTION	: Pavemen	t reconstruction and ro	adway widening		FUNDING CATEGO	RY: SBSI	
REMARKS:		2045 MTP,D2045 M 0,000 of SBSI in FY 2		4 TIP. 20-23 STIP to program			

Total Project Cost	Information:				Authorized	Funding by Categ	ory/Share	-	
Preliminary Engineering:	\$0			Federal Share	State Share	<b>Regional Share</b>	Local Share	Lcl Contribution	Total Share
Right Of Way:	\$0	Cost of	Cat NM State SBSI	\$683,520	\$116,480	\$0	\$0	\$0	\$800,000
Construction:	\$800,000	Approved	Funds						
Construction Engineering	: \$0	Filases:	Fund by Share	\$683.520	\$116.480	\$0	\$0	\$0	\$800,000
Contingencies:	\$0	\$800,000	-		,	• •	• •	• •	,
Indirects:	\$0								
Bond Financing:	\$0								
Potential Change Order:	\$0								
Total Project Cost:	\$800,000	_							

#### AMENDMENT HISTORY

#### History STIP Rev Date History FY History Date History Note/Amendment

12/2020		2022 10/2020	Amend D2045 MTP, D2045	5 MTP, D 19-23	8 TIP, D 21-24 TI	P. 20-23 STIP to program	using \$800,000 of SB	SI in FY 2022
NM DIST. 1	DA	E100203	NM 404	С	Dona Ar	a County	NMDOT	\$42,773,000
TIP PROJECT NAME	: NM 404	Widening Project				REVISION DATE:	09/2020	
LIMITS FROM:	NM 404	: I-10				MPO PROJECT ID:	P620X-CAP	
LIMITS TO:	NM 404	NM 213 Intersection				MTP REFERENCE:	P620X-CAP	
TIP DESCRIPTION:	NM 404	Widening Project: Wi	den NM 404 from I-10 to NM 21	13 from 2 lanes	s to 4 lanes	FUNDING CATEGORY:	0	
REMARKS:		,	TIP, 20-23 STIP to increase cor				SBSI, STP-L, STPLI	Ξ
			educe State Legislative funds fr					
			Highway Performance Program					
	. ,	, , , , ,	increase Surface Transportatio	0 (	, 0			
			490,940, increase STP Flex fun der State Infrastructure (SBSI) f					
			of \$42,773,000 in Fiscal Year (		00,000 10			
	φ4,002,0	502 for a total funding	οι φ+2,770,000 in 1 isour 1 cur (	11)2022.				

\*Project Sponsor paying for PE and/or ROW Costs, if any.

PROJECT HISTORY:

Amend D2045 MTP, D19-23 TIP, 20-23 STIP to increase construction cost from \$26,500,000 to \$29,340,688, increase State Legislative funds to \$11,914,079, reduce NHPP to \$10,481,139, add \$1,004,654 of STP-Large Urban and \$240,816 of STP-L Exempt in FY 2022.

Total Project Cost	Total Project Cost Information:						Authorized	Funding by Categ	jory/Share		
						<b>Federal Share</b>	State Share	<b>Regional Share</b>	Local Share	Lcl Contribution	Total Share
				NM State Funds	State Legisl ative Funds	\$0	\$8,818,077	\$0	\$0	\$0	\$8,818,077
			Cat	NM NHPP	NHPP	\$17,802,364	\$3,033,737	\$0	\$0	\$0	\$20,836,101
			Cat	NM STPF	STP Flex	\$5,122,171	\$872,879	\$0	\$0	\$0	\$5,995,050
				NM State Funds	SBSI	\$3,958,292	\$674,540	\$0	\$0	\$0	\$4,632,832
Preliminary Engineering:	\$0		Cat	NM STPL	NM	\$1,716,752	\$292,556	\$0	\$0	\$0	\$2,009,308
Right Of Way:	\$273,000	Cost of			STP-						
Construction:	\$42,500,000	Approved	1		Large Urban						
Construction Engineering	: \$0	Phases:	Cat	NM STLE	NM	¢411 500	¢70 100	¢0	\$0	¢O	¢494.630
Contingencies:	\$0	\$42,773,000	Cat	INIVI SI LE	STPL-	\$411,506	\$70,126	\$0	<b>Ф</b> О	\$0	\$481,632
Indirects:	\$0				Exem						
Bond Financing:	\$0				pt						
Potential Change Order:	\$0		1	Fund by	/ Share	\$29,011,085	\$13,761,915	\$0	\$0	\$0	\$42,773,000
Total Project Cost:	\$42,773,000										

#### AMENDMENT HISTORY

### History STIP Rev Date History FY History Date History Note/Amendment

08/20	19 2022	07/2019	Program D2045 MTP, D19-22 TIP, 20-23 STIP, in FY 2022.
03/20	20 2022	2 03/2020	Amend D2045 MTP, D19-23 TIP, 20-23 STIP to increase construction cost from \$26,500,000 to \$29,340,688, increase State Legislative funds from \$8,818,077 to \$11,914,079, reduce NHPP from \$11,981,923 to \$10,481,139, add \$1,004,654 of STP-Large Urban and \$240,816 of STP-Large Urban Exempt for a total funding of \$29,340,688 in FY 2022.
07/20	20 2022	2 05/2020	Program in to D2045 MTP, D21-24, TIP, 20-23 STIP, in FY 2022.
09/20	20 2022	2 09/2020	Amend D2045 MTP, D19-23 TIP, 20-23 STIP to increase cost from \$29,340,688 to \$42,773,000 reduce State Legislative funds from \$11,914,079 to \$8,818,077, increase National Highway Performance Program (NHPP) funds from \$10,481,139 to \$20,836,101, increase Surface Transportation Program (STP) Large Urban funds from \$1,245,470 to \$2,490,940, increase STP Flex funds from \$3,000,000 to \$5,995,050 and increase Border State Infrastructure (SBSI) funds from \$2,700,000 to \$4,632,832 for a total funding of \$42,773,000 in Fiscal Year (FY) 2022.
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10:45:57 AM	

#### EL PASO MPO 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM EL PASO TX NMDOT DISTRICT 1 PROJECTS

				Fed FY 2022 (Oct - S	ept)	El Paso Metropo	El Paso Metropolitan Planning Urganization		
DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
NM DIST. 1	DA	E100360		С	Sunland Park	Sunland Park	\$560,017		
TIP PROJECT NAI	ME: Rio Gran	de Trail Phase II			REVISION DA	TE: 12/2020			
LIMITS FROM:	Racetracl	k Drive			MPO PROJEC	T ID: M644B			
LIMITS TO:	1,450-ft w	est of Sunland Park Dr	ive		MTP REFERE	NCE: M644B			
TIP DESCRIPTION	I: 12-ft wide	paved multi-purpose le	evee trail		FUNDING CAT	FEGORY: TAP, 3 LC			
REMARKS:				m using \$42,619 Trans ry 3 Local Contribution f					

Total Project Cost Information:				Authorized Funding by Category/Share							
Preliminary Engineering:	\$109,500				Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share	
Right Of Way:	\$0	Cost of	Cat 9TAP	TAP	\$36,414	\$0	\$0	\$6,205	\$0	\$42,619	
Construction:	\$476,972	Approved	Cat 3LC	Local	\$0	\$0	\$0	\$0	\$517.398	\$517,398	
Construction Engineering	g: \$10,000	Phases:		Contri							
Contingencies:	\$73,045	\$560,017		bution							
Indirects:	\$0		Fu	nd by Share	\$36,414	\$0	\$0	\$6,205	\$517,398	\$560,017	
Bond Financing:	\$0										
Potential Change Order:	\$0										
Total Project Cost:	\$669,517										

#### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment

11/2020

12/2020 2022

Amend D2045 MTP, D 19-23 TIP, 20-23 STIP to program using \$42,619 Transportation Alternatives Program (TAP) funds and \$517,398 Category 3 Local Contribution funds in FY 2022.

WEDNESDAY, JAN	UARY 13, 20	21		EL PASO MP	144	TIP PAGE: 5	
10:45:57 AM			2021-2024 TRAN	ISPORTATION IMPR		-	
			EL PASO	TX NMDOT DISTRI	CLT HAL		
				Fed FY 2023 (Oct -	Sept)	ci Paso Metropol	litan Planning Organization
DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	E100321	NM 213	С	Dona Ana County	NMDOT	\$9,000,000
TIP PROJECT NAM	ME: NM 213 V	/idening Project			REVISION D	ATE: 07/2020	
LIMITS FROM:	Intersectio	on with NM 404 (MP 0)			MPO PROJE	ECT ID: P621X-CAP	
LIMITS TO:	TX State I	_ine (MP 3)			MTP REFER	ENCE: P621X-CAP	
TIP DESCRIPTION	: Widen NM	1213 from 2 to 4 lanes			FUNDING CA	ATEGORY: NHPP, SBSI	
REMARKS:	Program i	n to D2045 MTP, D21	-24, TIP, 20-23 STIP, in F	Y 2023			

				OJECT HISTOR) gram D2045 MTF		20-23 STIP, in FY	2023			
Total Project Cost Information:				Authorized Funding by Category/Share						
D				Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share	
\$0	Cost of	Cat NM NHPP	NHPP	\$5,368,694	\$914,890	\$0	\$0	\$0	\$6,283,584	
\$9,000,000		Cat NM State	SBSI	\$2,320,906	\$395,510	\$0	\$0	\$0	\$2,716,416	
\$0	Phases:	Funds		+_,,-					<i>•</i> _,· · •, · · •	
\$0	\$9,000,000	Fund b	y Share	\$7,689,600	\$1,310,400	\$0	\$0	\$0	\$9,000,000	
\$0		•	-							
\$0										
\$0										
\$9,000,000										
	nformation: 0 \$0 \$9,000,000 \$0 \$0 \$0 \$0 \$0 \$9,000,000	0  \$ 0  \$ 0  \$ 0  \$ 0  \$ 0  \$ 0  \$ 0	0         Cost of         Cat NM NHPP           \$0,000,000         Approved         Cat NM State           \$0         Phases:         Cat NM State           \$0         \$9,000,000         Funds           \$0         \$9,000,000         Fund b           \$0         \$0         \$0	0Cost of Approved Phases:Cat NM NHPP NHPP\$0Approved Phases:Cat NM State FundsSSI\$0\$9,000,000Fund by Share\$0\$0\$0	Cost of \$9,000,000         Cost of Approved Phases:         Cat NM NHPP         NHPP         \$5,368,694           \$0         Approved Phases:         Cat NM State Funds         SBSI         \$2,320,906           \$0         \$9,000,000         Fund by Share         \$7,689,600           \$0         \$0         \$0         \$1	Cost of \$9,000,000         Cost of Approved Phases:         Cat NM NHPP NHPP         \$5,368,694         \$914,890           \$0         \$0         \$0         \$1,310,400         \$0           \$0         \$0         \$0         \$1,310,400         \$0	Cost of \$9,000,000         Cost of Approved Phases:         Cat NM NHPP NHPP         \$5,368,694         \$914,890         \$0           \$0         \$0         \$1,310,400         \$0           \$0         \$0         \$0         \$1,310,400         \$0           \$0         \$0         \$0         \$1,310,400         \$0	Cost of \$9,000,000         Cost of Approved Phases:         Federal Share         State Share         Regional Share         Local Share           \$0         \$0         Approved Phases:         Cat NM NHPP NHPP         \$5,368,694         \$914,890         \$0         \$0         \$0           \$0         \$0         Phases:         \$2,320,906         \$395,510         \$0         \$0         \$0           \$0         \$9,000,000         Fund by Share         \$7,689,600         \$1,310,400         \$0         \$0           \$0         \$0         \$0         \$1,310,400         \$0         \$0	Cost of \$9,000,000Cost of Approved Phases:Cost of Approved Phases:Federal ShareState ShareRegional ShareLocal ShareLcl Contribution\$0\$0\$0\$0\$0\$0\$0\$0\$0\$0\$0\$0\$0\$2,320,906\$395,510\$0\$0\$0\$0\$0\$0Fund by Share\$7,689,600\$1,310,400\$0\$0\$0\$0\$0\$0\$0\$0\$0\$0	

#### AMENDMENT HISTORY

### History STIP Rev Date History FY History Date History Note/Amendment

08/2019	2023	07/2019	Program D2045 MTP, D19-22 TIP, 20-23 STIP, in FY 2023
07/2020	2023	05/2020	Program in to D2045 MTP, D21-24, TIP, 20-23 STIP, in FY 2023

# **Transit Projects FTA & Other Funds**

Transit projects are included in this TIP. This public notice and time established for public review and comments satisfies FTA Program of Projects (POP) and public participation requirements.

District: TX DIST. 2	4			YOE = Year of Expenditu	
General Pro	ject Information	Funding Informati	ion (YOE)	1	
Project Sponsor:	Sun Metro	Fed. Fundig Category:		Sec. 5307 - Urbanized Formula >200	
MPO ID:	ТЗН	OtherFTASection:			
Project Name:	ADA ParaTransit	Federal (FTA) Funds:	\$1,352,786		
Apportionment Year:	2021	State (TXDOT) Funds:		\$0	
Project Phase:	N/A	Other Funds:		\$338,196	
Brief Project Descriptior	n: Provide ADA Para Transit Service	Fiscal Year Cost:		\$1,690,982	
		Construction: \$1,690,982	PE: \$0	ROW: \$0	
Sec5309 ID: Amend Date:	07/2020	i otal Project Cost:		\$1,69U,98Z	
	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0		
	2021-Exempt	TDC Awarded Date & Amount:		\$0	
	·	22 STIP, in FY 2021.			
07/2018 07/2020	Y         ate History FY       History Date       History Note/Amendment         2021       05/2018       Program D2045 MTP, D19-22 TIP, 19-         2021       05/2020       Program into       D2045 MTP, D21-24 TIF	22 STIP, in FY 2021. P and 21-24 STIP in FY 2021-Exempt	tion (YOE		
History STIP Rev D 07/2018 07/2020 General Pro	Y ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19-	22 STIP, in FY 2021. P and 21-24 STIP in FY 2021-Exempt Funding Informat	tion (YOE	1	
History STIP Rev D 07/2018 07/2020 <u>General Pro</u> Project Sponsor:	Y ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information	22 STIP, in FY 2021. P and 21-24 STIP in FY 2021-Exempt	tion (YOE		
History STIP Rev D 07/2018 07/2020 <u>General Pro</u> Project Sponsor: MPO ID:	Y ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information Sun Metro	22 STIP, in FY 2021. <sup>2</sup> and 21-24 STIP in FY 2021-Exempt <u>Funding Informat</u> Fed. Fundig Category:	tion (YOE	1	
History STIP Rev D 07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name:	Y ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information Sun Metro T3C	22 STIP, in FY 2021. P and 21-24 STIP in FY 2021-Exempt <u>Funding Informat</u> Fed. Fundig Category: OtherFTASection:	tion (YOE	) Sec. 5307 - Urbanized Formula >2001	
History STIP Rev D. 07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year:	Y ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIP of the program into D2045 MTP, D21-24 TIP	22 STIP, in FY 2021. P and 21-24 STIP in FY 2021-Exempt <u>Funding Informat</u> Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds:	tion (YOE	) Sec. 5307 - Urbanized Formula >2001 \$11,125,064	
History STIP Rev D. 07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase:	Y ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF supect Information Sun Metro T3C Capital Maintenance 2021	22 STIP, in FY 2021. P and 21-24 STIP in FY 2021-Exempt Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds:	ion (YOE	) Sec. 5307 - Urbanized Formula >2001 \$11,125,064 \$0	
History STIP Rev D. 07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Description	Y ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF sigect Information Sun Metro T3C Capital Maintenance 2021 N/A	22 STIP, in FY 2021. P and 21-24 STIP in FY 2021-Exempt Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds: Other Funds: Fiscal Year Cost:	tion (YOE	) Sec. 5307 - Urbanized Formula >2001 \$11,125,064 \$0 \$2,781,266	
History STIP Rev D 07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Description Sec5309 ID:	Y ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF siget Information Sun Metro T3C Capital Maintenance 2021 N/A h: Capital Maintenance	22 STIP, in FY 2021. P and 21-24 STIP in FY 2021-Exempt Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds: Other Funds: Fiscal Year Cost:		) Sec. 5307 - Urbanized Formula >2001 \$11,125,064 \$0 \$2,781,266 \$13,906,330	
History STIP Rev D 07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Description Sec5309 ID: Amend Date:	Y ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF sigect Information Sun Metro T3C Capital Maintenance 2021 N/A	22 STIP, in FY 2021. Pand 21-24 STIP in FY 2021-Exempt Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds: Other Funds: Fiscal Year Cost: Construction: \$13,906,330		) Sec. 5307 - Urbanized Formula >2001 \$11,125,064 \$0 \$2,781,266 \$13,906,330 ROW: \$0	

07/2018	2021	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.
07/2020	2021	05/2020	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt

Thu Feb 27, 2020

### FY 2021 TRANSIT PROJECT DESCRIPTIONS

### EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2021-2024

District: TX DIST. 24

YOE = Year of Expenditure

Thu Feb 27, 2020

General Proje	ect Information	Funding Inform	nation (YOE)		
Project Sponsor:	ЕРМРО	Fed. Fundig Category:	Sec. 5310 - Senior	310 - Seniors & People w/Disabilities >200K	
MPO ID:	T011	OtherFTASection:			
Project Name:	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities	Federal (FTA) Funds:			\$650,000
Apportionment Year:	2021	State (TXDOT) Funds:			\$0
Project Phase:	N/A	Other Funds:			\$0
Brief Project Description:	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. Project for financial allocation demonstration. Fed. Distribution of \$650,000 for Capital and Operating, for FFY 2020 funds for use in FY 2021.	Fiscal Year Cost: Construction: \$650,000	PE: \$0	ROW: \$0	\$650,000
Sec5309 ID:		Trillering			****
Amend Date:	07/2020	Total Project Cost:			\$650,000
Remarks/Amend Action:	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:			\$0
	2021-Exempt	TDC Awarded Date & Amount	t:	\$0	

### AMENDMENT HISTORY

-	-	-	History Note/Amendment					
07/2018	2021	05/2018	Program D2045 MTP, D19-22 TIP, 19-22					
07/2020	2021	05/2020	Program into D2045 MTP, D21-24 TIP a	and 21-24 STIP in F	Y 2021-Exempt			
General Pr	oject Informatior	<u>1</u>			Funding Inform	nation (YO	<u>=)</u>	
Project Sponsor:	Sun Metro			Fed. Fundig C	ategory:	Sec. 5339 - Bus & Bus Facilities >200K		
MPO ID:	T3I-8			OtherFTASect	tion:			
Project Name:	FY 2021 FTA	5339 Funding	for Bus & Bus Facilities	Federal (FTA)	Funds:	\$1,120,000		
Apportionment Year:	2021			State (TXDOT	) Funds:	\$0		
Project Phase:	N/A			Other Funds:		\$280,000		
Brief Project Description				Fiscal Y	ear Cost:	\$1,400,000		
	Brief Project Description: FY 2021 FTA 5339 Funding: For the purchase of buses and facility enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters & amenities.		et vending machines and sales related	Construction:	\$1,400,000	PE: \$0	ROW: \$0	
Sec5309 ID:								
Amend Date:	07/2020			Total Proj	ect Cost:			\$1,400,000
Remarks/Amend Action		2045 MTP, D	21-24 TIP and 21-24 STIP in FY	TDC Amount F	Requested:			\$0
	2021-Exempt			TDC Awarded	Date & Amount	:	\$0	

### History STIP Rev Date History FY History Date History Note/Amendment

 07/2018
 2021
 05/2018
 Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.

 07/2020
 2021
 05/2020
 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt

	<u>pject Information</u>	Funding Inform	ation (YOE	-
Project Sponsor:	Sun Metro	Fed. Fundig Category:		Sec. 5307 - Urbanized Formula >200
MPO ID:	T2A	OtherFTASection:		
Project Name:	JARC	Federal (FTA) Funds:		\$160,000
Apportionment Year:	2021	State (TXDOT) Funds:		\$0
Project Phase:	N/A	Other Funds:		\$40,000
Brief Project Description	n: Short-range Planning	Fiscal Year Cost:		\$200,000
Sec5309 ID:		Construction: \$200,000	PE: \$0	ROW: \$0
Amend Date:	07/2020	Total Project Cost:		\$200,000
	n: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:		\$0
	2021-Exempt	TDC Awarded Date & Amount:		\$0
	Y         Ate History FY         History Date         History Note/Amendment           2021         05/2018         Program D2045 MTP, D19-22 TIP, 19-           2021         05/2020         Program into D2045 MTP, D21-24 TIF	,		
History STIP Rev D 07/2018 07/2020	ate History FYHistory DateHistory Note/Amendment202105/2018Program D2045 MTP, D19-22 TIP, 19-202105/2020Program into D2045 MTP, D21-24 TIF	P and 21-24 STIP in FY 2021-Exempt	ation (YOF	Ξ)
History STIP Rev D 07/2018 07/2020 General Press	ate History FY       History Date       History Note/Amendment         2021       05/2018       Program D2045 MTP, D19-22 TIP, 19-         2021       05/2020       Program into D2045 MTP, D21-24 TIF         oject Information       Vision Program into D2045 MTP, D21-24 TIF	P and 21-24 STIP in FY 2021-Exempt Funding Inform	nation (YOE	
History STIP Rev D 07/2018 07/2020 <u>General Pro</u> Project Sponsor:	ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information Sun Metro	P and 21-24 STIP in FY 2021-Exempt Funding Inform Fed. Fundig Category:	nation (YOE	<u>=)</u> Sec. 5339 - Bus & Bus Facilities >200
History STIP Rev D 07/2018 07/2020 General Pro Project Sponsor: MPO ID:	ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information Sun Metro T3B	P and 21-24 STIP in FY 2021-Exempt <u>Funding Inform</u> Fed. Fundig Category: OtherFTASection:	nation (YOE	Sec. 5339 - Bus & Bus Facilities >200
History STIP Rev D 07/2018 07/2020 <u>General Pr</u> Project Sponsor: MPO ID: Project Name:	ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information Sun Metro T3B Other Capital Program Items (5339)	P and 21-24 STIP in FY 2021-Exempt <u>Funding Inform</u> Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds:	ation (YOE	
History STIP Rev D 07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year:	ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information Sun Metro T3B	P and 21-24 STIP in FY 2021-Exempt <u>Funding Inform</u> Fed. Fundig Category: OtherFTASection:	nation (YOB	Sec. 5339 - Bus & Bus Facilities >200 \$80,000
07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase:	ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information Sun Metro T3B Other Capital Program Items (5339) 2021	P and 21-24 STIP in FY 2021-Exempt Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds:	nation (YOE	Sec. 5339 - Bus & Bus Facilities >200 \$80,000 \$0
History STIP Rev D 07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Descriptio	Ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF 0ject Information Sun Metro T3B Other Capital Program Items (5339) 2021 N/A	P and 21-24 STIP in FY 2021-Exempt Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds: Other Funds:	nation (YOE	Sec. 5339 - Bus & Bus Facilities >200 \$80,000 \$0 \$20,000
History STIP Rev D 07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Descriptio Sec5309 ID:	ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information Sun Metro T3B Other Capital Program Items (5339) 2021 N/A n: Computer hardware/software	P and 21-24 STIP in FY 2021-Exempt Funding Inform Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds: Other Funds: Fiscal Year Cost: Construction: \$100,000		Sec. 5339 - Bus & Bus Facilities >200 \$80,000 \$0 \$20,000 <b>\$100,000</b> ROW: \$0
History STIP Rev D 07/2018 07/2020 <u>General Pr</u> Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Descriptio Sec5309 ID: Amend Date:	ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information Sun Metro T3B Other Capital Program Items (5339) 2021 N/A n: Computer hardware/software	P and 21-24 STIP in FY 2021-Exempt Funding Inform Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds: Other Funds: Fiscal Year Cost: Construction: \$100,000 Total Project Cost:		Sec. 5339 - Bus & Bus Facilities >200 \$80,000 \$0 \$20,000 \$100,000 ROW: \$0 \$100,000
History STIP Rev D 07/2018 07/2020 General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Descriptio Sec5309 ID: Amend Date:	ate History FY History Date History Note/Amendment 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19- 2021 05/2020 Program into D2045 MTP, D21-24 TIF oject Information Sun Metro T3B Other Capital Program Items (5339) 2021 N/A n: Computer hardware/software	P and 21-24 STIP in FY 2021-Exempt Funding Inform Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds: Other Funds: Fiscal Year Cost: Construction: \$100,000		Sec. 5339 - Bus & Bus Facilities >200 \$80,000 \$0 \$20,000 <b>\$100,000</b> ROW: \$0

 07/2018
 2021
 05/2018
 Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.

 07/2020
 2021
 05/2020
 Program into
 D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt

Thu Feb 27, 2020

Thu Feb 27, 2020

District: TX DIST. 24	4		YOE = Year of Expenditure
General Pro	ject Information	Funding Information (YOI	E).
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5307 - Urbanized Formula >200K
MPO ID:	T3A	OtherFTASection:	
Project Name:	Planning	Federal (FTA) Funds:	\$832,402
Apportionment Year:	2021	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$208,100
Brief Project Description	n: Short-range Planning	Fiscal Year Cost:	\$1,040,502
Sec5309 ID: Amend Date:	07/2020	Construction: \$1,040,502 PE: \$0 Total Project Cost:	ROW: \$0 <b>\$1,040,502</b>
	: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt	TDC Amount Requested: TDC Awarded Date & Amount:	\$0 \$0

07/2018 2021 07/2020 2021 
 05/2018
 Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.

 05/2020
 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt

**General Project Information** Funding Information (YOE) Project Sponsor: Sun Metro Fed. Fundig Category: Sec. 5307 - Urbanized Formula >200K MPO ID: OtherFTASection: T3E Federal (FTA) Funds: Project Name: Security Equipment \$139,760 Apportionment Year: 2021 State (TXDOT) Funds: \$0 Other Funds: Project Phase: N/A \$34,940 Brief Project Description: Security Program Fiscal Year Cost: \$174,700 Construction: \$174,700 PE: \$0 ROW: \$0 Sec5309 ID: **Total Project Cost:** \$174,700 Amend Date: 07/2020 Remarks/Amend Action: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY TDC Amount Requested: \$0 2021-Exempt TDC Awarded Date & Amount: \$0

#### AMENDMENT HISTORY

#### History STIP Rev Date History FY History Date History Note/Amendment

 07/2018
 2021
 05/2018
 Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.

 07/2020
 2021
 05/2020
 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt

General Pre	oject Information	Funding Information	(YOE)
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5339 - Bus & Bus Facilities >200k
MPO ID:	T3F	OtherFTASection:	
Project Name:	Support Vehicles/Bus Rehab (5339)	Federal (FTA) Funds:	\$429,287
Apportionment Year:	2021	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$107,322
Brief Project Descriptio	n: Support Vehicles/Bus Rehab	Fiscal Year Cost:	\$536,609
Sec5309 ID:		Construction: \$536,609 PE:	\$0 ROW: \$0
Amend Date:	07/2020	Total Project Cost:	\$536,609
Remarks/Amend Action	n: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2021-Exempt	TDC Awarded Date & Amount:	\$0

#### History STIP Rev Date History FY History Date History Note/Amendment

 07/2018
 2021
 05/2018
 Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.

 07/2020
 2021
 05/2020
 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt

istrict: TX DIST. 2	24		YOE = Year of Expenditu		
General Pr	oject Information	Funding Information (YOE)			
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5339 - Bus & Bus Facilities >200		
PO ID:	T3G	OtherFTASection:			
roject Name:	Transit Enhancements (5339)	Federal (FTA) Funds:	\$800,000		
pportionment Year:	2021	State (TXDOT) Funds:	\$0		
roject Phase:	N/A	Other Funds:	\$200,000		
rief Project Descriptio	on: Transit Enhancements	Fiscal Year Cost:	\$1,000,000		
		Construction: \$1,000,000 PE: \$6	0 ROW: \$0		
ec5309 ID:		Total Project Cost:	\$1,000,000		
nend Date:	07/2020	Total Project Cost.	\$1,000,000		
emarks/Amend Actio	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0		
	2021-Exempt	TDC Awarded Date & Amount:	\$0		

07/2018	2021	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.
07/2020	2021	05/2020	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt

Thu Feb 27, 2020

District: TX DIST. 24	ļ					YOE = Year of Ex	penditur
General Pro	ject Information	1		Funding Inf	ormation (YOE	)	
Project Sponsor:	Sun Metro			Fed. Fundig Category:		Sec. 5307 - Urbanized Formu	la >200k
MPO ID:	тзн			OtherFTASection:			
Project Name:	ADA ParaTran	sit		Federal (FTA) Funds:		\$1.3	366,313
Apportionment Year:	2022			State (TXDOT) Funds:		÷.,-	\$0
Project Phase:	N/A			Other Funds:		\$2	341,578
Brief Project Description		Para Trancit S	opico	Fiscal Year Cost:			,
	. FIOVICE ADA F		ervice				707,891
Sec5309 ID:				Construction: \$1,707,89	1 PE: \$0	ROW: \$0	
Amend Date:	07/2020			Total Project Cost:		\$1,7	707,891
Remarks/Amend Action		D2045 MTP	D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:			\$0
	2022-Exempt	,		TDC Awarded Date & Amo	unt:	\$0	
AMENDMENT HISTOR	Y						
-	-	-	History Note/Amendment				
07/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19				
07/2020	2022	05/2020	Program into D2045 MTP, D21-24 TI	P and 21-24 STIP IN FY 2022-Exen	npt		
General Pro	ject Information	<u>1</u>		Funding Inf	ormation (YOE	<u>:)</u>	
Project Sponsor:	Sun Metro			Fed. Fundig Category:		Sec. 5307 - Urbanized Formu	la >2001
MPO ID:	тзс			OtherFTASection:			
Project Name:	Capital Mainte	nance		Federal (FTA) Funds:		\$11,2	236,314
Apportionment Year:	2022			State (TXDOT) Funds:			\$0
Project Phase:	N/A			Other Funds:		\$2,8	309,079
Brief Project Description	: Capital Mainter	nance		Fiscal Year Cost:		\$14,0	045,393
				Construction: \$14,045,3	93 PE: \$0	ROW: \$0	
Sec5309 ID:				Total Project Cost:		\$14.0	045,393
Amend Date:	07/2020			-			
Remarks/Amend Action	2022-Exempt	2045 MTP, D	21-24 TIP and 21-24 STIP in FY	TDC Amount Requested: TDC Awarded Date & Amo	unt:	\$0	\$0
AMENDMENT HISTOR	(						
History STIP Rev Da	te History FY	History Date	History Note/Amendment				
07/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19	0-22 STIP, in FY 2022.			
07/2020	2022	05/2020	Program into D2045 MTP, D21-24 TI	P and 21-24 STIP in FY 2022-Exer	npt		
General Pro	ject Information	<u>1</u>		Funding Inf	ormation (YOE	)	
Project Sponsor:	Sun Metro			Fed. Fundig Category:		Sec. 5339 - Bus & Bus Facilitie	s >200K
MPO ID:	T3D			OtherFTASection:			
Project Name:	Curb Cuts ADA	A Improveme	nts (5339)	Federal (FTA) Funds:		\$8	300,000
Apportionment Year:	2022			State (TXDOT) Funds:			\$0
Project Phase:	N/A			Other Funds:		\$2	200,000
Brief Project Description: Curb Cuts ADA Improvements				Fiscal Year Cost:		\$1,0	000,000
				Construction: \$1,000,00	0 PE: \$0	ROW: \$0	
Sec5309 ID:				Total Project Cost:		¢1 r	000.000
Amend Date:	07/2020			-		φ1,0	
Remarks/Amend Action	Program into D2 2022-Exempt	2045 MTP, D	21-24 TIP and 21-24 STIP in FY	TDC Amount Requested: TDC Awarded Date & Amo	unt:	\$0	\$0
	1					¥ ~	
		Jiston Data	History Noto/Amondmont				
-	-	-	History Note/Amendment				
07/2018	2022 2022	05/2018	Program D2045 MTP, D19-22 TIP, 19 Program into D2045 MTP D21-24 TI	,			

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07/2020	2022	05/2020	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2022-Exempt

### FY 2022 TRANSIT PROJECT DESCRIPTIONS

### EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2021-2024

Thu Feb 27, 2020

District: TX DIS	iT. 24			YOE = Year of Expenditure
<u>General</u>	Project Information	Funding Infor	mation (YOI	<u>E)</u>
Project Sponsor:	EPMPO	Fed. Fundig Category:	Sec. 5310	) - Seniors & People w/Disabilities >200
MPO ID:	T011	OtherFTASection:		
Project Name:	FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities	Federal (FTA) Funds:		\$650,000
Apportionment Year	r: 2022	State (TXDOT) Funds:		\$0
Project Phase:	N/A	Other Funds:		\$0
Brief Project Descrip	ption: FTA 5310 Enhanced Mobility for Seniors and Individuals with Disabilities	Fiscal Year Cost:		\$650,000
	Program. Project for financial allocation demonstration. Fed. Distribution of \$650,000 for Capital and Operating, for FFY 2021 funds for use in FY 2022.	Construction: \$650,000	PE: \$0	ROW: \$0
Sec5309 ID:		Total Drainat Cont		¢650.000
Amend Date:	07/2020	Total Project Cost:		\$650,000
Remarks/Amend Ac	ction: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:		\$0
	2022-Exempt	TDC Awarded Date & Amour	nt:	\$0
-	ev Date History FY History Date History Note/Amendment			
07/2018	3 2022 05/2018 Program D2045 MTP, D19-22 TIP, 19-22 S			
07/0000				
07/2020			ot	
				E)
General	0 2022 05/2020 Program into D2045 MTP, D21-24 TIP and	21-24 STIP in FY 2022-Exemp		_
<u>General</u> Project Sponsor:	2022 05/2020 Program into D2045 MTP, D21-24 TIP and I Project Information	21-24 STIP in FY 2022-Exemp Funding Info		<u>E)</u> Sec. 5339 - Bus & Bus Facilities >2001
<u>General</u> Project Sponsor: MPO ID:	2022 05/2020 Program into D2045 MTP, D21-24 TIP and I Project Information Sun Metro	21-24 STIP in FY 2022-Exemp Funding Info Fed. Fundig Category:		_
<u>General</u> Project Sponsor: MPO ID: Project Name:	2022 05/2020 Program into D2045 MTP, D21-24 TIP and I Project Information Sun Metro T3I-9 FY 2022 FTA 5339 Funding	21-24 STIP in FY 2022-Exemp Funding Info Fed. Fundig Category: OtherFTASection:		 Sec. 5339 - Bus & Bus Facilities >200∣
<u>General</u> Project Sponsor: MPO ID: Project Name: Apportionment Year	2022 05/2020 Program into D2045 MTP, D21-24 TIP and I Project Information Sun Metro T3I-9 FY 2022 FTA 5339 Funding	21-24 STIP in FY 2022-Exemp Funding Info Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds:		Sec. 5339 - Bus & Bus Facilities >200
<u>General</u> Project Sponsor: MPO ID: Project Name: Apportionment Year Project Phase:	<ul> <li>2022 05/2020 Program into D2045 MTP, D21-24 TIP and</li> <li>IProject Information         Sun Metro         T3I-9         FY 2022 FTA 5339 Funding         ar: 2022         N/A     </li> <li>iption: FY 2022 FTA 5339 Funding: For the purchase of buses and facility</li> </ul>	E 21-24 STIP in FY 2022-Exemp Funding Info Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds:		Sec. 5339 - Bus & Bus Facilities >200 \$1,148,000 \$0
<u>General</u> Project Sponsor: MPO ID: Project Name: Apportionment Year Project Phase:	2022 05/2020 Program into D2045 MTP, D21-24 TIP and I Project Information Sun Metro T3I-9 FY 2022 FTA 5339 Funding ar: 2022 N/A	E 21-24 STIP in FY 2022-Exemp Funding Info Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds: Other Funds:		Sec. 5339 - Bus & Bus Facilities >2001 \$1,148,000 \$0 \$287,000
<u>General</u> Project Sponsor: MPO ID: Project Name: Apportionment Year Project Phase: Brief Project Descrip	2022     05/2020     Program into     D2045 MTP, D21-24 TIP and       IProject Information       Sun Metro       T31-9       FY 2022 FTA 5339 Funding       ar:     2022       N/A       iption: FY 2022 FTA 5339 Funding: For the purchase of buses and facility enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters &	Events of the second state (TXDOT) Funds: State (TXDOT) Funds: State (TXDOT) Funds: Other Funds: Fiscal Year Cost: Construction: \$1,435,000	rmation (YO	Sec. 5339 - Bus & Bus Facilities >2000 \$1,148,000 \$0 \$287,000 \$1,435,000 ROW: \$0
General Project Sponsor: MPO ID: Project Name: Apportionment Year Project Phase: Brief Project Descrip Sec5309 ID:	2022     05/2020     Program into     D2045 MTP, D21-24 TIP and       IProject Information       Sun Metro       T31-9       FY 2022 FTA 5339 Funding       ar:     2022       N/A       iption: FY 2022 FTA 5339 Funding: For the purchase of buses and facility enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters &	E 21-24 STIP in FY 2022-Exemp Funding Info Fed. Fundig Category: OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds: Other Funds: Fiscal Year Cost:	rmation (YO	Sec. 5339 - Bus & Bus Facilities >200 \$1,148,000 \$0 \$287,000 \$1,435,000
General Project Sponsor: MPO ID: Project Name: Apportionment Year Project Phase: Brief Project Descrip Sec5309 ID: Amend Date:	2022     05/2020     Program into     D2045 MTP, D21-24 TIP and       IProject Information       Sun Metro       T31-9       FY 2022 FTA 5339 Funding       Arr:     2022       N/A     N/A       iption:     FY 2022 FTA 5339 Funding:     For the purchase of buses and facility enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters & amenities.	Events of the second state (TXDOT) Funds: State (TXDOT) Funds: State (TXDOT) Funds: Other Funds: Fiscal Year Cost: Construction: \$1,435,000	rmation (YO	Sec. 5339 - Bus & Bus Facilities >2001 \$1,148,000 \$0 \$287,000 \$1,435,000 ROW: \$0

#### History STIP Rev Date History FY History Date History Note/Amendment

07/2018 2022 05/2018 Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2022. 2022 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2022-Exempt 07/2020

## FY 2022 TRANSIT PROJECT DESCRIPTIONS

### EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2021-2024

Thu Feb 27, 2020

District:	TX DIST. 24						YOE = Yea	r of Expenditure
G	General Proje	ect Informatio	on		Funding Inform	ation (YO	<u></u>	
Project Spon	nsor:	Sun Metro			Fed. Fundig Category:		Sec. 5339 - Bus & Bus Fa	cilities >200K
MPO ID:		Т3В			OtherFTASection:			
Project Name	ne:	Other Capita	l Program Item	s (5339)	Federal (FTA) Funds:			\$84,000
Apportionme	ent Year:	2022			State (TXDOT) Funds:			\$0
Project Phas	se:	N/A			Other Funds:			\$21,000
Brief Project	t Description:	Computer ha	irdware/softwa	e	Fiscal Year Cost:			\$105,000
-					Construction: \$105.000	PE: \$0	ROW: \$0	
Sec5309 ID:	:					Γ∟. ψ0	πονν. ψυ	\$105,000
Amend Date	e:	07/2020			Total Project Cost:			\$105,000
Remarks/Am	mend Action:	0	,	D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:			\$0
		2022-Exemp	ot		TDC Awarded Date & Amount:		\$0	
AMENDMEN								
-		-	-	History Note/Amendment				
	07/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19				
0	07/2020	2022	05/2020	Program into D2045 MTP, D21-24 T	IP and 21-24 STIP in FY 2022-Exempt			
G	General Proje	ect Informatio	on		Funding Inform	nation (YO	<u>E)</u>	
Project Spon	nsor:	Sun Metro			Fed. Fundig Category:		Sec. 5307 - Urbanized F	ormula >200K
MPO ID:		T3A			OtherFTASection:			
Project Nam	ne:	Planning			Federal (FTA) Funds:			\$840,726
Apportionme	ent Year:	2022			State (TXDOT) Funds:			\$0
Project Phas	se:	N/A			Other Funds:			\$210,181
Brief Project	t Description:	Short-range I	Planning		Fiscal Year Cost:			\$1,050,907
					Construction: \$1,050,907	PE: \$0	ROW: \$0	
Sec5309 ID:		07/0000			Total Project Cost:			\$1,050,907
Amend Date:		07/2020 Program into l		21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:			\$0
		2022-Exemp			TDC Awarded Date & Amount:		\$0	
AMENDMEN	NT HISTORY							
		e History FY	History Date	History Note/Amendment				
-	)7/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19	9-22 STIP, in FY 2022.			
07	)7/2020	2022	05/2020	Program into D2045 MTP, D21-24 T	IP and 21-24 STIP in FY 2022-Exempt			
G	General Proje	ect Informatio	on		Funding Inform	ation (YO	Ξ)	
Project Spon	nsor:	Sun Metro	_		Fed. Fundig Category:		- Sec. 5307 - Urbanized F	ormula >200K
MPO ID:		T3E			OtherFTASection:			
Project Name	ne:	Security Equ	ipment		Federal (FTA) Funds:			\$143,254
Apportionme		2022			State (TXDOT) Funds:			\$0
Project Phas		N/A			Other Funds:			\$35,814
,		Security Prog	gram		Fiscal Year Cost:			\$179,068
					Construction: \$179,068	PE: \$0	ROW: \$0	
Sec5309 ID:					Total Project Cost:			\$179,068
Amend Date:		07/2020			-			
Remarks/Am	nend Action:	Program into 2022-Exemp		21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:		<b>\$</b> 0	\$0
		p			TDC Awarded Date & Amount:		\$0	
		o History EV	History Dat-	History Note/Amendment				
-		-	-	History Note/Amendment				
	07/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19				
0	07/2020	2022	05/2020	Frogram into D2045 MTP, D21-24 T	IP and 21-24 STIP in FY 2022-Exempt			

Thu Feb 27, 2020

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District: TX DIST. 2	24		YOE = Year of Expenditur
General Pr	oject Information	Funding Information (Y	<u>'OE)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5339 - Bus & Bus Facilities >200k
MPO ID:	T3F	OtherFTASection:	
Project Name:	Support Vehicles/Bus Rehab (5339)	Federal (FTA) Funds:	\$443,120
Apportionment Year:	2022	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$110,780
Brief Project Description	on: Support Vehicles/Bus Rehab	Fiscal Year Cost:	\$553,900
Sec5309 ID:		Construction: \$553,900 PE: \$	
Amend Date:	07/2020	Total Project Cost:	\$553,900
Remarks/Amend Actio	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2022-Exempt	TDC Awarded Date & Amount:	\$0
	n: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2022-Exempt		\$0

07/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2022.
07/2020	2022	05/2020	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2022-Exempt

Thu Feb 27, 2020

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District: TX DIST. 24		YOE = Year of Expenditure			
General Project Information		Funding Information (YO	<u>E)</u>		
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5307 - Urbanized Formula >200K		
MPO ID:	тзн	OtherFTASection:			
Project Name:	ADA ParaTransit	Federal (FTA) Funds:	\$1,379,976		
Apportionment Year:	2023	State (TXDOT) Funds:	\$0		
Project Phase:	Т	Other Funds:	\$344,994		
Brief Project Description	: Provide ADA Para Transit Service	Fiscal Year Cost:	\$1,724,970		
Sec5309 ID: Amend Date:	07/2020	Construction: \$1,724,970 PE: \$0 Total Project Cost:	ROW: \$0 <b>\$1,724,970</b>		
Remarks/Amend Action:	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023-Exempt	TDC Amount Requested: TDC Awarded Date & Amount:	\$0 \$0		

#### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2023 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023-Exempt

General Pro	oject Information	Funding Information (YOE	<u>.)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5307 - Urbanized Formula >200K
MPO ID:	T3C	OtherFTASection:	
Project Name:	Capital Maintenance	Federal (FTA) Funds:	\$11,188,678
Apportionment Year:	2023	State (TXDOT) Funds:	\$0
Project Phase:	Т	Other Funds:	\$2,797,169
Brief Project Description	n: Capital Maintenance	Fiscal Year Cost:	\$13,985,847
Sec5309 ID: Amend Date:	07/2020	Construction: \$13,985,847 PE: \$0 Total Project Cost:	ROW: \$0 <b>\$13,985,847</b>
Remarks/Amend Actior	a: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023-Exempt	TDC Amount Requested: TDC Awarded Date & Amount:	\$0 \$0

#### AMENDMENT HISTORY

#### History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2023 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023-Exempt

General Project Information		Funding Information (Y	<u>OE)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5339 - Bus & Bus Facilities >200k
MPO ID:	T3I-10	OtherFTASection:	
Project Name:	FY 2023 FTA 5339 Funding for Bus & Bus Facilities	Federal (FTA) Funds:	\$1,176,700
Apportionment Year:	2023	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$294,175
Brief Project Description	n: FY 2023 FTA 5339 Funding: For the purchase of buses and facility	Fiscal Year Cost:	\$1,470,875
	enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters & amenities.	Construction: \$1,470,875 PE: \$	0 ROW: \$0
Sec5309 ID:			
Amend Date:	07/2020	Total Project Cost:	\$1,470,875
Remarks/Amend Action:	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2023-Exempt	TDC Awarded Date & Amount:	\$0

#### History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2023 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023-Exempt

Thu Feb 27, 2020

### YOE = Year of Expenditure

District: TX DIST. 24	4		YOE = Year of Expenditure
General Pro	ject Information	Funding Information (YO	<u>E)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5307 - Urbanized Formula >200K
MPO ID:	T2A	OtherFTASection:	
Project Name:	JARC	Federal (FTA) Funds:	\$160,000
Apportionment Year:	2023	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$40,000
Brief Project Description	: Short-range Planning	Fiscal Year Cost:	\$200,000
Sec5309 ID:		Construction: \$200,000 PE: \$0 Total Project Cost:	ROW: \$0 <b>\$200.000</b>
Amend Date:	07/2020	Total Project Cost:	\$200,000
Remarks/Amend Action:	: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2023-Exempt	TDC Awarded Date & Amount:	\$0

### AMENDMENT HISTORY

History STIP Rev Date History F	History Date	History Note/Amendment
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05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023-Exempt 07/2020 2023

General Project Information		Funding Information	(YOE)
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5339 - Bus & Bus Facilities >200K
MPO ID:	ТЗВ	OtherFTASection:	
Project Name:	Other Capital Program Items (5339)	Federal (FTA) Funds:	\$88,200
Apportionment Year:	2023	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$22,050
Brief Project Description	n: Computer hardware/software	Fiscal Year Cost:	\$110,250
Sec5309 ID:		Construction: \$110,250 PE:	\$0 ROW: \$0
Amend Date:	07/2020	I otal Project Cost:	\$110,250
Remarks/Amend Actior	: Program D2045 MTP, 21-24 TIP, 21-24 STIP, in FY 2023.	TDC Amount Requested:	\$0
		TDC Awarded Date & Amount:	\$0

#### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment

07/2020

2023 05/2020 Program D2045 MTP, 21-24 TIP, 21-24 STIP, in FY 2023.

Thu Feb 27, 2020

YOE = Year of Expenditure

General Project Information		Funding Information (YO	<u>E)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5307 - Urbanized Formula >200K
MPO ID:	ТЗА	OtherFTASection:	
Project Name:	Planning	Federal (FTA) Funds:	\$849,133
Apportionment Year:	2023	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$212,283
Brief Project Description	: Short-range Planning	Fiscal Year Cost:	\$1,061,416
Sec5309 ID:		Construction: \$1,061,416 PE: \$0	ROW: \$0
Amend Date:	07/2020	Total Project Cost:	\$1,061,416
Remarks/Amend Action	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2023-Exempt	TDC Awarded Date & Amount:	\$0

### AMENDMENT HISTORY

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History STIP Rev Date History FY History Date History Note/Amendment

07/2020	2023	05/2020	Program into D2045 MTP, D21-24 TIP and 21-24 STI	' in FY 2023-Ex	empt			
General Pro	ject Information	<u>n</u>		Funding	nformati	on (YOE	<u>:)</u>	
Project Sponsor:	Sun Metro		Fed. Fur	dig Category:			Sec. 5307 - Urbanized F	ormula >200K
MPO ID:	T3E		OtherFT	ASection:				
Project Name:	Security Equip	oment	Federal	FTA) Funds:				\$146,835
Apportionment Year:	2023		State (T)	DOT) Funds:				\$0
Project Phase:	N/A		Other Fu	ıds:				\$36,709
Brief Project Descriptior	: Security Progr	am	Fis	cal Year Cost:				\$183,544
			Construct	tion: \$183,54	4 F	PE: \$0	ROW: \$0	
Sec5309 ID: Amend Date:	07/2020		Tota	Project Cost:				\$183,544
Remarks/Amend Action	: Program into D	2045 MTP, D	21-24 TIP and 21-24 STIP in FY TDC Am	ount Requested	:			\$0
	2023-Exempt		TDC Awa	rded Date & An	nount:		\$0	

#### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2023 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023-Exempt

General Project Information		Funding Information (Y	<u>OE)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5339 - Bus & Bus Facilities >200K
MPO ID:	T3F	OtherFTASection:	
Project Name:	Support Vehicles/Bus Rehab (5339)	Federal (FTA) Funds:	\$447,551
Apportionment Year:	2023	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$111,888
Brief Project Description	n: Support Vehicles/Bus Rehab	Fiscal Year Cost:	\$559,439
Sec5309 ID:		Construction: \$559,439 PE: \$	60 ROW: \$0
Amend Date:	07/2020	Total Project Cost:	\$559,439
Remarks/Amend Actior	: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2023-Exempt	TDC Awarded Date & Amount:	\$0

#### AMENDMENT HISTORY

07/2020

History STIP Rev Date History FY History Date History Note/Amendment

2023

05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023-Exempt

General Pro	oject Information	Funding Information (YOE	<u>=)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5307 - Urbanized Formula >200K
MPO ID:	T3G	OtherFTASection:	
Project Name:	Transit Enhancements (5339)	Federal (FTA) Funds:	\$800,000
Apportionment Year:	2023	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$200,000
Brief Project Description	n: Transit Enhancements	Fiscal Year Cost:	\$1,000,000
Sec5309 ID:		Construction: \$1,000,000 PE: \$0	ROW: \$0
Amend Date:	07/2020	Total Project Cost:	\$1,000,000
Remarks/Amend Action	Program D2045 MTP, 21-24 TIP,21-24 STIP, in FY 2023.	TDC Amount Requested:	\$0
		TDC Awarded Date & Amount:	\$0

### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2020 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023-Exempt

Thu Feb 27, 2020

District: TX D	DIST. 24		YOE = Year of Expenditure
Gene	ral Project Information	Funding Information (YOE	<u>=)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5307 - Urbanized Formula >200K
MPO ID:	ТЗН	OtherFTASection:	
Project Name:	ADA ParaTransit	Federal (FTA) Funds:	\$1,393,776
Apportionment Y	ear: 2024	State (TXDOT) Funds:	\$0
Project Phase:	Т	Other Funds:	\$348,444
Brief Project Des	cription: Provide ADA Para Transit Service	Fiscal Year Cost:	\$1,742,220
0 5000 10		Construction: \$1,742,220 PE: \$0	ROW: \$0
Sec5309 ID:	07/0000	Total Project Cost:	\$1,742,220
Amend Date:		TDC Amount Requested:	\$0
Remarks/Amend	Action: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY zuz4-exempt	TDC Amount Requested.	\$0 \$0

### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2024 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024-Exempt

General Pro	oject Information	Funding Information (YOE	<u>.)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5307 - Urbanized Formula >200K
MPO ID:	T3C	OtherFTASection:	
Project Name:	Capital Maintenance	Federal (FTA) Funds:	\$11,461,041
Apportionment Year:	2024	State (TXDOT) Funds:	\$0
Project Phase:	Т	Other Funds:	\$2,865,260
Brief Project Description	n: Capital Maintenance	Fiscal Year Cost:	\$14,326,301
Sec5309 ID: Amend Date:	07/2020	Construction: \$14,326,301 PE: \$0 Total Project Cost:	ROW: \$0 <b>\$14,326,301</b>
Remarks/Amend Actior	2024-Exempt	TDC Amount Requested: TDC Awarded Date & Amount:	\$0 \$0

#### AMENDMENT HISTORY

#### History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2024 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024-Exempt

General Project Information		Funding Information (YO	<u>E)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5339 - Bus & Bus Facilities >200K
MPO ID:	T3D	OtherFTASection:	
Project Name:	Curb Cuts ADA Improvements (5339)	Federal (FTA) Funds:	\$800,000
Apportionment Year:	2024	State (TXDOT) Funds:	\$0
Project Phase:	т	Other Funds:	\$200,000
Brief Project Description	: Curb Cuts ADA Improvements	Fiscal Year Cost:	\$1,000,000
Sec5309 ID:		Construction: \$1,000,000 PE: \$0	ROW: \$0
Amend Date:	07/2020	I OTAL Project Cost:	\$1,000,000
Remarks/Amend Action	: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2024-Exempt	TDC Awarded Date & Amount:	\$0

### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2024 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024-Exempt

### FY 2024 TRANSIT PROJECT DESCRIPTIONS \_. . . . . . . . .

Thu Feb 27, 2020

EL PASO MPO	TRANSPORTA	TION IMPRO	VEMENT PR	OGRAM (TIP)	2021-2024

District:	TX DIST. 24				YOE = Yea	ar of Expenditure
	General Proje	ect Information	Funding Inform	ation (YOE	<u>=)</u>	
Project S	ponsor:	Sun Metro	Fed. Fundig Category:		Sec. 5339 - Bus & Bus F	acilities >200K
MPO ID:		T3I-11	OtherFTASection:			
Project N	ame:	FY 2024 FTA 5339 Funding for Bus & Bus Facilities	Federal (FTA) Funds:			\$1,206,118
Apportior	ment Year:	2024	State (TXDOT) Funds:		\$0	
Project P	hase:	N/A	Other Funds:			\$301,529
Brief Proj	ect Description:	FY 2024 FTA 5339 Funding: For the purchase of buses and facility	Fiscal Year Cost:			\$1,507,647
		enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters & amenities.	Construction: \$1,507,647	PE: \$0	ROW: \$0	
Sec5309	ID:		T.(.) D.(.) ( 0)			A. 505 0.15
Amend Date:		07/2020	Total Project Cost:			\$1,507,647
Remarks	Amend Action:	: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:			\$0
		2024-Exempt	TDC Awarded Date & Amount:		\$0	

### AMENDMENT HISTORY

#### History STIP Rev Date History FY History Date History Note/Amendment

07/2020	2024 05/202	20 Program into D2045 MTP, D21-24 TIF	and 21-24 STIP in F	Y 2024-Exemp	t			
General Proj	ect Information			Funding Infor	mation (YO	E <u>)</u>		
Project Sponsor:	Sun Metro		Fed. Fundig C	ategory:		Sec. 5339 - Bus & Bus Fa	cilities >200K	
MPO ID:	ТЗВ		OtherFTASect	tion:				
Project Name:	Other Capital Program I	tems (5339)	Federal (FTA) Funds:				\$92,610	
Apportionment Year:	2024		State (TXDOT) Funds:			\$0		
Project Phase:	N/A		Other Funds:				\$23,153	
Brief Project Description:	, of Project Description: Computer hardware/software		Fiscal Year Cost:				\$115,763	
Sec5309 ID:			Construction:	\$115,763	PE: \$0	ROW: \$0		
Amend Date:	07/2020		i otai Proj	ect Cost:			\$115,763	
Remarks/Amend Action:	Amend Action: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY		TDC Amount Requested:				\$0	
	2024-Exempt		TDC Awarded	Date & Amour	t:	\$0		

#### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment 07/2020

2024

05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024-Exempt

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#### YOE = Year of Expenditure

District: TX DIST. 24	L		YOE = Year of Expenditure
General Pro	iect Information	Funding Information (YOI	E)
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5307 - Urbanized Formula >200K
MPO ID:	ТЗА	OtherFTASection:	
Project Name:	Planning	Federal (FTA) Funds:	\$857,624
Apportionment Year:	2024	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$214,406
Brief Project Description	: Short-range Planning	Fiscal Year Cost:	\$1,072,030
		Construction: \$1,072,030 PE: \$0	ROW: \$0
Sec5309 ID:	07/0000	Total Project Cost:	\$1,072,030
Amend Date: Remarks/Amend Action:	07/2020	TDC Amount Requested:	\$0
Remarks/Amenu Action.	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Awarded Date & Amount:	
		TDC Awarded Dale & Amount.	\$0

#### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2024 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024-Exempt

General Pro	ject Information	Funding Information (YO	<u>E)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5307 - Urbanized Formula >200K
MPO ID:	T3E	OtherFTASection:	
Project Name:	Security Equipment	Federal (FTA) Funds:	\$150,506
Apportionment Year:	2024	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$37,627
Brief Project Descriptior	n: Security Program	Fiscal Year Cost:	\$188,133
		Construction: \$188,133 PE: \$0	ROW: \$0
Sec5309 ID:	07/0000	Total Project Cost:	\$188,133
Amend Date:	07/2020	<b>TPO A A B</b>	<b>A</b> 0
Remarks/Amend Action	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2024-Exempt	TDC Awarded Date & Amount:	\$0

#### AMENDMENT HISTORY

#### History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2024 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024-Exempt

General Pro	ject Information	Funding Information (Y	<u>OE)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category:	Sec. 5339 - Bus & Bus Facilities >200K
MPO ID:	T3F	OtherFTASection:	
Project Name:	Support Vehicles/Bus Rehab (5339)	Federal (FTA) Funds:	\$452,026
Apportionment Year:	2024	State (TXDOT) Funds:	\$0
Project Phase:	N/A	Other Funds:	\$113,007
Brief Project Description	: Support Vehicles/Bus Rehab	Fiscal Year Cost:	\$565,033
Sec5309 ID:		Construction: \$565,033 PE: \$	60 ROW: \$0
Amend Date:	07/2020	i otal Project Cost:	\$565,033
Remarks/Amend Action	: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2024-Exempt	TDC Awarded Date & Amount:	\$0

### AMENDMENT HISTORY

History STIP Rev Date History FY History Date History Note/Amendment

07/2020 2024 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024-Exempt FTA from FHWA Transfer Transit Projects



Thu Feb 27, 2020

YOE = Year of Expenditure

District. TA DIST. 2	-				
General Pro	pject Information	Funding Information (YOE)			
Project Sponsor:	Sun Metro	Fed. Fundig Category: Regionally Sign	ificant or Other (incl FHWA transfers)		
MPO ID:	T096X	OtherFTASection:	FHWA CAT 5 - CMAQ Transfer to FTA		
Project Name:	Alameda RTS 3rd year Operating Assistance	Federal (FTA) Funds:	\$911,887		
Apportionment Year:	2021	State (TXDOT) Funds:	\$0		
Project Phase:	Т	Other Funds:	\$1,376,655		
Brief Project Description	n: Alameda RTS 3rd year Operating Assistance: 3rd year of Alameda RTS	Fiscal Year Cost:	\$2,288,542		
Sec5309 ID: Amend Date:	operations	Construction: \$2,288,542 PE: \$0 Total Project Cost:	ROW: \$0 <b>\$2,288,542</b>		
Remarks/Amend Action	1: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt	TDC Amount Requested: TDC Awarded Date & Amount:	\$0 \$0		

07/2018 2021 07/2020 2021 05/2018 Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.

2021 05/2020 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt

General P	Project Information	Funding Information (YOE)		
Project Sponsor:	Sun Metro	Fed. Fundig Category: Regionally Sig	gnificant or Other (incl FHWA transfers)	
MPO ID:	T095X	OtherFTASection:	FHWA CAT 5 - CMAQ Transfer to FTA	
Project Name:	Dyer RTS 3rd year Operating Assistance	Federal (FTA) Funds:	\$911,887	
Apportionment Year:	2021	State (TXDOT) Funds:	\$0	
Project Phase:	Т	Other Funds:	\$626,142	
Brief Project Description: Dyer RTS 3rd year Operating Assistance: 3rd year of Dyer RTS		Fiscal Year Cost:	\$1,538,029	
Sec5309 ID:	operations.	Construction: \$1,538,029 PE: \$6		
Amend Date:	07/2020	Total Project Cost:	\$1,538,029	
Remarks/Amend Acti	on: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0	
	2021-Exempt	TDC Awarded Date & Amount:	\$0	
AMENDMENT HISTO	DRY			
History STIP Rev	Date History FY History Date History Note/Amendment			
07/2018	2021 05/2018 Program D2045 MTP, D19-22 TIP, 19-2	22 STIP. in FY 2021.		

 07/2018
 2021
 05/2018
 Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.

 07/2020
 2021
 05/2020
 Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt



Thu Feb 27, 2020

YOE = Year of Expenditure

General Pro	ject Information	Funding Information (YO	<u>E)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category: Regionally Sign	nificant or Other (incl FHWA transfers)
MPO ID:	T092X	OtherFTASection:	FHWA CAT 5 - CMAQ Transfer to FTA
Project Name:	Montana RTS 1st year Operating Assistance	Federal (FTA) Funds:	\$1,534,074
Apportionment Year:	2022	State (TXDOT) Funds:	\$0
Project Phase:	Т	Other Funds:	\$383,518
Brief Project Description	: Montana RTS 1st year Operating Assistance: 1st year of Montana RTS	Fiscal Year Cost:	\$1,917,592
Sec5309 ID: Amend Date:	operations. 07/2020	Construction: \$1,917,592 PE: \$0 Total Project Cost:	ROW: \$0 <b>\$1,917,592</b>
Remarks/Amend Action	n: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2022-Exempt	TDC Awarded Date & Amount:	\$0

#### History STIP Rev Date History FY History Date History Note/Amendment

-	•	•	-
07/2018	2021	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.
11/2019	2021	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to update project name and description to 1st year.
07/2020	2021	05/2020	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2022-Exempt



Thu Feb 27, 2020

YOE = Year of Expenditure

General Pro	pject Information	Funding Information (YC	<u>DE)</u>
Project Sponsor:	Sun Metro	Fed. Fundig Category: Regionally Sig	nificant or Other (incl FHWA transfers)
MPO ID:	T097X	OtherFTASection:	FHWA CAT 5 - CMAQ Transfer to FTA
Project Name:	Montana RTS 2nd year Operating Assistance	Federal (FTA) Funds:	\$1,040,000
Apportionment Year:	2023	State (TXDOT) Funds:	\$0
Project Phase:	Т	Other Funds:	\$260,000
rief Project Descriptior	: Montana RTS 2nd year Operating Assistance: 2nd year of Montana RTS	Fiscal Year Cost:	\$1,300,000
Sec5309 ID:	operations.	Construction: \$1,300,000 PE: \$0 Total Project Cost:	ROW: \$0
mend Date:	07/2020	Total Project Cost.	\$1,500,000
emarks/Amend Actior	n: Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY	TDC Amount Requested:	\$0
	2023-Exempt	TDC Awarded Date & Amount:	\$0

#### History STIP Rev Date History FY History Date History Note/Amendment

•			•
07/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2022.
11/2019	2022	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to update project name and description to 2nd year.
07/2020	2022	05/2020	Program into D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023-Exempt



Mon May 4, 2020

YOE = Year of Expenditure

<u>General Pro</u>	oject Information			Funding Infe	ormation (YOE	<u>E)</u>		
Project Sponsor:	Sun Metro			Fed. Fundig Category:	Regionally Si	gionally Significant or Other (incl FHWA tran		
MPO ID:	T093X			OtherFTASection:		FHWA CAT 5 - CMAQ Transfer to		
Project Name:	Montana RTS 3	Montana RTS 3rd year service operating assistance		Federal (FTA) Funds:			\$1,600,000	
Apportionment Year:	2024	2024		State (TXDOT) Funds:			\$0	
Project Phase:	Т			Other Funds:			\$2,823,490	
Brief Project Description			ce operating assistance: 3rd year of	Fiscal Year Cost:			\$4,423,490	
Sec5309 ID:	Montana BRT-I 1539	RTS operatio	ons.	Construction: \$4,423,49	0 PE: \$0	ROW: \$0		
				Total Project Cost:			\$4,423,490	
Amend Date:	07/2020			TDC Amount Requested:			\$0	
Remarks/Amend Action	n: Program Into D2 2024-Exempt	2045 MTP, D	21-24 TIP and 21-24 STIP in FY			••	φυ	
	2021 2,0000			TDC Awarded Date & Amo	unt:	\$0		
AMENDMENT HISTOR	RY							
History STIP Rev D	ate History FY H	-	History Note/Amendment					
11/2016	2020	10/2016	Amend H2040 MTP, H17-20 TIP, 17-20 ST		MPT			
07/2018	2020	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 S	TIP, in FY 2020.				
11/2019	2020	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 description to 3rd year.	STIP to deprogram in 2020, r	move in to FY 2	2029 and update project nan	ne and	
07/0000								
07/2020	2024	05/2020	Program into D2045 MTP, D21-24 TIP and	21-24 STIP in FY 2024-Exen	npt			
	2024 oject Information	05/2020	1 3		npt ormation (YOE	<u>=)</u>		
	-	05/2020	1 3	Funding Inf	ormation (YOE	<u>E)</u> ificant or Other (incl FH	WA transfers	
General Pro Project Sponsor:	oject Information	05/2020	1 3	Funding Inf	ormation (YOE			
General Pro Project Sponsor: MPO ID:	oject Information Sun Metro		1 3	<mark>Funding Inf</mark> Fed. Fundig Category: <b>Re</b>	ormation (YOE	ificant or Other (incl FH		
<u>General Pro</u> Project Sponsor: MPO ID: Project Name:	oject Information Sun Metro T106		1 3	<u>Funding Inf</u> Fed. Fundig Category: <b>Re</b> OtherFTASection:	ormation (YOE	ificant or Other (incl FH	ransfer to FT	
<u>General Pro</u> Project Sponsor: MPO ID: Project Name: Apportionment Year:	oject Information Sun Metro T106 Park and Ride		1 3	<u>Funding Inf</u> Fed. Fundig Category: <b>Re</b> OtherFTASection: Federal (FTA) Funds:	ormation (YOE	ificant or Other (incl FH	ransfer to FT \$2,624,141	
<u>General Pro</u> Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase:	oject Information Sun Metro T106 Park and Ride 2024 C C n: Create a Park a	Far West	1 3	<u>Funding Infe</u> Fed. Fundig Category: <b>Re</b> OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds:	ormation (YOE	ificant or Other (incl FH	ransfer to FT \$2,624,141 \$0	
General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Descriptio	oject Information Sun Metro T106 Park and Ride 2024 C	Far West	Program into D2045 MTP, D21-24 TIP and	Funding Info Fed. Fundig Category: Re OtherFTASection: Federal (FTA) Funds: State (TXDOT) Funds: Other Funds:	ormation (YOE	ificant or Other (incl FH	ransfer to FT \$2,624,141 \$0 \$656,035	
General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Descriptio Sec5309 ID:	oject Information Sun Metro T106 Park and Ride 2024 C n: Create a Park a Transmountain	Far West	Program into D2045 MTP, D21-24 TIP and	Funding Inference         Fed. Fundig Category: Re         OtherFTASection:         Federal (FTA) Funds:         State (TXDOT) Funds:         Other Funds:         Fiscal Year Cost:         Construction:       \$3,280,170	ormation (YOE	ificant or Other (incl FH FHWA CAT 5 - CMAQ T	ransfer to FTA \$2,624,141 \$0 \$656,035	
General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Descriptio Sec5309 ID: Amend Date:	oject Information Sun Metro T106 Park and Ride 2024 C m: Create a Park a Transmountain 07/2020	Far West	Program into D2045 MTP, D21-24 TIP and in Far West El Paso in the area of I-10 and	Funding Info         Fed. Fundig Category: Re         OtherFTASection:         Federal (FTA) Funds:         State (TXDOT) Funds:         Other Funds:         Fiscal Year Cost:         Construction:       \$3,280,170         Total Project Cost:	ormation (YOE	ificant or Other (incl FH FHWA CAT 5 - CMAQ T	ransfer to FT <i>J</i> \$2,624,141 \$0 \$656,035 <b>\$3,280,176</b> <b>\$3,280,176</b>	
General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Descriptio Sec5309 ID: Amend Date:	oject Information Sun Metro T106 Park and Ride 2024 C m: Create a Park a Transmountain 07/2020 m: Program into D2	Far West	Program into D2045 MTP, D21-24 TIP and	Funding Inference         Fed. Fundig Category: Re         OtherFTASection:         Federal (FTA) Funds:         State (TXDOT) Funds:         Other Funds:         Fiscal Year Cost:         Construction:       \$3,280,170         Total Project Cost:         TDC Amount Requested:	ormation (YOE egionally Sign 6 PE: \$0	ificant or Other (incl FH FHWA CAT 5 - CMAQ T ROW: \$0	ransfer to FT <i>J</i> \$2,624,141 \$0 \$656,035 <b>\$3,280,176</b>	
General Pro Project Sponsor: MPO ID: Project Name: Apportionment Year: Project Phase: Brief Project Descriptio Sec5309 ID: Amend Date:	oject Information Sun Metro T106 Park and Ride 2024 C m: Create a Park a Transmountain 07/2020	Far West	Program into D2045 MTP, D21-24 TIP and in Far West El Paso in the area of I-10 and	Funding Info         Fed. Fundig Category: Re         OtherFTASection:         Federal (FTA) Funds:         State (TXDOT) Funds:         Other Funds:         Fiscal Year Cost:         Construction:       \$3,280,170         Total Project Cost:	ormation (YOE egionally Sign 6 PE: \$0	ificant or Other (incl FH FHWA CAT 5 - CMAQ T	ransfer to FT. \$2,624,141 \$0 \$656,035 <b>\$3,280,176</b> <b>\$3,280,176</b>	

**Financial Section** 

#### EL PASO MPO - District 24 FY 2021 - 2024 Transportation Improvement Program

unding b	y Category									Wednesday,	January 13, 2021
		FY	2021	FY	2022	FY	2023	FY	2024	Total F	Y 2021 - 2024
Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance & Rehabilitation	\$33,817,518	\$33,817,518	\$37,283,610	\$37,283,610	\$30,716,484	\$30,716,484	\$35,543,103	\$35,543,103	\$137,360,715	\$137,360,715
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$5,000,000	\$5,000,000	\$209,742,472	\$209,742,472	\$0	\$0	\$0	\$0	\$214,742,472	\$214,742,472
3	Non-Traditionally Funded Transportation Project (Includes Prop 12v1, Prop 12v2, Prop 14, Lcl funds)	\$1,956,853	\$1,956,853	\$4,316,000	\$4,316,000	\$1,410,000	\$1,410,000	\$20,173,490	\$20,173,490	\$27,856,343	\$27,856,343
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$27,979,725	\$27,979,725	\$0	\$0	\$O	\$0	\$27,979,725	\$27,979,725
5	CMAQ	\$8,784,787	\$8,784,787	\$8,911,093	\$8,911,093	\$9,039,917	\$9,039,917	\$9,171,259	\$9,171,259	\$35,907,056	\$35,907,056
5 Flex	Map21 Flex	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$18,266,000	\$20,447,479	\$20,741,516	\$20,741,516	\$21,041,630	\$21,041,630	\$12,000,000	\$21,347,354	\$72,049,146	\$83,577,979
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$3,761,928	\$3,761,928	\$0	\$0	\$0	\$0	\$3,761,928	\$3,761,928
9 Flex	ТАР	\$2,063,990	\$2,903,307	\$756,780	\$1,398,351	\$0	\$1,398,351	\$0	\$1,398,351	\$2,820,770	\$7,098,360
10	Supplemental Transportation Projects (Includes:Earmark, GR, CBI, KTXB)	\$6,628,645	\$6,628,645	\$0	\$0	\$0	\$0	\$0	\$0	\$6,628,645	\$6,628,645
11	District Discretionary	\$0	\$3,570,000	\$10,000,000	\$13,570,000	\$0	\$3,560,000	\$0	\$3,560,000	\$10,000,000	\$24,260,000
12	Strategic Priority	\$0	\$0	\$0	\$0	\$193,500,000	\$193,500,000	\$0	\$0	\$193,500,000	\$193,500,000
12C	Strategic Priority RECON (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON (STP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$76,517,793	\$83,108,589	\$323,493,124	\$327,704,695	\$255,708,031	\$260,666,382	\$76,887,852	\$91,193,557	\$732,606,800	\$762,673,223

#### Funding Participation Source

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total
Federal	\$59,648,751	\$255,541,691	\$203,438,424	\$45,371,489	\$564,000,355
State	\$8,463,504	\$57,001,161	\$44,843,297	\$7,108,621	\$117,416,582
Local Match	\$6,448,685	\$6,434,272	\$5,567,267	\$4,234,252	\$22,684,476
CAT 3 - Local/State Contributions	\$1,956,853	\$4,516,000	\$1,859,043	\$20,173,490	\$28,505,386
Total	\$76,517,793	\$323,493,124	\$255,708,031	\$76,887,852	\$732,606,800



#### EL PASO MPO - New Mexico District 1 & 2 2020-2023 NM State Transportation Improvement Program

Destino 2021-2024 TIP

	Destrice 2021-2024 m									
Funding by Category Wednesday, January 13, 2021										
	FY	2021	FY	2022	FY	2023	FY	2024	Total FY 20	)21 - 2023
Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
CBIP (Coordinated Border Infrastructure Prog.)	\$127,909	\$127,909	\$0	\$0	\$0	\$0	\$0	\$0	\$127,909	\$127,909
City of Sunland Park, N.M.	\$66,881	\$66,881	\$517,398	\$517,398	\$0	\$0	\$0	\$0	\$584,279	\$584,279
CAQ (CMAQ Mandatory)	\$3,094,280	\$3,094,280	\$0	\$0	\$0	\$0	\$0	\$0	\$3,094,280	\$3,094,280
NHPP (National Highway Performance Program)	\$1,597,932	\$1,597,932	\$20,836,101	\$20,836,101	\$6,283,584	\$6,283,584	\$0	\$0	\$28,717,617	\$28,717,617
NM State Funds	\$9,100,000	\$9,100,000	\$13,450,909	\$13,450,909	\$2,716,416	\$2,716,416	\$0	\$0	\$25,267,325	\$25,267,325
Other	\$3,019,770	\$3,019,770	\$0	\$0	\$0	\$0	\$0	\$0	\$3,019,770	\$3,019,770
Other State Fund	\$0	\$0	\$800,000	\$800,000	\$0	\$0	\$0	\$0	\$800,000	\$800,000
STLE (Surface Transp Prog Large Urban - Exempt)	\$240,816	\$240,816	\$481,632	\$481,632	\$0	\$0	\$0	\$0	\$722,448	\$722,448
STPF (Surface Transp Prog Flexible)	\$905,990	\$905,990	\$5,995,050	\$5,995,050	\$0	\$0	\$0	\$0	\$6,901,040	\$6,901,040
STPL (Surface Transp Prog Large Urban >200K)	\$1,004,654	\$1,004,654	\$2,009,308	\$2,009,308	\$0	\$0	\$0	\$0	\$3,013,962	\$3,013,962
TAPL (Transp. Alternative Prog Large Urban >200K)	\$42,619	\$42,619	\$42,619	\$42,619	\$0	\$0	\$0	\$0	\$85,238	\$85,238
Total	\$19,200,851	\$19,200,851	\$44,133,017	\$44,133,017	\$9,000,000	\$9,000,000	\$0	\$0	\$72,333,868	\$72,333,868

#### **Funding Participation Source**

Source	FY 2021	FY 2022	FY 2023	FY 2024	Total
Federal Participation	\$8,566,066	\$29,731,021	\$7,689,600	\$0	\$45,986,687
State Participation	\$10,561,699	\$13,878,393	\$1,310,400	\$0	\$25,750,492
Local Participation	\$6,205	\$6,205	\$0	\$0	\$12,410
Local/State Contributions	\$66,881	\$517,398	\$0	\$0	\$584,279
Total	\$19,200,851	\$44,133,017	\$9,000,000	\$0	\$72,333,868



#### Transit Financial Summary

#### El Paso MPO - TXDOT District 24

#### FY 2021 - 2024 Transportation Improvement Program

All Figure	All Figures in Year of Expenditure (YOE) Dollars Thursday, May 07, 2020									
	Transit Program	FY	2021		FY	2022		FY	2023	
	Hansteriogram	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$13,610,012	\$3,402,502	\$17,012,514	\$13,586,607	\$3,396,652	\$16,983,259	\$14,524,622	\$3,631,155	\$18,155,777
2	Sec. 5307 - Urbanized Formula <200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200K	\$2,429,287	\$607,322	\$3,036,609	\$2,475,120	\$618,780	\$3,093,900	\$1,712,451	\$428,113	\$2,140,564
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$650,000	\$0	\$650,000	\$650,000	\$0	\$650,000	\$0	\$0	\$0
7	Sec. 5316 - JARC >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Other FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)	\$1,823,774	\$2,002,797	\$3,826,571	\$1,534,074	\$383,518	\$1,917,592	\$1,040,000	\$260,000	\$1,300,000
	Total Funds	\$18,513,073	\$6,012,621	\$24,525,694	\$18,245,801	\$4,398,950	\$22,644,751	\$17,277,073	\$4,319,268	\$21,596,341
	Transportation Development Credits									
	Requested			\$O			\$0			\$0
	Awarded			\$0			\$0		/ 100 00 000 0	\$0

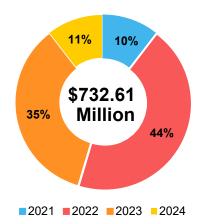
#### All Figures in Year of Expenditure (YOE) Dollars

	Transit Program		2024			TOTAL	
	Transit Program	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$13,862,947	\$3,465,737	\$17,328,684	\$55,584,188	\$13,896,045	\$69,480,233
2	Sec. 5307 - Urbanized Formula <200K	\$C	\$0	\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment	\$C	\$0	\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair	\$C	\$0	\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200K	\$2,550,754	\$637,689	\$3,188,443	\$9,167,612	\$2,291,904	\$11,459,516
6	Sec. 5310 - Seniors & People w/Disabilities >200K	\$C	\$0	\$0	\$1,300,000	\$0	\$1,300,000
7	Sec. 5316 - JARC >200K	\$C	\$0	\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K	\$C	\$0	\$0	\$0	\$0	\$0
9	Other FTA	\$C	\$0	\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)	\$4,224,141	\$3,479,525	\$7,703,666	\$8,621,989	\$6,125,840	\$14,747,829
	Total Funds	\$20,637,843	\$7,582,950	\$28,220,793	\$74,673,789	\$22,313,789	\$96,987,578
	Transportation Development Credits						
	Requested			\$0			\$0
	Awarded			\$0			\$0



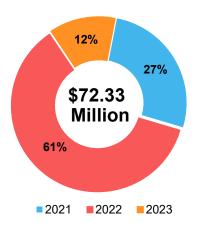
**Analyses Section** 

The illustrations below show a summary of the Total Costs per Fiscal Year for Texas Highway FHWA/Local Funds, New Mexico Highway/Transit Funds, and Texas Transit FTA/Local Funds.



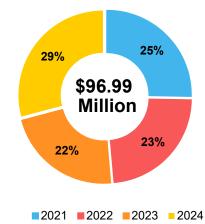
Fiscal Year	Cost (Millions)
2021	\$76.52
2022	\$323.49
2023	\$255.71
2024	\$76.89
Total	\$732.61

# NM Hwy Funds (NM STIP 2020-2023)



Fiscal Year	Cost (Millions)
2021	\$19.20
2022	\$44.13
2023	\$9.00
Total	\$72.33

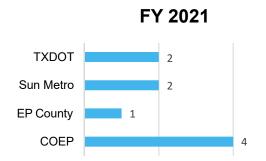
## **TX Transit FTA/Local Funds**



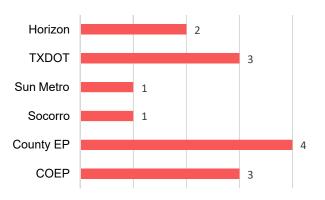
Fiscal Year	Cost (Millions)
2021	\$24.53
2022	\$22.64
2023	\$21.60
2024	\$28.22
Total	\$96.99

## **TX FHWA & State/Local Funds**

Fiscal Year	Total YOE	Total Projects
2021	\$76,517,793	9
2022	\$323,493,124	14
2023	\$255,708,031	5
2024	\$76,887,852	6
	\$732,606,800	34







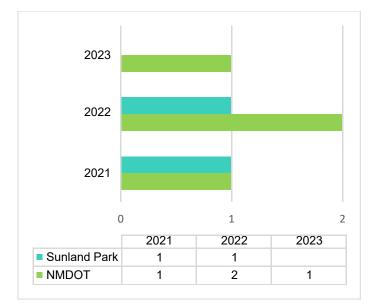




FY 2024

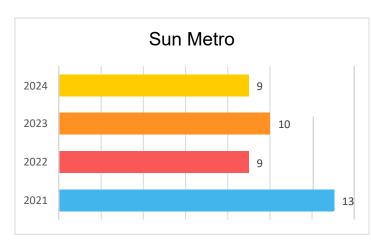


## NM Hwy/Transit Funds



Fiscal Year	Total YOE	Total Projects
2021	\$19,200,851	2
2022	\$44,133,017	3
2023	\$9,000,000	1
	\$72,333,868	6

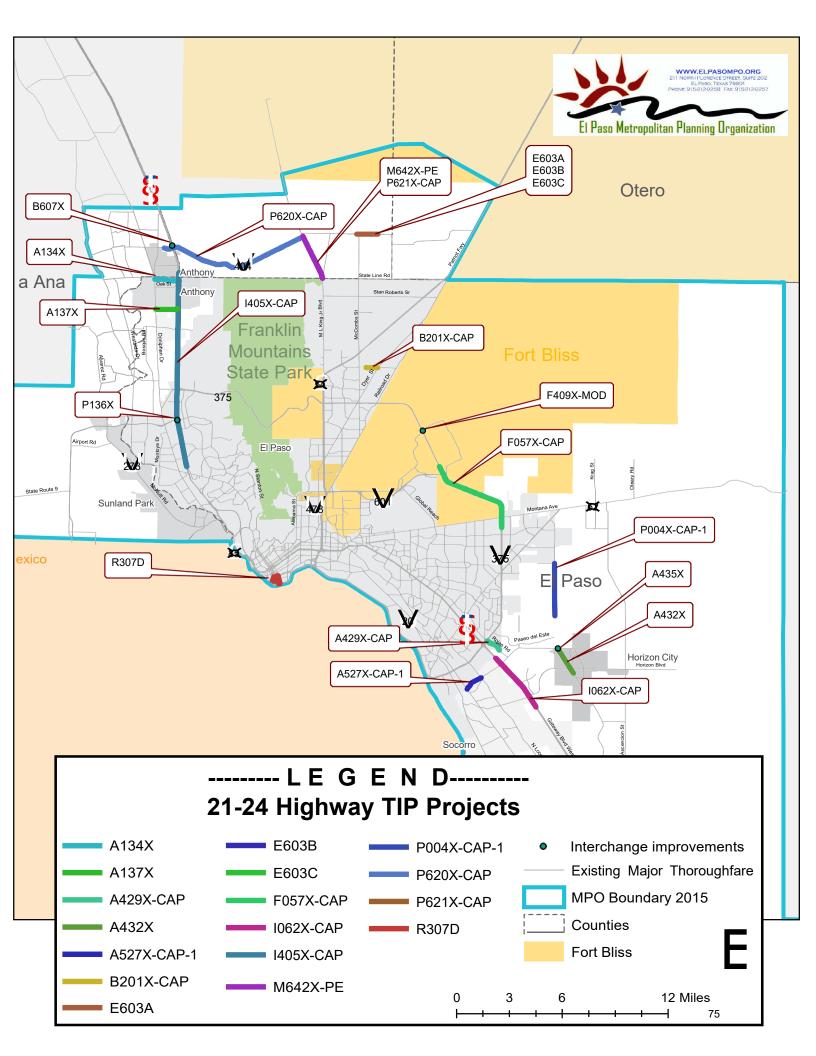
## **TX Transit FTA/Local Funds**

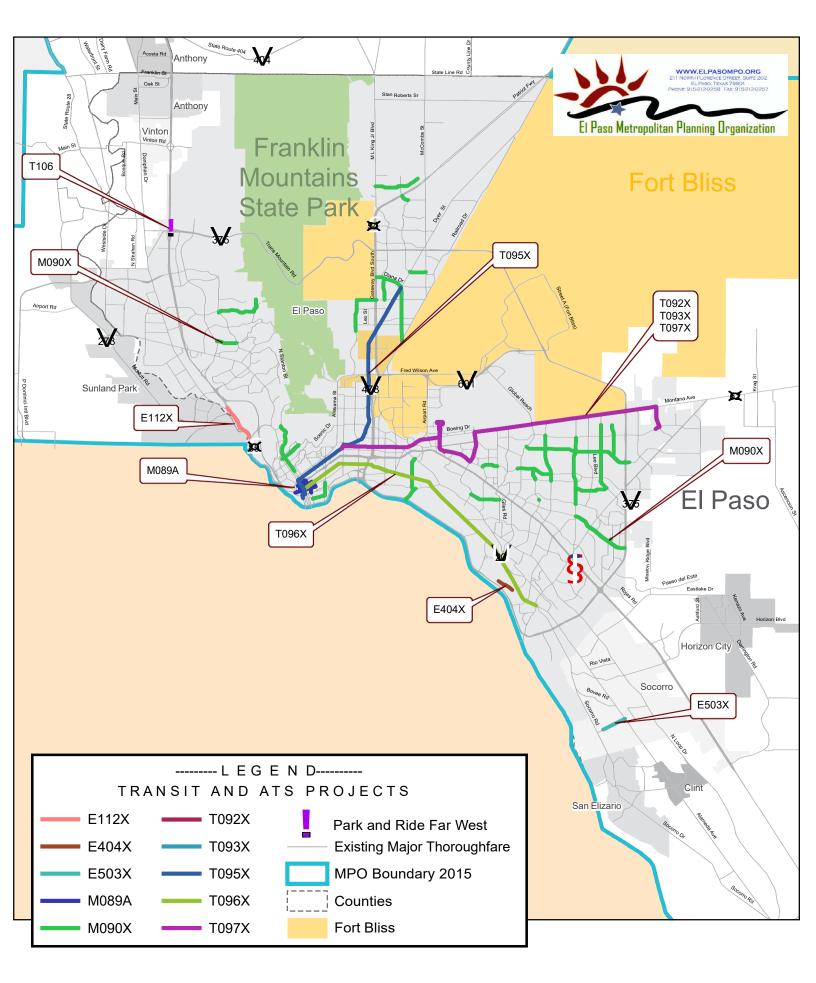


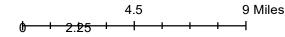
Fiscal Year	Total YOE	Total Projects
2021	\$24,525,694	13
2022	\$22,644,751	9
2023	\$21,596,341	10
2024	\$28,220,793	9
	\$96,987,578	41

# **Map Section**<sup>4</sup>

<sup>4</sup> Map may not contain all projects in this document, only map-able projects will be illustrated.







**MPO Self-Certification** 

#### **MPO SELF-CERTIFICATION**

In accordance with 23 CFR Part 450.336 and 450.220 of tl1e 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 t11at 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 (<u>42</u> U.S.C. <u>7504</u>, <u>7506(c)</u> and (d)) and <u>40 CFR part 93</u>
- 3. Title VI of the Civil Rights Act of 1964, as amended (<u>42 U.S.C. 2000d-1</u>) and <u>49 CFR part 21;</u>
- 4. <u>49 U.S.C. 5332</u>, 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 (<u>Pub. L. 114-357</u>) and <u>49 CFR part 26</u> regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- 6. <u>23</u> <u>CFR part 230</u>, regarding the implementation of an <u>equal employment opportunity prngram</u> on Federal and Federal-aid <u>highway</u> construction contracts;
- 7. The provisions of the Americans with Disabilities Act of 1990 (<u>42 U.S.C. 12101et</u> seq.) and <u>49</u> CFR parts <u>27, 37</u>, and <u>38</u>;
- 8. The Older Americans Act, as amended (<u>42 U.S.C. 6101</u>). 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 (<u>29 U.S.C. 794</u>) and <u>49 CFR part 27</u> regarding discrimination against individuals with disabilities.

DocuSianed by 836C5CE53D844EE

fexas Department cHransportation

Tomas Trevino, P.E.

District Engineer

6/1/2020

Date

Metropolitan Planning Organization Policy Board Chairperson

Vincent Perez

Chairperson

5/22/2020

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 2020 and FY 2021 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 El Paso MPO'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 organization, 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(1); and 23 CFR Part 450.220

El Paso MPO 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 El Paso MPO 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 El Paso MPO 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 El Paso MPO transportation and air quality planning activities, and support determination of the air quality conformity process of the Metropolitan Transportation Improvement Program. The El Paso MPO 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 CRF part 21; The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the bases of age in programs or activities receiving Federal financial assistance; and Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;

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

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

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

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

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

# Acronyms

ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
BACM	Best Available Control Measures
CFR	Code of Federal Regulations
CMAQ	Congestion, Mitigation, & Air Quality
CMP	Congestion Management Process
CO	Carbon Monoxide
DBE	Disadvantaged Business Enterprises
EPA	U.S. Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation System
IVHS	Intelligent Vehicle Highway System
MAP-21	Moving Ahead for Progress in the 21st Century
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization: City of El Paso
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NEAP	Natural Events Action Plan
NM	New Mexico
NMDOT	New Mexico Department of Transportation
NMED	New Mexico Environment Department
NOx	Nitrogen Oxide
PM-10	Particulate Matter 10 Microns or Less
POE	Port of Entry
ррр	Public Participation Plan
PSP	Project Selection Process
RACT	Reasonably Available Control Technologies
ROW	Right of Way
RTP	Recreational Trails Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
	– A Legacy for Users
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STIP	Statewide Transportation Improvement Program
STP-MM	Surface Transportation Program – Metro-Mobility
TAC	Texas Administrative Code
ТАР	Transportation Alternatives Program
TASA	Transportation Alternatives Set-Aside
TCEQ	Texas Commission on Environmental Quality
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
± 17±4 ±	

TPAC	Transportation Project Advisory Committee
TPB	Transportation Policy Board
TPWD	Texas Parks and Wildlife Department
TRZ	Transportation Reinvestment Zone
TSM	Transportation System Management
TTI	Texas Transportation Institute
TXDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program
UTEP	University of Texas at El Paso
UTP	Unified Transportation Program
VMT	Vehicles Miles Traveled
VOC	Volatile Organic Compound
YOE	Year of Expenditure

Appendix A CMAQ Analyses

# Emission Reduction Analysis for City of El Paso Proposed CMAQ Project

Bicycle Infrastructure Citywide

# January 2021

Prepared for



Ву



## **Task Summary**

The Texas A&M Transportation Institute (ITI) was tasked by the City of El Paso to perform a mobile source emissions analysis for a proposed project in the El Paso metropolitan region. The city is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ) to help implement the project.

The project will construct 13.0 miles of citywide bicycle infrastructure improvements in the City of El Paso.

## **Individual Project Analysis**

The emissions analysis for the project is presented below. The project name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ applications, but more time and effort would increase the accuracy of the emissions benefits. As a result, this analysis should not be used for conformity purposes.

## Bicycle Infrastructure Citywide

The Bicycle Infrastructure Citywide project will install 13.0 miles of bicycle lane improvements along 9 roadways in the El Paso region. The project will serve the City of El Paso by increasing its regional bike infrastructure coupled with existing transit projects, educational centers, and commercial developments. Bicycle facilities will support and provide connectivity to existing bicycle facilities citywide with connection to mass transit centers and facilities and provide an alternative method of transportation. The infrastructure will be installed within City right-of-way and no property acquisition is anticipated.

The project will 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.

The limits of the improvements involve several roadways:

- 1. High Ridge, from Resler to Franklin Hills
- 2. Ojo de Agua, from Westwind to Via Descanso
- 3. Montwood, from Yarbrough to Lee Trevino
- 4. Lomaland, from Montwood to Trawood
- 5. Pellicano, from George Dieter to Loop 375
- 6. Peter Cooper, from Pellicano to Missy Yvette
- 7. George Dieter, from Vista del Sol to Montwood
- 8. Pebble Hills, from George Dieter to Lisa Scherr
- 9. Sean Haggerty, from Aaron St. to US 54 (Patriot Freeway)

The components of the project are part of the August 2016 City of El Paso Bike Plan.

## **Data Sources**

The City of El Paso provided the project description and scope, along with project information and data for the analysis. These resources provided the research team with a better understanding of the proposed project and potential emissions benefits. In addition, TTI researchers reviewed emissions results from the *Update Air Quality Analysis for the Bicycle Infrastructure Citywide and Downtown Bicycle Improvements Phase I* report submitted to the City in 2019.

The technical report 2017 On-Road Mobile Source Annual, Summer Weekday and Winter Workday Emissions Inventories: El Paso Area, TTI, August 2019 describes development of 2017 analysis year El Paso MOVES2014-based actual on-road inventories, which were the basis for these MOVES runs, with respect to MOVES modeling procedures and MOVES input data. MOVES modeling set-ups and input data combinations are described starting on Page 33 of the report, in the section "Estimation of Seasonal Weekday Emissions Rates". Tables 21 through 30 and surrounding text contain the details. The MOVES modeling part of the process and the local/default input data combinations as described (Table 24) were used, updated where appropriate for model version (MOVES2014a versus MOVES2014) and for analysis year (CMAQ years 2030 versus 2017). The actual fuel formulation sulfur values were adjusted to reflect "expected" future year values in place of actual average sulfur level values (i.e., to maintain consistency with the Tier 3 gasoline standard implemented in January 2017 and for consistency with Ultra Low Sulfur Diesel). It is also noteworthy that the age distributions and AVFT input data from the 2017 analysis were used, since these are based on the latest available TxDMV vehicle registrations data.

T<sup>\*</sup>TI staff used American Community Survey data to compute a bicycle mode share for El Paso, along with a future growth rate for the mode in the region.

## **Analysis Methods**

T<sup>\*</sup>TI staff used the analysis method provided in the August 2008 version of the MOSERs Guide, Equation 11.1 – *Bicycle and Pedestrian Lanes or Paths.* 

Stated in words, the average annual daily traffic (AADT) of the corridor is multiplied by the percentage of drivers shifting to bicycle mode, multiplied by the bike facility length, multiplied by the speed-based running exhaust emission factor for participants' trip before utilizing the bike lane.

The detailed equation is provided below in Strategy Equation.

The analysis year used is 2030. For planning purposes, the emissions benefit of a static program will decline over time. Without the increased use of the bike lanes over the project lifetime, any benefits accrued by the mode shift to bicycles may be negated by the increased emissions from potential higher traffic volumes in the corridor over time.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10.
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs), gasoline and dieselfueled, are included according to a projected regional VMT fleet mix (Source Type ID 21, 31)
- Running exhaust and evaporative emissions, start emissions, and brake wear and tire wear rates were calculated. (Process ID 1, 2, 9, 10, 11, 12, 13, 15, 16)
- Considering the project area and the type of trips reduced through the strategy, emissions on Road Type 5, urban unrestricted access were analyzed.
- Overall average speed in the seven roadways is assumed to be 30 mph (Speed bin 7).
- The analysis period is from 7:00 a.m. to 7:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10. Use of the bicycle lanes can occur throughout the day, but the greatest impact on emissions will occur with any peak hour or daytime mode shift.
- The vehicle-miles traveled (VMT) reduced as a result of the mode shift to bicycle were distributed proportionally across the 12 hours and by vehicle types and fuel types in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects. TTI staff determined a valid percentage mode shift from automobile to

bicycle by participants in El Paso region. The characteristics of this new facilities may provide impetus for significant mode shift, but planners should use available data.

The following assumptions were made for the project:

- Light-duty passenger vehicle and light-duty passenger truck 2030 AADT of 102,396 is estimated. This figure is based on the 2014, 2018, and 2019 ADT traffic counts from the City of El Paso. AADT is estimated based on the data plus a professional estimate of traffic growth and an averaging of the counts. It assumes 80% of the daily traffic along the roadways occurs in the 12-hour daytime period under analysis. It assumes 86% of the traffic is passenger vehicles.
- The current percent bicycle mode share for the El Paso region is estimated to be 2.0% and can serve as an optimistic mode share increase for the new bike facilities.
- The 0.02 increase in mode share represents new cyclists (vehicle trips replaced).
- Bike lane facility length of 13.0 miles is computed.

The emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

## **Strategy Equation**

#### Equation 11.1, Bicycle and Pedestrian Lanes or Paths

#### Daily Emission Reduction = $AADT * PMS * L * EF_B$

The average annual daily traffic of the corridor multiplied by the percentage of drivers shifting to bike/pedestrian multiplied by the average bicycle trip length multiplied by the speed-based running exhaust emission factor for participants' trip before participating in the bike/pedestrian program.

Final unit of measure: grams/day Source: Capitol Area MPO (CAMPO)

**Variables:** AADT: Average annual daily traffic in corridor (vehicles/day)

- **EF**<sub>B</sub>: Speed-based running exhaust emission factor for participants' trip before participating in the bike/pedestrian program (NO<sub>x</sub>, VOC, or CO) (grams/mile)
- **L:** Length of facility (miles)

**PMS:** Percentage mode shift from driving to bike/pedestrian (decimal)

#### Analysis

#### Results

#### Daily Emission Reduction = $AADT * PMS * L * EF_B$

**Note:** Due to the large amount of data generated by the MOVES model and the required off-model computations, for presentation purposes the individual emissions rates are not provided in the results below.

#### For CO:

 $102,396 * 0.02 * 13.0 * EF_B = 28,049.829 \text{ grams/day}$ 

Daily emission reduction is equal to 28.050 kg/day

For NOx:

 $102,396 * 0.02 * 13.0 * EF_B = 1,508.280$  grams/day

Daily emission reduction is equal to 1.508 kg/day

For VOC:

 $102,396 * 0.02 * 13.0 * EF_B = 877.730 \text{ grams/day}$ 

Daily emission reduction is equal to 0.878 kg/day

#### For **PM-10**:

 $102,396 * 0.02 * 13.0 * EF_B = 1,457.812 \text{ grams/day}$ 

Daily emission reduction is equal to 1.458 kg/day

### Summary of Results

The overall emissions analysis results for the project are shown in Table 1. The estimated emissions benefits from the new bike lanes are significant and are dependent on increased use of bicycles as a travel mode in the city and region, therefore an emissions benefit in the El Paso region can be expected from this project.

Pollutant	Emissions Reduction (kg/day)
СО	28.050
NOx	1.508
VOC	0.878
$\mathrm{PM}_{10}$	1.458

Table 1. Estimated Emissions	s Benefits from	<b>Bicycle Infrastruct</b>	ture Citywide

# Emissions Reduction Analysis for El Paso County Transit

EPC Transit Study Scenarios 3 and 6

## Regional Transit Start-up assistance for FY 21-23

March 2020



By



## **Task Summary**

The Texas A&M Transportation Institute (TTI) El Paso office was tasked by El Paso County Transit to perform a mobile source emissions analysis for two potential service expansion scenarios in the El Paso nonattainment area. The transit agency is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ).

The analysis focuses on the air quality benefits of two service expansion scenarios identified and supported from a feasibility study on transit service in El Paso County.

#### **Individual Project Analysis**

The emissions analysis for the project is presented below. The strategy name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy equation.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ program submission, but this analysis should not be used for conformity purposes.

## EPC Transit Study Scenarios 3 and 6

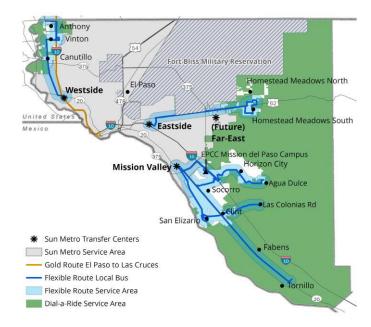
TTI was tasked by El Paso County Transit to conduct a feasibility study for potential service changes and expansion in its service area. The purpose of the study was to:

- Examine the feasibility of a seamless, countywide fixed-route transit system for all El Paso County
- Identify alternatives for transit within travel corridors throughout El Paso County
  - Service design
  - Organizational structure
  - o Funding
- Assess potential to improve transit service for access to jobs, education, medical, shopping, personal business

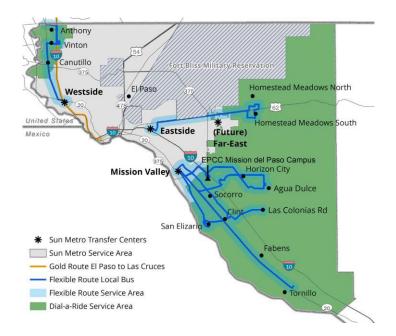
Stakeholders involved in the study chose two service expansion scenarios for further study, including the potential air quality benefits for the region. These are identified in the study as Scenario 3: Flexible-Route Local Bus and Rural Dial-a-Ride and Scenario 6: Increased Flexible-Route Local Bus and Rural/Urban Dial-a-Ride.

El Paso County Transit currently provides service on six county bus routes, the Gold Route intercity bus between Las Cruces, NM, and El Paso, TX, and the Vamonos Vanpool program. The six county bus routes operate along established routes with set schedules, and passengers can get on and off the bus by flagging the bus driver. The county bus routes link communities throughout El Paso County, and all routes connect to a Sun Metro transfer center.

**Scenario 3: Flexible-Route Local Bus and Rural Dial-a-Ride** provides service to almost all currently served areas. Some routes will have increased frequency and hours of service. All routes are designed to serve passengers traveling in either direction along the route and are scheduled to improve transfers between routes. Dial-a-ride serves rural areas outside the flexible-route service area. The Gold Route and Vamonos Vanpool program continue unchanged.



Scenario 6: Increased Flexible-Route Local Bus and Rural/Urban Dial-a-Ride provides service to almost all currently served areas. Some routes will have increased frequency and hours of service. All routes are designed to serve passengers traveling in either direction along the route and are scheduled to improve transfers between routes. Dial-a-Ride serves all areas of the county outside the flexible-route service area. The Gold Route and Vamonos Vanpool program continue unchanged.



## **Data Sources**

The TTI team utilized several sources for the analysis: El Paso County *Transit Study Scenarios* section of the feasibility study that provided details of each scenario and current service, the El Paso County Transit Title VI Plan (April 2017), and internal route data.

The technical report 2017 On-Road Mobile Source Annual, Summer Weekday and Winter Workday Emissions Inventories: El Paso Area (TTI, August 2019) describes development of 2017 analysis year El Paso MOVES2014-based actual on-road inventories, which were the basis for these MOVES runs, with respect to MOVES modeling procedures and MOVES input data. MOVES modeling set-ups and input data combinations are described starting on Page 33 of the report, in the section "Estimation of Summer and Winter Weekday Emissions Factors." Tables 22 through 33 and surrounding text contain the details. The MOVES modeling part of the process and the local/default input data combinations as described (Table 24) was used, updated where appropriate for model version and for analysis year. The MOVES inputs for this analysis are consistent with the El Paso County 2017 AERR inventories analysis, with updates as needed (e.g., expected future year values for fuel properties). VMT hourly factors are consistent with the El Paso 2017 AERR inventories analyses; the vehicle type VMT mix estimate was developed consistent with the methodology as described in the El Paso 2017 AERR report, but for 2025 analysis year. Transit passenger characteristics were derived from the American Public Transportation Association report *A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys* published in May 2007 and the passenger characteristics information in the agency's Title VI plan.

## Analysis Methods

TTI staff used the analysis method provided in the August 2008 version of the MOSERs Guide, equation 3.1 - *System/Service Expansion*. The detailed equation is provided below in Strategy Equation.

Stated in words, the equation measures the reduction in start emissions and running exhaust emissions from a change in mode during the operating period and subtracting any additional emissions from the transit vehicles. The benefit is derived through attracting single occupant passenger vehicle drivers to utilize transit as their mode of travel.

The analysis year used is 2025. For planning purposes, the emissions benefit of a static program will decline over time.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs) vehicle types, gasoline and diesel-fueled, and transit buses are included according to a projected regional VMT fleet mix (Source Type ID 21, 31)
- Transit vehicle (source type 43) emission rates were included. Sourcetypeid 43 is composed of four MOVES regclass IDs: 41, 42, 46, and 47. Regclassid 41 rates output were selected as most representative of the County Transit vehicle rates.
- Running exhaust, running evaporative, brake wear, tire wear, and start emissions (Process ID 1, 2, 9, 10, 11, 12, 13, 15, 16)
- Considering the project area and the type of trips reduced through the strategy, primarily, freeway commuting, emissions on Road Type 4, urban restricted access, was used for the passenger vehicles. Road Type 5, urban unrestricted access, was used for the transit vehicles.
- Passenger vehicle replaced average speed during operating hours (peak and off-peak) is assumed 30 mph (speed bin 7).
- Average transit vehicle speed is assumed 25 mph (speed bin 6) based on data received from Sun Metro.
- The analysis period is 6:00 a.m. to 8:00 p.m. on a winter weekday for CO; the same period on a summer weekday for NOx, VOC, and PM-10.
- The vehicle trips reduced (VT<sub>R</sub>) and vehicle-miles travelled reduced (VMT<sub>R</sub>) were distributed proportionally across the 14 hours of model analysis and by vehicle type and fuel type in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects.

- Based on the available ridership data, factoring in 25% of the increased ridership will be previous riders, an average new, former single occupant vehicle daily ridership of 1,097 for Scenario 3 and 2,997 for Scenario 6 was assumed.
- Scenario 3 shows 20.5 additional hours of service; Scenario 6 shows 56 additional hours.
- Additional bus mileage for Scenario 3, based on acquisition of 3 new transit vehicles, is 193 miles per day; additional bus mileage for Scenario 6, based on acquisition of 6 new transit vehicles, is 1,025 miles per day
- An average trip length replaced of 18 miles was assumed based agency route maps. The trip lengths were distributed evenly in the reduced VMT.

The final estimated emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

## **Strategy Equation**

Note: Due to the extensiveness of the MOVES model output data and to help presentation of results, the individual start rates and emission rates per distance ( $\mathbf{TEF}_{AUTO}$  and  $\mathbf{EF}_{B}$ ) per vehicle type computed are not presented but are available for review, if needed.

#### 3.1 System/Service Expansion

#### Daily Emission Reduction (for each pollutant) = A + B - C - D

#### $\mathbf{A} = \mathbf{V}\mathbf{T}_R * \mathbf{T}\mathbf{E}\mathbf{F}_{AUTO}$

Reduction in auto start emissions from trips reduced

## $B = VMT_R * EF_B$

Reduction in auto running exhaust emissions from VMT reductions

## $\mathbf{C} = \mathbf{V}\mathbf{T}_{BUS} * \mathbf{T}\mathbf{E}\mathbf{F}_{BUS}$

Increase in emissions from additional bus starts

#### $\mathbf{D} = \mathbf{VMT}_{BUS} * \mathbf{EF}_{BUS}$

Increase in emissions from additional bus running exhaust emissions

Where

 $VT_R = N_{TR} * F_{T, SOV}$ 

Number of new transit riders multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = VT_R * TL_W$ 

Number of vehicle trips reduced multiplied by the average auto trip length

Final unit of measure: grams/day Source: Texas A&M Transportation Institute

Variables:	ЕF <i>в</i> :	Speed-based running exhaust emission factor for affected roadway before implementation (NO <sub>x</sub> , VOC, or CO) (grams/mile)	
	EF <sub>BUS</sub> :	Speed-based running exhaust emission factor for transit vehicle (NO <sub>x</sub> , VOC, or CO) (grams/mile)	
	F <sub>T</sub> , sov.	Percentage of people using a transit vehicle that previously were vehicle drivers (decimal)	
	N <sub>TR</sub> :	New transit ridership	
	TEF <sub>AUTO</sub> :	Auto trip-end emission factor (NO <sub>x</sub> , VOC, or CO) (grams/trip)	
	TEF <i>bus</i> :	Bus (or other transit vehicle) trip-end emission factor (NO <sub>x</sub> , VOC, or CO) (grams/trip)	
	TL <sub>w</sub> :	Average auto trip length (miles)	
	VMT <sub>BUS</sub> :	VMT by transit vehicle	
	VMT <sub>R</sub> :	Reduction in daily automobile VMT	
	VT <sub>BUS</sub> :	Daily vehicle trips by transit vehicle	
	VT <i><sub>R</sub></i> :	Reduction in number of daily automobile vehicle trips	

## Analysis

For presentation purposes, the MOVES calculation results and extensive results from the equation calculations are not presented in the results below.

Scenario 3

 $VT_R = (1,464 * 2) * 0.75 = 2,196 \text{ trips/day}$ 

Number of transit riders multiplied by 2 multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = 2,196 * 18 = 39,528$  vehicle-miles/day

Number of vehicle trips reduced multiplied by the average auto trip length

Scenario 6

 $VT_R = (3,996 * 2) * 0.75 = 5,994 \text{ trips/day}$ 

Number of transit riders multiplied by 2 multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = 5,994 * 18 = 107,892$  vehicle-miles/day

Number of vehicle trips reduced multiplied by the average auto trip length

#### Summary of Results

The emissions analysis results for the scenarios is shown in Table 1. There are significant emissions benefits for all four pollutants. The results indicate an estimated air quality benefit from both scenarios if implemented.

Pollutant	Scenario 3 Reductions (kg/day)	Scenario 6 Reductions (kg/day)
СО	44.015	103.979
NOx	2.182	4.733
VOC	2.784	6.162
$PM_{10}$	1.041	2.300

#### Table 1. EPC Transit Study Scenarios 3 and 6 Emission Reductions

# Emission Reduction Analysis for City of El Paso Proposed CMAQ Project

## Downtown Bicycle Improvements Phase I

## October 2019

Prepared for



By



## Task Summary

The Texas A&M Transportation Institute (ITI) was tasked by the City of El Paso to perform a mobile source emissions analysis for a proposed project in the El Paso metropolitan region. The city is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ) to help implement the project.

The project will construct 3.5 miles of bike lane infrastructure improvements in the City downtown area.

## **Individual Project Analysis**

The emissions analysis for the project is presented below. The project name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ applications, but more time and effort would increase the accuracy of the emissions benefits. As a result, this analysis should not be used for conformity purposes.

## Downtown Bicycle Improvements - Phase I

The Downtown Bicycle Improvements - Phase I project will install 3.5 miles of bicycle lane improvements along 10 roadways in the El Paso downtown region. The project will serve the City of El Paso by increasing its regional bike infrastructure coupled with existing transit projects, educational centers, and commercial developments. Bicycle facilities will support and provide connectivity to existing bicycle facilities citywide with connection to mass transit centers and facilities and provide an alternative method of transportation. The infrastructure will be installed within City right-of-way and no property acquisition is anticipated.

The project will construct bicycle facilities downtown to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected bicycle lanes. The project will include road diets, associated signage, wayfinding, striping, and intersection treatments.

The limits of the improvements involve several roadways:

#### Limit from:

Campbell from Missouri; El Paso from Sheldon; Main from Oregon; Mills from Sheldon; Missouri from Santa Fe; Myrtle from Stanton; San Antonio from Anthony; Sheldon from Santa Fe; Virginia to Mills; Magoffin from San Antonio

Limit to:

Campbell to Paisano; El Paso to Overland; Main to Campbell; Mills to Virginia; Missouri to Campbell; Myrtle to Campbell; San Antonio to Virginia; Sheldon to El Paso; Virginia to San Antonio; Magoffin to Virginia

The components of the project are part of the August 2016 City of El Paso Bike Plan.

## **Data Sources**

The City of El Paso provided the project description and scope, along with project information and data for the analysis. These resources provided the research team with a better understanding of the proposed project and potential emissions benefits.

The technical report 2017 On-Road Mobile Source Annual, Summer Weekday and Winter Workday Emissions Inventories: El Paso Area, TTI, August 2019 describes development of 2017 analysis year El Paso MOVES2014-based actual on-road inventories, which were the basis for these MOVES runs, with respect to MOVES modeling procedures and MOVES input data. MOVES modeling set-ups and input data combinations are described starting on Page 33 of the report, in the section "Estimation of Seasonal Weekday Emissions Rates". Tables 21 through 30 and surrounding text contain the details. The MOVES modeling part of the process and the local/default input data combinations as described (Table 24) were used, updated where appropriate for model version (MOVES2014a versus MOVES2014) and for analysis year (CMAQ years 2030 versus 2017).

The actual fuel formulation sulfur values were adjusted to reflect "expected" future year values in place of actual average sulfur level values (i.e., to maintain consistency with the Tier 3 gasoline standard implemented in January 2017 and for consistency with Ultra Low Sulfur Diesel). It is also

noteworthy that the age distributions and AVFT input data from the 2017 analysis were used, since these are based on the latest available TxDMV vehicle registrations data.

T<sup>\*</sup>TI staff used American Community Survey data to compute a bicycle mode share for El Paso, along with a future growth rate for the mode in the region.

## **Analysis Methods**

T<sup>\*</sup>TI staff used the analysis method provided in the August 2008 version of the MOSERs Guide, Equation 11.1 – *Bicycle and Pedestrian Lanes or Paths*.

Stated in words, the average annual daily traffic (AADT) of the corridor is multiplied by the percentage of drivers shifting to bicycle mode, multiplied by the bike facility length, multiplied by the speed-based running exhaust emission factor for participants' trip before utilizing the bike lane.

The detailed equation is provided below in Strategy Equation.

The analysis year used is 2030. For planning purposes, the emissions benefit of a static program will decline over time. Without the increased use of the bike lanes over the project lifetime, any benefits accrued by the mode shift to bicycles may be negated by the increased emissions from potential higher traffic volumes in the corridor over time.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10.
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs), gasoline and dieselfueled, are included according to a projected regional VMT fleet mix (Source Type ID 21, 31)
- Running exhaust and evaporative emissions, start emissions, and brake wear and tire wear rates were calculated. (Process ID 1, 2, 9, 10, 11, 12, 13, 15, 16)
- Considering the project area and the type of trips reduced through the strategy, emissions on Road Type 5, urban unrestricted access were analyzed.
- Overall average speed in the seven roadways is assumed to be 30 mph (Speed bin 7).
- The analysis period is from 7:00 a.m. to 7:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10. Use of the bicycle lanes can occur throughout the day, but the greatest impact on emissions will occur with any peak hour or daytime mode shift.
- The vehicle-miles traveled (VMT) reduced as a result of the mode shift to bicycle were distributed proportionally across the 12 hours and by vehicle types and fuel types in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects. TTI staff determined a valid percentage mode shift from automobile to bicycle by participants in El Paso region. The characteristics of this new facilities may provide impetus for significant mode shift, but planners should use available data.

The following assumptions were made for the project:

- Light-duty passenger vehicle and light-duty passenger truck 2030 AADT of 51,228 is estimated. This figure is based on 2014 ADT traffic counts from the City of El Paso. AADT is estimated based on the data plus a professional estimate of traffic growth and an averaging of the counts. It assumes 80% of the daily traffic along the roadways occurs in the 12-hour daytime period under analysis. It assumes 86% of the traffic is passenger vehicles.
- The current percent bicycle mode share for the El Paso region is estimated to be 2.0% and can serve as an optimistic mode share increase for the new bike facilities.
- The 0.02 increase in mode share represents new cyclists (vehicle trips replaced).
- Bike lane facility length of 3.5 miles is computed.

The emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

## **Strategy Equation**

#### Equation 11.1, Bicycle and Pedestrian Lanes or Paths

#### Daily Emission Reduction = $AADT * PMS * L * EF_B$

The average annual daily traffic of the corridor multiplied by the percentage of drivers shifting to bike/pedestrian multiplied by the average bicycle trip length multiplied by the speed-based running exhaust emission factor for participants' trip before participating in the bike/pedestrian program.

Final unit of measure: grams/day Source: Capitol Area MPO (CAMPO)

#### Variables: AADT: Average annual daily traffic in corridor (vehicles/day)

- **EF**<sub>B</sub>: Speed-based running exhaust emission factor for participants' trip before participating in the bike/pedestrian program (NO<sub>x</sub>, VOC, or CO) (grams/mile)
- **L:** Length of facility (miles)
- **PMS:** Percentage mode shift from driving to bike/pedestrian (decimal)

#### Analysis

Results

#### Daily Emission Reduction = AADT \* PMS \* L \* EF<sub>B</sub>

**Note:** Due to the large amount of data generated by the MOVES model and the required off-model computations, for presentation purposes the individual emissions rates are not provided in the results below.

For CO:

 $51,228 * 0.02 * 3.5 * EF_B = 3,778.188 \text{ grams/day}$ 

Daily emission reduction is equal to 3.778 kg/day

For NOx:

 $51,228 * 0.02 * 3.5 * EF_B = 118.226$  grams/day

Daily emission reduction is equal to 0.118 kg/day

For VOC:

 $51,228 * 0.02 * 3.5 * EF_B = 203.159 \text{ grams/day}$ 

Daily emission reduction is equal to 0.203 kg/day

For **PM-10**:

 $51,228 * 0.02 * 3.5 * EF_B = 196.361 \text{ grams/day}$ 

Daily emission reduction is equal to 0.196 kg/day

#### **Summary of Results**

The overall emissions analysis results for the project are shown in Table 1. The estimated emissions benefits from the new bike lanes are significant and are dependent on increased use of bicycles as a travel mode in the city and region, therefore an emissions benefit in the El Paso region can be expected from this project.

Table 1. Estimated Emissions Be	enefits from Downtown l	Bicycle Impro	ovements – Phase I
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Pollutant	Emissions Reduction (kg/day)
СО	3.778
NOx	0.118
VOC	0.203
PM <sub>10</sub>	0.196

# Emission Reduction Analysis for City of El Paso Proposed CMAQ Project

Traffic Management Center Upgrade – Phase 1

# February 2018

Prepared for



By



## Task Summary

The Texas A&M Transportation Institute (ITI) was tasked by the City of El Paso to perform a mobile source emissions analysis for a proposed project in the El Paso metropolitan region. The city is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ) for the design phase to help implement the project.

The project will design and implement a citywide traffic signalization improvement program.

## **Individual Project Analysis**

The emissions analysis for the project is presented below. The project name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ applications, but more time and effort would increase the accuracy of the emissions benefits. As a result, this analysis should not be used for conformity purposes.

## Traffic Management Center Upgrade – Phase 1

The City of El Paso proposes a citywide traffic signal improvement program. The project includes the upgrade of the City of El Paso Traffic Management Center and Traffic Signal controller equipment city wide. This first phase is the design of the traffic signal upgrades to include evaluating latest technology used to control and communicate with traffic signal lights, adaptive technology, emergency preemption and mass transit priority. Field investigations will be necessary to evaluate any new construction needs to accommodate the new equipment footprint.

Phases 2-5 is the construction and implementation of the design for the upgraded signalized intersections throughout the City of El Paso.

#### **Data Sources**

The City of El Paso provided the project description and scope project information and data for the analysis. These resources provided the research team with a better understanding of the proposed project and potential emissions benefits.

The technical report 2014 On-Road Mobile Source Annual, Summer Weekday and Winter Workday Emissions Inventories: El Paso Area, TTI, August 2015 describes development of 2014 analysis year El Paso MOVES2014-based actual on-road inventories, which were the basis for these MOVES runs, with respect to MOVES modeling procedures and MOVES input data. MOVES modeling set-ups and input data combinations are described starting on Page 29 of the report, in the section "Estimation of Summer and Winter Weekday Emissions Factors". Tables 19 through 22 and surrounding text contain the details. The MOVES modeling part of the process and the local/default input data combinations as described (Table 22) was used, updated where appropriate for model version (MOVES2014a versus MOVES2014) and for analysis year (CMAQ years 2021 versus 2014).

In particular, the actual fuel formulation sulfur values were adjusted to reflect "expected" future year values in place of 2014 actual average sulfur level values (i.e., to maintain consistency with the Tier 3 gasoline standard implemented in January 2017 and for consistency with Ultra Low Sulfur Diesel). It is also noteworthy that the age distributions and AVFT input data from the 2014 analysis were used, since these are based on the mid-year 2014 TxDMV vehicle registrations data, which is currently still "latest available".

Traffic data for the city roadways was garnered from 2012 and 2016 TxDOT traffic count data for the El Paso District available online, along with El Paso MPO data. A growth rate was estimated and applied to the numbers.

#### **Analysis Methods**

TTI staff used the analysis method provided in the August 2008 version of the MOSERs Guide, Equation 7.4 – *Intelligent Transportation Systems (ITS)*. The equation estimates the sum of each ITS link's change in running exhaust emissions resulting from improved traffic flow due to the ITS improvements. In this case, a link is an individual intersection. As the projects are inter-connected

with each other and, in some cases, are installed on the same roadways, it is more conducive to analyzed them as one large project then apportion the any emissions benefit to each component. The equation is provided below in Strategy Equation.

The equation is valid for CMAQ purposes but a more robust analysis that models the hundreds of individual intersections would provide a more accurate estimate of the emissions benefits derived from the improvements.

Since the requested finding is for the design phase, no direct emissions benefit will derive from the planning, testing, and design of the program. Phases 2 through 5 will provide the actual reductions. The Maricopa Association of Governments, with TTI, developed a method to allocate a small portion of the estimated total emissions reduction from the program to the planning phase of projects that qualify for CMAQ funding. The CMAQ program does allow for funding of plans, but funding applications should still provide and estimated benefit. This method is used for the analysis below.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10.
- The analysis year is 2030.
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs), motorcycles, light commercial trucks, single unit short and long-haul trucks, and combination short and long-haul trucks, gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type ID 11, 21, 31, 32, 41, 42, 43, 51, 52, 53, 54, 61, 62).
- Running exhaust and evaporative emissions, break wear and tire wear emissions rates were calculated.
- Considering the project area and the type of emissions reduced through the strategy, emissions on Road Type 5, urban unrestricted access were analyzed.
- An average city network speed improvement from 30 mph to 35 mph is assumed (speed bin 7 to speed bin 8) as a result of implementation.
- The analysis period is from 7:00 a.m. to 7:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10. The effects of the signalization program can occur throughout the day, but the greatest impact on emissions will occur with any peak hour or daytime activity.
- The emissions reduced as a result of project were distributed across the 12 hours and by vehicle types and fuel types in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects.

The following assumptions were made for the project:

• A 2030 average daily VMT of 21,500,000 is estimated for the roadway segments affected by installation of the equipment. Factoring in the disparate AADT and ADT numbers throughout the City, along with El Paso MPO regional VMT numbers, the estimate seems reasonable enough to capture the benefit from the project. Future VMT is estimated based on the estimated current number plus application of a 1.105 percent annual growth factor.

- Assumes 80% of the daily traffic along the roadways occurs in the 12-hour daytime period under analysis. It is also assumed that the traffic will be affected by 80% of the intersections in the City. Thus, projected 2030 citywide daily VMT affected by the program is 14,077,700.
- Total project length of 600 miles is computed.
- Five (5) percent of total estimate of emissions reduction applied to Phase 1.

The emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

## **Strategy Equation**

#### Equation 7.4, Intelligent Transportation Systems (ITS)

Daily Emission Reduction =	$\sum_{i=1}^{n} [\mathbf{L}_{i} * \mathbf{A} \mathbf{D} \mathbf{T}_{i} * (\mathbf{E} \mathbf{F}_{B} - \mathbf{E} \mathbf{F}_{A})_{i}]$
The sum of each ITS link's change in	running exhaust emissions resulting from improved traffic flow.

Variables:	ADT;:	Average daily traffic for each affected roadway	
	EF <sub>A</sub> :	Speed-based running exhaust emission factor after implementation (NO <sub>x</sub> and VOC) (grams/mile)	
	EF <sub>B</sub> :	Speed-based running exhaust emission factor before implementation (NO <sub>x</sub> and VOC) (grams/mile)	
	L <sub>i</sub> .	Length of each freeway affected by signalization program (miles)	
	N:	Number of affected corridors	

For this analysis, the **L** and **ADT** are essentially the estimated VMT (14,077,770) affected by the project. The VMT was distributed through the 12-hour analysis period and multiplied by the result of the emission rate differences. This created a total estimated emissions reduction for the 2030 analysis year for the final, implemented project shown in the table below.

Pollutant	Emissions Reduction (kg/day)
СО	1,360.54
NOx	178.15
VOC	70.04
$PM_{10}$	203.03

Five percent of this total estimate was applied to Phase 1. The other 95 percent will be available for Phases 2-5 CMAQ applications.

#### Summary of Results

The emissions analysis results for the planning and design phase of the signalization project are shown in Table 1. As a reminder, for CMAQ application purposes, an emissions benefit should be shown for a project. Planning phases of projects create a dilemma for planners. The overall program is often built through implementation of individual phases. Planning and design phases do not create an emissions reduction in and of themselves. Only when constructed and operating do they begin to fulfill their role in emissions reductions. Five percent of the total estimated reductions for the traffic management center upgrade was applied to Phase 1. Nevertheless, the analysis shows a significant emissions benefit in the El Paso region can be expected from this project.

#### Table 1. Estimated Emissions Benefits from Traffic Management Center Upgrade – Phase 1

Pollutant	Emissions Reduction (kg/day)
СО	68.03
NOx	8.91
VOC	3.50
$PM_{10}$	10.15

# Emission Reduction Analysis for City of El Paso Proposed CMAQ Project

# Traffic Management Center Upgrade Phase 2 – Design and Construction

# March 2020

Prepared for



Ву



### **Task Summary**

The Texas A&M Transportation Institute (TTI) was tasked by the City of El Paso to perform a mobile source emissions analysis for a proposed project in the El Paso metropolitan region. The city is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ) to begin the phased implementation of improvements to the City's Traffic Management Center.

## **Individual Project Analysis**

The emissions analysis for the project is presented below. The project name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. As a result, this analysis should not be used for conformity purposes.

## Traffic Management Center Upgrade - Phase 2 - Design and Construction

The City of El Paso seeks to implement phased updates to the City's Traffic Management Center (TMC). The second phase of these improvements consists of the following:

Upgrades to Communications and Controllers

- Ethernet/IP-based communications to all traffic elements (fiber optic/wireless/ethernetover-copper)
- Infrastructure to support next generation transportation technologies.
  - o Connected Vehicles
  - o Connected vehicle infrastructure
  - o Autonomous vehicle
  - Internet of things

#### **Data Sources**

The City of El Paso provided items containing project information and data including project description and cost estimates. These resources provided the research team with a better understanding of the proposed project and potential emissions benefits.

Emission rates used in the analyses were obtained from the U.S. Environmental Protection Agency's MOVES2014a model. TTI staff created MOVES2014a output files using MOVES input parameters consistent with the latest TCEQ periodic emissions inventories, i.e., the 2017 AERR inventories for El Paso County documented in "*Development of 2017 On-Road Mobile Source Annual, Summer Work Weekday, and Winter Work Weekday Emissions Inventories for Specified Areas: El Paso Area*" (TTI, August 2019), with adjustments as needed for 2030 future analysis year. Local parameters include: meteorological, fuels, fuel fractions, age distributions, Inspection and Maintenance Program. The input files used to generate emission rates are consistent with those used for conformity analysis.

El Paso regional vehicle fleet mix fractions were derived from the TTI study *Production of Statewide* Non-Link-Based, On-Road Emissions Inventories with the MOVES Model for the Eight-Hour Ozone Standard Attainment Demonstration Modeling, conducted in August 2013.

Traffic data for the city roadways was garnered from TxDOT traffic count data for the El Paso District available online, along with El Paso MPO data. A growth rate was estimated and applied to the numbers.

#### **Analysis Methods**

TTI staff used the analysis method provided in the August 2008 version of the MOSERs Guide, Equation 7.4 – *Intelligent Transportation Systems (ITS)*. The equation estimates the sum of each ITS link's change in running exhaust emissions resulting from improved traffic flow due to the ITS improvements. In this case, a link is an individual intersection. As the projects are inter-connected with each other and, in some cases, are installed on the same roadways, it is more conducive to analyzed them as one large project then apportion the any emissions benefit to each component. The equation is provided below in Strategy Equation.

The equation is valid for CMAQ purposes but a more robust analysis that models the hundreds of individual intersections would provide a more accurate estimate of the emissions benefits derived from the improvements.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10.
- The analysis year is 2030.
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs), motorcycles, light commercial trucks, single unit short and long-haul trucks, and combination short and long-haul trucks, gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type ID 11, 21, 31, 32, 41, 42, 43, 51, 52, 53, 54, 61, 62).
- Running exhaust and evaporative emissions, break wear and tire wear emissions rates were calculated.
- Considering the project area and the type of emissions reduced through the strategy, emissions on Road Type 5, urban unrestricted access were analyzed.
- An average city network speed improvement from 30 mph to 35 mph is assumed (speed bin 7 to speed bin 8) as a result of implementation.
- The analysis period is from 6:00 a.m. to 6:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10. The effects of the signalization program can occur throughout the day, but the greatest impact on emissions will occur with any peak hour or daytime activity.
- The emissions reduced as a result of project were distributed across the 12 hours and by vehicle types and fuel types in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects.

The following assumptions were made for the project:

- A 2030 average daily VMT of 21,500,000 is estimated for the roadway segments affected by installation of the equipment. Factoring in the disparate AADT and ADT numbers throughout the City, along with El Paso MPO regional VMT numbers, the estimate seems reasonable enough to capture the benefit from the project. Future VMT is estimated based on the estimated current number plus application of a 1.105 percent annual growth factor.
- Assumes 80% of the daily traffic along the roadways occurs in the 12-hour daytime period under analysis. It is also assumed that the traffic will be affected by 80% of the intersections in the City. Thus, projected 2030 citywide daily VMT affected by the program is 14,077,700.
- Total project length of 600 miles is computed.
- Twenty-five (25) percent of total estimate of emissions reduction applied to Phase 2.

The emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

#### **Strategy Equation**

Equation 7.4, Intelligent Transportation Systems (ITS)

<b>Daily Emission Reduction =</b> $\sum_{i=1}^{n} [\mathbf{L}_{i} * \mathbf{ADT}_{i} * (\mathbf{EF}_{B} - \mathbf{EF}_{A})_{i}]$		
The sum of each	ITS link's change	in running exhaust emissions resulting from improved traffic flow.
Variables:	ADT <sub><i>i</i></sub> :	Average daily traffic for each affected roadway
	EF <sub>A</sub> :	Speed-based running exhaust emission factor after implementation (NO <sub>x</sub> and VOC) (grams/mile)
	EF <sub>B</sub> :	Speed-based running exhaust emission factor before implementation (NO $_x$ and VOC) (grams/mile)
	L <i>i</i> :	Length of each freeway affected by signalization program (miles)
	N:	Number of affected corridors

For this analysis, the **L** and **ADT** are essentially the estimated VMT (14,077,770) affected by the project. The VMT was distributed through the 12-hour analysis period and multiplied by the result of the emission rate differences. This created a total estimated emissions reduction for the 2030 analysis year for the final, implemented project shown in the table below.

Pollutant	Emissions Reduction (kg/day)
СО	1,360.54
NOx	178.15
VOC	70.04
$PM_{10}$	203.03

# Table 1. Total Estimated Emissions Reduction fromMulti-Phase TMC Upgrade Project (2020 Update)

Twenty-five percent of this total estimate was applied to Phase 2. Five percent was allocated to the previous Phase 1 design phase. The remaining 70 percent will be available for Phases 3-5 CMAQ applications.

# Summary of Results

The emissions analysis results for the Phase 2 design and construction of the City's signalization project are shown in Table 2. The analysis shows a significant emissions benefit in the El Paso region can be expected from this project.

Table 2. Estimated Emissions Benefits from Traffic Management Center Upgrade –
Phase 2 – Design and Construction

Pollutant	Emissions Reduction (kg/day)
СО	340.135
NOx	44.538
VOC	17.510
$PM_{10}$	50.758

# Emission Reduction Analysis for City of El Paso Proposed CMAQ Project

# Border Highway West Hike and Bike Trail (Racetrack to Executive Center)

# March 2020

Prepared for



Ву



### **Task Summary**

The Texas A&M Transportation Institute (ITI) was tasked by the City of El Paso to perform a mobile source emissions analysis for a proposed project in the El Paso metropolitan region. The city is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ) to help implement the project.

The project will construct 0.76 miles of hike and bike lane infrastructure improvements along Border Highway West.

## **Individual Project Analysis**

The emissions analysis for the project is presented below. The project name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ applications, but more time and effort would increase the accuracy of the emissions benefits. As a result, this analysis should not be used for conformity purposes.

## Border Highway West Hike and Bike Trail

The Border Highway West Hike and Bike Trail project will install 0.76 miles of pedestrian and bicycle lane improvements. These include an 11-foot asphalt pavement with irrigated landscaping. The limits of the improvements are from the racetrack interchange to the Executive Center Dr. interchange.

The project will serve the City of El Paso by increasing its regional infrastructure coupled with existing transit projects, educational centers, and commercial developments. Bicycle facilities support and provide connectivity to existing bicycle facilities Citywide with connection to mass transit centers and facilities, and also provide an alternative method of transportation.

The components of the project are consistent with the City of El Paso Bike Plan.

#### **Data Sources**

The City of El Paso provided the project description and scope. These resources provided the research team with a better understanding of the proposed project and potential emissions benefits.

The primary source for emission rates inputs and VMT factors (hourly factors and vehicle type VMT mix) for post-processing was the latest TCEQ periodic emissions inventories, i.e., the 2017 AERR inventories for El Paso County documented in *Development of 2017 On-Road Mobile Source Annual, Summer Work Weekday, and Winter Work Weekday Emissions Inventories for Specified Areas: El Paso Area* (TTI, August 2019). For VMT mix, the latest 2030 TxDOT El Paso District estimates were used.

TTI staff used American Community Survey data to compute a bicycle mode share for El Paso, along with a future growth rate for the mode in the region. Researchers reviewed Strava bicycle count data available online.

#### **Analysis Methods**

T<sup>\*</sup>TI staff used the analysis method provided in the August 2008 version of the MOSERs Guide, Equation 11.1 – *Bicycle and Pedestrian Lanes or Paths.* 

Stated in words, the average annual daily traffic (AADT) of the corridor is multiplied by the percentage of drivers shifting to bicycle mode, multiplied by the bike facility length, multiplied by the speed-based running exhaust emission factor for participants' trip before utilizing the bike lane.

The detailed equation is provided below in Strategy Equation.

The analysis year used is 2030. For planning purposes, the emissions benefit of a static program will decline over time. Without the increased use of the bike lanes over the project lifetime, any benefits accrued by the mode shift to bicycles may be negated by the increased emissions from potential higher traffic volumes in the corridor over time.

Assumptions in the MOVES2014a output for the project included:

- Output created for CO, VOC, NOx, and PM-10.
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs), gasoline and dieselfueled, are included according to a projected regional VMT fleet mix (Source Type ID 21, 31)
- Running exhaust, evaporative emissions, brake wear, tire wear, and start emissions rates were calculated. (Process ID 1, 2, 11, 12, 13, 15)
- Considering the project area and the type of trips reduced through the strategy, emissions on Road Type 5, urban unrestricted access were analyzed.
- Overall average speed in the seven roadways is assumed to be 30 mph (Speed bin 7).
- The analysis period is from 7:00 a.m. to 7:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10. Use of the bicycle lanes can occur throughout the day, but the greatest impact on emissions will occur with any peak hour or daytime mode shift.
- The vehicle-miles traveled (VMT) reduced as a result of the mode shift to bicycle were distributed proportionally across the 12 hours and by vehicle types and fuel types in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects. TTI staff determined a valid percentage mode shift from automobile to bicycle by participants in El Paso region. The characteristics of this new facility may provide impetus for significant mode shift, but planners should use available data.

The following assumptions were made for the project:

- Light-duty passenger vehicle and light-duty passenger truck AADT in the project area of 13,932 is estimated. This figure is based on AADT and ADT traffic counts from TxDOT and the City of El Paso. AADT is estimated based on the data plus a professional estimate of traffic growth and an averaging of the counts. It assumes 80% of the daily traffic along the roadways occurs in the 12-hour daytime period under analysis. It assumes 86% of the traffic is passenger vehicles.
- The current percent bicycle mode share for the El Paso region is estimated to be 2.0% and can serve as an optimistic mode share increase for the new bike facilities.
- The 0.02 increase in mode share represents new cyclists (vehicle trips replaced). Based on current Strava data along W. Paisano Dr. (US 85), this should be considered very optimistic.
- Bike lane facility length of 0.76 miles is computed.

The emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

## **Strategy Equation**

#### Equation 11.1, Bicycle and Pedestrian Lanes or Paths

Daily Emission Reduction = AADT \* PMS \* L \* EF<sub>B</sub>

The average annual daily traffic of the corridor multiplied by the percentage of drivers shifting to bike/pedestrian multiplied by the average bicycle trip length multiplied by the speed-based running exhaust emission factor for participants' trip before participating in the bike/pedestrian program.

Final unit of measure: grams/day Source: Capitol Area MPO (CAMPO)

#### Variables: AADT: Average annual daily traffic in corridor (vehicles/day)

- **EF**<sub>B</sub>: Speed-based running exhaust and start emissions factor for participants' trip before participating in the bike/pedestrian program (NO<sub>x</sub>, VOC, or CO) (grams/mile)
- **L:** Length of facility (miles)
- **PMS:** Percentage mode shift from driving to bike/pedestrian (decimal)

#### Analysis

#### Results

#### Daily Emission Reduction = AADT \* PMS \* L \* EF<sub>B</sub>

**Note:** Due to the large amount of data generated by the MOVES model and the required off-model computations, for presentation purposes the individual running and start emissions rates are not provided in the results below.

#### For CO:

 $13,932 * 0.02 * 0.76 * EF_B = 2.964 \text{ kg/day}$ 

For NOx:

 $13,932 * 0.02 * 0.76 * EF_B = 0.164 \text{ kg/day}$ 

For VOC:

 $13,932 * 0.02 * 0.76 * EF_B = 0.221 \text{ kg/day}$ 

For **PM-10**:

 $13,932 * 0.02 * 0.76 * EF_B = 0.221 \text{ kg/day}$ 

#### Summary of Results

The overall emissions analysis results for the project are shown in Table 1. The estimated emissions benefits from the pedestrian and bicycle facilities are modest and dependent on increased use of

bicycles as a travel mode in the city and region, however an emissions benefit in the El Paso region can be expected from this project.

Pollutant	Emissions Reduction (kg/day)
СО	2.964
NOx	0.164
VOC	0.221
$PM_{10}$	0.014

# Table 1. Estimated Emissions Benefits fromBorder Highway West Hike and Bike Trail

# Emission Reduction Analysis for City of El Paso Proposed CMAQ Project

Traffic Management Center Upgrade Phase 3 - Construction

# March 2020

Prepared for



Ву



### **Task Summary**

The Texas A&M Transportation Institute (ITTI) was tasked by the City of El Paso to perform a mobile source emissions analysis for a proposed project in the El Paso metropolitan region. The city is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ) to begin the phased implementation of improvements to the City's Traffic Management Center.

#### **Individual Project Analysis**

The emissions analysis for the project is presented below. The project name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. As a result, this analysis should not be used for conformity purposes.

## Traffic Management Center Upgrade – Phase 3 - Construction

The City of El Paso seeks to implement phased updates to the City's Traffic Management Center (TMC). The third phase of these improvements consists of the following:

Upgrades to Communications and Controllers

- Latest Advanced Traffic Management Systems (ATMS)
- Latest Advanced Transportation Controllers
- Adaptive Traffic Control Systems (ATCS)
- Multi-Modal Transportation Solutions, to include the following:
  - Transit signal priority for mass transit vehicles
  - Pre-emption for Emergency Vehicles
  - o Bicyclists
  - 0 Pedestrians
- Hybrid or high-resolution vehicle detection technologies (Radar, Video, microwave)
- Changeable Message Signs (CMS)

#### **Data Sources**

The City of El Paso provided items containing project information and data including project description and cost estimates. These resources provided the research team with a better understanding of the proposed project and potential emissions benefits.

Emission rates used in the analyses were obtained from the U.S. Environmental Protection Agency's MOVES2014a model. TTI staff created MOVES2014a output files using MOVES input parameters consistent with the latest TCEQ periodic emissions inventories, i.e., the 2017 AERR inventories for El Paso County documented in "*Development of 2017 On-Road Mobile Source Annual, Summer Work Weekday, and Winter Work Weekday Emissions Inventories for Specified Areas: El Paso Area*" (ITI, August 2019), with adjustments as needed for 2030 future analysis year. Local parameters include: meteorological, fuels, fuel fractions, age distributions, Inspection and Maintenance Program. The input files used to generate emission rates are consistent with those used for conformity analysis.

El Paso regional vehicle fleet mix fractions were derived from the TTI study *Production of Statewide* Non-Link-Based, On-Road Emissions Inventories with the MOVES Model for the Eight-Hour Ozone Standard Attainment Demonstration Modeling, conducted in August 2013.

Traffic data for the city roadways was garnered from TxDOT traffic count data for the El Paso District available online, along with El Paso MPO data. A growth rate was estimated and applied to the numbers.

#### **Analysis Methods**

TTI staff used the analysis method provided in the August 2008 version of the MOSERs Guide, Equation 7.4 – *Intelligent Transportation Systems (ITS)*. The equation estimates the sum of each ITS link's change in running exhaust emissions resulting from improved traffic flow due to the ITS

improvements. In this case, a link is an individual intersection. As the projects are inter-connected with each other and, in some cases, are installed on the same roadways, it is more conducive to analyzed them as one large project then apportion the any emissions benefit to each component. The equation is provided below in Strategy Equation.

The equation is valid for CMAQ purposes but a more robust analysis that models the hundreds of individual intersections would provide a more accurate estimate of the emissions benefits derived from the improvements.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10.
- The analysis year is 2030.
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs), motorcycles, light commercial trucks, single unit short and long-haul trucks, and combination short and long-haul trucks, gasoline and diesel-fueled, are included according to a projected regional VMT' fleet mix (Source Type ID 11, 21, 31, 32, 41, 42, 43, 51, 52, 53, 54, 61, 62).
- Running exhaust and evaporative emissions, break wear and tire wear emissions rates were calculated.
- Considering the project area and the type of emissions reduced through the strategy, emissions on Road Type 5, urban unrestricted access were analyzed.
- An average city network speed improvement from 30 mph to 35 mph is assumed (speed bin 7 to speed bin 8) as a result of implementation.
- The analysis period is from 6:00 a.m. to 6:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10. The effects of the signalization program can occur throughout the day, but the greatest impact on emissions will occur with any peak hour or daytime activity.
- The emissions reduced as a result of project were distributed across the 12 hours and by vehicle types and fuel types in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects.

The following assumptions were made for the project:

- A 2030 average daily VMT of 21,500,000 is estimated for the roadway segments affected by installation of the equipment. Factoring in the disparate AADT and ADT numbers throughout the City, along with El Paso MPO regional VMT numbers, the estimate seems reasonable enough to capture the benefit from the project. Future VMT is estimated based on the estimated current number plus application of a 1.105 percent annual growth factor.
- Assumes 80% of the daily traffic along the roadways occurs in the 12-hour daytime period under analysis. It is also assumed that the traffic will be affected by 80% of the intersections in the City. Thus, projected 2030 citywide daily VMT affected by the program is 14,077,700.
- Total project length of 600 miles is computed.
- Twenty-five (25) percent of total estimate of emissions reduction applied to Phase 3.

The emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

#### **Strategy Equation**

#### Equation 7.4, Intelligent Transportation Systems (ITS)

**Daily Emission Reduction =**  $\sum_{i=1}^{n} [\mathbf{L}_{i} * \mathbf{ADT}_{i} * (\mathbf{EF}_{B} - \mathbf{EF}_{A})_{i}]$ 

The sum of each ITS link's change in running exhaust emissions resulting from improved traffic flow.

Variables:	ADT <sub>i</sub> :	Average daily traffic for each affected roadway
	EF <sub>A</sub> :	Speed-based running exhaust emission factor after implementation (NO <sub>x</sub> and VOC) (grams/mile)
	EF <sub>B</sub> :	Speed-based running exhaust emission factor before implementation (NO <sub>x</sub> and VOC) (grams/mile)
	L <sub>i</sub> .	Length of each freeway affected by signalization program (miles)
	N:	Number of affected corridors

For this analysis, the **L** and **ADT** are essentially the estimated VMT (14,077,770) affected by the project. The VMT was distributed through the 12-hour analysis period and multiplied by the result of the emission rate differences. This created a total estimated emissions reduction for the 2030 analysis year for the final, implemented project shown in Table 1 below.

Pollutant	Emissions Reduction (kg/day)
СО	1,360.54
NOx	178.15
VOC	70.04
$PM_{10}$	203.03

#### Table 1. Total Estimated Emissions Reduction from Multi-Phase TMC Upgrade Project (2020 Update)

Twenty-five percent of this total estimate was applied to Phase 2. Five percent was allocated to the previous Phase 1 design phase, 25 percent to the proposed Phase 2. The remaining 45 percent will be available for Phases 4-5 CMAQ applications.

#### Summary of Results

The emissions analysis results for the Phase 3 construction of the City's traffic signalization project are shown in Table 2. The analysis shows a significant emissions benefit in the El Paso region can be expected from this project.

Pollutant	Emissions Reduction (kg/day)
СО	340.135
NOx	44.538
VOC	17.510
$PM_{10}$	50.758

# Table 2. Estimated Emissions Benefits from Traffic Management Center Upgrade – Phase 3 Construction

# Emission Reduction Analysis for Sun Metro Proposed CMAQ Project

Alameda RTS Operations Assistance Phase 3 Update

# December 2017

Prepared for



Ву



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## **Task Summary**

The Texas A&M Transportation Institute (TTI) El Paso office was tasked by Sun Metro to perform an updated mobile source emissions analysis for a proposed project in the El Paso nonattainment area. The transit agency is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ).

The project is operational assistance for the third phase of the Rapid Transit Service, BRIO, in the Alameda corridor in east El Paso region. The agency requested an update of the analysis using 2021 as the analysis year instead of the original 2020 data.

#### **Individual Project Analysis**

The emissions analysis for the project is presented below. The strategy name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy equation.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ program submission, but *this analysis should not be used for conformity purposes*.

#### Alameda RTS Operations Assistance - Phase 3

Sun Metro transit agency is proposing operational assistance for the future 14.9-mile BRIO line in the Alameda corridor in northeast El Paso. The RTS line begins at the Downtown Transfer Center and ends at the Mission Valley Transfer Center. Fourteen buses will operate along the route with 29 stations.

#### **Data Sources**

Sun Metro provided several data sources to the TTI team for the original analysis: a map of the proposed route, previous emissions analysis for the route, the mileage, hours of operation, and operating costs for the route.

The technical report 2014 On-Road Mobile Source Annual, Summer Weekday and Winter Workday Emissions Inventories: El Paso Area, TTI, August 2015 describes development of 2014 analysis year El Paso MOVES2014-based actual on-road inventories, which were the basis for these MOVES runs, with respect to MOVES modeling procedures and MOVES input data. MOVES modeling set-ups and input data combinations are described starting on Page 29 of the report, in the section "Estimation of Summer and Winter Weekday Emissions Factors". Tables 19 through 22 and surrounding text contain the details. The MOVES modeling part of the process and the local/default input data combinations as described (Table 22) was used, updated where appropriate for model version (MOVES2014a versus MOVES2014) and for analysis year (CMAQ years 2021 versus 2014).

In particular, the actual fuel formulation sulfur values were adjusted to reflect "expected" future year values in place of 2014 actual average sulfur level values (i.e., to maintain consistency with the Tier 3 gasoline standard implemented in January 2017 and for consistency with Ultra Low Sulfur Diesel). It is also noteworthy that the age distributions and AVFT input data from the 2014 analysis were used, since these are based on the mid-year 2014 TxDMV vehicle registrations data, which is currently still "latest available".

Transit passenger characteristics were derived from the American Public Transportation Association report *A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys* published in May 2007.

## **Analysis Methods**

TTI staff used an analysis method provided in the August 2008 version of the MOSERs Guide, equation 3.2 - *System/Service Operational Improvements*. The detailed equation is provided below in Strategy Equation.

Stated in words, the equation measures the reduction in start emissions and running exhaust emissions from a change in mode during the operating period and subtracting any additional emissions from the transit vehicles. The benefit is derived through attracting single occupant passenger vehicle drivers to utilize transit as their mode of travel. The analysis year used is 2021. For planning purposes, the emissions benefit of a static program will decline over time.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs) vehicle types, gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type ID 21, 31)
- The project is assumed to be implemented in the analysis; therefore, no transit vehicle emissions are included in the analysis.
- Considering the project area and the type of trips reduced through the strategy, primarily, freeway commuting, emissions on Road Type 4, urban restricted access was used.
- Average speed on IH-10 during RTS operating hours (peak and off-peak) is assumed 30 mph.
- The analysis period is AM peak hours of 6:00-9:00 a.m., off-peak daytime hours from 9:00 a.m.-3:00 p.m. and PM peak hours of 3:00-8:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10.
- The vehicle trips reduced (VT<sub>R</sub>) and vehicle-miles travelled reduced (VMT<sub>R</sub>) were distributed proportionally across the 14 hours of model analysis and by vehicle type and fuel type in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects.

- Based on ridership data provided by Sun Metro, an average daily ridership of 3,500 was assumed.
- APTA ridership survey reports show 55% of transit passengers to be commuting. The RTS project focuses on capturing new commute traffic, so 75% of riders are assumed to be traveling to work and back totaling 2,625 per day.
- The analysis assumes 35% of these commute passengers are former single occupant vehicle (SOV) drivers. This translates to 26.25% of all passengers. This should be considered optimistic. The APTA survey report showed 14.3% of transit roadway passengers would drive alone as an alternative if no transit service was available. However, this new service actively seeks SOV commuters.
- An average trip length of 14.9 miles was computed based on data provided by Sun Metro. The trip lengths were distributed evenly in the reduced VMT.

The final estimated emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

#### **Strategy Equation**

Note: Due to the extensiveness of the MOVES model output data and to help presentation of results, the individual start rates and emission rates per distance ( $\mathbf{TEF}_{AUTO}$  and  $\mathbf{EF}_{B}$ ) per vehicle type computed are not presented but are available for review if needed. Also, the project is assumed implemented by phase 3 thus transit vehicle emissions (parts C and D) are not included in this analysis.

#### 3.2 System/Service Operational Improvements

#### Daily Emission Reduction (for each pollutant) = A + B

## $\mathbf{A} = \mathbf{V}\mathbf{T}_R * \mathbf{T}\mathbf{E}\mathbf{F}_{AUTO}$

Reduction in auto start emissions from trips reduced

#### $B = VMT_R * EF_B$

Reduction in auto running exhaust emissions from VMT reductions

Where

 $VT_R = N_{TR} * F_{T, SOV}$ 

Number of new transit riders multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = VT_R * TL_W$ 

Number of vehicle trips reduced multiplied by the average auto trip length

Final unit of measure: grams/day Source: Texas A&M Transportation Institute

Variables:	EF <sub>B</sub> :	Speed-based running exhaust emission factor for affected roadway before implementation (NO <sub>x</sub> , VOC, or CO) (grams/mile)
	F <sub>T,SOV</sub> .	Percentage of people using a transit vehicle that previously were vehicle drivers (decimal)
	N <sub>TR</sub> :	New transit ridership
	TEFAUTO:	Auto trip-end emission factor (NO <sub>x</sub> , VOC, or CO) (grams/trip)
	TL <sub>w</sub> :	Average auto trip length (miles)

VMT <sub><i>R</i></sub> :	Reduction in daily automobile VMT
VT <i><sub>R</sub></i> :	Reduction in number of daily automobile vehicle trips

#### Analysis

 $VT_R = (3,500 * 2) * 0.35 = 2,450 \text{ trips/day}$ 

Number of transit riders multiplied by 2 multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = 2,450 * 14.9 = 36,505$  vehicle-miles/day

Number of vehicle trips reduced multiplied by the average auto trip length

#### Summary of Results

The emissions analysis result for the project is shown in Table 1. There are significant emissions benefits for all four pollutants. The results indicate an estimated air quality benefit from the Alameda RTS Phase 3 operational assistance project.

Pollutant	Emissions Reduction (kg/day)
СО	81.523
NOx	6.188
VOC	3.842
PM <sub>10</sub>	1.948

Table 1. Alameda RTS Operational Assistance - Phase 3 Emission Reductions

# Emission Reduction Analysis for Sun Metro Proposed CMAQ Project

Dyer RTS Operations Assistance Phase 3 Update

# December 2017

Prepared for



Ву



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## **Task Summary**

The Texas A&M Transportation Institute (TTI) El Paso office was tasked by Sun Metro to perform an updated mobile source emissions analysis for a proposed project in the El Paso nonattainment area. The transit agency is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ).

The project is operational assistance for the third phase of the Rapid Transit Service, BRIO, in the Dyer corridor in east El Paso region. The agency requested an update of the analysis using 2021 as the analysis year instead of the original 2020 data.

#### **Individual Project Analysis**

The emissions analysis for the project is presented below. The strategy name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy equation.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ program submission, but *this analysis should not be used for conformity purposes*.

### **Dyer RTS Operations Assistance - Phase 3**

Sun Metro transit agency is proposing operational assistance for the future 12-mile BRIO line in the Dyer corridor in northeast El Paso. The RTS line begins at the Downtown Transfer Center and ends at the future Northeast Transfer Center. Eight buses will operate along the route with 22 stations.

#### **Data Sources**

Sun Metro provided several data sources to the TTI team for the original analysis: a map of the proposed route, previous emissions analysis for the route, the mileage, hours of operation, and operating costs for the route.

The technical report 2014 On-Road Mobile Source Annual, Summer Weekday and Winter Workday Emissions Inventories: El Paso Area, TTI, August 2015 describes development of 2014 analysis year El Paso MOVES2014-based actual on-road inventories, which were the basis for these MOVES runs, with respect to MOVES modeling procedures and MOVES input data. MOVES modeling set-ups and input data combinations are described starting on Page 29 of the report, in the section "Estimation of Summer and Winter Weekday Emissions Factors". Tables 19 through 22 and surrounding text contain the details. The MOVES modeling part of the process and the local/default input data combinations as described (Table 22) was used, updated where appropriate for model version (MOVES2014a versus MOVES2014) and for analysis year (CMAQ years 2021 versus 2014).

In particular, the actual fuel formulation sulfur values were adjusted to reflect "expected" future year values in place of 2014 actual average sulfur level values (i.e., to maintain consistency with the Tier 3 gasoline standard implemented in January 2017 and for consistency with Ultra Low Sulfur Diesel). It is also noteworthy that the age distributions and AVFT input data from the 2014 analysis were used, since these are based on the mid-year 2014 TxDMV vehicle registrations data, which is currently still "latest available".

Transit passenger characteristics were derived from the American Public Transportation Association report *A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys* published in May 2007.

## Analysis Methods

TTI staff used an analysis method provided in the August 2008 version of the MOSERs Guide, equation 3.2 - *System/Service Operational Improvements*. The detailed equation is provided below in Strategy Equation.

Stated in words, the equation measures the reduction in start emissions and running exhaust emissions from a change in mode during the operating period and subtracting any additional emissions from the transit vehicles. The benefit is derived through attracting single occupant passenger vehicle drivers to utilize transit as their mode of travel. The analysis year used is 2021. For planning purposes, the emissions benefit of a static program will decline over time.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs) vehicle types, gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type ID 21, 31)
- The project is assumed to be implemented in the analysis; therefore, no transit vehicle emissions are included in the analysis.
- Considering the project area and the type of trips reduced through the strategy, primarily, freeway commuting, emissions on Road Type 4, urban restricted access was used.
- Average speed on IH-10 during RTS operating hours (peak and off-peak) is assumed 30 mph.
- The analysis period is AM peak hours of 6:00-9:00 a.m., off-peak daytime hours from 9:00 a.m.-3:00 p.m. and PM peak hours of 3:00-8:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10.
- The vehicle trips reduced (VT<sub>R</sub>) and vehicle-miles travelled reduced (VMT<sub>R</sub>) were distributed proportionally across the 14 hours of model analysis and by vehicle type and fuel type in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects.

- Based on ridership data provided by Sun Metro, an average daily ridership of 3,450 was assumed.
- APTA ridership survey reports show 55% of transit passengers to be commuting. The RTS project focuses on capturing new commute traffic, so 75% of riders are assumed to be traveling to work and back totaling 2,588 per day.
- The analysis assumes 35% of these commute passengers are former single occupant vehicle (SOV) drivers. This translates to 26.25% of all passengers. This should be considered optimistic. The APTA survey report showed 14.3% of transit roadway passengers would drive alone as an alternative if no transit service was available. However this new service actively seeks SOV commuters.
- An average trip length of 12.0 miles was computed based on data provided by Sun Metro. The trip lengths were distributed evenly in the reduced VMT.

The final estimated emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

#### **Strategy Equation**

Note: Due to the extensiveness of the MOVES model output data and to help presentation of results, the individual start rates and emission rates per distance ( $\mathbf{TEF}_{AUTO}$  and  $\mathbf{EF}_{B}$ ) per vehicle type computed are not presented but are available for review if needed. Also, the project is assumed implemented by phase 3 thus transit vehicle emissions (parts C and D) are not included in this analysis.

#### 3.2 System/Service Operational Improvements

#### Daily Emission Reduction (for each pollutant) = A + B

## $\mathbf{A} = \mathbf{V}\mathbf{T}_R * \mathbf{T}\mathbf{E}\mathbf{F}_{AUTO}$

Reduction in auto start emissions from trips reduced

#### $B = VMT_R * EF_B$

Reduction in auto running exhaust emissions from VMT reductions

Where

 $VT_R = N_{TR} * F_{T, SOV}$ 

Number of new transit riders multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = VT_R * TL_W$ 

Number of vehicle trips reduced multiplied by the average auto trip length

Final unit of measure: grams/day Source: Texas A&M Transportation Institute

Variables:	EF <sub>B</sub> :	Speed-based running exhaust emission factor for affected roadway before implementation (NO <sub>x</sub> , VOC, or CO) (grams/mile)
	F <sub>T, SOV</sub> .	Percentage of people using a transit vehicle that previously were vehicle drivers (decimal)
	N <sub>TR</sub> :	New transit ridership
	TEFAUTO:	Auto trip-end emission factor (NO <sub>x</sub> , VOC, or CO) (grams/trip)
	TL <sub>w</sub> :	Average auto trip length (miles)

VMT <sub>R</sub> :	Reduction in daily automobile VMT
VT <i><sub>R</sub></i> :	Reduction in number of daily automobile vehicle trips

# Analysis

 $VT_R = (3,450 * 2) * 0.35 = 2,415 \text{ trips/day}$ 

Number of new transit riders multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = 2,415 * 12.0 = 28,980$  vehicle-miles/day

Number of vehicle trips reduced multiplied by the average auto trip length

#### Summary of Results

The emissions analysis result for the project is shown in Table 1. There are significant daily emissions benefits for all four pollutants. The results indicate an estimated air quality benefit from the Dyer RTS Phase 3 operational assistance project.

Pollutant	Emissions Reduction (kg/day)
СО	68.691
NOx	5.170
VOC	3.380
$PM_{10}$	1.550

Table 1. Dyer RTS Operational Assistance - Phase 3 Emission Reductions

# Emission Reduction Analysis for Sun Metro Proposed CMAQ Project

## Montana RTS Operations Assistance Phase 1

## March 2020

Prepared for



Ву



#### **Task Summary**

The Texas A&M Transportation Institute (TTI) El Paso office was tasked by Sun Metro to perform a mobile source emissions analysis for a proposed project in the El Paso nonattainment area. The transit agency is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ).

The project is operational assistance for the first phase of the Rapid Transit Service, BRIO, in the Montana corridor in east-central El Paso region.

#### **Individual Project Analysis**

The emissions analysis for the project is presented below. The strategy name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy equation.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ program submission, but this analysis should not be used for conformity purposes.

#### Montana RTS Operations Assistance - Phase 1

Sun Metro transit agency is proposing operations assistance for the first phase of the 16.8-mile BRIO line in the Montana corridor in east El Paso region. The RTS line begins at the Five Points Terminal and ends at the future Far East Transfer Center. Fourteen buses will operate along the route with 25 stations.

#### **Data Sources**

Sun Metro provided several data sources to the TTI team for the analysis: a map of the proposed route, previous emissions analysis for the route, the mileage, hours of operation, and operating costs for the route.

The technical report 2017 On-Road Mobile Source Annual, Summer Weekday and Winter Workday Emissions Inventories: El Paso Area (TTI, August 2019) describes development of 2017 analysis year El Paso MOVES2014-based actual on-road inventories, which were the basis for these MOVES runs, with respect to MOVES modeling procedures and MOVES input data. MOVES modeling set-ups and input data combinations are described starting on Page 33 of the report, in the section "Estimation of Summer and Winter Weekday Emissions Factors." Tables 22 through 33 and surrounding text contain the details. The MOVES modeling part of the process and the local/default input data combinations as described (Table 24) was used, updated where appropriate for model version and for analysis year.

In particular, the actual fuel formulation sulfur values were adjusted to reflect "expected" future year values in place of 2017 actual average sulfur level values (i.e., to maintain consistency with the Tier 3 gasoline standard and for consistency with Ultra Low Sulfur Diesel). It is also noteworthy that the age distributions and AVFT input data from the 2017 analysis were used, since these are based on the mid-year 2014 TxDMV vehicle registrations data, which is currently still "latest available".

Transit passenger characteristics were derived from the American Public Transportation Association report *A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys* published in May 2007.

#### **Analysis Methods**

TTI staff used the analysis method provided in the August 2008 version of the MOSERs Guide, equation 3.1 - *System/Service Expansion*. The detailed equation is provided below in Strategy Equation.

Stated in words, the equation measures the reduction in start emissions and running exhaust emissions from a change in mode during the operating period and subtracting any additional emissions from the transit vehicles. The benefit is derived through attracting single occupant passenger vehicle drivers to utilize transit as their mode of travel.

The analysis year used is 2022. For planning purposes, the emissions benefit of a static program will decline over time.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs) vehicle types, gasoline and diesel-fueled, and transit buses are included according to a projected regional VMT fleet mix (Source Type ID 21, 31)
- Transit vehicle (source type 42) emission rates were included as this will be a new service.
- Running exhaust, running evaporative, and start emissions (Process ID 1, 2, 11, 12, 13, 15)
- Considering the project area and the type of trips reduced through the strategy, primarily, freeway commuting, emissions on Road Type 4, urban restricted access, was used for the passenger vehicles. Road type 5, urban unrestricted access, was used for the transit vehicles.
- Average speed on IH-10 during operating hours (peak and off-peak) is assumed 30 mph.
- Average transit vehicle speed is assumed 20 mph (speed bin 5) based on data received from Sun Metro.
- The analysis period is AM peak hours of 6:00-9:00 a.m., off-peak daytime hours from 9:00 a.m.-3:00 p.m. and PM peak hours of 3:00-8:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10.
- The vehicle trips reduced  $(VT_R)$  and vehicle-miles travelled reduced  $(VMT_R)$  were distributed proportionally across the 14 hours of model analysis and by vehicle type and fuel type in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects.

- Based on ridership data provided by Sun Metro, an average daily ridership of 3,300 was assumed.
- APTA ridership survey reports show 52% of transit passengers to be commuting. The RTS project focuses on capturing new commute traffic, so 75% of riders are assumed to be traveling to work and back totaling 2,775 per day.
- The analysis assumes 35% of these commute passengers are former single occupant vehicle (SOV) drivers. This translates to 26.25% of all passengers. This should be considered optimistic. The APTA survey report showed 14.3% of transit roadway passengers would drive alone as an alternative if no transit service was available. However, this new service actively seeks SOV commuters.
- An average trip length of 12.6 miles was computed based on data provided by Sun Metro. The trip lengths were distributed evenly in the reduced VMT.

The final estimated emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

#### Strategy Equation

Note: Due to the extensiveness of the MOVES model output data and to help presentation of results, the individual start rates and emission rates per distance ( $\mathbf{TEF}_{AUTO}$  and  $\mathbf{EF}_{B}$ ) per vehicle type computed are not presented but are available for review, if needed.

#### 3.1 System/Service Expansion

#### Daily Emission Reduction (for each pollutant) = A + B - C - D

#### $\mathbf{A} = \mathbf{V}\mathbf{T}_{R} * \mathbf{T}\mathbf{E}\mathbf{F}_{AUTO}$

Reduction in auto start emissions from trips reduced

#### $B = VMT_R * EF_B$

Reduction in auto running exhaust emissions from VMT reductions

#### $C = VT_{BUS} * TEF_{BUS}$

Increase in emissions from additional bus starts

#### $\mathbf{D} = \mathbf{VMT}_{BUS} * \mathbf{EF}_{BUS}$

Increase in emissions from additional bus running exhaust emissions

Where

 $VT_R = N_{TR} * F_{T, SOV}$ 

Number of new transit riders multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = VT_R * TL_W$ 

Number of vehicle trips reduced multiplied by the average auto trip length

Final unit of measure: grams/day Source: Texas A&M Transportation Institute

Variables:	EF <sub>B</sub> :	Speed-based running exhaust emission factor for affected roadway before implementation (NO <sub>x</sub> , VOC, or CO) (grams/mile)
	EF <sub>BUS</sub> :	Speed-based running exhaust emission factor for transit vehicle (NO <sub>x</sub> , VOC, or CO) (grams/mile)
	F <i><sub>T</sub></i> , <i>sov</i> :	Percentage of people using a transit vehicle that previously were vehicle drivers (decimal)
	N <sub>TR</sub> :	New transit ridership

TEF <sub>AUTO</sub> :	Auto trip-end emission factor (NO <sub>x</sub> , VOC, or CO) (grams/trip)
TEF <i>bus</i> :	Bus (or other transit vehicle) trip-end emission factor (NO <sub>x</sub> , VOC, or CO) (grams/trip)
TL <sub>W</sub> :	Average auto trip length (miles)
VMT <sub>BUS</sub> :	VMT by transit vehicle
VMT <sub>R</sub> :	Reduction in daily automobile VMT
VT <sub>BUS</sub> :	Daily vehicle trips by transit vehicle
VT <i><sub>R</sub></i> :	Reduction in number of daily automobile vehicle trips

#### Analysis

For presentation purposes, the MOVES calculation results and extensive results from the equation calculations are not presented in the results below.

 $VT_R = (3,300 * 2) * 0.52 = 3,432 \text{ trips/day}$ Number of transit riders multiplied by 2 multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = 3,432 * 12.6 = 43,243$  vehicle-miles/day Number of vehicle trips reduced multiplied by the average auto trip length

#### Summary of Results

The emissions analysis result for the project is shown in Table 1. There are significant emissions benefits for all four pollutants. The results indicate an estimated air quality benefit from the Montana RTS operations assistance project.

Pollutant	Emissions Reduction (kg/day)
СО	100.325
NOx	2.929
VOC	5.553
$PM_{10}$	1.629

#### Table 1. Montana RTS Operations Assistance Emission Reductions

# Emission Reduction Analysis for Sun Metro Proposed CMAQ Project

## Montana RTS Operations Assistance Phase 2

## March 2020

Prepared for



Ву



#### Task Summary

The Texas A&M Transportation Institute (TTI) El Paso office was tasked by Sun Metro to perform a mobile source emissions analysis for a proposed project in the El Paso nonattainment area. The transit agency is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ).

The project is operational assistance for the second phase of the Rapid Transit Service, BRIO, in the Montana corridor in east-central El Paso region.

#### **Individual Project Analysis**

The emissions analysis for the project is presented below. The strategy name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy equation.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ program submission, but this analysis should not be used for conformity purposes.

#### Montana RTS Operations Assistance - Phase 2

Sun Metro transit agency is proposing operations assistance for the second phase of the 16.8-mile BRIO line in the Montana corridor in east El Paso region. The RTS line begins at the Five Points Terminal and ends at the future Far East Transfer Center. Twelve buses will operate along the route with 26 stations.

#### **Data Sources**

Sun Metro provided several data sources to the TTI team for the original analysis: a map of the proposed route, previous emissions analysis for the route, the mileage, hours of operation, and operating costs for the route.

The technical report 2017 On-Road Mobile Source Annual, Summer Weekday and Winter Weekday Emissions Inventories: El Paso County (TTI, August 2019) describes development of 2017 analysis year El Paso MOVES2014a-based actual on-road inventories, which were the basis for these MOVES runs, with respect to MOVES modeling procedures and MOVES input data. MOVES modeling setups and input data combinations are described starting on Page 33 of the report, in the section "Estimation of Seasonal Weekday Emission Rates". Tables 22 through 33 and surrounding text contain the details. The MOVES modeling part of the process and the local/default input data combinations as described (Table 24) were used, but for the CMAQ analysis years 2023 and 2025 (versus 2017 inventory year). In particular, for summer season the actual fuel formulation RVP level, sulfur content, and benzene content values were modified to reflect "expected" future year values in place of the summer 2017, local survey-based actual average RVP and sulfur and benzene level values (i.e., to consistency with state and federal standards). (Appropriate MOVES winter default formulations were used in absence of local, winter survey data.) The age distributions and AVFT input data from the 2017 analysis were used (although still based on the mid-year 2014 TxDMV vehicle registrations data, which is currently still "latest available").

Transit passenger characteristics were derived from the American Public Transportation Association report *A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys* published in May 2007.

#### **Analysis Methods**

TTI staff used an analysis method provided in the August 2008 version of the MOSERs Guide, equation 3.2 - *System/Service Operational Improvements*. The detailed equation is provided below in Strategy Equation.

Stated in words, the equation measures the reduction in start emissions and running exhaust emissions from a change in mode during the operating period and subtracting any additional emissions from the transit vehicles. The benefit is derived through attracting single occupant passenger vehicle drivers to utilize transit as their mode of travel.

The analysis year used is 2023. For planning purposes, the emissions benefit of a static program will decline over time.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs) vehicle types, gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type ID 21, 31)
- The project is assumed to be implemented in the analysis; therefore, no transit vehicle emissions are included in the analysis.
- Considering the project area and the type of trips reduced through the strategy, primarily, freeway commuting, emissions on Road Type 4, urban restricted access was used.
- Average speed on IH-10 during RTS operating hours (peak and off-peak) is assumed 30 mph (Speed bin 7).
- The analysis period is AM peak hours of 6:00-9:00 a.m., off-peak daytime hours from 9:00 a.m.-3:00 p.m. and PM peak hours of 3:00-8:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10.
- The vehicle trips reduced  $(VT_R)$  and vehicle-miles travelled reduced  $(VMT_R)$  were distributed proportionally across the 14 hours of model analysis and by vehicle type and fuel type in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects.

- Based on ridership data provided by Sun Metro and factoring in ridership growth, an average daily ridership of 3,600 was assumed.
- APTA ridership survey reports show 52% of transit passengers to be commuting. The RTS project focuses on capturing new commute traffic, so 75% of riders are assumed to be traveling to work and back totaling 2,700 per day.
- The analysis assumes 35% of these commute passengers are former single occupant vehicle (SOV) drivers. This translates to 26.25% of all passengers. This should be considered optimistic. The APTA survey report showed 14.3% of transit roadway passengers would drive alone as an alternative if no transit service was available. However, this new service actively seeks SOV commuters.
- An average trip length of 12.6 miles was computed based on data provided by Sun Metro. The trip lengths were distributed evenly in the reduced VMT.

The final estimated emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

#### **Strategy Equation**

Note: Due to the extensiveness of the MOVES model output data and to help presentation of results, the individual start rates and emission rates per distance ( $\mathbf{TEF}_{AUTO}$  and  $\mathbf{EF}_B$ ) per vehicle type computed are not presented but are available for review if needed. Also, the project is assumed implemented by phase 2 thus transit vehicle emissions (parts C and D) are not included in this analysis.

#### 3.2 System/Service Operational Improvements

#### Daily Emission Reduction (for each pollutant) = A + B

 $\mathbf{A} = \mathbf{V}\mathbf{T}_R * \mathbf{T}\mathbf{E}\mathbf{F}_{AUTO}$ 

Reduction in auto start emissions from trips reduced

#### $B = VMT_R * EF_B$

Reduction in auto running exhaust emissions from VMT reductions

Where

 $VT_R = N_{TR} * F_{T, SOV}$ 

Number of new transit riders multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = VT_R * TL_W$ 

Number of vehicle trips reduced multiplied by the average auto trip length

Final unit of measure: grams/day Source: Texas A&M Transportation Institute

Variables:	EF <sub>B</sub> :	Speed-based running exhaust emission factor for affected roadway before implementation (NO <sub>x</sub> , VOC, or CO) (grams/mile)
	F <sub>T, SOV</sub> :	Percentage of people using a transit vehicle that previously were vehicle drivers (decimal)
	N <sub>TR</sub> :	New transit ridership
	TEF <sub>AUTO</sub> :	Auto trip-end emission factor (NO <sub>x</sub> , VOC, or CO) (grams/trip)
	TL <sub>w</sub> :	Average auto trip length (miles)
	VMT <sub>R</sub> :	Reduction in daily automobile VMT
	VT <i><sub>R</sub></i> :	Reduction in number of daily automobile vehicle trips

#### Analysis

 $VT_R = (3,600 * 2) * 0.52 = 3,744 \text{ trips/day}$ 

Number of transit riders multiplied by 2 multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = 3,744 * 12.6 = 47,174$  vehicle-miles/day

Number of vehicle trips reduced multiplied by the average auto trip length

#### Summary of Results

The emissions analysis result for the project is shown in Table 1. There are significant daily emissions benefits for all four pollutants. The results indicate an estimated air quality benefit from the Montana RTS Phase 2 operational assistance project.

Table 1. Montana RTS Operational Assistance – Phase 2 Emission Reductions

Pollutant	Emissions Reduction (kg/day)
СО	99.211
NOx	6.635
VOC	4.688
$PM_{10}$	2.513

# Emission Reduction Analysis for Sun Metro Proposed CMAQ Project

## Montana RTS Operations Assistance Phase 3

## March 2020

Prepared for



Ву



#### **Task Summary**

The Texas A&M Transportation Institute (TTI) El Paso office was tasked by Sun Metro to perform a mobile source emissions analysis for a proposed project in the El Paso nonattainment area. The transit agency is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ).

The project is operational assistance for the third phase of the Rapid Transit Service, BRIO, in the Montana corridor in east-central El Paso region.

#### **Individual Project Analysis**

The emissions analysis for the project is presented below. The strategy name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy equation.

It is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ program submission, but *this analysis should not be used for conformity purposes*.

#### Montana RTS Operations Assistance - Phase 3

Sun Metro transit agency is proposing operations assistance for the third phase of the 16.8-mile BRIO line in the Montana corridor in east El Paso region. The RTS line begins at the Five Points Terminal and ends at the future Far East Transfer Center. Twelve buses will operate along the route with 26 stations.

#### **Data Sources**

Sun Metro provided several data sources to the TTI team for the original analysis: a map of the proposed route, previous emissions analysis for the route, the mileage, hours of operation, and operating costs for the route.

The technical report 2017 On-Road Mobile Source Annual, Summer Weekday and Winter Weekday Emissions Inventories: El Paso County (TTI, August 2019) describes development of 2017 analysis year El Paso MOVES2014a-based actual on-road inventories, which were the basis for these MOVES runs, with respect to MOVES modeling procedures and MOVES input data. MOVES modeling setups and input data combinations are described starting on Page 33 of the report, in the section "Estimation of Seasonal Weekday Emission Rates". Tables 22 through 33 and surrounding text contain the details. The MOVES modeling part of the process and the local/default input data combinations as described (Table 24) were used, but for the CMAQ analysis years 2023 and 2025 (versus 2017 inventory year). In particular, for summer season the actual fuel formulation RVP level, sulfur content, and benzene content values were modified to reflect "expected" future year values in place of the summer 2017, local survey-based actual average RVP and sulfur and benzene level values (i.e., to consistency with state and federal standards). (Appropriate MOVES winter default formulations were used in absence of local, winter survey data.) The age distributions and AVFT input data from the 2017 analysis were used (although still based on the mid-year 2014 TxDMV vehicle registrations data, which is currently still "latest available").

Transit passenger characteristics were derived from the American Public Transportation Association report *A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys* published in May 2007.

#### **Analysis Methods**

TTI staff used an analysis method provided in the August 2008 version of the MOSERs Guide, equation 3.2 - *System/Service Operational Improvements*. The detailed equation is provided below in Strategy Equation.

Stated in words, the equation measures the reduction in start emissions and running exhaust emissions from a change in mode during the operating period and subtracting any additional emissions from the transit vehicles. The benefit is derived through attracting single occupant passenger vehicle drivers to utilize transit as their mode of travel.

The analysis year used is 2025. For planning purposes, the emissions benefit of a static program will decline over time.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs) vehicle types, gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type ID 21, 31)
- The project is assumed to be implemented in the analysis; therefore, no transit vehicle emissions are included in the analysis.
- Considering the project area and the type of trips reduced through the strategy, primarily, freeway commuting, emissions on Road Type 4, urban restricted access was used.
- Average speed on IH-10 during RTS operating hours (peak and off-peak) is assumed 30 mph (Speed bin 7).
- The analysis period is AM peak hours of 6:00-9:00 a.m., off-peak daytime hours from 9:00 a.m.-3:00 p.m. and PM peak hours of 3:00-8:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10.
- The vehicle trips reduced  $(VT_R)$  and vehicle-miles travelled reduced  $(VMT_R)$  were distributed proportionally across the 14 hours of model analysis and by vehicle type and fuel type in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects.

- Based on ridership data provided by Sun Metro and factoring in ridership growth, an average daily ridership of 3,700 was assumed.
- APTA ridership survey reports show 52% of transit passengers to be commuting. The RTS project focuses on capturing new commute traffic, so 75% of riders are assumed to be traveling to work and back totaling 2,775 per day.
- The analysis assumes 35% of these commute passengers are former single occupant vehicle (SOV) drivers. This translates to 26.25% of all passengers. This should be considered optimistic. The APTA survey report showed 14.3% of transit roadway passengers would drive alone as an alternative if no transit service was available. However, this new service actively seeks SOV commuters.
- An average trip length of 12.6 miles was computed based on data provided by Sun Metro. The trip lengths were distributed evenly in the reduced VMT.

The final estimated emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

#### **Strategy Equation**

Note: Due to the extensiveness of the MOVES model output data and to help presentation of results, the individual start rates and emission rates per distance ( $\mathbf{TEF}_{AUTO}$  and  $\mathbf{EF}_B$ ) per vehicle type computed are not presented but are available for review if needed. Also, the project is assumed implemented by phase 3 thus transit vehicle emissions (parts C and D) are not included in this analysis.

#### 3.2 System/Service Operational Improvements

#### Daily Emission Reduction (for each pollutant) = A + B

 $\mathbf{A} = \mathbf{V}\mathbf{T}_R * \mathbf{T}\mathbf{E}\mathbf{F}_{AUTO}$ 

Reduction in auto start emissions from trips reduced

#### $B = VMT_R * EF_B$

Reduction in auto running exhaust emissions from VMT reductions

Where

 $VT_R = N_{TR} * F_{T, SOV}$ 

Number of new transit riders multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = VT_R * TL_W$ 

Number of vehicle trips reduced multiplied by the average auto trip length

Final unit of measure: grams/day Source: Texas A&M Transportation Institute

Variables:	EF <sub>B</sub> :	Speed-based running exhaust emission factor for affected roadway before implementation (NO <sub>x</sub> , VOC, or CO) (grams/mile)
	F <sub>T, SOV</sub> :	Percentage of people using a transit vehicle that previously were vehicle drivers (decimal)
	N <sub>TR</sub> :	New transit ridership
	TEF <sub>AUTO</sub> :	Auto trip-end emission factor (NO <sub>x</sub> , VOC, or CO) (grams/trip)
	TL <sub>w</sub> :	Average auto trip length (miles)
	VMT <sub>R</sub> :	Reduction in daily automobile VMT
	VT <i><sub>R</sub></i> :	Reduction in number of daily automobile vehicle trips

#### Analysis

 $VT_R = (3,700 * 2) * 0.52 = 3,848 \text{ trips/day}$ 

Number of transit riders multiplied by 2 multiplied by the percentage of riders shifting from single-occupant auto use

 $VMT_R = 3,848 * 12.6 = 48,485$  vehicle-miles/day

Number of vehicle trips reduced multiplied by the average auto trip length

#### Summary of Results

The emissions analysis result for the project is shown in Table 1. There are significant, continued daily emissions benefits for all four pollutants. The results indicate an estimated air quality benefit from the Montana RTS Phase 3 operational assistance project.

Table 1. Montana RTS Op	perational Assistance -	- Phase 3 Emission Reductions
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Pollutant	Emissions Reduction (kg/day)
СО	90.721
NOx	5.599
VOC	4.504
PM <sub>10</sub>	2.569

# Emission Reduction Analysis for Sun Metro Proposed CMAQ Project

Far West Park and Ride Lot

# April 2020

Prepared for



By



#### **Task Summary**

The Texas A&M Transportation Institute (TTI) El Paso office was tasked by Sun Metro to perform a mobile source emissions analysis for a proposed project in the El Paso nonattainment area. The project is the design and construction of a park and ride lot in Far West El Paso. The transit agency is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ) to help implement it.

#### **Individual Project Analysis**

The emissions analysis for the project is presented below. The strategy name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equation used from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) is given for the strategy along with the variables of the equation and the equation itself. The results are then computed for the strategy equation.

Given the short time available to conduct these analyses, it is recommended that the agency conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for submission but more time available and effort would increase the accuracy of the emissions benefits. As a result, *this analysis should not be used for conformity purposes*.

#### Far West Park and Ride Lot

Sun Metro is planning to create a park-and-ride lot in Far West El Paso near the interchange of IH-10 and Transmountain Drive (Loop 375). The project involves land acquisition and construction of a single level parking area to include lighting, landscaping and accessibility for an expanding area that is currently underserved by transit. The expansion of service will provide the opportunity for economic development and the opportunity to reduce anticipated congestion in the far western portion of the El Paso region. The area continues to see increased development with new hospitals and businesses creating the need for connectivity to other areas of the region.

#### **Data Sources**

Sun Metro provided an estimated new daily ridership generated by the proposed facility, project description, and transit vehicle operating characteristics.

Emission rates used in the analyses were obtained from the U.S. Environmental Protection Agency's MOVES2014a model. The primary source for emission rates inputs and VMT factors (hourly factors and vehicle type VMT mix) for post-processing was the latest TCEQ periodic emissions inventories, i.e., the 2017 AERR inventories for El Paso County documented in "Development of 2017 On-Road Mobile Source Annual, Summer Work Weekday, and Winter Work Weekday Emissions Inventories for Specified Areas: El Paso Area" (TTI, August 2019). For VMT mix, which TTI develops in five-year increments by TxDOT district, the latest 2025 TxDOT El Paso District estimates were used.

#### **Analysis Methods**

TTI staff used a modified version of the analysis method provided in the August 2008 version of the MOSERs Guide, Park-and-Ride equation 8.1 - New Facilities. The detailed equation is provided below in Strategy Equation. Stated in words, the equation measures the reduction in running exhaust emissions from reduced VMT resulting from park and ride lot use by SOV commute drivers.

The analysis year used is 2027. For planning purposes, the emissions benefit of a static program will decline over time.

Assumptions in the MOVES2014a output for the project included:

- Output created for VOC, CO, NOx, and PM-10
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs) vehicle types, gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type ID 21, 31)
- Running exhaust and running evaporative emissions (Process ID 1, 9, 10, 11, 12, 13, 15)
- Considering the project area and the type of trips reduced through the strategy, primarily commuter trips, emissions on Road Type 4, urban restricted access, were used.
- Average speed of the previous commute trip on surrounding highways during peak hours is assumed to be 40 mph (Speed Bin 9).
- The analysis period is the bus route operating hours 5:00 a.m. 11:00 p.m. on a winter weekday for CO; the same period on a summer weekday for NOx, VOC, and PM-10.

• The vehicle-miles travelled (VMT) reduced were distributed proportionally across the operating hours for model analysis and by vehicle type and fuel type in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects.

- The data provided by Sun Metro on estimated new daily ridership allowed the VMT reduction to be computed directly, instead of estimated using the first three variables of the MOSERS equation.
- 1,138 passengers increase in daily ridership was given. New ridership is 50% per Sun Metro data computes to 569 new transit riders.
- Based on the Sun Metro data for each transit center connection provided by the park-andride lot: 387 new passengers on the new lot to the Northgate Transfer Center; 182 new riders on the new lot to Westside Transfer Center.
- Using Google Maps, the trip length from the new lot to Northgate is 13.7 miles; the trip length from the new lot to Westside is 5.9 miles. Estimated additional trip length from the Transfer Centers to final destinations is 5 miles (commuter and local destinations from the Centers). Two daily trips per new rider is assumed.
- The assumptions lead to an estimated daily VMT reduction of 18,442.

The final estimated emission reductions are presented in kilograms per day (kg/day) in accordance with CMAQ project reporting requirements.

#### Strategy Equation

#### 8.1 New Park and Ride Facilities

#### Daily Emission Reduction = $N_{PK}* U_P * (TL_W - TL_{PR}) * EF_B * 2 \text{ trips/day}$

Reduction in running exhaust emissions from reduced VMT resulting from park and ride lot use

Final unit of measure: grams/day Source: TTI

# Variables: EF<sub>B</sub>: Speed-based running exhaust emission factor before implementation (NOx , VOC, or CO) (grams/mile) N<sub>PK</sub>: Number of parking spaces

- TL<sub>PR</sub>: Average auto trip length from home to parking facility miles)

**U**<sub>P</sub>: Parking lot utilization rate (estimate)

#### Analysis

Note: For presentation purposes, the individual emissions rates are not given in the results below.

The daily emissions reduction for each pollutant is:

For CO:

 $18,442 * EF_B = 18.715 \text{ kg/day}$ 

For NOx:

 $18,442 * EF_B = 0.535 \text{ kg/day}$ 

For VOC:

 $18,442 * EF_B = 1.264 \text{ kg/day}$ 

For PM-10:

 $18,442 * EF_B = 0.632 \text{ kg/day}$ 

#### Summary of Results

The emissions analysis result for the project is shown in Table 1. The results indicate an estimated air quality benefit for all four pollutants from the Far West Park and Ride lot.

#### Table 1. Estimated Emission Reductions for Far West Park and Ride Lot

Pollutant	Emissions Reduction (kg/day)
СО	18.715
NOx	0.535
VOC	1.264
$PM_{10}$	0.632

# Emission Reduction Analysis for NMDOT Proposed CMAQ Project

## NM 404 and IH-10 Interchange Improvements

February 2020

Prepared for



By



#### **Task Summary**

The Texas A&M Transportation Institute (TTI) was tasked by the New Mexico Department of Transportation (NMDOT) to perform a mobile source emissions analysis for a proposed interchange improvement project in Dona Ana County in the El Paso metropolitan region. The department is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ) to help implement the project.

The project will construct 0.686 miles of traffic operational improvements at the interchange of NM 404 and IH-10 and will add a bike-ped path on the NM 404 and IH-10 bridge.

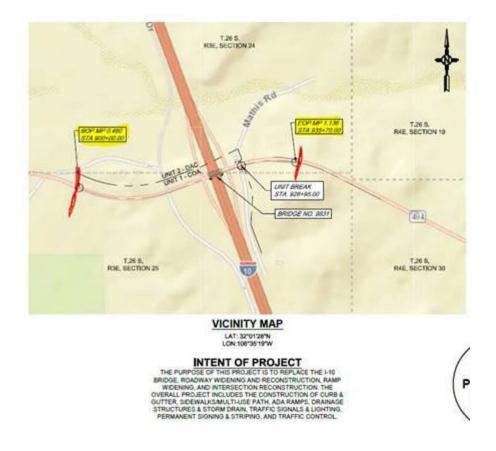
#### **Individual Project Analysis**

The emissions analyses for the project is presented below. The project name is given along with a brief description of the project. Data sources and analysis assumptions are provided. The equations selected for the strategies from the *Texas Guide to Accepted Mobile Source Emission Reduction Strategies* (MOSERs Guide) are given along with the equation variables. The strategy results are then computed.

Given the short time available to conduct this analysis, it is recommended that the department conduct a more detailed emissions study of the project as it develops further. The results presented below are valid for CMAQ applications, but more time and effort would increase the accuracy of the emissions benefits. As a result, this analysis should not be used for conformity purposes.

#### NM 404 and IH-10 Interchange Improvements

NMDOT is proposing to implement operational improvements at the interchange of NM 404 and IH-10 in Dona Ana County in the El Paso metropolitan region. The project limits are from mile post 0.460 to mile post 1.136 along NM 404. The purpose of this project is replacement of the IH-10 bridge, roadway widening and reconstruction, ramp widening, and intersection reconstruction. The overall project includes the construction of curb & gutter, sidewalks/multi-use path, ADA ramps, drainage structures & storm drain, traffic signals & lighting, permanent signing & striping, and traffic control. The improvements are estimated to be completed by 2023.



#### **Data Sources**

NMDOT and their consultant provided several items containing project information and data for the analysis: the *NM 404 Capacity & Safety Study*, along with the relevant pages from the December 2019 PS&E study.

TTI developed emission rates using U.S. Environmental Protection Agency's MOVES2014a model<sup>1</sup>. Since the proposed interchange improvement project is in Dona Ana County in the El Paso

<sup>1</sup> Note that TTI used the November 2016 MOVES2014a release, which produces on-road mobile source emission rates consistent with and the equivalent of MOVES2014b results. MOVES2014a was released November 2015,

metropolitan region, TTI staff created MOVES2014a inputs for El Paso County for the year 2023 and estimated both idling and running emission rates required for this project. The input files used to generate emission rates are consistent with those currently in use by TTI in support of the El Paso MPO's (EPMPO) Destino 2045 MTP conformity analyses, required in El Paso County, Texas and in Sunland Park in Dona Ana County, New Mexico.

El Paso regional vehicle fleet mix fractions were also derived from the TTI emissions analyses in support of the EPMPO's Destino 2045 MTP conformity analyses (*El Paso Metropolitan Planning Organization Transportation Conformity Report, 2015 Ozone National Ambient Air Quality Standard Newly Designated Sunland Park, New Mexico Nonattainment Area,* EPMPO, June 2019).

T<sup>\*</sup>TI staff used 2009 American Community Survey data to compute a bicycle mode share for El Paso, along with a future growth rate for the mode in the region.

#### **Analysis Methods**

TTI researchers reviewed in detail all project information provided by NMDOT with the goal of identifying potential emissions reductions from the project. At this time, NMDOT does not anticipate any additional commercial, residential, or other developments in the project area before the build date. The Dona Ana Branch Community College is making a small addition to their campus but not large enough that greater traffic volumes are anticipated.

The improved connectivity of NM 404 and IH-10 should provide an increased average speed in peak and non-peak hours as vehicles move through the project area with greater efficiency. Modest increases in speed on this type of roadway will usually provide lower emissions rates in the MOVES model (i.e., 25 to 30 mph) at the same traffic volume. However, no projected speed data was available for the current roadways or proposed improvements. The project has a design speed of 45 mph, but that does not necessarily reflect actual future average speeds.

The implication of increased average speed through the interchange is enhanced by the future planned signalization and turning movements. These should decrease the amount of vehicle delay in the project area. Idling emissions reductions from this improvement are included in the analysis.

The project will also construct sidewalks and a multi-use paths (bike lanes) through the interchange. The extension of the bridge to accommodate the bike-ped path is crucial as currently there is no means to connect the commuters to the current bus stop in Dona Ana Branch Community College. However, little to no development is expected in the immediate area of the interchange nor do the sidewalks and bike lanes connect with an existing network. The emissions reductions from potential shifts to bicycles is expected to be minimal.

TTI staff used a modified version of the analysis method provided in the August 2008 version of the MOSERs Guide, Equation 7.2 - *Traffic Operations* along with Equation 11.1 – *Bicycle and Pedestrian Lanes or Paths*. Equation 7.2 attempts to estimate the improvements in idling emissions and speed

then updated December 2015, November 2016, and December 2017. The December 2017 MOVES2014a release only corrected a non-road mobile post-processing script. MOVES2014b was released August 2018. MOVES2014b improves the non-road component and updates chemical mechanism outputs, neither of which apply to on-road mobile emission rates

changes as a result of operational improvements. For this particular project, focus was placed on the changes in idling emissions and delay reduction. In Equation 11.1, the average annual daily traffic (AADT) of the corridor is multiplied by the percentage of drivers shifting to bicycle mode, multiplied by the bike facility length, multiplied by the speed-based running exhaust emission factor estimated for participants' trips before utilizing the bike lane.

The detailed equations are provided below in the Strategy Equations section.

The analysis year is 2023. For planning purposes, the emissions benefit of a static program will decline over time. Without the increased use of the bike lanes over the project lifetime, any benefits accrued by the mode shift to bicycles may be negated by the increased emissions from potential higher traffic volumes in the corridor over time.

Assumptions in the MOVES2014a output for the project included:

- Four MOVES2014a runs were conducted for this analysis, a) two for estimating idling emission rates for summer and winter seasons; b) two for estimating running emission rates for summer and winter seasons.
- Emission rates for VOC and NOx were estimated using summer season MOVES2014a outputs and winter outputs were used for estimating CO and PM10 emission rates.
- For traffic operations improvements, light-duty passenger vehicles and light-duty passenger trucks (pick-ups and SUVs), motorcycles, light commercial trucks, single unit short and long-haul trucks, and combination short and long-haul trucks, gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type IDs 11, 21, 31, 32, 52, 53, 61, 62).
- For the bike lanes. motorcycles, light-duty passenger vehicles and light-duty passenger trucks (SUVs), gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type IDs 11, 21, 31, 32)
- Running exhaust and evaporative emissions, brake wear, and tire wear emissions rates were calculated.
- Considering the project area and the type of trips reduced through the strategy, emissions on Road Type 3, rural unrestricted access were analyzed.
- Overall average speed in the roadways is assumed to be 45 mph (Speed bin 10).
- Idling operating mode in MOVES2014a includes speeds ranging from 0 to 1 mph.
- The analysis period is from 7:00 a.m. to 7:00 p.m. on a winter weekday for CO and PM10; the same period on a summer weekday for NOx and VOCPM10. Use of the bicycle lanes can occur throughout the day, but the greatest impact on emissions will occur with any peak hour or daytime hours mode shift.
- The estimated idling emissions reduced as a result of the project were distributed across the 12 hours and by vehicle types and fuel types in line with the vehicle fleet mix in the El Paso region.
- The vehicle-miles traveled (VMT) reduced as a result of the mode shift to bicycle was distributed proportionally across the 12 hours and by passenger vehicle types and fuel types in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable

assumptions about projects. TTI staff determined a valid delay reduction and a percentage mode shift from automobile to bicycle by participants in the El Paso region. The characteristics of this new facility may provide impetus for significant mode shift, but planners should use available data.

The following assumptions were made for the operational improvements:

- In reviewing the data and information provided, the primary emissions benefit from the operational improvements will result from the reduction in idling emissions from the improved traffic signalization at the interchange.
- Projected 2023 average daily traffic (ADT) of 7,860 is estimated through the roadway segment. These figures are derived from the PS&E project plans. Researchers assumed 80% of the daily traffic along the roadways occurs in the 12-hour daytime period under analysis, equaling 6,288 ADT.
- El Paso region hourly VMT factors were used to estimate peak and off-peak ADT. The peak period ADT was estimated to be 61% (3,836) of 12-hour daytime period ADT used for the analysis and off-peak period ADT is estimated at 39% (2,452).
- Average delay reduction is estimated to be 15 seconds in peak hours and 5 seconds in offpeak hours.

The following assumptions were made for the bike lanes:

- Light-duty passenger vehicle and light-duty passenger truck 2023 ADT of 5,219 is estimated for the 12-hour analysis period on NM 404 in both directions. This figure is based on the provided build scenario traffic projection at the project area. Researchers then assumed 80% of the projected ADT along the roadway occurs in the 12-hour daytime period under analysis. Based on NMDOT PS&E fleet mix data, researchers then assumed 83% of the traffic is passenger vehicles.
- The current percent bicycle mode share for the El Paso region is estimated to be 2.0% and can serve as an optimistic mode share increase for the new bike facilities. However, this project is not integrating the bike lanes with an existing network. There is also little current or future development in the four quadrants of the interchange. A mode shift to bicycle and pedestrian of 0.005 is more reasonable.
- The 0.005 increase in mode share represents new cyclists (vehicle trips replaced).
- Bike lane facility length of 0.686 miles is computed.

The emission reductions are presented in kilograms per day (kg/day) in accordance with CMAQ project reporting requirements.

#### **Strategy Equations**

#### Equation 7.2, Traffic Operations (modified)

#### Daily Emission Reduction = $(I_P + I_{OP}) * EF_I$

Change in idling exhaust emissions from improved traffic flow during the peak and off-peak periods Where

 $I_P = (N_{PH} * V_{H, P} * DR_P)/3600$  seconds per hour

 $I_{OP} = (N_{OPH} * V_{H, OP} * DR_{OP})/3600$  seconds per hour

Reduction of idling in the peak and off-peak period

Final unit of measure: grams/day Source: Texas A&M Transportation Institute (modified from CARB and FHWA Southern Resource Center)

Variables:	DR <sub>P</sub> :	Estimated delay reduction during peak period (seconds)	
	DR <sub>OP</sub> :	Estimated delay reduction during off-peak period (seconds)	
	EF <i>i</i> :	Idling emission factor (grams/hour)	
	I <i>p</i> :	Peak hour reduction in idling emissions (vehicle-hours)	
	I <sub>OP</sub> :	Off-peak hour reduction in idling emissions (vehicle-hours)	
	N <sub>PH</sub> :	Number of peak hours	
	N <sub>OPH</sub> :	Number of off-peak hours	
	V <i><sub>H, P</sub></i> :	Number of vehicles that pass through the intersection per hour during the peak period	
	V <sub><i>H, OP</i>:</sub>	Number of vehicles that pass through the intersection per hour during the off-peak period	

#### Analysis

#### Daily Emission Reduction = $(I_P + I_{OP}) * EF_I$

Note: For presentation purposes, the individual emissions rates are not given in the results below.

Where

 $I_P = (3,836*15)/3600$  seconds per hour  $I_{OP} = (2,452*5)/3600$  seconds per hour

$$(15.98 + 3.41) = 19.39$$

#### For CO:

19.39 \* 7.206 = 139.71 grams/day

Daily emission reduction is equal to 0.140 kg/day

#### For NOx:

19.39 \* 4.837 = 93.79 grams/day

Daily emission reduction is equal to 0.094 kg/day

For VOC:

19.39 \* 1.703 = 33.01 grams/day

Daily emission reduction is equal to 0.033 kg/day

For PM10:

19.39 \* 0.359 = 6.97 grams/day

Daily emission reduction is equal to 0.007 kg/day

#### Equation 11.1, Bicycle and Pedestrian Lanes or Paths

#### Daily Emission Reduction = AADT \* PMS \* L \* EF<sub>B</sub>

The average annual daily traffic of the corridor multiplied by the percentage of drivers shifting to bike/pedestrian multiplied by the average bicycle trip length multiplied by the speed-based running exhaust emission factor for participants' trip before participating in the bike/pedestrian program.

Final unit of measure: grams/day Source: Capitol Area MPO (CAMPO)

**Variables:** AADT: Average annual daily traffic in corridor (vehicles/day)

- **EF**<sub>B</sub>: Speed-based running exhaust emission factor for participants' trips before participating in the bike/pedestrian program (NO<sub>x</sub>, VOC, or CO) (grams/mile)
- **L:** Length of facility (miles)

**PMS:** Percentage mode shift from driving to bike/pedestrian (decimal)

#### Analysis

Daily Emission Reduction = AADT \* PMS \* L \* EF<sub>B</sub>

Note: For presentation purposes, the individual emission rates generated for the speed, hour, and each pollutant  $(\mathbf{EF}_{B})$  are not shown in the equations below.

For CO:

5,219 \* 0.005 \* 0.686\* 1.583= 28.34 grams/day

Daily emission reduction is equal to 0.028 kg/day

For NOx:

5,219 \* 0.005 \* 0.686\* 0.167 = 2.989 grams/day

Daily emission reduction is equal to 0.003 kg/day

For VOC:

5,219 \* 0.005 \* 0.686\* 0.051 = 0.913 grams/day

Daily emission reduction is equal to 0.0009 kg/day

For PM10:

5,219 \* 0.005 \* 0.686\* 0.005 = 0.090 grams/day

Daily emission reduction is equal to 0.00009 kg/day

#### Summary of Results

The overall emissions analysis results for the project are shown in Table 1. The estimated emissions benefits from the new bike lanes are modest and are dependent on increased use of bicycles as a travel mode in the city and region, but an emissions benefit in the El Paso region can be expected from this project.

Pollutant	Emissions Reduction (kg/day)
СО	0.140
NOx	0.094
VOC	0.033
$PM_{10}$	0.007

Pollutant	Emissions Reduction (kg/day)
СО	0.028
NOx	0.003
VOC	0.0009
PM10	0.00009

Table 2. Estimated Emissions Benefits from NM 404 and IH-10 Bike Lanes

#### Table 3. Total Estimated Emissions Benefits from NM 404 and IH-10 Operational Improvements

Pollutant	Emissions Reduction (kg/day)
СО	0.1680
NOx	0.0097
VOC	0.0339
PM10	0.0071

Appendix B Performance Based Planning and Programming The Moving Ahead for Progress (MAP-21) federal transportation bill instituted performance measurement to provide greater accountability and transparency to achieve the most efficient and effective investment of transportation resources. Performance measurement requirements were refined in the Fixing America's Surface Transportation (FAST) Act. State DOTs and Metropolitan Planning Organizations (MPOs) are required to move towards a performance-based planning process with an emphasis on project selection based on specific planning factors.

Under Map-21, States are required to set annual safety performance targets (PM1). The annual measures States set targets for include:

- 1. Number of Fatalities,
- 2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- 3. Number of Serious Injuries,
- 4. Rate of Serious Injuries per 100 million VMT, and
- 5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries

The Texas Department of Transportation (TXDOT) established their statewide targets. Once the state set their safety targets, MPOs were required to either adopt the state's targets or set their own that would help achieve the statewide target. The El Paso MPO chose to adopt the state's targets. These statewide targets are:

TXDOT:

- Total Traffic Fatalities Per Calendar Year: 3,703.8
- Rate of Traffic Fatalities Per 100M VMT: 1.432
- Number of Serious Injuries: 17,565.4
- Rate of Serious Injuries Per 100M VMT: 6.740
- Number of Non-Motorized Fatalities and Serious Injuries: 2,150.6

Here are how the projects will assist in achieving the PM1 Target for Texas:

- Projects expected to achieve reduction in traffic fatalities and serious injuries for all modes of transportation;
- Projects expected to reduce severe traffic crashes;
- Projects are addressing the pedestrian/bicycle serious injury and fatality performance target by providing multimodal accommodations that currently do not exist;

Under Map-21, States are required to set four-year Pavement and Bridge (PM2) and Freight and Air Quality (PM3) performance targets.

The four-year measures for PM2 include:

- 1. Percentage of Interstate pavements in Good condition,
- 2. Percentage of Interstate pavements in Poor condition,
- 3. Percentage of non-Interstate NHS pavements in Good condition,
- 4. Percentage of non-Interstate NHS pavements in Poor condition,
- 5. Percentage of NHS by deck area classified as in Good condition, and
- 6. Percentage of NHS by deck area classified as in Poor condition

The four-year measures for PM3 include:

- 1. National Highway System Travel Time Reliability Measures:
  - a. Interstate Reliability
  - b. Non-Interstate Reliability,
- 2. Freight Reliability Measure:
  - a. Truck Travel Time Reliability, and
- 3. Congestion Mitigation and Air Quality (CMAQ):
  - a. Total Emission Reduction Measure

The Texas Department of Transportation (TXDOT) established their statewide targets. Once the state set their PM2 and PM3 targets, MPOs were required to either adopt the state's targets or set their own that would help achieve the statewide target. The El Paso MPO chose to adopt the state's targets. These statewide targets are:

TXDOT PM2:

Performance Measure	2022 Target
Pavement on IH	
% in "good" condition	66.4%
% in "poor" condition	0.3%
Pavement on non-IH NHS	
% in "good" condition	52.3%
% in "poor" condition	14.3%
<b>NHS Bridge Deck Condition</b>	
% in "poor" condition	0.80%
% in "good" condition	50.42%

Here are how the projects will assist in achieving the PM2 Target for Texas:

- CoEP is reconstructing and rehabilitating the pavement on 6 downtown streets through our CBD IV project.
- County of El Paso is providing new pavement (concrete), base and sub-base. The current roadway condition of the non-interstate on the NHS is poor for its Pellicano Widening project; and
- John Hayes Construction Phase will be providing new pavement (concrete/HMAC), base and sub-base. No pavement exists, this will be a new roadway. There is no current roadway condition of the non-interstate on the NHS.
- TxDOT El Paso District's projects help by widening of main lanes at I-10, Loop 375, US 62/180 (Montana Ave.), and construction of frontage roads on LP 375 and US 62/180 (Montana Ave.); and additional bridge structure ramps at I-10 Connect and at Spur 601/Loop 375 Interchange. Improving pavement and bridge conditions.

TXDOT PM3:

Performance Measure	2022 Target
NHS Travel Time Reliability	
IH Level of Travel Time	
Reliability	56.6%
Non-IH Level of Travel Time	
Reliability	55.4%
Performance Measure	2022 Target
Performance Measure Truck Travel Time Reliability	2022 Target 1.79
Truck Travel Time Reliability	1.79
Truck Travel Time Reliability Performance Measure	1.79
Truck Travel Time Reliability Performance Measure	1.79
Truck Travel Time Reliability Performance Measure Total Emission Reduction	1.79 2022 Target

Here are how the projects will assist in achieving the PM3 Target for Texas:

- Sun Metro's operating assistance projects are assisting the PM3 Target "Total Emission Reduction" by bus procurements and engine rebuilds and providing reliable transit service that reduces congestion and enhances air quality through the use of an alternative fuel-CNG.
- CoEP is improving bicycle facilities citywide through four bicycle connectivity and infrastructure projects and improving transit facilities with the Montana RTS project. These projects will address CMAQ Total Emission Reduction by providing a viable alternative to automobile travel;
- County of El Paso is providing additional lanes to reduce traffic congestion, reduce emissions by providing multi-model options and reduce truck travel time by providing additional lanes and protected lanes/deceleration lanes; and
- John Hayes Construction Phase will be providing a new roadway connection to Pellicano as an alternative roadway to Loop 375 and Zaragoza by the addition of 6 new lanes to reduce traffic congestion, reduce emissions by providing multi-model options and reduce truck travel time by providing additional lanes and protected lanes/ deceleration lanes.
- TxDOT El Paso District's projects help achieve the PM3 targets by improving safety, mobility, connectivity, reliability, and reducing emissions at our main corridors of I-10, Loop 375, US 62/180, and US 54 (I-10 Connect), specifically on freight routes connecting to the Ports of Entry and along I-10 and Loop 375. Air quality will also be addressed with operational improvement projects along US 62/180.

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 SGR standards. For FY's 2021-2024 CMAQ, the federal funding portion obtained through the regional MPO, will total approximately \$12.6M for operating assistance (Dyer, Alameda, and Montana BRT's and Streetcar services) plus a Park and Ride Far West side project.





### APPENDIX D: PERFORMANCE BASED PLANNING AND PROGRAMMING

### **UPDATESTO THE DESTINO 2045 MTP**

On the following pages are the Performance Based Planning and Programming (PBPP) assumptions that were adopted by the El Paso MPO in the Original Destino 2045 MTP to include:

- Highway Safety Improvement Program, known as PM1
- Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program, known as PM2
- Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and On-road Mobile Source Emissions Targets for the Congestion Mitigation and Air Quality (CMAQ) program, known as PM3
- Transit Asset Management (TAM)

Targets for safety measures are set annually and 2020 safety targets start on the next page. PM 2 and TAM targets are the same as the original Destino 2045. PM 3 targets are the same with the exception of the CMAQ Targets. At the time the Destino 2045 MTP was being developed, the El Paso MPO was in coordination with TxDOT to update the 4-year targets for Particulate Matter-10 (PM10) and Carbon Monoxide (CO). The El Paso MPO was also in coordination with NMDOT to update the 4-year target for PM 10.

On September 18, 2020 the El Paso MPO's Transportation Policy Board (TPB) updated the 4-year PM-10 target to 21.96 kg/day and updated the CO target to 841.62 kg/day for the Texas portion of the El Paso MPO planning area. Also, the TPB updated the 4-year PM-10 target to 3.48 kg/day for the New Mexico portion of the El Paso MPO planning area. These targets will replace the original targets on the following pages.

Also, on September 18, 2020 the TPB adopted Sun Metro's Public Transportation Agency Safety Plan (PTASP), which includes Fixed Routes, Street Car and Paratransit targets. See PTASP presentation to the TPB and PTASP targets at the end of this section.



## PERFORMANCE BASED PLANNING AND PROGRAMMING IN THE ORIGINAL DESTINO 2045 MTP

Measuring and tracking the performance of the region's transportation system is a fundamental component of the Metropolitan Transportation Plan (MTP) and the performance-based planning process. Federal legislation passed in 2012 introduced a new requirement to incorporate a performance-based approach into the transportation planning process. The legislation, the Moving Ahead for Progress in the 21st Century Act, known as MAP-21, requires state Departments of Transportation (DOT), Metropolitan Planning Organizations (MPO), 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 reinforced by the Fixing America's Surface Transportation (FAST) Act, which was signed into law in 2015. Four Transportation Performance Management final rules have been released by the Federal Highway Administration and the Federal Transit Administration, passed through standard rulemaking procedure, and are now effective. Each final rule lists required measures, data sources, and calculation procedures.

The final Highway Safety Improvement Program, known as PM1

- Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program, known as PM2
- Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program (CMAQ), known as PM3
- Transit Asset Management

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 include adopted targets, baseline performance measures, and progress toward the targets in the Destino 2045 MTP adopted two years after the effective date of the final rule. The four performance measure final rules currently effective were established at different times, and therefore have different target-setting and implementation deadlines, as seen below:

Final Rule	Rule Effective Date		Required to be		
	Rule Effective Date	Provider	State DOT	MPO	Included in MTPs
Safety (PM1)	4/14/2016	N/A	8/31/2017	2/16/2018	5/27/2018
Pavement and Bridge Condition (PM2)	5/20/2017	N/A	5/20/2018	11/16/2018	5/20/2019
System Performance/Freight/CMAQ (PM3)	5/20/2017	N/A	5/20/2018	11/16/2018	5/20/2019
Transit Asset Management	10/01/2016	1/01/2017	10/01/2017	9/21/2018	10/01/2018

\*Safety (PM1) is updated yearly



### Safety (PM1):

On January 24, 2020 the El Paso MPO adopted the State of Texas Department of Transportation (TXDOT) and New Mexico Department of Transportation (NMDOT) targets for 5 Safety Performance measures based on five-year rolling averages for:

- 1. Number of Fatalities,
- 2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- 3. Number of Serious Injuries,
- 4. Rate of Serious Injuries per 100 million VMT, and
- 5. Number of Non- Motorized Fatalities and Non-Motorized Serious Injuries

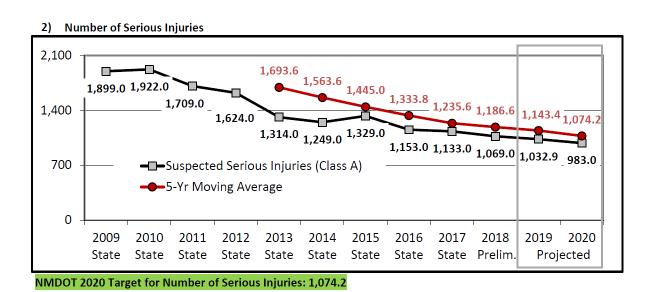
#### 500 424 410 405 391 386 379 366 361 400 350 347 4 342.2 401.9 376.7 371.8 353.2 - 355.8 -300 352.4 311 298 200 Total Fatalities 100 -5-Yr Moving Average 2015 2009 2010 2011 2012 2013 2014 2016 2017 2018 2019 2020 FARS FARS FARS FARS FARS FARS FARS FARS FARS Prelim. Projected

#### 1) Number of Total Fatalities

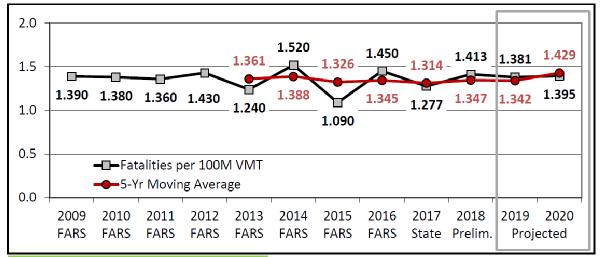
NMDOT PM 1 (Safety) 2020 Targets

NMDOT 2020 Target for Number of Total Fatalities: 401.9

NMDOT Justification: Although five-year average fatalities rose by a moderate 2.4 percent between 2013 and 2017, preliminary and projected data indicate that fatalities will increase by about 13 percent between 2017 and 2020. Fatalities involving SUVs, pickup trucks and pedestrians are increasing and in 2018, accounted for 51.4 percent of all crash fatalities. Given the prevalence of SUV and pickup truck ownership, and projected increase in fatalities overall, the five-year average projection of 401.9 is determined to be the 2020 target.



**NMDOT Justification:** Five-year average serious injuries are projected to fall by about 7.5 percent between 2017 and 2019, and the State anticipates a continued reduction in serious injuries in 2020. The five-year average projection of 1,074.2 is the 2020 target.



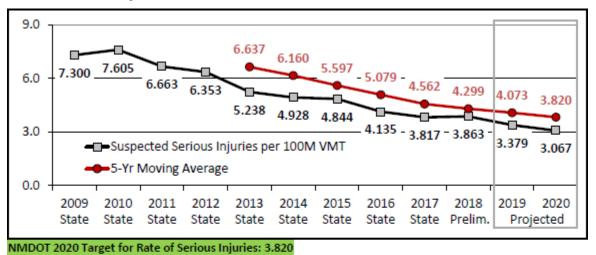
#### 3) Rate of Fatalities

NMDOT 2020 Target for Rate of Fatalities: 1.429

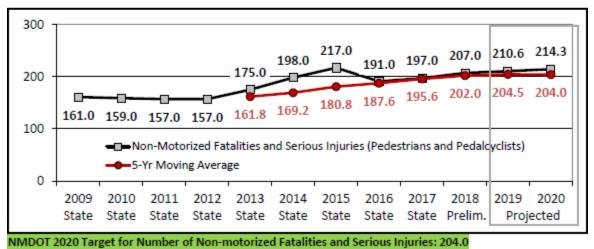
**NMDOT Justification:** Although five-year average fatalities are expected to increase in 2020 from 2017, VMT is also expected to rise, thus the projected five-year average of 1.429 is the 2020 target.

2045

4) Rate of Serious Injuries



NMDOT Justification: Justification: Five-year average serious injury rates are projected to continue falling, thus the five-year average projection of 3.820 is the 2020 target.



#### 5) Number of Non-motorized Fatalities and Serious Injuries

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries are projected to rise by about 5 percent over the next three years. The five-year average projection of 204.0 is the 2020 target. 2045



#### TXDOT (PM1) TARGETS:

#### Target: Total number of traffic fatalities

2020 Target: To decrease the expected rise of fatalities to not more than a five-year average of 3,840 fatalities in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	3,797	FARS
2017	3,722	ARF
2018	3,631	CRIS
2019	3,980	Target
2020	4,068	Target
2020 Target expressed as 5-year average		3,840

As noted in the table above, the calendar year target for 2020 would be 4,068 fatalities.

#### **Target: Total number of serious injuries**

2020 Target: To decrease the expected rise of serious injuries to not more than a five-year average of 17,533 serious injuries in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	17,573	CRIS
2017	17,535	CRIS
2018	14,892	CRIS
2019	18,367	Target
2020	18,602	Target
2020 Target expressed as 5-year average		17,394

As noted in the table above, the calendar year target for 2020 would be 18,602 serious injuries.



#### Target: Fatalities per 100 million vehicle miles traveled

2020 Target: To decrease the expected rise of fatalities per 100 MVMT to not more than a five-year average of 1.406 fatalities per 100 MVMT in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	1.40	FARS
2017	1.37	ARF
2018	1.31	CRIS
2019	1.47	Target
2020	1.48	Target
2020 Target expressed as 5-year average		1.406

As noted in the table above, the calendar year target for 2020 would be 1.48 fatalities per 100 MVMT.

#### Target: Serious Injuries per 100 million vehicle miles traveled

2020 Target: To decrease the serious injuries per 100 MVMT to not more than a five-year average of 6.286 serious injuries per 100 MVMT in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	6.48	CRIS
2017	6.42	CRIS
2018	5.37	CRIS
2019	6.60	Target
2020	6.56	Target
2020 Target expressed as 5-year average		6.286

As noted in the table above, the calendar year target for 2020 would be 6.56 serious injuries per 100 MVMT.



#### Target: Total number of non-motorized fatalities and serious injuries

2020 Target: To decrease the expected rise of non-motorized fatalities and serious injuries to not more than a five year average of 2,285.0 non-motorized fatalities and serious injuries in 2020. The 2020 Target expressed as a 5-year average would be as follows:

Year	Target or Actual Data	Source
2016	2,304	FARS-CRIS
2017	2,146	ARF-CRIS
2018	2,104	CRIS
2019	2,394	Target
2020	2,477	Target
2020 Target expressed as 5-year average		2,285.0

As noted in the table above, the calendar year target for 2020 would be 2,477 non-motorized fatalities and serious injuries.



#### Pavement and Bridge (PM2):

On November 16, 2018 the El Paso MPO adopted the State of Texas Department of Transportation (TXDOT) and New Mexico Department of Transportation (NMDOT) targets for six Pavement and Bridge Performance measures:

- 1. Percentage of Interstate pavements in Good condition,
- 2. Percentage of Interstate pavements in Poor condition,
- 3. Percentage of non-Interstate NHS pavements in Good condition,
- 4. Percentage of non-Interstate NHS pavements in Poor condition,
- 5. Percentage of NHS by deck area classified as in Good condition, and
- 6. Percentage of NHS by deck area classified as in Poor condition

#### NMDOT PM2:

Performance Measure	4 Year (2021)
Percentage of bridges on the NHS in Good condition	30.0%
Percentage of bridges on the NHS in Poor condition	2.5%
Percentage of Interstate pavements on the NHS in Good condition	59.1%
Percentage of Interstate pavements on the NHS in Poor condition	5.0%
Percentage of Non-Interstate pavements on the NHS in Good condition	34.2%
Percentage of Non-Interstate pavements on the NHS in Poor condition	12.0%

#### TXDOT PM2:

Performance Measure	2022 Target
Pavement on IH	
% in "good" condition	66.4%
% in "poor" condition	0.3%
Pavement on non-IH NHS	
% in "good" condition	52.3%
% in "poor" condition	14.3%
<b>NHS Bridge Deck Condition</b>	
% in "poor" condition	0.80%
% in "good" condition	50.42%



#### Freight and Air Quality (PM3):

On November 16, 2018 the El Paso MPO adopted the State of Texas Department of Transportation (TXDOT) and New Mexico Department of Transportation (NMDOT) targets for the following Freight and Air Quality measures:

- 1. National Highway System Travel Time Reliability Measures:
  - a. Interstate Reliability
  - b. Non-Interstate Reliability,
- 2. Freight Reliability Measure:
  - a. Truck Travel Time Reliability, and
- 3. Congestion Mitigation and Air Quality (CMAQ):
  - a. Total Emission Reduction Measure

#### NMDOT PM3:

Performance Measure	2021 Target
NHS Travel Time Reliability	
IH Level of Travel Time	
Reliability	95.1%
Non-IH Level of Travel Time	
Reliability	90.4%
Performance Measure	2021 Target
Performance Measure Truck Travel Time Reliability	2021 Target 1.15
	<u> </u>
	<u> </u>
	<u> </u>
Truck Travel Time Reliability	1.15
Truck Travel Time Reliability Performance Measure	1.15
Truck Travel Time Reliability Performance Measure Total Emission Reduction	1.15

On September 18, 2020 the El Paso MPO's Transportation Policy Board (TPB) updated the 4-year PM-10 target to 3.48 kg/day for the New Mexico portion of the El Paso MPO planning area.



#### TXDOT PM3:

Performance Measure	2022 Target
NHS Travel Time Reliability	
IH Level of Travel Time	
Reliability	56.6%
Non-IH Level of Travel Time	
Reliability	55.4%
Performance Measure	2022 Target
Truck Travel Time Reliability	1.79
Performance Measure	2022 Target
Total Emission Reduction	
El Paso CO	891.11
PM 10	13.71

On September 18, 2020 the El Paso MPO's Transportation Policy Board (TPB) updated the 4-year PM-10 target to 21.96 kg/day and updated the CO target to 841.62 kg/day for the Texas portion of the El Paso MPO planning area.



#### 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 MOU's 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. El Paso MPO reached out to the transit providers in the region to include Sun Metro the mass transit provider for the region and requested targets. The El Paso MPO Transportation Project Advisory Committee (TPAC) reviewed Sun Metro targets, the state of Texas, and the state of Texas' targets, as the targets for the El Paso MPO. 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.

#### El Paso MPO TAM 4 year targets

Performance Measure	Baseline	2020 Target	2022 Target
Transit Asset Management			
% 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			N/A

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 SGR 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.

# Sun Metros Performance Measures Fix Routes: Adopted by TPB 9/18/20



Performance Measures – Fix	Route	Fiscal Year			
Per every 100,000 miles		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)		82864 Miles	90,000 Miles	95000 Miles	100,000 Miles



## Sun Metros Performance Measures Streetcar: Adopted by TPB 9/18/20

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)		2879 hrs.	2900 hrs.	2950 hrs.	3000 hrs.	
					_	

# Sun Metros Performance Measures Paratransit: Adopted by TPB 9/18/20



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)		87019 miles	88000 miles	90,000 miles	91,000 miles	