



El Paso Metropolitan Planning Organization

Transportation Policy Board

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District Engineer, TxDOT

May 18, 2023

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

Amendment to the RMS 2050 MTP and RMS 2023-2026 TIP for inclusion in the 2023-2026 STIP through the May Quarterly Revision

Dear Mr. Trevino:

Enclosed are the TIP pages for inclusion into the 2023-2026 Statewide Transportation Improvement Program (STIP), RMS 2050 Metropolitan Transportation Plan (MTP), and the RMS 2023-2026 TIP. The Transportation Policy Board (TPB) approved the amendments to the 2023-2026 TIP, and RMS 2050 MTP at their April 21, 2023 meeting.

Highway Projects:

1. Program the *Borderland Expressway, Phase 2: FM3255 to Railroad Dr. PE/ROW Phase* (MPO ID: P201B-CAP2/CSJ 0665-02-004) project using SWPE and SWROW funds in Fiscal Year (FY) 2023
2. Program the *Borderland Expressway, Phase 3: BU54 (Dyer St.) to SL 375 PE/ROW Phase* (MPO ID: P201B-CAP3/CSJ 0665-02-005) project using SWPE and SWROW funds in FY 2023
3. Amend the *George Perry Extension Ph 1* (MPO ID: A437A) project to add PE phase using Category 3 Local Contribution funds in FY 2023
4. Amend the *Spur 320 PH I (BU 54 to Railroad Dr)* (MPO ID:P201B-CAP/CSJ 0665-02-002) project to add PE phase using SWPE funds and ROW phase using SWROW funds in FY 2023
5. Amend the *Nuevo Hueco Tanks Extension (FM 76 to SH20) – Construction* (MPO ID: A527X-CAP-1/CSJ 0924-06-607) project to add ROW phase using Category 3 Local Contribution funds in FY 2024
6. Amend the *Sean Haggerty Dr Extension* (MPO ID: B201X-CAP/CSJ 0924-06-611) project to add ROW phase using Category 3 Local Contribution funds in FY 2024

Eduardo Calvo, AICP
Executive Director

7. Amend *SH 178 Operational Improvements* (MPO ID: P136X/CSJ 3592-01-009) project to change project description, add PE phase using SWPE funds, and add ROW phase using SWROW funds in FY 2024
8. Amend *I-10 FR Ext PHI (Executive to Sunland Park)* (MPO ID: I061X-CAP-1/CSJ 2121-02-167) project to add PE phase using SWPE funds and ROW phase using SWROW in FY 2025
9. Amend the *US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II* (MPO ID: F407B-CAP/CSJ 0374-02-100) project to add PE phase using SWPE funds and ROW phase using SWROW funds in FY 2026

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

Sincerely,



Eduardo Calvo, AICP
Executive Director

Enclosures

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	0665-02-004	SS320	E,R	El Paso	TXDOT	\$25,170,780
TIP PROJECT NAME: Borderland Expressway, Phase 2: FM3255 to Railroad Dr. PE/ROW Phase					REVISION DATE:	05/2023	
LIMITS FROM:	FM3255				MPO PROJECT ID:	P201B-CAP2	
LIMITS TO:	Railroad Dr.				MTP REFERENCE:	P201B-CAP2	
TIP DESCRIPTION:	Borderland Expressway, Phase 2: FM3255 to Railroad Dr. PE/ROW Phase: Construct New Divided 4 Lane Facility (2-lanes each direction) with additional auxiliary lane in each direction from Dyer to US 54				FUNDING CATEGORY:	SWPE, SWROW	
REMARKS:	Ultimate CSJ 0924-06-136						

PROJECT HISTORY:
Program in RMS 2050 MTP and 23-26 TIP in FY 2023

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share						
			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share	
Preliminary Engineering:	\$7,161,289								
Right Of Way:	\$18,009,491								
Construction:	\$143,365,284								
Construction Engineering:	\$0								
Contingencies:	\$0								
Indirects:	\$0								
Bond Financing:	\$0								
Potential Change Order:	\$0								
Total Project Cost:	\$168,536,064	\$25,170,780	Fund by Share	\$0	\$25,170,780	\$0	\$0	\$0	\$25,170,780

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
05/2023	2023	04/2023	Program in RMS 2050 MTP and 23-26 TIP in FY 2023
'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date			

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	0665-02-005	SS320	E,R	El Paso	TXDOT	\$18,012,178
TIP PROJECT NAME: Borderland Expressway, Phase 3: BU54 (Dyer St.) to SL 375 PE/ROW Phase					REVISION DATE:	05/2023	
LIMITS FROM:	BU54 (Dyer St.)				MPO PROJECT ID:	P201B-CAP3	
LIMITS TO:	SL 375				MTP REFERENCE:	P201B-CAP3	
TIP DESCRIPTION:	Borderland Expressway, Phase 2: BU 54 (Dyer St.) to SL 375 PE/ROW Phase: Construct New Divided 4 Lane Facility from Railroad to SL 375 and Transitional work from BU54 (Dyer) to Railroad Drive				FUNDING CATEGORY:	SWPE, SWROW	
REMARKS:	Ultimate CSJ 0924-06-136						

PROJECT HISTORY:
Program in RMS 2050 MTP and 23-26 TIP in FY 2023.

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share						
			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share	
Preliminary Engineering:	\$8,100,000								
Right Of Way:	\$9,912,178								
Construction:	\$132,549,264								
Construction Engineering:	\$0								
Contingencies:	\$0								
Indirects:	\$0								
Bond Financing:	\$0								
Potential Change Order:	\$0								
Total Project Cost:	\$150,561,442	\$18,012,178	Fund by Share	\$0	\$18,012,178	\$0	\$0	\$0	\$18,012,178

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
05/2023	2023	04/2023	Program in RMS 2050 MTP and 23-26 TIP in FY 2023.
'STIP Rev Date(s)' also refers to TIP Administrative Amendment (Local Revision) Date			

FY 2023 (SEPT - AUG)

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP			C,E	El Paso	CoEP	\$15,925,225

TIP PROJECT NAME: George Perry Extension Ph 1

LIMITS FROM: Walter Jones Blvd; George Perry Extension
 LIMITS TO: Constitution (proposed); Constitution (existing)
 TIP DESCRIPTION: George Perry Extension Ph 1: Build 4-Lane Divided road. 0.6 miles of George Perry Extension + 0.4 miles of Constitution from George Perry Extension to Spur 601.

REVISION DATE: 05/2023
 MPO PROJECT ID: A437A
 MTP REFERENCE: A437A
 FUNDING CATEGORY: CAT 3 LCL

REMARKS: No ROW acquisition was identified for this project TPC includes George Perry Extension Ph 2 project identified in RMS 2050 MTP in FY 2030. Ph1 PE Cost:

\$1,081,921 Ph1 Construction Cost: \$13,574,385,
 Ph1 CE Cost: \$1,268,919. YOE cost: \$15,925,225

PROJECT HISTORY:

Amend RMS 2050 MTP, 23-26 TIP to add PE phase using Category 3 Local Contribution funds in FY 2023

Total Project Cost Information:

Preliminary Engineering:	\$4,371,941
Right Of Way:	\$0
Construction:	\$38,992,261
Construction Engineering:	\$1,268,919
Contingencies:	\$0
Indirects:	\$0
Bond Financing:	\$0
Potential Change Order:	\$0

Cost of Approved Phases:
\$15,925,225

Authorized Funding by Category/Share

	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 3LC CAT 3 Local Contribution	\$0	\$0	\$0	\$0	\$15,925,225	\$15,925,225
Fund by Share	\$0	\$0	\$0	\$0	\$15,925,225	\$15,925,225

Total Project Cost: \$44,633,121

PROJECT AMENDMENT HISTORY

STIP Rev Date(s) FY(s) Note/Amend Date Note/Amendment

02/2023 2023 01/2023 Amend to program in to RMS 2050 MTP and RMS 23-26 TIP

05/2023 2023 04/2023 Amend RMS 2050 MTP, 23-26 TIP to add PE phase using Category 3 Local Contribution funds in FY 2023

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	0665-02-002	SS320	C,E,R	El Paso	TXDOT	\$25,517,532
TIP PROJECT NAME: Spur 320 PH I (BU 54 to Railroad Dr)					REVISION DATE:	05/2023	
LIMITS FROM:	BU 54 (Dyer Street)				MPO PROJECT ID:	P201B-CAP	
LIMITS TO:	Railroad Drive				MTP REFERENCE:	P201B-CAP	
TIP DESCRIPTION:	Spur 320 PH I (BU 54 to Railroad Dr): SS320 Borderland Expressway Phase I: Construct 2-lane Frontage Roads in each direction and Intersections between BU54 (Dyer) to Railroad Drive				FUNDING CATEGORY:	CAT 2M, CAT 11B, SWPE, SWROW	
REMARKS:	PE began in FY 2006 and is ongoing in FY 2023. Ultimate CSJ 0924-06-136						

PROJECT HISTORY:
Amend RMS 2050 MTP and RMS 23-26 TIP to add PE phase using \$2,500,000 of SWPE funds and ROW phase using \$2,520,000 of SWROW funds in FY 2023 in FY 2023.

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share							
			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share		
Preliminary Engineering:	\$2,500,000									
Right Of Way:	\$2,520,000									
Construction:	\$20,497,532									
Construction Engineering:	\$1,642,611									
Contingencies:	\$1,455,325	\$25,517,532	Cat 2M	CAT 2	\$8,398,026	\$2,099,506	\$0	\$0	\$0	\$10,497,532
Indirects:	\$624,321		Cat 11	Rider 11 B	\$8,000,000	\$2,000,000	\$0	\$0	\$0	\$10,000,000
Bond Financing:	\$0		Cat SBPE	SWPE	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000
Potential Change Order:	\$363,831		Cat SWR	SWRO	\$0	\$2,520,000	\$0	\$0	\$0	\$2,520,000
			OW	W						
Total Project Cost:	\$29,603,620		Fund by Share		\$16,398,026	\$9,119,506	\$0	\$0	\$0	\$25,517,532

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
11/2021	2023	10/2021	Amend D2045MTP, Amended D2045MTP, D21-24 TIP to program in FY 2023
07/2022	2023	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2023
05/2023	2023	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to add PE phase using \$2,500,000 of SWPE funds and ROW phase using \$2,520,000 of SWROW funds in FY 2023 in FY 2023

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST: 24	EP	0924-06-607	CS	C,R	Socorro	Socorro	\$21,461,510
TIP PROJECT NAME: Nuevo Hueco Tanks Extension (FM 76 to SH20) - Construction					REVISION DATE:	05/2023	
LIMITS FROM:	FM 76 North Loop Dr				MPO PROJECT ID:	A527X-CAP-1	
LIMITS TO:	SH 20 - Alameda Avenue				MTP REFERENCE:	A527X-CAP-1	
TIP DESCRIPTION:	Nuevo Hueco Tanks Extension (FM 76 to SH20) - Construction: Build 4 lane roadway and shared-use path				FUNDING CATEGORY:	CAT 7, CAT 3 LC	
REMARKS:	PE phase programmed in 2019-2022 TIP FY 2020 (CSJ 0924-06-607)						

PROJECT HISTORY:
Amend RMS 2050 MTP and RMS 23-26 TIP to add ROW phase using CAT 3 Lcl Contribution funds in FY 2024

Total Project Cost Information:		Authorized Funding by Category/Share								
				Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share	
Preliminary Engineering:	\$3,500,000	Cost of Approved Phases:	Cat 3LC	Local Contribution (TRZ)	\$0	\$0	\$0	\$0	\$9,971,134	\$9,971,134
Right Of Way:	\$1,500,000		Cat 7	STP-MM	\$7,992,300	\$0	\$0	\$1,998,076	\$0	\$9,990,376
Construction:	\$15,357,837		Cat 3LC	Local Contribution ROW	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000
Construction Engineering:	\$2,303,673									
Contingencies:	\$2,300,000									
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$24,961,510		Fund by Share	\$7,992,300	\$0	\$0	\$1,998,076	\$11,471,134	\$21,461,510	

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2020	2024	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024
07/2022	2024	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2024
02/2023	2024	01/2023	Amend to add \$4,990,376 of CAT 7 STP MM funds
05/2023	2024	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to add ROW phase using CAT 3 Lcl Contribution funds in FY 2024

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

DISTRICT	COUNTY	CSJ	HWY	CITY	PROJECT SPONSOR	YOE COST
TX DIST: 24	EP	0924-06-611	CS	C,E,R	El Paso	\$26,870,019
TIP PROJECT NAME: Sean Haggerty Dr Extension					REVISION DATE:	05/2023
LIMITS FROM:	Nathan Bay Dr				MPO PROJECT ID:	B201X-CAP
LIMITS TO:	Dyer St				MTP REFERENCE:	B201X-CAP
TIP DESCRIPTION:	Sean Haggerty Dr Extension: Construct new 4-Lane bridge with pedestrian and bike facilities from Nathan Bay Dr to Dyer St.				FUNDING CATEGORY:	CAT 7, SWPE, CRRSAA, CAT 3 LCL
REMARKS:						

PROJECT HISTORY:
Amend RMS 2050 MTP and 23-26 TIP to add ROW phase using Category 3 Local Contribution funds in FY 2024

Total Project Cost Information:		Authorized Funding by Category/Share								
				Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share	
Preliminary Engineering:	\$1,410,000	Cost of Approved Phases:	Cat 7	STP-MM	\$19,304,945	\$0	\$0	\$4,826,236	\$0	\$24,131,181
Right Of Way:	\$25,000		Cat 7	CRRSAA A	\$1,303,838	\$0	\$0	\$0	\$0	\$1,303,838
Construction:	\$22,987,349		Cat SBPE	SWPE	\$0	\$1,410,000	\$0	\$0	\$0	\$1,410,000
Construction Engineering:	\$2,447,670		Cat 3LC	Local Contribution ROW	\$0	\$0	\$0	\$0	\$25,000	\$25,000
Contingencies:	\$0									
Indirects:	\$84,058									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$26,954,077		Fund by Share	\$20,608,783	\$1,410,000	\$0	\$4,826,236	\$25,000	\$26,870,019	

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2020	2023	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023
09/2021	2023	09/2021	Admin amend D2045 MTP, Amended D2045 MTP, D21-24 TIP and 21-24 STIP to replace \$1,410,000 of CAT 3 with SWPE funds in FY 2023
01/2022	2023	12/2021	Admin Amend to add \$1,303,838 of CRRSAA funds, and reduce CAT 7 STP funds to \$17,945,351 in FY 2023
07/2022	2023	03/2022	Program into the RMS 2050 MTP, RMS 23-26 TIP and 23-26 STIP in FY 2023
11/2022	2023	12/2022	Admin amend the RMS 2050 MTP and RMS 23-26 TIP to add \$6,185,830 CAT 7 STP – MM funds in FY 2023 (TPC has been updated to reflect latest cost estimate)
02/2023	2024	02/2023	Admin amend to move from FY 2023 to FY 2024
05/2023	2024	04/2023	Amend RMS 2050 MTP and 23-26 TIP to add ROW phase using Category 3 Local Contribution funds in FY 2024

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

FY 2024 (SEPT - AUG)

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TX DIST. 24	EP	3592-01-009	SH 178	C,E,R	El Paso	TXDOT	\$197,981,500	
TIP PROJECT NAME: SH 178 OPERATIONAL IMPROVEMENTS					REVISION DATE:	05/2023		
LIMITS FROM:	NM/TX STATELINE				MPO PROJECT ID:	P136X		
LIMITS TO:	IH 10				MTP REFERENCE:	P136X		
TIP DESCRIPTION:	SH 178 Operational Improvements: Interchange Improvements to include Grade Separation(s), U Turns and Two, 2-lane DC's (WB IH-10 to WB SH 178 and EB SH 178 to EB IH-10) and Two, 1-lane DC's (EB IH-10 to WB SH 178 and EB SH 178 to WB IH-10).						FUNDING CATEGORY:	CAT 12 Strategic Priority, SWPE, SWROW
REMARKS:	PE began in FY 2019 and continues in FY 2023 and 2024. ROW will begin in FY 2023 and continue through FY 2024							

PROJECT HISTORY:
Amend RMS 2050 MTP and 23-26 TIP to change project description, add PE phase using SWPE funds, and add ROW phase using SWROW funds in FY 2024

Total Project Cost Information:		Authorized Funding by Category/Share									
				Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share		
Preliminary Engineering:	\$9,481,500	Cost of Approved Phases:	Cat	12	Strategic Priority	\$134,800,000	\$33,700,000	\$0	\$0	\$0	\$168,500,000
Right Of Way:	\$20,000,000										
Construction:	\$168,500,000										
Construction Engineering:	\$10,160,055										
Contingencies:	\$12,811,392										
Indirects:	\$0										
Bond Financing:	\$0										
Potential Change Order:	\$0										
Total Project Cost:	\$220,952,947			Fund by Share	\$134,800,000	\$63,181,500	\$0	\$0	\$0	\$0	\$197,981,500

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2020	2023	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023
07/2022	2023	03/2022	Program in to RMS 2050 MTP and RMS 23-26 TIP in FY 2023
07/2022	2024	12/2022	Administratively amend RMS 2050 MTP, RMS 23-26 TIP, 23-26 STIP to move to FY 2024 and reduce Category 12 funds to \$168,500,000 per FY 2023 UTP. TPC has been updated for consistency in reduced funding.
05/2023	2024	04/2023	Amend RMS 2050 MTP and 23-26 TIP to change project description, add PE phase using SWPE funds, and add ROW phase using SWROW funds in FY 2024

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

FY 2025 (SEPT - AUG)

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
TX DIST. 24	EP	2121-02-167	IH 10	C,E,R	El Paso	TxDOT	\$19,263,473	
TIP PROJECT NAME: I-10 FR Ext PH I (Executive to Sunland Park)					REVISION DATE:	05/2023		
LIMITS FROM:	EXECUTIVE CENTER BLVD				MPO PROJECT ID:	I061X-CAP-1		
LIMITS TO:	SUNLAND PARK DR				MTP REFERENCE:	I061X-CAP-1		
TIP DESCRIPTION:	I-10 FR Ext PH I (Executive to Sunland Park): Construct 2-lane Westbound Frontage Road, Frontage Road Improvements.						FUNDING CATEGORY:	CAT 2-TMA, SWPE, SWROW
REMARKS:	PE began in FY 2013 and continues through FYs 2023-2025. ROW will begin in FY 2023 and continue through FY 2026							

PROJECT HISTORY:

Amend RMS 2050 MTP and 23-26 TIP to add PE phase using SWPE funds and ROW phase using SWROW in FY 2025

Total Project Cost Information:			Authorized Funding by Category/Share								
		Cost of Approved Phases:	Cat	2M	TMA	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$787,500										
Right Of Way:	\$2,000,000										
Construction:	\$16,475,973		Cat	SBPE	SWPE	\$0	\$787,500	\$0	\$0	\$0	\$787,500
Construction Engineering:	\$1,015,171		Cat	SWR	SWRO	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Contingencies:	\$668,454	\$19,263,473		OW	W						
Indirects:	\$450,841										
Bond Financing:	\$0										
Potential Change Order:	\$167,113										
Total Project Cost:	\$21,565,052					\$13,180,777	\$6,082,696	\$0	\$0	\$0	\$19,263,473

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2025	03/2022	Program to RMS 2050 MTP and to RMS 23-26 TIP in FY 2025
05/2023	2025	04/2023	Amend RMS 2050 MTP and 23-26 TIP to add PE phase using SWPE funds and ROW phase using SWROW in FY 2025

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST: 24	EP	0374-02-100	US 62	C,E,R	El Paso	TxDOT	\$137,846,756
TIP PROJECT NAME: US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II					REVISION DATE:	05/2023	
LIMITS FROM:	Global Reach Dr.				MPO PROJECT ID:	F407B-CAP	
LIMITS TO:	Zaragoza Rd. (FM 659)				MTP REFERENCE:	F407B-CAP	
TIP DESCRIPTION:	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II-Construct 6 lane expy. and build 2 lane FRs from Tierra Este Rd. to Zaragoza Rd. Reconst. 6 lane main lanes from Global Reach to Lee Trevino. Reconst. FR from Global Reach to Tierra Este.				FUNDING CATEGORY:	CAT 2 TMA, CAT 4U, SWROW, SWPE	
REMARKS:	Please refer to RMS 2050 MTP Project List for full project description. PE began in FY 2019 and continues through FYs 2023-2026. ROW will begin in FY 2023 and continue through FY 2026						

PROJECT HISTORY:
Amend RMS 2050 MTP, RMS 23-26 TIP and 23-26 STIP to add PE phase using SWPE funds and ROW phase using SWROW funds in FY 2026.

Total Project Cost Information:			Authorized Funding by Category/Share								
		Cost of Approved Phases:	Cat	2M	TMA	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$4,655,813		Cat	2M	TMA	\$58,556,000	\$14,639,000	\$0	\$0	\$0	\$73,195,000
Right Of Way:	\$31,607,167		Cat	4	Urban	\$22,711,021	\$5,677,755	\$0	\$0	\$0	\$28,388,776
Construction:	\$101,583,777				Connectivity						
Construction Engineering:	\$5,643,985		Cat	SBPE	SWPE	\$0	\$4,655,813	\$0	\$0	\$0	\$4,655,813
Contingencies:	\$5,622,865	\$137,846,757	Cat	SWR	SWRO	\$0	\$31,607,167	\$0	\$0	\$0	\$31,607,167
Indirects:	\$0			OW	W						
Bond Financing:	\$0		Fund by Share			\$81,267,021	\$56,579,735	\$0	\$0	\$0	\$137,846,756
Potential Change Order:	\$0										
Total Project Cost:	\$149,113,607										

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2026	03/2022	Program to RMS 2050 MTP and RMS 23-26 TIP in FY 2026
11/2022	2026	12/2022	Admin. Amend RMS 2050 MTP, RMS 23-26 TIP and 23-26 STIP to update TPC and reduce CAT 2 to \$73,195,000 per FY 2023 UTP. Amendment will be included in 11/2022 STIP instance due to non-approval of project in STIP portal.
05/2023	2026	04/2023	Amend RMS 2050 MTP, RMS 23-26 TIP and 23-26 STIP to add PE phase using SWPE funds and ROW phase using SWROW funds in FY 2026.

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

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

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
0924-06-620	S502X	ITS Infra. @Zaragoza/BOTA POE (ON-SYS)	The Design, Construction, and Installation of Intelligent Transportation Systems (ITS) at the Bridge of the Americas (BOTA) and Zaragoza Ports of Entry.	At Bridge of the Americas, 1 mile north, south, east, and west of I-10 at US 54 interchange	At Zaragoza Port of Entry, along I-10, 1 mile east and west of Loop 375 interchange, along Loop375 from Padres Drive to 1 mile north of I-10 interchange.	2032	\$14,000,000	\$14,000,000	\$0	\$0	\$14,000,000	COEP	2022
0924-06-566	S301D	Traffic Management Center Upgrade Phase 1	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	2022	\$0	\$0	\$5,360,329	\$0	\$5,360,329	COEP	2022
0924-06-664	M309X	I-10 Deck Plaza Planning Study	This project will develop study for a Deck Plaza over I-10 in the downtown area. The proposed deck would add about 12 acres, including amenities such as green space, public gathering space, and entertainment venues.	Prospect Street	Campbell Street	2032	\$1,260,000	\$1,260,000	\$0	\$0	\$1,260,000	COEP	2022
	A437A	George Perry Extension Ph 1	Build 4-Lane Divided road. 0.6 miles of George Perry Extension + 0.4 miles of Constitution from George Perry Extension to Spur 601.	Walter Jones Blvd; George Perry Extension	Constitution (proposed); Constitution (existing)	2032	\$14,843,304	\$14,843,304	\$1,081,921	\$0	\$15,925,225	COEP	2023
0924-06-619	S501X	ITS Infra. @Zaragoza/BOTA POE (OFF-SYS)	The Design, Construction, and Installation of Intelligent Transportation Systems (ITS) at the Bridge of the Americas (BOTA) and Zaragoza Ports of Entry.	At Bridge of the Americas, 1 mile north, south, east, and west of I-10 at US 54 interchange	At Zaragoza Port of Entry, along I-10, 1 mile east and west of Loop 375 interchange, along Loop375 from Padres Drive to 1 mile north of I-10 interchange.	2032	\$18,000,000	\$18,000,000	\$0	\$0	\$18,000,000	COEP	2024
0924-06-611	B201X-CAP	Sean Haggerty Dr Extension	Construct new 4-Lane bridge with pedestrian and bike facilities from Nathan Bay Dr to Dyer St.	Nathan Bay Dr	Dyer St	2032	\$25,435,019	\$25,435,019	\$1,410,000	\$25,000	\$26,870,019	COEP	2024
0924-06-566	S301E	Traffic Management Center Upgrade Phase 2	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	2032	\$3,669,976	\$3,669,976	\$0	\$0	\$3,669,976	COEP	2025
0924-06-609	E112X	Border Highway West Shared Use Path	Project includes installation of an 11-foot asphalt pavement hike and bike trail with irrigated landscaping	Racetrack (2) interchange	Executive Center (2) interchange	2032	\$1,526,560	\$1,526,560	\$343,264	\$0	\$1,869,824	COEP	2024
0924-06-570	M089A	Downtown Bicycle Improvements Phase I	Construct bike facilities downtown to include: buffered bike lanes, conventional bike lanes, bike boulevards, shared lane markings, & protected bike lanes. The project will include road diets, associated signage, wayfinding, striping, & intersection treatments.	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	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	2032	\$2,143,722	\$2,608,166	\$428,357	\$0	\$3,036,523	COEP	2025
0924-06-567	S301F	Traffic Management Center Upgrade Phase 3	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	2032	\$5,000,000	\$5,000,000	\$0	\$0	\$5,000,000	COEP	2025
0167-02-085	E201X	Dyer Pedestrian-Sidewalk Improvements	Project includes sidewalk improvements to pedestrian connectivity and accessibility on Dyer St from Gateway to Hercules Ave. Improves access to BRIO stations at Dyer and Hercules.	Gateway Boulevard North	Hercules Ave	2032	\$1,322,827	\$1,488,000	\$328,229	\$0	\$1,816,229	COEP	2025
0924-06-677	E408X	Ysleta POE Pedestrian Safety Improvements	Design and construction of pedestrian safety improvements; pedestrian drop-off/pick-up zones, shade canopies, improved crosswalks, pedestrian illumination, signs, signals, traffic calming, streetlights, landscaping, seating, screening walls, CCTVs, bus stop, and wayfinding	At Ysleta POE	At Ysleta POE	2032	\$12,500,000	\$12,500,000	\$2,500,000	\$0	\$15,000,000	COEP	2025
0924-06-568	S301G	Traffic Management Center Upgrade Phase 4	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	2032	\$4,605,001	\$5,387,200	\$0	\$0	\$5,387,200	COEP	2026
0924-06-665	R401X	Buffalo Soldier Street Improvements	Project includes complete roadway reconstruction, parkway improvements, sidewalks, bicycle facilities, street illumination, landscaping and irrigation, and striping.	Edgemere Blvd	Montana Ave	2032	\$3,448,889	\$4,034,712	\$822,185	\$0	\$4,856,897	COEP	2026
0924-06-666	R501X	Carolina Street Improvements	Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, street illumination, and striping on Carolina Dr from Stiles Dr to North Loop Dr.	Stiles Dr	North Loop Dr	2032	\$2,275,764	\$2,662,322	\$610,760	\$0	\$3,273,082	COEP	2026
0924-06-625	P219X-CAP	Railroad Dr. Widening and Reconstruction	Addition of one lane in each direction from Purple Heart Highway to Shrub Oak to increase capacity from two to four lanes. Project includes road rehabilitation and reconstruction of existing road from Purple Heart Highway to Shrub Oak Drive.	Purple Heart Highway	Shrub Oak Drive	2032	\$19,421,338	\$19,421,338	\$3,500,000	\$0	\$22,921,338	COEP	2026
0924-06-569	S301H	Traffic Management Center Upgrade Phase 5	The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Ph. 1 is the design phase. Ph. 2-5 are implementation and construction phases.	City of El Paso city limits.	City of El Paso city limits.	2032	\$5,380,138	\$6,294,000	\$0	\$0	\$6,294,000	COEP	2026

Construction Cost includes Construction, CE, Contingencies, and Potential Change Orders.

TPC-Total Project Cost (Const. Cost+PE Cost+ROW Cost) YOY-Year of Expenditure, FY-Fiscal Year, FC-Functional Classification, CSJ-Control Section Number, ROW-Right-Of-Way, NE-Northeast Date Printed 4/20/2023

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

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
0924-06-577	M090X	Bicycle Infrastructure Citywide	Construct bicycle facilities citywide to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected bicycle lanes. The project will include, associated signage, wayfinding, striping, and intersection treatments	High Ridge from Resler; Ojo de Agua from Westwind; Sean Haggerty to US 54 (Patriot Freeway); Montwood from Yarbrough; Lomaland from Montwood; Pellicano from George Dieter; Peter Cooper from Pellicano; George Dieter from Vista del Sol; Pebble Hills from George Dieter	High Ridge to Franklin Hills; Ojo de Agua to Via Descanso; ; Montwood to Lee Trevino; Lomaland to Trawood; Pellicano to Loop 375; Peter Cooper to Missy Yvette Dr.; George Dieter to Montwood; Pebble Hills to Lisa Scherr	2032	\$4,795,780	\$5,834,800	\$814,643	\$0	\$6,649,443	COEP	2027
	E501X-2	Playa Drain Hike and Bike Trail (Yarbrough to Midway)	Pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and illumination.	Yarbrough Dr	Midway Dr	2032	\$3,171,451	\$3,858,555	\$189,069	\$0	\$4,047,624	COEP	2027
	R201X	Sun Valley Street Improvements Gateway Blvd North to Kenworthy	Roadway reconstruction of existing roadway, road diet reduction from 4 lanes to 2 lanes, buffered bike lane, street illumination, landscaping and irrigation, and striping on Sun Valley Dr from Gateway Blvd North to Kenworthy St.	Gateway Blvd North	Kenworthy St.	2032	\$2,734,642	\$3,327,110	\$163,028	\$0	\$3,490,138	COEP	2027
0924-06-484	C032X	Border Traveler and Cargo ITS	Regional Cross-Border Travel Information to Local Travelers, Commercial Vehicles, Fleet Managers, Manufacturers, Maquiladoras, and Others.	Zaragoza POE	Zaragoza POE	2032	\$1,301,839	\$1,647,242	\$80,715	\$0	\$1,727,956	COEP	2028
	M025B	Video Surveillance and Count Stations Phase II	The project includes installation or integration of new count stations, dynamic message signs, hardware and software, conduit, fiber optic cable and the communication systems into the City of El Paso's Traffic Management Center (TMC) and TXDOT's Trans-Vista. The proposed locations include: Resler & Helen of Troy, Doniphan & Sunland Park, Diana & Railroad, Airport & Airway, Resler & High Ridge, Mesa & Executive Center, Montana & Copia, Airway & Boeing, Resler & Redd Rd., Paisano & Santa Fe, Montana & Reynolds, Edgemere & Airway Redd Rd. & Thorn, Hondo Pass & Dyer, Montana & Trowbridge, Airway & Viscount, Redd Rd. & Doniphan, Hondo Pass & Railroad, Alameda & Piedras, Hawkins & Edgemere, Hawkins & Viscount, Hawkins & Market, Hawkins & Phoenix, Lee Trevino & Yermoland, Lee Trevino & Castner, George Dieter & Trawood, George Dieter & Rojas, Redd & Derrickson, Redd Rd (60 Ft west of Southwestern) Yarbrough (30 Ft. SW of North Loop) Resler & Plaza Taurina, Viscount (100 Ft. east of Golden Key), Viscount & Grover.	Multiple roadway intersections within the community as described in the project description.	Multiple roadway intersections within the community as described in the project description.	2032	\$2,536,569	\$3,209,569	\$157,269	\$0	\$3,366,838	COEP	2028
	R402X	Saul Kleinfeld Street Improvements	Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, landscaping and irrigation, and striping on Saul Kleinfeld Dr from Montwood Dr to Pebble Hills Blvd.	Montwood Dr	Pebble Hills Blvd	2032	\$13,751,108	\$18,095,520	\$886,680	\$0	\$18,982,200	COEP	2029
	A126X-CAP	Mesa Park Dr (I-10 to Mesa)	Build 4-Lane Divided. This is for the construction phase only.	I-10	Mesa	2032	\$29,763,340	\$40,733,186	\$0	\$0	\$40,733,186	COEP	2030
	E111X	Sunland Park Hike and Bike Trail	Reconstruction of Sunland Park Dr and construction of a pedestrian and bicycle facility with associated signage, landscaping and irrigation, furnishings, and illumination.	Cadiz St.	Mesa St.	2032	\$7,045,431	\$9,642,159	\$0	\$0	\$9,642,159	COEP	2030
	A437B	George Perry Extension Ph 2	Build 4-Lane Divided.	Proposed Constitution Ave (from George Perry Extension Ph 1)	Existing Iron Dust-Off	2032	\$18,572,593	\$25,417,876	\$3,290,020	\$0	\$28,707,896	COEP	2030
	E304X	Downtown Bicycle Improvements Phase II	Construct bicycle facilities downtown to include: buffered bike lanes, conventional bike lanes, bicycle boulevards, shared lane markings, and protected lanes. The project will include associated signage, wayfinding, striping, and intersection treatments.	Myrtle from Campbell; Oregon from Missouri; Stanton from San Antonio; Franklin from Los Angeles	Myrtle to Virginia; Oregon to Paisano; Stanton to Paisano; Franklin to Durango	2040	\$1,350,641	\$2,079,251	\$101,883	\$0	\$2,181,134	COEP	2033
	R402X	Edgemere Street Improvements	Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, street illumination, landscaping and irrigation, and striping on Edgemere Blvd from McRae Blvd to Yarbrough Dr.	McRae Blvd	Yarbrough Dr	2040	\$8,707,098	\$13,404,178	\$656,805	\$0	\$14,060,983	COEP	2033
0924-06-532	F405X-CAP	GLOBAL REACH DR RECONSTRUCTION AND ADDITION OF FRONTAGE ROADS	Reconstruction of existing mainlanes (6 lanes, 3 in each direction), construct 4 lane frontage roads (2 in each direction), and single lane direct connectors at SS 601 NB to WB and EB to SB.	(ON GLOBAL REACH DR) US 62/180 MONTANA AVE	SS 601	2040	\$20,076,509	\$30,906,863	\$1,514,436	\$0	\$32,421,300	COEP	2033
0924-06-599	B300X	MONTANA AVE. OVERPASS AT RAILROAD	CONSTRUCT OVERPASS AT RAILROAD ON MONTANA AVE.	COTTON RD	PALM ST	2040	\$17,058,308	\$26,260,481	\$1,286,764	\$0	\$27,547,245	COEP	2033
	P443X-CAP	Montwood Drive Widening	Addition of one lane in each direction to increase capacity from 4 to 6 lanes and a bike facility within existing right of way. Project includes road rehabilitation and ADA compliant pedestrian ramps.	Firehouse Drive	Sun Fire Boulevard	2040	\$9,433,310	\$14,522,147	\$711,585	\$0	\$15,233,733	COEP	2033
	E501X-1	Playa Drain Hike and Bike Trail (Liberty-Whittier)	Pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and illumination.	Liberty St.	Whittier Dr.	2040	\$870,000	\$1,339,325	\$65,627	\$0	\$1,404,952	COEP	2033
0924-06-571	E303X	Stanton Two-Way Cycle Track Roadway Improvements	Project includes installation of two-way cycle track facilities. Project will include road diet reduction from 3 lanes to 2 lanes.	San Antonio Avenue	Rio Grande Avenue	2040	\$597,282	\$919,488	\$45,055	\$0	\$964,543	COEP	2033
	R100X	Sunland Park Street Improvements	Project includes complete roadway reconstruction, sidewalk improvements, shared use path, street illumination, landscaping and irrigation, and striping on Sunland Park Dr.	Mesa St	Cadiz St	2040	\$9,408,808	\$14,484,428	\$709,737	\$0	\$15,194,165	COEP	2033
	R403X	Trowbridge Dr I-10 to Marlow Street Improvements	Project includes complete roadway reconstruction, parkway improvements, bicycle facilities, street illumination, landscaping and irrigation, and striping on Trowbridge Dr and Trowbridge Ave from Marlow Rd to Gateway Blvd East	Marlow Rd	Gateway Blvd East	2040	\$8,531,333	\$13,133,595	\$643,546	\$0	\$13,777,141	COEP	2033
	E110X	Westwind Bicycle Improvements	Striping, pedestrian, signal and signage improvements to incorporate bicycle facilities.	Redd Rd	Thunderbird Dr.	2040	\$1,737,664	\$2,675,054	\$131,078	\$0	\$2,806,132	COEP	2033
	B504X	Zaragoza Rd. RR Overpass	Construction of a new bridge over the Railroad	Rabe Ct.	Sunland Rd	2040	\$16,845,252	\$25,932,492	\$1,270,692	\$0	\$27,203,184	COEP	2033

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TX Highway and Roadway (FHWA and Local funds)**

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0924-06-612	T001-2	Regional Transit Start-up assistance for FY22	Establish Transit Service to provide a more efficient, single, seamless, transit system in El Paso County, Horizon City, Vinton, Anthony, San Elizario, Clint, and Socorro.	County wide	County wide	2022	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000	County EP	2022
0924-06-564	P004X-CAP-1	John Hayes (Darrington/Berryville)(Construction Phase 1)	Build 2-lane roadway (1 lane in each direction with raised median). Existing SB section from Montwood to 0.5 miles south will remain as 2-lanes.	Pellicano Dr.	Montwood	2032	\$18,000,000	\$18,000,000	\$0	\$0	\$18,000,000	County EP	2023
0924-06-613	T001-3	Regional Transit Start-up assistance for FY23	Establish Transit Service to provide a more efficient, single, seamless, transit system in El Paso County, Horizon City, Vinton, Anthony, San Elizario, Clint, and Socorro.	County wide	County wide	2032	\$4,105,354	\$4,105,354	\$0	\$0	\$4,105,354	County EP	2023
0924-06-565	P004X-CAP-2	John Hayes (Darrington/Berryville)(Construction Phase 2)	Widen from 1-lane to 3-lanes in each direction with shared use path. Existing SB section from Montwood to 0.5 miles south will be restriped as 3-lanes	Pellicano Dr.	Montwood	2032	\$21,000,000	\$21,000,000	\$0	\$0	\$21,000,000	County EP	2025
0924-06-621	P002X-CAP-1	Tierra Este (Arterial 1) -Phase I	Build 2-lane roadway (1 lane in each direction with raised median). Existing 2-lane section from Windemere Dr. to Vista del Sol Dr. will remain the same	Cozy Cove Ave.	Pellicano Dr.	2032	\$15,287,844	\$18,600,000	\$0	\$0	\$18,600,000	County EP	2027
0924-06-637	A434X-CAP-1	Bob Hope Ext. Phase I	Build 6- Lane divided with bike lanes	Loop 375	Mission Ridge Blvd (Arterial 1)	2032	\$7,417,904	\$9,386,014	\$0	\$0	\$9,386,014	County EP	2028
	P002X-CAP-2	Tierra Este (Arterial 1) -Phase II	Widen from 1-lane to 2-lanes each direction from Cozy Cove Ave. to Montwood Dr., and from 1-lane to 3-lanes each direction from Montwood Dr. to Pellicano Dr. with bike lanes	Cozy Cove Ave.	Pellicano Dr.	2032	\$9,009,586	\$11,400,000	\$0	\$0	\$11,400,000	County EP	2028
	A438X	Montwood Ext.	Build 6-Lane divided with bike lanes	Sheyra St.	Rich Beam	2032	\$14,488,636	\$19,828,699	\$0	\$0	\$19,828,699	County EP	2030
	A439A	Ascension Widening Phase 1	Build/Widening of a 2-lane road to a 4-Lane divided with bike lanes	Horizon Blvd	Pellicano Dr.	2040	\$17,051,499	\$26,250,000	\$0	\$0	\$26,250,000	County EP	2033
0924-06-637	A434X-CAP-2	Bob Hope Ext. Phase II	Build 4- Lane divided with bike lanes	Peyton	Berryville/Darrington	2040	\$7,527,407	\$11,588,097	\$0	\$0	\$11,588,097	County EP	2033
1281-01-017	P520B-2-15A	FM1110 New Location (SH20 to FM76)	CONSTRUCT A NEW 4 LANE DIVIDED ARTERIAL	SH 20 (ALAMEDA AVE)	FM 76 (NORTH LOOP)	2040	\$19,162,637	\$29,500,000	\$1,445,500	\$0	\$30,945,500	County EP	2033
1281-02-007	P520B-1-15A	FM1110 Widening (FM76 to IH10)	CONSTRUCT AND UPGRADE TO 4 LANE DIVIDED ARTERIAL	FM 76 (NORTH LOOP)	I-10	2040	\$5,500,000	\$8,466,997	\$414,883	\$0	\$8,881,880	County EP	2033
	A440X	Peyton Rd. Widening/Reconstruction	Widening road from 2-lane to 4-Lane with bike lanes	Mark Twain Ave.	Horizon Blvd.	2040	\$12,073,864	\$18,587,159	\$0	\$0	\$18,587,159	County EP	2033
	A436X	Vista del Sol Ext.	Build 4-Lane divided with bike lanes	Cherrington St.	Horizon Mesa Dr.	2040	\$10,718,085	\$16,500,000	\$808,500	\$0	\$17,308,500	County EP	2033
	A138X	Westway Blvd. Widening/Reconstruction	Widen from 2-lanes to 3-lanes in each direction from Desert Blvd. to De Alva Dr. and from 1-lane to 3-lanes each direction from De Alva Dr. to Tom Mays Dr. divided roadway with bike lanes.	Desert Blvd	Tom Mays Dr.	2040	\$5,965,909	\$9,184,243	\$0	\$0	\$9,184,243	County EP	2033
	A439B	Ascension Widening Phase 2	Build/Widening of a 2-lane road to a 4-Lane divided with bike lanes	Pellicano Dr.	Greg St	2050	\$21,803,886	\$45,937,500	\$0	\$0	\$45,937,500	County EP	2041
	A407X-25A	Darrington Widening	Widen from 2-lane to 4-Lane divided	LTV Rd	IH-10	2050	\$29,006,250	\$61,111,794	\$0	\$0	\$61,111,794	County EP	2041
	A139X	Los Mochis Ext.	Build 4-Lane divided with bike lanes	I-10	Northwestern Dr.	2050	\$2,491,873	\$5,250,000	\$257,250	\$0	\$5,507,250	County EP	2041
0924-06-638	A135X-CAP	Tom Mays/Northwestern Ext.(Construction)	Build 2- Lane divided with bike lanes	Westway Blvd	Transmountain (Loop 375)	2040	\$10,360,000	\$15,948,744	\$0	\$0	\$15,948,744	County EP & COEP	2033
	M308X	Downtown Deck Plaza	To construct a Deck Plaza over the sunken I-10 in the downtown area. The proposed deck would add about twelve acres, including amenities such as green space, public gathering space, and entertainment venues.	Prospect Street	Campbell Street	2032	\$148,462,392	\$167,000,000	\$1,800,000	\$0	\$168,800,000	Downtown Deck Plaza Foundation	2025
	C407X	International Border Crossings System-wide Improvements Analysis	The study will analyze current conditions on all crossings within the EPMPD region as a system and identify operational and infrastructure improvements to each individual crossing.	El Paso MPO study area	El Paso MPO study area	2032	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	EPMPD	2023
0924-06-587	A432X	N. Darrington Reconstruction	Reconstruction of an existing 4-lane roadway	Eastlake Boulevard	Oxbow Drive	2032	\$20,450,000	\$20,450,000	\$2,471,000	\$1,250,000	\$24,171,000	Horizon	2023
	M408X	Horizon City TOD Design	Includes the design of two complete streets, Dilley Road and Delake Street and the design of the TOD Transit Plaza, to include amenities and utilities.	Darrington Road	Rodman Street	2032	\$0	\$0	\$1,750,000	\$0	\$1,750,000	Horizon	2024
	A442X	Dilley Road and Delake Street Construction	Construction of two roadways, each with two lanes, enhanced pedestrian facilities, bike lanes and illumination to provide access to the Horizon City Transit Oriented Town Center.	Darrington Road	Rodman Street	2032	\$4,366,321	\$4,366,321	\$1,089,055	\$738,138	\$6,193,514	Horizon	2025
	T410X	Horizon City Transit Plaza	Development of Transit Plaza with parking within the Horizon Country Club Estates Subdivision(s)	Bordered by Darrington Road (west) and Rodman Street (east)	Bordered by Horizon Boulevard (south)	2032	\$2,160,689	\$2,430,481	\$483,881	\$283,776	\$3,198,138	Horizon	2025
	T411X	Horizon City - Socorro Bus Circulator	A transit route that provides service to and from the City of Socorro, Horizon City, and the Mission Del Paso EPPC Campus. This is being proposed as a three year pilot program; the cost presented is for the three year total.	Horizon City, TX (stop at future TOD site at Horizon Blvd. and Darrington Road)	Socorro, TX (stops near Nuevo Hueco Tanks Road and North Loop Drive and at EPPC Mission Del Paso Campus)	2032	\$702,000	\$923,784	\$0	\$0	\$923,784	Horizon	2029
	T412X	Horizon City to UTEP Express Route	A transit route that provides service to UTEP from Horizon City at peak hours. This is a pilot program that will begin with two morning routes and two afternoon routes. This is being proposed as a three year pilot program; the cost presented is for the three year total.	Horizon City, TX	Glory Road Transit Station	2032	\$465,000	\$611,908	\$0	\$0	\$611,908	Horizon	2029
	A441X	Alberton Avenue/Antwerp Road Construction	Construction and Reconstruction of Alberton Avenue and Antwerp Road to include pedestrian and bicycle facilities and illumination.	FM 1281 (HORIZON BLVD)	Darrington Road	2050	\$5,656,570	\$11,917,540	\$583,959	\$834,228	\$13,335,727	Horizon	2041
	R404X	N. Kenazo Avenue Reconstruction	Reconstruction of existing 4-lane roadway to include pedestrian and bicycle facilities and illumination.	Eastlake Boulevard	FM 1281 (HORIZON BLVD)	2050	\$6,377,711	\$13,436,875	\$658,407	\$940,581	\$15,035,863	Horizon	2041

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CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
	A431X	South Darrington Road Repaving	Repaving of South Darrington Road from Oxbow Drive to Alberton Avenue	Oxbow Drive	Alberton Avenue	2050	\$4,262,391	\$8,980,215	\$440,031	\$628,615	\$10,048,861	Horizon	2041
	M508X	Transportation Needs Assessment for the City of San Elizario	Study will evaluate condition of existing transportation network and identify future multimodal, transit, and roadway improvements. Study will also incorporate the city's historical assets.	City limits of San Elizario	City limits of San Elizario	2032	\$400,000	\$400,000	\$0	\$0	\$400,000	San Elizario	2023
0924-06-563	A433-CAP-PE2	Arterial 1 (1682 Blvd) (PE – Final Design)	Build 4-lane divided	Future Border Highway East	IH-10	2032	\$0	\$0	\$6,221,707	\$0	\$6,221,707	Socorro	2023
0924-06-607	A527X-CAP-1	Nuevo Hueco Tanks Extension (FM 76 to SH20) - Construction	Build 4 lane roadway and shared-use path	FM 76 North Loop Dr	SH 20 - Alameda Avenue	2032	\$19,961,510	\$19,961,510	\$3,500,000	\$1,500,000	\$24,961,510	Socorro	2024
	M506X	4-D Tigua Spur of Paso del Norte Trail	A 12-foot shared-use path for bicyclists and pedestrian along the Franklin Feeder canal (4-B Socorro Spur of PDN Trail)	Alameda Avenue/Franklin Feeder Canal	Socorro Rd./Franklin Feeder Canal	2032	\$1,300,597	\$1,645,670	\$80,638	\$0	\$1,726,308	Socorro	2028
	M507X	Segment of 4-B Socorro Spur of Paso del Norte Trail	A 12-foot shared-use path for bicyclists and pedestrian along the Socorro Lateral segment of 4-B Socorro Spur of PDN Trail	Alameda Avenue/Place Road	Socorro Rd./Holguin Rd.	2032	\$992,122	\$1,305,565	\$63,973	\$0	\$1,369,538	Socorro	2029
0924-06-563	A433X-CAP-1	Arterial 1 East (1682 Blvd.)	Construction of new roadway with 4 lanes divided, bike lane and shared use path	FM258 (Socorro Rd.)	IH-10	2032	\$13,500,000	\$18,475,682	\$0	\$0	\$18,475,682	Socorro	2030
	A433X-CAP-2	Arterial 1 West (1682 Blvd.)	Construction of new roadway with 4 lanes divided, bike lane and shared use path	Future Border Highway East (BHE)	FM258 Socorro Rd.)	2040	\$5,500,000	\$8,466,997	\$0	\$0	\$8,466,997	Socorro	2033
0924-06-607	A527X-CAP-2	Nuevo Hueco Tanks Extension-Phase II	Build a 4-lane roadway and shared-use path	SH 20 - Alameda Avenue	Border Highway East (BHE)	2040	\$10,000,000	\$15,394,541	\$0	\$0	\$15,394,541	Socorro	2033
	A529X	Rio Vista Road Widening	Widen Rio Vista Road from 1-lane to 2-lanes in each direction with shared-use path	FM 76 - North Loop Drive	Buford Road	2040	\$18,651,889	\$28,713,726	\$1,406,973	\$108,000	\$30,228,699	Socorro	2033
	T081X	Far East Connector	Zaragoza, Alameda, Montana Connection (Bus and Roadway Improvements); build park and ride lot @ Zaragoza @ Pelicano or Vista Del Sol for connectivity to R.C. Poe terminal and Loop 375 plus provide express service to terminals and Zaragoza POE.	Montana	Zaragoza POE	2032	\$7,907,591	\$9,620,794	\$0	\$0	\$9,620,794	Sun Metro	2027
0924-06-610	T106	Park and Ride Far West	Create a Park and Ride site in Far West El Paso in the area of I-10 and Transmountain	Loop 375 Westside	Desert Boulevard	2040	\$3,011,562	\$5,014,472	\$0	\$268,614	\$5,283,086	Sun Metro	2033
0924-06-652	M091X	ELP Safety Service Patrol-HERO	HIGHWAY EMERGENCY RESPONSE OPERATIONS (HERO)	Countywide	Along I-10, US 54, & LP 375	2032	\$2,461,146	\$2,461,146	\$0	\$0	\$2,461,146	TXDOT	2022
2121-01-094	I405X-CAP	IH 10 WIDENING (FM 1905 to SH 20)	EXPAND FROM 4 TO 6 LANES; RAMP RECONFIGURATIONS; RECONSTRUCT EXISTING FRONTAGE ROADS AND OPERATIONAL IMPROVEMENTS	0.22 MILES WEST OF FM 1905 (ANTONIO ST)	SH 20 (MESA ST)	2032	\$170,058,472	\$170,058,472	\$3,591,774	\$0	\$173,650,246	TXDOT	2022
2552-02-028	F057X-CAP	Loop 375 (Purple Heart) Widening and Construction of Frontage Roads	Widen 4 to 6 lanes on mainlanes and construct 2 lane frontage roads in each direction	Spur 601	US 62/180 (Montana Ave)	2032	\$54,663,725	\$54,663,725	\$2,421,570	\$7,626,000	\$64,711,295	TXDOT	2022
3451-01-040	A435X	Horizon at Darrington Intersection Imp.	Intersection & Operational Imprv. The operational improvements consist of left and right turn lanes, directional islands and medians, and traffic signal improvements	Horizon at Darrington Intersection		2032	\$6,757,524	\$6,757,524	\$1,095,379	\$0	\$7,852,903	TXDOT	2023
0665-02-004	P201B-CAP2	Borderland Expressway, Phase 2: FM3255 to Railroad Dr. PE/ROW Phase	Construct New Divided 4 Lane Facility (2-lanes each direction) with additional auxiliary lane in each direction from Dyer to US 54	FM3255	Railroad Dr.	2032	\$0	\$0	\$7,161,289	\$18,009,491	\$25,170,780	TXDOT	2023
0665-02-005	P201B-CAP3	Borderland Expressway, Phase 3: BU54 (Dyer St.) to SL 375 PE/ROW Phase	Construct New Divided 4 Lane Facility from Railroad to SL 375 and Transitional work from BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	SL 375	2032	\$0	\$0	\$8,100,000	\$9,912,178	\$18,012,178	TXDOT	2023
0924-06-681	M091X-2	ELP Safety Service Patrol-HERO FY2023	Highway Emergency Response Operations (HERO) FY2023	Countywide	Along I10, US54, LP375, SS601, SH178&US62/180	2032	\$2,500,000	\$2,500,000	\$0	\$0	\$2,500,000	TXDOT	2023
0924-06-682	M091X-3	ELP Safety Service Patrol-HERO FY2024	Highway Emergency Response Operations (HERO) FY2024	Countywide	Along I10, US54, LP375, SS601, SH178&US62/180	2032	\$2,500,000	\$2,500,000	\$0	\$0	\$2,500,000	TXDOT	2024
3592-01-009	P136X	SH 178 OPERATIONAL IMPROVEMENTS	Interchange Improvements to include Grade Separation(s), U Turns and Two, 2-lane DC's (WB IH-10 to WB SH 178 and EB SH 178 to EB IH-10) and Two, 1-lane DC's (EB IH-10 to WB SH 178 and EB SH 178 to WB IH-10).	NM/TX STATELINE	IH 10	2032	\$191,471,447	\$191,471,447	\$9,481,500	\$20,000,000	\$220,952,947	TXDOT	2024
0665-02-002	P201B-CAP	Spur 320 PH I (BU 54 to Railroad Dr)	SS 320 Borderland Expressway Phase I Construct 2-lane Frontage Roads in each direction and Intersections between BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	Railroad Dr.	2032	\$23,959,299	\$23,959,299	\$2,500,000	\$2,520,000	\$28,979,299	TXDOT	2023
2121-02-167	I061X-CAP-1	I-10 FR Ext PH I (Executive to Sunland Park)	Construct 2-lane Westbound Frontage Road, Frontage Road Improvements.	EXECUTIVE CENTER BLVD	SUNLAND PARK DR	2032	\$14,647,080	\$16,475,973	\$787,500	\$2,000,000	\$19,263,473	TXDOT	2025
2121-03-146	I006X-15A	IH 10 Interchange at Pendale (Lee Trevino to FM659)	CONSTRUCT INTERCHANGE	Lee Trevino	East of FM 659 (Zaragoza Rd)	2032	\$14,952,919	\$18,192,512	\$891,433	\$0	\$19,083,945	TXDOT	2027
0167-01-122	F001B-15A	US54 (PATRIOT FWY) MAINLANES (KENWORTHY TO FM2529) AND RAMP RECONFIGURATION	BUILD 4 LANE (2-LANES EACH DIRECTION) DIVIDED HWY AND GRADE SEPARATIONS AND RAMP RECONFIGURATION. EXISTING 3-LANE ARTERIALS WILL BECOME THE FRONTAGE ROADS WITH CONNECTING RAMPS	KENWORTHY ST	FM 2529 (MCCOMBS ST)	2032	\$34,821,159	\$42,365,264	\$2,158,934	\$0	\$44,524,198	TXDOT	2027

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

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
0374-02-100	F407B-CAP	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II	Construct 6 lane (expressway) MLs EB/WB with auxiliary lanes and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). Build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. Reconstruct 6 lane WB/EB ML from Global Reach Dr. to Lee Trevino Dr. to include auxiliary lanes and grade separation at intersection. Reconstruct existing EB FR from Global Reach Dr. to Tierra Este Rd in concrete (no added capacity). Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd). Project scope may be further phased depending on funding availability.	Global Reach Dr.	Zaragoza Rd. (FM 659)	2032	\$112,850,627	\$112,850,627	\$4,655,813	\$31,607,167	\$149,113,607	TXDOT	2026
0665-02-004	P201B-CAP2	Borderland Expressway, Phase 2: FM3255 to Railroad Dr.	Construct New Divided 4 Lane Facility (2-lanes each direction) with additional auxiliary lane in each direction from Dyer to US 54	FM3255	Railroad Dr.	2032	\$117,835,813	\$143,365,284	\$0	\$0	\$143,365,284	TXDOT	2027
2121-02-166	I063X-CAP	DOWNTOWN 10 EXECUTIVE CENTER to SL478COPIA Segment 2	WIDEN FROM 3/5 TO 5/7 LANES EACH DIRECTION (INCLUDING ONE GENERAL PURPOSE LANE AND ONE ADAPTIVE LANE IN EACH DIRECTION), ADD 2-LANE FRONTAGE ROADS EACH DIRECTION, RAMP AND OPERATIONAL IMPROVEMENTS, AND BIKE/PED PATHS.	EXECUTIVE CENTER	SL 478 (COPIA ST)	2032	\$616,856,293	\$750,500,000	\$36,774,500	\$0	\$787,274,500	TXDOT	2027
0665-02-005	P201B-CAP3	Borderland Expressway, Phase 3: BUS4 (Dyer St.) to SL 375	Borderland Expressway Phase III Construct New Divided 4 Lane Facility from Railroad to SL 375 and Transitional work from BU54 (Dyer) to Railroad Drive	BUS4 (Dyer St.)	SL 375	2032	\$100,726,547	\$132,549,264	\$0	\$0	\$132,549,264	TXDOT	2029
0002-12-026	P334X	Intersection Operational Improvements at Montana Ave./Paisano Dr.	INTERSECTION OPERATIONAL IMPROVEMENTS: SIGNALIZED INTERSECTION IMPROVEMENTS BETWEEN SB PAISANO DR. AND EB MONTANA AVE. INTO A T-INTERSECTION BETWEEN EB MONTANA AVE. AND BOTH DIRECTIONS OF PAISANO DR	At Montana Ave		2032	\$576,605	\$820,689	\$18,451	\$0	\$839,140	TXDOT	2029
1046-01-021	P428X-MOD	FM659 Widening (LP375 to US62/180)	WIDEN FROM 4 LANE TO 6 LANE AND INTERSECTION IMPROVEMENTS	SL 375 (JOE BATTLE)	US 62/180 (Montana)	2032	\$30,772,951	\$43,799,505	\$2,146,176	\$3,188,604	\$49,134,284	TXDOT	2031
2121-02-168	I064X-CAP	I-10 SEG3A (Copia to Paisano)	ADD 1 LANE EACH DIRECTION, ADD 1 ADAPTIVE/TRANSIT LANE EACH DIRECTION, FRONTAGE ROAD IMPROVEMENTS AND RAMP IMPROVEMENTS, INTERSECTION IMPROVEMENTS, AND BIKE/PED AMENITIES.	SL 478 (COPIA ST)	US 62 (PAISANO DR)	2040	\$259,395,023	\$301,000,000	\$18,090,800	\$0	\$319,090,800	TXDOT	2031
3451-01-037	P466X-CAP	Widen to 6 lane divided FM 1281 (I-10 to Ascension)	RECONSTRUCT HORIZON BLVD NORTH OF I-10 TO FROM 2-LANES TO 3-LANES IN EACH DIRECTION WITH A 14' RAISED MEDIAN, DIRECTIONAL MEDIAN OPENINGS, AND BUS PULLOUTS	I-10	Ascension	2040	\$22,030,340	\$31,356,043	\$1,536,446	\$0	\$32,892,489	TXDOT	2031
0924-06-591	F059X-CAP-1	BORDER HWY EAST (BHE), PH 1	BUILD 4 LANES DIVIDED HWY INCLUDING 2-lane Direct connectors at SL 375 (WB-WB and EB-EB direction coming in/out of BHE) and connection to Pan American at Winn Road	SL 375 (AMERICAS AVE)	NUEVO HUECO TANKS EXTENSION	2040	\$107,443,681	\$165,404,610	\$0	\$0	\$165,404,610	TXDOT	2033
0665-01-012	P206B-15A	FM 3255 (MARTIN LUTHER KING JR BLVD.) WIDENING	WIDEN FROM 2 LANES TO 4 LANES DIVIDED INCLUDING REHAB ON EXISTING 4 LANE SEGMENT.	TX/NM STATELINE	LOMA REAL AVE	2040	\$13,667,435	\$21,040,387	\$1,030,979	\$0	\$22,071,366	TXDOT	2033
2121-02-177	I061X-CAP-2	I-10 FR Ext PH II (Sunland Park to Executive)	Construct 2-lane Eastbound Frontage Road, Frontage Road Improvements, and Ramp Improvements	SUNLAND PARK DR	EXECUTIVE CENTER BLVD	2040	\$18,639,383	\$28,694,474	\$1,406,029	\$0	\$30,100,503	TXDOT	2033
2121-03-159	I065X-CAP	I-10 SEG3B (Paisano to Airway)	Add 1 lane to existing 4 lanes in each direction, add 1 adaptive lane each direction, frontage road improvements, ramp and operational improvements, and bike/ped amenities	US 62 (PAISANO DR)	AIRWAY BLVD	2040	\$147,720,849	\$227,409,461	\$11,143,064	\$0	\$238,552,524	TXDOT	2033
2121-01-097	I102X	IH10 Rehab (FM1905 to SS37) PH4	REHAB AND OPERATIONAL IMPROVEMENTS - EASTBOUND FRONTAGE ROAD (PHASE IV)	FM 1905 (ANTONIO STREET)	STATE SPUR 37 (WESTWAY BLVD)	2040	\$5,742,296	\$8,840,000	\$433,160	\$0	\$9,273,160	TXDOT	2033
2121-04-113	I066X-CAP	IH10 Widening (FM1281 to FM1110)	IH 10 WIDENING FROM 2 TO 3 LANES IN EACH DIRECTION. INCLUDES WIDENING OF ARTERIAL 1/ 1682 BLVD. BETWEEN EB/WB FRONTAGE ROADS FROM 1 TO 2 LANES IN EACH DIRECTION	FM 1281 (HORIZON BLVD)	FM 1110 (CLINT)	2040	\$60,000,000	\$92,367,243	\$4,525,995	\$0	\$96,893,238	TXDOT	2033
0924-06-590	A136X-CAP	Mesa Park Dr (I-10 to Doniphan)	BUILD 4 LANE UNDIVIDED ROAD EXTENSION	IH-10	SH 20 (DONIPHAN DR.)	2040	\$9,343,654	\$14,384,126	\$704,822	\$0	\$15,088,948	TXDOT	2033
0167-01-129	P218X-CAP	US 54 (PATRIOT FWY) MAINLANES	BUILD 4 LANE DIVIDED (2-LANES EACH DIRECTION) HWY AND GRADE SEPARATIONS. REALIGN FRONTAGE ROAD.	FM 2529 (MCCOMBS ST)	STATE LINE RD	2040	\$150,000,000	\$230,918,108	\$11,314,987	\$0	\$242,233,096	TXDOT	2033
0924-06-592	F059X-CAP-2	BORDER HWY EAST (BHE), PH 2	BUILD 4 LANES DIVIDED HWY	NUEVO HUECO TANKS EXTENSION	ARTERIAL 1	2050	\$25,000,000	\$52,671,229	\$0	\$0	\$52,671,229	TXDOT	2041
2121-04-117	I407X	I-10 Reconstruction (EASTLAKE BLVD to FM 1281 (HORIZON BLVD))	MAINLANES RECONST, RAMP IMPROVEMENTS, EASTLAKE AND HORIZON INTERCHANGE RECONST.	EASTLAKE BLVD	FM 1281 (HORIZON BLVD)	2050	\$66,924,582	\$141,000,000	\$6,909,000	\$0	\$147,909,000	TXDOT	2041
2121-01-102	I067X-CAP	I-10 SEG1G (THORN TO EXECUTIVE)	ADD 1 ADAPTIVE LANE TO EXISTING 3-LANES IN EACH DIRECTION AND RAMP/FLYOVER IMPROVEMENTS	THORN AVE	EXECUTIVE CENTER BLVD	2050	\$28,122,564	\$59,250,001	\$2,903,250	\$0	\$62,153,251	TXDOT	2041
2121-03-162	I068X-CAP	I-10 SEG3C(AIRWAY TO YARBROUGH)	WIDEN FROM 4 to 6 LANES EACH DIRECTION (INCLUDING ONE GENERAL PURPOSE LANE AND ONE ADAPTIVE LANE IN EACH DIRECTION), ADD BIKE/PED AMENITIES	AIRWAY BLVD	YARBROUGH DR	2050	\$196,287,118	\$413,547,353	\$20,263,820	\$0	\$433,811,173	TXDOT	2041
2121-03-163	I069X-CAP	I-10 SEG3D1 (YARBROUGH TO FM659)	WIDEN FROM 4 LANES TO 6 LANES EACH DIRECTION (INCLUDING ONE GENERAL PURPOSE LANE AND ONE ADAPTIVE LANE IN EACH DIRECTION), AND BIKE/PED AMENITIES	YARBROUGH DR	FM 659 (ZARAGOZA)	2050	\$152,667,758	\$321,647,941	\$15,760,749	\$0	\$337,408,690	TXDOT	2041

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

CSJ	Project ID	Project Name	Project Description	From	To	Network	Current Const. Cost / 2021-2050 Cost	Est. Const. Cost	Est. PE Cost	Est. ROW Cost	Total Project Cost/YOE	Sponsor	YOE (FY)
2121-04-119	I070X-CAP	I-10 SEG3D2 (FM659 TO EASTLAKE)	WIDEN FROM 2/4 TO 4/6 EACH DIRECTION (INCLUDING ONE GENERAL PURPOSE LANE AND ONE ADAPTIVE LANE IN EACH DIRECTION), AND BIKE/PED AMENITIES	FM 659 (ZARAGOZA)	EASTLAKE	2050	\$152,667,758	\$321,647,941	\$15,760,749	\$0	\$337,408,690	TXDOT	2041
0374-02-116	F407C	US62/180 (Global-FM659) Op Imp & DCs	Construction of single lane Direct Connector ramps at US 62/180 and Global Reach Dr. (SB-EB and WB-NB) and at US 62/180 and Loop 375 (EB-SB, NB-WB, SB-EB, WB-NB) for operational improvements at the intersections. Work to include advanced signing, striping and incidental work to FM 659 (Zaragoza Rd.)	Global Reach Dr.	Zaragoza Rd. (FM 659)	2050	\$46,229,762	\$97,399,136	\$4,772,558	\$0	\$102,171,694	TXDOT	2041
	A307X-B	UTEP Transportation Improvements of Glory Road	Geometry design and intersection improvements to Glory Road to improve vehicular flow without adding roadway capacity	Oregon Street	Sun Bowl Drive	2040	\$3,630,000	\$5,373,287	\$263,291	\$0	\$5,636,578	UTEP	2032
0924-06-606	A137X	VALLEY CHILE RD RECONSTRUCTION	RECONSTRUCTION OF ROADWAY TO INCLUDE SIDEWALKS, DRAINAGE, LIGHTING AND ILLUMINATION, LANDSCAPING, AND IRRIGATION	SH 20 (DONIPHAN DR)	IH -10	2032	\$8,050,000	\$8,050,000	\$1,000,000	\$500,000	\$9,550,000	Vinton	2024
Fhwa Funding Transfers To Fta 5307 Funding (Projects Listed Below Are Informational Only, Funding Allocations Are Accounted In Fhwa Highway And Roadway Project List And Financials)													
0924-06-574	T092X	Montana RTS 1st year Operating Assistance	1st year of Montana RTS operations	Five Points Terminal - 2830 Montana	Far East Terminal - RC Poe & Edgemere	2032	\$1,917,592	\$1,917,592	\$0	\$0	\$1,917,592	Sun Metro-Transit	2023
0924-06-575	T097X	Montana RTS 2nd year Operating Assistance	2nd year of Montana RTS operations	Five Points Terminal - 2830 Montana	Far East Terminal - RC Poe & Edgemere	2032	\$1,300,000	\$1,300,000	\$0	\$0	\$1,300,000	Sun Metro-Transit	2024
0924-06-541	T093X	Montana RTS 3rd year Operating assistance	3rd year of Montana BRT-RTS operations.	Five Points Terminal - 2830 Montana	Far East Terminal - R.C. Poe - Edgemere	2032	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	Sun Metro-Transit	2025
Plan-Wide Projects Or "All" Years Projects (Yoe Equals The Approximate Cost Per Year Of Each Project)													
	R008X	Preventive Maintenance & Rehabilitation Txdot (On State)	For Major Reconstruction But Also Includes Signs, Striping, Pavement Markings, And Signals	Texas State Highway System		ALL	\$1,642,774,850	\$56,647,409	\$2,775,723	\$0	\$59,423,132	TXDOT	PM&R-ALL
	M028B	Safety Projects	Safety Lighting, Signals, Intersections, Etc.	Eputs Area		ALL	\$19,432,726	\$670,094	\$32,835	\$0	\$702,929	TXDOT	SAFE-ALL
	B001X	Bridge Replacement/ Rehabilitation	Replace Or Rehabilitate Bridges	El Paso County- On And Off State System		ALL	\$55,100,000	\$1,900,000	\$93,100	\$0	\$1,993,100	TXDOT	STRUCTS-ALL
TASA Grouped Projects (Informational - Not included in the MTP/TIP)													
	E000X	TASA Projects	CAT 9 TASA Grouped projects	El Paso MPO Study Area		ALL	\$57,684,179	\$1,989,110	\$0	\$0	\$1,989,110	EPMPO	TASA-ALL

EL PASO MPO - District 24
FY 2023 - 2026 Transportation Improvement Program
MAY 2023 REVISION

Thursday, April 20, 2023

Funding by Category

Category	Description	FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance & Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$16,497,532	\$16,497,532	\$0	\$0	\$16,475,973	\$16,475,973	\$73,195,000	\$73,195,000	\$106,168,505	\$106,168,505
3	Non-Traditionally Funded Transportation Project (Includes Prop 12v1, Prop 12v2, Prop 14, Lcl funds)	\$15,925,225	\$15,925,225	\$31,246,134	\$31,246,134	\$8,371,628	\$14,556,102	\$3,347,592	\$3,347,592	\$58,890,579	\$65,075,053
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$28,388,776	\$28,388,776	\$28,388,776	\$28,388,776
5	CMAQ	\$6,022,946	\$10,844,849	\$3,169,824	\$15,244,279	\$12,308,284	\$22,070,083	\$10,242,408	\$32,031,807	\$31,743,462	\$80,191,018
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	\$41,288,766	\$64,586,886	\$45,425,395	\$50,017,353	\$27,193,514	\$31,865,610	\$28,935,317	\$32,470,856	\$142,842,992	\$178,940,705
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Transportation Enhancements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9 Flex	TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Supplemental Transportation Projects (Includes:Earmark, GR, CBI, KTXB)	\$0	\$0	\$0	\$0	\$15,000,000	\$15,000,000	\$0	\$0	\$15,000,000	\$15,000,000
11	District Discretionary	\$10,000,000	\$10,000,000	\$0	\$10,000,000	\$0	\$7,170,932	\$0	\$10,000,000	\$10,000,000	\$37,170,932
12	Strategic Priority	\$0	\$0	\$168,500,000	\$168,500,000	\$0	\$0	\$0	\$0	\$168,500,000	\$168,500,000
SWPE	Statewide Budget PE	\$20,232,289	\$20,232,289	\$10,891,500	\$10,891,500	\$787,500	\$787,500	\$4,655,813	\$4,655,813	\$36,567,102	\$36,567,102
SWROW	Statewide Budget ROW	\$30,441,669	\$30,441,669	\$20,000,000	\$20,000,000	\$2,000,000	\$2,000,000	\$31,607,167	\$31,607,167	\$84,048,836	\$84,048,836
Total		\$140,408,427	\$168,528,450	\$279,232,853	\$305,899,266	\$82,136,899	\$109,926,200	\$180,372,073	\$215,697,011	\$682,150,252	\$800,050,927

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total
Federal	\$60,320,628	\$173,936,942	\$56,782,215	\$112,609,201	\$403,648,986
State	\$5,799,506	\$34,200,000	\$3,295,196	\$20,316,755	\$63,611,457
Local Match	\$7,689,110	\$8,958,277	\$10,900,360	\$7,835,545	\$37,692,441
CAT 3 - Local/State Contributions	\$15,925,225	\$13,246,134	\$5,173,490	\$3,347,592	\$38,942,441
CAT 3 - Texas Mobility Funds	\$0	\$18,000,000	\$0	\$0	\$18,000,000
Cat 3 - TRZ	\$0	\$0	\$3,198,138	\$0	\$3,198,138
Other - Strategy PE Budget	\$20,232,289	\$10,891,500	\$787,500	\$4,655,813	\$36,567,102
Other - Strategy ROW Budget	\$30,441,669	\$20,000,000	\$2,000,000	\$31,607,167	\$84,048,836
Total	\$140,408,427	\$279,232,853	\$82,136,899	\$180,372,073	\$682,150,252

FY 2022 CAT 7 STP Metro Mobility & Rehab	
Authorized	\$30,279,172
Programmed	\$2,453,146
Balance	\$27,826,026

CAT 7 STP-MM - Carryover				
Fiscal Year	Authorized	Carry over	Programmed	Balance
2023	\$64,586,886	-	\$41,288,766	\$23,298,120
2024	\$50,017,353	\$23,298,120	\$45,425,395	\$4,591,958
2025	\$31,845,610	\$4,591,958	\$27,193,514	\$4,652,096
2026	\$32,450,856	\$4,652,096	\$28,935,317	\$3,515,539

CAT 5 CMAQ - Carryover				
Fiscal Year	Authorized	Carry over	Programmed	Balance
2023	\$10,844,849	-	\$6,022,946	\$4,821,903
2024	\$15,244,279	\$4,821,903	\$3,169,824	\$16,896,358
2025	\$38,966,441	\$16,896,358	\$12,308,284	\$43,554,515
2026	\$75,586,322	\$43,554,515	\$10,242,408	\$108,898,429



APPENDIX: PERFORMANCE BASED PLANNING & PROGRAMMING



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PERFORMANCE MEASURES

Measuring and tracking the performance of the region’s transportation system is a fundamental component of the RMS 2050 MTP and the performance-based planning process. Performance measurement allows planners to assess the current state of the system to develop recommendations for improvements, evaluate the effectiveness of recently implemented improvements, and forecast the effectiveness of planned improvements.

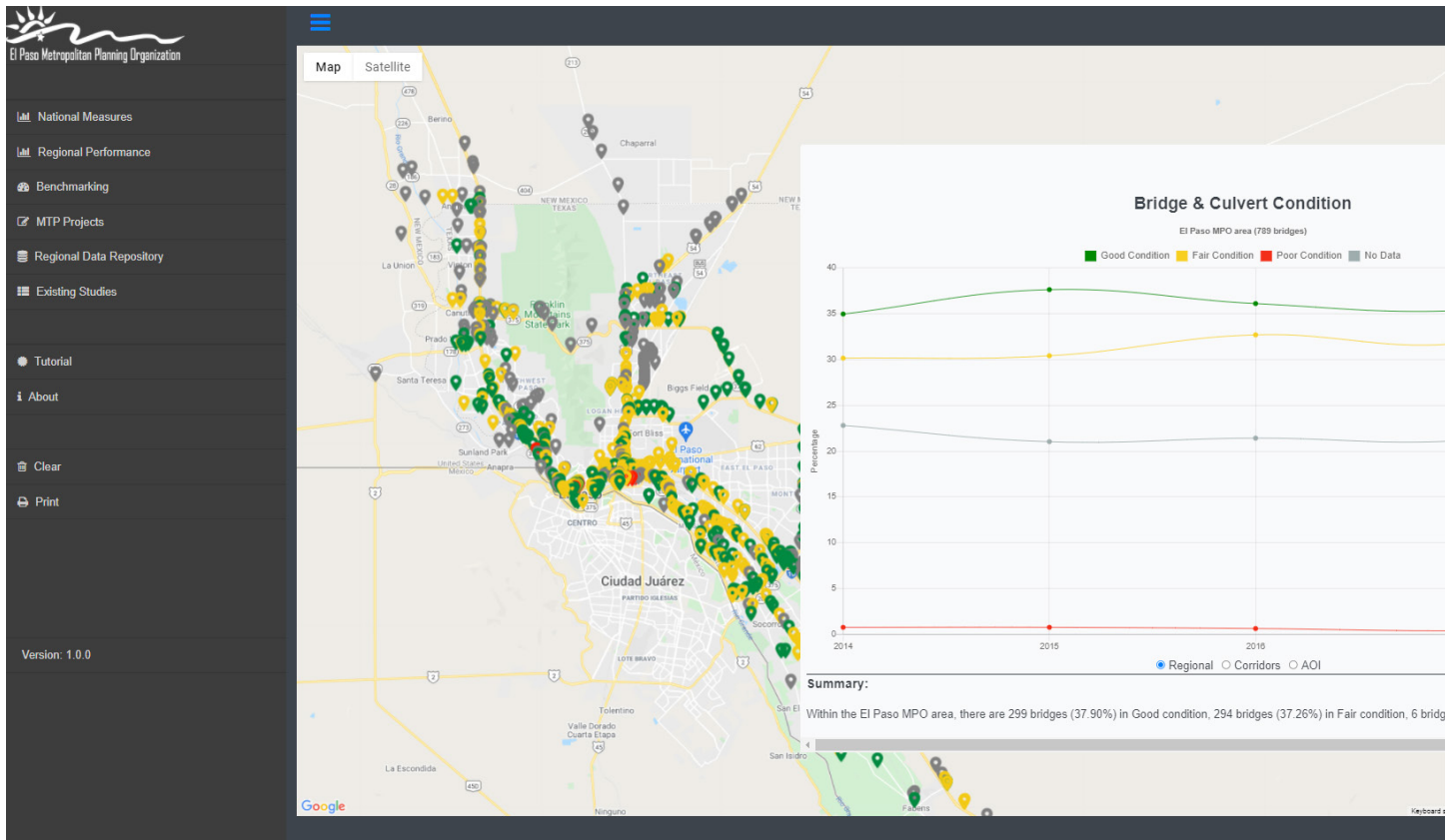
The EPMPO-monitors two kinds of performance as part of its performance-based planning efforts: Observed Performance and Forecasted or Modeled Performance.

Observed Performance: Performance is measured based on information from various sources

(national, state, local) and reported via a web-based application tool developed for geospatial visualization of performance of the transportation network. This webtool can be found at <https://www.elpasompo.org/Links> through the “EPMPO Performance Measures Tool” link.

The objectives of the Web Tool are:

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



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

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

NATIONAL PERFORMANCE REQUIREMENTS

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

The federal performance measures fall into three main categories—safety, maintenance, and performance. Safety measures track highway and transit deaths and injuries and

include transit incidents like fires or crashes. Maintenance measures look at the age of transit fleets and the condition of roads and bridges. System performance measures look at highway congestion and reliability, freight movement, and environmental sustainability, including air quality.

TABLE 2-2: FEDERAL PERFORMANCE MEASURE CATEGORIES

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

Federal performance measure final rules establish deadlines for target setting and reporting for each of the required performance measures. For the measures identified in each final rule, MPOs are required to adopt targets and baseline performance measures, and to report progress toward achieving the targets in Regional Performance adopted two years after the effective date of the final rule. The five performance measures’ final rules currently effective were established at different times, and therefore have different target-setting and implementation deadlines, as seen in **Table 2-3** below.

TABLE 2-3: SUMMARY OF IMPLEMENTATION TIMELINES

FINAL RULE	FINAL RULE EFFECTIVE DATE	TARGET SETTING DEADLINE			REQUIRED TO BE INCLUDED IN MTP BY	REPORTING PERIOD	REPORTING SCHEDULE
		STATE DOT	TRANSIT PROVIDER	MPO			
<i>PM1: Safety</i>	4/14/2016	8/31/2017	-	2/16/2018	5/27/2018	Annually	Annually
<i>PM2: Infrastructure</i>	5/20/2017	5/20/2018	-	11/16/2018	5/20/2019	2- and 4-year performance periods	Biannually (2018,2020, 2022,etc.)
<i>PM3: System Performance</i>							
Transit Asset Management (TAM)	10/1/2016	10/1/2017	-	12/27/2017	10/1/2018	Complete updated TAM Plan by Oct 2022	
Public Transportation Agency Safety Plan (PTASP)	7/19/2018	-	7/20/2020 (extended to 12/31/2020)	1/20/2021	7/20/2021	Updated and certified by transit agency annually.	

At the adoption date of RMS 2050 MTP, all five performance measure rules are effective, and the adoption of official targets is required and must be reported.

REQUIRED PERFORMANCE MEASURES AND TARGETS

A summary of the required National Performance Measures aligned with the seven National Goals

is presented below in **Table 2-4**. The EPMPPO has adopted targets set by the states (TxDOT and NMDOT) for all National Performance Measures. This section summarizes the adopted targets for each of the measures and provides an analysis to determine if the targets were met or not. Certain performance measures may be updated on an annual basis. See Appendix D for updated information.

TABLE 2-4: NATIONAL GOALS AND METRICS

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

SAFETY (PM1)

State Targets adopted by the EPMPO Transportation Policy Board for previous fiscal years up to the most recently adopted targets in FY 2023 are presented in the tables below for Texas and New Mexico respectively (**Table 2-5** and **Table 2-6**).

TABLE 2-5: SAFETY - TEXAS STATE TARGETS BY CALENDAR YEAR

PM1: SAFETY	2019	2020	2021	2022	2023
Number of fatalities	3,791	3,840	3,687	3,563	3,682
Rate of fatalities	1.414	1.406	1.33	1.27	1.38
Number of serious injuries	17,751	17,394	17,151	16,677	17,062
Rate of serious injuries	6.55	6.286	6.06	5.76	6.39
Number of non-motorized fatalities and serious injuries	2,237.6	2,285	2,346.4	2,367	2,357

TABLE 2-6: SAFETY - NEW MEXICO STATE TARGETS BY CALENDAR YEAR

PM1: SAFETY	2019	2020	2021	2022	2023
Number of fatalities	375	401.9	411.6	421.9	446.6
Rate of fatalities	1.318	1.429	1.486	1.645	1.695
Number of serious injuries	1,100	1,074.2	1,030.5	1,030.5	995.4
Rate of serious injuries	3.825	3.82	3.722	3.842	3.801
Number of non-motorized fatalities and serious injuries	220.6	204	200	190.6	199.4

Although the EPMPO has adopted the state’s safety targets, eventually regional targets based on data specific to the EPMPO area will be developed. For this purpose, the EPMPO has initiated an analysis in cooperation with UTEP to calculate regional targets and performance, based on adopted targets following TxDOT and NMDOT methodology. The analysis presented below is based on available data for El Paso County and portions of Doña Ana County within the study area. The analysis aims to determine whether targets were met for the EPMPO study area and to provide information for the development of the regional targets.

Given that year 2020 was an unusual year due to the impact of the COVID-19 pandemic on traffic volumes and congestion, crash data for year 2019 is being reported for RMS 2050 MTP. According to the 2019 performance in El Paso County, only

two out of five performance targets were either met or were better than baseline as presented in **Table 2-7** for El Paso County and five out of the five performance targets were met for Doña Ana and Otero Counties as shown in **Table 2-8**.

The Final Rule allows states that do not meet a target to be considered as having made significant progress toward meeting the target if the outcome for that performance measure is better than the state’s performance for the year prior to the year in which the target was established (i.e., baseline safety performance). A state DOT is determined to have met, or made significant progress toward meeting, its targets when at least four of the five required performance targets are either met or the safety outcome for the performance measure has improved.

TABLE 2-7: EL PASO COUNTY, PM1: SAFETY CALENDAR YEAR 2019

PM1: SAFETY	BASELINE PERFORMANCE 2013-2017	2019 ACTUAL PERFORMANCE	5-YEAR ROLLING AVERAGE 2015-2019	2019 TARGET	TARGET STATUS	BETTER THAN BASELINE	MET OR MADE SIGNIFICANT PROGRESS
Number of Fatalities	67	80	75	70	NOT MET	NO	NO
Fatality Rate	1.299	1.388	1.383	1.283	NOT MET	NO	
Number of Serious Injuries	282.6	262	288.8	362.5	MET ✓	N/A*	
Serious Injury Rate	5.47	4.545	5.359	6.64	MET ✓	N/A*	
Number of Non-motorized Fatalities and Serious Injuries	58.6	74	63.8	62.5	NOT MET	NO	

* N/A indicates that better than baseline analysis not applicable since the target was met

According to the 2019 performance in Doña Ana and Otero County, all five out of five performance targets were met.

TABLE 2-8: DOÑA ANA AND OTERO COUNTY, PM1: SAFETY CALENDAR YEAR 2019

PM1: SAFETY	BASELINE PERFORMANCE 2012-2016	2019 ACTUAL PERFORMANCE	5-YEAR ROLLING AVERAGE 2015-2019	2019 TARGET	TARGET STATUS	BETTER THAN BASELINE	MET OR MADE SIGNIFICANT PROGRESS
Number of Fatalities	5.6	7	5.2	6	MET ✓	N/A*	YES ✓
Fatality Rate	2.778	2.991	2.364	2.722	MET ✓	N/A*	
Number of Serious Injuries	19.2	6	12.2	15.8	MET ✓	N/A*	
Serious Injury Rate	9.592	2.6	5.59	7.194	MET ✓	N/A*	
Number of Non-motorized Fatalities and Serious Injuries	1.6	0	0.8	1.9	MET ✓	N/A*	

* N/A indicates that better than baseline analysis not applicable since the target was met

INFRASTRUCTURE CONDITION (PM2)

Texas state targets for Infrastructure Condition adopted by the EPMPPO Transportation Policy Board are presented in the **Table 2-9**. 2-year and 4-year targets for FY 2022 were adopted on November 16, 2018 and 4-year targets were revised on March 26, 2021.

TABLE 2-9: INFRASTRUCTURE CONDITION - TEXAS STATE TARGETS

PM2: INFRASTRUCTURE CONDITION <i>ADOPTED BY TPB ON:</i>	BASELINE	2-YEAR CONDITION/ PERFORMANCE	2-YEAR TARGET	2022 TARGET	
				4-YR	4-YR ADJUSTED
				11/16/2018	3/26/2021
Percentage of <u>pavements</u> on the Interstate System in GOOD condition	-	66.60%	-	66.40%	65.50%
Percentage of <u>pavements</u> on the Interstate System in POOR condition	-	0.10%	-	0.30%	0.20%
Percentage of <u>pavements</u> on the non-Interstate NHS in GOOD condition	54.50%	55.20%	52%	52.30%	54.10%
Percentage of <u>pavements</u> on the non-Interstate NHS in POOR condition	14.00%	13.50%	14.30%	14.30%	14.20%
Percent of NHS <u>bridges</u> classified as in GOOD condition	50.70%	50.70%	50.60%	50.40%	-
Percent of NHS <u>bridges</u> classified as in POOR condition	0.90%	1.30%	0.80%	0.80%	1.50%

The New Mexico state 4-year targets for FY 2021 were adopted by the Transportation Policy Board on November 16, 2018 (**Table 2-10**).

TABLE 2-10: INFRASTRUCTURE CONDITION - NEW MEXICO STATE TARGETS

PM2: INFRASTRUCTURE CONDITION <i>ADOPTED BY TPB ON NOV, 16 2018</i>	4 YEAR (2021)
Percentage of <u>pavements</u> on the Interstate System in GOOD condition	59.10%
Percentage of <u>pavements</u> on the Interstate System in POOR condition	5.00%
Percentage of <u>pavements</u> on the non-Interstate NHS in GOOD condition	34.20%
Percentage of <u>pavements</u> on the non-Interstate NHS in POOR condition	12.00%
Percent of NHS <u>bridges</u> classified as in GOOD condition	30.00%
Percent of NHS <u>bridges</u> classified as in POOR condition	2.50%

Similarly, the EPMPPO has developed an analysis based on available regional data to determine whether the infrastructure condition targets were met for the EPMPPO study area. This analysis will be used in the development of future targets specific to the region.

The latest Highway Performance Monitoring System (HPMS) pavement condition data available at the time of development of RMS 2050 MTP was for year 2018 in El Paso, Doña Ana, and Otero

Counties. The latest National Bridge Investment Analysis System (NBIAS) bridge condition data was available for year 2019 in El Paso, Doña Ana, and Otero Counties.

Since Texas targets adopted by the state were only for years 2020 and 2022, the 2018 pavement data and 2019 bridge data are compared against these targets for El Paso County. As presented below in **Table 2-11**, only two of the six performance measures for El Paso County met the target.



TABLE 2-11: EL PASO COUNTY, PM2: INFRASTRUCTURE CONDITION

PM2: INFRASTRUCTURE CONDITION	TX		TX ADOPTED TARGETS	EL PASO COUNTY ACTUAL PERFORMANCE
	BASELINE			
	2018	2020	2022	2018 HPMS, 2019 NBIAS
Percentage of <u>pavements</u> on the Interstate System in GOOD condition	-	-	66.40%	47.71%
Percentage of <u>pavements</u> on the Interstate System in POOR condition	-	-	0.30%	4.75%
Percentage of <u>pavements</u> on the non-Interstate NHS in GOOD condition	54.40%	52.00%	52.30%	29.28%
Percentage of <u>pavements</u> on the non-Interstate NHS in POOR condition	13.80%	14.30%	14.30%	25.55%
Percent of NHS <u>bridges</u> classified as in GOOD condition	50.63%	50.58%	50.42%	54.37% ✓
Percent of NHS <u>bridges</u> classified as in POOR condition	0.88%	0.80%	0.80%	0.00% ✓

✓ indicates target was met

Since NM targets adopted by the state were only for years 2019 and 2021, the 2018 pavement data and 2019 bridges data are compared against these targets for Doña Ana and Otero Counties. **Table 2-12** below demonstrates that all of the measures for Doña Ana and Otero Counties were met.

TABLE 2-12: DOÑA ANA AND OTERO COUNTY, PM2: INFRASTRUCTURE CONDITION

PM2: INFRASTRUCTURE CONDITION	NM ADOPTED TARGETS		ACTUAL PERFORMANCE
	2019	2021	2018 HPMS
Percentage of <u>pavements</u> on the Interstate System in GOOD condition	57.30%	59.10%	100% ✓
Percentage of <u>pavements</u> on the Interstate System in POOR condition	4.50%	5%	0.00% ✓
Percentage of <u>pavements</u> on the non-Interstate NHS in GOOD condition	35.60%	34.2%	72.16% ✓
Percentage of <u>pavements</u> on the non-Interstate NHS in POOR condition	9%	12%	7.58% ✓
Percent of NHS <u>bridges</u> classified as in GOOD condition	36%	30%	39.85% ✓
Percent of NHS <u>bridges</u> classified as in POOR condition	3.30%	2.50%	0.00% ✓

✓ indicates target was met

SYSTEM PERFORMANCE, FREIGHT, AND CMAQ (PM3)

Texas state targets for System Performance adopted by the EPMPPO Transportation Policy Board are presented in **Table 2-13**. 2-year and 4-year targets for FY 2022 were adopted on November 16, 2018 and 4-year targets were revised on March 26, 2021.

TABLE 2-13: SYSTEM PERFORMANCE - TEXAS STATE TARGETS

PM3: SYSTEM PERFORMANCE <i>ADOPTED BY TPB ON:</i>	BASELINE	2-YEAR CONDITION / PERFORMANCE	2-YEAR TARGET	2022 TARGET	
				4-YR	4-YR ADJUSTED
				<i>11/16/2018</i>	<i>3/26/2021</i>
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.50%	81.20%	61.20%	56.60%	70%
Percent of the Person-Miles Traveled on Non-Interstate That Are Reliable	-	83%	-	55.0%	70%
Truck Travel Time Reliability (TTTR) Index	1.40	1.44	1.7	1.79	1.78

The New Mexico state 4-year targets for FY 2021 were adopted by the Transportation Policy Board on November 16, 2018 (**Table 2-14**).

TABLE 2-14: SYSTEM PERFORMANCE - NEW MEXICO STATE TARGETS

PM3: SYSTEM PERFORMANCE <i>ADOPTED BY TPB ON:</i>	4 YEAR (2021) <i>NOV 16, 2018</i>
Percent of the Person-Miles Traveled on the Interstate that are Reliable	95.10%
Percent of the Person-Miles Traveled on Non-Interstate that are Reliable	90.40%
Truck Travel Time Reliability (TTTR) Index	1.15

Observing the current performance of the roadway system is an important component of assessing the system's needs and planning for its future. For the regional analysis and to determine if the system performance targets were met or not for the EPMPO study area, UTEP has done a comparison of the adopted targets to actual performance based on available data.

These measures are primarily calculated using the National Performance Management Research

Dataset (NPMRDS). The latest NPMRDS travel time reliability data was available for years 2017, 2018 and 2019 in El Paso County, Doña Ana and Otero Counties.

Since Texas targets were adopted only for years 2020 and 2022, the 2017/2018/2019 travel time reliability is compared against these targets for El Paso County.

TABLE 2-15: EL PASO COUNTY, PM3: SYSTEM PERFORMANCE

PM3: SYSTEM PERFORMANCE	TX BASELINE	TX ADOPTED TARGETS		ACTUAL PERFORMANCE		
		2020	2022	2017	2018	2019
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.60%	61.20%	56.60%	88.4% ✓	88.3% ✓	91.20% ✓
Percent of the Person-Miles Traveled on Non-Interstate That Are Reliable	-	-	55.40%	79.2% ✓	76.7% ✓	83.1% ✓
Truck Travel Time Reliability (TTTR) Index	1.5	1.7	1.79	1.54 ✓	1.49 ✓	1.47 ✓

✓ indicates target was met

Since New Mexico targets were adopted only for years 2019 and 2021, the 2017/2018/2019 travel time reliability is compared against these targets for roadway links that belong to the El Paso MPO area in Doña Ana and Otero Counties.

TABLE 2-16: DOÑA ANA AND OTERO COUNTY, PM3: SYSTEM PERFORMANCE

PM3: SYSTEM PERFORMANCE	NM BASELINE	NM ADOPTED TARGETS		ACTUAL PERFORMANCE		
		2019	2021	2017	2018	2019
Percent of the Person-Miles Traveled on the Interstate that are Reliable	97.00%	96.10%	95.10%	100% ✓	100% ✓	100% ✓
Percent of the Person-Miles Traveled on Non-Interstate that are Reliable	90.50%	90.40%	90.40%	100% ✓	100% ✓	80.70%
Truck Travel Time Reliability (TTTR) Index	1.13	1.14	1.15	1.13 ✓	1.14 ✓	1.17

✓ indicates target was met

CMAQ/AIR QUALITY

Nonattainment MPOs are required to establish targets and report progress for the performance measures related to the Congestion Mitigation and Air Quality (CMAQ) program as established in 23 CFR Part 490 (§ 490.707 and § 490.807) for on-road mobile source emissions. As of the effective date for pollutant target setting, the EPMPO was the only Carbon Monoxide (CO) and Particulate matter-10 (PM-10) nonattainment area in Texas and the only PM-10 nonattainment area in New Mexico.

Methodologies and Emission Targets for these measures have been mutually agreed upon by EPMPO, TxDOT-Transportation Planning and Programming Division and NMDOT-Planning Division. The effectiveness of the Congestion Mitigation and Air Quality Improvement Program is gauged by the following measures:

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

Note that EPMPO is not required to set targets for the annual Hours of Peak Hour Excessive Delay Per Capita and the Percent of Non-SOV travel until the Second Performance Period in 2022-2025.

Mid-point-4-year target and methodology has been updated (23 CFR Part 490 Subparts A, E, F, G & H) due to more reliable data available in 2018 and 2019 for CO and PM-10. The established baseline for the updated 4-year targets, which relies on historical data from 2014-2017, will remain the same. After the first two years (2018-2019) of the first performance period were available, EPMPO

updated the 4-year targets and recommended these targets to TxDOT to use for the state's on road mobile source emissions for CO and PM-10.

The Midpoint Performance Period On-road Mobile Source Emissions targets were presented to the Transportation Policy Board for approval in September 2020. The updated 4-year targets and the original 2-year and 4-year targets for Texas are presented in **Table 2-17**.



TABLE 2-17: PM3: CMAQ - TEXAS STATE TARGETS

TEXAS	BASELINE (KG/DAY)	ORIGINAL 2-YEAR TARGETS (KG/DAY)	MID-POINT CONDITION REPORT 2-YEAR TARGETS (KG/DAY)	ORIGINAL 4-YEAR TARGETS (KG/DAY)	UPDATED MIDPOINT 4-YEAR TARGETS (KG/DAY)
Total Emissions Reduction: PM-10	0.97	4.73	11.37	13.71	21.96
Total Emissions Reduction: CO	580.24	434.93	490.75	891.11	841.62

The EPMPO worked with NMDOT to develop on-road mobile source emission targets for PM-10. A cost benefit analysis methodology was used in 2018 to develop the original 2-year and 4-year emission targets for the first performance period. The same methodology was used for the update to the 4-year emissions target at the midpoint reporting period.

The established baseline was developed with the original targets that were set in 2018 and will remain the same until the development of targets

for the next performance period. Because EPMPO updated the midpoint 4-year on-road mobile source emission target for PM-10 in Texas (based on actual, rather than projected, 2018-2019 data), and because the New Mexico methodology is tied to the Texas methodology by way of the cost benefit analysis, the New Mexico 4-year on road mobile source emission target for PM-10 has also been updated. The updated 4-year target and the original 2-year and 4-year targets for New Mexico are presented in **Table 2-18**.

TABLE 2-18: PM3: CMAQ - NEW MEXICO STATE TARGETS

NEW MEXICO	BASELINE (KG/DAY)	ORIGINAL 2-YEAR TARGET (KG/DAY)	MID-POINT CONDITION REPORT 2-YEAR TARGET (KG/DAY)	ORIGINAL 4-YEAR TARGET (KG/DAY)	UPDATED MIDPOINT 4-YEAR TARGET (KG/DAY)
Total Emissions Reduction: PM-10	0.17	0.65	1.14	1.79	3.48

It should be noted that the EPMPO is currently working with NMDOT to develop a new target methodology based on available data and independent from Texas methodology. This will allow a better representation of New Mexico’s project goals in terms of the CMAQ portion of Air Quality Benefits.

TRANSIT ASSET MANAGEMENT (TAM)

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

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

TABLE 2-19: EL PASO TRANSIT ASSET MANAGEMENT 4 YEAR TARGETS

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

As part of the FAST Act, performance measures were incorporated for transit agencies, primarily through the Transit Asset Management (TAM) assessment and planning requirements. Sun Metro's TAM plan was developed to meet that requirement. Sun Metro continuously seeks grants through the regional MPO in order to supplement the competitive and formula funding grants available from the FTA. Primarily Sun Metro applies for FHWA Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funding through the MPO. Funding from these grants are crucial to the agency's State of Good Repair (SGR) program and the

resulting Transit Asset Management Plan (TAM). CMAQ funds provide for new and replacement bus funding, to include vehicles needed for new and extended services. Funding also allows for new or enhancements of terminals and stops to include accessibility and passenger amenities if associated with new or extended services. STP provides similar funding but without the new or extended service requirements. This grant funding not only permits Sun Metro to provide efficient and dependable service but supplements funding from other sources necessary to maintain State of Good Repair standards. In FY2019 CMAQ, the federal funding portion obtained through the regional MPO, will total approximately \$5.5M for operating assistance (Dyer and Alameda BRT's and Streetcar services) plus replacement funding for three buses. As of October 2018 Sun Metro had been awarded approximately \$7.1M of funds for new revenue vehicles that were unspent or pending, including grants obtained through the CMAQ program and other grant programs.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

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

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



TABLE 2-20: PERFORMANCE MEASURES ADOPTED IN THE PTASP

PERFORMANCE MEASURES-FIXED ROUTE PER EVERY 100,000 MILES		FISCAL YEAR			
		2019	2020	2021	2022
Fatalities		0	0	0	0
Injuries		50	45	40	35
Safety Events	Accidents	178	50	45	45
	Incidents	-	78	70	65
	Occurrences	-	50	45	45
System Reliability (Mean Distance Between Failures)		82,864 miles	90,000 miles	95,000 miles	100,000 miles

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

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

ADDRESSING PERFORMANCE IN RMS 2050

RMS 2050 MTP includes performance measures beyond those that are required by the final rules. These supplemental performance measures are quantifiable indicators of whether the policies and proposed program of projects in the RMS 2050 MTP help the region achieve the desired outcomes articulated in the adopted goals and objectives. This approach provides decision makers with the ability to objectively set policies and prioritize projects based on a project's anticipated outcomes and whether those outcomes truly address the region's transportation challenges by achieving the local, state and national goals and objectives.

The use of an outcome-based process using objective measures in the planning process also allows the MPO to track transportation system performance as the RMS 2050 MTP is implemented by tracking project performance after projects are constructed. This tracking of project performance will help the MPO determine whether the project's actual, real-world performance matches the results expected during the planning process.

This approach also allows the EPMPPO to meet its federal mandate for a process of continuous improvement of both the transportation system and the planning process itself.

The planning-level performance measures recommended for RMS 2050 MTP (**Table 2-21**) combine performance measures developed in collaboration with local stakeholders based on the adopted goals and objectives with performance measures required by the USDOT through federal regulations. In general, these performance measures fall into two broad categories. The first category includes those measures (such as mobility and accessibility) that can be modeled (using the MPO travel demand model of the regional transportation system) and quantified at the project level to evaluate the specific performance outcomes of individual projects or packages of projects. The second category includes measures (such as environmental sustainability) whose outcomes are more appropriately measured at the regional transportation system level (and which cannot be discretely modeled by the El Paso travel demand model).



TABLE 2-21: GOALS AND METRICS

GOALS	PLAN PERFORMANCE MEASURES	NATIONAL PERFORMANCE MEASURES
Safety	- Number of projects that include safety enhancements located near crash hotspots	- Crashes per 100 Million Vehicle Mile Traveled
		- Total crashes resulting in fatality or incapacitating injury
		- Total crashes involving cyclists and pedestrians
Maintenance & Operations	- Number of projects that repair or replace deficient bridges or pavements	- Number of deficient bridges
		- Lane miles of deficient pavement
Mobility	- Travel Time Index (Actual Travel Time Divided by Non-Congested Travel Time)	- Percent Miles Traveled on Network that are reliable
	- Annual hours of delay (millions)	- Peak Hours Excessive Delay Per Capita
	- Commute times from Environmental Justice zones (min)	- Truck Travel Time Reliability Index (TTTRI)
Accessibility & Travel Choice	- Percent of jobs, key destinations, and population within ½ mile of high-quality, rapid transit	- Percent non-SOV (single occupancy vehicle) trips
	- Average trip costs	
Sustainability	- Total Vehicle Miles Traveled (VMT)	- Estimated Max Daily CO Emissions (Tons/Day)
	- VMT per capita (regional)	- Estimated Max Daily PM10 Emissions (Tons/Day)
Economic Vitality	- Annual hours of delay along major freight corridors	-
	- Average wait times by mode at POEs	-
	- Number of projects that improve operations or multimodal access at current or future POEs	-
Quality of Life	- The indicator for this goal is a summary of performance on each goal for each alternative relative to the other alternatives	-
Implementation	- Number of projects ready for implementation based on the Project Readiness Report	-

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El Paso Metropolitan Planning Organization
PUBLIC INVOLVEMENT FOR PROJECTS INCLUDED IN THE MAY 2023 STIP REVISION
FOR INCLUSION IN THE 2023-2026 STIP

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

- **Highway Projects:**
 - Borderland Expressway, Phase 2: FM3255 to Railroad Dr.
 - Borderland Expressway, Phase 3: BU54 (Dyer St.) to SL 375
 - George Perry Extension Ph 1
 - N. Darrington Reconstruction
 - Horizon at Darrington Intersection Imp.
 - Spur 320 PH I (BU 54 to Railroad Dr)
 - Nuevo Hueco Tanks Extension (FM 76 to SH20) - Construction
 - SH 178 Operational Improvements
 - Sean Haggerty Dr Extension
 - I-10 FR Ext PH I (Executive to Sunland Park)
 - US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II
- **Transit Projects:**
 - Sun Metro 5307 Apportionment projects:
 - Job Access Revers Commute (JARC)
 - ADA Paratransit
 - Capital Maintenance
 - Planning
 - Security Equipment
 - Bus Purchase
 - Sun Metro 5339 Apportionment projects:
 - Curb Cuts ADA Improvements
 - Other Capital Program Items
 - Support Vehicles/Bus Rehab
 - FTA 5339 Formula Funding for Buses and Bus Facilities
 - Transit Enhancements

These projects were included in the 7-Day public comment period completed for the April 2023 TPB meeting. The 7-day public comment periods were posted to the EPMPO website as a banner alert and news post on the main page. The alert and news post provided the announcements below. These announcements include information of the amendment to the MPO's documents, the backup documentation provided at the Transportation Project Advisory Committee meeting.

No comments were received for any of the projects during the 7-day comment period.

EPMPO WEBSITE ANNOUNCEMENTS

7 Day Public Comment for April 21, 2023, TPB meeting website announcement

[https://www.elpasompo.org/media/NewsPublicInvolvement/7%20Day%20PI%20for%20TPB/2023/7%20day%20public%20comment%20period%20for%20April%202023%20TPB%20\(04-21-23\).pdf](https://www.elpasompo.org/media/NewsPublicInvolvement/7%20Day%20PI%20for%20TPB/2023/7%20day%20public%20comment%20period%20for%20April%202023%20TPB%20(04-21-23).pdf)

7-day Public Comment Period for TPB April 2023



Select Language | ▼



MTP



TIP



Conformity



Title VI



Live Videos



RMS 2020





Links

El Paso Area Transportation Statistics

DEMOGRAPHICS

882,680

Total Population

(2018 ACS 5-Yr Estimates)

87.9%

Total Minority

(2018 ACS 5-Yr Estimates)

82.7%

Hispanic/Latino Residents

(2018 ACS 5-Yr Estimates)

22.13%

Low Income Population

(Individuals whose income is below the poverty percent. 2018 ACS 5-Yr Estimates)

32.17%

Limited English Proficiency Population

(Population that speak English less than "Very Well". 2018 ACS 5-Yr Estimates)



405

Number of Fatalities

(0.37% from total number of fatalities during 2013-2017)

1,796

Number of Serious Injuries

(1.66% from total number of serious injuries during 2013-2017)



MAINTENANCE & OPERATIONS

Bridges in Good Condition

36.99%

Texas Portion

(Bridges condition data as of 2018)

1.27%

New Mexico Portion

(Bridges condition data as of 2018)

Pavement in Poor Condition

21.65%

Texas Portion
(2017 ACS 5-Yr Estimates)

8.96%

New Mexico portion
(2017 ACS 5-Yr Estimates)

 **SYSTEM PERFORMANCE**

1.13

Avg. Travel Time Index
(2018 Analysis Period)

1.16

Avg. Truck Travel Time Index
(2018 Analysis Period)

19.73%

Percent Non-Single Occupant Vehicle Travel (commute trips)
(2016 ACS 5-Yr Estimates)

0.20%

Commute by Biking
(2016 ACS 5-Yr Estimates)

2.02%

Commute by Walking

(2016 ACS 5-Yr Estimates)

1.41%

Commute by Transit

(2016 ACS 5-Yr Estimates)

News

more news

Title link to news post: <https://www.elpasompo.org/news/post/134/>

Public comments for amendments to the El Paso MPO's documents are being accepted. The MPO's Transportation Policy Board (TPB) may consider these projects for approval at their April 21, 2023 meeting. Please send comments to Mansol... News post is scheduled to be unpublished automatically

FY 2024-2025 Surface Transportation Program (STP) Large Urban Funds Call for Projects for the New Mexico portion of the El Paso Metropolitan Planning Organization Region

The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road...

[https://www.elpasompo.org/media/NewsPublicInvolvement/7%20Day%20PI%20for%20TPB/2023/7%20day%20public%20comment%20period%20for%20April%202023%20TPB%20\(04-21-23\).pdf](https://www.elpasompo.org/media/NewsPublicInvolvement/7%20Day%20PI%20for%20TPB/2023/7%20day%20public%20comment%20period%20for%20April%202023%20TPB%20(04-21-23).pdf)

New Mexico Department of Transportation (NMDOT) 2024-2025 Transportation Alternatives (TA) Call for Projects for the New Mexico portion of the El Paso Metropolitan Planning Organization Region

In New Mexico, TA is administered by NMDOT. TA provides funding for the programs and projects such as: pedestrian and bicycle facilities, safe-routes-to-school projects, infrastructure improvements that provide better

Meetings

all meetings

APR
21
FRI
TPB Meeting
9:00 AM
Live Video

MAY
3
WED
TPAC Meeting
1:30 PM

MAY
12
FRI
EC Meeting
9:00 AM

MAY
19

TPB Meeting
9:00 AM

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