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December 8, 2022

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

RE: Revision to the Regional Mobility Strategy (RMS) 2023-2026 Transportation Improvement Program (TIP) for inclusion in the 2023-2026 Statewide Transportation Improvement Program (STIP) through the November 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 Statewide Transportation Improvement Program (STIP), RMS 2050 Metropolitan Transportation Plan (MTP), and the RMS 2023-2026 TIP at their October 21, 2022, November 18, 2022, and December 16, 2022 meetings, respectively.

Highway Projects:

1. Program the *Ysleta Port of Entry Pedestrian and Site Improvements* (CSJ 0924-06-677/MPO ID E408X) project using Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant funds under TxDOT Category 3 in Fiscal Year (FY) 2025
2. Deprogram the *US54 (Patriot Fwy) Mainlanes (Kenworthy to FM2529) and Ramp Reconfiguration* (CSJ 0167-01-122/MPO ID F001B-15A) project using Category 11 and Category 2 funds in FY 2025 (contingent upon approval from TPB at the December 16th meeting)
3. Deprogram the *IH 10 Interchange at Pendale* (CSJ 2121-03-146/MPO ID I006X-15A) project using Category 12 funds in FY 2025 (contingent upon approval from TPB at the December 16th meeting)

Transit Projects:

1. Amend the *Montana RTS 1st year Operating Assistance* (CSJ 0924-06-574/MPO ID T092X) project limits from “Downtown terminal – Santa Fe” to “Five Points Terminal – 2830 Montana” in FY 2023
2. Amend the *Montana RTS 2nd year Operating Assistance* (CSJ 0924-06-575/MPO ID T097X) project limits from “Downtown terminal – Santa Fe” to “Five Points Terminal – 2830 Montana” in FY 2024

Eduardo Calvo, AICP
Executive Director

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	0924-06-677		C,E	El Paso	COEP	\$15,000,000

TIP PROJECT NAME: Ysleta POE Pedestrian Safety Improvements

LIMITS FROM: At Ysleta POE

LIMITS TO: At Ysleta POE

TIP DESCRIPTION: Ysleta POE Pedestrian Safety Improv: Design & const of ped safety improv;ped. drop-off/pick-up zones,shade canopies,improv crosswalks,ped illumination,signs,signals,traffic calming,streetlights,landscaping,seating,screening walls,CCTVs,bus stop,Wayfinding.

REVISION DATE: 11/2022

MPO PROJECT ID: E408X

MTP REFERENCE: E408X

FUNDING CATEGORY: Cat 3 RAISE

REMARKS:

PROJECT HISTORY:

Amend RMS 2050 MTP and RMS 2023-2026 TIP to program in FY 2025 - EXEMPT

Total Project Cost Information:		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:	\$0								
Construction:	\$11,700,000								
Construction Engineering:	\$800,000								
Contingencies:	\$0								
Indirects:	\$0								
Bond Financing:	\$0								
Potential Change Order:	\$0								
Total Project Cost:	\$15,000,000								
		Cost of Approved Phases:							
			Cat 3LC RAISE Grant	\$12,000,000	\$0	\$0	\$3,000,000	\$0	\$15,000,000
			Fund by Share	\$12,000,000	\$0	\$0	\$3,000,000	\$0	\$15,000,000

PROJECT AMENDMENT HISTORY

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

11/2025 2025 10/2022 Amend RMS 2050 MTP and RMS 2023-2026 TIP to program in FY 2025 - EXEMPT

'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	0167-01-122	US 54	C	El Paso	TXDOT	\$0
TIP PROJECT NAME: US54 (PATRIOT FWY) MAINLANES (KENWORTHY TO FM2529) AND RAMP RECONFIGURATION					REVISION DATE:	11/2022	
LIMITS FROM: KENWORTHY					MPO PROJECT ID:	F001B-15A	
LIMITS TO: FM 2529 (MCCOMBS)					MTP REFERENCE:	F001B-15A	
TIP DESCRIPTION: 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					FUNDING CATEGORY:	CAT 2 TMA, CAT 11	

REMARKS:
DEPROGRAMMED FROM: FY 2025

PROJECT HISTORY:
Amend RMS 2025 MTP and RMS 23-26 TIP to remove from TIP and move to FY 2027

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:	\$0								
Right Of Way:	\$0	Cat 2M	2M	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$0	Cat 11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$0								
Contingencies:	\$0								
Indirects:	\$0								
Bond Financing:	\$0								
Potential Change Order:	\$0								
Total Project Cost:	\$0		Fund by Share	\$0	\$0	\$0	\$0	\$0	\$0

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
11/2020	2025	11/2020	Amend the amended D2045 MTP, D21-24 TIP and 21-24 STIP to deprogram from FY 2023 and reprogram to FY 2025
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025
11/2022	2025	12/2022	Amend RMS 2025 MTP and RMS 23-26 TIP to remove from TIP and move to FY 2027

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

EL PASO DISTRICT PROJECTS
FY 2025 (SEPT - AUG)

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	2121-03-146	IH 10	C	El Paso	TXDOT	\$0

TIP PROJECT NAME: IH 10 Interchange at Pendale (Lee Trevino to FM659)

LIMITS FROM: Lee Trevino

LIMITS TO: East of FM 659 (Zaragoza Rd)

TIP DESCRIPTION: IH 10 Interchange at Pendale (Lee Trevino to FM659): CONSTRUCT INTERCHANGE

REMARKS:

REVISION DATE: 11/2022

MPO PROJECT ID: I006X-15A

MTP REFERENCE: I006X-15A

FUNDING CATEGORY: CAT 12

DEPROGRAMMED FROM: FY 2025

PROJECT HISTORY:

Amend RMS 2050 MTP and RMS 23-26 TIP to deprogram from TIP and move to FY 2027

Total Project Cost Information:		Cost of Approved Phases:	Cat	12	Strategic Priority	Authorized Funding by Category/Share					Total Share
						Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	
Preliminary Engineering:	\$0				\$0	\$0	\$0	\$0	\$0	\$0	\$0
Right Of Way:	\$0				\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$0				\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$0				\$0	\$0	\$0	\$0	\$0	\$0	\$0
Contingencies:	\$0	\$0			\$0	\$0	\$0	\$0	\$0	\$0	\$0
Indirects:	\$0				\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bond Financing:	\$0				\$0	\$0	\$0	\$0	\$0	\$0	\$0
Potential Change Order:	\$0				\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Project Cost:	\$0				\$0	\$0	\$0	\$0	\$0	\$0	\$0

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
11/2020	2025	11/2020	Amend the amended D2045 MTP, D21-24 TIP and 21-24 STIP to deprogram from 2024 and reprogram in 2025
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025
11/2022	2025	12/2022	Amend RMS 2050 MTP and RMS 23-26 TIP to deprogram from TIP and move to FY 2027

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	0924-06-574	N/A	T	El Paso	Sun Metro	\$1,917,592
TIP PROJECT NAME: Montana RTS 1st year Operating Assistance					REVISION DATE:	11/2022	
LIMITS FROM:	Five Points Terminal - 2830 Montana				MPO PROJECT ID:	T092X	
LIMITS TO:	Far East Terminal - RC Poe & Edgemere				MTP REFERENCE:	T092X	
TIP DESCRIPTION:	Montana RTS 1st year Operating Assistance: 1st year of Montana RTS operations				FUNDING CATEGORY:	CAT 5 CMAQ	
REMARKS:	Amend RMS 2050 MTP and RMS 23-26 TIP to update project limits -EXEMPT				VOC (Kg/Day): 5.371	CO (Kg/Day): 110.234	
					NOX (Kg/Day): 8.313	PM 10 (Kg/Day): 2.522	

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

Total Project Cost Information:		Cost of Approved Phases:	Authorized Funding by Category/Share								
			Cat	5	CMAQ	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Preliminary Engineering:	\$0				\$1,534,074	\$0	\$0	\$383,518	\$0	\$1,917,592	
Right Of Way:	\$0				\$0	\$0	\$0	\$0	\$0	\$0	
Construction:	\$1,917,592				\$0	\$0	\$0	\$0	\$0	\$0	
Construction Engineering:	\$0										
Contingencies:	\$0	\$1,917,592			Fund by Share	\$1,534,074	\$0	\$0	\$383,518	\$0	\$1,917,592
Indirects:	\$0										
Bond Financing:	\$0										
Potential Change Order:	\$0										
Total Project Cost:	\$1,917,592										

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2018	2021	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021.
11/2019	2021	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to update project name and description from Montana RTS 2nd Year Operating Assitance to Montana 1st Year Operating Assitance.-Exempt
5/2020	2022	04/2020	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to reprogram from FY 2021 to FY 2022 - Exempt
07/2020	2022	05/2020	Program Amended D2045 MTP, D21-24 TIP, 21-24 STIP, in FY 2022. Exempt
01/2022	2023	10/2021	Admin Amend to move from FY 2022 to FY 2023 - Exempt
07/2022	2023	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2023 - EXEMPT
11/2022	2023	11/2022	Amend RMS 2050 MTP and RMS 23-26 TIP to update project limits -EXEMPT

'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	0924-06-575	N/A	T	El Paso	Sun Metro	\$1,300,000
TIP PROJECT NAME: Montana RTS 2nd year Operating Assistance					REVISION DATE:	11/2022	
LIMITS FROM:	Five Points Terminal - 2830 Montana				MPO PROJECT ID:	T097X	
LIMITS TO:	Far East Terminal - RC Poe & Edgemere				MTP REFERENCE:	T097X	
TIP DESCRIPTION:	Montana RTS 2nd year Operating Assistance: 2nd year of Montana RTS operations				FUNDING CATEGORY:	CAT 5 CMAQ,	
REMARKS:	Amend RMS 2050 MTP and RMS 23-26 TIP to update project limits -EXEMPT				VOC (Kg/Day): 5.191	CO (Kg/Day): 108.402	
					NOX (Kg/Day): 7.719	PM 10 (Kg/Day): 2.588	

PROJECT HISTORY:
Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2024 - EXEMPT

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:	\$0	\$1,300,000	Cat 5	CMAQ	\$1,040,000	\$0	\$0	\$260,000	\$0	\$1,300,000
Right Of Way:	\$0				\$0	\$0	\$0	\$0	\$0	\$0
Construction:	\$1,300,000				\$0	\$0	\$0	\$0	\$0	\$0
Construction Engineering:	\$0									
Contingencies:	\$0									
Indirects:	\$0									
Bond Financing:	\$0									
Potential Change Order:	\$0									
Total Project Cost:	\$1,300,000		Fund by Share		\$1,040,000	\$0	\$0	\$260,000	\$0	\$1,300,000

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2022.
11/2019	2022	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to update project name and description from Montana RTS 3rd Year Operating Assitance to Montana 2nd Year Operating Assitance.-Exempt
5/2020	2022	04/2020	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP reprogram from FY 2022 to FY 2023 - Exempt
7/2020	2023	05/2020	Program Amended D2045 MTP, D21-24 TIP, 21-24 STIP, in FY 2023. Exempt
01/2022	2024	10/2021	Admin Amend to move from FY 2023 to FY 2024 - Exempt
07/2022	2024	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2024 - EXEMPT
11/2022	2024	11/2022	Amend RMS 2050 MTP and RMS 23-26 TIP to update project limits -EXEMPT

'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
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	\$25,435,528	\$25,435,528	\$1,410,000	\$0	\$26,845,528	COEP	2023
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	\$11,416,765	\$13,356,000	\$1,500,000	\$0	\$14,856,000	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

**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
	A437X	George Perry Extension	Build 4-Lane Divided.	George Perry Boulevard	Constitution	2032	\$18,572,593	\$25,417,876	\$1,245,476	\$0	\$26,663,352	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

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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)
	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
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	\$16,000,000	\$16,000,000	\$0	\$0	\$16,000,000	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	\$2,245,213	\$2,245,213	\$0	\$0	\$2,245,213	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	\$16,001,935	\$18,000,000	\$0	\$0	\$18,000,000	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
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
	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	\$3,873,607	\$4,357,281	\$1,089,055	\$738,138	\$6,184,474	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

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	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
	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
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	\$20,000,000	\$20,000,000	\$0	\$1,500,000	\$21,500,000	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 @ Pellicano or Vista Del Sol for connectivity to R.C. Poe terminal and Loop 375 plus provide express service to terminals and Zaragoza POE.	Montana	Zaragoza POE	2032	\$7,907,591	\$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. Remarks: The operational improvements consist of left and right turn lanes, directional islands and medians, and traffic signal improvements	Horizon at Darrington Intersection		2032	\$6,000,000	\$6,000,000	\$360,000	\$0	\$6,360,000	TXDOT	2023
3592-01-009	P136X	SH 178 OPERATIONAL IMPROVEMENTS	Interchange improvements to include grade separation(s), rebuild I-10 overpass, U-turns, 4 Direct Connectors (DC) (3, 2-lane DC and only EB to WB DC will be 1-Lane)	NM/TX STATELINE	IH 10	2032	\$191,471,447	\$191,471,447	\$9,481,500	\$0	\$200,952,947	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	\$20,497,531	\$20,497,531	\$17,200,000	\$39,950,000	\$77,647,531	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	\$807,323	\$0	\$17,283,296	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

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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	\$0	\$117,506,440	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	\$7,024,899	\$0	\$150,390,183	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: BU54 (Dyer St.) to SL 375	Borderland Expressway Phase III Construct New Divided 4 Lane Facility from Railroad to SL 375 and Transitional work from BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	SL 375	2032	\$100,726,547	\$132,549,264	\$6,494,914	\$0	\$139,044,178	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

**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)
2121-03-163	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
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	EPMPPO	TASA-ALL
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EL PASO MPO - District 24
FY 2023 - 2026 Transportation Improvement Program
NOVEMBER 2022 REVISION

Tuesday, December 6, 2022

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)	\$0	\$0	\$27,971,134	\$27,971,134	\$29,556,102	\$29,556,102	\$3,347,592	\$3,347,592	\$60,874,828	\$60,874,828
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	\$4,162,805	\$10,844,849	\$3,169,824	\$15,244,279	\$12,308,284	\$22,070,083	\$10,242,408	\$32,031,807	\$29,883,321	\$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	\$60,435,019	\$61,398,923	\$12,500,000	\$22,817,538	\$18,000,000	\$23,075,579	\$20,869,979	\$23,305,106	\$111,804,998	\$130,597,146
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	\$0	\$0	\$0	\$0	\$0	\$0
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
12C	Strategic Priority RECON (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12S	Strategic Priority RECON (STP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SWPE	Statewide Budget PE	\$3,881,000	\$3,881,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,881,000	\$3,881,000
SB 102	Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$94,976,356	\$102,622,304	\$212,140,958	\$244,532,951	\$76,340,359	\$98,348,669	\$136,043,755	\$170,268,281	\$519,501,428	\$615,772,205

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total
Federal	\$74,410,285	\$147,335,859	\$49,427,404	\$106,156,931	\$377,330,479
State	\$5,299,506	\$33,700,000	\$3,295,196	\$20,316,755	\$62,611,457
Local Match	\$11,385,565	\$3,133,965	\$9,061,657	\$6,222,477	\$29,803,664
CAT 3 - Local/State Contributions	\$0	\$9,971,134	\$5,173,490	\$3,347,592	\$18,492,216
CAT 3 - Texas Mobility Funds	\$0	\$18,000,000	\$0	\$0	\$18,000,000
Cat 3 - TRZ	\$0	\$0	\$9,382,612	\$0	\$9,382,612
Other - Strategy PE Budget	\$3,881,000	\$0	\$0	\$0	\$3,881,000
Total	\$94,976,356	\$212,140,958	\$76,340,359	\$136,043,755	\$519,501,428

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

CAT 5 CMAQ - Carryover				
Fiscal Year	Authorized	Carry over	Programmed	Balance
2023	\$10,844,849	-	\$4,162,805	\$6,682,044
2024	\$15,244,279	\$6,682,044	\$3,169,824	\$18,756,499
2025	\$40,826,582	\$18,756,499	\$12,308,284	\$47,274,797
2026	\$79,306,604	\$47,274,797	\$10,242,408	\$116,338,993

Note 1: FY 2023 Category 7 STP MM Authorized amount includes FY 2022 Balance of \$27,826,026 and FY 2022-2023 Federal Reconciliation Adjustments of \$10,565,568

Note 2: FY 2023 Category 5 CMAQ Authorized amount includes FY 2022-2023 Federal Reconciliation Adjustments of \$1,237,388

Note 3: FY 2024-2026 Category 5 CMAQ Authorized amount includes carryover from previous year. Refer to Cat 5 CMAQ - Carryover table.





APPENDIX B: PERFORMANCE BASED PLANNING AND PROGRAMMING

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.

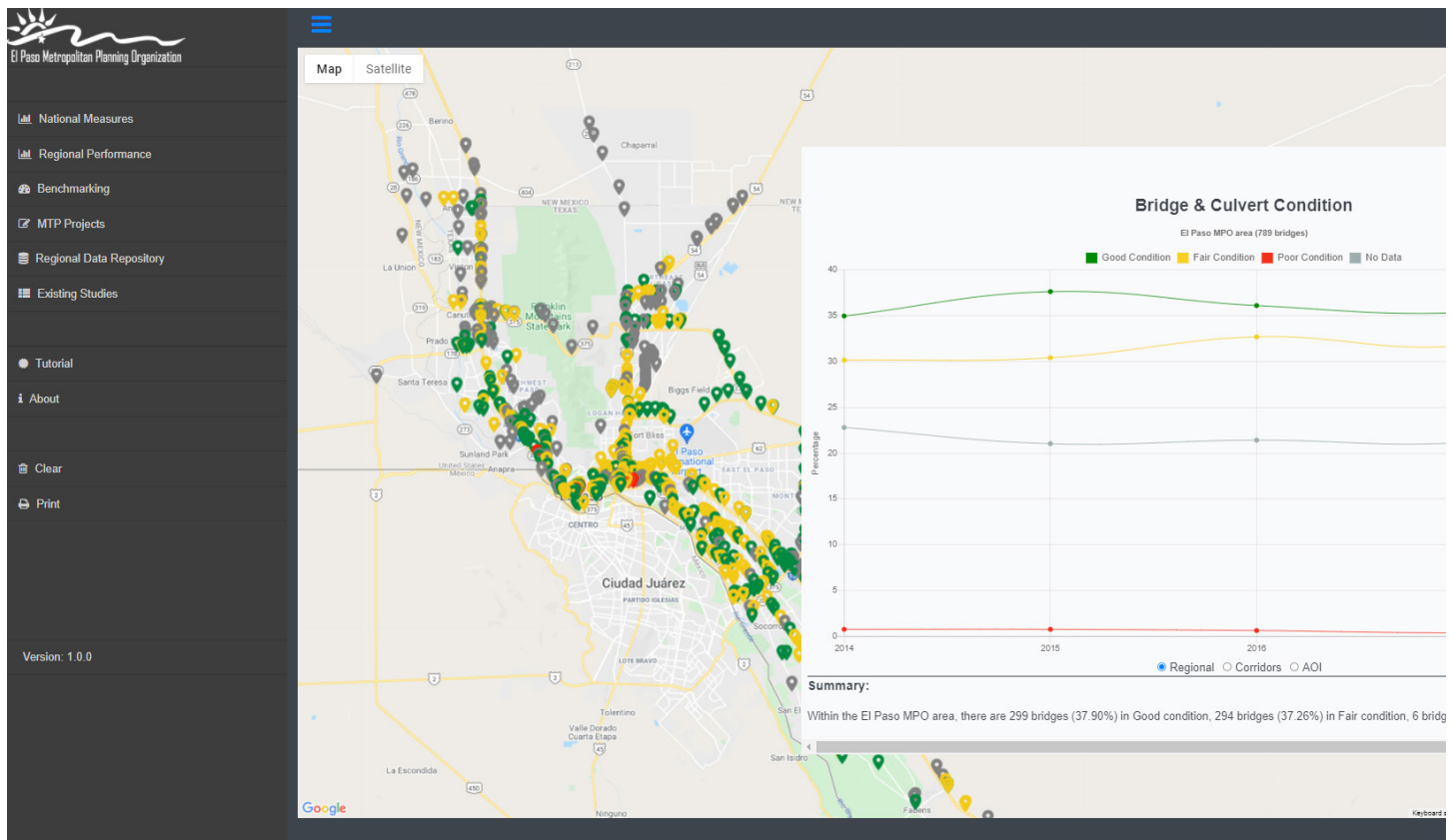
The EPMPO-monitors two kinds of performance as part of its performance-based planning efforts: Observed Performance and Forecasted or Modeled Performance.

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 EPMPPO Transportation Policy Board for previous fiscal years and for the most recent year up to the date of completion of RMS 2050 MTP 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	2018	2019	2020	2021	2022
Number of fatalities	3,704	3,791	3,840	3,687	3,563
Rate of fatalities	1.43	1.414	1.406	1.33	1.27
Number of serious injuries	17,565	17,751	17,394	17,151	16,677
Rate of serious injuries	6.74	6.55	6.286	6.06	5.76
Number of non-motorized fatalities and serious injuries	2,151	2,237.6	2,285	2,346.4	2,367

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

PM1: SAFETY	2018	2019	2020	2021	2022
Number of fatalities	364.1	375	401.9	411.6	421.9
Rate of fatalities	1.33	1.318	1.429	1.486	1.645
Number of serious injuries	1,219.4	1,100	1,074.2	1,030.5	1,030.5
Rate of serious injuries	4.456	3.825	3.82	3.722	3.842
Number of non-motorized fatalities and serious injuries	228	220.6	204	200	190.6

Although the EPMPPO has adopted the state’s safety targets, eventually regional targets based on data specific to the EPMPPO area will be developed. For this purpose, the EPMPPO 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 EPMPPO 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		EL PASO COUNTY ACTUAL PERFORMANCE
	BASELINE	ADOPTED TARGETS		
	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. El Paso MPO reached out to the transit

providers in the region to include Sun Metro the mass transit provider for the region and requested targets. The El Paso MPO Transportation Project Advisory Committee (TPAC) reviewed Sun Metro targets, as well as targets for Texas and New Mexico and recommended that the El Paso MPO Transportation Policy Board (TPB) adopt the state of Texas' targets for the El Paso MPO. Sun Metro may have agency-level targets that differ from the El Paso MPO adopted targets. These agency-level targets may better meet their needs in planning for state of good repair for Sun Metro. EPMPO will continue to coordinate with Sun Metro to report, track, and adjust the targets over time to meet the El Paso MPO targets.

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

TRANSIT ASSET MANAGEMENT	2022 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	N/A

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

resulting Transit Asset Management Plan (TAM). CMAQ funds provide for new and replacement bus funding, to include vehicles needed for new and extended services. Funding also allows for new or enhancements of terminals and stops to include accessibility and passenger amenities if associated with new or extended services. STP provides similar funding but without the new or extended service requirements. This grant funding not only permits Sun Metro to provide efficient and dependable service but supplements funding from other sources necessary to maintain 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	-