El Paso Metropolitan Planning Organization

October 17, 2023

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

Amendment to the RMS 2050 MTP and RMS 2023-2026 TIP for inclusion in the 2023-2026 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.

Highway Projects:

1. Program the *Traffic Management Center Upgrade Phase I (*MPO ID: S301D/CSJ: 0924-06-566) project using $5,360,329 of CMAQ funds in FY 2024*

**Project amendments are contingent to Transportation Policy Board approval at the November 17, 2023 meeting*

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

Sincerely,

Eduardo Calvo, AICP
Executive Director

Enclosures

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

EL PASO MPO
2023-2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM
EL PASO DISTRICT PROJECTS
FY 2024 (SEPT - AUG)

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-566**	N/A	E	El Paso	COEP	**$5,360,329**

TIP PROJECT NAME: Traffic Management Center Upgrade Phase 1

LIMITS FROM: City of El Paso city limits.
LIMITS TO: City of El Paso city limits.
TIP DESCRIPTION: TMCUPhase1: The project includes the upgrade of the City of El Paso TMC&Traffic Signal controller equipment city wide. P1 is the design phase. P2 includes both design&construction.P3-5 are the implementation&construction of the design
REMARKS: Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2024 - Exempt

REVISION DATE: 11/2023
MPO PROJECT ID: S301D
MTP REFERENCE: S301D
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 3.5 CO (Kg/Day): 68.03
NOX (Kg/Day): 8.91 PM 10 (Kg/Day): 10.15

PROJECT HISTORY:
Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2022, Amend to change project description and increase CAT 5 CMAQ funds from $3,421,422 to $5,360,329 in FY 2022 - Exempt

Total Project Cost Information:

Preliminary Engineering:	$5,360,329
Right Of Way:	$0
Construction:	$17,172,252
Construction Engineering:	$3,021,596
Contingencies:	$0
Indirects:	$319,404
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$25,873,581**

Cost of Approved Phases: **$5,360,329**

Authorized Funding by Category/Share

	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5 CMAQ	$4,288,263	$0	$0	$1,072,066	$0	$5,360,329
Fund by Share	**$4,288,263**	**$0**	**$0**	**$1,072,066**	**$0**	**$5,360,329**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2018	2022	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2022.
02/2020	2022	01/2020	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to reduce CAT 5 CMAQ from $5,360,329 to $3,660,329 in FY 2022
07/2020	2022	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2022.-Exempt
02/2022	2022	01/2022	Amend to change project description and increase CAT 5 CMAQ funds from $3,421,422 to $5,360,329 in FY 2022 - Exempt
11/2023	2024	11/2023	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2024 - 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	2024
0924-06-664	M309X	I-10 Deck Plaza Planning Study	This project will develop study for a Deck Plaza over I-10 in the downtown area. The proposed deck would add about 12 acres, including amenities such as green space, public gathering space, and entertainment venues.	Prospect Street	Campbell Street	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

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 illumintation, 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

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)
	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	$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	2024
0924-06-565	P004X-CAP-2	John Hayes (Darrington/Berryville)(Construction Phase 2)	Widen from 1-lane to 3-lanes in each direction with shared use path. Existing SB section from Montwood to 0.5 miles south will be restriped as 3-lanes	Pellicano Dr.	Montwood	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 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 EPMPO region as a system and identify operational and infrastructure improvements to each individual crossing.	El Paso MPO study area	El Paso MPO study area	2032	$2,000,000	$2,000,000	$0	$0	$2,000,000	EPMPO	2024
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

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)
	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
	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	2024
0924-06-563	A433-CAP-PE2	Arterial 1 (1682 Blvd) (PE – Final Design)	Build 4-lane divided	Future Border Highway East	IH-10	2032	$0	$0	$6,221,707	$0	$6,221,707	Socorro	2024
0924-06-607	A527X-CAP-1	Nuevo Hueco Tanks Extension (FM 76 to SH20) - Construction	Build 4 lane roadway and shared-use path	FM 76 North Loop Dr	SH 20 - Alameda Avenue	2032	$19,961,510	$25,257,678	$3,500,000	$1,500,000	$30,257,678	Socorro	2026
	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. 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 Transitionary work from BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	SL 375	2032	$0	$0	$8,100,000	$9,912,178	$18,012,178	TXDOT	2023
0924-06-681	M091X-2	ELP Safety Service Patrol-HERO FY2023	Highway Emergency Response Operations (HERO) FY2023	Countywide	AlongI10,US54,LP375,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	AlongI10,US54,LP375,SS601,SH178&US62/180	2032	$2,500,000	$2,500,000	$0	$0	$2,500,000	TXDOT	2024
2121-01-104	I405X-CAP-2	IH 10 WIDENING (NMSL | SPUR 37)	EXPAND FROM 4 TO 6 LANES AND OPERATIONAL IMPROVEMENTS from 0.22 MI W OF FM 1905 (ANTONIO ST) to SPUR 37; INCIDENTALS TO INCLUDE LANDSCAPE IMPROVEMENTS from 0.22 MI W OF FM 1905 (ANTONIO ST) to SH 20 (MESA ST)	0.22 MI W OF FM 1905 (ANTONIO ST)	SH 20 (MESA ST)	2032	$115,579,241	$115,579,241	$2,324,219	$0	$117,903,460	TXDOT	2024

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)
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	$231,471,447	$231,471,447	$9,481,500	$20,000,000	$260,952,947	TXDOT	2024
0665-02-002	P201B-CAP	Spur 320 PH I (BU 54 to Railroad Dr)	SS 320 Borderland Expressway Phase I Construct 2-lane Frontage Roads in each direction and Intersections between BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	Railroad Dr.	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	$30,326,711	$30,326,711	$787,500	$2,000,000	$33,114,211	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	$55,583,767	$55,583,767	$1,919,284	$0	$57,503,051	TXDOT	2026
0374-02-100	F407B-CAP	US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II	Construct 6 lane (expressway) MLs EB/WB with auxiliary lanes and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). Build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. Reconstruct 6 lane WB/EB ML from Global Reach Dr. to Lee Trevino Dr. to include auxiliary lanes and grade separation at intersection. Reconstruct existing EB FR from Global Reach Dr. to Tierra Este Rd in concrete (no added capacity). Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd). Project scope may be further phased depending on funding availability.	Global Reach Dr.	Zaragoza Rd. (FM 659)	2032	$142,850,626	$142,850,626	$4,655,813	$31,607,167	$179,113,606	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: BU54 (Dyer St.) to SL 375	Borderland Expressway Phase III Construct New Divided 4 Lane Facility from Railroad to SL 375 and Transitionary work from BU54 (Dyer) to Railroad Drive	BU54 (Dyer St.)	SL 375	2032	$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

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)
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
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, LANDCSAPING, 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

NOVEMBER 2023 REVISION

Difference

Funding by Category

Tuesday, October 17, 2023

		FY 2023		FY 2024		FY 2025		FY 2026		Total FY 2023 - 2026	
Category	Description	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	$34,662,677	$34,662,677	$28,475,973	$28,475,973	$154,408,093	$154,408,093	$234,044,275	$234,044,275
3	Non-Traditionally Funded Transportation Project (Includes Prop 12v1, Prop 12v2, Prop 14, Lcl funds)	$17,175,225	$17,175,225	$19,775,000	$19,775,000	$8,371,628	$14,556,102	$14,818,726	$14,818,726	$60,140,579	$66,325,053
4	Statewide Connectivity Corridor Projects	$0	$0	$95,337,323	$95,337,323	$0	$0	$28,388,776	$28,388,776	$123,726,099	$123,726,099
5	CMAQ	$1,917,592	$10,844,849	$12,635,507	$15,244,279	$12,308,284	$22,070,083	$10,242,408	$32,031,807	$37,103,791	$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	$37,500,000	$64,586,886	$39,223,785	$50,017,353	$27,193,514	$31,865,610	$38,925,693	$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	$20,000,000	$30,000,000	$0	$7,170,932	$0	$10,000,000	$30,000,000	$57,170,932
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	$21,327,668	$31,327,668	$13,215,719	$13,215,719	$787,500	$787,500	$6,575,097	$6,575,097	$41,905,984	$51,905,984
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	$134,859,686	$180,873,829	$423,350,011	$446,752,351	$94,136,899	$121,926,200	$284,965,960	$310,300,522	$937,312,556	$1,059,852,902

Funding Participation Source

Source	FY 2023	FY 2024	FY 2025	FY 2026	Total
Federal	$54,005,332	$296,287,433	$66,382,215	$185,571,975	$602,246,955
State	$5,799,506	$64,460,768	$5,695,196	$36,559,374	$112,514,844
Local Match	$6,110,286	$9,611,091	$10,900,360	$9,833,621	$36,455,358
CAT 3 - Local/State Contributions	$17,175,225	$1,775,000	$5,173,490	$14,818,726	$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	$21,327,668	$13,215,719	$787,500	$6,575,097	$41,905,984
Other - Strategy ROW Budget	$30,441,669	$20,000,000	$2,000,000	$31,607,167	$84,048,836
Total	$134,859,686	$423,350,011	$94,136,899	$284,965,960	$937,312,556

TOTALS CHECK	
FY 2023 Total Participation = Total Programmed Amount	TRUE
FY 2024 Total Participation = Total Programmed Amount	TRUE
FY 2025 Total Participation = Total Programmed Amount	TRUE
FY 2026 Total Participation = Total Programmed Amount	TRUE
2023-2026 Total Participation = Total Programmed Amount	TRUE

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	-	$37,500,000	$27,086,886
2024	$53,806,119	$27,086,886	$39,223,785	$14,582,334
2025	$41,835,986	$14,582,334	$27,193,514	$14,642,472

CAT 5 CMAQ - Carryover				
Fiscal Year	Authorized	Carry over	Programmed	Balance
2023	$10,844,849	-	$1,917,592	$8,927,257
2024	$15,244,279	$8,927,257	$12,635,507	$11,536,029
2025	$33,606,112	$11,536,029	$12,308,284	$32,833,857
2026	$64,865,664	$32,833,857	$10,242,408	$87,457,113

El Paso Metropolitan Planning Organization

APPENDIX: PERFORMANCE BASED PLANNING & PROGRAMMING

D

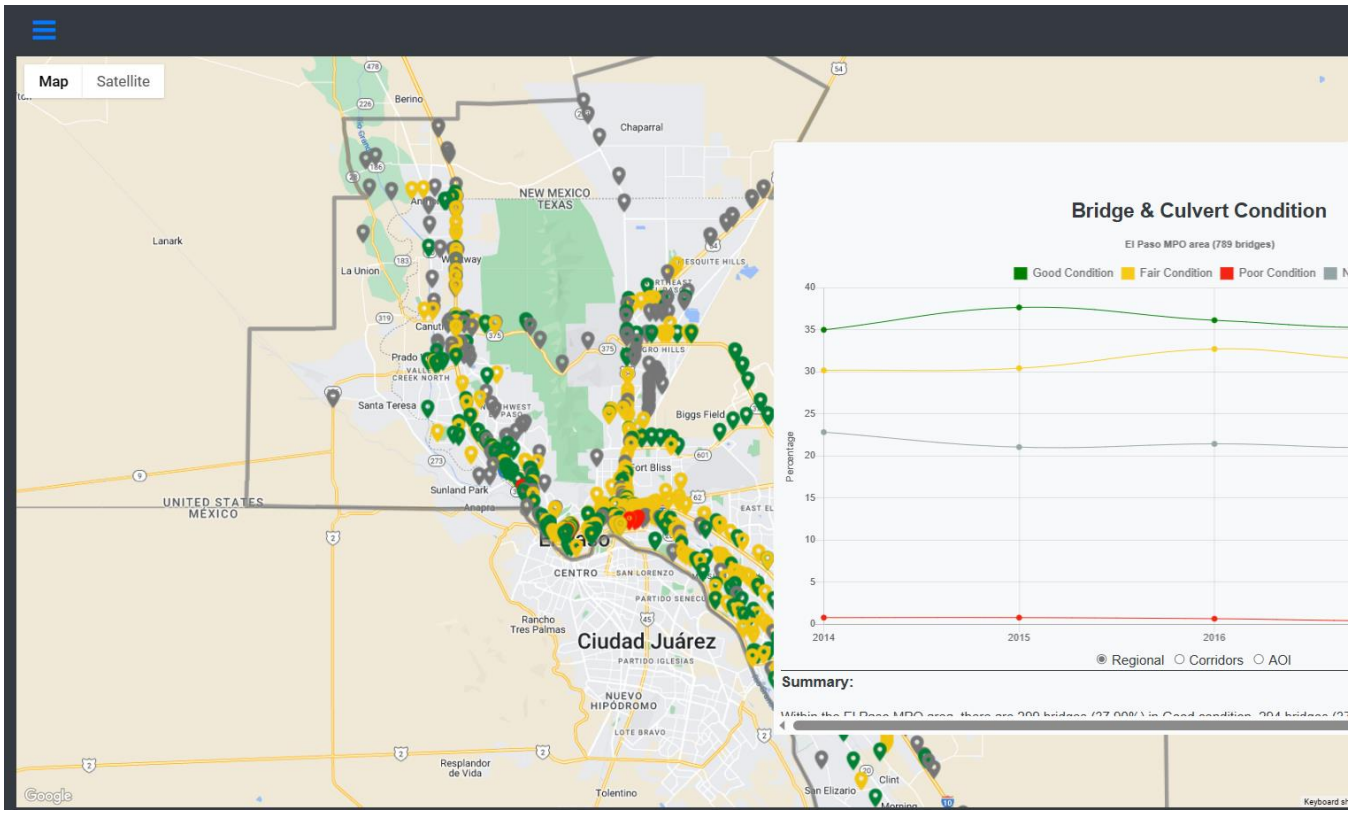
PERFORMANCE MEASURES

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

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

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

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

NATIONAL PERFORMANCE REQUIREMENTS

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

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

TABLE 1: FEDERAL PERFORMANCE MEASURE CATEGORIES

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

TABLE 2: SUMMARY OF IMPLEMENTATION TIMELINES

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

REQUIRED PERFORMANCE MEASURES AND TARGETS

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

TABLE 3: NATIONAL GOALS AND METRICS

NATIONAL GOAL	NATIONAL PERFORMANCE MEASURE(S)	
Safety	- Fatalities (# and rate)	
	- Serious injuries (# and rate)	
	- Number of non-motorized fatalities and serious injuries	
Infrastructure Condition	- % of Interstate pavements in Good & Poor condition	*National Highway System = NHS*
	- % of non-Interstate NHS pavements in Good & Poor condition	
	- % of NHS bridges classified as in Good & Poor condition	
Congestion Reduction	- Annual hours of PHED per capita	*Peak Hour Excessive Delay = PHED*
	- % Non-SOV Travel	
System Reliability	- % of PMT on the Interstate that are reliable	*Passenger Miles Traveled = PMT*
	- % of PMT on non-Interstate that are reliable	
Freight Movement & Economic Vitality	- TTTR Index on the Interstate System	*Truck Travel Time Reliability Index = TTTRI*
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 4 and Table 5).

TABLE 4: 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 5: 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	3.820	3.722	3.842	3.801
Number of non-motorized fatalities and serious injuries	220.6	204.0	200.0	190.6	199.4

On January 20, 2023, the Transportation Policy Board approved a resolution to support the updated 4-year target (previously adopted January 21, 2022), for both Texas Department of Transportation (TxDOT) and the New Mexico Department of Transportation (NMDOT).

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

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

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

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

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

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

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

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

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

TxDOT (PM1) TRENDS AND TARGETS

TxDOT has set more aggressive fatality and fatality rate reduction targets for 2020 and beyond, in response to the Texas Transportation Commission's adoption of the goal of reaching zero fatalities on Texas roads by the year 2050.

FIGURE 1: NUMBER OF FATALITIES IN TEXAS

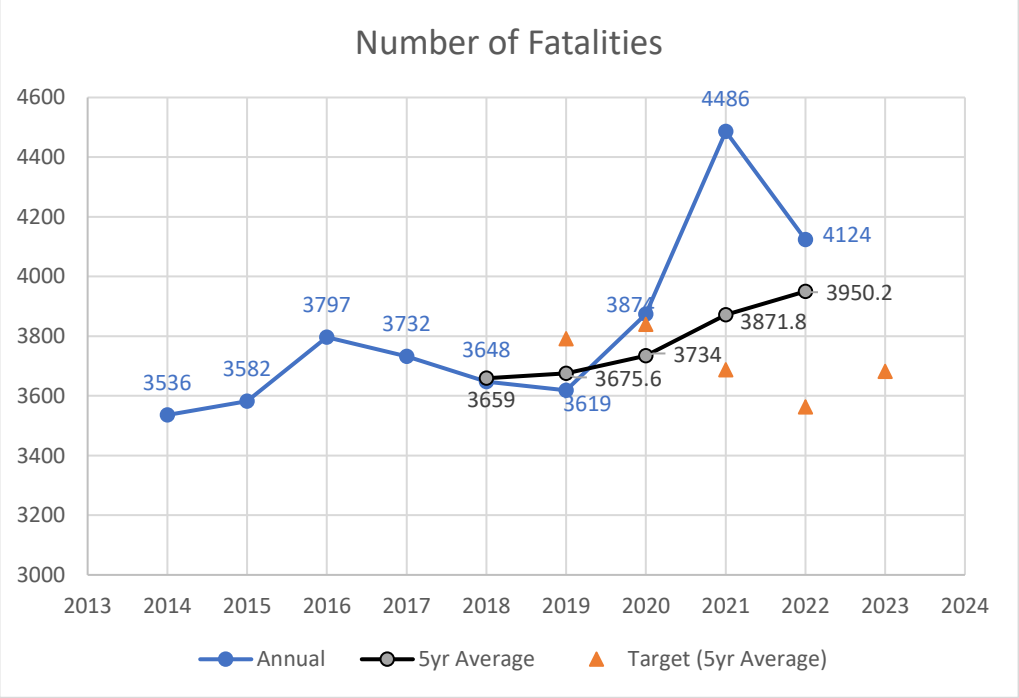


FIGURE 2: FATALITY RATE (PER 100 MILLION VMT) IN TEXAS

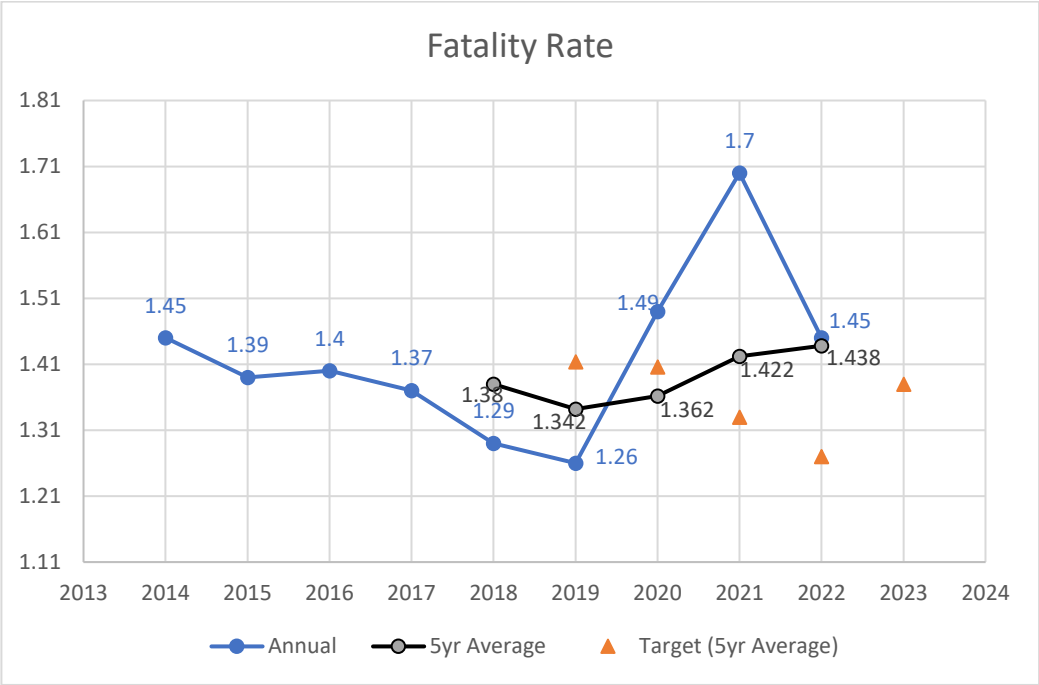


FIGURE 3: NUMBER OF SERIOUS INJURIES IN TEXAS

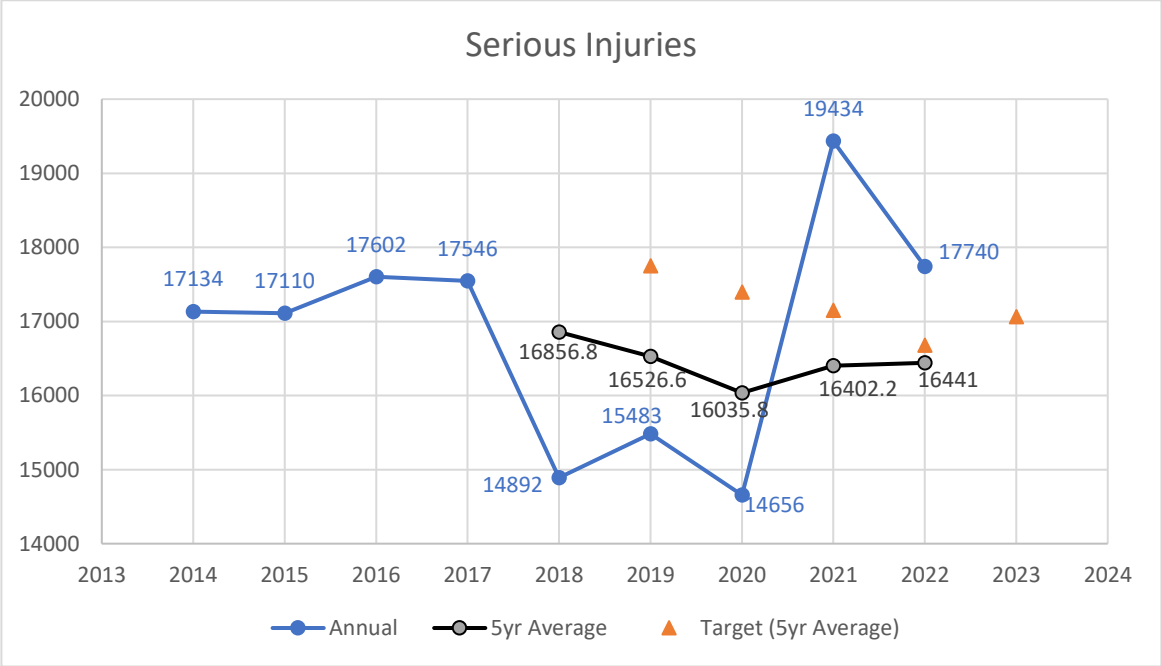


FIGURE 4: RATE OF SERIOUS INJURIES (per 100 million VMT) IN TEXAS

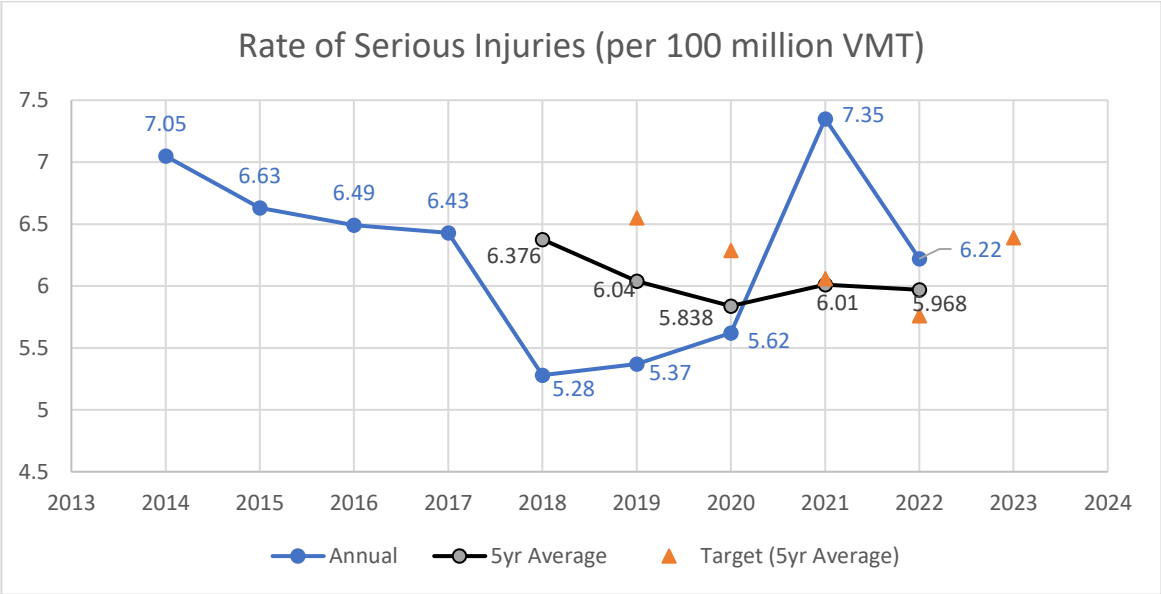


FIGURE 5: NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES IN TEXAS

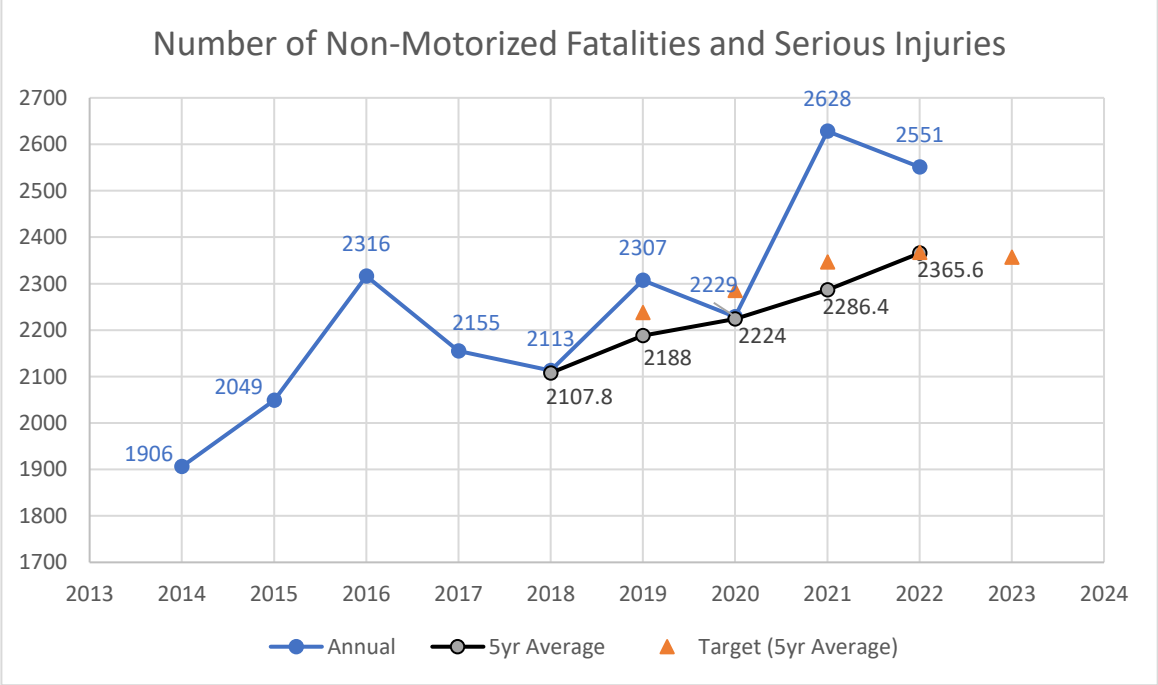


TABLE 6: TEXAS - 2022 SAFETY PERFORMANCE TARGET ASSESSMENT

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

[1]*Baseline is the actual 5y Average.*
Baseline numbers colored in red means the target was not met.
Baseline numbers colored in green means the target was met.

NMDOT (PM1) TRENDS AND TARGETS

In setting the 2023 safety targets, NMDOT and stakeholders did not rely solely on the crash data projections but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects.

FIGURE 6: NUMBER OF FATALITIES IN NEW MEXICO

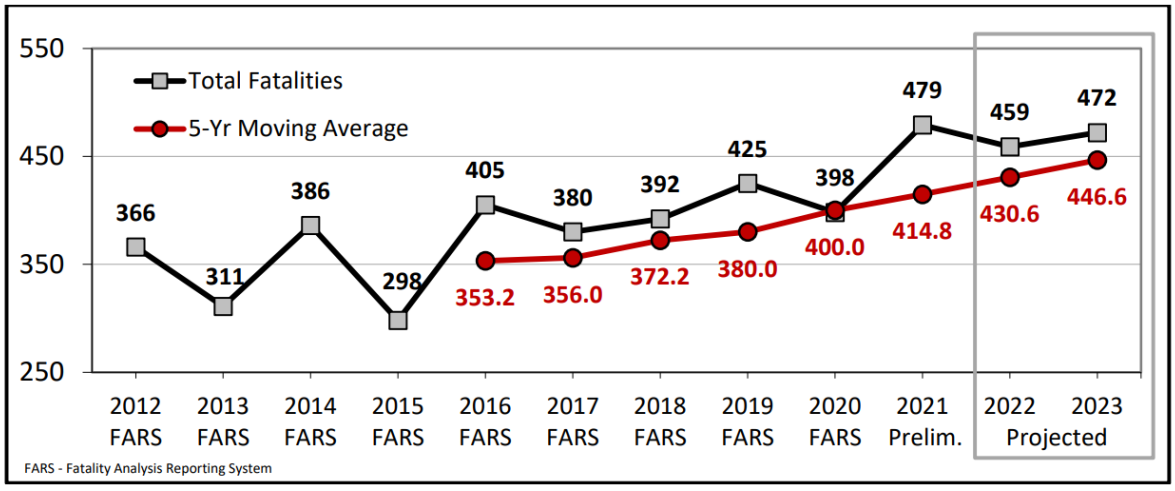


FIGURE 7: FATALITY RATE (PER 100 MILLION VMT) IN NEW MEXICO

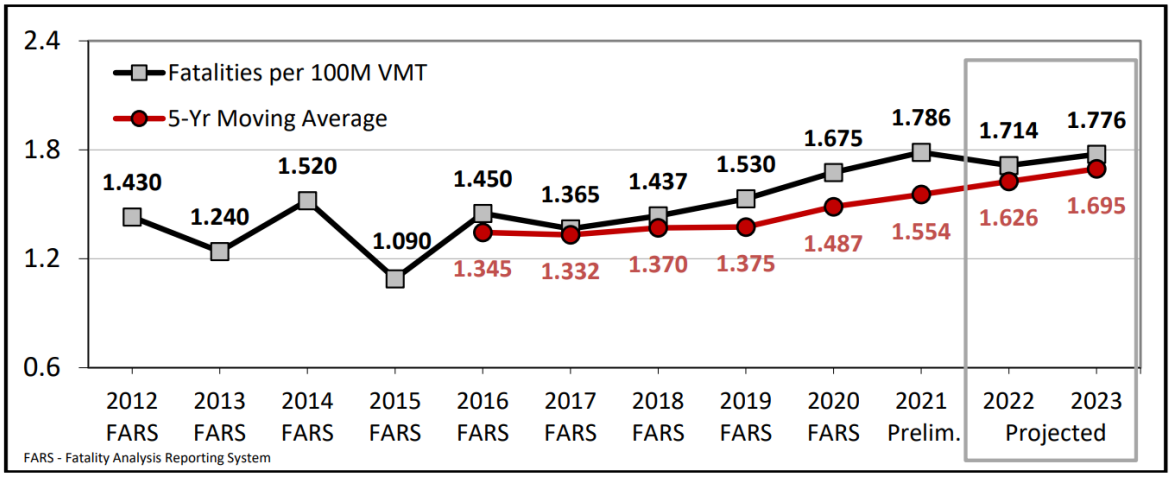


FIGURE 8: NUMBER OF SERIOUS INJURIES IN NEW MEXICO

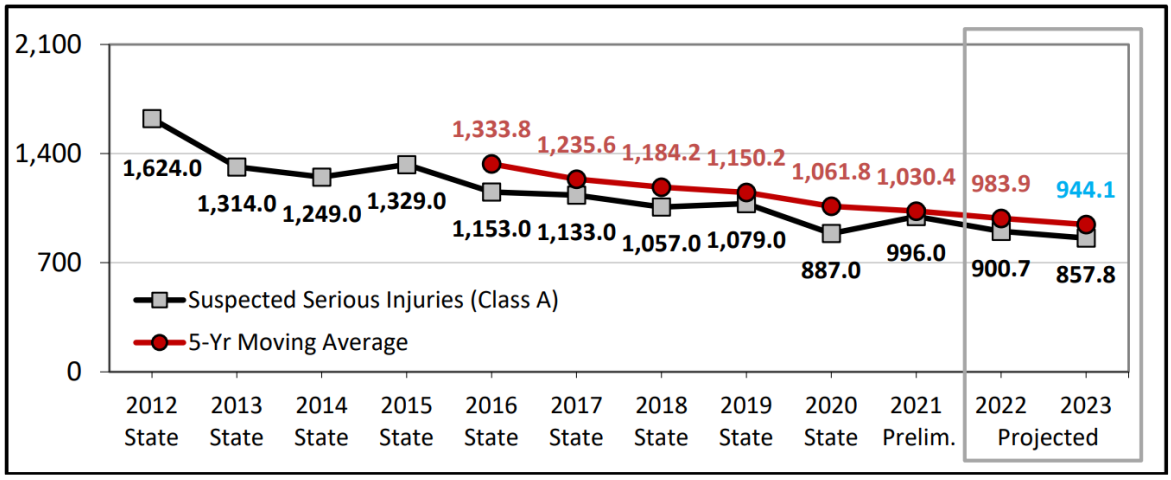


FIGURE 9: RATE OF SERIOUS INJURIES (per 100 million VMT) IN NEW MEXICO

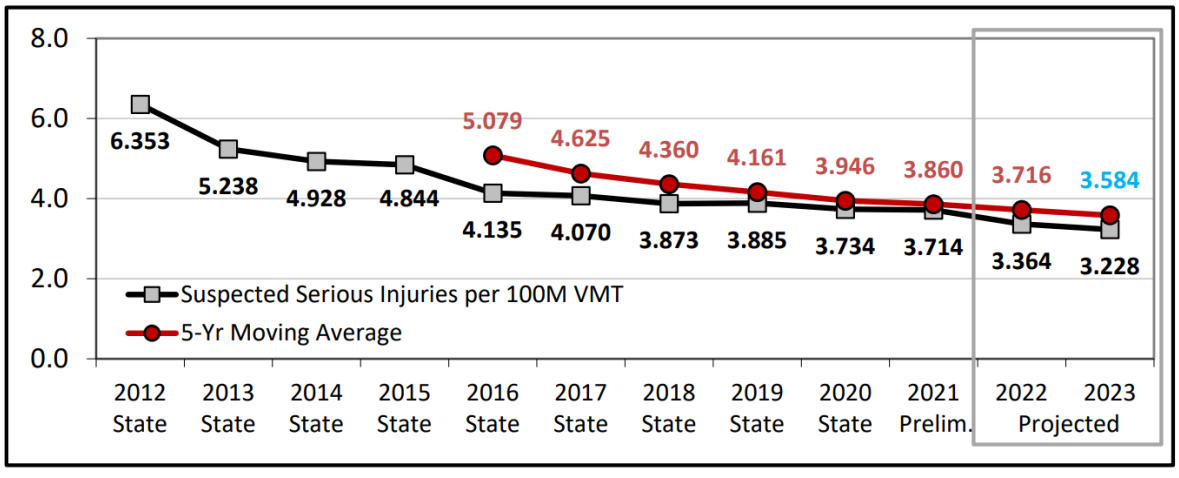


TABLE 7: NEW MEXICO- 2022 SAFETY PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets 2018-2022	Baseline[2] 2018-2022	New Targets 2023
Number of Fatalities	↓	421.9	430.6	446.6
Fatality Rate (per 100 million VMT)	↓	1.645	1.626	1.695
Number of Serious Injuries	↓	1,030.5	983.9	995.4
Rate of Serious Injuries (per 100 million VMT)	↓	3.842	3.716	3.801
Number of Non-Motorized Fatalities and Serious Injuries	↓	196.6	200.1	199.4

[2]Projected value obtained from NMDOT Performance Measure (PM) Target Report- PM1 2023 Safety Targets.
Baseline numbers colored in red means the target was not met.
Baseline numbers colored in green means the target was met

INFRASTRUCTURE CONDITION (PM2)

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

TABLE 8: INFRASTRUCTURE CONDITION – TEXAS STATE TARGETS

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

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

TABLE 9: INFRASTRUCTURE CONDITION – NEW MEXICO STATE TARGETS

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

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

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

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

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

- Horizon at Darrington Intersection Improvements. The Project includes intersection & operational improvements consisting of left and right turn lanes, directional islands and medians as well as traffic signal improvements.
- US 62/180 (Montana Ave.) Expressway & Frontage Roads. Project will construct 6-lane expressway and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). In addition, the project will build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. and will include auxiliary lanes and grade separation at intersection. Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd).
- NM 213 widening from NM 404 to TX State Line. The project will widen NM 213 from 2 to 4 lanes.

SUMMARY OF STATE INFRAESTRUCTURE CONDITION PERFORMANCE MEASURES AND TARGETS FOR TXDOT AND NMDOT

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

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

TxDOT (PM2) TRENDS AND TARGETS

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

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

TABLE 10: SUMMARY OF PAVEMENT MEASURES TRENDS IN TEXAS

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

For the percent of NHS Bridges classified as in good condition, TxDOT acknowledges the fact that the percent of bridges continue to be on a downward trend and that trend is expected to continue in the short term. TxDOT has renewed its efforts in pursuing more maintenance activities (preservation and rehabilitation) for bridges and tracking those activities, but the results of those efforts may not be seen in the data for a few years.

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

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

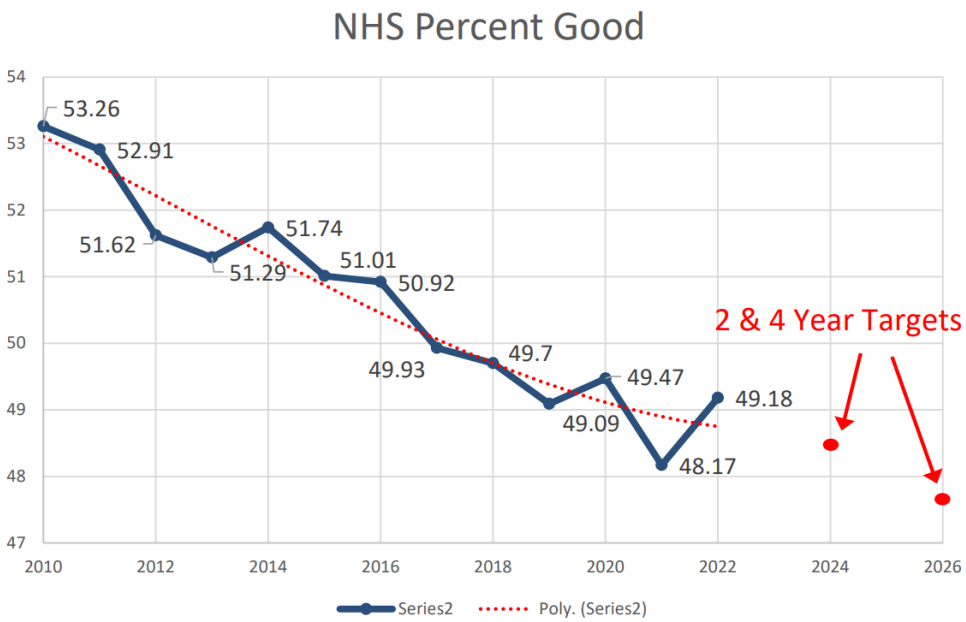


FIGURE 11: PERECENT OF NHS BRIDGES CLASSIFIED AS IN POOR CONDITION IN TEXAS

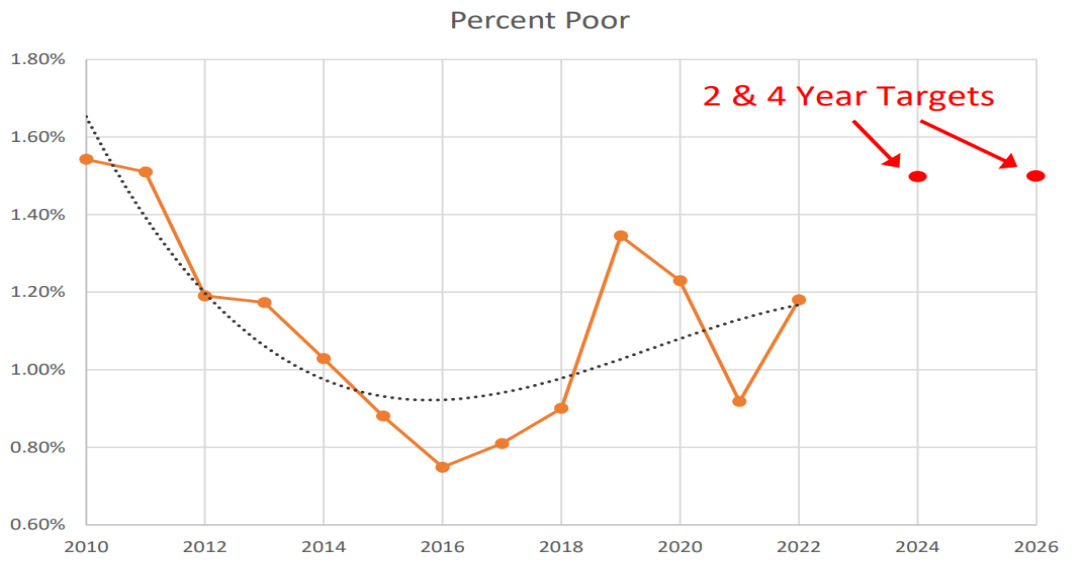


TABLE 11: TEXAS- 2022 INFRASTRUCTURE PERFORMANCE TARGET ASSESSMENT

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

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

NMDOT (PM2) TRENDS AND TARGETS

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

TABLE 12: SUMMARY OF PAVEMENT MEASURES TRENDS IN NEW MEXICO

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

TABLE 13: SUMMARY OF BRIDGE MEASURES TRENDS IN NEW MEXICO

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

TABLE 14: NEW MEXICO - 2022 INFRASTRUCTURE PERFORMANCE TARGET ASSESSMENT

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

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

SYSTEM RELIABILITY MEASURES (PM3)

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

TABLE 15: SYSTEM RELIABILITY – TEXAS STATE TARGETS

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

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

TABLE 16: SYSTEM RELIABILITY – NEW MEXICO STATE TARGETS

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

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

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

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

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

- Horizon at Darrington Intersection Improvements. The Project includes intersection & operational improvements consisting of left and right turn lanes, directional islands and medians as well as traffic signal improvements.
- Interstate Highway 10 Frontage Road Extension from Executive Blvd. to Sunland Park Dr. The project includes construction of 2-lane westbound frontage road and frontage road improvements.
- ITS Infrastructure @ Zaragoza and Bridge of the Americas (BOTA) Port of Entry (POE) The project includes the design, construction, and installation of intelligent transportation systems (ITS) at the Bridge of the Americas (BOTA) and Zaragoza Ports of Entry.
- Railroad Dr. Widening and Reconstruction. Addition of one lane in each direction from Purple Heart Highway to Shrub Oak to increase capacity from two to four lanes. The project includes road rehabilitation and reconstruction of existing road from Purple Heart Highway to Shrub Oak Drive.
- Operational Improvements at SH 178 interchange. The project includes interchange improvements to include grade separation(s), rebuild I-10 overpass, U-turns, 4 direct connectors (DC).
- Spur 320 Borderland Expressway Phase I. Construct 2-lane Frontage Roads in each direction and Intersections between BU54 (Dyer) to Railroad Drive.

- Traffic Management Center Upgrade Phase 2-5. The project includes the upgrade of the City of El Paso (COEP) Traffic Management Center and Traffic Signal controller equipment citywide. Phase 1 is the design phase. Phase 2-5 are implementation and construction phases.
- US 62/180 (Montana Ave.) Expressway & Frontage Roads. Project will construct 6-lane expressway and grade separations at intersections from Tierra Este Rd to FM 659 (Zaragoza Rd). In addition, the project will build 2 lane WB/EB FRs in each direction from Tierra Este Rd to FM 659 Zaragoza Rd. and will include auxiliary lanes and grade separation at intersection. Work includes drainage, advanced signing, striping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd).

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

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

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

TxDOT (PM3) TRENDS AND TARGETS

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

FIGURE 12: INTERSTATE RELIABILITY IN TEXAS

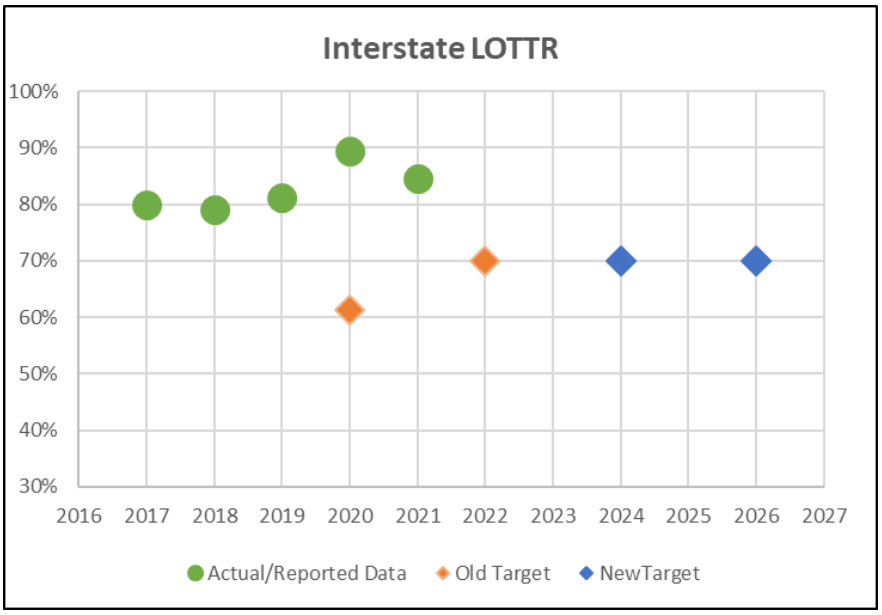


FIGURE 13: NON-INTERSTATE RELIABILITY IN TEXAS

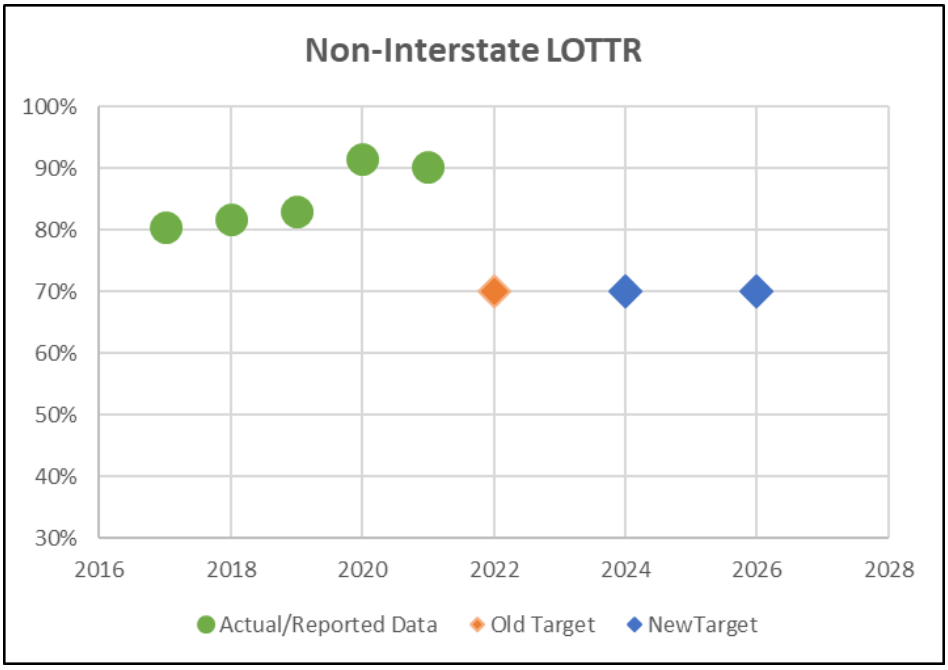


FIGURE 14: TRUCK TRAVEL TIME RELIABILITY IN TEXAS

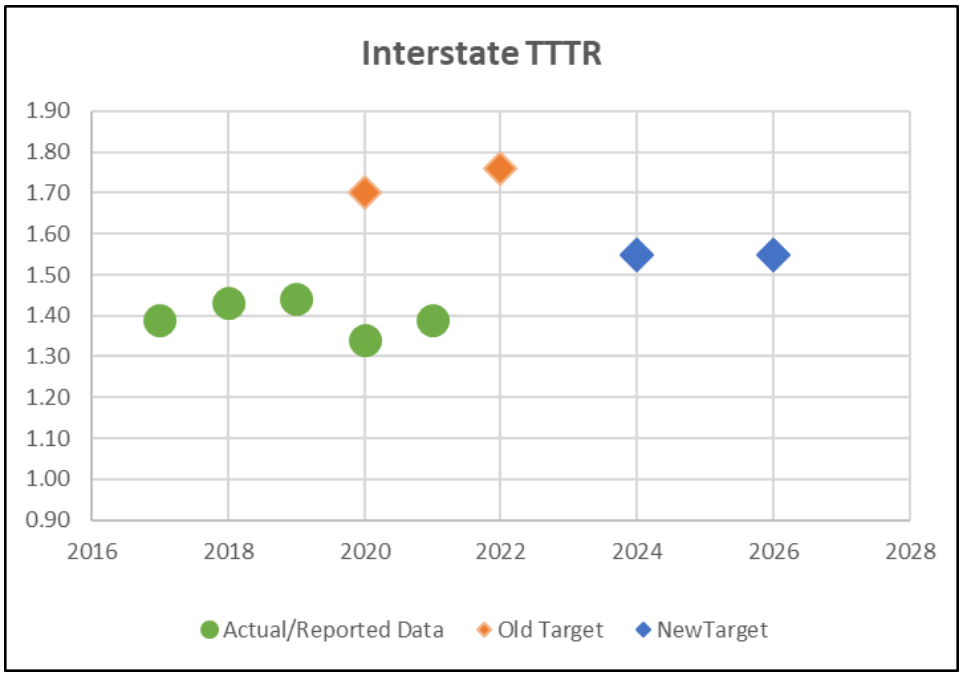


TABLE 17: TEXAS – SYSTEM RELIABILITY TARGET ASSESSMENT

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

[1]Baseline is the actual 5y Average.
Baseline numbers colored in red means the target was not met.
Baseline numbers colored in green means the target was met.

NMDOT (PM3) TRENDS AND TARGETS

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

FIGURE 15: INTERSTATE RELIABILITY IN NEW MEXICO

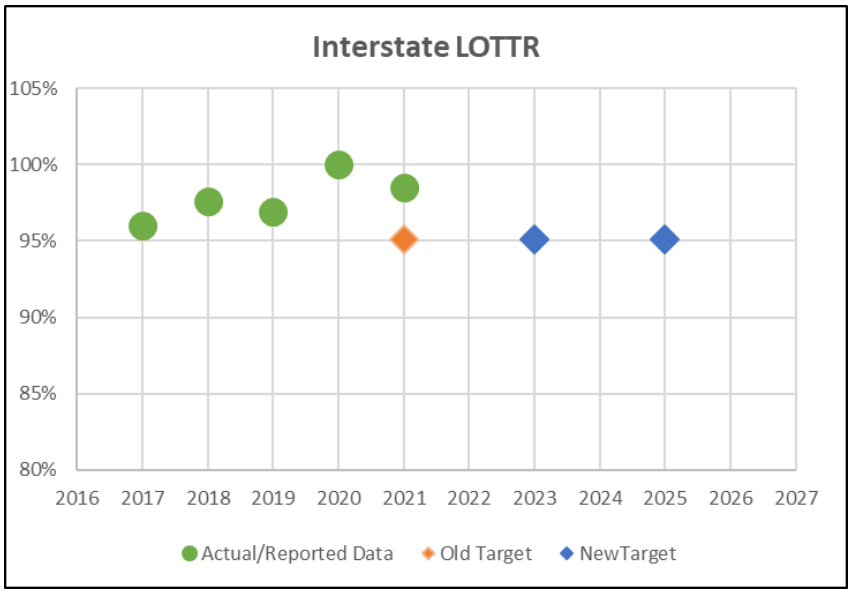


FIGURE 16: NON-INTERSTATE RELIABILITY IN NEW MEXICO

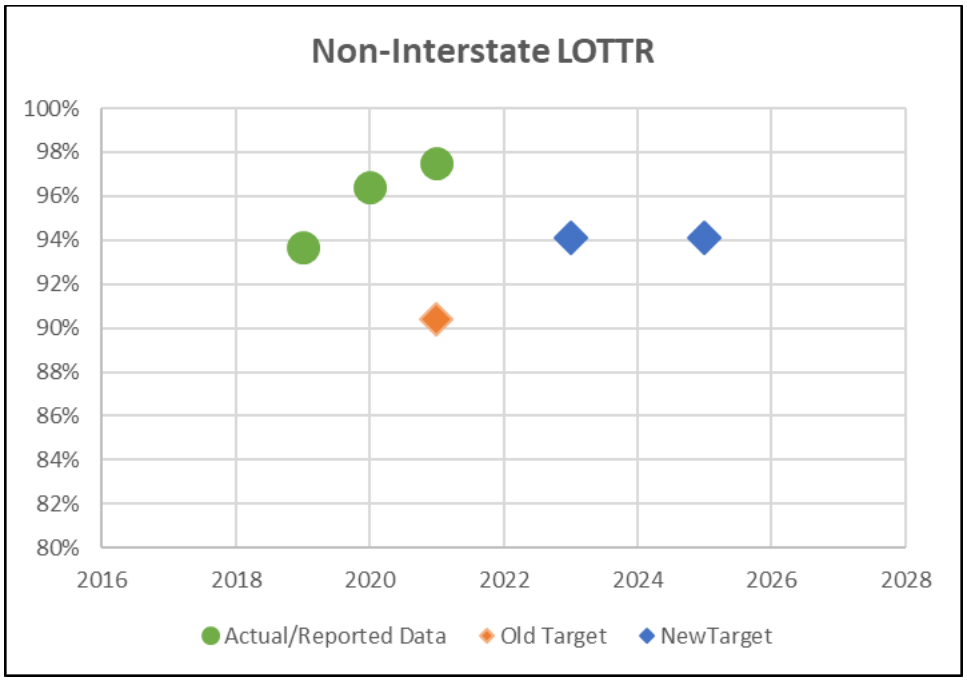


FIGURE 17: TRUCK TRAVEL TIME RELIABILITY IN NEW MEXICO

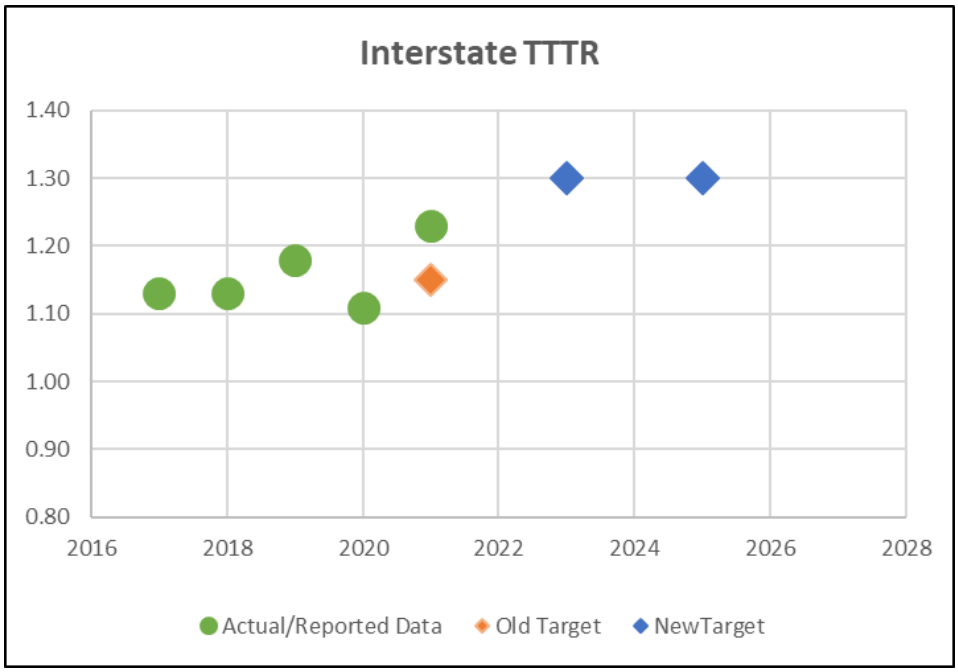


TABLE 18: NEW MEXICO – SYSTEM RELIABILITY TARGET ASSESSMENT

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

[1]Baseline is the actual 5y Average.
Baseline numbers colored in red means the target was not met.
Baseline numbers colored in green means the target was met.

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

Nonattainment MPOs are required to establish targets and report progress for the performance measures related to the Congestion Mitigation and Air Quality (CMAQ) program as established in 23

CFR Part 490 (§ 490.707 and § 490.807) for on-road mobile source emissions. As of the effective date for pollutant target setting, the EPMPO was the only Carbon Monoxide (CO) and Particulate matter-10 (PM-10) nonattainment area in Texas and the only PM-10 and Ozone (NOx, VOC) nonattainment area in New Mexico. Methodologies and Emission Targets for these measures have been mutually agreed upon by EPMPO, TxDOT-Transportation Planning and Programming Division and NMDOT-Planning Division.

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

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

Unlike the other measures, the CMAQ traffic congestion measures initially only applied to urbanized areas of more than one million population, in all or part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. For the second performance period, the population threshold for the congestion measure dropped to 200,000. Therefore, this is the first time the EPMPO is required to establish emission targets for the two traffic congestion measures. The second performance period for the two traffic congestion measures (PHED and Non-Single Occupancy Vehicle Travel, or SOV) began on January 1, 2022, and runs through December 31, 2025. (23 CFR 490.105 (e)(4)).

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

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

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

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

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

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

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

The first performance period for the on-road mobile source emissions measure has been completed and was from October 1, 2017 through September 30, 2021. This second performance period is from October 1, 2021, and continues through September 30, 2025. The list of urban areas in the United States as defined by the United States Census Bureau, ordered according to their 2020 census populations ranks El Paso TX-NM as 23rd, with a population of 841,286. For this performance period the EPMPO is not subject to 2-year targets or the requirement of a CMAQ Performance Plan its minimum population threshold of population of greater than 1 million.

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

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

TABLE 20: CMAQ – TEXAS STATE TARGETS

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

New Mexico is included in the list of 42 State DOTs required to establish targets and report performance for On-road Mobile Source Emissions (Total Emissions Reduction measure for Criteria Pollutants). The measure is limited to nonattainment or maintenance areas, which in New Mexico

applies exclusively to the Sunland Park, Anthony and Southern Doña Ana County area, which is within the El Paso MPO (EPMPMPO) planning area. Specifically, this area is in non-attainment for PM 10 and Ozone. For the Ozone non-attainment designation, EPMPO and NMDOT are required to establish targets and monitor performance for the two precursor pollutants – Nitrogen Oxide (NOx) and Volatile Organic Compounds (VOC).

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

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

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

TABLE 21: CMAQ – NEW MEXICO STATE TARGETS

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

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

Several projects programmed in the RMS 2050 MTP and the 2023-2026 TIP have been identified as part of the project selection criteria to enhance the performance of the transportation system while

protecting and enhancing the natural environment and thus work towards meeting the CMAQ targets. These projects include:

- Border Highway West Shared Use Path between Racetrack and Executive Center. The project includes installation of an 11-foot asphalt pavement hike and bike trail with irrigated landscaping.
- Downtown Bicycle Improvements. Construct bike facilities downtown to include: buffered bike lanes, conventional bike lanes, bike boulevards, shared lane markings, & protected bike lanes. The project will include road diets, associated signage, wayfinding, striping, & intersection treatments.
- Dyer Pedestrian Sidewalk Improvements from Gateway Boulevard North to Hercules Ave. Project includes sidewalk improvements to pedestrian connectivity and accessibility on Dyer St from Gateway to Hercules Ave. Improves access to BRIO stations at Dyer and Hercules.
- ITS Infrastructure @ Zaragoza and Bridge of the Americas (BOTA) Port of Entry (POE) The project includes the design, construction and installation of intelligent transportation systems (ITS) at the Bridge of the Americas (BOTA) and Zaragoza Ports of Entry.
- Montana RTS Operating Assistance The projects includes the operations for Montana RTS.
- Regional Transit Start-Up Assistance The project will establish Transit Service to provide a more efficient, single, seamless, transit system in El Paso County, Horizon City, Vinton, Anthony, San Elizario, Clint, and Socorro.
- Traffic Management Center Upgrade Phase 2-5 The project included the upgrade of the COEP Traffic Management Center and Traffic Signal controller equipment citywide. Phase-1 is the design phase. Phase-2 to Phase-5 are implementation and construction phases.
- Ysleta POE Pedestrian Safety Improvements The project will design and construct pedestrian safety improvements; pedestrian drop-off/pick-up zones, shade canopies, improved crosswalks, pedestrian illumination, signs, signals, traffic calming, streetlights, landscaping, seating, screening walls, CCTVs, bus stop, and wayfinding.

TRANSIT ASSET MANAGEMENT (TAM)

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

Initial targets were adopted in September 2018 in cooperation with local and state partners. In February 2023, The El Paso MPO Transportation Project Advisory Committee (TPAC) reviewed the existing plans and recommended that the El Paso MPO Transportation Policy Board (TPB) adopt an

updated mixture of targets from TxDOT and Sun Metro for the El Paso MPO. These new targets include track segment performance, to reflect the opening of the El Paso Streetcar. Sun Metro may have agency-level targets that differ from the El Paso MPO adopted targets. These agency-level targets may better meet their needs in planning for state of good repair for Sun Metro. EPMPO will continue to coordinate with Sun Metro to report, track, and adjust the targets over time to meet the El Paso MPO targets.

TABLE 22: EL PASO TRANSIT ASSET MANAGEMENT 4 YEAR TARGETS

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

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

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

On September 18, 2020 the El Paso MPO adopted the mass transit provider Sun Metro's PTASP. Sun Metro developed their PTASP in compliance with the requirements on 49 CFR 673.11(a) (1-6). The

performance measures adopted in this PTASP for fix route, streetcar and paratransit per every 100,000 miles are for:

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

TABLE 23: PERFORMANCE MEASURES ADOPTED IN THE PTASP

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

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

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

RMS 2023-2026 TIP

MPO SELF-CERTIFICATION

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

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

District
Texas Department of Transportation

Tomas Trevino, P.E.

District Engineer

3/25/22

Date

Metropolitan Planning Organization
Policy Board Chairperson

Walter L. Miller

Chairperson

03/25/2022

Date

El Paso Metropolitan Planning Organization

7 DAY PUBLIC COMMENT PERIOD FOR NOVEMBER 17, 2023
EL PASO MPO TPB MEETING

Public comments for amendments to the El Paso MPO's documents are being accepted. The MPO's Transportation Policy Board (TPB) will consider these projects for approval at their November 17, 2023 meeting.

Consider approval of amendment to the RMS 2023-2026 Transportation Improvement Program (TIP) to include Appendix D: Environmental Clearance Project Listing

The El Paso MPO will be amending the RMS 2023 – 2026 TIP to add appendix D: Environmental Clearance Project Listing. Appendix D contains a list of projects which are undergoing environmental analysis consistent with early project development. The intent of this appendix is to identify projects that are not planned for construction within the four-year time frame of the Transportation Improvement Program (TIP). Consistency with the RMS 2050 MTP will be verified as alternatives are explored in these studies and environmental clearance efforts.

Consider approval of amendments to the Regional Mobility Strategy (RMS) 2050 Metropolitan Transportation Plan (MTP) and RMS 2023-2026 Transportation Improvement Program (TIP) to program the Traffic Management Center Upgrade Phase 1 project using Category 5 CMAQ-Exempt in Fiscal Year (FY) 2024

This project is Phase 1 (PE) for the TMCU, this project was originally programed in the Destino 2021-2024 TIP in FY 2022. The project at the time was approved by FHWA after FY 2022 and with the start of the RMS 2050 2023-2025 TIP this project was not programmed. The City of El Paso is requesting the MPO to program this project into the RMS 2050 2023-2025 TIP in FY 2024 as it is PH 1 for other projects programmed in the current TIP. This project was included in the November STIP revision contingent of approval by the Transportation Policy Board (TPB) on November 17, 2023

Please submit any comments prior to Thursday November 16, 2023 at 5:00 PM or Sign up for our Open Comment Period no later than 8:30a.m. on the day of the meeting by emailing menriquez@elpasompo.org or by calling (915) 212-0258. Members of the public may also submit their public comment electronically to menriquez@elpasompo.org and the comment will be read during the open comment period or before the appropriate agenda item, as requested in the email. Emails must be received no later than 8:30a.m. on the day of the meeting.