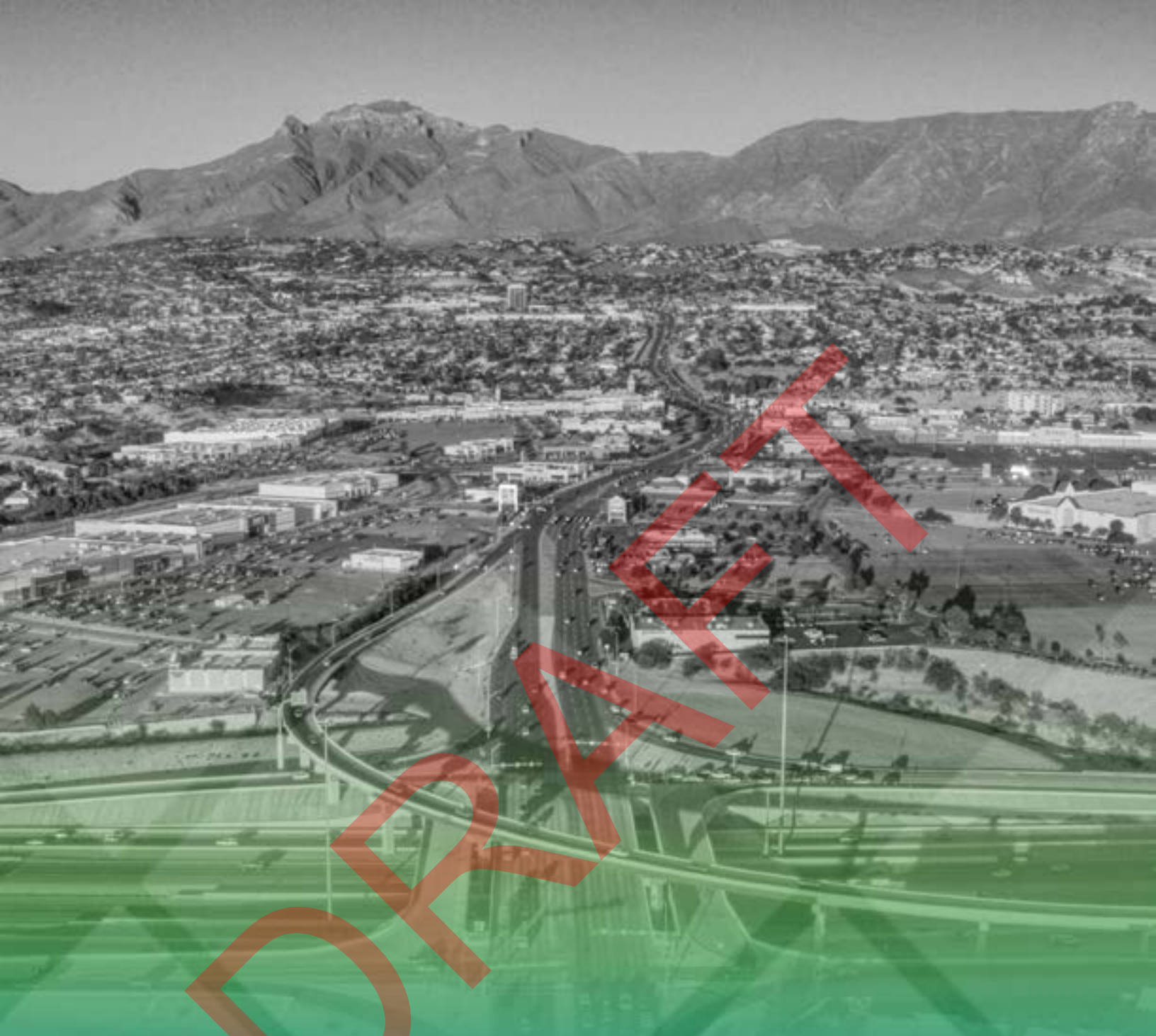

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RMS 2025-2028

TRANSPORTATION IMPROVEMENT PROGRAM

APRIL XX, 2024

El Paso Metropolitan Planning Organization

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RMS 2025-2028 TIP

TABLE OF CONTENTS

DRAFT

DRAFT

LIST OF TABLES

REGIONAL MOBILITY STRATEGY (RMS) 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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PUBLIC COMMENT/INVOLVEMENT PERIOD

February 5 - March 6, 2024

PUBLIC MEETINGS

February 7 & February 26, 2024

PARTICIPATING AGENCIES

City of Anthony, NM
City of El Paso, TX
City of San Elizario, TX
City of Socorro, TX
City of Sunland Park, NM
County of El Paso, TX
Doña Ana County, NM
Otero County, NM
Town of Anthony, TX
Town of Clint, TX
Town of Horizon City, TX
Village of Vinton, TX
New Mexico Department of Transportation, District 1
New Mexico Department of Transportation, District 2
Texas Department of Transportation, El Paso District 24
Sun Metro, Mass Transit provider
South Central Regional Transit District

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Prepared by:

El Paso Metropolitan Planning Organization

Adopted by:

Transportation Policy Board (TPB), XX/XX/XXXX

Submitted to:

FHWA and FTA

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

RMS 2025-2028 TIP

1. METROPOLITAN PLANNING ORGANIZATION

Federal regulations require the creation and management of a Metropolitan Planning Organization (MPO) for every urban area having a population of more than 50,000. Since 1988, the El Paso Metropolitan Planning Organization (EPMPO) is the organization designated by the Governor of Texas as being responsible, together with the State, for carrying out the provisions of federal regulations regarding Metropolitan Transportation Planning and Programming.

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

The EPMPO is responsible for the preparation of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other documents as required by federal regulations.

2. ROLE OF THE TRANSPORTATION POLICY BOARD

The Transportation Policy Board (TPB) was established for the purpose of setting transportation policy to ensure that regional transportation projects and studies are developed in accordance with federal and state laws, rules and regulations.

The TPB is composed of elected public officials from local governments, membership from the Texas Department of Transportation (TxDOT), the New Mexico Department of Transportation (NMDOT), Texas and New Mexico State Senators and Representatives, Sun Metro as well as other members. The TPB receives recommendation for approval from the Transportation Project Advisory Committee (TPAC) for project selection, and technical issues for planning and programming transportation projects in the region.

3. COMMITTEES OF THE MPO

The MPO has two standing committees; the Executive Committee (EC) and the Transportation Project Advisory Committee (TPAC). The EC's roles and responsibilities include review of the business aspect of the MPO, review of the Executive Director, review of contracts and other documents, and other assignments for recommendations to the TPB. The TPAC develops and makes recommendations to the TPB on projects with regards to the MTP and TIP, project selection process criteria, and special transportation planning studies.

4. PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require that the TIP shall cover a period of not less than four years, and be updated at least every four years. The TIP is a short-range program of transportation improvements for the MPO's planning area, and is required by federal law. The TIP is prepared and coordinated by MPO staff with participating agencies that implement transportation projects and programs in accordance with regulations issued by the United States Department of Transportation. The EPMPO

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produces a fiscally constrained TIP covering a period of four years.

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

The Regional Mobility Strategy (RMS) 2025-2028 TIP is consistent with the EPMPO's RMS 2050 MTP. The EPMPO's RMS documents were produced through a Comprehensive, Cooperative, and Continuing transportation planning process carried out by the MPO in consultation with TxDOT, NMDOT, local governments and the public transit operator(s) in the region. The TIP contains all projects to be funded with federal transportation funds, as well as all regionally significant transportation projects funded with non-federal funds.

The inclusion of a project in the TIP reflects a consensus of priority needs among the citizens living in the MPO study area, locally-elected officials, local transportation agency representatives, transit providers, and representatives of TxDOT and NMDOT. The TIP is, in effect, a listing of transportation priorities, estimated costs and recommended implementation dates. The TIP may be amended as transportation needs and/or funding levels change. Process for amendments can be found in the EPMPO's Public Participation Plan (PPP) which is available in the EPMPO website at www.elpasompo.org/PublicParticipationPlan.

5. RELATIONSHIP BETWEEN TIP AND MTP

In metropolitan areas, the Metropolitan Transportation Plan (MTP) is the statement of the ways the region plans to invest in the transportation system. Per the federal regulations, the plan shall "include both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods.

More specifically in the TIP, the EPMPO identifies the transportation projects and strategies from the MTP that it plans to undertake over the next four years. The TIP is the region's way of allocating its limited transportation resources among the various capital and operating needs of the area, based on a clear set of short-term transportation priorities.

6. DEFINITION OF AREA

The EPMPO Planning Area includes the entirety of El Paso County, Texas, as well as portions of Doña Ana and Otero Counties in New Mexico. Within this boundary, the urbanized area has a population of over 200,000, and is therefore classified as a Transportation Management Area (TMA). The TMA designation applies to the overall metropolitan planning area, which includes the following governmental jurisdictions and agencies:

- City of El Paso, TX
- City of San Elizario, TX
- City of Socorro, TX
- El Paso County. TX
- Town of Anthony, TX
- Town of Clint, TX

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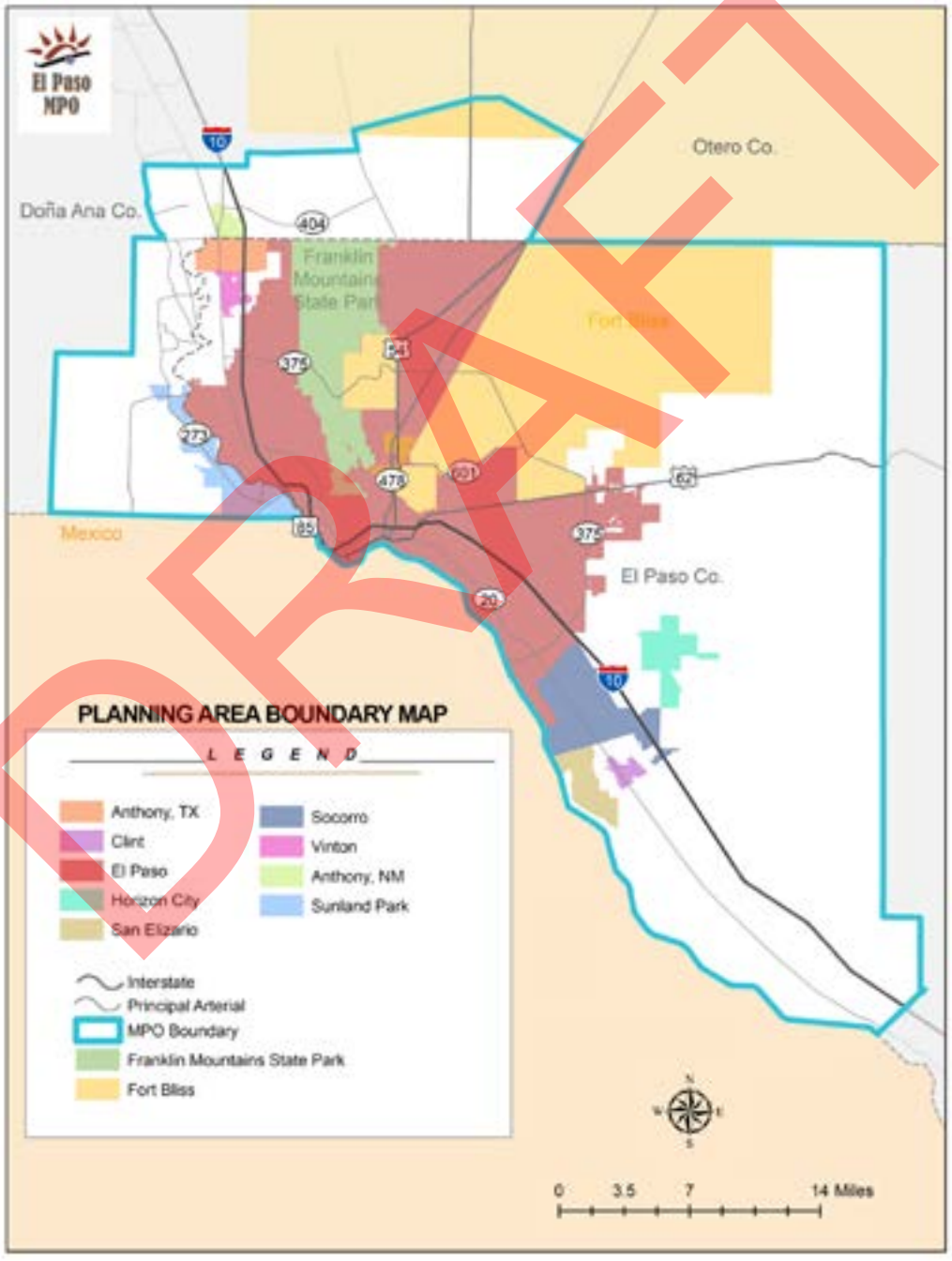
- Town of Horizon City, TX
- Village of Vinton, TX
- TXDOT-El Paso District 24
- City of Anthony, NM
- City of Sunland Park, NM
- Doña Ana County, NM
- Otero County, NM
- NMDOT-District 1
- NMDOT-District 2



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7. PUBLIC PARTICIPATION PLAN

The intent of the Public Participation Plan (PPP) for the EPMPO is to include residents living in the MPO's Study Area, community groups, private and public agencies, and transportation providers in an effort that is proactive and that provides complete information, timely public notice, and full public access to key decisions made through the MPO. The PPP supports early and continuing involvement of the public in developing transportation plans and programs. Concerns of a wide variety of involved parties are integrated into the PPP and the plan encourages and provides for the greatest level of education on transportation issues. Opportunities for residents to contribute ideas and voice opinions early and often, both during and after the preparation of draft plans and programs is provided by the PPP.

Every effort is made to accommodate traditionally under-served audiences, including low-income and minority households, and persons with disabilities. A concerted effort is made to hold public meetings, public hearings, and open houses at locations that are accessible, as well as locations in the vicinity of transit lines or routes. Ideally the meetings will be held in person however, if under certain circumstances an in-person meeting may not be feasible, the MPO will hold virtual public meeting(s).

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

The PPP applies to the MTP, TIP and may be utilized—with appropriate modifications—for any other MPO documents requiring public involvement. All documents have, as a minimum, 30 days of continuing public review and comment periods, except the PPP itself, which requires 45 days of public review. Specific PPP measures are described as they relate to specific documents including, but not limited to the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and amendments to adopted EPMPO documents

For a complete copy of the EPMPO's Public Participation Plan, please contact the MPO at (915) 212-0258 or visit the EPMPO's web page at www.elpasompo.org/PublicParticipationPlan.

8. AMERICANS WITH DISABILITIES ACT (ADA)

The Americans with Disabilities Act of 1990 (ADA) stipulates involving the community, particularly those with disabilities, in the development and improvement of services. EPMPO fully complies with these requirements through its ADA plan and policies by making meeting room facilities accessible with wheelchair ramps, and restrooms and elevators that are wheelchair accessible. EPMPO facilitates public participation in transportation activities by people with disabilities using the guidelines found in the PPP. Additionally, TIP projects must comply with ADA requirements for accessibility.

9. TITLE VI

The EPMPO is required by the FHWA to implement Title VI of the Civil Rights Act of 1964 (42 U.S.C 2000d-1). Title VI declares it to be the policy of the United States that discrimination on the ground

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of race, color, or national origin shall not occur in connection with programs and activities receiving Federal financial assistance, and authorizes and directs the involved Federal departments and agencies to take action to carry out this policy. Title VI prohibits discrimination: whether intentional or where the unintended effect is unduly burdensome.

The EPMPO, as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964, ensures that no person shall on the grounds of race, color and national origin be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any EPMPO programs or activities.

10.PROJECT SELECTION PROCESS

The selection of projects for the RMS 2050 MTP and RMS 2025-2028 TIP consisted of; evaluating the projects ability to achieve the FAST Act National Performance Goals, identifying project strategies included in the EPMPO's 2019 Congestion Management Process, and incorporating the Regional Mobility Strategy efforts. The purpose of the Regional Mobility Strategy was to understand future transportation needs and start a cooperative process to identify local and regional priorities. Priority projects and initiatives were selected through this cooperative process and adopted by the TPB as part of the RMS 2020. Projects identified in the RMS 2020 were prioritized for the available funding in the RMS 2025-2028 TIP.

11. PERFORMANCE MEASURES

Performance measures are quantifiable indicators of progress towards achieving the goals and objectives set forth in the RMS 2050 MTP. The United States Department of Transportation (USDOT) first enumerated several performance measures on which MPOs were required to report progress in 2012. 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.

The measures set forth by the USDOT can be considered "tracking" measures, as they rely primarily on observed data to identify trends. EPMPO adopts targets established by the Texas and New Mexico DOTs for progress tracking purposes. The RMS 2050 MTP and the RMS 2025-2028 TIP proposes the use of several planning-level performance measures that the MPO can estimate or forecast using its existing modeling tools. These measures provide a proxy for the relative performance of different mixes of potential TIP projects – i.e. "alternatives" – and to help the MPO select the best program of projects to meet the goals set forth by the community through the visioning process, as well as the targets it will set under federal law.

The planning-level performance measures recommended for the RMS 2050 MTP (**Table 1**) can be roughly categorized within the goals of the plan, although several of these measures indicate progress towards multiple goals. Additionally, some indicators (such as crash rates) that are useful for identifying deficiencies on the existing system are not easily adaptable to forecasting tools. For these goals, the RMS 2050 MTP recommends performance measures that describe the overall program of projects' ability to introduce safety improvements at crash hotspots, replace deficient

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infrastructure, and address access and/or operational concerns at Ports of Entry (POEs).

PERFORMANCE MEASURE 1 (PM 1)

On January 20, 2023, the EPMPO Transportation Policy Board approved a resolution to support the updated 4-year target (previously adopted January 21, 2022), for both TxDOT and NMDOT. By agreeing to support the states' HSIP targets, 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' Highway Safety Improvement Program (HSIP) targets for those measures in the Metropolitan Transportation Plan
- 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 State Highway Safety Plan (SHSP)
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets.

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TABLE 1: GOALS AND PERFORMANCE MEASURES

GOALS	ALTERNATIVES EVALUATION PERFORMANCE MEASURES
Safety	Number of projects that include safety enhancements located near crash hotspots
Maintenance & Operations	Number of projects that repair or replace deficient bridges or pavements
Mobility	• Travel Time Index (Actual Travel Time Divided by Non-Congested Travel Time) • Annual hours of delay (millions) • Commute times from Environmental Justice Zones (min)
Accessibility & Travel Choice	• Percentage of jobs, key destinations, and population within ½ mile of high-quality, rapid transit • Average trip costs
Sustainability	• Total Vehicle Miles Traveled (VMT) • VMT per capita (regional)
Economic Vitality	• Annual hours of delay along major freight corridors • Average wait times by mode at POEs • Number of projects that improve operations or multimodal access at current or future POEs
Quality of Life	The indicator for this goal is a summary of performance on each goal for each alternative relative to the other alternatives.
Implementation	Number of projects ready for implementation based on the Project Readiness Report

PERFORMANCE MEASURE 2 (PM 2)

Texas state 2-year and 4-year targets for infrastructure Condition were adopted by the EPMPO TPB on May 19, 2023 for FY 2024 and FY 2026.

By agreeing to support the state PM 2 targets EPMPO 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 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 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.

PERFORMANCE MEASURE 3 (PM 3)

Texas state 2-year and 4-year system performance and freight targets for FY 2024 and FY 2026 were adopted by the EPMPO TPB on May 19, 2023.

By agreeing to support the state PM 3 targets EPMPO 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.

A summary of the three performance measures' trends, state targets, the MPO's adopted performance measures and adopted targets, and how the TIP projects contribute toward reaching those targets, can be found in Appendix B: Performance Based Planning & Programming.

SYSTEM-LEVEL PERFORMANCE EVALUATION OF ADDED CAPACITY PROJECTS IN THE 25-28 TIP

As described above and elaborated upon in Appendix B of this document, EPMPO has adopted a series of performance measures that allow the MPO to quantify the potential impacts that the RMS 2050 plan will have toward achieving the region's mobility and quality of life goals.

For the evaluation of the proposed added-capacity projects in the 25-28 TIP, MPO staff compared the performance measures calculated for the 2022 "base" year and 2032 "no build" scenarios to the performance of the 25-28 TIP "build" scenario. In general, the "build" scenario improves on almost every performance measure when compared to the "no build" scenario, although there is a minimal increase in total and per capita vehicle miles traveles (VMT), and subsequently a minimal increase in the estimated average trip cost.

The percent of non-single occupancy vehicle (SOV) trips remains the same in the "build" and "no build" scenarios, as there are no major differences in implementation of Travel Demand Management strategies between the two scenarios. When comparing maximum daily base year CO emissions to either the "build" or "no build" scenarios, a large reduction is observed; however, this is due primarily to advances in motor vehicle technology. The results of the scenario analysis comparions for performance measures are shown in Table 2.

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TABLE 2: 2025-2028 TIP ADDED-CAPACITY PROJECTS PERFORMANCE MEASURES ANALYSIS

	2022 BASE	2032 (NO BUILD)	2025-28 TIP (BUILD)	BASE VS. NO BUILD	BASE VS. BUILD	NO BUILD VS. BUILD
Travel Time Index	1.12	1.13	1.11	+1%	-1%	-2%
PM Peak Hour Delay per Capita (Minutes)	0.37	0.43	0.39	+16%	+5%	-9%
Average Peak-Period Commuter Minutes in EJ Zones	34.20	34.19	34.28	0%	0%	0%
% of Pop. Within 1/2 Mile of High-Quality Rapid Transit Stops	21.54%	20.32%	20.21%	-6%	-6%	-1%
% of Jobs Within 1/2 Mile of High Quality Rapid Transit Stops	35.90%	31.01%	30.93%	-14%	-14%	0%
% of Non-SOV Trips	56.60%	56.50%	56.50%	0%	0%	0%
Average Trip Cost	$2.37	$2.35	$2.38	-1%	0%	+1%
Max Daily CO Emissions (tons/day)	73.93	44.00	49.73	-40%	-33%	+13%
Max Daily PM10 emissions (tons/day)	6.52	8.18	8.21	+25%	+26%	0%
Daily VMT Total (million miles)	18.52	20.00	20.20	+8%	+9%	+1%
Daily VMT per capita (million miles)	19.85	20.17	20.38	+2%	+3%	+1%

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12. AIR QUALITY

The EPMPO boundary includes portions of Otero and Doña Ana Counties in New Mexico. A marginal PM-10 nonattainment area in Anthony, NM is within the area covered by the MTP and the TIP. NMDOT and their consultants may prepare a qualitative analysis of roadway projects that fall within the nonattainment area. A small portion of Doña Ana County in the City of Sunland Park was designated non-attainment under 2015 Ozone (O_3) NAAQS on June 4, 2018 (effective August 3, 2018) (83 FR 25776). The New Mexico Environmental Department (NMED) developed a nonattainment State Implementation Plan (SIP) for the Sunland Park area to meet the requirements of the 2015 O_3 NAAQS. In general, a nonattainment SIP for a marginal area must include an emissions inventory, adoption of Reasonably Available Control Technologies (RACT), nonattainment permitting programs, and an emissions offsetting program. The emission inventories SIP did not include a Motor Vehicle Emissions Budget.

CARBON MONOXIDE (CO)

The Texas Commission on Environmental Quality (TCEQ) submitted a petition to the US Environmental Protection Agency (EPA) for a re-designation of the CO nonattainment area to attainment status, and EPA proposed approval of the re-designation request and a maintenance plan on August 4, 2008. The proposal was a direct final, effective on October 3, 2008. The maintenance SIP for CO for EPMPO was operating under a motor vehicle emission budget of 29.66 tons/day. The CO limited maintenance plan was approved on September 8, 2017 (effective October 10, 2017).

PARTICULATE MATTER 10 (PM-10)

The SIP for PM-10 has a motor vehicle emissions budget of 12.05 tons/day. Texas Administrative Code 30 TAC §111.147(1)(E) was developed in an effort to help develop a maintenance status for PM-10. It includes requirements regarding paving of new alleyways, unpaved alleyways not being used for residential garbage and recycling collection, and use of reclaimed asphalt pavement as an alternate means to pave roads. 30 TAC §111.147(2) was developed to require street sweeping at regular intervals to help the City of El Paso achieve goals on dust emissions. TCEQ developed a Natural Events Action Plan (NEAP) for El Paso County. The NEAP provides analysis and documentation of the exceedances as attributable to uncontrollable natural events due to unusually high winds. In addition, the NEAP is design to protect the public health, educate the public about high wind events, mitigate helath impacts on the community during future events, and identify and implement Best Available Control Measures (BACM) for man-made sources of windblown dust.

In New Mexico, Doña Ana County implemented erosion control regulations Ordinance No. 194-2000 to enhance the containment of PM-10 and reduce the negative health effects caused by the creation of fugitive dust.

OZONE (O_3)

In August 2018, the City of Sunland Park and environmental petitioners challenged the EPA's attainment/unclassifiable designation for El Paso County. On November 30, 2021, the EPA published a final nonattainment designation for the 2015 eight-hour ozone NAAQS for El Paso County, effective December 30, 2021 (86 FR 67864). The EPA expanded the Sunland Park marginal nonattainment area to include all of El Paso County and renamed the area as the "El Paso-Las Cruces, Texas-New Mexico nonattainment area." As a result of the revised designation, El Paso County

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is retroactively tied to Sunland Park's August 31, 2021 marginal attainment date.

On February 28, 2022, the TCEQ submitted an FCAA, §179 Demonstration to the EPA for the El Paso County portion of the nonattainment area. The demonstration documented that El Paso County would have attained the 2015 eight-hour ozone NAAQS by the August 3, 2021 attainment date "but for" emissions emanating from outside the U.S.

On November 16, 2022, the commission adopted the El Paso County Emissions Inventory SIP Revision for the 2015 eight-hour ozone NAAQS. The SIP revision satisfies FCAA, §172(c)(3) and §182(a)(1) emissions inventory reporting requirements for El Paso County for the 2015 eight-hour ozone NAAQS. The SIP revision and nonattainment new source review requirements have been met for El Paso County. The SIP revision was submitted to the EPA on December 8, 2022.

On June 30, 2023, the D.C. Circuit Court of Appeals reversed the nonattainment designation for El Paso County, finding that the EPA's action was impermissibly retroactive.

CONFORMITY DETERMINATION

Before the TIP is given final approval by FHWA, it must be approved for air quality conformity. The MPO prepares an Air Quality Transportation Conformity Statement for the TIP, and comments are received throug hthe public involvement process. The conformity statement is forwarded to TxDOT, NMDOT, TCEQ, and other state and federal agencies for review through the State Consultative Procedures. The statement is sent to the Texas and New Mexico FHWA State Division offices for review and final approval. The FHWA consults with the FTA, and the statement is forwarded to the EPA. The FHWA takes into account any comments received by the general public, TCEQ, FTA or the EPA concerning the advisability of constructing certain projects, and grants approval based on federal guidelines. A similar process is followed with New Mexico state agencies such as NMED, and the New Mexico FHWA State Division office.

As part of the RMS 2050 MTP, transportation conformity for the RMS 25-28 TIP will be determined as part of the conforming MTP. The conformity statement is evaluated according to the amount of particulate matter (PM-10), volatile organic components (VOCs) and oxides of nitrogen (NOx) emissions that are projected from the existing transportation network, along with proposed projects. Changes in conformity rules contain several important differences from previous conformity determinations. Budget tests are made for PM-10, VOC and NOx, and the no-greater-than-baseline-year interim emission test for O_3 (VOC and NOx)

MOVES 2014b, an emissions modeling tool that can help determine the amount of emissions produced by vehicles, is to be used for the RMS 2050 MTP and RMS 25-28 TIP. In coordination with the development of the 25-28 TIP, EPMPO is amending the RMS 2050 MTP using MOVES 3 as a 2-year conformity grace period in effect with the release. After the grace period concludes on September 12, 2025, MOVES4 must be used for new transportation conformity analyses for the next MTP. The Texas Transportation Institute (TTI) is under a TxDOT contract to run the MOVES model for EPMPO.

Projects marked "exempt" may proceed toward implementation even in the absence of a conforming MTP and TIP. The EPA lists certain categories of projects as being exempt from conformity requirements in the Federal Register.

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El Paso County, Doña Ana County, and a small portion of Otero County are included on the same traffic model for the purpose of conformity determination. Separate figures are calculated for each area for VMT and emissions. The El Paso County conformity determination reports PM-10, VOC, and NOx emissions where they must conform to the motor vehicle emissions budget tests. Southern Doña Ana County (including Sunland Park, Santa Teresa, La Union and the Gadsden High School area) does not currently have any emission budget tests. No tests are run for the Anthony, NM PM-10 nonattainment area since only a qualitative analysis is required. A small portion of Doña Ana County near Sunland Park required an interim conformity test no-greater-than-baseline-year as appropriate for marginal O_3 nonattainment area.

Once the RMS 25-28 TIP recieves final approval by the TPB, it will be included in New Mexico and Texas STIPs, and the document will be available for distribution upon request.

13. TIP FUNDING SOURCES

TABLE 3: THE 12 TRADITIONAL FEDERAL FUNDING SOURCES USED IN TEXAS AND OTHER USED FUNDING CATEGORIES

CATEGORY	DESCRIPTION
1-Preventive Maintenance and Rehabilitation.	Category 1 addresses preventive maintenance and rehabilitation of the existing state highway system, including pavement, signs, traffic signals, and other infrastructure assets.
2 – Metropolitan and Urban Area Corridor Projects	Category 2 addresses mobility and added capacity projects on urban corridors to mitigate traffic congestion, as well as traffic safety and roadway maintenance or rehabilitation. Projects must be located on the state highway system.
3 -Non-Traditionally Funded Transportation Projects	Category 3 is for transportation projects that qualify for funding from sources not traditionally part of the State Highway Fund, including state bond financing (such as Proposition 12 and Proposition 14), the Texas Mobility Fund, passthrough financing, regional revenue and concession funds, and local funding. Category 3 also contains funding for the development costs of design-build projects. (Design-build construction costs are covered by other UTP categories)
4 – Statewide Connectivity Corridor Projects	Category 4 addresses mobility on major state highway system corridors, which provide connectivity between urban areas and other statewide corridors. Projects must be located on the designated highway connectivity network
5 – CMAQ	Category 5 addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently the Dallas-Fort Worth, Houston, San Antonio, and El Paso metro areas). Each project is evaluated to quantify its air quality improvement benefits. Funds cannot be used to add capacity for single-occupancy vehicles

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CATEGORY	DESCRIPTION
6 – Structures Replacement and Rehabilitation (Bridge)	Category 6 addresses bridge improvements through the Highway Bridge Program, Bridge Maintenance and Improvement Program, Bridge System Safety Program
7 – Metropolitan Mobility and Rehabilitation	Category 7 addresses transportation needs within the boundaries of MPOs with populations of 200,000 or greater — known as transportation management areas (TMAs). This funding can be used on any roadway with a functional classification greater than a local road or rural minor collector
8 – Safety	Category 8 addresses highway safety improvements through the sub-programs listed below. Common Category 8 project types include medians, turn lanes, intersections, traffic signals, and rumble strips. Highway Safety Improvement Program (HSIP) Systemic Widening Program (SSW) Road to Zero (RTZ)
9– Transportation Alternatives Set-Aside Program (TASA)	Category 9 handles the federal Transportation Alternatives (TA) Set-Aside Program. These funds may be awarded for the following activities: Construction of sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act
10 – Supplemental Transportation Programs	Category 10 addresses a variety of transportation improvements through the following sub-programs: Americans with Diabilities Act (ADA) Carbon Reduction Program (CRP) Coordinated Border Infrastructure (CBI) Federal Lands Access Program (FLAP) Green Ribbon Program Landscape Incentive Awards Railroad Grade Crossing & Replanking Program Railroad Signal Maintenance Program Supplemental Transportation Projects (Federal) Texas Parks and Wildlife Department (TPWD)

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CATEGORY	DESCRIPTION
11 – District Discretionary	Category 11 addresses TxDOT district transportation needs through the sub-programs listed below. Common Category 11 project types include roadway maintenance or rehabilitation, added passing lanes (Super 2), and roadway widening (non-freeway). District Discretionary Energy Sector Border Infrastructure
12 – Strategic Priority	Category 12 addresses projects with specific importance to the state, including those that improve Congestion and connectivity, Economic opportunity, Energy sector access, Border and port connectivity, Efficiency of military deployment routes or retention of military assets in response to the Federal Military Base Realignment and Closure Report, the ability to respond to both man-made and natural emergencies Common project types include roadway widening (both freeway and non-freeway), interchange improvements, and new-location roadways
Proposition 1 (TXDOT)	Allocates money from the rainy day fund to State Highway Fund for construction, maintenance and rehabilitation.
Proposition 7 (TXDOT)	Supplies funding to the State Highway Fund from sales and use tax and state motor vehicle tax to build, maintain and restore non-tolled public roads.
FTA Section 5307	Mass Transit apportionment to urbanized areas based on population and operating performance.
FTA Section 5309	Funding for major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
FTA Section 5339	Mass Transit discretionary funds for capital projects only.
FTA Section 5310	Provides federal funds to private nonprofit entities for the transportation of elderly and/or disabled persons.
FTA Section 5311	Rural Transit Program
Federal Highway-CMAQ (NMDOT)	Congestion Mitigation and Air Quality
Federal Highway-HSIP (NMDOT)	Highway Safety Improvement Program
Federal Highway-NHPP (NMDOT)	National Highway Performance Program
Federal Highway-STP (NMDOT)	Surface Transportation Block Grant Program
Federal Highway-TAP (NMDOT)	Transportation Alternatives Program
NM State Funds (NMDOT)	New Mexico State funds

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14. GROUPED DOCUMENTATION

Under 23 CFR 450.326(h) projects proposed for FHWA and/or FTA funding that are not considered by the State and MPO to be of appropriate scale for individual identification in a given program year may be grouped by function, geographic area, and work type by using applicable classifications under 23 CFR 771.117(c) and (d). In non-attainment and maintenance areas, these classifications must be consistent with the exempt project classifications contained in the EPA transportation conformity requirements (40 CFR Part 93, subpart A).

EPMPO has adopted the grouped project categories found in Table 4 and currently maintains an informational list to track grouped Bicycle and Pedestrian and Recreational Trails Program projects funded with Category 9 Transportation Alternative Set-Aside funds. EPMPO will continue to evaluate the possibility of utilizing other grouped categories in the future.

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TABLE 4: GROUPED PROJECTS CATEGORIES (TXDOT)

PROPOSED CSJ (TXDOT)	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE – Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquisition	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation (See Note 3).
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/ rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

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PROPOSED CSJ (TXDOT)	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities. (e.g., sidewalks, shared use paths, side paths, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.) Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventive maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally includes the purchase of new buses and rail cars to replace existing vehicles of for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/ Padding Trails and related facilities; Recreational Trails related education and safety programs.

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

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

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

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

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

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15. MPO GLOSSARY – PROJECT SECTION

TABLE 5: GLOSSARY

PROJECT CODE	DEFINITION	EXPLANATION
CSJ	Control Section Job Number	TXDOT-assigned number for projects entered into the Unified Transportation Plan (UTP)
CN	Control Number	NMDOT-number assigned for projects in New Mexico State Transportation Improvement Program (STIP)
PROJ ID	Project Identification	Code assigned by the MPO for local tracking/identification; used to relate projects to the Metropolitan Transportation Plan
F. CLASS	Federal Functional Classification	Federal classification of streets and highways into functional operating characteristics. Categories: • Interstate • Other Urban Freeways and Expressways • Other Principal Arterials
FED PROG	Federal Funding	PM&R: Preventive Maintenance and Rehabilitation Metro ACP: Metropolitan Area (TMA) Corridor Projects Urban ACP: Urban Area (Non-TMA) Corridor Projects State CCP: Statewide Connectivity Corridor Projects CMAQ: Congestion Mitigation and Air Quality Improvement CSREHAB: Consolidated Structure Rehabilitation STP-MM: Surface Transportation Program- Metro-Mobility SAFE: Safety Projects ENHAN: Enhancement Projects MISC: Miscellaneous Dist Discret: District Discretionary STRATEGIC: Strategic Priority FTA: Federal Transit Administration STP-L: New Mexico, Surface Transportation Program Large Urban STP-FLEX: New Mexico, Surface Transportation Program- Flexible STP-TPS: New Mexico, Surface Transportation Program- Safety BOR/COR: Borders and Corridors
PHASE	Project Phase for Federal Funding	T- Transfers C – Construction E- Preliminary Engineering R- Right of Way Acquisition

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TEXAS HIGHWAY PROJECTS FHWA & OTHER FUNDS[1]

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-691**	CS	C,R	Horizon City	Horizon	**$5,497,781**

TIP PROJECT NAME: **Delake Street Construction**

LIMITS FROM: Darrington Road
LIMITS TO: Rodman Street
TIP DESCRIPTION: Delake Street Construction:Construction of a two lane roadway with enhanced pedestrian facilities, bike lanes and illumination to provide access to the Horizon City Transit Oriented Town Center.
REMARKS: PE being completed with Horizon City TOD Design project (MPO Project Number: M408X) programmed in 2023-2026 S/TIP in FY 2024 with 3LC funds.

REVISION DATE: 07/2024
MPO PROJECT ID: **A442X**
MTP REFERENCE: A442X
FUNDING CATEGORY: CAT 7 STP-MM

PROJECT HISTORY:
Program in RMS 25-28 TIP and 25-28 STIP in FY 2025

Total Project Cost Information:

Preliminary Engineering:	$1,749,998
Right Of Way:	$119,539
Construction:	$3,219,292
Construction Engineering:	$1,512,821
Contingencies:	$646,128
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$7,247,778**

Cost of Approved Phases: **$5,497,780**

Authorized Funding by Category/Share

	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 7 STP-MM	$4,398,225	$0	$0	$1,099,556	$0	$5,497,781
Fund by Share	**$4,398,225**	**$0**	**$0**	**$1,099,556**	**$0**	**$5,497,781**

PROJECT AMENDMENT HISTORY

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

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-570**	CS	C,E	El Paso	COEP	**$2,572,079**

TIP PROJECT NAME: Downtown Bicycle Improvements Phase I

LIMITS FROM: Various (Please see TIP page history for complete street names)

LIMITS TO: Various (Please see TIP page history for complete street names)

TIP DESCRIPTION: DowntownBikeImprovementsPhaseI:ConstructBikeFacilitiesDowntownToInclude:BufferedBikeLanes,ConventionalBikeLanes,BikeBLVD's,SharedLaneMarkings,&ProtectedBikeLanes.TheProjectWillIncludeRoadDietsAssociatedSignage,Wayfinding,Striping,&IntersectionTreatments.

REVISION DATE: 07/2024
MPO PROJECT ID: M089A
MTP REFERENCE: M089A
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0.203 CO (Kg/Day): 3.778
NOX (Kg/Day): 0.118 PM 10 (Kg/Day): 0.196

REMARKS:

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP FY 2025 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$428,357
Right Of Way:	$0
Construction:	$2,143,722
Construction Engineering:	$0
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$2,572,079**

Cost of Approved Phases: **$2,572,079**

Authorized Funding by Category/Share

	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5 CMAQ	$2,057,663	$0	$0	$514,416	$0	$2,572,079
Fund by Share	**$2,057,663**	**$0**	**$0**	**$514,416**	**$0**	**$2,572,079**

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. From: El Paso from Franklin; El Paso from Sheldon; Main from Santa Fe; 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 To: Campbell to Paisano; El Paso to Main; El Paso to Paisano; Main to El Paso; 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
11/2019	2022	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to reduce CAT 5 CMAQ from $4,272,273 to $2,572,079 and update the Limits in FY 2022-Exempt From: Campbell from Missouri; El Paso from Sheldon; Main from Oregon; Mills from Sheldon; Missouri from Santa Fe; Myrtle from Stanton; San Antonio from Anthony; Sheldon from Santa Fe; Virginia to Mills; Magoffin from San Antonio To: Campbell to Paisano; El Paso to Overland; Main to Campbell; Mills to Virginia; Missouri to Campbell; Myrtle to Campbell; San Antonio to Virginia; Sheldon to El Paso; Virginia to San Antonio; Magoffin to Virginia
07/2020	2022	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2022-Exempt From: Campbell from Missouri; El Paso from Sheldon; Main from Oregon; Mills from Sheldon; Missouri from Santa Fe; Myrtle from Stanton; San Antonio from Anthony; Sheldon from Santa Fe; Virginia to Mills; Magoffin from San Antonio To: Campbell to Paisano; El Paso to Overland; Main to Campbell; Mills to Virginia; Missouri to Campbell; Myrtle to Campbell; San Antonio to Virginia; Sheldon to El Paso; Virginia to San Antonio; Magoffin to Virginia
01/2021	2024	12/2021	Admin Amend to move from FY 2022 to FY 2024 - EXEMPT From: Campbell from Missouri; El Paso from Sheldon; Main from Oregon; Mills from Sheldon; Missouri from Santa Fe; Myrtle from Stanton; San Antonio from Anthony; Sheldon from Santa Fe; Virginia to Mills; Magoffin from San Antonio To: Campbell to Paisano; El Paso to Overland; Main to Campbell; Mills to Virginia; Missouri to Campbell; Myrtle to Campbell; San Antonio to Virginia; Sheldon to El Paso; Virginia to San Antonio; Magoffin to Virginia
07/2022	2024	03/2022	Program in to RMS 2050 MTP and RMS 23-26 TIP in FY 2024 - EXEMPT From: Campbell from Missouri; El Paso from Sheldon; Main from Oregon; Mills from Sheldon; Missouri from Santa Fe; Myrtle from Stanton; San Antonio from Anthony; Sheldon from Santa Fe; Virginia to Mills; Magoffin from San Antonio To: Campbell to Paisano; El Paso to Overland; Main to Campbell; Mills to Virginia; Missouri to Campbell; Myrtle to Campbell; San Antonio to Virginia; Sheldon to El Paso; Virginia to San Antonio; Magoffin to Virginia
07/2022	2025	11/2022	Admin Amend RMS 2050 MTP and RMS 23-26 TIP to move from FY 2024 to FY 2025 - EXEMPT From: Campbell from Missouri; El Paso from Sheldon; Main from Oregon; Mills from Sheldon; Missouri from Santa Fe; Myrtle from Stanton; San Antonio from Anthony; Sheldon from Santa Fe; Virginia to Mills; Magoffin from San Antonio To: Campbell to Paisano; El Paso to Overland; Main to Campbell; Mills to Virginia; Missouri to Campbell; Myrtle to Campbell; San Antonio to Virginia; Sheldon to El Paso; Virginia to San Antonio; Magoffin to Virginia
07/2024	2025	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP FY 2025 - EXEMPT From: Campbell from Missouri; El Paso from Sheldon; Main from Oregon; Mills from Sheldon; Missouri from Santa Fe; Myrtle from Stanton; San Antonio from Anthony; Sheldon from Santa Fe; Virginia to Mills; Magoffin from San Antonio To: Campbell to Paisano; El Paso to Overland; Main to Campbell; Mills to Virginia; Missouri to Campbell; Myrtle to Campbell; San Antonio to Virginia; Sheldon to El Paso; Virginia to San Antonio; Magoffin to Virginia

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-711**	VA	C	El Paso	TXDOT	**$3,000,000**

TIP PROJECT NAME: ELP Safety Service Patrol-HERO FY2025

REVISION DATE: 07/2024
MPO PROJECT ID: M091X-4
MTP REFERENCE: M091X-4
FUNDING CATEGORY: CAT 10 CRP

LIMITS FROM: Countywide
LIMITS TO: Alongl10, US54, LP375, SS601, SH178 & US 62/180
TIP DESCRIPTION: ELP Safety Service Patrol-HERO FY2025: HIGHWAY EMERFENCY RESPONSE OPERATIONS (HERO) FY 2025
REMARKS:

PROJECT HISTORY:
Program RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$0
Right Of Way:	$0
Construction:	$3,000,000
Construction Engineering:	$0
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$3,000,000**

Cost of Approved Phases: **$3,000,000**

Authorized Funding by Category/Share

	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 10 CRP	$2,400,000	$600,000	$0	$0	$0	$3,000,000
Fund by Share	**$2,400,000**	**$600,000**	**$0**	**$0**	**$0**	**$3,000,000**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
02/2024	2025	01/2024	Program in RMS 2050 MTP, RMS 23-26 TIP, and 23-26 STIP in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP		00	C,E,R	Horizon City	Horizon	**$2,625,211**

TIP PROJECT NAME: Horizon City Transit Plaza

REVISION DATE: 07/2024
MPO PROJECT ID: T410X
MTP REFERENCE: T410X
FUNDING CATEGORY: CAT 3 TRZ

LIMITS FROM: Bordered by Darrington Road (west) and Rodman Street (east)
LIMITS TO: Bordered by Horizon Boulevard (south)
TIP DESCRIPTION: Horizon City Transit Plaza: Development of Transit Plaza with parking within the Horizon Country Club Estates Subdivision(s)
REMARKS:

PROJECT HISTORY:
Program in RMS 25-28 TIP and 25-28 STIP in FY 2025

Total Project Cost Information:

Preliminary Engineering:	$483,881
Right Of Way:	$283,776
Construction:	$1,731,270
Construction Engineering:	$329,777
Contingencies:	$369,434
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$3,198,138**

Cost of Approved Phases: **$2,625,211**

Authorized Funding by Category/Share

	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 3TRZ TRZ	$0	$0	$0	$0	$2,625,211	$2,625,211
Fund by Share	**$0**	**$0**	**$0**	**$0**	**$2,625,211**	**$2,625,211**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2025	03/2022	Program to RMS 2050 MTP and RMS 23-26 TIP in FY 2025
02/2024	2025	12/2023	Administratively amnd to reduce CAT 3 TRZ funds to $2,625,211 in FY 2025
07/2024	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025

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

DRAFT

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**2121-02-167**	IH 10	C,E,R	El Paso	TxDOT	**$31,263,473**

TIP PROJECT NAME: I-10 FR Ext PH I (Executive to Sunland Park)

REVISION DATE: 07/2024
MPO PROJECT ID: I061X-CAP-1
MTP REFERENCE: I061X-CAP-1
FUNDING CATEGORY: CAT 2-TMA, SWPE, SWROW

LIMITS FROM: EXECUTIVE CENTER BLVD
LIMITS TO: SUNLAND PARK DR
TIP DESCRIPTION: I-10 FR Ext PH I (Executive to Sunland Park): Construct 2-lane Westbound Frontage Road, Frontage Road Improvements.
REMARKS: PE began in FY 2013 and continues through FYs 2023-2025. ROW will begin in FY 2023 and continue through FY 2026

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025

Total Project Cost Information:

Preliminary Engineering:	$787,500
Right Of Way:	$2,000,000
Construction:	$28,475,973
Construction Engineering:	$1,015,171
Contingencies:	$668,454
Indirects:	$450,841
Bond Financing:	$0
Potential Change Order:	$167,113
Total Project Cost:	**$33,565,052**

Cost of Approved Phases: **$31,263,473**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	2M	TMA	$22,780,777	$5,695,196	$0	$0	$0	$28,475,973
Cat	SBPE	SWPE	$0	$787,500	$0	$0	$0	$787,500
Cat	SWROW	SWROW	$0	$2,000,000	$0	$0	$0	$2,000,000
	Fund by Share		**$22,780,777**	**$8,482,696**	**$0**	**$0**	**$0**	**$31,263,473**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2025	03/2022	Program to RMS 2050 MTP and to RMS 23-26 TIP in FY 2025
05/2023	2025	04/2023	Amend RMS 2050 MTP and 23-26 TIP to add PE phase using SWPE funds and ROW phase using SWROW in FY 2025
08/2023	2025	06/2023	Amend RMS 2050 MTP and 23-26 TIP to add $12M of CAT 2M funds in FY2025.
07/2024	2025	04/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-565**	CS	C	El Paso	County EP	**$21,000,000**

TIP PROJECT NAME: John Hayes (Darrington/Berryville)(Construction Phase 2)

REVISION DATE: 07/2024
MPO PROJECT ID: P004X-CAP-2
MTP REFERENCE: P004X-CAP-2
FUNDING CATEGORY: CAT 7 STP-MM

LIMITS FROM: Pellicano Dr.
LIMITS TO: Montwood
TIP DESCRIPTION: John Hayes (Darrington/Berryville)(Construction Phase 2): Widen from 1-lane to 3-lanes in each direction with bike lanes. Existing SB section from Montwood to 0.5 miles south will remain as 2-lanes.
REMARKS: TPC include PE (CSJ 0924-06-564 programmed in 19-22 TIP), Phase 1 (CSJ 0924-06-564 in 23-26 TIP) and 2

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025

Total Project Cost Information:

Preliminary Engineering:	$2,555,280
Right Of Way:	$0
Construction:	$39,000,000
Construction Engineering:	$1,500,000
Contingencies:	$3,000,000
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$46,055,280**

Cost of Approved Phases: **$21,000,000**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	7	STP-MM	$16,800,000	$0	$0	$4,200,000	$0	$21,000,000
	Fund by Share		**$16,800,000**	**$0**	**$0**	**$4,200,000**	**$0**	**$21,000,000**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2025	03/2022	Program to RMS 2050 MTP and RMS 23-26 TIP in FY 2025
02/2023	2025	01/2023	Admin amend to add $3,000,000 in Cat 7 STP MM funds
07/2024	2025	04/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-665**	CS	E	El Paso	COEP	**$1,317,612**

TIP PROJECT NAME: **PE Phase Buffalo Soldier Street Improvements**
LIMITS FROM: Edgemere Blvd
LIMITS TO: Montana Ave
TIP DESCRIPTION: PE Phase Buffalo Soldier Street Improvements: Project includes complete roadway reconstruction, parkway improvements, sidewalks, bicycle facilities, street illumination, landscaping and irrigation, and striping.
REMARKS:

REVISION DATE: 07/2024
MPO PROJECT ID: **R401XPE**
MTP REFERENCE: R401XPE
FUNDING CATEGORY: CAT 7 STP MM

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025

Total Project Cost Information:

Preliminary Engineering:	$1,317,612
Right Of Way:	$0
Construction:	$6,372,211
Construction Engineering:	$644,355
Contingencies:	$0
Indirects:	$107,638
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$8,441,816**

Cost of Approved Phases: **$1,317,612**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 7	STP-MM	$1,054,090	$0	$0	$263,522	$0	$1,317,612
	Fund by Share	**$1,054,090**	**$0**	**$0**	**$263,522**	**$0**	**$1,317,612**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
02/2024	2025	12/2023	Program in RMS 2050 MTP, RMS 2023-2026 TIP and 2023-2026 STIP in FY 2025
07/2024	2025	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-730**	CS	E	El Paso	COEP	**$1,799,000**

TIP PROJECT NAME: **PE Phase Sunland Park Shared Use Path**
LIMITS FROM: Cadiz St
LIMITS TO: Mesa St.
TIP DESCRIPTION: PE Phase Sunland Park Shared Use Path: Construction of a shared use path with associated signage, landscaping and irrigation, furnishings, and illumination.
REMARKS:

REVISION DATE: 07/2024
MPO PROJECT ID: **E111XPE**
MTP REFERENCE: E111XPE
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0
CO (Kg/Day): 0
NOX (Kg/Day): 0
PM 10 (Kg/Day): 0

PROJECT HISTORY:
Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$1,799,000
Right Of Way:	$0
Construction:	$2,981,200
Construction Engineering:	$359,800
Contingencies:	$0
Indirects:	$50,000
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$5,190,000**

Cost of Approved Phases: **$1,799,000**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5	CMAQ	$1,439,200	$0	$0	$359,800	$0	$1,799,000
	Fund by Share	**$1,439,200**	**$0**	**$0**	**$359,800**	**$0**	**$1,799,000**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
02/2024	2025	12/2023	Program in RMS 2050 MTP, RMS 23-26 TIP and 23-26 STIP in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

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

DRAFT

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-566**	VARIOUS	C	El Paso	COEP	**$3,669,976**

TIP PROJECT NAME: Traffic Management Center Upgrade Phase 2

LIMITS FROM: City of El Paso city limits
LIMITS TO: City of El Paso city limits
TIP DESCRIPTION: TMCUPhase2 Construction: The project includes the upgrade of the City of El Paso TMC&Traffic Signal controller equipment city wide. P1 is the design phase. P2-5 are the implementation&construction of the design.
REMARKS: Ph1(PE):0924-06-566 in 21-24 TIP. Ph 2: 0924-06-566, Ph 3: 0924-06-567, Ph 4: 0924-06-568, and Ph 5: 0924-06-569 in 23-26 TIP.

REVISION DATE: 07/2024
MPO PROJECT ID: S301E
MTP REFERENCE: S301E
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 17.51 CO (Kg/Day): 340.135
NOX (Kg/Day): 44.538 PM 10 (Kg/Day): 50.758

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$5,360,329
Right Of Way:	$0
Construction:	$17,122,380
Construction Engineering:	$3,021,596
Contingencies:	$0
Indirects:	$319,404
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$25,823,709**

Cost of Approved Phases: **$3,669,976**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	5	CMAQ	$2,935,981	$0	$0	$733,995	$0	$3,669,976
		Fund by Share	**$2,935,981**	**$0**	**$0**	**$733,995**	**$0**	**$3,669,976**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2020	2023	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023
02/2022	2023	01/2022	Amend to remove PE phase and reduce CAT 5 CMAQ funding to $3,669,976
07/2022	2023	03/2022	Program in to RMS 2050 MTP and RMS 23-26 TIP in FY 2023 - EXEMPT
07/2022	2024	11/2022	Admin Amend RMS 2050 MTP and RMS 23-26 TIP to move from FY 2023 to FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025 - EXEMPT

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

TX DIST. 24	EP	**0924-06-567**	VA	C	El Paso	COEP	**$5,000,000**

TIP PROJECT NAME: Traffic Management Center Upgrade Phase 3

LIMITS FROM: City of El Paso city limits
LIMITS TO: City of El Paso city limits
TIP DESCRIPTION: TMCUPhase3 Construction: The project includes the upgrade of the City of El Paso TMC&Traffic Signal controller equipment city wide. P1 is the design phase. P2-5 are the implementation&construction of the design.
REMARKS: Ph1(PE):0924-06-566 in 21-24 TIP. Ph 2: 0924-06-566, Ph 3: 0924-06-567, Ph 4: 0924-06-568, and Ph 5: 0924-06-569 in 23-26 TIP

REVISION DATE: 07/2024
MPO PROJECT ID: S301F
MTP REFERENCE: S301F
FUNDING CATEGORY: CAT 3 LC, CAT 5
VOC (Kg/Day): 17.51 CO (Kg/Day): 340.135
NOX (Kg/Day): 44.538 PM 10 (Kg/Day): 50.758

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$5,360,329
Right Of Way:	$0
Construction:	$17,122,380
Construction Engineering:	$3,021,596
Contingencies:	$0
Indirects:	$319,404
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$25,823,709**

Cost of Approved Phases: **$5,000,000**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	3LC	Local Contribution	$0	$0	$0	$0	$2,750,000	$2,750,000
Cat	5	CMAQ	$1,800,000	$0	$0	$450,000	$0	$2,250,000
		Fund by Share	**$1,800,000**	**$0**	**$0**	**$450,000**	**$2,750,000**	**$5,000,000**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2020	2024	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024
07/2022	2024	03/2022	Program into amended RMS 2050 MTP and RMS 23-26 TIP in FY 2024 - EXEMPT
07/2022	2025	11/2022	Admin Amend RMS 2050 MTP and RMS 23-26 TIP to move from FY 2024 to FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025 - EXEMPT

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-677**		C,E	El Paso	COEP	**$15,000,000**

TIP PROJECT NAME: Ysleta POE Pedestrian Safety Improvements

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

REVISION DATE: 07/2024
MPO PROJECT ID: E408X
MTP REFERENCE: E408X
FUNDING CATEGORY: Cat 3 RAISE

REMARKS:

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$2,500,000
Right Of Way:	$0
Construction:	$11,700,000
Construction Engineering:	$800,000
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$15,000,000**

Cost of Approved Phases:
$15,000,000

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	10	RAISE Grant	$12,000,000	$0	$0	$3,000,000	$0	$15,000,000
		Fund by Share	**$12,000,000**	**$0**	**$0**	**$3,000,000**	**$0**	**$15,000,000**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
11/2025	2025	10/2022	Amend RMS 2050 MTP and RMS 2023-2026 TIP to program in FY 2025 - EXEMPT
07/2024	2025	04/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025 - EXEMPT

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-607**	CS	C,R	Socorro	Socorro	**$21,461,510**

TIP PROJECT NAME: **Nuevo Hueco Tanks Extension (FM 76 to SH20) - Construction**

LIMITS FROM: FM 76 North Loop Dr
LIMITS TO: SH 20 - Alameda Avenue
TIP DESCRIPTION: Nuevo Hueco Tanks Extension (FM 76 to SH20) - Construction: Build 4 lane roadway and shared-use path
REMARKS: PE phase programmed in 2019-2022 TIP FY 2020 (CSJ 0924-06-607)

REVISION DATE: 07/2024
MPO PROJECT ID: **A527X-CAP-1**
MTP REFERENCE: A527X-CAP-1
FUNDING CATEGORY: CAT 7, CAT 3 LC

PROJECT HISTORY:
Program in RMS 25-528 TIP and 25-28 STIP in FY 2026

Total Project Cost Information:

Preliminary Engineering:	$3,500,000
Right Of Way:	$1,500,000
Construction:	$15,357,837
Construction Engineering:	$2,303,673
Contingencies:	$2,300,000
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$24,961,510**

Cost of Approved Phases: **$21,461,510**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	3LC	Local Contribution (TRZ)	$0	$0	$0	$0	$9,971,134	$9,971,134
Cat	7	STP-MM	$7,992,300	$0	$0	$1,998,076	$0	$9,990,376
Cat	3LC	Local Contribution ROW	$0	$0	$0	$0	$1,500,000	$1,500,000
		Fund by Share	**$7,992,300**	**$0**	**$0**	**$1,998,076**	**$11,471,134**	**$21,461,510**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2020	2024	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024
07/2022	2024	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2024
02/2023	2024	01/2023	Amend to add $4,990,376 of CAT 7 STP MM funds
05/2023	2024	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to add ROW phase using CAT 3 Lcl Contribution funds in FY 2024
08/2023	2026	08/2023	Adminitratively amend RMS 2050 MTP and RMS 23-26 TIP to move from FY 2024 to FY 2026
07/2024	2026	03/2024	Program in RMS 25-528 TIP and 25-28 STIP in FY 2026

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-728**	CS	E	El Paso	COEP	**$1,597,204**

TIP PROJECT NAME: **PE Phase Playa Drain Shared Use Path (Yarbrough to Midway)**

LIMITS FROM: Yarbrough Dr
LIMITS TO: Midway Dr
TIP DESCRIPTION: PE Phase Playa Drain Shared Use Path (Yarbrough to Midway): Pedestrian and bicycle facilities with signage, sidewalks, landscaping , furnishings and Illumination.
REMARKS:

REVISION DATE: 07/2024
MPO PROJECT ID: **E501X-2PE**
MTP REFERENCE: E501X-2PE
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0
CO (Kg/Day): 0
NOX (Kg/Day): 0
PM 10 (Kg/Day): 0

PROJECT HISTORY:
Program in RMS 25-528 TIP and 25-28 STIP in FY 2026 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$1,597,204
Right Of Way:	$0
Construction:	$3,707,795
Construction Engineering:	$399,301
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$5,704,300**

Cost of Approved Phases: **$1,597,204**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	5	CMAQ	$1,277,763	$0	$0	$319,441	$0	$1,597,204
		Fund by Share	**$1,277,763**	**$0**	**$0**	**$319,441**	**$0**	**$1,597,204**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
02/2024	2026	12/2023	Program in RMS 2050 MTP, RMS 23-26 TIP, and 23-26 STIP in FY 2026 - EXEMPT
07/2024	2026	03/2024	Program in RMS 25-528 TIP and 25-28 STIP in FY 2026 - EXEMPT

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-729**	CS	E	El Paso	COEP	**$1,000,652**

TIP PROJECT NAME: **PE Phase Sun Valley Street Improvements Gateway Blvd North to Kenworthy**

LIMITS FROM: Gateway Blvd North
LIMITS TO: Kenworthy St
TIP DESCRIPTION: PE Phase Sun Valley Street Improvements Gateway Blvd North to Kenworthy: Project includes complete roadway reconstruction, road diet, parkway improvements, bicycle facilities, street illumination, landscaping and irrigation, and striping

REVISION DATE: 07/2024
MPO PROJECT ID: **R201XPE**
MTP REFERENCE: R201XPE
FUNDING CATEGORY: CAT 7 STP MM

REMARKS:

PROJECT HISTORY:
Program in RMS 2050 MTP, 23-26 TIP and 23-26 STIP in FY 2026 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$1,000,652
Right Of Way:	$0
Construction:	$4,514,727
Construction Engineering:	$431,257
Contingencies:	$0
Indirects:	$75,883
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$6,022,519**

Cost of Approved Phases: **$1,000,652**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 7	STP-MM	$800,522	$0	$0	$200,130	$0	$1,000,652
Fund by Share		**$800,522**	**$0**	**$0**	**$200,130**	**$0**	**$1,000,652**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
02/2024	2026	12/2023	Program in RMS 2050 MTP, 23-26 TIP and 23-26 STIP in FY 2026 - EXEMPT
07/2024	2026	03/2024	Program in 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-625**	CS	C,E	El Paso	COEP	**$22,921,338**

TIP PROJECT NAME: **Railroad Dr. Widening and Reconstruction**

LIMITS FROM: Purple Heart Highway
LIMITS TO: Shrub Oak Drive
TIP DESCRIPTION: Railroad Dr. Widening and Reconstruction: Addition of 1 ln. in each dir. from Purple Heart Hwy. to Shrub Oak Dr. to increase capacity from 2 to 4 ln. Project includes road rehab and reconstruction of existing road from Purple Heart Hwy. to Shrub Oak Dr.

REVISION DATE: 07/2024
MPO PROJECT ID: **P219X-CAP**
MTP REFERENCE: P219X-CAP
FUNDING CATEGORY: CAT 7 STPMM, CAT 3 LCL

REMARKS:

PROJECT HISTORY:
Program in RMS 25-528 TIP and 25-28 STIP in FY 2026

Total Project Cost Information:

Preliminary Engineering:	$3,500,000
Right Of Way:	$0
Construction:	$17,964,998
Construction Engineering:	$1,256,000
Contingencies:	$0
Indirects:	$200,340
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$22,921,338**

Cost of Approved Phases: **$22,921,338**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 7	STP MM	$16,644,270	$0	$0	$4,161,068	$0	$20,805,338
Cat 3LC	LCL	$0	$0	$0	$0	$2,116,000	$2,116,000
Fund by Share		**$16,644,270**	**$0**	**$0**	**$4,161,068**	**$2,116,000**	**$22,921,338**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2026	03/2022	Program to RMS 2050 MTP and RMS 23-26 TIP in FY 2026
02/2023	2026	01/2023	Amend to add $7,449,338 of CAT 7 STP MM funds
07/2024	2026	03/2024	Program in RMS 25-528 TIP and 25-28 STIP in FY 2026

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-568**	VARIOUS	C	El Paso	COEP	**$5,180,000**

TIP PROJECT NAME: Traffic Management Center Upgrade Phase 4

LIMITS FROM: City of El Paso City Limits
LIMITS TO: City of El Paso City Limits
TIP DESCRIPTION: TMCUPhase4 Construction: The project includes the upgrade of the City of El Paso TMC&Traffic Signal controller equipment city wide. P1 is the design phase. P2-5 are the implementation&construction of the design.
REMARKS: Ph1(PE):0924-06-566 in 21-24 TIP. Ph 2: 0924-06-566, Ph 3: 0924-06-567, Ph 4: 0924-06-568, and Ph 5: 0924-06-569 in 23-26 TIP

REVISION DATE: 07/2024
MPO PROJECT ID: S301G
MTP REFERENCE: S301G
FUNDING CATEGORY: CAT 5 CMAQ, CAT 3 LCL
VOC (Kg/Day): 17.51 CO (Kg/Day): 340.135
NOX (Kg/Day): 44.538 PM 10 (Kg/Day): 50.758

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

PROJECT HISTORY:
Program in RMS 25-528 TIP and 25-28 STIP in FY 2026 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$5,360,329
Right Of Way:	$0
Construction:	$17,122,380
Construction Engineering:	$3,021,596
Contingencies:	$0
Indirects:	$319,404
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$25,823,709**

Cost of Approved Phases: **$5,180,000**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5	CMAQ		$3,393,926	$0	$0	$848,482	$0	$4,242,408
Cat 3LC	LCL		$0	$0	$0	$0	$937,592	$937,592
	Fund by Share		**$3,393,926**	**$0**	**$0**	**$848,482**	**$937,592**	**$5,180,000**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2025	03/2022	Program to 23-26 TIP and RMS 2050 MTP in FY 2025
07/2022	2026	11/2022	Admin Amend RMS 2050 MTP and RMS 23-26 TIP to move from FY 2025 to FY 2026 - EXEMPT
07/2024	2026	03/2024	Program in RMS 25-528 TIP and 25-28 STIP in FY 2026 - EXEMPT

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-569**	VARIOUS	C	El Paso	COEP	**$6,294,000**

TIP PROJECT NAME: Traffic Management Center Upgrade Phase 5

LIMITS FROM: City of El Paso City Limits
LIMITS TO: City of El Paso City Limits
TIP DESCRIPTION: TMCUPhase5 Construction: The project includes the upgrade of the City of El Paso TMC&Traffic Signal controller equipment city wide. P1 is the design phase. P2-5 are the implementation&construction of the design.
REMARKS: Ph1(PE):0924-06-566 in 21-24 TIP. Ph 2: 0924-06-566, Ph 3: 0924-06-567, Ph 4: 0924-06-568, and Ph 5: 0924-06-569 in 23-26 TIP

REVISION DATE: 07/2024
MPO PROJECT ID: S301H
MTP REFERENCE: S301H
FUNDING CATEGORY: CMAQ
VOC (Kg/Day): 17.51 CO (Kg/Day): 340.135
NOX (Kg/Day): 44.538 PM 10 (Kg/Day): 50.758

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

PROJECT HISTORY:
Program in RMS 25-528 TIP and 25-28 STIP in FY 2026 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$5,360,329
Right Of Way:	$0
Construction:	$17,122,380
Construction Engineering:	$3,021,596
Contingencies:	$0
Indirects:	$319,404
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$25,823,709**

Cost of Approved Phases: **$6,294,000**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5	CMAQ		$4,800,000	$0	$0	$1,200,000	$0	$6,000,000
Cat 3LC	LCL		$0	$0	$0	$0	$294,000	$294,000
	Fund by Share		**$4,800,000**	**$0**	**$0**	**$1,200,000**	**$294,000**	**$6,294,000**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2026	03/2022	Program to RMS 2050 MTP and RMS 23-26 TIP in FY 2026
07/2024	2026	03/2024	Program in RMS 25-528 TIP and 25-28 STIP in FY 2026 - EXEMPT

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

DRAFT

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0374-02-100**	US 62	C,E,R	El Paso	TxDOT	**$167,846,756**

TIP PROJECT NAME: **US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II**
REVISION DATE: 07/2024
LIMITS FROM: Global Reach Dr.
MPO PROJECT ID: **F407B-CAP**
LIMITS TO: Zaragoza Rd. (FM 659)
MTP REFERENCE: F407B-CAP
TIP DESCRIPTION: US 62/180 (Montana Ave.) Expressway & Frontage Roads, Phase II-Construct 6 lane expy. and build 2 lane FRs from Tierra Este Rd. to Zaragoza Rd. Reconst. 6 lane main lanes from Global Reach to Lee Trevino. Reconst. FR from Global Reach to Tierra Este.
FUNDING CATEGORY: CAT 2 TMA, CAT 4U, SWROW, SWPE
REMARKS: Please refer to RMS 2050 MTP Project List for full project description. PE began in FY 2019 and continues through FYs 2023-2026. ROW will begin in FY 2023 and continue through FY 2026

PROJECT HISTORY:
Program in RMS 25-528 TIP and 25-28 STIP in FY 2026

Total Project Cost Information:

Preliminary Engineering:	$4,655,813
Right Of Way:	$31,607,167
Construction:	$131,583,776
Construction Engineering:	$5,643,985
Contingencies:	$5,622,865
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$179,113,606**

Cost of Approved Phases: **$167,846,756**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	2M	TMA	$82,556,000	$20,639,000	$0	$0	$0	$103,195,000
Cat	4	Urban Connectivity	$22,711,021	$5,677,755	$0	$0	$0	$28,388,776
Cat	SBPE	SWPE	$0	$4,655,813	$0	$0	$0	$4,655,813
Cat	SWROW	SWROW	$0	$31,607,167	$0	$0	$0	$31,607,167
	Fund by Share		**$105,267,021**	**$62,579,735**	**$0**	**$0**	**$0**	**$167,846,756**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2026	03/2022	Program to RMS 2050 MTP and RMS 23-26 TIP in FY 2026
11/2022	2026	12/2022	Admin. Amend RMS 2050 MTP, RMS 23-26 TIP and 23-26 STIP to update TPC and reduce CAT 2 to $73,195,000 per FY 2023 UTP. Amendment will be included in 11/2022 STIP instance due to non-approval of project in STIP portal.
05/2023	2026	04/2023	Amend RMS 2050 MTP, RMS 23-26 TIP and 23-26 STIP to add PE phase using SWPE funds and ROW phase using SWROW funds in FY 2026.
07/2023	2026	06/2023	Admin Amend RMS 2050 MTP and 23-26 TIP to add $30,000,000 of Category 2M funds in FY 2026
07/2024	2026	03/2024	Program in RMS 25-528 TIP and 25-28 STIP in FY 2026

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0167-01-122**	US 54	C,E	El Paso	TXDOT	**$53,132,377**

TIP PROJECT NAME: **US54 (PATRIOT FWY) MAINLANES (KENWORTHY TO FM2529) AND RAMP RECONFIGURATION**
REVISION DATE: 07/2024
LIMITS FROM: KENWORTHY
MPO PROJECT ID: **F001B-15A**
LIMITS TO: FM 2529 (MCCOMBS)
MTP REFERENCE: F001B-15A
TIP DESCRIPTION: US54 (PATRIOT FWY) MAINLANES (KENWORTHY TO FM2529) AND RAMP RECONFIGURATION: BUILD 4 LANE (2-LANES EACH DIRECTION) DIVIDED HWY AND GRADE SEPARATIONS AND RAMP RECONFIGURATION. EXISTING 3- LANE ARTERIALS WILL BECOME THE FRONTAGE ROADS WITH CONNECTING RAMPS
FUNDING CATEGORY: CAT 2 TMA
REMARKS:

PROJECT HISTORY:
Program in RMS 25-528 TIP and 25-28 STIP in FY 2026

Total Project Cost Information:

Preliminary Engineering:	$1,919,284
Right Of Way:	$0
Construction:	$51,213,093
Construction Engineering:	$2,184,900
Contingencies:	$1,748,619
Indirects:	$1,077,587
Bond Financing:	$0
Potential Change Order:	$437,155
Total Project Cost:	**$58,580,638**

Cost of Approved Phases: **53,132,377**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	2M	2M	$40,970,474	$10,242,619	$0	$0	$0	$51,213,093
Cat	SBPE	SWPE	$0	$1,919,284	$0	$0	$0	$1,919,284
	Fund by Share		**$40,970,474**	**$12,161,903**	**$0**	**$0**	**$0**	**$53,132,377**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2020	2023	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2023
11/2020	2025	11/2020	Amend the amended D2045 MTP, D21-24 TIP and 21-24 STIP to deprogram from FY 2023 and reporgram to FY 2025
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025
11/2022	2025	12/2022	Amend RMS 2025 MTP and RMS 23-26 TIP to remove from TIP and move to FY 2027
07/2024	2026	03/2024	Program in RMS 25-528 TIP and 25-28 STIP in FY 2026
08/2023	2026	06/3023	Amend RMS 2025 MTP and RMS 23-26 TIP to program in FY2026

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

DRAFT

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-577**	CS	C	El Paso	COEP	**$5,610,423**

TIP PROJECT NAME: **Bicycle Infrastructure Citywide**

LIMITS FROM: Citywide (Please see TIP History for complete street names)

LIMITS TO: Citywide (Please see TIP History for complete street names)

TIP DESCRIPTION: BicycleInfrastructureCitywide:ConstructBikeFacilitiesDowntownToInclude:BufferedBikeLanes,ConventionalBikeLanes,BikeBLVDs,SharedLaneMarkings,&ProtectedBikeLanes.TheProjectWillIncludeAssociatedSignage,Wayfinding,Striping,&IntersectionTreatments.

REMARKS:

REVISION DATE: 07/2024
MPO PROJECT ID: **M090X**
MTP REFERENCE: M090X
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0.878 CO (Kg/Day): 28.05
NOX (Kg/Day): 1.508 PM 10 (Kg/Day): 1.458

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

PROJECT HISTORY:
Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$814,643
Right Of Way:	$0
Construction:	$4,471,227
Construction Engineering:	$257,485
Contingencies:	$0
Indirects:	$67,068
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$5,610,423**

Cost of Approved Phases: **$5,610,423**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5 CMAQ		$4,488,338	$0	$0	$1,122,085	$0	$5,610,423
Fund by Share		**$4,488,338**	**$0**	**$0**	**$1,122,085**	**$0**	**$5,610,423**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2018	2021	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2021. From: High Ridge from Resler; Escondido from Resler; Ojo de Agua from Westwind; Via Descanso from Ojo de Agua; Via Serena from Via Descanso; Marcus Uribe from Martin Luther King Jr; Sean Haggerty from US 54; Will Ruth from Dyer; Diana from US 54; Stahala from Diana; Hondo Pass from US 54; Magentic from Hondo Pass; Stanton from Cliff; Robinson from Oregon; Cotton from San Antonio; Sixth from Cotton; Val Verde from Paisano; Fonseca from Loop 375; Clark from Delta; Montwood from Viscount; Montwood from Zanzibar; Lomaland from Montwood; Phoenix from Hawkins; Alameda from Loop 375; Pellicano from George Dieter; Peter Cooper from Pellicano; George Dieter from Vista Del Sol; Bob Mitchell from George Dieter; Saul Kleinfeld from Turner; Nolan Richardson from Turner; Pebble Hills from Yarbrough; Lee Trevino from Edgemere To:High Ridge to Franklin Hills; Escondido to Westwind; Ojo de Agua to Via Descanso; Via Descanso to Via Serena; Via Serena to High Ridge; Marcus Uribe to Benny Emler; Sean Haggerty to Rushing; Will Ruth to McCombs; Diana to Railroad; Stahala to Hondo Pass; Hondo Pass to Magnetic; Magnetic to Atlas; Stanton to Brentwood; Robinson to Piedmont; Cotton to Sixth; Sixth to Campbell; Fonseca to Delta; Clark to Trowbridge; Montwood to McRae; Montwood to Lee Trevino; Lomaland to Trawood; Phoenix to Giles; Pellicano to Loop 375; Peter Cooper to Ben Proctor; George Dieter to Edgemere; Bob Mitchell to Saul Kleinfeld; Saul Kleinfeld to Bob Mitchell; Nolan Richardson to Pebble Hills; Pebble Hills to Lisa Sherr; Lee Trevino to Trawood
11/2019	2021	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to reduce CAT 5 CMAQ from $6,830,453 to $5,610,423, update the Limits and Project Description in FY 2021-Exempt From: High Ridge from Resler; Ojo de Agua from Westwind; Will Ruth from Dyer; Stahala from Diana; Montwood from Yarbrough; Lomaland from Montwood; Pellicano from George Dieter; Peter Cooper from Pellicano; George Dieter from Vista del Sol; Pebble Hills from George Dieter To: High Ridge to Franklin Hills; Ojo de Agua to Via Descanso: Will Ruth to McCombs; Stahala to Hondo Pass; Montwood to Lee Trevino; Lomaland to Trawood; Pellicano to Loop 375; Peter Cooper to Ben Proctor; George Dieter to Montwood; Pebble Hills to Lisa Scherr
07/2020	2021	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2021-Exempt From:From: High Ridge from Resler; Ojo de Agua from Westwind; Will Ruth from Dyer; Stahala from Diana; Montwood from Yarbrough; Lomaland from Montwood; Pellicano from George Dieter; Peter Cooper from Pellicano; George Dieter from Vista del Sol; Pebble Hills from George Dieter To: High Ridge to Franklin Hills; Ojo de Agua to Via Descanso: Will Ruth to McCombs; Stahala to Hondo Pass; Montwood to Lee Trevino; Lomaland to Trawood; Pellicano to Loop 375; Peter Cooper to Ben Proctor; George Dieter to Montwood; Pebble Hills to Lisa Scherr
11/2020	2021	11/2020	Amend the amended D2045 MTP, D21-24 TIP and 21-24 STIP to updates limits-Exempt From: High Ridge from Resler; Ojo de Agua from Westwind; Sean Haggerty to US 54 (Patriot Freeway); Montwood from Yarbrough; Lomaland from Montwood; Pellicano from George Dieter; Peter Cooper from Pellicano; George Dieter from Vista del Sol; Pebble Hills from George Dieter To: High Ridge to Franklin Hills; Ojo de Agua to Via Descanso: ; Montwood to Lee Trevino; Lomaland to Trawood; Pellicano to Loop 375; Peter Cooper to Missy Yvette Dr.; George Dieter to Montwood; Pebble Hills to Lisa Scherr
09/2021	2021	07/2021	Amend the D 2045MTP, Amended D2045MTP, D21-24 TIP and 21-24 STIP to move from FY 2021 to FY 2022-Exempt
02/2022	2027	12/2021	Amend to move from FY 2022 to 2027 and deprogram from the D21-24 TIP
07/2024	2027	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

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

DRAFT

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-665**	CS	C	El Paso	COEP	**$7,124,204**

TIP PROJECT NAME: **Buffalo Soldier Street Improvements**
LIMITS FROM: Edgemere Blvd
LIMITS TO: Montana Ave
TIP DESCRIPTION: Buffalo Soldier Street Improvements: Project includes complete roadway reconstruction, parkway improvements, sidewalks, bicycle facilities, street illumination, landscaping and irrigation, and striping.
REMARKS:
*Project Sponsor paying for PE and/or ROW Costs, if any.

REVISION DATE: 07/2024
MPO PROJECT ID: **R401X**
MTP REFERENCE: R401X
FUNDING CATEGORY: CAT 7 STP MM

PROJECT HISTORY:
Program in RMS 25-28 TIP and 25-28 STIP in FY 2026

Total Project Cost Information:

Preliminary Engineering:	$1,317,612
Right Of Way:	$0
Construction:	$6,372,211
Construction Engineering:	$644,355
Contingencies:	$0
Indirects:	$107,638
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$8,441,816**

Cost of Approved Phases: **$7,124,204**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 7	STP MM	$5,699,363	$0	$0	$1,424,841	$0	$7,124,204
	Fund by Share	**$5,699,363**	**$0**	**$0**	**$1,424,841**	**$0**	**$7,124,204**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2022	2026	03/2022	Program to RMS 2050 MTP and RMS 23-26 TIP in FY 2026
02/2024	2027	12/2023	Amend RMS 2050 MTP, 23-26 TIP, and 23-26 STIP to remove PE phase, increase CAT 7 STP MM funds, move from FY 2026 to FY 2027, and deprogram from the RMS 2023-2026 TIP
07/2024	2027	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-733**	POE	E	El Paso	COEP	**$525,582**

TIP PROJECT NAME: **PE Phase Border Traveler ITS**
LIMITS FROM: Stanton POE and Paso del Norte POE
LIMITS TO:
TIP DESCRIPTION: PE - Border Traveler ITS: Regional Cross-Border Travel Information to Local Travelers, Fleet Managers, Manufacturers, Maquiladoras, and Others.
REMARKS: Implementation phase programmed in RMS 2025-2028 TIP in FY 2028 CSJ 0924-06-733 with CAT 5 CMAQ funds

REVISION DATE: 07/2024
MPO PROJECT ID: **C032XPE**
MTP REFERENCE: C032XPE
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0
CO (Kg/Day): 0
NOX (Kg/Day): 0
PM 10 (Kg/Day): 0

PROJECT HISTORY:
Program in RMS 2050 MTP, RMS 2025-2028 TIP and 2025-2028 STIP in FY 2027 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$525,582
Right Of Way:	$0
Construction:	$1,708,142
Construction Engineering:	$367,907
Contingencies:	$0
Indirects:	$26,279
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$2,627,910**

Cost of Approved Phases: **$525,582**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5	CMAQ	$420,466	$0	$0	$105,116	$0	$525,582
	Fund by Share	**$420,466**	**$0**	**$0**	**$105,116**	**$0**	**$525,582**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2024	2027	03/2024	Program in RMS 2050 MTP, RMS 2025-2028 TIP and 2025-2028 STIP in FY 2027 - EXEMPT

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

DRAFT

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-732**	CITYWIDE	**E**	El Paso	COEP	**$191,342**

TIP PROJECT NAME: PE Phase Video Surveillance and Count Stations Phase II

LIMITS FROM: Citywide
LIMITS TO:
TIP DESCRIPTION: PE - Video Surveillance and Count Stations: Project includes installation or integration of new count stations, dynamic message signs, hardware and software, conduit, fiber optic cable and the communication systems into the COEP TMC and TxDOT TransVista.
REMARKS: Implementation phase programmed in RMS 2025-2028 TIP in FY 2028 CSJ 0924-06-732 with CAT 5 CMAQ funds

REVISION DATE: 07/2024
MPO PROJECT ID: M025BPE
MTP REFERENCE: M025BPE
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0 CO (Kg/Day): 0
NOX (Kg/Day): 0 PM 10 (Kg/Day): 0

PROJECT HISTORY:
Program in RMS 2050 MTP, RMS 2025-2028 TIP and 2025-2028 STIP in FY 2027 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$191,342
Right Of Way:	$0
Construction:	$2,779,549
Construction Engineering:	$1,125,382
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$4,096,273**

Cost of Approved Phases: **$191,342**

Authorized Funding by Category/Share

	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5 CMAQ	$153,074	$0	$0	$38,268	$0	$191,342
Fund by Share	**$153,074**	**$0**	**$0**	**$38,268**	**$0**	**$191,342**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2024	2027	03/2024	Program in RMS 2050 MTP, RMS 2025-2028 TIP and 2025-2028 STIP in FY 2027 - EXEMPT

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

TX DIST. 24	EP	**0924-06-728**	N/A	C	El Paso	COEP	**$4,107,096**

TIP PROJECT NAME: Playa Drain Hike and Bike Trail (Yarbrough to Midway)

LIMITS FROM: Yarbrough Dr
LIMITS TO: Midway Dr
TIP DESCRIPTION: Playa Drain Hike and Bike Trail (Yarbrough to Midway): Pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and illumination
REMARKS:

REVISION DATE: 07/2024
MPO PROJECT ID: E501X-2
MTP REFERENCE: E501X-2
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0.023 CO (Kg/Day): 1.016
NOX (Kg/Day): 0.012 PM 10 (Kg/Day): 0.011

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$1,597,204
Right Of Way:	$0
Construction:	$3,707,795
Construction Engineering:	$399,301
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$5,704,300**

Cost of Approved Phases: **$4,107,096**

Authorized Funding by Category/Share

	Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5 CMAQ	$3,285,677	$0	$0	$821,419	$0	$4,107,096
Fund by Share	**$3,285,677**	**$0**	**$0**	**$821,419**	**$0**	**$4,107,096**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2024	2027	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP - EXEMPT

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

DRAFT

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-729**	CS	C	El Paso	COEP	**$5,021,867**

TIP PROJECT NAME: Sun Valley Street Improvements Gateway Blvd North to Kenworthy

LIMITS FROM: Gateway Blvd North
LIMITS TO: Kenworthy St
TIP DESCRIPTION: Sun Valley Street Improvements Gateway Blvd North to Kenworthy: Project includes complete roadway reconstruction, road diet, parkway improvements, bicycle facilities, street illumination, landscaping and irrigation, and striping.

REVISION DATE: 07/2024
MPO PROJECT ID: R201X
MTP REFERENCE: R201X
FUNDING CATEGORY: CAT 7 STP MM

REMARKS:

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2027

Total Project Cost Information:

Preliminary Engineering:	$1,000,652
Right Of Way:	$0
Construction:	$4,514,727
Construction Engineering:	$431,257
Contingencies:	$0
Indirects:	$75,883
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$6,022,519**

Cost of Approved Phases: **$5,021,867**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 7	STP MM	$4,017,494	$0	$0	$1,004,373	$0	$5,021,867
Fund by Share		**$4,017,494**	**$0**	**$0**	**$1,004,373**	**$0**	**$5,021,867**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2024	2027	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2027

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-730**	CS	C	El Paso	COEP	**$3,341,000**

TIP PROJECT NAME: Sunland Park Shared Use Path

LIMITS FROM: Cadiz St
LIMITS TO: Mesa St.
TIP DESCRIPTION: Sunland Park Shared Use Path: Construction of a shared use path with associated signage, landscaping and irrigation, furnishings, and illumination.

REVISION DATE: 07/2024
MPO PROJECT ID: E111X
MTP REFERENCE: E111X
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0.039 CO (Kg/Day): 1.851
NOX (Kg/Day): 0.025 PM 10 (Kg/Day): 0.018

REMARKS:

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2027 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$1,799,000
Right Of Way:	$0
Construction:	$2,981,200
Construction Engineering:	$359,800
Contingencies:	$0
Indirects:	$50,000
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$5,190,000**

Cost of Approved Phases: **$3,341,000**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5	CMAQ	$2,672,800	$0	$0	$668,200	$0	$3,341,000
Fund by Share		**$2,672,800**	**$0**	**$0**	**$668,200**	**$0**	**$3,341,000**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2024	2027	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2027 - EXEMPT

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

DRAFT

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-621**		C	El Paso	County EP	**$18,600,000**

TIP PROJECT NAME: Tierra Este (Arterial 1) Phase I

LIMITS FROM: Cozy Cove Ave.
LIMITS TO: Pellicano Dr.
TIP DESCRIPTION: 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

REVISION DATE: 07/2024
MPO PROJECT ID: P002X-CAP-1
MTP REFERENCE: P002X-CAP-1
FUNDING CATEGORY: CAT 7 STP MM

REMARKS:

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2027

Total Project Cost Information:

Preliminary Engineering:	$0
Right Of Way:	$9,000,000
Construction:	$34,000,000
Construction Engineering:	$0
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$43,000,000**

Cost of Approved Phases: **$$18,600,000**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 7	STP MM	$14,880,000	$0	$0	$3,720,000	$0	$18,600,000
	Fund by Share	**$14,880,000**	**$0**	**$0**	**$3,720,000**	**$0**	**$18,600,000**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2024	2027	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2027

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

DRAFT

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-734**	N/A	C	Socorro	Socorro	**$1,543,810**

TIP PROJECT NAME: 4-D Tigua Spur of Paso del Norte Trail

LIMITS FROM: Alameda Avenue / Franklin Feeder Canal
LIMITS TO: Socorro Rd. / Franklin Feeder Canal
TIP DESCRIPTION: 4-D Tigua Spur of Paso del Norte Trail: A 12-foot shared-use path for bicyclists and pedestrians along the Franklin Feeder canal (4-B Socorro Spur of PDN Trail)
REMARKS:

REVISION DATE: 07/2024
MPO PROJECT ID: M506X
MTP REFERENCE: M506X
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0.466 CO (Kg/Day): 30.856
NOX (Kg/Day): 0.707 PM 10 (Kg/Day): 0.608

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$80,638
Right Of Way:	$0
Construction:	$846,743
Construction Engineering:	$237,088
Contingencies:	$216,766
Indirects:	$162,575
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$1,543,810**

Cost of Approved Phases: **$1,543,810**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5	CMAQ	$1,235,048	$0	$0	$308,762	$0	$1,543,810
Fund by Share		**$1,235,048**	**$0**	**$0**	**$308,762**	**$0**	**$1,543,810**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2024	2028	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP - EXEMPT

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-733**	POE	C	El Paso	COEP	**$2,102,328**

TIP PROJECT NAME: Border Traveler ITS

LIMITS FROM: Stanton POE and Paso del Norte POE
LIMITS TO:
TIP DESCRIPTION: Border Traveler ITS: Regional Cross-Border Travel Information to Local Travelers, Fleet Managers, Manufacturers, Maquiladoras, and Others.
REMARKS: PE programmed in RMS 2025-2028 TIP in FY 2027 CSJ 0924-06-733 with CAT 5 CMAQ funds

REVISION DATE: 07/2024
MPO PROJECT ID: C032X
MTP REFERENCE: C032X
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0.084 CO (Kg/Day): 1.507
NOX (Kg/Day): 0.164 PM 10 (Kg/Day): 0.031

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2028 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$525,582
Right Of Way:	$0
Construction:	$1,708,142
Construction Engineering:	$367,907
Contingencies:	$0
Indirects:	$26,279
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$2,627,910**

Cost of Approved Phases: **$2,102,328**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5	CMAQ	$1,681,862	$0	$420,466	$0	$0	$2,102,328
Fund by Share		**$1,681,862**	**$0**	**$420,466**	**$0**	**$0**	**$2,102,328**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
01/2014	2016	10/2013	New Project With New Mtp/tip (horizon 2040 Mtp/ Horizon 2013-2016 Tip)
01/2014	2016	01/2014	01/2014 Tpb Amend To Deprogram 2016 Cbi Funds Due To No Funding Obligation Authority, Moved To Fy 2019
07/2024	2028	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2028 - EXEMPT

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

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DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP			C	El Paso	COUNTY EP	**$15,400,000**

TIP PROJECT NAME: Tierra Este (Arterial 1) Phase II

LIMITS FROM: Cozy Cove Ave.
LIMITS TO: Pellicano Dr.
TIP DESCRIPTION: 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

REVISION DATE: 07/2024
MPO PROJECT ID: P002X-CAP-2
MTP REFERENCE: P002X-CAP-2
FUNDING CATEGORY: CAT 7 STP MM

REMARKS:

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2028

Total Project Cost Information:

Preliminary Engineering:	$0
Right Of Way:	$9,000,000
Construction:	$34,000,000
Construction Engineering:	$0
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$43,000,000**

Cost of Approved Phases: **$15,400,000**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 7	STP MM	$12,320,000	$0	$0	$3,080,000	$0	$15,400,000
	Fund by Share	**$12,320,000**	**$0**	**$0**	**$3,080,000**	**$0**	**$15,400,000**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
07/2024	2028	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2028

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-732**	CITYWIDE	C	El Paso	COEP	**$3,904,931**

TIP PROJECT NAME: Video Surveillance & Count Stations Phase 2

LIMITS FROM: Citywide
LIMITS TO:
TIP DESCRIPTION: Video Surveillance & Count Stations Phase 2: Project includes installation or integration of new count stations, dynamic message signs, hardware and software, conduit, fiber optic cable and the communication systems into the COEP TMC and TxDOT TransVista.

REVISION DATE: 07/2024
MPO PROJECT ID: M025B
MTP REFERENCE: M025B
FUNDING CATEGORY: CAT 5 CMAQ
VOC (Kg/Day): 0.039 CO (Kg/Day): 1.851
NOX (Kg/Day): 0.025 PM 10 (Kg/Day): 0.018

REMARKS: PE programmed in RMS 2025-2028 TIP in FY 2027 CSJ 0924-06-732 with CAT 5 CMAQ funds

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

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2028 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$191,342
Right Of Way:	$0
Construction:	$2,779,549
Construction Engineering:	$1,125,382
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$4,096,273**

Cost of Approved Phases: **$3,904,931**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat 5	CMAQ	$3,123,945	$0	$0	$780,986	$0	$3,904,931
	Fund by Share	**$3,123,945**	**$0**	**$0**	**$780,986**	**$0**	**$3,904,931**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
		01/2012	Tpb 01/2012 Amend Cat12-cmaq In Lieu Of Cat5-cmaq Due To Reconciliation.
		05/2012	05/2012 Mission 2013-2016 Tip
		07/2012	Tpb 07/2012 Amend To Add To Mission 11-14 Tip In Fy 2012 Using $2b Allocation
		08/2012	Tpb 08/2012 Amend From Fy 2015 To Fy 2013 In Mission 13-16 Tip Using Prop14 ($2b Allocation) And Move From Fy 2012 To Fy 2013 In Mission 11-14 Tip Using Prop14 ($2b Allocation)
		10/2012	10/2012 Tpb Amend To Deprogram From Fy 2013 Prop14 Funds, $1,632,800; And Re-program With Cmaq Funds, $1,632,800 In Fy 2015
		10/2013	Deprogrammed From Fy 2015 W Depvelopment Of H2013-2016 Tip And H2040 Mtp
07/2024	2028	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2028 - EXEMPT

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

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FHWA TO FTA FUNDS TRANSFER PROJECTS[2]

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
TX DIST. 24	EP	**0924-06-541**	N/A	T	El Paso	Sun Metro	**$4,423,490**

TIP PROJECT NAME: Montana RTS 3rd year service operating assistance

LIMITS FROM: Five Points Terminal - 2830 Montana
LIMITS TO: Far East Terminal - R.C. Poe - Edgemere
TIP DESCRIPTION: Montana RTS 3rd year service operating assistance: 3rd year of Montana BRT-RTS operations.
REMARKS:

REVISION DATE: 07/2024
MPO PROJECT ID: T093X
MTP REFERENCE: T093X
FUNDING CATEGORY: CAT 5 CMAQ, CAT 3 LC
VOC (Kg/Day): 5.553 CO (Kg/Day): 100.325
NOX (Kg/Day): 2.929 PM 10 (Kg/Day): 1.629

PROJECT HISTORY:
Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$0
Right Of Way:	$0
Construction:	$4,423,490
Construction Engineering:	$0
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$4,423,490**

Cost of Approved Phases: **$4,423,490**

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	5	CMAQ	$1,600,000	$0	$0	$400,000	$0	$2,000,000
Cat	3LC	Local Contribution	$0	$0	$0	$0	$2,423,490	$2,423,490
		Fund by Share	**$1,600,000**	**$0**	**$0**	**$400,000**	**$2,423,490**	**$4,423,490**

PROJECT AMENDMENT HISTORY

STIP Rev Date(s)	FY(s)	Note/Amend Date	Note/Amendment
02/2017	2020	10/2016	Amend H2040 MTP, H17-20 TIP, 17-20 STIP to program in FY 2020 EXEMPT
07/2018	2020	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2020.
11/2019	2029	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to update project name and description from Montana RTS 1st Year Operating Assitance to Montana 3rd Year Operating Assitance and change from FY 2020 to FY 2029.
7/2020	2023	05/2020	Program in the amended D2045 MTP, D21-24 TIP, 21-24 STIP, in FY 2023
01/2022	2025	10/2021	Amend to move from FY 2024 to FY 2025 - Exempt
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 2025-2028 TIP and 2025-2028 STIP in FY 2025 - EXEMPT

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

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NEW MEXICO HIGHWAY / TRANSIT PROJECTS[3]

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[3] NM 2022-2025 STIP

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	**E100321**	NM 213	C	Dona Ana County	NMDOT	**$26,000,000**

TIP PROJECT NAME: NM 213 Widening Project

LIMITS FROM: Intersection with NM 404 (MP 0)
LIMITS TO: TX State Line (MP 3)
TIP DESCRIPTION: Widen NM 213 from 2 to 4 lanes
REMARKS:

REVISION DATE: 07/2024
MPO PROJECT ID: P621X-CAP
MTP REFERENCE: P621X-CAP
FUNDING CATEGORY: HB2

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

PROJECT HISTORY:
Program in RMS 25-28 TIP and 24-27 STIP in FY 2025

Total Project Cost Information:

Preliminary Engineering:	$0
Right Of Way:	$1,000,000
Construction:	$24,000,000
Construction Engineering:	$1,000,000
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$26,000,000**

Cost of Approved Phases:
$24,000,000

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	NM State Funds	HB2	$0	$26,000,000	$0	$0	$0	$26,000,000
	Fund by Share		**$0**	**$26,000,000**	**$0**	**$0**	**$0**	**$26,000,000**

08/2019	2023	07/2019	Program D2045 MTP, D19-22 TIP, 20-23 STIP, in FY 2023
07/2020	2023	05/2020	Program in to Amended D2045 MTP, D21-24, TIP, 20-23 STIP, in FY 2023
03/2022	2026	01/2022	Amend AD2045 MTP, D21-25 TIP, 22-25 STIP to move from FY 2023 to FY 2026
06/2022	2026	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2026
08/2023	2025	08/2023	Amend RMS 2050 MTP, 23-26 TIP to remove $6,283,584 of NHPP funds and $2,716,416 of SBSI funds, add $26,000,000 of 2023-HB2 funds, and move from FY 2026 to FY 2025 and program in 24-27 STIP in FY 2025
07/2024	2025	04/2024	Program in RMS 25-28 TIP and 24-27 STIP in FY 2025

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	**E100322**	NM213	C,R	N/A	NMDOT	**$41,667,106**

TIP PROJECT NAME: NM 213/NM 404 Interchange improvements

LIMITS FROM: NM 213 – BOP MP 2.2/NM 404 – BOP MP 7.9
LIMITS TO: NM 213 – EOP MP 2.7/NM 404 – EOP MP 8.9
TIP DESCRIPTION: Construction of a flyover at NM 213/NM 404 Interchange to allow free flow traffic along the NM 213-NM 404 corridor
REMARKS:

REVISION DATE: 07/2024
MPO PROJECT ID: B608X
MTP REFERENCE: B608X
FUNDING CATEGORY: NHPP, SBSI, HB2, NHFP

PROJECT HISTORY:
Program in RMS 25-28 TIP and 24-27 STIP in FY 2025

Total Project Cost Information:

Preliminary Engineering:	$7,900,000
Right Of Way:	$500,000
Construction:	$46,141,652
Construction Engineering:	$1,000,000
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$55,541,652**

Cost of Approved Phases:
$46,641,652

Authorized Funding by Category/Share

			Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat	NM NHPP	NM NHPP	$17,606,478	$3,000,355	$0	$0	$0	$20,606,833
Cat	Other	SBSI	$4,396,561	$749,227	$0	$0	$0	$5,145,788
Cat	NM State Funds	HB2	$0	$2,000,000	$0	$0	$0	$2,000,000
Cat	NM NHPP-F	NM NHFP	$11,888,536	$2,025,949	$0	$0	$0	$13,914,485
	Fund by Share		**$33,891,575**	**$7,775,531**	**$0**	**$0**	**$0**	**$41,667,106**

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
08/2023	2025	08/2023	Amend RMS 2050 MTP to Change project name, project description, project limits, and move from FY 2028 to FY 2025. Program in RMS 23-26 TIP and 24-27 STIP using $20,879,666 of NHPP funds, $5,145,788 of SBSI funds, $13,641,652 of NFHP (freight) funds and $2,000,000 of HB2 funds in FY 2025
10/2023	2025	10/2023	Administrative amend to increase the NHFP funds from $13,641,652 to $13,914,485 and moved them from Fiscal Year (FY) 2025 to FY 2026, and decreased the FY 2026 NHPP funds from $4,239,833 to $3,967,000

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Fed FY 2025 (Oct - Sept)

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	**E100380**	00	C,E	Sunland Park, NM	NMDOT	**$400,000**

TIP PROJECT NAME: NM 273/Airport Road Intersection lighting

REVISION DATE: 07/2024
MPO PROJECT ID: S601X
MTP REFERENCE: S601X
FUNDING CATEGORY: NHPP

LIMITS FROM: NM 273 (McNutt Road)/Airport Road Intersection
LIMITS TO: NM 273 (McNutt Road)/Airport Road Intersection
TIP DESCRIPTION: Install luminaries at intersection NM 273/Airport Road
REMARKS:

PROJECT HISTORY:
Program in RMS 25-28 TIP and 24-27 STIP in FY 2025 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$0
Right Of Way:	$0
Construction:	$350,000
Construction Engineering:	$50,000
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$400,000**

Cost of Approved Phases: **$350,000**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat NM NHPP	NM NHPP	$341,760	$58,240	$0	$0	$0	$400,000
Fund by Share		**$341,760**	**$58,240**	**$0**	**$0**	**$0**	**$400,000**

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
06/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025 - EXEMPT
03/2023	2025	01/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to amend project name, project description, reduce funding to $400,000 of NHPP funds in FY 2025 - EXEMPT
07/2024	2025	04/2023	Program in RMS 25-28 TIP and 24-27 STIP in FY 2025 - EXEMPT

DISTRICT	COUNTY	CSJ/CN	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
NM DIST. 1	DA	**E100422**	00	C	Sunland Park	SCRTD	**$1,029,796**

TIP PROJECT NAME: South Central Regional Transit District (SCRTD) Electric Buses Acquisition Phase 3

REVISION DATE: 07/2024
MPO PROJECT ID: T612C
MTP REFERENCE: T612C
FUNDING CATEGORY: CMAQ Mandatory
VOC (Kg/Day): 0.2162
CO (Kg/Day): 9.3564
NOX (Kg/Day): 0.1507
PM 10 (Kg/Day): 0.0159

LIMITS FROM: Sunland Park municipal jurisdiction e.g., Sunland Park community, neighborhoods, City Hall and the Casino.
LIMITS TO: Sunland Park service will operate up to seven days a week with a service day from 5:30 a.m. to 11:00 a.m. with service connections to both the Westside Transfer Station and the Downtown Bus Terminal with service via SCRTD and Sun Metro.
TIP DESCRIPTION: To purchase one zero emission electric bus to provide service from Sunland Park to downtown El Paso on the Yellow bus route.
REMARKS:

PROJECT HISTORY:
Program in RMS 25-28 TIP and 24-27 STIP in FY 2025 - EXEMPT

Total Project Cost Information:

Preliminary Engineering:	$0
Right Of Way:	$0
Construction:	$1,029,796
Construction Engineering:	$0
Contingencies:	$0
Indirects:	$0
Bond Financing:	$0
Potential Change Order:	$0
Total Project Cost:	**$1,029,796**

Cost of Approved Phases: **$1,029,796**

Authorized Funding by Category/Share

		Federal Share	State Share	Regional Share	Local Share	Lcl Contribution	Total Share
Cat NM CMAQ	CMAQ Mandatory	$879,858	$0	$0	$149,938	$0	$1,029,796
Fund by Share		**$879,858**	**$0**	**$0**	**$149,938**	**$0**	**$1,029,796**

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2024	2025	04/2023	Program in RMS 25-28 TIP and 24-27 STIP in FY 2025
08/2023	2025	04/2024	Program in RMS 25-28 TIP and 24-27 STIP in FY 2025 - EXEMPT

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TRANSIT PROJECTS FTA & OTHER FUNDS

Transit projects are included in this TIP. Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the Program of Projects (POP) requirements.

District: TX DIST. 24

YOE = Year of Expenditure

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3H**
Project Name:	ADA ParaTransit (5307)
Apportionment Year:	2025
Project Phase:	T
Brief Project Description:	ADA ParaTransit (5307): Provide ADA Para Transit Service (Up to 10% allowed)
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$1,770,704
State (TXDOT) Funds:	$0
Other Funds:	$442,676
Fiscal Year Cost:	**$2,213,380**
Construction: $2,213,380	PE: $0 ROW: $0
Total Project Cost:	**$2,213,380**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025 - EXEMPT
05/2023	2025	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP TIP to change project name, change project description, and increase FTA 5307 funds in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3J**
Project Name:	Bus Purchase (5307)
Apportionment Year:	2025
Project Phase:	
Brief Project Description:	Bus Purchase (5307): Fixed Route and BRIO Buses
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$5,950,000
State (TXDOT) Funds:	$0
Other Funds:	$1,050,000
Fiscal Year Cost:	**$7,000,000**
Construction: $7,000,000	PE: $0 ROW: $0
Total Project Cost:	**$7,000,000**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
05/2023	2025	04/2023	Program in RMS 2050 MTP and 23-26 TIP in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3C**
Project Name:	Capital Maintenance (5307)
Apportionment Year:	2025
Project Phase:	T
Brief Project Description:	Capital Maintenance (5307): Capital & Preventive Maintenance
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$9,556,380
State (TXDOT) Funds:	$0
Other Funds:	$2,389,095
Fiscal Year Cost:	**$11,945,475**
Construction: $11,945,475	PE: $0 ROW: $0
Total Project Cost:	**$11,945,475**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025 - EXEMPT
05/2023	2025	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to change project name, change project description, add Operating phase, and decrease FTA 5307 funds in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

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District: TX DIST. 24 YOE = Year of Expenditure

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3I-12**
Project Name:	FY 2025 FTA 5339 Funding for Bus & Bus Facilities
Apportionment Year:	2025
Project Phase:	N/A
Brief Project Description:	FY 2025 FTA 5339 Funding: For the purchase of buses and facility enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters & amenities.
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:	
Federal (FTA) Funds:	$981,369
State (TXDOT) Funds:	$0
Other Funds:	$245,342
Fiscal Year Cost:	**$1,226,711**
Construction: $1,226,711	PE: $0 ROW: $0
Total Project Cost:	**$1,226,711**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025 - EXEMPT
05/2023	2025	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to decrease FTA 5339 funds in FY 2024 - EXEMPT
07/2027	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3A**
Project Name:	Planning (5307)
Apportionment Year:	2025
Project Phase:	N/A
Brief Project Description:	Planning (5307): Short-range Planning
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$602,085
State (TXDOT) Funds:	$0
Other Funds:	$150,521
Fiscal Year Cost:	**$752,606**
Construction: $752,606	PE: $0 ROW: $0
Total Project Cost:	**$752,606**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025 - EXEMPT
05/2023	2025	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to change project name, remove Capital and Operating phases, add Administration and Planning phases, and decrease 5307 funds in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3E**
Project Name:	Security Equipment (5307)
Apportionment Year:	2025
Project Phase:	N/A
Brief Project Description:	Security Equipment (5307): Security Equipment and Service Contract
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$177,870
State (TXDOT) Funds:	$0
Other Funds:	$44,468
Fiscal Year Cost:	**$222,338**
Construction: $222,338	PE: $0 ROW: $0
Total Project Cost:	**$222,338**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025 - EXEMPT
05/2023	2025	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to change project name, change project description, add Operating phase, and increase FTA 5307 funds in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

DRAFT

District: TX DIST. 24

YOE = Year of Expenditure

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3F**
Project Name:	Support Vehicles/Bus Rehab (5339)
Apportionment Year:	2025
Project Phase:	N/A
Brief Project Description:	Support Vehicles/Bus Rehab (5339): Support Vehicles
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:	
Federal (FTA) Funds:	$200,000
State (TXDOT) Funds:	$0
Other Funds:	$50,000
Fiscal Year Cost:	**$250,000**
Construction: $250,000	PE: $0 ROW: $0
Total Project Cost:	**$250,000**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025 - EXEMPT
05/2023	2025	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to change project description, and decrease FTA 5339 funds in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3G**
Project Name:	Transit Enhancements (5339)
Apportionment Year:	2025
Project Phase:	N/A
Brief Project Description:	Transit Enhancements (5339): Sidewalks and Curbcuts for ADA Access
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:	
Federal (FTA) Funds:	$400,000
State (TXDOT) Funds:	$0
Other Funds:	$100,000
Fiscal Year Cost:	**$500,000**
Construction: $500,000	PE: $0 ROW: $0
Total Project Cost:	**$500,000**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025 - EXEMPT
05/2023	2025	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to change project description and reduce FTA 5339 funds in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

DRAFT

District: TX DIST. 24

YOE = Year of Expenditure

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3H**
Project Name:	ADA ParaTransit (5307)
Apportionment Year:	2026
Project Phase:	T
Brief Project Description:	ADA ParaTransit (5307): Provide ADA Para Transit Service (Up to 10% allowed)
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$1,770,704
State (TXDOT) Funds:	$0
Other Funds:	$442,676
Fiscal Year Cost:	**$2,213,380**
Construction: $2,213,380 PE: $0	ROW: $0
Total Project Cost:	**$2,213,380**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2026	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2026 - EXEMPT
05/2023	2026	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP TIP to change project name, change project description, and increase FTA 5307 funds in FY 2023 - EXEMPT
07/2024	2026	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3J**
Project Name:	Bus Purchase (5307)
Apportionment Year:	2026
Project Phase:	
Brief Project Description:	Bus Purchase (5307): Fixed Route and BRIO Buses
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$5,950,000
State (TXDOT) Funds:	$0
Other Funds:	$5,950,000
Fiscal Year Cost:	**$11,900,000**
Construction: $7,000,000 PE: $0	ROW: $0
Total Project Cost:	**$7,000,000**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
05/2023	2026	04/2023	Program in RMS 2050 MTP and 23-26 TIP in FY 2026 - EXEMPT
07/2024	2026	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3C**
Project Name:	Capital Maintenance (5307)
Apportionment Year:	2026
Project Phase:	T
Brief Project Description:	Capital Maintenance (5307): Capital & Preventive Maintenance
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$9,556,380
State (TXDOT) Funds:	$0
Other Funds:	$2,389,095
Fiscal Year Cost:	**$11,945,475**
Construction: $11,945,475 PE: $0	ROW: $0
Total Project Cost:	**$11,945,475**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2026	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2026 - EXEMPT
05/2023	2026	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to change project name, change project description, add Operating phase, and decrease FTA 5307 funds in FY 2026 - EXEMPT
07/2024	2026	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

DRAFT

District: TX DIST. 24 YOE = Year of Expenditure

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3I-13**
Project Name:	FY 2026 FTA 5339 Funding for Bus & Bus Facilities
Apportionment Year:	2026
Project Phase:	N/A
Brief Project Description:	FY 2026 FTA 5339 Funding: For the purchase of buses and facility enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters & amenities.
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:	
Federal (FTA) Funds:	$981,369
State (TXDOT) Funds:	$0
Other Funds:	$245,342
Fiscal Year Cost:	**$1,226,711**
Construction: $1,226,711	PE: $0 ROW: $0
Total Project Cost:	**$1,226,711**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2026	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2026 - EXEMPT
05/2023	2026	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to decrease FTA 5339 funds in FY 2026 - EXEMPT
07/2024	2026	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3A**
Project Name:	Planning (5307)
Apportionment Year:	2026
Project Phase:	N/A
Brief Project Description:	Planning (5307): Short-range Planning
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$602,085
State (TXDOT) Funds:	$0
Other Funds:	$150,521
Fiscal Year Cost:	**$752,606**
Construction: $752,606	PE: $0 ROW: $0
Total Project Cost:	**$752,606**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2026	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2026 - EXEMPT
05/2023	2026	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to change project name, remove Capital and Operating phases, add Administration and Planning phases, and decrease 5307 funds in FY 2026 - EXEMPT
07/2024	2026	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3E**
Project Name:	Security Equipment (5307)
Apportionment Year:	2026
Project Phase:	N/A
Brief Project Description:	Security Equipment (5307): Security Equipment and Service Contract
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$177,870
State (TXDOT) Funds:	$0
Other Funds:	$44,468
Fiscal Year Cost:	**$222,338**
Construction: $222,338	PE: $0 ROW: $0
Total Project Cost:	**$222,338**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2026	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2026 - EXEMPT
05/2023	2026	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to change project name, change project description, add Operating phase, and increase FTA 5307 funds in FY 2026 - EXEMPT
07/2024	2026	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

DRAFT

District: TX DIST. 24

YOE = Year of Expenditure

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3F**
Project Name:	Support Vehicles/Bus Rehab (5339)
Apportionment Year:	2026
Project Phase:	N/A
Brief Project Description:	Support Vehicles/Bus Rehab (5339): Support Vehicles
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:	
Federal (FTA) Funds:	$200,000
State (TXDOT) Funds:	$0
Other Funds:	$50,000
Fiscal Year Cost:	**$250,000**
Construction: $250,000	PE: $0 ROW: $0
Total Project Cost:	**$250,000**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2022	2026	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2026 - EXEMPT
05/2023	2026	04/2023	Amend RMS 2050 MTP and RMS 23-26 TIP to change project description, and decrease FTA 5339 funds in FY 2026 - EXEMPT
07/2024	2026	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3G**
Project Name:	Transit Enhancements (5339)
Apportionment Year:	2026
Project Phase:	N/A
Brief Project Description:	Transit Enhancements (5339): Sidewalks and Curbcuts for ADA Access
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:	
Federal (FTA) Funds:	$400,000
State (TXDOT) Funds:	$0
Other Funds:	$100,000
Fiscal Year Cost:	**$500,000**
Construction: $500,000	PE: $0 ROW: $0
Total Project Cost:	**$500,000**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
05/2023	2026	04/2023	Program in RMS 2050 MTP and RMS 23-26 TIP to program in FY 2026 - EXEMPT
07/2024	2026	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2026 - EXEMPT

DRAFT

District: TX DIST. 24

YOE = Year of Expenditure

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3H**
Project Name:	ADA ParaTransit (5307)
Apportionment Year:	2027
Project Phase:	T
Brief Project Description:	ADA ParaTransit (5307): Provide ADA Para Transit Service (Up to 10% allowed)
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$1,770,704
State (TXDOT) Funds:	$0
Other Funds:	$442,676
Fiscal Year Cost:	**$2,213,380**
Construction: $2,213,380 PE: $0	ROW: $0
Total Project Cost:	**$2,213,380**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2024	2027	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3J**
Project Name:	Bus Purchase (5307)
Apportionment Year:	2027
Project Phase:	
Brief Project Description:	Bus Purchase (5307): Fixed Route and BRIO Buses
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$5,950,000
State (TXDOT) Funds:	$0
Other Funds:	$5,950,000
Fiscal Year Cost:	**$11,900,000**
Construction: $7,000,000 PE: $0	ROW: $0
Total Project Cost:	**$7,000,000**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3J**
Project Name:	Bus Purchase (5307)
Apportionment Year:	2027
Project Phase:	
Brief Project Description:	Bus Purchase (5307): Fixed Route and BRIO Buses
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:	
Federal (FTA) Funds:	$400,000
State (TXDOT) Funds:	$0
Other Funds:	$100,000
Fiscal Year Cost:	**$500,000**
Construction: $7,000,000 PE: $0	ROW: $0
Total Project Cost:	**$7,000,000**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3C**
Project Name:	Capital Maintenance (5307)
Apportionment Year:	2027
Project Phase:	T
Brief Project Description:	Capital Maintenance (5307): Capital & Preventive Maintenance
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$9,556,380
State (TXDOT) Funds:	$0
Other Funds:	$2,389,095
Fiscal Year Cost:	**$11,945,475**
Construction: $11,945,475 PE: $0	ROW: $0
Total Project Cost:	**$11,945,475**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

DRAFT

District: TX DIST. 24

YOE = Year of Expenditure

General Project Information

Project Sponsor: Sun Metro
MPO ID: **T3I-14**
Project Name: FY 2027 FTA 5339 Funding for Bus & Bus Facilities
Apportionment Year: 2027
Project Phase: N/A
Brief Project Description: FY 2027 FTA 5339 Funding: For the purchase of buses and facility enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters & amenities.
Sec5309 ID:
Amend Date: 07/2024
Remarks/Amend Action: Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

Funding Information (YOE)

Fed. Funding Category: **Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:
Federal (FTA) Funds: $981,369
State (TXDOT) Funds: $0
Other Funds: $245,342
Fiscal Year Cost: **$1,226,711**
Construction: $1,226,711 PE: $0 ROW: $0
Total Project Cost: **$1,226,711**
TDC Amount Requested: $0
TDC Awarded Date & Amount: $0

General Project Information

Project Sponsor: Sun Metro
MPO ID: **T3A**
Project Name: Planning (5307)
Apportionment Year: 2027
Project Phase: N/A
Brief Project Description: Planning (5307): Short-range Planning
Sec5309 ID:
Amend Date: 07/2024
Remarks/Amend Action: Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

Funding Information (YOE)

Fed. Funding Category: **Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:
Federal (FTA) Funds: $602,085
State (TXDOT) Funds: $0
Other Funds: $150,521
Fiscal Year Cost: **$752,606**
Construction: $752,606 PE: $0 ROW: $0
Total Project Cost: **$752,606**
TDC Amount Requested: $0
TDC Awarded Date & Amount: $0

General Project Information

Project Sponsor: Sun Metro
MPO ID: **T3E**
Project Name: Security Equipment (5307)
Apportionment Year: 2027
Project Phase: N/A
Brief Project Description: Security Equipment (5307): Security Equipment and Service Contract
Sec5309 ID:
Amend Date: 07/2024
Remarks/Amend Action: Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

Funding Information (YOE)

Fed. Funding Category: **Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:
Federal (FTA) Funds: $177,870
State (TXDOT) Funds: $0
Other Funds: $44,468
Fiscal Year Cost: **$222,338**
Construction: $222,338 PE: $0 ROW: $0
Total Project Cost: **$222,338**
TDC Amount Requested: $0
TDC Awarded Date & Amount: $0

General Project Information

Project Sponsor: Sun Metro
MPO ID: **T3F**
Project Name: Support Vehicles/Bus Rehab (5339)
Apportionment Year: 2027
Project Phase: N/A
Brief Project Description: Support Vehicles/Bus Rehab (5339): Support Vehicles
Sec5309 ID:
Amend Date: 07/2024
Remarks/Amend Action: Program in RMS 25-28 TIP and 25-28 STIP in FY 2027 - EXEMPT

Funding Information (YOE)

Fed. Funding Category: **Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:
Federal (FTA) Funds: $200,000
State (TXDOT) Funds: $0
Other Funds: $50,000
Fiscal Year Cost: **$250,000**
Construction: $250,000 PE: $0 ROW: $0
Total Project Cost: **$250,000**
TDC Amount Requested: $0
TDC Awarded Date & Amount: $0

DRAFT

District: TX DIST. 24

YOE = Year of Expenditure

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3H**
Project Name:	ADA ParaTransit (5307)
Apportionment Year:	2028
Project Phase:	T
Brief Project Description:	ADA ParaTransit (5307): Provide ADA Para Transit Service (Up to 10% allowed)
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2028 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$1,770,704
State (TXDOT) Funds:	$0
Other Funds:	$442,676
Fiscal Year Cost:	**$2,213,380**
Construction: $2,213,380	PE: $0 ROW: $0
Total Project Cost:	**$2,213,380**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
07/2024	2028	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2028 - EXEMPT

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3J**
Project Name:	Bus Purchase (5307)
Apportionment Year:	2028
Project Phase:	
Brief Project Description:	Bus Purchase (5307): Fixed Route and BRIO Buses
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2028 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:	
Federal (FTA) Funds:	$400,000
State (TXDOT) Funds:	$0
Other Funds:	$100,000
Fiscal Year Cost:	**$500,000**
Construction: $7,000,000	PE: $0 ROW: $0
Total Project Cost:	**$7,000,000**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3J**
Project Name:	Bus Purchase (5307)
Apportionment Year:	2028
Project Phase:	
Brief Project Description:	Bus Purchase (5307): Fixed Route and BRIO Buses
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2028 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$5,950,000
State (TXDOT) Funds:	$0
Other Funds:	$5,950,000
Fiscal Year Cost:	**$11,900,000**
Construction: $7,000,000	PE: $0 ROW: $0
Total Project Cost:	**$7,000,000**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T3C**
Project Name:	Capital Maintenance (5307)
Apportionment Year:	2028
Project Phase:	T
Brief Project Description:	Capital Maintenance (5307): Capital & Preventive Maintenance
Sec5309 ID:	
Amend Date:	07/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2028 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:	
Federal (FTA) Funds:	$9,556,380
State (TXDOT) Funds:	$0
Other Funds:	$2,389,095
Fiscal Year Cost:	**$11,945,475**
Construction: $11,945,475	PE: $0 ROW: $0
Total Project Cost:	**$11,945,475**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

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District: TX DIST. 24

YOE = Year of Expenditure

General Project Information

Project Sponsor: Sun Metro
MPO ID: **T3I-15**
Project Name: FY 2028 FTA 5339 Funding for Bus & Bus Facilities
Apportionment Year: 2028
Project Phase: N/A
Brief Project Description: FY 2028 FTA 5339 Funding: For the purchase of buses and facility enhancements incl. equipment such a ADP hardware/software and security related needs, ticket vending machines and sales related software. Capitalized maintenance incl rebuilds, bus shelters & amenities.
Sec5309 ID:
Amend Date: 07/2024
Remarks/Amend Action: Program in RMS 25-28 TIP and 25-28 STIP in FY 2028 - EXEMPT

Funding Information (YOE)

Fed. Funding Category: **Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:
Federal (FTA) Funds: $981,369
State (TXDOT) Funds: $0
Other Funds: $245,342
Fiscal Year Cost: **$1,226,711**
Construction: $1,226,711 PE: $0 ROW: $0
Total Project Cost: **$1,226,711**
TDC Amount Requested: $0
TDC Awarded Date & Amount: $0

General Project Information

Project Sponsor: Sun Metro
MPO ID: **T3A**
Project Name: Planning (5307)
Apportionment Year: 2028
Project Phase: N/A
Brief Project Description: Planning (5307): Short-range Planning
Sec5309 ID:
Amend Date: 07/2024
Remarks/Amend Action: Program in RMS 25-28 TIP and 25-28 STIP in FY 2028 - EXEMPT

Funding Information (YOE)

Fed. Funding Category: **Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:
Federal (FTA) Funds: $602,085
State (TXDOT) Funds: $0
Other Funds: $150,521
Fiscal Year Cost: **$752,606**
Construction: $752,606 PE: $0 ROW: $0
Total Project Cost: **$752,606**
TDC Amount Requested: $0
TDC Awarded Date & Amount: $0

General Project Information

Project Sponsor: Sun Metro
MPO ID: **T3E**
Project Name: Security Equipment (5307)
Apportionment Year: 2028
Project Phase: N/A
Brief Project Description: Security Equipment (5307): Security Equipment and Service Contract
Sec5309 ID:
Amend Date: 07/2024
Remarks/Amend Action: Program in RMS 25-28 TIP and 25-28 STIP in FY 2028 - EXEMPT

Funding Information (YOE)

Fed. Funding Category: **Sec. 5307 - Urbanized Formula >200K**
Other FTA Section:
Federal (FTA) Funds: $177,870
State (TXDOT) Funds: $0
Other Funds: $44,468
Fiscal Year Cost: **$222,338**
Construction: $222,338 PE: $0 ROW: $0
Total Project Cost: **$222,338**
TDC Amount Requested: $0
TDC Awarded Date & Amount: $0

General Project Information

Project Sponsor: Sun Metro
MPO ID: **T3F**
Project Name: Support Vehicles/Bus Rehab (5339)
Apportionment Year: 2028
Project Phase: N/A
Brief Project Description: Support Vehicles/Bus Rehab (5339): Support Vehicles
Sec5309 ID:
Amend Date: 07/2024
Remarks/Amend Action: Program in RMS 25-28 TIP and 25-28 STIP in FY 2028 - EXEMPT

Funding Information (YOE)

Fed. Funding Category: **Sec. 5339 - Bus & Bus Facilities >200K**
Other FTA Section:
Federal (FTA) Funds: $200,000
State (TXDOT) Funds: $0
Other Funds: $50,000
Fiscal Year Cost: **$250,000**
Construction: $250,000 PE: $0 ROW: $0
Total Project Cost: **$250,000**
TDC Amount Requested: $0
TDC Awarded Date & Amount: $0

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FTA FROM FHWA TRANSFER TRANSIT PROJECTS

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FY 2025 TRANSIT PROJECT DESCRIPTIONS
EL PASO MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2025-2028

District: TX DIST. 24

YOE = Year of Expenditure

General Project Information

Project Sponsor:	Sun Metro
MPO ID:	**T093X**
Project Name:	Montana RTS 3rd year service operating assistance
Apportionment Year:	2025
Project Phase:	T
Brief Project Description:	Montana RTS 3rd year service operating assistance: 3rd year of Montana BRT-RTS operations.
Sec5309 ID:	1539
Amend Date:	08/2024
Remarks/Amend Action:	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

Funding Information (YOE)

Fed. Funding Category:	**Regionally Significant or Other (incl FHWA transfers)**
Other FTA Section:	**FHWA CAT 5 - CMAQ Transfer to FTA**
Federal (FTA) Funds:	$1,600,000
State (TXDOT) Funds:	$0
Other Funds:	$2,823,490
Fiscal Year Cost:	**$4,423,490**
Construction: $4,423,490	PE: $0 ROW: $0
Total Project Cost:	**$4,423,490**
TDC Amount Requested:	$0
TDC Awarded Date & Amount:	$0

AMENDMENT HISTORY

History STIP Rev Date	History FY	History Date	History Note/Amendment
11/2016	2020	10/2016	Amend H2040 MTP, H17-20 TIP, 17-20 STIP to program in FY 2020 EXEMPT
07/2018	2020	05/2018	Program D2045 MTP, D19-22 TIP, 19-22 STIP, in FY 2020.
11/2019	2020	10/2019	Amend the D2045 MTP, D19-23 TIP, 19-22 STIP to deprogram in 2020, move in to FY 2029 and update project name and description to 3rd year.
07/2020	2024	05/2020	Program into amended D2045 MTP, D21-24 TIP and 21-24 STIP in FY 2024-Exempt
01/2022	2025	10/2021	Amend to move from FY 2024 to FY 2025 - Exempt
07/2022	2025	03/2022	Program in RMS 2050 MTP and RMS 23-26 TIP in FY 2025 - EXEMPT
07/2024	2025	03/2024	Program in RMS 25-28 TIP and 25-28 STIP in FY 2025 - EXEMPT

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C=Construction, E=Engineering, R=ROW, T=Transfer

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FINANCIAL SECTION

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EL PASO MPO - District 24

FY 2025 - 2028 Transportation Improvement Program

JULY 2024 STIP ADOPTION

Difference

Funding by Category

Friday, February 2, 2024

		FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
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	$28,475,973	$28,475,973	$154,408,093	$154,408,093	$0	$0	$0	$0	$182,884,066	$182,884,066
3	Non-Traditionally Funded Transportation Project (Includes Prop 12v1, Prop 12v2, Prop 14, Lcl funds)	$7,798,701	$14,556,102	$14,818,726	$14,818,726	$0	$0	$0	$0	$22,617,427	$29,374,828
4	Statewide Connectivity Corridor Projects	$0	$0	$28,388,776	$28,388,776	$0	$0	$0	$0	$28,388,776	$28,388,776
5	CMAQ	$12,291,055	$20,563,699	$11,839,612	$18,507,542	$13,775,443	$16,471,396	$7,551,069	$12,499,419	$45,457,179	$50,405,529
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	$27,815,393	$38,941,035	$31,796,366	$38,924,402	$30,746,071	$33,857,749	$15,400,000	$29,841,391	$105,757,830	$120,199,221
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)	$18,000,000	$18,000,000	$0	$0	$0	$0	$0	$0	$18,000,000	$18,000,000
11	District Discretionary	$0	$7,170,932	$0	$10,000,000	$0	$0	$0	$0	$0	$17,170,932
12	Strategic Priority	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SWPE	Statewide Budget PE	$787,500	$787,500	$6,575,097	$6,575,097	$0	$0	$0	$0	$7,362,597	$7,362,597
SWROW	Statewide Budget ROW	$2,000,000	$2,000,000	$31,607,167	$31,607,167	$0	$0	$0	$0	$33,607,167	$33,607,167
	Total	$97,168,622	$130,495,241	$279,433,837	$303,229,803	$44,521,514	$50,329,145	$22,951,069	$42,340,810	$444,075,042	$526,394,999

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total
Federal	$69,265,936	$181,146,276	$35,617,212	$18,360,855	$304,390,279
State	$6,295,196	$36,559,374	$0	$0	$42,854,570
Local Match	$11,021,289	$8,727,197	$8,904,302	$4,590,214	$33,243,002
CAT 3 - Local/State Contributions	$5,173,490	$14,818,726	$0	$0	$19,992,216
CAT 3 - Texas Mobility Funds	$0	$0	$0	$0	$0
Cat 3 - TRZ	$2,625,211	$0	$0	$0	$2,625,211
Other - Strategy PE Budget	$787,500	$6,575,097	$0	$0	$7,362,597
Other - Strategy ROW Budget	$2,000,000	$31,607,167	$0	$0	$33,607,167
Total	$97,168,622	$279,433,837	$44,521,514	$22,951,069	$444,075,042

CAT 7 STP-MM - Carryover				
Fiscal Year	UTP Funding	Carry over	Programmed	Balance
2025	$27,253,652	$11,687,383	$27,815,393	$11,125,642
2026	$27,798,760	$11,125,642	$31,796,366	$7,128,036
2027	$26,729,713	$7,128,036	$30,746,071	$3,111,678
2028	$26,729,713	$3,111,678	$15,400,000	$14,441,391

CAT 5 CMAQ - Carryover				
Fiscal Year	UTP Funding	Carry over	Programmed	Balance
2025	$9,995,628	$10,607,416	$12,291,055	$8,311,989
2026	$10,195,553	$8,311,989	$11,839,612	$6,667,930
2027	$9,803,466	$6,667,930	$13,775,443	$2,695,953
2028	$9,803,466	$2,695,953	$7,551,069	$4,948,350

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El Paso Metropolitan Planning Organization

Transit Financial Summary

El Paso MPO - TXDOT District 24

FY 2025-2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Friday, December 15, 2023

	Transit Program	FY 2025			FY 2026			FY 2027		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	$18,057,039	$4,076,760	$22,133,799	$18,057,039	$8,976,760	$27,033,799	$18,057,039	$8,976,760	$27,033,799
2	Sec. 5307 - Urbanized Formula <200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
3	Sec. 5309 - Fixed Guideway Investment	$0	$0	$0	$0	$0	$0	$0	$0	$0
4	Sec. 5337 - State of Good Repair	$0	$0	$0	$0	$0	$0	$0	$0	$0
5	Sec. 5339 - Bus & Bus Facilities >200K	$1,581,369	$395,342	$1,976,711	$1,581,369	$395,342	$1,976,711	$1,581,369	$395,342	$1,976,711
6	Sec. 5310 - Seniors & People w/Disabilities >200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Sec. 5316 - JARC >200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Sec. 5317 - New Freedom >200K	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	Other FTA	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	Regionally Significant or Other (incl FHWA transfers)	$1,600,000	$2,823,490	$4,423,490	$0	$0	$0	$0	$0	$0
Total Funds		**$21,238,408**	**$7,295,592**	**$28,534,000**	**$19,638,408**	**$9,372,102**	**$29,010,510**	**$19,638,408**	**$9,372,102**	**$29,010,510**
	Transportation Development Credits									
	Requested			$0			$0			$0
	Awarded			$0			$0			$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2028			TOTAL		
		Federal	Match	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	$18,057,039	$8,976,760	$27,033,799	$72,228,156	$31,007,040	$103,235,196
2	Sec. 5307 - Urbanized Formula <200K	$0	$0	$0	$0	$0	$0
3	Sec. 5309 - Fixed Guideway Investment	$0	$0	$0	$0	$0	$0
4	Sec. 5337 - State of Good Repair	$0	$0	$0	$0	$0	$0
5	Sec. 5339 - Bus & Bus Facilities >200K	$1,581,369	$395,342	$1,976,711	$6,325,476	$1,581,368	$7,906,844
6	Sec. 5310 - Seniors & People w/Disabilities >200K	$0	$0	$0	$0	$0	$0
7	Sec. 5316 - JARC >200K	$0	$0	$0	$0	$0	$0
8	Sec. 5317 - New Freedom >200K	$0	$0	$0	$0	$0	$0
9	Other FTA	$0	$0	$0	$0	$0	$0
10	Regionally Significant or Other (incl FHWA transfers)	$0	$0	$0	$1,600,000	$2,823,490	$4,423,490
Total Funds		**$19,638,408**	**$9,372,102**	**$29,010,510**	**$80,153,632**	**$35,411,898**	**$115,565,530**
	Transportation Development Credits						
	Requested			$0			$0
	Awarded			$0			$0

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El Paso Metropolitan Planning Organization

EL PASO MPO - New Mexico District 1 & 2
2024-2027 NM State Transportation Improvement Program
RMS 2025-2028 TIP

Funding by Category

Tuesday, January 9, 2024

	FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
Description	**Programmed**	**Authorized**	**Programmed**	**Authorized**	**Programmed**	**Authorized**	**Programmed**	**Authorized**	**Programmed**	**Authorized**
NM CMAQ (CMAQ Mandatory and CMAQ Flex)	$1,029,796	$1,958,859	$0	$1,958,859	$0	$1,958,859	$0	$1,958,859	$1,029,796	$7,835,436
NHPP (National Highway Performance Program)	$21,279,666	$21,279,666	$0	$0	$0	$0	$0	$0	$21,279,666	$21,279,666
NHPP (National Highway Performance Program)-Freight	$13,641,652	$13,641,652	$0	$0	$0	$0	$0	$0	$13,641,652	$13,641,652
NM State Funds (Includes HB2 Funds)	$28,000,000	$28,000,000	$0	$0	$0	$0	$0	$0	$28,000,000	$28,000,000
Other (Includes SBSI, SCRTD funds, FTA 5307, FTA 5339 b and FTA 5339 c)	$5,145,788	$5,145,788	$0	$0	$0	$0	$0	$0	$5,145,788	$5,145,788
Total	**$69,096,902**	**$70,025,965**	**$0**	**$1,958,859**	**$0**	**$1,958,859**	**$0**	**$1,958,859**	**$69,096,902**	**$75,902,542**

Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total
Federal Participation	$35,113,193	$0	$0	$0	$35,113,193
State Participation	$33,833,771	$0	$0	$0	$33,833,771
Local Participation	$149,938	$0	$0	$0	$149,938
Local/State Contributions	$0	$0	$0	$0	$0
Total	**$69,096,902**	**$0**	**$0**	**$0**	**$69,096,902**

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El Paso Metropolitan Planning Organization

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ANALYSES SECTION

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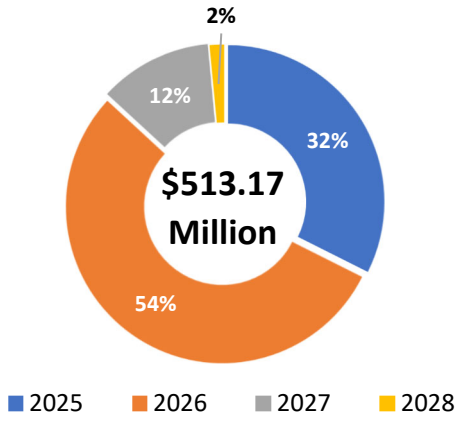
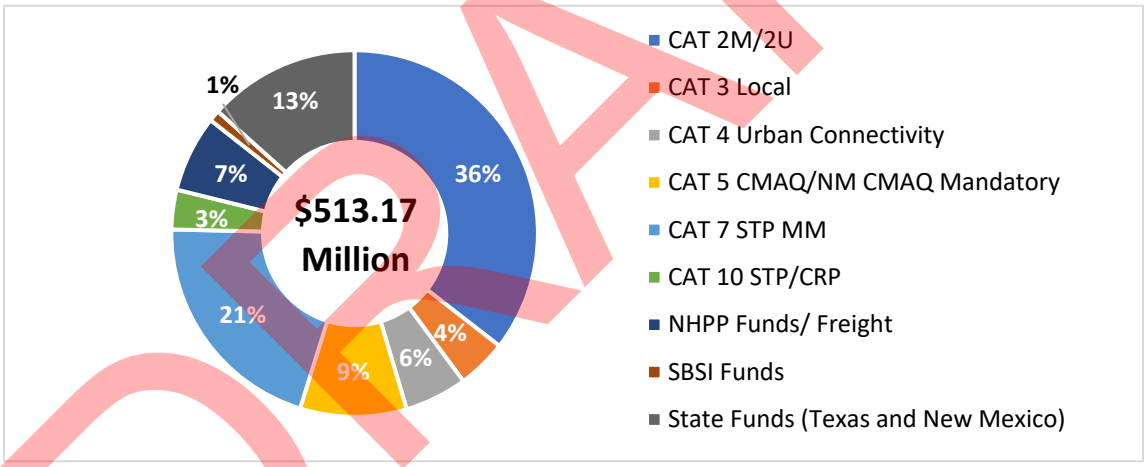
The illustrations below show a summary of the Total Costs per Fiscal Year for Texas Highway FHWA/Local Funds, New Mexico Highway/Transit Funds, and Texas Transit FTA/Local Funds.

Highway Funds by Year of Expenditure (YOE) By Fiscal Year



Fiscal Year	TX (YOE)	NM (YOE)	Total YOE
2025	$97.17 M	$69.10 M	$166.27 M
2026	$279.43 M	-	$279.43 M
2027	$59.92 M	-	$59.92 M
2028	$7.55 M	-	$7.55 M
Total	**$444.07 M**	**$69.10 M**	**$513.17 M**

Highway Funds Year of Expenditure (YOE) by Funding Category



Funding Category	Millions	Percentage of Funds
CAT 2M/2U	$182.88 M	36%
CAT 3 Local Contribution/TMF	$22.62 M	4%
CAT 4 Urban Connectivity	$28.39 M	6%
CAT 5 CMAQ/ NM CMAQ Mandatory	$46.49 M	9%
CAT 7 STP MM	$105.75 M	21%
CAT 10 STP / CRP	$18.00 M	3%
NHPP Funds / Freight	$34.92 M	7%
SBSI Funds	$5.15 M	1%
State Funds (Texas and New Mexico)	$68.97 M	13%
Total	**$ 513.17 M**	**100%**

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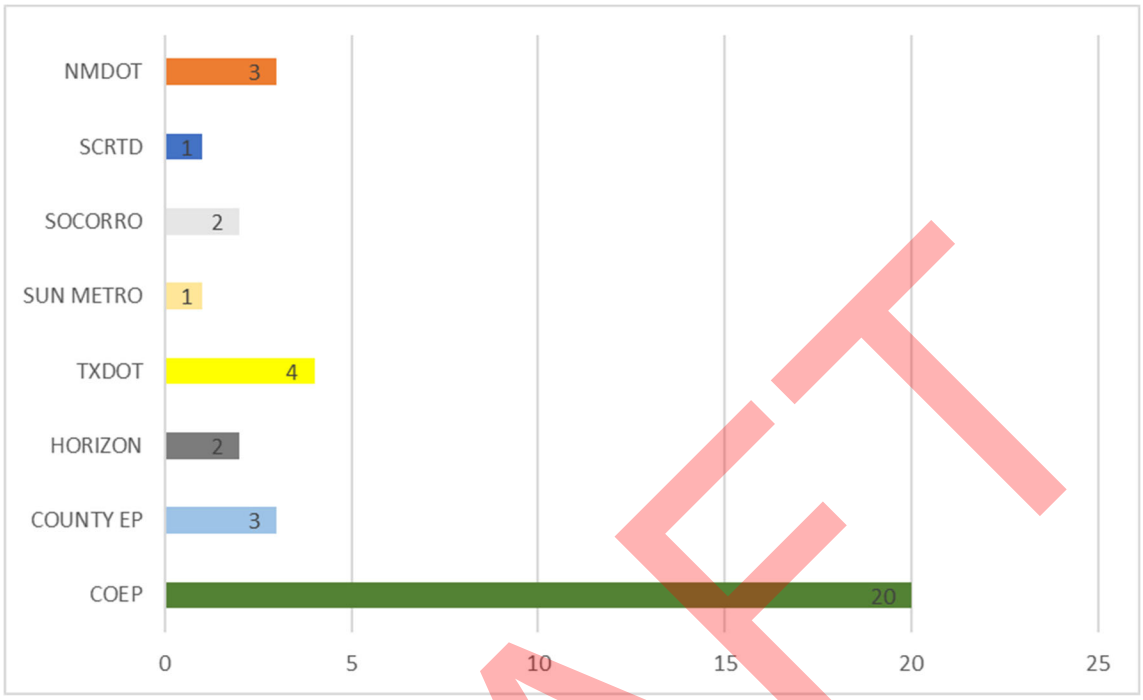
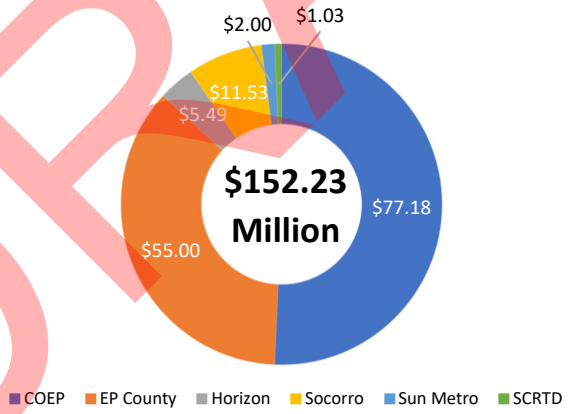
Number of Highway Projects by Sponsoring Entities



Local Governments Highway cost by sponsor



Local Government	YOE in Millions
COEP	$77.18 M
EP County	$55.00 M
Horizon	$5.49 M
Socorro	$11.53 M
Sun Metro	$2.00 M
SCRTD	$1.03 M
Total	**$152.23 M**

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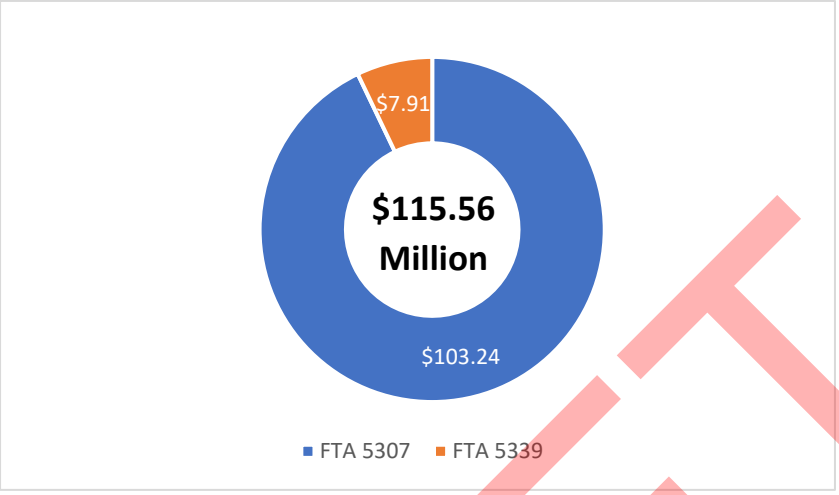
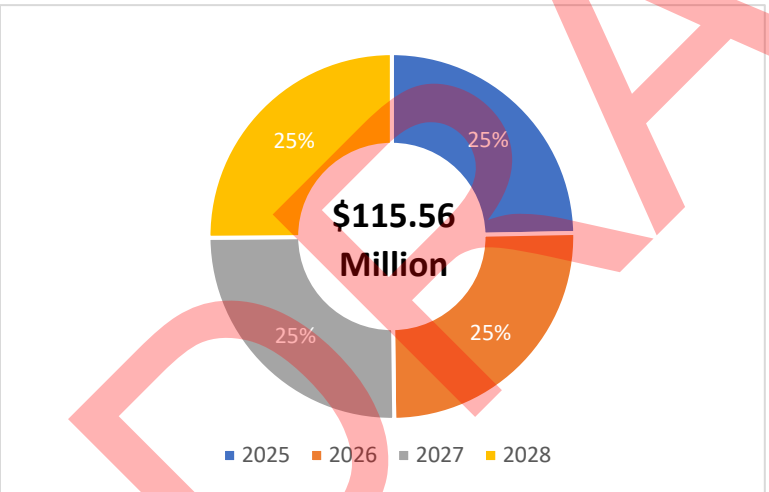
Transit Funds by Funding Category



Transit YOE Costs by Fiscal Year



Fiscal Year	Total YOE
2025	$ 28.53 M
2026	$ 29.01 M
2027	$ 29.01 M
2028	$ 29.01 M
Total	**$ 115.56 M**

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REVISED ON 02/28/2024

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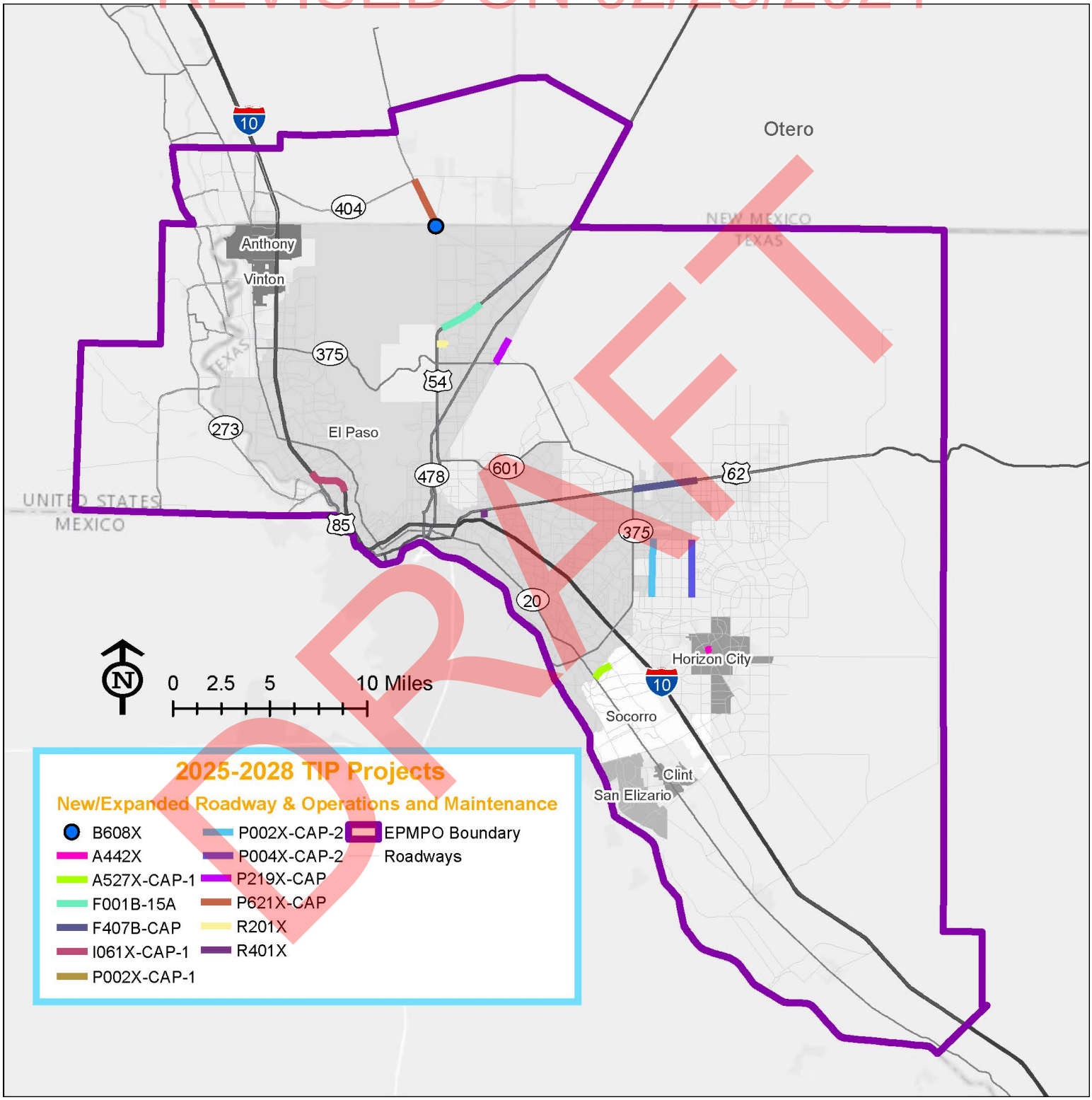
MAP SECTION[4]

[4] Map may not contain all projects in this document, only map-able projects will be illustrated.

REVISED ON 02/28/2024



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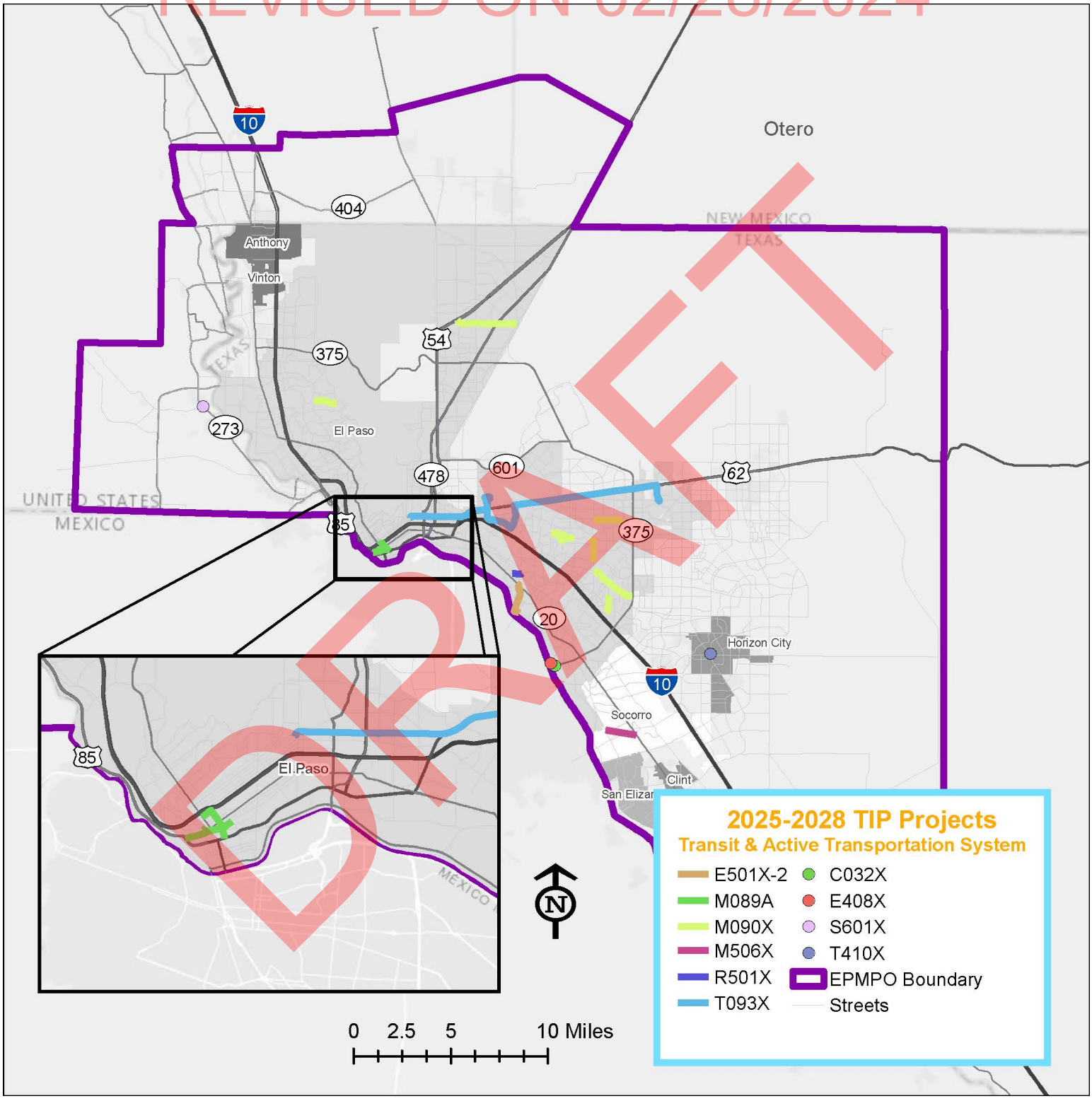
REVISED ON 02/28/2024



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MPO SELF-CERTIFICATION

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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.

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District Texas Department of Transportation	Metropolitan Planning Organization Policy Board Chairperson
Tomas Trevino, P.E. District Engineer	Oscar Leeser Chairperson
Date	Date

MPO SELF-CERTIFICATION FOR NON-ATTAINMENT AREAS CERTIFICATION STATEMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
BACM	Best Available Control Measures
CFR	Code of Federal Regulations
CMAQ	Congestion, Mitigation, & Air Quality
CMP	Congestion Management Process
CO	Carbon Monoxide
DBE	Disadvantaged Business Enterprises
EPA	U.S. Environmental Protection Agency
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOV	High Occupancy Vehicle
ITS	Intelligent Transportation System
IVHS	Intelligent Vehicle Highway System
MAP-21	Moving Ahead for Progress in the 21st Century
MOVES	Motor Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards
NEAP	Natural Events Action Plan
NM	New Mexico
NMDOT	New Mexico Department of Transportation
NMED	New Mexico Environment Department
NOx	Nitrogen Oxide

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PM-10	Particulate Matter 10 Microns or Less
POE	Port of Entry
PPP	Public Participation Plan
PSP	Project Selection Process
RACT	Reasonably Available Control Technologies
ROW	Right of Way
RTP	Recreational Trails Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users
SIP	State Implementation Plan
SOV	Single Occupancy Vehicle
STIP	Statewide Transportation Improvement Program
STP-MM	Surface Transportation Program – Metro-Mobility
TAC	Texas Administrative Code
TAP	Transportation Alternatives Program
TASA	Transportation Alternatives Set-Aside
TCEQ	Texas Commission on Environmental Quality
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPAC	Transportation Project Advisory Committee
TPB	Transportation Policy Board
TPWD	Texas Parks and Wildlife Department
TRZ	Transportation Reinvestment Zone
TSM	Transportation System Management
TTI	Texas Transportation Institute
TXDOT	Texas Department of Transportation

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UPWP	Unified Planning Work Program
UTEP	University of Texas at El Paso
UTP	Unified Transportation Program
VMT	Vehicles Miles Traveled
VOC	Volatile Organic Compound
YOE	Year of Expenditure

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APPENDIX A: CMAQ ANALYSES

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

Playa Drain Shared Use Path (Yarbrough to Midway)

January 2024

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Prepared for

By

Texas A&M Transportation Institute

Task Summary

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

The project will construct 1.75 miles of pedestrian and bike lane infrastructure improvements in the southeast region of the city along Playa Drain.

Individual Project Analysis

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

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

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Playa Drain Shared Use Path (Yarbrough to Midway)

The Playa Drain Shared Use Path (Yarbrough-Midway) project will install 1.75 miles of pedestrian and bicycle trail improvements to continue build-out of the Playa Greenway along Playa Drain in the southeast El Paso region. The project will construct pedestrian and bicycle facilities to include signage, sidewalks, landscaping, furnishings, and illumination. The limits of the improvements are from Yarbrough Drive to Midway Drive.

The project will serve the City of El Paso by increasing its regional transportation infrastructure coupled with existing transit projects, educational centers, and commercial developments. Bicycle facilities will support and provide connectivity to existing bicycle facilities Citywide with connection to mass transit facilities and provide an alternative method of transportation. The infrastructure will be installed within City right-of-way and no property acquisition is anticipated.

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

Data Sources

The City of El Paso provided the project description and project scope information. TxDOT bike count data in the vicinity of the project area from 2021 was acquired from TxDOT's website. These resources provided the research team with a better understanding of the proposed project and potential emissions benefits.

TTI researchers utilized the U.S. EPA MOVES 3.1.0 model to generate emissions rates for the expected vehicle types affected by the project. Researchers used updated summer season inputs based on TCEQ's latest (2023) summer fuel survey, with adjustments for particular properties made to reflect the latest expected "future year" values (i.e., consistent with the pertinent regulations and/or local observations, such as for Reid vapor pressure of gasoline, the average sulfur content of gasoline and diesel, biodiesel ester volume, gasoline benzene content). Fuel supply consists of monthly inputs, for gasoline, one summer formulation and one winter formulation, assigned to months as appropriate, and for diesel, one formulation applied to all months. Gasoline is E10, or 10% ethanol, and diesel is about 4-5% biodiesel. For winter gasoline, the team used the MOVES3.1 January default in the absence of local data.

Vehicle age distributions are consistent with prior analysis. For passenger vehicle source types, researchers used the latest estimates across 31 years based on latest available (end-of-year 2021) El Paso County TxDMV vehicle registration data.

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

Analysis Methods

TTI staff used the analysis method provided in the August 2008 version of the MOSERs Guide, Equation 11.1 – *Bicycle and Pedestrian Lanes or Paths*.

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

The detailed equation is provided below in Strategy Equation.

The analysis year used is 2033, the first year of operation. *For planning purposes, the emissions benefit of a static program will decline over time.* Without the increased use of the bike lanes over the project lifetime, any benefits accrued by the mode shift to bicycles may be negated by the increased emissions from potential higher traffic volumes in the corridor over time.

Assumptions in the MOVES3.1.0 output for the project included:

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

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

The following assumptions were made for the project:

- Light-duty passenger vehicle and light-duty passenger truck AADT in the project area of 1,800 is estimated. This figure is based on 2022 AADT and ADT traffic counts from TxDOT and the City of El Paso. AADT is estimated based on the data plus a professional estimate of traffic growth and an averaging of the counts. It assumes 80% of the daily traffic along the roadways occurs in the 12-hour daytime period under analysis. It assumes 86% of the traffic is passenger vehicles.
- The current percent bicycle mode share for the El Paso region is estimated to be 2.0% and can serve as an optimistic mode share increase for the new bike facilities.
- The 0.02 increase in mode share represents new cyclists (vehicle trips replaced).
- Bike lane facility length of 1.75 miles is computed.

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

Strategy Equation

Equation 11.1, Bicycle and Pedestrian Lanes or Paths

Daily Emission Reduction = AADT * PMS * L * EF_B

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

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

Variables:

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

EF_B: Speed-based running exhaust emission factor for participants' trip before participating in the bike/pedestrian program (NO_x, VOC, or CO) (grams/mile)

L: Length of facility (miles)

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

Analysis

Results

Daily Emission Reduction = AADT * PMS * L * EF_B

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

For CO:

1,800 * 0.02 * 1.75 * EF_B = 1015.638 grams/day

Daily emission reduction is equal to 1.016 kg/day

For NOx:

1,800 * 0.02 * 1.75 * EF_B = 11.799 grams/day

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Daily emission reduction is equal to 0.012 kg/day

For VOC:

1,800 * 0.02 * 1.75 * EF_B = 22.660 grams/day

Daily emission reduction is equal to 0.023 kg/day

For PM-10:

1,800 * 0.02 * 1.75 * EF_B = 11.087 grams/day

Daily emission reduction is equal to 0.011 kg/day

Summary of Results

The overall emissions analysis results for the project are shown in Table 1. The estimated emissions benefits from the pedestrian and bicycle facilities are modest and are dependent on increased use of bicycles as a travel mode in the city and region. An emissions benefit for the El Paso region can be expected from this project.

Table 1. Estimated Emissions Benefits from Playa Drain Shared Use Path (Yarbrough to Midway)

Pollutant	Emissions Reduction (kg/day)
CO	1.016
NOx	0.012
VOC	0.023
PM_{10}	0.011

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Emission Reduction Analysis for City of El Paso Proposed CMAQ Project

Sunland Park Drive Shared Use Path

January 2024

Prepared for

By

Texas A&M Transportation Institute

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Task Summary

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

The project will construct 0.63 miles of pedestrian and bike lane infrastructure improvements in the northwest region of the city along Sunland Park Drive.

Individual Project Analysis

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

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

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Sunland Park Shared Use Path

The Sunland Park Shared Use Path project will install 0.63 miles of pedestrian and bicycle trail improvements along a major arterial in the northwest El Paso region. The project will construct pedestrian and bicycle facilities to include signage, landscaping, furnishings, and illumination. The limits of the improvements are from Cadiz St. to Mesa St.

The project will serve the City of El Paso by increasing its regional transportation infrastructure coupled with existing transit projects, educational centers, and commercial developments. Bicycle facilities will support and provide connectivity to existing bicycle facilities Citywide with connection to mass transit facilities and provide an alternative method of transportation. The infrastructure will be installed within City right-of-way and no property acquisition is anticipated.

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

Data Sources

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

TTI researchers utilized the U.S. EPA MOVES 3.1.0 model to generate emissions rates for the expected vehicle types affected by the project. Researchers used updated summer season inputs based on TCEQ's latest (2023) summer fuel survey, with adjustments for particular properties made to reflect latest expected "future year" values (i.e., consistent with the pertinent regulations and/or local observations, such as for Reid vapor pressure of gasoline, average sulfur content of gasoline and diesel, biodiesel ester volume, gasoline benzene content). Fuel supply consists of monthly inputs, for gasoline, one summer formulation and one winter formulation, assigned to months as appropriate, and for diesel, one formulation applied to all months. Gasoline is E10, or 10% ethanol, and diesel about 4-5% biodiesel. For winter gasoline, used the MOVES3.1 January default in the absence of local data.

Vehicle age distributions are consistent with prior analysis. For passenger vehicle source types, researchers used the latest estimates across 31 years based on latest available (end-of-year 2021) El Paso County TxDMV vehicle registration data.

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

Analysis Methods

TTI staff used the analysis method provided in the August 2008 version of the MOSERs Guide, Equation 11.1 – *Bicycle and Pedestrian Lanes or Paths*.

Stated in words, the average annual daily traffic (AADT) of the corridor is multiplied by the percentage of drivers shifting to bicycle mode, multiplied by the bike facility length, and multiplied

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by the speed-based running exhaust emission factor for participants' trips before utilizing the bike lane.

The detailed equation is provided below in Strategy Equation.

The analysis year used is 2031, the first year of operation. *For planning purposes, the emissions benefit of a static program will decline over time.* Without the increased use of the bike lanes over the project lifetime, any benefits accrued by the mode shift to bicycles may be negated by the increased emissions from potential higher traffic volumes in the corridor over time.

Assumptions in the MOVES3.1.0 output for the project included:

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

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

The following assumptions were made for the project:

- Light-duty passenger vehicle and light-duty passenger truck AADT in the project area of 2,920 is estimated. This figure is based on 2022 AADT and ADT traffic counts from TxDOT and the City of El Paso. AADT is estimated based on the data plus a professional estimate of traffic growth and an averaging of the counts. It assumes 80% of the daily traffic along the roadways occurs in the 12-hour daytime period under analysis. It assumes 86% of the traffic is passenger vehicles.
- Most of the future users of the facility will generate and replace trips from the residential areas to the north and south of Sunland Park Drive for use of local businesses and facilities. Greater connectedness to the developed bike lane infrastructure in the area will attract riders from adjacent neighborhoods and increase the use of the path and emissions benefits.

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- The current percent bicycle mode share for the El Paso region is estimated to be 2.0% and can serve as an optimistic mode share increase for the new bike facilities.
- The 0.02 increase in mode share represents new cyclists (vehicle trips replaced).
- Bike lane facility length of 0.63 miles is computed.

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

Strategy Equation

Equation 11.1, Bicycle and Pedestrian Lanes or Paths

Daily Emission Reduction = AADT * PMS * L * EF_B

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

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

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

EF_B: Speed-based running exhaust emission factor for participants' trip before participating in the bike/pedestrian program (NO_x, VOC, or CO) (grams/mile)

L: Length of facility (miles)

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

Analysis

Results

Daily Emission Reduction = AADT * PMS * L * EF_B

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

For CO:

2,920 * 0.02 * 0.63 * EF_B = 1851.247 grams/day

Daily emission reduction is equal to 1.851 kg/day

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For NOx:

2,920 * 0.02 * 0.63 * EF_B = 25.116 grams/day

Daily emission reduction is equal to 0.025 kg/day

For VOC:

2,920 * 0.02 * 0.63 * EF_B = 38.994 grams/day

Daily emission reduction is equal to 0.039 kg/day

For PM-10:

2,920 * 0.02 * 0.63 * EF_B = 18.082 grams/day

Daily emission reduction is equal to 0.018 kg/day

Summary of Results

The overall emissions analysis results for the project are shown in Table 1. The estimated emissions benefits from the pedestrian and bicycle facilities are modest and are dependent on the increased use of bicycles as a travel mode in the city and region. An emissions benefit for the El Paso region can be expected from this project.

Table 1. Estimated Emissions Benefits from Sunland Park Shared Use Path

Pollutant	Emissions Reduction (kg/day)
CO	1.851
NOx	0.025
VOC	0.039
PM_{10}	0.018

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Emission Reduction Analysis for City of Socorro Proposed CMAQ Project

4-D Tigua Spur of Paso del Norte Hike and Bike Trail

January 2024

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Prepared for

By

HUITT ZOLLARS

1.0 Task Summary

Huitt-Zollars (HZ) was tasked by the City of Socorro to perform a mobile source emissions analysis for a proposed project within the city limits. The city is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ) to help implement the project.

The project will construct 1.59 miles of hike and bike infrastructure improvements between Socorro Rd and Alameda Ave along the Franklin Feeder Canal.

2.0 Individual Project Analysis

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

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

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3.0 4-D Tigua Spur of Paso del Norte Hike and Bike Trail

The 4-D Tigua Spur of Paso Del Norte Trail project will install 1.59 miles of pedestrian and bicycle lane improvements. These include a 12-foot HMAC pavement with pedestrian illumination. The limits of the improvements are from Socorro Rd to Alameda Ave along the Franklin Feeder Canal.

The project will serve the City of Socorro by increasing its regional infrastructure coupled with existing transit projects, educational centers, and commercial developments. Bicycle facilities support and provide connectivity to mass transit centers and facilities, and also provide an alternative method of transportation. The project is consistent with the City of Socorro's Comprehensive Plan to provide more pedestrian and bicycle goal 3 to utilize El Paso County Water Improvement District #1 ROW to provide off-road facilities.

4.0 Data Sources

The City of Socorro provided the project description and scope of the project. The following resources provided the team with a better understanding of the proposed project and potential emissions benefits.

- Texas A&M Transportation Institute's *MOSERS Mobile Source Emission Reduction Strategies Excel Sheet*
- The United States Census Bureau *Socorro City, Texas*
- United States Department of Transportation (USDOT) *Average Annual PMT, VMT Person Trips and Trip Length by Trip Purpose*
- 2014 and 2022 Comprehensive Master Plan-City of Socorro
- City of El Paso Bike Plan *August 2016*

5.0 Analysis Methods

HZ used the analysis method provided in the Third Edition 2021 version of the MOSERs Guide, Section 9 – *Bicycle and Pedestrian Lanes or Paths,* Equation 2 – *For a Facility without a Parallel Roadway*.

Stated in words, the number of households in the strategy area of the corridor is multiplied by the average number of trips per household, multiplied by the percentage of drivers shifting to bicycle mode, multiplied by the average auto trip length before implementation, multiplied by the speed-based running exhaust emission factor for participants' trip before utilizing the bike lane.

The detailed equation is provided below.

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Equation 2 – For A Facility without a Parallel Roadway (Section 9 - Bicycle and Pedestrian Lanes or Paths Daily Emission Reduction)

Daily Emission Reduction= HH_{AREA}* HH_{TRIPS} * PMS * TL_B * EF_B

Final unit of measure: grams/day
Source: TxDOT's The Texas Guide to Accepted MOSERS, *Third Edition 2021 Module 2*

Variables:

HH_{AREA}: Number of households in strategy Area
HH_{TRIPS}: Average number of trips per household in strategy area
PMS: Percentage mode shift from driving to bike/pedestrian (decimal)
TL_B: Average auto trips length before implementation (miles)
EF_B: Speed-based running exhaust and start emissions factor for participants' trip before participating in the bike/pedestrian program (NO_X, VOC, or CO) (grams/mile)

The analysis year used is 2028. *For planning purposes, the emissions benefit of a static program will decline over time.* Without the increased use of the bike lanes over the project lifetime, any benefits accrued by the mode shift to bicycles may be negated by the increased emissions from potential higher traffic volumes in the corridor over time.

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

- The project area will include the entire city of Socorro, Texas
- Using the 2020 Decennial Census from the US Census Bureau it is assumed that there are 11,148 households in the project area.
- Using the USDOT Average Annual PMT, VMT Person Trips and Trip Length by Trip Purpose it is assumed that the average household conducts four (4) trips per day.
- The 0.02 increase in mode share represents new cyclists (vehicle trips replaced) was based on the City of El Paso Bike Plan, since the City of Socorro does not currently have a bike master plan. This is also consistent with other CMAQ reports in the area.
- Using the US Census Bureau it was determined that the average trip in Socorro Texas takes 15 to 35 minutes. Assuming an average speed of 35 mph and an average of 25 minutes, it was calculated that on average a trip would be 12.5 miles long. This is consistent with the USDOT Average Annual PMT, VMT Person Trips and Trip Length by Trip Purpose of 11.5 miles.
- Using the Texas A&M Transportation Institute's *MOSERS Excel Sheet* and imputing the El Paso Metropolitan Area, Analysis year of 2028, Road Type of Rural-Arterial, and an average trip speed of 30 MPH the Speed-based running exhaust emission factors for the average speed of participants' trip before participating in the bike/pedestrian program were calculated.

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6.0 Analysis

Daily Emission Reduction = HH_{AREA}* HH_{TRIPS} * PMS * TL_B * EF_B

For CO:

11,148 * 4 *0.02* 12.5 * 2.767888 = 30,856 g/day

For NOx:

11,148 * 4 *0.02* 12.5 * 0.063458= 707 g/day

For VOC:

11,148 * 4 *0.02* 12.5 * 0.041811 = 466 g/day

For PM-10:

11,148 * 4 *0.02* 12.5 * 0.054548 = 608 g/day

7.0 Summary of Results

The overall emissions analysis results for the project are shown in **Table 1**. The estimated emissions benefits from the pedestrian and bicycle facilities are dependent on increased use of bicycles as a travel mode in the city and region, however an emissions benefit in the City of Socorro region can be expected from this project. The emission reductions are presented in kilograms per day (kg/day) in accordance to CMAQ project reporting requirements.

Table 1. Estimated Emissions Benefits from 4-D Tigua Spur of Paso del Norte Hike and Bike Trail

Pollutant	Emissions Reduction (kg/day)
CO	30.856
NOx	0.707
VOC	0.466
PM_{10}	0.608

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Emission Reduction Analysis for City of El Paso Proposed CMAQ Project

Border Traveler Information System

January 2024

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Prepared for

By

Texas A&M Transportation Institute

Task Summary

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

The project will develop and install a traveler information system focused on cross-border traffic around the Paso del Norte and Stanton ports of entry.

Individual Project Analysis

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

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

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Border Traveler Information System

The City of El Paso proposes to develop and install a traveler information system focused on cross-border traffic along the off-system city street network in the vicinity of the Paso Del Norte and Stanton ports of entry in downtown El Paso. The system will include digital directional and informational systems and lane segregation. The goal is to reduce congestion in the downtown area through improved traffic flow, reduced queuing at nearby intersections, and reduction of vehicle idling. The project is intended to connect to multiple comprehensive mobility plan projects, including Loop 375 and IH-10.

Data Sources

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

TTI researchers gathered traffic count data for city roadways in the project area from the El Paso Planning Metropolitan Organization's current Travel Demand Model and TxDOT providing District traffic web maps containing 2022 traffic counts. Researchers also developed a 2032 ADT forecast for the two border crossings.

TTI researchers utilized the U.S. EPA MOVES 3.1.0 model to generate emissions rates for the expected vehicle types affected by the project. Researchers used updated summer season inputs based on TCEQ's latest (2023) summer fuel survey, with adjustments for particular properties made to reflect the latest expected "future year" values (i.e., consistent with the pertinent regulations and/or local observations, such as for Reid vapor pressure of gasoline, average sulfur content of gasoline and diesel, biodiesel ester volume, gasoline benzene content). Fuel supply consists of monthly inputs, for gasoline, one summer formulation and one winter formulation, assigned to months as appropriate, and for diesel, one formulation applied to all months. Gasoline is E10, or 10% ethanol, and diesel is about 4-5% biodiesel. For winter gasoline, researchers used the MOVES3.1.0 January default in the absence of local data.

Vehicle age distributions are consistent with prior analysis. For passenger vehicle source types, researchers used the latest estimates across 31 years based on the latest available (end-of-year 2021) El Paso County TxDMV vehicle registration data.

Analysis Methods

TTI staff used a modified version of the analysis method provided in the August 2008 version of the MOSERs Guide, Equation 7.2 - *Traffic Operations*. The equation attempts to estimate the improvements in idling emission and speed changes as a result of operational improvements. For this particular project, the primary benefit is the changes in idling emissions. The modified equation is provided below in Strategy Equation.

Assumptions in the MOVES3.1.0 output for the project included:

- Output created for VOC, CO, NOx, and PM-10.
- The analysis year used is 2033, the first year of operation.

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- Light-duty passenger vehicles and light-duty passenger trucks (SUVs), gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type ID 21, 31). These vehicle types appear to be the vast majority in the area at this port of entry.
- Idling emissions rates were calculated. (Process ID 1, 15).
- Considering the project area and the type of emissions reduced through the strategy, emissions on Road Type 1, off-network were analyzed.
- Idling speed in MOVES3.1.0 is speed bin 0.
- The analysis period is 24 hours on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10. Use of the information system can occur throughout the day, but the greatest impact on emissions will occur during peak hours.
- The idling emissions reduced because of the project were distributed across the 6-hour peak period and 18-hour off-peak for both northbound and southbound traffic, along with by passenger vehicle types and fuel types in line with the vehicle fleet mix in the El Paso region.

TTI staff reviewed the project information to determine values for the individual variables in the MOSERs equation. The MOSERS Guide encourages planners to make conservative, justifiable assumptions about projects. TTI staff attempted to determine a valid delay reduction in the project area from the information system.

The following assumptions were made for the project:

- In reviewing the data and information provided, the primary emissions benefit from this project is the reduction in idling emissions southbound at the Stanton POE due to reduced queuing along Stanton and its effects on cross traffic along the roadway. Delay will be reduced for northbound traffic traveling through and out of the downtown area, but this traffic will not be directed at the focal point of the POE. There is more opportunity for dispersal on the area streets.
- Light-duty passenger vehicle and light-duty passenger truck AADT in the project area of 12,220 (9,750 northbound for both POE; 2,480 southbound on Stanton) is estimated for 2033. This figure is based on 2022 traffic counts from TxDOT. AADT is estimated based on the data plus a professional estimate of traffic growth and an averaging of the counts. It assumes 80% of the daily traffic along the roadways occurs in the 12-hour daytime period under analysis.
- Average delay reduction is assumed to be one minute (60 seconds) per vehicle for peak period southbound travel through the affected area, 20 seconds for peak northbound and 10 seconds for both directions in off-peak hours.

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

Strategy Equation

Equation 7.2, Traffic Operations (modified)

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

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

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Where,

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

Reduction of idling in the peak and off-peak period

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

Variables:

DR_P:	Estimated delay reduction during peak period (seconds)
DR_{OP}:	Estimated delay reduction during off-peak period (seconds)
EF_I:	Idling emission factor (grams/hour)
I_P:	Peak hour reduction in idling emissions both directions (northbound and southbound) (vehicle-hours)
I_{OP}:	Off-peak hour reduction in idling emissions both directions (northbound and southbound) (vehicle-hours)
N_{PH}:	Number of peak hours
N_{OPH}:	Number of off-peak hours
$V_{H,P}$:	Number of vehicles that pass through the intersection per hour during the peak period
$V_{H,OP}$:	Number of vehicles that pass through the intersection per hour during the off-peak period

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Analysis

Results

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

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

Where,

$I_{P\text{-}SB}$ = (6 * 407 * 60)/3600 seconds per hour
$I_{OP\text{-}SB}$ = (18 * 101 * 10)/3600 seconds per hour
$I_{P\text{-}NB}$ = (6 * 102 * 20)/3600 seconds per hour
$I_{OP\text{-}NB}$ = (18 * 541 * 10)/3600 seconds per hour

(40.7 + 5.05 + 3.4 + 27.05) = 76.2

For CO:

76.2 * EF_I = 1,507.203 grams/day

Daily emission reduction is equal to 1.507 kg/day

For NOx:

76.2 * EF_I = 163.630 grams/day

Daily emission reduction is equal to 0.164 kg/day

For VOC:

76.2 * EF_I = 84.096 grams/day

Daily emission reduction is equal to 0.084 kg/day

For PM-10:

76.2 * EF_I = 31.193 grams/day

Daily emission reduction is equal to 0.031 kg/day

Summary of Results

The overall emissions analysis results for the project are shown in Table 1. The estimated emissions benefits from the information system are modest. An emissions benefit for the El Paso region can be expected from this project.

Table 1. Estimated Emissions Benefits from Border Traveler Information System

Pollutant	Emissions Reduction (kg/day)
CO	1.507
NOx	0.164
VOC	0.084
PM_{10}	0.031

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Emission Reduction Analysis for City of El Paso Proposed CMAQ Project

Video Surveillance and Count Stations - Phase II

January 2024

Prepared for

By

Texas A&M Transportation Institute

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Task Summary

The Texas A&M Transportation Institute (TTI) was tasked by the City of El Paso to perform a mobile source emissions analysis for a proposed project in the El Paso metropolitan region. The city is seeking funding from the Congestion Mitigation/Air Quality Improvement Program (CMAQ) to continue the phased implementation of video surveillance and count stations to improve ITS in the region.

Individual Project Analysis

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

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

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Video Surveillance and Count Stations – Phase II

The City of El Paso seeks to continue implementing phased improvements to the City's Traffic Management Center (TMC). The TMC oversees the operation of the City's Transportation Management Center Computerized Signal System. The system includes the signal timing and coordination for approximately 658 traffic signals. The TMC primary objective is incident management, providing real-time response to incidents with the ability to remotely implement emergency signal timing to help ease traffic congestion due to traffic accidents, special events or construction closures.

This project completes the Video Surveillance and Count Stations Phase I (CSJ 0924-06-239). These projects were initiated by TxDOT on project CSJ 0924-06-244. This project continues the regional plan to interconnect the City's and TxDOT's traffic management centers.

The project includes the installation or integration of new count stations, dynamic message signs, hardware and software, conduit, fiber optic cable, and communication systems into the COEP TMC and TxDOT TransVista. These will be installed at the following intersections in the city:

- 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 & Thorn
- Hondo Pass & Dyer
- Montana & Trowbridge
- Airway & Viscount
- Redd & Doniphan
- Hondo Pass & Railroad
- Alameda & Piedras
- Hawkins & Edgemere
- Hawkins & Viscount
- Hawkins & Market
- Hawkins & Phoenix
- Lee Trevino & Yermoland

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- Lee Trevino & Castner

The system will monitor traffic conditions and provide information to drivers about road conditions and proposed alternate routes for use.

This project supports the MPO's goals and objectives of providing Active Traffic Control for the region.

Data Sources

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

TTI researchers gathered traffic count data for city roadways ion the project area from TxDOT-provided District traffic web maps containing 2022 traffic counts. Researchers also developed a 2033 ADT estimate through a growth factor and applied it to the 2022 numbers.

TTI researchers utilized the U.S. EPA MOVES 3.1.0 model to generate emissions rates for the expected vehicle types affected by the project. Researchers used updated summer season inputs based on TCEQ's latest (2023) summer fuel survey, with adjustments for particular properties made to reflect latest expected "future year" values (i.e., consistent with the pertinent regulations and/or local observations, such as for Reid vapor pressure of gasoline, average sulfur content of gasoline and diesel, biodiesel ester volume, gasoline benzene content). Fuel supply consists of monthly inputs, for gasoline, one summer formulation and one winter formulation, assigned to months as appropriate, and for diesel, one formulation applied to all months. Gasoline is E10, or 10% ethanol, and diesel about 4-5% biodiesel. For winter gasoline, used the MOVES3.1 January default in the absence of local data.

Vehicle age distributions are consistent with prior analysis. For passenger vehicle source types, researchers used the latest estimates across 31 years based on latest available (end-of-year 2021) El Paso County TxDMV vehicle registration data.

Traffic data for the city roadways was garnered from TxDOT traffic count data for the El Paso District available online.

Analysis Methods

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

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

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Assumptions in the MOVES3.1.0 output for the project included:

- Output created for VOC, CO, NOx, and PM-10.
- The analysis year is 2033.
- Light-duty passenger vehicles and light-duty passenger trucks (SUVs), motorcycles, light commercial trucks, single unit short and long-haul trucks, and combination short and long-haul trucks, gasoline and diesel-fueled, are included according to a projected regional VMT fleet mix (Source Type ID 11, 21, 31, 32, 41, 42, 43, 51, 52, 53, 54, 61, 62).
- Running exhaust and evaporative emissions, break wear and tire wear emissions rates were calculated. (Process ID 1, 9, 10, 11, 12, 13, 15)
- Considering the project area and the type of emissions reduced through the strategy, emissions on Road Type 5, urban unrestricted access were analyzed.
- An average city network speed improvement from 30 mph to 35 mph is assumed (speed bin 7 to speed bin 8) resulting from implementation.
- The analysis period is from 6:00 a.m. to 7:00 p.m. on a winter weekday for CO; the same periods on a summer weekday for NOx, VOC, and PM-10. The effects of the signalization program can occur throughout the day, but the greatest impact on emissions will occur during any peak hours or daytime activity.
- The emissions reduced from the project were distributed across the 13 hours and by vehicle types and fuel types in line with the vehicle fleet mix in the El Paso region.

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

The following assumptions were made for the project:

- A 2033 average daily VMT of 462,165 is estimated for the 24 intersections affected by installation of the equipment. This was computed through compilation of 2022 traffic counts at or near the intersections and then applying a 1.105 percent annual growth factor.
- Assumes 80% of the daily traffic along the roadways occurs in the 13-hour daytime period under analysis. Thus, projected 2033 daily VMT affected by the project is 369,732.
- Each intersection is assumed 1 mile with one-quarter mile in each direction considered the affected area.

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

Strategy Equation

Equation 7.4, Intelligent Transportation Systems (ITS)

Daily Emission Reduction = $\sum_{i=1}^{n}[\mathbf{L}_i * \mathbf{ADT}_i * (\mathbf{EF}_B - \mathbf{EF}_A)_i]$

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

Variables: **ADT_i:** Average daily traffic for each affected roadway

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EF_A: Speed-based running exhaust emission factor after implementation (NO_x and VOC) (grams/mile)

EF_B: Speed-based running exhaust emission factor before implementation (NO_x and VOC) (grams/mile)

L_i: Length of each roadway affected by signalization program (miles)

N: Number of affected corridors

For this analysis, the **L** and **ADT** are essentially the estimated VMT (369,732) affected by the project. The VMT was distributed through the 13-hour analysis period and multiplied by the result of the emission rate differences. This created a total estimated emissions reduction for the 2033 analysis year for the final, implemented project shown in Table 1 below.

Summary of Results

The emissions analysis results for the Video Surveillance and Count Stations – Phase II are shown in Table 1. The analysis shows a significant emissions benefit in the El Paso region can be expected from this project.

Table 1. Estimated Emissions Benefits for Video Surveillance and Count Stations – Phase II

Pollutant	Emissions Reduction (kg/day)
CO	35.73
NOx	4.68
VOC	1.84
PM_{10}	5.33

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APPENDIX B: PERFORMANCE BASED PLANNING AND PROGRAMMING

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PERFORMANCE MEASURES

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

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

The objectives of the Web Tool are:

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

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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.

NATIONAL PERFORMANCE REQUIREMENTS

Federal legislation passed in 2012 introduced a new requirement to incorporate a performance-based approach into the transportation planning process. The federal transportation bill Moving Ahead for Progress in 21st Century Act (MAP-21) required state Departments of Transportation, MPOs, and transit authorities to set coordinated targets, report on a required set of performance measures, and prioritize projects using a coordinated performance-based planning process. These performance requirements were continued and bolstered by the Fixing America's Surface Transportation (FAST) Act, which was signed into law in 2015. The federal performance measures fall into three main categories—safety, maintenance, and performance. Safety measures track highway and transit deaths and injuries and include transit incidents like fires or crashes. Maintenance measures look at the age of transit fleets and the condition of roads and bridges. System performance measures look at highway congestion and reliability, freight movement, and environmental sustainability, including air quality.

TABLE 2.2: FEDERAL PERFORMANCE MEASURE CATEGORIES

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

Federal performance measure final rules establish deadlines for target setting and reporting for each of the required performance measures. For the measures identified in each final rule, MPOs are required to adopt targets and baseline performance measures, and to report progress toward achieving the targets in Regional Performance adopted two

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years after the effective date of the final rule. The five performance measures' final rules currently effective were established at different times, and therefore have different target-setting and implementation deadlines, as seen in Table 2.3 below. 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 2.3: SUMMARY OF IMPLEMENTATION TIMELINES

FINAL RULE	FINAL RULE EFFECTIVE DATE	TARGET SETTING DEADLINE			REQUIRED TO BE INCLUDED IN MTP BY	REPORTING PERIOD	REPORTING SCHEDULE
		STATE DOT	TRANSIT PROVIDER	MPO			
***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	

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

REQUIRED PERFORMANCE MEASURES AND TARGETS

A summary of the required National Performance Measures aligned with the seven National Goals is presented below in Table 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 2.3: 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*

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	- % 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 2.4: SAFETY – TEXAS STATE TARGETS BY CALENDAR YEAR

PM1: SAFETY	2020	2021	2022	2023	2024
Number of fatalities	3,840	3,687	3,563	3,682	3,567
Rate of fatalities	1.406	1.33	1.27	1.38	1.36
Number of serious injuries	17,394	17,151	16,677	17,062	17,062
Rate of serious injuries	6.286	6.06	5.76	6.39	6.39
Number of non-motorized fatalities and serious injuries	2,285	2,346.4	2,367	2,357	2,357

TABLE 2.5: SAFETY – NEW MEXICO STATE TARGETS BY CALENDAR YEAR

PM1: SAFETY	2020	2021	2022	2023	2024
Number of fatalities	401.9	411.6	421.9	446.6	450.0
Rate of fatalities	1.429	1.486	1.645	1.695	1.689
Number of serious injuries	1,074.2	1,030.5	1,030.5	995.4	1018.6
Rate of serious injuries	3.820	3.722	3.842	3.801	3.800
Number of non-motorized fatalities and serious injuries	204.0	200.0	190.6	199.4	200

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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 2025 – FY 2028; 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:

- 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 stripping.
- Delake Street Construction. The project includes construction of a two-lanes roadway with 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.
- 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.
- 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, stripping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd).

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- 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.
- Playa Drain Hike and Bike Trail (Yarbrough to Midway) - Pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and Illumination.
- Bicycle Infrastructure City-wide – 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
- Sunland Park Hike and Bike Shared Use Path – Construction of a pedestrian and bicycle facility with associated signage, landscaping and irrigation, furnishings, and illumination.
- 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.
- 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)
- 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
- NM 273/Airport Rd. Intersection lighting. The project will install luminaries at intersection NM 273/Airport Road.

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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

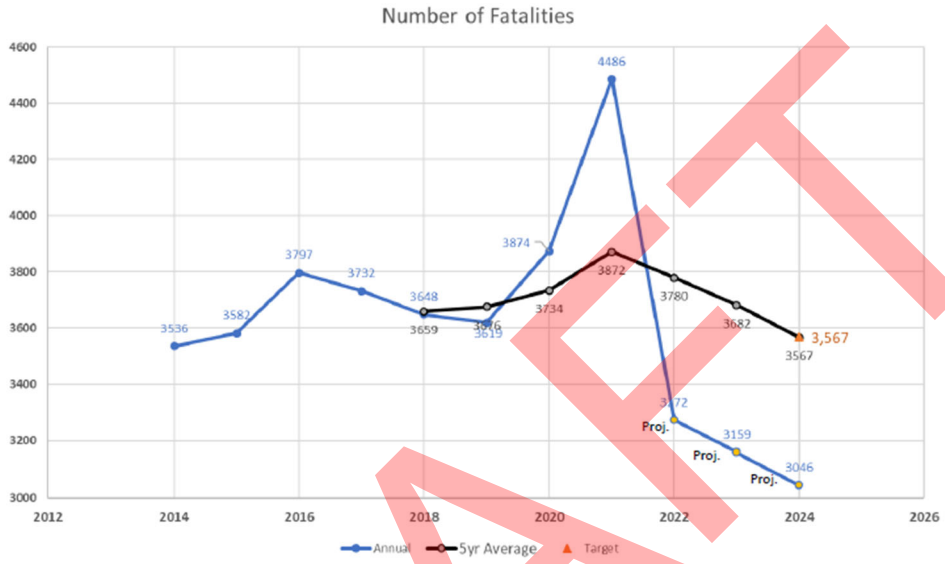

FIGURE 2: FATALITY RATE (PER 100 MILLION VMT) IN TEXAS

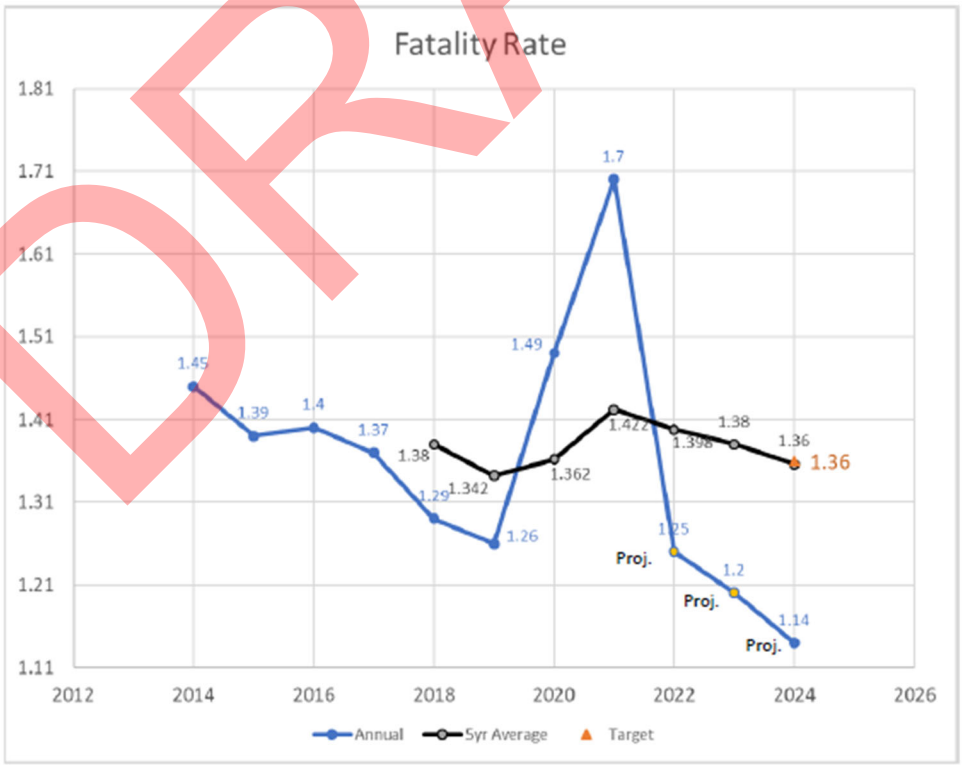

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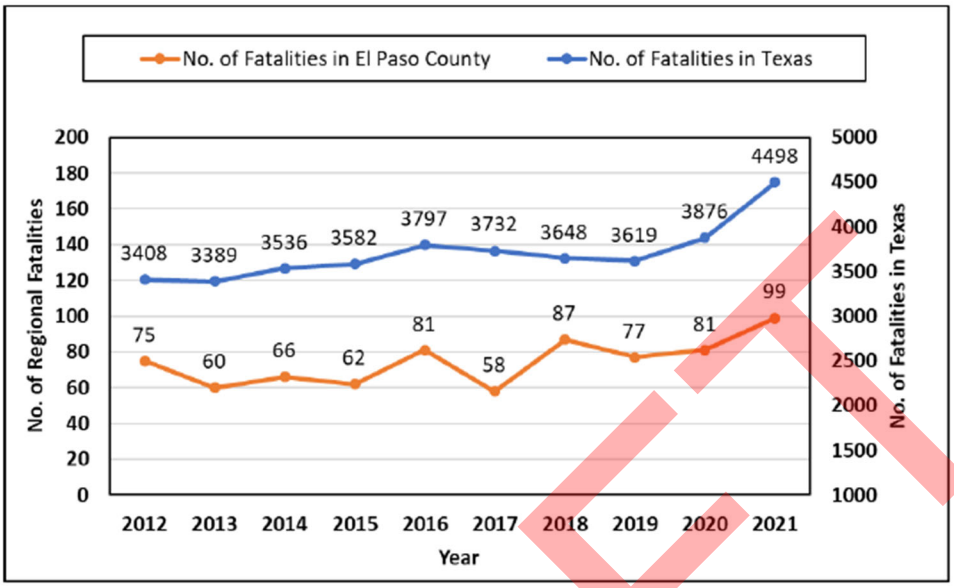
FIGURE 3: NUMBER OF FATALITIES IN TEXAS PORTION OF EL PASO MPO REGION



Data Sources: Fatality Analysis Reporting System (FARS): 2012-2020 Final File and 2021 Annual Report file (ARF)

FIGURE 4: NUMBER OF SERIOUS INJURIES IN TEXAS

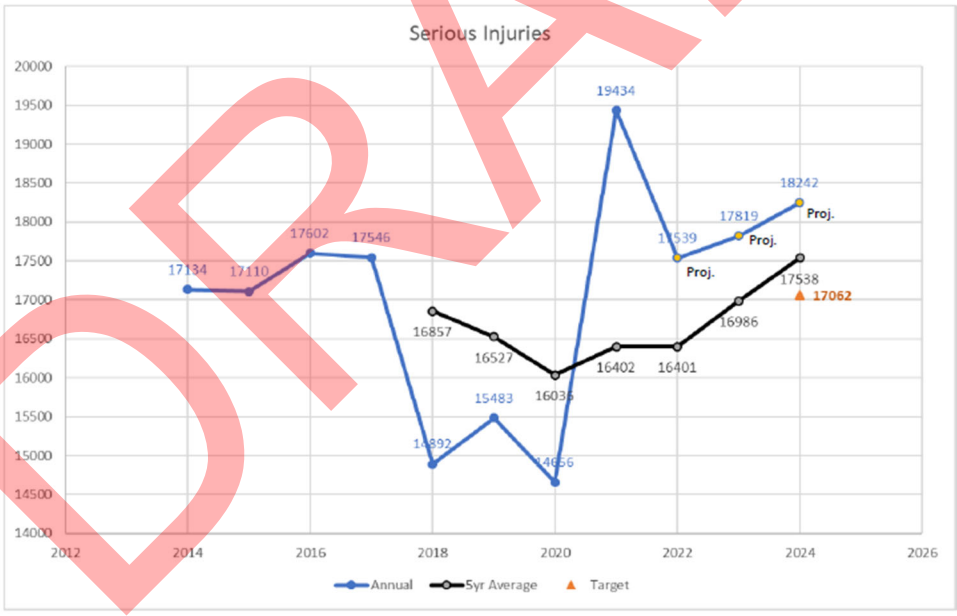


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FIGURE 5: RATE OF SERIOUS INJURIES (per 100 million VMT) IN TEXAS

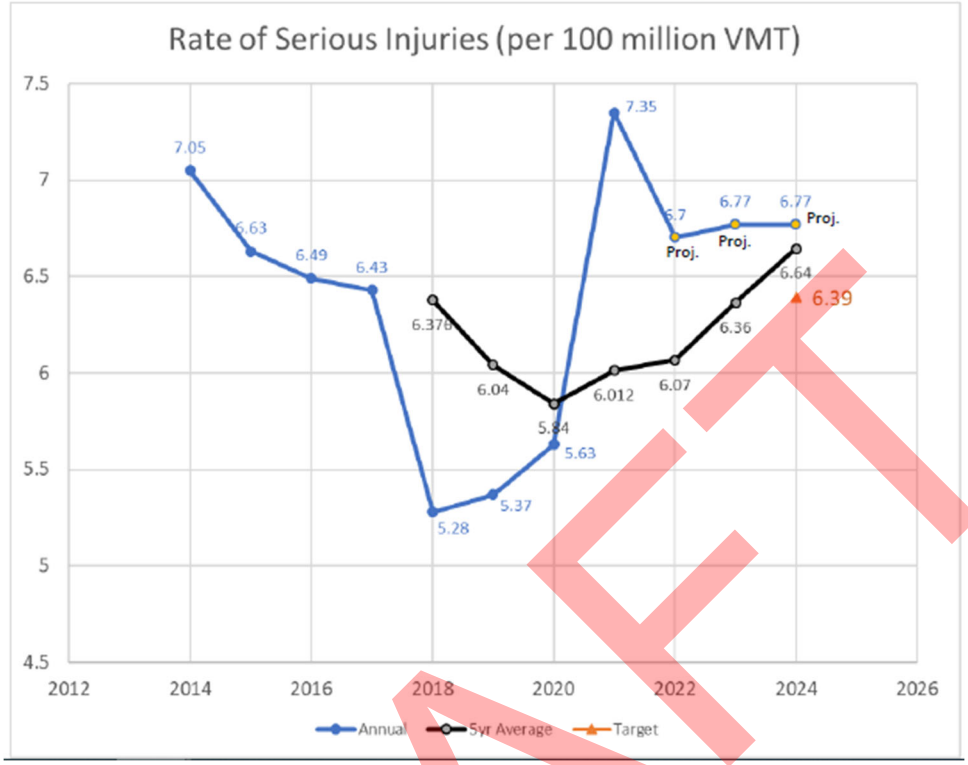
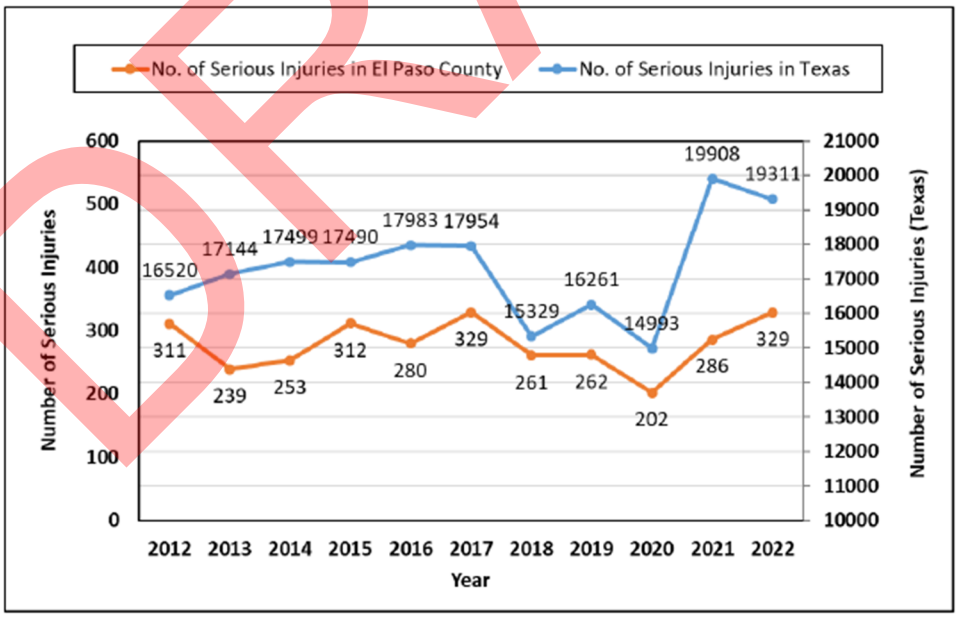


FIGURE 6: NUMBER OF SERIOUS INJURIES IN TEXAS PORTION OF EL PASO MPO



Data Sources: TxDOT Crash Records Information System (CRIS)

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FIGURE 7: NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES IN TEXAS

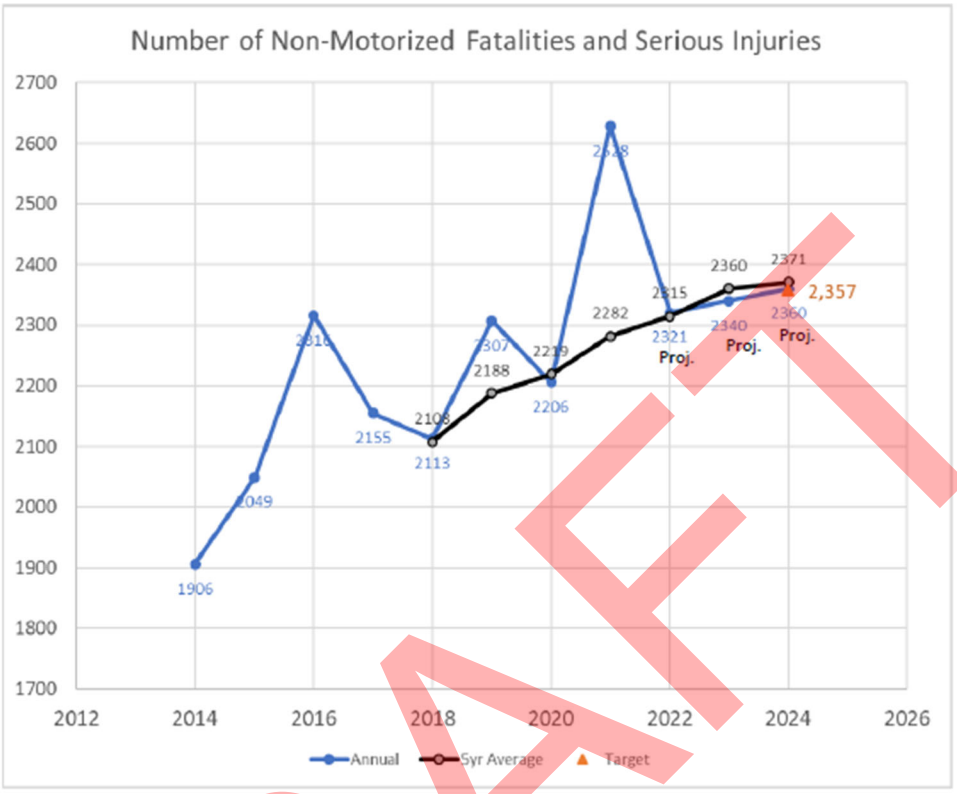
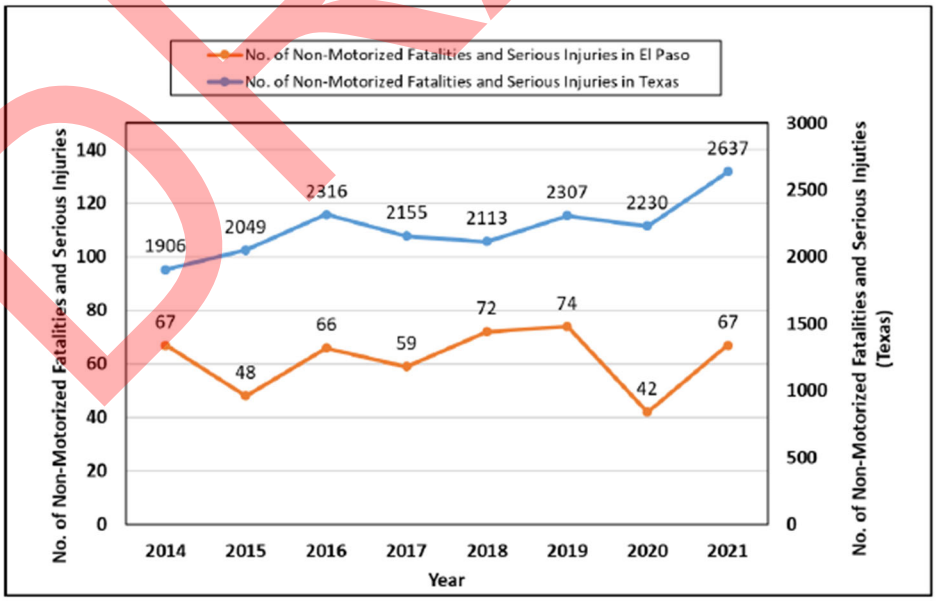


FIGURE 8: NUMBER OF NONMOTORIZED FATALITIES AND INJURIES IN TEXAS PORTION OF EL PASO MPO REGION



Data Sources: TxDOT Crash Records Information System (CRIS)

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TABLE 2.6: TEXAS - 2022 SAFETY PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets 2018-2022	Baseline[1] 2018-2022	New Targets 2024
Number of Fatalities		3,734	3950.2	3,567
Fatality Rate (per 100 million VMT)	↓	1.27	1.438	1.36
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 9: NUMBER OF FATALITIES IN NEW MEXICO

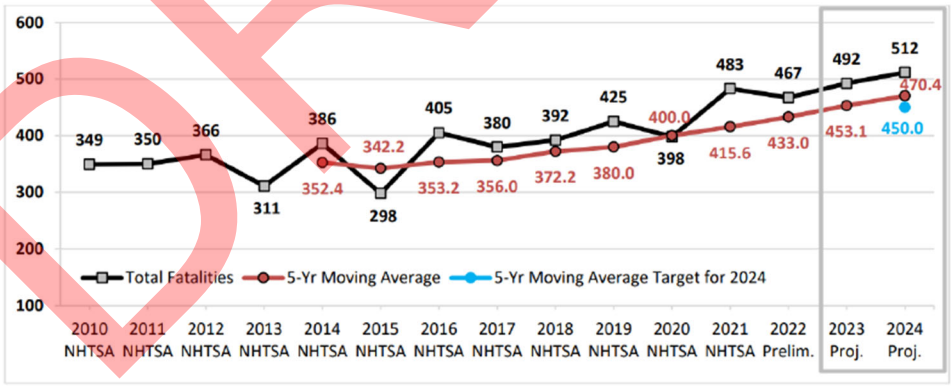

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FIGURE 10: FATALITY RATE (PER 100 MILLION VMT) IN NEW MEXICO

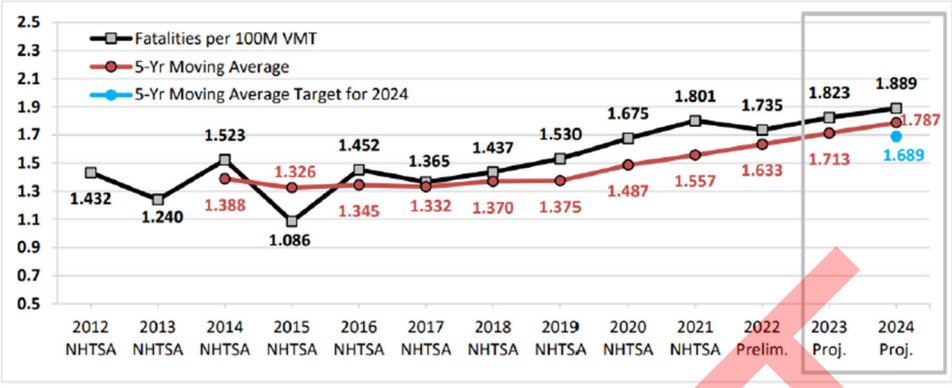
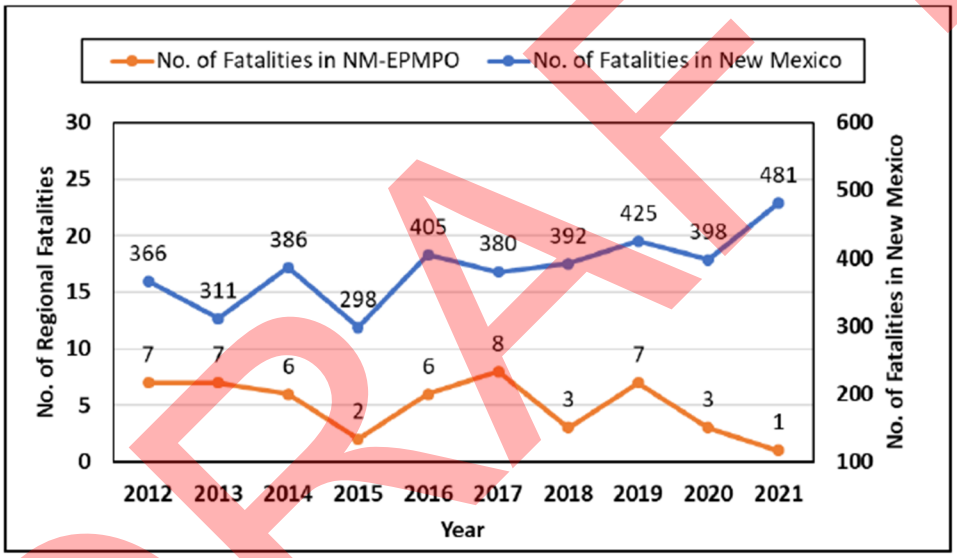


FIGURE 11: NUMBER OF FATALITIES IN NEW MEXICO PORTION OF EL PASO MPO REGION



Data Sources: Fatality Analysis Reporting System (FARS): 2012-2020 Final File and 2021 Annual Report file (ARF)

FIGURE 12: NUMBER OF SERIOUS INJURIES IN NEW MEXICO

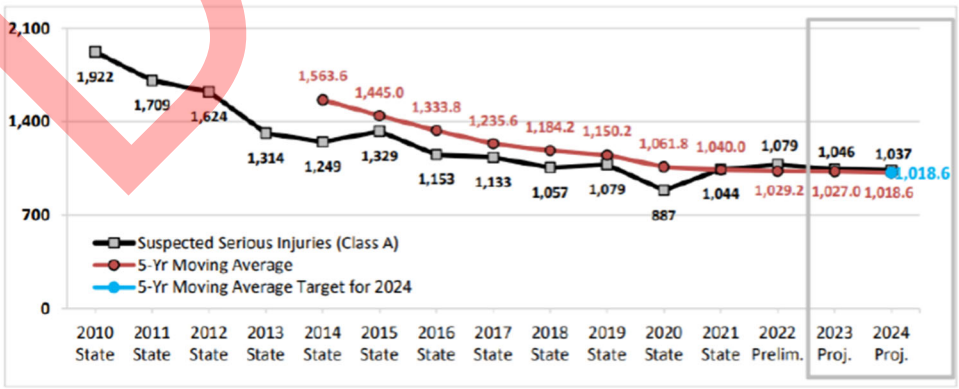


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FIGURE 13: RATE OF SERIOUS INJURIES (per 100 million VMT) IN NEW MEXICO

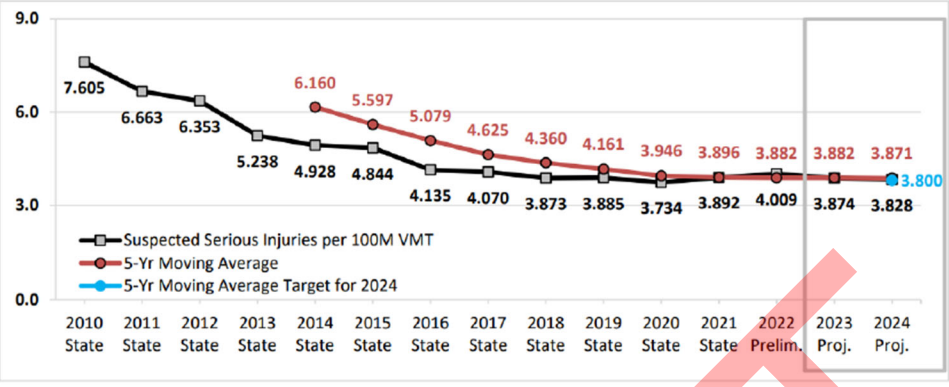
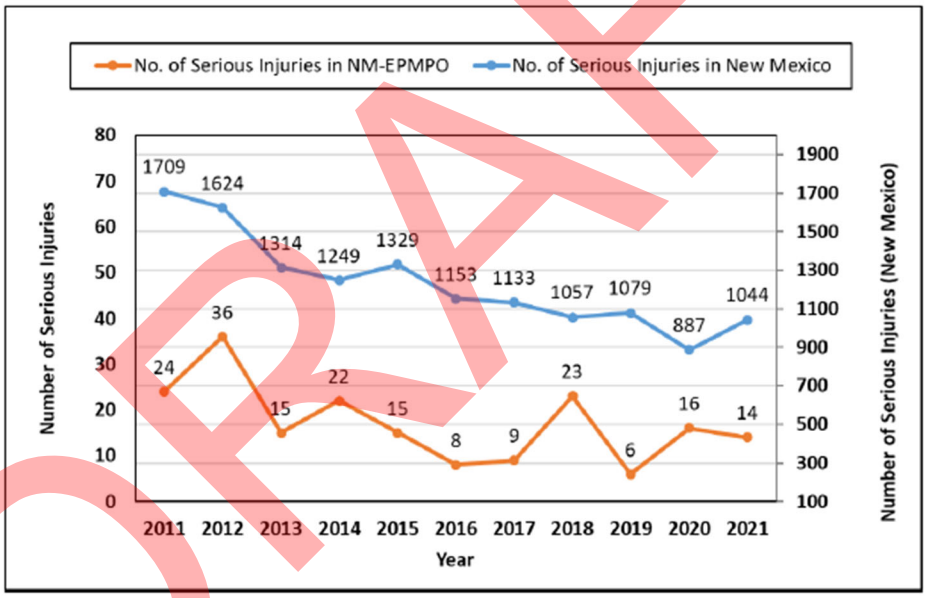


FIGURE 14: NUMBER OF SERIOUS INJURIES IN NEW MEXICO PORTION OF EL PASO MPO REGION



Data Sources: Crash data from New Mexico Statewide Traffic Records System (STRS)

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FIGURE 15: NUMBER OF NONMOTORIZED FATALITIES AND SERIOUS INJURIES IN NEW MEXICO

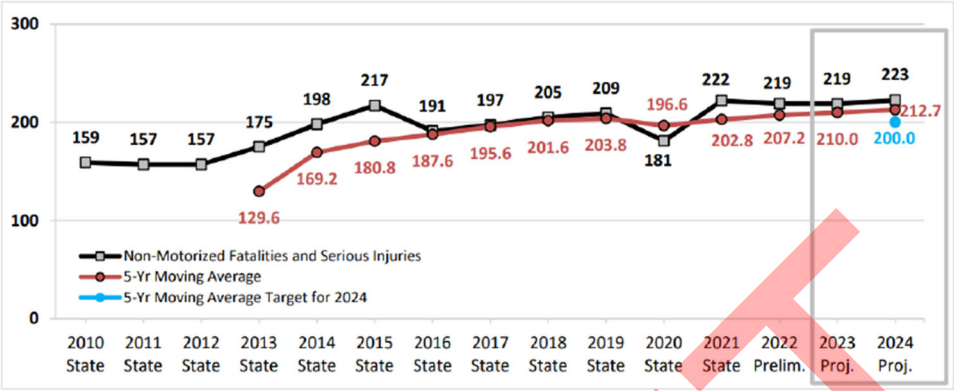
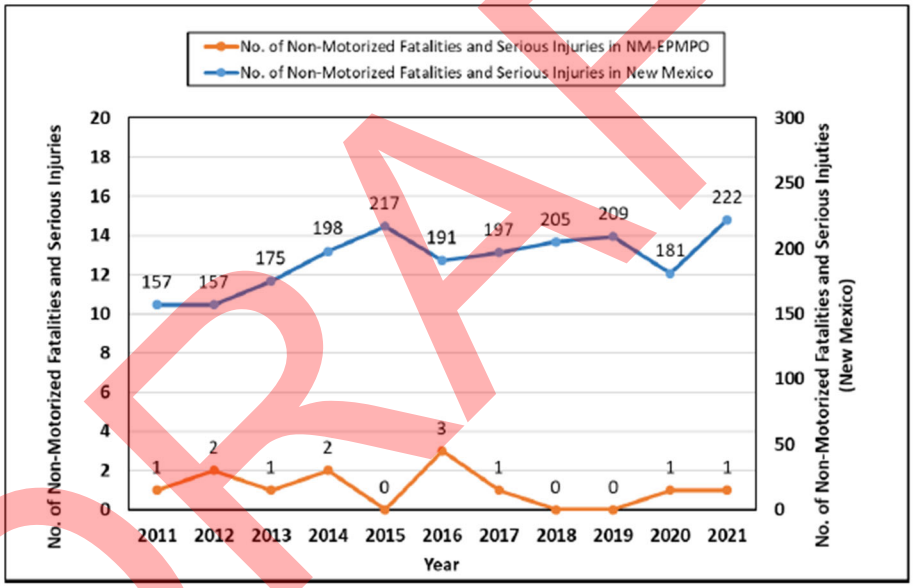


FIGURE 16: NUMBER OF NON-MOTORIZED FATALITIES AND SERIOUS INJURIES IN NEW MEXICO PORTION OF EL PASO MPO REGION



Data Sources: Crash data from New Mexico Statewide Traffic Records System (STRS)

TABLE 2.7: NEW MEXICO- 2022 SAFETY PERFORMANCE TARGET ASSESSMENT

Performance Measure	Desired Trend	Original Targets 2018-2022	Baseline[2] 2018-2022	New Targets 2024
Number of Fatalities		421.9	430.6	450.0
Fatality Rate (per 100 million VMT)	↓	1.645	1.626	1.689
Number of Serious Injuries	↓	1,030.5	983.9	1018.6
Rate of Serious Injuries (per 100 million VMT)	↓	3.842	3.716	3.800

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Number of Non-Motorized Fatalities and Serious Injuries	⬇	196.6	200.1	200.0

[2]Projected value obtained from NMDOT Performance Measure (PM) Target Report- PM1 2024 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 2.8: 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 2.9: 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%

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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:

- 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, stripping, transitional and incidental work (operation improvements) up to FM 659 (Zaragoza Rd).
- Sun Valley Gateway 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.
- 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

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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 2.10: 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.

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FIGURE 17: PERECENT OF NHS BRIDGES CLASSIFIED AS IN GOOD CONDITION IN TEXAS

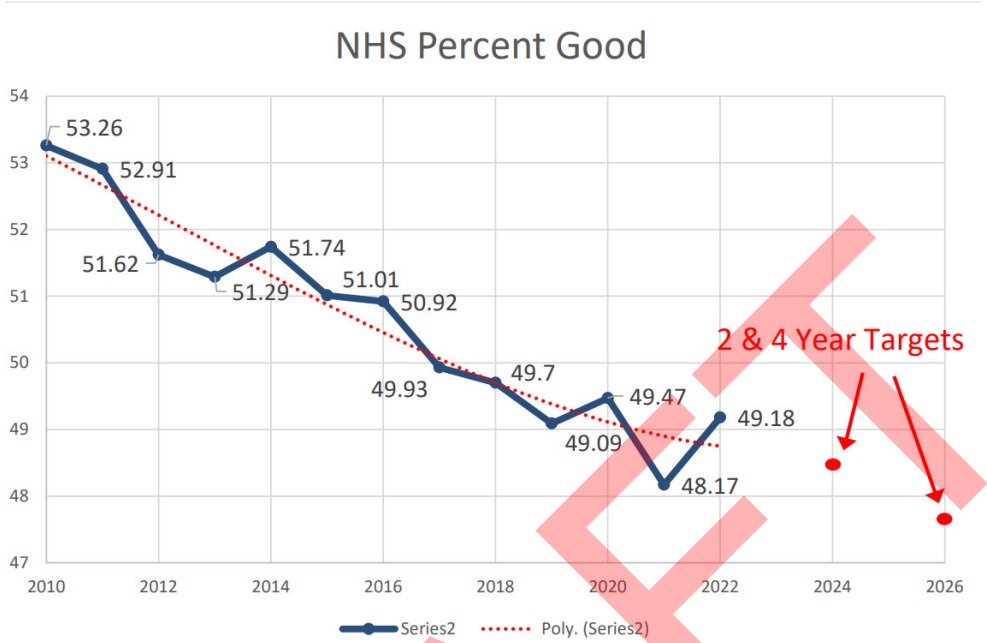

FIGURE 18: PERECENT OF NHS BRIDGES CLASSIFIED AS IN POOR CONDITION IN TEXAS

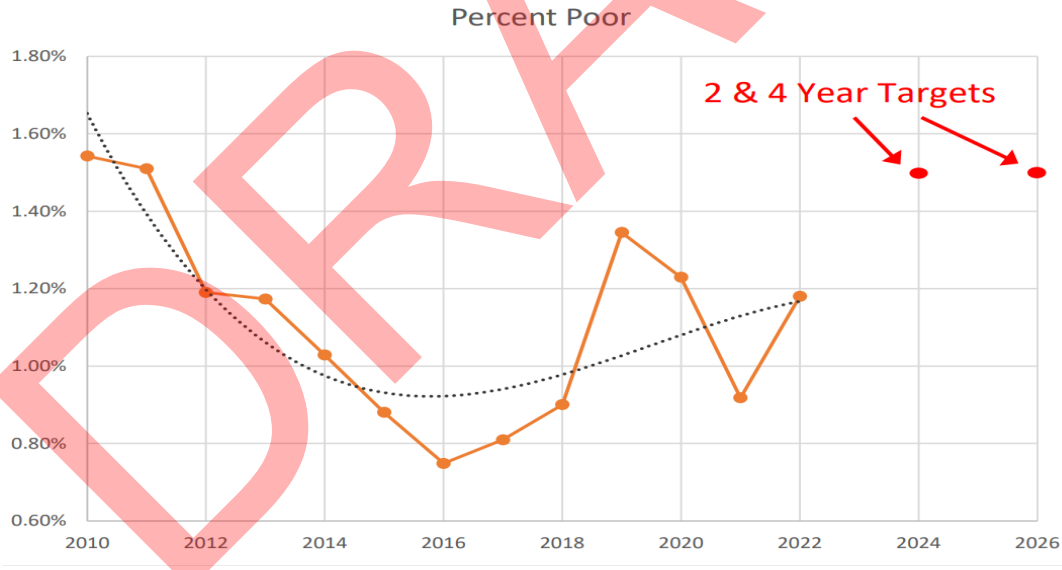

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TABLE 11: TEXAS- 2022 INFRASTRUCTURE PERFORMANCE TARGET ASSESSMENT

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 2.13: 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%

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TABLE 2.14: 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 2.15: 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 2.16: 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

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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 2025 – FY 2028; 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:

- 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.
- 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.
- 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).
- Video Surveilance 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.
- 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

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- Border Traveler and Cargo ITS - Regional Cross-Border Travel Information to Local Travelers, Commercial Vehicles, Fleet Managers, Manufacturers, Maquiladoras, and Others.
- 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

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.

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FIGURE 19: INTERSTATE RELIABILITY IN TEXAS

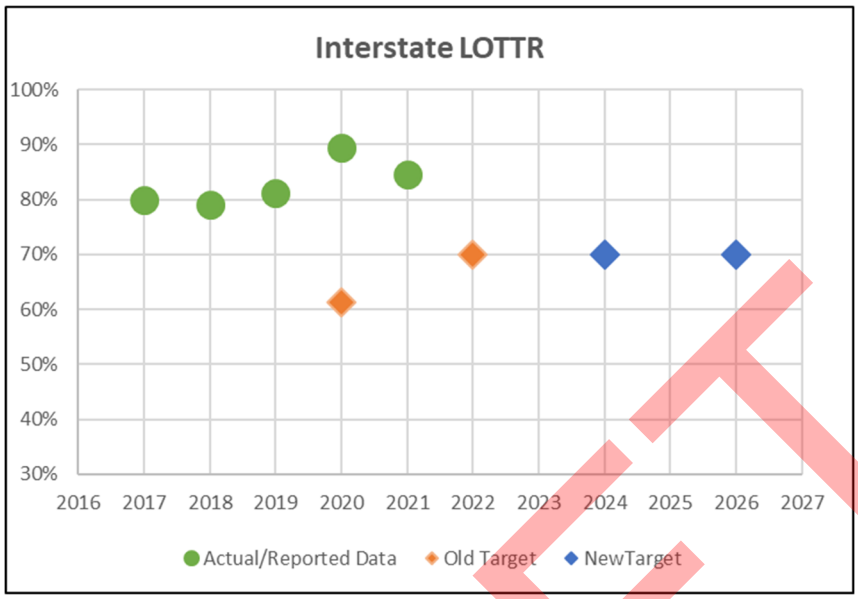

FIGURE 20: NON-INTERSTATE RELIABILITY IN TEXAS

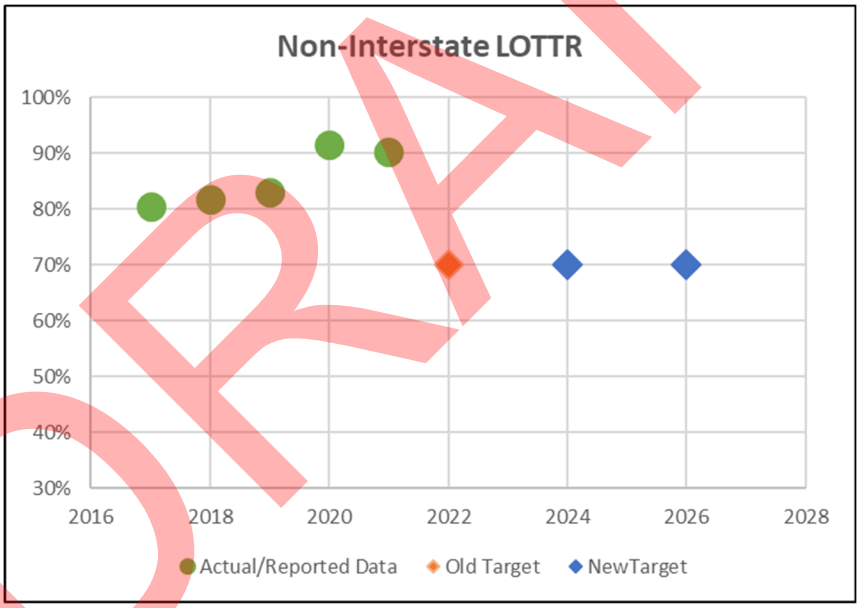

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FIGURE 21: TRUCK TRAVEL TIME RELIABILITY IN TEXAS

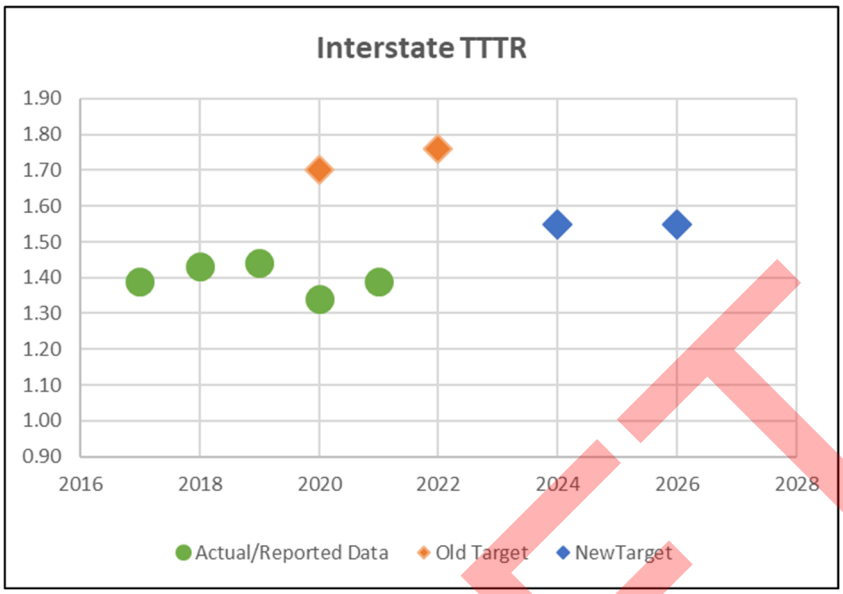

TABLE 2.17: TEXAS – SYSTEM RELIABILITY TARGET ASSESSMENT

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.

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FIGURE 22: INTERSTATE RELIABILITY IN NEW MEXICO

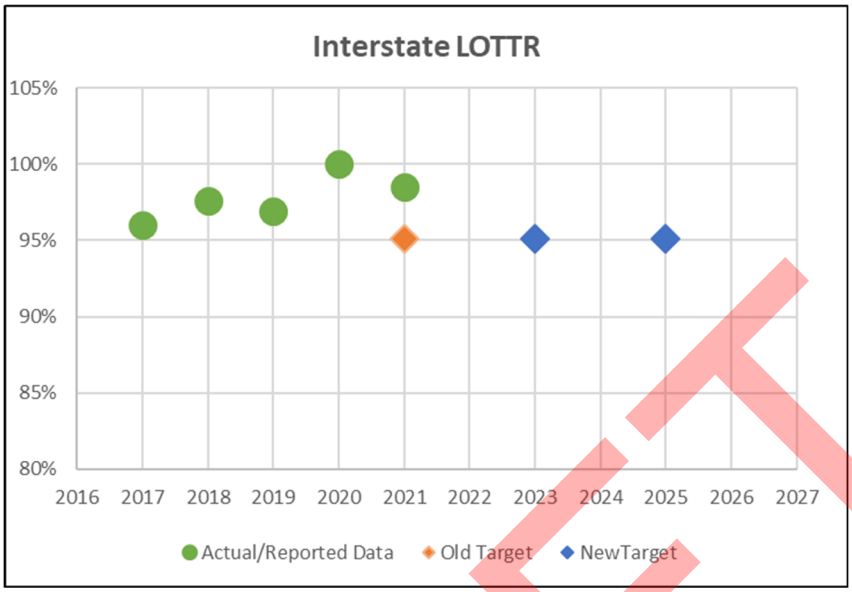

FIGURE 23: NON-INTERSTATE RELIABILITY IN NEW MEXICO

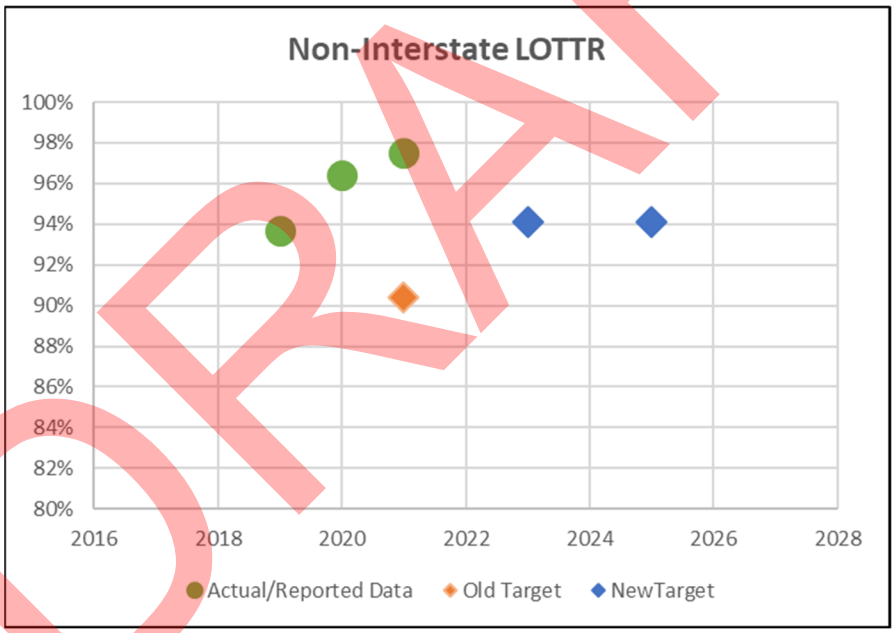

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FIGURE 24: TRUCK TRAVEL TIME RELIABILITY IN NEW MEXICO

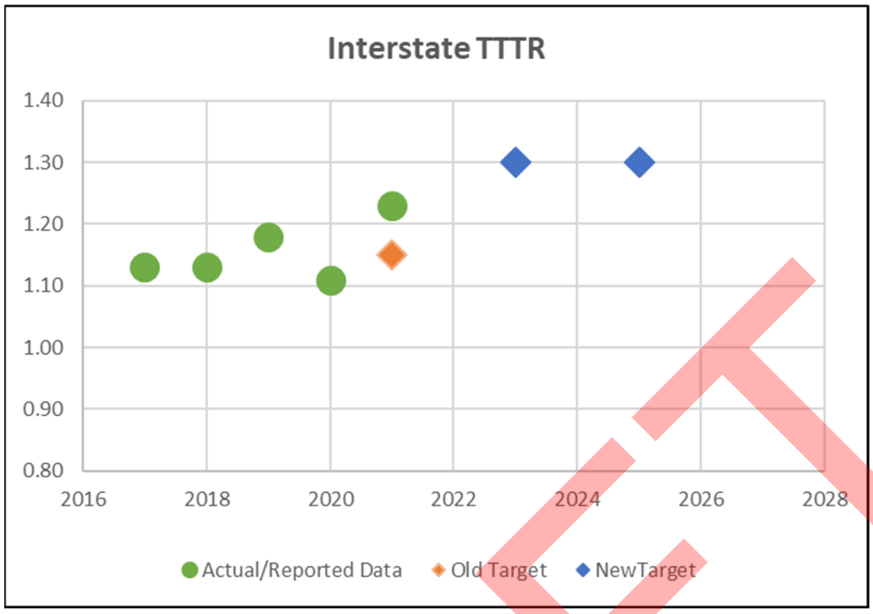

TABLE 2.18: NEW MEXICO – SYSTEM RELIABILITY TARGET ASSESSMENT

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.

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

PM3: TRAFFIC CONGESTION	2022 Baseline Score (2021 Actual)	2-Yr Target 2023	4-Yr Target 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%

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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 2.20: 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,

DRAFT

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 2.21: CMAQ – NEW MEXICO STATE TARGETS

PM3: TRAFFIC CONGESTION	Baseline 2022	2-Yr Target 2023	4-Yr Target 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 2025-2028; 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:

- 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.*
- Montana RTS Operating Assistance - The projects includes the operations for Montana RTS.

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- 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 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.
- Playa Drain Hike and Bike Trail (Yarbrough to Midway) - Pedestrian and bicycle facilities with signage, sidewalks, landscaping, furnishings and Illumination.
- Bicycle Infrastructure City-wide – 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
- Sunland Park Hike and Bike Shared Use Path – Construction of a pedestrian and bicycle facility with associated signage, landscaping and irrigation, furnishings, and illumination.
- 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)
- Border Traveler and Cargo ITS - Regional Cross-Border Travel Information to Local Travelers, Commercial Vehicles, Fleet Managers, Manufacturers, Maquiladoras, and Others.
- 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

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

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

TABLE 2.22: 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 FY2025 CMAQ, the federal funding portion obtained through the regional MPO, will total approximately $4.4M for operating assistance (Montana RTS). As of February 2022, Sun Metro had been awarded approximately $6.6M of funds for new revenue vehicles that were unspent or pending, including grants obtained through the CMAQ program and other grant programs.

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PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

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

- Fatalities
- Injuries

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

TABLE 2.23: 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

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APPENDIX C: CONSULTATIVE PROCESS

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Metropolitan transportation planning is a cooperative process conducted by the MPO in conjunction with the Texas and New Mexico DOTs, transit operators, stakeholders, and the public to create a vision for the future of the community. The process, which is prescribed by federal regulations, is designed to assist the MPO in prioritizing short-and long-term investments in the regional transportation system over the next 26 years.

23 U.S.C. 134(g) & (i)(5)-(6) and 23 CFR 450.316(b-e) set forth requirements for consultation in developing the MTP and TIP. Consultation is also addressed specifically in connection with the MTP in 23 CFR 450.324(g)(1-2) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the MTP and TIP, the MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- *Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)*
- *Other providers of transportation services*

Regional Planning Environment

Local Governments and Tribe: Within the El Paso MPO region, there are seven municipalities and one county in Texas, two municipalities and two counties in New Mexico, and one tribal government. Local governments and the tribe participate in the transportation planning process via membership in TPAC and/or TPB, as well as through regional stakeholder groups organized around various topics. The MPO is also a participant in these groups as further described below.

Transit Entities: SunMetro is the oldest transit provider in El Paso County, primarily serving the City of El Paso, but with a coverage area extending slightly eastward and west of the municipal boundary. It provides both fixed-route and paratransit services. SunMetro serves on TPAC and TPB, and participates in WTEP. El Paso County Transit serves El Paso County outside El Paso city limits. The MPO contributed to its route planning studies and has funded its current incarnation, EPATS, since 2021. The City of Socorro operates a small paratransit fleet. A nonprofit organization, Project Amistad provides paratransit services within the El Paso region. SCRTD provides fixed-route services in Southern New Mexico, with connections into the City of El Paso via SunMetro transit centers. El Paso County and the smaller cities within the El Paso MPO, excluding the City of Socorro, participate in the EPATS-LGC, and the both the MPO and SunMetro participate via ex-officio membership on the LGC board of directors. The MPO coordinates with all the local paratransit providers within our region through administration of the FTA 5310 funding program, which provides funds for paratransit capital purchases and operations.

El Paso Airport: The El Paso International Airport is owned and operated by the City of El Paso. It has its own Capital Improvements Plan separate from the City of El Paso,

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which contains its planned infrastructure improvements, to include transportation. It is overseen by a division of EPIA staff. The El Paso International Airport director serves on TPB.

The Rio Grande Council of Governments (RGCOG): RGCOG is a voluntary association of local governments formed under Texas law. It includes: El Paso, Hudspeth, Culberson, Jeff Davis, Presidio, and Brewster Counties in Texas, and Doña Ana County and its local governments in New Mexico. The Rio Grande COG is active in local planning endeavors in the El Paso Region. It participates in several regional stakeholder groups and is working with the smaller communities within El Paso County to offer technical assistance and guidance on infrastructure projects and funding, to include transportation.

The Camino Real Regional Mobility Authority (CRRMA): The CRRMA is a political subdivision of the State of Texas, created to give El Paso communities flexibility in funding their local transportation needs. The CRRMA collaborates with the MPO and local governmental authorities to assist in the development and construction of infrastructure projects that help address regional congestion problems.

The Texas Commission on Environmental Quality (TCEQ): The Texas Commission on Environmental Quality is the environmental agency for the State of Texas. It has oversight over air quality monitoring in the State of Texas, in compliance with the Federal Clean Air Act's National Ambient Air Quality Standards. The MPO coordinates with TCEQ in its congestion and air quality analyses, Congestion Management Process Document, and modeling activities associated with the Metropolitan Transportation Plan.

The New Mexico Environment Department (NMED): NMED enforces state regulations and federal laws relating to protection of the environment, resources, and public health and safety. The MPO coordinates with NMED in its congestion and air quality analyses, Congestion Management Process Document, and modeling activities associated with the Metropolitan Transportation Plan.

TXDOT: The TxDOT El Paso District office participates in the TPAC and TPB and works closely with the MPO on its project prioritization and long-range planning efforts. Additionally, MPO staff coordinates as needed with TXDOT Transportation Planning and Programming for all planning documents to include UPWP, TIP, and MTP. Monthly meetings are conducted with TXDOT Finance Division to ensure MPO can track project transactions and funding reconciliation for Categories 5, 7 and 9 of the TXDOT UTP.

NMDOT: The NMDOT District 1 office participates in the TPAC and TPB, and works closely with the MPO on its project prioritization and long-range planning efforts.

FHWA and FTA: The MPO works closely with FHWA and FTA field representatives in both Texas and New Mexico to ensure that MPO work is carried out in a timely manner and to the requirements of relevant federal regulations. The MPO schedules a monthly coordination meeting with FHWA, FTA, and state DOT representatives to ensure clear communication.

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International Bridges Steering Committee: The International Bridges Steering Committee is hosted by the City of El Paso and is comprised of public and private stakeholders on both sides of the international border to facilitate coordinated problem-solving and decision-making. Its participants include GSA, CBP, Texas DPS, New Mexico Border Authority, local governments in both the United States and Mexico, CRRMA, the El Paso MPO, the El Paso delegation to the Texas State House of Representatives and Senate, the El Paso region's representatives in U.S. Congress, the Mexican Consulate in El Paso, the Chihuahua state government, local stakeholder groups like the El Paso Community Foundation, and the Border Industrial Association.

UTEP: As one of the largest public land-owners and employers in the El Paso region, UTEP has a significant presence. A member of its leadership serves on TPAC.

Fort Bliss: Planning and infrastructure activities at the military base are conducted by its garrison command. Fort Bliss and TXDOT conduct monthly coordination meetings, which the MPO attends.

MTP and TIP coordination and consultation process:

- ***MTP:*** The development process begins with visioning sessions conducted with various groups of community stakeholders and the general public. Projects are selected in consultation with the local municipalities and state department of transportation district offices. They are scored utilizing Decision Lens software, with criteria and weights assigned based upon the MPO's adopted project selection criteria. TPB approves the project selections following stakeholder outreach.

  Once the project selections have been approved, a system-level analysis is performed to determine the potential environmental impacts of the proposed projects. This analysis is performed by the MPO, utilizing environmental and cultural resources data from various sources including the Federal Emergency Management Agency (FEMA), the National Register of Historic Places, and state and federal agencies via online mapping tools. This analysis includes consideration of environmental justice factors, identified via the Environmental Justice Index. The results of this analysis are presented to TPAC and TPB as part of the MTP system level evaluation.

  A Plan document is then drafted based on the information developed in the project selection and systems level analysis. Following a public involvement process consistent with the MPO's adopted Public Participation Plan that includes public outreach, stakeholder consultation, and a public comment period, the document is adopted by the TPB. Following adoption and conformity review, this MTP serves as the basis for the TIPs developed for the years covered by the MTP. More information is presented in the following section about specific outreach conducted for the adoption of recent MTPs.

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- **TIP:** TIPs that occur in conjunction with the adoption of an MTP go through a more robust development process than those that do not coincide with an MTP adoption. TIPs that are developed in conjunction with MTPs have a more involved and robust development process than those that occur between MTP development cycles. A project call is held, and coordination meetings are conducted with stakeholders to determine regional priorities. TIPs developed between MTP adoptions function more as continuations of the implementation of the most recently adopted MTP, and are limited to projects from the current network year as developed in that document. Individual meetings are held with each municipality and transit provider in the MPO region to confirm their projects. Cost estimates are updated, and projects are moved as required to achieve fiscal constraint. In all TIPs, once the draft, fiscally constrained list is developed, communication is held first with each entity with projects in the list, and then with TPAC and TPB to finalize and adopt the TIP project list. Once the project list is adopted, the MPO conducts analysis of the proposed projects' likely air quality impacts and how they are anticipated to impact the MPO's adopted performance measures. This information is then compiled into the TIP document, which is brought to TPAC and TPB following a thirty-day public comment period.

Specific Collaboration Conducted for our Adopted Plans:

RMS 2020 Plan Outreach

- ***Roles:***
  - Lead: MPO
    - *Conducted analysis, created RMS 2020 document*
  - Stakeholders: EP County, EP County Transit, COEP, Horizon, Socorro, Vinton, San Elizario, Ysleta del Sur, Anthony, NM, Sunland Park, NM, Dona Ana County, Sun Metro, TXDOT and NMDOT local district offices
    - *Provided input, discussions on funding prioritization*
  - Adoption: TPAC and TPB
- ***Responsibilities:***
  - *Data gathering and analysis:* MPO
  - *Project Selection:* MPO in coordination with local municipal governments and state department of transportation district offices
  - *Plan adoption:* TPB
- ***Decision points:***
  - *Plan goals:* presented to TPB August 19, 2019. Presentation included purpose of the document and a tentative schedule.
  - *Project selection:* Project selection criteria was determined based on the previously approved project selection process (approved by the TPB June 6, 2014). The approved criteria included the National Goals Carbon Mitigation Plan strategies as well as project readiness.

DRAFT

Scores were developed by MPO staff and then subsequently given to each project based on these criteria.

- Several internal MPO meetings were conducted from October-November 2019 to review Project Request Forms for priority projects submitted by sponsoring entities to determine the scoring of criteria. Final scoring was divided between local government projects and TXDOT projects and presented to the TPAC and TPB along with the recommendation to adopt the RMS 2020 Plan.
- Project list presented to TPB: October 18, 2019, as a report item
- Plan adoption: December 13, 2019

- ***Meetings conducted for RMS 2020 Outreach:***
  - Village of Vinton, RMS 2020 Strategic Plan
  - CRRMA Board, RMS 2020 Strategic Plan
  - Texas Society of Professional Engineers, RMS 2020
  - Congresswoman Escobar, RMS 2020
  - Rotary Club of El Paso, RMS 2020
  - Mobility Coalition of the El Paso Chamber, RMS 2020
  - Texas Secretary of State, RMS 2020
  - Hispanic Chamber of Commerce of El Paso, RMS 2020

RMS 2050 Plan (MTP) Outreach:

- ***Roles:***
  - Lead: MPO
    - *Conducted analysis, created RMS 2050 MTP document*
  - Stakeholders: EP County, EP County Transit, COEP, Horizon, Socorro, Vinton, San Elizario, Ysleta del Sur, Anthony, NM, Sunland Park, NM, Dona Ana County, Sun Metro, TXDOT and NMDOT local district offices, general public
    - *Provided input, discussions on funding prioritization*
  - Adoption: TPAC and TPB
- ***Responsibilities:***
  - *Data gathering and analysis:* MPO
  - *Project Selection:* MPO in coordination with local municipal governments and state department of transportation district offices
  - *Plan adoption:* TPB
  -
- ***Decision points:***
  - *Visioning process:* A virtual public visioning workshop was conducted during the summer 2020 to identify the priorities and needs of the region. (Refer to Appendix E of the RMS 2050 MTP for more information)
  - Additionally, after obtaining demographic information from the US Census Bureau and Texas Demographic Center, a Delphi process

DRAFT

was conducted to determine likely future growth patterns in the region and inform the development of the RMS 2050 Travel Demand Model. Invitation letters were sent to approximately 94 community leaders to participate in the Delphi panel. Recipients represented entities throughout the El Paso region with expertise in a variety of areas. Of those invited, 74 accepted the invitation. These panel members were recruited from regional government agencies; community organizations; the real estate and development communities; area employers; financial institutions; educational institutions; transit agencies, and other organizations. Invitations were sent to the following community agencies and organizations. For more detailed information on the Delphi process, please see Appendix F-TDM Demographic Development.pdf (elpasompo.org)

- *Project selection:* The proposed project evaluation and prioritization process was presented to the TPAC and TPB in July 2020 . This included the draft criteria to be used for the projects. In August 2020, the TPB members participated in a pairwise comparison to determine the relative weights of the criteria which was recommended by the TPAC at the August 5, 2020 meeting and approved by the TPB on September 18, 2020. MPO staff coordinated with sponsoring entities to submit updated Project Request Forms for their proposed projects to evaluate utilizing Decision Lens.
- *Project list adoption:* TPAC recommended for approval at their September 1, 2021 meeting, and TPB approved the fiscally constrained list at their September 17, 2021 meeting
- *Plan adoption:* March 25, 2022

- ***RMS 2050 Environmental Analysis:*** For the system level analysis of potential environmental impacts, MPO staff gathered environmental and cultural resources data from various sources including the Federal Emergency Management Agency (FEMA), the National Register of Historic Places, and state and federal agencies via online mapping tools.

  The systems-level analysis of potential environmental impacts is intended to function as a resource for agencies and elected officials responsible for project implementation. The results of the analysis were present during TPAC and TPB presentation of the final document.

  In addition, as stated in the MTP, the Environmental Justice populations (low-income and minority groups) were identified via the Environmental Justice Index, and the capacity expansion projects that may impact identified Environmental Justice areas were presented to TPAC and TPB as part of the MTP system level evaluation.

- ***RMS 2050 Outreach:*** RMS 2050 Plan coordination required outreach and coordination for the visioning exercise during the COVID-19 Pandemic and

DRAFT

its virtual public engagement environment. The MPO reached out to multiple entities for virtual, one-on-one meetings and charettes. The MPO also conducted virtual public meetings at key points in the development process. The following meetings were also held with area stakeholders towards this endeavor:

- American Council of Engineering Companies, RMS 2050 visioning
- Greater El Paso Association of Realtors, RMS 2050 MTP
- University of Texas at El Paso - ASPIRE Cohort, RMS 2050

TIP 2021 – 2024:

TIPs that do not share implementation years with MTP updates, like the 2021 – 2024 TIP, function more as continuations of the implementation of the most recently adopted MTP, and are limited to projects from the current network year as developed in that document. Individual meetings are held with each project sponsoring entity in the MPO region to confirm their projects. Cost estimates are updated, and projects are moved as required to achieve fiscal constraint. Once the draft fiscally constrained list is developed, communication is held first with each entity with projects in the list, and then with TPAC and TPB to finalize the TIP project list.

- ***Roles:***
  - Lead: MPO
    - *Conducted analysis, created 2021 - 2024 document*
  - Stakeholders: EP County, EP County Transit, COEP, Horizon, Socorro, Vinton, San Elizario, Ysleta del Sur, Anthony, NM, Sunland Park, NM, Dona Ana County, Sun Metro, TXDOT and NMDOT local district offices
    - *Provided input, discussions on funding prioritization*
  - Adoption: TPAC and TPB
- ***Responsibilities:***
  - *Data gathering and analysis:* MPO
  - *Project Selection:* MPO in coordination with local municipal governments and state department of transportation district offices
  - *Plan adoption:* TPB
  -
- ***Decision points:***
  - Project list approval:
    - 21-24 TIP: was approved as the implementation stage for part of RMS 2020 approval on December 13, 2019
  - Plan adoption: TPB date:
    - 21-24 TIP: May 22, 2020

DRAFT

TIP 2023 – 2026

TIP 2023 – 2026 was developed in conjunction with RMS 2050 Plan and the public processes for both documents were intertwined to ensure proper coordination between the documents.

- ***Roles:***
  - Lead: MPO
    - *Conducted analysis, created 2023 - 2026 document*
  - Stakeholders: EP County, EP County Transit, COEP, Horizon, Socorro, Vinton, San Elizario, Ysleta del Sur, Anthony, NM, Sunland Park, NM, Dona Ana County, Sun Metro, TXDOT and NMDOT local district offices
    - *Provided input, discussions on funding prioritization*
  - Adoption: TPAC and TPB
  - Final Approval: TXDOT, NMDOT, FHWA, FTA
- ***Responsibilities:***
  - *Project Call:* MPO
  - *Data gathering and analysis:* MPO
  - *Project Selection:* MPO in coordination with local municipal governments and state department of transportation district offices
  - *Plan adoption:* TPB
- ***Decision points:***
  - *Project call:* Through the project call conducted for the development of the RMS 2020 Plan and the RMS 2050 MTP, MPO staff conducted individual meetings with sponsoring entities to identify the priority projects to be implemented during the years of the 2023-2026 TIP. The meetings with each of the sponsoring entities also allowed the MPO to coordinate in the review of the scope of the projects to determine cost estimates and the eligible funding categories.
  - *Project selection:* Once priority projects had been identified, all projects submitted in the project call were evaluated and scored utilizing *Decision Lens* software. The scoring of the projects in Decision Lens was reviewed with each of the sponsoring entities. MPO staff conducted several workgroup meetings with representatives from the TPAC to review the draft project list during the summer of 2021 and determine scheduling of the projects to ensure fiscal constraint.
  - *Project list adoption:* Project list for the TIP was presented through the review of the RMS 2050 MTP project list. TPAC recommended for approval at their September 1, 2021 meeting, and TPB approved the fiscally constraint list at their September 17, 2021 meeting.
  - *Plan adoption:* March 25, 2022.

DRAFT

- ***Outreach:*** A 2023 – 2026 working group was convened to prioritize projects and develop a consensus-based fiscally constrained project list for the 2023 – 2026 TIP. The working group was comprised of representatives of entities with sponsored projects within the proposed document. The following entities participated in the working group: ELP District TXDOT, COEP, EP County, PDN Foundation, Socorro, Horizon, Vinton, Sun Metro, NMDOT.

TIP 2025 – 2028:

As a TIP that does not share an implementation year with an MTP update, the 2025 – 2028 TIP functions as a continuation of the implementation of the most recently adopted MTP, RMS 2050 MTP, and is limited to projects from the current network year, Network Year 2032, as developed in that document. Individual meetings were held with each project sponsoring entity in the MPO region to confirm their projects. Cost estimates were then updated, and a few projects were moved as required to achieve fiscal constraint. Once the draft fiscally constrained list was developed, the MPO met again with each entity with projects in the list, and then with TPAC and TPB to finalize the TIP project list. Following public comment, the TIP was brought to TPAC and TPB for final adoption

- ***Roles:***
  - Lead: MPO
    - *Conducted analysis, created 2025 - 2028 document*
  - Stakeholders: EP County, EP County Transit, COEP, Horizon, Socorro, Sunland Park, NM, Dona Ana County, Sun Metro, TXDOT and NMDOT local district offices
    - *Provided input, discussions on funding prioritization*
  - Adoption: TPAC and TPB
- ***Responsibilities:***
  - *Data gathering and analysis:* MPO
  - *Project Selection:* MPO in coordination with local municipal governments and state department of transportation district offices
  - *Plan adoption:* TPB
  -
- ***Decision points:***
  - Project list approval:
    - December 15, 2023
  - Plan adoption: TPB date:
    - April 19, 2025 (anticipated)

Ongoing public involvement and coordination:

MPO public hearings:

- Transportation Policy Board: comprised of local elected leadership, state legislative representatives, El Paso Airport leadership, transit provider leadership, and TXDOT and NMDOT district senior leadership

DRAFT

- Transportation Policy Advisory Committee: comprised of local elected leadership, technical staff, TXDOT and NMDOT district leadership, transit provider technical staff, local university leadership, and tribal government
- Executive Committee: comprised of local elected leadership

Project sponsor public meetings/hearings:

MPO staff attends public meetings and public hearings conducted by project sponsors to provide comment and to aid with information about MPO processes.

Recurring coordination meetings

- Monthly coordination meetings with the City of El Paso & TxDOT District Office
- Bi-weekly coordination meetings with TxDOT District Office
- Monthly coordination meetings with El Paso County Public Works staff
- Monthly coordination meetings with FHWA/FTA/state DOTs
- Monthly District Design Review meetings
- Monthly TXDOT/Ft Bliss coordination meetings

Regularly scheduled meetings for local entities which MPO staff attends regularly

- Camino Real Regional Mobility Authority Board of Directors
- El Paso Area Transportation Services Local Government Corporation Board
- El Paso County Commissioners Court
- El Paso City Council
- Sun Metro Mass Transit Board
- West Texas/El Paso Regional Transportation Coordination Committee
- Project management meetings for the upcoming Nuevo Hueco Tanks and Arterial One construction projects

Regional coordination groups in which the MPO participates

- Borderland Expressway Coalition
- Quarterly Traffic Management Team meetings
- Mission Trails Alliance – stakeholder group comprised of leadership and technical staff from El Paso County, Rio Grande COG, El Paso Chamber of Commerce, El Paso Community Foundation, City of El Paso, City of Socorro, City of San Elizario, Mission Trails Historical Society, TXDOT, Ysleta del Sur Pueblo tribal government

Meetings which MPO staff does not regularly attend, but does habitually review the posted agendas to keep informed on their activities:

- City of El Paso Bicycle Advisory Committee
- Mesilla Valley MPO Policy Board, Technical Advisory Committee, and Bicycle and Pedestrian Facilities Advisory Committee
- South Central Regional Transit District Board of Directors

Outreach conducted in conjunction with other regional plans:

- El Paso Chamber, Border Transportation Master Plan

DRAFT

- Consejo de Desarrollo Económico Regional (CODER) in Ciudad Juárez, Border Transportation Master Plan
- Binational Border Infrastructure Roundtable, Cross-Border Coordination

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APPENDIX D: ENVIRONMENTAL CLEARANCE PROJECTS

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ENVIRONMENTAL CLEARANCE PROJECT LIST

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.

The Federal Highway Administration (FHWA) requires these projects to be referenced in the TIP to complete the feasibility and environmental analysis phases. This appendix contains projects that are shown in the RMS 2050 MTP and not programmed in the RMS 2025-2028 TIP. This appendix in no way implies that these projects are programmed in the RMS 2025-2028 TIP.

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TABLE 3-1: ENVIRONMENTAL CLEARANCE PROJECT LIST

MPO ID	CSJ	SPONSOR	PROJECT NAME	LIMITS FROM	TO	DESCRIPTION	FISCAL YEAR
I063X-CAP	CSJ 2121-02-166	TXDOT	Downtown10 Executive Center to SL478Copia	Executive Center	SL478 Copia	Widen from 3/5 to 5/7 lanes each direction, add 2-lane frontage roads each direction, ramp and operational improvements, and bike/ped paths	2029
I061X-CAP-2	CSJ 2121-02-177	TXDOT	IH 10 Frontage Roads from Executive to Sunland Park	Executive	Sunland Park	Construct 2-lane Eastbound Frontage Road, Frontage Road Improvements and Ramp Improvements	2033

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