



MISSION 2035

METROPOLITAN TRANSPORTATION PLAN

EL PASO METROPOLITAN PLANNING ORGANIZATION

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August 6, 2010

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This report was funded in part through grant(s) from the Federal Highway Administration (and Federal Transit Administration), U.S. Department of Transportation. The views and opinions of the authors (or agency) expressed herein do not necessarily state or reflect those of the U.S. Department of Transportation (23CFR 420.117 (e)). The design and layout of the State of the EPMPD by Michael Medina. All maps, charts, and graphs are for illustrative purposes.

THE PLAN

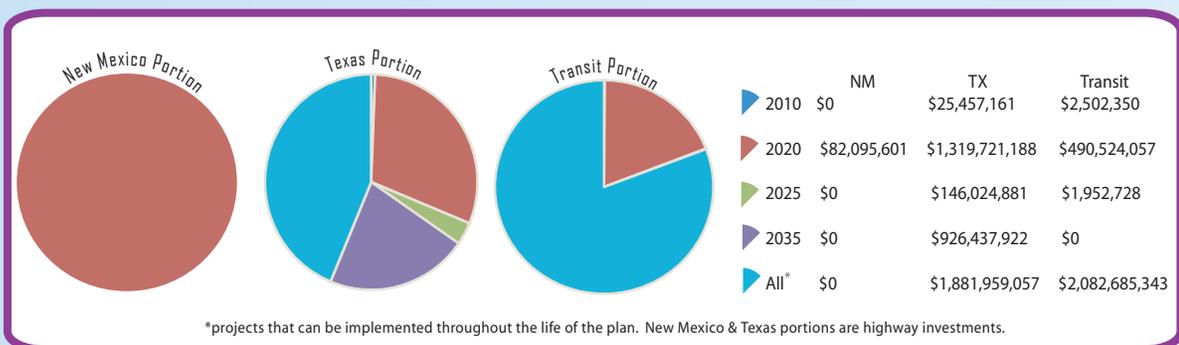
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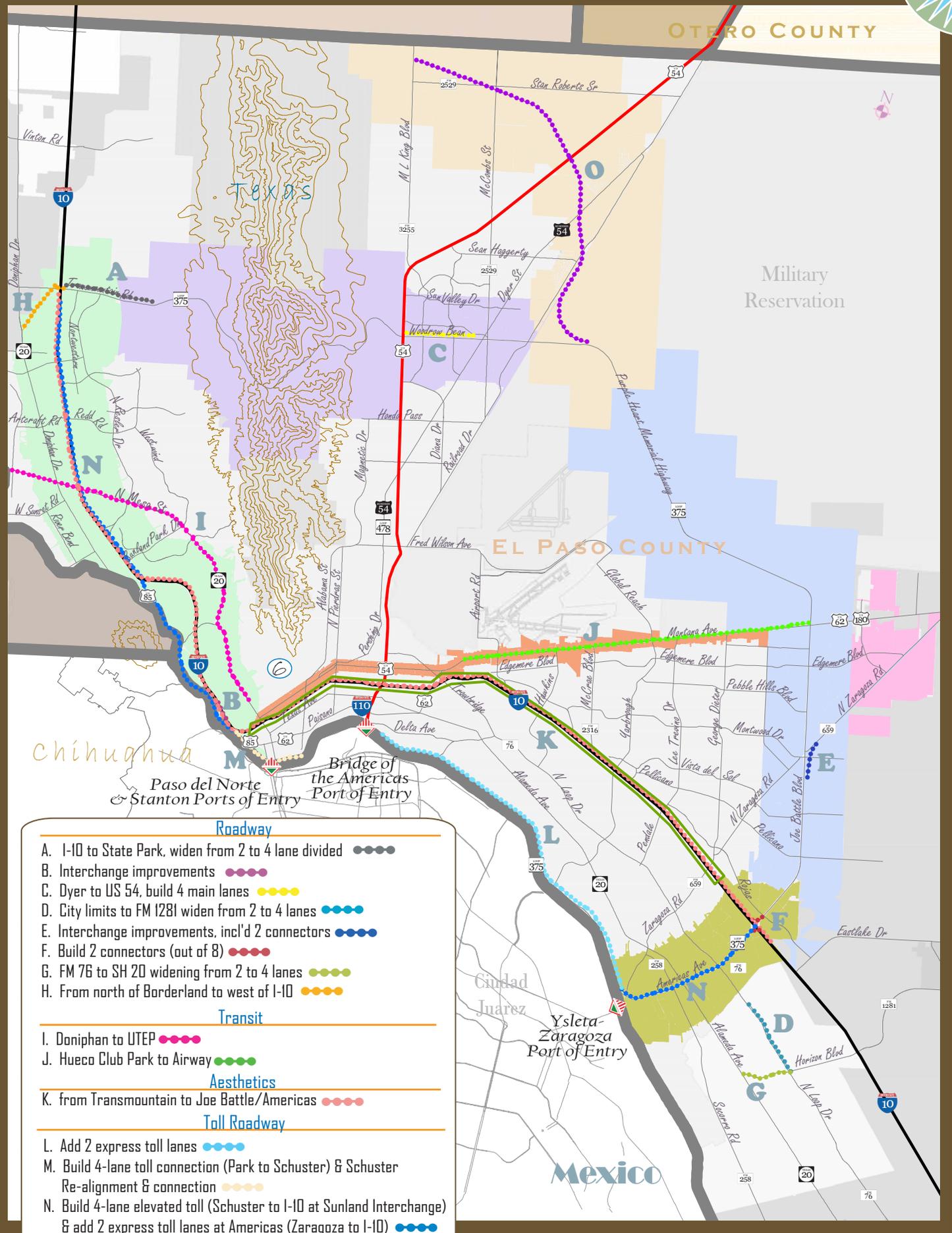
On July 25, 2008, the Transportation Policy Board unanimously approved to implement the 2008 Comprehensive Mobility Plan (08 CMP). The plan consists of a pool of roadway, transit, and aesthetics improvement/enhancement projects. The 15 projects (illustrated right) underwent a 30-day Public Comment period ending August 22, 2008. The purpose of the 2008 Comprehensive Mobility Plan is to accelerate the delivery of important transportation improvement projects in the El Paso region that will enhance mobility and continue to improve air quality and safety, and provide an environment to support economic development. All of these objectives are consistent with the goals that the Texas Department of Transportation (TxDOT), City of El Paso, Sun Metro, and Camino Real Regional Mobility Authority (CRRMA) share as part of their long range planning strategic plans. The 08 CMP became the regions priority thus triggering the development of the Mission 2035 planning documents. The Mission 2035 Metropolitan Transportation Plan follows a set of objectives that promotes the spirit of SAFETEA-LU's planning factors. Moreover, the continuous duty of the El Paso Metropolitan Planning Organization (EPMPD) is to re-engage residents, community groups, organizations, and businesses in the process of planning the transportation system to promote a plan with transportation investments that are **affordable, equitable, sustainability,** and more importantly **reliable**. The Mission MTP also addresses the 24-month requirement to demonstrate compliance to the new Carbon Monoxide budget. The public comment period for the Mission planning documents started on June 29, 2010, and ended on August 6, 2010.

The Mission 2035 is a \$6.9 billion, 26-year multi-modal plan with roadway improvements, transit improvements, safety improvements, and environmental and economic vitality improvements. The Mission 2035 Metropolitan Transportation Plan (MTP) covers a planning horizon of 26 years meeting the federal requirement of a 20-year MTP constant horizon that advances multi-modal access and mobility for people and goods/services, system preservation and performance, and quality of life. The MTP incorporates policies, goals and objectives, projected transportation demand, regional forecast of land use, housing, and employment patterns/trends. Projects in the long-range transportation plan are of regional significance. The Mission 2035 MTP arranges projects into four clusters of analysis years (2010, 2020, 2025, and 2035). Projects within a certain analysis year are believed to be reasonably constructed before the end of that cluster. The highlight of the plan is the integration of toll projects to address congestion and mobility in the Study Area. The governments and agencies within the MPD Study Area that participated actively in the development of the plan were coordinated by MPD staff and include (but not limited to):

- Cities of El Paso and Socorro, Texas
- County of El Paso, Texas
- Sun Metro
- Ysleta del Sur Pueblo
- Towns of Anthony, Horizon City, and Clint, Texas
- City of Sunland Park, New Mexico
- Fort Bliss, Texas
- New Mexico Department of Transportation, District 1 & 2
- Village of Vinton, Texas
- Dona Ana County, New Mexico
- El Paso International Airport
- Texas Department of Transportation, El Paso District

In addition to participating, these entities and agencies have the ability and responsibility of sponsoring projects within their jurisdictions, and have representation in the decision-making bodies of the MPD. These bodies are the Transportation Policy Board (TPB), the Transportation Project Advisory Committee (TPAC). During the Mission 2035 MTP development, progress reports were provided to the TPAC and TPB to receive input and feedback on the direction of the plan development. Early in the process, MPD staff called for the creation of the Mission 2035 MTP Work Group, whose primary function was to expedite the coordination among the stakeholders. The general public was kept informed and participated throughout the development of the planning documents.





- Roadway**
- A. I-10 to State Park, widen from 2 to 4 lane divided
 - B. Interchange improvements
 - C. Dyer to US 54, build 4 main lanes
 - D. City limits to FM 1281 widen from 2 to 4 lanes
 - E. Interchange improvements, incl'd 2 connectors
 - F. Build 2 connectors (out of 8)
 - G. FM 76 to SH 20 widening from 2 to 4 lanes
 - H. From north of Borderland to west of I-10
- Transit**
- I. Doniphan to UTEP
 - J. Hueco Club Park to Airway
- Aesthetics**
- K. from Transmountain to Joe Battle/Americas
- Toll Roadway**
- L. Add 2 express toll lanes
 - M. Build 4-lane toll connection (Park to Schuster) & Schuster Re-alignment & connection
 - N. Build 4-lane elevated toll (Schuster to I-10 at Sunland Interchange) & add 2 express toll lanes at Americas (Zaragoza to I-10) & add 2 toll express lanes (Sunland Park Interchange)
 - O. Right of Way acquisition for ultimate design

Exhibit A2: 2008 CMP Project

PLANNING BOUNDARY

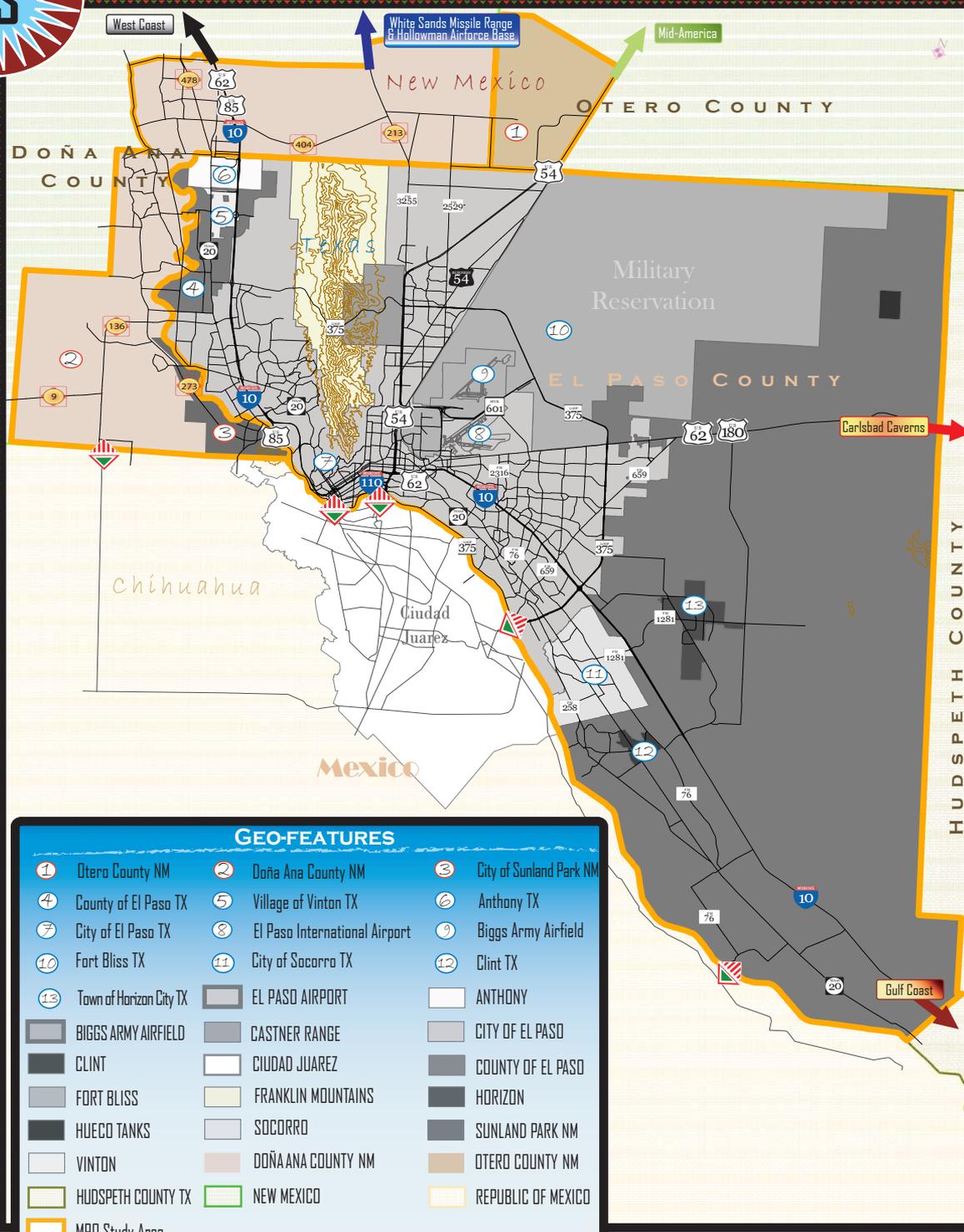
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GEOGRAPHY

Situated in far West Texas and Southern New Mexico, on the foot of the Franklin Mountains is the EPMPD planning boundary. The EPMPD's transportation system (Study Area) covers the entire El Paso County and portions of Doña Ana and Otero Counties. The system's geographic layout enables coordination between FHWA's New Mexico and Texas Divisions, the New Mexico Department of Transportation District One and Two, Texas Department of Transportation District 24 and local stakeholders.

The Study Area is defined and officially designated by the Administrators of the FHWA and the FTA as a Transportation Management Area (TMA). The Study Area encompasses 1,254 square miles, 513 miles of principle arterials, 241.8 miles of minor arterials, and 363.1 miles of collector streets. There are seven incorporated cities within the Study Area. The City of El Paso is classified as a Metropolitan Statistical Area (MSA), defined by the 2000 U.S. Census as an urban area with a population of 50,000 or greater. Other incorporated cities include:

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GEO-FEATURES

1 Otero County NM	2 Doña Ana County NM	3 City of Sunland Park NM
4 County of El Paso TX	5 Village of Vinton TX	6 Anthony TX
7 City of El Paso TX	8 El Paso International Airport	9 Biggs Army Airfield
10 Fort Bliss TX	11 City of Socorro TX	12 Clint TX
13 Town of Horizon City TX	EL PASO AIRPORT	ANTHONY
BIGGS ARMY AIRFIELD	CASTNER RANGE	CITY OF EL PASO
CLINT	CIUDAD JUAREZ	COUNTY OF EL PASO
FORT BLISS	FRANKLIN MOUNTAINS	HORIZON
HUECO TANKS	SOCORRO	SUNLAND PARK NM
VINTON	DOÑA ANA COUNTY NM	OTERO COUNTY NM
HUDSPETH COUNTY TX	NEW MEXICO	REPUBLIC OF MEXICO
MPO Study Area		

INFRASTRUCTURE



Exhibit B1: Study Area

- Town of Anthony, Texas
- Village of Vinton, Texas
- Town of Clint, Texas
- City of Socorro, Texas
- Town of Horizon City, Texas
- City of Sunland Park, New Mexico

Abutting the Study Area is also the State of Chihuahua, Mexico. Ciudad Juarez, CH., Mexico, with a population over 1.5 million, shares the border and is an active participant in the Study Area in regard to transportation issues. The Instituto Municipal de Investigación y Planeación or IMIP is an example of this partnership. Another strong partnership lies with the Las Cruces MPD. The EPMPD and the latter planning boundaries abut at Berino, NM. The EPMPD is also the only MPD, out of five, in New Mexico to cover two states. The EPMPD is the fifth largest of 25 metropolitan planning organizations in Texas.

METROPOLITAN PLANNING

By 2035, the population is expected to be over 1,270,000, which indicates a 28 percent growth. The growth in population is partially attributed to natural increase and partially due to an increase in domestic migration. The trend in the number of housing units closely follows the trend in population. Consequently, the number of households is also expected to increase to 22% by 2035. Over the next several years, the Study Area is forecast to grow significantly. The expansion of Fort Bliss brought about by Base Realignment and Closure (BRAC) is expected to bring approximately 40,000 additional troops by 2012. Expansion of Fort Bliss will bring not only troops to the El Paso area, but their civilian families as well. Most of the population growth is expected to occur in the Eastern area of the city. Substantial growth is also expected throughout the surrounding regions. The combined expected population of Ciudad Juárez, Las Cruces, and El Paso County in 2035 is projected over 4 million.

With a 2006 population of 736,310, El Paso County is the sixth largest county in the state of Texas. Although the area has had a steady population and employment growth since the 1970's, the unemployment rate remains above the national and state levels and median household income remains below the national and state levels. Employment growth is comparable to population growth. As shown in Exhibit B3, employment in the area is expected to grow from 302,592 in 2010 to 361,185 in 2035. Most employment growth will occur in the services sector. The average median household income is forecast to increase steadily and to be \$25,221 (1997 dollars) by 2035. This reflects a 11 percent growth in median household income. Although, personal income is expected to grow, it is also forecast to remain below the national household income and continue the trend that has been observed during the last two decades. The influx of military personnel is also expected to result in an increase of civilian employment on Ft. Bliss, and an increase in employment in public schools and other local government jobs. (Fullerton, Kelley, & Molina, 2007). Furthermore, the expansion is also expected to bring 2000 new engineering, technical and industrial jobs, which in addition will increase economic impact in the region by \$857.96 million (Federal Reserve Bank). By the year 2013, Texas Tech Medical School is expected to increase employment in the area by approximately 5,600 positions (IPED, 2004).

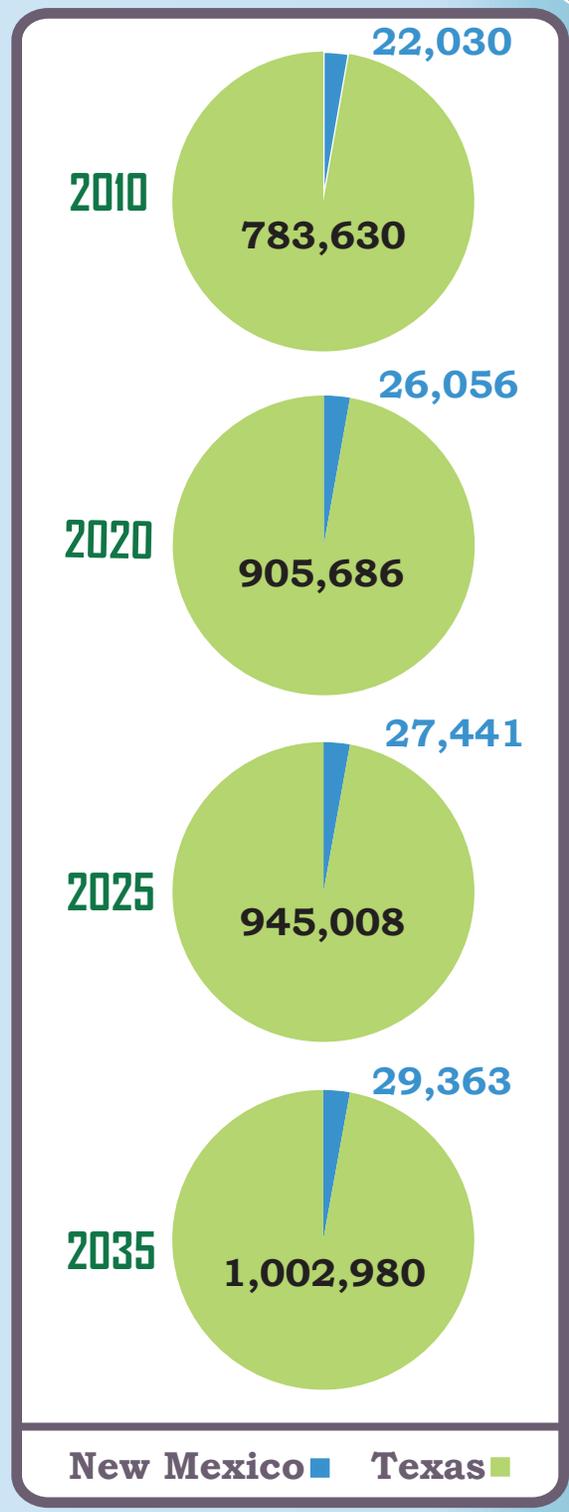


Exhibit B2: Population by Forecast Year

	Population	Households	Median Income	Total Employment
2010	805,660	248,289	\$22,729	302,592
2020	931,679	275,206	\$23,173	340,653
2025	972,449	284,778	\$23,425	348,195
2035	1,032,343	299,457	\$25,221	361,185

Exhibit B2a: Population by Forecast Year

PLANNING BOUNDARY

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EL PASO METROPOLITAN PLANNING ORGANIZATION

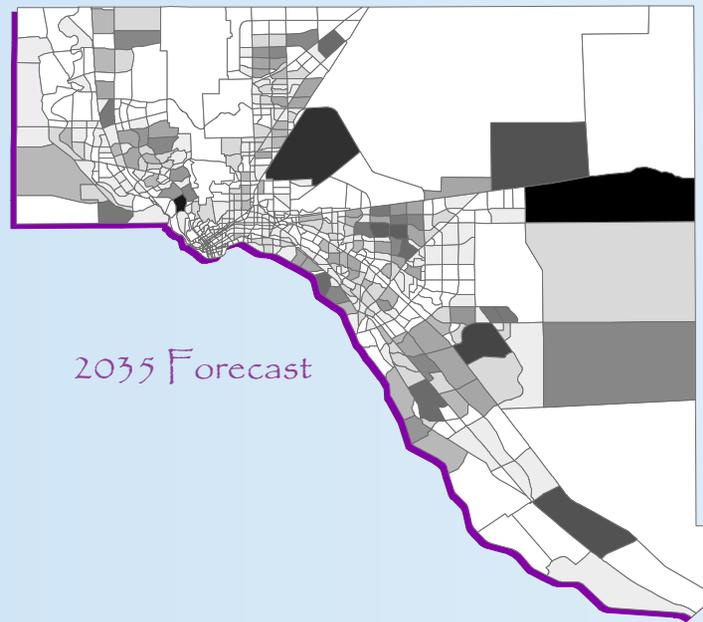
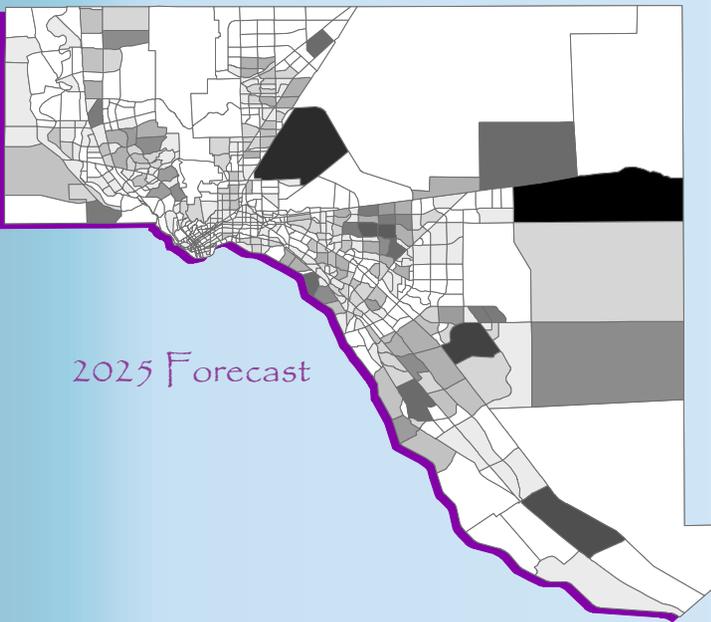
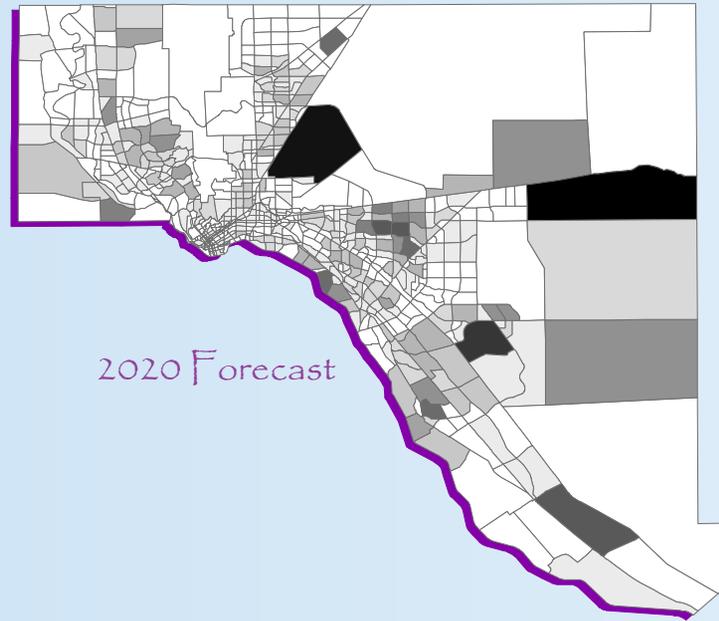
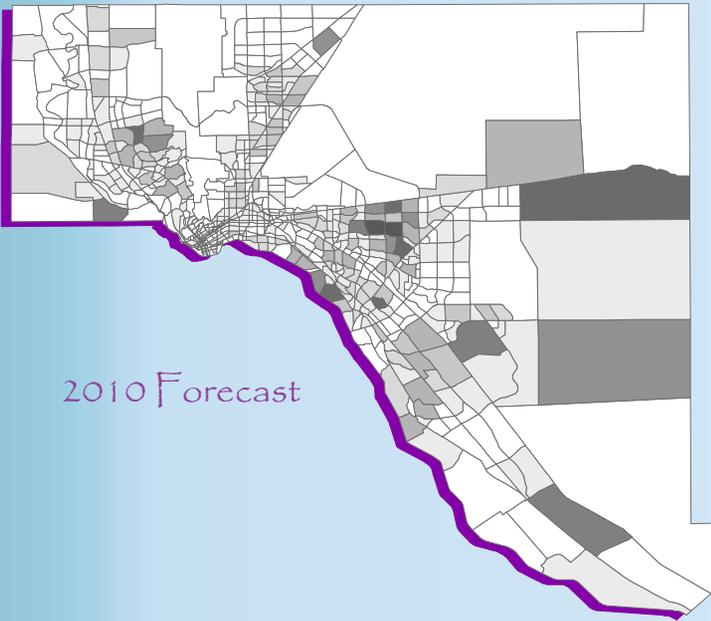


Exhibit B3: TAZ Population Forecast

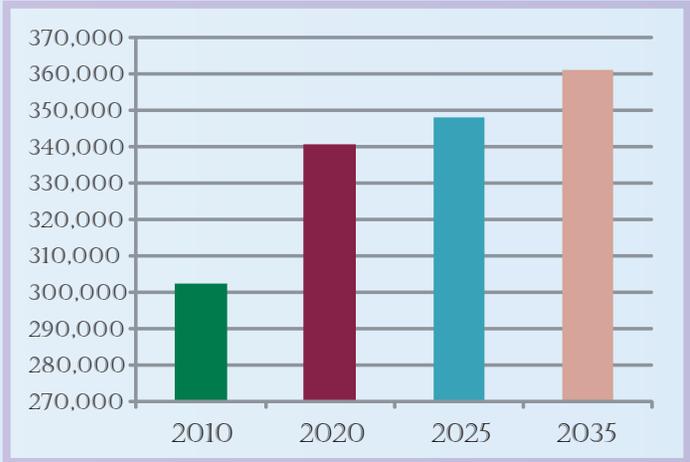


Exhibit B3: Total Employment

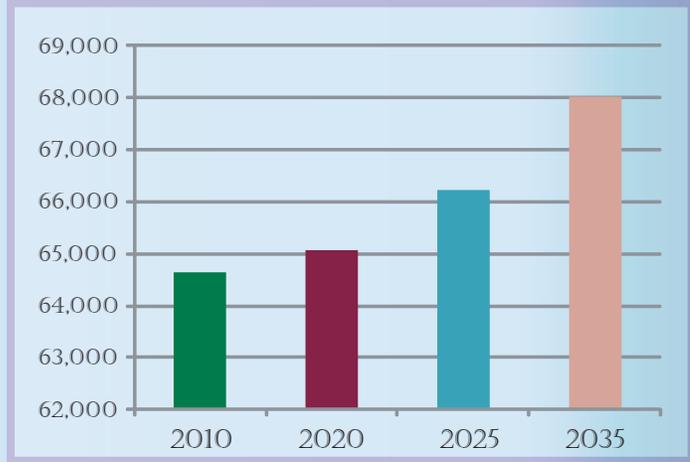


Exhibit B4: Basic Employment

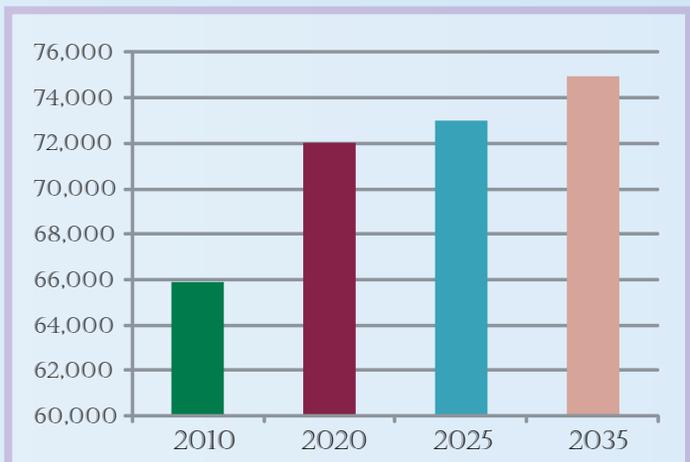


Exhibit B5: Retail Employment

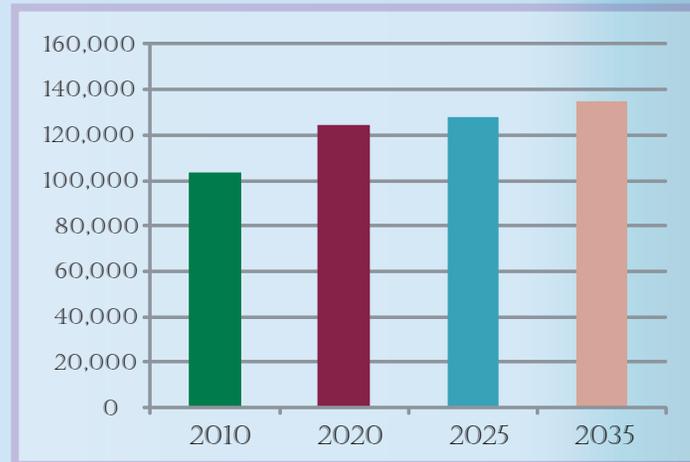


Exhibit B6: Service Employment

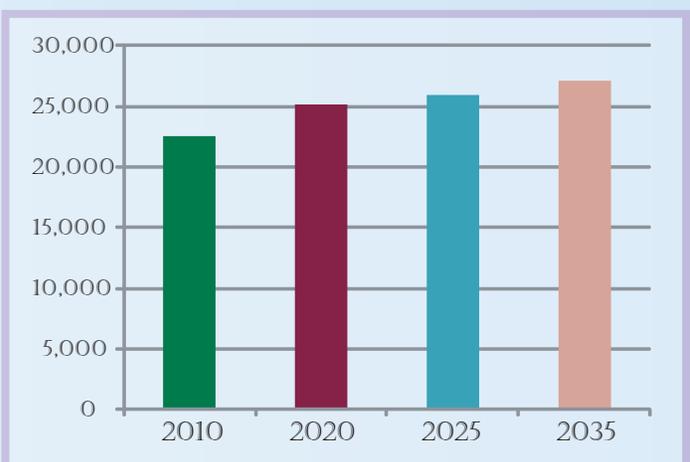


Exhibit B7: Education Employment

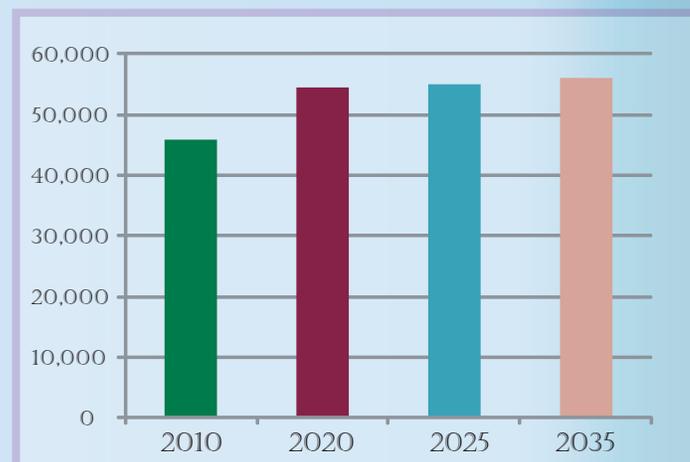


Exhibit B8: Special Generator Employment

TITLE VI & ENVIRONMENTAL JUSTICE

Title VI of the Civil Rights Act of 1964 defines "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, or national origin.

On February 11, 1994, President Clinton signed Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The Executive Order requires that each Federal agency shall, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations. There are three fundamental environmental justice principles:

- * To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- * To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- * To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations that address mobility and added capacity projects.

The EPMPD serves as the primary forum where State DOTs, transit providers, local agencies, and the public develop local transportation plans and programs that address the Study Area's needs. To certify compliance with Title VI and address Environmental Justice the EPMPD has committed to:

- * Enhance their analytical capabilities to ensure that the long-range transportation plan and the transportation improvement program (TIP) comply with Title VI.
- * Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
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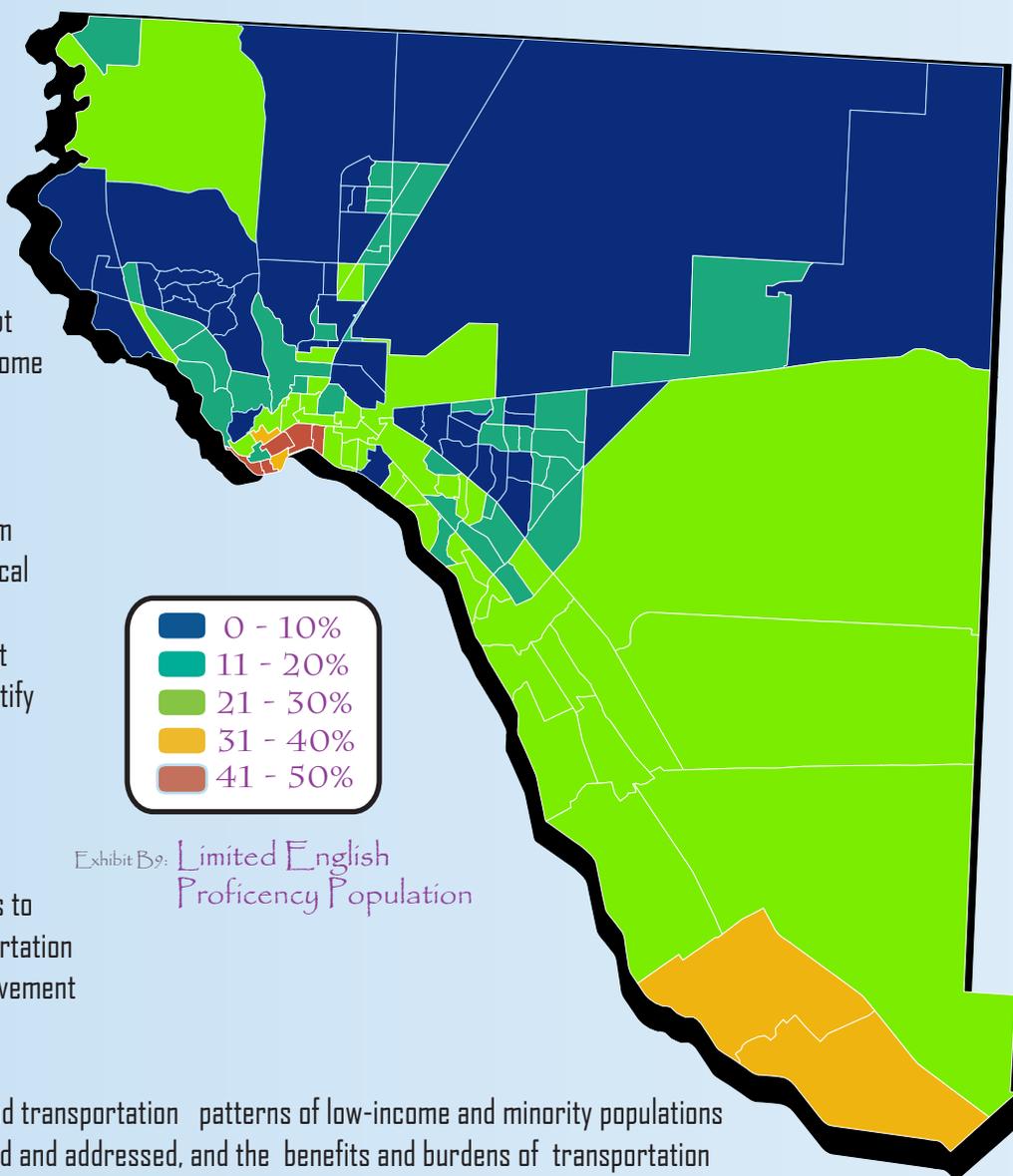
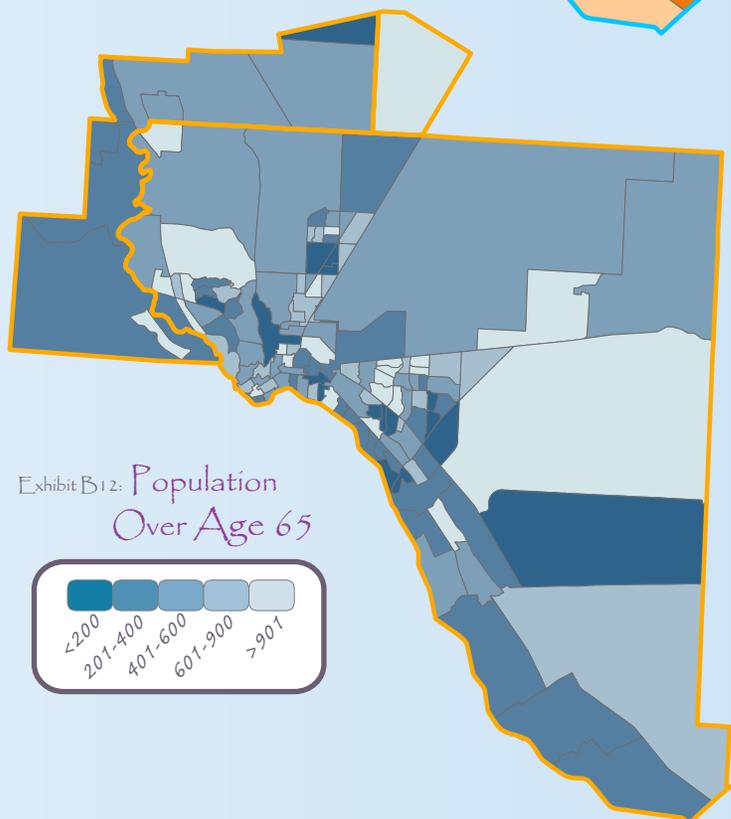
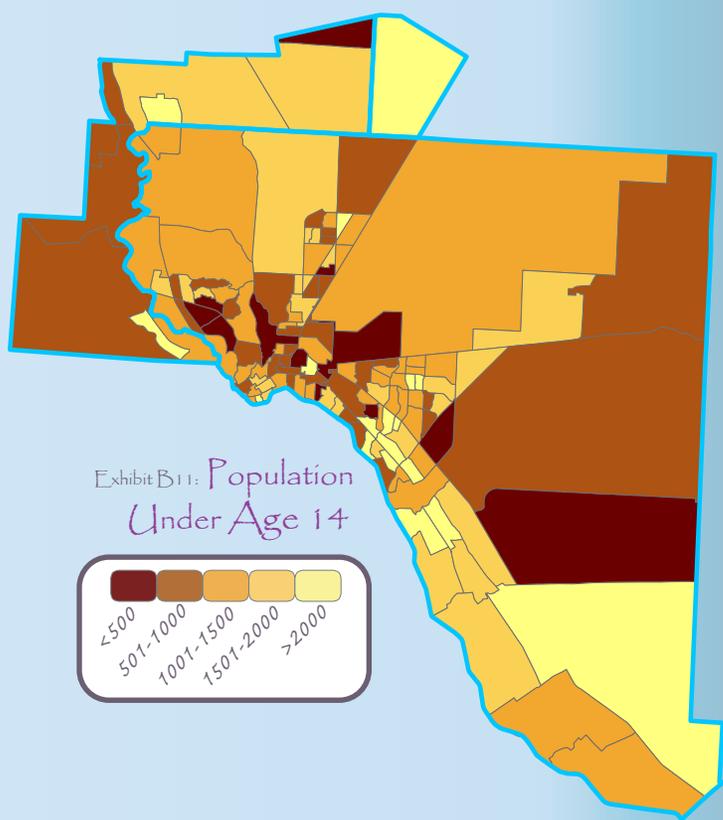
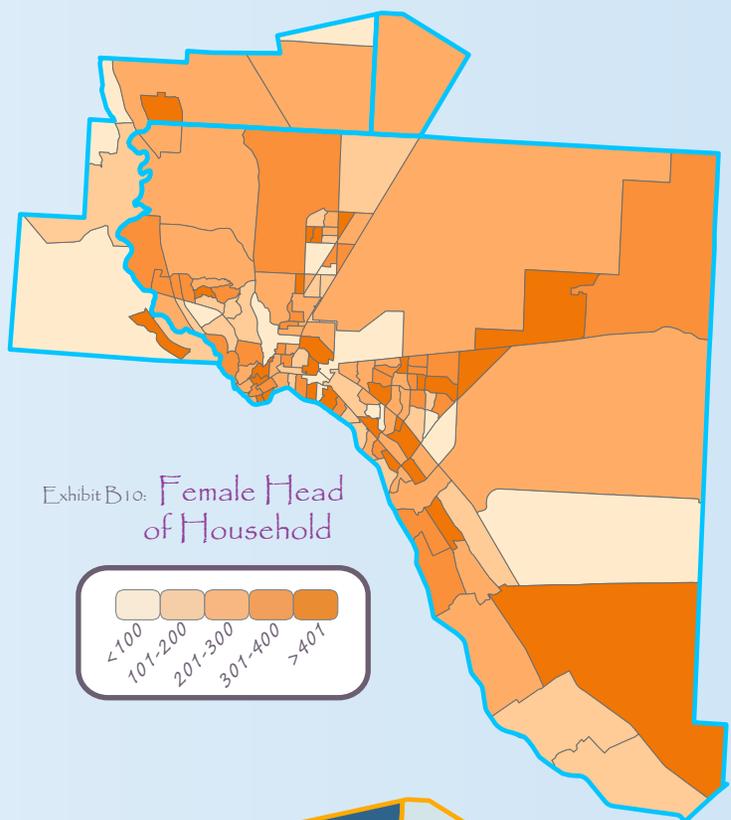


Exhibit B9: Limited English Proficiency Population

* Evaluate and - where necessary - improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making.

Today, because of the evolution of and transparency in the transportation planning process, Title VI and Environmental Justice are given greater importance. Effective transportation decision making depends upon understanding and properly addressing the unique needs of different socioeconomic groups. To further promote transportation equity throughout the Study Area, a more effective transportation decision process and GIS-based analysis is underway to understand and properly address the unique needs of different minority and socioeconomic groups.



Exhibits C2 through C5 display demographic information collected by the U.S. Census Bureau in 2000. The maps show Female Head of Household, population under 14 and over 65 by census tract. The purpose for mapping such populations is to understand the geospatial distribution of people that may have needs or different transportation travel options. The travel behavior and mode choice of these populations enables the EPMPO to better address and recommend to the Transportation Policy Board reasonable projects for those areas. Although the traveling patterns of these populations to include disabled are accounted for in the travel demand model, EPMPO staff is investing considerable time to merge demographic census tracts into the traffic analysis zones. The goal is to have an expanded demographic instrument in the travel demand model that is more sensitive to social attributes. The accomplishment of this task is largely constrained by a reciprocal interval. EPMPO staff has identified the 2010 Census as the basis for the endeavor.

PLANNING BOUNDARY

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EL PASO METROPOLITAN PLANNING ORGANIZATION

LEGEND

BUD054A	IHD010	US0054	Toll Road
FMD076	IHD10	US0062	Toll Road
FMD258	SH0020	US0085	Study Area
FMD659	SLO375	Toll Road	Mexico
FM1505	SLO478	Toll Road	Parts of Entry

BL: US Business Highway FM: Farm to Market Road IH: Interstate Highway SH: State Highway SL: State Loop US: US Highway

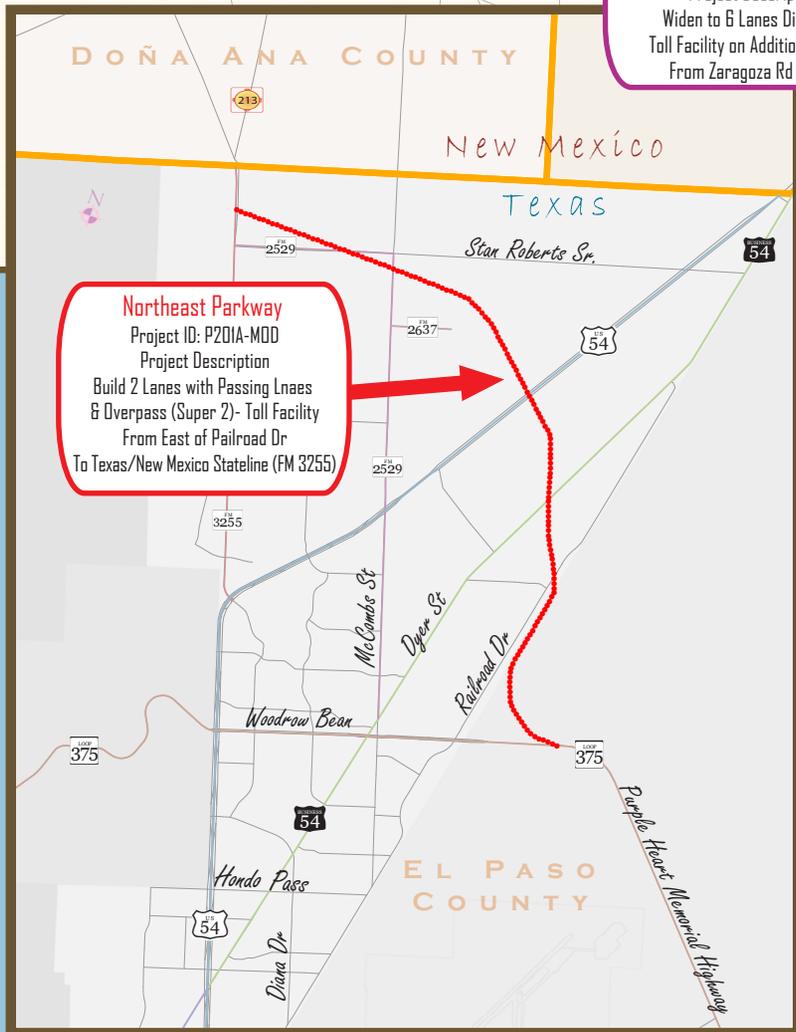
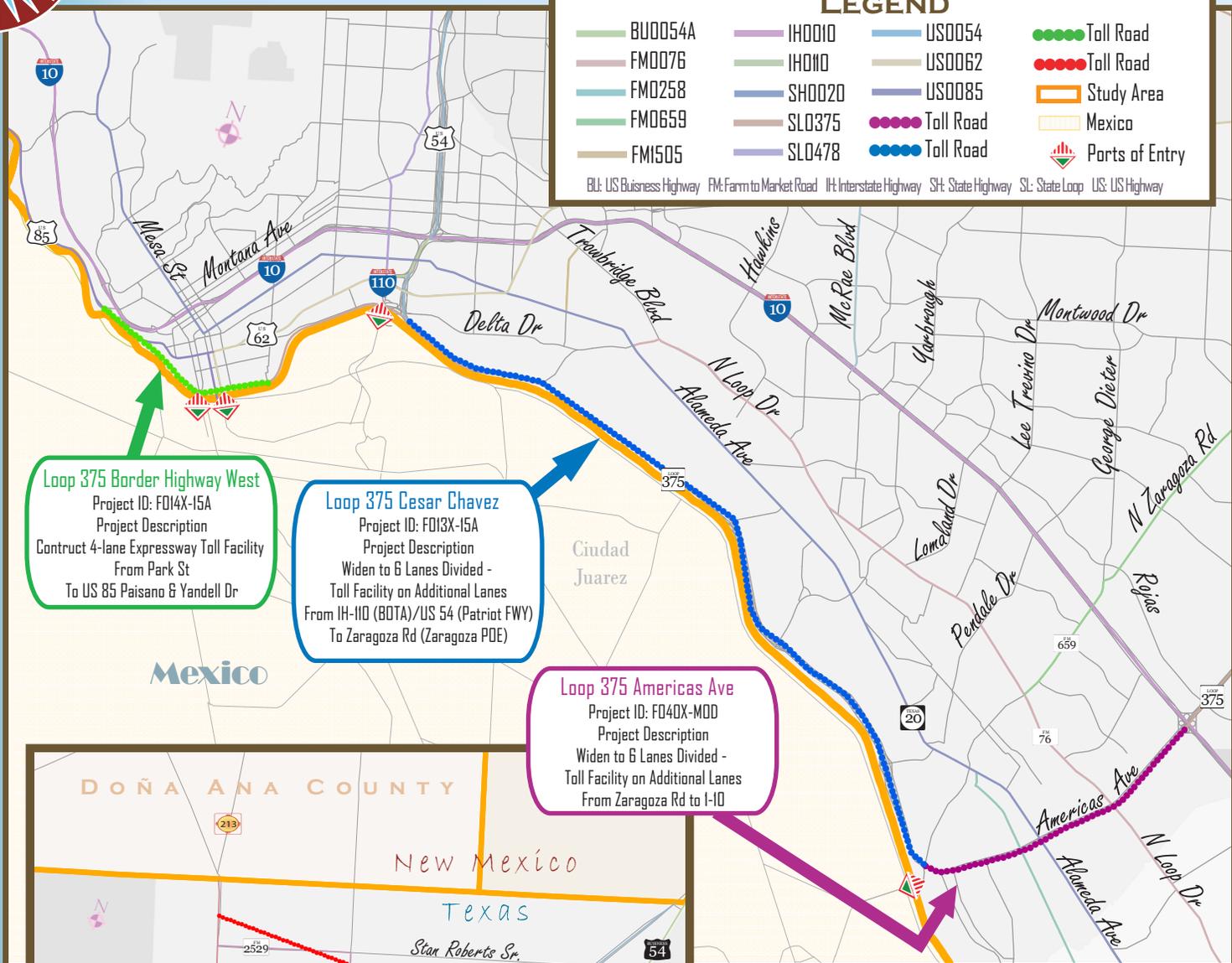


Exhibit B13: Toll Roadway Projects

The goal in this Environmental Justice Analysis is to avoid inequitable and disproportionate impacts on low-income groups when implementing the planned infrastructure for 2035 for El Paso. The test is to determine whether there are speed differences for people of various income levels that could be attributed to decreased levels of roadway accessibility and overall mobility.

One way to reach this equal impact and/or improvement for all income groups within the area of study -once all projects for 2035 are implemented- is to utilize the Travel Demand Model for that horizon year and establish a measure of effectiveness (MOE) in order to make quantitative comparisons between all income groups. This MOE applies a strong quantitative approach that utilizes average speed (Vmean) as a performance measure and executes a number of tests in which the key variable is

PLANNING BOUNDARY

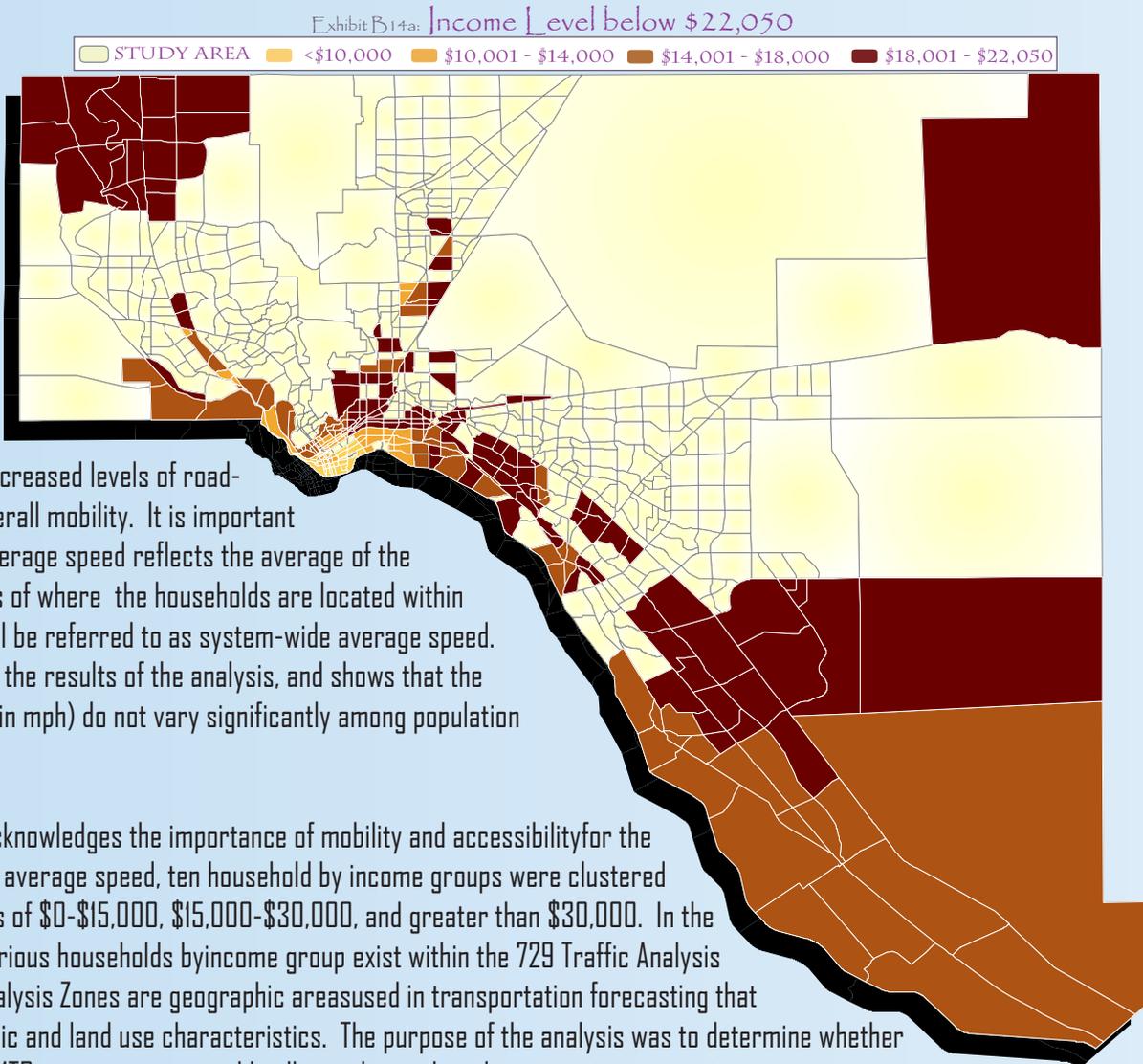
income level.

The objective is to determine the average speed to connect households of different income to others. The test is to determine whether there are speed differences for people of various income levels that could be attributed to decreased levels of roadway accessibility and overall mobility. It is important to emphasize that the average speed reflects the average of the entire region, regardless of where the households are located within the region. Thus, they will be referred to as system-wide average speed. Exhibit B13a summarizes the results of the analysis, and shows that the average speeds (Vmean in mph) do not vary significantly among population groups.

The Mission 2035 MTP acknowledges the importance of mobility and accessibility for the Study Area. To measure average speed, ten household by income groups were clustered into three income ranges of \$0-\$15,000, \$15,000-\$30,000, and greater than \$30,000. In the travel demand model, various households by income group exist within the 729 Traffic Analysis Zones (TAZs). Traffic Analysis Zones are geographic areas used in transportation forecasting that summarize socioeconomic and land use characteristics. The purpose of the analysis was to determine whether proposed Mission 2035 MTP improvements would collectively result in disproportionate negative impacts to households by income group. This analysis shows no disproportionate effects when measuring average speed for households by income group. The average speed difference for TAZs under the existing condition (2010 Network) and forecasted condition (2035 Network) is minimal. The Mission 2035 MTP has demonstrated that future transportation investments still sustain the demand on the network.

Toll Regional Analysis

The purpose of the analysis was to determine whether proposed toll projects, illustrated on page 9, meet the need and purpose, have financial advantages and/or disadvantages, and function as alternative routes to Interstate 10. All of these projects are strategic projects and a part of the 2008 CMP. The analysis examines three options: a No-Build Alternative, a Non-Toll Build Alternative, and a



Toll Road	2035		
	No Build	Non-Toll option	Toll Option
Americas Ave. (toll lanes only)	-	143,219	18,703
Americas Ave. (mainlanes)	116,840	40,888	99,826
Cesar Chavez (toll lanes only)	-	549,317	128,820
Cesar Chaves (mainlanes)	395,422	153,811	378,516
North East Parkway (toll)	-	87,825	82,937
BHW/Park St. (toll)	-	13,943	12,917
	2035		
	No Build	Non-Toll option	Toll Option
Regional Vehicle Miles Traveled	22,008,759	21,764,065	21,722,033

Exhibit B14b: Vehicle Miles Traveled

Toll Build alternative. The TransBorder 2035 MTP initially included two toll projects (Cesar Chavez Memorial Highway and Northeast Parkway). The Mission 2035 MTP carries forward the latter projects along with Americas Avenue and Border Highway West (both are part of State Loop 375).

No-Build Alternative

The No-Build Alternative represents the option in which the proposed projects are not constructed. Both Americas Avenue and Cesar Chavez Memorial Highway (State Loop 375) would remain in their existing four lane configuration. Forecast demand for 2035 was introduced into this alternative to examine the performance of the travel model. No federal, state, or local funds would be expended on planning or construction. This alternative would save nearly \$670,00,000 (total project cost). The unused funding could then be used for other projects in the development of the MTP and TIP. The No-Build Alternative, however, would not improve mobility or decrease congestion on Loop 375, not meeting the direction of the Transportation Policy Board, spirit of the 2008 Comprehensive Mobility Plan, and the forecast 2035 transportation demand.

Non-Toll Build Alternative

This alternative encompasses all four projects with additional roadway capacity in 2035. The mobility benefits associated with this option would be available. This alternative would also satisfy the 2035 transportation demand. Although this option does satisfy the need and purpose and provide relief to Interstate 10, further traditional funds are required to realize the Non-Toll Build Alternative.

Toll Build Alternative

Like the Non-Toll Build alternative, the four projects illustrated on page 9 would provide additional roadway capacity. However, unlike the Non-Toll Build option, this alternative would consist of tolling those improvements. This alternative has a funding

Recommended Preferred Alternative

Based on the alternatives analysis, the Toll Build option is the preferred alternative. The Toll Build option is the preferred alternative because in addition to meeting the need and purpose of the project, it offers additional advantages over the Non-Toll Build Alternative. These advantages include: Generating funds available to use on other local transportation projects; Providing users with an option to utilize express toll mainlanes; Paying for operation and maintenance. The Non-Toll Build Alternative would also meet the need and purpose of the project of improving mobility and decreasing congestion. However, the Non-Toll Option would not provide additional funds through user fees or provide users with an option to utilize express toll mainlanes, and because this option would not generate toll revenue, traditional sources of funding for operation and maintenance of the facility would be required. The No-Build Alternative is not feasible because it fails to meet the need and purpose of the projects.

TRIBAL COORDINATION

The Ysleta del Sur Pueblo is a U.S. federally recognized Native American tribe and sovereign nation. The Ysleta del Sur Pueblo is situated within the City of El Paso and the City of Socorro, Texas, just north of Mexico along the Rio Grande. The primary reservation community is one mile north-east of the Zaragoza International border between the United States and Mexico. A total of 3,212.90 acres of Ysleta del Sur Pueblo land is held in trust for the tribe by the United States Department of the Interior. Much of tribal trust land supports tribal government offices and the tribal housing communities. The Ysleta del Sur Pueblo is a standing member of the TPAC.

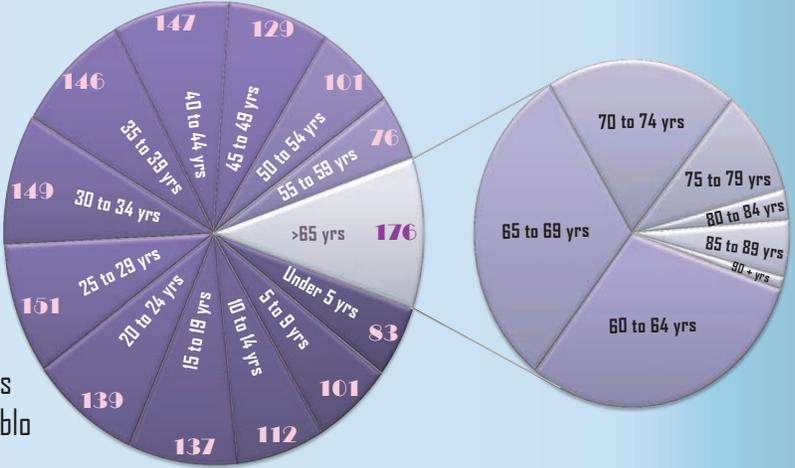


Exhibit B16: YDSP Population

PLANNING BOUNDARY

ENVIRONMENTAL LINKAGES

In the planning and programming of projects, the EPMPD, for the purpose of its environmental mitigation process, implements the 3-C process with all stakeholders and agencies involved in the planning process and those who would have an impact by the plan or project. All collaborating and cooperation involves all stakeholders and agencies impacted by the proposed planning and/or plans, including those within the El Paso/Las Cruces, NM/Ciudad Juárez, Mexico, metroplex.

Exhibit B18a: Historic Features



HISTORIC PRESERVATION PLANNING

In 1598, Juan de Oñate led the first expedition from Southern Mexico to what is now Santa Fe, New Mexico. By the 1600's, thousands of colonists from Mexico and Spain were traveling North via El Camino Real. As a result Mexican and Spanish influence is felt along many towns that were once small settlements along the Rio Grande. El Camino Real was the only road from Mexico into New Mexico and the Southwest for over 300 years. During the Civil War, this frontier trading center was a staging area for Gen. Henry H. Sibley's invasion of the New Mexico Territory and home to Fort Bliss, the Confederacy's southwestern regional headquarters. By the mid-1880s, with the arrival of the railroad, utilization of the Camino Real decreased. What took weeks to travel on foot or horse, took only hours via railroad. However, in the early 1900s, for a short period of time, El Camino Real was reestablished as a passage to the north, when it served as the first automobile highway from El Paso to Santa Fe. Interstate highways I-10 and I-25, from El Paso to Santa Fe, are the successors of the former El Camino Real. These highways follow the route of the historic trail, except for a 90-mile dry shortcut where Interstate 25 avoids the Jornada del Muerto, and instead follows the water abundant Rio Grande River.



Exhibit B18a2: Downtown District

Historic preservation encompasses a broad range of activities related to preservation and conservation of the built environment by physical and intellectual methods. The generally accepted notion of historic preservation is the repair and maintenance of old buildings, but such undertakings are only a part of historic preservation's scope. Restoring or rehabilitating historic buildings, whether for residential or commercial use, strengthens neighborhoods, districts, and the local economy. Furthermore, from an economic standpoint, historic preservation creates new local jobs, spurs private and public investment, increases property values, and enhances neighborhood and community pride.

AIR QUALITY PLANNING

The travel demand model used for conformity determination consist of existing roadways considered to be regionally significant in the 2002 base year and the roadways expected to be in place for each of the intermediate and horizon years: 2010, 2020, 2025, and 2035. The networks contain all regionally significant projects, whether Federally funded or not. Expected roadway changes that are not specifically approved and funded through the MTP are nevertheless documented in the project master list and roadway link list for the MTP (page AA).

The determination of what types of projects are regionally significant was made in consultation with TxDOT, NMDOT and FHWA. It generally conforms to roadways the City of El Paso has designated as major and minor arterials or highways such as freeways and expressways. The roadways included in the travel demand model are the ones on which conformity is based, and thus considered regionally significant. The model has been expanded to include detail coding for most freeways including ramps and frontage roads, though these are not specifically described in the MTP. Although freeway interchanges are considered regionally significant and listed in the MTP, limitations of the traffic model do not always allow them to be detail coded on the networks. Local streets and most collectors are represented by centroid connectors in the model; these are not considered to be regionally significant streets.

PLANNING BOUNDARY

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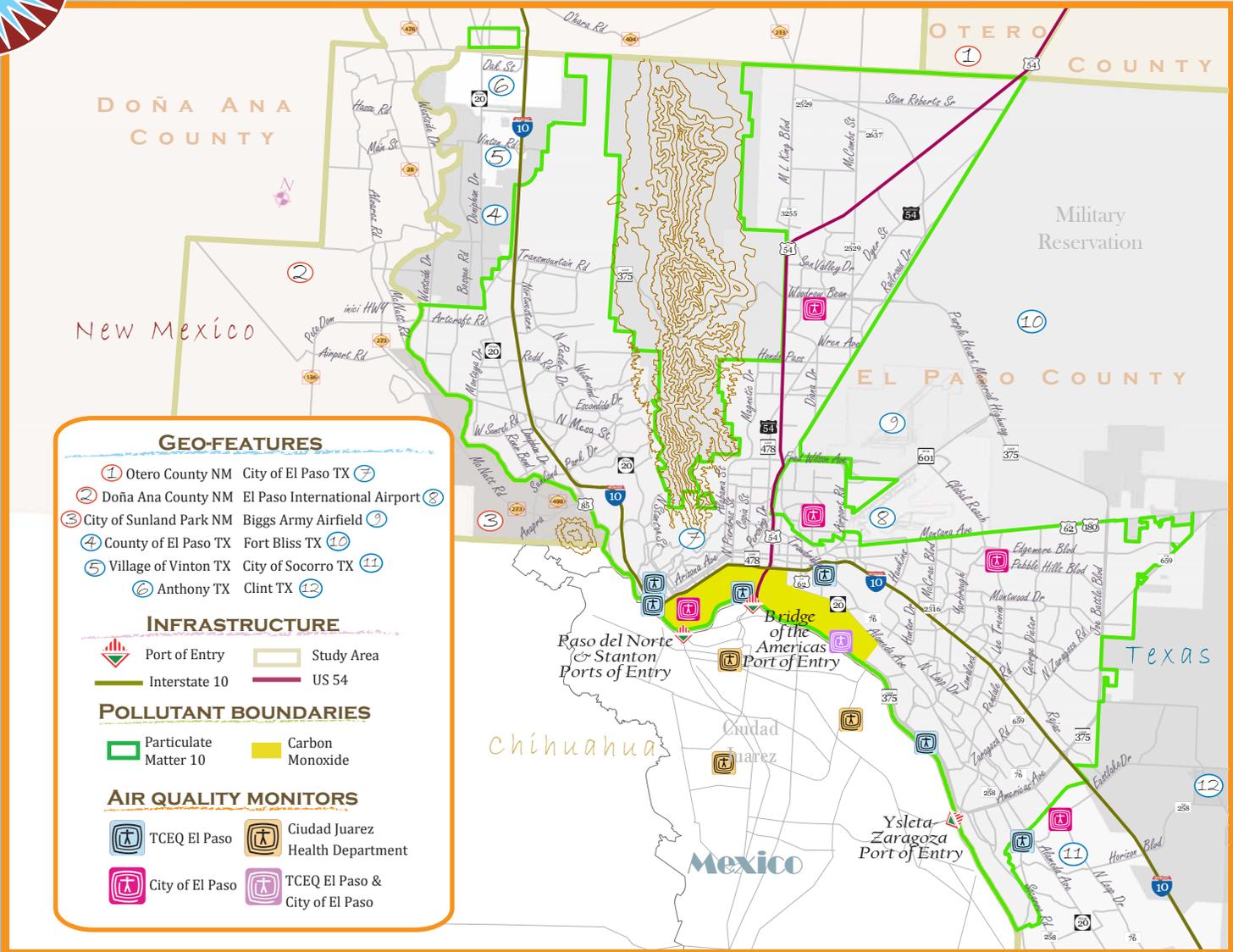


Exhibit B19: Non-attainment Boundaries

Regionally significant transit projects are represented through the mode choice model. The model includes route systems for transit, with changes in speed or other operating conditions affecting the projected ridership. The mode choice model has an effect on roadways by removing any projected transit riders before automobile vehicle trips are calculated and assigned to roadways. Improved transit service may also add vehicle trips by creating a greater demand for transit by offering express bus service thus creating a demand for auto trips to and from the outlying transit facilities. For purposes of the travel demand model it was assumed that a new port-of entry (POE) between BOTA and Zaragoza POEs would be operational.

The TPB, under federal rules that govern nonattainment metropolitan areas, must approve a long-range transportation plans and a short-range transportation programs every four years, with all plans passing an analysis for transportation conformity determination. When amendments are proposed to the MTP or TIP that are added capacity, a Transportation Conformity Report that scientifically documents how proposed transportation projects will affect air quality, the State Implementation Plan (SIP) and how the estimated emissions are conforming to emissions budgets. The Study Area is currently in attainment for the 8 hour ozone regulation, attainment for particular matter 2.5, in a maintenance plan for carbon monoxide (CO), and is in non-attainment status for particulate matter 10 microns or less (PM 10). Carbon Monoxide is a colorless, odorless, very toxic gas produced by the incomplete combustion of carbon containing fuels, most notably by gasoline powered engines, power plants, and wood fires. The new CO emission budget is 29.66 tons per day (tpd). Particulate Matter 10 microns or less is the term for particles and liquid droplets suspended in the air. Sources of PM 10 are natural sources such as fires and windblown dust. The current budget for PM-10 is 12.1 tpd.

Year	Season	Vehicle Miles Traveled	Emission Total	Emission Budget
2010	Summer	14,943,132	7.87	12.1
	Winter	15,103,364	8.23	12.1
2020	Summer	17,962,013	9.2	12.1
	Winter	18,154,612	9.62	12.1
2025	Summer	18,883,781	9.68	12.1
	Winter	19,086,267	10.12	12.1
2035	Summer	20,582,848	10.31	12.1
	Winter	20,803,552	10.77	12.1

Exhibit B20: PM₁₀ Emission Data

Year	Vehicle Miles Traveled	Emission Total	Emission Budget
2010	999,087	14.4	29.66
2020	1,297,568	13.4	29.66
2025	1,342,485	13.0	29.66
2035	1,440,884	13.7	29.66

Exhibit B21: CO Emission Data

RIDER 8 PROGRAM

This type of work has supported the Early Action Compact program, Ozone Flex program and other activities that helped the regions maintain air quality. Organizations use their staff, private vendors and college/universities to carry out projects to in the prevention of ozone nonattainment. With regard to emissions inventory a focus is placed on nonroad and area source categories apart from stationary and area sources. Data is to be obtained consistent with air quality control standards though approved networks and equipment working closely with those who monitor the data. Data analysis and conceptual model development is required with regard to the Mobile models and eventually MOVES. Air quality research/corroborative analysis development is to be performed with expertise from meteorologists, modelers and atmospheric scientists in modeling "runs" and model projections with consideration to Base Case Modeling. Formation of stakeholder/photochemical modeling technical committees will be required in the development of the models. Suggested technical contributions for Rider 8 Areas will be: Emissions inventory work specific to local areas, ambient monitoring, ozone transport studies, actual emissions reductions quantifications, detailed summaries of activities from voluntary local control strategies, Public outreach and educational activities as part of Weight of Evidence support.

CLIMATE CHANGE & PLANNING

The transportation sector, as one of the largest and fastest growing sources of greenhouse gas (GHG) emissions, is becoming a major leader for addressing climate change. Gases that trap heat in the atmosphere are often called greenhouse gases such as carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. The EPMPD is examining analytic methods/tools, GHG reduction strategies, potential impacts of climate change on transportation infrastructure, and approaches for integrating climate change considerations into transportation decision making as illustrated on these following federal websites <http://www.fhwa.dot.gov/hep/climate/index.htm> and <http://www.climate.dot.gov/about-the-center.html>.

Smart growth and energy conservation planning can provide the foundation for climate change planning. The City of El Paso has adopted a Sustainability Plan and Smart Code proving a footprint to address climate change. The Sustainability Plan is viewable at http://www.ci.el-paso.tx.us/sustainability/_documents/Sustainability%20Plan.pdf#view=fitH. The City of El Paso has also initiated the development of a comprehensive plan which will incorporate transit oriented development,

LAND USE PLANNING

Local land use policies play a paramount role on transport. Transportation and land uses are forever related as a function of externalities. Whether perceived as positive or negative, the impacts now and over time has become the focal point of many federal, state, and local communications. Simply stated, the existing surface transportation system has and will be subject to greater demand and reliability.

Currently some local municipalities practice zoning. The continued practice of the latter has and continues to sustain opportunity costs throughout the Study Area. Annexation and permitting of new subdivisions are the greatest contributors to capacity issues on the extant transport system. In general, municipalities loosely consider traffic impacts due to limited legal language defined in ordinances or the absence of the prescription. Currently EPMPD staff is jointly reviewing traffic impact analysis with the City of El Paso and TxDOT. The partnership examines the land-use and transportation elements to ensure that proposed improvements do not inhibit mobility and promotes other transportation modes. The partnership has met since June 2008. The EPMPD offers this joint service to all stakeholders within the Study Area, thus providing education and promoting the commitment to encourage land-use and transportation connectivity.

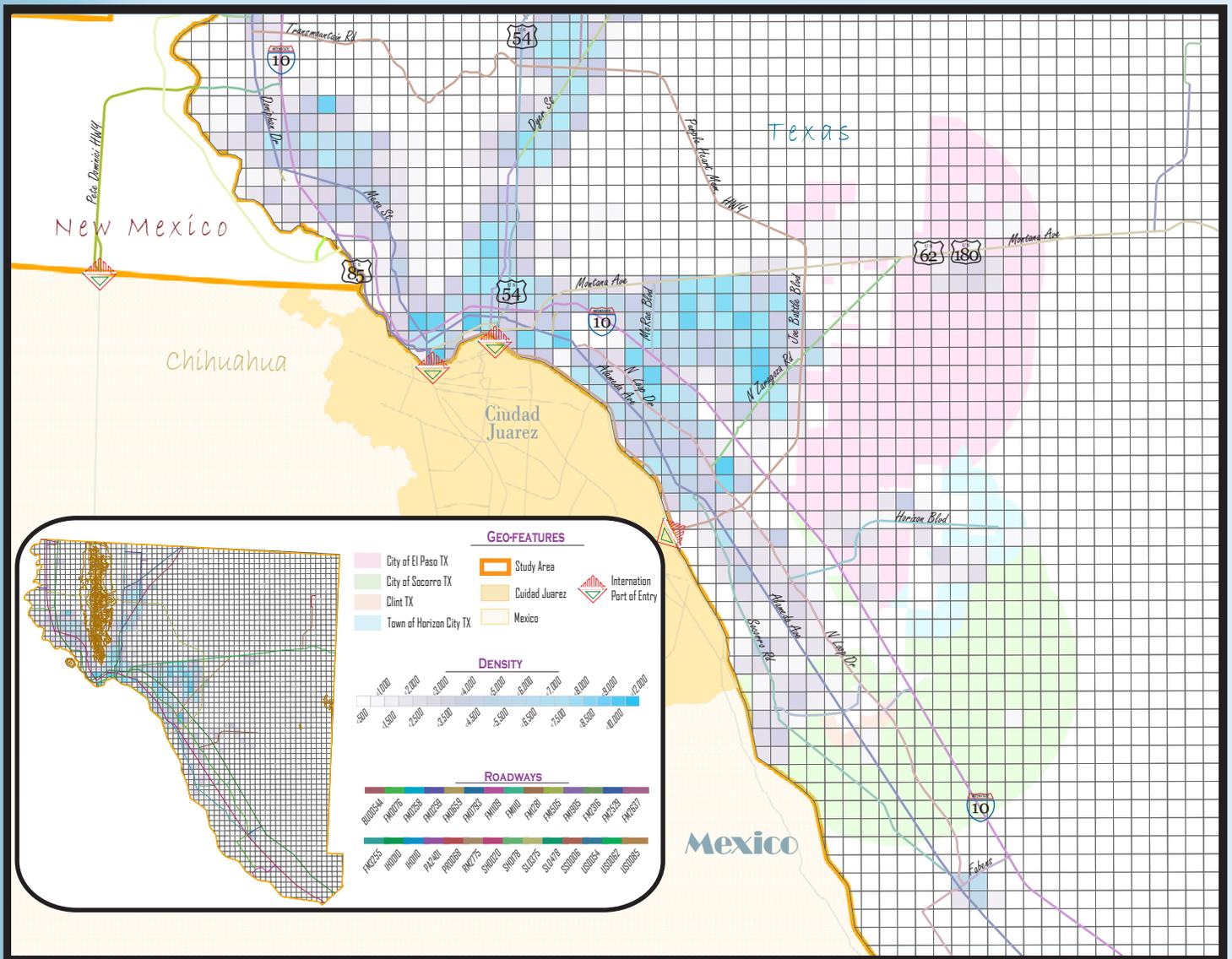


Exhibit B22: **Densification**

The Environmental Protection Agency's Region VI developed a state-wide environmental GIS platform. Among the various shapefiles available for use, a densification layer is illustrated above with local TxDOT roadways providing reference. The vast majority of the EPMPD's population resides within the City of El Paso. In addition, the extra-jurisdictional (ETJs) are illustrated to depict potential growth and annexation.

The influences of land-uses and transportation upon each other are continuous and complex. The various trends of urban form tradition and transport system depend-ability has facilitated a primer for new policy. The City of El Paso has adopted a Smart Code that explicitly illustrates the relationship between the two forces. Although optional, developers have collaborated with the permitting agency and EPMPD on the potential impacts of non-motorized and rapid transit transport into the design of the development. Member agencies with land use authority are now researching to address the land-use and transportation complex as a complementing utility.

SCENARIO PLANNING

Integrating smart transportation and land use planning and development for sustainability and advancing the quality of life is the basis for Surface Transportation Assessment and Research Scenario (STARS) initiative. The focus of STARS is to increase the awareness, correlation, and effectiveness of multi-modal transportation and community-based planning and redevelopment within the Study Area while maintaining cultural/environmental resources and Environmental Justice integrity.

One of the STARS' preliminary objectives is to identify transportation needs in corridors that encourage planners and policy-makers to start preparing strategies for preserving rights-of-way on long-range corridors promptly for future use. Strategic planning can prevent losing rights-of-way needed for developing transportation facilities and thus elevate mitigation cost.

Another objective is to accommodate the need of non-motorized transportation/travel (pedestrian, bicyclists and persons with disabilities) in the transportation planning process. An increase in non-motorized travel advances the development of a multi-modal mindset among transportation planning professionals and policy-makers. This strategy should also preserve and increase bicyclist and pedestrian safety within the Study Area.

Currently MPD staff is jointly reviews traffic impact analysis with the City of El Paso and TxDOT. The partnership examines the land-use and transportation elements to ensure that proposed improvements do not inhibit mobility. The MPD staff is ready to exam any traffic impact analysis within the Study Area, thus promoting the commitment to encourage land-use and transportation connectivity. The partnership has met since June 2008.

On June 4 and 5, 2008, the EPMPD hosted a Scenario Planning Peer Workshop. The goal was to familiarize all stakeholders, public, and private sectors on integrating transportation and land use alternative analysis. The workshop's participants were tasked with developing a functional city with prescribed Environmental Justice constraints. The three hour exercise yielded two different outcomes. One group adopted a quasi-vision and collectively zoned property as a function of density and allowed utilities to be built to serve specific land uses. This approach illustrated a savings in transportation cost. The other group formulated a low density community resulting in higher transportation cost. Similar workshops have been held for middle school students (October 2008) and the recent Texas American Planning Association Conference in El Paso (February 2009). Some presenters included Fred Bowers (FHWA Headquarters), Brian Betlyon (FHWA Resource Center), Coleen Clemensten (SANDAG Regional Comprehensive Planning), Mike Brennan (Fort Worth South, Inc.), Maribeth Feke (Greater Cleveland Regional Transit Authority), and Dr. Robert J. Czerniak (NMSU).

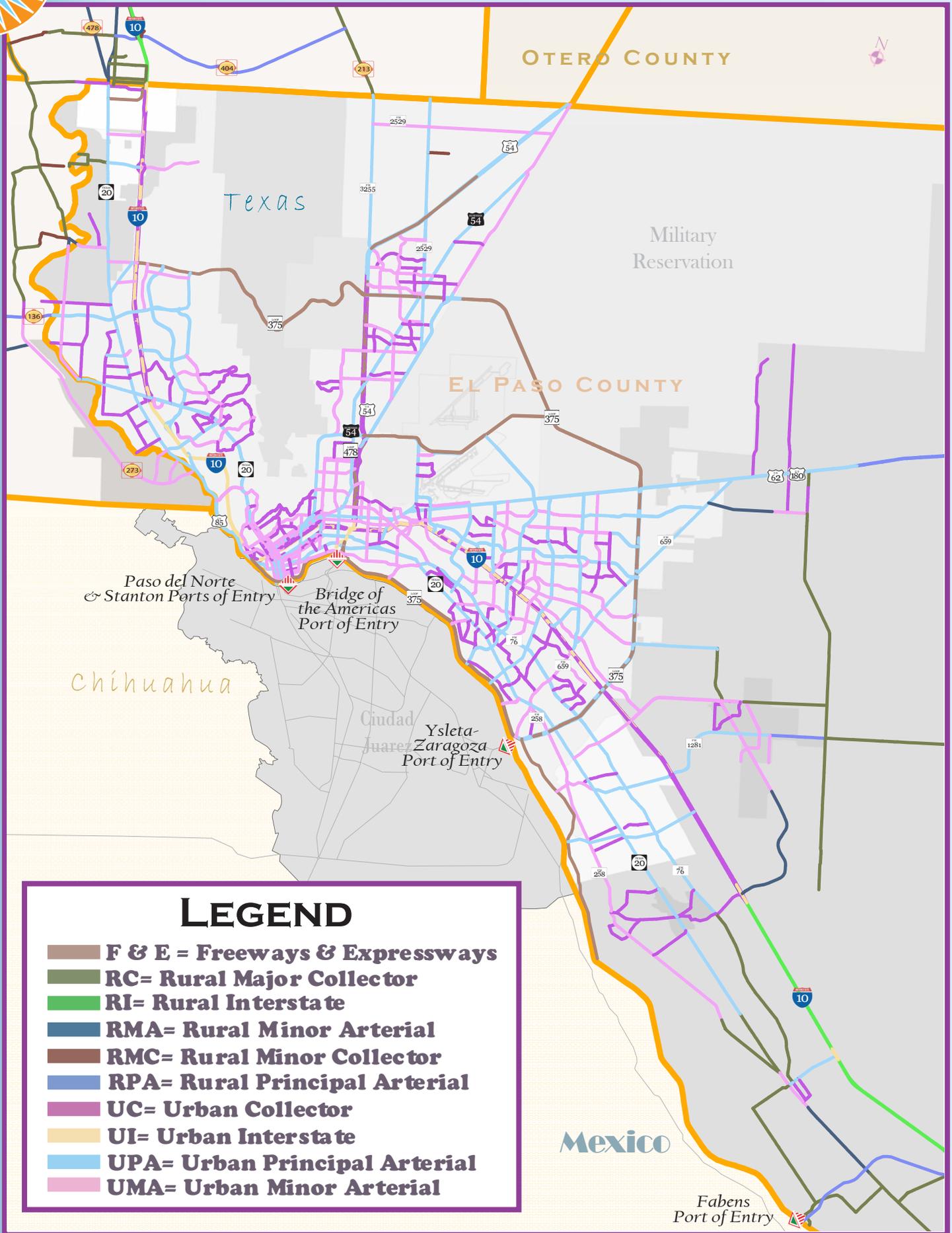


Exhibit B23: Workshop Exercise

TRANSPORTATION SYSTEM

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EL PASO METROPOLITAN PLANNING ORGANIZATION



LEGEND

- F & E = Freeways & Expressways**
- RC= Rural Major Collector**
- RI= Rural Interstate**
- RMA= Rural Minor Arterial**
- RMC= Rural Minor Collector**
- RPA= Rural Principal Arterial**
- UC= Urban Collector**
- UI= Urban Interstate**
- UPA= Urban Principal Arterial**
- UMA= Urban Minor Arterial**

Exhibit B24: Functional Classification

FUNCTIONAL CLASSIFICATION

The federal functional classification system (FC) is the process by which highways and streets are grouped into a hierarchy of classes according to the character of service they are designed to provide. For travel demand forecasting, the EPMPD also classifies highways and streets into a hierarchy of classes bound by speed and service capacity. The facilities are considered regional significant, moreover, any additional expansion of current inventory requires air quality analysis. This additional classification is also bound by Area Types that correlate to land use densities. Area Types include CBD, fringe, urban, suburban, and rural designations.

Functional Systems in Urbanized Areas

The four functional systems for urbanized areas are urban principal arterials, minor arterial streets, collector streets, and local streets. The differences in the nature and intensity of development between rural and urban areas cause these systems to have characteristics that are somewhat different from the correspondingly named rural systems.

Urban principal arterial system

This system of streets and highways is the urban principal arterial system and should serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires; and should carry a high proportion of the total urban area travel on a minimum of mileage. The system should be integrated, both internally and between major rural connections.

Urban minor arterial street system

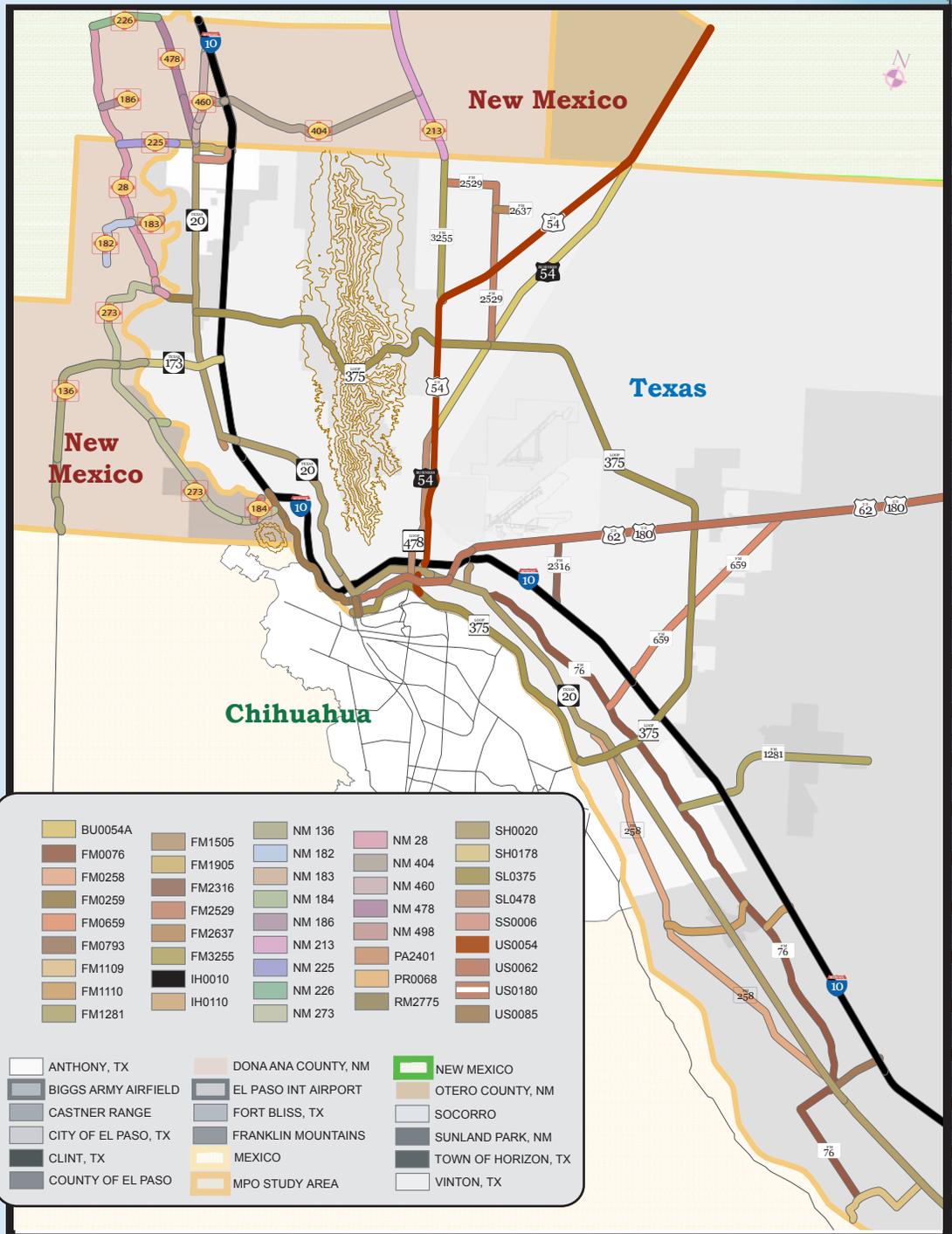
The minor arterial street system should interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials.

Urban collector street system

The collector street system provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas

Urban local street system

The local street system comprises all facilities not on one of the higher systems.



CONGESTION MANAGEMENT PROCESS

The purpose of the Congestion Management Process (CMP) is to measure multi-modal transportation system performance, identify the cause of traffic congestion, assess alternative actions, implement cost-effective actions and evaluate the effectiveness of implemented actions for the Study Area. The CMP seeks a "management" solution to a growing traffic problem by targeting resources to operational management and travel demand reduction strategies. Although major capital investments are needed to meet the growing travel demand, the CMP also develops lower cost strategies that complement major capital recommendations. The result is a more efficient and effective transportation system, increased mobility, and safer travel.

Seven Strategy Class	Estimated Cost (Millions)
Traffic Operational Improvements	\$191.3
Intelligent Transportation Systems (ITS)	\$7.8
Transit Operational Improvements	\$17.8
Transit Capital Improvements	\$27
Non-Motorized Modes/Measures	\$2
Congestion Pricing	\$500
Capacity Expansion	\$723.7

Exhibit B26: CMP Strategy Class

The primary goal of the CMP is to address the federal requirements that a Transportation Management Area is required to develop and implement a congestion management process meeting the requirements prescribed in 23 CFR 500.109(b) (1-6) and CFR 450.320. MPOs designated as non-attainment for ozone or carbon monoxide must demonstrate that alternative strategies do not adequately address congestion before programming capacity projects. The development of a new, fully operational CMP has been completed, addressing SAFETEA-LU requirements. The CMP will provide a maximum, flexible multi-modal approach to identify and alleviate congestion in a manner appropriate to the region. The CMP will also be amended as necessary as part of the development of every MTP. Currently the CMP has identified seven strategies classes. Recommended Strategies and Projects are identified either in The 2008 Comprehensive Mobility Plan approved by the Transportation Policy Board on July 25, 2008, or in the conforming TransBorder TIP (2008-2013). The recommendations reflect a balanced transportation system including multi-modal options as well as operational improvements. Exhibit B26 shows the estimated cost of each strategy class. The strategy classes adhere to the vision, goals, and objectives outlined in the CMP.

Study Area	2007			2035		
	Total VMT	Congested VMT	% Congested VMT	Total VMT	Congested VMT	% Congested VMT
Anthony/Vinton	636,415	-	-	1,236,492	357,650	28.9
Northwest	2,260,027	1,489,175	65.9	3,933,527	2,781,502	70.7
Central	722,332	438,821	60.8	937,412	571,447	61
Northeast	1,661,237	86,691	5.2	2,870,791	1,409,714	49.1
East	1,881,952	828,193	44	3,044,856	1,530,666	50.3
Lower Valley	1,095,281	188,249	17.2	1,197,178	265,388	22.2
Mid Valley	3,355,790	1,776,838	52.9	4,784,330	3,177,250	66.4
Horizon	679,821	-	-	2,132,223	207,208	9.7
Hueco	277,550	-	-	547,197	58,281	10.7
New Mexico	46,189	-	-	789,790	224,750	28.5
Santa Teresa	202,106	-	-	894,720	506,582	56.6

Exhibit B27: Percent of Congested VMT

Multi-resolution modeling methods were used to analyze truck restricted lanes on IH-10 due to a request from the City of El Paso on November 11, 2008, to TxDOT. Three defined time periods – morning, mid-day, and afternoon peak hours - were analyzed and simulation results demonstrated that restricting trucks with three or more axles from using the left-most lane had an overall improvement of vehicular speeds by approximately 1 to 2 miles per hour added to the average speed in most locations. Some benefits, included with the results, showed removing the largest vehicles from the left-most lane reduces the chances of smaller vehicles being “boxed in” by the larger trucks and reduced the amount of evasive maneuvers to the right lanes. As a result of the positive benefits the analysis demonstrated and as a strategic move to help improve upon growing traffic congestion within the IH-10 corridor, the City of El Paso adopted city ordinance #017156. This ordinance restricted trucks with three or more axles to the lanes on the right of the left-most lane on IH-10 from its interchanges with TX SH20 (Mesa St.) to FM659 (Zaragoza Rd.) on both east and west bound lanes. The 21-mile stretch includes some of the heaviest traffic congested segments of the region and the adoption of this ordinance helps attain management of traffic congestion without adding capacity to the corridor.



Exhibit B28: Truck Lane Restrictions



Exhibit B29: Don Haskins Overpass



Exhibit B30: Pendale Bridge

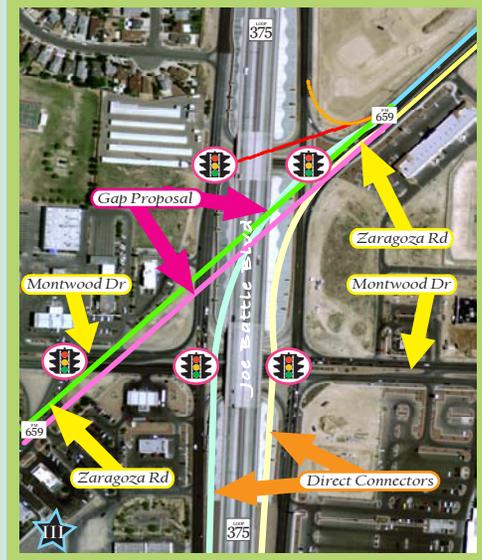


Exhibit B31: Gapless FM 659

KEY: — Zaragoza Rd TxDOT — Pendale Alternative — Burgundy Alternative — Don Haskins Alternative [Traffic Signal Icon] Signalized Intersection

Exhibits B29 through B31 demonstrate alternative analysis to Farm to Market Road 659 (Zaragoza Road) to explore strategies as required by federal regulations. Exhibit A Pendale Bridge is to be programmed in the 2035 TransBorder MTP Update. The project is reasonably expected to be built before the end of 2025. Any agency may submit a strategy or past investigation for CMP indoctrination. By investing in studies and /or analysis, the TPB can direct and collectively work to find solutions to alleviate congestion in the Study Area.

PEDESTRIAN ORIENTED PLANNING

Passages of SAFETEA-LU in 2005 both had an impact on encouraging transportation programming agencies to promote the feasibility and implementation of alternative modes of transportation. Bicycle and pedestrian facilities have been part of the strategy and these two acts of Congress encourage the inclusion of these two forms of transportation as a part of the design consideration in all new construction and reconstruction of transportation facilities if it requests federal funds [23 USC 217 (g) (1)]. As a result, the implementing agencies in this region have all taken large strides to include pedestrian and bicycle facilities within their transportation project designs and policies. With the extension of SAFETEA-LU until the end of 2010 and recent green legislation that pushes for more planning for alternate modes of transportation, funding strategies have been revamped to consider other venues and options to help fund potential projects.

Pedestrian oriented planning centers around of the overall experience of walking conditions; including safety, comfort and connection and access to desired destinations. In the effort to maintain walkable trends, transportation investments should be key on pedestrian safety and be designed with facilities with multiple customers in mind. People of certain ages and physical, visual, and audible impairments may interpret the experience quite differently than others. This experience may impact the customers' consideration of walking as a means of travel and encourage motorized models as a safer alternative. Safety for pedestrians is an issue frequently pointed out at EPMPD public meetings and webinars. The overall goal is to create and improve existing pedestrian facilities to facilitate walking as a safe and efficient travel mode and a resident's primary form of transportation.

ESSENTIAL FEATURES FOR A MORE WALKABLE ROUTE

Determining the fundamentals needed to create a pleasurable walking environment is essential for sustaining pedestrians. The quality and condition of pedestrian facilities are important factors in attaining a safe, comfortable, and enjoyable walking experience. The MPD advocates for the following

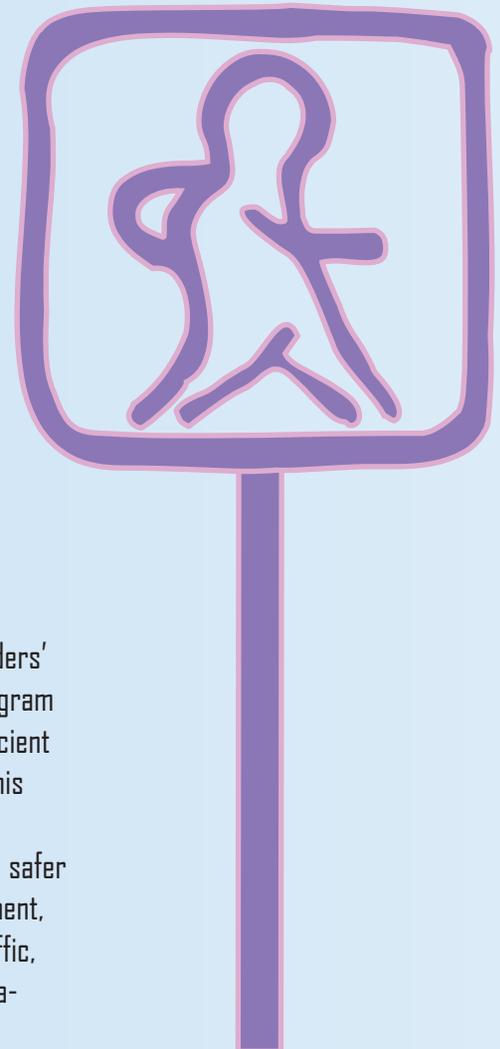
- Presence of a sidewalk
- Effects of motor vehicle traffic speed
- Barriers and buffers between pedestrians and motor vehicle traffic
- Curb ramps to facilitate crossing roadways (ADA Compliant)
- Marked crosswalks
- Traffic signals for pedestrians

TRANSIT ACCESSIBILITY

Transit is an important source of pedestrians' mode of transportation. Planning and designing enjoyable routes for pedestrians help encourage multi-modal travel. Creating the proper accommodations such as providing appealing walking conditions, making connections more accessible, and maintaining a safer walking environment promotes the usage of transit systems.

SAFE ROUTES TO SCHOOL PROGRAM

The Metropolitan Planning Organization takes part in informing and advising stakeholders' and the public on the Texas Department of Transportation, Safe Routes to School Program (SRTS). SRTS was established in August 2005 into the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU). The objectives for this program are 1) to enable and encourage children in grades K-8, including those with disabilities, to walk and bicycle to school; 2) to make bicycling and walking to school a safer and more appealing transportation alternative; and 3) to facilitate planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Some of the eligible infrastructure projects which are eligible to receive funding are sidewalk improvements,



pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, traffic diversion improvements, traffic calming and speed reduction improvements, and secure bicycle parking facilities. These projects must fall within a two-mile radius of an eligible school. Currently, in the El Paso area the schools that have applied for funding are:

- Ysleta Independent School District – 18 schools
- Socorro Independent School District – 8 school
- Horizon City – 6 schools
- El Paso Independent School District – 46 schools
- City of Socorro – 7 schools

BICYCLE ORIENTED PLANNING

Like pedestrian oriented planning, investments in bicycle transportation infrastructure can have an important role in regional mobility and air quality improvements. Automobile drivers that make the switch to non-motorized alternatives (to include roller-skates/blades and skateboards) can reduce a significant percentage of air pollution, congestion, and need for capacity projects. Past urban design and transportation investments address pedestrian and bicycle planning by retrofitting existing paths to accommodate these travel modes. The goal of pedestrian oriented planning is to not only promote bicycling for health/recreational purposes, but also to attract customers to become bicycle commuters. As part of the STARS initiative, EPMPD staff is coordinating with all regional stakeholders to create an inventory of presently available bike routes and existing facilities for bicyclists that have inter-connectivity to other forms of transportation, specifically aimed at transit and pedestrian modes. In addition, Staff collaborates with the Las Cruces MPO and Doña Ana County to help integrate both New Mexico's and Texas' bikes routes and create maps that show regional attractions and facilities for those who travel these routes.

Recommended Bikeways Developed

Recommended bikeways listed in the RBP totaled 106, not including pathways along easements or other routes that were more for recreational purposes. Out of those, twenty have been set down on pavement; however, most of those made are long boulevards which cover several miles. Additionally, nine others, including the bike/hike trail along Resler Dr. and along Artcraft Rd. in NW El Paso. Moreover, thirty-three of those in the 1997 routes in the draft version of the RBP map of the proposed bikeways in the 1997 RBP safety issues. However, work between more miles of routes to the

New Bikeways Development

In the summer of 2009, the El TxDOT, Texas cities El Paso and Las Cruces MPO, and NMDOT to map with both existing and proposed and its recommended routes and

After contemplating, collaborating, consulting amongst each other, they came to a final draft of a bikeways map that has an updated existing route system, some new proposed routes added to the infrastructure, and some routes that were recommended in the RBP were removed and replaced with better connectivity routes. Consideration was made regarding how the public's views towards bicycling had changed and how new routes were being used, even though they were neither designated nor proposed future routes. Additionally, there were some concerns for connectivity that was not present with some of the older recommended routes. Many changes in land use and development of residential areas had occurred since the RBP had been developed in 1997 and, as such, the updated map needed to reflect those changes. More proposed routes were added to accommodate new developments now existing or planned within the next 10 years. Concerns for ROW were also considered and some routes were rerouted through different roadways that would accommodate lanes or above grade trails more appropriately. Stakeholders also felt that the proliferation of new business districts, commercial areas, hospitals, and educational facilities also warranted new and/or changed routes from the RBP map. Careful evaluation of the route system and its connectivity to high employment centers, activity centers, and educational



RBP map have been removed as potential which was developed in summer 2009. Eight have been altered due to connectivity and/or stakeholders was accomplished to add many updated RBP map.

Paso MPO coordinated with Socorro, City of Sunland Park, NM, develop an updated bikeway route routes. This group reviewed the RBP reassessed the routes listed in the Plan.

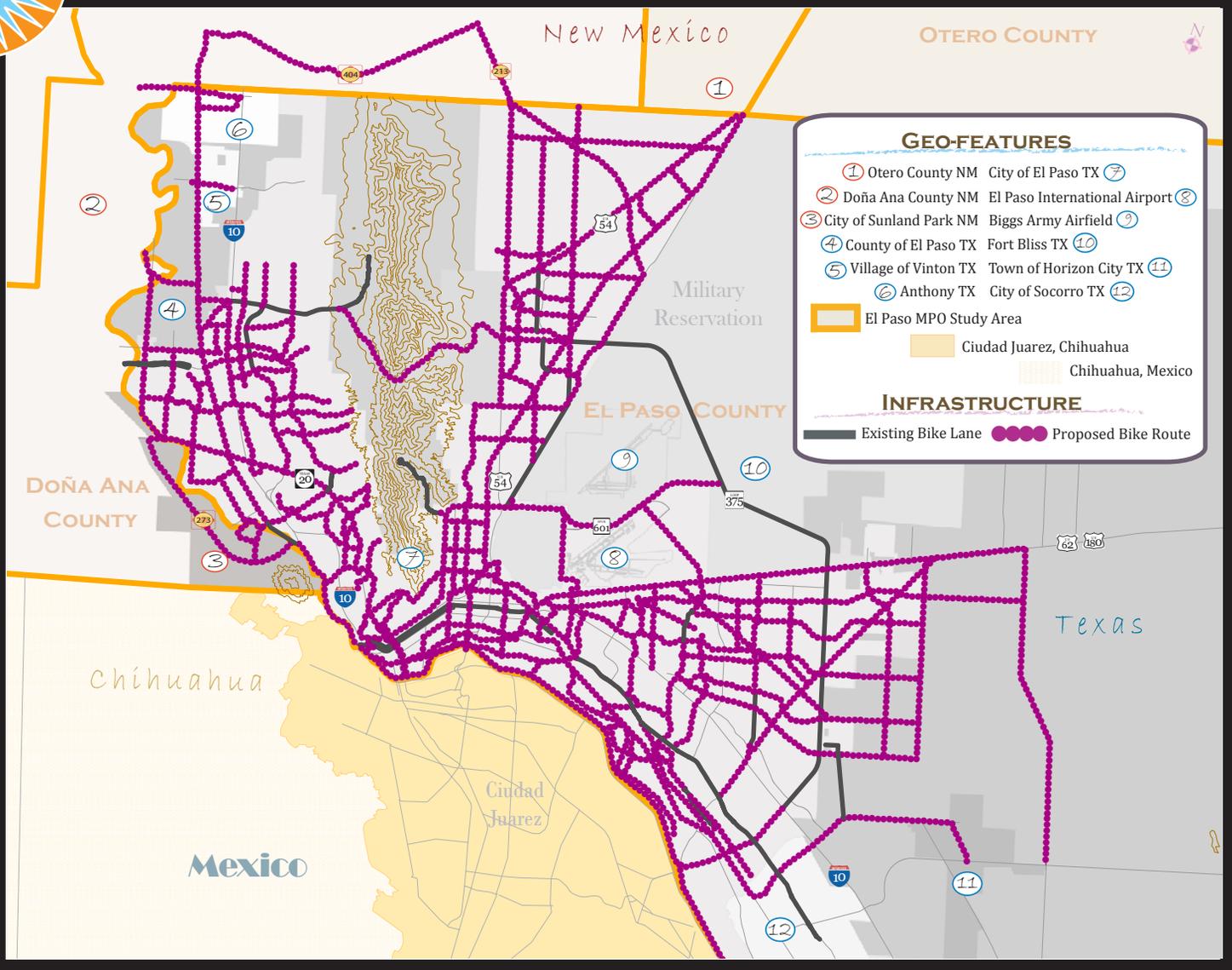


Exhibit B32: Bicycle Infrastructure

centers was done to ensure that commuting using a bicycle, or using a multi-modal method of transit and bicycle, would result in an efficient, satisfying, comfortable experience. The latest Bikeways Map, included here, accounts for the latest amendments and construction/stripping done to add routes to the infrastructure. An amendment made by the TPB in September 26, 2008, to the 1997 Bikeways Map added a north/south route along John Hayes Drive and extended east/west routes in Far East El Paso on Montwood Drive, Vista del Sol Drive, and Pellicano Drive. It also reiterated the need to keep the north/south route on Rich Beem Drive as a connector to residential development in the area to the major arterial bike routes.

Ensuring that the needs of bicyclists and their safety upon the roads and bikeways is part of the MPO's update on the new Bicycle Plan. Successfully implementing the goals set forth by both the Study and the new Plan will help promote increasing use of these facilities and decreasing the area's dependency on the SOV. The new plan will focus on the the following implementing strategies: Promoting bicyclist education programs, setting priorities on certain bikeways, including all concerns in planning and design strategies, increasing enforcement of ordinances, increasing enforcement of sharing the road with bicyclists, and increase awareness of funding allocations.

STATED PREFERENCE SURVEY

As part of the research undertaken to prepare the region for its mobility needs, the El Paso MPO in coordination with the El Paso District Office of the TxDDOT, developed a Stated Preference (SP) survey on future transportation alternatives. The main objective of the SP survey is to eventually develop a new generation of mode choice models, sensitive to transportation alternatives currently not available to the residents of the area.

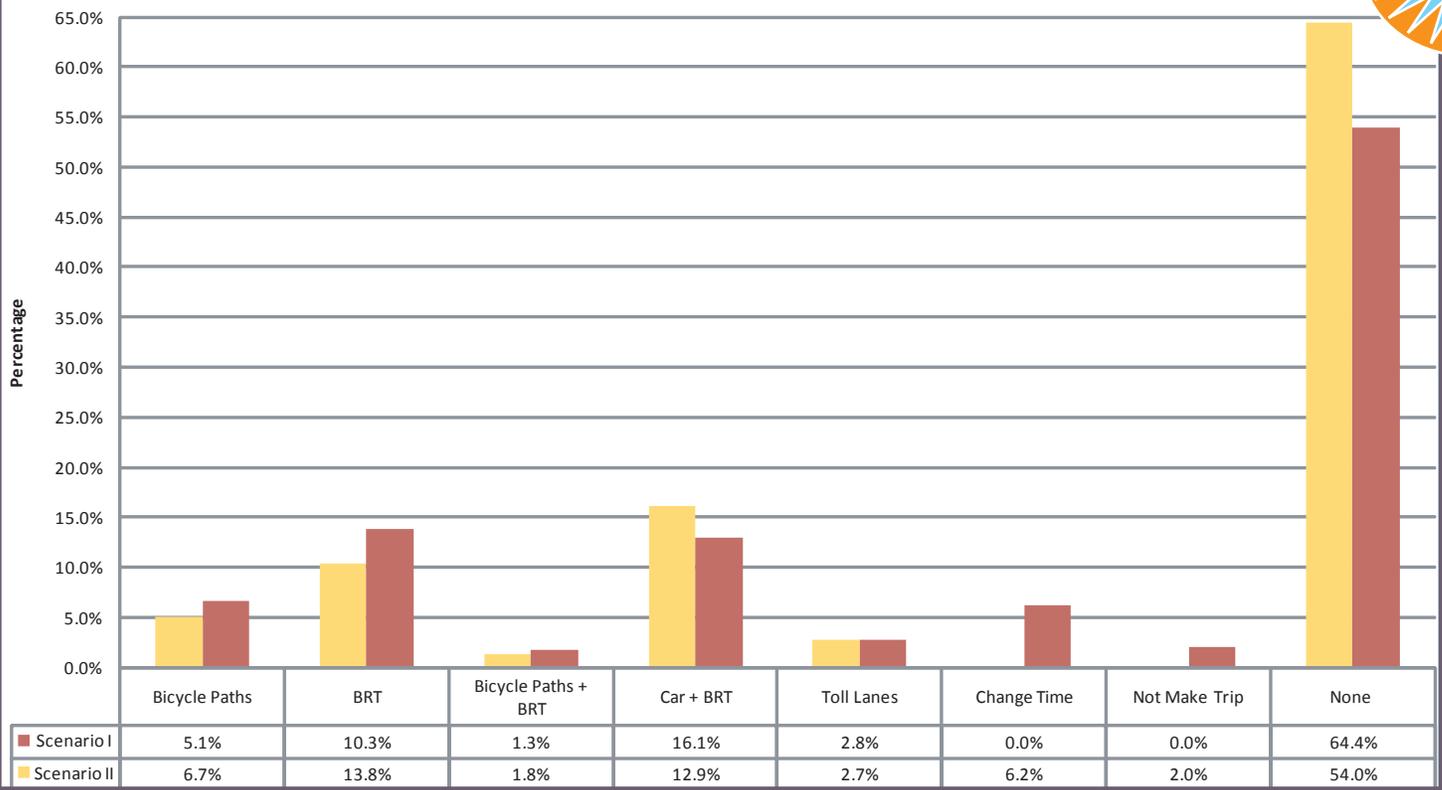


Exhibit B33: Preliminary Survey Results

The SP survey was applied during the fall of 2008 and spring of 2009 on a sample of 400 households randomly selected within the El Paso MPD area. All household members filled out separate travel dairies where all trips for a given day were recorded, including origin, destination, purpose, and travel mode. For each of the trips made, the respondents were asked if they would use other forms/modes of transportation, if available, such as: Bicycle Paths (bicycle on dedicated paths), bus rapid transit (BRT), bicycle paths and BRT, Car and BRT (park and ride facilities near BRT stations), and toll lanes. The respondents were asked to initially consider their answers under the existing traffic and fuel costs conditions; this was labeled as scenario I. Then, respondents were asked to reconsider their answers under a scenario II, characterized by increased congestion (such that any future alternative would be as fast as car mode) and increased fuel costs (double of current costs). For this second scenario the respondents had also the choice of changing the time of the day for the trips made, or even not making the trips. For all scenarios the respondents had the option of not changing their current modes of travel.

At the present time the information has been gathered, preliminarily analyzed and general trends established. Table I shows the current generic mode share of trips in the El Paso MPD area, and the predominant influence of the automobile. One of the most important insights obtained from the SP survey, though is the potential reduction in automobile use under the wide-spread implementation of alternative transportation modes, and their inter-connectivity. In this regard Exhibit B33 shows a summary of the future mode choices selected by current automobile trip makers, under prevailing traffic and fuel costs conditions (scenario I), as well as the choices selected under increased traffic and fuel costs (scenario II). If all trade-offs were met, the results in generic mode shares of trips would be those shown in Exhibit B33a. It is relevant to note the reduction of the automobile share of trips in any scenario, just by making available other transportation alternatives: there would be a reduction of 30% of the automobile share of trips under scenario I, and of 34% under scenario II. These should be taken as the maximum reductions possible. Depending on the level in which the tradeoffs are incorporated and met (i.e., the amount and location of BRT corridors, bicycle paths, toll lanes, etc.), the generic mode share will vary and the automobile reductions will stabilize between the current percentage and those of scenarios I and II. For a more precise estimation, the new mode choice model based on the SP survey information is needed, as well as the future transportation networks with the alternative modes. Both are currently under development.

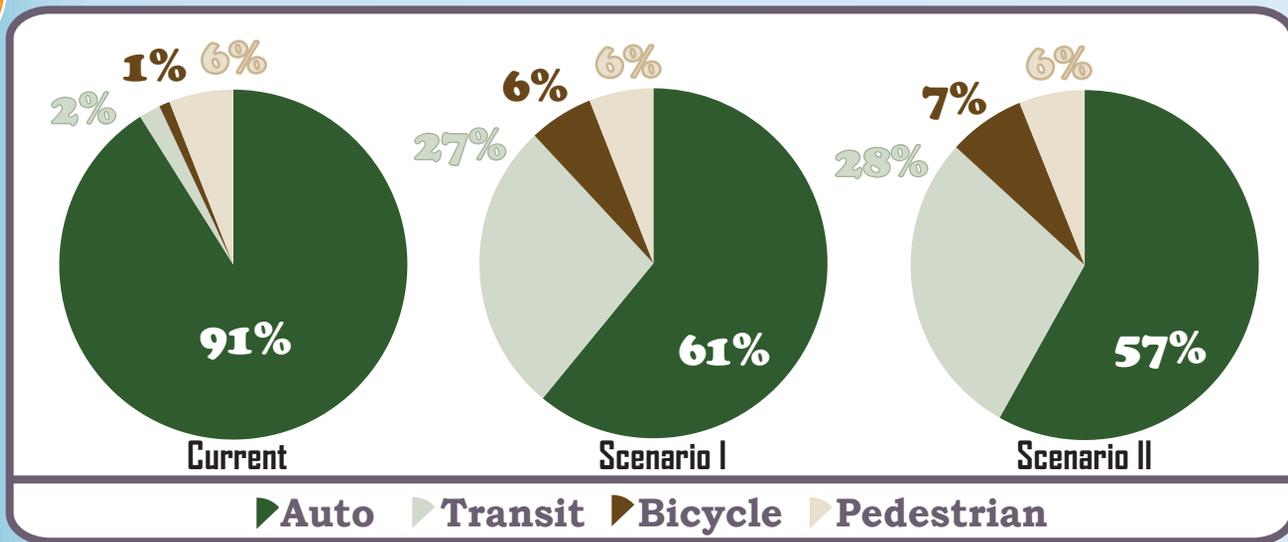


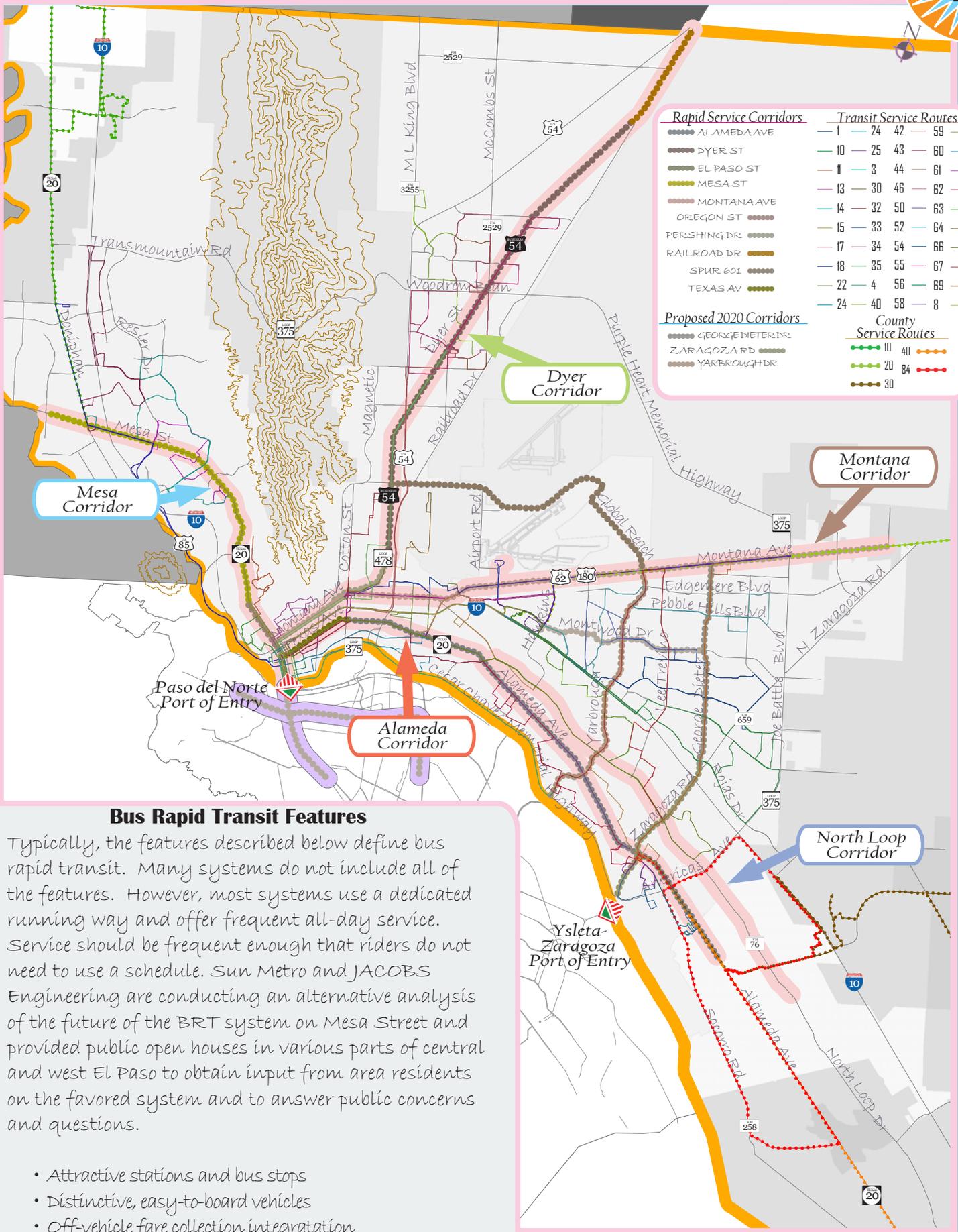
Exhibit B33a: Preliminary Survey Results

TRANSIT PLANNING

Five major corridors make up the El Paso region's fixed route transit system's network; Mesa/Westside, Dyer/Northeast, Montana/Montana Vista, Alameda/Mission Valley, and the International/UTEP corridors. Sun Metro is the main transit provider in the El Paso MPO Study Area with services within the urban area of El Paso, TX, including Sunland Park, NM. Sun Metro bus services fill in the gaps between these five corridors while El Paso County fixed route systems serve the areas outside the El Paso city limits with connectivity to Sun Metro end-route terminals or stops. Vanpool services and private taxi and transportation services help fill the remaining gaps in public transportation services. There are no fixed route services within the communities of Anthony and Chaparral, NM. However, in 2009, the Gold Route Commuter Bus Service became available through New Mexico DOT for those who commute between Las Cruces and El Paso.

Since 2006, Sun Metro has added 6 new routes while deleting 4 that had to be deleted due to ridership, scheduling, and fleet size. As of 2007, Sun Metro has a total fleet of 149 buses, all of which are compressed natural gas (CNG) fueled buses. There are 54 total standard fixed routes and 2 SMART routes. The longest of which runs almost 48 miles per round trip and the shortest of which runs almost 4 miles per round trip. Passengers have a total of 139 bus shelters to use out of the 3,060 bus stops available for the services. Services run 7 days a week with limited services on Sundays and holidays. Routes and ticket information may be accessed by telephone and Internet: <http://www.elpasotexas.gov/sunmetro/default.asp>. New bus terminals have been constructed to prepare for future route and ridership expansion and the introduction of the region's expanded rapid transit service. These new transit terminals include the Bert Williams Downtown Transfer Center and the Al Jefferson Westside Transfer Center. State-of-the-art facilities are planned for all new terminals and will include real-time bus arrivals, indoor seating, and Wi-Fi amenities.

El Paso County bus services are developed to accommodate those residents living outside of the El Paso city limits with connectivity to Sun Metro's fixed route services. There are a total of five fixed routes that originate and run through the Anthony/Canutillo area, the Fabens/Tornillo area, far east El Paso in Montana Vista, the Town of Horizon City, and the Clint and Socorro area. A contract between El Paso County and Sun Metro allows transfers between the El Paso County transit system and Sun Metro. LULAC helps provide drivers and their training for used by the County. The four county routes are: Route 10 Anthony/Canutillo, Route 20 Montana Vista, Route 30 Horizon City, Route 40 Fabens/Tornillo, and Route 84 EPCC Mission del Paso. El Paso County Transit initiated service in 1995 and had a current annual operational budget of \$718,177 in 2008 and \$632,796 in 2009; that includes federal, state, local and farebox revenue. El Paso County provides commuter bus service Monday through Saturday (no Sunday or holiday service). Eight buses comprise the fleet and only one bus uses alternative fuels (LNG/CNG). Lack of funding for operations have forced a halt in the expansion of any County services. While acquiring CMAQ funds to help fund the rural services alongside fare box revenues, the remaining cost is subsidized by funds allocated by the El Paso County Community College Student Government Association, the City of Socorro, the Town of Clint, and the County.



Rapid Service Corridors		Transit Service Routes			
ALAMEDA AVE	1	24	42	59	
DYER ST	10	25	43	60	
EL PASO ST	11	3	44	61	
MESA ST	13	30	46	62	
MONTANA AVE	14	32	50	63	
OREGON ST	15	33	52	64	
PERSHING DR	17	34	54	66	
RAILROAD DR	18	35	55	67	
SPUR 601	22	4	56	69	
TEXAS AV	24	40	58	8	
Proposed 2020 Corridors		County Service Routes			
GEORGE DIETER DR	10	40			
ZARAGOZA RD	20	84			
YARBROUGH DR	30				

Bus Rapid Transit Features

Typically, the features described below define bus rapid transit. Many systems do not include all of the features. However, most systems use a dedicated running way and offer frequent all-day service. Service should be frequent enough that riders do not need to use a schedule. Sun Metro and JACOBS Engineering are conducting an alternative analysis of the future of the BRT system on Mesa Street and provided public open houses in various parts of central and west El Paso to obtain input from area residents on the favored system and to answer public concerns and questions.

- Attractive stations and bus stops
- Distinctive, easy-to-board vehicles
- Off-vehicle fare collection integration
- Use of intelligent transportation system technologies
- Midday headways of 15 minutes or less
- Peak headways of 10 minutes or less

Exhibit B34: Transit Features

Vanpooling services are also provided by the County through VPSI Inc., a vanpool service company out of Troy, Michigan. First offered for El Paso County area services only, the County acquired permission to provide out-of-state vanpool services provided they do not use any Texas state funds to fund it. The service started in 2008 with the help of some funds from the MPO, acquired out-of-state service allowance in 2009, and will continue to grow as the need grows. Originally starting out with 10 vehicles, the service now provides 44 vehicles for vanpooling. Since the inception of out of-state services began, the need for more vehicles has grown. Services within the NM area of the El Paso MPO Study Area do not have any fixed route services. Those who reside in Anthony, NM, have the opportunity to utilize the County's Anthony, TX, route services, however, those in Chaparral, NM, do not have any opportunities to connect to a fixed route system without traveling into El Paso proper and catching the northeastern most Sun Metro route or transferring at the Northgate Transfer Terminal in northeast El Paso. RoadRUNNER Transit only provides services within Las Cruces proper, with a contractual service out of Mesilla, NM.

Coordinated efforts made through the El Paso MPO, TxDDOT, El Paso County, NMDOT, and Sun Metro helped in the development of a new commuter route between Las Cruces and El Paso; the Gold Route. Operated by All-Aboard America and managed by NMDOT, the service utilizes 57 passenger motor coaches equipped with lavatories and two ADA compliant wheel chair spaces per bus. Services run Monday through Friday, except holidays, and have four boarding/alighting stops: Downtown El Paso, Anthony, TX, NMSU, and Las Cruces Terminal. Aimed at the student and employed commuter, the service has seen great success within the region and, during the planning stages of the Gold Route, other services within the two metroplexes were analyzed and considered. Operational expenses within the first year are expected to run as much as \$250,000. In addition to the stops, route information can be acquired by telephone and Internet: <http://www.elpasotexas.gov/sunmetro/sunroute.asp>. Funding for the service is partially received from TxDDOT and from NMDOT. Further coordination by the El Paso MPO with New Mexico stakeholders is evident in its participation and establishment of the South Central Regional Transit District (SCRTD). In November 2009, the SCRTD released its Service and Financial Plan and its plan complements the MPO's MTP initiatives for services within the NM region of the MPO's Study Area. More coordinated efforts are needed to help develop transit services within the rural areas of Anthony and Chaparral.

The Multi-Regional Transit and Commuter Committee (MRTCC) helped coordinated the SCRTD effort and the El Paso MPO is an active participating member of the committee. The purpose of the committee is to develop a truly multimodal transportation network with improved connectivity for the study region and with the international port of entry.

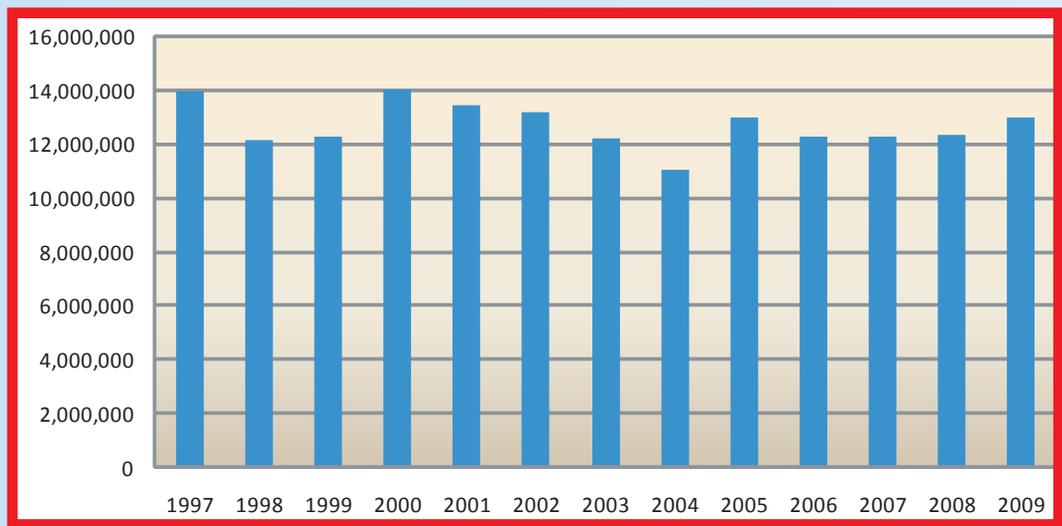


Exhibit B35: Sun Metro Ridership

Otero County has a small portion of its county within the MPO Study Area with Chaparral, NM, incorporated into it. However, neither the MPO nor the SCRTD has analyzed or calculated programs for transit solely for the Otero portion of Chaparral but instead have incorporated the whole area into their analytical strategies. On the other hand, some analysis done by the SCRTD has included future commuter transit options from Alamogordo to El Paso by ZTRANS, a transit operator in New Mexico who provides services for most of the southern New Mexico region. Two trips per day between Chaparral, Fort Bliss and El Paso are estimated to cost \$128,456. Four trips would cost approximately \$257,000.

In El Paso, bus rapid transit, signified by the acronym SMART (Sun Metro Area Rapid Transit), has been introduced incrementally, starting with a line from the downtown international bridge to the downtown terminals and UTEP areas at the Glory Road Transit

Terminal. Known as SMART Route 101, the route operates approximately every 10 minutes on weekdays during peak hours, every 15 minutes during non-peak hours, and every 30 minutes on Saturdays. Route details can be viewed at: <http://www.elpaso.texas.gov/sunmetro/sunroute.asp>. Expansion of the system went forward with another SMART route that runs along the Alameda corridor from the Downtown Transfer Terminal and ending at the future location of the Mission Valley Transfer Terminal at Alameda and Zaragoza. Known as SMART Route 103, this route operates every 45 minutes on weekdays and every 90 minutes on Saturdays. Route details can be viewed at: <http://www.elpasotexas.gov/sunmetro/sunroute.asp>. The SMART system will expand by 2015 to include the downtown international bridges and a transit terminal interface and extensions in other corridors listed below. The expanded BRT system will include ITS, signal prioritization, diamond-striped lanes, and transit terminal interfaces.

COMMUTER TRANSIT PLANNING

El Paso's Burlington Northern-Santa Fe (BNSF) rail yard had a unique visitor roll onto its tracks on May 8, 2009. New Mexico's Rail Runner Express rolled its locomotive and two passenger cars into the site for a public display session that included several speeches from various policy makers. Coinciding with recent talks between the City of El Paso and New Mexico Mid Region Council of Governments (administrators of the rail system), the appearance of the train added an impressive visual to emphasize the system's abilities to meet riders' needs.

Both Las Cruces and El Paso policy makers are eager to commence planning for a light rail commuter system between the two cities of Las Cruces and El Paso. Many comparisons have been made between how a route between Las Cruces and El Paso could closely resemble the success of the existing route between Albuquerque and Santa Fe.

Inter-county commuter trips between the two cities, retrieved from Census 2000 data, range from approximately 10,446 originating in Doña Ana County to El Paso County and approximately 4,322 originating from El Paso County to Doña Ana County. Work travel modes by county data reveal that 51,520 comprise SOV mode and 9,753 comprise carpooling modes from Doña Ana County with 303 using public transit. El Paso County's data reveals that 185,573 comprise SOV mode, 39,606 comprise carpooling, and 5,312 use public transit. In El Paso County, more than 1% of total work trips is by public transit.



NEW MEXICO
Exhibit B36: RAIL RUNNER EXPRESS

Local stakeholders have reiterated that there is a need for an increase in public commuter options and light rail is an option that is being considered. Rail Runner's ridership showed an increase of 15.40% between 2003 and 2007 and while operating costs rose by 52.66%, local revenues have also risen by 55.54%. Additionally, a bill authored by New Mexico Congressman Harry Teague of New Mexico's 2nd district is out for consideration that would direct the Secretary of Transportation to develop grants for the purpose of funding feasibility studies for rail express services connecting El Paso and Las Cruces. According to New Mexico sources, \$400 million was used to establish about 100 miles of track for the Rail Runner in mid-New Mexico and another \$80 million to purchase locomotives and passenger cars. Officials pointed out the rail between Las Cruces and El Paso would potentially be 50 miles long and, depending on economic standings within the market, would potentially be less to develop.

The recent action by the U.S. Senate Transportation - Housing and Urban Development Appropriations Subcommittee marked up their FY 2011 Appropriations Bill and released a list of earmarks. One of the earmarks is a \$1 million FTA; discretionary grant for the Las Cruces to El Paso Transportation Corridor Alternatives Analysis. This earmark is in response to a request that NMDOT made for \$1.5 million for the project last year, with the understanding that the funds would be provided to the Las Cruces MPO to conduct the study.

TRANSPORTATION SYSTEM

HEALTH & HUMAN SERVICES TRANSPORTATION

El Paso MPO staff actively participates in the Far West Texas/El Paso Regional Transportation Coordination Coalition (WTEP) formed under the direction of the Texas Department of Transportation (TxDOT) as required by the Texas Transportation Code, Chapter 461 – Statewide Coordination of Public Transportation, June 2005. Responding to the chapter’s legislative intent to eliminate waste, generate efficiencies and further reduce air pollution through improved coordination of public transportation, a core group formed a steering committee, set up a work plan and secured grant funds from TxDOT to carry out the steps of that plan. TxDOT awarded the planning grant to El Paso County Transit. During the development of the Far West Texas Regional Workplan, *Vamonos*, the MPO conducted an end-user survey to assess the needs and concerns of the 6-county region’s para-transit users. The MTP accounts for \$32 million in (5316) Job Access and Reverse Commute and 9.2 million in (5317) New Freedom funds.

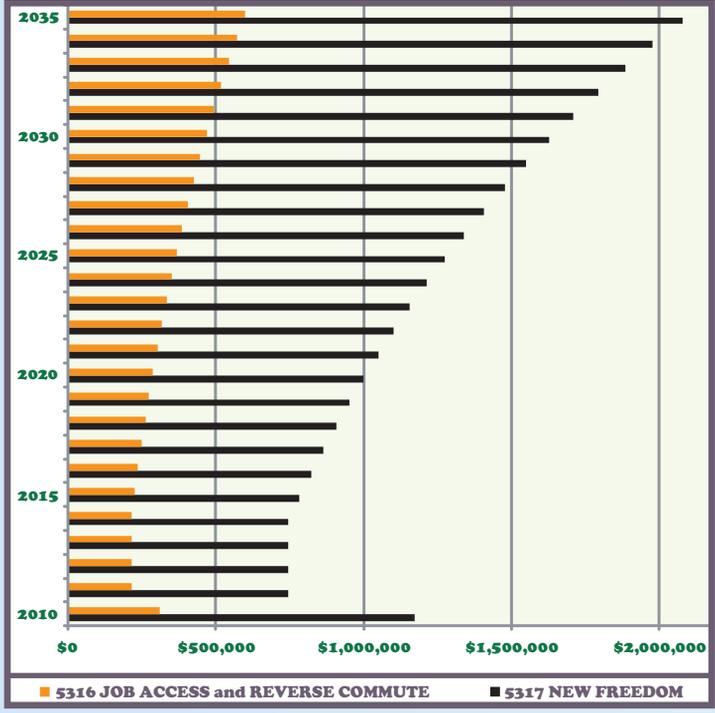


Exhibit B37: WTEP Funding Forecast

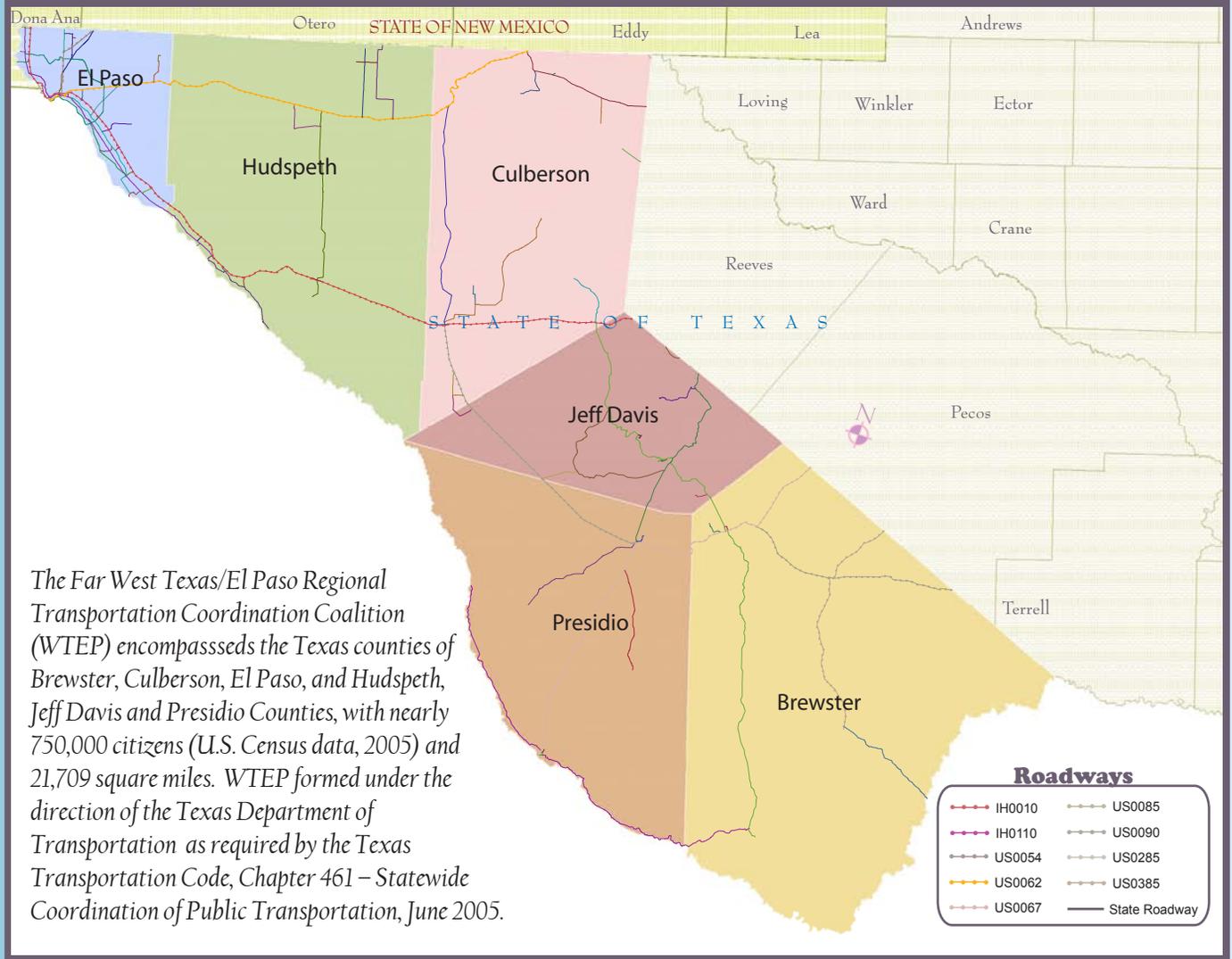


Exhibit B38: WTEP Geography

RAIL AND FREIGHT PLANNING

Freight concerns have been arising due to the consideration of the construction of a new port at Punta Colonet in Baja California Mexico and the rising demand in rail freight. Current conditions show 25 to 50 trains per day going in an east-west direction with 15-25 trains moving in a north-south direction. Union Pacific confirmed the east west direction volumes as approximately 32 trains per day travelling in an east-west direction. Present conditions show no significant impact with regard to at-grade rail crossings in El Paso. However, Union Pacific is planning for 70 trains per day in the El Paso area by 2015. Future conditions will show approximately 100-200 trains per day going east and west by the year 2035. In terms of level of service, this is considered a level of service F if no future improvements are done. For north and south rail movements, 25-50 trains per day are expected which represents a level of service D. In order to address the future demands of freight the EPMPD has incorporated in the Metropolitan Transportation Plan the Santa Teresa, NM POE Intelligent Transportation System Improvements, Zaragosa Commercial and Passenger Bridge Lane Improvements, Guadalupe-Tornillo Port of Entry, Santa Teresa Inter-modal Rail Station, and Railroad Overpasses and Truck Road Infrastructure. In addition TTI's analysis of port constructions in Mexico that show that within the next five years no significant impacts will occur within the Study Area. There has been discussion on of establishing an international rail crossing through Mexico and New Mexico. In the short term, NMDOT will soon be building a refueling station for freight trains. It is anticipated that in the future this refueling station will become an intermodal rail station. The completion of this project is expected to finish anywhere between the years 2007 and 2015. The project will help Union Pacific to relieve freight congestion from El Paso to Santa Teresa, NM. In the long term, New Mexico and Mexico are scheduled to complete an international rail crossing between Mexico and New Mexico. In an effort to examine its feasibility, TXDOT has initiated the Regional Ports of Entry Operations Plan study.

Future Conditions

Figure B39 shows two trend analyses, linear and exponential, of the projected trains per year. A linear trend was used assuming a slow U.S. economic recovery. If the linear trend continues by 2035, there would be almost 3,500 trains per year that would cross internationally. Assuming a more optimistic U.S. economic recovery an exponential trend was used. If the exponential trend continues by 2035, there would be almost 5,300 trains per year that would cross internationally. Therefore it is estimated that the number or train crossings by the year 2035 is anywhere from 3,500 to 5,300. However, if the Punta Colonet seaport in Baja California that is to relieve the Los Angeles seaport is programmed and constructed, these figures could change with increases in the number of international train crossings per day.

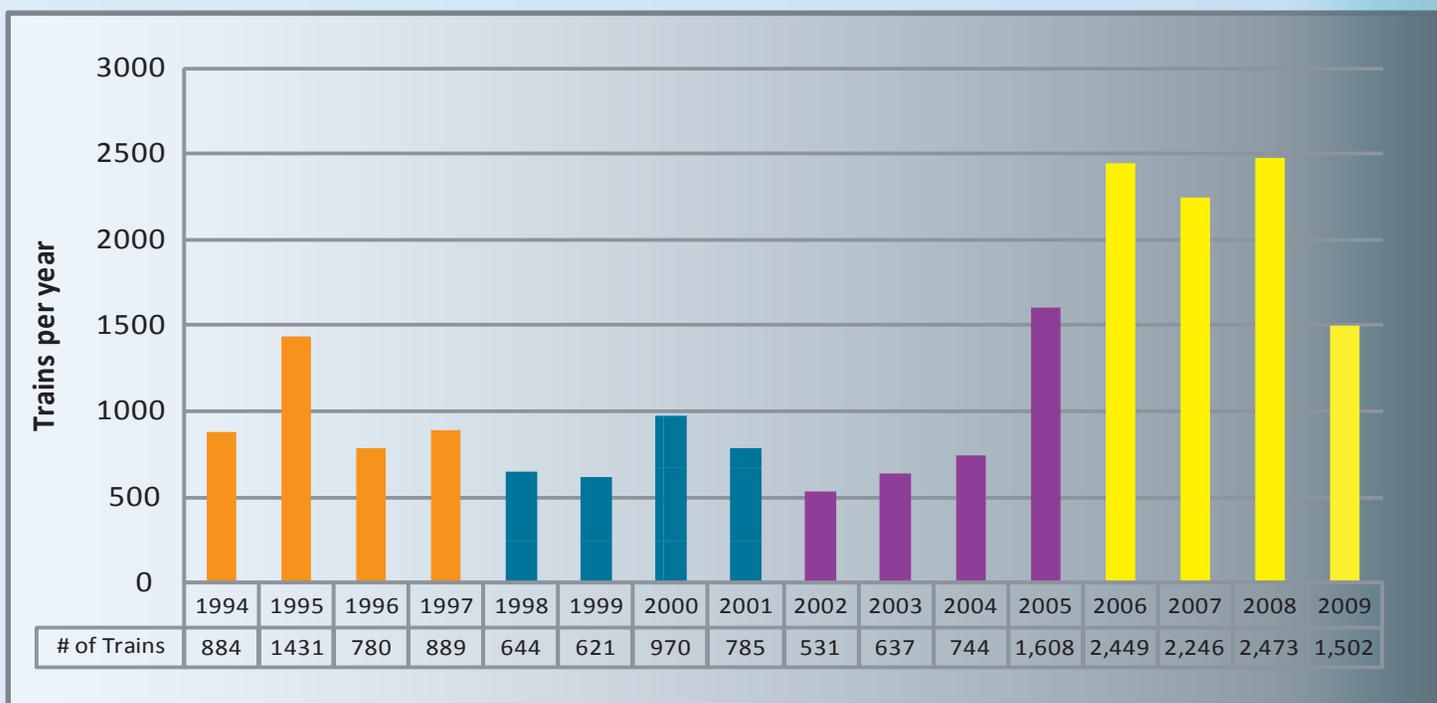


Exhibit B39: International Train Crossings

AVIATION & CARGO PLANNING

El Paso International Airport (EPIA) is the primary airport serving the region's aviation needs, providing passenger and air cargo service to the El Paso Borderplex area. Over the past seven years, the City of El Paso has invested over \$100 million in aviation transportation facilities. Today, EPIA is the largest and most modern air transportation center on the US/Mexico border. Situated on 6,800 acres, EPIA serves an air trade area consisting of West Texas, Southern New Mexico and Northern Mexico. In 2006, EPIA serviced over 3.4 million passengers via eight airlines and their subsidiaries. Today, the EPIA has 67 daily domestic flights, connecting El Paso to 18 non-stop destinations, of which eight are the largest connecting hubs offering non-stop service to all of North America, Europe and the Pacific Rim. Since 2003, El Paso's passenger traffic has experienced an average annual growth of 4.31%, contrasted with a national growth of 2.88%.

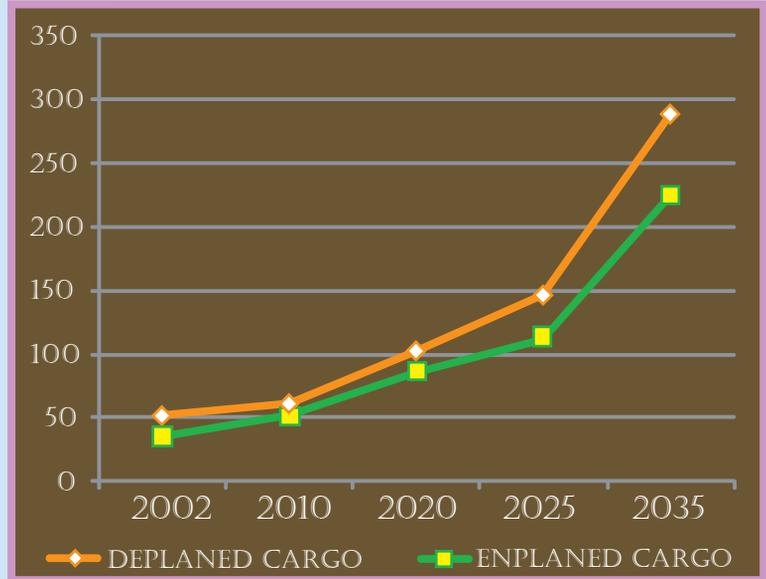


Exhibit B+0: Cargo Forecast

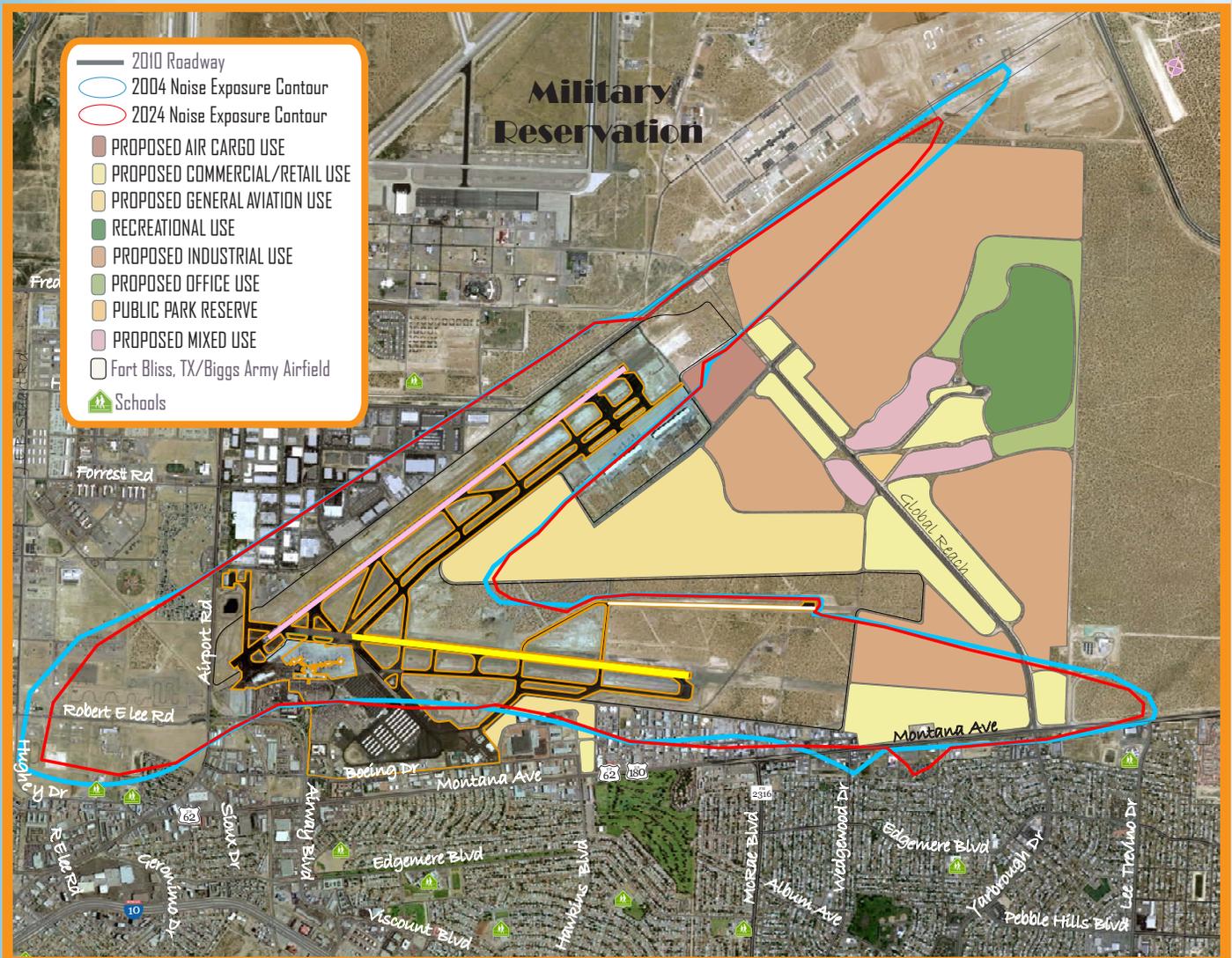


Exhibit B+1: El Paso International Airport Master Plan

BORDER PLANNING

Within the El Paso MPD study area there are six port of entries (POEs) as shown on Exhibit P1. The following examines these issues and concerns for pedestrian, passenger vehicle, commercial trucks, and bus crossings. Extant and future conditions as well as what alternatives and strategies exist to address these issues are investigated. Finally, an overview of the recommendations and their plan for implementation are reviewed. With regard to mode shifts at each port of entry, vehicle and pedestrian international crossing for years 2007, 2008 and 2009 were assessed. Most noted were pedestrian mode crossings at all Ports of Entry. Paso Del Norte Port of Entry pedestrian mode crossings increased from 69.52 % in 2007 to 72.73% in 2009 Zaragoza Port of Entry was observed to increase from 17.2 % in 2007 to 20.21% in 2008 and 30.74 % in 2009. Pedestrian mode crossings at Bridge of the Americas Port of Entry were observed to increase from 10.86 % in 2007 to 16.2 % in 2009. The Fabens port of entry tripled in percentage pedestrian mode share accounting for 4.23% in 2007 to 12.36% in 2009. The Santa Teresa Port of Entry pedestrian mode crossings increased from 4.71 % in 2007 to 6.56% in 2009. Overall there are more pedestrian mode crossings and less privately owned vehicular (POV) crossing. It is believed that this shift from vehicular to pedestrian mode of traffic is attributed to the economic downturn and long queuing times. With an increase in pedestrian modes of traffic, opportunities may exist for transit services near or at the international ports of entry. The El Paso MPD advocates Dedicated Commuter Lanes on all POEs.

There are a total of six international ports of entry (POE) in the Study Area. El Paso regional ports of entry are among the busiest land ports in the state and nation along the U.S./Mexico border. Among Texas and national land ports along the US/MX border, the El Paso ports are ranked in the following positions in terms of dollars generated:

- 2nd - Exports (TX and US/MX) at \$19.3 billion.
- 2nd - Imports (TX and US/MX) at \$25.0 billion.

The Santa Teresa port of entry is ranked 1st among imports (\$546 million) and exports (\$1.3 billion) in NM POEs and 10th in exports and 9th in imports on the US/MX border.

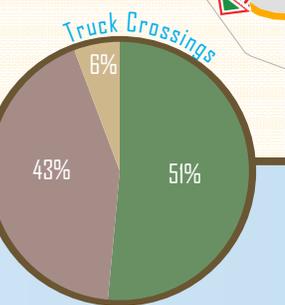
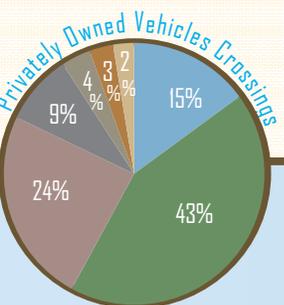
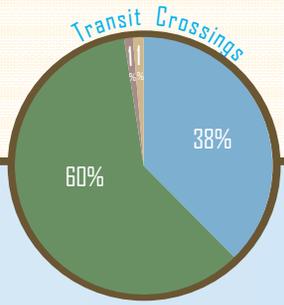
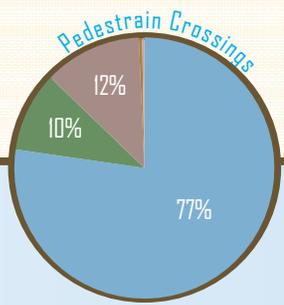
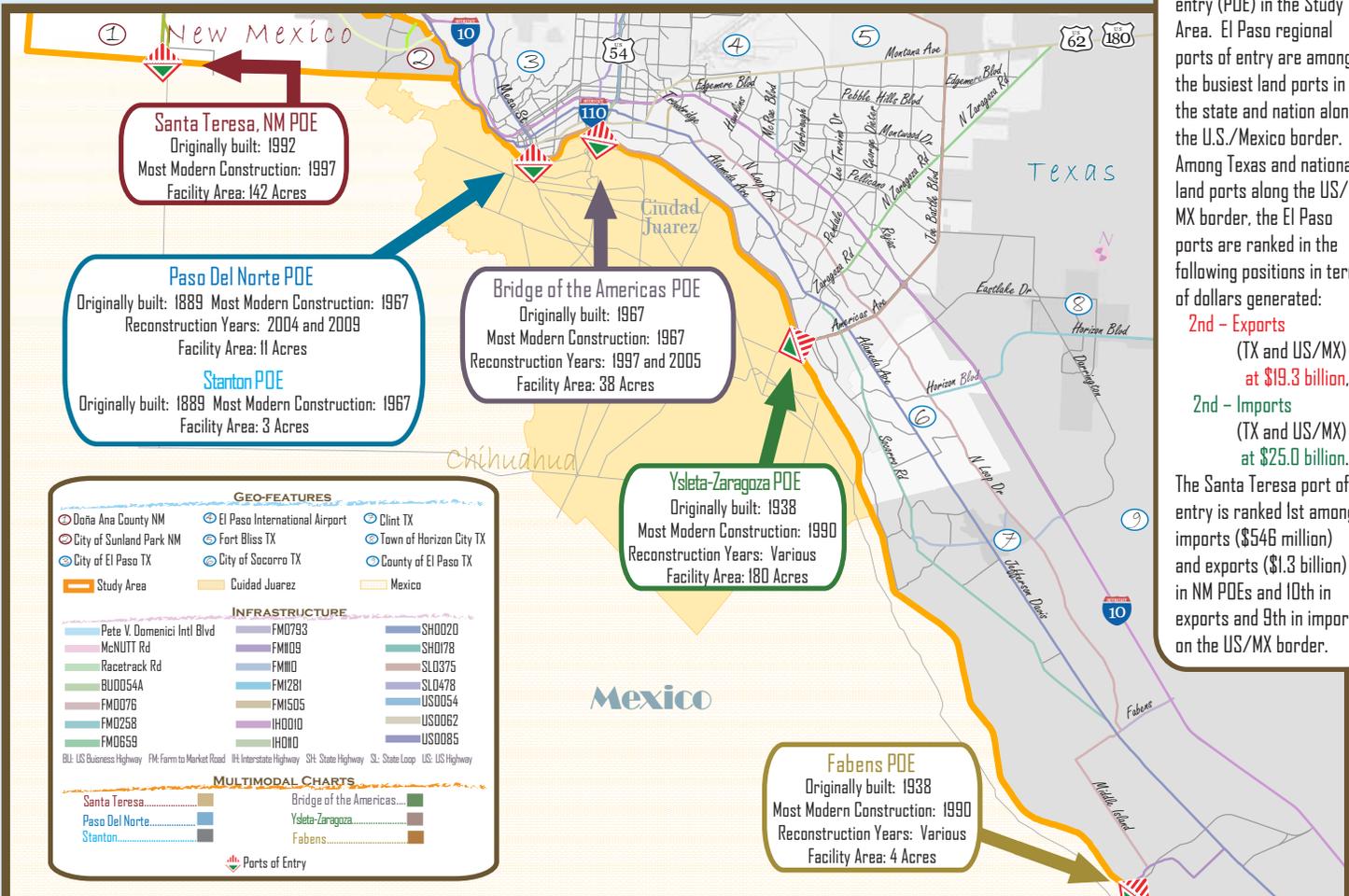


Exhibit B42: Ports of Entry

Santa Teresa POE

Santa Teresa accounted for 5.72 % of all international commercial vehicular crossings in the El Paso MPD study Area. In 2009, Santa Teresa commercial vehicular crossings increased to 8.27% of all international commercial vehicular crossings in the El Paso MPD study area. In 2009, shown in Figure 4, Santa Teresa passenger vehicular crossings increased from 2.58% to 4.16% of all international passenger vehicular crossings in the El Paso MPD study area. Despite an overall 3.7 million decrease in international crossings within the region, this represents an increase of approximately 11,000 commercial trucks and 100,000 passenger vehicles for Santa Teresa from 2008 to 2009. Although Santa Teresa accounts for 0.5 % of international pedestrian crossings, Figure 5 shows pedestrian crossings approximately doubled from 2008 to 2009 (Department of Homeland Security (DHS), 2008). Most of the pedestrian crossings are attributed to vehicle to pedestrian pick up transfers as well as immigration documentation related business. The increase in commercial traffic is attributed to developments of Foxconn Electronics Inc. computer assembly plant operations, and logistical preferences of industries such as Grupos Cementos de Chihuahua (GCC). A four lane border highway has been constructed between Jerónimo and Anapra. This highway connects to Rancho Anapra Rd, Ing. Bernardo Norzagaray Rd. and Carretera Anapra – Boulevard Fronterizo leading to downtown Cd. Juárez. As a result, there is an anticipated increase in pedestrian, commercial and vehicular traffic through the Santa Teresa POE. This facility serves as a port of entry for oversized and overweight commercial vehicles due to the fact there is no bridge crossing with weight restrictions and that it is one of the least congested ports of entry in the El Paso MPD Study Area.

Future Conditions

This port is expected to increase in passenger and commercial traffic due to the construction of the Foxconn Electronics Inc. computer assembly plant. Although the number is subject to change due to the downturn in the world economy, the number of employees is expected to be up to 20,000 upon full completion of all four phases of the facility according to the Mesilla Valley Economic Development Alliance (2009). Once completed, the Plant will be the largest twin plant in Mexico. The first phase is under construction and will hire approximately 7500 employees. It is estimated through the Transborder Travel Demand Model that there will be approximately 2,555 vehicles per day going northbound and 2,555 vehicles per day going southbound through the Santa Teresa. Peak hour is estimated at 180 vehicles per hour. Peak hour for commercial would account for about 20 vehicles per hour. The number of booths that would be needed to assure the current passenger facility avoids a growing queue by 2035 is 4 inspection booths. For commercial the number of booths needed would be 2 booths.

Recommendations

Infrastructure advancements for the Santa Teresa Commercial inspection facilities including FAST lanes will be completed between the years 2007 and 2015. Due to the POE's current low utilization it provides commercial trucks traveling outside the El Paso MPD Study Area an alternate route and an opportunity to examine land use and the creation of industry between New Mexico and Mexico. From Ciudad Juarez to Anapra, the four lane 7 mile Anapra-Jeronimo highway project has been completed. Customs and Border Protection, General Services Administration and the New Mexico Border Authority are examining the incorporation of two or more passenger vehicle inspection booths and an additional exit for commercial vehicles.

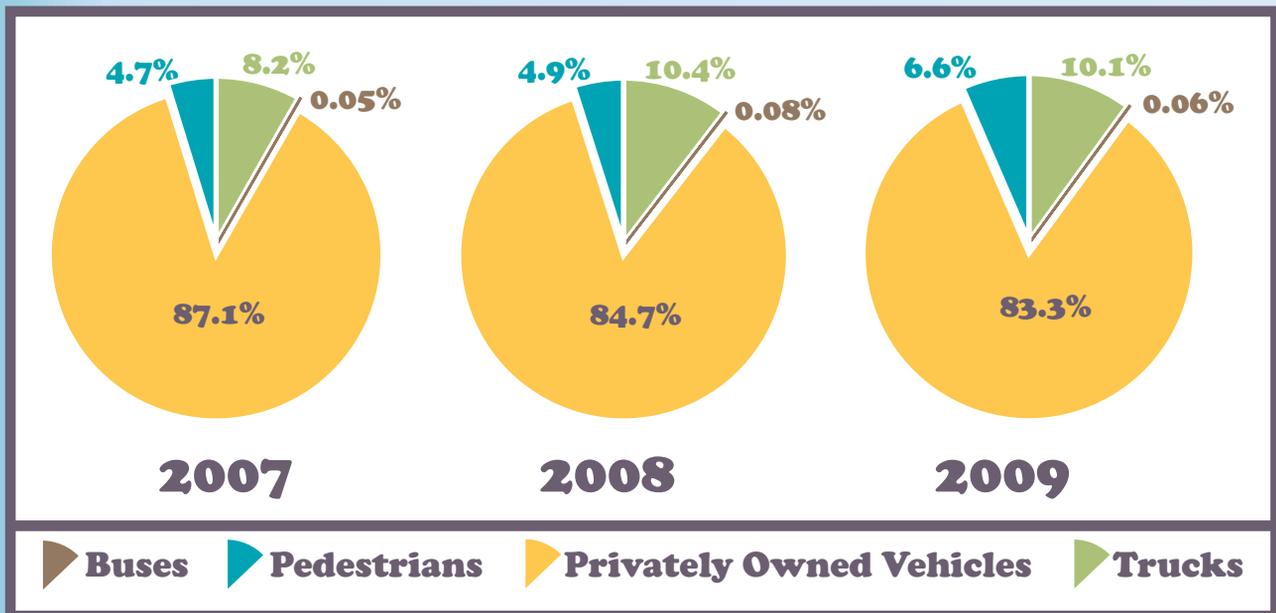


Exhibit B-43: Sta. Teresa POE Modal Crossings

Paso del Norte POE

Most noted was that the percentage pedestrian crossings decreased by approximately 7% from 77.3% in 2008 to 70.65 % in 2009 as shown in Figure B45. The decrease in pedestrian crossings is estimated at 855,477. In 2005, PDN accounted for 82% of all pedestrian crossings in the El Paso MPO study area. From 2008 to 2009 the percentage of passenger vehicle crossings using PDN from all ports of entry in the El Paso MPO study area increased by almost 3% from 14.92% in 2008 to 17.6 % in 2009 as shown in Figure B42. This is attributed partly to the enhancements to this POE facility since early 2007. However the total number of passenger vehicles crossings decreased by close to 160,000 from 2008 to 2009. In 2005, PDN accounted for 25% of all passenger vehicle crossings in the El Paso MPO study area.



Exhibit B44: PDN & Stanton St POEs

As of 2009, Paso Del Norte POE has added nine pedestrian inspection lanes and two additional vehicular inspection lanes. This remodeling increased the size of the port, added new office space, and replaced kennel facilities. The port has expanded to 14 pedestrian inspection and 11 vehicular inspection lanes. The facility includes a bus lane and enhanced parking. The previous CBP "head house" administration building was relocated to the northern part of the secondary inspection capacity. The previous head house took up approximately four to five booths at the port that has now been converted to inspection lanes. Work on the expansion project will be conducted in phases. Pedestrians currently exit the facility on El Paso Street. Northbound pedestrian traffic will be rerouted east through the CBP secure facility and will exit the facility on Oregon Street. Since its completion the building is approximately double in size from the previous 30,309 square foot administration building. The new 14,311 square foot dog kennel houses 60-canines at the northeast end of the facility and the previous dog kennel building was renovated to create office space for Immigration and Customs Enforcement agents. The facility now includes a new Secure Electronic Network for Traveler's Rapid Inspection (SENTRI) program for a pedestrian lane in an effort to reduce pedestrian queuing.

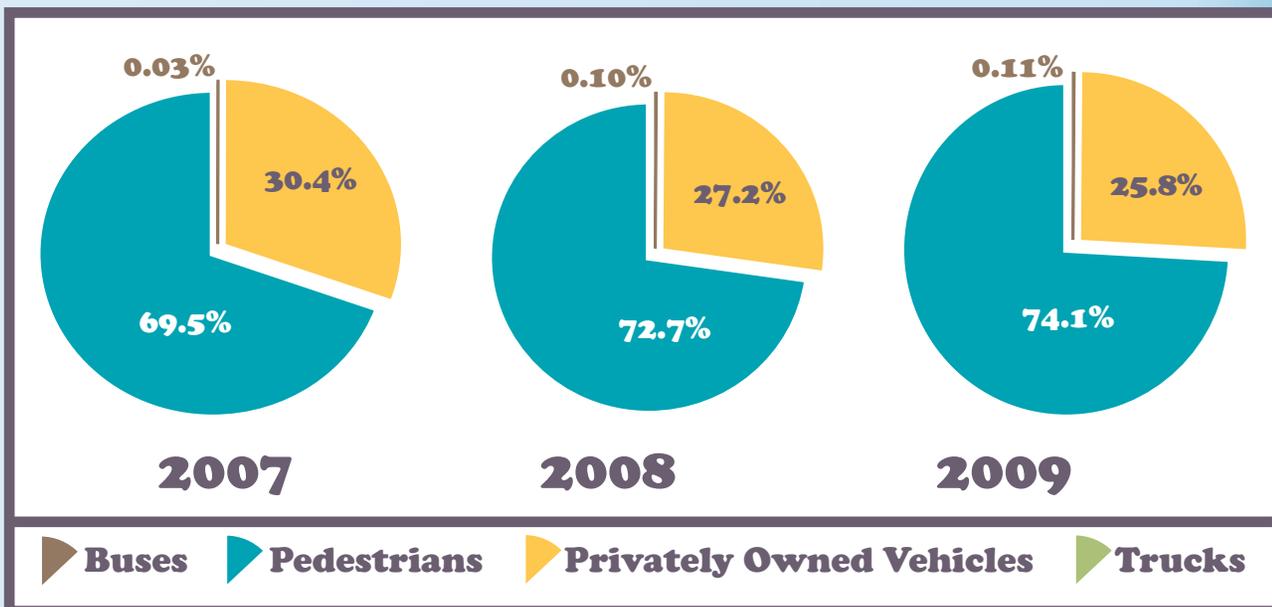


Exhibit B45: PDN POE Modal Crossings

its toll plaza in an effort to attract more pedestrian crossings. The new toll plaza will include automated ticket machines, new disabled accessible turnstiles and digital display monitors providing instructions, regulations for crossing and upcoming events in El Paso and Juarez. The completion date for the toll plaza is estimated as September 2011.

Future Conditions: It is estimated through the Transborder Travel Demand Model that there will be approximately 15,589 vehicles per day that will be crossing Paso Del Norte POE. Peak hour was estimated at 1,112 vehicles per hour. It would take almost twice the number of vehicular booths at the current facility to avoid a growing queue. In addition, the analysis was done assuming an average of 60 seconds for each inspection per passenger vehicle (Customs and Border Protection, 2008). In terms of number of pedestrians, the percentage of pedestrian crossings at PDN averaged 79.13 % from the years 2002 to 2009. Using the pedestrian linear and logarithmic trend analysis by 2035, the total number of pedestrian crossings for all ports of entry is estimated to be between 11 million to 14 million. Multiplying those totals by 79.13 %, the estimated number of pedestrian crossings at PDN by 2035 is about 8.8 to 11 million.

Stanton Street Bridge POE

Most noted was that dedicated commuter lane (DCL) crossings at Stanton Street increased by 2% from 8.69 % in 2008 to 10.68% in 2009 of all international passenger vehicular crossings in the El Paso MPD study Area despite the net loss of 3.7 million crossings for all ports of entry in the El Paso MPD study area. (DHS, 2009). From 2008 to 2009 the percentage of passenger vehicle crossings using PDN from all ports of entry in the El Paso MPD study area increased by almost 3% from 14.92% in 2008 to 17.6 % in 2009. This is attributed partly to the enhancements to this POE facility since early 2007. However the total number of passenger vehicles crossings decreased by close to 160,000 from 2008 to 2009. In 2005, PDN accounted for 25% of all passenger vehicle crossings in the El Paso MPD study area.

U.S. Customs and Border Protection announced the cancelling of the old SENTRI cards for more current SENTRI cards by early 2009. The new cards have enhanced security characteristics and allow U.S. Citizen cardholders to fulfill the requirements of the Western Hemisphere Travel Initiative (WHTI). The goal of the Initiative is to strengthen border security and facilitate entry into the United States for U.S. citizens and legitimate foreign visitors by providing standardized, secure and reliable documentation to allow the Department of Homeland Security to quickly, reliably and accurately identify a traveler.

Future Conditions: It is estimated through the Transborder Travel Demand Model that there will be approximately 15,589 vehicles per day that will be crossing Paso Del Norte POE. Peak hour was estimated at 1,112 vehicles per hour. It would take almost twice the number of vehicular booths at the current facility to avoid a growing queue. In addition, the analysis was done assuming an average of 60

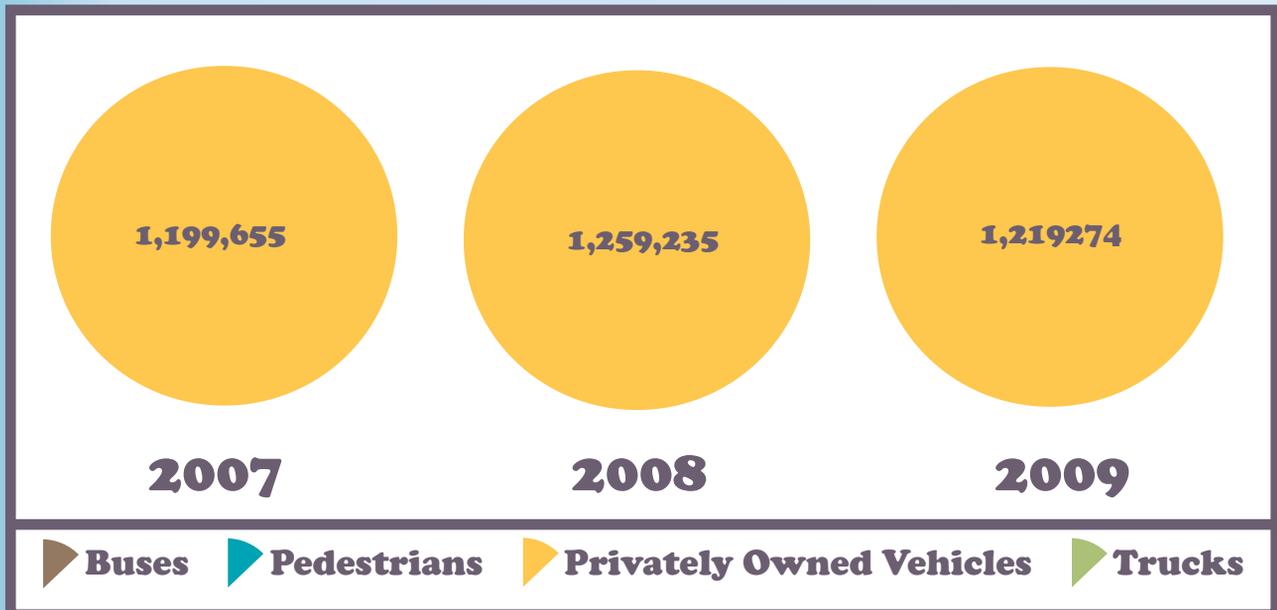
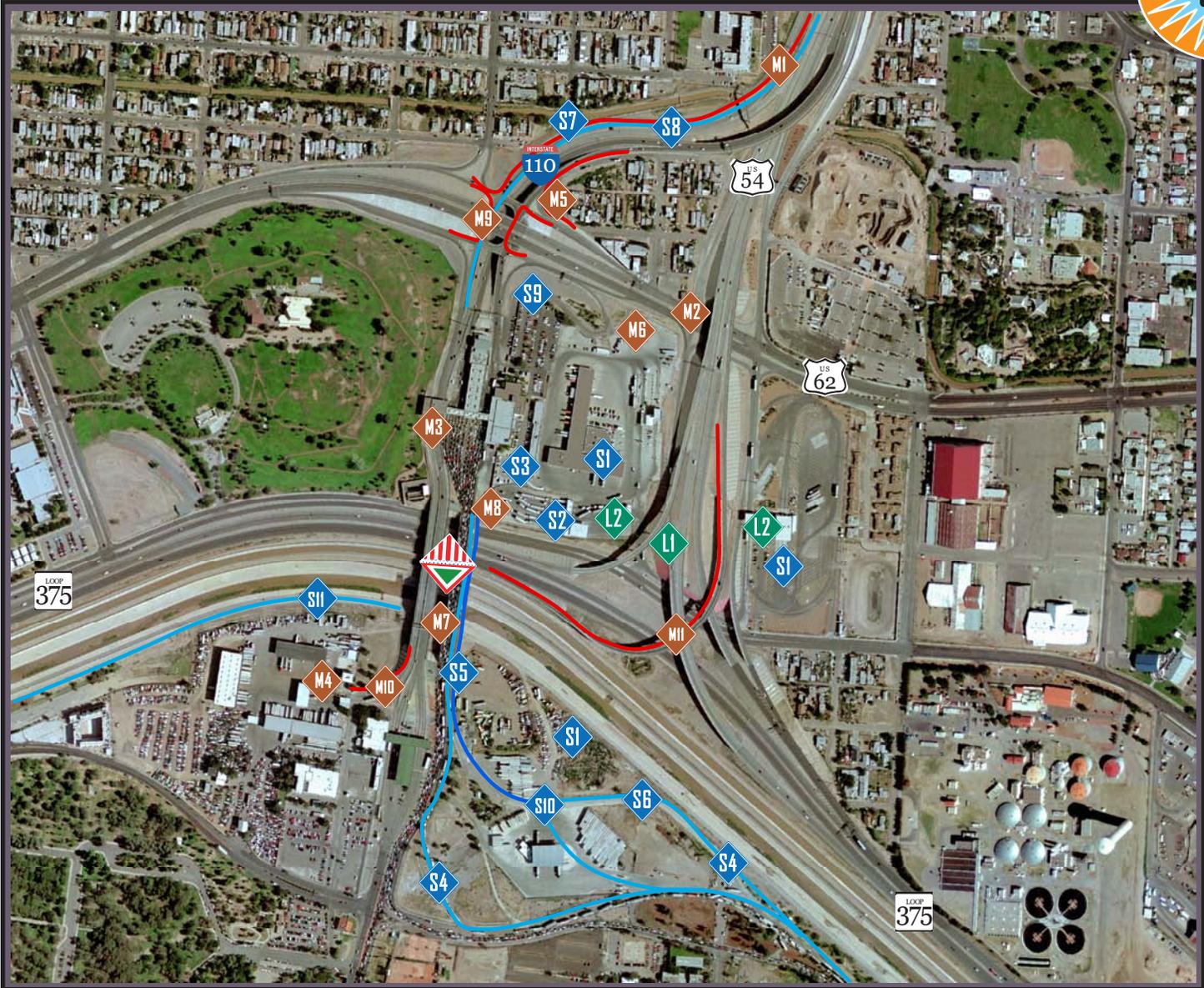


Exhibit B46: Stanton St POE Modal Crossings



S

Short-term Proposals (1 to 4 years)

- S1. Synchronization/Expansion of hours of operation
- S2. Combine Federal/State inspection process
- S3. Keep Customs Brokers cubicles
- S4. Separate loaded/drayage truck Lanes
- S5. Add separate Free and Secure Trade (FAST) lane for northbound commercial traffic
- S6. Provide separate entrance route for unloaded/FAST trucks into the U.S.
- S7. Close Stevens Street in El Paso, TX
- S8. Realign southbound trucks on right side of IH-110
- S9. Bus & Taxi Stands/Pick up terminals
- S10. Add x-ray gamma machine at Mexican Aduana for northbound commercial traffic (Site to be determined)
- S11. Cloverleaf ramp to extension of Juan Pablo II (Mexican Border Highway)

M

Mid-term Proposals (5 to 15 years)

- M1. Connect IH-110 frontage road from Alameda Avenue to Paisano Dr.
- M2. Insert median at Paisano Dr. to prevent through traffic
- M3. Future exit requirement/inspection for passenger vehicles, stolen vehicle program
- M4. Weigh-in-motion equipment installation for southbound commercial traffic (SITE TO BE DETERMINED)
- M5. Additional lane to ramp for vehicles merging to northbound IH-110/US 54 traffic
- M6. Connection of the proposed BOTA inspection facility exit to Paisano Dr. eastbound traffic and additional inspection booths
- M7. Gap fill on the existing BOTA International Bridge for southbound/northbound traffic
- M8. Add wider turning radii on commercial lanes northbound
- M9. Texas Turn Arounds at Paisano Dr. interchange
- M10. Reconfigure Load/Unload Truck Lanes
- M11. Ramp extension to connect BOTA to Border Highway West

L

Long-term Proposals (16 to 30 years)

- L1. Removing abutment/fill of US 54 and reinforce structure
- L2. Combine TXDPS/FMCS facilities east and west of US 54

seconds for each inspection per passenger vehicle (Customs and Border Protection, 2008). In terms of number of pedestrians, the percentage of pedestrian crossings at PDN averaged 79.13 % from the years 2002 to 2009. Using the pedestrian linear and logarithmic trend analysis by 2035, the total number of pedestrian crossings for all ports of entry is estimated to be between 11 million to 14 million. Multiplying those totals by 79.13 %, the estimated number of pedestrian crossings at PDN by 2035 is about 8.8 to 11 million. Using the pedestrian linear and logarithmic trend analysis in Figure 2, by 2035, the total number of pedestrian crossings for all ports of entry is estimated to be between 11 million to 14 million. Multiplying those totals by 79.13 %, the estimated number of pedestrian crossings at PDN by 2035 is about 8.8 to 11 million.

Bridge of the Americas POE

Bridge of the Americas (BOTA) is the heaviest utilized port of entry in the region. Northbound traffic accounts for approximately half of port of entry passenger traffic. There is limited area for expansion of the existing BOTA federal inspection facility. Although the original bridge structure had been replaced by the current structure, only four additional lanes were added. Due to arrival of vehicles exceeding the inspection rate of vehicles, the present passenger facility at BOTA Bridge and Inspection facilities do not have the capacity to keep up with its present demands nor for future demands. For commercial inspection, the hours of inspection, operations and staffing need to be synchronized among private transportation agencies, U.S Customs & Border Protection and the Mexican Aduana to reduce the amount of queuing. Otherwise, the loss of productivity, to our border economy and quality of life will continue to be significant.

For passenger vehicles, it is evident from Figure 4 that utilization of BOTA decreased by almost 5% from 43% in 2008 to 38% in 2009. In 2005 approximately 50% of all international passenger vehicular traffic crossed through BOTA. The reason for the decrease in traffic in 2009 is attributed to the insecurity of doing business instigated by drug cartel violence in Cd. Juarez and the difficulty in controlling crime as well as the downturn in the global economy. Another factor has been the population decrease in the area of downtown El Paso and the Lincoln Ave area in Cd. Juárez that generate international trips. Figure 6 shows another decrease of about 26% in bus utilization at BOTA from 2006 to 2009 (DHS, 2009).

From 2008 to 2009, a decrease of almost 6 % in commercial vehicle utilization from 51.5% to 46% of all commercial crossings in the El Paso MPO Study Area. This is attributed to the insecurity of performing business transactions instigated by drug cartel violence in Cd. Juarez and the difficulty in controlling crime as well as the downturn in the global economy. For commercial and passenger vehicles, the peak hour weekday arrival rate exceeds the inspection rate of BOTA.

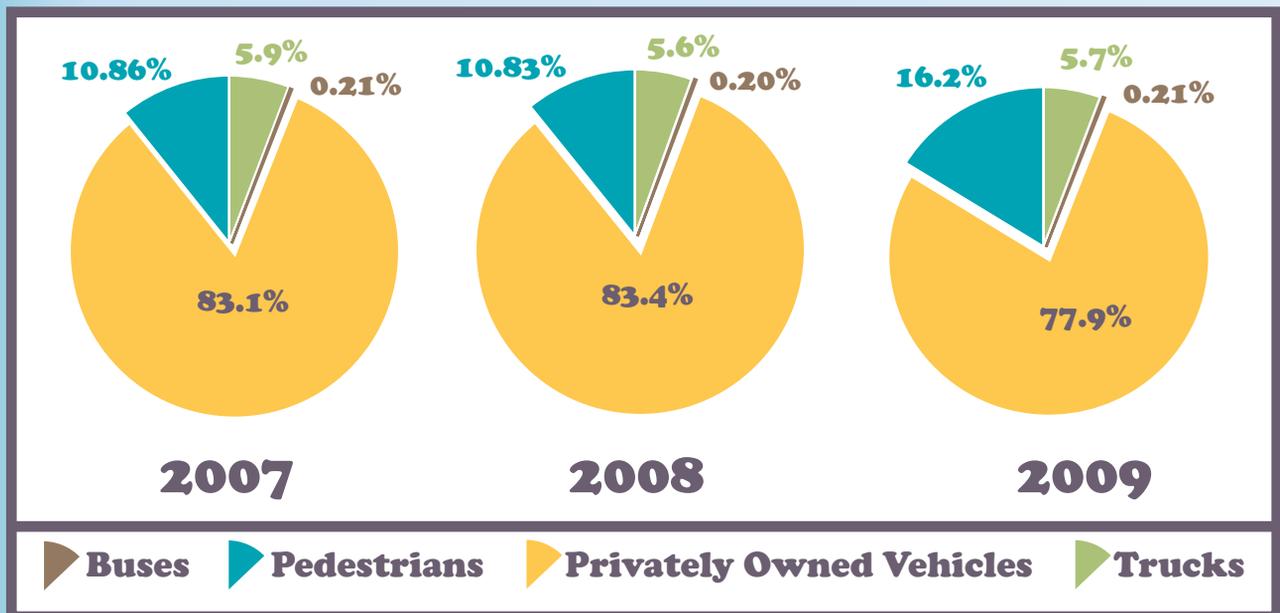


Exhibit B+8: BOTA POE Modal Crossings

Future Conditions

The following table, Table I shows the projected planning statistics developed by the El Paso MPD in conjunction with the General Services Administration (GSA). This table provides a comparison for commercial and passenger vehicles between GSA and the El Paso MPD: The projections show both GSA and MPD planning arriving traffic statistics to be similar for years 2015 and 2025. In terms of number of pedestrians, the percentage of pedestrian crossings at BOTA averaged 9.93% from the years 2002 to 2009. Using the pedestrian linear and logarithmic trend analysis by 2035, the total number of pedestrian crossings for all ports of entry is estimated to be between 11 million to 14 million. Multiplying those totals by 9.93%, the estimated number of pedestrian crossings at PDN by 2035 is about 1.1 to 1.4 million.



Exhibit B49: BOTA POE Simulation

The El Paso Bridge of the Americas Port Improvement Sub-Committee was tasked to coordinate with regional and national stakeholders to identify the immediate and future needs of the facility and the transportation infrastructure to accommodate the growing needs of the facility both presently and in the future. The goals of the committee were to enhance the mobility of people and goods through the international border, ensure U.S. and Mexican Customs security/safety initiatives and protect the environment by reducing wait times and vehicular emissions. The El Paso BOTA Port Improvement Subcommittee has developed short-term, mid-term and long-term proposals to accommodate the different needs for the growing international traveler using the BOTA Bridge and inspection facilities and are illustrated on page 38. Short-term proposals/initiatives are those that could be implemented in 1 to 4 years. Mid-term proposals/initiatives are those that could be implemented and constructed within a 5 to 15 year time frame. Long term proposals/initiatives are those that could be implemented and constructed within a 16 to 30 year time frame. Consensus among committee members holds that these are the minimal adjustments that must be made to the supporting infrastructure and facilities in and around BOTA to accommodate the growing needs of the port of entry. Departmental concerns and growth needs within the various different agencies that operate the facilities would have to accommodate those added proposals in the future and staff would have to grow with them.

Proposed Commuter POE/ITS POE

This proposed POE would also be considered a priority for BOTA passenger vehicles due to its high utilization. The concept of this POE is to promote the use of DCL, high occupancy vehicle (HOV) lanes to be utilized lanes to not only reduce the waiting times of passenger vehicle queuing at BOTA and Zaragoza but to reduce the number of queuing single occupancy vehicles system-wide and divert them to this POE. In an effort to examine its feasibility, TxDOT has initiated the Regional Ports of Entry Operations Plan study.

Ysleta-Zaragoza POE

Although there was a 3% increase in commercial vehicles using Zaragoza from 42.81% in 2008 to 45.86% in 2009, there was a decrease of approximately 28,000 truck crossings from 2008 to 2009 (DHS, 2009). This is attributed to the downturn in the global economy and to a smaller degree the insecurity of performing business transactions instigated by drug cartel violence in Cd. Juarez. For passenger vehicles, the maximum arrival rate (week-ends) exceeds the capacity of the Zaragoza passenger POE inspection especially if only 6 lanes are open. The arrival rate exceeds the capacity of the BOTA commercial POE inspection by approximately 200%. Ysleta-Zaragoza Port of Entry DCL inspection facility. In 2008 the Ysleta - Zaragoza POE DCL accounted for 3.64 % of traffic that shows more there are more users of the SENTRI DCL. In 2009 the per-centage of traffic using Ysleta Zaragoza POE DCL increased to 5.16% despite the net loss of 3.7 million crossings for all ports of entry in the Study Area (DHS, 2009).



Exhibit B50: Ysleta-Zaragoza POE

Future Conditions: It is estimated through linear regression analysis of past years that there will be approximately 2,742 vehicles per day that will be crossing Zaragoza POE. Peak hour is estimated at 258 vehicles per hour. It would take more than nine commercial inspection booths to avoid a growing queue. In addition, the analysis was done assuming an average of two minutes for each commercial vehicle inspection. If a new port of entry is constructed in the El Paso MPD study area, it is estimated that the number of passenger vehicles will decrease to approximately 7,700 vehicles per day going northbound by year 2035 from 11,000 per day in year 2007. In terms of number of pedestrians, the percentage of pedestrian crossings at Zaragoza averaged 10.33 % from the years 2002 to 2009. Using the pedestrian linear and logarithmic trend analysis in Figure 2, by 2035, the total number of pedestrian crossings for all ports of entry is estimated to be between 11 million to 14 million. Multiplying those totals by 9.93%, the estimated number of pedestrian crossings at PDN by 2035 is about 1.1 to 1.4 million.

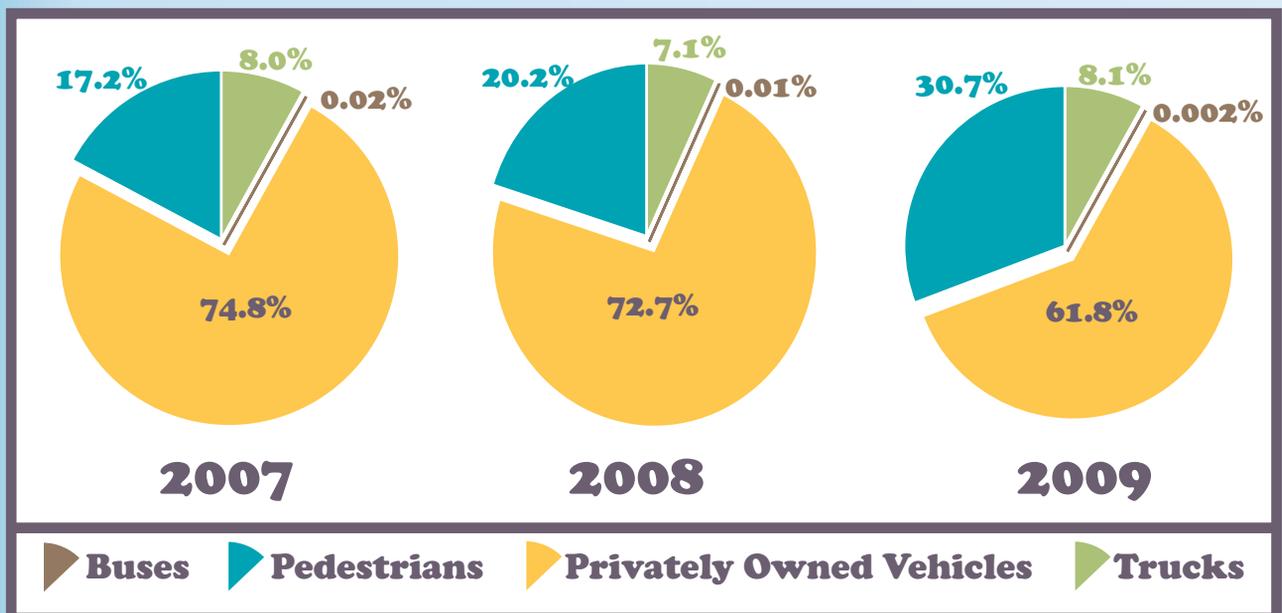


Exhibit B51: Ysleta-Zaragoza POE Modal Crossings

Ysleta-Zaragoza Port of Entry DCL inspection facility

In 2008 the Ysleta - Zaragoza Port of Entry DCL accounted for 3.64 % of traffic that shows more there are more users of the SENTRI DCL. In 2009 the percentage of traffic using Ysleta Zaragoza POE DCL increased to 5.16% despite the net loss of 3.7 million crossings for all ports of entry in the El Paso MPD study area. (DHS, 2009).

Fabens POE

The Fabens POE is located next to Caseta, Chihuahua, Mexico, and is approximately 16 miles east of the El Paso, Texas city limits. The Fabens POE will soon be replaced by the Tornillo-Guadalupe POE.

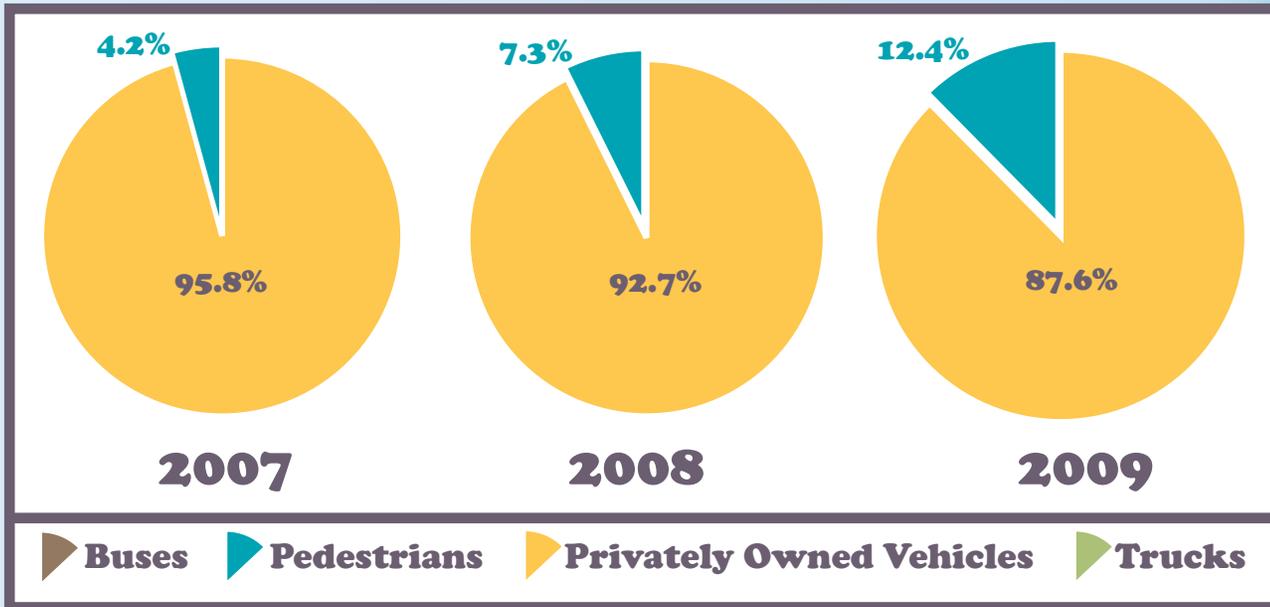


Exhibit B52: Fabens POE Modal Crossings

Month	Privately Owned Vehicles			Pedestrians		
	2007	2008	2009	2007	2008	2009
January	10,270	32,968	33,791	1,195	1,846	6,995
February	39,831	32,633	29,106	1,409	1,813	4,034
March	44,148	36,758	33,287	1,344	1,576	4,921
April	40,776	33,949	34,998	1,328	1,490	5,786
May	42,941	36,616	36,670	1,466	1,638	6,103
June	38,316	31,776	30,150	1,638	1,588	3,320
July	40,338	35,950	51,421	1,714	1,700	3,414
August	42,119	39,323	49,846	1,577	1,707	3,976
September	40,338	38,194	26,185	1,714	3,639	5,012
October	36,146	36,276	28,683	2,133	5,921	5,008
November	35,386	35,829	30,661	2,002	5,604	4,981
December	35,656	36,690	31,120	2,174	5,230	5,088
Year-to-Date	446,265	426,962	415,918	19,694	33,752	58,638

Exhibit B53: Fabens POE Monthly Modal Crossings

BORDER DELAY REDUCTION STRATEGIES

U.S. Visit

The U.S. Visit program is the only Department of Homeland Security and Customs and Border Patrol (DHS/ CBP) initiative occurring at Study Area POEs that, by design, adds additional steps to the border crossing process (whereas the DCL and FAST programs are designed to reduce process steps and wait times). With the designed goal of facilitating the entry and exit process, US-Visit has become a top priority program for the U.S. Department of Homeland Security that enhances the integrity of the immigration system. Essentially, the program will track and process both the arrival and departure of foreign visitors to the U.S. This action will add extra steps (finger scan and digital photograph) to the border crossing process in both directions.

Western Hemisphere Travel Initiative

New electronic passport cards that have enhanced security characteristics and allow U.S. Citizen cardholders have developed to fulfill the requirements of the Western Hemisphere Travel Initiative (WHTI). The goal of the Initiative is to strengthen border security and facilitate entry into the United States for U.S. citizens and legitimate foreign visitors by providing standardized, secure and reliable documentation to allow the Department of Homeland Security to quickly, reliably and accurately identify a traveler. It is anticipated that this technology developed for this initiative can reduce the amount of average inspection time at each inspection booth.

Integrated entry/exit process - commercial

Require shippers to present only one document that would serve as both an entry and an exit document.

Streamline Immigrant Visa Admission

Those holding recently issued immigrant visas issued by the US Consulate in Cd. Juarez, should only be processed for an I-94 admission. There should be no fingerprint intake or application process for the creation of the I-551 resident alien card at the port of entry. Data for card creation should be transmitted directly by CBP to the USCIS card facility post CBP admission confirmation.

Streamline I-94 Issuances

Create public/private partnership to pay for the machines described herein: (1) Post adjudication by the CBP officer of admissibility, the applicant could be instructed to pay the \$6.00 fee via an ATM like machine located in the waiting area and return with the receipt for payment to I-94 issuing officer. This ATM like machine could accept a debit or credit card and the USVISIT tracking number could be read via the machine readable zone on the I-94. If too complex, the use of the ATM machine could be reduced to just intake of the I-94 number and the \$6.00 fee. This automation of the I-94 would free up administrative support for other tasks. (2) For those foreign nationals enrolled in the SENTRI program, a GOES kiosk could be provided to document not only the receipt of the \$6.00 fee but also the issuance of the typical GOES receipt in lieu of an actual I-94 for a default six month admission as to those requesting B1 or B2 admissions. Hence, an application of a "paperless" I-94 in the land environment to those registered in SENTRI or Nexus.

Use technology at land ports to achieve accurate intake of departure information from return of I-94s.

We encourage simultaneous testing of various exit process technologies and solutions, including -- creation of a public/private partnership to establish a pilot program at El Paso's land border to install mechanisms similar to those used by certain air carriers to scan and receive I-94s to document departure at the ports. This would confirm the individual's departure in real time. Another option is to coordinate with the US State Dept. to allow appointments at the Application Support Centers in Mexico for the return of the I-94 and the input of data into US VISIT documenting timely departure.

Dedicated inspection lanes for US citizens and/or holders of an I-94 or I-94W and SENTRI

Based on crossing volumes, consider whether implementation of U.S. citizen lanes in passenger vehicle lanes could potentially expedite inspection times. The same could be considered for those already in possession of an I-94 or I-94W .

Implement Container Security Initiative-type pilot program in El Paso/Juarez

Working with Mexican Aduanas, CBP would examine cargo upon arrival in Mexico, rather than subjecting shipments to duplicate inspections, one upon exit from U.S. and another upon arrival in Mexico.

Establish clear remedies and processes for C-TPAT shippers who self-report

Participant companies who self-report a possible breach in their security should be given the benefit of the doubt. These companies have been vetted by CBP and have been given the agency's seal of approval. Shippers deserve a clear understanding of what will happen to their C-TPAT status if they self-report. Specifically, CBP should commit to completing a post-incident report within a predictable timeframe. We recommend no more than ten business days.

SENTRI Processing - Admission and Revocation Transparency

We recommend a regular review of admission and revocation requirements/guidelines for SENTRI processing. A single customs or immigration violation that occurred many years ago should not result in failure to qualify. Requirements should weigh security risk, time since violation, and severity of violation. CBP should be more transparent as to its decisions to revoke participation in the project, including the establishment of a meaningful administrative review process. We request that CBP work with stakeholders to create transparency as to requirements, as well as the review process.

Expand SENTRI enrollment

Develop and implement strategies in conjunction with the El Paso/Juarez community to increase SENTRI enrollment from the current level of approximately 28,000 to a target of 50,000.

Expand C-TPAT benefits and enrollment

Have joint CBP and stakeholder enrollment fairs to increase enrollment. C-TPAT could expand its benefits by allowing expedited SENTRI as well as consular processing for employees of certified companies. In addition, CBP could provide a point of contact for expedited review of admission related issues concerning such employees as well as a pre-registration process for I-94 issuance and a data notice option through C-TPAT database for departure confirmation by the company of such employees. Employees eligible initially could be limited to professionals, managers, and executives. In addition, employees with six months of more of employment with the CTPAT certified employer could also be included. Dependents (spouses and unmarried children under 21) could also be considered for the program. All applicants would also have to meet the admissibility requirements set forth in the Immigration and Nationality Act, as amended. Employee eligibility could be established by referral to the company's registration on file with DOS and available to the inspector through CCD.



Exhibit C: Delay at BOTAPOE

Support increased staffing at the ports of entry

While the trade community supports increased staffing, we also request more information sharing from CBP regarding the allocation of current staffing. We understand that much of this must be kept classified so as not compromise the security of our ports, but surely enough information can be shared that will help the trade community become more effective advocates on behalf of CBP. We also understand that the critical issue for port staffing is available front line officers not just allocated port staffing.

AMERICAN RECOVERY & REINVESTMENT ACT



The Transportation Policy Board prioritized the Direct Connectors (DCs) at Loop 375 Americas Ave/Joe Battle Blvd and I-10 as the most vital project under the ARRA for the Study Area. The need for the complete eight DCs was petitioned to the Texas Transportation Commission identifying various funding sources along with stimulus funds.

The Commission elected to fund two of the six requested under the ARRA. Subset C1 illustrates the ultimate design of the project. Subset C2 contains the initial pair of DCs to be programmed. Geometric design changes will call for larger cloverleaves on all approaches connecting I-10 and Loop 375. EPMPD staff presented the alternative analysis recommendation (pictured below and right), Subset C7, to the Board for approval. The analysis encompassed intersection delay relief, incident management routing, and travel behavioral patterns in order to complete the entire project an additional \$50 million is needed.

Under the American Recover and Reinvestment Act of 2009 (ARRA), the TPB on originally recommended four Texas projects (in order of priority) and four New Mexico projects :

Texas portion

Infrastructure Funds

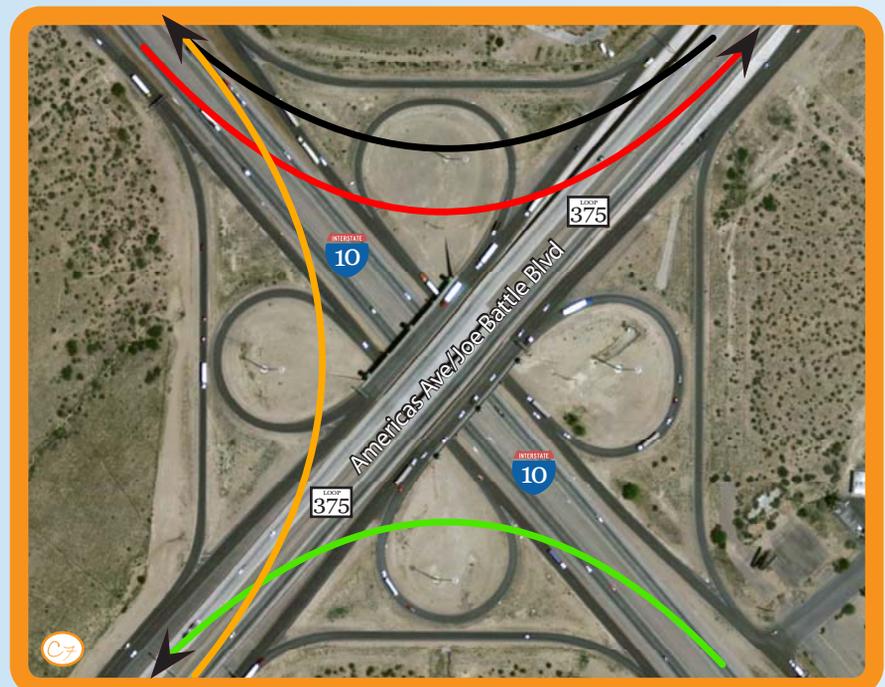
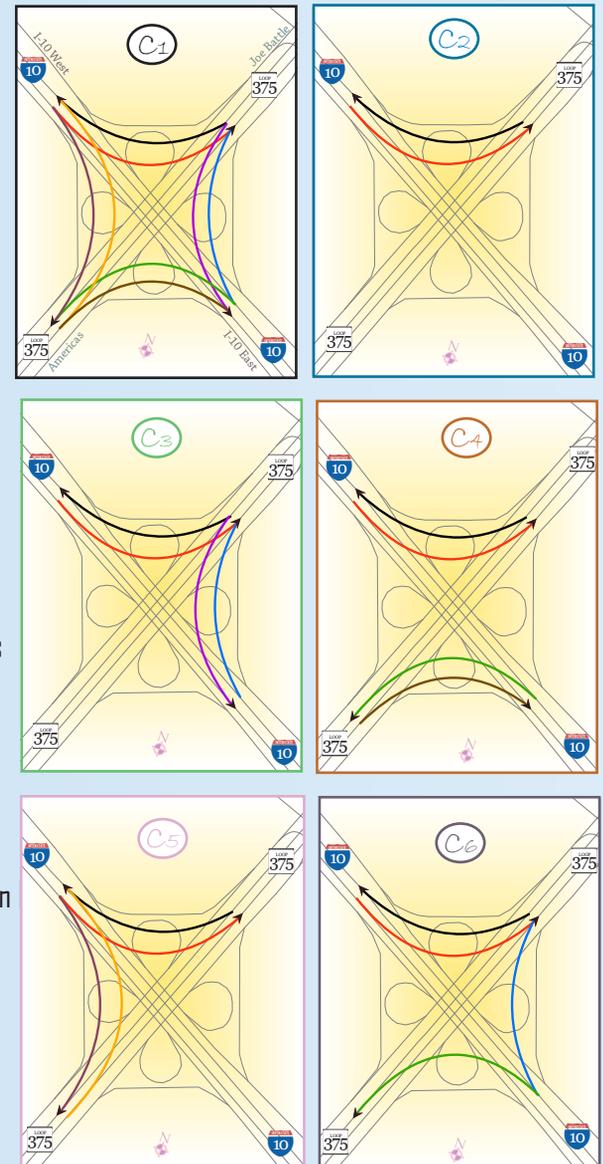
- Construction of the IH-10/Americas Interchange in FY 2010 (\$96 million)

Transit Funds

- Construction of Glory Road Transit Terminal in FY 2009 (\$9,960,000)
- Construction and installation of bus shelters citywide in FY 2009 (\$2,500,000)
- Construction of Westside Transit terminal in FY 2009 (\$2,540,000)

New Mexico portion

- Construction of eight bus shelters in Sunland Park (\$71,500)
- Purchase of one bus (\$426,000)
- Construction of NMDOT's transportation enhancement project (\$250,000)
- Widen IH-10 from Mile Post 157 (NM/TX State line area) to the MP 163.4 (\$14 million)



SURFACE TRANSPORTATION INFRASTRUCTURE GRANTS

On May 18, 2009 the US Department of Transportation (USDOT) announced a nationwide competitive program to use \$1.5 billion in discretionary funds for Surface Transportation Infrastructure grants (TIGER) under the American Recovery and Reinvestment Act. The maximum amount any one state is eligible to receive is \$300 million. The minimum amount of any one project is \$20 million, however, a waiver for smaller projects would be considered. The selection criteria included in the program would give priority to projects that resulted in long-term outcomes, job creation, economic stimulus, innovation and partnership. Applications were submitted directly to the USDOT by individual agencies by the due date of September 15, 2009. These funds are available for obligation until September 30, 2011. All projects must be completed by February 17, 2012. El Paso MPD's agencies submitted four projects in response to this program.

1. Completion of the I-10/Loop 375 (Americas) Interchange through the construction of the four (4) remaining unfunded direct connectors. **Nominating Entity:** TxDOT – El Paso District and the Camino Real Regional Mobility Authority.
2. International Port of Entry Improvements. **Nominating Entity:** City of El Paso;
3. Construction on US 54 from Kenworthy Street to FM 2529 (McCombs Blvd.) to widen the main lanes and add grade separations. **Nominating Entity:** TxDOT – El Paso District;
4. Purchase two (2) forty-foot buses for Sun Metro in exchange for bus service to Clint, Socorro, San Elizario and the El Paso Community College del Paso Campus. **Nominating Entity:** County of El Paso.

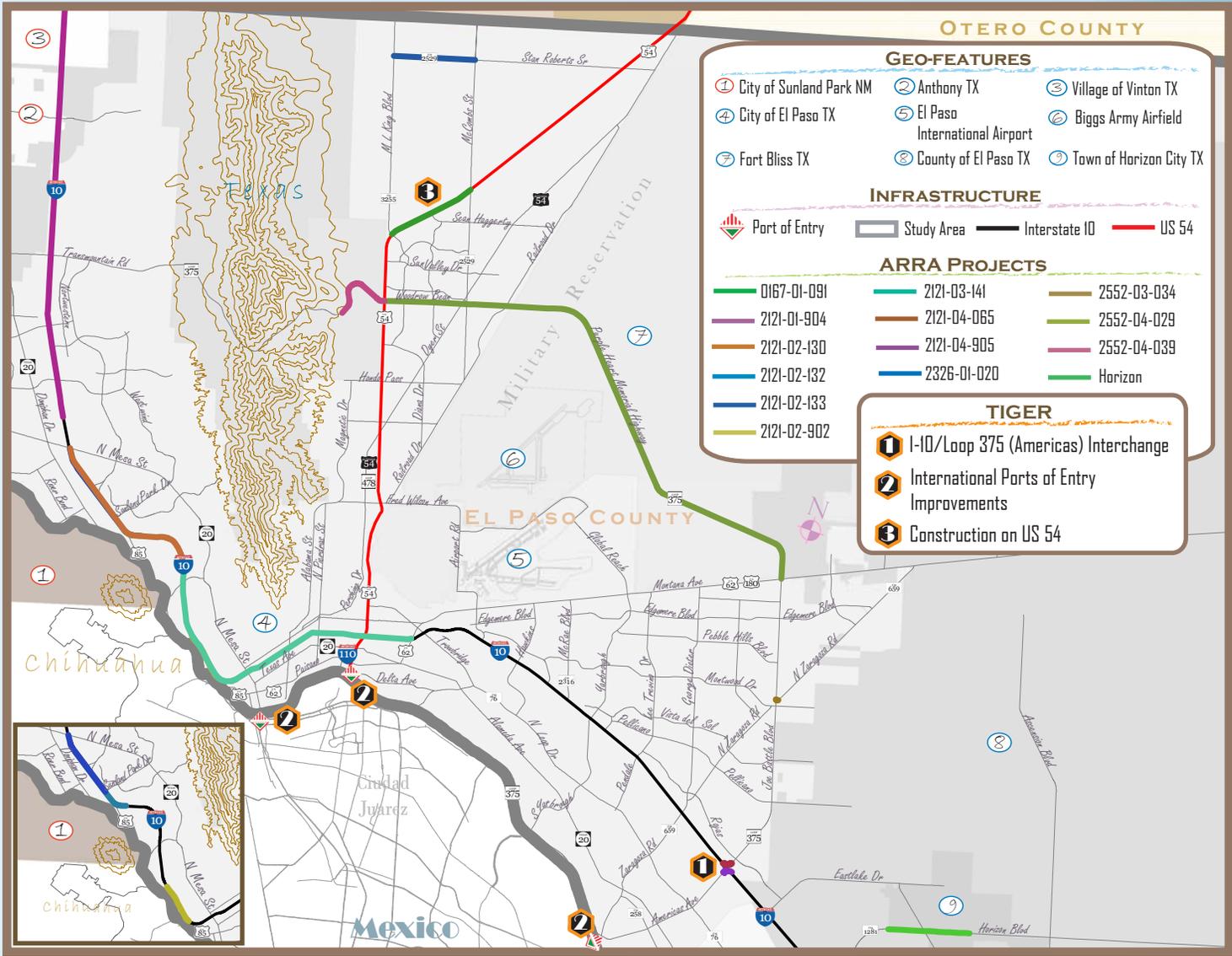


Exhibit C.8: ARRA and TIGER Projects

VISUALIZATION TECHNIQUES

With more transparency becoming an important element in all government affairs, public participation in transportation planning and programming has become a stronger part of the complete process. New technology has altered the way transportation agencies can communicate to the general public. Opportunities are now open for agencies to provide detailed visual images representing future projects and are possible in a fast, easy, and high quality fashion. To assist decision makers and the public evaluate planning and programming strategies and understand the benefits of investments in the MTP and the TIP, the MPD continues to actively integrate technology and visualization planning techniques in its planning processes. To strengthen public participation in the planning and project delivery process and specifically to aid the public in understanding proposed plans, the El Paso MPD follows SAFETEA-LU guidance (23 CFR 450.316) and uses visualization techniques in its public involvement process. Through visual imagery, the complex character of proposed transportation plans, policies and programs can be portrayed at appropriate scales. Thus, the process allows the public the opportunity to voice their ideas, concerns, issues and opinions and to help guide decision makers in determining future transportation systems. It is a process that encourages consensus building, consultation, cooperation, coordination and consideration of diverse views. Models, three-dimensional drawings, computer simulations, and photo imagery have been paramount in helping stakeholders and the public in visualizing regional projects. EPMPD public meetings provide visualizations that include aerial maps, flow charts, pie charts, sectional drawings, animated PowerPoint presentations, 3-D photo imagery, and computer simulations. Because of environmental justice mitigation practices that the MPD follows, these techniques not only are necessary for public comprehension, but are vital when the public responds with their thoughts on such programs, policies, and projects. EPMPD staff takes the additional initiative to provide these techniques in the Spanish language, as well, whenever possible.



Courtesy of neomedia Design Group

Exhibit C9: 3-D Modeling of Mission Valley Transit Terminal

Ease in public use of the EPMPD website is also part of the visualization practice the EPMPD employs. Interactive mapping and a new website have allowed staff and the public to communicate in a more efficient manner with ease. Additionally, all EPMPD documents incorporate various visualization techniques that convey to the public the plans, programs, and projects included in these documents in all clarity.

EPMPD staff, together with TxDOT, coordinated with UTEP's Civil Engineering Department and some of their graduate transportation engineering students to fulfill an FHWA grant initiative the students had been awarded. With some input and assistance from the MPD and TxDOT, the students fulfilled their objective of obtaining feedback on how different visualization techniques could help to improve public participation. MPD and TxDOT staff were already employing several advanced techniques to convey projects and planning strategies and the research would further indicate how various techniques would affect the understanding of transportation projects/programming to the general public and stakeholders. UTEP researchers developed a survey for the public to follow while observing various techniques for two different projects; one of which was an actual TxDOT project in design on Spur 276 and another conceptual MPD project for Lisa Dr. in Chaparral, NM. Both involved a multi-use path for both cyclists and pedestrians in different scenarios. The three different techniques used for the survey were: 2-D visualization, Maps, aerial photos, drawings, artist rendering, 3-D visualization, static images with depth that give a three dimensional effect, 4-D visualization, and computer simulations and animation. While both agencies used the various techniques



Courtesy of neomedia Design Group



Exhibit C10: Intersection 3-D Modeling

surveyed, there was never a method to gauge how effective these techniques were nor was the opinion of the public towards the use of these techniques ever received. This research would not only help the MPD and TxDOT utilize their efforts towards effective techniques but would also help other transportation agencies utilize effective techniques. As a result of five public meetings and mass e-mails, the following findings were revealed:

- * More than 71% thought that transportation agencies should devote more time and budget to develop advanced visualization models to encourage public participation.
- * More than 75% indicated that they would be more willing to participate and encourage others to participate in the transportation planning process if better visualization models were used.



Exhibit C11: Visualization Meeting

While the respondents to the survey were not many, the results do show a view of a portion of the public and both agencies will be looking at them to discern which techniques to employ given the resources available to each for future public endeavors.

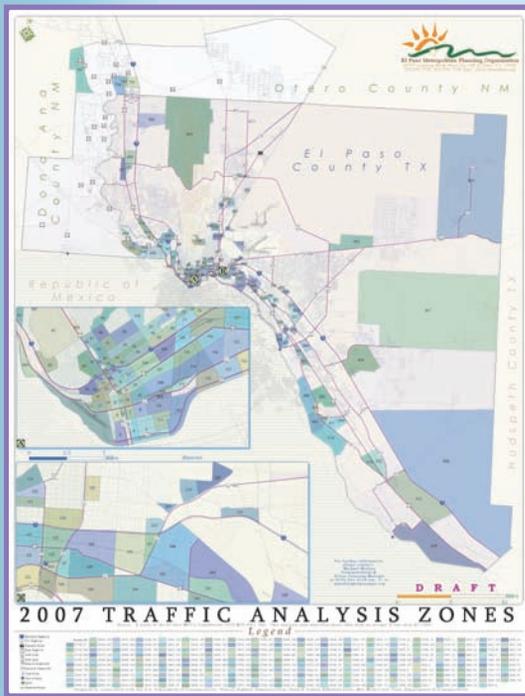


Exhibit C12: Thematic Map

Geographic Information System

The MPD has an extensive electronic library of geographic information for the region including Ciudad Juárez, CH, MX. All of the information is ready for download or may be requested on compact disk. Staff also develops thematic maps for planning documents, public participation efforts, and community requests. All maps are cataloged on the website and are illustrated in the:

- Congestion Management Process,
- Transportation Conformity Report,
- Transportation planning studies.
- Metropolitan Transportation Plan,
- Public Participation Program, and

Although maps are generally generated using GIS, the MPD will be investing in additional applications (GIS extensions) enabling Staff to investigate demographic and transportation geography trends and issues. The EPA has provided to the MPD tools (GIS-ST and NEPAassist) to aid planners in the development of data, maps, plans, and projects. Staff believes that the Study Area community has ownership or access to GIS, thus electronic information can be disseminated and create a universal utility of technology exchange.

Social Network Websites

One of the greatest issues Staff has identified is poor community attendance at public meetings. As part of the Outreach Program identified in the PPP, the MPD has established a website on myspace.com to curve this trend. The purpose is to (1) target and attract the teen and young adult demographic to engage in and (2) inform parents, guardians, family members, and friends about the transportation planning process. Users will be able to blog one of the managers under the heading "Open Mike". Also, staff has developed another page for Facebook users. In addition, Staff is organizing with local school districts to host a transportation & land-use scenario planning contest. Information about these events will be posted on the MPD website and will be announced at TPB meetings and through the media.

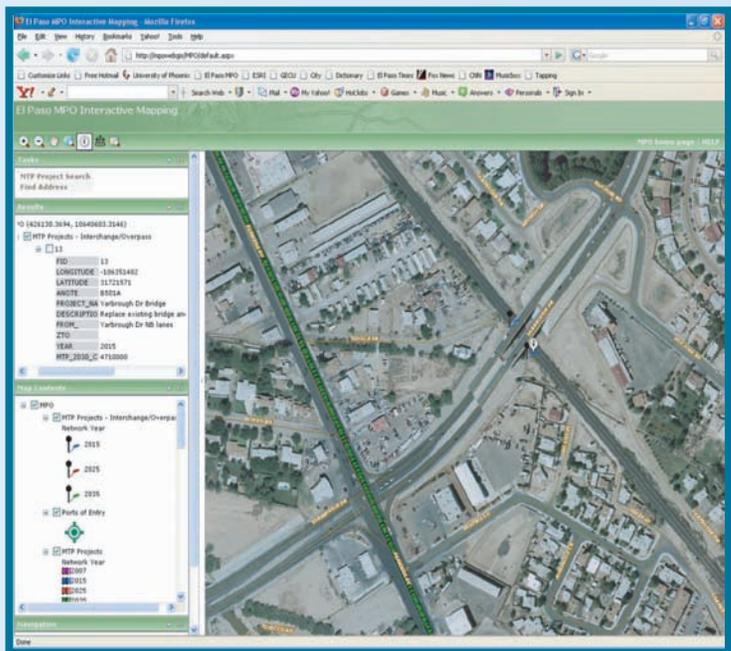


Exhibit C13: TIMS

Transportation Interactive Mapping Service

After much development and testing, the anticipated Transportation Interactive Mapping Service (TIMS) is now available for public use via the MPD website. This service brings GIS data together with a functionality to quarry MTP and TIP projects and illustrate abutting locations with project attributes. This service is an attempt to provide customers information regarding open source availability from the Study Area membership. All of the shapefiles/layers are made available for downloading. Users can expect additional information to be updated/added as well as the appearance of some layers to change over time and by reasonable requests. MPD staff will hold TIMS training sessions for TPB and TPAC members as well as interested community members. Currently, the MPD staff is requesting feedback from users on TIMS' utility.

Transportation Model Conversion

The El Paso MPD has utilized Caliper's TransCAD software for regional transportation modeling since 2002. TransCAD enables the MPD to model transit routes and highway investments for TIP, MTP, and air quality analysis and implementation. The MPD, with the aid of PTV America, has converted the standing TransCAD traffic assignment component of the four step model to VISSIM. The MPD is currently testing the conversion with technical support from PTV America. VISSIM, a microscopic traffic simulation program from PTV America, is also now integrated for transportation analysis. Aside from the powerful technical applications, VISSIM also has 3-D animation that will be used to help

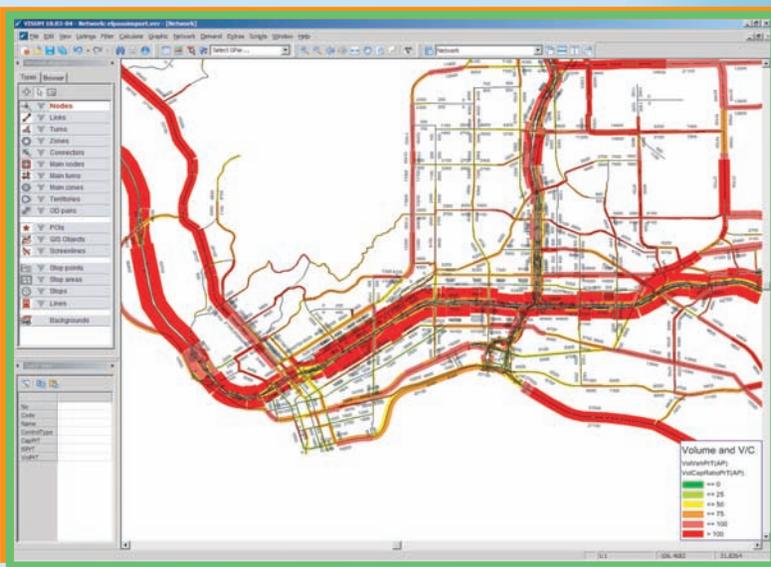


Exhibit C14: TransCAD Model

Technology Exchange Workshops

In the spirit of maintaining a transparent planning process, the MPD staff is conducting workshops on GIS applications and traffic assignment. The goal is to provide further technical independence so that stakeholders may evaluate candidate transportation projects with alternatives that complements the goals and objectives of the CMP and progresses the regional vision. The workshops are not exclusive software platforms, webinars, seminars, and courses that address transportation-related subjects and will also be hosted for the Study Area community. Announcements of future events shall be advertised via website, newsletter, e-news, and at TPB meetings.

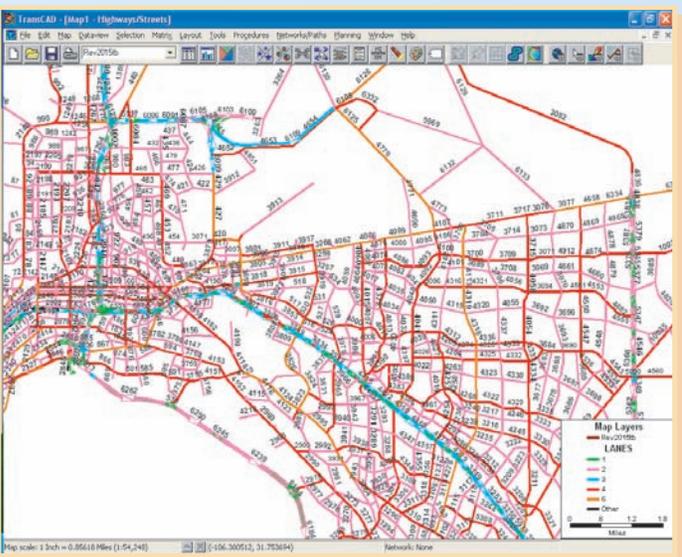


Exhibit C15: ViSSIM Modeling

TRANSPORTATION IMPROVEMENT PROGRAM

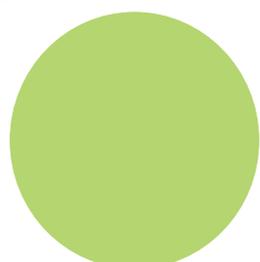
The Mission 2011-2014 Transportation Improvement Program (TIP) covers a program horizon of four fiscally constraint-years. Unlike the MTP, only projects in the fiscally constrain portion of the TIP are required to be in the State Implementation Plan STIP and that can be implemented. The TIP reflects the planning process consistent with SAFETEA-LU requierments. The TIP is also consistent with the MTP and contains all regionally significant projects to be funded with Federal and non-federal funds. Inclusion of a project in the TIP reflects a consensus of priority needs among the residents living in the MPO study area, locally and state-elected officials, local transportation agency representatives, and representatives of the TxDOT and the NMDOT. The TIP is, in effect, a listing of transportation priority needs that will be implemented that contain total estimated costs and implementation dates. The TIP may be amended as transportation needs and/or funding levels change. The Mission 2011-2014 TIP hastransportation investments of \$461 million for Texas and 14.5 million for New Mexico.

The 2011-2014 TIP is fiscally constrained for transit projects, and highway projects in New Mexico and Texas. Transit projects are FTA funded and locally funded. The majority of projects in the 2011-2014 are in the highway section for Texas. These include roadway projects, and Sun Metro Bus Rapid Transit (BRT) projects that are on state system roadways using FHWA funds.

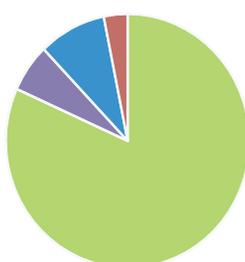
The previous Texas Statewide Transportation Improvement Program(STIP) moratorium will be lifted with the new 2011-2014 STIP. This allows the MPO to start programming federal funds into the Transportation Improvement Program (TIP) as usual. In the past TIP/STIP the federal moratorium limited the state of Texas' ability to move new federally funded projects into the STIP, unless they were funded with American Recover and Reinvestment Act (ARRA), Federal Transit Administration (FTA), or local funds.

Traditional federal funding categories that trickle down through TXDOT are fiscally constrained and are based on revenue forecasts in the Unified Transportation Plan (UTP). The UTP reflects the projects and programs that may be delivered from available forecasted funding over an 11-year period

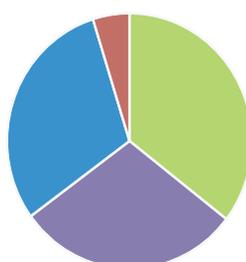
The 2011-2014 TIP was approved by the Transportation Policy Board (TPB) to start public involvement on June 30, 2010, and was submitted into the STIP on that same day. Public involvement for the STIP, and the TIP ran concurrently. The TPB adoption of the TIP on August 6, 2010 was contingent on approval of conformity for the Mission 2035 MTP and 2011-2014 TIP.



New Mexico Portion



Texas Portion



Transit

	NM	TX	Tranist
▶ 2011	\$24,684,824	\$389,830,824	\$60,385,640
▶ 2012	\$0	\$29,365,539	\$50,189,666
▶ 2013	\$0	\$42,775,714	\$51,401,296
▶ 2014	\$0	\$15,042,374	\$8,220,000

Exhibit D1: TIP Total Project Cost

	FY 2011	FY 2012	FY 2013	FY 2014	TOTAL
Transit Program	Total	Total	Total	Total	Total
1 Sec. 5307 - Urbanized Formula >200K	\$14,235,323	\$14,235,323	\$14,235,323	\$14,505,323	\$57,211,292
4 Sec. 5310 - Elderly & Individuals w/Disabilities	\$354,940	\$354,940	\$354,940	\$354,940	\$1,419,760
12 Other FTA	\$1,700,000	\$8,700,000	\$8,000,000	\$0	\$18,400,000
13 Regionally Significant or Other	\$97,402,193	\$75,263,497	\$57,257,685	\$54,146,601	\$284,069,976
Total Funds	\$113,692,456	\$98,553,760	\$79,847,948	69,006,864	361,101,028

Exhibit D2: 2011-2014 TIP Texas Transit Financial Summary

Category	Description	FY 2011		FY 2012		FY 2013		FY 2014		Total FY 2011 - 2014	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$8,000,000	\$10,000,521	\$0	\$19,559,958	\$2,000,000	\$22,105,904	\$0	\$21,739,672	\$10,000,000	\$73,406,055
2	Metropolitan Area (TMA) Corridor Projects	\$66,300,000	\$66,300,000	\$5,000,000	\$5,000,000	\$26,000,000	\$26,000,000	\$0	\$0	\$97,300,000	\$97,300,000
5	CMAQ	\$5,001,714	\$5,001,714	\$4,814,666	\$4,814,918	\$5,025,081	\$5,025,081	\$5,058,772	\$5,058,772	\$19,900,233	\$19,900,485
7	Metro Mobility & Rehab	\$131,186	\$131,186	\$19,550,872	\$19,550,872	\$8,737,456	\$8,737,456	\$9,983,602	\$9,983,602	\$38,403,116	\$38,403,116
8	Safety	\$13,941,361	\$13,941,361	\$0	\$0	\$0	\$0	\$0	\$0	\$13,941,361	\$13,941,361
10	Supplemental Transportation Projects (Includes:Earmark, GR, CBI)	\$35,646,638	\$35,696,945	\$0	\$0	\$0	\$1,482,800	\$0	\$95,700	\$35,646,638	\$37,275,445
11	District Discretionary	\$9,000,000	\$9,000,000	\$0	\$0	\$0	\$2,040,000	\$0	\$2,500,000	\$9,000,000	\$13,540,000
Prop12	Prop 12	\$85,000,000	\$85,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$85,000,000	\$85,000,000
Prop14	Prop 14	\$74,000,000	\$74,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$74,000,000	\$74,000,000
LC	Local Contribution (includes: TRZ and Pass-Through Financing, ROW)	\$83,200,186	\$83,200,186	\$0	\$0	\$2,809,000	\$2,809,000	\$0	\$0	\$86,009,186	\$86,009,186
Total		\$380,221,085	\$382,271,913	\$29,365,538	\$48,925,748	\$44,571,537	\$68,200,241	\$15,042,374	\$39,377,746	\$469,200,534	\$538,775,648

Exhibit D3: 2011-2014 TIP Texas Highway Financial Summary

Description	FY 2010		FY 2011		FY 2012		FY 2013		Total FY 2010 - 2013	
	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
STP Funds-TPU (Large Urban)	\$1,133,644	\$1,133,644	\$566,822	\$566,822	\$0	\$0	\$0	\$0	\$1,700,466	\$1,700,466
EBSL Equity Bonus - Special Limitation)-STP	\$0	\$0	\$219,151	\$219,151	\$0	\$0	\$0	\$0	\$219,151	\$219,151
CMAQ (CMAQ - Mandatory) (growth = 2.5% 3-19-10)	\$313,468	\$313,468	\$1,813,468	\$1,813,468	\$0	\$0	\$0	\$0	\$2,126,936	\$2,126,936
PNRS (Earmark)	\$0	\$0	\$11,966,000	\$11,966,000	\$0	\$0	\$0	\$0	\$11,966,000	\$11,966,000
GRIP (Governor Richardson Investment Prog)	\$9,423,000	\$9,423,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,423,000	\$9,423,000
Total	\$10,870,112	\$10,870,112	\$14,565,441	\$14,565,441	\$0	\$0	\$0	\$0	\$25,435,553	\$25,435,553

Exhibit D4: 2011-2013 STIP New Mexico Highway Financial Summary

FINANCIAL PLAN FORECAST

The El Paso MPO's Metropolitan Transportation Plan (MTP) Workgroup developed a fiscally constrained plan that addresses both long range and short range transportation projects and programs in the El Paso region. The Mission 2035 MTP is a 26 year plan with \$6.9B of multimodal projects. Transit investments come to \$2.6B for Sun Metro operations (\$1.4B), maintenance, equipment, and facilities. Sun Metro has the majority of transit investments, but there are also county transit, and health and human service programs. Projects on the highway project list include maintenance, rehabilitation, added capacity, management, enhancements, and studies, at \$4.3B. Highway projects are included for both the New Mexico and Texas portions of the El Paso MPO study area.

The MTP Workgroup began to develop the Mission 2035 MTP in the later part of 2009. Early public involvement was used to inform the public of financial strategies to address the growing needs of the region in times when transportation investments were becoming more scarce. The MTP Workgroup first tackled the early years of the MTP that correspond to the new Mission 2011-2014 Transportation Improvement Program (TIP). The Mission 2035 MTP was developed with the revenue streams and programs beginning in 2010 and cover a planning horizon to 2035.

Projects were prioritized using the 2008 CMP, and the TIP Project Status Report. The MTP Workgroup worked for several months developing a fiscally constrained project list.

The region used 4% compounded inflation on projects outside the TIP years for Texas. Local government agencies, including Sun Metro, grew their revenues at 5% in Texas. In New Mexico a 2.5% compounded inflation was applied to projects as requested by NMDOT, and grew their revenues at 2.5%. Projects within the TIP years were based on the estimated costs for the projects in the years 2010-2014, and no additional inflation factor was applied, as these estimates are for the year of implementation.

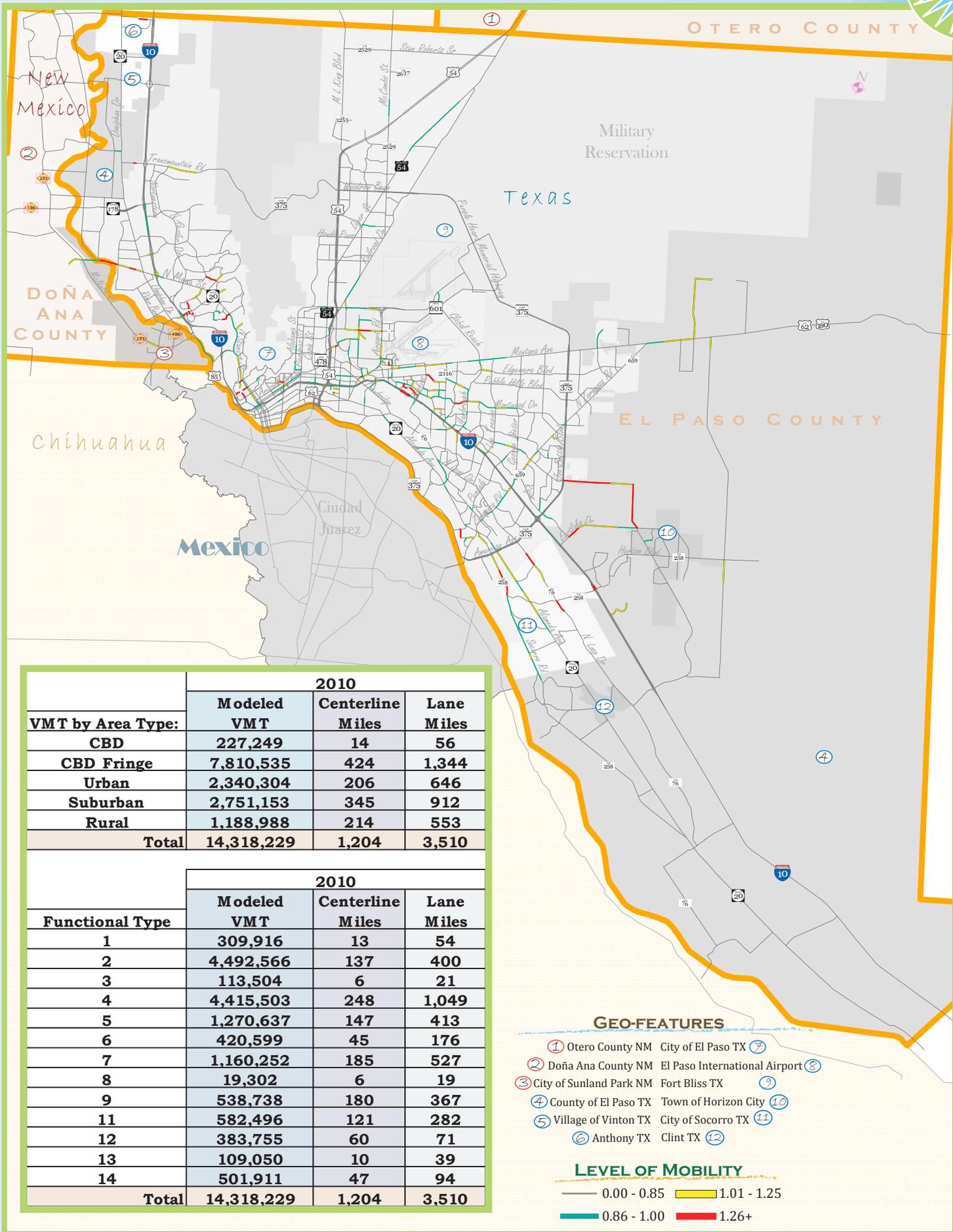
The Mission 2035 MTP has total project cost, which includes construction costs, Right-of-Way (ROW) costs, and preliminary engineering costs. This satisfies the requirements for total project cost for the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A legacy for Users (SAFETEA-LU).

Financial assumptions for this plan are primarily from TXDOT's 2010-2020 Unified Transportation Program UTP and the local 2008 Comprehensive Mobility Plan (CMP). Other local governments and NMDOT also made investments in the Mission 2035 MTP.

The UTP reflects the projects and programs that may be delivered from available forecasted funding over an 11-year period. The program is a planned use of the funds that is expected to be available over this time period. In order to develop the UTP, TXDOT creates a cash forecast based on assumptions of revenues, expenditures, and fund balances. Further cash flow projections are provided in the 2010-2020 UTP beyond the 11-year period, and are based on TXDOT forecasts. These projections were used to develop estimated revenues through the year 2035 of the Mission 2035 MTP. The Texas Transportation Commission (TTC) and TXDOT use the UTP as the 11-year plan to guide transportation project development, although projections are subject to changes in gas tax collections and shifts in federal transportation decisions.

Funding caps provided to the MTP Workgroup in the development of the UTP were not only used to constrain the first eleven years of the Mission 2035 MTP, but also provided forecasts beyond the eleven year period. Because cash flow for these traditional funding categories in the UTP do not always come in as quickly needed for funding project according to the regions demands a great deal of coordination with TXDOT was necessary so that funds could be accelerated and allowing the 2008 CMP to be incorporated into the MPO's Mission documents.

The 2008 CMP is a strategic plan that explores the use of traditional funding resources along with other tools such as bonding, pass through financing, Transportation Reinvestments Zones (TRZ), Proposition 12 and Proposition 14 funding. The Camino Real Regional Mobility Authority (CRRMA) also looks at the implementation of toll roads in the 2008 CMP.



VMT by Area Type:	2010		
	Modeled VMT	Centerline Miles	Lane Miles
CBD	227,249	14	56
CBD Fringe	7,810,535	424	1,344
Urban	2,340,304	206	646
Suburban	2,751,153	345	912
Rural	1,188,988	214	553
Total	14,318,229	1,204	3,510

Functional Type	2010		
	Modeled VMT	Centerline Miles	Lane Miles
1	309,916	13	54
2	4,492,566	137	400
3	113,504	6	21
4	4,415,503	248	1,049
5	1,270,637	147	413
6	420,599	45	176
7	1,160,252	185	527
8	19,302	6	19
9	538,738	180	367
11	582,496	121	282
12	383,755	60	71
13	109,050	10	39
14	501,911	47	94
Total	14,318,229	1,204	3,510

GEO-FEATURES

- ① Otero County NM City of El Paso TX ⑦
- ② Doña Ana County NM El Paso International Airport ⑧
- ③ City of Sunland Park NM Fort Bliss TX ③
- ④ County of El Paso TX Town of Horizon City ⑩
- ⑤ Village of Vinton TX City of Socorro TX ⑪
- ⑥ Anthony TX Clint TX ⑫

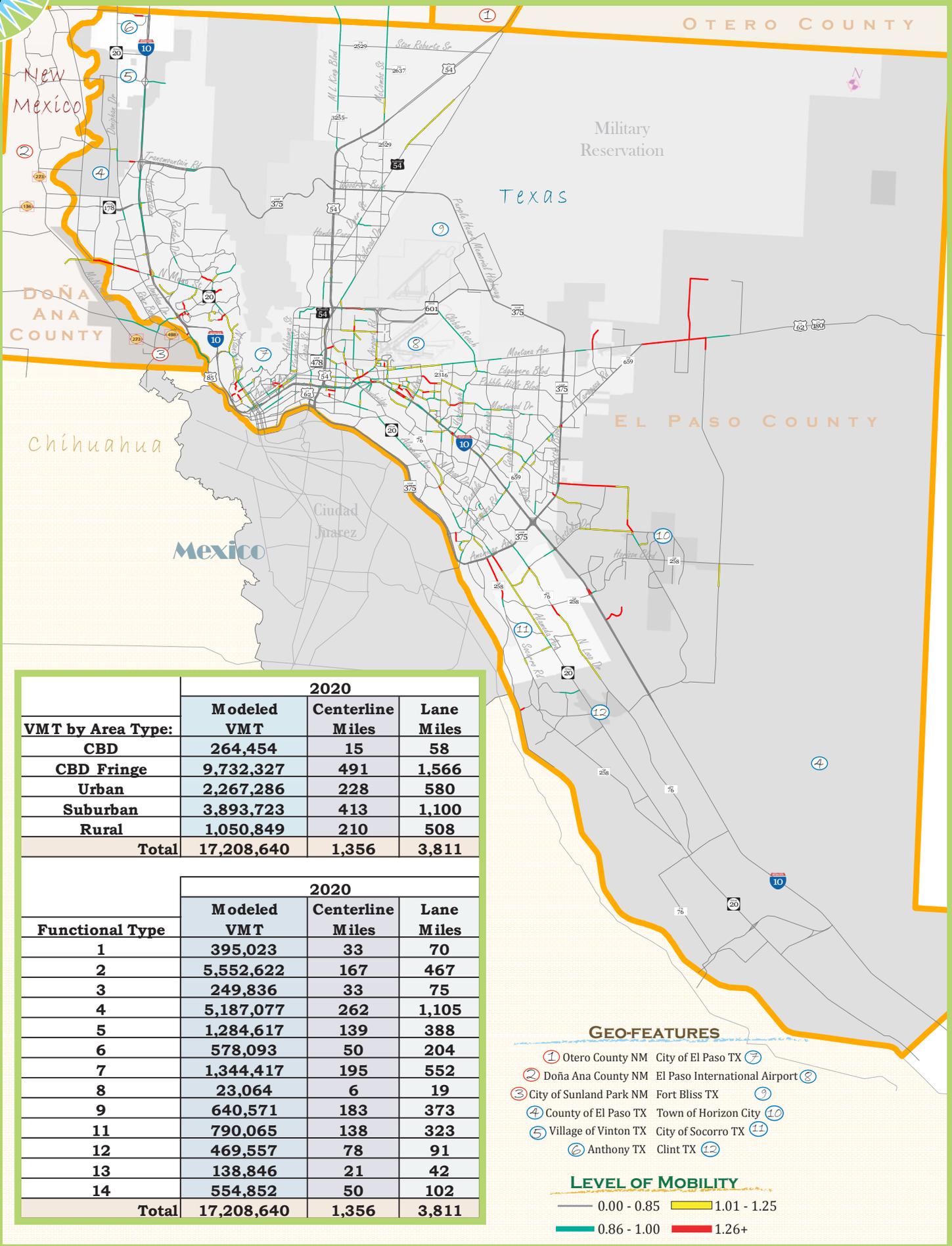
LEVEL OF MOBILITY

- 0.00 - 0.85
- 0.86 - 1.00
- 1.01 - 1.25
- 1.26+

PROGRAMMING & PLANNING

55

EL PASO METROPOLITAN PLANNING ORGANIZATION



VMT by Area Type:	2020		
	Modeled VMT	Centerline Miles	Lane Miles
CBD	264,454	15	58
CBD Fringe	9,732,327	491	1,566
Urban	2,267,286	228	580
Suburban	3,893,723	413	1,100
Rural	1,050,849	210	508
Total	17,208,640	1,356	3,811

Functional Type	2020		
	Modeled VMT	Centerline Miles	Lane Miles
1	395,023	33	70
2	5,552,622	167	467
3	249,836	33	75
4	5,187,077	262	1,105
5	1,284,617	139	388
6	578,093	50	204
7	1,344,417	195	552
8	23,064	6	19
9	640,571	183	373
11	790,065	138	323
12	469,557	78	91
13	138,846	21	42
14	554,852	50	102
Total	17,208,640	1,356	3,811

GEO-FEATURES

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- ⑧
- ⑨
- ⑩
- ⑪
- ⑫

LEVEL OF MOBILITY

- 0.00 - 0.85
- 0.86 - 1.00
- 1.01 - 1.25
- 1.26+

Non-toll projects in the 2008 CMP total to \$435M for projects in the short term of 2010-2012. These projects are elements of the Loop 375, other on state and off state system projects, aesthetics improvements on IH-10, and \$27M of FHWA funds to kickoff a BRT system in the region.

The toll element of the 2008 CMP is \$762.3M, which the first phase is scheduled to let in FY 2011 for Loop 375 Cesar Chavez from IH-110 to the Bridge of the Americas. This project is to utilize existing inside ROW to incorporate two new toll lanes, one in each direction, and the existing 4-lane roadway will be reconstructed. This CRRMA project is fully funded through a Category 10 earmark and Proposition 14. Prop 14 gives Texas bonding capabilities that advance the use of future transportation funding allocations.

Based on market valuation to determine the bonding capacity/toll producing revenue for toll facilities the CRRMA would go to the bond market to secure bonds for toll projects. The revenue from tolls could then be used for other projects in the 2008 CMP, tolled and non-tolled. For example, the Loop 375 Cesar Chavez toll revenue bonds are estimated at \$36M over a 40 year period. This revenue stream is after operations and maintenance cost of the facility.

In the Mission MTP three other toll projects, construction of Border Highway West from Park to Yandell is in FY 2026, and adding two toll lanes on Americas Avenue (Loop 375) from Zaragoza Rd. to IH-10 is in 2015, and the Northeast Parkway -Phase I to construct a Super 2 (one lane in each direction with dedicated passing lanes) from Railroad Dr. to FM 3255 at the New Mexico/Texas state line is in FY 2026.

The City of El Paso has implemented TRZs that allow property tax dollars within the zones to be preserved for transportation investments. Within the 2008 CMP there is \$70M of TRZ funding programmed of which \$30M is programmed in 2010 of the Mission 2035 MTP for two direct connectors on Loop 375 (Americas) at IH 10. Other projects on Loop 375 are programmed in the Mission 2035 MTP to utilize TRZ funding. Additional TRZ funding will come into the region as they accumulate.

Altogether \$146M was programmed to the Loop 375 (Americas) at IH-10 project for four of the eight needed direct connectors of this project in FY 2010. A combination of TRZ, Category 2, Coordinated Border Infrastructure (CBI) and ARRA funds were authorized for this project.

In New Mexico, NMDOT has boosted the Mission 2035 MTP with much needed Surface Transportation Program-Large Urban funds in the amount of \$20.4M for mobility projects, and \$46.1M of Congestion Mitigation and Air Quality (CMAQ) funds. Sunland Park NM has a local contribution of \$11M for the development of a possible future port of entry.

Sun Metro, the City of El Paso's mass transit provider, is making considerable local contributions for projects in the Mission 2035 MTP. They have contributed \$42M for BRT. Also, certificates of obligation and city bonds total \$77.5M, which will help pay for the new Administration and Operations facility programmed in 2011 at a cost of \$28.6M. Sun Metro will also pursue \$30M of Very Small, Small and New Starts (FTA) grants for BRT within the region.

The El Paso region has been working hard to move forward with transportation investments by means of traditional and non-traditional funding mechanisms as well as local commitments to sustain its transportation system. Overall project revenues and costs have been reduced from the traditional resources, but with the help of non-traditional resources we continue to prioritize and implement projects for the region.

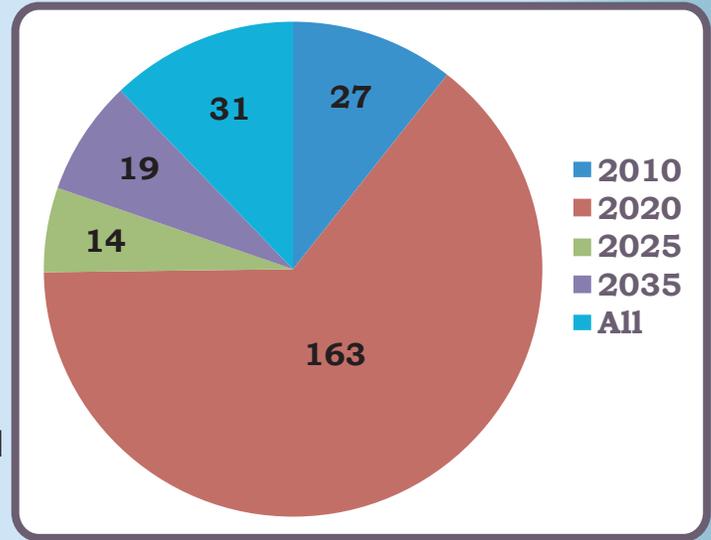
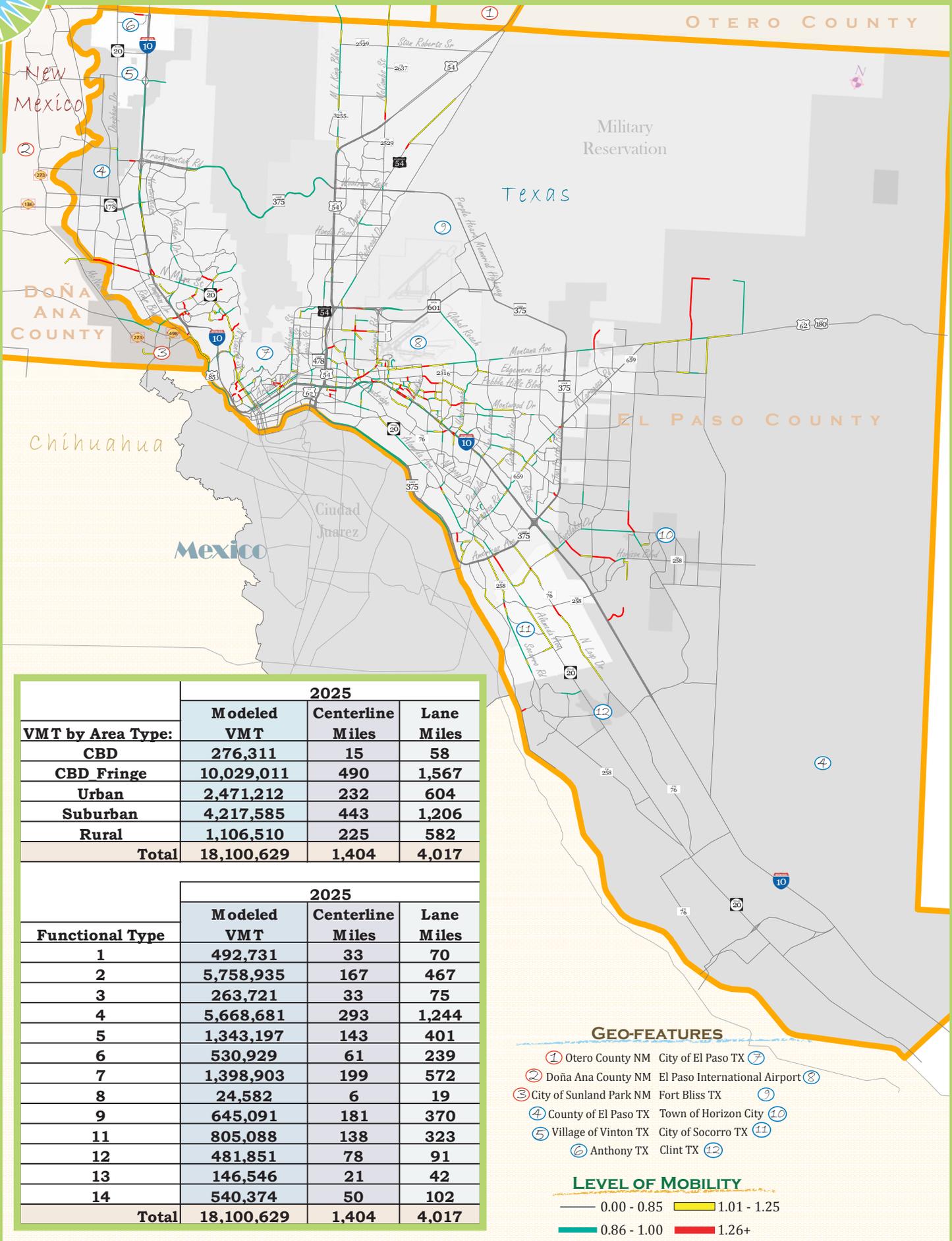


Exhibit D7: 254 Projects in MTP

PROGRAMMING & PLANNING

57

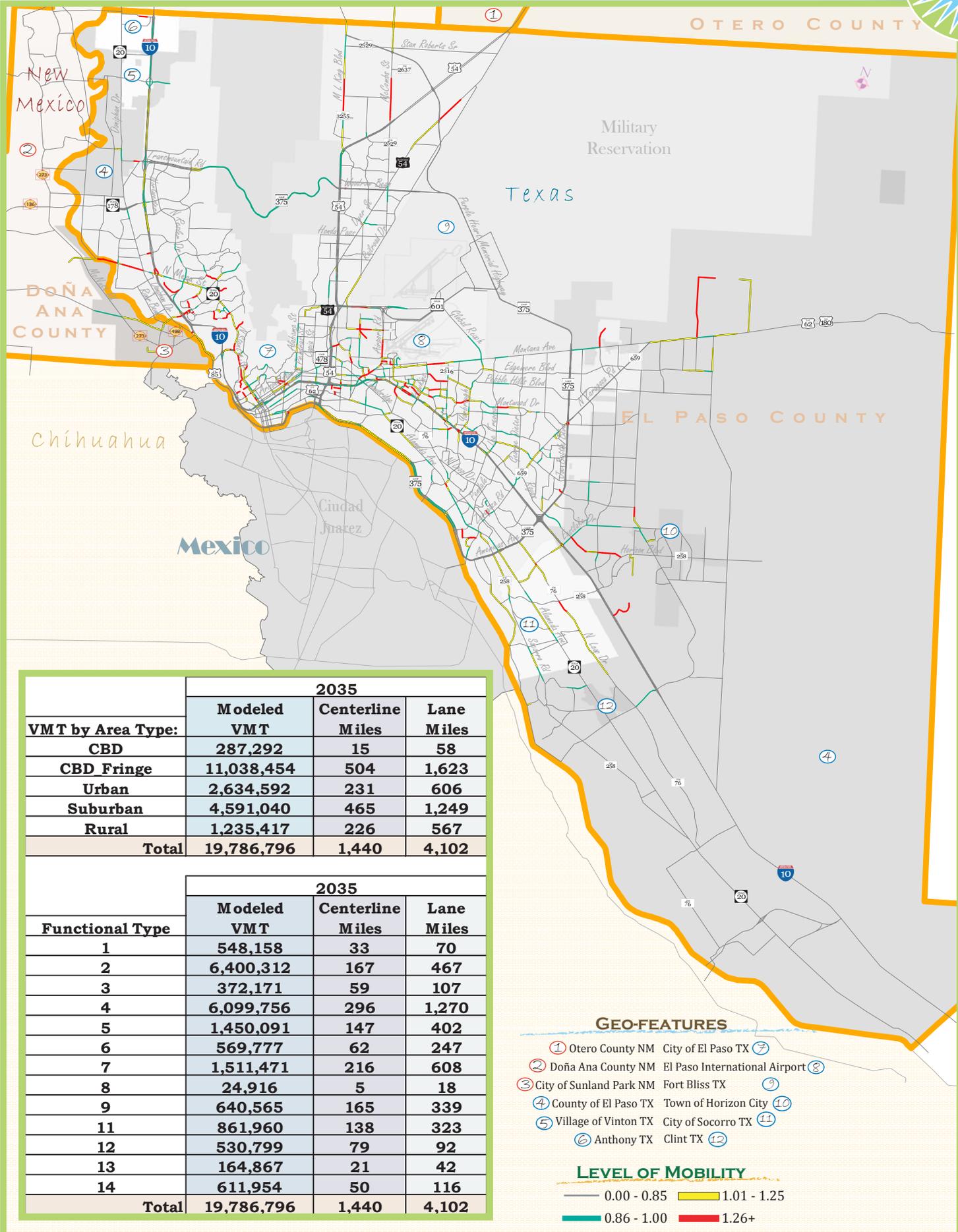
EL PASO METROPOLITAN PLANNING ORGANIZATION



VMT by Area Type:	2025		
	Modeled VMT	Centerline Miles	Lane Miles
CBD	276,311	15	58
CBD Fringe	10,029,011	490	1,567
Urban	2,471,212	232	604
Suburban	4,217,585	443	1,206
Rural	1,106,510	225	582
Total	18,100,629	1,404	4,017

Functional Type	2025		
	Modeled VMT	Centerline Miles	Lane Miles
1	492,731	33	70
2	5,758,935	167	467
3	263,721	33	75
4	5,668,681	293	1,244
5	1,343,197	143	401
6	530,929	61	239
7	1,398,903	199	572
8	24,582	6	19
9	645,091	181	370
11	805,088	138	323
12	481,851	78	91
13	146,546	21	42
14	540,374	50	102
Total	18,100,629	1,404	4,017

- GEO-FEATURES**
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 - ⑥ Anthony TX Clint TX
 - ⑦
 - ⑧
 - ⑨
 - ⑩
 - ⑪
 - ⑫
- LEVEL OF MOBILITY**
- 0.00 - 0.85
 - 0.86 - 1.00
 - 1.01 - 1.25
 - 1.26+



VMT by Area Type:	2035		
	Modeled VMT	Centerline Miles	Lane Miles
CBD	287,292	15	58
CBD Fringe	11,038,454	504	1,623
Urban	2,634,592	231	606
Suburban	4,591,040	465	1,249
Rural	1,235,417	226	567
Total	19,786,796	1,440	4,102

Functional Type	2035		
	Modeled VMT	Centerline Miles	Lane Miles
1	548,158	33	70
2	6,400,312	167	467
3	372,171	59	107
4	6,099,756	296	1,270
5	1,450,091	147	402
6	569,777	62	247
7	1,511,471	216	608
8	24,916	5	18
9	640,565	165	339
11	861,960	138	323
12	530,799	79	92
13	164,867	21	42
14	611,954	50	116
Total	19,786,796	1,440	4,102

GEO-FEATURES

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LEVEL OF MOBILITY

- 0.00 - 0.85
- 0.86 - 1.00
- 1.01 - 1.25
- 1.26+

EL PASO MPO
Mission 2035 Metropolitan Transportation Plan (MTP)
2010 - 2035 Financial Summary

Revenue by Categories	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2025	2026-2035	TOTAL
TEXAS HIGHWAY FUNDING CATEGORIES														
1 - Preventive Maintenance	\$ 10,000,000	\$ 5,933,195	\$ 5,933,195	\$ 5,933,195	\$ 5,933,195	\$ 5,933,195	\$ 5,933,195	\$ 5,933,195	\$ 5,933,195	\$ 5,933,195	\$ 5,933,195	\$ 29,662,500	\$ 59,325,000	\$ 158,319,450
1 - Rehabilitation	\$ -	\$ 4,067,326	\$ 13,626,763	\$ 16,172,709	\$ 15,806,477	\$ 15,903,971	\$ 17,959,670	\$ 22,031,376	\$ 19,297,757	\$ 16,414,151	\$ 24,771,024	\$ 53,166,667	\$ 106,333,333	\$ 325,551,224
2 - Metropolitan Area (TMA) Corridor Projects (Including CRRMA Bond Rev.)	\$ 5,000,000	\$ 84,000,000	\$ 5,000,000	\$ 26,000,000	\$ -	\$ 37,600,000	\$ -	\$ -	\$ 113,684,607	\$ -	\$ -	\$ -	\$ -	\$ 271,284,607
5 - CMAQ Improvements (Roadway)	\$ 8,448,101	\$ 5,001,714	\$ 4,814,918	\$ 5,025,081	\$ 5,058,772	\$ 5,239,078	\$ 5,441,341	\$ 5,515,461	\$ 5,466,667	\$ 5,503,030	\$ 5,503,030	\$ 2,497,943	\$ 4,995,886	\$ 68,511,022
6 - Structures Replacement & Rehabilitation	\$ 7,873,480	\$ -	\$ -	\$ -	\$ -	\$ 4,585,000	\$ 1,923,077	\$ 1,923,077	\$ 1,923,077	\$ 1,923,077	\$ 1,923,077	\$ 9,615,385	\$ 19,230,769	\$ 50,920,018
7 - STP - Metropolitan Mobility/Rehabilitation	\$ 14,316,359	\$ 131,186	\$ 19,550,872	\$ 8,737,456	\$ 9,983,602	\$ 10,339,441	\$ 10,738,611	\$ 10,884,889	\$ 10,788,593	\$ 10,860,356	\$ 10,860,356	\$ 42,441,318	\$ 78,207,109	\$ 237,840,148
8 - Safety Projects	\$ 3,210,000	\$ 13,941,361	\$ 757,000	\$ 757,000	\$ 757,000	\$ 757,000	\$ 757,000	\$ 757,000	\$ 757,000	\$ 757,000	\$ 757,000	\$ 3,785,000	\$ 7,570,000	\$ 35,319,361
8 - Safe Routes to School	\$ -	\$ 9,037,190	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,037,190
9 - Transportation Enhancements Program	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,750,000	\$ 7,500,000	\$ 19,500,000
10 - Supplemental Transportation Projects	\$ -	\$ -	\$ -	\$ 1,482,800	\$ 95,700	\$ 1,208,170	\$ 1,608,170	\$ 1,208,170	\$ 1,208,170	\$ 1,208,170	\$ 1,208,170	\$ -	\$ -	\$ 8,019,350
10 - Green Ribbon	\$ -	\$ 160,480	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 160,480
11 - District Discretionary	\$ -	\$ 9,000,000	\$ -	\$ 2,040,000	\$ 2,500,000	\$ 20,749,794	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 12,533,335	\$ 25,066,670	\$ 84,389,799
12 - Strategic Priority	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,156,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,156,000
Proposition 12	\$ -	\$ 85,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,000,000
Proposition 14	\$ -	\$ 74,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,000,000
Border High Priority Corridors	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ARRA Fund	\$ 97,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,200,000
ARRA Enhancement	\$ 2,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,100,000
CBI Program	\$ 46,573,942	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,573,942
Earmark	\$ 6,917,067	\$ 13,003,067	\$ -	\$ -	\$ 983,928	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,904,062
Transportation Reinvestment Zones	\$ 30,000,000	\$ 40,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,000,000	\$ -	\$ -	\$ -	\$ -	\$ 130,000,000
Routine Maintenance	\$ 8,319,500	\$ 8,319,500	\$ 8,319,500	\$ 8,319,500	\$ 8,319,500	\$ 8,319,500	\$ 8,319,500	\$ 8,319,500	\$ 8,319,500	\$ 8,319,500	\$ 8,319,500	\$ 41,597,500	\$ 83,195,000	\$ 216,307,000
TXDOT Traffic Budget	\$ 12,503,846	\$ 12,503,846	\$ 12,503,846	\$ 12,503,846	\$ 12,503,846	\$ 12,503,846	\$ 12,503,846	\$ 12,503,846	\$ 12,503,846	\$ 12,503,846	\$ 12,503,846	\$ 62,519,230	\$ 125,038,460	\$ 325,099,996
Toll Revenue Bonding	\$ -	\$ -	\$ -	\$ 18,000,000	\$ -	\$ 21,400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 87,000,000
City of El Paso (CIP)	\$ 17,000,000	\$ 17,850,000	\$ 18,742,500	\$ 19,679,625	\$ 20,663,606	\$ 21,696,787	\$ 22,781,626	\$ 23,920,707	\$ 25,116,743	\$ 26,372,580	\$ 27,691,209	\$ 160,661,978	\$ 660,339,358	\$ 1,062,516,718
City of El Paso (OP)	\$ 22,522,189	\$ 22,522,189	\$ 22,522,189	\$ 22,522,189	\$ 22,522,189	\$ 22,522,189	\$ 22,522,189	\$ 22,522,189	\$ 22,522,189	\$ 22,522,189	\$ 22,522,189	\$ 112,610,947	\$ 225,221,893	\$ 585,576,923
SIB Loan City of El Paso	\$ 20,005,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,005,000
Proposed POE funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,466,236	\$ -	\$ 45,023,588	\$ -	\$ 73,489,824
County of El Paso (Bridge and Road Fee) (Resurfacing and Maintenance)	\$ 2,275,272	\$ 2,275,272	\$ 2,275,272	\$ 2,275,272	\$ 2,275,272	\$ 2,275,272	\$ 2,275,272	\$ 2,275,272	\$ 2,275,272	\$ 2,275,272	\$ 2,275,272	\$ 11,376,360	\$ 22,752,720	\$ 59,157,072
R&B Project Specific	\$ 11,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000
EP County Bonds	\$ -	\$ 9,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,000,000
Town of Anthony	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Socorro	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Village of Vinton	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Clint	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Town of Horizon City	\$ 150,000	\$ 157,800	\$ 166,006	\$ 174,638	\$ 183,719	\$ 193,272	\$ 203,323	\$ 213,895	\$ 225,018	\$ 236,719	\$ 249,028	\$ 1,453,387	\$ 4,285,561	\$ 7,892,366
PSB/City of EP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fort Bliss	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,800,000
BNSF Contribution (M304X)	\$ 385,708	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 385,708
Strategy 102 Budget	\$ -	\$ 11,500,000	\$ -	\$ 2,106,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,606,750
TIP Authorized PE	\$ -	\$ 1,405,004	\$ -	\$ 414,158	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,819,162
Lcl Contribution	\$ -	\$ 13,473,449	\$ -	\$ 702,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,175,699
Total TX Highway Revenues	\$ 326,550,464	\$ 443,032,579	\$ 114,962,061	\$ 153,596,469	\$ 108,336,807	\$ 215,932,515	\$ 116,216,820	\$ 121,258,578	\$ 293,271,634	\$ 146,545,321	\$ 126,558,726	\$ 592,695,137	\$ 1,516,061,761	\$ 4,268,657,719
Total CONSTRUCTION Project Costs	\$ 270,781,843	\$ 445,675,002	\$ 100,599,338	\$ 116,765,441	\$ 88,455,888	\$ 291,267,224	\$ 86,749,505	\$ 150,492,468	\$ 258,577,656	\$ 131,617,647	\$ 141,085,717	\$ 519,986,333	\$ 1,510,064,240	\$ 4,112,118,303
FHWA to FTA Transfers	\$ -	\$ 4,300,000	\$ 2,166,666	\$ 23,500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,466,666
Local PE Cost	\$ 2,241,840	\$ 5,359,995	\$ 118,646	\$ 196,481	\$ 537,926	\$ 3,777,199	\$ 257,577	\$ -	\$ 2,237,460	\$ 1,462,660	\$ 110,457	\$ 5,470,918	\$ 8,541,463	\$ 21,857,735
State PE Cost	\$ -	\$ 5,793,113	\$ 1,080,703	\$ 556,862	\$ 141,365	\$ 5,214,185	\$ -	\$ 2,123,490	\$ 6,498,732	\$ 398,907	\$ 2,649,440	\$ 1,811,183	\$ 30,754,689	\$ 49,450,627
Local ROW Cost	\$ -	\$ 2,585,737	\$ -	\$ -	\$ -	\$ 4,115,252	\$ 367,968	\$ -	\$ 3,196,372	\$ 2,089,514	\$ 157,796	\$ 7,815,597	\$ 9,987,705	\$ 27,730,205
State ROW Cost	\$ -	\$ 30,463,449	\$ -	\$ 2,809,000	\$ -	\$ 1,833,776	\$ -	\$ 3,033,558	\$ 8,535,039	\$ -	\$ 3,784,914	\$ 19,202	\$ 43,727,036	\$ 60,933,523
Total Project Cost (Construction, PE, & ROW)	\$ 270,781,843	\$ 445,675,002	\$ 100,599,338	\$ 116,765,441	\$ 88,455,888	\$ 306,207,636	\$ 87,375,051	\$ 155,649,516	\$ 279,045,259	\$ 135,568,728	\$ 147,788,325	\$ 535,103,233	\$ 1,603,075,133	\$ 4,272,090,392
Total TX Balance with Carry Over	\$ 55,768,621	\$ 52,989,878	\$ 67,352,601	\$ 104,148,017	\$ 120,470,775	\$ 31,679,846	\$ 60,889,583	\$ 26,498,645	\$ 43,921,392	\$ 56,987,499	\$ 35,915,697	\$ 101,323,198	\$ 24,297,531	\$ 24,297,531

EL PASO MPO
Mission 2035 Metropolitan Transportation Plan (MTP)
2010 - 2035 Financial Summary

Revenue by Categories	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2025	2026-2035	TOTAL
NEW MEXICO FUNDING CATEGORIES														
STP Funds-TPU (Large Urban)	\$ 566,822	\$ 580,993	\$ 595,517	\$ 610,405	\$ 625,665	\$ 641,307	\$ 657,340	\$ 673,773	\$ 690,618	\$ 707,883	\$ 725,580	\$ 3,909,234	\$ 9,427,091	\$ 20,412,228
STP-TPA (Flexible)	\$ -	\$ -	\$ -	\$ -	\$ 11,973,726	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,973,726
TPE (STP Enhancements)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TPM (STP Rural Areas)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TPO (Urban <200K)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BR-Prev	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BR-On System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BR-Off System	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
BR- ON/Off System (Flexible)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MGS (Minimum Guarantee - Special Limitation)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MGO (Minimum Guarantee - Obligation Limit)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
EBSL Equity Bonus - Special Limitation-STP	\$ 566,822	\$ 219,151	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 785,973
EBE (Equity Bonus - Exempt From Limitation)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ROW (Right of Way Acquisition)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interstate Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NAFTA (Trade Corridors/Border Infrastructure)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CBIP (Coordinated Border Infrastructure Prog.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CMAQ (CMAQ -Mandatory) (growth = 2.5% 3-19-10)	\$ 1,313,468	\$ 1,313,468	\$ 1,346,305	\$ 1,379,962	\$ 1,414,461	\$ 1,449,823	\$ 1,486,068	\$ 1,523,220	\$ 1,561,301	\$ 1,600,333	\$ 1,640,342	\$ 8,837,728	\$ 21,312,118	\$ 46,178,598
PNRS (Earmark)	\$ -	\$ 22,085,383	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,085,383
TPZ (Safety)	\$ -	\$ 2,373,750	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,373,750
GRIP (Governor Richardson Investment Prog)	\$ 9,423,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,423,000
American Recovery and Reinvestment Act (ARRA)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-ARRA includes \$14M District Discretionary, \$321,500 of (TPE) Enhancements, and \$426,000 of (TPU) Large Urban	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SPP (State Priority)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
National Corridor Planning & Dev (BORCOR)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
NM State Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dona Ana County	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Sunland Park, N.M.	\$ -	\$ -	\$ -	\$ -	\$ 11,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,647,350	\$ -	\$ -	\$ 34,647,350
Total NM Roadway Revenues	\$ 11,870,112	\$ 26,572,745	\$ 1,941,822	\$ 1,990,368	\$ 25,013,853	\$ 2,091,130	\$ 2,143,408	\$ 2,196,993	\$ 2,251,918	\$ 25,955,566	\$ 2,365,922	\$ 12,746,963	\$ 30,739,209	\$ 147,880,008
CONSTRUCTION Project Cost	\$ 9,447,112	\$ 24,034,824	\$ -	\$ -	\$ 22,684,413	\$ -	\$ -	\$ -	\$ -	\$ 12,488,630	\$ -	\$ -	\$ -	\$ 68,654,979
PE Cost	\$ -	\$ 500,000	\$ -	\$ -	\$ 865,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,365,387
ROW Cost	\$ 1,423,000	\$ 150,000	\$ -	\$ -	\$ 502,235	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 12,075,235
Total Project Costs	\$ 10,870,112	\$ 24,684,824	\$ -	\$ -	\$ 24,052,036	\$ -	\$ -	\$ -	\$ -	\$ 22,488,630	\$ -	\$ -	\$ -	\$ 82,095,601
Total NM Balance with Carry Over	\$ 1,000,000	\$ 2,887,921	\$ 4,829,743	\$ 6,820,110	\$ 7,781,927	\$ 9,873,057	\$ 12,016,466	\$ 14,213,459	\$ 16,465,377	\$ 19,932,314	\$ 22,298,235	\$ 35,045,198	\$ 65,784,407	\$ 65,784,407

EL PASO MPO
Mission 2035 Metropolitan Transportation Plan (MTP)
2010 - 2035 Financial Summary

Revenue by Categories	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2025	2026-2035	TOTAL
TRANSIT FUNDING CATEGORIES														
Large Urban Cities (5307)														
1. Capital Maintenance	\$ 12,642,026	\$ 12,000,026	\$ 12,142,026	\$ 12,000,026	\$ 12,142,026	\$ 12,749,127	\$ 13,386,584	\$ 14,055,913	\$ 14,758,708	\$ 15,496,644	\$ 16,271,476	\$ 94,405,686	\$ 274,265,150	\$ 516,315,418
2. Maintenance Equip.	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	\$ 105,000	\$ 110,250	\$ 115,763	\$ 121,551	\$ 127,628	\$ 134,010	\$ 777,512	\$ 2,258,809	\$ 3,950,521
3. Curb Cuts/ADA Imp.	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 525,000	\$ 551,250	\$ 578,813	\$ 607,753	\$ 638,141	\$ 670,048	\$ 3,887,559	\$ 11,294,044	\$ 21,252,607
4. Security Equipment	\$ 142,353	\$ 142,353	\$ 142,353	\$ 142,353	\$ 142,353	\$ 149,471	\$ 156,944	\$ 164,791	\$ 173,031	\$ 181,683	\$ 190,767	\$ 1,106,811	\$ 3,215,482	\$ 6,050,745
5. Support Vehicles	\$ -	\$ -	\$ 200,000	\$ -	\$ 200,000	\$ 210,000	\$ 220,500	\$ 231,525	\$ 243,101	\$ 255,256	\$ 268,019	\$ 1,555,024	\$ 4,517,618	\$ 7,901,043
6. Planning	\$ -	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ 420,000	\$ 441,000	\$ 463,050	\$ 486,203	\$ 510,513	\$ 536,038	\$ 3,110,047	\$ 9,035,235	\$ 15,802,086
7. Computer Hardware/ Software	\$ 239,178	\$ 239,178	\$ 239,178	\$ 239,178	\$ 239,178	\$ 251,137	\$ 263,694	\$ 276,878	\$ 290,722	\$ 305,258	\$ 320,521	\$ 1,859,637	\$ 5,402,574	\$ 10,166,312
8. Transit Enhancements	\$ -	\$ 242,000	\$ 200,000	\$ 242,000	\$ 200,000	\$ 210,000	\$ 220,500	\$ 231,525	\$ 243,101	\$ 255,256	\$ 268,019	\$ 1,555,024	\$ 4,517,618	\$ 8,385,043
9. Transit Corridor Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10. ADA Para Transit	\$ 711,766	\$ 711,766	\$ 711,766	\$ 711,766	\$ 711,766	\$ 747,354	\$ 784,722	\$ 823,958	\$ 865,156	\$ 908,414	\$ 953,835	\$ 5,534,065	\$ 16,077,433	\$ 30,253,766
SUBTOTAL	\$ 14,235,323	\$ 14,235,323	\$ 14,235,323	\$ 14,235,323	\$ 14,235,323	\$ 15,367,089	\$ 16,135,444	\$ 16,942,216	\$ 17,789,327	\$ 18,678,793	\$ 19,612,733	\$ 113,791,364	\$ 330,583,962	\$ 607,734,462
Job Access and Reverse Commute Program (5316)	\$ 1,173,518	\$ 745,565	\$ 745,565	\$ 745,565	\$ 745,565	\$ 782,843	\$ 821,986	\$ 863,085	\$ 906,239	\$ 951,551	\$ 999,129	\$ 5,796,857	\$ 16,840,892	\$ 32,118,361
New Freedom Program (5317)	\$ 311,864	\$ 214,855	\$ 214,855	\$ 214,855	\$ 214,855	\$ 225,598	\$ 236,878	\$ 248,722	\$ 261,158	\$ 274,216	\$ 287,927	\$ 1,670,525	\$ 4,853,168	\$ 9,229,475
SUBTOTAL	\$ 1,485,382	\$ 960,420	\$ 960,420	\$ 960,420	\$ 960,420	\$ 1,008,441	\$ 1,058,863	\$ 1,111,807	\$ 1,167,397	\$ 1,225,767	\$ 1,287,055	\$ 7,467,382	\$ 21,694,060	\$ 41,347,837
Transportation for Elderly Person and Persons with Disabilities (5310)	\$ 318,529	\$ 318,529	\$ 318,529	\$ 318,529	\$ 318,529	\$ 318,529	\$ 318,529	\$ 318,529	\$ 318,529	\$ 318,529	\$ 318,529	\$ 1,592,645	\$ 3,185,290	\$ 8,281,754
Rural Transit Assistance Program (5311(b)(3)) (PTN)	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 1,500,000	\$ 3,000,000	\$ 7,800,000
SUBTOTAL	\$ 618,529	\$ 618,529	\$ 618,529	\$ 618,529	\$ 618,529	\$ 618,529	\$ 618,529	\$ 618,529	\$ 618,529	\$ 618,529	\$ 618,529	\$ 3,092,645	\$ 6,185,290	\$ 16,529,601
ESTIMATED LOCAL FUNDING TOTAL (\$M)														
1. SALES TAX	\$ 35,242,315	\$ 35,947,161	\$ 36,666,104	\$ 37,399,426	\$ 38,147,415	\$ 38,910,363	\$ 39,688,571	\$ 40,482,342	\$ 41,291,989	\$ 42,117,829	\$ 42,960,185	\$ 228,037,859	\$ 529,749,101	\$ 1,186,640,661
2. OTHER	\$ 1,560,145	\$ 1,602,268	\$ 1,645,530	\$ 1,689,959	\$ 1,735,588	\$ 1,782,449	\$ 1,830,575	\$ 1,880,000	\$ 1,930,760	\$ 1,982,891	\$ 2,036,429	\$ 11,037,198	\$ 27,016,542	\$ 57,730,334
3. FARES	\$ 7,194,537	\$ 7,338,427	\$ 7,485,196	\$ 7,634,900	\$ 7,787,598	\$ 7,943,350	\$ 8,102,217	\$ 8,264,261	\$ 8,429,546	\$ 8,598,137	\$ 8,770,100	\$ 46,552,752	\$ 108,145,544	\$ 242,246,564
LOCAL FUNDING FOR OPERATIONS Net of Local Match - SUBTOTAL	\$ 43,932,398	\$ 42,847,857	\$ 37,463,497	\$ 38,715,935	\$ 46,639,601	\$ 28,051,614	\$ 48,862,171	\$ 33,425,347	\$ 28,600,219	\$ 52,698,857	\$ 53,766,714	\$ 285,165,973	\$ 664,911,187	\$ 1,405,081,370
CAT 2 FROM HWY per CMP	\$ -	\$ 2,000,000	\$ -	\$ 23,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25,000,000
CAT 5 - CMAQ FROM HWY per CMP	\$ -	\$ 2,692,000	\$ 3,689,666	\$ 1,049,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,930,666
CAT 7 - STP FROM HWY per CMP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Clean Fuels Grant Program (5308)	\$ 793,179	\$ 840,770	\$ 891,216	\$ 944,689	\$ 1,001,371	\$ 1,061,453	\$ 1,125,140	\$ 1,192,649	\$ 1,264,208	\$ 1,340,060	\$ 1,420,464	\$ 8,487,722	\$ 26,558,705	\$ 46,921,627
Bus and Bus facilities	\$ 1,057,400	\$ 1,057,400	\$ 1,057,400	\$ 1,057,400	\$ 1,057,400	\$ 1,057,400	\$ 1,057,400	\$ 1,057,400	\$ 1,057,400	\$ 1,057,400	\$ 1,057,400	\$ 5,287,000	\$ 10,574,000	\$ 27,492,400
Very Small, Small and New Starts Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 99,765,538	\$ -	\$ 86,006,284	\$ 115,260,385	\$ -	\$ -	\$ -	\$ -	\$ 301,032,207
Locally Funded BRT Cost (PENDING MARCH 2010 CC)	\$ -	\$ 4,200,000	\$ 37,800,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,000,000
ARRA 5307 FTA Funds	\$ 1,461,472	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,461,472
Earmark Omnibus Approp. Bill (County EP Bus Purch. \$ for \$)	\$ 712,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 712,500
Alternative Fuel Credit	\$ 2,526,171	\$ 2,526,171	\$ 2,526,171	\$ 2,526,171	\$ 2,526,171	\$ 2,652,480	\$ 2,785,104	\$ 2,924,359	\$ 3,070,577	\$ 3,224,105	\$ 3,385,311	\$ 19,641,278	\$ 57,061,373	\$ 107,375,439
Certificates of Obligation	\$ 2,000,000	\$ 52,389,336	\$ -	\$ 16,541,750	\$ 6,520,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77,451,086
Street Improvements on Transit Corridors FTA funds from 06	\$ 322,988	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 322,988
20% of Project Cost matched by operating revenues	\$ 64,598	\$ 2,040,000	\$ 8,333,333	\$ 8,008,350	\$ 1,031,000	\$ 20,584,547	\$ 759,191	\$ 17,201,257	\$ 23,052,077	\$ -	\$ -	\$ 461,836	\$ -	\$ 81,536,190
FACILITIES AND EQUIPMENT FUNDS - SUBTOTAL	\$ 8,938,308	\$ 67,745,677	\$ 54,297,787	\$ 53,127,360	\$ 12,635,942	\$ 125,121,418	\$ 5,726,835	\$ 108,381,948	\$ 143,704,646	\$ 5,621,565	\$ 5,863,174	\$ 33,877,836	\$ 94,194,078	\$ 11,499,442
TRANSIT Revenues - TOTAL	\$69,209,940	\$126,407,807	\$107,575,556	\$107,657,568	\$75,089,815	\$170,167,092	\$72,401,842	\$160,479,846	\$191,880,117	\$78,843,511	\$81,148,205	\$443,395,201	\$1,117,568,577	\$2,801,825,077
Subtotal CONSTRUCTION Cost	\$2,496,960	\$56,981,336	\$50,189,666	\$50,590,750	\$7,155,000	\$102,922,737	\$3,795,957	\$86,006,284	\$115,260,385	\$0	\$0	\$2,309,181	\$0	\$477,708,256
Total CONSTRUCTION Costs (includes ALLs)	\$62,768,592	\$115,643,465	\$103,467,435	\$105,120,958	\$69,608,873	\$147,968,411	\$70,470,964	\$138,104,182	\$163,435,856	\$73,221,946	\$75,285,031	\$411,826,545	\$1,023,374,499	\$2,560,296,758
PE COST	\$0	\$9,601,772	\$0	\$810,546	\$65,000	\$2,086,560	\$0	\$4,214,308	\$5,647,759	\$0	\$0	\$0	\$0	\$22,425,945
ROW COST	\$0	\$2,002,532	\$0	\$0	\$1,000,000	\$127,749	\$265,717	\$0	\$0	\$0	\$0	\$161,643	\$0	\$3,557,640
Total PROJECT COSTS	\$62,768,592	\$127,247,770	\$103,467,435	\$105,931,503	\$70,673,873	\$150,182,720	\$70,736,681	\$142,318,490	\$169,083,615	\$73,221,946	\$75,285,031	\$411,988,188	\$1,023,374,499	\$2,586,280,343
Total TRANSIT Balance with Carry Over	\$6,441,348	\$7,603,916	\$11,712,037	\$13,438,102	\$18,854,043	\$38,966,165	\$40,897,043	\$59,058,399	\$81,854,901	\$87,476,467	\$93,339,641	\$124,908,297	\$219,102,374	\$219,102,374

EL PASO MPO
Mission 2035 Metropolitan Transportation Plan (MTP)
2010 - 2035 Financial Summary

Revenue by Categories	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021-2025	2026-2035	TOTAL
TOTALS: MISSION 2035 MTP FINANCIALS														
TOTAL MTP Revenue	\$ 407,630,516	\$ 596,301,399	\$ 222,312,773	\$ 239,744,405	\$ 208,940,474	\$ 392,433,738	\$ 191,395,755	\$ 283,935,418	\$ 490,600,041	\$ 253,433,912	\$ 210,230,649	\$ 1,056,814,540	\$ 2,674,357,252	\$ 7,228,130,873
TOTAL TIP Non-Carry over Category Revenue	\$ 136,320	\$ -	\$ 35,612	\$ 3,558,160	\$ 2,631,060	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,361,153
TOTAL MTP Construction Cost	\$ 342,997,548	\$ 585,353,292	\$ 204,066,773	\$ 221,886,399	\$ 180,749,175	\$ 439,235,636	\$ 157,220,469	\$ 288,596,650	\$ 422,013,512	\$ 217,328,223	\$ 216,370,748	\$ 931,812,878	\$ 2,533,438,739	\$ 6,741,070,040
TOTAL MTP PE	\$ 2,241,840	\$ 21,254,880	\$ 1,199,350	\$ 1,563,889	\$ 1,609,678	\$ 11,077,944	\$ 257,577	\$ 6,337,798	\$ 14,383,951	\$ 1,861,567	\$ 2,759,897	\$ 7,282,101	\$ 39,296,152	\$ 111,126,625
TOTAL MTP ROW	\$ 1,423,000	\$ 35,201,718	\$ -	\$ 2,809,000	\$ 1,502,235	\$ 6,076,776	\$ 633,685	\$ 3,033,558	\$ 11,731,410	\$ 12,089,514	\$ 3,942,710	\$ 7,996,441	\$ 53,714,741	\$ 140,154,789
TOTAL MTP Project Cost	\$ 344,420,548	\$ 593,307,596	\$ 201,900,107	\$ 199,196,944	\$ 182,681,797	\$ 456,390,356	\$ 158,111,732	\$ 297,968,006	\$ 448,128,873	\$ 231,279,304	\$ 223,073,356	\$ 947,091,420	\$ 2,626,449,632	\$ 6,909,999,670
TOTAL MTP Balance w/ Carry over	\$ 63,209,969	\$ 66,067,452	\$ 86,480,118	\$ 126,991,966	\$ 149,692,483	\$ 83,104,805	\$ 116,388,828	\$ 102,356,240	\$ 144,827,408	\$ 166,982,016	\$ 154,139,310	\$ 263,862,430	\$ 311,770,050	\$ 311,770,050

EL PASO MPO
Mission 2035 Metropolitan Transportation Plan (MTP)
Project List

City Area	Project Mode	Project Type/FC	CSJ	2008 CMP #	Project ID	Project Name	Project Description	From	To	Network	Current Construction Cost / 2010-2035 Cost	Est. Construct Cost / Year of Expenditure	Estimated PE Cost	Estimated ROW Cost	Total Project Cost	Sponsor	YOE (Y)
TX PROJECTS																	
REGIONAL	ROW	FREEWAY/EXPRESSWAY	0608-01-002	8 - ROW	F008X-ROW	SPUR 276 ROW	ACQUIRE ROW AND RELOCATE UTILITIES TO CONSTRUCT 4-LANE EXPRESSWAY & INTERCHANGE	DONIPHAN (SH 20)	0.13 MI. WEST OF I-10	2010	\$4,479,600	\$4,479,600	\$0	\$0	\$4,479,600	EL PASO	2010
REGIONAL	IMPROVEMENTS	MISCELLANEOUS	0924-06-268		M017X	EL PASO DRIVE CONSTRUCTION AND ROW ACQUISITION	REALIGNMENT OF ALAMEDA AVE AT EL PASO DRIVE (CONSTRUCTION AND ROW ACQUISITION)	INTERSECTION SH 20 (ALAMEDA AVE.)	AT EL PASO DRIVE	2010	\$300,000	\$300,000	\$0	\$449,999	\$749,999	EL PASO	2010
REGIONAL	IMPROVEMENTS	MISCELLANEOUS	0924-06-310		M017X	INTERSECTION IMPROVEMENTS/ SIGNALS	IMPROVED GEOMETRICS, TRAFFIC SIGNALS, SYNCHRONIZATION AT 15 INTERSECTIONS	CITYWIDE		2010	\$2,098,000	\$2,098,000	\$0	\$0	\$2,098,000	EL PASO	2010
REGIONAL	IMPROVEMENTS	MISCELLANEOUS	0924-06-239		M025X	VIDEO SURVEILLANCE & COUNT STATIONS (OFF STATE SYSTEM)	INSTALL VIDEO SURVEIL. & COUNT STATIONS (OFF STATE SYSTEM) - 17 INTERSECTIONS	17 MAJOR INTERSECTIONS	CITYWIDE	2010	\$4,219,485	\$4,219,485	\$206,755	\$0	\$4,426,240	EL PASO	2010
REGIONAL	IMPROVEMENTS	MISCELLANEOUS	0924-06-304		M035A	INTELLIGENT TRANSPORTATION SYSTEM	ITS EXPANSION	CITYWIDE		2010	\$2,582,411	\$2,582,411	\$126,538	\$0	\$2,708,949	EL PASO	2010
REGIONAL	BUS ACQUISITIONS	MISCELLANEOUS	0924-06-357		M047X	PROPANE SCHOOL BUSES	PURCHASE 16 PROPANE SCHOOL BUSES PROJECT OBLIGATED IN 2009 USING 2010 FUNDS	N/A	N/A	2010	\$1,312,912	\$1,312,912	\$0	\$0	\$1,312,912	8 SCHOOL DISTRICTS	2010
REGIONAL	ENHANCEMENTS	MISCELLANEOUS	0374-02-092		M056X	INSTALL MEDIAN BARRIER	INSTALL MEDIAN BARRIER	0.114 MI E OF YARBROUGH	FM 659 (ZARAGOZA)	2010	\$941,100	\$941,100	\$0	\$0	\$941,100	TXDOT	2010
REGIONAL	ENHANCEMENTS	MISCELLANEOUS	2121-04-083		M057X	INSTALL MEDIAN BARRIER	INSTALL MEDIAN BARRIER	2.593 MI E OF FM 110	2.0 MI W OF FM 793	2010	\$251,700	\$251,700	\$0	\$0	\$251,700	TXDOT	2010
REGIONAL	ENHANCEMENTS	MISCELLANEOUS	2552-01-053		M058X	INSTALL MEDIAN BARRIER	INSTALL MEDIAN BARRIER	2.5 MI E OF RESLER	0.053 MI W OF US 54	2010	\$889,600	\$889,600	\$0	\$0	\$889,600	TXDOT	2010
REGIONAL	ENHANCEMENTS	MISCELLANEOUS	2552-02-023		M059X	INSTALL MEDIAN BARRIER	INSTALL MEDIAN BARRIER	0.468 MI E OF RAILROAD DR	0.179 MI N OF US 62/180 (MONTANA)	2010	\$1,127,600	\$1,127,600	\$0	\$0	\$1,127,600	TXDOT	2010
CENTRAL	ADDED CAPACITY	MISCELLANEOUS			M301X-15A	SCHUSTER AVE	REMOVE PARKING/ STRIPE FOR 4 LANES UNDIVIDED	HAWTHORNE	EL PASO ST.	2010	\$13,313	\$13,313	\$0	\$0	\$13,313	EL PASO	2010
CENTRAL	MAINT./REHAB.	MISCELLANEOUS	7224-01-001		M304X	TRACK REHAB AT BNSF SANTA FE YARD	REHABILITATE EXISTING TRACK AND CONSTRUCT 550 FT. OF CONNECTING TRACK AT BURLINGTON NORTHERN/SANTA FE (BNSF) RAIL YARD AT CHIHUAHUITA	US/MEXICO BORDER	APROX. 1.5 M NORTH OF US/MEX BORDER	2010	\$1,511,638	\$1,511,638	\$74,070	\$0	\$1,585,708	TXDOT	2010
REGIONAL	MAINT./REHAB.	REHABILITATION	0924-06-313		R017X	OREGON ST. RECONSTRUCTION	RECONSTRUCTION AND UTILITY RELOCATION	GLORY ROAD	SAN JACINTO PLAZA	2010	\$4,872,440	\$4,872,440	\$0	\$0	\$4,872,440	EL PASO	2010
CENTRAL	IMPROVEMENTS	MINOR ARTERIAL	0924-06-324		A307X	SUN BOWL DRIVE INTERSECTION	INTERSECTIONS, PEDESTRIAN IMPROVEMENTS, ENHANCEMENTS, AND REALIGNMENT, WHICH WILL ACCOMMODATE BUS TURN-OUTS AND ADDITIONAL RIGHT TURN LANE. PART MTP PROJECT OF FEAS. STUDY/ENG.	SCHUSTER AVE.	IMMEDIATELY NORTH OF UNIVERSITY AVE.	2020	\$812,967	\$812,967	\$39,835	\$0	\$852,802	TXDOT-UTEP	2010
CENTRAL	BIKE & PEDESTRIAN	MINOR ARTERIAL	0924-06-358		A307X	PEDESTRIAN BRIDGE ON SUN BOWL DRIVE	INTERSECTIONS, PEDESTRIAN IMPROVEMENTS, ENHANCEMENTS, AND REALIGNMENT, WHICH WILL ACCOMMODATE BUS TURN-OUTS AND ADDITIONAL RIGHT TURN LANE. PART MTP PROJECT OF FEAS. STUDY/ENG.	SCHUSTER AVE.	IMMEDIATELY NORTH OF UNIVERSITY AVE.	2020	\$1,074,545	\$1,074,545	\$52,653	\$0	\$1,127,198	TXDOT-UTEP	2010
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL			A522X-MOD	FM 3380 - MANUEL F. AGUILERA HWY. (PHASE 1)	BUILD 2-LANES UNDIVIDED. THE PROJECT INCLUDES EIGHT (8) HIGH/LOW BRIDGES OVER EXISTING IRRIGATION CHANNELS. (PHASE 1)	TORNILLO GUADALUPE PORT OF ENTRY	(ALAMEDA) SH 20	2020	\$10,486,177	\$10,486,177	\$513,823	\$0	\$11,000,000	COUNTY EP	2010
MISSION VALLEY	IMPROVEMENTS	BRIDGE	8032-24-003		B501A	YARBROUGH DR. REPLACE BRIDGE	REPLACE EXISTING BRIDGE AND APPROACHES (NORTHBOUND LANES)	YARBROUGH DR NB LANE	NE OF SH 20	2020	\$3,443,546	\$3,443,546	\$168,734	\$0	\$3,612,280	EL PASO	2010
MISSION VALLEY	IMPROVEMENTS	BRIDGE	8032-24-002		B501X	YARBROUGH DR. REPLACE BRIDGE	REPLACE EXISTING BRIDGE AND APPROACHES (SOUTHBOUND LANES)	YARBROUGH DR SB LANE		2020	\$4,062,154	\$4,062,154	\$199,046	\$0	\$4,261,200	EL PASO	2010
REGIONAL	ENHANCEMENTS	BORDER CROSSINGS			C021X	TOLL FACILITY AT DOWNTOWN INTERNATIONAL PORTS OF ENTRY	CONSTRUCTION OF TOLL FACILITY AT DOWNTOWN INTERNATIONAL PORTS OF ENTRY, WITH PEDESTRIAN AMENITIES LEADING TO TOLL FACILITIES	AT THE SANTA FE STANTON INTERNATIONAL BRIDGES		2020	\$19,070,543	\$19,070,543	\$934,457	\$0	\$20,005,000	EL PASO	2010
REGIONAL	ENHANCEMENTS	ENHANCEMENTS	2552-04-035		E002X	LOOP 375 ENHANCEMENT PROJECT	LOOP 375 ENHANCEMENTS. (BRIDGE CANOPIES, FROM SANTA FE BRIDGE TO STANTON BRIDGE)	EPUTS AREA		2020	\$1,500,000	\$1,500,000	\$0	\$0	\$1,500,000	EL PASO	2010

EL PASO MPO
Mission 2035 Metropolitan Transportation Plan (MTP)
Project List

City Area	Project Mode	Project Type/FC	CSJ	2008 CMP #	Project ID	Project Name	Project Description	From	To	Network	Current Construction Cost / 2010-2035 Cost	Est. Construct Cost / Year of Expenditure	Estimated PE Cost	Estimated ROW Cost	Total Project Cost	Sponsor	YOE (Y)
REGIONAL	ENHANCEMENTS	ENHANCEMENTS	2552-04-036		E002X	LOOP 375 ENHANCEMENT PROJECT	LOOP 375 ENHANCEMENTS. (ENHANCEMENTS AT LIONS PLACITA PARK - PHASE 2, FROM SANTA FE ST. TO PADRES DR.) PROJECT IS PART OF ENHANCEMENTS PROJECT SUBMITTED ON A COMPETITIVE BASIS FOR THE EL PASO AREA; APPROVED FOR ARRA BY TTC 5-28-09.	EPUTS AREA		2020	\$600,000	\$600,000	\$0	\$0	\$600,000	EL PASO	2010
REGIONAL	IMPROVEMENTS	INTERSTATE	2121-04-065	6a	I007B-15A	I-10 AT LOOP 375 (AMERICAS AVE)	INTERCHANGE IMPROVEMENTS INCLUDE CONSTRUCTION OF DIRECT CONNECTORS	I-10 AT LOOP 375		2020	\$36,755,482	\$36,755,482	\$1,464,228	\$11,780,290	\$50,000,000	TXDOT	2010
REGIONAL	IMPROVEMENTS	INTERSTATE	2121-04-082	6b	I007C	I-10 AT LOOP 375 (AMERICAS AVE)	INTERCHANGE IMPROVEMENTS INCLUDE CONSTRUCTION OF DIRECT CONNECTORS	I-10 AT LOOP 375		2020	\$92,942,400	\$92,942,400	\$3,057,600	\$0	\$96,000,000	TXDOT	2010
WEST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	0924-06-343		P103D-MOD	PASEO DEL NORTE DR (SH 178)	CONSTRUCT 4-LANE DIVIDED ROADWAY	I-10	RESLER	2020	\$6,414,000	\$6,414,000	\$0	\$0	\$6,414,000	TXDOT	2010
EAST	IMPROVEMENTS	MINOR ARTERIAL	0924-06-967		A419X	DARRINGTON ROAD INTERSECTION IMPROVEMENTS	DARRINGTON ROAD INTERSECTION IMPROVEMENTS	GOLDEN EAGLE DR	HORIZON CITY LIMITS	2020	\$510,486	\$510,486	\$25,014	\$0	\$535,500	HORIZON	2011
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL	0924-06-311		A522C-MOD	FM 3380 - MANUEL F. AGUILERA HWY. (PHASE 3)	BUILD 2-LANES UNDIVIDED (PHASE 3)	(ALAMEDA) SH 20	IH-10 AT O.T. SMITH ROAD	2020	\$16,428,113	\$16,428,113	\$804,978	\$2,585,737	\$19,818,828	COUNTY EP	2011
REGIONAL	ADDED CAPACITY	BORDER CROSSINGS			C015X	TORNILLO GUADALUPE BRIDGE AND PORT OF ENTRY	DESIGN/CONSTRUCT NEW INTERNATIONAL BRIDGE	OVER RIO GRANDE RIVER		2020	\$9,000,000	\$9,000,000	\$441,000	\$0	\$9,441,000	COUNTY EP	2011
REGIONAL	ENHANCEMENTS	ENHANCEMENTS	2121-01-080	11	E003A	IH-10 IMPROVEMENTS (AESTHETIC)	ENHANCEMENTS / LANDSCAPING	LOOP 375 (TRANS MOUNTAIN)	LOOP 375 (JOE BATTLE / AMERICAS)	2020	\$10,000,000	\$10,000,000	\$0	\$0	\$10,000,000	EL PASO	2011
REGIONAL	IMPROVEMENTS	FREEWAY/EXPRESS WAY	2552-03-034	5	F011A-15A	LOOP 375 (JOE BATTLE BLVD & FM 659 ZARAGOZA RD)	CONSTRUCT INTERCHANGE AT FM 659 ZARAGOZA RD.	N INT. LP 375 & FM 659	S OF INT. LP375 & FM 659	2020	\$26,024,786	\$26,024,786	\$1,275,214	\$4,700,000	\$32,000,000	TXDOT	2011
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	2552-04-029	12	F013X-15A	BORDER HWY/CESAR CHAVEZ (LOOP 375)	WIDEN TO 6 LANES DIVIDED - TOLL FACILITY ON ADDITIONAL LANES	IH-110 (BOTA) / US 54 (PATRIOT FWY)	ZARAGOZA RD (ZARAGOZA POE)	2020	\$75,071,497	\$75,071,497	\$3,678,503	\$1,500,000	\$80,250,000	TXDOT	2011
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	2552-01-036	3	F020X-15A	LOOP 375 (WOODROW BEAN TRANSMOUNTAIN NORTHEAST) - PHASE 2	BUILD 4 MAIN LANES INCLUDING GRADE SEPARATIONS	BU 54 (DYER ST.)	US 54 PATRIOT FREEWAY (GATEWAY SOUTH)	2020	\$55,767,398	\$55,767,398	\$2,732,602	\$1,500,000	\$60,000,000	TXDOT	2011
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	2552-01-038	3	F041X-MOD	LOOP 375 AT US 54 (TRANSMOUNTAIN)	CONSTRUCT UNDERPASS AT PATRIOT FREEWAY (LOOP 375 AT US 54)	LOOP 375 AT US 54	N/A	2020	\$18,589,133	\$18,589,133	\$910,867	\$500,000	\$20,000,000	TXDOT	2011
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	2552-01-033	1	F043X-MOD	LOOP 375 (WOODROW BEAN TRANSMOUNTAIN WEST)	WIDEN FROM 2-LANE TO 4-LANE DIVIDED WITH GRADE SEPARATIONS AT MAJOR STREETS, 2 DIRECT CONNECTS AND FRONTAGE ROADS.	I-10	FRANKLIN MTN STATE PARK	2020	\$76,263,108	\$76,263,108	\$3,736,892	\$18,473,449	\$98,473,449	TXDOT	2011
REGIONAL	ADDED CAPACITY	INTERSTATE	2121-02-123	2	I045X-MOD	INTERCHANGE @ I-10 & SCHUSTER	CONSTRUCT INTERCHANGE IMPROVEMENTS	0.7 MI W OF SCHUSTER AVE. ALONG I-10	0.5 MI E OF SCHUSTER AVE. ALONG I-10	2020	\$11,673,547	\$11,673,547	\$572,004	\$490,000	\$12,735,551	TXDOT	2011
REGIONAL	BIKE & PEDESTRIAN	MISCELLANEOUS	0924-06-240		M022X	BIKEWAYS FROM REGIONAL BIKEWAYS PLAN	BICYCLE PATHS (TROWBRIDGE, TRAWOOD, MONTWOOD & VISCOUNT)		BIKEWAYS RECOMMENDED BY BIKEWAYS PLAN	2020	\$689,037	\$689,037	\$33,763	\$0	\$722,800	EL PASO	2011
REGIONAL	BIKE & PEDESTRIAN	MISCELLANEOUS	0924-06-241		M022X	BIKEWAYS FROM REGIONAL BIKEWAYS PLAN	BICYCLE PATHS (RIVERSIDE, YARBROUGH, DELTA & HUNTER)		BIKEWAYS RECOMMENDED BY BIKEWAYS PLAN	2020	\$846,139	\$846,139	\$41,461	\$0	\$887,600	EL PASO	2011
REGIONAL	ENHANCEMENTS	MISCELLANEOUS			M044X	SAFE ROUTES TO SCHOOL	DEVELOP AND IMPLEMENT SAFE ROUTES TO SCHOOL		CITYWIDE	2020	\$9,037,190	\$9,037,190	\$0	\$0	\$9,037,190	EL PASO	2011
EAST	IMPROVEMENTS	PRINCIPAL/MAJOR ARTERIAL	0374-02-090		P441X	HIGHWAY GRADE SEPARATION US 62/180	CONSTRUCT NEW OVERPASS STRUCTURE AND RAMPS	1.10 MI W OF US 62/180 & FM 659 INT	1.084 MI E OF US 62/180 & FM 659 INT	2020	\$6,394,662	\$6,394,662	\$313,338	\$0	\$6,708,000	TXDOT	2011
EAST	IMPROVEMENTS	PRINCIPAL/MAJOR ARTERIAL	0374-02-091		P442X	HIGHWAY GRADE SAPARATION US 62/180	HIGHWAY GRADE SEPARATION US 62/180	US 62/180 AT HAWKINS		2020	\$6,038,036	\$6,038,036	\$295,864	\$0	\$6,333,900	TXDOT	2011
MISSION VALLEY	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	0674-01-037	4	P503X-15B	NORTH LOOP DR (FM 76) PHASE 7	WIDEN TO 4 LANES DIVIDED	W OF EL PASO CITY LIMITS	E OF HORIZON BLVD (FM 1281)	2020	\$17,000,000	\$17,000,000	\$833,000	\$11,500,000	\$29,333,000	TXDOT	2011

EL PASO MPO
Mission 2035 Metropolitan Transportation Plan (MTP)
Project List

City Area	Project Mode	Project Type/FC	CSJ	2008 CMP #	Project ID	Project Name	Project Description	From	To	Network	Current Construction Cost / 2010-2035 Cost	Est. Construct Cost / Year of Expenditure	Estimated PE Cost	Estimated ROW Cost	Total Project Cost	Sponsor	YOE (Y)
NE	IMPROVEMENTS	SIGNALS	0167-01-905		S201X	US 54 IMPROVE TRAFFIC SIGNAL AT LOOP 375	US 54 IMPROVE TRAFFIC SIGNAL AT LOOP 376	AT LOOP 375		2020	\$354,785	\$354,785	\$17,384	\$0	\$372,169	TXDOT	2011
CENTRAL	IMPROVEMENTS	SIGNALS	0167-02-903		S305X	LP 478 DYER ST. IMPROVE TRAFFIC SIGNAL AT MOBILE AVE	LOOP 478 (DYER ST.) IMPROVE TRAFFIC SIGNAL AT MOBILE AVE	AT MOBILE AVE AND DYER		2020	\$211,220	\$211,220	\$10,350	\$0	\$221,570	TXDOT	2011
CENTRAL	IMPROVEMENTS	SIGNALS	2121-02-918		S306X	I-10 IMPROVE TRAFFIC SIGNAL AT CHELSEA ST.	I-10 IMPROVE TRAFFIC SIGNAL AT CHELSEA ST.	AT CHELSEA ST		2020	\$291,441	\$291,441	\$14,281	\$0	\$305,722	TXDOT	2011
EAST	MAINT./REHAB.	SIGNALS	0924-06-368		S401X	INSTALLATION OF TRAFFIC SIGNAL AT THE INTERSECTION OF PELICANO DRIVE & SUN FIRE DRIVE	INSTALLATION OF TRAFFIC SIGNAL AT THE INTERSECTION OF PELICANO DRIVE & SUN FIRE DRIVE	AT THE PELICANO DRIVE & SUN FIRE DRIVE		2020	\$281,220	\$281,220	\$13,780	\$0	\$295,000	COUNTY EP	2011
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0001-02-054	9	T015C-1	MESA (SH 20) BUS RAPID TRANSIT (BRT)	BUS RAPID TRANSIT (BRT) SYSTEM DESIGN <i>(THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS)</i>	SCHUSTER AVE.	DONIPHAN DR.	2020	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000	SUN METRO-TRANSIT	2011
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0374-02-089	10	T017D-1	MONTANA BUS RAPID TRANSIT (BRT)	PRELIMINARY ENGINEERING FOR BUS RAPID TRANSIT (BRT) SYSTEM <i>(SEE TRANSIT LIST FOR FULL PROJECT COST)</i>	HUECO CLUB PARK	AIRWAY BLVD.	2020	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000	SUN METRO-TRANSIT	2011
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-365		T038X	BUS ACQUISITION 12	ACQUIRE A NEW BUS; 40' CNG NABIS (WITH A BILLBOARD WRAP PROMOTING OZONE ACTION DAYS FOR PUBLIC AWARENESS)	N/A		2020	\$300,000	\$300,000	\$0	\$0	\$300,000	SUN METRO-TRANSIT	2011
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0924-06-946		T050X	VANPOOL PROGRAM	VANPOOL PROGRAM	REGIONAL		2020	\$392,000	\$392,000	\$0	\$0	\$392,000	COUNTY EP-TRANSIT	2011
WEST	ADDED CAPACITY	MINOR ARTERIAL	0924-06-269		A123X	I SELA RUBALCABA DRIVE	BUILD 4-LANE DIVIDED	SPUR 276	EXISTING I SELA RUBALCABA DR (FORMERLY EDUC. DR.)	2020	\$2,421,354	\$2,421,354	\$118,646	\$0	\$2,540,000	EL PASO	2012
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESSWAY	0608-01-001	8-CONST	F008X-15A	SPUR 276 (LOOP 375 REALIGNMENT)	CONSTRUCT 4-LANE EXPRESSWAY & INTERCHANGE	DONIPHAN (SH 20)	0.13 MI. WEST OF IH-10	2020	\$20,982,719	\$20,982,719	\$1,028,153	\$0	\$22,010,872	TXDOT	2012
REGIONAL	MANAGEMENT	MISCELLANEOUS	2121-02-920		M062X	COASTCOM RING A ON I-10	COASTCOM RING A ON I-10	SH 20 (MESA)	COPIA	2020	\$524,309	\$524,309	\$25,691	\$0	\$550,000	TXDOT	2012
REGIONAL	MANAGEMENT	MISCELLANEOUS	2121-03-908		M063X	GLARE SCREENS PHASE 3 ON I-10	GLARE SCREENS PHASE 3 ON I-10	I-10 AT HAWKINS	FM 659 (ZARAGOZA RD.)	2020	\$548,141	\$548,141	\$26,859	\$0	\$575,000	TXDOT	2012
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-942		T051X	THIRTY-FIVE FOOT BUS PURCHASE	THIRTY-FIVE FOOT BUS PURCHASE	REGIONAL		2020	\$498,000	\$498,000	\$0	\$0	\$498,000	COUNTY EP-TRANSIT	2012
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0924-06-988		T052X	CARPPOOL PROGRAM	CARPPOOL PROGRAM	REGIONAL		2020	\$383,000	\$383,000	\$0	\$0	\$383,000	COUNTY EP-TRANSIT	2012
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0924-06-990		T053X	VANPOOL PROGRAM	VANPOOL PROGRAM	REGIONAL		2020	\$642,000	\$642,000	\$0	\$0	\$642,000	COUNTY EP-TRANSIT	2012
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-965		T055X	FORTY FOOT BUS PURCHASE 1 (DTC TO FIVE POINTS TO MISSION VALLEY)	FORTY FOOT BUS PURCHASE 1 (DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	\$500,000	\$500,000	\$0	\$0	\$500,000	SUN METRO-TRANSIT	2012
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-977		T057X	PURCHASE OF ARTICULATED BUS 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	PURCHASE OF ARTICULATED BUS 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	\$833,333	\$833,333	\$0	\$0	\$833,333	SUN METRO-TRANSIT	2012
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-984		T058X	PURCHASE OF ARTICULATED BUS 3 DTC TO FIVE POINTS TO MISSION VALLEY)	PURCHASE OF ARTICULATED BUS 3 DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	\$833,333	\$833,333	\$0	\$0	\$833,333	SUN METRO-TRANSIT	2012
MISSION VALLEY	IMPROVEMENTS	MINOR ARTERIAL	0002-02-050	7	A506B-05A	SH 20 ALAMEDA AVE. (RECONSTRUCT)	RECONSTRUCT INTERSECTION AT HORIZON BLVD/BUFORD RD. - SOCORRO	0.7 SOUTH OF HORIZON BLVD	0.6 NORTH OF HORIZON BLVD	2020	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	TXDOT	2013
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL	8056-24-001	7	A506X-05A	HORIZON BLVD/ BUFORD RD. - SOCORRO (WIDEN)	WIDEN TO 4 LANES DIVIDED WITH STRIPED MEDIAN.	FM 76 NORTH LOOP	SH 20 ALAMEDA	2020	\$6,952,205	\$6,952,205	\$340,658	\$2,809,000	\$10,101,863	TXDOT	2013

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REGIONAL	IMPROVEMENTS	MISCELLANEOUS	0924-06-303		M017X	INTERSECTION IMPROVEMENTS/ SIGNALS- EP COUNTY	INTERSECTION IMPROVEMENTS AT 15 INTERSECTIONS CITYWIDE	CITYWIDE		2020	\$953,289	\$953,289	\$46,711	\$0	\$1,000,000	EL PASO	2013
REGIONAL	ENHANCEMENTS	MISCELLANEOUS	0924-06-991		M025B	VIDEO SURVEILLANCE AND COUNT STATIONS PHASE 2	VIDEO SURVEILLANCE AND COUNT STATIONS PHASE 2	CITYWIDE		2020	\$1,556,530	\$1,556,530	\$76,270	\$0	\$1,632,800	EL PASO	2013
REGIONAL	MANAGEMENT	MISCELLANEOUS	0924-06-903		M050X	HIGHWAY ADVISORY RADIO SYSTEM	HIGHWAY ADVISORY RADIO SYSTEM ON I-10 FM 1905 (ANTHONY) TO RM793, US 54 LOOP 375 BORDER HWY TO US-54 STATE LINE, & LOOP 375 US 62/180 (MONTANA) INTERCHANGE	CITYWIDE		2020	\$476,644	\$476,644	\$23,356	\$0	\$500,000	TxDOT	2013
REGIONAL	MANAGEMENT	MISCELLANEOUS	0167-01-906		M051X	DYNAMIC MESSAGE SYSTEM BOARDS INSTALLATION PROJECT - US 54	DYNAMIC MESSAGE SYSTEM BOARDS INSTALLATION PROJECT - US 54	ON US 54		2020	\$1,429,933	\$1,429,933	\$70,067	\$0	\$1,500,000	TxDOT	2013
REGIONAL	MANAGEMENT	MISCELLANEOUS	2121-02-919		M052X	GLARE SCREENS PHASE I I-10	GLARE SCREENS PHASE I I-10 SCHUSTER TO COPIA	SCHUSTER	COPIA	2020	\$405,148	\$405,148	\$19,852	\$0	\$425,000	TxDOT	2013
REGIONAL	MANAGEMENT	MISCELLANEOUS	0001-04-089		M060X	HIGH SPEED ADVISORY OVERHEAD SIGNS	INSTALLING OVERHEAD SIGN BRIDGES WITH RADAR DETECTOR AND AN LED DISPLAY	US 85/I-10 PAISANO	SANTA FE ST.	2020	\$293,136	\$293,136	\$14,364	\$0	\$307,500	TXDOT	2013
REGIONAL	MANAGEMENT	MISCELLANEOUS	3592-01-006		M061X	INTELLIGENT TRANSPORTATION SYSTEM EXPANSION SH 178 (ARTCRAFT)	INSTALL FIBER OPTIC CABLE, CLOSED CIRCUIT TELEVISION CAMERAS DYNAMIC MESSAGE SIGNS, LANE CONTROL SIGNALS AND VEHICLE DETECTION.	NEW MEXICO STATE LINE	I-10	2020	\$1,807,466	\$1,807,466	\$88,566	\$0	\$1,896,032	TXDOT	2013
EAST	ENHANCEMENTS	MISCELLANEOUS	1046-01-902		M405X	FM 659 - FIBER INTERCONNECT FOR ZARAGOZA ROAD	FM 659 - FIBER INTERCONNECT FOR ZARAGOZA ROAD	AT FM 659 (ZARAGOZA RD)		2020	\$1,500,000	\$1,500,000	\$73,500	\$0	\$1,573,500	EL PASO	2013
REGIONAL	ADDED CAPACITY	TRANSIT	0001-02-054	9	T015C-2	MESA (SH 20) BUS RAPID TRANSIT (BRT)	BUS RAPID TRANSIT (BRT) SYSTEM INCLUDING BUSES INCLUDING BUSES (THIS PROJECT IS COVER IN TRANSIT AND HIGHWAY PROJECT LISTS)	SCHUSTER AVE.	DONIPHAN DR.	2020	\$23,000,000	\$23,000,000	\$0	\$0	\$23,000,000	SUN METRO-TRANSIT	2013
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0924-06-963		T054X	VANPOOL PROGRAM	VANPOOL PROGRAM	REGIONAL		2020	\$549,000	\$549,000	\$0	\$0	\$549,000	COUNTY EP-TRANSIT	2013
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-966		T056X	FORTY FOOT BUS PURCHASE 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	FORTY FOOT BUS PURCHASE 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	\$500,000	\$500,000	\$0	\$0	\$500,000	SUN METRO-TRANSIT	2013
REGIONAL	MANAGEMENT	MISCELLANEOUS	0924-06-947		M053X	LANE CONTROL SIGNALS	LANE CONTROL SIGNALS (I-10 FR ARTCRAFT TO HORIZON) AND (US 54 FR CESAR CHAVEZ TO SEAN HAGGERTY)	ON I-10 AND US 54		2020	\$619,638	\$619,638	\$30,362	\$0	\$650,000	TxDOT	2014
REGIONAL	MANAGEMENT	MISCELLANEOUS	0167-01-904		M054X	ALTERNATE ROUTES (ON-SYSTEM) PHASE 2	ALTERNATE ROUTES (ON-SYSTEM) PHASE 2 ON US-54 BORDER HWY TO FM 2529 MCCOMBS ST	LOOP 375 (CESAR CHAVEZ)	FM 2529 (MCCOMBS)	2020	\$1,788,726	\$1,788,726	\$87,648	\$0	\$1,876,374	TxDOT	2014
REGIONAL	MANAGEMENT	MISCELLANEOUS	2121-03-907		M055X	GLARE SCREENS PHASE 2 I-10	GLARE SCREENS PHASE II I-10 COPIA TO HAWKINS	COPIA	HAWKINS	2020	\$476,644	\$476,644	\$23,356	\$0	\$500,000	TxDOT	2014
CENTRAL	MAINT./REHAB.	REHABILITATION	0924-06-190		R307D	CENTRAL BUSINESS DISTRICT PHASE 4 (CBD 4)	RECONSTRUCTION OF DOWNTOWN STREETS	CENTRAL BUSINESS DISTRICT		2020	\$10,978,074	\$10,978,074	\$537,926	\$0	\$11,516,000	EL PASO	2014
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-992		T059X	FORTY FOOT BUS PURCHASE 5 (DTC TO ALAMEDA & ZARAGOZA)	FORTY FOOT BUS PURCHASE 5 (DTC TO ALAMEDA & ZARAGOZA)	CITYWIDE		2020	\$500,000	\$500,000	\$0	\$0	\$500,000	SUN METRO-TRANSIT	2014
CENTRAL	ADDED CAPACITY	MINOR ARTERIAL			A306X-MOD	AIRWAY EXTENSION	BUILD 2-LANE UNDIVIDED	GATEWAY BLVD EAST	MARKET STREET	2020	\$5,243,089	\$6,379,019	\$312,572	\$446,531	\$7,138,123	EL PASO	2015
CENTRAL	IMPROVEMENTS	MINOR ARTERIAL			A307X-B	UTEP TRANSPORTATION IMPROVEMENTS PHASE 2	CONSTRUCTION AND ENHANCEMENTS TO LOOP SYSTEM AROUND THE CAMPUS	MESA (SH-20)	I-10	2020	\$8,670,162	\$10,548,578	\$516,880	\$0	\$11,065,458	UTEP	2015
CENTRAL	ADDED CAPACITY	MINOR ARTERIAL			A308X-MOD	SUN BOWL DR.	WIDENING TO 4-LANES	300 YARDS NORTH OF GLORY ROAD	DAWSON DR.	2020	\$4,367,255	\$5,313,433	\$260,358	\$371,940	\$5,945,732	UTEP	2015
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL			A513B-MOD	CAROLINA AVE	REALIGN AND RECONSTRUCT TO 4 LANE DIVIDED	NORTH LOOP DR (FM 76)	300 S. OF ALAMEDA	2020	\$7,664,142	\$9,324,601	\$456,905	\$652,722	\$10,434,228	EL PASO	2015
MISSION VALLEY	MAINT./REHAB.	MINOR ARTERIAL	0924-06-154		A513C	CAROLINA AVE RR OVERPASS	RECONSTRUCT OVERPASS FIRST	AT UNION PACIFIC/ SOUTHERN PACIFIC RR		2020	\$3,768,536	\$4,585,000	\$224,665	\$0	\$4,809,665	EL PASO	2015

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MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL			A513D-MOD	CAROLINA AVE RR OVERPASS	WIDEN OVERPASS TO 4 LANES	AT UNION PACIFIC/ SOUTHERN PACIFIC RR		2020	\$3,460,439	\$4,210,153	\$346,044	\$294,711	\$4,850,908	EL PASO	2015
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL			A522B-MOD	FM 3380 - MANUEL F. AGUILERA HWY. (PHASE 2)	GRADE SEPARATED OVERPASS AT SH 20 AND UNION PACIFIC RAILROAD. (PHASE 2)	AT (ALAMEDA) SH 20		2020	\$4,289,800	\$5,219,198	\$255,741	\$365,344	\$5,840,282	COUNTY EP	2015
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	2552-03-049	14b	F040X-MOD	AMERICAS AVE. (LOOP 375)	WIDEN TO 6 LANES DIVIDED - TOLL FACILITY ON ADDITIONAL LANES	ZARAGOZA RD	I-10	2020	\$29,456,625	\$35,838,489	\$1,756,086	\$0	\$37,594,575	TXDOT	2015
REGIONAL	IMPROVEMENTS	FREEWAY/EXPRESS WAY			F044X	INTERCHANGE LOOP 375 AT SERGEANT MAJOR BLVD.	INTERCHANGE LOOP 375 AT SERGEANT MAJOR BLVD.	N/A	N/A	2020	\$10,028,599	\$12,201,324	\$597,865	\$0	\$12,799,189	TXDOT	2015
REGIONAL	ADDED CAPACITY	INTERSTATE	2121-03-131		I034X-MOD	RAYNOLDS / PAISANO EASTBOUND EXIT RAMP AT I-10	RECONSTRUCT EXIT RAMP	ON I-10 FROM US 54	CHELSEA ST.	2020	1463788	\$1,780,922	\$87,265	\$124,665	\$1,992,852	TXDOT	2015
REGIONAL	IMPROVEMENTS	INTERSTATE			I051X	I-10 FRONTAGE ROAD (2-WAY) ANTHONY - OP. IMPROVEMENTS	OPERATIONAL IMPROVEMENTS INCLUDING RAMP RELOCATION	NM STATE LINE	FM 1905	2020	\$1,668,255	\$2,029,688	\$99,455	\$0	\$2,129,143	TXDOT	2015
REGIONAL	IMPROVEMENTS	LANDSCAPE			L004X	MEDIAN IMPROVEMENTS- PHASE 2	MEDIAN IMPROVEMENTS, LANDSCAPING, IRRIGATION SYSTEM	CITY OF EL PASO		2020	\$255,481	\$310,832	\$15,231	\$0	\$326,063	EL PASO	2015
REGIONAL	ENHANCEMENTS	MISCELLANEOUS	2121-02-138		M064X	I-10	AESTHETIC DEVELOPMENT, PHASE I	PIEDRAS	CHELSEA ST.	2020	\$14,299,333	\$17,397,325	\$852,469	\$0	\$18,249,794	TXDOT	2015
WEST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P131A-MOD	COUNTRY CLUB RD.	ROADWAY RECONSTRUCTION, CONTINUOUS LEFT-TURN LANE W/IMPROV, SIGNALIZATION & INTERCONNECT IMPROV & UTILITY LINE REPLACEMENT FROM DONIPHAN TO WESTSIDE RD	DONIPHAN	WESTSIDE RD	2020	\$9,682,841	\$11,780,657	\$577,252	\$824,646	\$13,182,555	EL PASO	2015
CENTRAL	IMPROVEMENTS	PRINCIPAL/MAJOR ARTERIAL	0002-01-074		P313E	ALAMEDA AVE (SH 20)	INTERSECTION IMPROVEMENTS AND REHABILITATION	BOONE ST	EAST OF PAISANO DR. (GLENWOOD ST.)	2020	\$10,478,194	\$12,748,325	\$624,668	\$0	\$13,372,992	TXDOT	2015
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P439X-MOD	EASTLAKE BLVD.	WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED	IH-10	HORIZON CITY LIMITS/APPROX. 0.25 M W. OF DARRINGTON RD.	2020	\$11,916,111	\$14,497,771	\$710,391	\$1,014,844	\$16,223,006	COUNTY EP	2015
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P440X-MOD	ROJAS DR.	WIDEN 4-LANE DIVIDED TO 6-LANE DIVIDED	EL PASO CITY LIMITS/APPROX. 0.63 M NW OF EASTLAKE BLVD.	EASTLAKE BLVD.	2020	\$1,696,854	\$2,064,482	\$101,160	\$144,514	\$2,310,156	COUNTY EP	2015
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P443X-MOD	MONTANA AVE (US 62/180)	WIDEN 4 TO 6 LANE	GLOBAL REACH	LEE TREVINO	2020	\$13,363,862	\$16,259,182	\$796,700	\$1,138,143	\$18,194,025	TXDOT	2015
MISSION VALLEY	ROW	PRINCIPAL/MAJOR ARTERIAL			P506X-ROW	HAWKINS BLVD. ROW	ROW ACQUISITION	IH-10	NORTH LOOP (FM 76)	2020	\$4,767,177	\$5,800,000	\$0	\$0	\$5,800,000	EL PASO	2015
MISSION VALLEY	ROW	PRINCIPAL/MAJOR ARTERIAL	0924-06-315		P509X-ROW	OLD HUECO TANKS RD. ROW	ROW ACQUISITION	IH-10	NORTH LOOP (FM 76)	2020	\$2,379,984	\$2,895,614	\$0	\$0	\$2,895,614	SOCORRO	2015
MISSION VALLEY	ROW	PRINCIPAL/MAJOR ARTERIAL			P515-ROW	FM 659 ZARAGOZA RD OVERPASS	ROW ACQUISITION	SUNLAND ST.	NORTH MELLON	2020	\$10,586,420	\$12,879,999	\$0	\$0	\$12,879,999	EL PASO	2015
MISSION VALLEY	IMPROVEMENTS	PRINCIPAL/MAJOR ARTERIAL	0002-01-055		P519C-15A	SH 20 (ALAMEDA AVE.)	INTERSECTION IMPROVEMENTS AND REHABILITATION / 4-LANE DIVIDED (COLINAL PL. TO LP 375)	PADRES ST.	AMERICAS AVE (LOOP 375)	2020	6704204	\$8,156,690	\$399,678	\$570,968	\$9,127,336	TXDOT	2015
CENTRAL	MANAGEMENT	SIGNALS			S301C	TRAFFIC MANAGEMENT CENTER UPGRADE	COMMUNICATION UPGRADE HARDWARE-SOFTWARE SUPPORT TO ITS / RETIME SIGNALS	N/A		2020	\$159,750	\$194,360	\$0	\$0	\$194,360	EL PASO	2015
CENTRAL	MANAGEMENT	SIGNALS			S301D	TRAFFIC MANAGEMENT CENTER UPGRADE	COMMUNICATION UPGRADE HARDWARE-SOFTWARE SUPPORT TO ITS / RETIME SIGNALS (PURCHASE OF SOFTWARE AND HARDWARE)	N/A		2020	\$10,650,000	\$12,957,353	\$0	\$0	\$12,957,353	EL PASO	2015
EAST	ADDED CAPACITY	MINOR ARTERIAL			A418X-MOD	DARRINGTON RD	WIDENING TO 4-LANE DIVIDED	ALBERTON AVE	200 FT SOUTH OF LTV RD	2020	\$4,154,433	\$5,256,683	\$257,577	\$367,968	\$5,882,228	HORIZON	2016
REGIONAL	ADDED CAPACITY	INTERSTATE	2121-03-906		I052X-MOD	I-10	ADD 1 LANE EACH DIRECTION (STRIPING AND SHOULDERS)	US 54 EXIT RAMP (MM 22)	US 54 ENTRANCE RAMP (MM 23)	2020	\$2,000,000	\$2,530,638	\$0	\$0	\$2,530,638	TXDOT	2016

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REGIONAL	ADDED CAPACITY	INTERSTATE	2121-02-917		I053X-MOD	L-10	ADD 1 LANE EACH DIRECTION (STRIPING AND SHOULDERS)	DOWNTOWN EXIT RAMP (MM 19)	DOWNTOWN ENTRANCE RAMP (MM 20)	2020	\$800,000	\$1,012,255	\$0	\$0	\$1,012,255	TXDOT	2016
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	0167-01-091		F001B-15A	PATRIOT FREEWAY (US 54)	CONSTRUCTION OF MAINLANES & GRADE SEPARATIONS	KENWORTHY	MCCOMBS (FM 2529)	2020	\$293,2206	\$43,336,536	\$2,123,490	\$3,033,558	\$48,493,584	TXDOT	2017
REGIONAL	ADDED CAPACITY	INTERSTATE	2121-01-908		I054X-MOD	L-10	ADD 1 LANE EACH DIRECTION (STRIPING AND SHOULDERS)	REDD RD (MM 9.5)	EXECUTIVE CENTER (MM 16)	2020	\$19,100,000	\$25,134,297	\$0	\$0	\$25,134,297	TXDOT	2017
REGIONAL	STUDY	BORDER CROSSINGS	0924-06-344		C020X	FEASIBILITY STUDY FOR SOCORRO PORT OF ENTRY	CONDUCT A FEASIBILITY STUDY FOR SOCORRO PORT OF ENTRY	N/A		2020	\$730,690	\$1,000,000	\$0	\$0	\$1,000,000	SOCORRO	2018
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	0167-01-095		F039X-MOD	PATRIOT FREEWAY (US 54)	WIDEN TO 6-LANES	DIANA	LOOP 375	2020	\$7,816,969	\$10,698,062	\$524,205	\$0	\$11,222,267	TXDOT	2018
REGIONAL	ADDED CAPACITY	INTERSTATE	2121-02-137	14c	I011X-05A	L-10	COLLECTOR DISTRIBUTOR LANES AND CONSTRUCT INTERCHANGE @ US 85/NM 273, WITH INTERCHANGE IMPROVEMENTS AT MESA AND EXECUTIVE	MESA ST. (SH 20)	EXECUTIVE CENTER BLVD.	2020	\$909,2416	\$121,929,123	\$5,974,527	\$8,535,039	\$136,438,688	TXDOT	2018
MISSION VALLEY	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	0924-06-929		P505E-MOD	LOOP 375 BORDER HIGHWAY EXTENSION EAST	BUILD 2-LANE DIVIDED	AMERICAS AVE (LOOP 375)	HERRING RD. EXTENSION	2020	\$23,832,221	\$32,616,040	\$1,598,186	\$2,283,123	\$36,497,349	COUNTY EP	2018
MISSION VALLEY	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	0924-06-111		P509X-05A	OLD HUECO TANKS RD (SOCORRO)	BUILD 4 LANES DIVIDED	GATEWAY EAST (IH-10) / EASTLAKE BLVD	NORTH LOOP DR. (FM 76)	2020	\$9,532,888	\$13,046,415	\$639,274	\$913,249	\$14,598,939	SOCORRO	2018
REGIONAL	ADDED CAPACITY	BORDER CROSSINGS			C023X	ZARAGOZA RD PORT OF ENTRY WIDENING	WIDENING ZARAGOZA RD POE MAIN LANES (6 ADDITIONAL LANES - 2 REGULAR LANES IN EACH DIRECTION AND A FAST LANE IN EACH DIRECTION)	N/A		2020	\$19,065,777	\$27,136,546	\$1,329,691	\$1,899,558	\$30,365,795	EL PASO	2019
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	0167-01-097		F002B-15A	PATRIOT FREEWAY (US 54)	WIDEN TO 6-LANES	HONDO PASS	DIANA	2020	\$5,719,733	\$8,140,964	\$398,907	\$0	\$8,539,871	TXDOT	2019
REGIONAL	ADDED CAPACITY	INTERSTATE	2121-04-907		I055X-MOD	L-10	ADD 1 LANE EACH DIRECTION (STRIPING AND SHOULDERS)	MCRAE BLVD	LP 375 (AMERICAS)	2020	\$12,100,000	\$17,222,073	\$0	\$0	\$17,222,073	TXDOT	2019
CENTRAL	MAINT./REHAB.	PRINCIPAL/MAJOR ARTERIAL			P310X-05A	AIRPORT RD	RECONSTRUCT ROADWAY	MONTANA AVE. (US 62/180)	AIRWAY BLVD.	2020	\$1,906,578	\$2,713,655	\$132,969	\$189,956	\$3,036,580	EL PASO	2019
REGIONAL	IMPROVEMENTS	INTERSTATE	2121-03-146		I006X-15A	L-10	CONSTRUCT OVERPASS (4-LANE)	FM 659 ZARAGOZA RD	LEE TREVINO	2020	\$14,254,786	\$21,100,566	\$1,033,928	\$1,477,040	\$23,611,534	TXDOT	2020
REGIONAL	ADDED CAPACITY	INTERSTATE	2121-04-084		I056X-MOD	L-10	CONSTRUCT OVERPASS (4-LANE)	FM 659 ZARAGOZA RD	LOOP 375 AT AMERICAS	2020	\$8,018,317	\$11,869,069	\$581,584	\$830,835	\$13,281,488	TXDOT	2020
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	1046-01-021		P428X-MOD	FM 659 (ZARAGOZA ROAD)	WIDEN 4 LANE TO 6 LANES DIVIDED	LOOP 375	US 62/180 (MONTANA)	2020	\$14,254,786	\$21,100,566	\$1,033,928	\$1,477,040	\$23,611,534	TXDOT	2020
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL			A507X-15A	BELEN RD (SOCORRO)	BUILD 2 LANES UNDIVIDED	BORDER HWY EXTENSION EAST	SOCORRO RD (FM 258)	2025	\$1,522,879	\$2,254,233	\$110,457	\$157,796	\$2,522,487	SOCORRO	2020
WEST	ADDED CAPACITY	MINOR ARTERIAL			A124X-MOD	REDD RD. EXTENSION	THREE-LANE ROADWAY WITH SHARED USE LANES AND CONTINUOUS LEFT TURN LANE	UPPER VALLEY RD	GOMEZ RD AT MONTOYA	2025	\$45,281,220	\$69,708,358	\$3,415,710	\$4,879,585	\$78,003,652	EL PASO	2021
EAST	ADDED CAPACITY	MINOR ARTERIAL			A407X-25A	DARRINGTON RD.	WIDEN TO 4-LANES DIVIDED	LTV ROAD	IH-10	2025	\$10,009,533	\$15,409,216	\$755,052	\$1,078,645	\$17,242,913	COUNTY EP	2021
EAST	ADDED CAPACITY	MINOR ARTERIAL			A415X-MOD	ALBERTON AVE. EXTENSION	BUILD 4-LANE DIVIDED	DARRINGTON RD.	ASCENSION	2025	\$4,003,813	\$6,163,686	\$302,021	\$431,458	\$6,897,165	COUNTY EP	2021
EAST	ADDED CAPACITY	MINOR ARTERIAL			A416X-MOD	ANDREPOINT	BUILD 4-LANE DIVIDED	ALBERTON	EASTLAKE	2025	\$3,050,524	\$4,696,142	\$230,111	\$328,730	\$5,254,982	COUNTY EP	2021

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EAST	ADDED CAPACITY	MINOR ARTERIAL			A417X-MOD	GREG DR	WIDEN TO 2-LANE DIVIDED	VISTA DEL ESTE DR	MARK JASON RD.	2025	\$3,031,857	\$4,667,405	\$228,703	\$326,718	\$5,222,826	COUNTY EP	2021
EAST	ADDED CAPACITY	MISCELLANEOUS			M404B-15A	GEORGE DIETER	RESTRIPE TO 6 LANES	ROJAS	MONTANA AVE (US 62/180)	2025	\$50,000	\$76,973	\$0	\$0	\$76,973	EL PASO	2021
NE	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P208C-MOD	FM 2529 MCCOMBS ST	UPGRADE (RE-STRIPING) TO 6-LANES DIVIDED	U.S. 54	SEAN HAGGERTY	2025	\$178,185	\$274,307	\$13,441	\$19,202	\$306,950	TXDOT	2021
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P410X-15A	PELICANO DR	WIDENING TO 4-LANES DIVIDED	JOE BATTLE (LOOP 375)	3 MILE EAST OF LOOP 375	2025	\$3,813,155	\$5,870,177	\$287,639	\$410,912	\$6,568,728	COUNTY EP	2021
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P418A-15A	GREG DR	BUILD 4-LANES DIVIDED	ZARAGOZA (FM 659)	VISTA DEL ESTE DR.	2025	\$3,336,511	\$5,136,405	\$251,684	\$359,548	\$5,747,638	COUNTY EP	2021
CENTRAL	MANAGEMENT	SIGNALS	0924-06-947		S301E	TRAFFIC MANAGEMENT CENTER UPGRADE	COMMUNICATION UPGRADE HARDWARE-SOFTWARE SUPPORT TO ITS / RETIME SIGNALS (DESIGN)	N/A		2025	\$159,750	\$245,928	\$0	\$0	\$245,928	EL PASO	2021
CENTRAL	MANAGEMENT	SIGNALS	0924-06-947		S301F	TRAFFIC MANAGEMENT CENTER UPGRADE	COMMUNICATION UPGRADE HARDWARE-SOFTWARE SUPPORT TO ITS / RETIME SIGNALS (PURCHASE OF SOFTWARE AND HARDWARE)	N/A		2025	\$10,650,000	\$16,395,186	\$0	\$0	\$16,395,186	EL PASO	2021
REGIONAL	TRANSIT PROGRAMS	TRANSIT			T019X	VANPOOL PROGRAM	OPERATION OF VANPOOL PROGRAM	REGIONAL		2025	\$1,000,000	\$1,539,454	\$0	\$0	\$1,539,454	COUNTY EP-TRANSIT	2021
REGIONAL	ADDED CAPACITY	BORDER CROSSINGS			C022X	NEW PORT OF ENTRY (POE)	BUILD NEW POE	BETWEEN THE BRIDGE OF THE AMERICAS	AND THE ZARAGOZA POE	2035	\$23,832,221	\$44,637,303	\$2,187,228	\$3,124,611	\$49,949,142	EL PASO	2026
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY			F032X-MOD	JOE BATTLE BLVD. (LOOP 375)	WIDEN TO 6 LANES	I-10	US 62/180 (MONTANA)	2035	\$23,832,221	\$36,688,610	\$1,797,742	\$0	\$38,486,351	TXDOT	2021
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL			A502X-15A	BETEL RD	BUILD 4-LANES UNDIVIDED	IVEY RD	AMERICAS AVE (LOOP 375)	2035	\$976,572	\$1,829,101	\$89,626	\$128,037	\$2,046,764	EL PASO	2026
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL			A520X-MOD	BILLY THE KID	BUILD 4-LANE UNDIVIDED	CARNES	LOOP 375	2035	\$2,691,134	\$5,040,444	\$246,982	\$352,831	\$5,640,256	EL PASO	2026
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL			A521X-MOD	LEE TREVINO DR EXTENSION	BUILD 4- LANES DIVIDED	NORTH LOOP (FM 76)	BORDER HWY (LOOP 375)	2035	\$17,159,199	\$32,138,858	\$1,574,804	\$2,249,720	\$35,963,382	EL PASO	2026
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL	2121-02-127	13b	A523X-MOD	SCHUSTER EXTENSION AND REALIGNMENT	REALIGN AND EXTEND SCHUSTER AVE. TO CONNECT WITH US 85 (PAISANO AVE.)	I-10	US 85 PAISANO AVE.	2035	40091587	\$75,090,791	\$3,679,449	\$5,256,355	\$84,026,595	TXDOT	2026
REGIONAL	ADDED CAPACITY	FREEWAY/EXPRESS WAY	2552-04-027	13a	F014X-15A	BORDER HIGHWAY WEST LOOP 375/PAISANO - PHASE 1	CONSTRUCT 4-LANE EXPRESSWAY - TOLL FACILITY	PARK ST	US 85 PAISANO & YANDELL	2035	124061189	\$232,364,280	\$11,385,850	\$16,265,500	\$260,015,629	TXDOT	2026
NE	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	0924-06-136	15-CONST	P201A-MOD	NORTHEAST PARKWAY PHASE 1	BUILD 2-LANES WITH PASSING LANES AND OVERPASSES (SUPER 2) - TOLL FACILITY	EAST OF RAILROAD DRIVE OVERPASS	TX/NM STATE LINE (FM 3255)	2035	138093244	\$258,646,056	\$12,673,657	\$18,105,224	\$289,424,937	TXDOT	2026
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P431X-MOD	HORIZON BLVD. (FM 1281)	WIDEN TO 6 LANES DIVIDED	I-10	ANTWERP	2035	\$4,454,621	\$8,343,421	\$408,828	\$584,039	\$9,336,288	TXDOT	2026
MISSION VALLEY	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P512X-15A	TIWA BLVD (SOCORRO)	BUILD 2-LANES	BORDER HWY EXTENSION EAST	SOCORRO RD (FM 258)	2035	\$1,522,879	\$2,852,324	\$139,764	\$199,663	\$3,191,750	SOCORRO	2026
MISSION VALLEY	ENHANCEMENTS	PRINCIPAL/MAJOR ARTERIAL	0924-06-188		P515B	FM 659 ZARAGOZA RD RR OVERPASS	GRADE SEPARATED OVERPASS	AT UNION PACIFIC RAILROAD		2035	\$10,266,918	\$19,229,745	\$942,257	\$0	\$20,172,002	EL PASO	2026
MISSION VALLEY	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P517A-15A	TIWA BLVD (SOCORRO)	BUILD 2-LANES	SOCORRO RD (FM 258)	ALAMEDA (SH 20)	2035	\$8,484,271	\$15,890,880	\$778,653	\$1,112,362	\$17,781,895	SOCORRO	2026
MISSION VALLEY	IMPROVEMENTS	PRINCIPAL/MAJOR ARTERIAL			P518X	FABENS ST (FM 793) FABENS	UPGRADE 2-LANE STREET	K AVE	I-10	2035	\$1,588,257	\$2,974,776	\$145,764	\$0	\$3,120,540	TXDOT	2026

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MISSION VALLEY	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P520A-15A	FM 1110 - CLINT CONNECTION RD.	BUILD 2-LANES	BORDER HWY EXTENSION	ALAMEDA AVE (SH 20)	2035	\$9,106,048	\$17,055,457	\$835,717	\$1,193,882	\$19,085,057	CLINT	2026
MISSION VALLEY	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P520B-15A	FM 1110 - CLINT CONNECTION RD.	BUILD 2-LANES	ALAMEDA AVE (SH 20)	IH-10	2035	\$12,406,498	\$23,237,138	\$1,138,620	\$1,626,600	\$26,002,358	CLINT	2026
MISSION VALLEY	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL			P530X-MOD	FM 659 (ZARAGOZA RD.)	WIDEN TO 6-LANES DIVIDED	I-10	NORTH LOOP DR.	2035	4543713	\$8,510,290	\$417,004	\$595,720	\$9,523,014	TXDOT	2026
MISSION VALLEY	MAINT./REHAB.	PRINCIPAL/MAJOR ARTERIAL			P531X	HAWKINS BLVD	REHABILITATION AND INTERSECTION IMPROVEMENTS WITH RIGHT TURN LANES	NORTH LOOP DR. (FM 76)	IH-10	2035	\$6,622,765	\$12,404,315	\$607,811	\$0	\$13,012,126	EL PASO	2026
MISSION VALLEY	IMPROVEMENTS	PRINCIPAL/MAJOR ARTERIAL			P532X	ALAMEDA AVE (SH 20)	CORRIDOR IMPROVEMENTS	GLENWOOD	PADRES	2035	\$22,273,104	\$41,717,106	\$2,044,138	\$2,920,197	\$46,681,441	TXDOT	2026
REGIONAL	TRANSIT PROGRAMS	TRANSIT			T019X	VANPOOL PROGRAM	OPERATION OF VANPOOL PROGRAM	REGIONAL		2035	\$1,000,000	\$1,872,981	\$0	\$0	\$1,872,981	COUNTY EP-TRANSIT	2026
REGIONAL	ALL-MAINT./REHAB.	BRIDGE			B001X	BRIDGE REPLACEMENT/ REHABILITATION	REPLACE OR REHABILITATE BRIDGES	EL PASO COUNTY- ON AND OFF STATE SYSTEM		ALL	\$47,664,442	\$1,833,248	\$89,829	\$0	\$1,923,077	TXDOT	BEYOND-TIP
REGIONAL	ALL-IMPROVEMENTS	REHABILITATION			R024X	ON STATE CONTROLLED ACCESS ROADWAYS	OPERATIONAL IMPROVEMENTS	N/A	N/A	ALL	\$14,299,333	\$549,974	\$26,949	\$0	\$576,923	TXDOT	BEYOND-TIP
REGIONAL	ALL-MAINT./REHAB.	REHABILITATION			R017X	STREET RESURFACING AND MAINTENANCE - EL PASO COUNTY	STREET RESURFACING AND MAINTENANCE - EL PASO COUNTY	EL PASO COUNTY OFF STATE SYSTEM		ALL	\$59,157,072	\$2,275,272	\$0	\$0	\$2,275,272	COUNTY EP	COUNTY-ALL
REGIONAL	ALL-ENHANCEMENTS	ENHANCEMENTS			E002X	ENHANCEMENTS	ENHANCEMENT PROJECTS SUBMITTED ON COMPETITIVE BASIS	EPUTS AREA		ALL	\$19,500,000	\$750,000	\$0	\$0	\$750,000	TXDOT	ENH-ALL
REGIONAL	ALL-MAINT./REHAB.	MISCELLANEOUS			M030B	SIGN REPLACEMENT PROGRAM	REPLACE REGULATORY AND STREET NAME SIGNS	CITY OF EL PASO		ALL	\$2,662,500	\$102,404	\$0	\$0	\$102,404	EL PASO	EP-ALL
REGIONAL	ALL-MAINT./REHAB.	REHABILITATION			R022X	STREET RESURFACING - CITY OF EL PASO	REHABILITATION PROJECTS 2010 TO 2035	CITY OF EL PASO- OFF STATE SYSTEM		ALL	\$130,000,000	\$5,000,000	\$0	\$0	\$5,000,000	EL PASO	EP-ALL
REGIONAL	ALL-MAINT./REHAB.	REHABILITATION			R023X	MAINTENANCE CITY OF EL PASO	MAINTENANCE PROJECTS 2010 TO 2035	CITY OF EL PASO- OFF STATE SYSTEM		ALL	\$585,576,923	\$22,522,189	\$0	\$0	\$22,522,189	EL PASO	EP-ALL
REGIONAL	ALL-MAINT./REHAB.	REHABILITATION			R021X	PREVENTIVE MAINTENANCE TXDOT	MAINTENANCE PROJECTS 2007 TO 2035	STATE HIGHWAY SYSTEM		ALL	\$325,551,224	\$12,521,201	\$0	\$0	\$12,521,201	TXDOT	PM-ALL
REGIONAL	ALL-MAINT./REHAB.	REHABILITATION			R008X	ON STATE REHABILITATION TXDOT	FOR MAJOR RECONSTRUCTION BUT ALSO INCLUDES SIGNS, STRIPING, PAVEMENT MARKINGS, AND SIGNALS	TEXAS STATE HIGHWAY SYSTEM		ALL	\$150,924,166	\$5,804,776	\$284,434	\$0	\$6,089,210	TXDOT	REHAB-ALL
REGIONAL	ALL-MAINT./REHAB.	REHABILITATION			R016X	ROUTINE MAINTENANCE TXDOT	POTHOLE REPAIR, CRACK-SEALING, MOWING, ROADSIDE MAINT.	TEXAS STATE HIGHWAY SYSTEM		ALL	\$216,307,000	\$8,319,500	\$0	\$0	\$8,319,500	TXDOT	RM-ALL
REGIONAL	ALL-SAFETY	MISCELLANEOUS			M028B	SAFETY PROJECTS	SAFETY LIGHTING, SIGNALS, INTERSECTIONS, ETC.	EPUTS AREA		ALL	\$18,762,631	\$721,640	\$35,360	\$0	\$757,000	TXDOT	SAFE-ALL
REGIONAL	ALL-MANAGEMENT	MISCELLANEOUS			M016C	FREEWAY MANAGEMENT SYSTEM MAINTENANCE	MAINTAIN FREEWAY MANAGEMENT SYSTEM	I-10/ US 54/ LOOP 375		ALL	\$26,000,000	\$1,000,000	\$0	\$0	\$1,000,000	TXDOT	TXTRAFFIC-ALL
REGIONAL	ALL-MAINT./REHAB.	MISCELLANEOUS			M020X	REPLACE RR PLANKING	REPLACE RR X-INGS WITH RUBBER/CONCRETE PLANKING	CITY STREETS, COUNTY ROADS, STATE HIGHWAYS		ALL	\$2,600,000	\$100,000	\$0	\$0	\$100,000	TXDOT	TXTRAFFIC-ALL
REGIONAL	ALL-IMPROVEMENTS	MISCELLANEOUS			M021X	INSTALL PROTECTIVE RR CROSSING DEVICES	INSTALL 10 RAILROAD X-ING DEVICES PER YEAR	CITY STREETS, COUNTY ROADS, STATE HIGHWAYS		ALL	\$6,500,000	\$250,000	\$0	\$0	\$250,000	TXDOT	TXTRAFFIC-ALL

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REGIONAL	ALL-IMPROVEMENTS	MISCELLANEOUS			M036X	ON STATE RR OVERPASSES	CONSTRUCT ON STATE SYSTEM RR OVERPASSES	N/A		ALL	\$247,855,100	\$9,532,888	\$467,112	\$0	\$10,000,000	TXDOT	TXTRAFFIC-ALL	
REGIONAL	ALL-STUDY	MISCELLANEOUS			M038X	ON STATE ROADWAY FEASIBILITY STUDIES	CONDUCT FEASIBILITY STUDIES FOR ON STATE SYSTEM ROADS	N/A		ALL	\$28,598,665	\$28,598,665	\$53,897	\$0	\$28,652,563	TXDOT	TXTRAFFIC-ALL	
						Location for new POEs to be determined by the presidential permit process.												

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NM PROJECTS																	
REGIONAL	ADDED CAPACITY	INTERSTATE	CN 618A3	N/A	I046X-MOD	NM I-10 INTERCHANGE IMPROVEMENTS	TX S/L - LC INTERCHANGE IMPROVEMENTS (NM 404 (OHARA RD.))	N/A		2020	\$8,000,000	\$8,000,000	\$0	\$1,423,000	\$9,423,000	NMDOT	2010
REGIONAL	MANAGEMENT	INTERSTATE	CN 4040	N/A	I050X	I-10	TRAVELER INFORMATION SYSTEM	MP 157	MP 163.4	2020	\$313,468	\$313,468	\$0	\$0	\$313,468	NMDOT	2010
NM	MAINT./REHAB.	MISCELLANEOUS	CN 110380		M622X	NM 225 PAVEMENT AND PRESERVATION	PAVEMENT AND PRESERVATION	MP 0	MP 2.164	2020	\$566,822	\$566,822	\$0	\$0	\$566,822	NMDOT	2010
NM	MAINT./REHAB.	MISCELLANEOUS	CN 1100350	N/A	M623X	NM 213 (WAR RD.)	PAVEMENT PRESERVATION	MP 3.75	MP 6.1	2020	\$566,822	\$566,822	\$0	\$0	\$566,822	NMDOT	2010
REGIONAL	MANAGEMENT	BORDER CROSSINGS	CN 7682	N/A	C016X	SANTA TERESA WEIGH & INSPECTION FACILITY ON PETE DOMENICI NM 136	INFRASTRUCTURE FOR SANTA TERESA COMMERCIAL INSPECTION FACILITIES AND NEW MEXICO BORDER AUTHORITY BUILDING	INTERNATIONAL BORDER LINE	INTERNATIONAL BORDER LINE	2020	\$10,119,383	\$10,119,383	\$0	\$0	\$10,119,383	NMDOT	2011
NM	IMPROVEMENTS	MISCELLANEOUS	CN CP701	N/A	M613X	SANTA FE RAIL RELOCATION PROJECT	IMPROVEMENTS TO COUNTY ROAD A-017 (STRAUSS RD.), INDUSTRIAL RD. AND RELOCATION OF ST. JOHN'S ACCESS POINT ON NM 136, INCLUDING ROADWAY CONSTRUCTION, RE-CONSTRUCTION AND REHABILITATION TO INCLUDE INFRASTRUCTURE AND PROFESSIONAL SERVICES	PETE DOMENICI (NM 136) FOR APPROX. OF 6.5 MILES	SANTA TERESA	2020	\$11,466,000	\$11,466,000	\$500,000	\$0	\$11,966,000	NMDOT	2011
NM	IMPROVEMENTS	MISCELLANEOUS	CN D1611	N/A	M614X	NM 404 (OHARA RD.) & NM 213 (WAR RD.)	TRAFFIC FLOW AND INTERSECTION IMPROVEMENTS	NM 404 (OHARA RD.)	NM 213 (WAR RD.)	2020	\$1,949,441	\$1,949,441	\$0	\$150,000	\$2,099,441	NMDOT	2011
NM	BUS ACQUISITIONS	TRANSIT	CN LC00010	N/A	T608X	BUS ACQUISITION	BUS PURCHASE FOR SUNLAND PARK NM	N/A	N/A	2020	\$500,000	\$500,000	\$0	\$0	\$500,000	SUNLAND PARK	2011
NM	MAINT./REHAB.	MINOR ARTERIAL		N/A	A602X	AIRPORT RD.	RECONSTRUCTION	MCNUTT RD (NM 273)	TARMAC DRIVE	2020	\$3,600,000	\$3,973,726	\$0	\$0	\$3,973,726	DONA ANA COUNTY	2014
NM	ADDED CAPACITY	MISCELLANEOUS		N/A	M619X	SUNLAND PARK POE FACILITY	CONSTRUCT SUNLAND PARK POE FACILITY	N/A		2020	\$9,499,959	\$10,486,177	\$513,823	\$0	\$11,000,000	SUNLAND PARK	2014
NM	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL		N/A	P611X-MOD	COLUMBUS RD	BUILD 2-LANE ROAD	PETE DOMENICI (NM 136)	SUNLAND PARK	2020	\$6,500,000	\$7,174,784	\$351,564	\$502,235	\$8,028,583	SUNLAND PARK	2014
NM	MAINT./REHAB.	REHABILITATION		N/A	R606X	WESTSIDE ROAD	RECONSTRUCTION	NM 28	TEXAS STATE LINE	2020	\$499,000	\$550,803	\$0	\$0	\$550,803	DONA ANA COUNTY	2014
NM	TRANSIT PROGRAMS	TRANSIT		N/A	T605	SUNLAND PARK BUS SERVICE	PROVIDE BUS SERVICE	CITY OF SUNLAND PARK		2020	\$452,000	\$498,923	\$0	\$0	\$498,923	SUNLAND PARK	2014
NM	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL		N/A	P610X-MOD	SUNLAND PARK DR. EXTENSION	CONSTRUCT 4-LANE DIVIDED PRINCIPAL ARTERIAL WITH GRADE SEPARATED OVERPASS AT RAILROAD TRACKS	MCNUTT RD (NM 273)	PROPOSED SUNLAND PARK PORT OF ENTRY (POE)	2020	\$10,000,000	\$12,488,630	\$0	\$10,000,000	\$22,488,630	SUNLAND PARK	2019
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TRANSIT PROJECTS																	
REGIONAL	BUS ACQUISITIONS	TRANSIT	N/A		T006	EP COUNTY BUS PURCHASE	PURCHASE OF ONE 35-FT BUS AND BUS EQUIPMENT USING 2009 CONGRESSIONAL EARMARK FUNDS	SOCORRO, SAN ELIZARIO, CLINT, AND EPCC MISSION DEL PASO CAMPUS	INTERSECTION OF ALAMEDA AND FM 659 ZARAGOZA RD	2010	\$712,500	\$712,500	\$0	\$0	\$712,500	COUNTY EP-TRANSIT	2010
REGIONAL	IMPROVEMENTS	TRANSIT			T014A	OREGON ST. ROUTE OF SMART UTEP EXTENSION PROJECT	"STREET IMPROVEMENTS ON TRANSIT CORRIDOR" FTA EARMARKED FUNDS APPLIED TO PREVIOUSLY APPROVED "SMART UTEP EXTENSION," FY 06- #T014	FROM OREGON ST MALL	TO UTEP (IMPROVEMENTS ON OREGON STREET)	2010	\$322,988	\$322,988	\$0	\$0	\$322,988	SUN METRO-TRANSIT	2010
REGIONAL	MANAGEMENT	TRANSIT			T042	MID-LIFE ENGINE REBUILD	REBUILD ENGINES FOR 25 FIXED ROUTE BUSES	N/A		2010	\$496,986	\$496,986	\$0	\$0	\$496,986	SUN METRO-TRANSIT	2010
REGIONAL	IMPROVEMENTS	TRANSIT			T043	VEHICULAR EQUIPMENT (AVL SYSTEMS)	INSTALLATION OF AVL EQUIPMENT IN 25 FIXED ROUTE BUSES	N/A		2010	\$462,500	\$462,500	\$0	\$0	\$462,500	SUN METRO-TRANSIT	2010
REGIONAL	MAINT./REHAB.	TRANSIT			T044	PREVENTIVE MAINTENANCE	PREVENTIVE MAINTENANCE OF BUS FLEET AND FACILITIES	N/A		2010	\$391,986	\$391,986	\$0	\$0	\$391,986	SUN METRO-TRANSIT	2010
REGIONAL	MAINT./REHAB.	TRANSIT			T045	TRANSFER CENTER REHABILITATION	CONSTRUCTION AND DESIGN FOR REHABILITATION OF EXISTING TRANSFER CENTERS	CITYWIDE		2010	\$110,000	\$110,000	\$5,390	\$0	\$115,390	SUN METRO-TRANSIT	2010
REGIONAL	ADDED CAPACITY	TRANSIT			T015A-1	ALAMEDA BRT DESIGN	BUS RAPID TRANSIT (BRT) SYSTEM (DESIGN)	DOWNTOWN	MISSION VALLEY TRANSFER CENTER	2020	\$4,200,000	\$0	\$4,200,000	\$0	\$4,200,000	SUN METRO-TRANSIT	2011
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0001-02-054	9	T015C-1	MESA (SH 20) BUS RAPID TRANSIT (BRT)	BUS RAPID TRANSIT (BRT) SYSTEM DESIGN (USING FHWA FUNDS \$2M)	SCHUSTER AVE.	DONIPHAN DR.	2020	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000	SUN METRO-TRANSIT	2011
REGIONAL	ADDED CAPACITY	TRANSIT	0374-02-089	10	T017D-1	MONTANA CORRIDOR BRT	PRELIMINARY ENGINEERING FOR BUS RAPID TRANSIT (BRT) SYSTEM (USING FHWA FUNDS \$2M)	CBD	GEORGE DIETER DR.	2020	\$2,000,000	\$0	\$2,000,000	\$0	\$2,000,000	SUN METRO-TRANSIT	2011
REGIONAL	MANAGEMENT	TRANSIT			T027X	SUN METRO ADMINISTRATIVE, MAINTENANCE AND OPERATIONS FACILITY	DESIGN AND CONSTRUCTION OF SUN METRO ADMINISTRATIVE, MAINTENANCE AND OPERATIONS FACILITY	PROPOSED ON AIRPORT PROPERTY		2020	\$28,607,600	\$28,607,600	\$1,401,772	\$2,002,532	\$32,011,904	SUN METRO-TRANSIT	2011
REGIONAL	BUS ACQUISITIONS	TRANSIT			T031X	BUS ACQUISITION 7	ACQUIRE NEW BUSES; APPROX. 25 - 30' CLEAN DIESELS AND APPROX. 25 - PARATRANSIT VANS	N/A		2020	\$4,000,000	\$4,000,000	\$0	\$0	\$4,000,000	SUN METRO-TRANSIT	2011
REGIONAL	MANAGEMENT	TRANSIT			T033X	ALTERNATIVE FUELING STATION(S)	DESIGN AND INSTALLATION OF ALTERNATIVE FUELING STATION(S)	PROPOSED ON AIRPORT PROPERTY		2020	\$6,000,000	\$6,000,000	\$0	\$0	\$6,000,000	SUN METRO-TRANSIT	2011
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-365		T038X	BUS ACQUISITION 12	ACQUIRE A NEW BUS; 40' CNG NABIS (WITH A BILLBOARD WRAP PROMOTING OZONE ACTION DAYS FOR PUBLIC AWARENESS) (USING FHWA FUNDS \$300,000)	N/A		2020	\$300,000	\$300,000	\$0	\$0	\$300,000	SUN METRO-TRANSIT	2011
REGIONAL	IMPROVEMENTS	TRANSIT			T041X-1	BUS SHELTERS	BUS SHELTERS CITYWIDE	CITYWIDE		2020	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	SUN METRO-TRANSIT	2011
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0924-06-946		T050X	VANPOOL PROGRAM	VANPOOL PROGRAM	REGIONAL		2020	\$392,000	\$392,000	\$0	\$0	\$392,000	COUNTY EP-TRANSIT	2011
REGIONAL	ENHANCEMENTS	TRANSIT			T060X	PARATRANSIT VAN REPLACEMENT	PARATRANSIT VAN REPLACEMENT	CITYWIDE		2020	\$1,700,000	\$1,700,000	\$0	\$0	\$1,700,000	SUN METRO-TRANSIT	2011
NE	ADDED CAPACITY	TRANSIT			T203B	NORTHEAST TRANSIT TERMINAL	CONSTRUCT/EXPAND NORTHEAST TRANSIT TERMINAL	NORTHGATE MALL	DIANA/DYER ST	2020	\$5,781,736	\$5,781,736	\$0	\$0	\$5,781,736	SUN METRO-TRANSIT	2011
REGIONAL	ADDED CAPACITY	TRANSIT			T015A-2	ALAMEDA BRT CONSTRUCTION	BUS RAPID TRANSIT (BRT) SYSTEM INCLUDING BUSES (CONSTRUCTION)	DOWNTOWN	MISSION VALLEY TRANSFER CENTER	2020	\$37,800,000	\$37,800,000	\$0	\$0	\$37,800,000	SUN METRO-TRANSIT	2012
REGIONAL	BUS ACQUISITIONS	TRANSIT			T032X-1	BUS ACQUISITION 8-1	ACQUIRE NEW BUSES; APPROX. 20 - 40' CLEAN DIESELS	N/A		2020	\$5,000,000	\$5,000,000	\$0	\$0	\$5,000,000	SUN METRO-TRANSIT	2012
REGIONAL	IMPROVEMENTS	TRANSIT			T041X-2	BUS SHELTERS	BUS SHELTERS CITYWIDE	CITYWIDE		2020	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	SUN METRO-TRANSIT	2012

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Project List

City Area	Project Mode	Project Type/FC	CSJ	2008 CMP #	Project ID	Project Name	Project Description	From	To	Network	Current Construction Cost / 2010-2035 Cost	Est. Construct Cost / Year of Expenditure	Estimated PE Cost	Estimated ROW Cost	Total Project Cost	Sponsor	YOE (FY)
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-942		T051X	THIRTY-FIVE FOOT BUS PURCHASE	THIRTY-FIVE FOOT BUS PURCHASE	REGIONAL		2020	\$498,000	\$498,000	\$0	\$0	\$498,000	COUNTY EP-TRANSIT	2012
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0924-06-988		T052X	CARPOOL PROGRAM	CARPOOL PROGRAM	REGIONAL		2020	\$383,000	\$383,000	\$0	\$0	\$383,000	COUNTY EP-TRANSIT	2012
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0924-06-990		T053X	VANPOOL PROGRAM	VANPOOL PROGRAM	REGIONAL		2020	\$642,000	\$642,000	\$0	\$0	\$642,000	COUNTY EP-TRANSIT	2012
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-965		T055X	FORTY FOOT BUS PURCHASE 1 (DTC TO FIVE POINTS TO MISSION VALLEY)	FORTY FOOT BUS PURCHASE 1 (DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	\$500,000	\$500,000	\$0	\$0	\$500,000	SUN METRO-TRANSIT	2012
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-977		T057X	PURCHASE OF ARTICULATED BUS 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	PURCHASE OF ARTICULATED BUS 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	\$833,333	\$833,333	\$0	\$0	\$833,333	SUN METRO-TRANSIT	2012
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-984		T058X	PURCHASE OF ARTICULATED BUS 3 DTC TO FIVE POINTS TO MISSION VALLEY)	PURCHASE OF ARTICULATED BUS 3 DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	\$833,333	\$833,333	\$0	\$0	\$833,333	SUN METRO-TRANSIT	2012
REGIONAL	ENHANCEMENTS	TRANSIT			T061X	PARATRANSIT VAN REPLACEMENT	PARATRANSIT VAN REPLACEMENT	CITYWIDE		2020	\$1,700,000	\$1,700,000	\$0	\$0	\$1,700,000	SUN METRO-TRANSIT	2012
REGIONAL	ADDED CAPACITY	TRANSIT	0001-02-054	9	T015C-2	MESA (SH 20) BUS RAPID TRANSIT (BRT)	BUS RAPID TRANSIT (BRT) SYSTEM INCLUDING BUSES INCLUDING BUSES (USING FHWA FUNDS \$23M)	SCHUSTER AVE.	DONIPHAN DR.	2020	\$23,000,000	\$23,000,000	\$0	\$0	\$23,000,000	SUN METRO-TRANSIT	2013
REGIONAL	BUS ACQUISITIONS	TRANSIT			T032X-2	BUS ACQUISITION 8-2	ACQUIRE NEW BUSES; APPROX. 20 - 40' CLEAN DIESELS	N/A		2020	\$8,000,000	\$8,000,000	\$0	\$0	\$8,000,000	SUN METRO-TRANSIT	2013
REGIONAL	IMPROVEMENTS	TRANSIT			T041X-3	BUS SHELTERS	BUS SHELTERS CITYWIDE	CITYWIDE		2020	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	SUN METRO-TRANSIT	2013
REGIONAL	TRANSIT PROGRAMS	TRANSIT	0924-06-963		T054X	VANPOOL PROGRAM	VANPOOL PROGRAM	REGIONAL		2020	\$549,000	\$549,000	\$0	\$0	\$549,000	COUNTY EP-TRANSIT	2013
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-966		T056X	FORTY FOOT BUS PURCHASE 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	FORTY FOOT BUS PURCHASE 2 (DTC TO FIVE POINTS TO MISSION VALLEY)	CITYWIDE		2020	\$500,000	\$500,000	\$0	\$0	\$500,000	SUN METRO-TRANSIT	2013
CENTRAL	MAINT./REHAB.	TRANSIT			T304	INTERNATIONAL TRANSFER CENTER	REMODEL UNION DEPOT FOR SUITABILITY AS INTERNATIONAL TERMINAL	UNION DEPOT 700 SAN FRANCISCO		2020	\$16,541,750	\$16,541,750	\$810,546	\$0	\$17,352,296	SUN METRO-TRANSIT	2013
REGIONAL	IMPROVEMENTS	TRANSIT			T041X-4	BUS SHELTERS	BUS SHELTERS CITYWIDE	CITYWIDE		2020	\$2,000,000	\$2,000,000	\$0	\$0	\$2,000,000	SUN METRO-TRANSIT	2014
REGIONAL	BUS ACQUISITIONS	TRANSIT	0924-06-992		T059X	FORTY FOOT BUS PURCHASE 5 (DTC TO ALAMEDA & ZARAGOZA)	FORTY FOOT BUS PURCHASE 5 (DTC TO ALAMEDA & ZARAGOZA)	CITYWIDE		2020	\$500,000	\$500,000	\$0	\$0	\$500,000	SUN METRO-TRANSIT	2014
EAST	ADDED CAPACITY	TRANSIT			T402B	FAR EASTSIDE TRANSFER CENTER	PE, ROW, AND CONSTRUCT TRANSIT TERMINAL	VICINITY OF GEORGE DIETER AND MONTWOOD		2020	\$3,455,000	\$3,455,000	\$65,000	\$1,000,000	\$4,520,000	SUN METRO-TRANSIT	2014
EAST	ADDED CAPACITY	TRANSIT			T409	FAR EAST PARK AND RIDE	CONSTRUCT PARK AND RIDE LOT	NEAR JOE BATTLE AND EDGEMERE		2020	\$1,200,000	\$1,200,000	\$0	\$0	\$1,200,000	SUN METRO-TRANSIT	2014
REGIONAL	ADDED CAPACITY	TRANSIT			T017C	DYER CORRIDOR BRT	BRT/ITS/SIGNAL PRIORITIZATION/DIAMOND STRIPED LANES	US 54	SUN VALLEY DR.	2020	\$35,000,000	\$42,582,852	\$2,086,560	\$0	\$44,669,411	SUN METRO-TRANSIT	2015
REGIONAL	ADDED CAPACITY	TRANSIT			T017D-2	MONTANA CORRIDOR BRT	BRT/ITS/SIGNAL PRIORITIZATION/DIAMOND STRIPED LANES	CBD	GEORGE DIETER DR.	2020	\$47,000,000	\$57,182,686	\$0	\$0	\$57,182,686	SUN METRO-TRANSIT	2015
WEST	ADDED CAPACITY	TRANSIT			T106	FAR WEST PARK AND RIDE	CONSTRUCT PARK AND RIDE LOT	I-10 & TRANSMTN		2020	\$1,094,988	\$1,332,220	\$0	\$0	\$1,332,220	SUN METRO-TRANSIT	2015
EAST	ADDED CAPACITY	TRANSIT			T406	PARK AND RIDE I-10 EAST	PARK AND RIDE I-10 EAST	I-10 EAST		2020	\$1,500,000	\$1,824,979	\$0	\$127,749	\$1,952,728	SUN METRO-TRANSIT	2015

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City Area	Project Mode	Project Type/FC	CSJ	2008 CMP #	Project ID	Project Name	Project Description	From	To	Network	Current Construction Cost / 2010-2035 Cost	Est. Construct Cost / Year of Expenditure	Estimated PE Cost	Estimated ROW Cost	Total Project Cost	Sponsor	YOE (Y)	
EAST	ADDED CAPACITY	TRANSIT			T408	PARK AND RIDE MONTWOOD	PARK AND RIDE MONTWOOD	MONTWOOD		2020	\$1,500,000	\$1,897,979	\$0	\$132,858	\$2,030,837	SUN METRO-TRANSIT	2016	
MISSION VALLEY	ADDED CAPACITY	TRANSIT			T504	PARK AND RIDE LOOP 375 BORDER HWY	PARK AND RIDE LOOP 375 BORDER HWY	PARK AND RIDE LOOP 375 BORDER HWY		2020	\$1,500,000	\$1,897,979	\$0	\$132,858	\$2,030,837	SUN METRO-TRANSIT	2016	
REGIONAL	IMPROVEMENTS	TRANSIT			T012A	BUS RAPID TRANSIT/ELECT. TRAM SYSTEM IN THE INTL. CORRIDOR	BUS RAPID TRANSIT/ELECT. TRAM SYSTEM IN THE INTL. CORRIDOR	PDN/STANTON ST. BRIDGE	OREGON ST. MALL	2020	\$10,000,000	\$13,159,318	\$644,807	\$0	\$13,804,124	SUN METRO-TRANSIT	2017	
REGIONAL	IMPROVEMENTS	TRANSIT			T013B	SMART INTL. MASS TRANSIT (BRT/LRT) JUAREZ & EL PASO	SMART INTL. MASS TRANSIT (BRT/LRT) JUAREZ & EL PASO	EL PASO	JUAREZ USING PDN/STANTON ST. BRIDGE	2020	\$55,357,707	\$72,846,966	\$3,569,501	\$0	\$76,416,467	SUN METRO-TRANSIT	2017	
REGIONAL	IMPROVEMENTS	TRANSIT			T014	LRT/BRT SYSTEM IN THE INTL. CORRIDOR WITH TRANSIT TERMINAL INTERFACE	LRT/BRT SYSTEM IN THE INTL. CORRIDOR WITH TRANSIT TERMINAL INTERFACE	OREGON ST MALL	UTEP	2020	\$84,219,634	\$115,260,385	\$5,647,759	\$0	\$120,908,143	SUN METRO-TRANSIT	2018	
MISSION VALLEY	ADDED CAPACITY	TRANSIT			T505	PARK AND RIDE NORTH LOOP	PARK AND RIDE NORTH LOOP	PARK AND RIDE NORTH LOOP		2025	\$1,500,000	\$2,309,181	\$0	\$161,643	\$2,470,824	SUN METRO-TRANSIT	2021	
REGIONAL	ALL-MANAGEMENT	TRANSIT			T004	SUN METRO OPERATIONS	OPERATION AND ADMINISTRATION 2015-2035	EL PASO		ALL	\$1,405,081,370	\$54,041,591	\$0	\$0	\$54,041,591	SUN METRO-TRANSIT	ALL	
REGIONAL	ALL-MANAGEMENT	TRANSIT			T005	EP COUNTY RURAL TRANSIT	BUS PURCHASE AND OPERATIONS 2010-2035	EL PASO COUNTY	EL PASO COUNTY OUTSIDE SUN METRO SERVICE AREA	ALL	\$7,800,000	\$300,000	\$0	\$0	\$300,000	COUNTY EP-TRANSIT	ALL	
REGIONAL	ALL-ENHANCEMENTS	TRANSIT			T007	TRANSIT ENHANCEMENTS	ENHANCEMENTS FOR BUSES/ TRANSIT FACILITIES	EL PASO (SUN METRO)		ALL	\$8,385,043	\$322,502	\$0	\$0	\$322,502	SUN METRO-TRANSIT	ALL	
REGIONAL	ALL-TRANSIT PROGRAMS	TRANSIT			T010	JOB ACCESS AND REVERSE COMMUTE (JARC)	WELFARE TO WORK, ACCESS TO JOBS	CITY OF EL PASO (EMPOWERMENT ZONE PRIORITY)		ALL	\$32,118,361	\$1,235,322	\$0	\$0	\$1,235,322	SUN METRO-TRANSIT	ALL	
REGIONAL	ALL-TRANSIT PROGRAMS	TRANSIT			T011	ELDERLY AND DISABLED TRANSPORTATION PROGRAM	TRANSP. FOR ELDERLY /DISABLE PROVIDE BY LCL NONPROFIT ORG	COUNTY OF EL PASO		ALL	\$8,281,754	\$318,529	\$0	\$0	\$318,529	TXDOT-TRANSIT	ALL	
REGIONAL	ALL-TRANSIT PROGRAMS	TRANSIT			T021X	ADA PARA TRANSIT SERVICE	PROVIDE ADA PARA TRANSIT SERVICE	N/A		ALL	\$30,253,766	\$1,163,606	\$0	\$0	\$1,163,606	SUN METRO-TRANSIT	ALL	
REGIONAL	ALL-TRANSIT PROGRAMS	TRANSIT			T022X	NEW FREEDOM	PROVIDE PUBLIC TRANSPORTATION SERVICES BEYOND THOSE REQUIRED BY ADA	N/A		ALL	\$9,229,475	\$354,980	\$0	\$0	\$354,980	SUN METRO-TRANSIT	ALL	
NE	ALL-MANAGEMENT	TRANSIT			T2A	SUPPORT EQUIPMENT AND FACILITIES	MAINTENANCE EQUIPMENT/105 SUPPORT VEH./FACILITY REHAB			ALL	\$3,950,521	\$151,943	\$0	\$0	\$151,943	SUN METRO-TRANSIT	ALL	
CENTRAL	ALL-MANAGEMENT	TRANSIT			T3A	PLANNING	SHORT RANGE PLANNING			ALL	\$15,802,086	\$607,773	\$0	\$0	\$607,773	SUN METRO-TRANSIT	ALL	
CENTRAL	ALL-MANAGEMENT	TRANSIT			T3B	OTHER CAPITAL PROGRAM ITEMS	COMPUTERS HARDWARE & SOFTWARE			ALL	\$10,166,312	\$391,012	\$0	\$0	\$391,012	SUN METRO-TRANSIT	ALL	
CENTRAL	ALL-MAINT./REHAB.	TRANSIT			T3C	CAPITAL MAINTENANCE	CAPITAL MAINTENANCE			ALL	\$516,315,418	\$19,858,285	\$0	\$0	\$19,858,285	SUN METRO-TRANSIT	ALL	
CENTRAL	ALL-IMPROVEMENTS	TRANSIT			T3D	CURB CUTS / ADA IMPROVEMENTS	CURB CUTS / ADA IMPROVEMENTS			ALL	\$21,252,607	\$817,408	\$0	\$0	\$817,408	SUN METRO-TRANSIT	ALL	
CENTRAL	ALL-IMPROVEMENTS	TRANSIT			T3E	SECURITY EQUIPMENT	SECURITY EQUIPMENT			ALL	\$6,050,745	\$232,721	\$0	\$0	\$232,721	SUN METRO-TRANSIT	ALL	
CENTRAL	ALL-MANAGEMENT	TRANSIT			T3F	SUPPORT VEHICLES	SUPPORT VEHICLES			ALL	\$7,901,043	\$303,886	\$0	\$0	\$303,886	SUN METRO-TRANSIT	ALL	
						Location for new POEs to be determined by the presidential permit process.												

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City Area	Project Mode	Project Type/FC	Project ID	Project Name	Project Description	From	To	Network	Current Construction Cost / 2010-2035 Cost	Est. Construct Cost / Year of Expenditure	Estimated PE Cost	Estimated ROW Cost	Total Project Cost	Sponsor	YOE (FY)
DEVELOPER PROJECT LIST															
WEST	ADDED CAPACITY	MINOR ARTERIAL	A104X-25A	ARTERIAL W-19	BUILD 4-LANES UNDIVIDED	DESERT N (I-10)	PASEO DEL NORTE	2025	\$12,542,965	\$20,884,959	\$0	\$0	\$20,884,959	DEVELOPER	2022
WEST	ADDED CAPACITY	MINOR ARTERIAL	A105X-15A	RANCHO NORTE DR	BUILD 4-LANES UNDIVIDED	NORTHWESTERN	PASEO DEL NORTE	2010	\$2,461,788	\$2,461,788	\$0	\$0	\$2,461,788	DEVELOPER	2009
WEST	ADDED CAPACITY	MINOR ARTERIAL	A107B-15A	HELEN OF TROY DR	BUILD 4-LANES UNDIVIDED	REDD RD	1/2 MI. E. OF REDD RD	2010	\$2,352,030	\$2,352,030	\$0	\$0	\$2,352,030	DEVELOPER	2009
WEST	ADDED CAPACITY	MINOR ARTERIAL	A110X-15A	UPPER VALLEY RD	WIDEN TO 4-LANES UNDIVIDED	GOMEZ RD	BORDERLAND	2020	\$9,402,064	\$11,896,610	\$0	\$0	\$11,896,610	DEVELOPER	2015
WEST	ADDED CAPACITY	MINOR ARTERIAL	A111X-15A	UPPER VALLEY RD	WIDEN TO 4-LANES DIVIDED	COUNTRY CLUB (FM 260)	GOMEZ RD	2020	\$17,682,176	\$22,373,594	\$0	\$0	\$22,373,594	DEVELOPER	2015
WEST	ADDED CAPACITY	MINOR ARTERIAL	A114X-05A	COLLECTOR ST	BUILD 2-LANE COLLECTOR ST	REMCON CIRCLE	RESLER	2020	\$2,866,500	\$3,627,037	\$0	\$0	\$3,627,037	DEVELOPER	2015
NE	ADDED CAPACITY	MINOR ARTERIAL	A217X-MOD	PAINTED DUNES	BUILD 2-LANES UNDIVIDED	MARTIN LUTHER	MCCOMBS	2020	\$2,750,000	\$3,479,627	\$0	\$0	\$3,479,627	DEVELOPER	2015
NE	ADDED CAPACITY	MINOR ARTERIAL	A218X-MOD	PAINTED DUNES	BUILD 4-LANES UNDIVIDED	MARTIN LUTHER	MCCOMBS	2020	\$4,250,000	\$5,377,606	\$0	\$0	\$5,377,606	DEVELOPER	2015
EAST	ADDED CAPACITY	MINOR ARTERIAL	A412X-MOD	S. KENAZO ST.	DESIGN AND CONSTRUCT 2-LANE ROADWAY	DARRINGTON RD.	RUDI KUEFNER ST.	2010	\$1,200,000	\$1,200,000	\$0	\$0	\$1,200,000	DEVELOPER	2009
EAST	ADDED CAPACITY	MINOR ARTERIAL	A413X-MOD	ANTWERP DR.	DESIGN AND CONSTRUCT 4-LANE DIVIDED	HORIZON BLVD.	EASTLAKE BLVD/LANDIS CURLEE BLVD.	2010	\$3,200,000	\$3,200,000	\$0	\$0	\$3,200,000	DEVELOPER	2009
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL	A505X	WINN RD/ JOE RODRIGUEZ DR	BUILD 2-LANE COLLECTOR ST, BRIDGE OVER SOUTHSIDE FEEDER	PAN AMERICAN	AMERICAS AVE (LOOP 375)	2020	\$4,844,008	\$6,129,215	\$0	\$0	\$6,129,215	DEVELOPER	2015
MISSION VALLEY	ADDED CAPACITY	MINOR ARTERIAL	A515X	PAN AMERICAN DR	BUILD 4-LANES DIVIDED; BRIDGE AT PLAYA DRAIN	PLAZA CIR	S. OF WINN RD	2020	\$6,334,627	\$8,015,324	\$0	\$0	\$8,015,324	DEVELOPER	2015
NM	ADDED CAPACITY	MINOR ARTERIAL	A601X-MOD	AIRPORT ROAD	WIDEN TO 4-LANE DIVIDED PRINCIPAL ARTERIAL	MCNUTT RD. (NM 273)	DOMENICI HWY (NM 136)	2025	\$11,695,041	\$19,473,103	\$0	\$0	\$19,473,103	DEVELOPER	2022
NM	ADDED CAPACITY	MINOR ARTERIAL	A602X-MOD	VALENCIA BLVD.	BUILD 4-LANE DIVIDED	DOMENICI (NM 136)	MCNUTT RD (NM 273)	2020	\$1,300,000	\$1,644,915	\$0	\$0	\$1,644,915	DEVELOPER	2015
WEST	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P103E-MOD	PASEO DEL NORTE DR (SH 178)	CONSTRUCT 4-LANE DIVIDED ROADWAY	RESLER	TRANS MTN (LOOP 375)	2020	\$18,500,000	\$23,408,402	\$0	\$0	\$23,408,402	DEVELOPER	2015
WEST	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P106B-05A	REDD ROAD	BUILD 4-LANES DIVIDED	HELEN OF TROY	PASEO DEL NORTE DR	2020	\$5,090,508	\$7,836,603	\$0	\$0	\$7,836,603	DEVELOPER	2020
WEST	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P106D-25A	PASEO DEL NORTE DR	BUILD 4-LANES DIVIDED	LOOP 375 (TRANSMTN)	ARTERIAL W-19	2025	\$5,846,297	\$9,734,514	\$0	\$0	\$9,734,514	DEVELOPER	2022
WEST	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P112X-25A	RESLER DR	BUILD 4-LANES DIVIDED	LOOP 375 (TRANSMT)	ARTERIAL W-19	2025	\$2,763,704	\$4,601,770	\$0	\$0	\$4,601,770	DEVELOPER	2022
NE	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P213X-MOD	SEAN HAGGERTY DR.	BUILD 4-LANES UNDIVIDED	US 54	PAINTED DUNES ST.	2025	\$6,236,530	\$10,384,281	\$0	\$0	\$10,384,281	DEVELOPER	2022
CENTRAL	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P326X-MOD	AIRWAY BLVD.	BUILD 4-LANE DIVIDED	MARKET ST.	NORTH LOOP (NEAR DELTA DR.)	2035	\$11,500,000	\$22,400,856	\$0	\$0	\$22,400,856	DEVELOPER	2026
EAST	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P422X-15A	VISTA DEL SOL DR	BUILD 4-LANES DIVIDED	JOE BATTLE (LOOP 375)	1 MI. E. OF LOOP 375	2020	\$5,612,446	\$7,101,535	\$0	\$0	\$7,101,535	DEVELOPER	2015
EAST	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P424A-25A	ARTERIAL E-1	BUILD 4-LANES DIVIDED	MONTANA AVE (US 62/180)	ZARAGOZA	2010	\$3,918,000	\$3,918,000	\$0	\$0	\$3,918,000	DEVELOPER	2009
EAST	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P424B-25A	ARTERIAL E-1	BUILD 4-LANES DIVIDED	ZARAGOZA	PELICANO	2025	\$13,599,000	\$22,643,335	\$0	\$0	\$22,643,335	DEVELOPER	2022
EAST	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P425X-25A	ARTERIAL E-2 (PAYTON)	BUILD 4-LANES DIVIDED	PELLICANO	EASTLAKE	2020	\$10,629,632	\$13,449,876	\$0	\$0	\$13,449,876	DEVELOPER	2015
EAST	ADDED CAPACITY	PRINCIPAL/MAJ OR ARTERIAL	P426X-25A	VISTA DEL SOL DR	BUILD 4-LANES DIVIDED	1 MI. E. OF LOOP 375	ARTERIAL E-1	2025	\$1,594,445	\$2,654,868	\$0	\$0	\$2,654,868	DEVELOPER	2022

EL PASO MPO
Mission 2035 Metropolitan Transportation Plan (MTP)
Developer Project List

City Area	Project Mode	Project Type/FC	Project ID	Project Name	Project Description	From	To	Network	Current Construction Cost / 2010-2035 Cost	Est. Construct Cost / Year of Expenditure	Estimated PE Cost	Estimated ROW Cost	Total Project Cost	Sponsor	YOE (FY)
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	P427A-MOD	ROJAS DR	BUILD 2-LANES UNDIVIDED	EASTLAKE DR.	HORIZON BLVD (FM 1281)	2025	\$6,122,038	\$10,193,643	\$0	\$0	\$10,193,643	DEVELOPER	2022
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	P429X-MOD	MONTWOOD DR	UPGRADE (RE-STRIPING) TO 6-LANES DIVIDED	LOOP 375	JOAN FRANCIS ST.	2025	\$197,500	\$328,852	\$0	\$0	\$328,852	DEVELOPER	2022
EAST	MAINT./REHAB	PRINCIPAL/MAJOR ARTERIAL	P430X-MOD	EASTLAKE BLVD.	UPGRADE (REHABILITATION) TO PRINCIPAL ARTERIAL DIVIDED	I-10 GATEWAY WEST	DARRINGTON RD.	2025	\$7,180,000	\$11,955,228	\$0	\$0	\$11,955,228	DEVELOPER	2022
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	P432X-MOD	PEBBLE HILLS BLVD	BUILD 4-LANES DIVIDED	LOOP 375	ASCENSION	2025	\$12,180,000	\$20,280,595	\$0	\$0	\$20,280,595	DEVELOPER	2022
EAST	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	P438X-MOD	EASTLAKE DR.	BUILD 4-LANE DIVIDED	DESERT MIST DR.	ALBERTON AVE	2010	\$8,900,000	\$8,900,000	\$0	\$0	\$8,900,000	DEVELOPER	2009
MISSION VALLEY	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	P529X-MOD	PENDALE RD.	UPGRADE (RE-STRIPING) 4-LANES DIVIDED	NORTH LOOP DR (FM 78)	GATEWAY EAST	2025	\$190,500	\$317,197	\$0	\$0	\$317,197	DEVELOPER	2022
NM	ADDED CAPACITY	PRINCIPAL/MAJOR ARTERIAL	P611X-MOD	BLVD. REAL	BUILD 4-LANE DIVIDED	DOMENICI (NM 136)	COLUMBUS HWY (NM 9-EAST EXTENSION)	2020	\$6,300,000	\$7,971,510	\$0	\$0	\$7,971,510	DEVELOPER	2015
EAST	ADDED CAPACITY	UNSPECIFIED	D001X-MOD	Arterial E-2 (Payton Rd)	Build four-lane undivided arterial	Eastlake Blvd	Rojas Dr./Mark Twain Ave	2025	\$3,445,802	\$5,737,514	\$0	\$0	\$5,737,514	DEVELOPER	2022
EAST	ADDED CAPACITY	UNSPECIFIED	D002X-MOD	Ascension St	Build four-lane undivided minor arterial	Las Colonias Rd	IH-10	2025	\$14,583,127	\$24,281,979	\$0	\$0	\$24,281,979	DEVELOPER	2022
EAST	ADDED CAPACITY	UNSPECIFIED	D003X-MOD	Berryville Rd	Build two-lane undivided collector	Pellicano Dr	Greg Dr	2025	\$9,735,155	\$16,209,748	\$0	\$0	\$16,209,748	DEVELOPER	2022
EAST	ADDED CAPACITY	UNSPECIFIED	D004X-MOD	Bob Hope Dr	Build four-lane divided arterial	Joe Battle Dr	Payton Rd	2020	\$7,270,222	\$11,192,172	\$0	\$0	\$11,192,172	DEVELOPER	2020
EAST	ADDED CAPACITY	UNSPECIFIED	D005X-MOD	Bob Hope Dr	Build four-lane divided arterial	Payton Rd	Berryville Rd	2025	\$3,917,450	\$6,522,841	\$0	\$0	\$6,522,841	DEVELOPER	2022
EAST	ADDED CAPACITY	UNSPECIFIED	D006X-MOD	Constitution Dr	Build four-lane divided arterial	Spur 601	Sgt. Major Blvd	2010	\$2,858,679	\$2,858,679	\$0	\$0	\$2,858,679	DEVELOPER	2010
EAST	ADDED CAPACITY	UNSPECIFIED	D007X-MOD	Kingsbury Dr./Paseo del Este Blvd	Build two-lane undivided collector	Joe Battle Dr	Tierra Este	2020	\$3,853,917	\$5,932,928	\$0	\$0	\$5,932,928	DEVELOPER	2020
EAST	ADDED CAPACITY	UNSPECIFIED	D008X-MOD	Montwood Blvd extension	Build four-lane divided arterial	Tierra Este Rd. (Proposed)	Berryville Rd (Proposed)	2025	\$7,411,391	\$12,340,511	\$0	\$0	\$12,340,511	DEVELOPER	2022
EAST	ADDED CAPACITY	UNSPECIFIED	D009X-MOD	New Arterial- 1 (along existing dirt road alignment)	Build two-lane undivided collector	Ellsworth Dr	0.14 Miles East (0.0276 miles East of Sunset Hills Dr.)	2010	\$281,015	\$281,015	\$0	\$0	\$281,015	DEVELOPER	2010
EAST	ADDED CAPACITY	UNSPECIFIED	D010X-MOD	New Arterial- 2 (along existing dirt road alignment)	Build two-lane undivided collector	New Arterial- 1	0.751 Miles south of Arteria 1	2010	\$1,505,436	\$1,505,436	\$0	\$0	\$1,505,436	DEVELOPER	2010
EAST	ADDED CAPACITY	UNSPECIFIED	D011X-MOD	Rene Dr	Build four-lane divided arterial	Montana	Pebble Hills	2025	\$7,905,484	\$13,163,211	\$0	\$0	\$13,163,211	DEVELOPER	2022
EAST	ADDED CAPACITY	UNSPECIFIED	D012X-MOD	Sgt. Major Blvd	Build four-lane divided arterial	Loop 375	Constitution Dr	2010	\$5,999,697	\$5,999,697	\$0	\$0	\$5,999,697	DEVELOPER	2010
EAST	ADDED CAPACITY	UNSPECIFIED	D013X-MOD	Street A (Fort Bliss)	Build four-lane undivided arterial	Loop 375 at Sgt. Major Blvd	Loop 375 at Spur 601	2010	\$11,168,091	\$11,168,091	\$0	\$0	\$11,168,091	DEVELOPER	2010
EAST	ADDED CAPACITY	UNSPECIFIED	D014X-MOD	Tierra Este Rd./Aviation Way	Build four-lane divided arterial	Bob Hope Dr	Eastlake	2020	\$3,846,865	\$5,922,072	\$0	\$0	\$5,922,072	DEVELOPER	2020
EAST	ADDED CAPACITY	UNSPECIFIED	D015X-MOD	Tierra Este Rd./Aviation Way	Build four-lane divided arterial	Pellicano	Bob Hope Dr	2025	\$2,823,387	\$4,701,147	\$0	\$0	\$4,701,147	DEVELOPER	2022
EAST	ADDED CAPACITY	UNSPECIFIED	D016X-MOD	Tierra Este Rd./Cherrington St.	Build four-lane divided arterial	Cozy Cove Ave	Pellicano Dr.	2025	\$10,234,778	\$17,041,658	\$0	\$0	\$17,041,658	DEVELOPER	2022
EAST	ADDED CAPACITY	UNSPECIFIED	D017X-MOD	Vista Del Sol Dr. extension	Build four-lane divided arterial	Arterial E-1 (Rich Beem/Payton)	Berryville (Proposed)	2025	\$3,423,357	\$5,700,141	\$0	\$0	\$5,700,141	DEVELOPER	2022
TOTALS									\$309,505,652	\$450,755,714	\$0	\$0	\$450,755,714		