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BUDGET AND FISCAL POLICY DEPARTMENT
GRANTS ADMINISTRATION DIVISION

FY23 GRANT APPLICATION SUBMISSION APPROVAL FORM

DEPARTMENT INFORMATION	
Date:	12/19/2023
Requesting Department/Division:	Planning & Development – Transportation Planning & Engineering Division
Department/Division Contact:	Reyna Mayorga, Transportation Planner, rmayorga@epcounty.com
Anticipated Commissioners Court Meeting Grant Approval Date:	01/08/2024
Who from your department/division will speak on the agenda item?	Reyna Mayorga, Transportation Planner
Please list accompanying grant documents requiring the Authorized Official's signature.	Obligation Certification (via IGX)
GRANT OPPORTUNITY INFORMATION	
Grant Opportunity Title (as provided by Grantor):	Intercity Bus (49 U.S.C. 5311 (f))
Grantor Agency:	Texas Department of Transportation (TxDOT)
Type of Grant (State, Federal, Private, Local, Other):	Federal through State
Is this a continuation grant for an existing program?	Yes
CobbleStone Number for Most Recent Grant Award:	2023-0696; 2023-0570; 2022-0686; 2022-0030
Grant Due Date:	01/19/2024
Grant Period:	09/01/2024-08/31/2026

Grant Proposal Summary (one paragraph or less):	To continue to provide public transportation services to El Paso County residents that commute daily to and from El Paso County and Las Cruces, NM. The service links the Town of Anthony to El Paso, Texas and Las Cruces, New Mexico and is the result of an innovative partnership between the County, the Texas Department of Transportation and the New Mexico Department of Transportation.
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GRANT FINANCES

A. Grant Funding to be Requested:	\$1,377,348
B. Total Match Contribution (if applicable):	\$0.00
I. Cash Match Amount and Description (i.e. County employee salaries, anticipated operating expenses, third-party monetary donations, etc.):	\$1,377,348 (NMDOT)
a. Match Source Account(s) (if applicable):	Match is met with NMDOT Funds based on interlocal agreement; match will be provided in FY25 and FY26
b. What fiscal year(s) will County match funding be needed? Please indicate the fiscal years and the match needed per fiscal year.	
II. In-kind Match Amount and Description (i.e. donated supplies/equipment, volunteer hours, donated professional services, etc.):	
C. Anticipated Program Income (if applicable):	\$0.00
D. Total Project Amount (A + B + C):	\$2,754,696

FINANCIAL ASSESSMENT

1) What are the staffing requirements or needs for this grant? Please include salary and benefit amounts and anticipated salary and benefit increases for multi-year grants.
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N/A

2) Has this grant has been awarded in the past? If so, please provide the financial results of the most recently completed grant award cycle to include the award amount and the balance at the closing of the grant.

Reference Contracts listed for a total award amount of \$1,120,114 for the past two years - 2023-0696; 2023-0570; 2022-0686; 2022-0030

3) What is the sustainability plan for this grant and the services being provided if this funding is significantly reduced or is not awarded in future?

The El Paso County Planning & Development, Transportation Planning & Engineering (TP&E) Division would seek other funding opportunities

PROGRAMMATIC ASSESSMENT

1) Is this grant and its purpose(s) aligned with the County strategic plan? How will this grant benefit your department/division and the El Paso County community?

Yes. This grant would allow for the continued public transportation services to El Paso County residents that commute daily to and from El Paso County and Las Cruces, NM. The service links the Town of Anthony to El Paso, Texas and Las Cruces, New Mexico and is the result of an innovative partnership between the County, the Texas Department of Transportation and the New Mexico Department of Transportation. The benefit is continued intercity/regional connection/mobility via commuter public transportation bus service.

2) Please explain the capacity of your department/division to administer this grant and complete all programmatic reporting requirements during the grant period.

Planning & Development Department - Transportation Planning & Engineering Division

3) Will this grant require the use of contractual services? *If so, please contact the Purchasing Department, upon a ward acceptance to ensure your department follows applicable procurement policies and procedures.*

Yes, with the New Mexico Department of Transportation (NMDOT)

Applicant Information

Application
Instructions

[Application Instructions](#)

Agency Name *El Paso, County of*

Person to be contacted regarding **this** application

First Name * *Reyna*
 Last Name * *Mayorga*
 Email Address * *rmayorga@epcounty.com*
 Phone Number * *(915) 273-3330*

By checking this box, you
 are indicating that the
 service profile for this
 organization is accurate. *

Project Summary

1. Project Service Area, enter the
 percentage of each *
 Rural: 62 %
 Urban: 38 %

State Planning Region *

8

2. What is the project name? * *El Paso-Anthony, Texas, Las Cruces, NewMexico Intercity Bus Service*
 Provide a summary of the proposed project for which the funds will be used. *

The Gold route has provided intercity/regional transportation for the El Paso, TX and Las Cruces, NM area for the past 15 yrs. The El Paso-Anthony-Las Cruces Gold route which began service on September 1, 2009, consists of 5 northbound & 5 southbound AM trips & 4 northbound & 7 southbound PM trips. Service is provided every weekday except major holidays between 4:32 AM & 9:49 AM in the mornings & 3:10 PM & 8:39 PM in the evenings using 57-Passenger, ADA accessible & bathroom-equipped motor coaches operated by All Aboard America. The project allows connectivity between public transit systems in two counties & two states & includes stops in Anthony, Tx; at the Sun Metro Westside Transfer Center w/ connection to El Paso County Rural Transit; at NMSU; in downtown El Paso allowing easy transfer to the Sun Metro system & in downtown Las Cruces w/ convenient transfer to South Central NewMexico Rural Transit, Las Cruces Roadrunner connecting White Sands Missile Range. Due to the quality of the motor coaches utilized for this service & the lowfares, anticipated ridership is likely to mirror the current range of demographic types in the corridor. Users of the service are anticipated to include residents of El Paso, Las Cruces & Ciudad Juarez; residents of Anthony, Vinton, students of the UTEP, NMSU, workforces associated w/ Ft. Bliss & White S&s & other populations. W/ its stop in Anthony, the Gold route provides a safe, reliable & affordable transportation option to rural north & largely low-income El Paso County & convenient access to job & educational opportunities in both El Paso & Las Cruces. Additionally, the service removes scores of single-occupancy vehicles in the congested I-10 corridor. There is no other transit option providing this service, the project addresses multiple objectives in the Regional Coordination Plan to fill unmet gaps in service & to participate in regional coordination efforts, specifically w/ adjacent southern NewMexico.

3. The Texas Transportation Commission has established the [Strategic Plan](#). Demonstrate to what extent the project responds to one or more of the Strategic Plan goals. *

The El Paso County ICB application to continue the El Paso-Anthony-Las Cruces commuter service aligns with multiple TxDOT Strategic Goals;

- Strategic Goal 1: Deliver the Right Project,*
- Strategic Goal 2: Focus on the Customer, Strategic*
- Strategic Goal 3: Foster Stewardship and*
- Strategic Goal 6: Promote Safety.*

The popular El Paso-Anthony-Gold Route, now in its fifteenth year, provides commuters with affordable, strategically placed, and conveniently scheduled motor coach service along a congested I-10 corridor with direct connection to local service in El Paso, rural El Paso County, Las Cruces, New Mexico State University and White Sands Missile Range. The ICB project provides safe, high-quality commuter transportation and access to a wider range of employment opportunities for workers and a more dependable workforce for employers. The project will also be an advantage to college students and take advantage of a recently adopted reciprocity agreement allowing students to attend both the University of Texas at El Paso and New Mexico State University. Built on a partnership with New Mexico DOT, the project leverages a significant contribution making Texas dollars go farther. Finally, the weekday commuter hour service is a safer alternative to daily commuting on the congested I-10 segment between El Paso and Las Cruces.

4. Identify project partners and describe what each partner will do for the project.

Partner Name	Description of Activity
NMDOT	<i>Manages the project by subcontracting with a private company that supplies the motor coaches, drivers and operates the service</i>

Certification of Non-Profit Status

If applying as a non-profit organization, attach documentation to certify nonprofit status.

Accepted documentation:

1. Proof that the Internal Revenue Service currently recognizes the applicant as an organization to which contributions are tax deductible under section 501(c)(3) of the Internal Revenue Code;
2. A statement from a State taxing body or State Attorney General certifying that:
 - a. The organization is a non-profit organization operating within the State; and
 - b. No part of its net earnings may lawfully benefit any private shareholder or individual;
3. A certified copy of the applicant's certificate of incorporation or similar document if it clearly establishes the non-profit status of the applicant; or
4. Any item described above if that item applies to a State or national parent organization, together with a statement by the State or parent organization that the applicant is a non-profit affiliate.

Certification of Non-Profit Status

General Project Evaluation

Demonstrated Need and Project Description

1. Describe the specific need for the project: what service gaps, performance gaps, or unmet needs will be filled by the proposed project? For each gap or unmet need, provide convincing data to demonstrate why the project is needed. *
There are no other public transit services linking the public transit systems of El Paso and Las Cruces, yet thousands of individuals travel between the two communities and points in between every day. Private transit providers operating in the corridor do not provide connectivity between the El Paso and Las Cruces transit centers and do not operate on schedules that allow arrivals and departures centered on typical business hours. Nevertheless, the El Paso-Las Cruces commuter shed is one of the fastest-growing corridors in all of West Texas with a substantial number of trips occurring in both directions each day creating significant congestion on IH-10 and other major arterials between the two points.

According to the 2020 US Census Journey to Work data (the last date for which such information from that source is available), 7,650 commuters were traveling from El Paso to Doña Ana County and 14,443 were regularly traveling from Doña Ana County to El Paso County for work. Additionally, the El Paso MPO estimates that 7,000 to 8,000 people travel from Juarez, Mexico to Las Cruces every day. U.S. Census 2022 American Community Survey estimates indicate that the city of El Paso had a population of 677,456 and Las Cruces had a population of 113,888. El Paso County had a population of 868,763 and Doña Ana County had a population of 223,337. When Juarez, Mexico is included, the combined urban and rural area around El Paso has a population of over 2,500,000 residents. Many of these individuals cross international and state boundaries on a regular basis for work, school, or other activities. Both El Paso and Las Cruces have relatively high percentages of low-income residents, persons with disabilities, veterans, older adults, and households without access to automobiles. The existence of an affordable and reliable mobility option like the Gold Route is critical for those who need to travel this corridor or who find they can improve their wellbeing by doing so.

2. Provide a detailed project description and describe how the project addresses the demonstrated need. *

The El Paso-Anthony-Las Cruces Gold route which began service on September 1, 2009, consists of five northbound and five southbound AM trips and four northbound and seven southbound PM trips. Service is provided every weekday except major holidays between 4:32 AM and 9:49 AM in the mornings and 3:10 PM and 8:39 PM in the evenings using 57-Passenger, ADA accessible and bathroom-equipped motor coaches operated by All Aboard America. The project allows connectivity between public transit systems in two counties and two states and includes stops at the Sun Metro Westside Transfer Center and NewMexico State University and allows easy transfer to the Sun Metro system including the new downtown streetcar system with a connection to UTEP's Miner Metro, El Paso County Rural Transit, South Central NewMexico Rural Transit District, Las Cruces Roadrunner buses and shuttles to White Sands Missile Range. Because of this connectivity between transit systems, the project will be able to meet the needs of diverse populations in the El Paso area. Due to the quality of the motor coaches utilized for this service and the lowfares, especially when considered at a cost per mile basis, anticipated ridership is likely to mirror the current range of demographic types in the corridor. Users of the service are anticipated to include residents of the urban centers of El Paso, Las Cruces, and Ciudad Juarez; residents of Anthony, Vinton, and the nearby colonias, students at the University of Texas at El Paso, NewMexico State University, workforces associated with Ft. Bliss and White Sands and other populations. Service connecting the populations of Anthony and Vinton, Texas to both El Paso and Las Cruces is of particular importance. Anthony has a per capita income of only \$14,671 with 24.4% of individuals living belowpoverty according to the 2021 5-Year Estimate American Community Survey (ACS). Additionally, an estimated 13.6% of the population relies on public assistance and 4.4% of households report no vehicle available. The nine northbound and eleven southbound trips operated each day affording a total daily capacity for 1140 passengers. The lowfares make the use of the service on a daily basis extremely cost effective and is the only affordable means for many to access jobs and services, providing great benefit to workers and employers alike. The route is designed to directly link to the El Paso and Las Cruces urban transit systems as well as the El Paso County rural system allowing easy transfer and access to the entire region. The service operates every weekday except for major holidays during the most heavily traveled commute hours and expresses between distant stops using motorcoach rolling stock making the commute not only affordable but safe, comfortable, and quick. The service, route, schedule, and equipment were all carefully considered to maximize accessibility and utility for the largest population concentrations, workers, those with mobility impairments and those with lowincomes. The project was begun as a demonstration project and has exceeded ridership expectations. ICB funds will be dedicated exclusively to net operating expenses and will be matched nearly two to one by the NMDOT. One hundred percent of the project is devoted to ICB mobility, and the requested amount will be dedicated exclusively to service within the state of Texas. No funds are being requested for project administration, indirect costs or overhead expenses. Of the 48.8 one-way miles for each trip, the Texas segment is 21 miles or 43% yet the State of NewMexico is contributing more than 60% of the cost of the service. Continued support of the Gold Route is a prominent activity in the Far West Texas/El Paso (WTEP) Regional Human Services – Public Transportation Coordination Plan. In addition, the project is a direct outcome of the Regional Plan objective to “Establish and maintain a working relationship with appropriate entities to enhance regional transportation coordination with Las Cruces, Chaparral, Sunland Park and other relevant South Central NewMexico public transportation planning efforts” as stated on page 72 of the Plan. The WTEP Coordination Committee voted unanimously to endorse the project for ICB funding and authorize a letter indicating that the project is consistent with the Regional Plan. With no other such service, the Gold Route represents an unduplicated solution to a pressing mobility need. The very lowcost makes it accessible to low-income populations and contributes significantly to their ability to save more discretionary income compared to the cost of automobile travel. The location of the Anthony, Texas stop near the route mid-point makes the large labor markets of both Las Cruces and El Paso a relatively few express bus minutes away. The use of motorcoach equipment provides a safe and comfortable ride on an otherwise crowded IH-10 corridor, with a high degree of reliability conducive to job retention.

Provide clear and concise project goals and describe the associated objectives of each goal.

3.

Project Goals

Associated Objectives

- Link local public transit systems in El Paso, Las Cruces and rural El Paso County
- Provide inter-city mobility options for residents of the region especially those with low incomes and/or residing in rural El Paso County
- Reduce use of single-occupancy vehicles on the congested I-10 corridor
- Increase Gold Route ridership
- Maintain El Paso -Anthony- Las Cruces Gold route service with convenient links to multiple local, regional and national transit systems
- Ensure Gold route fare structure is affordable and stops are accessible to targeted populations
- Ensure schedule and route address passenger travel demand and service is safe, reliable comfortable and convenient
- Continue successful elements of previous marketing efforts & devise and launch new marketing efforts most likely to result in increased ridership

Describe specific project tasks and deliverables to achieve the objectives identified above. *

4.

Objectives	Tasks	Deliverables
<ul style="list-style-type: none"> -Maintain El Paso -Anthony- Las Cruces Gold route service with convenient links to multiple local, regional and national transit systems -Ensure Gold route fare structure is affordable and stops are accessible to targeted populations -Ensure schedule and route address passenger travel demand and service is safe, reliable comfortable & convenient -Continue successful elements of previous marketing efforts and devise and launch new marketing efforts most likely to result in increased ridership 	<ul style="list-style-type: none"> -Prepare an Inter-Local agreement with New Mexico DOT for the continued operation of the Gold Route timed to ensure uninterrupted service -Negotiate fare structure that continues affordability for low-income passengers -Review current service standards, route configuration and schedule to address rider and potential rider input as appropriate -Review and assess previous marketing efforts and develop new marketing approach and materials and launch marketing as appropriate 	<ul style="list-style-type: none"> -Executed Inter-Local Agreement and seamless continuation of service -Agreement on fare structure that remains affordable -Appropriate revision to service and operating standards in Inter-Local agreement -Marketing plan, materials and schedule

5.

Describe how this project meets the scope and objectives of the grant program and how it correlates to priorities outlined in this call for projects *

Intercity bus mobility is at the core of this project. Because of the linkage between the Gold Route service and those of Road Runner Transit in Las Cruces and Sun Metro in El Paso with additional convenient connections to rural systems serving El Paso and Doña Ana Counties, the service fills an important system gap creating a more seamless mobility network for the area. The stop in the rural Texas town of Anthony provides an important commute addition to the limited existing El Paso County service and allows for needed express service to job destinations in downtown El Paso, downtown Las Cruces and New Mexico State University. The Westside Terminal stop provides a much quicker connection to routes serving west side El Paso destinations and the Downtown El Paso stop provides timely connections to the east-west national Amtrak system and the Greyhound, El Paso-Los Angeles Limousine and Autobuses Los Paisanos bus lines.

6. Identify the goals, objectives and/or priorities in the area's most recent five-year public transportation/human services transportation plan that relate to the need for the project. *

Five-year plan goal, priority, or objective

How the project relates

-Fill unacceptable service gaps, especially for transit dependent populations, through continuous identification & assessment of changing mobility needs, expansion of financial support, increased efficiency, redeployment of redundant resources & services innovation

-Establish & maintain a working relationship w/ appropriate entities to enhance regional transportation coordination w/ Las Cruces, Chaparral, Sunland Park & other relevant South Central NM public transportation planning efforts

-El Paso borders New Mexico & shares a common local economy/labor market. Mobility for this adjacent travel shed has important quality of life, economic, educational & cultural significance. The importance of a mobility option between these hubs is demonstrated by the routes ridership & popularity.

-Prior to the Gold Route service, there was no public transit linking El Paso, TX & Las Cruces, NM; private transit providers do not provide connectivity between El Paso & Las Cruces transit centers

7. Describe how the project supports regional multi-use or multi-modal opportunities.*

The project is a long-term partnership between El Paso County and New Mexico Department of Transportation which subcontracts with All Aboard America for the operation of the service. The project was originally planned in close coordination with Sun Metro, El Paso County Transit, Las Cruces Roadrunner, South Central New Mexico Rural Transit District, White Sands shuttles and New Mexico State University to maximize regional mobility and ease of transfer between these systems. Importantly, the service stop in Anthony was identified with the assistance of Anthony, Vinton and surrounding rural community leaders to provide the greatest level of access for residents on northern rural El Paso County.

The popular El Paso-Anthony-Gold Route, now in its fifteenth year, provides commuters with strategically placed and scheduled affordable motor coach service along a congested I-10 corridor with direct connection to local service in El Paso, rural El Paso County, Las Cruces, New Mexico State University and White Sands Missile Range. The ICB project provides safe, high-quality commuter transportation and access to a wider range of employment opportunities for workers and a more dependable workforce for employers.

The Gold Route service provides a direct link to Road Runner Transit in Las Cruces and Sun Metro in El Paso with additional convenient connections to rural systems serving El Paso and Doña Ana Counties, filling an important system gap and creating a more seamless mobility network for the area. The stop in the rural Texas town of Anthony provides an important commute addition to the limited existing El Paso County service and allows for needed express service to job destinations in downtown El Paso, downtown Las Cruces and New Mexico State University. The Westside Terminal stop provides a much quicker connection to routes serving west side El Paso destinations and the Downtown El Paso stop provides timely connections to the east-west national Amtrak system and the Greyhound, El Paso-Los Angeles Limousine and Autobuses Los Paisanos bus lines.

8. Describe how the project integrates and coordinates between different public and /or private providers to expand options or maximize performance in rural areas of the state.*

Intercity bus mobility is at the core of this project. Because of the linkage between the Gold Route service and those of Road Runner Transit in Las Cruces and Sun Metro in El Paso with additional convenient connections to rural systems serving El Paso and Doña Ana Counties, the service fills an important system gap creating a more seamless mobility network for the area.

The stop in the rural Texas town of Anthony provides an important commute addition to the limited existing El Paso County service and allows for needed express service to job destinations in downtown El Paso, downtown Las Cruces and New Mexico State University. The Westside Terminal stop provides a much quicker connection to routes serving west side El Paso destinations and the Downtown El Paso stop provides timely connections to the east-west national Amtrak system and the Greyhound, El Paso-Los Angeles Limousine and Autobuses Los Paisanos bus lines.

The service eliminates a serious mobility gap for the citizens of Anthony and surrounding areas by providing express intercity bus service primarily during heavily trafficked commuter hours to areas with the highest concentration of jobs and job-related services. Project planning closely considered the El Paso MPO analysis of potential ridership and commute patterns and the Anthony stop was primarily instituted to provide work-related mobility for this and nearby underprivileged communities.

Project Implementation

1. Identify benchmarks or milestones that will be used to determine if the project is on track to be completed on time, within scope, and on budget.*

The project has operated without interruption for more than 14 years and El Paso County will work to ensure its seamless continuation beginning with the advance adoption of an extension to the existing inter-local agreement between El Paso County and NewMexico DOT to ensure service on September 1, 2024 and every service day thereafter. Subsequently, service benchmarks include the monthly review of Gold Route performance and financial data to monitor ridership and cost trends as well as the impact of route marketing efforts.

2. Describe risk mitigation strategies that will be used to keep the project on schedule and within the scope and budget. *

Given its longevity and the experience of project managers and the service operator, project implementation risks are minimal. Nevertheless, NewMexico DOT requires All Aboard America to maintain and make available backup vehicles should a motorcoach have to be removed from service. Also, significant road work on sections of I-10 that are part of the route is nearing completion, creating a safer roadway and El Paso County maintains a close working relationship with Sun Metro to make any adjustment that may be required from changes to Sun Metro's Westside Transfer Center, its downtown terminal or other operations that may affect passenger access or transfer.

3. Describe any other fund sources that will be used to plan, initiate, implement, or sustain the project/service. *

The State of NewMexico through its Department of Transportation contributes approximately 60% of the cost of the service, roughly corresponding to the portion of the route mileage occurring in that state. As has been the practice over its 14-year history, The ICB grant awarded by TxDOT will be divided into equal monthly payments made to NMDOT, with NewMexico covering the balance of net operating costs with its funds, including any unexpected operating costs beyond NewMexico's portion of route mileage.

A Letter of Commitment detailing the State of NewMexico's financial and operating role in the Gold Route program is attached.

4. Describe how the project's benefit value to the community will be evaluated. *

While significantly contributing to the mobility of needy individuals and their pursuit of training, jobs and self-sufficiency, the presence of the Gold Route also contributes to the community of Anthony, Texas and nearby communities by making the location a more desirable location as a residence and for a business by virtue of its presence as a stop on a commuter express route. The stop is likely to stimulate transit oriented development which can attract new residents and business thus expanding local economic development, jobs and opportunity and increase property values which benefits local government and schools. In addition, relieving congestion along the significant I-10 segment of the route improves safety and travel time for all its users and improves economic development prospects for the affected markets and workforce.

The project will also be an advantage to college students and take advantage of a recently adopted reciprocity agreement allowing students to attend both the University of Texas at El Paso and NewMexico State University. Built on a partnership with NewMexico DOT, the project leverages a significant contribution making Texas dollars go farther. Finally, the weekday commuter hour service is a safer alternative to daily commuting on the congested I-10 segment between El Paso and Las Cruces.

5. How will this project impact your performance or the fulfillment of your services?

Intercity bus mobility is at the core of this project. Because of the linkage between the Gold Route service and those of Road Runner Transit in Las Cruces and Sun Metro in El Paso with additional convenient connections to rural systems serving El Paso and Doña Ana Counties, the service fills an important system gap creating a more seamless mobility network for the area. The stop in the rural Texas town of Anthony provides an important commute addition to the limited existing El Paso County service and allows for needed express service to job destinations in downtown El Paso, downtown Las Cruces and NewMexico State University. The Westside Terminal stop provides a much quicker connection to routes serving west side El Paso destinations and the Downtown El Paso stop provides timely connections to the east-west national Amtrak system and the Greyhound, El Paso-Los Angeles Limousine and Autobuses Los Paisanos bus lines. Continuation of this project directly impacts riders that rely on its services as their means of transportation for work, school, and/or transportation to and from their place of residence. El Paso County feels that this regional/intercity transportation option is critical for many county residents here (and in NewMexico) and if the service was removed would negatively impact our transportation services/performance.

Roles and Responsibilities of Stakeholders

Examples of local stakeholders can include, but are not limited to, the following: local businesses, workforce agencies, human service agencies, city officials, county officials, riders or the general public.

1. Describe what groups/entities (stakeholders) were consulted or assisted in the development of this specific project. Describe how they participated in the project development. *
The project was initially developed fourteen years ago with the active participation of El Paso County, the New Mexico Department of Transportation, Sun Metro, Las Cruces Road Runner and NewMexico State University. More recently, the newly re-formed South Central NewMexico Rural Transit District has been consulted about inter-connection opportunities between the systems. Before and throughout its existence, the Far West Texas/El Paso Regional Transportation Coordination Plan was consulted to better understand mobility issues and needs in the corridor and the Far West Texas/El Paso Regional Transportation Stakeholder Committee has been advised of and has continuously voted to endorse the project as consistent with its plan and authorize letters of support for its funding applications for several years. The project fills a critical mobility gap in the region. Key players in the development of the project and its ongoing management are identified in question 2 in the Experience and Capacity section and question 2 the Roles and Responsibilities sections of the ICB Evaluation Criteria.

The project was originally planned in close coordination with Sun Metro, El Paso County Transit, Las Cruces Roadrunner, South Central NewMexico Rural Transit District, White Sands shuttles and NewMexico State University to maximize regional mobility and ease of transfer between these systems.

2. Identify specific stakeholders who will actively participate in proposed project activities. Describe the specific activities in which they will be involved and their roles. *
Ms. Reyna Mayorga, Transportation Planner of Planning & Development, within the P&D and Public Works Departments for El Paso County will manage the project, monitor performance and cost reporting, implement the passenger surveys and analyses processes when needed, and will oversee and ensure an inter-local agreement with NMDOT executed and active among both parties.

Kevin Olinger, NMDOT Transit Bureau Chief, will be responsible for administering the inter-local agreement with El Paso County. Delilah Garcia, NMDOT Transit Planning and Service Coordination Manager, will assist in administering the inter-local agreement with El Paso County and with oversight of the NMDOT Park & Ride program, which includes the Gold Route.

Jason Park, NMDOT Commute Options Program Manager, oversees the NMDOT Park & Ride's Gold Route operations.

3. Describe how the agency has or will coordinate with the Regionally Coordinated Transportation Planning lead agency or agencies in the project area. *
The Gold Route Service was originally initiated in response to a mobility gap identified in the Far West Texas/El Paso Regional Transportation Coordination Plan and has received the endorsement of the Far West Texas/El Paso Regional Transportation Coordination Stakeholder Committee each time the project has been presented for the committee's endorsement. El Paso County is an active member of the Far West Texas/El Paso Regional Transportation Coordination Committee and will work to ensure the service remains consistent with the regional plan and that the resources dedicated to its continuation meet a mobility priority for the region. Service statistics will be presented on a regular basis to the Far West Texas/El Paso Regional Transportation Coordination Committee to ensure that the project continues to be a relevant part of its regional coordination strategy and to elicit feedback through this public forum. Additionally, the service will be included in an anticipated needs assessment as part of an update to the Regional Plan and will afford multiple opportunities for public comment. Finally, any service changes indicated by ridership or other service data will be presented to stakeholders and the public for comment before service changes are implemented.

Experience and Capacity

1. Describe qualifications the agency has for management and oversight for a project of this type, size, and scope. *
El Paso County has served as a rural transit district for more than twenty years and operated numerous public transportation services involving numerous funding programs and sources. In addition to its four §5311 funded commuter routes, it operates three CMAQ funded commuter routes, the Gold Route now in its fourteenth year of operation and an extensive §5311 funded vanpool program. El Paso County previously served as the Far West Texas/El Paso Regional Transportation Coordination Committee Lead agency and continues to play a leadership role in regional transportation coordination. As the ICB grant recipient and project manager, El Paso County provides the support of its County Attorney, County Auditor and accounting staff all of which serve under the purview of the El Paso County Commissioners Court and its various TxDOT reviewed and compliant policies and procedures.
2. Identify project staff who will contribute to the project. Describe their roles, responsibilities, and qualifications. *

Reyna Mayorga, Transportation Planner of the Planning & Development Department, manages public transportation programs for El Paso County and will serve as Project Manager with responsibility for the administration of the grant agreement with TxDOT and inter-local agreement with the New Mexico Department of Transportation (NMDOT). Ms. Mayorga, has more than seven years of experience in Public Works administration and operations and currently oversees El Paso County's rural transit district program, multiple Congestion Mitigation Air Quality (CMAQ) funded transportation programs, an extensive vanpool program and has been an essential figure in the creation and establishment of the El Paso Area Transportation Services, Local Government Corporation (EPATS, LGC). The El Paso Area Transportation Services, LGC is organized for the purpose of encouraging and assisting local units of government to join and cooperate with one another to provide and deliver regional multimodal transportation solutions for the residents of the Greater El Paso community. The LGC is a partnership between the County, Horizon City, the City of San Elizario, the Town of Clint, the Town of Anthony, and the Village of Vinton. The organization was recognized by the Texas Secretary of State on November 29th, 2021. The LGC looks forward to continuing the process to begin to implement a seamless regional transit system that will benefit the entire El Paso Region as a whole with public transportation.

Jason Park oversees the Gold Route operations. Mr. Park was promoted to oversee the NMDOT Park & Ride Program in November 2019. He has worked in NMDOT's Transit & Rail Division for four years working with the rural transit programs and holds a Bachelor of Science Information Technology. Mr. Park's role is as the primary contact for invoicing, monthly statistical reports, and coordination and oversight of NMDOT's Contractor, All Aboard America!, Inc..

Delilah Garcia assists in administering the inter-local agreement with El Paso County and with oversight of the NMDOT Park & Ride program, which includes the Gold Route. Ms. Garcia has been the Transit Planning and Service Coordination Manager with NMDOT's Transit & Rail Division since December 2023. Previously, Ms. Garcia worked for two years as the NMDOT Rural Programs Transit Manager and has just under 20 years of experience in public transportation.

Kevin Olinger will be responsible for administering the inter-local agreement with El Paso County. For the past four years, Mr. Olinger has been the Transit Bureau Chief of New Mexico DOT's Transit and Rail Division, which is responsible for programming, distributing and overseeing compliance of a \$30-50/million annual transit program, directing the fifth largest bus public transit system in the state and coordinating multimodal connections to the state's commuter rail system. Prior to joining New Mexico DOT, from 2002 to 2017 he was the Deputy Director of the Transportation Division at the New York City Department of City Planning, where he oversaw zoning policy analysis and conceptual and preliminary design studies for street improvements for all modes of travel. He received a Master of City Planning from the Georgia Institute of Technology, and a Bachelor of City Planning from the University of Virginia.

3. If a consultant will contribute to the project, describe the type of services they will provide. If a consultant is presently secured, describe their prior experience with similar projects. *
No consultants have or will be involved in the project.
Note: When consultant services are used, TxDOT must ensure all federal and state procurement processes are/have been followed. TxDOT usually oversees each phase of the procurement process.

Project Evaluation

1. Describe how the agency, including any partners, intends to evaluate the overall success of the project. Include information on the evaluation of this project at major milestones or stages and identify specific areas to measure. *

In addition to its ongoing review and analysis of monthly performance and cost data, El Paso County will conduct periodic passenger surveys to identify operating issues and determine passenger preferences. The survey will include questions related to boarding locations, route, service schedule, fares, frequency and purpose of use, transfer to other systems and other information that might inform service adjustments. In the past, such information has been used to improve the service with successful results.

Apart from ridership and survey results, impact on the affected communities is difficult to measure, particularly in isolating the role of the Gold Route on surrounding communities. Most current ridership appears to be commuters using the service to get to jobs. As the labor market continues to tighten in El Paso and Dona Ana Counties, the service will maintain its importance. Recent increases and the steady upward trend in gasoline prices will likely increase ridership since gas prices and Gold Route ridership have maintained a constant inverse relationship. Also, as congestion on this segment of the I-10 corridor increases with growth in the region, the Gold Route provides a reliable, cost-efficient mobility alternative for these commuters.

The quality of the Wi-Fi-equipped motorcoaches is highly desirable for passengers riding the entire length of the route allowing for more productive use of time. Naturally, in addition to increasing employment options for its passengers, this commuter service alleviates congestion, saves passengers money, and pollutes much less than the alternative of single-occupancy automobile travel.

Daily and weekly ridership, vehicle and revenue hours and vehicle and revenue miles statistics will continue to be collected and analyzed and reported monthly. Rider comments will be collected at different periods each year and will be used along with service data and public comments to consider possible service adjustments.

Attach originally developed letters of commitment from stakeholders who will *provide resources* for this specific project.

NMDOT - ICB - Letter of Support (LoS)

ICB Support Letter-NMDOT FY24_keo.pdf

Attach originally developed letters of support from stakeholders that are endorsing the proposed project.

Project Amistad and the Far West Texas/El Paso

LoS - PA and WTEP 2024.pdf

Regional Transportation (WTEP) LoS

Upload other attachments, as appropriate.

NMDOT Carrier Information

SantaFeScanner@allboardamerica.com_20231212_035213.pdf

Operating Assistance

1. Are you applying for operating assistance? *
 Yes No

1a. If Yes, select which one below best describes your service *
 New service - never operated
 Existing service - previously unsubsidized
 Existing service - previously subsidized

2. Route name *
Gold Route (El Paso-Anthony-Las Cruces Route)

3. Is this a feeder service route? *
 Yes No

4. If multiple routes are submitted, rank each in priority order. *
 1

5. Does this route travel outside of Texas? *
 Yes No

5a. If Yes, provide the name of state(s)
New Mexico

6. What are the number of miles in Texas and/or other states (one way) *

Texas	21
Other State(s)	28
Total	49

7. What is the estimated annual number of roundtrip passengers originating from Texas and other state(s)? *

Texas	16,516
Other State(s)	16,516
Total	33032

8. Insert the amount of funds awarded in the past 3 years, if applicable.

Fiscal Year	Amount
2023	\$563,002
2022	\$557,112
2021	\$526,436

9. Insert the total amount of operating funds requested per year. (up to 2 years)

Fiscal Year	Amount
Year 1	\$676,068
Year 2	\$701,280

10. How many years has this route received operating assistance from TxDOT? *
 14

11. If this route has received operating assistance for more than 2 years, describe how this route has shown improvement and any actions taken to make this route profitable.
Ridership had steadily increased over the life of the service in previous service years. Prior marketing efforts have shown positive results and will be strategically conducted in both the El Paso and Las Cruces markets to promote the service. In addition, any passenger suggested changes to the service that increase ridership will be considered and implemented when appropriate.

11a. When do you forecast this route not needing assistance? *
A significant amount of the Gold Route's operating cost is offset by passenger fares. Nevertheless, given the importance of the service to the many low-income passengers it serves, its unduplicated service to the rural population and communities in northern El Paso County, its role in linking multiple public transit systems in the region, and its ability to reduce the use of single occupancy vehicle travel in the congested I-10 corridor thus improving safety for all, we believe that further subsidy of this important regional mobility asset is warranted. However, operating costs, ridership, service standards, route configuration and schedule will be carefully monitored and a long term plan for the sustainability of the service will be explored.

12. Ridership data for the last 3 years (if applicable), repeat information for each year (limit to 1 year time frame).

Beginning date	End date	Days in Operation	Average daily passenger count		Total passengers (yearly)	Total miles (yearly)	Number of scheduled stops (one way)	All admin/operating/other (expenses) for year		All fares/donations/other (revenues) for year		Cost per Passenger	Cost per Mile
9/1/2022	8/31/2023	252	131	33031	309144	5	\$1,615,128	\$1,615,128	\$49.00	\$5.00			
9/1/2021	8/31/2022	251	109	27443	309144	5	\$1,519,580	\$1,519,580	\$55.00	\$5.00			
9/1/2020	8/31/2021	247	73	18045	309144	5	\$1,413,364	\$1,413,364	\$78.00	\$5.00			

Facilities Specific Evaluation

Will this project involve construction, alteration, repair, or purchase of buildings, structures, or other real property? *

Yes No

\$
\$
\$
\$

\$
\$

\$

Obligation Certification

As an authorized official of the *El Paso, County of*

I certify to the following:

1. The information presented in the application is true and accurate to the best of my knowledge.
2. I have not intentionally made any misstatements or misrepresented the facts.
3. The organization has the resources and technical capacity to support the project.
4. The organization has the resources and technical capacity to provide the required match.
5. The organization uses generally accepted accounting standards for its financial recordkeeping functions.
6. The organization will participate in a continuous, comprehensive dialogue throughout the life of the project.

This includes but is not limited to:

- On-Site monitoring by TxDOT personnel
- Timely submission of required reports
- Timely written notification of events that will affect the outcome of the project

7. The organization will comply with all applicable federal, state, and local laws and regulations.

This includes but is not limited to:

- Annual Certifications and Assurances
- Master grant agreements
- Project grant agreements
- Applicable federal program circulars and similar federal and state guidance

8. Applicant Affirmation: Compensation has not been received for participation in the preparation of the specifications for this call for projects.

By checking and completing this document I certify that the above statements are true and that I have the authority to sign this document.

Name

Title

Date

Budget and Milestones

Agency Name

El Paso, County of

Program Type

Intercity Bus Program - 2024 Cycle

Does this budget include indirect costs? *

Yes

No

If yes, please enter the Indirect Rate

%

Attachments

You may upload additional documentation here.
 (If this budget includes In-Kind funds you are required to upload supporting documentation.)

Description	Upload

When entering budget line items, fill out a row.

Description	Scope	Suffix #	TPN	Fuel Type	# of Units	Award Amount	State Match	Local Match	In-Kind Match	Total Funds	TDC Requested?	Match Ratio	TDC Amount	Estimated RFP/IFB Issued	Estimated Contract Award	Estimated First Vehicle Delivered	Estimated Last Vehicle Delivered	Estimated Contract Complete
				Operating -						\$1,377,348	\$	\$1,377,348	\$	\$2,754,696		9/1/2024		8/31/2025
Subtotal:										\$1,377,348	\$0	\$1,377,348	\$0	\$2,754,696				



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

December 19, 2023

Mr. Sal Alonzo
Department of Public Works
El Paso County
800 E. Overland, Room 208
El Paso, Texas 79901

RE: El Paso County TxDOT Coordinated Call Intercity Bus Application for Bus Service between El Paso, Texas, Anthony, Texas and Las Cruces, New Mexico

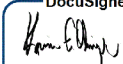
Dear Mr. Alonzo:

The New Mexico Department of Transportation, Transit and Rail Division is pleased to provide this Letter of Commitment for El Paso County's Intercity Bus application to continue the NMDOT Park and Ride intercity bus service linking El Paso, Anthony, Texas and Las Cruces, New Mexico. The State of New Mexico plans to provide funding to support this service with \$972,877.68 in FY2025 and \$1,009,148.70 in FY2026 for a total of approximately \$1,982,026.38.

As you know, this service began on August 31, 2009 and has demonstrated success. During this time, New Mexico DOT has contributed approximately \$14.9 million towards this project, and the Gold Route has provided 630,886 trips since service began. I am confident this service will remain a valuable transit service for the region and will continue as a model of cooperation between city, county and state transit agencies for the Region VI office of the Federal Transit Administration.

I look forward to working with you and the County of El Paso to continue improving the mobility and quality of life of the residents in the El Paso – Las Cruces corridor and enhancing the region's overall transit system. If I can provide you with additional information or assistance, please do not hesitate to contact me at (505) 469-3595.

Sincerely,

DocuSigned by:

F04AA67603334A9...

Kevin Olinger, Transit Bureau Chief
NMDOT Transit and Rail Division

**Michelle Lujan
Grisham**
Governor

Ricky Serna
Cabinet Secretary

Commissioners

Chandelle Sisneros
Commissioner
District 1

Gary Tonjes
Commissioner
District 2

Hilma E. Chynoweth
Commissioner, Vice Chairman
District 3

Walter G. Adams
Commissioner, Chairman
District 4

Thomas C. Taylor
Commissioner
District 5

Charles Lundstrom
Commissioner, Secretary
District 6

Board of Directors

Chief Justice Yvonne T. Rodriguez
President

Jorge Vielledent
Vice President

Armando Armendariz
Treasurer

Edythe Payán
Secretary

Enriqueta "Queta" Fierro
President Emeritus

Dan Olivas
President Emeritus

Alejandro Acosta

Dr. Ogechika Alozie, MD

Viviane Arnold

Margie Resendez

Xavier Bañales

Corporate Management Team

Andrea Ramirez
Chief Executive Officer

Celia Garcia
Chief Operating Officer
Social Services

Dalia De Los Santos
Chief People Officer

Kristina Peña
Community Relations Manager

Luis Celaya
Administrative Officer to the CEO

Mailing Address

3210 Dyer
El Paso, TX 79930
Tel. 915-532-3790
Fax 915-532-7463

www.projectamistad.org



December 12, 2023

Evaluation Committee
Public Transportation Division
Texas Department of Transportation

TxDOT Evaluation Committee:

Amistad, a 501 c 3 agency founded in 1976, is one of the founding members of the Far West Texas & El Paso Regional Transportation Coordination Committee (WTCP). In this capacity, our agency is very familiar with the transportation services provided by El Paso County through its operation of the Gold Route that transports passengers from downtown El Paso to Las Cruces, New Mexico, and to White Sands, NM. This Letter of Support (LoS) is prepared on behalf of El Paso County as it seeks continued funding for this Intercity Bus (ICB) Grant opportunity by the Texas Department of Transportation (TxDOT).

Amistad administers an array of social service programs and has a robust history in providing transportation services to over 23 counties in West Texas. Amistad provides transportation services through funding awarded by the federal, state, city, county governments, as well as from private donors, foundations and corporations. Amistad partners with El Paso County and is familiar with the Gold Route that is operated by El Paso County.

The Gold Route fills an important transportation gap identified through strategic planning that has been completed in recent years by our agency. Additionally, the most recent Regional Plan prepared by WTCP identified the importance of maintaining and expanding this service (when funding is available). Furthermore, the El Paso Metropolitan Transportation Plan (EPMTO) refers to the need to maintain the "effective movement of people and goods" within the same areas served by the Gold Route.

Our agency feels strongly that the Gold Route needs to continue to operate at maximum capacity and we support the continued funding of this program. Should you have any questions regarding this Letter of Support (LoS), feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to be "A. Ramirez", written over a horizontal line.

Andrea Ramirez, LPC, LCDC, SHRM-CP
Chief Executive Officer | Amistad

3210 Dyer St. El Paso, TX 79930

O: 915.298.7304 | C: 915.875.2887 | F: 915.532.7463



Far West Texas El Paso Regional Transportation Coordination Committee (WTEP)

December 12, 2023

Evaluation Committee
Public Transportation Division
Texas Department of Transportation

TxDOT Evaluation Committee:

As CEO of the lead Agency for the Far West Texas & El Paso Regional Coordination Committee (WTEP), I am submitting this Letter of Support (LOS) on behalf of El Paso County as it seeks continued funding for the Intercity Bus (ICB) Grant opportunity to continue operating the Gold Route which offers transportation from downtown El Paso, Texas to Las Cruces, and White Sands, NM.

WTEP's members support transportation programs that address local mobility priorities and are consistent with our Regional Transportation Coordination Plan. WTEP is very familiar with the transportation services provided by El Paso County's Gold Route as it serves rural and urban areas within our region. At various WTEP meetings, personnel from El Paso County have updated WTEP member agencies as to the Gold Route's performance. This route works to fill a transportation gap in service for two major cities (El Paso and Las Cruces), rural areas, and between Texas and New Mexico.

This letter is intended to affirm that the County of El Paso has continued to operate the Gold Route and that WTEP's Steering Committee members support El Paso County as it seeks continued funding. This program is within two of the regional goals approved by the WTEP members in the 2022-20226 Regional Plan. These goals are:

- I. Promote collaboration resulting in continued improved services to persons in need
- II. Fill gaps in service through identification and assessment of changing mobility needs, increased efficiencies, funding opportunities, and new technologies

There is no other transportation service like the Gold Route, and it is thus imperative that funding continue to operate this program. Should you have any questions regarding this LOS, feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to be 'Andrea Ramirez', is written over a horizontal line.

Andrea Ramirez, LPC, LCDC, SHRM-CP
Chief Executive Officer | [Amistad](#)
3210 Dyer St. El Paso, TX 79930
O: 915.298.7304 | C: 915.875.2887 | F: 915.532.7463



Mail Drop 527M
 Motor Carrier Services
 Motor Vehicle Division
 PO Box 2100
 Phoenix AZ 85001-2100

ARIZONA
 APPORTIONED REGISTRATION
 CAB CARD

46-3601 R0705 www.azdot.gov

Void If Altered (Only Duplicate By Facsimile Is Acceptable)

INDUSTRIAL BUS LINES INC
 ALL ABOARD AMERICA
 230 S COUNTRY CLUB DR
 MESA AZ 85210

Plate AL27904	Tab AL27904 PERM
Date Registered 07/26/2023	Expires 12/31/2023

Account Number 0016370	
Fleet Number 001	Supplement Number 0004

Owner/Lessor Name INDUSTRIAL BUS LINES INC				
Operator/Lessee Name (Registrant) INDUSTRIAL BUS LINES INC				
Street Address 230 S COUNTRY CLUB DR		City MESA	State AZ	Zip 85210

Vehicle Identification Number 2PCH33491DC712343	Vehicle Type BS	Year 2013	Make TRLR	Fuel D	Axles 3	Seats 56
GVW 53000	Unladen Weight 38000	Unit Number 594	AZ Percentage 19.68995			

This vehicle above has been proportionally registered in Arizona and the other jurisdictions shown below.

Registration must be surrendered upon removal from the fleet.

Void If Any Jurisdictions Are Listed After The Row Of Asterisks.

AL 53000	AR 53000	AZ 53000	CA 53000	CO 53000	CT 53000	DC 53000
DE 53000	FL 53000	GA 53000	IA 53000	ID 53000	IL 53000	IN 53000
KS 53000	KY 53000	LA 53000	MA 53000	MD 53000	ME 53000	MI 53000
MN 53000	MO 53000	MS 53000	MT 53000	NC 53000	ND 53000	NE 53000
NH 53000	NJ 53000	NM 53000	NV 53000	NY 53000	OH 53000	OK 53000
OR 53000	PA 53000	RI 53000	SC 53000	SD 53000	TN 53000	TX 53000
UT 53000	VA 53000	VT 53000	WA 53000	WI 53000	WV 53000	WY 53000
AB 24040	BC 24040	MB 24040	NE 24040	NL 24040	NS 24040	ON 24040
PE 24040	QC 3 AXL	SK 24040	*****	*****	*****	*****

Motor Carrier Responsible for Safety

USDOT Number: 0027402

INDUSTRIAL BUS LINES INC
 230 S COUNTRY CLUB DR
 MESA, AZ 85210





Mail Drop 527M
 Motor Carrier Services
 Motor Vehicle Division
 PO Box 2100
 Phoenix AZ 85001-2100

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 CAB CARD**

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**INDUSTRIAL BUS LINES INC
 ALL ABOARD AMERICA
 230 S COUNTRY CLUB DR
 MESA AZ 85210**

Plate AL18050	Tab AL18050 PERM
Date Registered 01/01/2023	Expires 12/31/2023

Account Number 0016370	
Fleet Number 001	Supplement Number 0000

Owner/Lessor Name				
Operator/Lessee Name (Registrant) INDUSTRIAL BUS LINES INC				
Street Address 230 S COUNTRY CLUB DR		City MESA	State AZ	Zip 85210

Vehicle Identification Number 2PCH33490DC712303	Vehicle Type BS	Year 2013	Make PREO	Fuel D	Axles 3	Seats 56
GVW 53000	Unladen Weight 38000	Unit Number 600	AZ Percentage 19.68995			

This vehicle above has been proportionally registered in Arizona and the other jurisdictions shown below.

Registration must be surrendered upon removal from the fleet.

Void if Any Jurisdictions Are Listed After The Row Of Astericks

AL 53000	AR 53000	AZ 53000	CA 53000	CO 53000	CT 53000	DC 53000
DE 53000	FL 53000	GA 53000	IA 53000	ID 53000	IL 53000	IN 53000
KS 53000	KY 53000	LA 53000	MA 53000	MD 53000	ME 53000	MI 53000
MN 53000	MO 53000	MS 53000	MT 53000	NC 53000	ND 53000	NE 53000
NH 53000	NJ 53000	NM 53000	NV 53000	NY 53000	OH 53000	OK 53000
OR 53000	PA 53000	RI 53000	SC 53000	SD 53000	TN 53000	TX 53000
UT 53000	VA 53000	VT 53000	WA 53000	WI 53000	WV 53000	WY 53000
AB 24040	BC 24040	MB 24040	NB 24040	NL 24040	NS 24040	ON 24040
PE 24040	QC 3 AXL	SK 24040	*****	*****	*****	*****

Motor Carrier Responsible for Safety
USDOT Number: 0027402
INDUSTRIAL BUS LINES INC
230 S COUNTRY CLUB DR
MESA, AZ 85210





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 Motor Carrier Services
 Motor Vehicle Division
 PO Box 2100
 Phoenix AZ 85001-2100

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**INDUSTRIAL BUS LINES INC
 ALL ABOARD AMERICA
 230 S COUNTRY CLUB DR
 MESA AZ 85210**

Plate AL18377	Tab AL18377 PERM
Date Registered 01/01/2023	Expires 12/31/2023

Account Number 0016370	
Fleet Number 001	Supplement Number 0000

Owner/Lessor Name				
Operator/Lessee Name (Registrant) INDUSTRIAL BUS LINES INC				
Street Address 230 S COUNTRY CLUB DR		City MESA	State AZ	Zip 85210

Vehicle Identification Number 2PCH33494FC712890	Vehicle Type BS	Year 2015	Make PREO	Fuel D	Axles 3	Seats 56
GVW 53000	Unladen Weight 38700	Unit Number 611	AZ Percentage 19.68995			

This vehicle above has been proportionally registered in Arizona and the other jurisdictions shown below.

Registration must be surrendered upon removal from the fleet.

Void if Any Jurisdictions Are Listed After The Row Of Astericks

AL 53000	AR 53000	AZ 53000	CA 53000	CO 53000	CT 53000	DC 53000
DE 53000	FL 53000	GA 53000	IA 53000	ID 53000	IL 53000	IN 53000
KS 53000	KY 53000	LA 53000	MA 53000	MD 53000	ME 53000	MI 53000
MN 53000	MO 53000	MS 53000	MT 53000	NC 53000	ND 53000	NE 53000
NH 53000	NJ 53000	NM 53000	NV 53000	NY 53000	OH 53000	OK 53000
OR 53000	PA 53000	RI 53000	SC 53000	SD 53000	TN 53000	TX 53000
UT 53000	VA 53000	VT 53000	WA 53000	WI 53000	WV 53000	WY 53000
AB 24040	BC 24040	MB 24040	NB 24040	NL 24040	NS 24040	ON 24040
PE 24040	QC 3 AXL	SK 24040	*****	*****	*****	*****

Motor Carrier Responsible for Safety
USDOT Number: 0027402
INDUSTRIAL BUS LINES INC
230 S COUNTRY CLUB DR
MESA, AZ 85210





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 Motor Vehicle Division
 PO Box 2100
 Phoenix AZ 85001-2100

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**INDUSTRIAL BUS LINES INC
 ALL ABOARD AMERICA
 230 S COUNTRY CLUB DR
 MESA AZ 85210**

Plate AL18378	Tab AL18378 PERM
Date Registered 01/01/2023	Expires 12/31/2023

Account Number 0016370	
Fleet Number 001	Supplement Number 0000

Owner/Lessor Name				
Operator/Lessee Name (Registrant) INDUSTRIAL BUS LINES INC				
Street Address 230 S COUNTRY CLUB DR		City MESA	State AZ	Zip 85210

Vehicle Identification Number 2PCH33492GC713151	Vehicle Type BS	Year 2016	Make PREO	Fuel D	Axles 3	Seats 56
GVW 53000	Unladen Weight 38700	Unit Number 621	AZ Percentage 19.68995			

This vehicle above has been proportionally registered in Arizona and the other jurisdictions shown below.

Registration must be surrendered upon removal from the fleet.

Void if Any Jurisdictions Are Listed After The Row Of Astericks

AL 53000	AR 53000	AZ 53000	CA 53000	CO 53000	CT 53000	DC 53000
DE 53000	FL 53000	GA 53000	IA 53000	ID 53000	IL 53000	IN 53000
KS 53000	KY 53000	LA 53000	MA 53000	MD 53000	ME 53000	MI 53000
MN 53000	MO 53000	MS 53000	MT 53000	NC 53000	ND 53000	NE 53000
NH 53000	NJ 53000	NM 53000	NV 53000	NY 53000	OH 53000	OK 53000
OR 53000	PA 53000	RI 53000	SC 53000	SD 53000	TN 53000	TX 53000
UT 53000	VA 53000	VT 53000	WA 53000	WI 53000	WV 53000	WY 53000
AB 24040	BC 24040	MB 24040	NB 24040	NL 24040	NS 24040	ON 24040
PE 24040	QC 3 AXL	SK 24040	*****	*****	*****	*****

Motor Carrier Responsible for Safety
USDOT Number: 0027402
INDUSTRIAL BUS LINES INC
230 S COUNTRY CLUB DR
MESA, AZ 85210





Mail Drop 527M
 Motor Carrier Services
 Motor Vehicle Division
 PO Box 2100
 Phoenix AZ 85001-2100

ARIZONA
 APPORTIONED REGISTRATION
 CAB CARD

46-3801 R0705 www.azdot.gov

Void If Altered (Only Duplicate By Facsimile Is Acceptable)

INDUSTRIAL BUS LINES INC
 ALL ABOARD AMERICA
 230 S COUNTRY CLUB DR
 MESA AZ 85210

Plate AL27906	Tab AL27906 PERM
Date Registered 07/26/2023	Expires 12/31/2023

Account Number 0016370	
Fleet Number 001	Supplement Number 0004

Owner/Lessor Name INDUSTRIAL BUS LINES INC				
Operator/Lessee Name (Registrant) INDUSTRIAL BUS LINES INC				
Street Address 230 S COUNTRY CLUB DR		City MESA	State AZ	Zip 85210

Vehicle Identification Number 2PCH33491GC713156	Vehicle Type BS	Year 2016	Make TRLR	Fuel D	Axles 3	Seats 56
GVW 53000	Unladen Weight 38700	Unit Number 623	AZ Percentage 19.68995			

This vehicle above has been proportionally registered in Arizona and the other jurisdictions shown below.

Registration must be surrendered upon removal from the fleet.

Void If Any Jurisdictions Are Listed After The Row Of Astericks

AI 53000	AL 53000	AZ 53000	CA 53000	CO 53000	CT 53000	DC 53000
DE 53000	FL 53000	GA 53000	IA 53000	ID 53000	IL 53000	IN 53000
KS 53000	KY 53000	LA 53000	MA 53000	MD 53000	ME 53000	MI 53000
MN 53000	MO 53000	MS 53000	MT 53000	NC 53000	ND 53000	NE 53000
NH 53000	NJ 53000	NM 53000	NV 53000	NY 53000	OH 53000	OK 53000
OR 53000	PA 53000	RI 53000	SC 53000	SD 53000	TN 53000	TX 53000
UT 53000	VA 53000	VT 53000	WA 53000	WI 53000	WV 53000	WY 53000
AB 24040	BC 24040	MB 24040	NB 24040	NL 24040	NS 24040	ON 24040
PE 24040	QC 3 AXL	SK 24040	*****			

Motor Carrier Responsible for Safety

USDOT Number: 0027402

INDUSTRIAL BUS LINES INC
 230 S COUNTRY CLUB DR
 MESA, AZ 85210





Texas Department of Motor Vehicles

HELPING TEXANS GO. HELPING TEXAS GROW

MOTOR CARRIER CERTIFICATE OF REGISTRATION

TxDMV No. 0000004518

Date Issued:

9/26/2023

USDOT #:

27402

INDUSTRIAL BUS LINES, INC.
ALL ABOARD AMERICA !
10615 WEST COUNTY ROAD 127
ODESSA, TX 79765 - 000

Having fulfilled the application requirements of the Department of Motor Vehicles (DMV) relating to the registration of commercial motor carriers, this Certificate of Registration is hereby granted to:

**INDUSTRIAL BUS LINES, INC.
ALL ABOARD AMERICA !
10615 WEST COUNTY ROAD 127
ODESSA, TX 79765 - 000**

This Certificate of Registration authorized DMV's issuance of an insurance cab card identifying each Commercial motor vehicle registered with DMV.

This Certificate of Registration is not transferable.

VOID IF ALTERED

ALL-AB



Texas Department of Motor Vehicles

HELPING TEXANS GO. HELPING TEXAS GROW.

Insurance Cab Card for TxDMV No. 0000004518

Date Issued: 9/26/2023
USDOT #: 27402

INDUSTRIAL BUS LINES, INC.
ALL ABOARD AMERICA !
10615 WEST COUNTY ROAD 127
ODESSA, TX 79765 - 000

INDUSTRIAL BUS LINES, INC.
ALL ABOARD AMERICA !
10615 WEST COUNTY ROAD 127
ODESSA, TX 79765 - 000

Seq #	Unit #	Make	Model YR	VIN	Haz	HG	Bus	Oth	Effective	Expires
1	500	PREVOST	2005	2PCH3349651010225				Y	09/26/2023	09/30/2024
2	514	PREVOST	2006	2PCH3349X61010472				Y	09/26/2023	09/30/2024
3	565	PREVOST	2010	2PCH33498AC711587				Y	09/26/2023	09/30/2024
4	566	PREVOST	2010	2PCH33491AC711608				Y	09/26/2023	09/30/2024
5	568	VANHOOL	2011	YE2CC2AB3B2047701				Y	09/26/2023	09/30/2024
6	569	VANHOOL	2011	YE2CC2ABXB2047758				Y	09/26/2023	09/30/2024
7	570	VANHOOL	2011	YE2CC2AB3B2047763				Y	09/26/2023	09/30/2024
8	572	PREVOST	2012	2PCH33494CC711931				Y	09/26/2023	09/30/2024
9	573	PREVOST	2012	2PCH33496CC711932				Y	09/26/2023	09/30/2024
10	594	PREVOST	2013	2PCH33491DC712343				Y	09/26/2023	09/30/2024
11	595	PREVOST	2013	2PCH33499DC712347				Y	09/26/2023	09/30/2024
12	597	PREVOST	2013	2PCH33498DC712355				Y	09/26/2023	09/30/2024
13	598	PREVOST	2013	2PCH33495DC712359				Y	09/26/2023	09/30/2024
14	600	PREVOST	2013	2PCH33490DC712303				Y	09/26/2023	09/30/2024
15	605	PREVOST	2015	2PCH3349XFC712828				Y	09/26/2023	09/30/2024
16	608	PREVOST	2007	2PCH334907C710961				Y	09/26/2023	09/30/2024
17	610	PREVOST	2010	2PCH33499AC711484				Y	09/26/2023	09/30/2024
18	623	PREVOST	2016	2PCH33491GC713156				Y	09/26/2023	09/30/2024
19	630	VANHOOL	2017	YE2XB83B2H3049236				Y	09/26/2023	09/30/2024
20	671	VANHOOL	2016	YE2XC82B8G3049030				Y	09/26/2023	09/30/2024
21	679	VANHOOL	2013	YE2CC1BB8D2046345				Y	09/26/2023	09/30/2024
22	680	VANHOOL	2014	YE2XC22B8E3048308				Y	09/26/2023	09/30/2024
23	682	VANHOOL	2015	YE2XC21B2F3048534				Y	09/26/2023	09/30/2024
24	683	VANHOOL	2017	YE2XC82B7H3049456				Y	09/26/2023	09/30/2024
25	684	VANHOOL	2017	YE2XC82B5H3049455				Y	09/26/2023	09/30/2024
26	685	VANHOOL	2017	YE2XC82B3H3049454				Y	09/26/2023	09/30/2024
27	686	VANHOOL	2017	YE2XC82B9H3049457				Y	09/26/2023	09/30/2024
28	687	VANHOOL	2014	YE2XC21B6E2048203				Y	09/26/2023	09/30/2024
29	688	VANHOOL	2015	YE2XC21B9F3048532				Y	09/26/2023	09/30/2024
30	689	VANHOOL	2015	YE2XC22B1F3048488				Y	09/26/2023	09/30/2024
31	690	VANHOOL	2015	YE2XC22B0F3048448				Y	09/26/2023	09/30/2024

(VOID IF ALTERED)

This listing signifies that the motor carrier has duly filed proof of insurance as of the date this insurance cab card was issued. To receive the current status of registration or insurance coverage, please call the Motor Carrier Division at 1-800-299-1700. The original Insurance Cab Card must be retained in the carrier's principle place of business. A copy of the page that identifies (by highlighting) the vehicle being operated must be placed in the cab of the identified vehicle.



Texas Department of Motor Vehicles

HELPING TEXANS GO. HELPING TEXAS GROW.

Insurance Cab Card for TxDMV No. 0000004518

Date Issued: 9/26/2023
USDOT #: 27402

INDUSTRIAL BUS LINES, INC.
ALL ABOARD AMERICA I
10615 WEST COUNTY ROAD 127
ODESSA, TX 79765 - 000

INDUSTRIAL BUS LINES, INC.
ALL ABOARD AMERICA I
10615 WEST COUNTY ROAD 127
ODESSA, TX 79765 - 000

Table with 9 columns: Seq #, Unit #, Make, Model YR, VIN, Haz, HG, Bus, Oth, Effective, Expires. Contains 6 rows of vehicle data.

(VOID IF ALTERED)

This listing signifies that the motor carrier has duly filed proof of insurance as of the date this insurance cab card was issued. To receive the current status of registration or insurance coverage, please call the Motor Carrier Division at 1-800-299-1700. The original insurance cab card must be retained in the carrier's principal place of business. A copy of the page that identifies (by highlighting) the vehicle being operated must be placed in the cab of the identified vehicle.

TEXAS LIABILITY INSURANCE CARD

COMPANY PHONE NO.
19445

COMPANY
National Union Fire Ins Co of PA

POLICY NUMBER
CA 1722388

EFFECTIVE DATE
07/01/2023

EXPIRATION DATE
07/01/2024

YEAR
Fleet

MAKE/MODEL
Fleet

VEHICLE IDENTIFICATION NUMBER
Fleet

**SPANISH
TRANSLATION**

Unit No.
AGENCY
McGriff Insurance Services, LLC.
1800 SW First Avenue, Suite 400
Portland, OR 97201

AGENCY PHONE
503-943-6621

INSURED

FOR CLAIMS CALL: (800) 910-2667

Industrial Bus Lines Inc
230 S. Country Club Drive
Mesa, AZ 85210

This policy provides at least the minimum amounts of liability insurance required by the Texas motor Vehicle Safety Responsibility Act for the Specified vehicle and named insureds and may provide coverage for other persons and other vehicles as provided by the insurance policy.

Tarjeta de Seguro de Resonabilidad de Texas

Guarde esta tarjeta.

IMPORTANTE: Esta tarjeta o una copia de su poliza de seguro debe ser mostrada cuando usted solicite o renueve su:

- registro de vehiculo de motor
- licencia para conducir
- etiqueta de inspeccion de seguridad para su vehiculo.

Puede que usted tenga tambien que mostrar esta tarjeta o su poliza de seguro si tiene un accidente o si un official de la paz se la pide.

Todos los conductors en Texas deben de tener seguro de responsabilidad para sus vehiculos, o de otra manera llnear este requisito pudiera resultar en multas de hasta \$1,000, suspension de su licencia para conducir y su registro de vehiculo de motor, y la retencion de su vehiculo por un periodo de hasta 180 dias (a un costo de \$15 per dia).

**Texas Liability Insurance Card
Keep this card.**

IMPORTANT: This card or a copy of your insurance policy must be shown when you apply for or renew your:

- motor vehicle registration
- drivers license
- motor vehicle inspection sticker.

You also may be asked to show this card or your policy if you have an accident or if a peace officer asks to see it.

All drivers in Texas must carry liability insurance on their vehicles or otherwise meet legal requirements for financial Responsibility. Failure to do so could result in fines up to \$1,000, suspension of your driver's license and motor vehicle registration, and impoundment of your vehicle for up to 180 days (a cost of \$15 per day).